What are the main characteristics of a CBD?

How many characteristics of a CBD can you spot in the next four slides?
What typical characteristics of a CBD are shown here?

The Tallest Buildings
Why?

Public Buildings eg. Corn Exchange / Town Hall

Busy – lots of pedestrians

Markets
Purpose built shopping centres providing undercover shopping experience

What typical characteristics of a CBD are shown here?

Big Department Stores and National Chain Stores – why?
What typical characteristics of a CBD are shown here?

- Some of the oldest buildings
- Public Buildings eg. Corn Exchange / Town Hall
- Historic/ old street pattern – often some narrow streets
- Very accessible – public transport & traffic management required due to congestion.
What typical characteristics of a CBD are shown here?

Entertainment e.g. pubs

Entertainment – e.g. restaurants

Entertainment e.g. cinemas

(although increasingly these are moving further out of town)
A CASE STUDY OF URBAN TRAFFIC MANAGEMENT

CAMBRIDGE - UK
CAUSES OF TRAFFIC PROBLEMS IN CAMBRIDGE

• CBD – oldest part of city – road network originally built for horse-drawn traffic – not able to cope with high traffic flows (many narrow roads)

• Increased card ownership over the last 50 years with increasing wealth

• Last 40 years – decrease in rail services & more people on the road

• Commuter traffic increasingly a problem (people travelling into the city to work)

• More people travelling in for shopping / entertainment
What are the Traffic Problems in Cambridge?

- Heavy Traffic Congestion – particularly in rush hours – make deliveries / people late

- Movement of traffic slow in narrow streets

- High volume of through traffic

- High pollution levels from exhaust (particularly in hot summer conditions)

- Lost work hours (workers increasingly late due to congestion) – costs employers

- Shortage of Parking

- Problems for emergency services trying to get through congested streets
What are the solutions to traffic problems in Cambridge?

MULTI-STOREY CAR PARKS

e.g. Lion Yard (Cambridge)
Grafton Centre Parking etc.
Gonville Place etc.

Why needed?
CYCLE LANES
And
BUS LANES
Why?
ONE WAY STREETS

e.g. Downing Street

Why?
RISING BOLLARDS

Why?

e.g. outside Kings College Chapel
TRAFFIC CALMING IN RESIDENTIAL AREAS

- e.g. forced Give Way
- Speed reducing bollards etc.

*Why needed?*
PARK AND RIDE

e.g. Trumpington
Cowley Road
Madingley Road

Why?
PEDESTRIANISED AREAS

e.g. Sidney Street
Trinity Street etc.

Why needed?
Other Traffic Management Measures:

• M11 / A14 forming N-S and E-W City Bypasses – taking through traffic around the town (allows more continuous / faster flowing traffic in town)

• Increase Car Parking Fees (discourage traffic in centre – encourage use of public transport)

Possible solutions in the future:

• Road Pricing – e.g. like the congestion charge in London

• Encouraging car-sharing etc.

Photograph Source: from Google Image searches – purely used for educational use – no commercial gain.
THE INNER CITY (ZONE 2)

Also known as the Twilight or Transition Zone
Zone 2 of the Urban Land-use Model – THE INNER CITY

Typical aerial view of an Inner City Area

Typical style of housing in the Inner City

18th century inner city
Zone 2 – The Inner City (Twilight Zone)

The Inner City is the land-use zone surrounding the CBD, which grew up during the 19th century. It is a zone that has undergone many changes since the 1950s due to industrial decline and is also known as the Twilight (transition) zone.

When and why did Inner City Areas grow up?

Typical Characteristics of Inner City Areas:

Typical aerial view of an Inner City Area

What types of land-use are found in Inner City areas?

Problems in Inner City Areas (since 1950s/1960s)

Typical style of housing in the Inner City
When and Why did Inner City Areas Grow up?

• Developed during the 19th century – due to rapid expansion of industry (led to the demand for workers)

• As more moved to the cities – there was a demand for low cost houses for the workers

• This resulted in high-density cheap housing (fitting as many houses as possible in a small area)

• People had to live close to work due to lack of transport
What types of land-use are found in Inner City areas?

19th Century Terraced Housing

Industry – large factories built during the industrial revolution (now some knocked down / converted)

Canals and Railways

Main Roads (often now ring roads taking traffic out of CBDs)
Typical Characteristics of Inner City Areas

- High Density Housing
- Mainly terraced (some back to back)
- Built in Long Straight Rows
- Front doors opening onto the street
- Few Amenities (little or no sanitation (often built with toilet in Back Yard)
- Mainly Ethnic Minorities, students, older people and unemployed (lower income groups)
- Mainly private / rented
Problems in Inner City Areas (since 1950s / 1950s)

1. Industrial Decline (see other notes)
2. High unemployment
3. Abandoned Warehouses – eyesore and led to vandalism
4. High Crime Rates
5. Poor Quality Housing
6. Overcrowding
7. Lack of Open Space
8. Lack of Parking Spaces
9. Atmospheric Pollution (factories / traffic)
10. Lots of heavy traffic (for industry)
A Case Study of Urban Redevelopment / Renewal

THE LONDON DOCKLANDS

LOCATION: East End of London – 12 mile stretch downstream, includes Tower Hamlets, Greenwich, Newham and Southwark
THE LONDON DOCKLANDS Pre 1950s

During the 19th Century – and up to the 1950s, London’s port was the busiest in the world, however even before the 1950s, the area was starting to lose trade.

London was losing trade to other ports which had lower warehousing charges and faster handling times. These ports not only included places like Liverpool but also European ports such as Hamburg, Antwerp and Rotterdam whose business was increasing at a much faster rate than London’s.

The size of ships had increased enormously by the end of the nineteenth century. The main river channel was not deep enough and large ships had great difficulty in moving in the river. The large number of different authorities and dock companies made it difficult to get the necessary improvements done.

London was losing trade to other ports which had lower warehousing charges and faster handling times. These ports not only included places like Liverpool but also European ports such as Hamburg, Antwerp and Rotterdam whose business was increasing at a much faster rate than London’s.
CAUSES OF DECLINE IN THE LONDON DOCKLANDS

1. The increasing size of ships meant they found it difficult to come as far down the River Thames as the Isle of Dogs (The position of the docks moved further downstream e.g. Tilbury)

2. Manufacturing declined and many portside industries closed.

3. Tower blocks / low quality housing built in the 1950s and 1960s to replace the housing damaged during the Second World War.

4. Containerization meant fewer dockers were needed as cranes were used to lift containers from the ships
PROBLEMS IN THE LONDON DOCKLANDS IN THE 1980s

**Shopping** – many small stores / corner shops – no modern shopping centres

**Transport** – narrow congested roads – many heavy lorries – parking a problem

**Employment** – decline of industries resulting in loss of jobs & high unemployment

**Open Space** – virtually none – almost all land developed – few leisure amenities

**Industry** – over half of Docklands was derelict – many empty factories / warehouses – the docks themselves were unused

**Industry** – mainly high density – terraced houses – up to 100 yrs old – Houses were small – lacked modern amenities. But there was a strong “East Enders” community spirit

Key:
- Land use in 1981 (simplified)
  - Warehouses, industry
  - Docks
  - Housing
  - Open space
  - Outside LDDC
  - Main road
  - Tunnel
  - Ferry
  - LDDC

LDDC = London Docklands Development Corporation
THE DOCKS BEFORE REDEVELOPMENT

Source: http://www.lddc-history.org.uk/

A community in transition: regeneration on the Isle of Dogs in the late 1980’s

South West India Dock, looking east, 1982

Enterprise Zone Business Park, Millwall Inner Dock, looking south, 1984

West India Docks, looking west towards the City of London, 1984

Construction of South Quay Plaza, Marsh Wall, looking west, 1986

Millwall Inner Dock, from South Quay, looking south, 1982
Mudchute City Farm

Canary Wharf – Docklands Light Railway

The Dome

CANARY WHARF – Construction and final!

HSBC Building

CANARY WHARF – Construction and final!
WHO HAS BEEN INVOLVED IN HELPING WITH THE REGENERATION PROCESS?

- **Local Housing Association** – obtained home improvement grants
- **LDDC (London Docklands Development Corporation)** – responsible for planning and redevelopment of the Docklands area.
- **National Government** – created Isle of Dogs enterprise zone – offering financial help and reduced rates
- **Property Developers** – built large office blocks – e.g. Canary Wharf
- **Conservation Groups** – created schemes to improve the environment
- **Newham Council** – built low-cost housing / upgraded properties.
<table>
<thead>
<tr>
<th>Social</th>
<th>Economic</th>
<th>Environmental</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved transport links – e.g. new roads (including link to M1 and the building of the Docklands Light Railway)</td>
<td>Huge new office blocks like canary wharf were built</td>
<td>Over 20,000 new houses &amp; flats were built (including luxury flats) – and many old terraces have been cleared / renovated</td>
</tr>
<tr>
<td>Financial and High tech industries were attracted to the area as the LDDC promised low rates – e.g. Stock Exchange &amp; newspapers and TV studios.</td>
<td>£100 million was spent on education, health and training</td>
<td>New shopping centres were developed, a national indoor sports arena and a marina for watersports as well as a hotel / conference centre (EXCEL)</td>
</tr>
<tr>
<td>The National government created enterprise zones – promising low rates to businesses</td>
<td>Conservation areas were created and waterside walks and cycle paths were built. Mudchute city farm was opened.</td>
<td>Employment doubled 1981-1996 (unemployment fell) – by 1999, 16,000 new jobs had been created.</td>
</tr>
<tr>
<td></td>
<td>Derelict land was reclaimed, 200 000 trees were planted and parkland was created</td>
<td></td>
</tr>
</tbody>
</table>
HOW SUCCESSFUL WAS THE LONDON DOCKLAND REDEVELOPMENT?

Read through the following and try and identify the winners and losers

Finance company
We moved here because land is cheap. It only takes ten minutes to travel to central London. There is high quality housing for our staff.

School leavers
We have the right skills to get jobs around here.

Local shopkeepers
All these newcomers mean more trade. And they have plenty of money to spend.

Former dockers
We lost our jobs long ago, when the docks closed. The new development has no jobs for people like us.

Property developer
I’ve built large office blocks, and converted derelict warehouses into luxury flats.

Local people
The ‘yuppie’ newcomers don’t mix with us. Our close-knit community has been broken up.

Social workers
The community that was here has gone. People no longer look out for each other.

Local people
Most jobs go to highly skilled people living outside of Docklands.

The Council
We have created 20,000 new homes and 10,000 new jobs. The environment is getting cleaner, too.

Young married couple
A cheap flat costs over £100,000. We can’t afford that and will have to move.

Elderly people
The new shops are too expensive for us. There has been no money put into hospitals or centres for old people.

A Summary Model of Land-Use in a City

**Central Business District (CBD)**
- commercial /administrative Centre
- Mainly shops / offices
- Few people live here
- High Land Values
- Most accessible area
- Congested and busy

**Inner City Area**
- area surrounding the CBD
- Twilight / Transition zone
- developed in 19th century
- high density terraced housing
- an area of decline / change
- inner city redevelopment occurring

**Motorway**

**Railway**

**Industry**
- old and new industries
- areas undergoing change
- grown up along major transport routes

**Industrial Estates & Retail Parks**
Economic Developments on the rural-urban fringe due to:
- good accessibility
- near suburban labour force
- cheaper land
- land available for expansion
- attractive environment

**Inner Suburbs**
- grew due to:
  i) increasing car ownership
  ii) demand for better quality environment
- 1930's housing
- mainly semi-detached with gardens
- tree-lined streets

**Outer Suburbs**
- modern detached and semi-detached
- mainly privately owned
- with gardens, garages & off-street parking
- some outer city council estates
- on the rural-urban fringe

INNER AND OUTER SUBURBS

Reasons for Growth of the Suburbs

1. Better public transport and increased car ownership meant people could separate work from where they live.
2. Building societies provided mortgages making it easier to buy homes
3. People were better off and looking for a better living environment.

Housing Typical of Inner Suburbia
- Semi-detached
- Tree-lined streets
- Some with garages
- Front and Back Gardens

Housing Typical of Outer Suburbia
- Detached Housing
- Modern design with modern amenities
- Garages and off street parking
- Front and back gardens
- Low density, high quality housing
RURAL-URBAN FRINGE

Benefits of the rural-urban fringe for economic developments.

Cheap Land

Room for Expansion

Plenty of car-parking space

Attractive environment

New Industries

New/larger roads

Recreation & outdoor courses

Houses

Shopping centres

Workers available close by

Good accessibility

This has lead to conflict due to different land-uses wanting to locate here (see diagram for examples)
APPLYING THE LAND-USE MODEL TO ST IVES

A Summary Model of Land-Use in a City

Central Business District (CBD)
- commercial / administrative Centre
- Mostly shops / offices
- High Land Values
- Most accessible area
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THE CBD
THE CBD
THE INNER CITY
THE INNER CITY
THE INNER SUBURBS
THE INNER SUBURBS
THE INNER SUBURBS
THE OUTER SUBURBS
RETAIL ON RURAL-URBAN FRINGE
INDUSTRY ON RURAL-URBAN FRINGE
## URBAN LAND-USE TRANSECT IN ST IVES

<table>
<thead>
<tr>
<th>CBD</th>
<th>Inner City</th>
<th>Inner Suburbs</th>
<th>Outer Suburbs</th>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>![CBD Image]</td>
<td>![Inner City Image]</td>
<td>![Inner Suburbs Image]</td>
<td>![Outer Suburbs Image]</td>
<td>![Industry Image]</td>
</tr>
<tr>
<td>Tallest Buildings</td>
<td>High Density Terraced Housing</td>
<td>Semi-detached housing</td>
<td>Low density housing</td>
<td>Rural-urban fringe</td>
</tr>
<tr>
<td>Shops</td>
<td>Some old factories</td>
<td>Some greenery</td>
<td>Large detached houses</td>
<td>Industry</td>
</tr>
<tr>
<td>Entertainment</td>
<td>Gardens</td>
<td>Gardens</td>
<td>Garages</td>
<td>Retail Units</td>
</tr>
<tr>
<td>High Land Values</td>
<td></td>
<td></td>
<td>Gardens</td>
<td>Car parking space</td>
</tr>
</tbody>
</table>

**Examples:**
- Market Hill
- East Street
- Green Leys
- Burleigh Hill
- Rainbow