

1.9 • Transport and urban character. (a) Rue des Pucelles, Strasbourg. (b) Century Freeway, Los Angeles.



Transport infrastructure has had a particular influence on the fabric of cities, as a physical presence and as a land use (Figure 1.9). The amount of urban land occupied by transport-related land uses, including streets, lanes, car parks, highway intersections, railway yards, and so on, can easily account for a third of the total land areas of cities.<sup>24</sup> Hence, the influence of transport on urban design, for better or worse.

#### *Problems with transport*

Since the 'schism of Modernism', increasingly the finger of blame for bad urbanism has been pointed in the direction of the transport professions. Highway promoters and transport departments have been described as being 'fanatical' and 'sinister', responsible for 'tearing the environment to bits and encouraging its most cancerous aberrations'.<sup>25</sup>

However, the negative influence of transport is not just one of urban destruction, but also disurban creation. What is at stake is not simply the scale and impact of insensitive transport engineering. After all, this may be no worse than the impact of destructive if well-intentioned planning –