

### *Future streets*

Whatever future vehicles will be like, they are likely to be human-shaped on the inside. Similarly, the city of tomorrow is likely to be in some way street-shaped on the inside – whether enclosed cities on the Earth's surface, underground or in space.

Streets shared by trams and pedestrians could be covered over to provide a system of arterial arcades, like elongated shopping malls or 'crystal palaces' that could form the backbone of one possible kind of future city.<sup>6</sup>

The streets of tomorrow would do well at least to accommodate the modes of today, never mind the modes of tomorrow. The so-called all-purpose street of today hardly caters for the full range of human-powered vehicles that might be more popular if they had a legitimate running space set aside for them. At present, modes such as rollerblades, skateboards and scooters are systematically ignored or discriminated against. Yet a system that encouraged citizens to burn up their own energy could beat today's combination of obesity, walking-pace congestion and toxic emissions. If we can have bicycle boulevards – or fan-assisted cycle tunnels<sup>7</sup> – then why not rollerblade arcades?

Perhaps there never was and never will be a viable evolutionary path to reach the city of human-powered locomotion.<sup>8</sup> But, if we are serious about a 'green' transport future, can we really afford to write off human-powered modes as fanciful? What other innovative modes could be encouraged, if there were an infrastructural niche for them to occupy?

### *Future patterns*

The different types of streets plied by different modes of movement should be able to permeate the whole urban area, rather than being confined to isolated pockets. The tartan grid, already demonstrated in Chapter 9, is a suitable medium for this purpose. In a rectangular grid, each block can be served by up to four street types, each with a different modal combination. A block could be attached to an arterial arcade on one side, a canal to another, a conventional all-purpose street on another, and a human-powered street on another.

Such a system could be introduced gradually, with selective conversion of streets: perhaps every fourth street in each direction converted for use by clean or slow modes. This can gradually build up networks of 'green' streets as linear 'habitats' favourable for 'green modes'. It can also lead to the gradual closing off and covering over of streets and squares to form sequences of arcades and atria, gradually extending a continuously connected temperate environment for human passage.