

forlorn, tired, unloved parks that do not even serve as ‘lungs’ for the city. In arid climes they can be detrimental.

The intellectual level at which landscape architects are best placed to make a contribution to urban design is not only at the detailed design level but at the citywide scale (Bunster-Ossa, 2001). Landscape architects’ concern should extend to include the health of the biogenic environment of cities and its side effects on the functioning of the planet, Earth. While there have been ardent proponents of ‘designing cities with nature in mind’ (e.g. Spirn, 1984), few landscape architects have become deeply involved in urban design.

Major references

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Pedestrian Malls, Walkways and Experiential Trails

Links, as part of urban design projects, can take many forms depending on the mode of transport being used. At one level of speed of movement it involves the use of vehicles. At another, walkways, stairways and arcades have been designed to enhance the experience of pedestrians. Sometimes the purpose is simply to provide shelter and comfort, but at other times it is to enhance the sequential experiencing of cities as one walks their streets.

One of the prejudices of many design professionals is that cars are bad and need to be kept out of the way. What needs to be recognized is that automobile usage is very much part of many lives and the generator of activity. Often cars and pedestrians really need to be segregated. The standard manner is to provide streets with pavements/sidewalks. Pedestrianizing streets and forming super-blocks is another way. Yet another way of separating pedestrian and vehicular traffic has been vertically. Skywalks and subterranean passageways have been designed to ease the flow of people. However, their designs have not been considered to be the purview of landscape architects.

In many cities around the world, key streets have been closed to vehicular traffic and converted into pedestrian malls. Some, such as the Strøget in the narrow winding streets of Copenhagen are internationally famous (see Figure 5.5). Such conversions continue to be built (e.g. Nanjing Road, Shanghai, 1999). The goal