MAS+ STEPS in Havana

STEPS – STREET ENVIRONMENTS FOR PEOPLE, SUSTAINABILITY AND HEALTH IN HAVANA
FINAL SEMINAR. JULY 16TH 2019. LONDON, UK
Outline

Citywide – Road network classification

Street Performance Assessment
Why (re)classify the road network?
Why (re)classify the road network

A classification that

1. Recognises diverse users = different needs = different functions
2. Promotes Sustainability (accessibility, active travel, low carbon transport, connectivity, economic vitality)
3. People-centred approach (liveability, quality of life, health and wellbeing)
4. Systemic approach

(Marshall, 2002)
Diverse users = diverse functions / Sustainability
People-centred and Systemic

0 – 3.2 km/hr

40 - 60 km/hr
New Classification- Dual Function: Movement and Place

MOVEMENT
As a conduit for movement (including non-motorized)

PLACE
As a destination

SAVE TIME

SPEND TIME

Jones, 2019
| M1 | National | - Link is part of national routes  
- Connects main cities (enables people or goods movement) |
| M2 | City | - Link is part of the major routes within the city, such as city radial route or key strategic route across the city,  
- Connects municipalities  
- Connects centres and subcentres |
| M3 | Municipality | - Enable movement of people and goods within the municipality |
| M4 | Neighbourhood/Residential | - Local streets primarily for access, residential streets, service lanes |
1 - National (International)
2 - City

3 – Municipality / 4- Neighbourhood
Method
Results
A new road/street classification for Havana
M1-P1 Example
Conclusions and further research

- Currently, movement and place classifications are related to people’s use, not to the characteristics of the built environment or road geometry.
- Important to explore consistency between function and road/built environment design (by assess performance of links and places).
- Need to study spatial/social disparities and how links and places form a network.
How to assess if users needs are being addressed?
- Case study -
Galiano

• High Street with historical/heritage value

• M3P2 and ‘connecting’ strategic M1P1 streets: Curita Park (intermodal transfer station) and Malecon (sea front)

• Connected to Old Havana via pedestrian street

• Diversity of land-uses, services and activities (perhaps not captured by the city-wide classification?)
Method

2 groups
~ 13 survey points
23 questions (self-selfcompeted)
1 – 10 Likert scale
Larger values = More positive performance
22 participants
Method: Street Environment for People

The aim is to assess perceived:

• Walking physical built environment (pavement width, crossing)
• Place physical built environment (rest, shelter)
• Use/behavior condition (traffic, noise, air, cleanliness)
• Design based in Healthy Streets Indicators (Saunders) widely used in London and comprehensive
• Adapted to local conditions: pavement and colonnades

Source: Lucy Saunders
Results
Pavement width
Colonnade width
Pavement and Colonnade width
Walking Environment
Air quality
Free from traffic
Easy to Cross
Free from Traffic and Easy to Cross
Attractive
Places to rest
Interesting
Relaxed
Greenery
Conclusions

▪ Differences in mean scores between the east and west sides of the street, and between different sites along the street.

▪ Features non related with the built environment had an effect on scores (lower scores for side with sunshine and female participants)

▪ Poor quality (lowest scores) were assigned to green space resting places and noise levels. The only positive feature, on average, all related to the existence of colonnades providing shelter, wide pedestrian facilities with fewer obstacles than pavements and with acceptable quality surfaces.
Further research

▪ Look more rigorously and systematically at the links between the perceived qualities and the objective qualities and people’s experience of the street

▪ Extend the assessment at the city-wide scale with a sample of street typologies in different areas of the city
Thank you