Rezoning

Harnessing rezoning to address the wider challenges that cities face

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Executive Summary

Whilst cities continually evolve due to changing circumstances and needs, this is under a context of a set of defined planning rules in most countries. Rezoning represents the opportunity to change the use of an area. The Liveable Cities five city types provide a starting point for city policymakers to consider what they would like their city to offer and/or provide for its residents. Rezoning of an area of a city should therefore consider the wider city aims as its starting point. We have explored this issue in relation to a case study area of Southampton by the river on the east of the city. It is apparent that in places, the city's road structures isolate communities and that the general east-west movement across the city is weak. Current road and rezoning plans risk worsening community isolation unless briefs are revised to a wider, future city focus.

Success Metrics

- Inform current infrastructure change thinking in UK cities.
- Leverage of development investment to benefit the wider city challenges rather than simply those of the development area.

About

Rezoning is often applied to regenerate or reinvigorate an area of a city. Whilst it is clear that the impact of the rezoning change should be considered at the city scale, the physical site will be the primary focus. Within Liveable Cities, we have inverted the problem by looking at the issue of what the rezoned area 'could do' to address wider city issues.

Linking the five city principles to rezoning represents an opportunity to regenerate and revitalise an area of a city from a different perspective.

Figure 1. Liveable Cities 5 city futures

Approach

In July 2016, the Liveable Cities researcher team undertook a walking tour of the city followed by a workshop. This 'local expert panel' established 12 principles for Southampton which have formed the basis of rezoning for the case study site.

Figure 2. Identified 12 priority future city principles for Southampton.

Goals

To visualise city challenges in a manner which leverages investments to deliver city wide benefits.

How has this research helped?

This research highlighted city weaknesses in Southampton created by road network and cultural segregation which current city plans need to consider. Data mapped weaknesses match the Liveable Cities analysis which states that the priority is to:

'Prevent the negative conditions that lead to fragmentation, ghettoization and impoverished areas'.
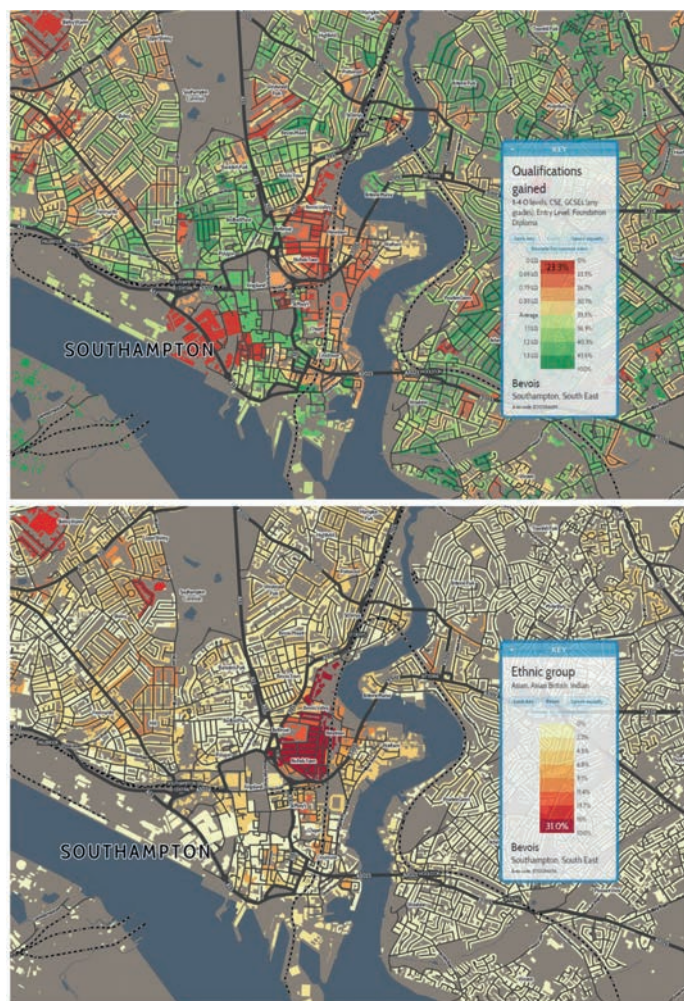

Figure 3. Census 2011, Southampton across 'Qualifications gained' and 'Ethnic group' indicators. Visualisation from datashine.org.uk.

Results

Scoping of various rezoning options relating to:

- The segregation created by the A3024 / A33 road collar

- Reinstating the rail line for passenger use and a new station at Southampton St. Marys
- Enhancing east-west connectivity across the city
- City center tram network options

Formal submission to the Highways England public consultation of A3024 upgrade for Southampton – highlighting Bevois Valley isolation as a key issue to address.
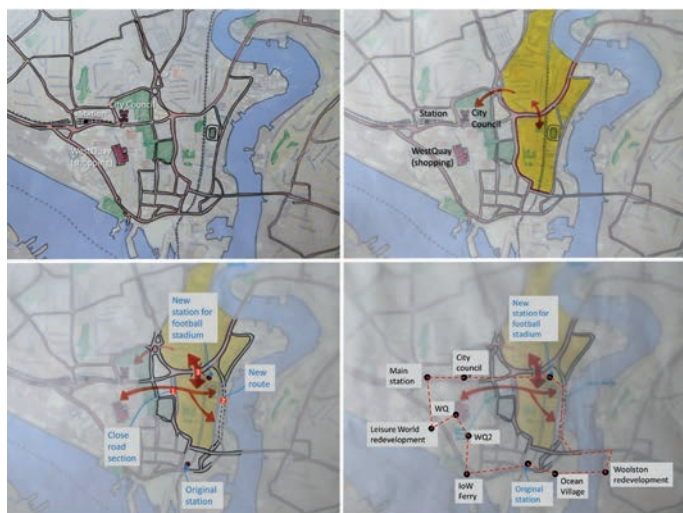

Figure 4. Rezoning concepts for the Itchen Wharf area of Southampton. TOP LEFT: major roads and areas of greenspace in Southampton City Centre, TOP RIGHT: connectivity issues of rezoning area and housing to the north due to major traffic routes, BOTTOM LEFT: Options for movement, supporting east:west pedestrian movement across the city, reinstating rail line for passengers and access to the stadium, BOTTOM RIGHT: light rapid transit to connect Woolston redevelopment, WQ, WQ2 and other key city assets.

Recommendation 10, Casey Review: 'Where we live can be both a cause and effect of isolation and segregation. The Government should work with local government to understand how housing and regeneration policies could improve or inhibit integration locally, and promote best practice approaches.' P169