

Chapter 1 : City Safe: Reducing crime and creating a safe and secure Birmingham city centre - Retail Birm

Examining the rising interest in quality-of-life offences, anti-social behaviour and incivilities in urban public spaces, this study explores the rising importance of policing, crime control and community safety policies in the context of the ongoing.

Are you sure you want to delete this answer? Yes Sorry, something has gone wrong. Leith Walk is fab. Leith Walk is one of the longest streets in Edinburgh, Scotland. Technically however, none of the properties in its upper half are addressed as "Leith Walk" and the name is simply colloquial in the upper section. Leith Walk has been in existence since its original creation in the mid 17th century as a causewayed road: This method of construction was common until the invention of macadamed roads, and were normally termed the High Road and the Low Road. Until the sudden burst of tenemental construction "€", the street was largely rural in character. The few mansion houses which had grown up along its length in the early 19th century, were denser on the west side than the east. When the tenements were built, it was easier cheaper to buy up the few mansions on the east side, which is why the two sides have different characters. The most interesting buildings have gone. This Egyptian style building was originally a theatre. It is remembered only in the name of the pub opposite. Halfway House was a coaching inn at the front of the Shrubhill site, dating from the 17th century. The truncated form survived as a pub until when it was cleared. It was demolished in and is to be re-assembled in the current Botanic Gardens in Inverleith in Although the fascinating and huge columnless station building was demolished in the late s, the building which housed the station bars and waiting rooms etc. Most notably the Central Bar contains over , Staffordshire tiles including 4 painted panels. Other curiosities include the City Limits pub, formerly the Boundary Bar, which until when Leith and Edinburgh merged was half in Edinburgh and half in Leith and had different licensing rules in each side. Contrary to local mythology the Edinburgh side was easier which is why it is bigger because only towns over 50, people could open late. Hence at a given time a bell rang and everyone squeezed onto the Edinburgh side. It has a fine interior. The hall to the rear blends in perfectly but is a later addition of Harder to spot is the former Victoria Rubber Works just north of Balfour Street of which only the front building remains, with a fine but broken ornate cast iron gate. This used to specialise in hot water bottles. This site is redeveloped as housing. Today, Leith Walk remains a vibrant street, and retains a historic feel having retained many hundreds of small shop units. It terminates in colloquial terms at least at the Omni Centre and St. James Centre at its south end. The lower, north end terminates at the Kirkgate Shopping Centre. Sadly a high-rise blocks South Leith Parish Church which was formerly the focal point of the northward view along the street. Leith Walk will be on part of the new Edinburgh Trams Foot of the Walk tram stop which is scheduled to open in Ironically Leith Walk was one of the first and last places to previously have a tram. This messy exchange was known as the "Pilrig muddle". Edinburgh did not electrify its system and smooth out this problem until

Chapter 2 : BBC - Travel - Living in: The world's safest cities

Read "Towards Safe City Centres? Remaking the Spaces of an Old-Industrial City" by Gesa Helms with Rakuten Kobo. Examining the rising interest in quality-of-life offences, anti-social behaviour and incivilities in urban public spaces.

The main approaches to Glasgow are: As of June , many GPS services still do not recognise the new route, so bear this in mind if using sat-nav to navigate your way into the city! Parking[edit] On-street parking in the both the City Centre and West End is limited and expensive, metered bays are available at the side of the road and you pay at an adjacent machine and display a ticket in your windscreen or dashboard. But always check what the controlled hours are - these are shown on the ticket machines themselves and on adjacent signs. If attempting to park on the free periods - get there as early as possible before the locals do. There are many multi-storey car parks in the city centre; they are clearly signposted into "East", "West", "North" and "South" zones on all the approaches into the central area with an electronic display showing how many spaces are left in each. Park and Ride facilities are limited in Glasgow. Three different Park and Ride facilities can be found on the subway network ; at Bridge Street spaces , Kelvinbridge spaces and Shields Road spaces. Some of the suburban railway stations also have small car parks. A bus park-and-ride is due to open shortly near Hampden Park which allows easy access from junction 1A of the M Glasgowians are not the most patient drivers in the world, and they particularly dislike hesitancy taxi drivers being the worst culprits. If, however, you are confident enough to hire a car or require it to save money on your travel, all the major rental companies and some lesser ones are at the airport. You should book your car rental in advance to avoid disappointment and can do so from price comparison companies such as Glasgow Airport Car Hire. Visitors from the United States and Canada should note that car rental companies will allocate you a manual transmission car by default, unless you specifically ask for an automatic. By bus[edit] Virtually all long-distance , and some short-distance, buses serving Glasgow arrive at the Buchanan Bus Station in the city centre, close to Buchanan Street and Queen Street train station. National Express , Scottish Citylink and Megabus are the main long-haul coach operators serving Glasgow. Somewhat confusingly, Citylink and Megabus often combine and merge services, so you may be put on a Citylink bus when you hold a Megabus reservation and vice versa. Citylink operate the bus service from Edinburgh , which runs up to every 15 minutes during the day. Buses from Edinburgh operate twenty-four hours a day, seven days a week, with the night service also serving Edinburgh Airport. Through bus and ferry tickets from Dublin , Derry and Belfast can be obtained through Scottish Citylink or National Express, in addition to Ulsterbus for the latter two. There are also direct buses to Glasgow from Eastern Europe mostly Poland , these operators come and go. Note that the station is huge and very confusing, so you might have to ask for directions. Some short-distance buses, particularly those from Helensburgh and Balloch , terminate on Osbourne Street, near the St. Cairnryan is linked to Stanraer by the bus which is timed to meet both the Belfast and Larne ferries , and thence by ScotRail train to Glasgow a change of train may be required in Ayr. Alternatively, the bus operates directly from Cairnryan to Glasgow. Through train tickets are available from any railway station in the Republic of Ireland and Northern Ireland to Glasgow via the ferry to Cairnryan, with bus connections from Belfast to the port and Cairnryan to Stranraer included in the fare. Similarly, Citylink sell inclusive coach and ferry tickets between Dublin , Derry , Belfast and Glasgow. Get around[edit] Strathclyde Partnership for Transport [81] SPT is the agency responsible for the local public transport network, which it describes as one of the most integrated and developed in the UK, not European standards. On foot[edit] The centre of Glasgow is very pedestrian-friendly with major shopping streets given over to foot traffic. As you move out of the city centre, all areas have proper pavements, and most major junctions have pedestrian crossings. The River Clyde also has several foot bridge crossings. As you head west, some roads appear to go over Charing Cross only for the pavement to disappear. As you head north, the underpasses at Cowcaddens can sometimes feel unwelcoming. Glasgow walking directions [82] can be planned online with the walkit. By cycle[edit] Glasgow now offers a cycle hire scheme , which covers the city centre and some of the inner suburbs. For an half-hourly charge after registration , bicycles may be hired from automated hire stations around the city. The bikes can be unlocked and ridden around the city with a

credit card, and must be returned to another hire station by locking the bike into the rack. Contrary to what tourist guidebooks would have you believe, locals never call it the "Clockwork Orange" that is a fantasy of the media and most will refer to it simply as "the Subway". There are interchanges with surface trains at Buchanan Street linked to Queen Street and Partick stations, with St Enoch being a short walk from Central. Weekly, monthly, 6-monthly and yearly tickets are also available for Smartcard holders. No bikes are allowed. As of , wheelchairs are not conveyed on the Subway, however a modernisation program is underway so that wheelchair-users can travel between St. Enoch and Govan from onwards. Trains generally run every min from

By train[edit] Suburban trains radiate from Central and Queen Street stations to the suburbs and surrounding towns. The network is the largest in the UK outside of London, although there are only two trains per hour on some routes; others are much more frequent. Central serves the dense suburban network which sprawls throughout the southern suburbs of the city, as well as outer suburban services to the Inverclyde and Ayrshire coasts. The underground lower level platforms of both Central and Queen Street stations are hubs for the east-west electric network north of the river, which provide useful links to the West End thus complementing the Subway and further west to the northern Clyde coast towns of Dumbarton , Helensburgh and Balloch , the gateway to Loch Lomond and the Southern Highlands. Bikes go free, but many trains have no bike spaces. The SPT Day Tripper ticket explained below gives you complete freedom of the network, and the Roundabout ticket also explained below gives off-peak freedom of the suburban train network within the city boundary only as well as the Subway.

By bus[edit] Buses go everywhere. First Glasgow is the main operator within the city boundary. There is a bus at least every 10min on main routes during the day, making it easy to get into the centre of town, though getting out to a specific destination less easy. However, services on many routes are much less frequent in the evening. In the city centre, buses do not always stop at every stop on their route, so check the sign at the stop. Stops are clearly marked with the services that stop there. First buses do not give change as the driver has no access to cash, however all buses also accept payment by contactless card. If paying in hard cash, you put your money in a slot that checks the amount and deposits it in a storage box. Some other bus operators, however, give change. One of the current scourges of Glasgow, however in the opinion of locals, at least , is the myriad of private bus operators that supposedly "complement" the core services operated by First, McGills and Stagecoach. In reality, many merely duplicate the routes that already exist: On the flip side, they keep the somewhat extortionate prices of First Glasgow in check. The situation is currently a political hot potato among locals.

By car[edit] Because of its compact size and extensive public transport system, it is not really necessary to drive around the centre of Glasgow. In fact, for the visitor, driving in the central area can be a stressful and very slow experience thanks to the almost unfathomable one way system particularly in and around the business district around Blythswood Hill and Anderston , bus lanes monitored by police cameras and pedestrianised streets.

Fares[edit] Strathclyde Partnership for Transport SPT [86] is the local agency which operates the subway and co-ordinates public transport in the Greater Glasgow area. It also includes entry to all participating Mackintosh attractions in and around Glasgow. It has the added advantage of being accepted by the subway, most bus operators in the Strathclyde region and on the Kilcreggan and Renfrew ferries. It can be used on suburban trains, buses, and the underground and is valid all day, even in the morning. Prices vary depending on how long you want it for 1 week to 1 year and how many zones that you want it to cover.

By taxi[edit] Like most major British cities, you have two options. Your first option is the traditional London-style black cabs which can be hailed from the side of the road look out for the yellow "Taxi" sign being illuminated. There are taxi ranks outside Central and Queen Street railway stations, adjacent to George Square and along the southern end of Queen Street itself. There is also a taxi rank located at Buchanan Bus Station. Be aware that some drivers will refuse to take you outside the city boundary, but some will if you offer a good price for them. Your second option is by private hire or minicab. Unlike the black cabs, these cannot be hailed, and you must book by telephone. There is a myriad of private hire operators which are cheaper than black cabs: Never use unlicensed private taxis, which can sometimes be seen touting for business outside nightclubs near closing time and near legitimate taxi ranks. Always look for the yellow Glasgow City Council licence plate attached to the rear bumper of the vehicle if unsure. Glasgow Private Hire is one of the biggest taxi fleets in Europe and has thousands of cars, which service all areas of the

city. Another popular alternative is Hampden Cabs, which services most of the city and surrounding area. By boat[edit] There is now a River Bus service, which picks up tourists from central Glasgow Broomielaw Pontoon and takes them to, amongst other sites of interest, the Glasgow Science Centre, and the Clydebuilt Maritime Museum. It stopped carrying cars in after the Clyde Tunnel opened just a few miles upriver. Clydelink took over operation of the Renfrew Ferry in . The controversial Bruce Report of the late s triggered a massive regeneration programme which lasted into the late s and saw huge swathes of tenement housing literally wiped out to make way for soulless housing estates and high-rise tower blocks, whilst in the city centre, many large concrete office buildings were built of often questionable architectural merit. Many of these buildings are now being replaced by modern glass and steel structures - epitomised by the likes of the Radisson Hotel on Argyle Street and the new BBC Scotland building on Pacific Quay. Glasgow was also the home of Charles Rennie Mackintosh, one of the "Glasgow Four," a group of leading proponents of art nouveau architecture. As well as many fine originals and his magnum opus, the Glasgow School of Art, many other knock-offs and impersonations exist. The following list is a selection of significant buildings in Glasgow, roughly arranged starting in the City Centre and moving west and south: A fine example of Gothic architecture dating from medieval times and built on a site first consecrated in AD. Guided tours M-F at This imposing structure in George Square was built in in the Italian Renaissance style and is the headquarters of Glasgow City Council. Tours of the building are available daily, and visitors can see the magnificent marble staircases, lobbies, see the debating chamber and the lavish banqueting hall. This intersection marks the original medieval centre of the city and is dominated by the clock tower of the original City Chambers destroyed by fire in , and the small hexagonal building known as the Tolbooth. Just to the west on Trongate is the Tron Theatre, a former church that was turned into a prominent theatre. The original subway station, a quaint building now used as a coffee shop, sits in the middle of St Enoch Square. During the temperance movement, the idea of "tearooms", places where you could relax and enjoy non-alcoholic refreshments in differently themed rooms, became popular in Glasgow. This one, designed by Charles Rennie Mackintosh in , was the most popular of its time and has been lovingly restored.

Chapter 3 : Glasgow - Wikitravel

Get this from a library! Towards safe city centres?: remaking the spaces of an old-industrial city. [Gesa Helms] -- Illustrated by a case study of Glasgow, this book explores the connections, practices and policies of economic regeneration, community safety and policy.

At the start of this year, the hoardings were still saying the tower would be completed in but they were recently changed to say the tower would open in . When this later date was announced in March, it was expected that construction work would begin three months ago in June. View from near Edmund Street looking up through a new traffic-light controlled pedestrian crossing on Newhall Street towards Colmore Row. The picture shows how Newhall Street has been reduced to one lane left where the bus is. The area where the white van is, is a delivery area to build Colmore Row right Image: Graham Young BirminghamLive understands that is still feasible if work can begin this year. At ft high, with the apex ft above sea level, it will be the highest new office building under construction outside London. And it will also be the tallest commercial building in Birmingham, dwarfing the Council House in Victoria Square as well as the neighbouring conservation quarter buildings on Colmore Row. Read More New plans for ice rink and Christmas wheel in Birmingham this year Designed by architects Doone Silver Kerr, the building will also include an 18th floor terrace and multi-purpose lobby business lounges. One of the men extending the barriers today said: Read More View down Newhall Street showing how the on street car park spaces have been removed before pedestrian traffic lights Image: Graham Young What has happened to Newhall Street? The move increases the risk of Christmas traffic mayhem at the heart of the Colmore business district. A newly-built pedestrian crossing with traffic lights has been switched on outside of The Exchange, a Grade I listed terracotta building formerly known as the Bell Edison Telephone Building. Read More Birmingham is getting a new Christmas market and Santa grotto for View across the giant hole of the Colmore Row site looking towards the BT Tower, with the wider access area on the right created by narrowing Newhall Street right to one lane Image: On the evidence of the relatively quiet mid-Monday morning period, traffic could soon back up towards Colmore Row and Bennetts Hill at peak times and especially once the clocks go back and the Birmingham German Market opens in Victoria Square in mid-November. Any accident on or around the pedestrian crossing would risk paralysing the whole area as traffic would no longer have room to get down Newhall Street " and the one-way system would mean there would be no alternative route. Graham Young Why is Newhall Street so important? Once drivers have driven down the newly narrowed top end of Newhall Street towards the new pedestrian crossing, there are three choices. Great Charles Queensway from New Market Street to Summer Row has been reduced from two lanes to one because of the installation of a bus lane. In addition, the year-long closure of Paradise Queensway from September 3 this year means there no longer any access this way to the A38 southbound.

Chapter 4 : Leeds city centre - Wikipedia

*Towards Safe City Centres?: Remaking the Spaces of an Old-Industrial City (Re-materialising Cultural Geography) [Gesa Helms] on calendrierdelascience.com *FREE* shipping on qualifying offers. Examining the rising interest in quality-of-life offences, anti-social behaviour and incivilities in urban public spaces.*

However, in winter the days are short 8 hours daylight around Christmas , and the weather may be too cold to walk around the city comfortably, let alone cycle. Some things are seasonal: If the 27 April is on Sunday, the birthday of the king is celebrated on 26 April. AMS is 15km southwest of the city. It ranks in the top 15 airports worldwide for passenger traffic, serving more than 60 million passengers per year. KLM is the largest carrier operating at Schiphol and offers flights to many major cities around the world. Free WiFi is offered at the airport. Restaurants are plentiful at the airport, which includes many locations of Burger King and McDonalds. To travel between the airport and the city centre: Trains run approximately every 10 minutes between 5: There are several train stations in Amsterdam and not every train stops at every station; note which station is closest to your accommodation. The bus is only worth taking if these stops are closer to your accommodation. The bus departs from platform B9 every 15 minutes during the day and hourly at night and the journey takes approximately 40 minutes. Connexion Hotel Shuttle serves over city centre hotels, with 8-seater shared van departures about every 30 minutes It is more convenient than the train if you have heavy luggage and still cheaper than a taxi. Tinker offers transfers with an advance booking discount and calculates price per seat. Car rental companies are located at the airport. Typical opening hours are 6AMPM daily. The car rental desk can be found in Schiphol Plaza, on the same level as the arrival halls. Turn right as you leave the airport terminal: There is a map of the cycle paths around Schiphol available on this PDF green lines are cycle paths. Other airports[edit] Using airports other than Schiphol could prove cheaper in some cases, as some budget airlines fly to Eindhoven and Rotterdam Airports. Then buses and trains can be used to get to Amsterdam. Renting a car is also an option. Alternatively, take the express bus directly from the airport to Amsterdam central station, which takes 2h This service goes only 3 to 4 times per day; see their website for a schedule. Schiphol airport is 11km from the centre of Amsterdam in a straight line, Rotterdam is 57km and Eindhoven is km. Other airports that could possibly be used are: Schiphol Airport also has its own train station, which functions as a major interchange station. It has at least seven trains an hour to Amsterdam Centraal, with additional trains going to other stations in Amsterdam. Most international trains run directly to Amsterdam Centraal Station: Thalys is a high-speed train that connects Amsterdam with Paris 3h19 , Brussels 1h54 , and Antwerp 1h Thalys trains run up to ten times a day. The cheapest tickets are sold out early, so book in advance if possible. There is a bar coach available where food, drinks and public transport tickets are sold. When travelling in first class, a meal and all drinks are included in the train fare. One ICE-train runs to Basel 6h A BordBistro-coach is available on each train to Berlin. From Brussels you can continue to Amsterdam by Thalys. At this time you cannot return to London directly but that should change when passport control is build at Amsterdam Centraal sometime in Tickets are sold on the Eurostar website and sometimes cheaper on the NS Hispeed website. Most tickets are sold online, and often it is cheaper to book tickets in advance. Tickets are also sold at the international ticket offices at Amsterdam Centraal Station and at Schiphol Airport. Or visit the Treinreiswinkel [11] Singel By bus[edit] Most international bus services are affiliated to Eurolines , which has a terminal at Duivendrecht station was at Amstel Station buses 40, 62, 65, , One bus per day is usually the maximum frequency on these routes. From there, there are frequent tram and bus services into the city, although the driver will usually advise you to take a tram. The German low-cost bus company FlixBus operates bus service few times a day from mutiple locations in Belgium , France , Germany and Luxembourg , terminating at the Sloterdijk Station Radarweg. It sometimes operates together with Megabus. There are other international bus services, but they are often aimed at very specific markets, e. There are almost no long-distance internal bus services in the Netherlands, and none to Amsterdam. By car[edit] The western part of the Netherlands has a dense and congested road network. Coming from the east Germany , the A1 motorway leads directly to Amsterdam. On the A12 from Arnhem, change at Utrecht to the A2

northbound. From the south Belgium, the A2 goes directly to Amsterdam: From The Hague, the A4 leads to Amsterdam. All motorways to Amsterdam connect to the ring motorway, the A From this motorway, main roads lead radially into Amsterdam the roads S through S Another option is to use different parking websites to find out about prices and available parking garages, one can find a nice overview about all the public parking garages there in the city and the prices they charge. Besides public garages, there are also private parking opportunities since recently whereby one can park in a hotel or company building, the advantage is that you can make a reservation for your parking in advance and often this alternative is also cheaper. On the Amsterdam ring take s or s exit s is easiest because s goes to the city centre by tunnel under the channel and go to Ijplein where the parking is free for 2,5 hours so-called "blauwe zone" using a parking disc. Then go to the ferry stop and take the free transport to the central station every minutes. Just a 5min trip and you are in Amsterdam Centraal. These limits are strictly enforced and there are many speed cameras. By sea[edit] The maritime Passenger Terminal Amsterdam is close to the city centre but is only for cruise ships. Hook of Holland has a train station. By public transport[edit] In June, a contactless card called OV-chipkaart "public transport chip card" was introduced. To travel with a card, one has to check in at the start of the journey and check out at the end by holding the card in front of the card reader. Three types of OV-chipkaart are available: The OV-chipkaart can be obtained from GVB vending machines in all metro stations, from the desks at some bigger stations including Centraal Station and some shops see [http: This allows the holder to travel on an unlimited number of journeys on tram, metro and GVB bus services throughout the validity period of the pass. On a tram, only the 1 and 24 hr tickets can be purchased on board. Day passes are not valid on buses operated by Connexxion and Arriva. Prices as of March If you stay longer in Amsterdam, you can buy discounted weekly or monthly tickets from most post offices or other ticket sale points which are cheaper. GVB tickets are not valid on trains to Schiphol airport. You can use them on buses to Schiphol note: The tram 16 lines is the main form of public transport system in the central area, and there are also dozens of night bus routes which run in place of the trams between midnight and 5am. All tram stops have a detailed map of the system and the surrounding area. Most trams have conductors near the rear of the tram. Board and obtain tickets if necessary from the driver or the conductor. The tram conductors no longer take cash payments, so you will need to use a credit card or OV-chipkaart. Remember that you can only buy 1h and 24h tickets on board the tram. All trams have pre-recorded audio announcements indicating the next stop, with most also having visual indication. All announcements on board are in Dutch, however some announcements such as those indicating termini and important stops such as Dam Square and reminders to check out when alighting the tram are also in English. The project has proved somewhat of a disaster for the city government with big budget overruns and delays. Building in the wet underground of Amsterdam is difficult and some buildings along the line have sustained damage due to subsidence. For the visitor to Amsterdam, the only thing to note are the ongoing roadworks along the route of the metro line. Underground metro stations are still being built or finished often causing parts of roads to be blocked off to cars, buses and trams for an extended time. Usually you can pass on foot or bicycle. Bus[edit] Just like the tram and metro, local buses are operated by the GVB. There are also suburban buses to nearby towns such as Haarlem and Uithoorn; these are operated by Connexxion or EBS the company name and house style is prominent on the bus side and can be used within Amsterdam if you travel with an OV-chipkaart. Disposable cards are only valid on the GVB buses. By boat[edit] There are several free ferry services across the IJ river, to Amsterdam North, the most frequent runs every 7min. They all leave from a new jetty on the northern rear side of Centraal Station. The nicest one is the 15min service to NDSM Werf, a funky up and coming industrial neighbourhood with a nice cafe-bar IJkantine, restaurant Noorderlicht and indoor skateboard park Skatepark Amsterdam. Double frequencies during rush hours. Another boat company to discover Amsterdam is Canal Company, which offers a large selection of canal cruises. You can choose between the classic canal cruises, open boat tours, canal bikes or evening cruises in several variations.

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explores the rising importance of policing, crime control and community safety policies in the context of the ongoing urban restructuring in old-industrial cities.

Chapter 6 : Is Leith Walk towards the city centre a nice/safe area to live in? | Yahoo Answers

We've supported the approach of building from the centre of the city outwards, because the centre of the Auckland Isthmus has the highest potential of people wanting to cycle, and this concentrated effect is needed to overcome the status quo in a way that a more incremental, spread-out process will not.

Chapter 7 : Amsterdam - Wikitravel

Towards Safe City Centres?: Remaking the Spaces of an Old-Industrial City (Re-Materialising Cultural Geography) - Kindle edition by Gesa Helms. Download it once and read it on your Kindle device, PC, phones or tablets.

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Examining the rising interest in quality-of-life offences, anti-social behaviour and incivilities in urban public spaces, this study explores the rising importance of policing, crime control and community safety policies in the context of the ongoing urban restructuring in old-industrial cities.

Chapter 9 : Towards Safe City Centres? : Gesa Helms :

Towards Safe City Centres?: Remaking the Spaces of an Old Industrial City (Item) () - In recent years, old industrial cities have felt the pressure to revitalise and regenerate their failing economic base, adapting their system of governance, embarking upon local economic development and attempting to attract growth industries.