CONCOURS INTERNE D'INGÉNIEUR EN CHEF TERRITORIAL

SESSION 2012

Epreuve de langue vivante étrangère

consistant en la traduction, sans dictionnaire, d'un texte rédigé dans l'une des langues choisie par le candidat au moment de son inscription

Langue : ANGLAIS

EPREUVE N° 18

Durée : 2 h
Coefficient : 1

SUJET

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NOTA :

- Les candidat(e)s ne doivent porter aucun signe distinctif sur les copies
- Les épreuves sont d'une durée limitée. Aucun brouillon ne sera accepté, la gestion du temps faisant partie intégrante des épreuves.

Shared space key to the future of urban centres by Marcus Hobley

A growing number of local authorities – Brighton and Hove, Ashford in Kent and most recently Kensington and Chelsea – are taking a radically different approach to shared urban space.

The starting point behind the philosophy of shared space design is that no single user type should have a clear priority. Instead, decision making is put in the hands of all users. Motorists are encouraged to reduce their speed and to share space more equitably with pedestrians.

In practical terms, this has meant removing excessive signage that clutters and spoils our urban landscapes and removing kerbs to leave a level surface between pedestrians and motor traffic.

To a great extent, dependent upon the desired outcome, it can also mean being deliberately vague as to the boundaries of the road, allowing its users to determine this for themselves.

The concept of shared space urban design offers a real alternative to councils, boroughs and regional development agencies that want to transform urban social spaces into vibrant hubs of activity. An additional benefit for town centre areas is increased capacity, as experienced at Oxford Circus after it was given a new layout.

But how difficult is it for officials to convince politicians that this approach works? There are challenges, but highest of these will be whether a politician's disposition is to subscribe to an orthodox or progressive view of public space.

Lessons have been learnt by authorities that adopted the approach early. They realised that they needed to cater for the visually impaired; who were consulted before the design stage.

The most effective measures being taken to address the concerns of visually impaired groups include the use of tonal contrast on the surface of shared space to aid navigation. Where curbing has been removed, the use of tonal contrast provides an alternative.

The most important navigation feature for blind and partially sighted people is clear identification of a building line. This should be kept uncluttered from temporary obstructions, whose position cannot be "learned".

Research into such schemes has highlighted the need for design to be a truly consultative approach with residents.

Our streets operate on the principle that signage equals safety. Studies have shown safety is not adversely affected when shared space is introduced, and in a number of cases the streets are actually safer. A by-product in the creation of new spaces is that they can readily be used for use by public fetes or farmers' markets. Our streets are failing pedestrians and need to become destinations again, not simply a way of getting from one location to another.

The compelling economic arguments are equally important: we need a radical overhaul of our city centres if they are to remain at the centre of our communities.

Elected police commissioners and personal allowances all aim to devolve power to the lowest level and allow individuals to shape the places they live.

Adapted from Guardian Professional, 28 February 2012