CONCLUSION

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The twentieth century has seen the street development as a wide spread phenomena, in favour of efficiency, technology a speed, considering them as the prime determinants of street design. The designers considerderd the towns & cities as their models, giving less prominence to street as the means of achieving face to face communication, by divorcing building from the street. The street designers have been more consistent with vehicular movement than with the movement of the people & their behaviour pattern. Ultimately, the street had been neglected as a place for people & for making & means of expression of community.

But these could not he seen is early cities, notably in living communities, where houses did face narrow streets in turns making the streets live, active & memorable.

My intention in writing this, thieses, has been to provide encouragement & positive guidance for all those involved directly & indirectly in the realisation of life of the streets.

In this study it had been identified certain method, approaches or strategies had been used to achieve liveability of the street.

The first principle which the study had been realised is that the street should be considered as a place as a whole Every individual building or element, should be respect to this place.

Save the natural values, such as climate & topography. Because if we lose them, their revival is very difficult.

· Encourage the participation of people as a community. There for street should be designed catering to public desires and cultural values.

Designing of street is more than putting all of the required qualities on a street as it is more than having a few or many of the physical, & desirable things that contribute to success of a street. Even the making of lively streets should not be an exercise in design for designers sake the satisfy alone someone's concept of beauty. But the knowledge of what had been done in the past could be helpful to bring the life to the street. By identifying early street scapes, what they look like, their dimensions their context their relation ship to each other would be essential.

Certain strategies or methods had been identified by the study which would helpful create a liveable streets could be summarised as follows -as guidance for reach toward lively streets.

- The scale, height, width of the proposed development (street) should be appropriate to the specific context. Scale & height of the surrounding buildings should aim to produce attractive. Comfortable places related to the human scale of people.

- The lay out at buildings, spaces make the shape of the street. Streets should be aim to produce attractive, intricate places. It will be important to exploit the individual uniqueness & differentces between places & to encourage freedom of access & movement, particular for pedestrians.

- The access arrangement need to be clear, safe & efficient & the design should be minimise harmful impetus to the pedestrians.

- Mixed uses of activities in the area will be encouraged to create variety, rich, live & safe environment.

- Designing of individual buildings in either side of the street, should be design to create social inter-course between people. Following design strategies should be encouraged,

    * Reduce set-backs

    * Keep entrances and openings to the street.

    * Build open stairs, out door rooms & balconies facing towards the street.

    * Design street frontages & shop frontages as part of the whole building.

- Encourage more sensitive, friendly atmosphere by incorporating colours patterns & decorations to create enjoyable built environment.

These guidance should not be limited to the study but communicate properly to the society in order achieve amenity, liveability & beauty of the community. Strategies used to create liveliness in streets cannot be limited to this study. There may be so many other ones also. Identify them and try to incorporate your designs. It could be gain life to the street.

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Streets more than any thing else are what make the 'public realm'. Thus, streets are proparty of the public or are under direct public control. The opportunity to design them in ways that meet public objectives including the making of community it self is as exciting as it is a challenge. By adapting above guidelines a street would be liveable hence that would contribute to liveability of city as a whole.

The best streets need not be as the same as the old, but as models the old have much to teach for a delightful, purposeful & lively street and a city.

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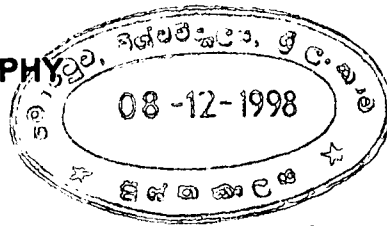
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