

**Maynard.**



# Streets Ahead

**Mobility:**  
Steering our cities  
in the right direction

[maynard-design.com](http://maynard-design.com)



It's our belief that mobility is a fundamental and defining pillar of the modern city. Truly liveable neighbourhoods are ones that promise and prioritise health, connectivity, and inclusive ways to get around.

Read on for a fresh set of perspectives on the role of active infrastructure in the future fabric of our cities.

**Waihorotiu Path:**  
Resurfacing a story  
for the streets





# Free wheeling

Column:

**Modern mobility belongs to the rider – not the route**

Written by:

**Julian Maynard**



## **Founder's introduction**

I'm sure many of us remember learning to ride a bike for the very first time. There's nothing quite like that early taste of freedom – racing off down the street, stabilisers off, without anyone, or anything else, holding you back. And, true to the saying 'it's like riding a bike', that ability on two wheels is something you never quite forget.

For me, mobility – the option to move or travel with ease and independence – is more about exploration than almost anything else. Whether it be on foot, by bike, e-scooter or skateboard, or even a swim downstream to work if you live in the right part of Switzerland, active transport offers an unparalleled way to see our cities.

Philippe Starck, the French industrial architect, was well-known for his collection of motorbikes – one in every city where he worked. That experience, he explains, off on his bike, taking in the scents of local food, buzz of conversation on the street, or the quality

of light as it filters through the trees – and everything you see along the way – is the most enriching route to understanding each place, its people, and culture; the last thing he wanted was to show up at the studio in a taxi.

I've had my own relationship with travel on two wheels, transitioning from a pedal bike to a scooter, and onto a motorbike myself. Like Starck, the latter enabled me to explore the world – the Picos de Europa in Spain, where I'm actually heading back soon, particularly stands out. Now however, slightly older than I was back then, you're far more likely to find me lapping Regent's Park with friends.

But let's be clear: mobility is about more than just the bike. It's the kayaker seeing her city from the water for the first time. The office worker who has traded the tube for a long walk in, podcast on. The parent with a pram or the wheelchair user navigating a kerb that, in the right part of town, has been carefully designed to meet them where they are. Each is a small civic act – and each tells us something about how the place around it was conceived.

The numbers back this shift. The global micro-mobility market – e-bikes, scooters, share schemes, and the infrastructure behind them – is now one of the fastest-growing transport segments in the world, projected to reach hundreds of billions in value by the end of the decade. E-bike sales already outstrip conventional bikes across much of Europe, and cities from Bogotá to Berlin are expanding their cycle networks at record pace.

Paris has become, as of late, a commonly cited case study, and quite rightly so. Under former Mayor Anne Hidalgo, daily bike trips have overtaken car journeys inside the Périph. Copenhagen, meanwhile – as you'll hear about later in this brochure – still sets the global benchmark, with almost half of all commutes happening on two wheels. And for many capitals, these are not soft policies – they are bold commitments to a different idea of what a street is actually for; Bogotá's weekly Ciclovía, for example, hands over a hundred-plus kilometres of road to around a million-and-a-half pedestrians and cyclists every Sunday.

“Whether on foot, by bike, scooter, skateboard, or even a swim downstream, active transport offers an unparalleled way to see our cities.”

The trend is just as visible closer to home, for me. Manchester's Bee Network is knitting cycling, walking, bus, and tram into a single, reliable system, while the rise of the '15-minute city', popularised by urbanist Carlos Moreno, has given mayors a new vocabulary for putting daily life within walking and rolling distance.

For cities, the cost of inaction grows by the year. As populations swell, climates strain, and the limits of car-led planning become harder to ignore, the question is no longer whether to build for active mobility, but how quickly. Those that move first will set the tempo for the next chapter of urban life; the rest will spend the decade catching up.

In the following pages, our columnists take a look at how user experience, design, and innovation together shape the mobile modern city – from doorstep to destination. Paula Kershaw tackles the future of shared transport, Zac Procter dives into the ingredients of a liveable city, while Helen Garley argues that successful active infrastructure listens closely to the word on the street. And with insight from industry leaders, like Helsinki's trailblazing Chief Design Officer, this issue is packed full of new perspectives.

So, whatever moves you – two wheels, four, or one foot in front of the other – pull on a helmet, lace up your trainers, and let's get a move on.

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01

Case study:  
Exploring the city  
on two wheels



1

# Pedal power



2



3



A new path, integrated with planting and city-wide directional signage, captures the historic Waihorotiu stream which once meandered through the valley and now flows beneath Auckland.

4



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Journeys on two wheels are quietly rerouting the modern city. Once sidelined in transport planning, active travel now sits at the centre of how urban places imagine a cleaner, healthier, and more liveable future. With climate targets sharpening and streets embracing people-focused activation, the micro-mobility market shows no sign of slowing down.

Grounded in research on the streets, studies in user experience, and close collaboration with councils and transport authorities, Maynard has developed a cycling toolkit that spans the entire two-wheeled trip. From wayfinding strategies and route planning at a city scale, to path markings, network maps, and informative brochures, our work is designed to give riders the confidence to move through busy streetscapes with ease and independence.

Clear, consistent information balances local language and character with universal legibility – for accessible networks that feel at home in a historic city centre like Canterbury or, likewise, in a new suburban corridor for Auckland. Acknowledging the rising diversity of active travel – e-bikes, scooters, younger or older riders – our systems are built to adapt. Durable, considered, and inclusive by design, they are made to serve cities and communities for years to come.

1. Considered information hierarchy across the suite.
2. Different sign types respond to varying location needs.
3. Extensive route mapping helps you on your way.
4. Safer paths for pedestrians and micro-mobility users.
5. A striking green enhances visibility for bike journeys.

# On the right track

Column:

When it comes to liveable cities, Manchester knows the best way forward

Written by:

Zac Procter

There is a buzz to Manchester that's hard to mistake. Look up and the cranes give it away – new towers piercing a skyline that, ten years ago, was barely there. Look down and the streets are alive with young workers, students, and hopeful graduates. Music spills out from the Northern Quarter, the soft chime of a Metrolink bell carries across St Peter's Square, while a slow-moving cyclist weaves between the kerb and a bright-yellow Bee Network bus.

With everything the city has to offer, it's no wonder that, today, the number of Londoners moving up north is greater than those making a more typical journey down south. In large part, Manchester's draw is its liveability – a subject our team began to unpack in a roundtable at Interchange, the UK's annual meeting place for the future of transport.

In a write-up after the event, Zac Procter, who chaired the discussion, reflects on how connected, legible networks can drive social value, strengthen civic culture, and shape the next generation of liveable cities.

"Transport is social infrastructure," Julian Maynard explains, as our conversation kicks off with an opening statement. "It plays a pivotal role in liveability – deciding our access to jobs, services, schools, green spaces, or culture."

The room agrees, but it agrees, too, that the system, UK-wide, currently underdelivers on most of those fronts. Heather Pritchard, Client Director at Mott MacDonald, praises Manchester's Bee Network – a "world-class standard for reliability" – but points out that access to the right infrastructure still varies widely across the region. Lorna Ball, Director at Arup, concurs: consistency of choice is too often lacking.

"Any door-to-door journey is characterised, and remembered, by its weakest link", Rob Naybour, Chair at WW+P Architects, adds. And speaking from a recent lived experience, traversing the city in a wheelchair, Andrew Dixon, Head of High Speed Rail at Manchester City Council, brings the point home: a metro is only as good as the lift that delivers you to it.

But there is cause for hope yet; the conversation turns to case studies for healthy infrastructure. Ask Leah Stuart, Director at Civic, and Stretford – a market town in Greater Manchester – shows the best way forward; a four-lane carriageway has been reduced to two, with cyclists and pedestrians reprioritised. For Julian Maynard, it's Melbourne: the new metro network's open, civic stations capture a decades-long commitment to nurturing social public space.

That very public realm should, more often, be the starting point, several participants seem to agree. Philipp Thiessen, Head of Economics at Connected Places Catapult, points to the opportunity in pedestrianised high streets, while Kelly-Marie Rogers, of charity Greater Manchester Moving, warns against the divide between active travel towards our cities and, on the other hand, within and around them; an element of joy or exploration on the streets is sometimes sidelined in favour of function.

Andrew McIntosh, Director of Place at Greater Manchester Combined Authority, steps in here: measuring social value is difficult; the benefits of active infrastructure can be intangible, challenging to prove on paper. Julian, Andrew, and Ben Plowden, CEO at Campaign for Better Transport, reach the same conclusion: we need custodians with vision, great planners or urbanists invested in their cities.

As our session draws to a close, the consensus is clear: liveable neighbourhoods aren't built on transport alone, but they are surely impossible without it. The bold shift needed next is a joined up approach. Departments need to speak with each other, says Hiro Aso, Transport Hubs Sector Lead at Jacobs. Funding needs to go where it is needed most, adds his colleague, Angela Lopez Garces. And the shared narrative needs to change, explains Sima Alavi, Head of Public Affairs and Engagement for West Yorkshire Mass Transit; this is more than just transport, but about public health first.

#### With special thanks to our participants:

Andrew Dixon, Head of High Speed Rail, Manchester City Council / Andrew McIntosh, Director of Place, Greater Manchester Combined Authority / Angela Lopez Garces, Senior Associate Director, Transport Planning and Mobility, Jacobs / Ben Plowden, CEO, Campaign for Better Transport / Daniel Hobbs, Head of Integrated Transport, Connected Places Catapult / Heather Pritchard, Client Director (TfGM), City Lead (Manchester), Mott MacDonald / Hiro Aso, Transport Hubs Sector Lead, Jacobs / Jonathan Marsh, Head of Strategic Planning and Innovation, Transport for Greater Manchester / Kelly-Marie Rogers, Strategic Lead, Healthy Active Places, Greater Manchester Moving / Lorna Ball, Director, Arup / Malcolm Lowe, Chief Information Officer, Transport for Greater Manchester / Nicola Small, Very Light Rail Programme Director, Coventry City Council and Transport for West Midlands / Leah Stuart, Director, Civic / Philipp Thiessen, Head of Economics, Connected Places Catapult / Rob Naybour, Chair, WW+P Architects / Sima Alavi, Head of Public Affairs and Engagement, West Yorkshire Mass Transit



Melbourne's new metro embraces a civic role with generous public realm that prioritises the pedestrian.

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02

Case study:  
Infrastructure that  
translates the local story

# Paths crossed



Descending into the station, custom perforations in the wall cladding reference the native flora of Waterloo and practices of the land's Traditional Owners.

2



3



# All aboard

Column:

## Tomorrow's transport won't leave anyone behind

Written by:

Paula Kershaw

A few summers ago, in Brisbane for the first time with my daughters – then eighteen and twenty – we put the city's streets to the test. Within a day, all three of us were on e-scooters, weaving between parks and laneways, doubling back for a second look at the urban landscape unfolding in front of our eyes. The route stretched out ahead of us like a yellow brick road – anticipation building at each turn. We covered the city almost entirely on two wheels, and the girls were exhilarated, alert, and confident – moving through a place that was, for once, designed exactly for it.

That feeling – freedom, capability, the small thrill of getting somewhere on your own – is what good mobility ought to deliver. And it's what's missing for too many people, in too many places.

As Julian sets out in his introduction, mobility is finally being taken seriously. But the most exciting innovations are landing unevenly. The further you travel from the centre of a city, the harder it becomes to move at all without a car. And the people who pay the price for that imbalance are remarkably consistent: mothers running the daily relay of school, supermarket, off to work, and repeat; older residents whose ability to age in place hinges on whether the bus still runs at four in the afternoon; wheelchair and mobility-vehicle users for whom 'last mile' usually means 'no mile'; or teenagers, even younger than my daughters, who haven't learned to drive and can't yet even make a start.

It is, however, encouraging that the UK now faces an opportunity to lead the change. Seven new towns, proposed by the government, mean more than just housing; they are, potentially, a blank slate for a fresh blueprint of development with inclusive mobility embedded – designed in from day one rather than retrofitted in twenty years.

Limited private parking, smart EV-charging points, and shared-vehicle bays can sit alongside a safe walking route to school for a nine-year-old without supervision. Each is straightforward to specify before a single brick is laid – and prohibitively expensive to add later.

“The further you travel from the centre of a city, the harder it becomes to move at all without a car. And the people who pay the price for that imbalance are remarkably consistent.”

And there are other opportunities hiding in plain sight. Across the country, hundreds of miles of railway corridor sit dormant – ditched in the nationalised system of the 1960s (the ‘Beeching Axe’) that, in many cases, simply waits. Picture it: low-speed autonomous shuttles serving rural towns and villages; accessible vehicles that let someone in a wheelchair travel a direct route rather than a three-bus relay.

The technology is closer to ready than people assume. The corridors are already there.

Shared transport is, for underserved rural communities, the best way forward. Edinburgh’s Enterprise Car Club is widely cited as a successful model for a reason – each shared vehicle is estimated to take around twenty privately owned cars off the kerb, and to save the average household thousands a year. New towns and outer suburbs are exactly where that proposition lands hardest.

None of this is glamorous – there are no ribbons cut for a well-placed car-club bay. But these are the interventions that decide whose mobility revolution this actually is.

Tomorrow’s transport will be judged not by how fast it moves the few, but by how reliably it serves the many. The test for our streets, our suburbs, and our seven new settlements is simpler than it sounds: do they let everyone aboard?



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# Best foot forward

Write-up:

**Melbourne's streetscapes are stepping up**

Conversation with:

**Kate Pleban**

Melbourne is having a moment. With the opening of a brand-new, generation-shaping metro system, the Australian city is investing in its transport infrastructure like never before. But it's not only about the major metro networks; projects like the Greenline are transforming the north bank of the Yarra River into a four-kilometre-long public walkway, with space for events, public art, and deep connection to nature along the way.

Following a discussion Maynard hosted on what lies ahead for Melbourne's transport of tomorrow, Zac Procter and Kate Pleban caught up to unpack the ambitions of a truly mobile modern city.

**ZP: Great transport infrastructure is about far more than simply moving people from A to B; it plays a fundamental role in making cities social, accessible, and ultimately liveable. As a Melburnian, could you tell us about the response to the opening of the new metro?**

KP: The big thing I'm noticing is this genuine excitement about the architecture and public spaces in and around the stations. People aren't just rushing through – they're lingering, exploring, taking photos, and using the stations as generous civic spaces rather than just a means to get from one place to the next. We have to remember that these huge patches of the city have been hoarded up for years, so there's this sense of people finally being able to 'reclaim' parts of their neighbourhood. It's lovely to see.



In conversation: Zac Procter and Kate Pleban (Maynard), Professor Mark Stevenson (Urban Transport and Public Health, University of Melbourne) and Luke Flanagan (Director for City Design, City of Melbourne).



The first precinct of Melbourne's Greenline, completed in 2025, spans a 450-metre public space and boardwalk, lined with more than 70 native trees and 25,000 native plants.

**ZP: Many major transport projects prioritise and transform our inner cities first. How do we make sure they genuinely improve life for outer-suburban communities too?**

KP: The first thing to acknowledge is that projects like the Greenline and Melbourne Metro are far from 'one-size fits all' solutions. But what they're successful in is sending a clear signal about our values – that public transport, active travel, and connection to the river are central to Melbourne's brand, identity, and priorities as a city. They also serve as a catalyst for further improvements in these areas.

For outer-suburban communities, the real challenge is making sure people at least have a genuine choice of public transport rather than defaulting to their cars. That means frequency, connection, and local access all need to stack up so public transport feels viable in everyday life – not just on specific occasions, like taking the family to the football.

**ZP: Often the benefits to our health come not from the train ride itself, but from what happens at either end – the walk, the wait, the 'in-between'. From a public health perspective, where do major transport projects most often miss opportunities to support better daily movement?**

KP: At the moment, we don't support onward journeys by walking, cycling, or micromobility nearly as well as we could. Too often, the connections to and from stations are treated as an afterthought – with narrow

footpaths, missing crossings, and hostile traffic environments. If we want to encourage people to use public transport, we must ensure that the journey to the station and the facilities provided at those stations truly enable that. The last mile is usually the weakest link, as it's really tricky to service everybody right to their front doors.

In Australia, our local government boundaries often operate as hard edges that discourage joined-up strategic thinking. The outcome is a disjointed walking and cycling network, with little consistency or continuity in the user experience. To address this, we need to look beyond individual jurisdictions and design around how trips actually feel and function on the ground, rather than how they appear on paper.

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# Made to measure

Column:

The best active infrastructure listens closely to the word on the street

Written by:

Helen Garley

Culture plays a focal role in deciding how our cities move. The most impactful improvements to our streetscapes aren't really spatial interventions at all; they are responses to social and behavioural shifts already underway – made physical. Streets reflect the habits, values, and shared expectations of the people on them, and any attempt to change them succeeds or fails on how well it reads those underlying dynamics first.

My sister-in-law lives in Utrecht, and on each family visit to the Netherlands it's immediately apparent that cycling is part of everyday movement – seamless, ordinary, unspoken. Or take the Danish capital next door: in Copenhagen, cycling is less an add-on than the default, and the city's infrastructure follows that lead. Continuous, legible networks; generous space allocation; an emphasis on comfort and safety, over speed. What's often framed as an infrastructural success is, in reality, a cultural one. The system works because it reflects an everyday mindset where the bike is an ordinary tool; design isn't tasked



with persuading the public but with reinforcing what already exists.

Back on home turf, UK cities are often the product of a phased approach. Having lived in London for over a decade, I can confirm it is entirely possible to get around without a car. I didn't even own one until I moved out of the city in my thirties. The Congestion Charge, the Ultra Low Emission Zone, and the steady reach of an enviable public transport network have all nudged the city's streets away from car-centricity. But its active networks remain fragmented. With the mass arrival of e-bikes and scooters, London is crying out for a more joined-up solution.

Some of the most ambitious responses are taking shape now. Sadiq Khan's £150 million pedestrianisation of central Oxford Street – the busiest shopping district in Europe – is one of the boldest urban interventions London has attempted in a generation. It is also a quiet acknowledgement that people have been voting with their feet for years, and the design is catching up. Pedestrianisation rarely arrives in one move; it earns its place through temporary trials that prove themselves on the ground. The pop-up cycle lanes installed across the capital during the pandemic, almost all now permanent, are a useful precedent.

In Bristol, where I now live, that listening-first instinct runs deep. The Bristol and Bath Railway Path – thirteen miles of a traffic-free, accessible route along a corridor that closed to rail passengers in the 1960s – was reclaimed by volunteers and local campaigners over two decades. It is now one of the country's most-used active travel routes, with strength in its simplicity: an intuitive, uninterrupted line that supports commuters on two wheels and families on foot in equal measure. People use it not because they have been told to, but because it offers a genuinely better experience.

The same instinct shows up at a smaller scale too. Bristol now sits in the top ten European cities for child-friendly streets, in part thanks to Playing Out – the resident-led model that lets neighbours close their road for an afternoon so children can play

“Streets reflect the habits, values, and shared expectations of the people on them, and any attempt to change them succeeds or fails on how well it reads those underlying dynamics first.”

outside their own homes. What started on a single street in Bristol back in 2009 is now a national movement embraced by hundreds of councils. It's one of the clearest examples of infrastructure-as-permission-slip: the asphalt is unchanged; what shifts is who is allowed to use it, and for what.

Underneath all of this is a quieter argument: streets are not just for moving. They are for sitting, talking, playing, watching, waiting. A well-placed bench is active infrastructure. So is a wide pavement, a tree pit, a community noticeboard, a child's chalk drawing that no one feels the need to wash away. As Hanna Harris explains later in this issue, the cities setting the global pace are those that have stopped designing streets as corridors we travel through and started designing them as places we should be encouraged to linger.

The lesson is the same in every case: the best active infrastructure isn't imposed from above. It is made to measure for the people already using the street, flexible enough to evolve – temporarily, then permanently – as habits do.

Listen closely to the word on the street, and the infrastructure tends to shape itself.

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03

Case study:  
Modular solutions  
for our streets

# Park and ride



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Eye-catching graphic detail finds inspiration in the local story, referencing a stand of nikau (native palm) and the structure of a traditional vernacular bush hut.



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Cities are in constant flux. Pavements widen, lanes are reallocated, and new mobility patterns emerge faster than infrastructure can keep up. In this ever-moving landscape, fixed solutions quickly fall out of step – streets need furniture and systems that can flex with changing demand, scale alongside growing networks, and respond to the particular character of each place they land in.

Maynard's modular thinking is founded on a 'kit of parts' approach. We design families of components – posts, panels, fixings – that share a consistent visual and structural language, while allowing for endless local adaptation. Developed in close collaboration with manufacturers, councils, and the everyday citizen, each system is engineered for straightforward installation, long-life materials, and the kind of legibility that makes streets feel coherent rather than cluttered.

From pop-up kiosks to bike parking, that adjust for temporary or permanent demand, our products are built to be assembled, reconfigured, and replaced piece by piece. Standard components keep costs down and supply chains simple; bespoke elements let cities express their own identity. The result is street furniture that is durable, repairable, designed for both today and tomorrow.

1. A pop-up kiosk invites community engagement.
2. A design statement on the streets.
3. The flexible parking system can be assembled with ease.
4. Modular products are easy to transport, deploy, and install.
5. Told in an urbane, iconic design language.
6. Local craft is focal to the product's form.

# Child's play

Write-up:

Helsinki is building a city its youngest residents can roam alone

Conversation with:

Hanna Harris

In 2024, Helsinki became the first Nordic capital awarded UNICEF Child-Friendly City status – the latest milestone in a shift that began with its World Design Capital year, back in 2012. As the city's Chief Design Officer, Hanna Harris sits at the centre of one of the world's most ambitious experiments in design-led civic life: a city in which kids are not an afterthought of planning, but a measure of whether the planning is even working at all.

Catching up ahead of Helsinki's twentieth Design Week, Zac Procter spoke with the Finnish leader about play, public space, and what happens when children are trusted to read – and reshape – the streets around them.

**ZP: Helsinki has recently become the first Nordic capital to receive UNICEF Child-Friendly City status. How does design factor into building a city for its youngest residents?**

**HH:** In a city context, one group I have always found particularly interesting is children and young people. There are lots of indications, post-COVID, of issues around a sense of belonging, or worsening mental health. I'm not saying design can solve everything, but what is absolutely critical is that kids across different neighbourhoods feel a sense of connection wherever they're growing up. They should have an ability to read that environment, and develop a sense that they're playing an active part in shaping its future.

Many schools in Helsinki take this seriously. It starts at the architecture of the school-yard and the building itself, and goes as far as how the curriculum is even designed. We have a few schools that are particularly specialised in using design throughout education. Last year I visited one and was chatting to a group of thirteen-year-olds. I asked what design meant to them; they said: "We've learned that we can look at different challenges together and come up with solutions. And if we test something and it fails, for whatever reason, we're not scared and we're not ashamed. We come together again as a group. We rethink and restart."

I thought to myself: if we can enable this mindset in society at large, then there's hope for our cities yet.



Helsinki's Amos Rex is a major museum, topped with a popular play area and social meeting place, designed for kids first.

**ZP:** You've spoken about strengthening child-led design practices and the role of play in public space. How does that translate into city-making itself?

**HH:** When you're aiming for systemic change, you need flagship projects that demonstrate and 'hero' what's possible. Last autumn we launched one – a new playground, designed with Linda Liukas. Across different neighbourhoods in Helsinki we've also got an urban renewal programme for longer term development. But there's been an evident initiative to achieve small-scale wins with people here and now – like identifying what's precious in a public square or park, embracing a process of experimentation, and ensuring the learning feeds into the longer, more permanent efforts in city-making.

A significant focus has been tackling the importance of 'place'. The park behind Finlandia Hall had been in a bad state for years – was it a park for green activities or a venue for big festivals? It was neither. We took on a lot of work with our design partners to start looking at those conflicting needs, and then unleashed the landscape designers. Last summer was the first time it really became a central, social spot in the city.

**ZP:** Finland has just topped the UN World Happiness Report for the eighth year running. Is design linked with happiness?

**HH:** It's my belief that design and architecture have a massive impact on people's lives – on many levels. There's the

uplifting influence of a spatial experience that's unlike any other. But there's also the everyday aspect: are we responding to the right stuff in the first place? Are we identifying the right problems? Are we finding solutions that actually propel us forward? Are we taking sustainability seriously and bringing climate resilience into modern urbanism? All of this is key to creating a world where we all share a sense of dignity and belonging. Architecture is absolutely critical in that.

In the Nordics, the idea of 'design for all' resonates with our notion of democracy. But we need to remember that not everyone's experience of participation may be positive. City planning is exceptionally complex and many residents – across all continents – often feel sidelined and even silenced in the process. That's why we're bringing in tools to work with young people on big ideas that shape their streets; the goal is that, from an early age, they can find and develop a sense of agency.

“When you're aiming for systemic change, you need flagship projects that demonstrate and 'hero' what's possible.”



With Hanna Harris at the helm, Helsinki is embedding child-friendly development at every turn.

**Modular Bike Parking:**  
A smart solution for  
cities on the move





# The road ahead

Final word:

For the streetscapes  
of tomorrow, we're only  
getting started

Written by:

Zac Procter



## Editor's letter

This issue's contributors have said it best: no matter how big or small, projects that reshape our streets send a clear signal about what a city values first.

Every urban trail, cycle lane, or modular bench is an evident mark of civic ambition; the most exciting, liveable neighbourhoods are ones that treat walking, riding, and waiting as an opportunity rather than an inconvenience.

Whether I'm on a jog through the revitalised waterfront park, adjacent to the Brooklyn Bridge, or immersed in the Indigenous culture on my next trip through Sydney, the streets that move me most are the ones that make way for more than just the trip itself.

With a joined-up approach that spans user experience, wayfinding strategy, and product design, my team at Maynard treats travel as an opportunity for exploration – from a city-wide cycle network down to the fittings and fixings on a single bike rack, or the colour of a cultural marking on the kerb.

Drop into any of our studios around the world if you'd like to continue the conversation. Or perhaps I'll see you, speeding past me, on London's cycle superhighway.

Whatever your next journey says about where you're headed, we hope you enjoy the ride – and find a little freedom along the way.

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Maynard is an award-winning practice  
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