

The creation of own environment makes one confident and self-fulfilled. It helps satisfy mans need to be in control of his environment. Creating collective environment improves peoples ability to work together and hence strengthens the community, and, most important, involvement means understanding and understanding means knowing how to act, as an individual and as a group.

Pride in environment is a consequence of involvement and environmental caring. Maintainance is what follows. While all this is going on people are learning new skills, and these can be used for employment later.

The crux of the matter is this; if the users are remote, rarified from their environment, then it won't succeed in meeting their needs and aspirations. Participants have to be involved in the housing delivery, district delivery or city delivery processes for them to be useful and meaningful to users.

A major stumbling block with participation is the unwillingness of experts to devolve power to the participants. The experts feel that this somehow compromises their professional position and so are unwilling to give too much control. It is only when people are given real responsibility that they respond effectively.

American sociologist Sherry Arnstein states that participation works on eight levels. They are,

- 1. citizen control
- 2. delegated power
- 3. partnership
- 4. placation
- 5. consulsultation
- 6. informing
- 7. therapy
- 8. manipulation

Real benefits occur when relationships such as the top three listings exist. Here a real form of commitment and contractual relationship exists. A " close and creative alliance between experts and users " is needed, with direct access channels between experts and users so that a working relationship can be developed. The optimum solution can only emerge from creative dialogue between experts and the users. Having the experts locally based is advisable. Access is easier and issues can be dealt with on the spot.

Wates & Knevitt (1987 : 118)



We now have the following theoretical grounding for our project.

1. We have an understanding of routes or patterns of use in cities.
2. We have an understanding of the principle of the network of mutual support, this is patterns of use that have been overlayed on the same geographical area.
3. We have an understanding of enabling structures, routes that have possible economic and social use.
4. We have an understanding of place making, the forming of space as an aesthetic concern. Routes are the basis for design interventions in the city.
5. We have an understanding of the physical structure of the city, where the place making will occur. We also have an understanding of how the route in the place functions in the structure of the city.
6. We have an understanding of how social networking gives rise to districts.
7. Finally we have an approach to designing in the city and implimenting that design. The approach is through community participation. Through community participation a knowledge of community needs and related patterns of use is designed into the design proposal. This makes the proposal more relevant to the city and the city users.

The next step in this design project is to apply the theory to the city.

This takes place in the next part, the Conceptual Framework.

THE CONCEPTUAL FRAMEWORK

In this portion the theory is brought together. This compiled theory is then applied to the city to create the project. In this portion the theoretical approach in design to generators of high flow and their related flows in cities is developed.

Once developed the approach is tested in a design situation. Johannesburg has three points of high flow generation related to trains, and others that are related to bus and taxi ranks. One of these points will be chosen as a 'guinea pig' and then subjected to design handling.

The essentials of the approach are outlined below.

★ ROUTES

Routes are the connecting pieces between city functions. They are public realm components that link up private realm components. Opportunities offered by this situation are economic and social.

○ THE NETWORK OF MUTUAL SUPPORT

Many routes in one geographical area result in the network of mutual support. This situation offers increased economic and social opportunity.

□ ENABLING STRUCTURES

Economic and social opportunity along routes engenders formal opportunity. The route becomes a spine for development. The ability of the route to offer opportunity is dependant on the degree of flow. The greater the flow the greater the chance of response. Response can be either social, economic or formal. The work of Dewar & Watson deals with maximising flows for increased opportunity. The greater the flow the greater the space needed to house opportunity.

△ MOVEMENT SYSTEMS

Bacon speaks of the city as a " sequence of harmonious experiences ". For space to become place it must have both functional and aesthetical qualities. Function in terms of opportunity has been mentioned. Aesthetic qualities can be the result of happy accidents or conscious design input seeking to structure space.

+ CITY STRUCTURE

It is in the public realm that the city is experienced. For the sake of orientation the public realm should be coherent and should reveal itself immediately. Knowing where things are results in efficient public realm serving of the private realm. The efficient service to the private realm is along the routes of the network of mutual support. These routes enable social, economic and formal responses. It is here that the informal sector gets a foothold in the economy. The structure is the city's response to the networks of mutual support with major routes of linkage needing more space than lesser routes because of flow. A hierarchy in the city networks results from this. This hierarchy of flows can be structured through design to create a structure for the city that is coherent and legible.

PARTICIPATION

As it is the public who experience the public realm, their contribution and sanction is essential to the success of the project.

To reference the essentials of the approach a matrix has been provided.

This matrix links the approach to the theorists that have been researched.

THEORISTS

	BACON	DWEATSON &	JACOBS	UYTENBORGARDT	WATSON
ESSENTIAL	●	●	●	●	●
NETWORK OF mutual support	○	○	●	●	○
enabling structures	○	●	○	●	○
place-making	●	○	○	○	○
city structure	○	●	○	○	○

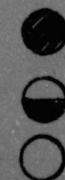
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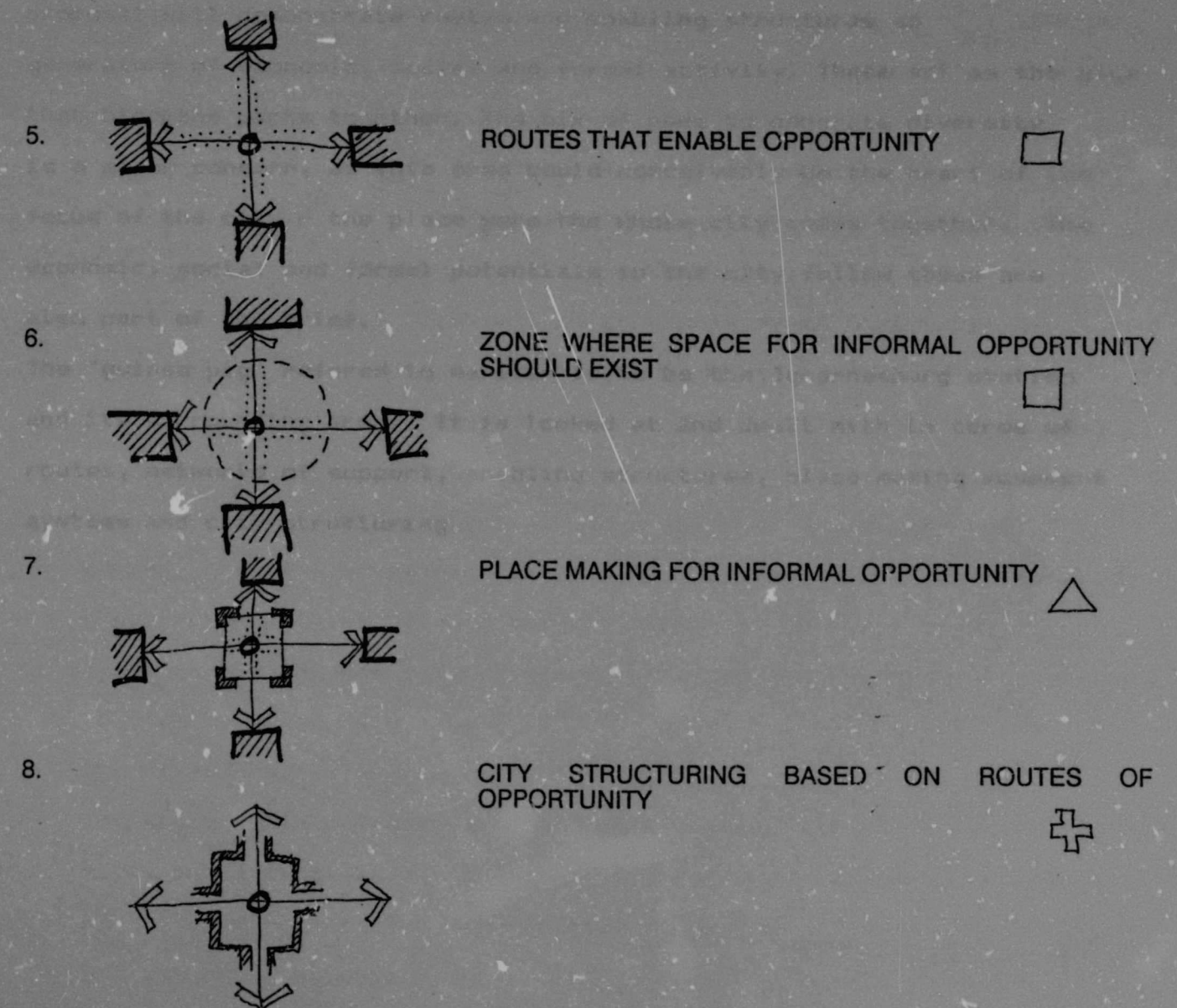
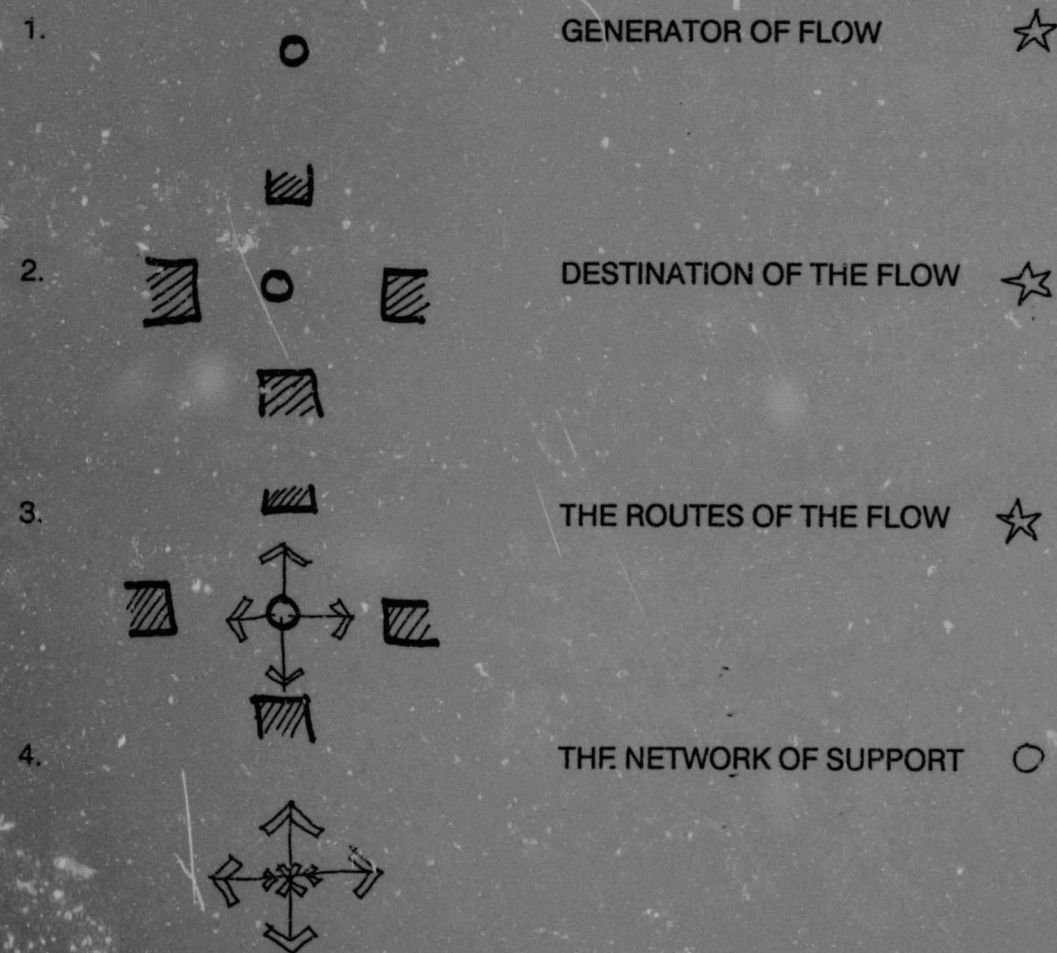
In depth

To a point

Touched on



THE CONCEPTUAL FRAMEWORK OF AN APPROACH TO URBAN DESIGN
PUBLIC REALM INTERVENTION FOR THE DESIGN OF URBAN SPACE FOR
INFORMAL SOCIAL AND ECONOMIC OPPORTUNITY



THE BRIEF OF THE CITY

The project is an urban design proposal that links Braamfontein and the C.B.D. The physical link will be a major public space that the two thematic parts of the city fabric face each other across. The proposal will demonstrate routes and enabling structures as generators of economic, social and formal activity. These act as the glue that binds the parts together. The mix of uses to generate diversity is a major concern, as this area could conceivably be the heart of the focus of the city - the place where the whole city comes together. The economic, social and formal potentials in the city follow these are also part of the brief.

The 'guinea pig' referred to earlier is to be the Johannesburg station and its surrounding area. It is looked at and dealt with in terms of routes, networks of support, enabling structures, place making movement systems and city structuring.

POTENTIALS OF THE CITY

FORMAL OPPORTUNITIES

Along the railway line that bisects the CBD from Braamfontein a major opportunity exists. Intervention at this point in the form of public spaces that pedestrian routes move through could help in two ways,

a) providing places in the city for exchange of goods and ideas.

Trade and education are activities that need physical form realization.

b) stitching the thematic structures of Johannesburg and Braamfontein together in some way that results in a cohesive, easily understood, well knit city.

The non thematic structure could be a spine of spaces devoted to the promotion of public life. In this way steps are taken towards the creation of the balance between provision for public and private life and towards the balance between the CBD and Braamfontein, viewing the two as one - each having its own function that when combined with the other creates a full city.

The non thematic structure of the city consists of poles and tensions. Poles are points where things come together and tensions are major routes that connect the poles. Interchanges of modes of transport are the poles and the major pedestrian routes are the tensions. This then gives rise to a way of structuring the public realm, and through the public realm the city.

ECONOMIC OPPORTUNITIES

The major routes or movement systems are the foundation for the informal economic activity in the city. These are the well travelled routes - places of high flow where opportunities for economic advantage exist. Routes are the foundations for enabling structures. The routes have a particular organisation that operates along their length.

On the street level where pedestrian flow is, informal trade takes place. Off the street, but at street level, in shops is where formal trade takes place. Off the street, off street level is where demand shopping locates itself. It is also where professional services will be found. Above this one finds mixed office, factory, residential use. All of the above, with the possible exception being residential use, rely on high flow along the movement system as the foundation for economic advancement and financial gain.

Flow along the movement system occurs because most people live outside of the C.B.D. area and have to commute to work. Transport services deliver people to points in the urban fabric. From these points people then disperse along major routes of dispersal - the movement systems. It is these that need to be designed as "harmonious spaces" - they need not be merely tatty spaces where economic activity occurs. The sections of the buildings along the movement systems need to be designed as well - diagrammatically only - to house the activities that accrete along the movement system. The proportions of the facades fronting the spaces need to be set by design guidelines so that the resultant spaces are harmonious. Diversity along routes such as these results from a wide variety of competing uses.

SOCIAL OPPORTUNITIES

The social opportunities that the city provides go beyond chance meetings along routes of major flow, sometimes one wants to go some where quieter for a chat, or some where that boasts a particular character for interests sake. In a city of choice these possibilities should be within a ten minute walk or a bus ride away.

At a larger city wide scale one is talking about the special interest groups such as the arts groups, classical music groups and political groups. These should all be accessible at a central city point. The symphony concerts take place in the old City Hall, about a ten minute walk from the station down Rissik street. The Art Gallery is an even shorter walk away from the station. Facilities to house other city wide scale groups should be located in equally accessible spots relative to the central station

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