Uytenbogaardt points out the " planner's responsibility in assisting human development". If this is to be so then the city too must be a place that assists man's development economically, socially, politically, environmentally and educationally. He also stresses " the need to bring together the individual elements of towns to achieve urbanity ".

Uytenbogaardt (1978 : 14)

Mix of elements leads to diverse and interesting activities in cities. Guidoia speaks of town elements as squares and harbours. This is the public realm. Dave Dewar defines spatial structure as the " configuration of the public spaces and movement routes, their relationship to the distribution of population , and the land uses that flank them."

Uytenbogaardt (1978 : 15)

"Movement becomes a formative structure for the dynamic of action and reaction, building a place of ... logic ... and convenience."

Uytenbogaardt (1978 : 15)

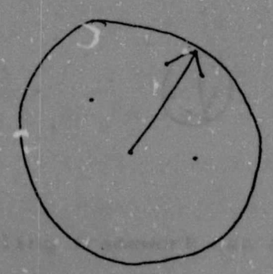
This is route based activity that results in built form.
Spatial structure, Dewar tells us, " determines the patterns and intensity of populations and financial flows (thresholds) through a city and through local areas ... . Economic activity responds to the thresholds."

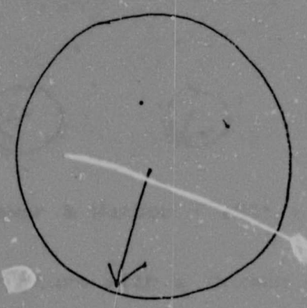
Uytenbogaardt (1978 : 15)

What this means is that the parts of the city -the square and the harbour - establish some relationship with one another.
This order sets up a pattern for movement.

Moving with people is their money. Economic advantage is taken of that fact. Over time this pattern and activity all become entrenched into the city. But this is only the beginning. This relationship becomes realised increasingly in physical terms, and the movement pattern generates urban fabric. This movement pattern is an enabling framework for the spontaneous growth of urban fabric, whilst the harbour and square are points that initiated the route or movement pattern.
This then is the mechanism of the enabling framework. The urbanism it upholds and engenders is what concerns the urban designer specifically.
Dependent on the spatial arrangement of the town, the framework will be either an enabling framework of a disabling framework.

THE DISABLING FRAMEWORK





Dewar & Watson (1981 : 113)

The disabling framework, is a low density structure with inadequate facilities. It results from the use of a planning construct that seeks to create centrally focussed living areas, based on a belief that the sense of community is strengthened by spatial isolation.

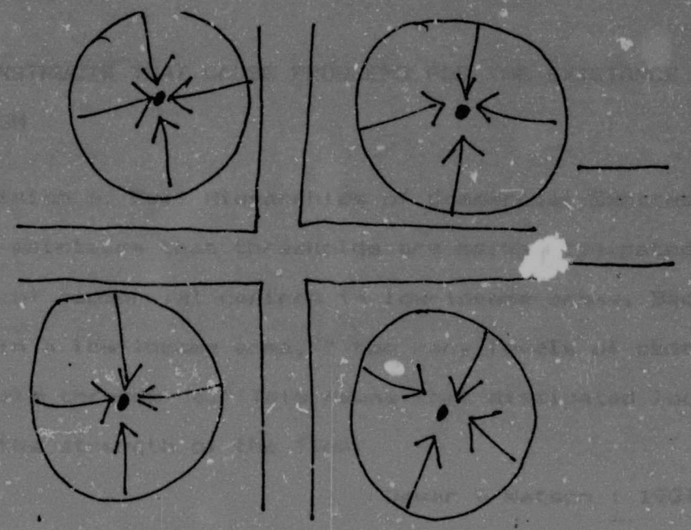
Economic Aspects of the Disabling Framework

Sub-regional shopping centres hold monopolies on trade because individual traders can't compete at this low density threshold. This results in high prices. Incomes from other areas are then taken to to the area where the sub-regional shopping centre is. This results in income leaking from one area to another. This spatial structure incurs what is called large range. Range is given as , " the maximum distance that people are prepared to travel to experience an activity, facility or function. It defines a spatial dimension of threshold areas. " The net effect of current planning ideas and practices is to dissipate " flows over so wide an area as to reduce greatly the overall potential of the flows to stimulate job creation. "

Dewar & Watson (1981 : 112)

Building Delivery in the Disabling Framework

The method of building delivery is large scale, capital intensive with industrialised building techniques. The land used is usually only found on the periphery of the urban realm. The urban form that this creates is one of " discrete 'blobs' of urban development " separated by highways and bits of left over space.



Dewar & Watson (1981 : 115)

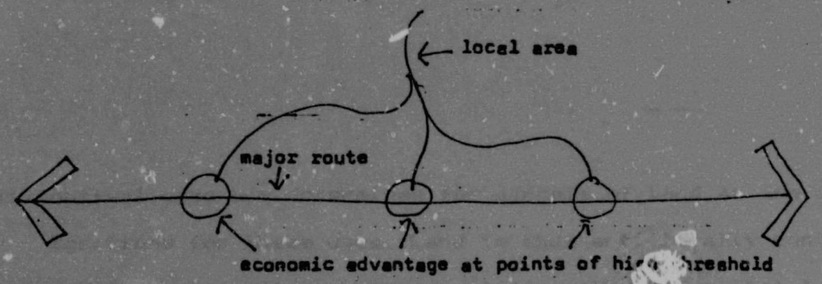
PLANNING CONSTRUCT FOR

CONTEHEUWEL

THE ENABLING FRAMEWORK

Dewar & Watson (1981 : 113)

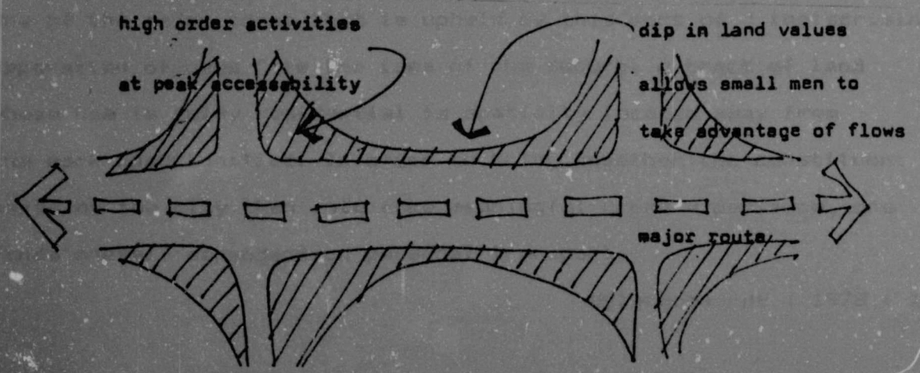
The enabling framework has a high density structure with a "human scale" living environment. It has more facilities. Through more competition, prices in the shops are kept to a minimum. With all these facilities around the level of service is higher.



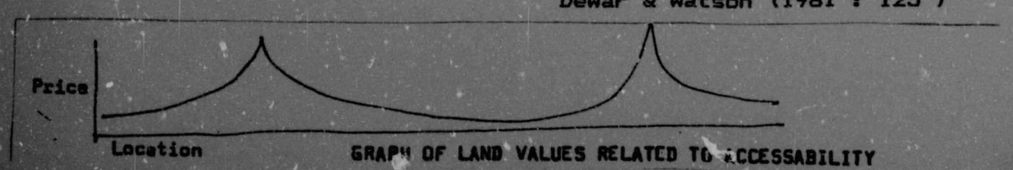
Dewar Watson (1981 : 128)

Where a major route passes through a particular area, traffic will gravitate towards the route as it is the most logical choice. Traffic flow is equated to thresholds,the greater the number of people passing a particular spot, the greater the economic potential of the spot.The econimic activities locate in relation to the thresholds The sites along the route then provide good locations for activities, "The potential inherent in the flows is being maximised, and the benefits are dispersed ...." a symbiotic or mutually reinforcing relationship between the route and surrounding uses is set up. This is the enabling framework with which urban designers concern themselves. It is also the network of mutual support that Jane Jacobs refers to.

Dewar & Watson (1981 : 127)



Dewar & Watson (1981 : 125)



GRAPH OF LAND VALUES RELATED TO ACCESSABILITY

PLANNING CONSTRUCTS THAT CAUSE PROBLEMS FOR THE EXISTANCE OF TRUE URBANISM

a) The Provision of Full Hierarchies of Commercial Centres

David Dewar maintains that thresholds are being dissipated by providing full ranges of commercial centres in low-income areas. Because of the full-range in a low-income area, " too many levels of centre are competing for inadequate thresholds." This means that dissipated location of shops dissipates the strength of the flow.

Dewar & Watson (1981 : 116)

It " makes more sense to promote the maximum intensity of developments at the highest and lowest levels of the hierarchy. " At the lowest level convenience would be maximised, and competition would stabilise and keep prices down. This keeps money in the community and doesn't leak into the shops in the wealthy areas.

Dewar & Watson (1981 : 117)

b) Zoning

Dewar feels that land use zoning is a factor that further adds to the dissipation of flows essential to the creation of the enabling framework. He lists three points that demonstrate the, " individual self interest " inherent in zoning practise.

i) the possibility exists for one person to determine the " best land use " for an unspecified length of time, this again is symptomatic of a top down approach that can't begin to understand the complexities and fine grain life that exists at the bottom.

Dewar & Watson (1981 : 117)

ii) optimal uses are determined for parcels of land as are optimal locations for these uses. Land is thus artificially controlled and the zoning stamp puts an artificial price on that land. This control of a total of x metres squared of land of a certain land use is limiting - it prevents the 'small man' seeing entrepreneurial possibilities from bringing them to fruition as there is no land available from where he can operate.

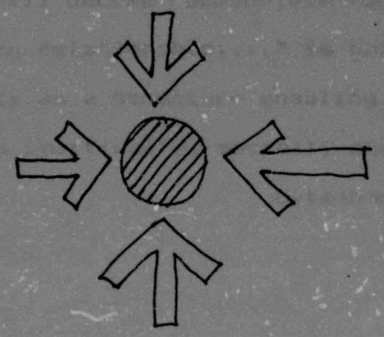
iii) power is invested in The Local Authority to enforce this zoning act upholding this artificial state of affairs.

The enabling structure we speak of is a structure that allows for the generating of urban fabric as a natural consequence to the existing flow. No enforcement is neccessary to make this process occur. Zoning is a negative force that prevents natural developments from occurring.

One of the major ideas that is upheld by this sort of " indiscriminate separation of uses " is the idea of the suburb. A tract of land whose use is soley residential is spatially located away from the work opportunities. In order to bring together the constituent parts of the city then into some meaningful urban experience, one finds oneself dependent on personal transport.

Uytenbogaardt (1978 : 16)

The aim then is a strong central image or view of the city as a non-dissipated form; as a centre for man's political, economic and social development, a symbol of man's highest aspirations,not a dissipated manifestation of separate insular living, a by-product of the Apartheid system.



It is further a manifestation of the inequity that is inherent in our cities with the lower income group being held in a state of dependancy to the white city for the purchase of their goods. This is dealt with in the part, The Disabling Framework. The net result of this dependancy is that money flows from the poor to the wealthy, further entrenching the divide that exists between people in this land. Non-accumilation of wealth in the poor areas means that a state of non-development in these areas persists.

Uytenbogaardt tells us that we need to, " shake the mind set which produces the unlivable and develop a new consciousness based on man and place and acceptance of the plural society ".

Uytenbogaardt (1978 : 16)

The role of the urban designer must then be to question and demonstrate the unlivable, this is the disabling structure that persists in our cities. Having shown the unlivable he should demonstrate the possibility of the livable, the enabling structure. If man becomes responsible for himself then the city will become responsible for man, " ....a symbiotic and mutually reinforcing relationship...." is built up that with time will develop into a city as a structure enabling of the development of the highest aspirations politically, socially and economically.

Uytenbogaardt (1978 : 16)

SIMULTANEOUS MOVEMENT SYSTEMS

The previous part deals with routes and structures that enable. This part deals with structuring that enablement. An aesthetic control is overlayed on the routes and their enablement. Movement along routes organises the city. Along these routes the city is experienced. Design around these routes can enhance the experience of the city. In the network of mutual support there are many routes that occur concurrently. These are the simultaneous movement systems.

Bacon states,

" The concept of simultaneous movement systems provides an organising principle consistent with the scale and activity patterns of the contemporary city. People perceive the city as they move through it: The role of the designer should be to create an environment conducive to the continuous flow of harmonious space experiences."

Bacon (1963 : 6)

The Nature of the Simultaneous Movement System

An outline of the concept needs to be considered under three headings according to Bacon.

1. The Relationship of Mass and Space.

i) Space as a dominating element.

ii) Matter regarded as the product of movement in space.

2. The Continuity of Experience.

" Life is a flow of experiences, an unbroken continuity of individual extentions into space and time ...." Bacon feels that the urban designer's role in the city "should be to create an environment conducive to a continuous flow of harmonic space experiences on the part of every individual who resides within it ...."

Movement is seen as the dominant organising force in design.

Bacon (1963 : 6)

What urban designers do, in Bacon's view, is " establish a track through space which becomes the actual path of movement for large numbers of people, or participators "; and "design the environment to produce a harmonic experience as a person moves over that track in space." Tracks that exist in space are enhanced by design.

Simultaneous Continuities

The problem of design of cities is given as " the total experience of each individual who lives within the city." According to Bacon it becomes necessary " to conceive of the continuity of space experience in terms of a 'series ' of movement systems, each based on different rates of speed and different rates of movement, each interrelated with the others, and each contributing its part to the total living experience of the city."

Bacon (1963 : 6)

The ways in which people move about the city gives rise to sequences of experience, for instance, cars on highways,

cars on local streets,

buses,

commuter railways and

pedestrians, " ....in cities, the points of connection between systems should be places of special emphasis and design enrichment." It is at the changes of transport mode ie. from train to foot that this should occur.

Bacon (1963 : 6)

Movement systems are the foundation for the three dimentional design and structure of the city. The greater the flow along the movement system the higher its visibility, the higher its visibility, the greater the demand for its use in communicating urban messages. The greater the flow the greater the economic potential for the informal sector.

The Relationship of the Simultaneous Movement Concept to the Design of a City

" ....it is necessary first to study very carefully the basic movement patterns in order to lead to the beginnings of positive and purposeful movement systems." Familiarity with the city will inform the designer of the strength of the movement system and its impact on other parts of the city, influencing growth and other movement systems The impact of the movement system on growth is the basis for design intervention - "the strength of design lies in its ability to influence growth." This gives a " frame of reference within which the artistic genius of a designer can be related to the city problem."

Bacon (1963 : 7)

Movement systems relate to natural and man-made typography, the nature of the terrain and features, whether they are natural or man-made.

Tempo in City Design

Highways generally get free flowing forms that are widely spaced, travelling fast in a car one only perceives the odd thing, detail is a blur. Whereas the pedestrian moving slowly can perceive alot of detail on the way. This emphasises the need for fine grain detail and scale along pedestrian routes. Rapid changes of impressions are important for interests sake. The system needs frequent punctuation in the form of focal points and symbolic objectives.

The simultaneous movement systems help to organise " the design work of many architects into a coherent whole and to develop loyalty to it." " ....continuity ....is inherently provided." This can be further emphasised by the use of recurring themes, for instance, the use of similar materials at regular intervals for the sake of continuity and rhythm.

Bacon (1963 : 8)

The city designer, in participation with the city users, is given the task of establishing the " significance of existing land marks ". It is also the task of the designers to bring out and make visible and legible the existing order, the universal order that works for life, not the order which is imposed by present planning practises. This gives a directive to individual architects; they get a basis on which they can relate their design.

The architect then works from a point of view of design guidelines that he can put his input into. The design input of the urban designer acts as a guide to the further design of the architect. In this way the architect's contribution will be appropriate to place. Human scale in the environment is regarded as more appropriate to human settlement than the space requirements of technology as imposed by the council.The council has no strategy or policy for dealing with local environment, its controls are all broad brush and non-site-specific Urban designers can step in here to assist in local environment control and design.

The way in which simultaneous movement systems " fulfill themselves is through the impact they make on the minds and sensibilities of the participators ...." who move through them, " ....producing reactions that are shared by large numbers of people, and finally producing a common state of mind or area of consensus which, in turn, produces agreement to move ahead on an extension or enrichment of an idea that many people have shared ...." This develops into an environment meaningful to all participators, an environment that will always be cherished and loved. " This works only if there are clear, central channels over which common movement occurs."

Bacon (1963 : 8)