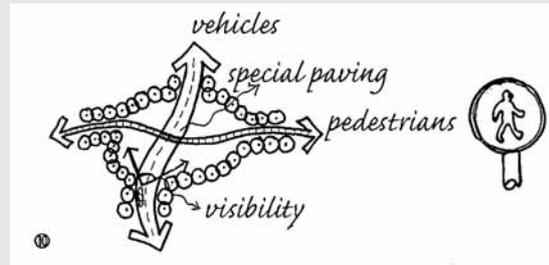
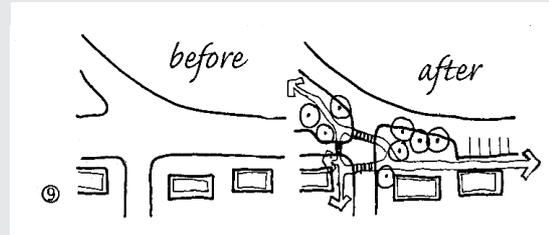


**Table 5.3.8: Location and typologies (continued)****Mixed-mode streets (continued)**

Define the street as a safe and unique public space (continued).

- Modify existing leftover space to accommodate easy pedestrian crossing of streets. <sup>9</sup>
- Where pedestrian routes cross streets, ensure visibility through landscaping and signage. <sup>10</sup>
- To enhance safety for pedestrians on sidewalks (Untermann 1984, pp 25-28):
  - minimise conflict with cars;
  - cater for the disabled;
  - provide sidewalks;
  - provide parking, between road and pedestrian;
  - the busier the street, the broader the sidewalk should be;
  - place kerb between sidewalk and street; and
  - design road to discourage speeding.



**Table 5.3.8: Location and typologies (continued)**

<b>Mixed-mode streets (continued)</b>		
Accommodate a variety of users in the street.	<ul style="list-style-type: none"> <li>• The effective separation of pedestrian and vehicular movement should be at a scale which encourages activity and pedestrian comfort.</li> <li>• For movement, the street should include a surface for cars, together with bicycle and pedestrian lanes.</li> <li>• Other facilities to be accommodated are those for informal traders, small-scale businesses (such as decorative kiosks for flowers), landscaped strips and spaces of relief and relaxation in bustling areas.</li> </ul>	
<b>Pedestrian-orientated streets</b>		
Ensure a meaningful location in terms of the movement network and urban structure.	<ul style="list-style-type: none"> <li>• Create a symbolic location for a special street through its relative location within a geographical area.</li> </ul>	
Increase intensity and diversity in the street.	<ul style="list-style-type: none"> <li>• In pedestrian arcades, provide spaces of relief and relaxation in bustling areas.</li> <li>• In pedestrian-dominated streets related to residential uses, such as the woonerf street, provision should be made for other uses, such as recreation and socialisation, which are related to the main residential use.</li> <li>• Visitor parking can be provided in the street.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

<b>Pedestrian-orientated streets (continued)</b>		
Define the street as a safe and unique public space.	<ul style="list-style-type: none"> <li>• Design detail to discourage traffic through the area, and speeding.</li> <li>• Design soft mounds and plant trees separating footpaths and buildings from the road.</li> <li>• Footpaths should preferably be designed adjacent to buildings that overlook them, as opposed to blank walls (Cartwright 1980, p 32).</li> </ul>	
Accommodate a variety of users in the street.	<ul style="list-style-type: none"> <li>• Concentrate public facilities according to functional relationship, to facilitate sharing of resources (halls, playing fields, equipment).</li> <li>• The street as communal area can provide the setting for the integration of collective services in lower-income residential areas.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

<b>Squares</b>		
<p>Ensure a meaningful location in terms of the movement network and urban structure.</p>	<ul style="list-style-type: none"> <li>• Locate largest and most important buildings in association with largest and most important squares.</li> <li>• Create symbolic location by relative location within a geographical area.</li> <li>• Enhance legibility of the structure (Rapoport 1977, p 116; Lynch and Hack 1984) via the locality of squares at movement-decision points.</li> <li>• Give important squares, dominance in the settlement (Moughtin 1992, pp 56-7) - for example, by letting buildings that surround them, occupy high ground or dominate the skyline.</li> <li>• Provide contrasting hard open spaces with greater or less activity.</li> </ul>	
<p>Increase intensity and diversity in the square.</p>	<ul style="list-style-type: none"> <li>• Integrate indoor and outdoor spaces to make them more useful. Plan spaces to be small and informal in character and quality, so as to be inviting, comfortable and non-oppressive.</li> <li>• Use of the square and activities in the square depend on the activities at the edge, especially on the ground floor. Develop restaurants, small shops and retail stores around the square; exclude large banks, travel agents and offices that attract few pedestrians.</li> </ul>	

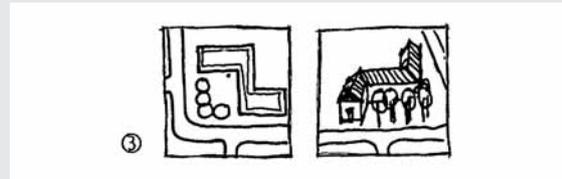
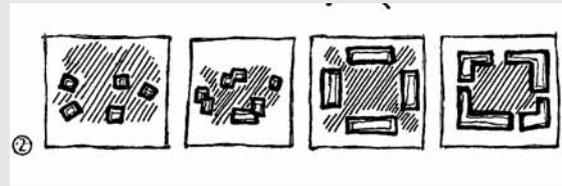
**Table 5.3.8: Location and typologies (continued)****Squares (continued)**

<p>Increase intensity and diversity in the square (continued).</p>	<ul style="list-style-type: none"> <li>Urban squares could be used as markets, with either the central area of the square or the edges as demarcated space for trading.</li> </ul>	
<p>Define the square as a safe and unique public space.</p>	<ul style="list-style-type: none"> <li>Design identifiable gateways as legible entrance points to the square (Rapoport 1977, p 95). Entry points should be highly visible and linked to major contextual routes (Rapoport 1977, p 383).</li> <li>Ensure surveillance of the square through its visibility from adjacent buildings.</li> <li>From a central point one should be able to appreciate all sides of the square.<sup>1</sup></li> <li>To enhance memorability, buildings that are simple in geometric shape should be placed together (Moughtin 1992, p 72). One prominent building should dominate the group.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)****Squares (continued)**

Define the square as a safe and unique public space (continued).

- To contextualise the square and design the correct proportion within the context, take the typology of surrounding buildings into account. Give attention to size, height, unifying elements, theme, shape of space and roof lines. Continuity in height of buildings around a square enhances enclosure. Enclosure is reduced with the degree of difference in building height.
- Design for a sense of permanence, through robustness of buildings, which are compatible for a diversity of uses.
- Enclosure depends on the way buildings are grouped. Create a sense of enclosure, especially on corners, otherwise space gets fragmented.<sup>2</sup>
- One or two sides of a square should be enclosed with buildings. The other sides could be enclosed by something else, such as trees.<sup>3</sup>
- If the physical sense of enclosure is less, the sense of place/activity/meaning should be higher.



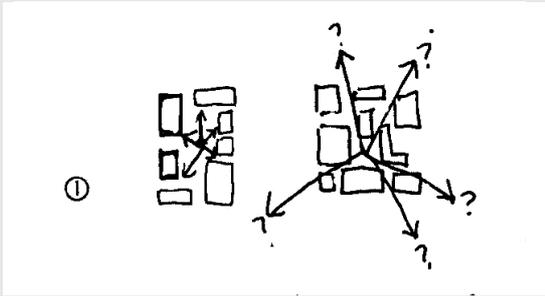
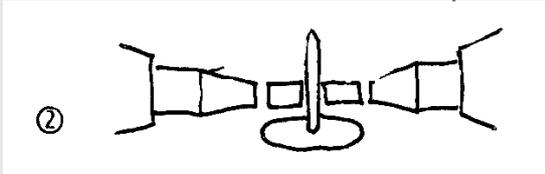
**Table 5.3.8: Location and typologies (continued)**

<b>Squares (continued)</b>		
<p>Accommodate a variety of users in the square.</p>	<ul style="list-style-type: none"> <li>• Enhance the symbolic meaning of city squares. Accommodate symbolic elements and places (statues, objects of remembrance and memorable places) that reflect shared community values and events.</li> <li>• Encourage the use of bandstands, public display areas, outdoor dining space, roller-skating and other features that attract crowds.</li> <li>• Encourage recreational facilities such as theatres, restaurants, cafes, movie houses, and libraries with late-night hours, hotels, and teenage meeting rooms, extending the usage of the square to night-time.</li> </ul>	
<b>Markets</b>		
<p>Ensure a meaningful location in terms of the movement network and urban structure.</p>	<ul style="list-style-type: none"> <li>• Incorporate markets at points of greatest access in the urban structure, such as at modal interchanges and intersections.</li> <li>• Ensure the permeability of, and short cuts through, the market.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

<b>Markets (continued)</b>		
<p>Increase intensity and diversity in the market.</p>	<ul style="list-style-type: none"> <li>• Plan the market to convey a sense of permanence. This should be achieved with compatible buildings that can accommodate changing uses over time.</li> <li>• Create opportunity for formal commercial and informal trading activities. The concentration of activities will encourage interaction and generate economic expansion.</li> <li>• The size of the market will change over time. Expansion and contraction of the market can occur over short periods. The market should, however, be planned in such a way as to retain its intensity at all times. As phased growth takes place, the market should operate as a totality at each stage of its development.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

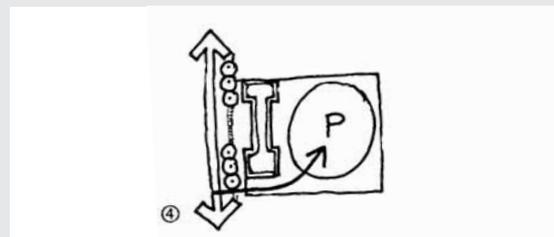
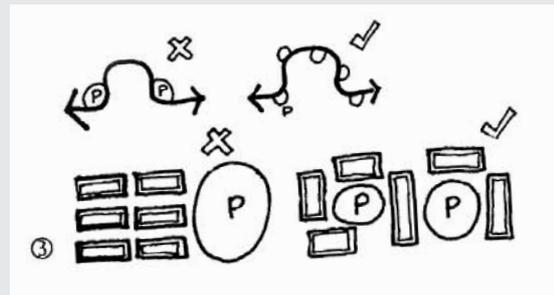
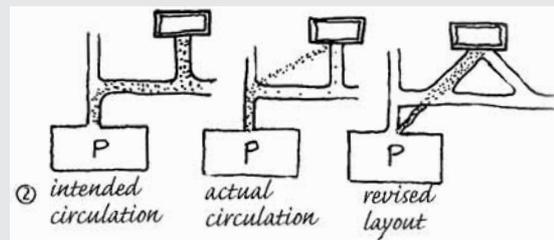
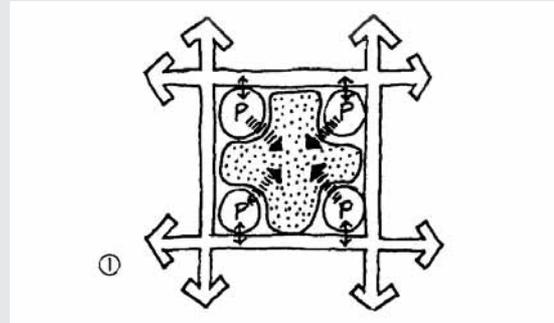
<b>Markets (continued)</b>		
<p>Define the market as a safe and unique public space.</p>	<ul style="list-style-type: none"> <li>• The gateways to the market place should convey a friendly invitation, where a sense of belonging could be experienced by users.</li> <li>• The market should have an acceptable sense of place that should be defined by means of a primary space, supported by secondary spaces. <sup>1</sup></li> <li>• The primary space should form the major communal space around which market stalls should be positioned. A vertical element should preferably be placed at its centre. This should form a reference point that will enhance legibility of the market. <sup>2</sup></li> </ul>	 
<p>Accommodate a variety of users in the market.</p>	<ul style="list-style-type: none"> <li>• Markets with small-scale activities require less formal market infrastructure. Market activity may be intermittent and could take on different forms. The spaces should thus be designed to be as multi-functional as possible.</li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

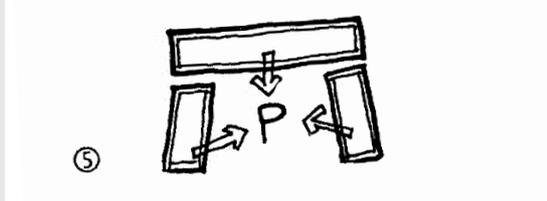
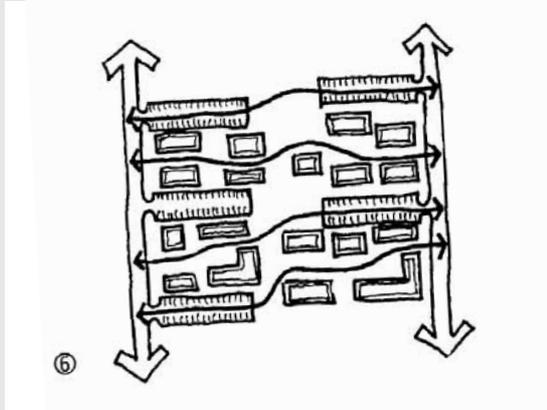
**Parking areas**

Ensure a meaningful location in terms of the movement network and urban structure.

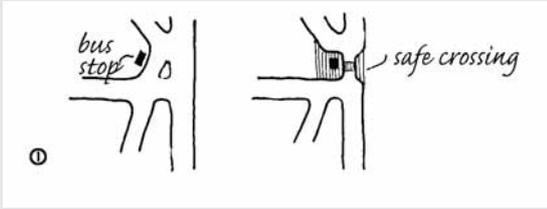
- Organise parking in small lots around the perimeter of the core of activities and movement. Parking lots should lead to the core and should provide pedestrian access to all streets. <sup>1</sup>
- Integrate a parking area with the surrounding area through linking it to natural movement routes and accommodating short cuts. <sup>2</sup>
- Parking should be located in smaller areas closer to destinations, especially in higher density development and at local shops. <sup>3</sup>
- Parking should preferably be located away from the street at the back of buildings. If parking is provided at the front, a maximum of two rows of parking should be provided. Parking structures should not dominate street frontages. <sup>4</sup>



**Table 5.3.8: Location and typologies (continued)**

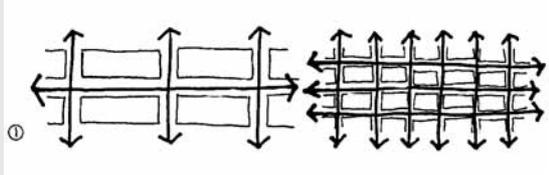
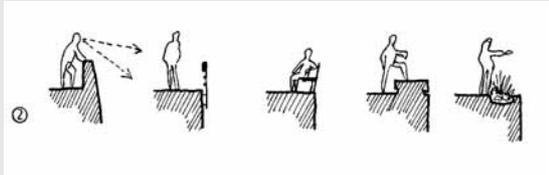
Parking areas (continued)		
<p>Increase intensity and diversity in the parking area.</p>	<ul style="list-style-type: none"> <li>• Manage activities in parking areas for various uses and effective utilisation of space through different times of the day, such as the closing of parking areas to act as markets in the evening or play areas on weekends.</li> <li>• Type and intensity of uses can vary over time as the demand for parking increases or decreases (differences between day and night, times of the day, days of the week or month).</li> <li>• Accommodate different uses that increase latency and allow for social change without physical change.</li> </ul>	
<p>Define the parking area as a safe and unique public space.</p>	<ul style="list-style-type: none"> <li>• The way buildings are arranged around the parking area should ensure adequate surveillance. <sup>5</sup></li> </ul>	
<p>Accommodate a variety of users in the parking area.</p>	<ul style="list-style-type: none"> <li>• Allow for informal traders to trade within the parking area in an organised way.</li> <li>• Accommodate multifunctional use of elements within the parking area, such as trees.</li> <li>• Accommodate pedestrian routes through the parking area. <sup>6</sup></li> </ul>	

**Table 5.3.8: Location and typologies (continued)**

Public transport stops and stations		
<p>Ensure a meaningful location in terms of the movement network and urban structure.</p>	<ul style="list-style-type: none"> <li>• Locate public transport stops and stations on convenient routes between different land-use activities.</li> <li>• Locate stops or stations at points of highest accessibility. Integrated intermodal transport nodes and change-overs should be promoted to ensure sustainable physical development.</li> <li>• Incorporate stations within their surroundings by means of the effective utilisation and design of existing leftover space. <sup>1</sup></li> <li>• Stations and stops should be located at more frequent intervals and closer to destinations in higher-density and mixed-use developments.</li> </ul>	
<p>Increase intensity and diversity at the stops and stations.</p>	<ul style="list-style-type: none"> <li>• Organise informal trading around the stop and within the station.</li> </ul>	
<p>Define the stops and stations as safe and unique public spaces.</p>	<ul style="list-style-type: none"> <li>• Attend to the quality of the stops in terms of safety, shelter, character or image and visibility.</li> </ul>	
<p>Accommodate a variety of users at the stops and stations.</p>	<ul style="list-style-type: none"> <li>• Provide adequate space and facilities for informal traders at stops and stations.</li> </ul>	

**Table 5.3.9: Vertical edges**

**Mixed-mode streets**

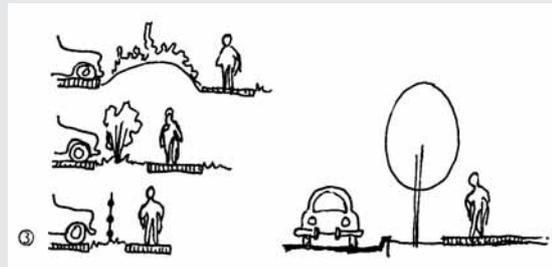
<p>Create easy access to and from the street.</p>	<ul style="list-style-type: none"> <li>• Permeability of public space can be enhanced through the provision of maximum alternative routes (Bentley et al 1987, p 10). Small blocks give more choice of routes than large blocks. <sup>1</sup></li> <li>• Enhance permeability by not absolutely segregating pedestrian and vehicular movement.</li> <li>• Design for permeability and access to occur at visible entrances.</li> <li>• Provide shortcuts to intermediate distance substitutes, such as bus, bicycle and taxi.</li> </ul>	
<p>Establish appropriate interfaces.</p>	<ul style="list-style-type: none"> <li>• The building facade should be linked to human activities along the route to ensure visibility of pedestrians and thus surveillance of the street. Surveillance of the street should also be facilitated from upper storeys. The way this edge is made will also determine the feeling of the upper-storey space. <sup>2</sup></li> <li>• Arcades provide a defined human space between the building and the street. Arcades should also provide shelter against bad weather.</li> </ul>	

**Table 5.3.9: Vertical edges (continued)**

**Mixed-mode streets (continued)**

Establish appropriate interfaces (continued).

- Interfaces can ensure coherence and interest, and will provide a visual stimulus to passers-by. Colonnades as interface could provide a coherent simple rhythm on the outside (which relates to fast-moving vehicles) and complexity on the inside (which relates to pedestrians).
- Interface between pedestrians and cars should be defined through a row of on-street parking or through landscaping (Untermann 1984, pp 25-28).<sup>3</sup>
- Garbage receptacles or unsightly equipment should be screened, especially from pedestrian-movement routes.



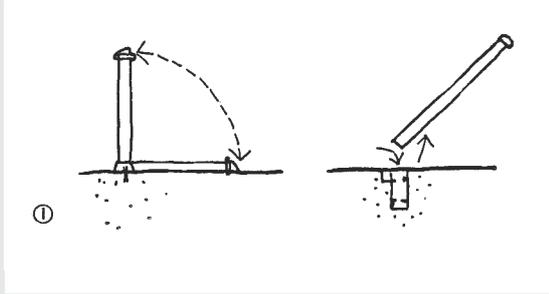
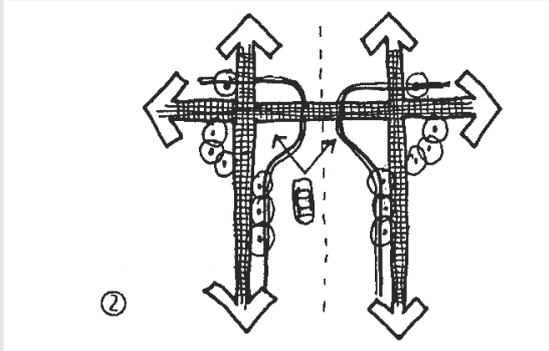
Ensure a unified and interesting edge surface design.

- Unify street design and street frontages of buildings to create a special street with an identifiable character. New buildings should fit into the existing context and attention should be given to similar elements such as roof lines, bay windows and window proportion (Moughtin 1992, p 2, 143).<sup>4</sup>
- A number of distinctly identifiable elements along routes should be provided, with continuity of shop fronts (Moughtin 1992, pp 56-57).<sup>5</sup>



**Table 5.3.9: Vertical edges (continued)**

**Pedestrian-orientated streets**

<p>Create easy access to and from the street.</p>	<ul style="list-style-type: none"> <li>• Access for pedestrians and bicycles should be made easy, while access for vehicles should be more difficult and controlled. Use lockable bollards where applicable. <sup>1</sup></li> <li>• Access for vehicles must be made difficult. <sup>2</sup></li> </ul>	 
<p>Establish appropriate interfaces.</p>	<ul style="list-style-type: none"> <li>• In residential developments, it is preferable not to have any fences or walls on the street boundary. However, should fences be put up, it is proposed that palisade fencing that provide maximum visibility, be erected. This should ensure surveillance of the street. <sup>3</sup></li> <li>• Transition from public to private space should be appropriately made through the provision of perceptual locks. This will contribute to the clear distinction between and definition of public and private spaces. <sup>4</sup></li> </ul>	