

Exploring potential space to provide recreation facilities for community



URP, BUET



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Trust

Acknowledgement

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Abstract

Open spaces contribute to physical, social, economic and ecological development. From health perspective, citizens are benefitted in three different ways from parks and playgrounds i.e. environmental benefits, socialization and impact on mental health improvement and encouragement of physical activity. In Dhaka city, neither the distribution nor the area of open spaces are sufficient to serve the existing population. In this megacity, only 79 parks and playgrounds are available for 18 million people distributed over a small area. These few open spaces are not even functioning properly due to inefficient accessibility arising from skewed distribution of these spaces. It is not possible to provide new formal open spaces for each deprived community. This report attempts to establish some pocket spaces having the potential to fulfill the recreational needs of communities in a Mega city like Dhaka. In densely populated city like Dhaka, this can be an addition to formal open spaces. This study involves, observation, questionnaire and traffic count survey. In the pilot design of a site of this study, elements have been selected on the basis of choice and preferences of local people. People are much interested to use this kind of pocket spaces.

Table of Contents

Topic	Page no.
Acknowledgement.....	i
Abstract.....	ii
Table of contents.....	iii
List of Figures.....	vi
List of Table.....	vii
Chapter 01: Introduction.....	1
1.1 Background.....	1
1.2 Literature review.....	2
1.3 Objectives of the study.....	3
1.4 Scope and Limitation.....	4
Chapter 02. Study Area Profile.....	5
Chapter 03. Methodology.....	8
3.1 Selection of the project/ study.....	8
3.2 Literature Review.....	8
3.3 Selection of study area	8
3.4 Sampling.....	8
3.5 Data collection.....	8
3.5.1 Primary.....	8
3.5.1.1 Direct observation.....	9
3.5.1.2 Vehicle Count.....	9
3.5.1.3 Perception survey.....	9
3.5.2 Secondary.....	9
3.5.2.1 Study of legal documents	9
3.5.2.2 key informant interview.....	9
3.6 Data processing.....	9
3.7 Data Analysis.....	9

3.8 Dissemination Seminar.....	9
3.9 Report Writing and Submission	9
Chapter 04: Data Analysis and Major Findings.....	11
4.1 Observation Survey	
4.2 Traffic observation and Count Survey	
4.3 The Perception Survey.....	11
4.3.1 Who responded to the perception survey.....	11
4.3.2 Can the respondent recall the presence of playground.....	12
4.3.3 Does he or she visit the mentioned playground/ park?.....	13
4.3.4 Reason behind visiting.....	13
4.3.5 Age category of respondents visiting park/ playgrounds.....	14
4.3.6 Time of using existing park/ playground.....	14
4.3.7 Mode used by visitors.....	15
4.3.8 Reasons for not visiting park or playground.....	16
4.3.9 Whether respondents could recognize informal pocket places.....	17
4.3.10 whether the respondents willing to use the convenient pocket space.....	18
4.3.11 Reasons behind using the converted pocket spaces.....	18
4.3.12 Reasons behind not using the converted pocket spaces.....	19
4.3.13 Suggestion for converted spaces	
Chapter 05: Proposed Design.....	21
5.1 Pilot Site Information.....	21
5.2 Conceptual Studies.....	22
5.3 Elements of Design.....	23
5.4 Policies.....	23
5.4.1 Implementation Policies.....	23

5.4.2 Maintenance Policies.....	23
5.4.3 Management policies.....	23
Chapter 06: Recommendation and Conclusion	25
6.1 Recommendations.....	25
6.2 Conclusion.....	25
Reference.....	26
Appendix	

List of Figures

Figure 2.2: Study area Map.....	7
Figure 4.1: The Perception Survey Respondents by age.....	11
Figure 4.2: The Perception Survey Respondents by category.....	12
Figure 4.3: Respondents recognizing the park/playground or not.....	12
Figure 4.4: Percentage of the ignorant respondents by age.....	13
Figure 4.5: Percentage of the ignorant respondents by gender.....	13
Figure 4.6: Whether the respondents visit the park/playground or not.....	13
Figure 4.7: Reasons behind visiting the park/playground.....	14
Figure 4.8: Age category of the respondents visiting the park/playground.....	14
Figure 4.9: Time of using the existing park/playground.....	15
Figure 4.10: Purpose of the visitors who visit at the afternoon.....	15
Figure 4.11: Modes used by the visitors.....	15
Figure 4.12: Reasons for not visiting the park/playground.....	16
Figure 4.13: Reasons (Categorized) for not visiting the park/playground.....	17
Figure 4.14: Whether the respondents could recognize or use the informal pocket places.....	18
Figure 4.15: Whether the respondents are willing to use the converted space.....	18
Figure 4.16: Reasons behind using the converted pocket spaces.....	19
Figure 4.17: Reasons behind not using the converted pocket spaces.....	19
Figure 4.18: Reasons behind not using the converted pocket spaces.....	20

List of Tables

Table 2.1: Table showing different information of selected sites.....5

Table 4.1: Reasons behind not visiting closet park/ playground.....17

Table 5.1: Table showing traffic data of pilot site.....21

Chapter 01: Introduction

1.1 Background

Parks and playgrounds play an important role in human life. They give us the opportunity for developing mental and physical health. Along with opportunity of physical activity, parks and playgrounds give us chances to socialize. Socialization with people has a direct impact upon mental health because it can reduce stress, anxiety and other mental health disorders. In addition, the opportunity to socialize helps to bring happiness, decreases social crimes, and improves overall quality of life.

In Dhaka city, dwellers hardly get these opportunities. There are only 79 parks and playgrounds in Dhaka. And Dhaka is a city of over 18 million people². 79 parks and playgrounds are not enough for the large number of people. Some community people get the opportunity to visit parks and playgrounds as per availability. But many lack the physical infrastructure

According to a study done by WBB Trust, we have found out that, people prefer to visit public spaces if it is within short distance, indicating walking access to parks for daily usage (68% respondents replied that they prefer visiting parks and playgrounds if it is within 1KM). Moreover, the parks and playgrounds are not accessible for persons with disability due to insufficient or safe pedestrian crossing or lack of pedestrian ramp. Non-auto transport access to parks is limited or non-existent. Those lack infrastructures needed for them. Moreover, boys are mostly seen playing in the parks and playgrounds. Parks should be designed for gender and all ages. In this situation, it is important to provide opportunity of visiting public spaces.

Providing Full scale parks and playgrounds to all areas of the city in a short period of time is not realistic. However, there are many small spaces in Dhaka city that are currently unused, particularly disorganized dead space or street corners or underutilized or poor design parking spaces. These unused places can be converted into small public spaces by making small changes, such as- providing seating arrangement, tree shade, multiple mobility access/options and improving safety measures. Planning for “small spaces” could be presented to local community through educational or local institutions, business community or other public pop-up opportunity at key destinations. Such simple changes can provide the community opportunity to socialize and that will be an immense help towards mental health

development. Also the chance of socialization will increase the community's ability to know each other and that will increase social security.

1.2 Literature review:

The street life project began its study by looking at New York City parks and playgrounds and such informal recreation areas as city blocks.

<http://www.arch.mcgill.ca/prof/luka/urbandesignhousing/temp/shaver2015/kulturforum/Whyte1980-2000-excerpts1.pdf>

“Whilst we acknowledge these dominant notions of public space and have directly and indirectly experienced tactics of social cleansing brought about by an authoritarian desire to design out elements that would appear ‘out of place’ (Cresswell, 1996) and thus against the dominant order, we intend to argue for a more nuanced approach to urban space. In addition to these dominant forms of power, innovative forms of socio-political subjectivity are emerging, which initiate creativity and innovation in the urban environment. Pervasive dichotomies of public/private, planned/non-planned and power/resistance, we believe, are inappropriate. We suggest the city’s continuing transformation cannot simply be defined by built form that is planned and managed by an elite group of professionals, nor is it merely defined by ‘the people’. We argue that it is an interplay between all forces, and in subtler ways, can be shaped by changing urban cultures and collective actions, which we will highlight in subsequent examples. Fraser (2007) 8 offers an alternative view and questions concepts of ‘public’ and ‘space’ and concedes there is never simply ‘one public sphere, but rather a number of public spheres’ or ‘multiple counter publics’ (2007)9 . Franck and Stevens (2007) 10 offer a further counter to the concept of a homogenous, universal, rationalised view of urban space; they argue that there exists a host of more fluid spaces, what they term ‘loose space’.”

http://arts.brighton.ac.uk/_data/assets/pdf_file/0003/44850/41_Pamela-Shaw,-Joanne.Hudson_The-Qualities-of-Informal-Space.pdf

“The current methods of reading, interpreting and designing the city refer to the traditional formal instruments of the discipline, picking out a series of parameters and standards not always able to decode urban complexity and describe reality that is detailed and changing, that builds up, falls apart and reassembles itself rapidly. This happens because the formal

character of the usual systems of knowledge, analysis and design can be traced back to a functionalist paradigm based on the idea of a centralised, hierarchical control of the city. Firm, comprehensive codes govern the knowledge of urban processes, which tend to be “formalised” to be subsequently handled by space design. This practice, based on formal models and abstract principles applicable to different situations, runs counter to the current tendencies of the city, which is projected towards less formal, more flexible spatial order, favouring the passage from a strategic method towards an approach of the tactical type (De Certeau 1984).”

<https://cityterritoryarchitecture.springeropen.com/articles/10.1186/s40410-016-0046-9>

“With some notable exceptions, faculties of architecture and planning throughout the world continue to train students for a future which is planned, designed and constructed exclusively by professionals. Many seem not to have noticed, or prefer to ignore, the increasingly obvious reality that most construction in the world today is not in the hands of professionals but is produced by largely unskilled, low income people. This means that the cities of the global south are expanding rapidly through the growth of popular settlements - with ordinary people as the key protagonists, producing urban environments on a scale unprecedented in history.”

<http://www.cambridgescholars.com/download/sample/60114>

1.3 Objective of the study

The overall goal of the project is to create community level recreation and socialization opportunities by providing small park space in unused places in the city. For this research project, our specific objectives are:

- Increase our understanding of the quantity of unused space that could potentially be converted to a small public space.
- Increase our understanding of the usage of these spaces.
- Increase our understanding of the ownership of these spaces.
- Increase our understanding of the community’s perception toward public spaces.
- Increase our understanding of the policy environment related to using unused land in the city and
- Increase non-auto mobility options to small places

1.4 Scope and Limitation

Scope:

- Identify potential pocket spaces
- Finding spots for informal public gathering at community level
- Pocket spaces can be made architecturally attractive through design
- Tree plantation at pocket spaces may positively impact ecological and carbon footprint
- Gathering at these spaces may generate both social and economic benefit
- Motivate people to participate more in active recreation

Limitation:

- **All wards haven't be covered**
- Implementation of the project depends on how the authorities perceive the concept
- Identification of ownership of land is much complex

Chapter 02: Study Area profile

The whole Dhaka City Corporation area has been considered for the study. In total, 10 wards were selected considering one ward from each zone of two city corporations. The respective wards and zones are followed.

Table 2.1: Table Showing Different Information of selected sites

Address	City Corporation	Ward	Zone	Adjacent Land Use	Adjacent Road Category	Latitude, Longitude
Kathalbagan	DSCC	16	1	Residential	Street corners	23.749218, 90.388763
Gazi Dastgir Road, Arambagh	DSCC	9	2	Commercial	Feeder/ connecting road	23.729951, 90.418465
Hazaribagh	DSCC	22	3	Commercial	Busy/main road	23.727708, 90.366537
Doyagonj	DSCC	40	5	Commercial	Feeder/ connecting road	23.710046, 90.424301
Goalghat Lane Water Pump, Tipu Sultan Road	DSCC	38	4	Commercial	Feeder/ connecting road	23.715178, 90.413813
Sector 9, Uttatra	DNCC	1	1	Commercial	Unused pavement	23.87724, 90.39503

Address	City Corporation	Ward	Zone	Adjacent Land Use	Adjacent Road Category	Latitude, Longitude
Milk Vita Mor, Pallabi	DNCC	6	2	Commercial	Street corners	23.819556, 90.360831
Moddho Badda	DNCC	21	3	Residential	Street corners	23.780495, 90.431103
Jhilpar, Ibrahimpur	DNCC	16	4	Residential	Street corners	23.793474, 90.379743
Jafrabad, Rayer Bazar	DNCC	34	5	Residential	Feeder/ connecting road	23.75054, 90.36331

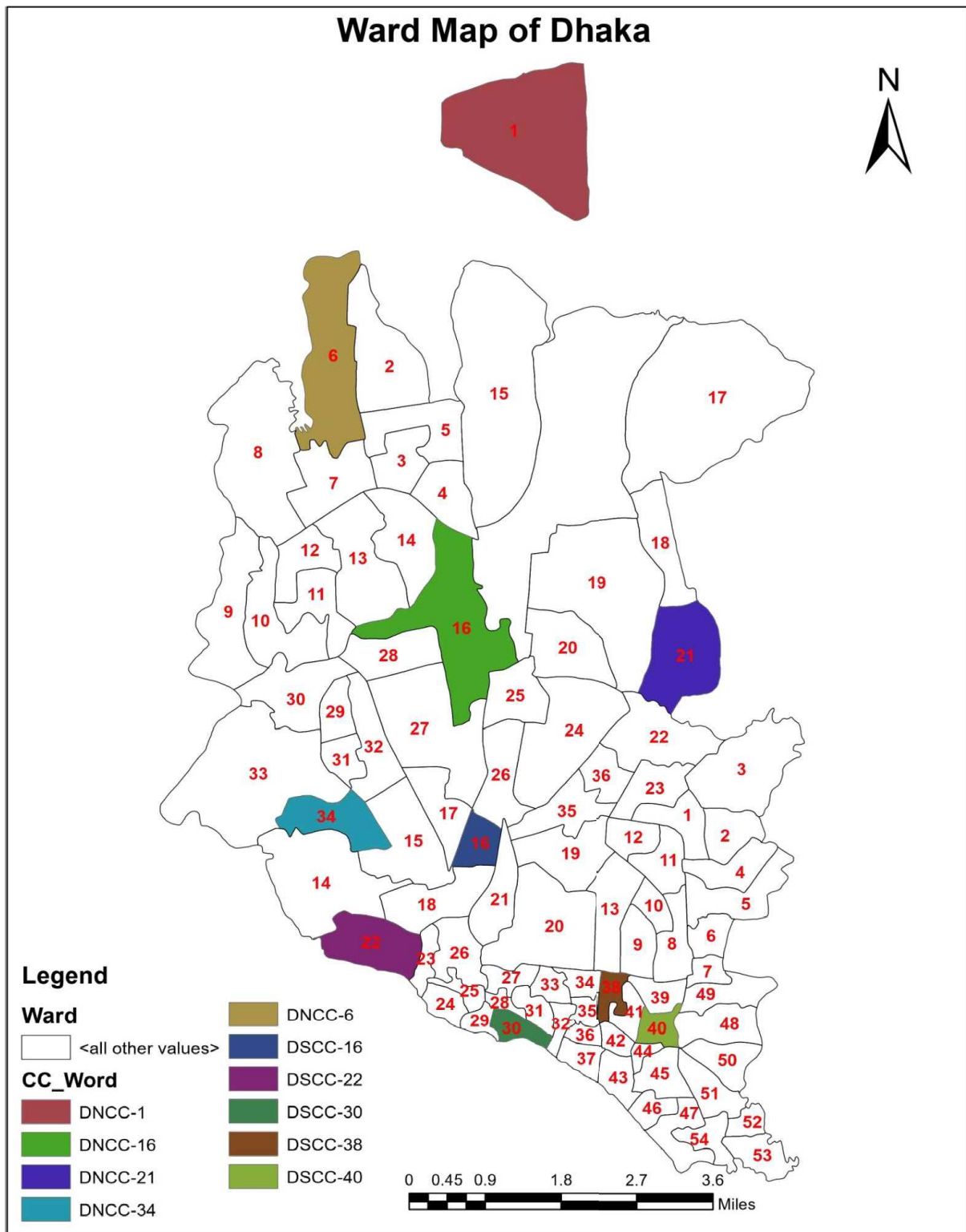


Figure 2.2: Study area Map

Chapter 03: Methodology

3.1 Selection of the project/ study: The study has been selected considering critical condition of distribution of open spaces and to increase social interaction and to improve human psychological growth.

3.2 Literature Review: Few relevant cases of home and abroad have been studied to develop a framework of the project. Some case studies have assisted the findings of the analysis.

3.3 Selection of study area: DCC (Dhaka City Corporation) area has been chosen as the study area. Dhaka is divided into two City Corporations- Dhaka North City Corporation and Dhaka South City Corporation. Each of the city corporations is divided into five zones. From each zone, one ward has been selected which has very few or no open space in a close proximity. In each selected ward, a site must be chosen considering two factors:

- Located in an area far from existing formal open spaces like park, playground etc.
- More accessibility of community people

3.4 Sampling: The sampling method that has been used is Multi-stage sampling. Multi-stage sampling (also known as multi-stage cluster sampling) is a more complex form of cluster sampling which contains two or more stages in sample selection. In simple terms, in multi-stage sampling large clusters of population are divided into smaller clusters in several stages in order to make primary data collection more manageable.

For perception survey, random sampling will be done. It is a method of selecting a sample (random sample) from a statistical population in such a way that every possible sample that could be selected has a predetermined probability of being selected. Among 30 community people in each area ($30 \times 10 = 300$). To keep gender balance the questionnaire will be administered to the first man the researcher sees and then the woman. Thus, switching back and forth between the genders.

3.5 Data collection

3.5.1 Primary

3.5.1.1 Direct observation: will be the basic method to conduct the research for findings small spaces in dead end lanes or traffic corridor in residential commercial and industrial areas. Observation data will be collected using the Observation form (Appendix 1).

3.5.1.2 Vehicle Count: will be conducted on the identified lane/areas using Vehicle Count Form (Appendix 2) Non-auto modes like pedestrian, bicycle, pedal rickshaw auto-rickshaw are more relevant how they currently use the space. Dropping off, how long they use space, any storage facility would be useful instead just vehicle count. Cars are just pass-by traffic to these small/dead places.

3.5.1.3 Perception survey: will record community's view and opinion about the public spaces. The survey will capture the need/ lack of public spaces and if they consider creating small public space necessary (Appendix 3).

3.5.2 Secondary

3.5.2.1 Study of legal documents: City Corporation Act 2009, Revised Dhaka Structure Plan (2016-2035) will be studied.

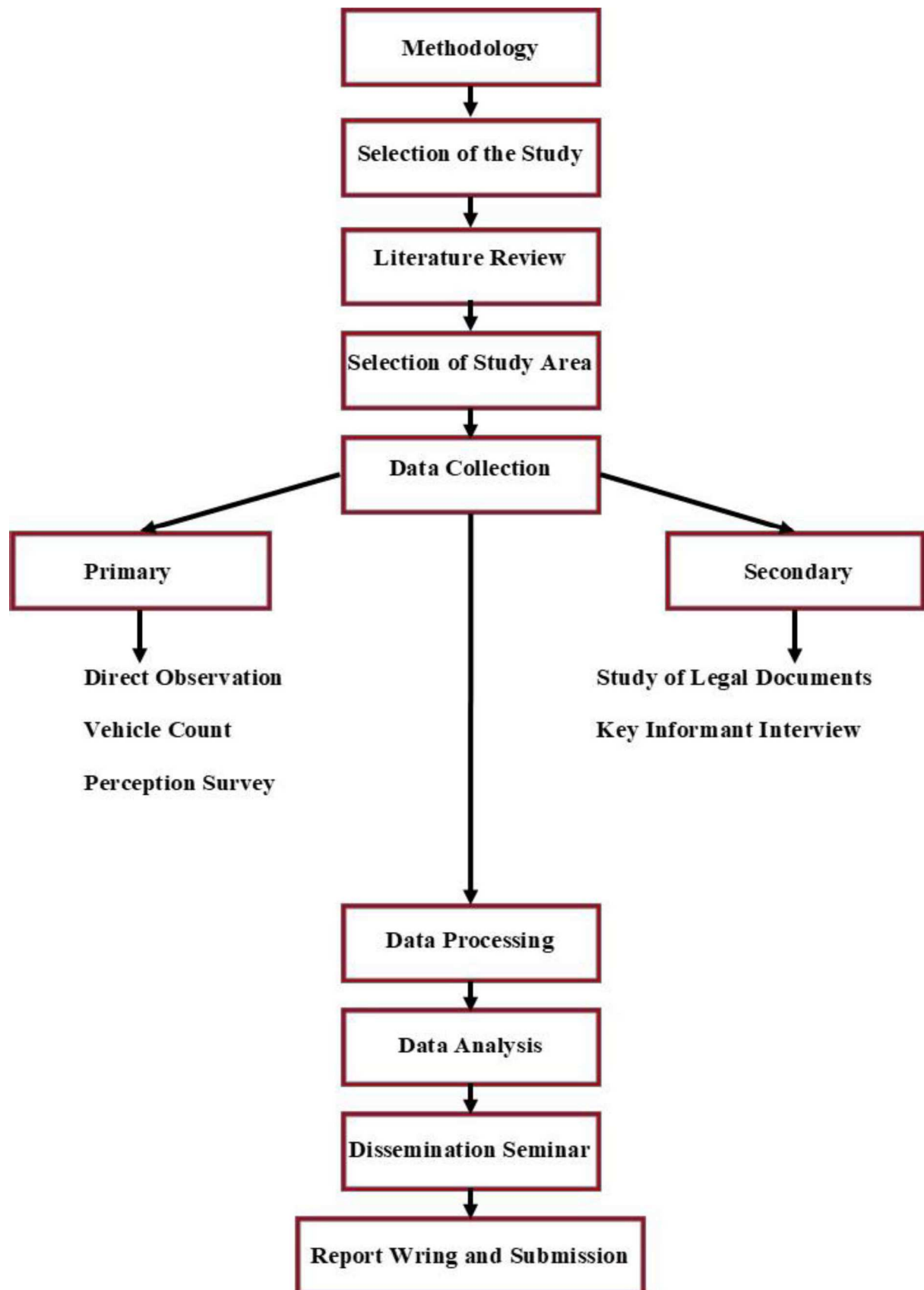
3.5.2.2 key informant interview: Besides, 12 key informant interviews with government officials, civil society organization and professionals to find possibilities and challenges in Dhaka.

3.6 Data processing: The collected data from direction observation survey, vehicle count survey and perception survey has been processed and has been input in SPSS (Statistical Package for Social Sciences) for analysis.

3.7 Data Analysis: The processed data have been analyzed to fulfill the objectives and to sort out findings.

3.8 Dissemination Seminar: Dissemination seminar will be conducted with different stakeholders from relevant government agencies, NGOs, resident area representatives etc.

3.9 Report Writing and Submission: Research report will be submitted to concerned authorities and organizations like City Corporations, Media, and Academic Institutions etc.



Chapter 04: Data Analysis and Major Findings

This section includes the analysis of data collected from four surveys of the study: the Observation Survey (4.1), the Traffic Observation and Count Survey (4.2), the Perception Survey (4.3) and the Key Informant Interview.

4.3 The Perception Survey

The purpose of the Perception Survey is to understand whether or not people visit the nearby parks, and the reasons behind both their visit and abstinence. It also asks whether they are willing to make shorter trips to reach an informal public place within their close proximity. The team of surveyors administered the Perception Survey to 300 respondents. The survey was conducted on people of different ages and occupations throughout 10 wards in Dhaka City Corporation involving both male and female.

In this section, we outline the age and gender of survey respondents, whether or not they visit their nearest park, their willingness to use the converted public pocket space, and their requirements towards using the pocket spaces. The results will help us understand which elements may be effective in encouraging people to use the pocket spaces, or to use them more frequently.

4.3.1 Who responded to the perception survey?

The age of respondents was most commonly in the 20-29 and 30-39 age ranges (23% and 35.67% respectively). Roughly more than two-thirds (71%) of respondents were male, and 29% were female. Figure 4.1 and Figure 4.2 summarize the proportion of respondents by age and gender respectively.

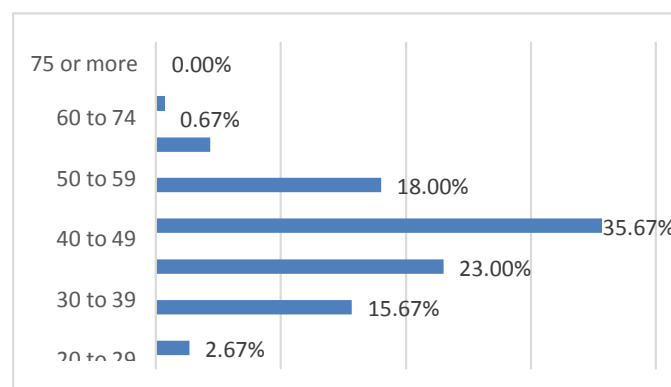


Figure 4.1: The Perception Survey Respondents by age

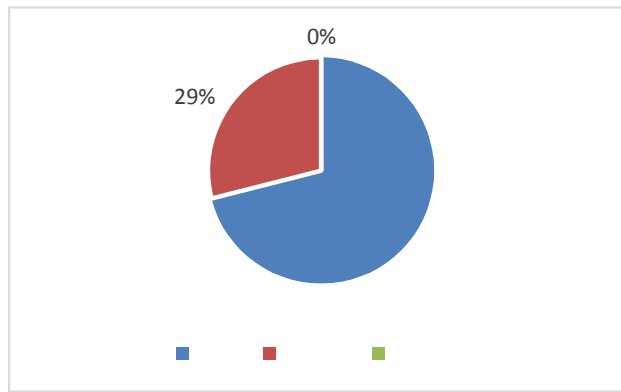


Figure 4.2: The Perception Survey Respondents by category

4.3.2 Can the respondent recall the established park/ playgrounds or not

Among the 300 respondents, 68% were able to identify the recognized park or playground in their ward whereas 32% did not know any such place (Figure 4.3).

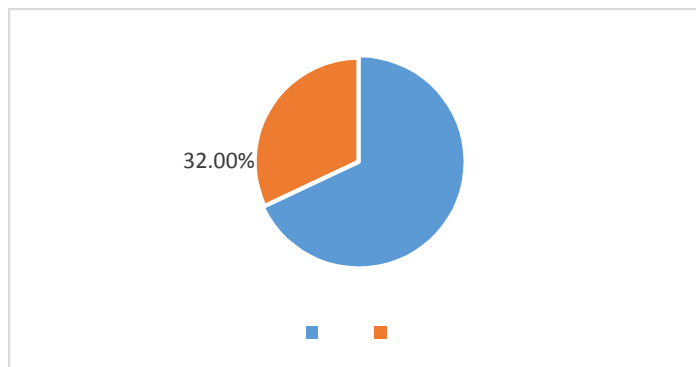


Figure 4.3: Respondents recognizing the park/playground or not

Among the 32% of the respondents who do not know the location of such park or playground, majority of them fall in the age category of 30 to 39 (43.75%) and 40 to 49 (21.88%). Among the same 32% of the ignorant respondents, 57.29% are female and 42.71% are male. Figure 4.4 and 4.5 summarizes the proportion of the ignorant respondents by age and gender respectively.

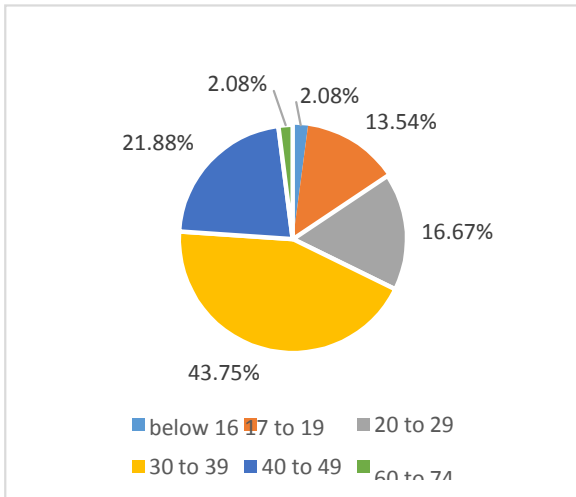


Figure 4.4: Percentage of the ignorant respondents by age

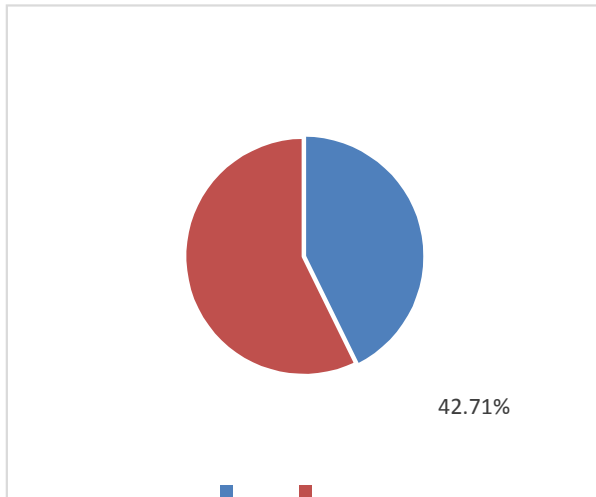


Figure 4.5: Percentage of the ignorant respondents by gender

4.3.3 Does he/ she visits the mentioned park/ playground

Among the 68% of the respondents (Figure 4.3) who can recognize the established park or playground, majority of them are found abstinent of visiting those. Out of the 300 respondents, 67.60% of the respondents are found to avoid visiting the park or playground and rest of them (32.40%) are used to go there (Figure 4.6).

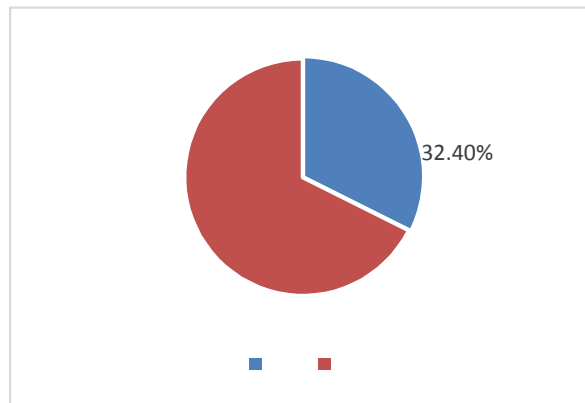


Figure 4.6: Whether the respondents visit the park/playground or not

4.3.4 Reasons behind visiting the park/playground

As a public place, any park or playground should attract the visitors for various reasons. From the Figure 4.7, most of the respondents use the park/ playground as a gathering or meeting place(62.41%) whereas a good portion of the visitors go there for relaxation (45.59%). People going there for fresh air (30.88%) and peace (27.94%) are also in a good number. Some respondents also use the places for games and sports (15.20%).

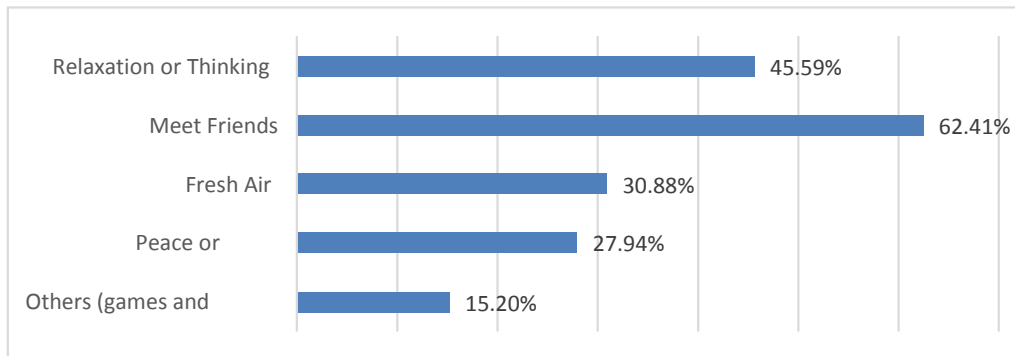


Figure 4.7: Reasons behind visiting the park/playground

4.3.5 Age category of the respondents visiting the park/playground

Most of the respondents visiting the park/playground fall under the age category of 20 to 29 (43.90%) and of 17 to 19 (30.80%). There are a good portion of respondents of the age of 30 to 39 (13.60%) also visit the park/playground. The data are summarized in the figure 4.8.

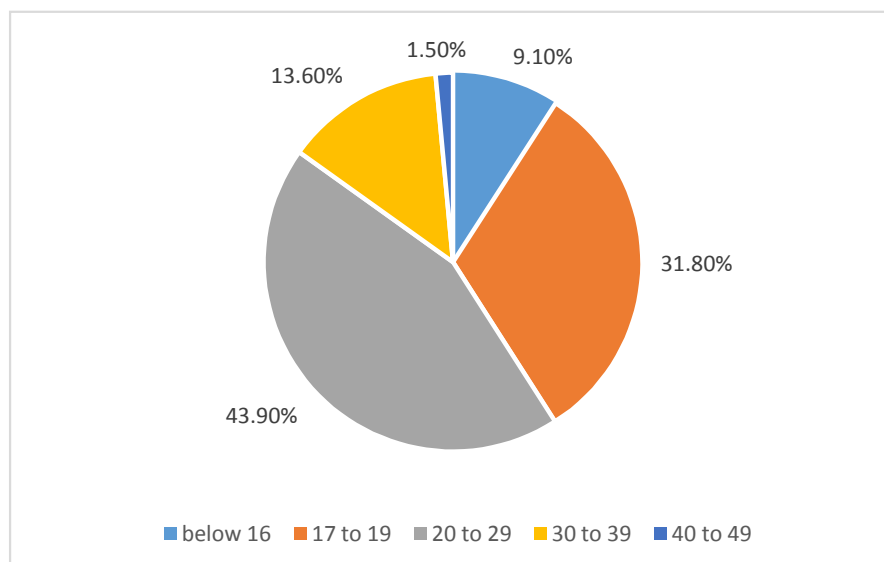


Figure 4.8: Age category of the respondents visiting the park/playground

4.3.6 Time of using the existing park/play ground

From the figure 4.9, the respondents who visit the parks/playgrounds are used to visit at the afternoon (93.75%) which is the most obvious time. Some of the respondents also visit there in the morning (34.38%) and in the evening (37.50%).

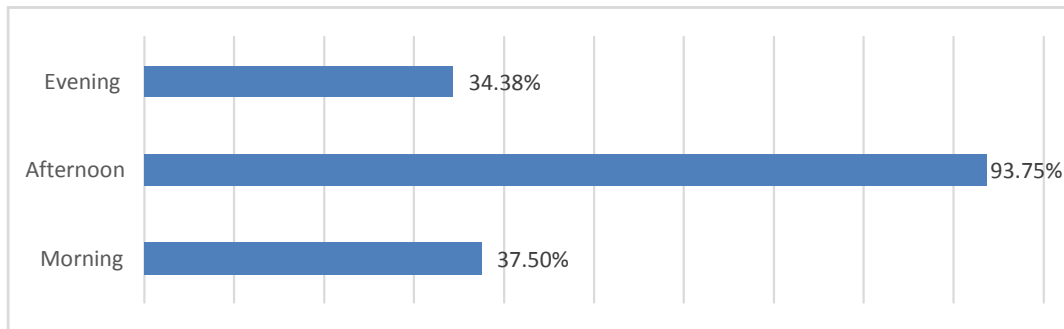


Figure 4.9: Time of using the existing park/play ground

From the Figure 4.10, we get percentage respondents for the visiting park/playground at the afternoon. Most of them use the park/ playground as a gathering or meeting place (80.60%) whereas a good portion of the visitors go there for relaxation (42%). People going there for fresh air (30.60%) and peace (27.40%) are also in a good number. Some respondents also use the places for games and sports (15.20%).

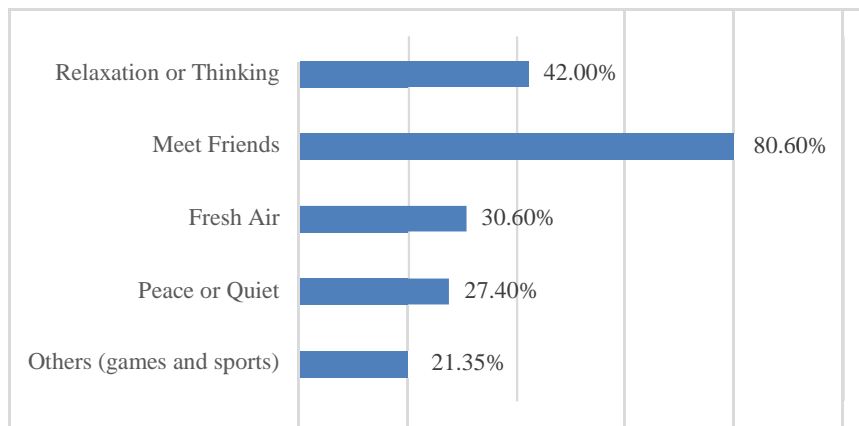


Figure 4.10: Purpose of the visitors who visit at the afternoon

4.3.7 Modes used by the visitors to visit the park/play ground

From the Figure 4.11, most of the visitors are used to reach the nearby parks/playgrounds by walking (80%) and cycling (67.50%). Some respondents are also used to get there by rickshaw (32.50%) whereas the percentage of using motor vehicle is very low (17.50%).

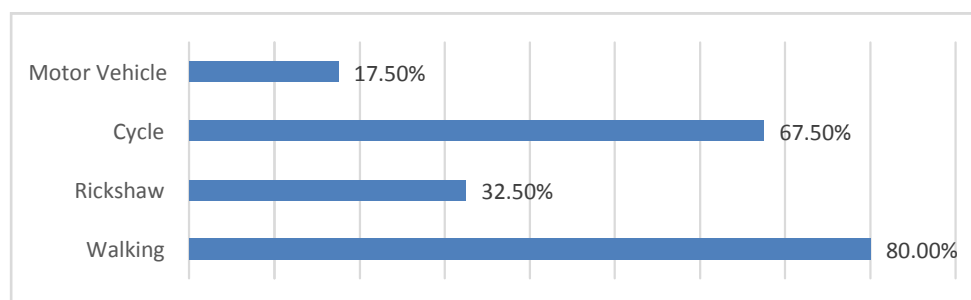


Figure 4.11: Modes used by the visitors

4.3.8 Reasons for not visiting the park/playground

Of those who do not visited the nearest park/playground, the reasons provided for not doing so are varied. The greatest concern was the personal security issues, mentioned by 77% of respondents, followed by bad environment (71%) and a lack of cleanliness (53%). Figure 4.12 summarizes these findings.

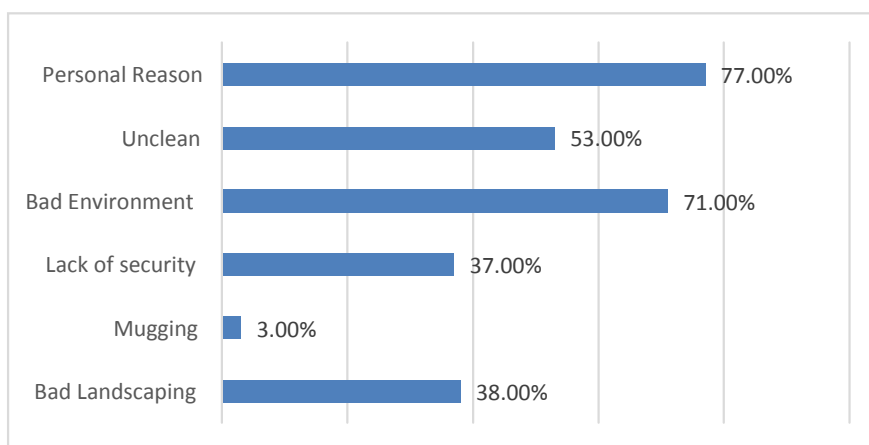


Figure 4.12: Reasons for not visiting the park/play ground

In broader terms, the reasons are grouped into four categories: (1) Landscaping and park features, (2) Personal reason, (3) Environment and hygiene, and (4) Security concerns.

From the figure 4.13, the most commonly-cited problem with parks is related to environment and hygiene (44.44%). A good portion of the respondents have some personal reason (27.60%) like business and time management etc. behind not visiting the park/playground. Lack of landscaping (13.62%) and security (14.34%) both seem to have been put almost the same emphasis by the respondents.

Figure 4.13 summarizes these findings. In the data collection process, the respondents were allowed to check all responses. As a result, the frequency in Table 4.1 adds up to the total frequency of checkmarks, rather than the total number of respondents for this question.

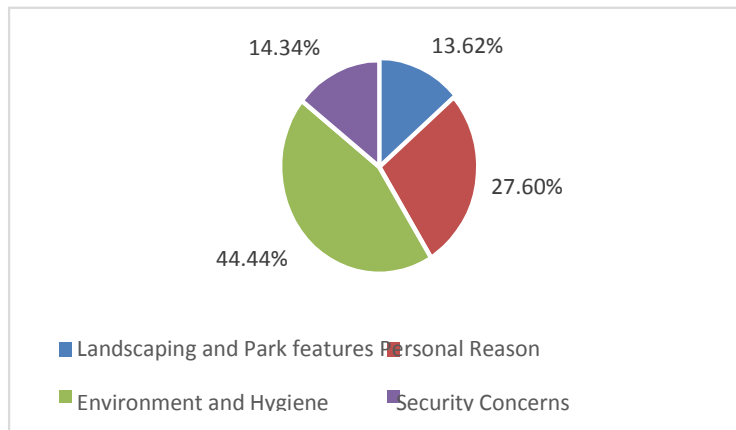


Figure 4.13: Reasons (Categorized) for not visiting the park/play ground

Table 4.1 provides the same information as Figure 4.13, but also includes the specific responses included within each category.

Table 4.1: Reasons (categorized) for not visiting closest park, by number of responses

Reasons	Responses Included	Frequency	Proportion of Total Frequency
Landscaping and Park features	Bad Landscaping	38	13.62%
Personal Reason	Personal Reason	77	27.60%
Environment and Hygiene	Bad Environment Unclean	124	44.44%
Security Concerns	Mugging Lack of security	40	14.34%

Source: Field Survey, 2018

4.3.9 Whether the respondents could recognize or use the informal pocket places

From the Figure 4.14, most of the respondents (50.67%) were unable to recognize any informal meeting places. This may be so due to the concept of informal pocket space being at the very preliminary stage. Almost one third of the respondents did not know any such pocket space in their locality and 16% of them were confident to recognize such places in their locality.

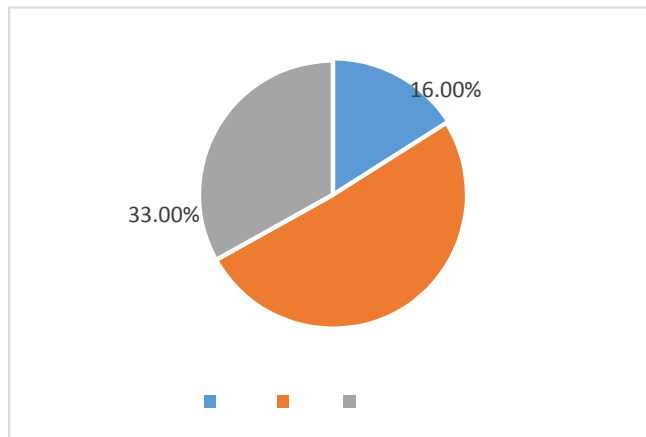


Figure 4.14: Whether the respondents could recognize or use the informal pocket places

4.3.10 Whether the respondents are willing to use the converted pocket spaces

As the respondents were demonstrated with some practical examples of the lively pocket spaces in the Shahbagh, they started to show the appreciation for it. Most of the respondents (93.33%) were willing to use such pocket spaces in their close proximity whereas the rest of the respondents were not keen to use those spaces.

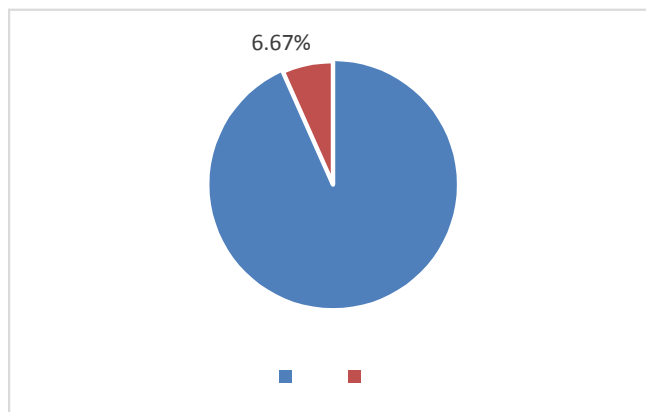


Figure 4.15: Whether the respondents are willing to use the converted space

4.3.11 Reasons behind using the converted pocket spaces

The possible uses considered by the respondents were related to the uses they could have accomplished in any park or playground. Hence, most of the respondents are willing to use those pocket spaces for having some fresh air (75.33%) and relaxation (63.33%). Also, a good portion of the respondents would like to use the pocket spaces as a meeting place with friends (56.33%). Figure 4.16 summarizes these findings.

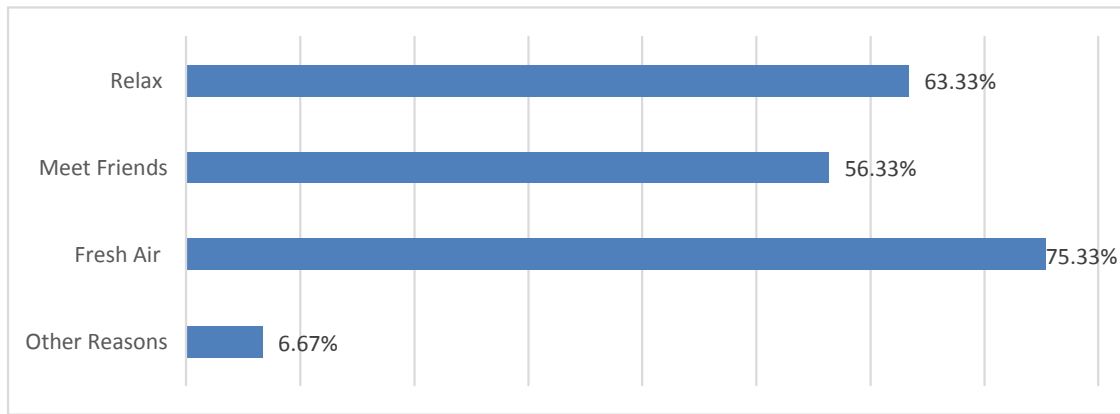


Figure 4.16: Reasons behind using the converted pocket spaces

4.3.12 Reasons behind not using the converted pocket spaces

Out of 300 respondents, only 18 were found who are not willing to use the pocket spaces. The reasons are mainly linked with their personal time scheduling and their previous experience regarding the mismanagement of any park/ open space. Among all the responses, they pointed out lack of cleanliness (66.67%) and lack of time (55.56%) for this. Some responses were also pointing out the lack of the security (38.89%) in the public place. Another problem of 20% is about personal limitations which is ignorable. Figure 4.17 illustrates the findings.

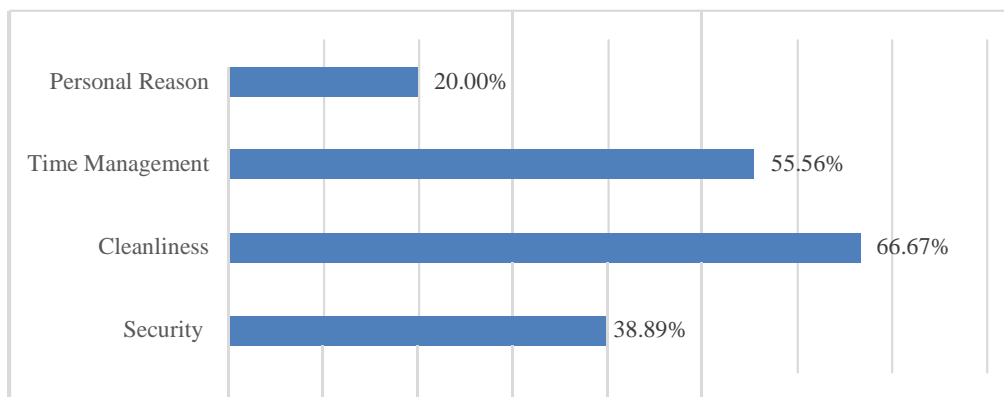


Figure 4.17: Reasons behind not using the converted pocket spaces

4.3.13 Suggestions for converted spaces

Only those who are not convinced to use the pocket spaces are allowed to provide the suggestion. The main recommendations they provided were related to the physical features like landscaping (66.67%), sitting arrangements (61.11%) and light (61.11%) which are important for attracting people for using the spaces. The 38.89% who blamed the lack of security mentioned in the section 4.3.11 in the Figure 4.17, claimed for improving the

security related issues to make the pocket spaces functional. Some responses were emphasizing the facilities for walking (27.78%) and food corner (38.89%). Figure 4.18 illustrates the findings.

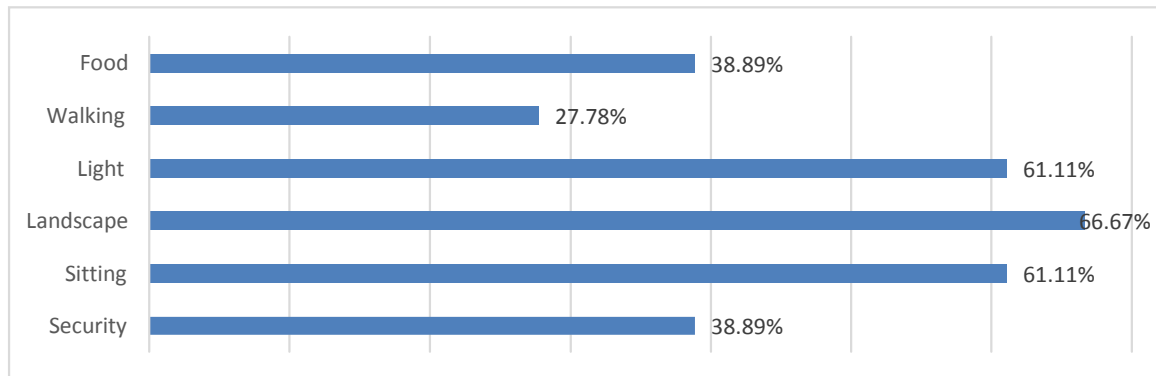


Figure 4.18: Reasons behind not using the converted pocket spaces

Chapter 05: Proposed Design

As a path for implementation, a site has been designed to represent the way how people want to see these sites. The design elements mainly reflect the choice and demand of local people. (Figure 4.18)

5.1 Pilot Site Information:

Land use: Commercial

Existing Use: Waste Dumping

Adjacent Road Width: 25 feet

Traffic Data: Table 5.1: Table showing Traffic Data of Pilot Site

Modes	Percentage (%)
Pedestrian	43.22
Rickshaw	31.54
Bicycle	9.11
Para Transit	4.09
Private Car	3.27
Motorbike	8.29
Bus	0.00
Truck	0.35
Cargo	0.12

5.2 Conceptual Studies: The design is mainly based on the studies of Shabagh of Dhaka and Times Square of New York

5.3 Elements of Design: Elements provided in the design is basically the reflection of mass people's demand (Figure 4.18). The design elements are:

- Sitting Arrangement
- Trees
- Lighting
- Newspaper Board
- Water Tap
- Grass Be

5.4 Policies

5.4.1 Implementation Policies

- The project would be implemented solely for people's welfare
- In case of implementation through CSR, design must be kept intact
- No facilities should be provided that may create social differences
- Implementation should be through the consent of Local people and CBO
- After implementation, implementing authorities must handover the project to DSCC or to CBO for maintenance and Management

5.4.2 Maintenance Policies

- CBO and the local communities in coordination with the DSCC can be involved.
- Ensure Lighting
- Ensure Supply of Water
- Keep the place clean
- Provides safety of the space

Chapter 06: Recommendation and Conclusion

6.1 Recommendations:

The functionality of a pocket space depends on the level of usage by the people it has been designed for. If the target people do not use the pocket spaces, then it will result into a living place for the floating people and other misuses will arise. So the general recommendations are as follows-

- The involvement of the community people must be ensured.
- Various community organizations like Panchayet etc, should be encouraged to be involved in the foundation and maintenance of the pocket spaces.
- The associated amenities like water, light etc. have to be ensured. Otherwise once these are out of service, the place will be a deserted one.

6.2 Conclusion

The lack of social congregation and gathering has made the lives monotonous and the little presence of the social life has been also diminishing. The concept of using the pocket space as a public place has a lot of potentials. It may share the rationale of a formal open spaces to some extent in the context of Dhaka. Moreover, the proper functioning of these converted pocket spaces can play a great role in bringing a new scope for social gathering at community level.

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Appendix

Appendix 1:

Dhaka North City Corporations



DNCC, Ward-01, Zone-01, Uttara, Sector-9



DNCC, Ward-06, Zone-02, Pallabi, Mirpur



DNCC, Ward-16, Zone-04, Ibrahimpur, Mirpur



DNCC, Ward-21, Zone-03, Moddho Badda



DNCC, Ward-34, Zone-05, Jafrabad, Rayerbazar

Dhaka South City Corporations



DSCC, Ward-09, Zone-02, Kazi Dastagir Road, Arambagh, Motijheel



DSCC, Ward-16, Zone-01, Kathalbagan



DSCC, Ward-22, Zone-03, Hazaribagh



DSCC, Ward-38, Zone-04, Goal Ghat Road



DSCC, Ward-40, Zone-05, Doyagonj

Appendix 2:

We created the observation survey form to understand the type of the area, road category and size and the vehicles that are predominant in the area. Also we want to understand the quality and opportunity of converting the unused space into a small public space. In a short the observation survey form is basically to serve the purpose of our research.

Observation form

Work for a Better Bangladesh Trust

Instruction:

Thank you for your help. Your primary role is to observe the area with the potentiality of converting into a small public space in the community. Please go through all the questions and follow the specific guideline for each one. Please also do the vehicle count at your location in the form given to you. And please also add specific recommendation/possible solution you feel necessary in the area.

Address (Community name):

1. Land use (select one with \checkmark mark)

Residential Commercial Industrial 4. Mixed use

2. Road category (select one or more than one if applicable with \checkmark mark)

Dead end lane Feeder/ connecting road Busy/main road Unused pavement Street corners

3. Road width (Measure with a tape) useful to measure boulevard or footpath and pavement width

7 meters 14 meters 30 Meters More than 30 Meters

4. What public spaces are available in the community

1. Parks 2. Playgrounds 3. Community Centers 4. Others (road side benches, courtyards)

Is there any unused space in the community? Yes: What are they:

.....

No (If no then stop survey)

5. Size of unused space? Approximate area)

.....Square meter (square feet will be easier as, 1 Feet is almost equal to one step)

6. Shape of unused space? (select one with \surd mark)

Square Rectangle Circle Triangle Irregular?

7. What kind of mode is used on this road? (select one or more than one if applicable with \surd mark)

Pedestrian Rickshaw Private Car Bus Truck Cargo

8. Possible solutions/recommendation for the identified space

9. Any hazardous or risky features exist there?

Broken footpath Litter Broken glass X

Appendix 3:

Multimodal Transport Count

Work for a Better Bangladesh Trust

We will do the vehicular count to find out the dominating vehicles around the possible area to change in a small public space. If it is a motorized vehicle dominating area, whether it will be a threat for the people to build a small public space there. The all transport modes activity will supplement the observation survey and will be helpful to determine that, creating small public space does not cause any problem in traffic movement.

Instruction:

Thank you for your help today. Your primary role is to observe the number of vehicles that are operating in the selected area. We are putting some types of vehicles in the traffic count list but feel free to add if we have missed any. And after observing the vehicle dominance please put your specific recommendations in the last question of the observation survey. Please conduct a traffic count at your location and fill the traffic count list below.

Here are some examples of what you're looking for:

- Vehicles moving around the selected area. (turning, parking, dropping, rickshaw stand, etc\)
- Will it be unsafe for the community people to reach the selected area?
- If converted into a small public space will it be a problem for mobility movement?

Traffic Observation and Count Form

Name:

Location:

Start time:_____ End Time:_____ Date:_____

Traffic Count – use check marks to record the number you observe

Time			
Pedestrian			
Rickshaw			
Bicycle			
Para transit (CNG/Taxi Cab)			
Private Car			
Motor bike			
Bus			
Truck			
Cargo			
Other (_____)			

Appendix 4:

We prepared the perception survey to understand what the community people think about the unused space of their community. We want to know about their concept about the need of public space and whether they welcome the idea of having a informal public space in the community. If no, then we want to know the reason. And if yes, we want to know their preferences in the area. The perception survey will help us to engage community in t he process and have the reflection of their need.

Perception Survey

Work for a Better Bangladesh Trust

Instruction:

Thank you for your help. Please go through all the questions and follow the specific guideline for each one. Please note down the details in the open-ended questions in the 'other' option. Ensure gender parity. Follow the strategy: ask the first man you see. If this man refuses, continue to ask men until a man agrees to participate. Then, ask the first woman you see. If the woman refuses continue to ask women until a woman agrees to participate. Continue to alternate between men and women. This will ensure 50/50 balance.

Name:

Occupation:

Address (Community name):

1. Age of the respondent

below 16 17-19 20-29 30-39 40-49 50-59 60-74 75 or over

2. Category of the respondent (select one or more than one if applicable with \surd mark)

Man Woman Person with Disability

3. Is there park and playground in the community?

Yes No

4. Do you visit that space? (If “no” skip to question 8. If yes, skip 8)

Yes No

5. Why do you visit that space?

To relax or think For peace and quiet To Get some fresh air To Meet friends Other

6. When do you visit?

7. How do you come to this place?

8. Why you do not visit that space?

Bad landscaping Mugging Lack of security Bad environmental issue Not clean
personal reason Other

9. Is there any space (informal) in your neighbourhood that you regularly use for recreation/resting/socializing? (Show the picture as an example)

Yes No Don't know

10. We are considering converting under-used spaces in the community to small public spaces.
Can you see yourself using these spaces? (Show the picture as an example)

Yes No

If yes, what types of activities would you want to do in these spaces?

If no, why and is there anything we could do in creating the space that would encourage you to use it?

.....
.....

Checklist for Key Informant Interview

1. What is your opinion about present condition about parks and playgrounds in Dhaka?
2. If the unused spaces in various communities are converted into small public spaces, what is your opinion about it?
3. What are the challenges in converting unused spaces into small public spaces?
4. What will the benefits?
5. Will it be helpful in the context of Dhaka?
6. Who will be the owners and responsible for the maintenance of these spaces?
7. Are you willing to be a part of it?
8. What are the possible challenges?
9. What information do you need in order to consider the space successful?