Negotiation in Public Spaces: Study of Sheung Wan Streets

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SD3264
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01 INTRODUCTION

OVERVIEW

Our interest lies in the unconscious behaviours and habits of people in an environment that they are familiar with - what factors may influence these behaviours. Due to the nature of our observations, we need to ensure that we do not narrow down our topic of observation too quickly. However, the intention is to observe people in relation to space and surrounding objects. The site of choice will be Sheung Wan as it is a uniquely designed area of Hong Kong. Our initial ideas look into how objects are arranged in space and how this may influence people's behaviour. This included exploring parks, markets, residential areas, and public space.

When coming up with ideas for our site and scope for exploration, we had numerous ideas revolving around people and their connections or relations to a place. However, the brief suggests more of an outlook on the way that objects are arranged and not the people themselves. Seeing as we had so much interest in the relationship between objects and people, we felt that exploring negotiations and connections between people, objects and their placement would be the most fulfilling for all of us. The culture within Sheung Wan and this street in particular showcases a clear relationship between shop and consumer, pedestrian and vehicle, and object and pedestrian.

Our motivation spurs from understanding these relationships to help us see the culture of Sheung Wan in a different way.

Although we initially had much more of a broad scope on Sheung Wan and particular areas of Sheung Wan, we were drawn to a segment of this street. It is a one-way road with coffee shops, restaurants, a construction site, vegetable stores and more. This approximately 60m stretch of road has so much vibrancy, with ongoing movement of pedestrian, goods and vehicles. Here, we will focus on the objects, people, and navigation of this street, and the negotiations and relationships between all of these stakeholders.

BACKGROUND

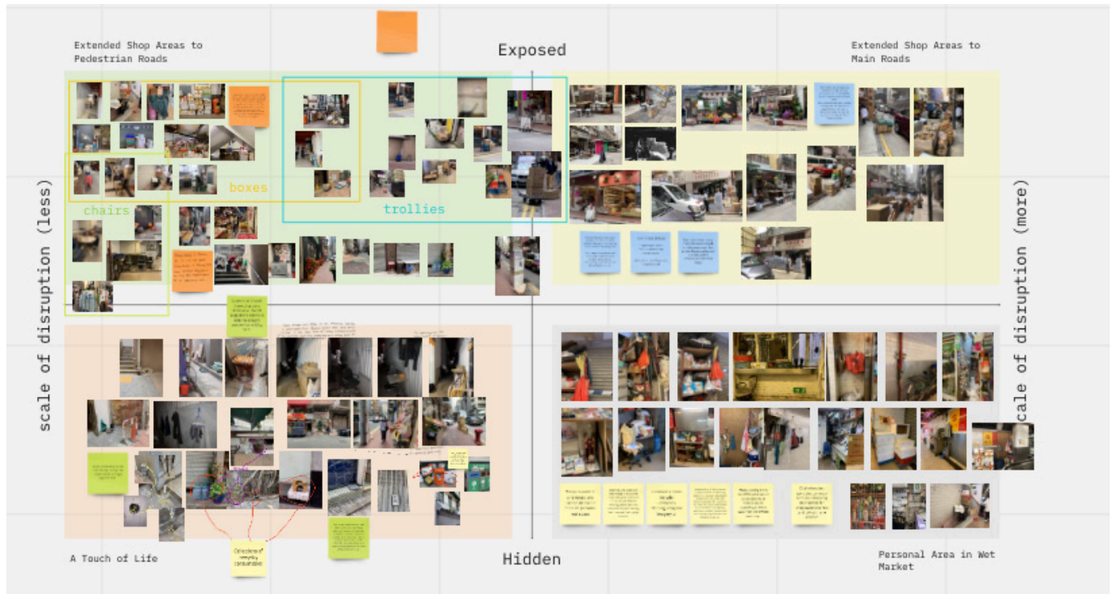
Sheung Wan is the earliest developed area after british had set up their government here, it was planned in a practical and functional based manner. The inner main roads were designed perpendicular to the shoreline for better transportation of military weapons and goods to the harbour, meanwhile the roads builts along the major roads are narrow and sometimes are one-way traffic lines, in which pedestrians, vehicles, workers and shop owners often need to fight for their spatial rights. On the other hand, habitats in Sheung Wan Wet Market have seemed to gain consensus by imposing several shared public areas in the already-limited space of the Wet Market.

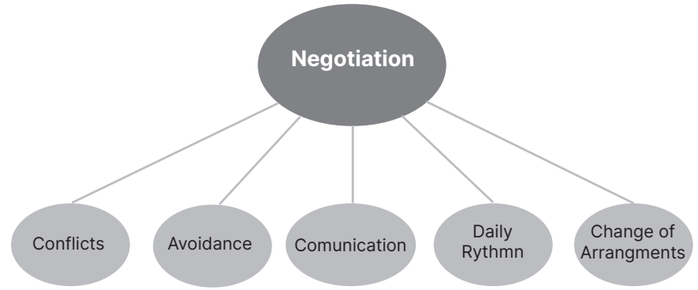
They shared not spaces but also other daily objects like hangers, radios, chairs etc. In both cases, we see consistent and high levels of interactions and negotiations between various subjects (i.e humans, objects, vehicles and environment) that certain patterns are formed to achieve a state of balance. We are curious about how people have been surviving in this small city of Hong Kong, and thus we want to know how these negotiations have contributed and how do the concepts of publicness and privateness work in actual Hongkongers daily lives.

INITIAL IDEA

In both the Sheung Wan Market and Jervois Street, we observed that the habitats have been utilising the public area to maximise their personal storage space. Thus, there is no solid boundary between public and private space in this crowded city. Here we had developed our initial idea of the sense of publicness and privateness.

Though it is apparently an invasion of others' spatial rights, the mutual frustration of having not enough space in Hong Kong has brought understanding and thus ways of solutions. Therefore it inspires us to study how people negotiate when their spatial rights crashed. We noticed that there might be some potential patterns of how people negotiate with different situations which leads us to the questions of what kind of factors influence people to negotiate in different ways? We started with identifying the types of negotiations by the number of subjects involved and listing potential variables that will stimulate the negotiations. However, we were not able to find out any correlations in between, even so the result is expected. With the help of the tutor, we have developed other ways to define the types of negotiations.





Initial idea: Subtypes of negotiations

DEVELOPED IDEA

The latest system of developing the types are based on the level of interaction which can be generally divided into verbal communication and physical interaction. We also extend the possible variables to the characteristics of the shops on the street.

We observed that there may be a possible connection between the placements of the objects with the way and the level of negotiations. Those which feel trapped in a pathway that is tightly packed and has little exit or entrance routes may feel that they are unable to stop and appreciate the store or its goods as they may feel like a hindrance to those who are trying to walk through. Stores that have some strategic placement of items may allow some room to escape a situation and exit from multiple pathways, making them feel that they are able to stop and appreciate the goods. This kind of spacing also allows for more people to gather.

Meanwhile Whyte had noticed the same pattern on the busiest street of New York and tried to explain this phenomenon in which people believed themselves to have "maximum choice to break off (p.21)" in a continue flow of crowds, so they would incline to remain in the crowds and thus block the traffic (Whyte, 1980). Here we see the negotiation has eventually evolved into a "congestion" that blocks other pedestrians' route and thus leads to adjustment of their action (i.e. another level of negotiation).

HYPOTHESIS

The different arrangement/ placement of the objects has initiated different types of negotiations among pedestrians, vehicles and objects. Here we further investigate and identify the **consistent change of roles, behaviours, routes** of the above subjects during the negotiations to see how the habitats experience the street in an unconventional way.

02 METHODOLOGY

The research study will be based on primary data which gathers from observation field notes during the 4 field trips in Jervois Street. Data was collected primarily through video recording, picture taking and sketching. In order to gain a more comprehended situation, the field trips were planned at different timeslot, meanwhile, the whole group was divided into smaller groups to do observation at different spots of Jervois Street as well as using different observation approaches.

VIDEO RECORDING

First person perspective recording (walking the whole street)

Time Lapse video at one point of Jervois Street

1) To gain an overview of the number of different potential subjects

2) To identify the subjects's characteristics

3) To record how their route/gesture/role change

Recording of different level of interaction/ negotiations

1) To have clearer investigation on the details of each scenario

FOLLOWING PEDESTRIAN

1) To record how their route/gesture/role change to make negotiation

2) To record what they will encounter during the trip

SKETCHING & FIELDNOTES

1) To map out the arrangement of objects on the whole street

2) To provide extra information for the recordings and photos

NEGOTIATION TYPES

The process of discussing something with someone in order to reach an agreement with them, or the discussions themselves (Cambridge, 2021)

Negotiations are made throughout the many interactions that people have with objects, vehicles, and people to obtain their personal space. Although typically occurring in situations that include two or more parties, these negotiations do not have to be unanimous, and may actually occur as a one-sided decision or reaction to another's movements or actions.

Types of Negotiation by Relationship (1)

Human to Vehicle

Active

Walk between vehicles (parked or driving) to cross the road

People moving objects from vehicles (blocking the way)

Passive

People wait for the vehicles to pass by, to either cross the road or continue walking the pedestrian road.

Human to Object

Active

Walking with purpose and awareness (change of walking route)

Moving objects (usually shop owners; trolley)

Passive

Avoidance (Taking a longer route to minimize interaction with ppl/obj)

Gesturing to avoid the touch with objects

Human to Human

Active

Communication (verbal)
Eye contact

Awareness (spatial)

Moving with purpose/ (uncaring of people/ space/ things

Passive

Avoidance
(body language)

Avoidance (new route)

Ignoring, not caring

Types of Negotiation by Relationship (2)

Human to

PEDESTRIAN

Daily rhythm
Communication (verbal)
Awareness (spatial)
Uncaring
Eye contact

Avoidance
Going around the path to avoid touching each other

Vehicle to

PEDESTRIAN

Forced to Pedestrians
Vehicles block the way as objects. Pedestrians have to negotiate the path to cross the road or walk past the vehicle in pedestrian road.

SHOP OWNERS

Use vehicles
to transport goods

The incident where shop owner ask the vehicle to leave has not yet been observed.

Object to

PEDESTRIAN

Forced to Pedestrians
Objects block the way. Pedestrians negotiate the path / purposefully gesture to avoid interaction.

SHOP OWNERS

Daily Rhythm
Shop owners place objects to the pedestrian road either for displaying of products or to decorate their resting areas (cushions or stools placed)

NEIGHBOURS

Some agreements were made either verbal\nonverbal or reactionary to distinguish Available space and shared space

This may need to be explored through interview

VERBAL MOVEMENT

(1) ONE-DIRECTIONAL COMMUNICATION

Short, simple and one-sided informing

Police in the vehicle instructs the shop owner to move the object blocking the pedestrian road.

(2) MUTUAL COMMUNICATION

A subject responses the message by other subject with short sentences.

Two people are communicating about the trolley.

PHYSICAL MOVEMENT

(1) SUBJECT GESUTRES AVOIDANCE

To avoid touch with the subjects.

Women relocate their arms to avoid touching with the pedestrian on the narrow road.

(2) SUBJECT WAITS UNTIL THE SITUATION END

The subject stops and wait for the other subject to leave the situation.

People wait for the vehicle to pass to cross the road.

The man waits for the truck to continue walking on the pedestrian road.

The truck waits for the road to be clear. Cars honking behind.

(3) SUBJECT TURNS WALKING DIRECTION

To avoid the subjects while keeping the same route.

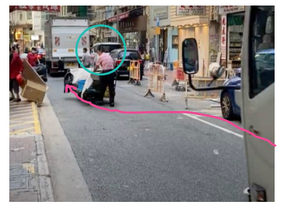
Two men walk to the main road as people and a trolley are blocking the pedestrian road. They soon come back to pedestrian road once it is clear.

* The man in the back hesitated a bit when the pedestrian road is blocked, then decided to follow the route of the man in the front.

(4) SUBJECT CHOOSE ABNORMAL ROUTE

To go through the objects and people more efficiently.

The woman walking on the main road, soon changes route to the pedestrian road. *no car coming



The man with a trolley walking on the main road.

(5) SUBJECT HAS PHYSICAL INTERACTION

The subject has physical interaction with another subject (strong)

The shop owner pushes the objects on the pedestrian road.

The workers move objects on the pedestrian road using the trolley.

03 FIELD VISIT

VISIT 1

27 January 2021

9:30AM – 11:00AM

Weather: Sunny

Objective:
Observe a wide range of area to refine the topic of study

Observation Approach:
Observative

VISIT 2

2 February 2021

10:00AM – 11:00AM

Weather: Sunny

Objective:
Observe possible negotiations present in the site.

Observation Approach:
Capture motions/actions on the street with time lapse

VISIT 3

4 February 2021

14:30PM – 17:00PM

Weather: Sunny

Objective:
Observe possible obstacles and how they are arranged in the given space.

Observation Approach:
Tried following pedestrians to observe their paths.

VISIT 4

5 February 2021

14:00PM – 15:00PM

Weather: Sunny

Objective:
Observe possible obstacles how they are arranged in the given space.

Observation Approach:
Creating map based on the positioning of obstacles

VISIT 5

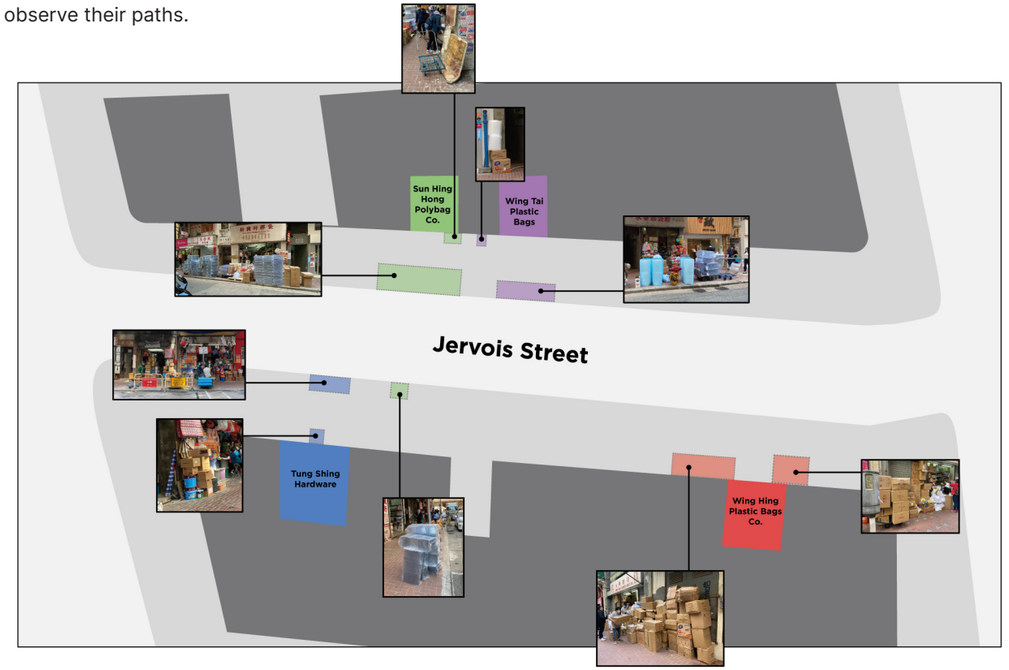
11 February 2021

9:30AM – 10:30AM

Weather: Cloudy

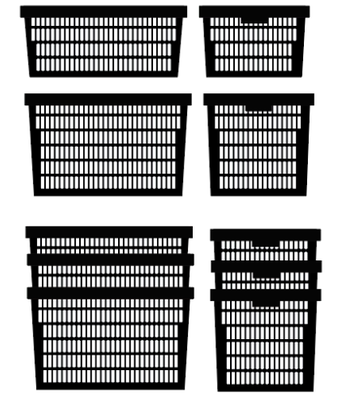
Objective:
Observe pedestrian routes and do a first person scenario.

Observation Approach:
Tried following pedestrians to observe their paths.

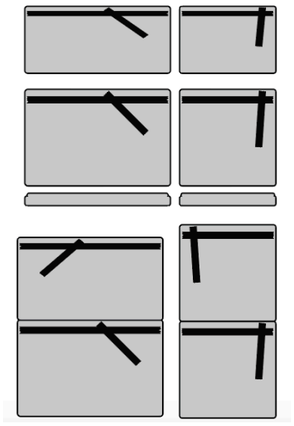


OBSTACLES: 01 BOXES

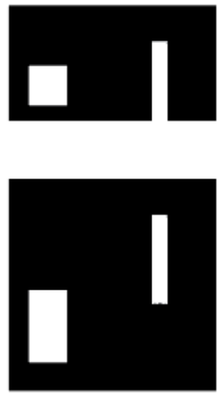
Seeing as many items are delivered to this area, the use of baskets and cardboard and styrofoam boxes are what much of the goods are packaged in. These boxes are often seen stacked outside of the shops and either are temporarily or permanently placed.



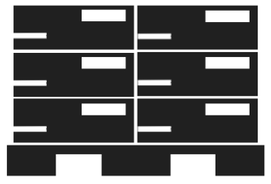
Baskets are typically used to transport fresh produce around to shops and restaurants, and usually left on the street empty.



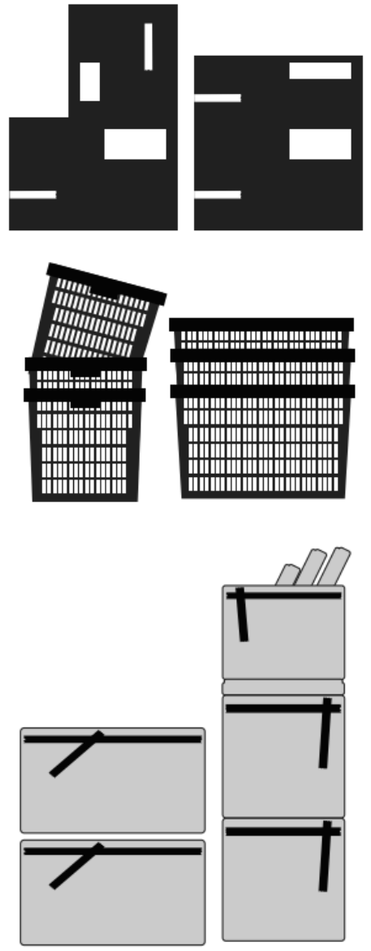
Styrofoam boxes are often utilised to transport meats or vegetables and can be seen outside some stores or restaurants. They are easily stackable and have a lot of space to store goods. Some styrofoam boxes are used to collect rubbish.



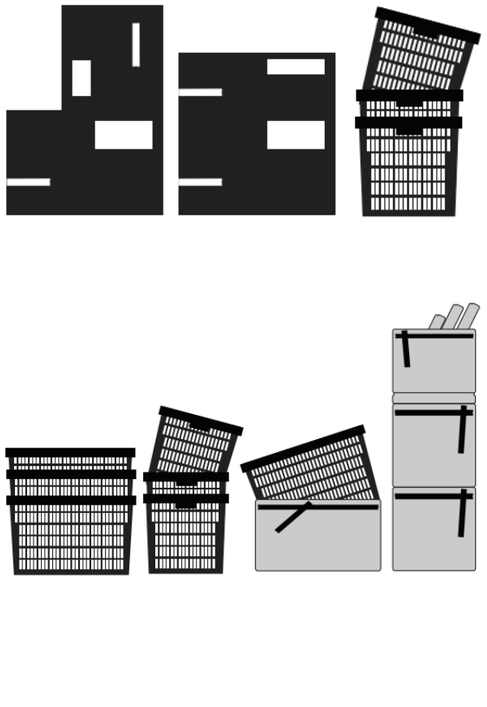
Cardboard boxes are often placed directly outside the store.

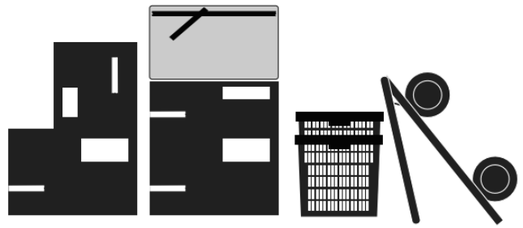


SORTED BY TYPE



MIXED TYPE

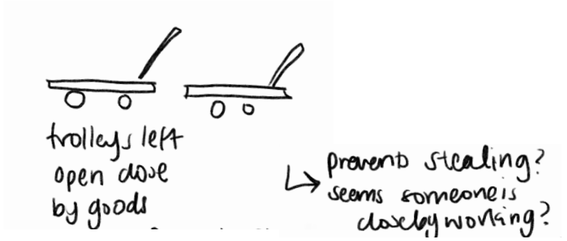


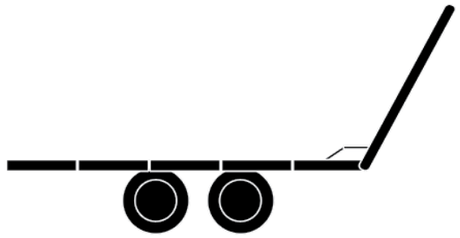


Boxes make up the majority of the obtacles found on the street. Soem can be found organised in size or type of box.

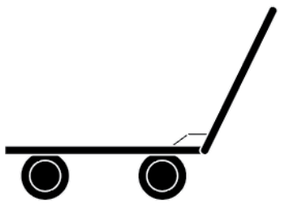
OBSTACLES: 02 TROLLEYS

Oftentimes, shop goods are transported from the container to the shop using trolleys. Interestingly, several trolley owners diy a net on the vertical side to prevent the objects from falling to the user.





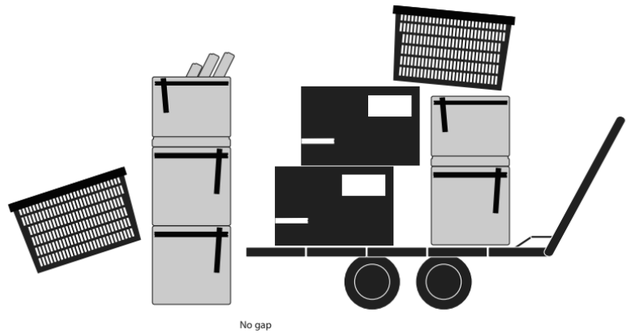
Larger trolleys are often used to transport bulkier items and significant amount of shop goods all at once.



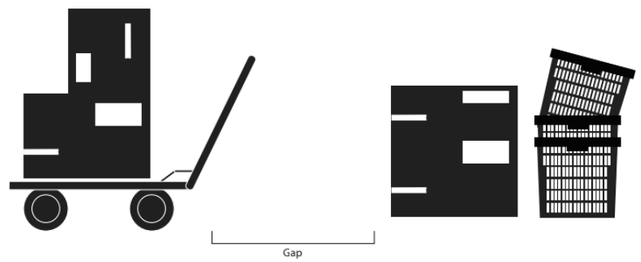
Medium trolleys are commonly used in Jervois Street to transport shop goods and carry personal items.

Closed trolleys may symbolise that these items will remain outdoors for long periods of time.

Some objects are left on the trolleys, this sometimes means that they still being transported into the shop, but can also be left there if shopowners will be transporting the goods futher, or to dispose of the boxes later on. The objects are stacked upwards but are often placed messily, implying that they were placed quickly so that they could be transported quickly.



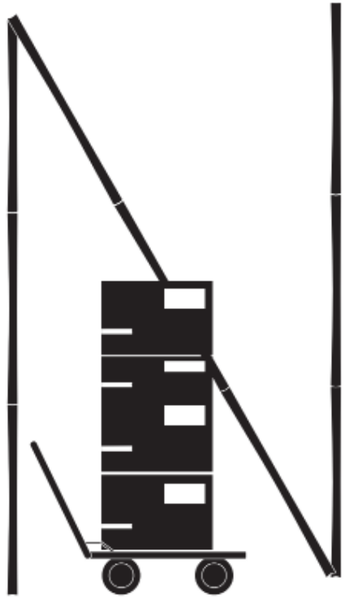
No gap prevents pedestrians from being able to interject the flow of walking from different angles, which can make foot traffic flow much better.

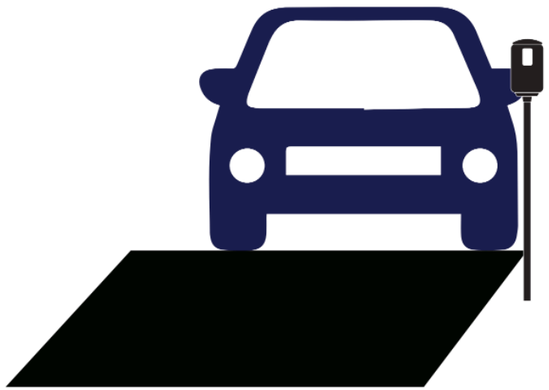


Small gaps allow workers or pedestrians to pass through this area and onto the main road, this gives multiple entrances and exits towards and away from the shop.

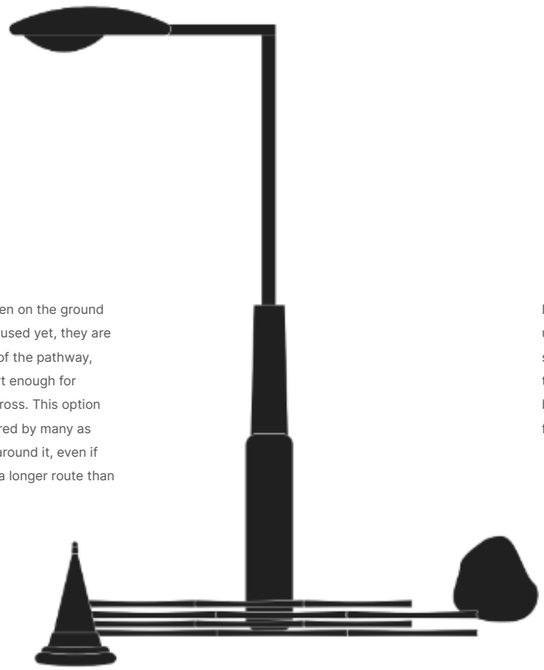
03 OBSTACLES: OTHERS

Some shop owners use fence to protect the objects placed on the main road This has fence was used to block off cars from parking nearby the store front as well as kept additional storage on the road for some goods. The shop owners strategically move this fence out of the way for incoming deliveries by van but place it back to prevent others from using the space.

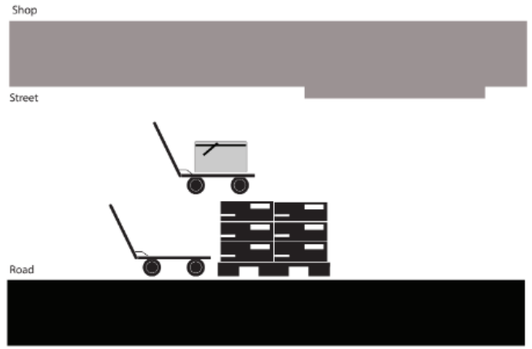




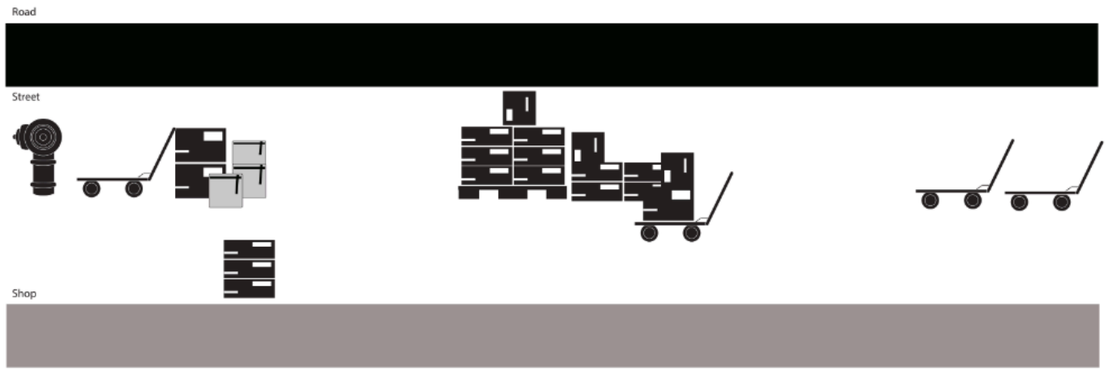
Some scaffolding is seen on the ground as they have not been used yet, they are long and take up a lot of the pathway, however, they are short enough for pedestrians to walk across. This option seemed to be unfavoured by many as they prefered to walk around it, even if they then were taking a longer route than planned.



Lamps and street signs are commonly used to rest objects nearby or on. It seems as though the boxes found by these posts are typically empty and may be waiting to be disposed or collected for reusing.



This trolley was placed near the entrance of the store and so made the pathway much more narrow. This caused some people to observe the store and its goods, which may have been done purposefully to slow down foot traffic and encourage people to visit the store.

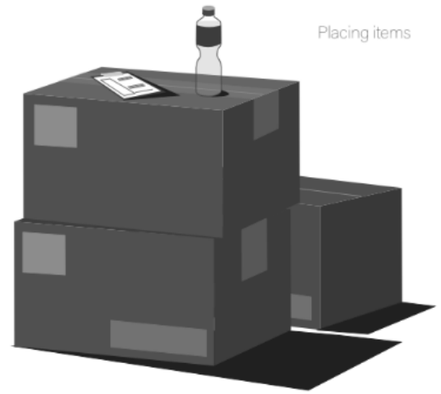


Typically, shops will try to fill up the section of pathway that is closer to th road and not the centre of the pathway. This will typically leave enough space for two pedestrians to travel through relatively easily. Objects that need to be placed in the centre pathways are typically small as trolleys also need to pass by.

Obstacles are typically found in small groups, where they can be defined by gaps or change of objects size. They are also often stacked upwards before they are placed side by side. Typically, these objects will only be stacked up to hip height to prevent potential falling of goods, but to still effectively utilise their space.

Objects are typically placed closer to the road and not closer to the shops. They are spread in front of each shop that either choose to leave out tools for delivery (crates or trolleys) or the goods themselves for storage. It is common to find open trolleys nearby these goods which may imply that they are going to be moved soon, or to make the public think that so to prevent stealing of the goods.

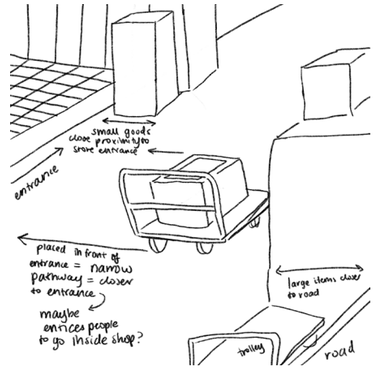
ALTERNATIVE FUNCTIONS OF OBSTACLES



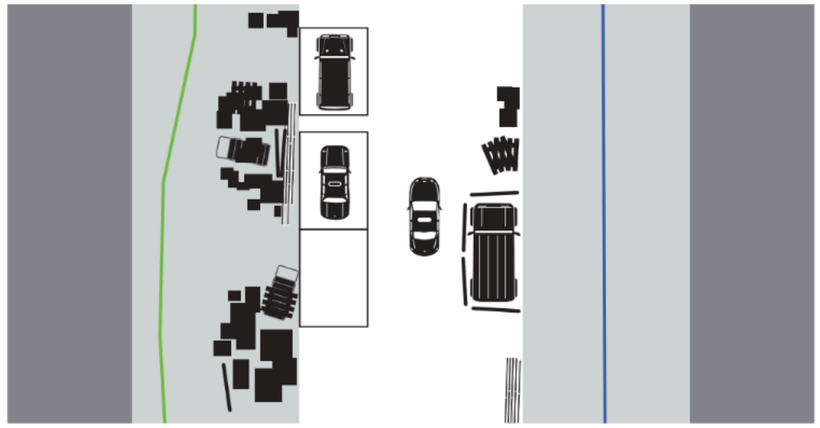
There are alternative function for shoppers, workers and public.

Obstacles like boxes give a extra private space for shoppers and workers. As a result, boxes can be used as a ‘table’, people may put their personal belongings on here.

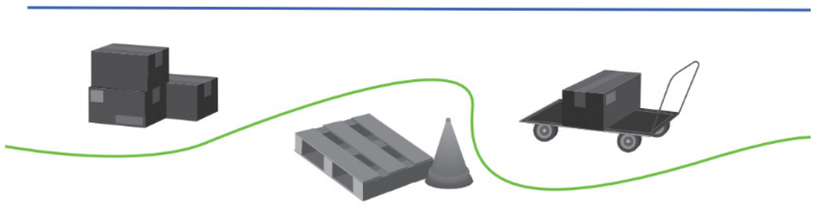
Trolley also provides a private space for the workers. Sometimes, they can take a rest by sitting on the trolley

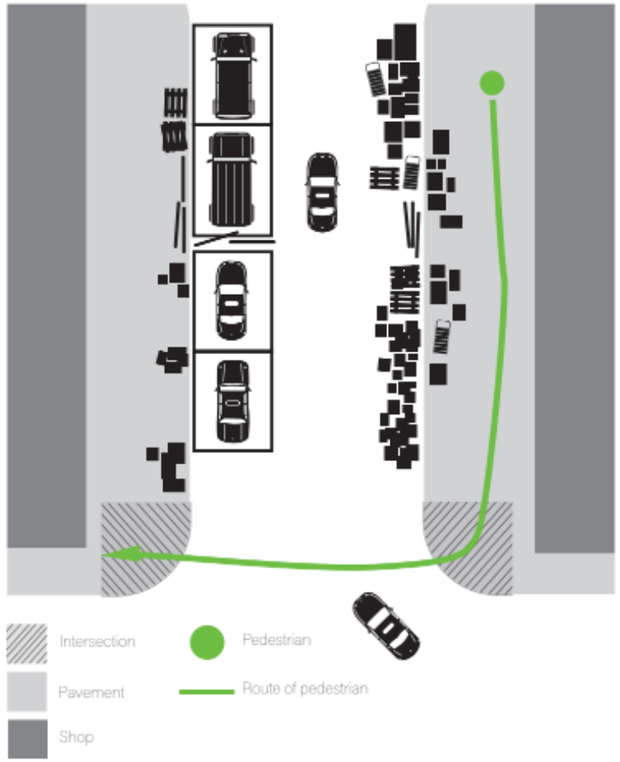


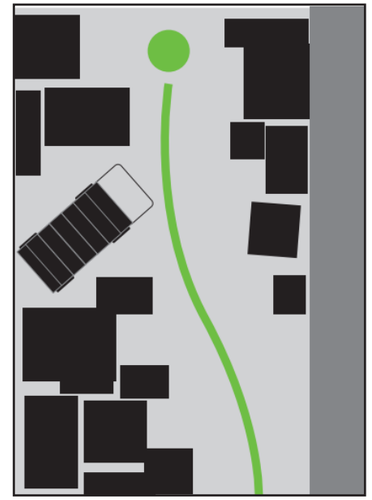
There could be increased potential customers when objects are placed on the path, which can narrow the pavement and lead pedestrians closer to the enterance of the store



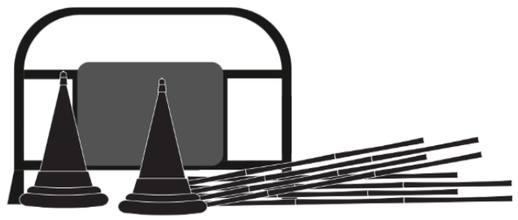
Route with obstacles reduces pedestrian's speed to walk through. Pedestrian needs more time to pass through the street. This may increase the chances of passerby being attracted to the store.







Obstacles may be used as an invinsible guidance, which may guide the pedestrians to follow the designated route.



Some specified objects could reflect conditions on the street (e.x. under consruction). They may remind people and raise their awareness.

DIFFERENT WAYS OF PEOPLE GESTURE

Observer
Observer change of gesture
Pedestrian
Observer eye direction
Pedestrian eye direction

Context:

short time and small space

Subject:

Obeserver + Pedestrian +

Pedestrian with Objects

Key Findings:

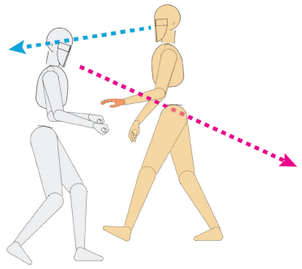
Avoidance of eye contact

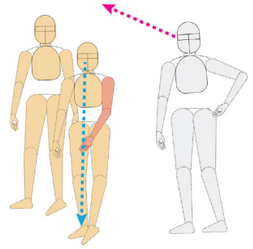
- Looking at ground, objects on ground/other's hand

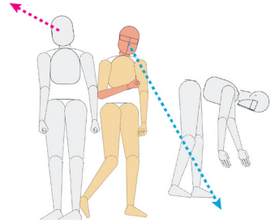
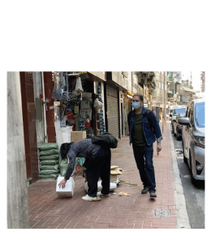
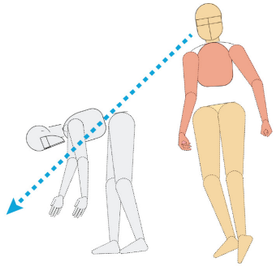
Avoidance of touching

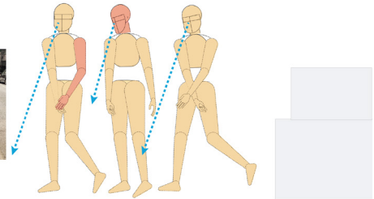
- Lifting one arm to chest area to create distance
- Turning body to the side

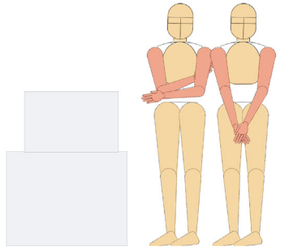
Return back to normal walking position once finish negoitation

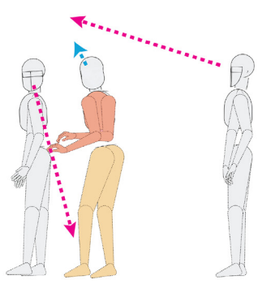



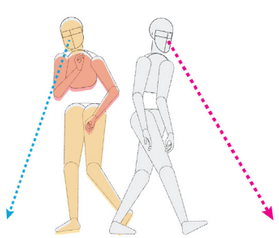


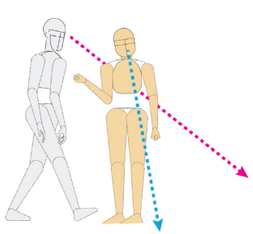






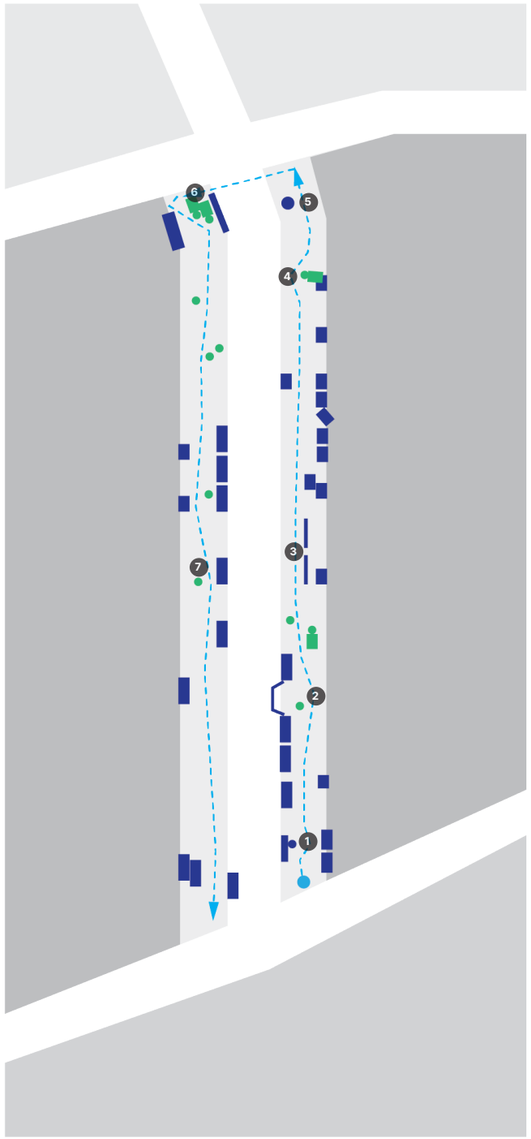






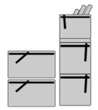


FIRST PERSON ANALYSIS (ROUTE 1)

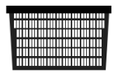


(1) Passive Obstacle:
Lamp pole with various boxes causes a more narrow pathway for pedestrians

(2) Passive Obstacle:
Placement of fence blocks the pathway to cross the main road



(3) Passive Obstacle:
Scaffolding dividing the road and shop goods creating a narrow pathway



(4) Active Obstacle:
Shopkeeper moving goods around the shop space

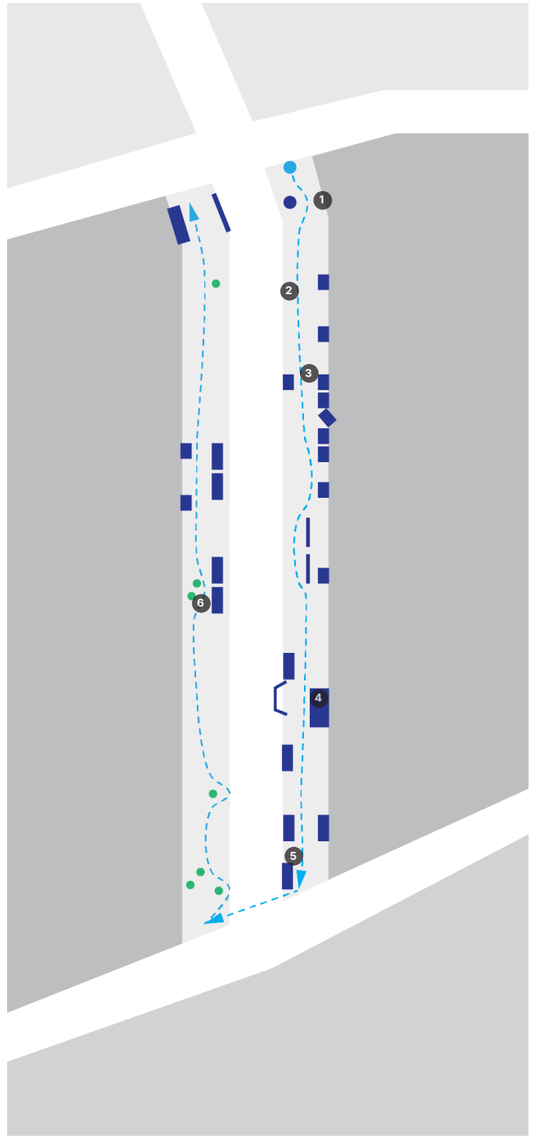
(5) Passive Obstacle:
Fire hydrant in the middle of the road

(6) Active Obstacles:
Pedestrians moving trolleys

(7) Passive Obstacles:
Trolleys and goods placed on the public space creating a narrow path for pedestrians to move

Path — Obstacles — Padestrians — 1 Sequence of obstacles encountered

FIRST PERSON ANALYSIS (ROUTE 2)



(1) Passive Obstacle:
Fire hydrant in the middle of the road

(2) Passive Obstacle:
Cone placed near the lamp post in front of crowded shops makes it harder for pedestrians to move around

(3) Passive Obstacle:
Boxes of goods placed infront of shops creates a smaller pathway for pedestrians.

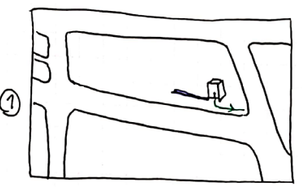
(4) Active Obstacle:
Large trolleys transporting goods placed infront of shops and apartment buildings creates a blockage for both pedestrians and residents.

(5) Passive Obstacle:
Lamp pole with various boxes causes a more narrow pathway for pedestrians

(6) Active Obstacles:
Trolleys and goods placed in front of a busy shop creates a blockage for pedestrians. Especially when the shop is crowded, it is hard to move around

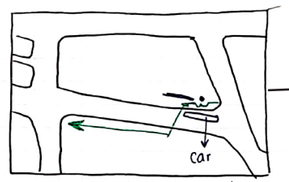
Path — Obstacles — Padestrians — 1 Sequence of obstacles encountered

OBSERVED ROUTES (FIELDNOTE)

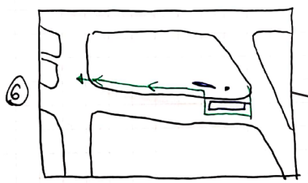


Only person who went inside scaffolding (old man)

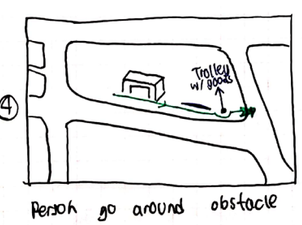
Interesting path. Out apartment → cross street → cross street to shop → go out of shop



person confused how to avoid obstacle, moves in a zig zag manner when avoiding.



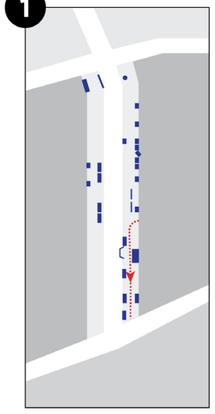
Person initially went out to the road, But car is starting so he went back to the road.



Person go around obstacle

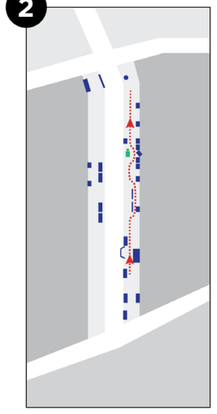
OBSERVED ROUTES (PEDESTRIANS)

1



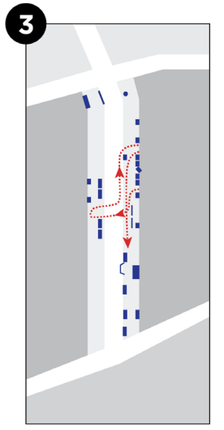
The Pedestrian walked straight as there are not much obstacles blocking his/her way.

2



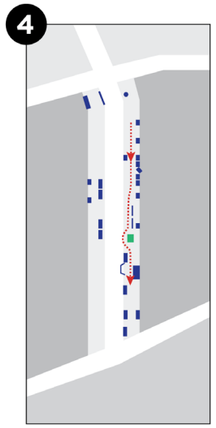
The Pedestrian went inside the scafolding and later walked in between the trolley and the boxes and the street.

3



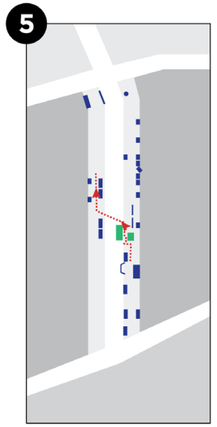
The Pedestrian went out of a building and crossed the street. He turned back and crossed the street again to go to a shop. He then went out of the shop and walk stright out.

4



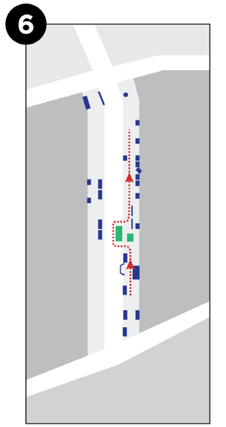
The Pedestrian go around the obstacle.

5



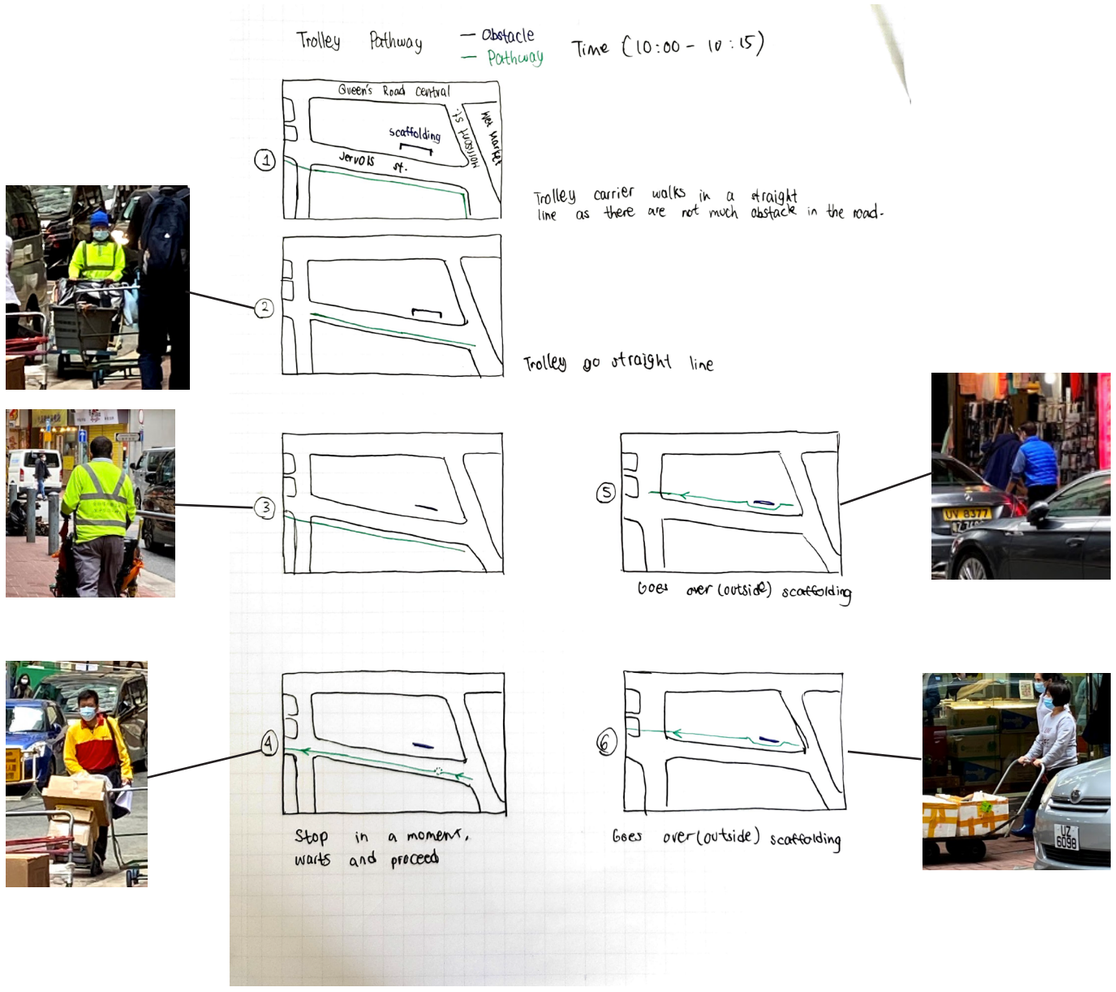
The Pedestrian was confused about how he should avoid the obsta-cles, therefore he moved in a zig zag manner when avoiding.

6

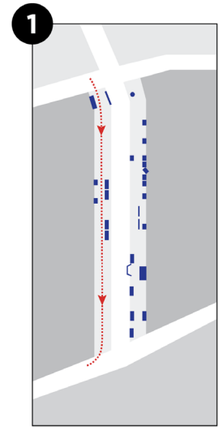


The Pedestrian initially wanted to walk out to the road, but then the car was starting therefore he went back to sidewalk.

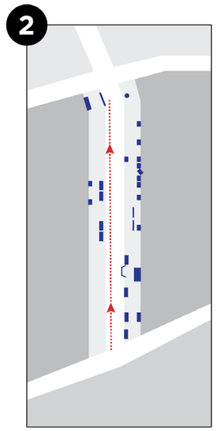
OBSERVED ROUTES (FIELDNOTE)



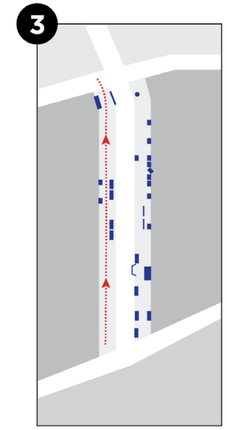
OBSERVED ROUTES (TROLLEYS)



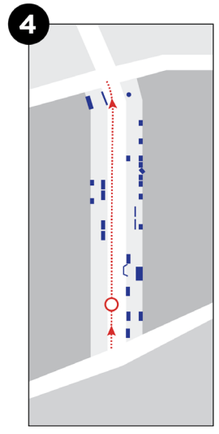
The trolley carrier walked in a straight line as there are not much obstacles on the road.



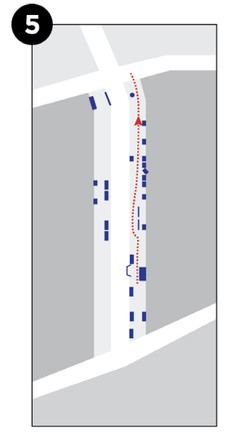
Trolley go straight line.



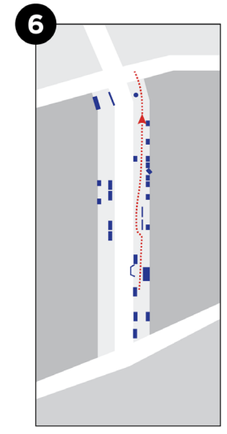
Trolley go straight line.



Trolley go straight line but stopped at the middle to wait and proceed to go.



Trolley went outside of the scafolding



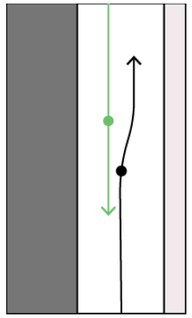
Trolley went outside of the scafolding

PEDESTRIAN INTERACTION

Person
Object
Person with object
Observer
Padestrians
Stop + Extened
Main Road
Padestrian Road

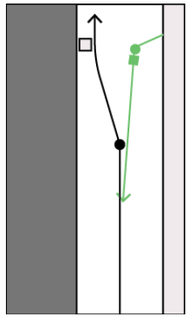
Dots represent where they were at one point of time

Numbers represent the sequence of action (time)

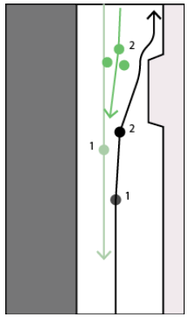


Pedestrian: passive

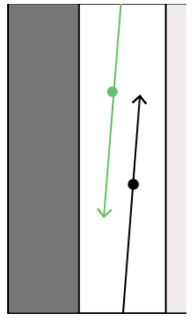
Observer: active



Observer continues with the changed direction until encountering the object

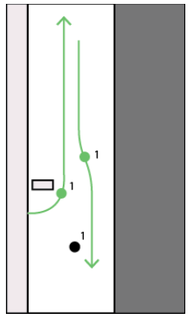


Observer takes marginal change in direction in the shape of smooth curves. This may be because she can see who is coming from far away; hence, has much time to adjust route with minimal effort.

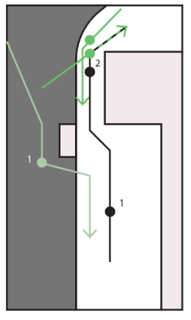


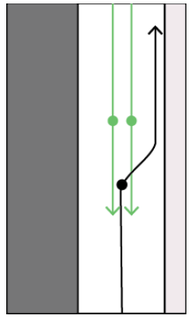
Pedestrian: passive

Observer: active



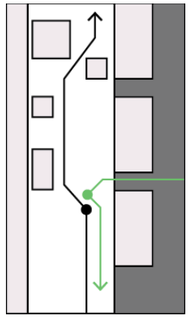
of fence blocks the pathway to cross the main road



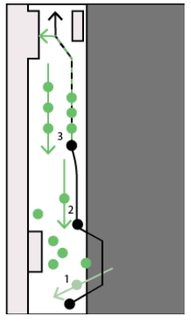


Pedestrian: passive

Observer: active

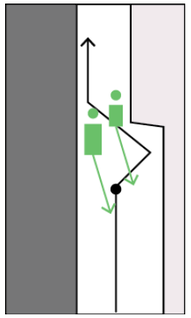


Since the sight is blocked by the car on the main road, this pedestrian did not see observer walking. He had to quickly change the direction towards main road again resulting in c curve.

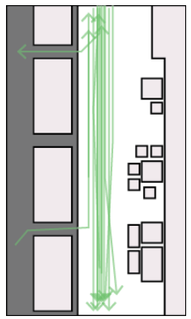


The observer decides to go through the main road as the pedestrian road is filled with people.

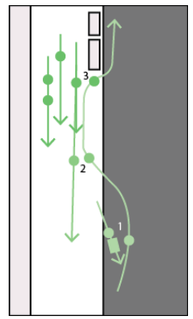
*could have been influenced by another pedestrian (1) who took the main road too.



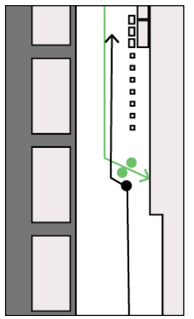
Observer takes an extreme zig zag route to avoid large obstacles in a short time as people with trollies are walking in a fast speed.



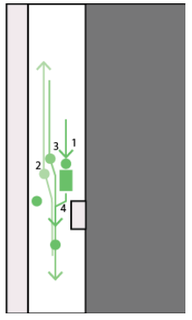
People tend to walk in the centre of road available to pedestrians.



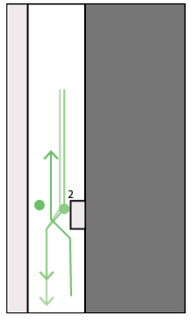
Person decided to walk on the main road twice in this short interval of time.



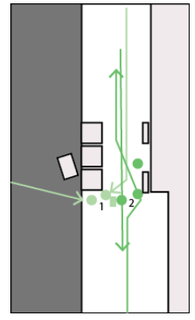
The observer did not expect the couple to get into the store so she did not change the route earlier. As a result, she had to quickly detour.



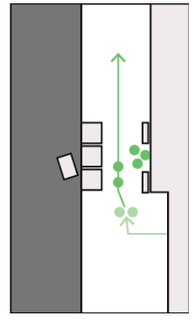
A person with trolley stops until 2 and 3 pass.



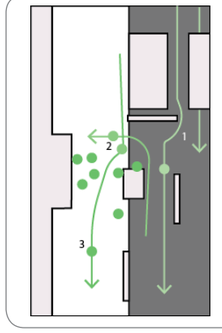
Person standing acts as an obstacle to other pedestrians. 2 follows the path taken by 1.



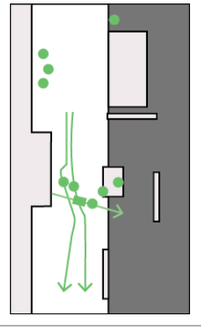
This person had to quickly change the direction because the other person could not actively move as the left road is blocked by (1) - this results in sharp and angled path.



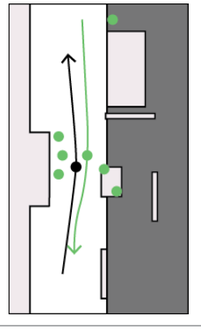
The couple walks in line to pass through the narrow road.



This person came into the main road blocked with fence because it is safer.



Visible hesitation in route decision making. Could have stopped and wait until one person passes by, but he decided to take the main road.



Difficult to navigate through an area saturated with people who are stagnant and looking into the shop. Observer tends to have to be the most active in this situation, almost as if the pedestrians outside of the shop have claimed their space on the street and it is the observers role to navigate around them.

04 ANALYSIS

DEFINITIONS

Objects: Objects refer to different inanimate physical things that may block or consume a space. These include trolley, cardboard or styrofoam boxes, or permanent goods like shop display cabinets.

Dividers: This includes permanent or movable fencing, lamp posts or street signs. These dividers take up some valuable space but this is not determined by the shop's design. They can be created intentionally or unintentionally.

Negotiation: Negotiation refers to the interaction between two or more parties. The negotiation can be between human to human, object to human or vehicle to human. This can be broken down into sub-categories such as avoidance, change of route, etc.

Daily rhythm: The daily rhythm explores the atmosphere and lifestyle of the site. This includes the continual mannerisms of the stakeholders within the community. It alludes to the routine lifestyles of these people.

People: People refer to pedestrians that are interacting or moving through the street. These are different from those who are carrying large items like trolleys or boxes that would expand the amount of space that they take on the street.

People-with-Objects: People-with-Objects refer to those who take up more space on the street than a lone person. This means that they are either carrying large boxes or have trolleys with them. People interact with the object physically.

Vehicle: Vehicles include the common car, van, and (construction)truck that are passing through the road or transporting goods.

Public: Public is a mutually recognized shared space or object, which means everyone can enjoy the use of it. In this field report, public space is typically considered as pedestrian streets and roads. It may include some alleyways but excludes some gated communities or shop spaces.

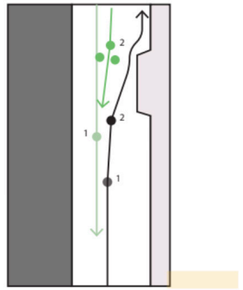
Private: Private refers to a space or an object which a particular person or group has a reasonable expectation of personal belonging.

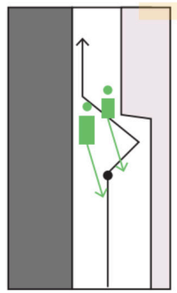
Semi-public: Some nearby alley ways that are mutually considered public land but dominated by objects. It is utilised as storage or resting space, meaning that they are not utilised by the public.

Semi-private: Although many shops will occupy public land (being the pedestrian street) to display their goods outside of their shops, this land is then considered to be semi-private, as people are no longer able to walk through or interact with that space in the same way.

DISCUSSIONS

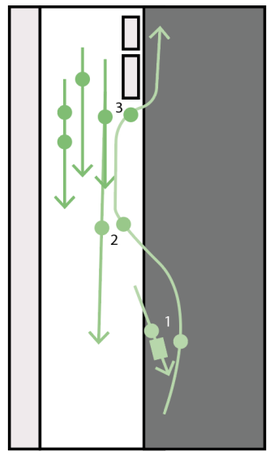
01 ACTIVENESS OF OBSERVER (ACTIVE VS PASSIVE)





Tia: Passengers can be divided into 2: active/ passive. Observer here is mostly passive as she is the one changing the route for the other person

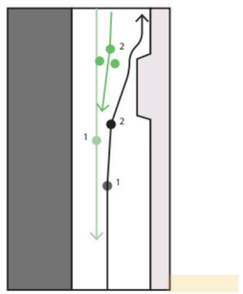
Tia: In the scenario of extremely congested pedestrian road, pedestrians can choose either to 1) take the main road, or 2) stop.

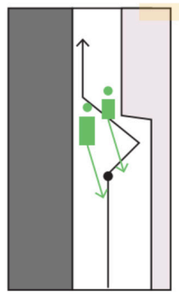


I defined this as active vs passive, but Becky mentioned: “The term active pedestrian is questionable. Could it better be termed as ‘reactive’ pedestrian as it is of consequence to the ongoing foot traffic on the street? Seeing as he made an attempt to stay on the path but could not maintain it, it is clear that his goal would be to walk through the street. Maybe an active passenger would have continued their journey on the street as it was their original goal to do so?”

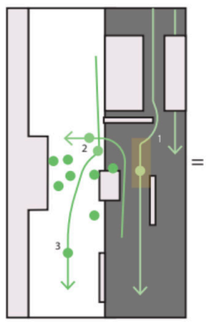
Carmen: An active passenger can choose to slow down and join the flow on the pedestrian road again, but here s/he decided not to. As discussed before, obstacles are able to re-navigate/ re-build pedestrian experience of the street, changing his/her role consistently (from active to passive) depends on when and where s/he is located.

02 SHAPES OF THE ROUTE (SHARP VS CURVY)

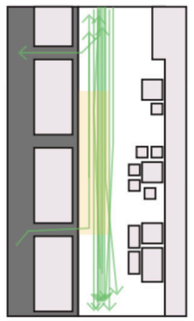




Tia: People tend to move more sharply with angles when they are more conscious about the change of route(my assumption tho), or when they are in a hurry(i.e. 2 big trolley right in front). In contrary ppl move in smooth curve when it is semi-automatic and no need to hurry



Tia: More detailed and refined scenario of people moving sharply with angles:
1) bigger and bulkier objects on the road (due to blocked sight and narrow path)
2) unexpected change that happens instantly (ppl in front suddenly change direction or suddenly pop up)

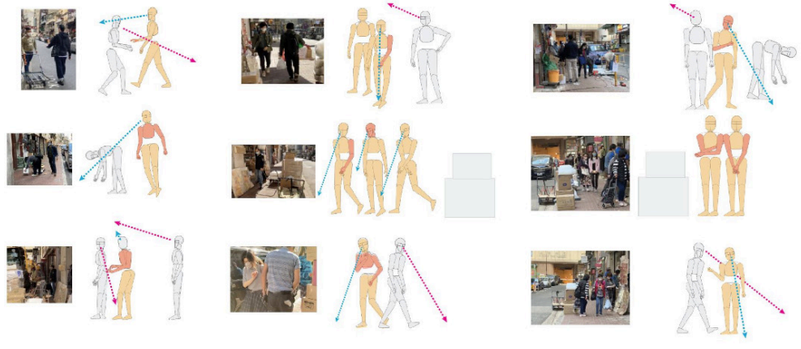


Becky: Utilising curving method also results in the pedestrian having to vary their speed. If trying to avoid an incoming pedestrian or object, the active pedestrian would need to speed up whereas the passive pedestrian would need to slow down. This change in speeds sets off a chain reaction with other pedestrians who are walking around them. As we stated before, most pedestrians in a busy scenario will simply follow the route of the person in front as they would have carved out the best route.

Carol: People mostly choose to walk sharply instead of make a big circle to pass through the obstacle, since it take less time but also arouse less attention. It feels like most of the pedestrains is passive and ‘conciliatory’ on the street. If there are a workers with objects(maybe with trolley or boxes) is moving toward, many of us would slow down our speed to let them go through instead of speeding ourselves.

03 PEOPLE GESTURES

Carmen:
(1) Avoidance of eye contact, (2) Avoidance of touching



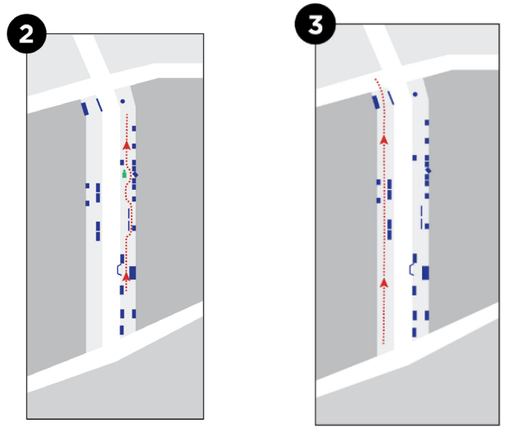
Tia: People usually don't show gestures when only interacting with objects. Blatant gestures seem to appear only if there is another human subject in the negotiation.

Becky: Gestures seem to be unconscious and habitual. They must occur quickly as pedestrians paths cross for only a couple seconds. The negotiations are less severe when interacting with an object because accidentally touching a box will not result in a reaction from the box.

Athena: People avoid touching other people unconsciously. Their instinct shows when they are passing by someone else, which they create distance by moving their body. In the negotiation, people are more comfortable or use to having their back or arms closer to other people.

Carol: People on the street seems they are sharing the same default rules-'avoid to interact'. It has makes their gestures, behaviour become passive. Most of them just want to walk a route which is the shorest and far from object and human. Although they move passively, they are active on paying attention to other pedestrains. When they noticed other is paying attention to them, they will adjust their eye direction(look upward or look downward) or gesture(more reserve).

04 TROLLEYS VS PEDESTRIANS

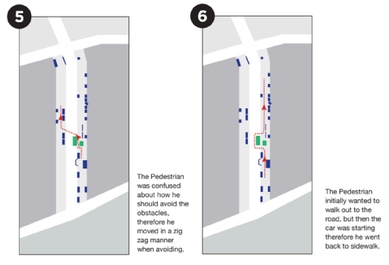


Athena: Pedestrians' routes are comparatively more curvey and complex, while almost all routes for trolleys are in straight line. Although both trolleys and pedestrians are moving along the street, trolleys can be seens as an obstacle for pedestrian, therefore pedestrians will find another path too go over this obstacle. Meanwhile, since the pedestrians have already moved their way, trolleys can go stright withoout facing any obstacles on their way.

Carol: Yes, it seems like everyone connive that trolley>pedestrains. Saying that when there comes to a trolley and a pedestrains is about to meet each other, and it turns out pedestrains always 'concess'(let trolley go first). When there are a trolley was placed on the street, barely of people would try to remove the trolley, almost everyone just change their route.

Elaine: Heavier the object, the straighter the line. This is because it is harder to walk in a more flexible manner when the person is using their force to push heavy items. Unlike normal pedestrians with little items to carry (groceries, personal belongings, etc.).

05 STREET POWER STRUCTURE



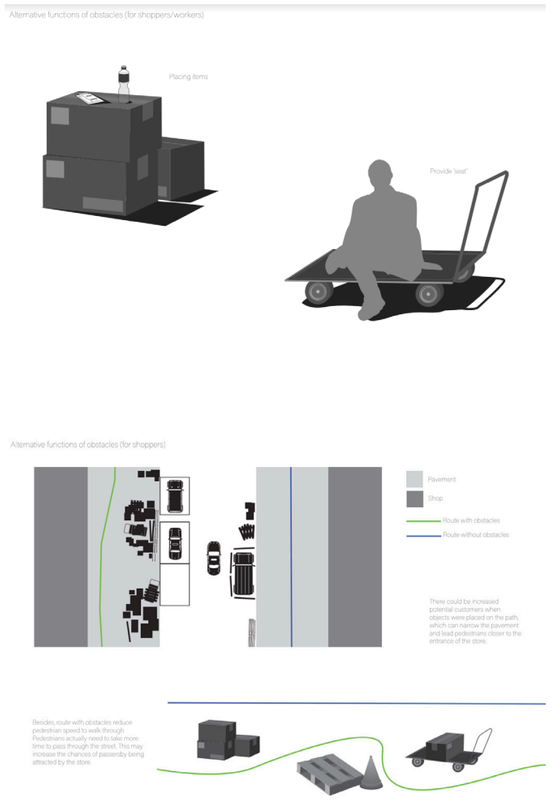
Carmen

Still vehicles>moving vehicles>passive bulky objects (commercial)>passive small objects (commercial)>active objects (trolleys, boxes)>pedestrian (arrangement vary according to the area they occupied)

Pedestrian

Who can follow the walking flow > who cannot follow the walking flow (due to different reasons)

06 ALTERNATIVE FUNCTIONS OF OBSTACLES



Carol: alternative functions of obstacles

Carmen: The making of space may be part of the alternative functions of obstacles

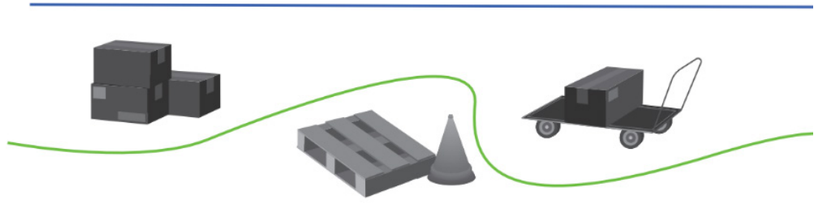
Becky: Some obstacles can be strategically placed in front of shop entrances to make the pathway more narrow there. Because of this, pedestrians are much closer to the shop entrance which may persuade them to enter the shop or examine the goods in front of the shop.

Other objects like boxes, even when empty are still useful to showcasing the shops outer area, and may prevent nearby shops from placing their items there. Other baskets and boxes are left outside of shops for later disposal or for collection to be reused.

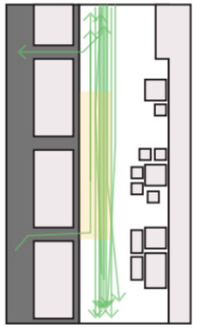
Carol: There are alternative function for shoppers, workers and public.
Obstacles like boxes give a extra private space for shoppers and workers. As a result, boxes can be used as a 'table', people may put their personal belongings on here. Trolley also provides a private space for the workers. Sometimes, they can take a rest by sitting on the trolley.
There could be increased potential customers when objects were placed on the path, which can narrow the pavement and lead pedestrians closer to the entrance of the store. Besides, route with obstacles reduce pedestrian speed to walk through. Pedestrians actually need to take more time to pass through the street. This may increase the chances of passersby being attracted by the store.

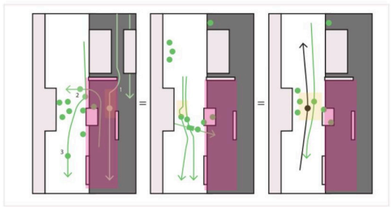
Elaine: Due to the limited public space given for the shops, shop owners make use of these obstacles to create their own private space. Sturdier obstacles like boxes were utilised as tables and chairs for shop owners to sit and eat. Through balancing the spaces for pedestrians routes and public/private space, shop owners and workers create various functions (specifically for personal use) when utilizing these obstacles, especially when these obstacles are placed in a public space.

Carol: Yes, I think it can consider as a strategy for the shoppers to own more space?



07 MAKING OF NEW SPACES AND PATHS

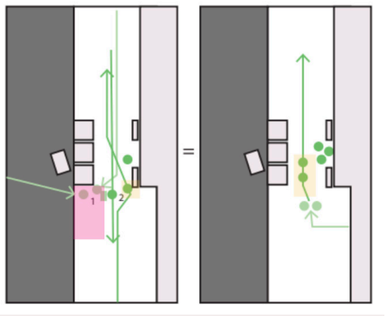




Carmen: Arrangements of obstacles create new paths and space for various purposes

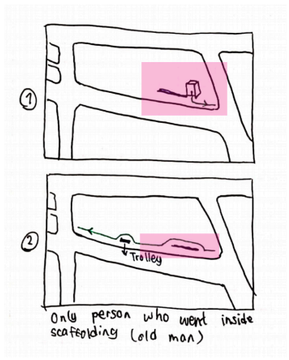
Carmen: The basic structure of the street is composed of 1.pedestrian road 2.main road, for the pedestrian and vehicles respectively. It is observable that the random-placed obstacles have navigated the route of the pedestrian. With the aid of certain types of obstacles (fence, parked cars at the front and back), a small area is extended from the pedestrian road to the main road, and thus create a semi-pedestrian road. Pedestrians who had been squeezed to the main road can enter this area without exposing themselves to the traffic. Shopowners also use this area to work.

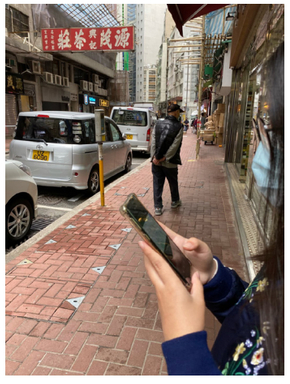
Carmen: Two ladies met up at the point behind the bulky obstacle and stay at there for awhile, but they did not cause any troubles to the pedestrian next to them, since people would prefer to walk in the middle of the street to prevent encountering any obstacles on the side of the street, the obstacle has thus created a small area for people to meet up and stop for a while.



Becky: The majority of cars on this street are parked there for many hours in the day and thus shops and pedestrians have learned to work around them. Could it be that shop owners place their goods onto the street to appear bigger to pedestrians who may not have noticed their store since it was surrounded by cars?

Carol: Yes, it is showing that obstacle is not only create private space to the shoppers(accoeding to the alternative function of obstacle), it also create a special space for the public. It seems like it turns a public space to a 'semi-public space'. People may feel insercure when they block the pavement even though they are standing the edge of the path. However, obstacle like boxes make the boundaries blurred and stregthen the concept of share? This create a phenomenoun that there are no clear rules on the street.





Carmen: Based Elaine's field note, most of the pedestrians prefer to walk over the scaffolding instead of getting inside it, except a slow walking old man. The scaffolding has created a space for people who cannot follow the flow of pedestrian. There is maybe a potential spatial righteous happening unintentionally.

Elaine: By placing an obstacle in the pathway, it unintentionally creates various possible new routes for pedestrians. Referring back to the scaffolding, people can either choose to go over or inside. If the scaffolding was not there, there can only be one route. Indirectly, these obstacles could be use to open new routes and re-direct pedestrian routes in non-conventional ways.

Carol: Scaffolding can create different route for pedestrians when there comes to the size of it. When the scaffolding takes inly half of the pavement, it actually provides two ways for the pedestrians. In this situation, most of the pedestrains may choose the path that are not under scaffolding since it has less limitation. When the scaffolding is covering the whole path, then, most of them may choose to walk under it.

05 CONCLUSION

Carmen:

1) The different arrangement/ placement of the objects has initiated different types of negotiations among pedestrians, vehicles and objects.

2) The route/gesture/role of pedestrian vary

3) Objects developed alternative functions

4) New spatial functions appear for the pedestrian (referring to the scaffolding, meeting behind the obstacles)

5) Users can experience the street in an unconventional way.

Becky:

There is a sense of general flow and channels for walking. This is typically easy to follow by the masses, however, this street showcases the many interactions and negotiations that must be made by people, object and vehicles. The motions and channels are dynamic, in that they are constantly changing and adapting. objects are not always permanent like a street post, lamp post or fire hydrant, and therefore are also frequently moving and therefore changing the routes of people. Those with trolleys are unable to take the small one way road due to many cars being parked at a time and thus must utilise the already narrow streets. The shops utilise the streets for additional storage and for the movement of goods. Meanwhile, pedestrians are still utilising this street to get around. The arrangement of obstacles adapt the routes of pedestrians, pedestrian with trolleys and even some vehicles that are passing by.

Carol:

the negotiation and interaction change when the objects' position change. Pedestrains may change their route and speed depend on the types, sizes and positions of obstacles. However, there is a 'never change' rule that people would like to choose the fastest, shortest and the most convenient way(less interaction with object and human), no matter how the surrounding changed.