

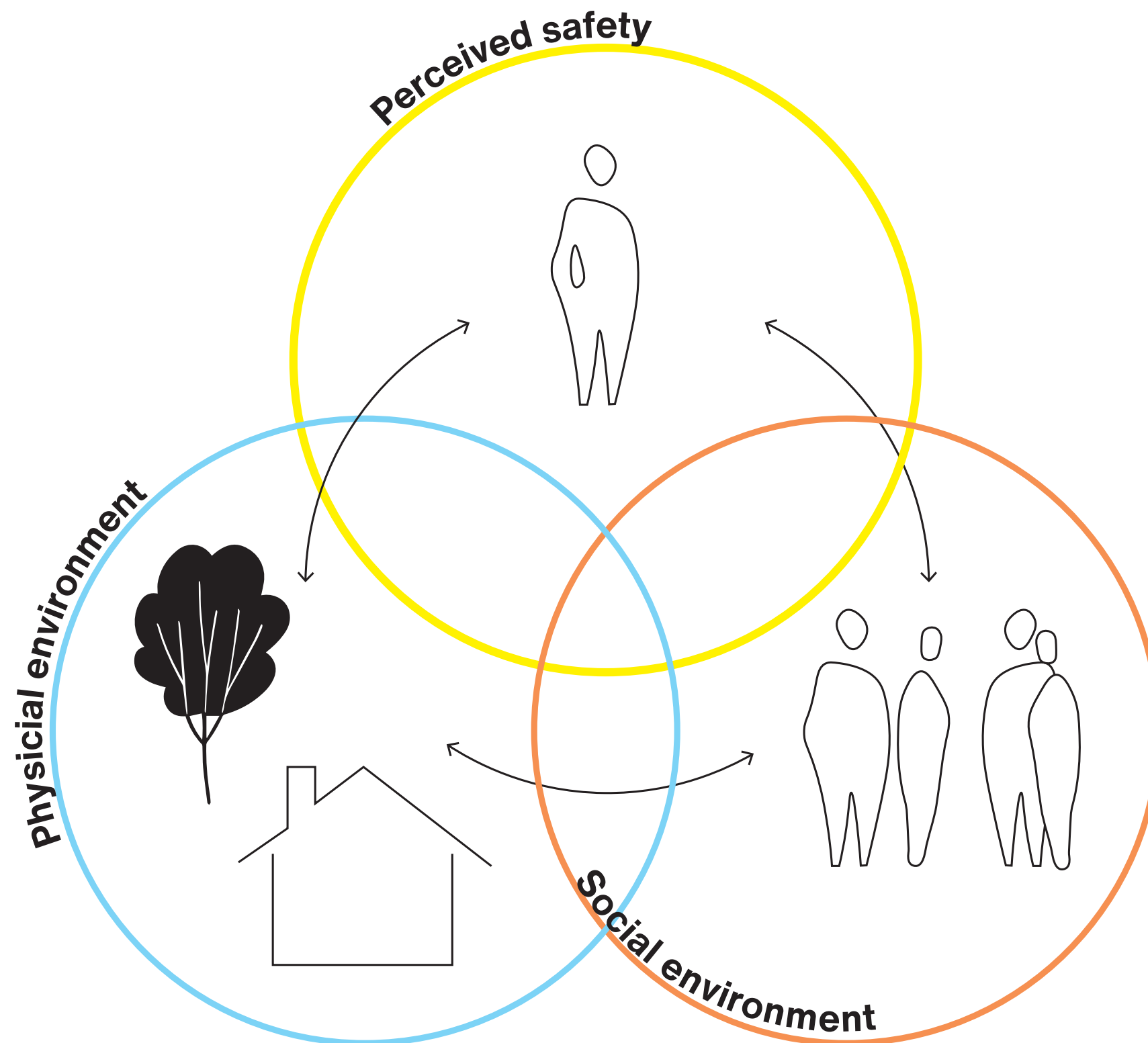
Everyone's safety

Enhancing Perceived
Safety through Urban
Design in Oud
Mathenesse

P5 presentation | Femke Snel
First mentor | Maurice Harteveldt
Second mentor | Machiel van Dorst

24-06-2024

What is **perceived safety?**





Kabinet investeert 600 miljoen om leefbaarheid kwetsbare wijken te verbeteren

Kwetsbare wijken Het kabinet

Alarm om kwetsbare wijken: 'Parasamenleving'

Gentrificatie van
Migratie en het beleid
Lila Athanasopoulos van Cooijck
21 januari 2021 Dirk Gelder

COLUMN

Reportage Vergeten buurt

Het Rotterdamse Oud-Mathenesse was ooit chic, nu een wijk waaruit je liever vertrekt



De publieke ruimte blijkt niet van iedereen

30 juni 2021 • Leestijd 2 minuten

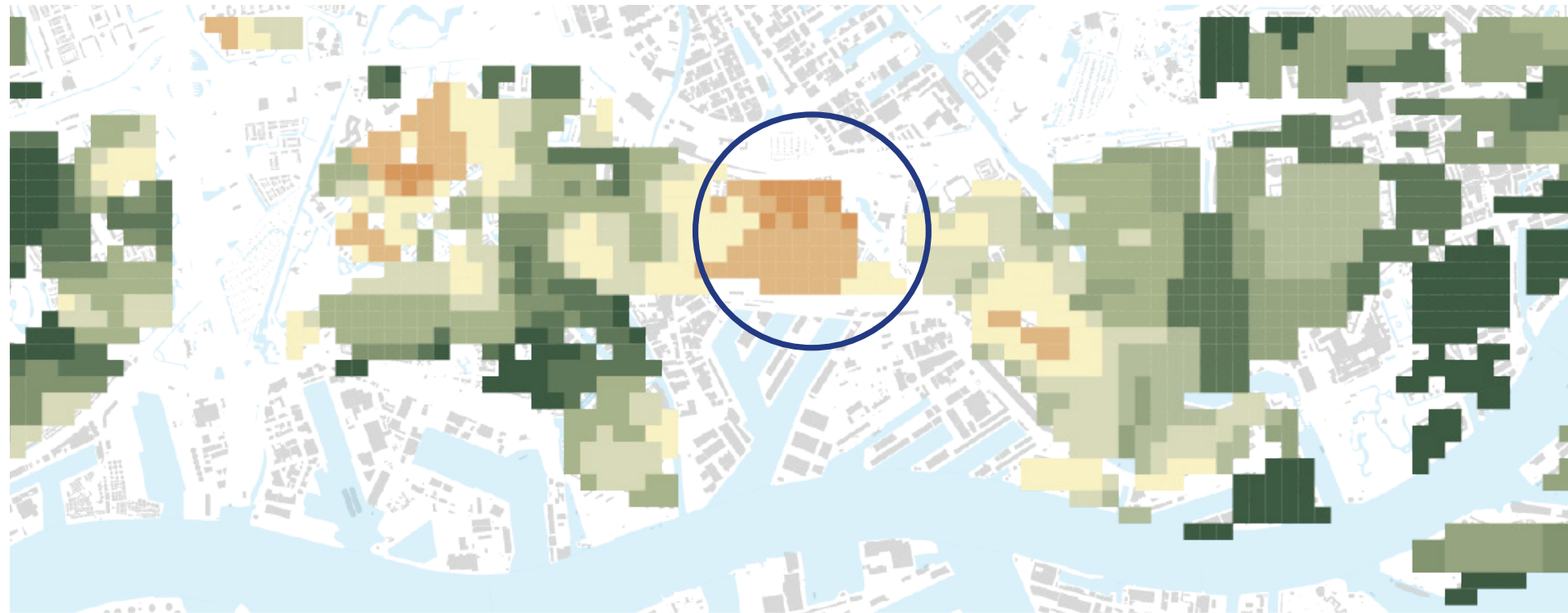


fig 08 | leefbarometer Schiedam & Rotterdam : Liveability score, Grid, 2020 (Leefbaarometer, z.d.)

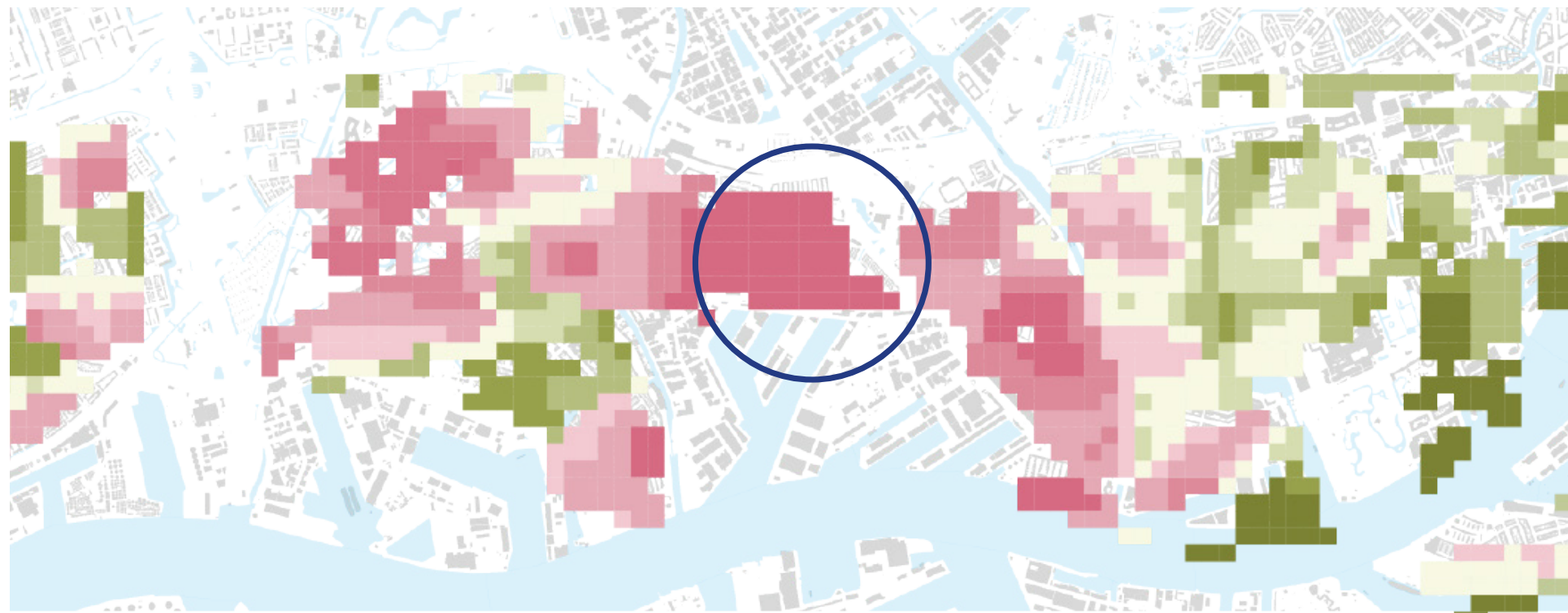
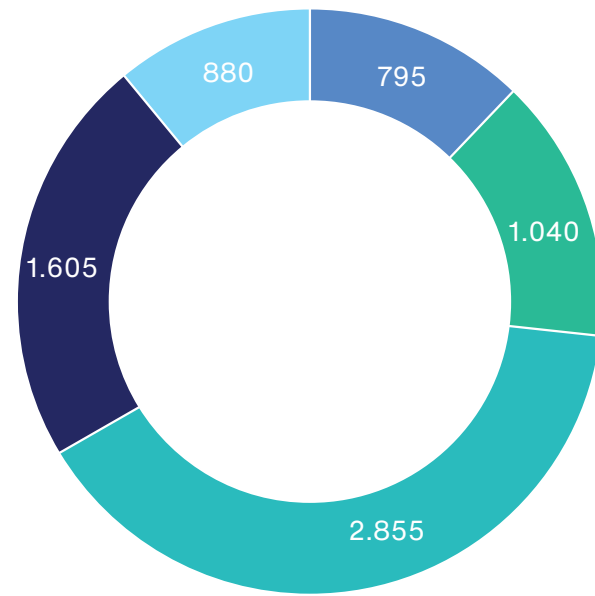
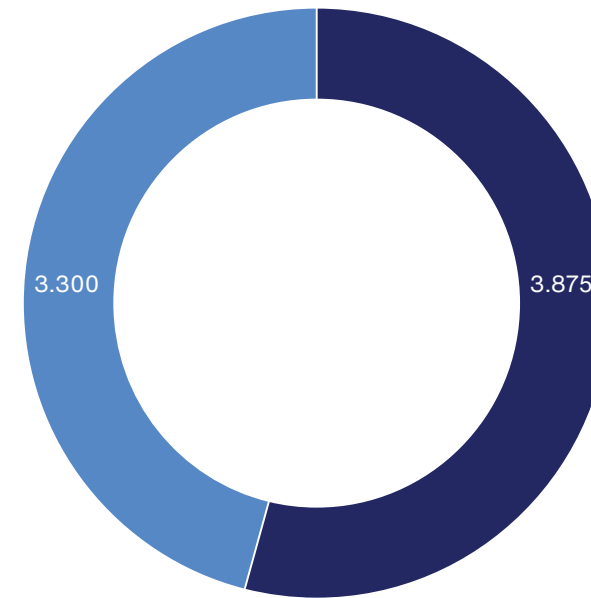


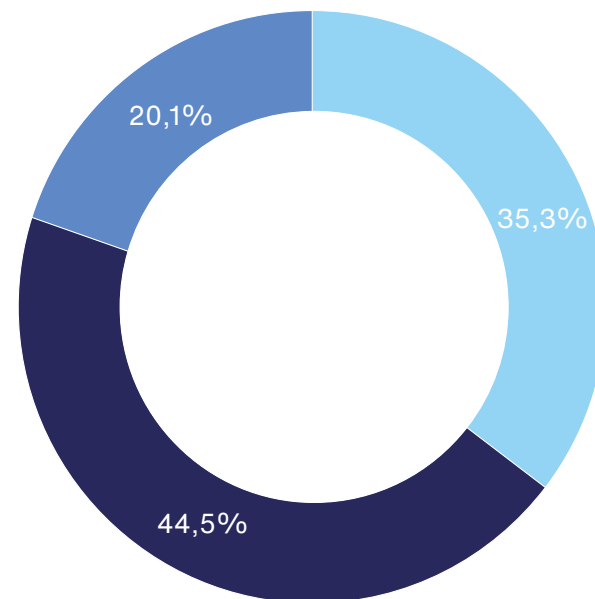
fig 09 | leefbarometer Schiedam & Rotterdam : Deviation from the average in the Netherlands, Grid, 2020 (Leefbaarometer, z.d.)



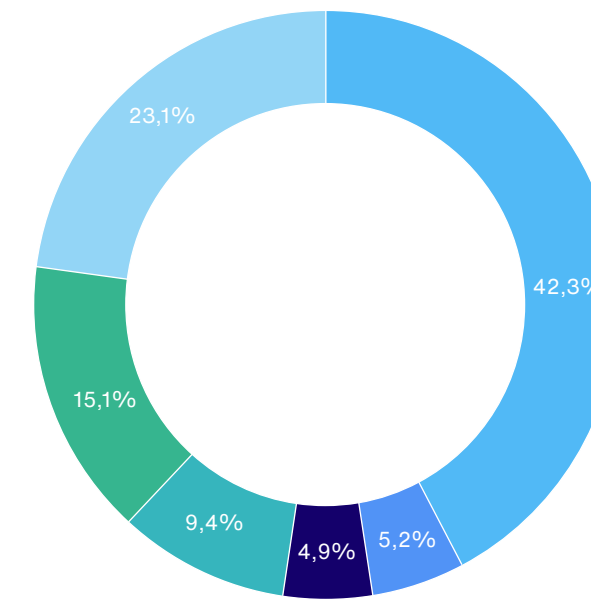
● 0 - 15
 ● 15 - 25
 ● 25 - 45
● 45 - 65
 ● 65+



● Women
 ● Men

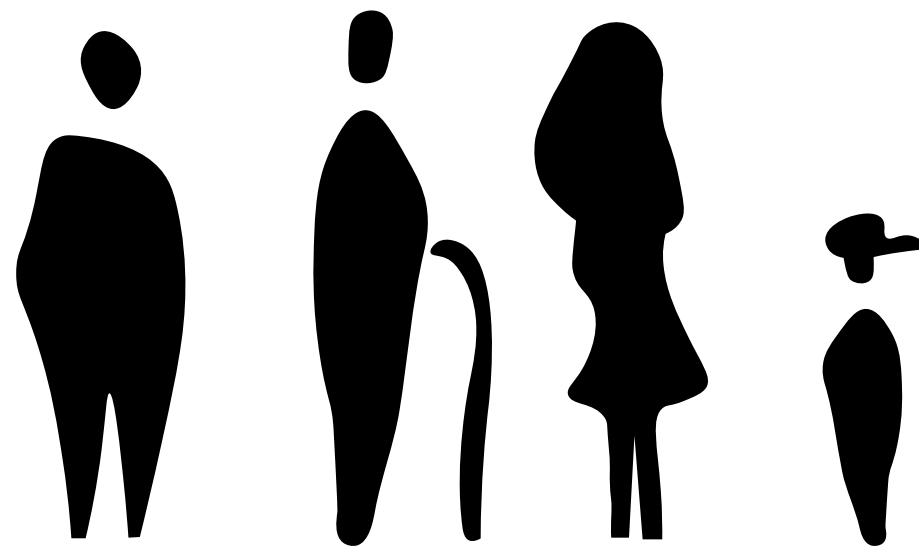


● Low education level
● Middle level education
 ● high education level



● Other
 ● Turkey
 ● Suriname
● Antiles
 ● Morocco
 ● Western

Rotterdam is a *hyper-diverse* city
and is become a city of *minorities*

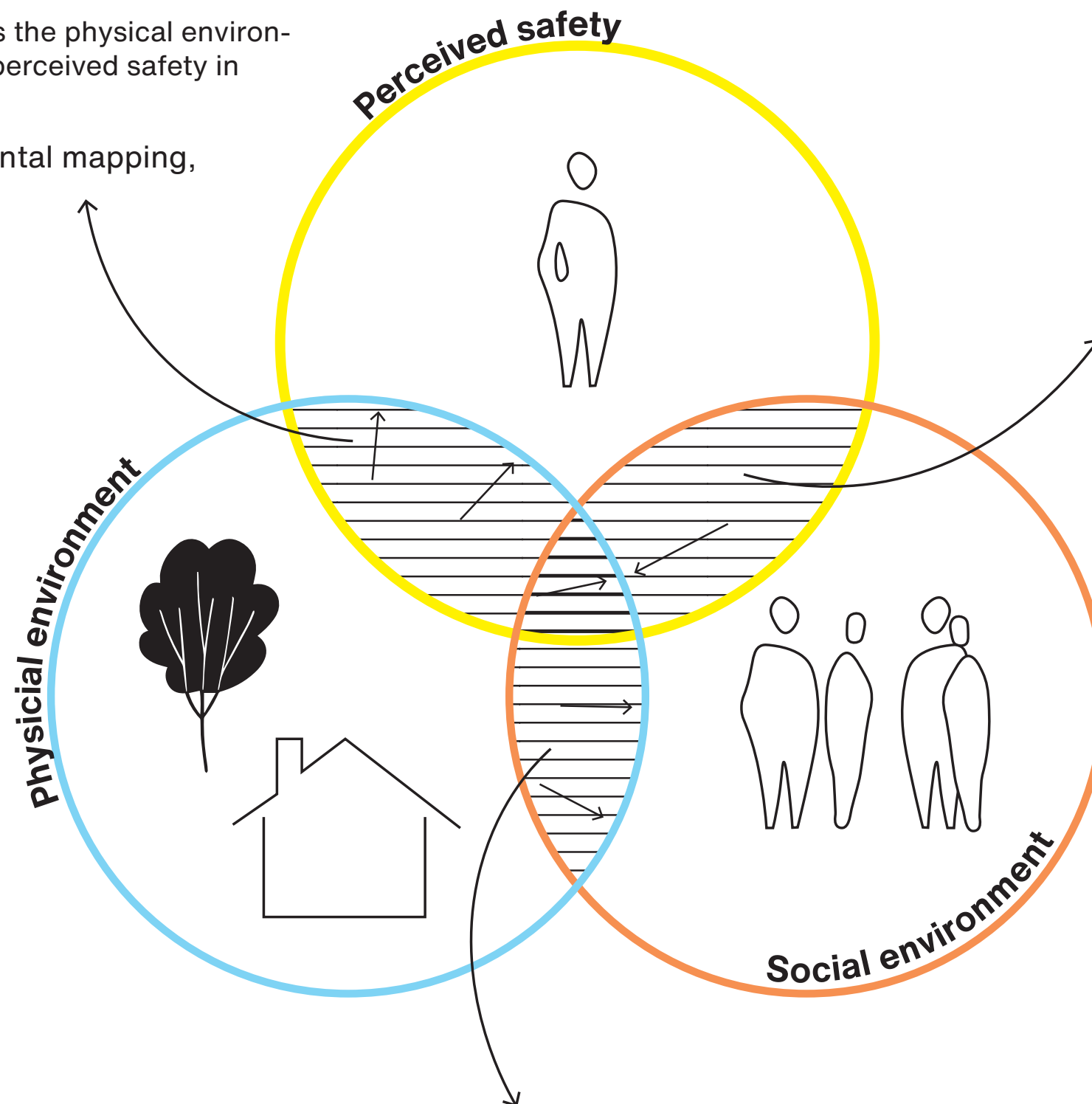


Problem statement

Oud Mathensse is a vulnerable urban area in the Netherlands facing lower livability and safety levels compared to the national average. This neighbourhood stands out due to its hyper-diversity. Given the presence of this hyper-diversity in Oud Mathensse, a more inclusive and equitable approach is essential to enhance perceived safety.

SQ 2 To what extent does the physical environment influence the perceived safety in Oud Mathenesse?

Methods SQ2 | Mental mapping, interviews

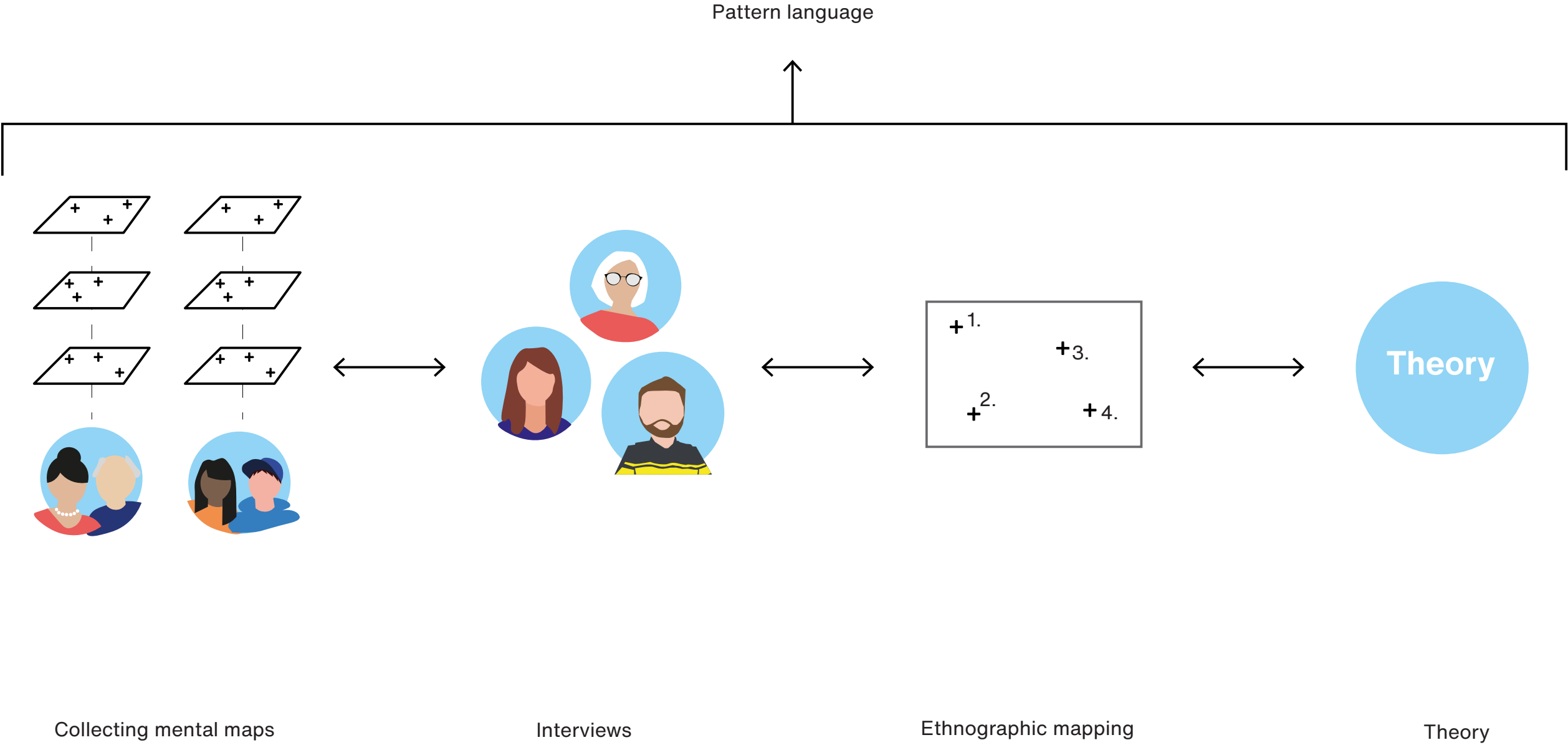


SQ 1 In what way does the social environment influence the perception of safety of individuals in accordance to literature about subjective safety?

Methods SQ1 | Literature review

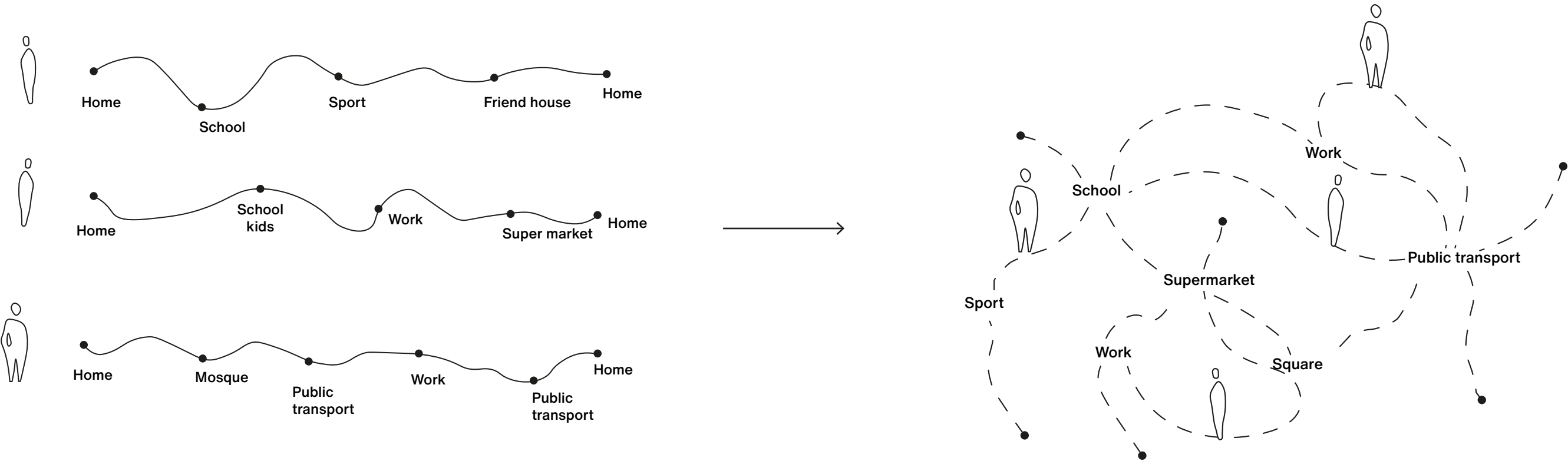
SQ 3 What is the relationship between the spatial and social qualities of Oud Mathenesse and the perception of safety?

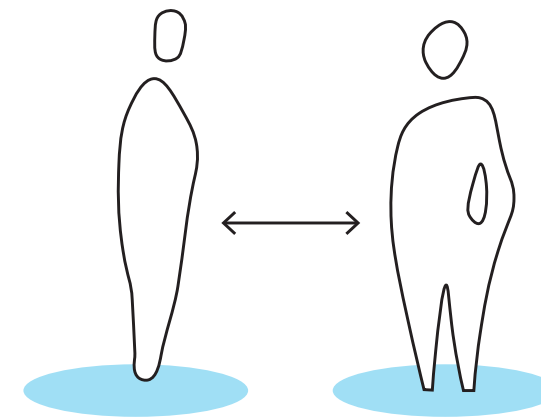
Methods SQ3 | Ethnographic mapping



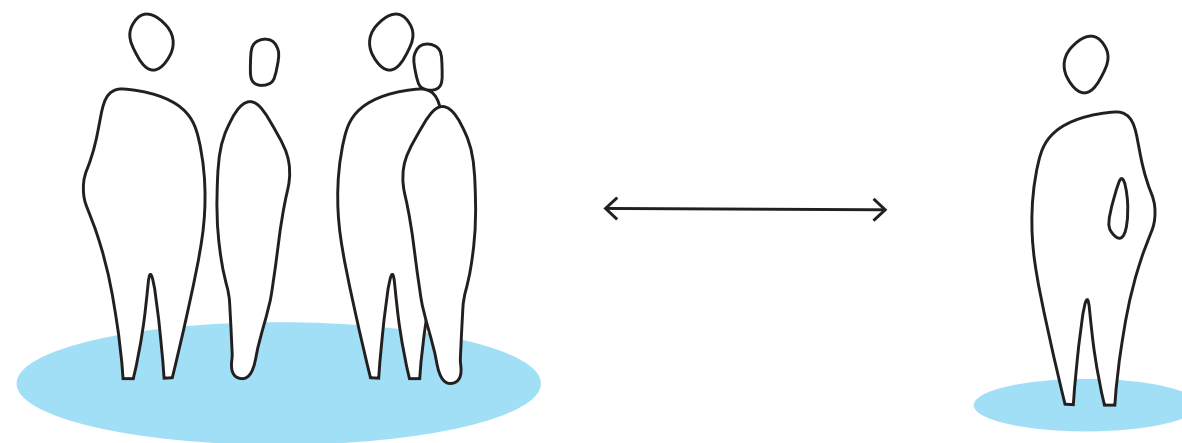
Research aim

The research aim of this thesis is to investigate how urban design interventions can be implemented to enhance the perceived safety of the residents and improve the overall liveability of the residents of Oud Mathenesse.

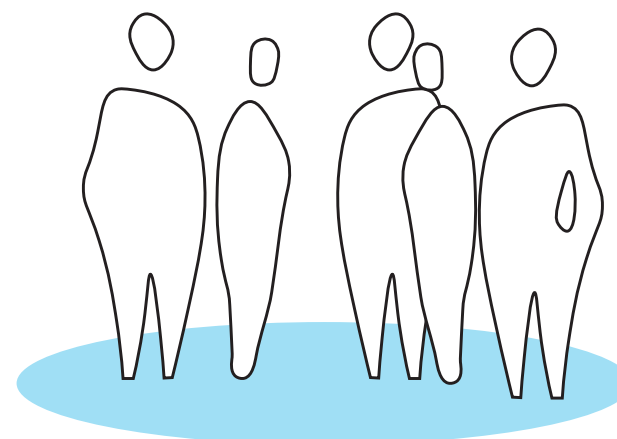




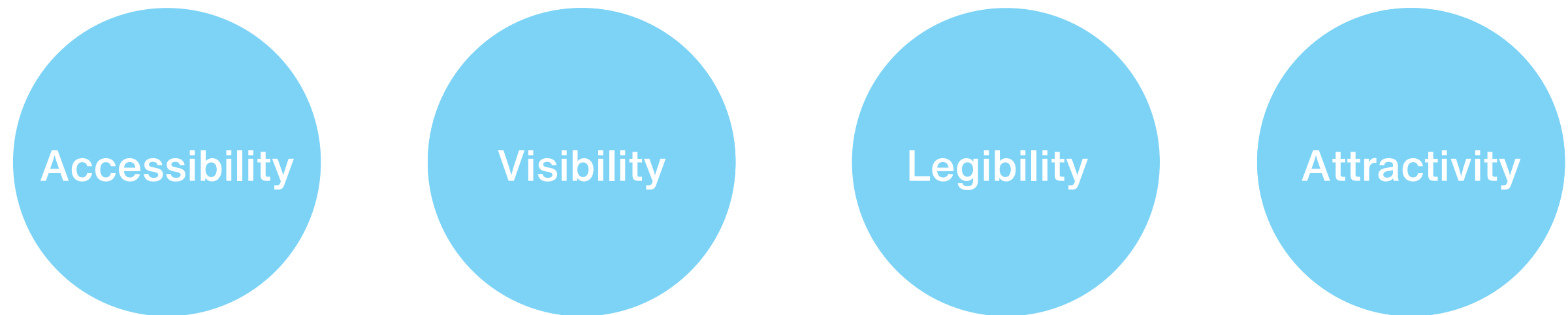
Personal distance



Crowding



Territoriality



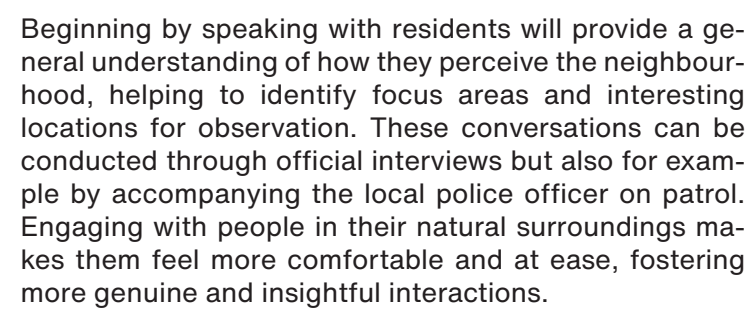






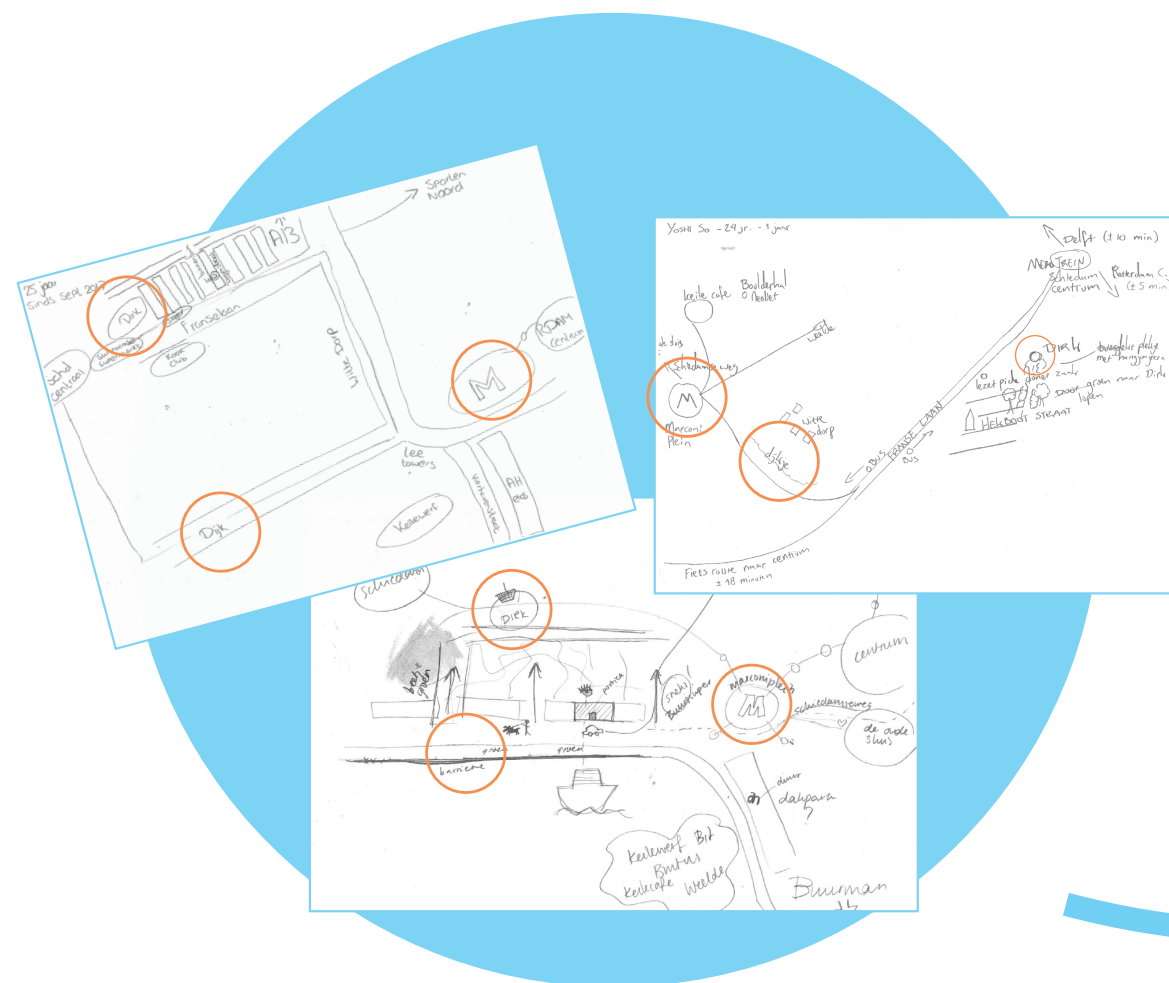






2. Conversation

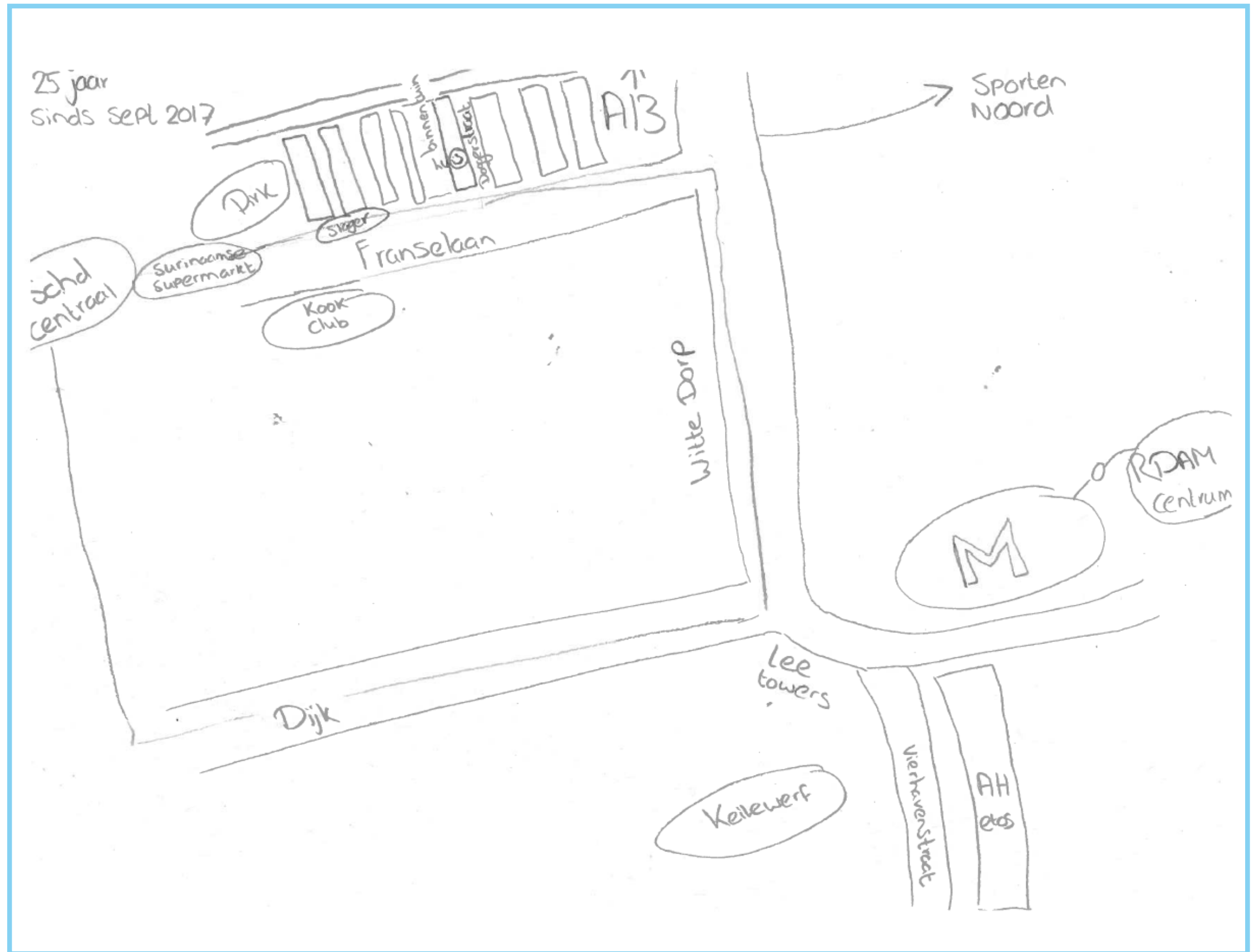
3. Drawing



A mental map represents a person's subjective perception of their surroundings (Harteveld, 2021). Each individual creates a unique mental map based on their personal memories, resulting in a drawing that highlights elements either present in or perceived to be part of the area. When these maps are overlaid, patterns or intersections in people's understanding emerge, forming an intersubjective image of the area (Harteveld, 2021). Drawing helps individuals clearly and precisely convey their thoughts. Specific places are often depicted in multiple mental maps, and when combined with interview data, certain locations and situations are frequently mentioned.



Starters or students





The bushes and greenery here are trimmed short because people were sleeping in them, leaving behind a lot of trash.

People use this route as a quieter, greener way to reach the supermarket or Finlandia School. Residents also use this path to access the gardens, where they can enter the cellar to park their bikes.

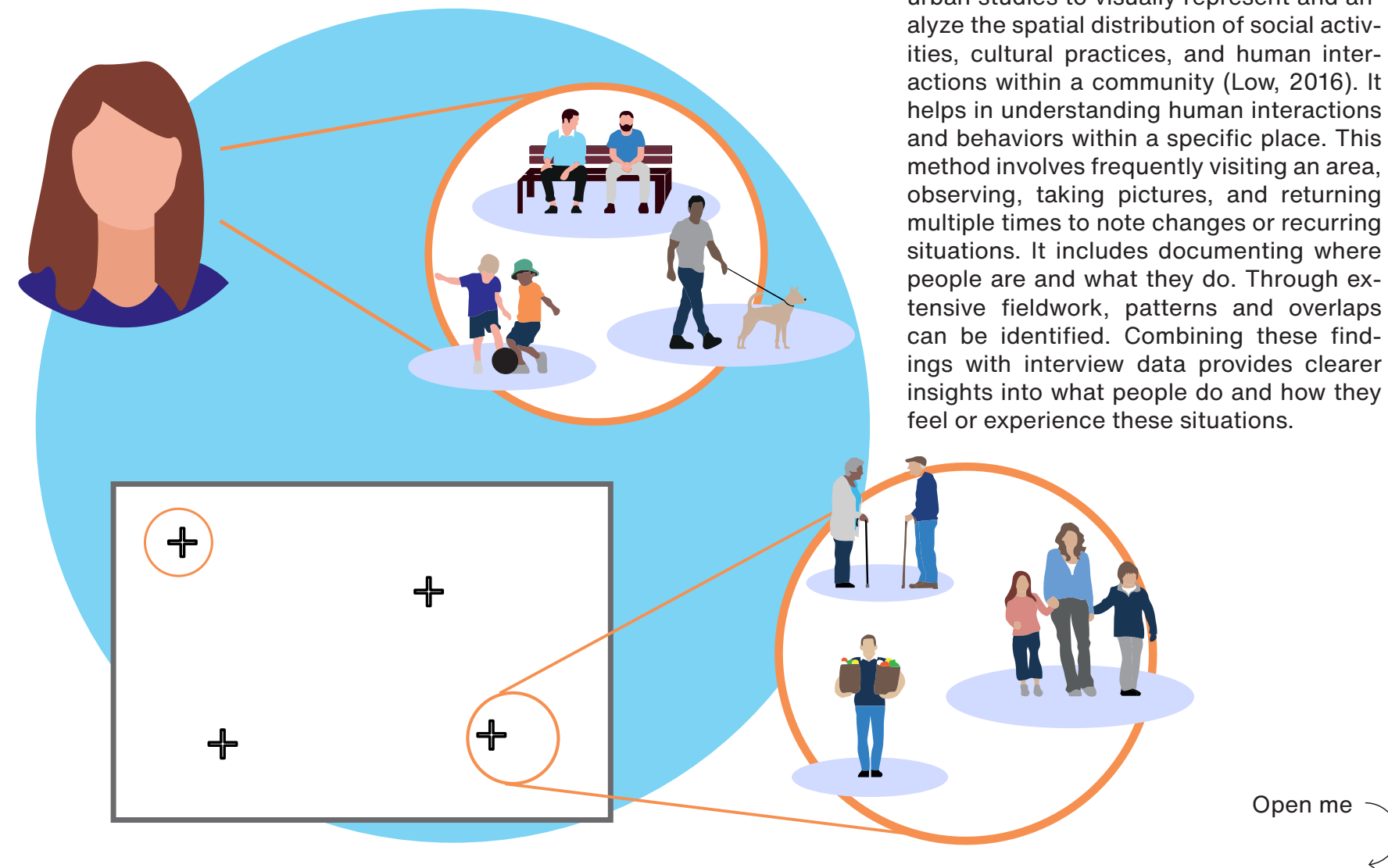


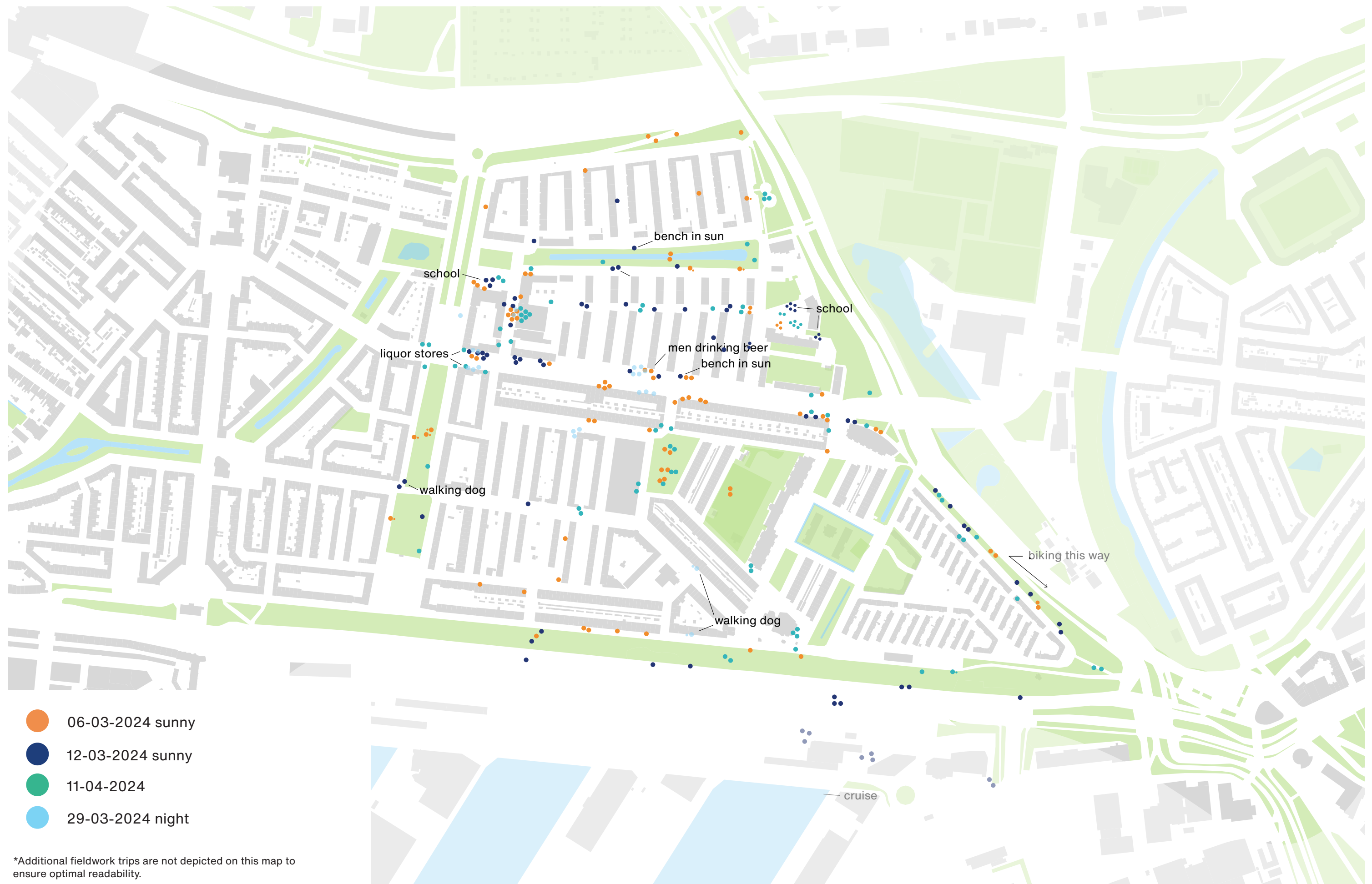
In the shared cellars, migrant workers slept when they lost their apartments, causing inconvenience for the building's residents. Entering the cellars became unpleasant.

Mattresses, couches, tables, chairs and more trash is dumped the gardens.

The gardens are rarely used, even in the summer, and residents seldom sit on their balconies.

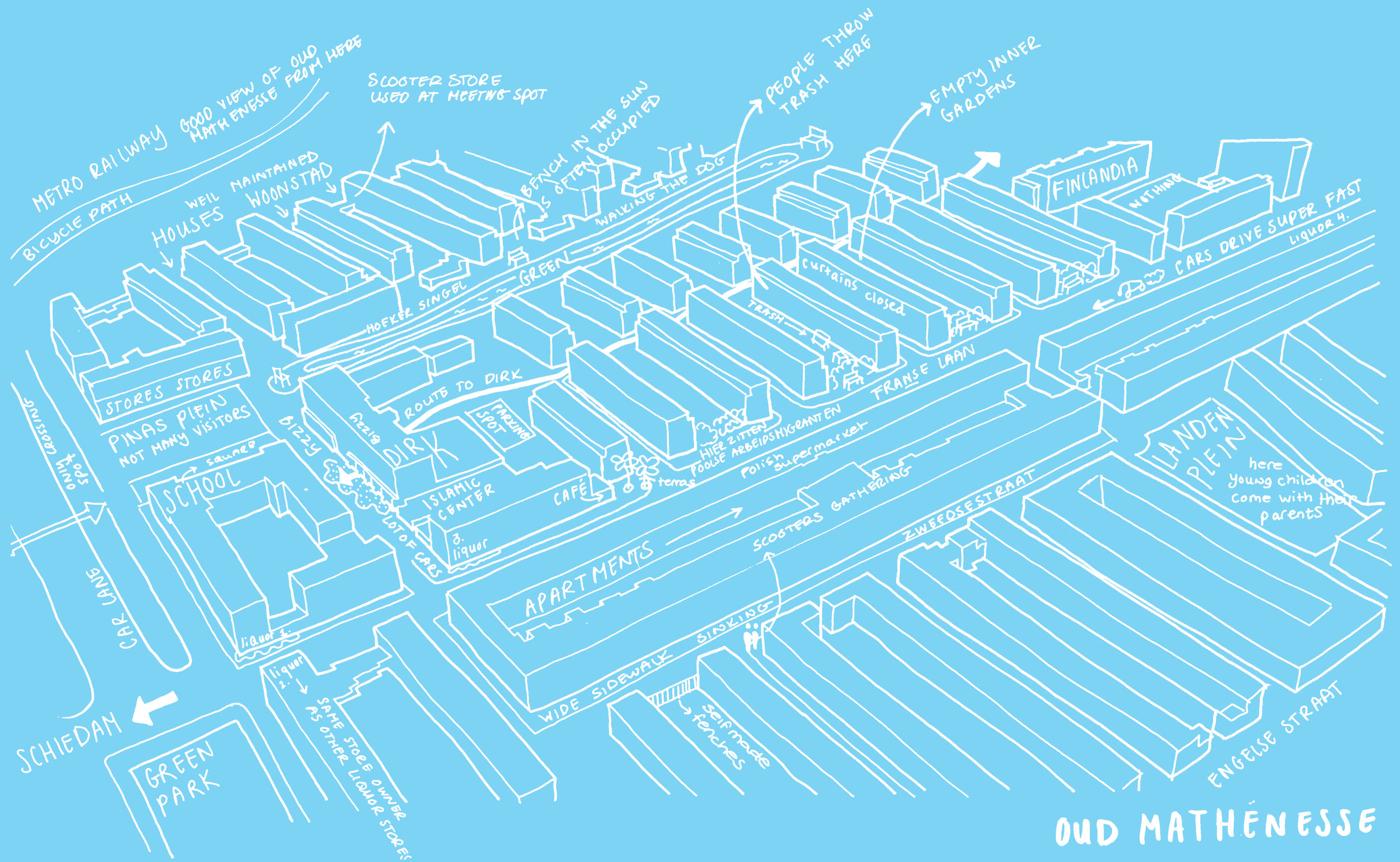
4. Observe

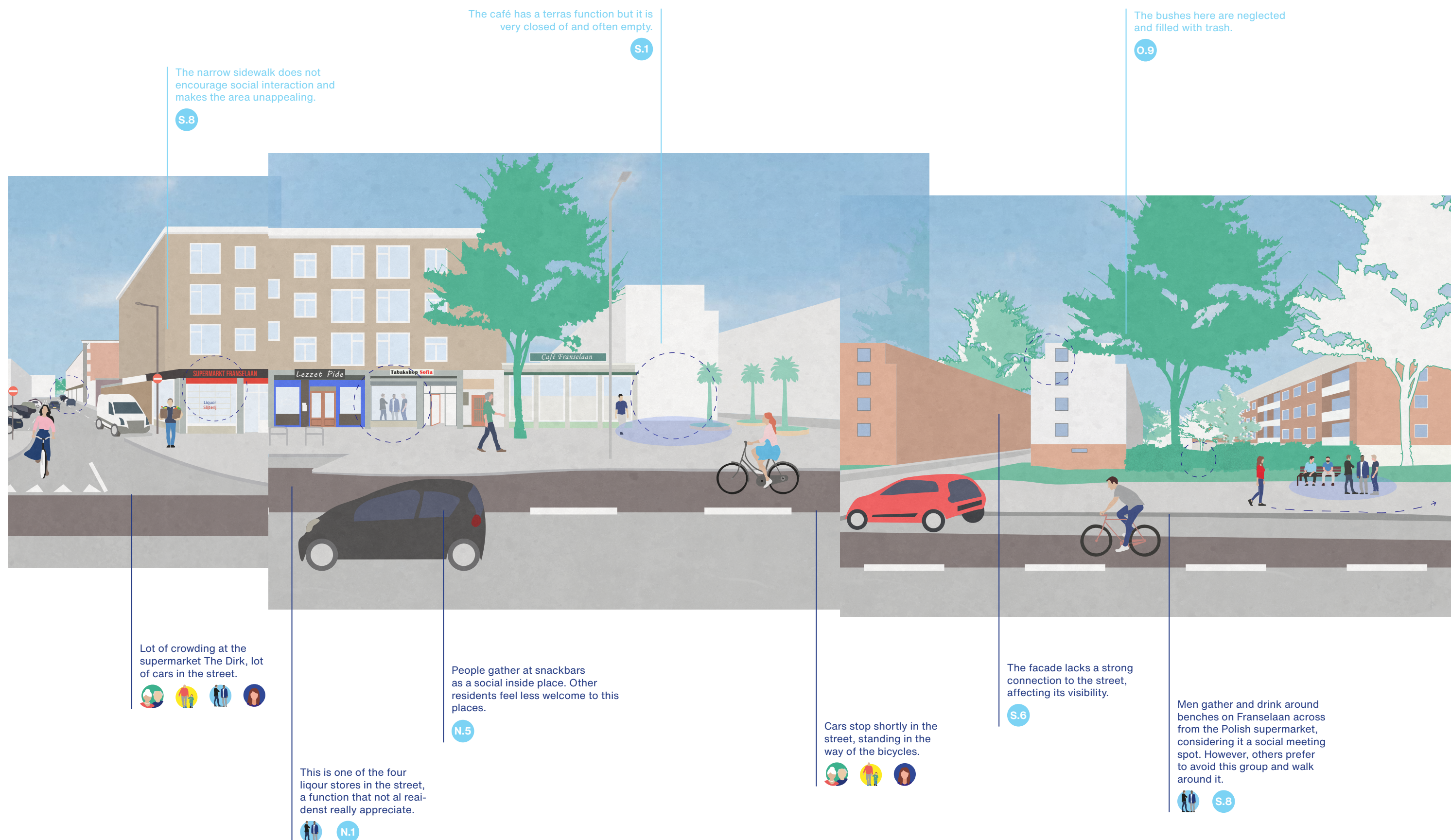












The narrow sidewalk does not encourage social interaction and makes the area unappealing.

S.8

The café has a terras function but it is very closed of and often empty.

S.1

The bushes here are neglected and filled with trash.

O.9

Lot of crowding at the supermarket The Dirk, lot of cars in the street.



People gather at snackbars as a social inside place. Other residents feel less welcome to this places.

N.5

This is one of the four liquor stores in the street, a function that not al reai- denst really appreciate.



N.1

Cars stop shortly in the street, standing in the way of the bicycles.



The facade lacks a strong connection to the street, affecting its visibility.

S.6

Men gather and drink around benches on Franselaan across from the Polish supermarket, considering it a social meeting spot. However, others prefer to avoid this group and walk around it.

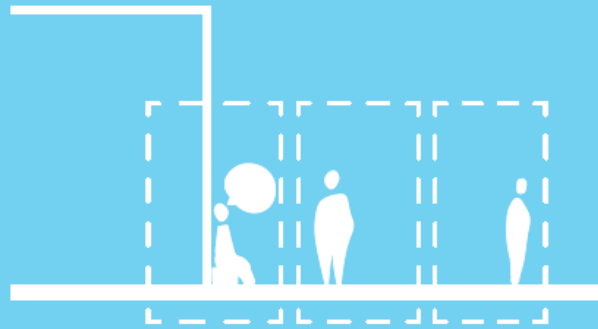


S.8



5. Pattern language

S.5 Social sidewalk

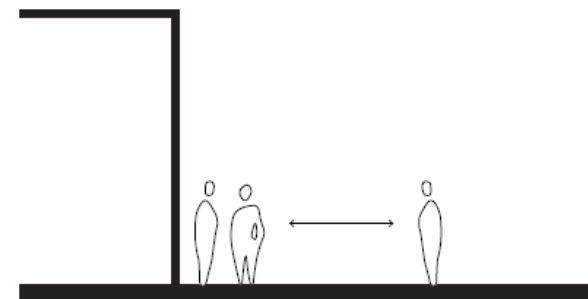


The sidewalk can function as a encounter place for neighbors where people can have a interaction.

Connected to | C.3 | N.1 | N.3 | S.3

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S.8 Keep your distance



Individuals seek to preserve their personal space in public settings to manage their environment and maintain a sense of security, thereby asserting control over their surrounding.

Connected to | C.3 | N.1 | N.3 | S.3

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Practical implications

By making public spaces and sidewalk with clear zones that relate to the desired distance for personal space or social space, people can maintain their desired distance. By making the sidewalk wide enough to maintain the right distance. Creating social space around places where this is desired.

Theoretical back-up

Altman's theory of privacy, particularly his definition of privacy as the selective control of access to oneself or one's group, significantly influences perceived safety (Altman, 1975). Recognizing the importance of regulating privacy is crucial for safeguarding individual freedom of choice. Several individuals mentioned during the conversation that they dislike the group of men socializing on the street, forcing them to alter their walking route. While encountering this situation occasionally may be tolerable, experiencing it repeatedly in one's own neighborhood can lead to a sense of discomfort within one's own domain.

Usergroups



Related safety themes

- Accessibility
- Visibility
- Legibility
- Attractivity

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Usergroups

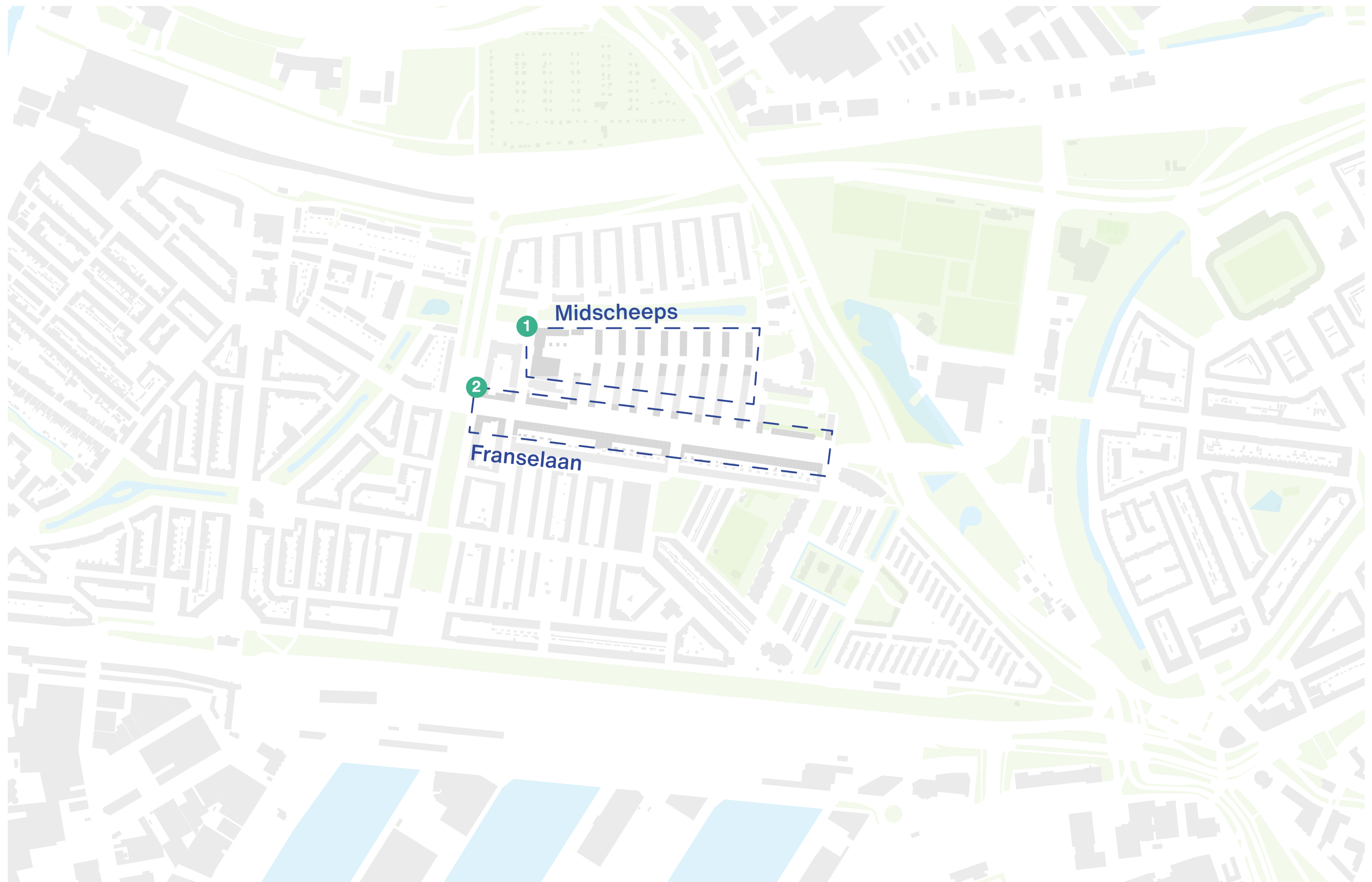


Related safety themes

- Accessibility
- Visibility
- Legibility
- Attractivity

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Recommendation for Oud Mathenesse

Vision for public life and public space

1.

The Franselaan should reclaim its position as the heart of the neighborhood, bustling with various activities and fostering vibrant public life.
2.

Make places where people can gather together, while others can move around, and where spaces can change to fit different groups. In this way people can keep their personal distance and perceive the area safer.
3.

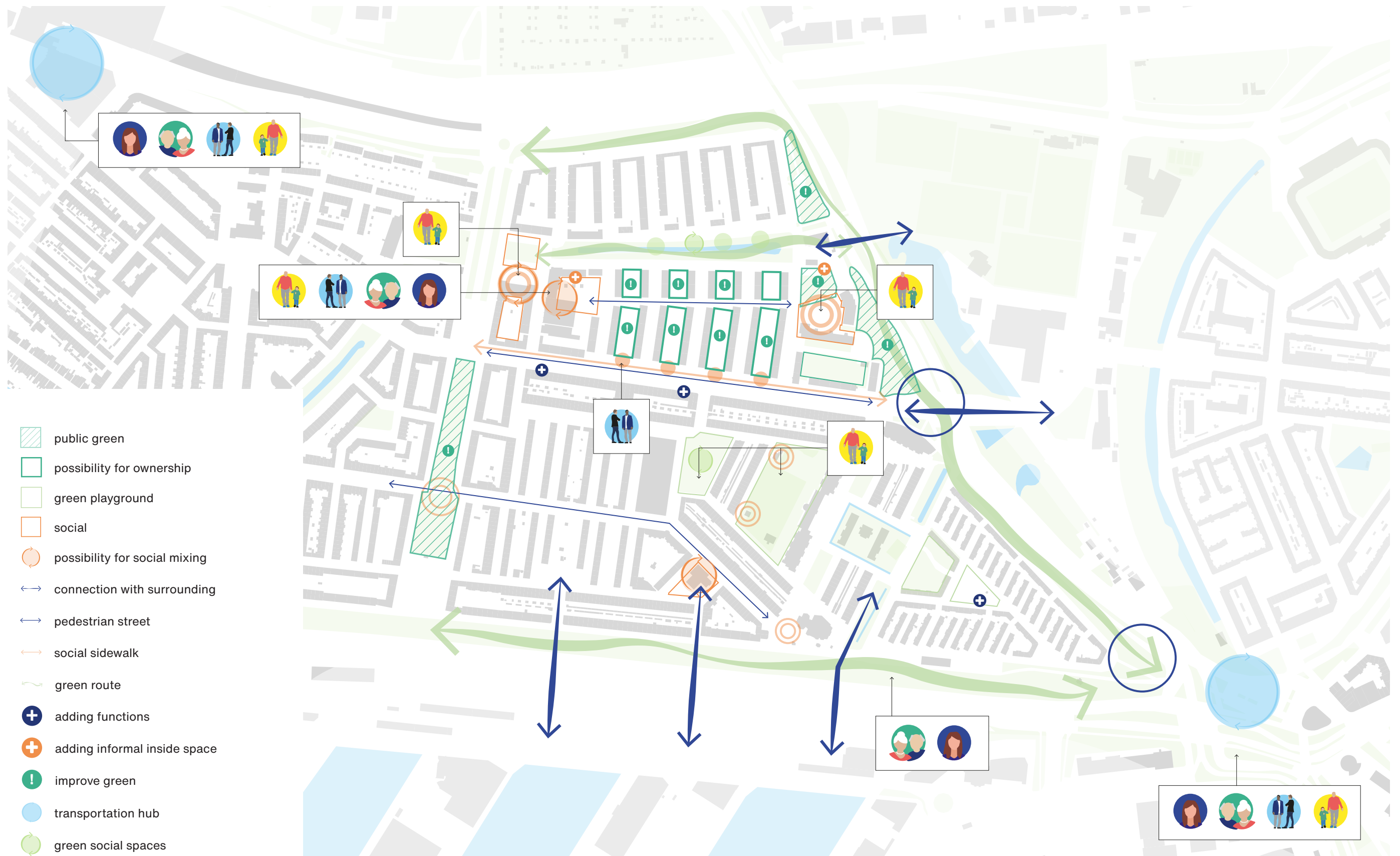
Improve walkability and enhance walking and biking networks within the neighborhood, ensuring better connectivity for all user groups with surrounding neighborhoods.
4.

By adding more informal inside public spaces for mixed user groups can create places to gather and create a sense of community. This will improve the public familiarity and therefore the perceived safety.
5.

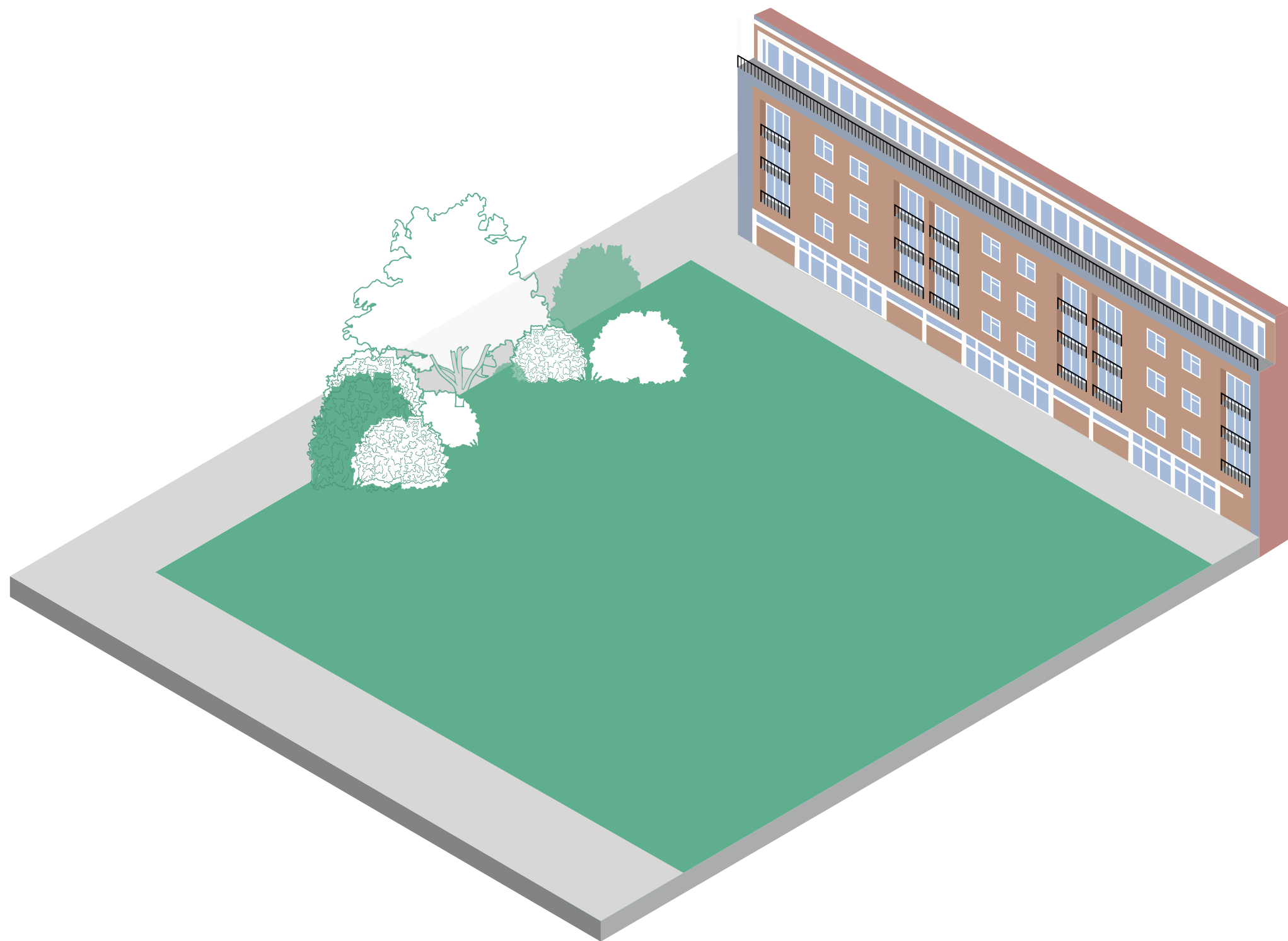
Improving the quality of public space and green places in Oud Mathenesse will make the residents more satisfied with their surrounding and therefore improve the perceived safety

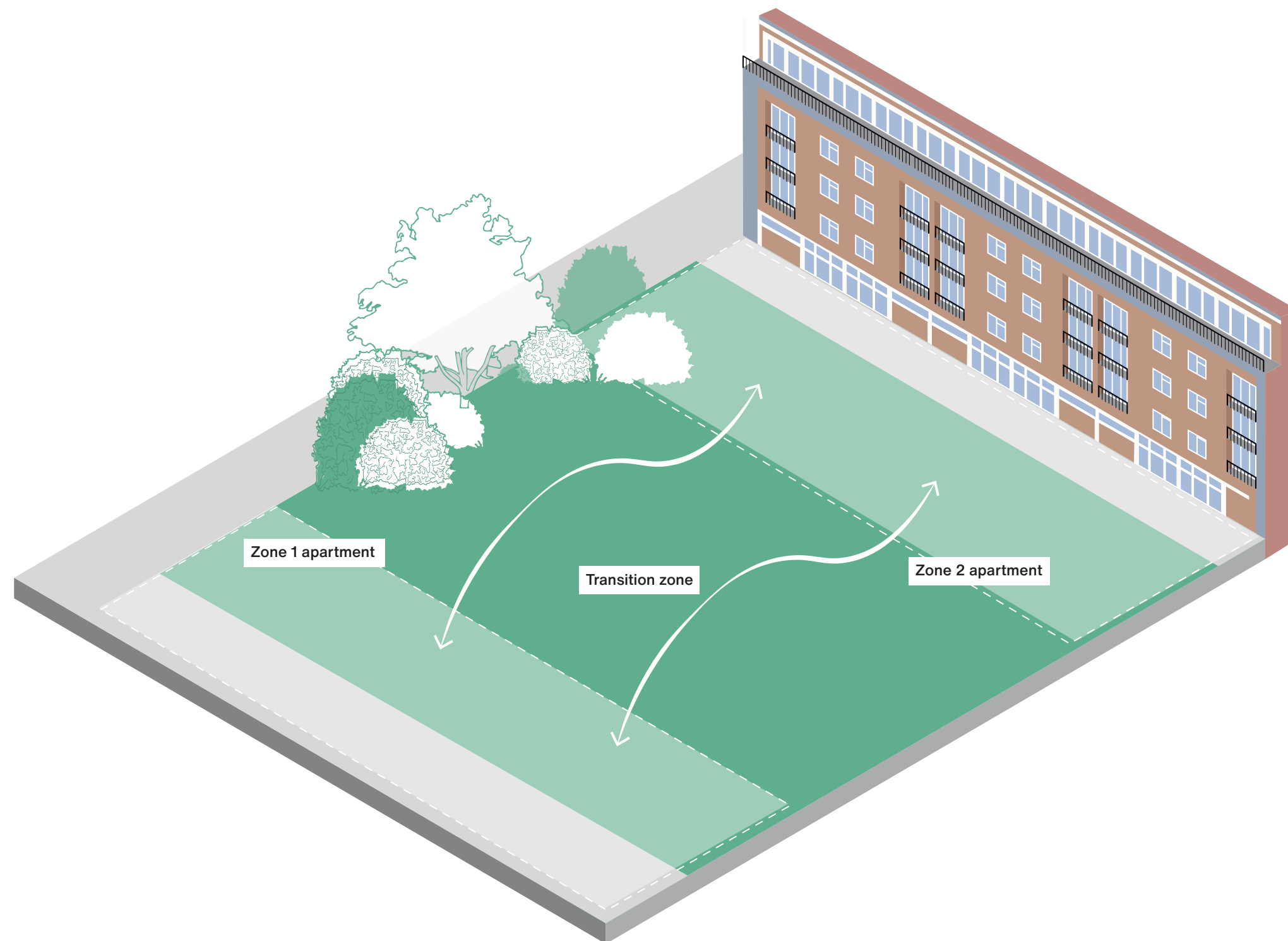
Patterns

















Clear territory

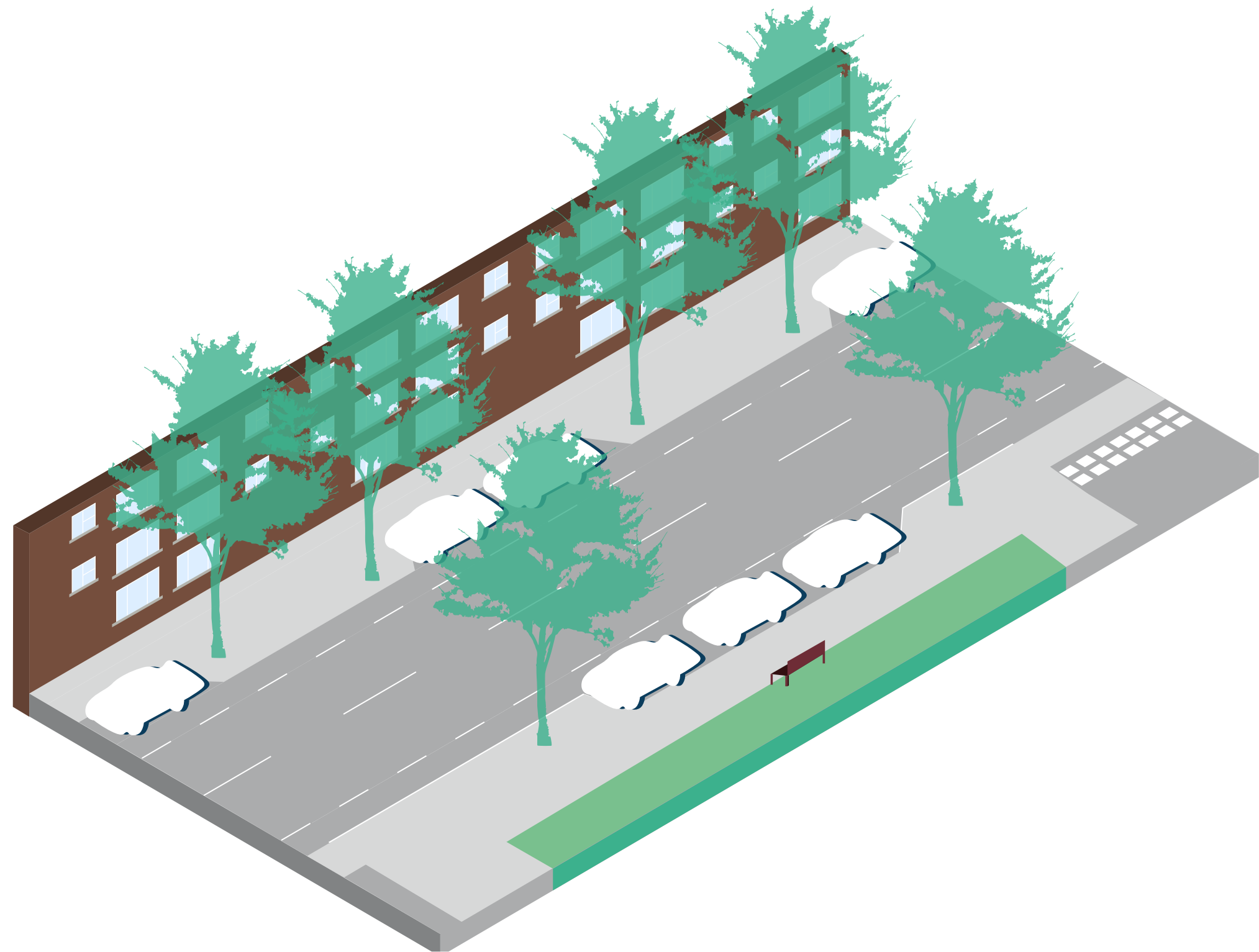
Attractive green

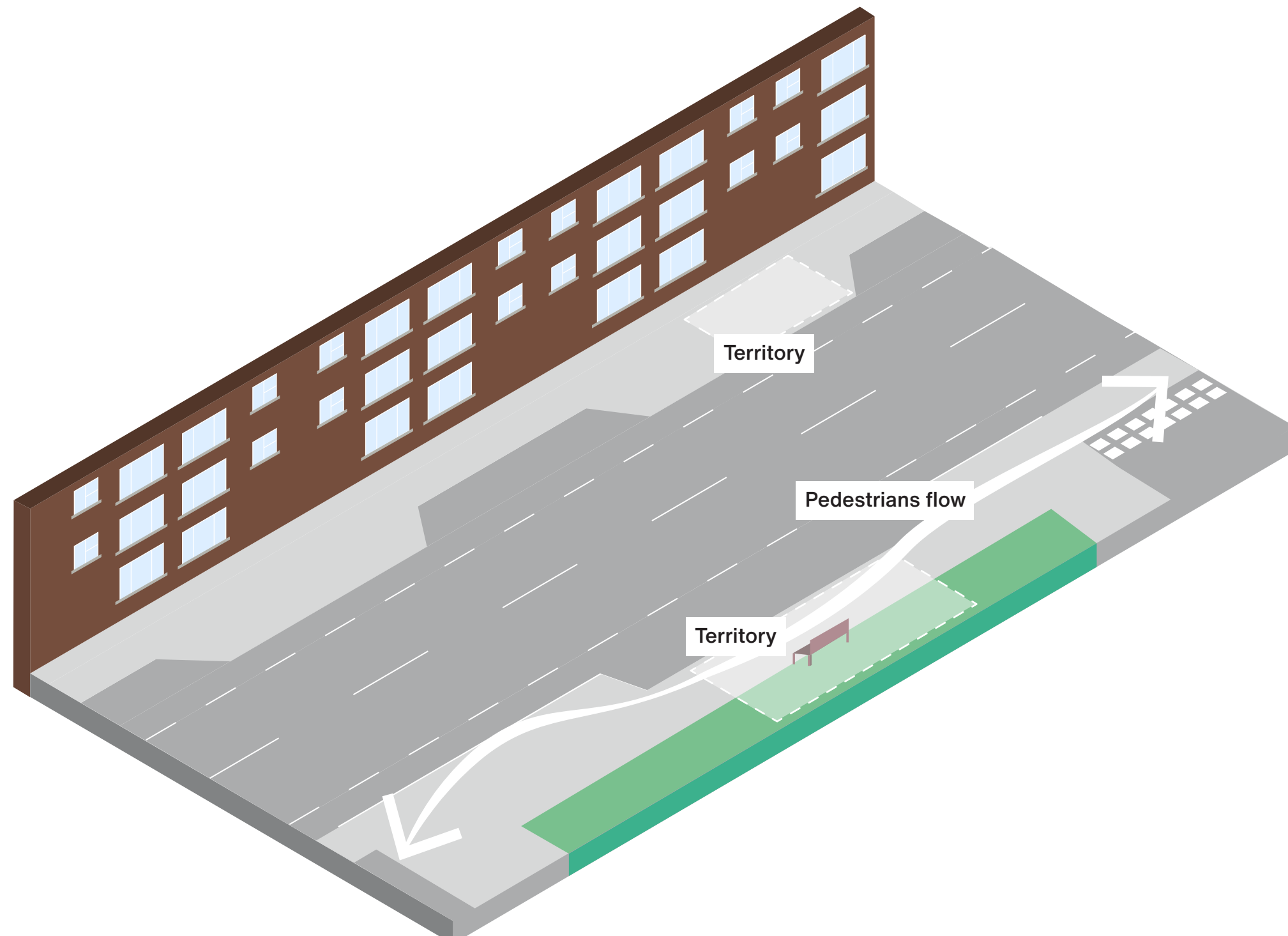
Spotless

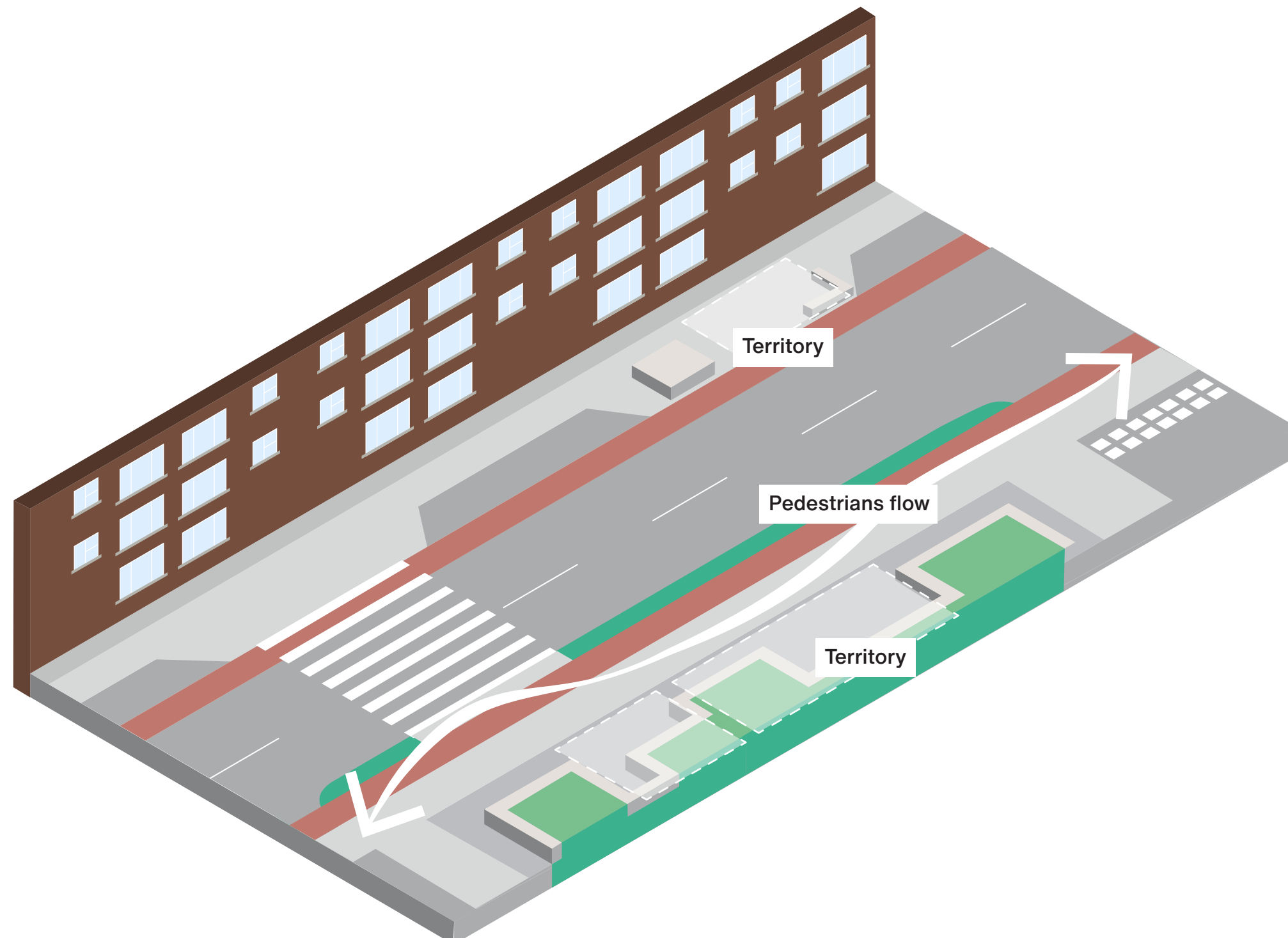
Shared identities

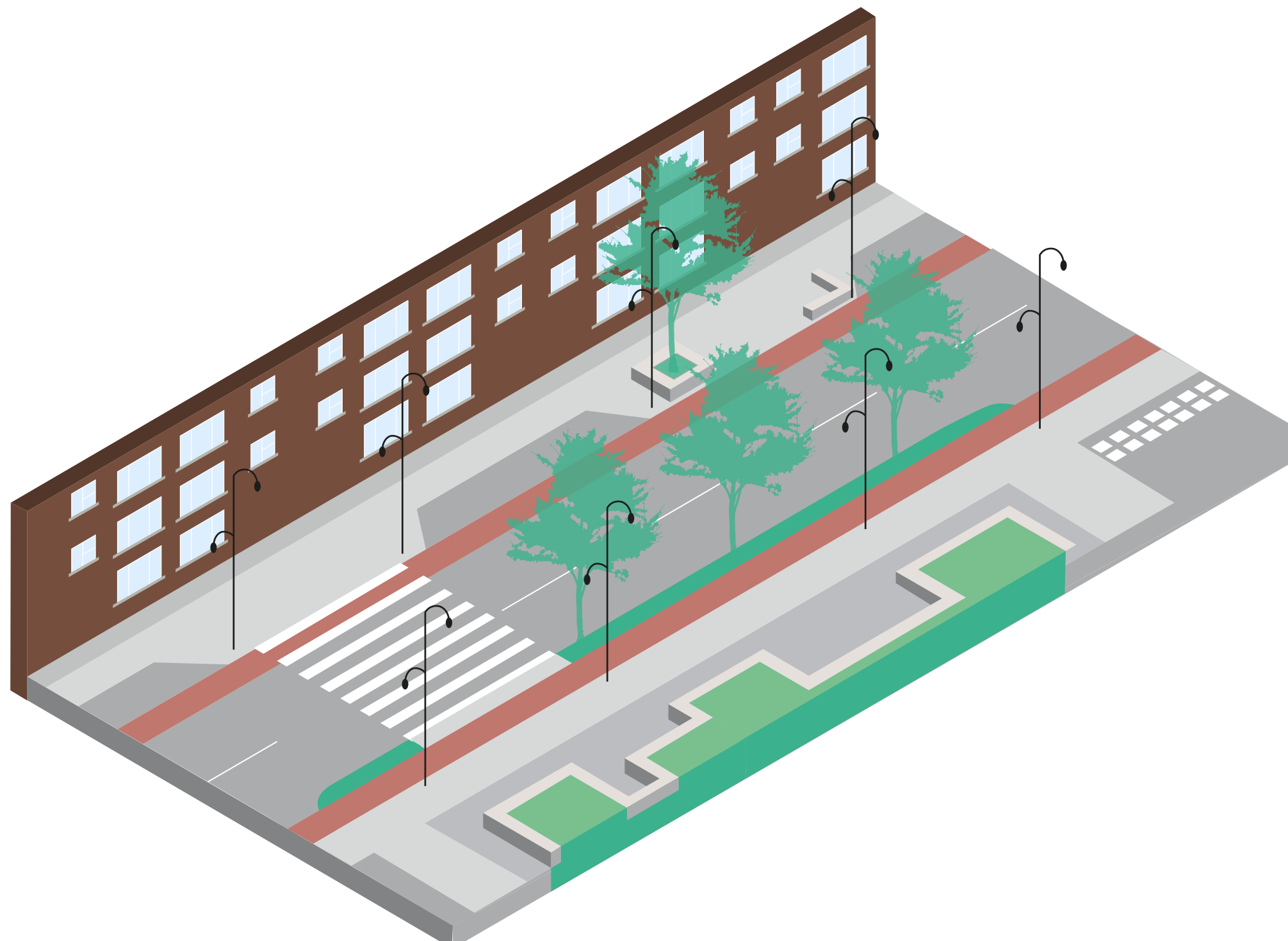
Room for ownership

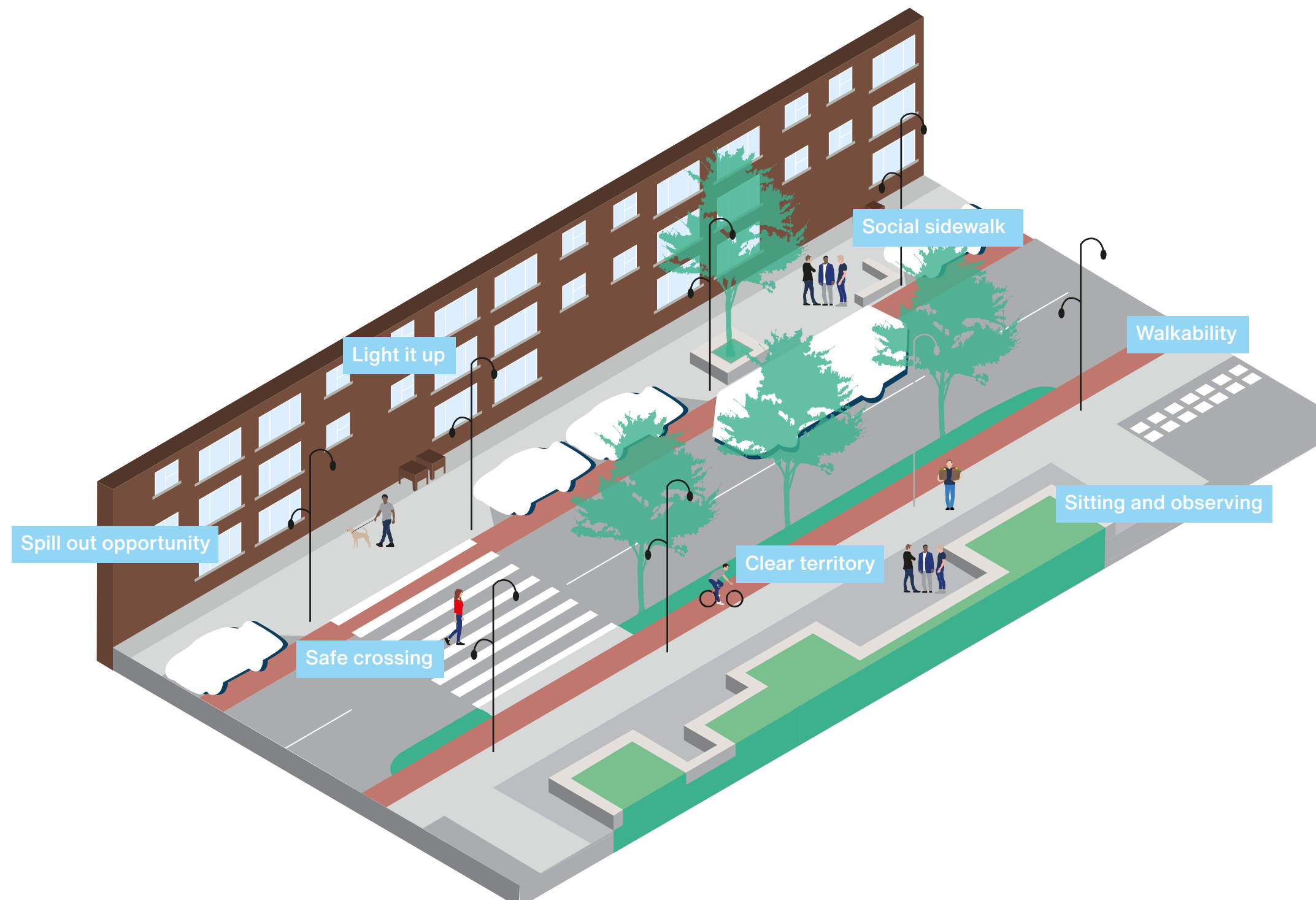






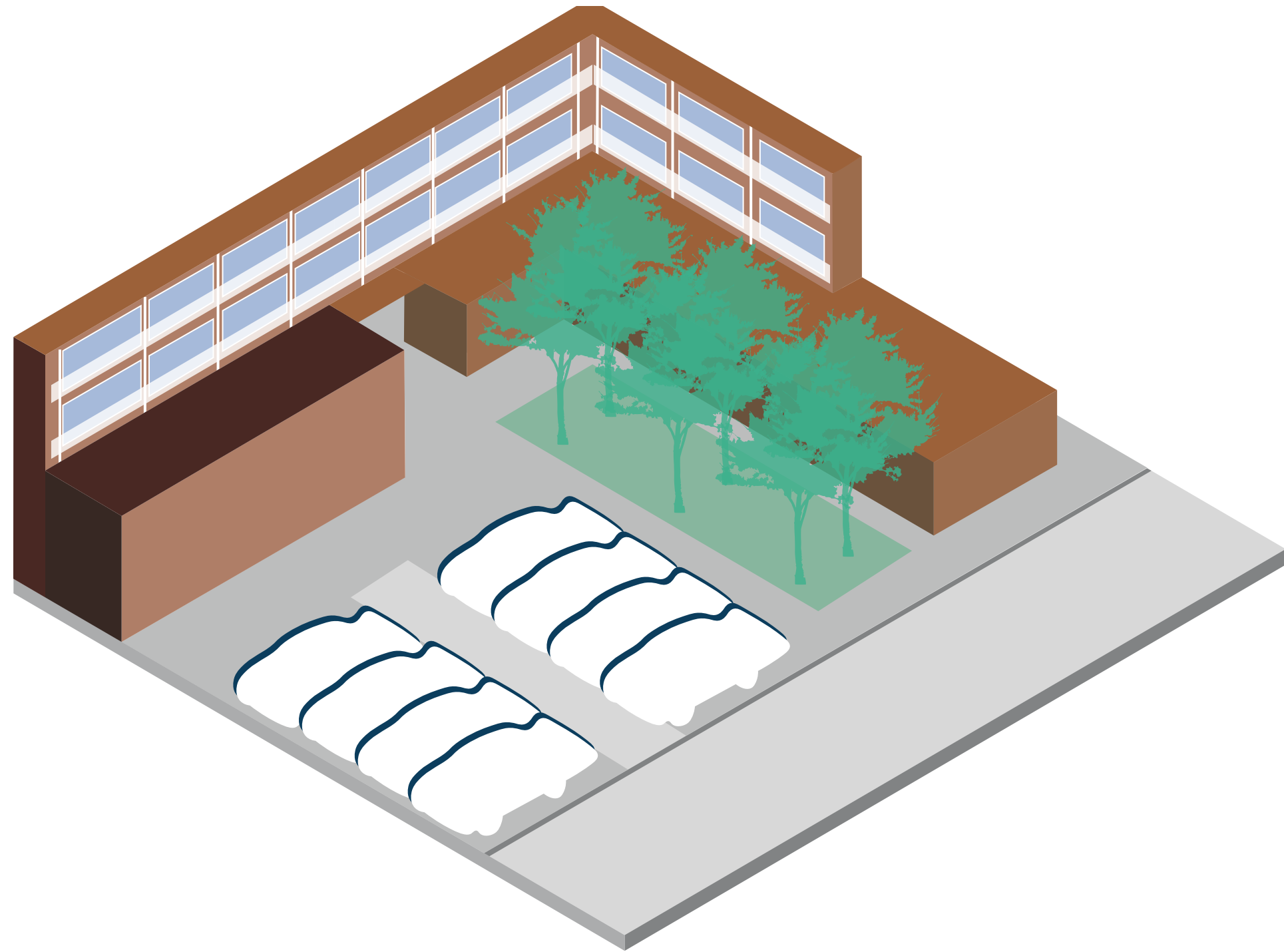


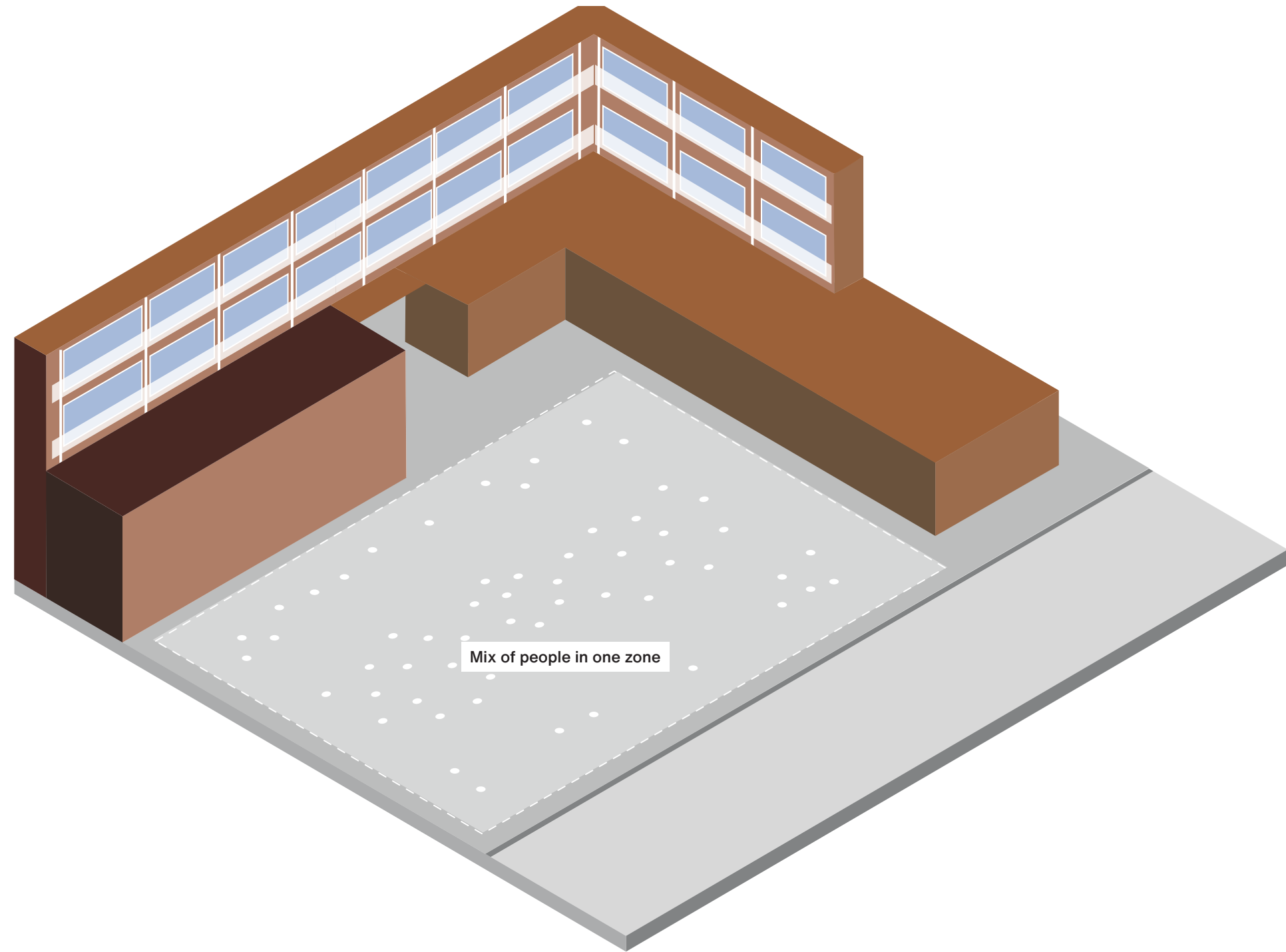


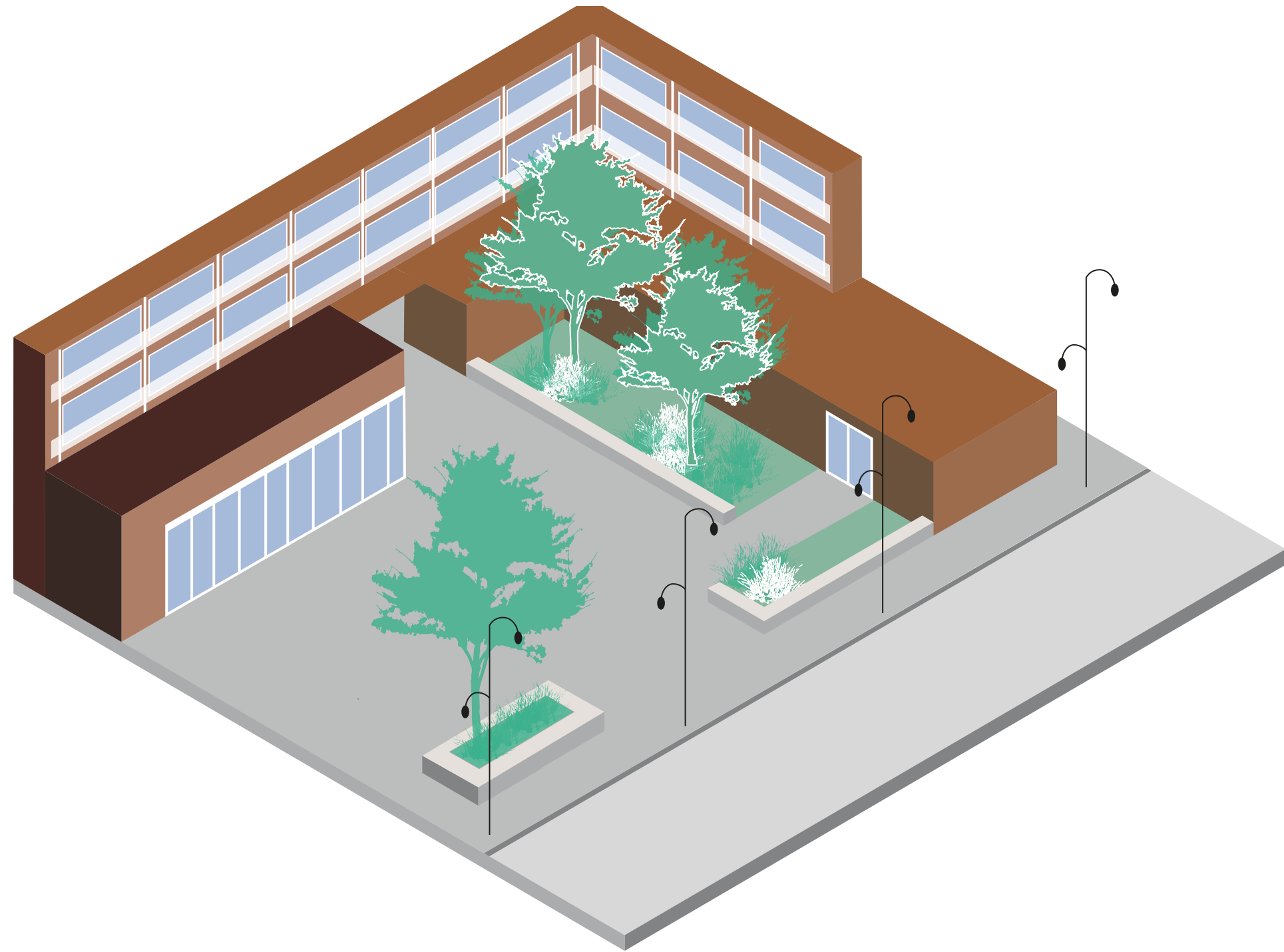


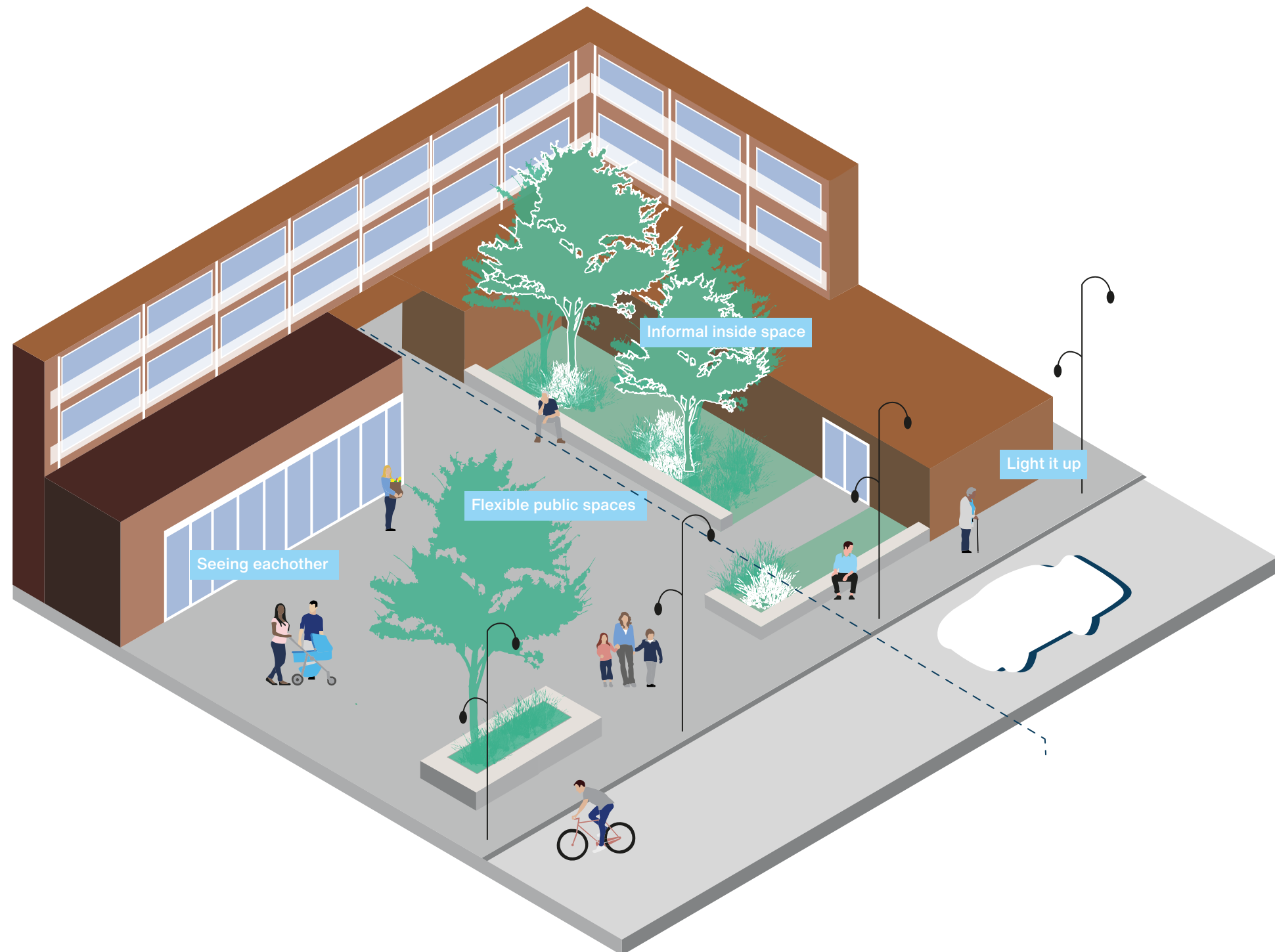












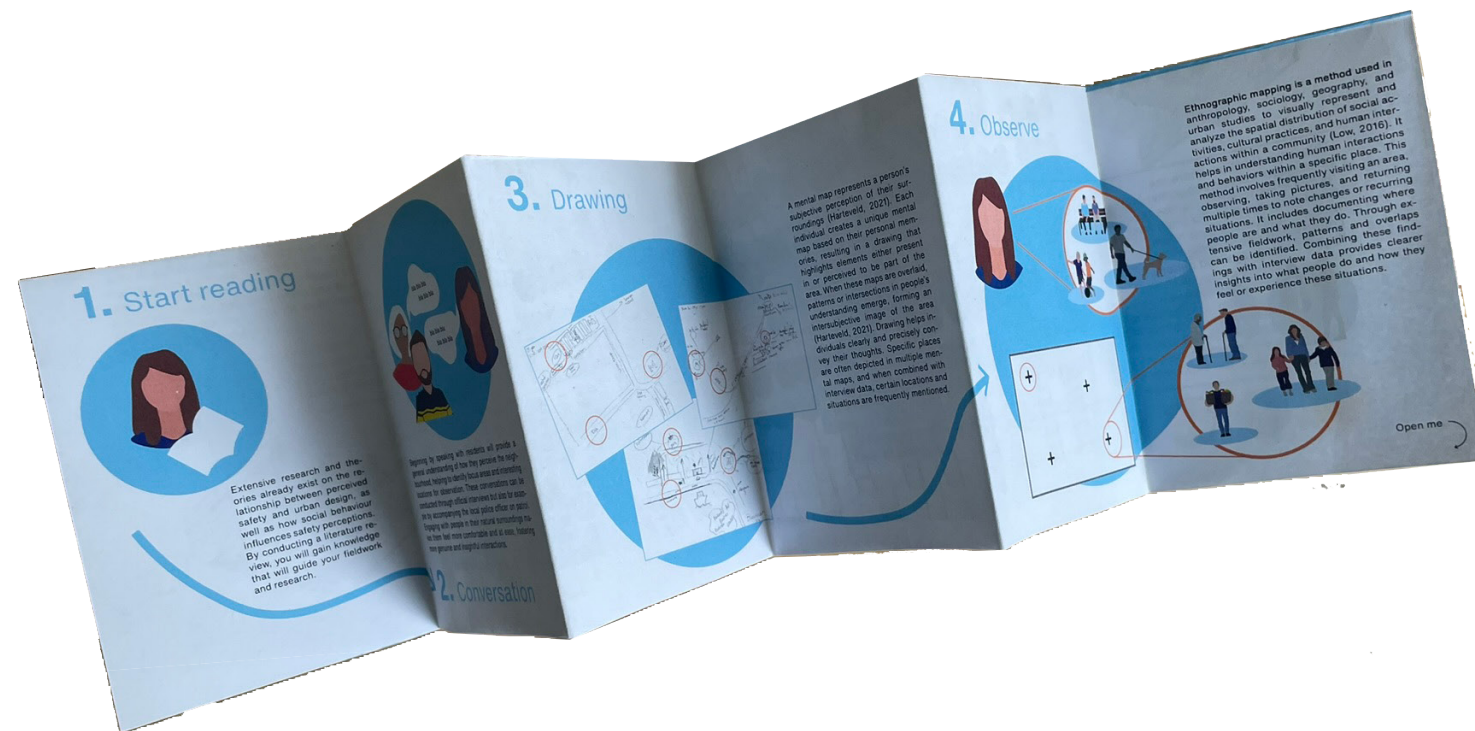




In het Westen van het Westen
tussen landen, tussen schepen
in ons eigen Mathensesse
kom je heel de wereld tegen
van herfstblaadjes tot lentebries
van winterweer tot zomerzon
steeds beweging, altijd iets
terwijl tijd het nooit van ruimte won
op de rand van waar de stad stopt
dichtbij lijkt van een afstand ver
waar in stadse rust het hart klopt
bus 38 brengt je er
stukje Rotterdam van velen
verscholen onderaan de dijk
in alle talen die we spreken
houden wij van deze wijk.

- Derek Otte





Want to know more? Take me with you!

