Planning for the Post-Modern City:

Cognitive Mapping as a Participatory Design Methodology
“Right to the City” – Henri Lefebvre

- The enfranchisement of citizens to participate in the use and production of urban space
- To appropriate the city – a right to full involvement in urban life

The Post-Modern City

- How to achieve a “Right to the City” for all?
- Modernist planning paradigms decontextualize and oversimplify complex human realities
- Post-Modern City: diverse, multiplicit, contextual, subjective
- Cognitive mapping a method for engaging the Post-Modern city in urban planning
Cognitive Mapping – Kevin Lynch

- Paths, Districts, Edges, Landmarks, Nodes
- Synthesizing connection between public image and visual form to guide future planning
Cognitive Mapping Applied

- Kinesthetic/visual participatory methods could uncover greater discrepancies between the human experiences of built form
- Applying mental mapping to a diverse citizenry can highlight the needs of citizens to urban resources and policies
- It can build capacity toward a “Right to the City”
Florence Ladd - Mission Hill

- Social Psychologist
- Cognitive mapping with black youth
- Uncovers how their mental images reflect subjective aspects of their lives
- Dave and Ralph
Ralph’s Map
Implication – Youth, Race and Education

- Ralph has a much wider view, and allocates his information evenly across the map, whereas Dave feels at home only in restricted area.
- These maps show how the distribution and access to educational resources can influence youth racial silos within the urban environment.
Women and fear in the City

- Michael Pacione, Urban Geographer

- Conducted cognitive mapping research to assess gender and fear in the peripheral Easterhouse estate in Glasgow, Scotland
Percent of Respondents  (Urban Geography, pg. 413)

<table>
<thead>
<tr>
<th>Locations</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks</td>
<td>7.6</td>
<td>19.7</td>
</tr>
<tr>
<td>Stigmatized neighbourhoods</td>
<td>34</td>
<td>14.9</td>
</tr>
<tr>
<td>Bridges/overpasses</td>
<td>0.0</td>
<td>11.9</td>
</tr>
<tr>
<td>Playing Fields</td>
<td>6.8</td>
<td>9.5</td>
</tr>
<tr>
<td>Schools</td>
<td>8.2</td>
<td>7.1</td>
</tr>
<tr>
<td>Peripheral Roads</td>
<td>0.0</td>
<td>20.8</td>
</tr>
<tr>
<td>Town Centre</td>
<td>43.4</td>
<td>16.1</td>
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</tbody>
</table>
Implication – Fear and Gender

- The fear maps of females tended to be more spatially discriminating.
- Information on the gendered characteristics of dangerous spaces is important as it can inform *locally sensitive fear reduction policies*.
- Such policies are a crucial prerequisite for the enhancement of *urban liveability* for both genders.
Los Angeles
Upper Class white residents
Los Angeles – Black residents of Avalon
Los Angeles – Spanish speaking minority in Boyle Heights

<table>
<thead>
<tr>
<th>INTENSITY</th>
<th>PATHS</th>
<th>DISTRICTS</th>
<th>CENTERS</th>
<th>LANDMARKS</th>
<th>EDGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>50% – 75%</td>
<td></td>
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<tr>
<td>25% – 50%</td>
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<td>Δ</td>
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<td>12% – 25%</td>
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Los Angeles through the eyes of Spanish-speaking residents in Boyle Heights
Implication – Mobility and Accessibility

- Differentiated access of citizens to urban resources along class, race/ethnic and linguistic lines
- Unequal access of mobility means unequal access to urban resources, thus reinforcing spatial inequities
- Equitable distribution of alternative public transport could yield greater mobility and access between unequal groups
Livability and “Right to the City”

- “A key issue for a liveable environment is the extent to which activity patterns are a result of individual preference or are imposed by constraints such as lack of access to a car, absence of public transport or fear of crime”, Pacione (Urban Geography, 414)
- “Right to City” - equitable access to the use of urban space
- ➔ Cognitive mapping the participatory method needed?
Planning for Liveability and the “Right to the City”
CM Participatory Design Stages

1) engage the community with cognitive mapping to elicit the different views/experiences of its members
2) aggregate these cognitive maps into a thematic composite map to model place legibility for different users
3) use the composite map in workshops to explore possible policy and design options

Do you view this as a feasible method in current planning practice, given the context of municipal resources and current approaches? How might technical innovations (i.e., open source mapping) or project collaboration (i.e., civil society, consultants) contribute to this process?