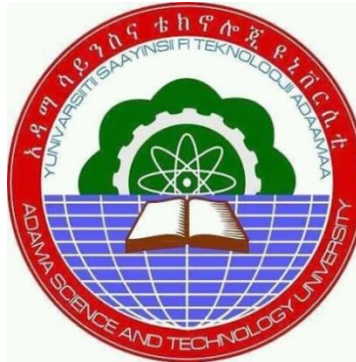


**STRUCTURAL PLAN IMPLEMENTATION IN ADDIS ABEBA,
Integration of urban planning and Design
In the case of Nifas Silk Lafto Sub City.**

Mikias Sisay Hailu



**A Thesis Submitted to
The Department of Architecture
School of Civil Engineering and Architecture**

**Presented in Partial Fulfillment of the Requirement for the Degree of Master's in
Urban Planning and Design.**

**Office of Graduate Studies
Adama Science and Technology University**

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APPROVAL OF BOARD OF EXAMINERS

We, the undersigned, members of the Board of Examiners of the final open defense by Mikias Sisay Hailu have read and evaluated his thesis entitled Structural Plan Implementation In Addis Abeba, Integration of urban planning and Design In the case of N/S/L/S/C/. And examined the candidate. This is, therefore, to certify that the thesis has been accepted in partial fulfillment of the requirement of the Degree of urban Planning and Design.

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Declaration

Hereby assert that this thesis entitled “THE STUDY OF URBAN PLANING AND DESIGN INTEGRATION WITH RESPECT TO ST PLAN IMPLIMENTATION” is my own original work that has not been presented for a degree in any other university and that all sources of material have dully acknowledged.

Declared by;

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Date; July , 2020

This MSc Thesis has been submitted for examination with my approval as a thesis advisor.

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Statement of Approval

This is to certify that Mr. Mikias Sisay Hailu has completed a thesis entitled “THE STUDY OF URBAN PLANING AND DESIGN INTEGRATION WITH RESPECT TO ST PLAN IMPLIMENTATION” with my advice and follow up. I also approve that his work is appropriate enough to be submitted as a partial fulfillment of the degree in Masters of Urban Planning and Design.

Declared by;

Daniel Lirebo (PhD)

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Signature

July , 2020

Date

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July 2020

Adama

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ACRONYMS

NSLSC	Nifas Silk Lafto Sub City
SDF	Spatial Development Framework
STP	Structural Plan
UPD	Urban Planning and Design
LTCCP	Long Term Council Community Plan
CPTED	Crime Prevention Though Environment Design
IIDCPCB	Integrated Infrastructure Development and Construction Permit and Control Bureau
AAPDCC	Addis Abeba Plan and Development Commission Commissioner
MUDH	Ministry of Urban Development and Housing

Abstract

The thesis was prepared to study the implementation of structure plan with respect to urban planning and design integration with characteristics of ST plan implementation to figure out the major factor which affect its implementation and its causes and come up with the basic concept of urban planning and design solution. And this issue is the main concern of the society to get all the benefits from the integration of urban planning and design. The research had applied explanatory research design with qualitative method that had been used to explain the relationship among different variables under the study. And form the qualitatively and quantitatively analyzed data; the major findings of the specific objectives were answered. All in one the major factor which affects the integration of urban planning and design were lack of strong implementation strategies and ethics. The study area needs improvisation depending on the characteristics and the factor it affects. So, N/S/L sub city IIDCPCB should took various measurements and improve all the defects though a lot of investigation and addressed the communities want by further working on the integration of urban planning and design implementation characteristic and formulate a heavy-duty implementation strategies and ethics based on a strong rule and regulation.

Key words; Implementation, integration, structural plan, urban planning and urban design,

CHAPTER ONE

1. INTRODUCTION

A Structure Plan is a long term (ten to fifteen years) statutory framework used to guide the development or redevelopment of land. It is used to define; future development and land use patterns. The land use proposals included in the Structure Plan are based on meeting the strategic objectives and sector policies included in the Spatial Development Framework (SDF) for the district or sub-regional area. The implementation of structural plan is very essential in the urban areas, where more land use codes comes together in inner city or a given neighborhood to meet individual and group interest of the common activities. The concept of urban planning and design integration has many impacts on the society in the case of implementation of structure plan by taking some points in to consideration which are, focusing policies and strategic plan before planning and during implementation. And the lack of integrated urban planning and design in the study area motivated the researcher based on the well experience and information about the study area.

The study area (N/S/L/S/C) is one of the 10 sub cities of Addis Ababa, the capital of Ethiopia. As of 2011 its population was of 335,740 and area of 68.30 km² (26.37 sq mi). The geographic area located in the southwestern suburb of the city. It borders with the districts of Kolfe Keranio, Lideta, Kirkos and Bole and Akaky Kaliti and the Coordinate of 8°57'41.76"N 38°43'39'E. (Nifas-Silk-Lafto-Archive, 2018)

The choice of the research focus was informed by the confusion of the integration of urban planning and design in the given site, and the thrust of this research was premised on the fact that all sub city need to integrate their planning with its design.

1.1 Background

Many planner and designer had misunderstood the real purpose and advantage of integration during implementation, whereas the consideration for its needs should not be divorced from thoughtfulness for welfare and various needs.

As many literatures and thesis were focused on the real challenges of this issue related to the integration of planning and design, varies consideration taking an account, such us; the need,

principles and aspects of urban design during structural plan implementation. Having it in mind the basic question is “who are the urban designer?” Barnet (as cited in Matthew, Tim, Taner & Steve, 2003). All the principles and aspects of urban design have play great role in the integration of urban planning and design when the structural plan implement.

Development of an integrated approach to planning is based on the integrated planning process and urban phenomena (Milojevic, 2018). And the method of urban planning and design for sustainable development concerns the environment, social & economic factors for the process of shaping the physical setting for life. (Fareea & Angeoletta, 2016)

Implementation of structure plan has a great link to planning and designing. So, standards were the most crucial thing for implement good urban design with respect to integration of planning. (Holmes, 2003)

The basic three standards categorized as in the outside room that everyone experience, enclosed public space and material and street furniture (Holmes, 2003).

1.2 Problem statement

Lack of structural plan implementation was the major problem of the whole city, and in N/S/L/S/C/ the problem was visible in various ways of integrated urban planning and design concepts, such as the pedestrian roads were blocked by trees, the way provide for blind peoples were also blocked by various substance such as garbage disposal baskets, bus terminal shades. Absence of design concept while planning process and it lead the community to face many challenges. Such as, decreasing risk management, walkability, utilization of spaces for different activities, transportation and land use allocation depending on the outcome design solution. Evidently, most of the challenges observed have their attendant consequences and outright conversion to unplanned uses. All the advantage and benefit would be addressed from the integration of urban planning and design during structural plan implementation.

Based on many literatures, all the materials were magnifying only about structural plan implementation apart from urban planning or urban design integration. They hadn't crated the link to integrate each other. But in many developed countries those completions play a great role enhancing its implementation with respect to urban planning and design integration. And emphasized only about the plan preparation not the design integration and they didn't consider

planning strategies suited to its design which vary from place to place, country to country with respect to topographic features, conceptual development and skilled human power (planner and designer). And study the planning and design integration as one subject according to the standard of the planning guided to the design practices on the study area makes this study unique.

1.3 Objective

1.3.1 General Objective

- ✓ To study the implementation of structural plan with respect to the integration of urban planning and design in NSLSC, Addis Abeba.

1.3.2 Specific Objectives

- ✓ To identify the characteristics of structural plan operation of urban planning and design integration in NSLSC.
- ✓ To identify the major factors affecting the integration of urban planning and design during implementation.
- ✓ To identify the cause of urban planning and design integration during implementation, and come up with the integration of planning and design solution.

1.4 Research Question

The following few research questions which aligned with the research objectives were addressed in this study.

- What was the characteristics of structural plan application regard to integration of urban planning and design in N/S/L/S/C/.
- What was the most common factor affecting the integration of urban planning and design during implementation of structural plan and its effective treatment strategies?
- What was the cause of urban planning and design integration during implementation and come up with the preferable design solution?

1.5 Significance

The study would provide information on the implementation of structural plan at N/S/L/S/C/, Addis Abeba city, which was good to emphasize the integration of planning and its design during implementation. It used to identify the most common factors affecting the progress of planning and designing with respect to implementation, integration and their effective treatment strategies. It gives introduction of the communication of planning and designing with in a community with respect to land use and it will give information for other researcher.

This research is set to study implementation of structural plan with respect to the integration of urban planning and urban design, and the intention is to investigate good integration planning and design through emphasize design oriented planning progress, overview there interrelations and implementations.

1.6 Scope

Under implementation of structural plan, the field of urban planning and urban design integration was quite wide due to its many connected branches or related fields of study that were relevant to the built environment.

The focus of this research was to explore the overarching question of re-focusing integration in order to effectively deal with its need and poor sedentary lifestyle of urban populace.

Therefore, on the basis of local need, existing potentials and capacity for further development, the research had exerted adequate effort to focus on beneficial structural plan implementation with respect to the integration of urban planning and design.

The researcher specially focused in N/S/L/S/C/ to study the integration of urban planning and design during structural plan implementation. Because of the real and well informed experience of the researcher and personal interest. And the study area covered an area of 68.30 km² (26.37 sq mi).

1.7 Operational Definition

Implementation;

The process of putting a decision or plan into effect; execution and it is the action that must follow any preliminary thinking in order for something to actually happen (Talen, 1996).

Integration;

The action or process of integrating on the other hand it is the act of bringing together smaller components into a single system that functions as one (Milojevic, 2018).

Structural plan;

A structure plan is a highly regarded and long established planning tool that sets out a vision for the future development of a municipality or locality over the next 10-20 years.

Urban Planning;

Rodiek (as cited in Fareea, S. & Angioletta, V., 2016). simplest definition of urban planning is that it is the organization of all elements of a city/town planning or other urban environment, using different tools (land use plan, the operational plan or strategic plan, structural plan all are the parts of urban planning),

Urban Design;

Jon Lang (as cited in Fareea, S. & Angioletta, V., 2016) is the process of shaping the physical setting for life to deal with the three dimensional space in cities, towns and villages, and its objective relies in accordance with the vision of the future that they represent.

CHAPTER TWO

2 LITERATURE REVIEW

2.1 Introduction

Structural plan is a binding technical document and it is institutional and policy framework. In most parts of the city implementation of structural plan has a real problem, and in this study, the major concern is led to investigate all about planning and design integration especially during implementation.

This chapter focused on literature review and the major theoretical concepts or models that were useful to the study. The theoretical understanding of this research had been harnessed through many studies of previous works in this area of investigation. Literature on structural plan, land use planning and urban space design and integration while SP implementation has equally complemented the much needed assistance to bring about a good delivery of the research goal.

2.2 Implementation of the Structure Plan

Plan implementation should be linked to plan preparation. The involvement of stakeholders, (whether implementing departments of Central Government or District Assemblies, or the private sector), serves the purpose of ensuring that the plan reflects those needs and also that the stakeholders are aware of their obligation to invest in the realization of the plan. The key stakeholders need to develop their own implementation strategies, financing concepts and process controlling systems.

Implementation requires mechanisms to link plans to public and private budgeting. As the public sector is less frequently directly involved in development of the parcels of land, public investment is used to stimulate private sector investment with respect to integration of planning and design.

A Financial Plan will be prepared for implementation as part of the Structure Plan by considering urban planning and design integration, which will consider the capital costs, the operations and management costs.

.

2.3 What makes plan implementation successful?

The implementation of plans has been ignored for decades in the field of planning. Since the mid-1990s planning scholars have given considerable attention to defining the characteristics of plan quality and to evaluating the effects of plan-making practices on plan quality. However, few investigations have focused on the influence of the plan and the implementation practices that bring about action on the issues raised by plans. This critical view of the implementation gap has been criticized by scholars in the United Kingdom, New Zealand, and the United States. In a penetrating review of prior investigations of local plan implementation, (Talen, 1996) concluded,

Several authors have developed definitions of plan implementation success. (Talen, 1996) makes a case for the importance of assessing plan implementation on the basis of whether the objectives included in the plan are achieved.

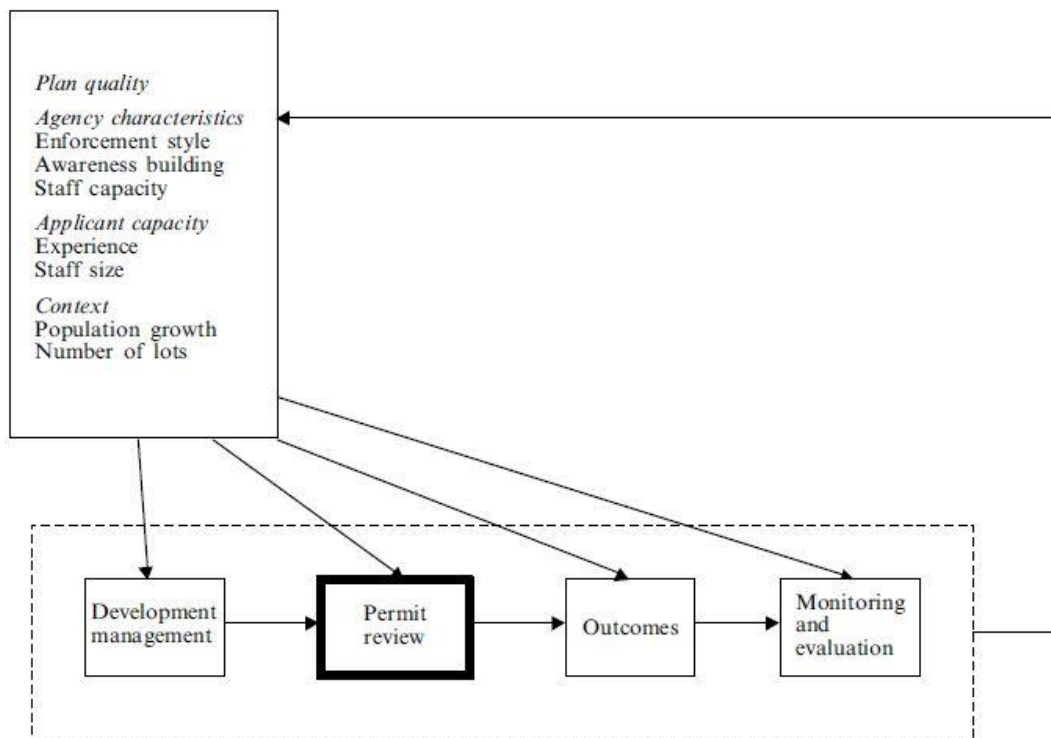


Figure 2.3: Phases of implementation and factors that influence action on the issues raised by plans.

Source: Talen, (1996)

2.4 Urban Planning and Urban design

Urban planning is a technical and political process concerned with the development and design of land use and the built environment, including air, water, and the infrastructure passing into and out of urban areas, such as transportation, communications, and distribution networks. Urban planning deals with physical layout of human settlements. The primary concern is the public welfare, which includes considerations of efficiency, sanitation, protection and use of the environment (Nigel, 1998).

Urban planning is concerned with conceptual, scientific, and design approaches of land use Planning. And strategy plan is a policy document that describes in words and images a vision for developing a neighborhood, town, city or region. Operational plan is the implementation planning system purpose and general statement of program actions regarding ordinances, planning process and plan or implementation revisions and changes. (Fareea & Angioletta , 2016)

Urban design, Jon Lang(as cited in Fareea, S. & Angioletta, V., 2016) is the process of shaping the physical setting for life to deal with the three dimensional space in cities, towns and villages, and its objective relies in accordance with the vision of the future that they represent. Urban design involves coordinated and self-conscious actions in designing new cities and other human settlements or redesigning existing ones and/or their precincts in response to the needs of their inhabitants.

Urban design is related to urban planning, but it focuses more on the physical design of places and deals the more fine-tuned scale and more detail design approaches. (Fareea & Angioletta , 2016)

Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns and cities (Great Britain Dept. of the Environment, 2000).

2.5 Key aspects of Urban design

Places for People For places to be well-used and well-loved, they must be safe, comfortable, varied and attractive. Enrich the Existing New development should enrich the qualities of existing urban places. Make Connections Places need to be easy to get to and be integrated physically and visually with their surroundings. Work with the Landscape Places that strike a balance between the natural and man-made environment and utilize each site's intrinsic resources. Mix Uses and Forms Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and social groups. Manage the Investment For projects to be developable and well cared for they must be economically viable, well managed and maintained. Design for Change New development needs to be flexible enough to respond to future changes in use, lifestyle and demography (Davies, n.d).

2.6 Development of an integrated approach to planning

Theories of integrated planning are based on the integrated nature of the planning process and urban phenomena. Urban planning can be described as a technical and socio-political process concerned with the welfare of people, control of the use of land, design of the urban environment, and the protection and enhancement of the natural environment planning activities (Milojevic, 2018).

All over the world there is increasing demand from all sides for more local involvement in the planning and management of the environment. He argues that it is widely recognized that this is the only way that people will get the surroundings they want, and if they do get it they will know how to sustain it (Henry Sanoff , 1999).

The integration of urban planning and design have the great role in urbanism specially Integral Urbanism which “is an ambitious and forward-looking theory of urbanism that offers a new model of urban life.” (Ellin, 2006).

2.7 Methods of Urban design

Urban projects methods is a way that it guide a project – how to deal. When a project start the methods has guide a designer how to start a project, how to fix a goal, analysis and develop concepts for a particular project. The next step of planner is to draw the project, evaluate the drawing and talk with client. Sometimes conflict in designer with client, design with budget, people interest, political situations, etc. May be the plan was change in future, but the planner had carry on the project in that way. (Fareea & Angioletta , 2016)

The designer is set to work under controlled conditions and is recorded usually using multiple media. The drawn outputs of the designer are kept and catalogued. Verbal outputs are usually created either by using teams of designers who naturally talk to each other, or by asking an individual designer to ‘think aloud’ while working. (Bryan, 2004)

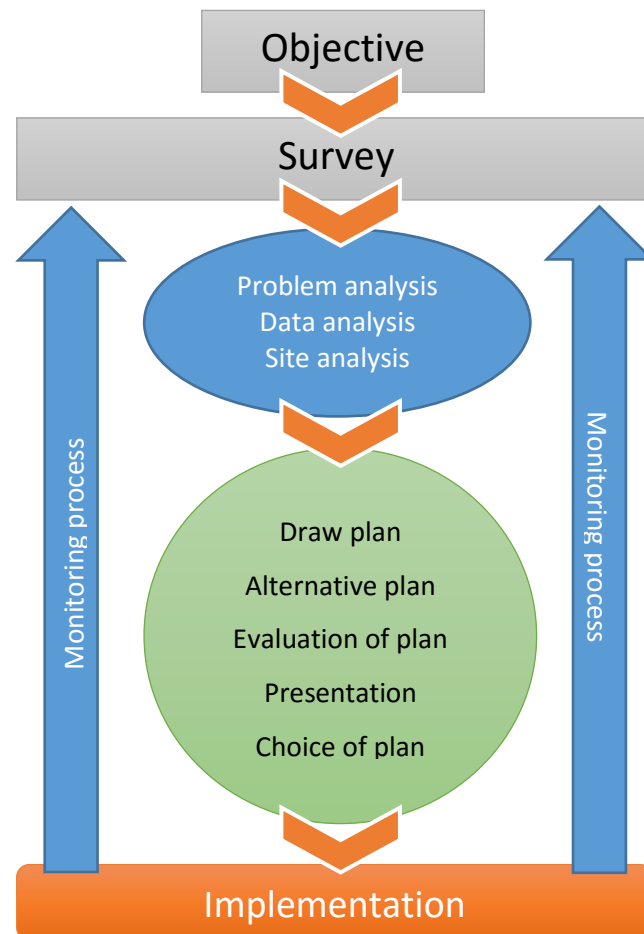


Figure 2.7: Proposed design method.

Source: Fareea & Angioletta, (2016).

2.8 Standards of good urban design with respect to integration of planning

The outside room that everyone experiences, determine the appropriate balance between pedestrian and vehicular traffic, public spaces should provide a focus for pedestrian routes which should be accessible, safe and comfortable, Public spaces should have varied activities to attract people. (Holmes, 2003)

Enclose public spaces, provide a welcoming space that contains activity and safety and acknowledges its local circumstances, continue or create a strong building line that addresses public spaces. where setbacks occur from the building line ensure that useable space is created. always define enclosures. (Holmes, 2003)

Materials and street furniture keep the design of street and footway simple and use appropriate materials to fit local character, remove superfluous street signs and keep new signs to a minimum, use street furniture to help create and delineate the public realm (Holmes, 2003)

Generally, city planning and rebuilding with its design has the following emphasize contents. Such as; the uses of sidewalks safety the uses of filed walks contact, the uses of sidewalks: assimilating children, the uses of neighborhood parks, the uses of city neighborhoods. (Jacobs, 1961)

Therefor this integration come up with a fruit full advantage on the value of well-designed and people-friendly places as it is well recognized. (Chapman, 2011).

2.9 Case Study / International / Hamilton City

2.9.1 Introduction

The Hamilton City Council Long Term Council Community Plan (LTCCP), prepared in 2006, envisages: An urban environment with a strong and unique sense of place, where interaction of people is supported by an urban fabric of places, spaces and buildings that capture a sense of vibrancy, community and safety at a truly people scale. With its population growing, Hamilton City Council (the Council) wanted to capture the community's urban design aspirations and provide positive strategic planning on how the city would grow and develop.

The purpose of selection of this Hamilton City was the guided case towards a sustainable, quality urban environment by city scope. It achieves by providing a strategic and visionary urban design

framework that informs and shapes all aspects of the Council and community's decision-making processes. Hamilton City Council (2005).



Figure 2.9.1: Attractive destination for night time

Source: Hamilton City Council (2005)



Figure 2.9.2: How a city looks and feels is
a crucial part of its identity

Source: Hamilton City Council (2005)

2.9.2 The City Scope process

Between February and June 2005, the Council initiated a series of urban design presentations and workshops involving key stakeholder groups (developers, planners, surveyors, engineers and architects).

In August 2005, the Council established a CityScope working party. This included representatives from senior management at the Council. The working party's role was to develop a strategic framework of quality urban design initiatives and an implementation program that would see CityScope initiatives expressed in all council activities.

The CityScope working party drew on the Ministry for the Environment's The Value of Urban Design report that showed the benefits of quality urban design and the costs of poor design.

2.9.3 CityScope – a description

CityScope links urban design initiatives and civic leadership with a framework for future development of the built environment.



Figure 2.9.3: Vista design quality element.



Figure 2.9.4: Vista sense of building design element.

Source: Hamilton City Council (2005)

Source: Hamilton City Council (2005)

The six Ps . such as Principles, a visionary and strategic approach to city design. The principles fall into three areas: Distinctively Hamilton vision, design-led planning and international best practice. People, enabling others to act. Place, inspiring a shared vision. Process, challenging the process. Promotion, encouraging the heart. Projects: modeling the way.

Increased urban design capacity

The Council recognized that building internal and external capacity was an essential element in the successful implementation of CityScope. Initiatives included urban design training for staff and external consultants, recruitment of urban design specialists, and establishing a staff forum to exchange opinions, ideas and experiences on urban design matters. Hamilton C. C. (2005).



Figure 2.9.8: Vista access design element
Source: Hamilton City Council (2006)



Figure 2.9.9: Vista sense of place design element

2.9.4 Evaluation of urban design principles

Context

Through the CityScope programs, the Council is seeking to ensure that future developments fit in better with a new Hamilton context. These programs include provision of design guidance, establishing pre-application resource consent meetings and reviewing the district plan.

Character

Through CityScope, the Council has established characteristics that it believes reflect a distinctively Hamilton vision. These characteristics include recognition of the Waikato River as a key city icon, Hamilton as home to 25 percent of New Zealand's research scientists, the emergence of the central business district as a vibrant city heart.

Choice

CityScope contains a number of program and projects that will increase choice in the urban environment. Other initiatives include the development of concept plans for a neighborhood

center and town center within the structure plan growth areas. These plans consider public transport, and cycle and pedestrian networks, which provide choices in travel options.

Creativity

CityScope is supportive of innovative and imaginative solutions that will build a city known internationally for its unique design, stunning architecture, exciting public spaces and all-round functionality. Projects include work on growth areas, public open space, circulation, art and culture, city revitalization and city lighting.

Collaboration

CityScope has been developed through collaboration between the Hamilton City Council, the community, key stakeholders and professional institutes. The pre-application resource consent meetings and establishment of the Urban Design Advisory Panel are all part of the collaborative process. Hamilton City Council (2007).

2.9.5 Lessons learnt

External facilitation

The Council used an external facilitator and the services of Chow:Hill Architects, Boffa Miskell, MWH and Connell Wagner to develop the SMART Subdivision demonstration project. With this approach, the Council was able to turn a collection of ideas and the CityScope strategic approach into a concept plan for a real subdivision project.

Alignment of policies and plans

The aim is to align Hamilton's district plan with the principles, aspirations and aims of CityScope and the Vista design guide. Structure plans have been notified for the growth areas of Rototuna and Peacocke before they are made available for urban development. These structure plans illustrate the likely extent of future infrastructure provision within a growth area.

Organizational processes

Council processes need to support the strategic approach of CityScope. Initiatives used in Hamilton include:

Pre-application resource consent meetings – these are key way to influence the quality of development being proposed bringing in outside expertise to run workshops and forums to raise internal capability, enabling staff to support the implementation of CityScope , building capacity within the Council by recruiting staff from varied backgrounds who have experience in, or knowledge of, sustainable urban design and development.

2.9.6 Conclusion

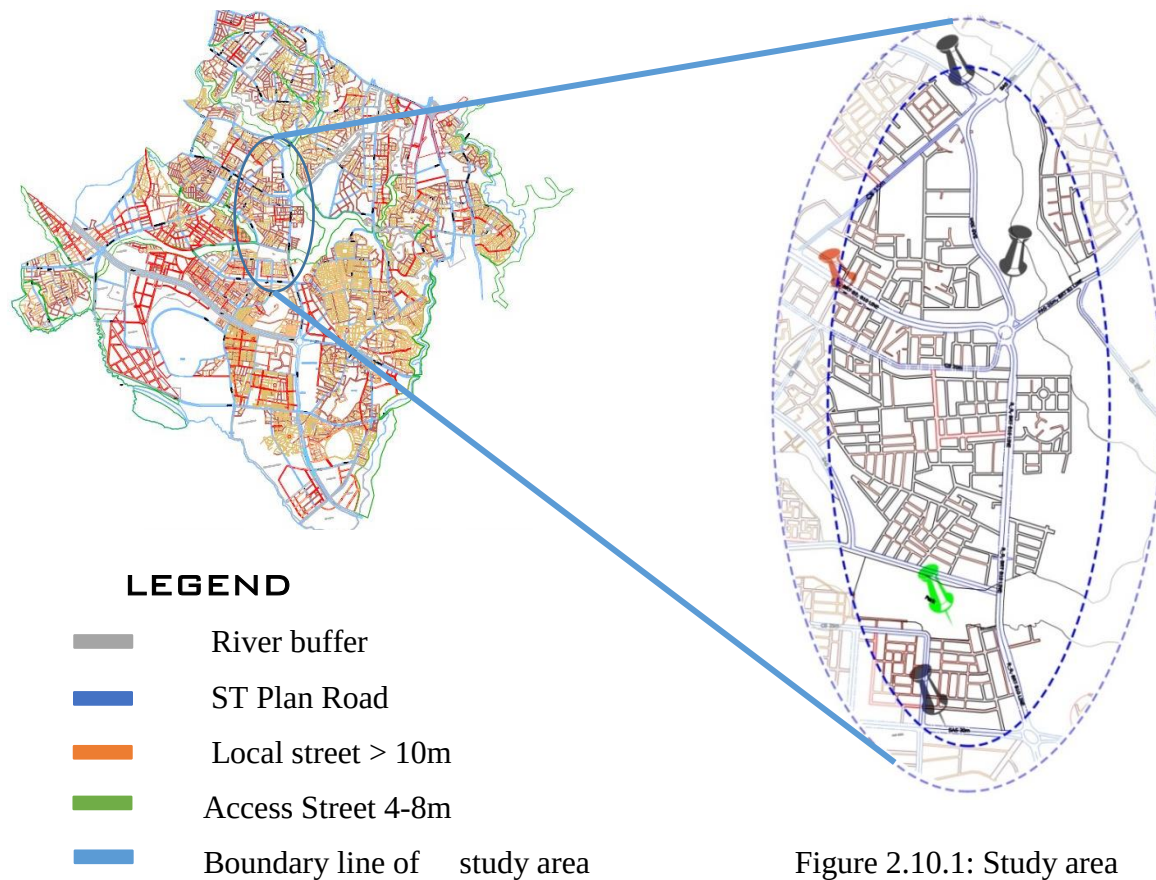
CityScope sets a strategic framework and visionary approach for urban design in Hamilton. To enable its implementation, the Council recognized the need to change past design and development practices. This required strong leadership and the support and buy-in of stakeholders, including the Council, community and development industry. Through its program of new tools and resources, the Council has been able to raise both internal and external awareness of the benefits of quality urban design and, as a result, is seeing positive urban development changes.

2.10 Case Study / Local / N/S/L sub city

2.10.1 Introduction

This case study, unlike the others study those targeted only one specific small area, does not analyses a development project. Instead it illustrates the application of character analysis techniques to establish integrated urban planning and design. The study was initiated to assess the form and character of N/S/L Sub city specially Woreda 02 that contain about 10,000 dwellings spread over 666.13ha. The results of the study were used to inform recommendations for character related development provisions.

There were a number of local cases which reflected the good and bad figure of the study area, but based on the general and specific objective of the study this section deals with merits and demerit of the plan and design integration.



2.10.2 Evaluation of urban design on the study area

1 Streetscape analysis

This is an expert field analysis of the study area to identify important visual characteristics of the street with pedestrian way, and to verify the location of multi-unit development.



Figure 2.10.2: Pedestrian one

Source: Personal Archive



Figure 2.10.3: Pedestrian two

Source: Personal Archive



Figure 2.10.4: Pedestrian three

Source: Personal Archive

As the above figures shown, there were a difference in level of pedestrian way by width, finishing material and greenery context. And when it compered to figure .3 (adjacent sub city of the study area) which were well furnished except provision of street benches and such aminities.



Figure 2.10.5: Pedestrian at night one

Source: Personal Archive



Figure 2.10.6: Pedestrian at night two

Source: Personal Archive

The above figures shows how lighting (street light) affect pedestrian way and its surrounding specially at night time. Streetscape analysis also involved viewing all streets and every building on each street to give a character overview of the area as a whole, as well as of the specific features and patterns of its various parts.



Figure 2.10.7: Building shape

Source: Personal Archive



Figure 2.10.7: Building arrangement

Source: Personal Archive

As a building were one of the elements of neighborhood design and their arrangements, shape and such figure reflected the special identity of a neighborhood. And the street width were also combatable with the land use and building height.

3 Measurements

In different places there were defects on implementation of urban planning and design according to standards and maintenance techniques. And such defects were the main causes of the society to face various challenges.



Figure 2.10.8 damaged grid

Source: Personal Archive



Figure 2.10.9 waste on street

Source: Personal Archive



Figure 2.10.10 Bus station

Source: Personal Archive

Context

Through the study area programs, the responsible body were not adequately seeking to ensure that future developments fit in better with a new design context. These programs should include provision of design guidance, establishing pre-application resource consent meetings and reviewing the district plan.



Figure 2.10.11 Bad Smell

Source: Personal Archive



Figure 2.10.12 Untreated ditch

Source: Personal Archive



Figure 2.10.13 infrastructure

Source: Personal Archive

The above figures referred un-integrated design with its plan. Such as, the green area was out of context with bad smell, open ditch, poor sewerage system and un-integrated infrastructure development. This links urban design initiatives and civic leadership with a framework for future development of the built environment.

2.10.3 Lessons learnt

Organizational processes

Experts need to support from the authorized body at the early stage of urban planning and design process. It helps the preparation of quality plan which were going to be implemented. Such as, pre-design inputs, bringing in outside expertise to run workshops and forums to raise internal capability, enabling staff to support the implementation of urban planning and design and providing well design working environment.

External facilitation

The integration of urban planning and design during its implementation were affected by internal (professional experts during planning process) and external (the society by itself) and such defects should be resolved by external facilitation

Alignment of policies and plans

Once the urban plan and design prepared, there must be the implementation strategies (policies and plans). But in the study area there were the lack of implemented strategies with respect to ST plan.

2.10.4 Conclusion

The plan institution set various strategic framework and visionary approach for urban design and planning integration in the study area, but the reality shown there was a gap between the formulated strategies and the implementation ethics based on the rule and regulation which had been taken by the government. To enable its implementation, the responsible body recognized the need to change past design and develop strong implementation strategies. This refers, the importance of the study area to the character of the city as a whole, any principles and elements within the study area of special character or amenity value, the relative significance of the identified elements and, implementation strategies and ethics.

2.11 Summery and Gap

According to the tittle, many concepts have touched in the above literature review However, it is going to be studied and investigate, and the following pointes are raise in general. Such as; structure plan is basically the current city plan approach prepared for 10 years and highly participatory. Urban planning is the physical layout of the human settlement and it is process of developing the design of land use and the built environment technically and politically. (Nigel, 1998). Urban design is the three dimensional representation of its urban plan.

Therefor this integration come up with a fruit full advantage on the value of well-designed and people-friendly places as it is well recognized. (Chapman, 2011).

When the researcher deal the gap, there is a limitation of resource about the urban planning and design integration regard to implementation of structural plan, but the researcher have tried to figure out how the study relate the available resources with the topic. And such gaps are:

All the materials are magnifying only about structural plan implementation apart from urban planning or urban design integration. They have not crate the link to integrate each other. But in many developed countries those completions play a great role enhancing its implementation with respect to urban planning and design integration.

Most of developing countries have no such experience (working with their integration) by different reason. Such as: absence of strong structural plan implementation policy and strategies, lack of know how about their integration, economic problems and social impact. Which leads the community doesn't get all the benefits from the implementation.

Planning strategies suited to its design may vary from place to place, country to country with respect to topographic features, conceptual development and skilled human power (planner and designer).

Risk minimization, transportation problem, lack of pleasant design, absence of walkability concept is the major problem of unimplemented structural plan according to the urban planning and design context. Therefore giving more concern to structural plan implementation with respect to planning and design decrease all the risks and related problems on the study area.

CHAPTER THREE

3 METHODOLOGY

3.1 Description

The aim of this paper was study the integration of planning and design on structural plan implementation. The research had applied explanatory research design and the researcher find that a qualitative and quantitative research approach was best suited to do this research. It could help the researcher provide a deeper understanding of a certain problem and since the aim of this study had to gain an understanding of what rationales were behind integration of urban planning and design on structure plan implementation.

3.2 Data collection and processing.

3.2.1 Identify the type of data.

For the purpose of this research, and in order to achieve the objectives the paper had been used both primary and secondary data. The secondary data had contributed toward the formation of background information qualitatively and quantitatively.

3.2.2 Determine the source of data.

Two sources of data had been utilized in the study: The primary source and the secondary source of data. The two combined were adequately appropriated in the fulfillment of the research objectives.

Once identify the type of data, the place where the study search for data were some parts of N/S/L/S/C site (observations and interviews) would be one of the source of the data and also there were other source of data, such as; woreda , sub city by its self & municipalities.

3.2.3 Design means of data collection.

For the purpose of this study random probability sampling was selected for filed survy. The sampling design which was considered to be representative of the population and authorized person. And also it would employ stratified sampling techniques and focus of the beneficiaries ideology those were adapted the study area were the purpose of selected the sampling techniques This means specific characteristics of individuals (e.g., both females and males) were

represented in the sample and the sample reflects the individuals with certain characteristics of the population.

Primary data had been collected in two ways. Firstly, a questionnaire survey had conducted. Secondly, interviews had also carried out.

The questionnaire survey

The questionnaire was consisted of three parts. The first part had been designed to gather information about the implementation of structural plan with respect to the integration of planning and design practices. The second part had been asked for classified data on urban planning and design integration. The third part had been designed to assess and examine the proposal plan with its design integration.

The Interview Survey

Also interview survey technique had used. The sample population for the interviews had include; individuals and local authority's representatives. The technique of personal interviewing was undertaken in order to reach the objectives since it was the most adaptable and productive method of communication, enabled spontaneity.

3.2.4 Data collection instruments design

Observations

Another method used for collecting data to this thesis was an observation which was behavioral mapping method of observation. Being in the site and observing what was going on, how the plan and its design integration during structural plan implementation and how people interact with the urban plan and its design had given the study a better understanding of these research.

Interviews

The main part of empirical data for this study was collected through interviews. This had been carried out with people who lived in N/S/L/S/C, planners responsible for the whole N/S/L/S/C area, an authorized person and individual those who had some skill and knowledge about the implementation of structural plan.

Case study of structural plan implementation with respect to integration of urban planning and design in the site (N/S/L/S/C) had studied in both context local (in the case of Addis Abeba) and international case study. A case study allows for a deeper analysis of a specific problem.

3.2.5 Sample size

Kothari (as cited in Gosaye B, 2007) when the target study population (N) is less than 10,000, the sample size calculated by using the following formula.

$$n_f = n/1 + n/N \quad \text{and} \quad n = (Z^2 * p * q) / d^2$$

Where;

n_f = the desire sample size (when the population is less than 10,000)

n = desire sample size (when the population is greater than 10,000)

N = estimated population size

Z = standard normal variable at the required confidence level 90% ($z=1.96$)

P = estimated characteristics of target population that is 0.5

$q = 1 - p$

d = level of statistical significance (i.e. 10%)

Based on the above formula, the target population size of a specific area to study the integration of urban planning and design was 4,915. This accounts less than 10,000. Through calculation, the sample size of the population became 126 by simple random sampling method and 25 experts from N/S/L Sub City IIDCPCB were purposively selected the all expects related with the filed of study, and 3 responsible managers of city administration, N/S/L Sub city, and woreda 02 of N/S/L Sub city were purposively selected because of the structured police and strategies were derived from the city administration to woreda level.

3.3 Data Analysis

For the analysis process of raw data that had been obtained from questionnaires and interviews, the study had used both qualitative and quantitative method. In this case various picture and tables was active so as to represent the information provided in the questionnaires and interviews. The study had started the research by look for the categories (to code or symbols) to emerge from the data. And the studies had analyzed the coding both qualitatively and

quantitatively. The questionnaires had analyzed in table and the respondent's rate had analyzed through respondents frequency and percentage. And the case study showed merit and demerit of the study area.

3.3.1 Software and Hardware

Select appropriate data input output format apart from summarizing the data analysis by using table, the study had used various software to elaborate and make the study. Such as, ArchiCAD, AutoCAD, GIS/ArcMap & Arc Scene, Sketch Up, and Lumion. The ST plan of the study area were clip by ArcMap/ GIS and illustrate in AutoCAD. The EDM was generated in Arc Scene and the Proposed Design concept was developed in Sketch Up. The proposed design was detailed in ArchiCAD finally it rendered in Lumion 8.0.

CHAPTER FOUR

4 RESULT AND DISCUSSION

4.1 Introduction

This chapter deals with data presentation, analysis, findings and discussion of the research and it mainly includes data results from gathered primary data. It describes the major findings derived from the respondents and responsible/authorized person questionnaires conducted at sub city level and interviews with concerned bodies. Descriptive analysis and inferential analysis of the study were presented respectively. 126 questionnaires were distributed to the individuals of the study area and 112 of them were collected, that accounts 88.8% response rate. And 25 questionnaires were distributed purposively and collected in N/S/L Sub City Integrated Infrastructure Development and Construction Permit and Control Bureau, and 3 questionnaires and interviews were taken from responsible managers of city administration, N/S/L Sub city, and woreda 02 of N/S/L Sub city.

The data presentation and analysis were divided into two major sections: the first section contains the respondents' perspectives, with respect to the urban context, and the second section contains the findings on the specific research objectives. Data for part I which is the demographic characteristics of respondents were summarized in one table with frequencies and percentages. Data for part II and part III was summarized according to their rate.

The results presented in this chapter include all information gathered through questionnaire and it has been merged under the respective objectives.

4.2 Demographic Characteristics of individual at the study area

This section elaborates the characteristics of the respondents; those are the society of the study area. Summary of their gender, age, educational level, and knowledge of UPD is described in the table below.

Table 4.2.1: Demographic Characteristics and Knowledge of individual at the study area

No.	Description		Frequency in No.	Percentage in %
1	Sex	Male	73	65.2
		Female	39	34.8
		Total	112	100
2	Age	< 21years	29	25.8
		21 – 30	37	33.0
		31 – 40	26	23.2
		41 – 50	13	11.6
		51 – 65	7	6.30
		Total	112	100
Common Sense of the study area				
1	Educational background	Primary	21	18.7
		Secondary	32	28.5
		Certificate and above	48	42.8
		Uneducated	11	9.8
		Total	112	100
2	Knowledge of UPD	Low	38	33.9
		Medium	49	43.75
		High	11	9.8
		Nothing	14	12.5
		Total	112	100

Source: Own Survey

4.2.1. Sex

Based on the above table 4.2., the gender distribution of the respondents were 73 male and 39 female. It shows the sex composition, male respondents account for 73 (65.2%) on the other hand female respondents accounts 39 (34.8%). So, the majority of the respondents were male.

4.2.2. Age

The majority of the respondents were between the ages of 21-30 (33.0%) next to this, respondents below 21 (25.8%) and 31-40 (23.2%) age group, 41-50 (11.6%) were the third and the fourth groups of respondents respectively. As we can see age group 21-30 is the most frequent category so, most of the society who can access various facilities of the community is young. It implies they need many things and their needs were mandatory.

4.2.3. Level of Education

Respondents who have certificate and above were account the highest frequency with 42.8%, the second highest were high school graduates with 28.5%, and the last one is primary school graduates with 18.7%. So, they had a good awareness of accessing and preventing mechanism.

4.2.4. Know-how of UPD

The majority of the respondents had medium know-how about UPD which accounts 43.8%, next to this, respondents with low and high knowledge accounts 33.9% and 9.8% respectively. So, most of the respondents have good attitude about UPD. It implies that the following analyses were based on reliable data.

4.2.5 Street and subways are accessible

Table 4.2.5: accessibility of street and subways

No.	Rate	Frequency	Percent
1	Strongly Disagree	7	6.3
2	Disagree	18	16
3	Neutral	39	34.8
4	Agree	47	41.9
5	Strongly Agree	15	13.3
6	Total	112	100

Source: Own Survey

As table 4.2.5 above shows, the majority of the respondents (41.9%) agree on the street and subways are planned and implemented correctly because of its accessibility. And second highest percentage accounts 34.8%, which had a neutral idea.

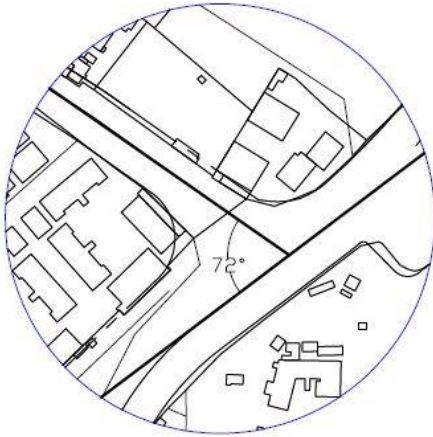


Figure 4.2.1 Street junction below 90°



Figure 4.2.2 Pedestrian way at street junction

Source: Personal Archive

But, 16% and 6.3% of the respondents disagree and strongly disagree respectively on the idea that was the main cause of accidents at the junction of the street, curvature. So, the plan is out of standard. It implies that planning and design based on standards reduce accidents.

4.2.6 Bus terminal shades are placed at the right position

Table 4.2.6: Position of bus station shades

No.	Rate	Frequency	Percent
1	Strongly Disagree	48	42.8
2	Disagree	33	29.4
3	Neutral	24	21.4
4	Agree	5	4.4
5	Strongly Agree	2	1.7
6	Total	112	100

Source: Own Survey

This idea aimed at understanding the importance of proper placement of bus station shade in how it could enhance functionality. Table 4.4 above indicates that 42.8% strongly disagreed, 29.4% disagreed, 21.4% were neutral, 4.4% agreed and 1.7% strongly agreed.



Figure 4.2.3: Bus station shade

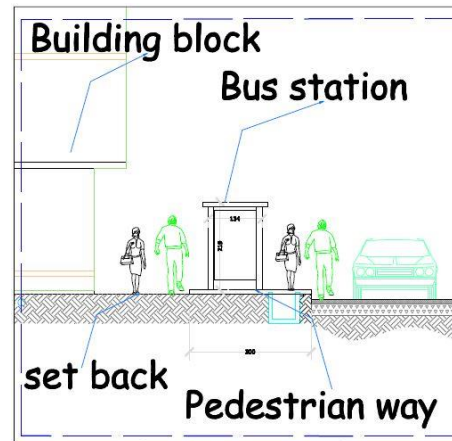


Figure 4.2.4: Section of Bus station shade

Source: Personal Archive

The fact that majority of the respondents strongly disagreed. So, it blocks pedestrian movement and it implies that wrong placement of amenities on the pedestrian way reduce walkability and force the pedestrian move to the drive way and setback. Therefore, it proven that it necessary located out of the pedestrian way.

4.2.7 There is no any blocked blind person' pedestrian way

Table 4.2.7 blind people' pedestrian way

No.	Rate	Frequency	Percent
1	Strongly Disagree	57	50.8
2	Disagree	36	32.1
3	Neutral	20	17.8
4	Agree	11	9.8
5	Strongly Agree	2	1.7
6	Total	112	100

Source: Own Survey

The tables 4.2.7 above indicates that, out of 112 respondents 57 (50.8%) were strongly disagree that the blind person' pedestrian way were not blocked. And 32.1% and 17.8% are refer respondents who disagree and neutral respectively, but there were 9.8% and 1.7% of

respondents agreed and strongly agreed on the perfectly planed and design pedestrian ways specially referring the unblocked one.



Majority of the respondents were strongly disagree. So, the plan had a problem by itself, and the open ditch interrupted the blind pedestrians badly. Therefore provide enough width and give sufficient emphasis to blind pedestrians promote good movements and free from accidents.

Figure 4.2.5: Blocked blind person' pedestrian way

Source: Personal Archive

4.2.8 The required space are utilized effectively

Table 4.2.8: space utilization

No.	Rate	Frequency	Percent
1	Strongly Disagree	24	21.4
2	Disagree	31	27.6
3	Neutral	37	33.0
4	Agree	13	11.6
5	Strongly Agree	7	6.2
6	Total	112	100

Source: Own Survey

Majority of the respondents were neutral on utilization of the required space, basically it depends on the know-how of UPD and it helps to utilize the given area effectively. this is justified by the number of respondents who agreed on the statement which is 11.6%. and Out of 112 respondents, 24 (21.4%) and 31 (27.6) of respondents were strongly disagreed and disagreed respectively.



Figure 4.2.6: Unutilized open green area

Source: Personal Archive

4.2.9 Satisfaction Level.

Table 4.2.9: Satisfaction of urban planning and design

No.	Rate	Frequency	Percent
1	Strongly Disagree	31	27.6
2	Disagree	43	38.3
3	Neutral	22	19.6
4	Agree	13	11.6
5	Strongly Agree	9	8.0
6	Total	112	100

Source: Own Survey

Respondents were asked to give their responses to this statement so as to make a conclusion of their satisfaction. Majority of the respondents disagreed 38.3% . Out of the rest respondents, 31 (27.6%) strongly disagreed and 22 (19.6%) were neutral. Therefore, it can be concluded that respondents were not satisfied dominantly with (65.9%).

4.2.10 The Land use allocation reflect the good plan preparation

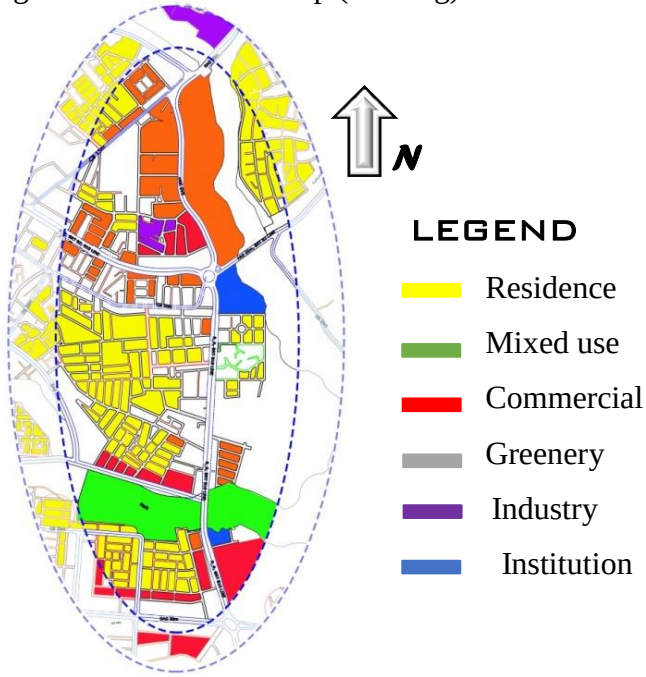
Table 4.3.6: Land use allocation

No.	Rate	Frequency	Percent
1	Strongly Disagree	0	00.0
2	Disagree	2	7.1
3	Neutral	12	42.8
4	Agree	9	32.1
5	Strongly Agree	5	17.8
6	Total	28	100

Source: Own Survey

Allocation of proper land use plays a critical role in ST implementation and improving urban design consideration in various ways. Table 4.3.6 above shows that the majority employee respond neutral with 42.8% on the other hand 9 employees were agreed which accounts 32.1%. But 7.1% respondents were not agreed and 17.8% of the respondents were strongly agreed, this means there were a variation of a good plan preparation and its implementation (allocation of land use).

Figure 4.3.6 Land use map (existing)



Most of the respondents were agreed on the good allocation of land use. So, the land use allocation promotes compacted development. It implies that there were advance activities took place if the given land use furnished properly as the implementation strategies deals.

4.2.11 The design concept consider the prepared plan

Table 4.3.7: Design concept consideration

No.	Rate	Frequency	Percent
1	Strongly Disagree	3	10.7
2	Disagree	11	39.2
3	Neutral	10	35.7
4	Agree	4	14.2
5	Strongly Agree	0	00.0
6	Total	28	100

Source: Own Survey

From the Table 4.10, it is being indicating that there is always a gap between the prepared plan and the design concept (what the plan really need). Out of 28 employees 11(39.2) were disagree that the design concept is based on the plan it prepared before. And there were no any strongly agree the design refers its plan. Therefore, design analysis plays a great role in bridging what the prepared plan lacks and the communities' needs in order to have an integrated urban design.



Figure 4.3.2: Public area



Figure 4.3.3:1 Bicycle lane

The design concept and the prepared plan didn't integrate each other. So, there were no any ley bay which is blocked by bicycle way and lack of open space amenities. It implies that provision of such ley bay from the early stage of planning and accessibility of open space reduces defects on the integration of urban planning and design. It refers Vitality (Exciting place).

4.2.12 Walkability considered all the planning and design process and implementation

Table 4.3.8: Walkability

No.	Rate	Frequency	Percent
1	Strongly Disagree	9	32.1
2	Disagree	7	25.0
3	Neutral	8	28.5
4	Agree	4	14.2
5	Strongly Agree	0	00.0
6	Total	28	100

Source: Own Survey

From the table 4.11 from 28 employees 9 respondents strongly disagreed that the urban planning and its design promotes walkability, in addition to that, 25% of the respondents also disagreed. Depending on the reality on the site and the prepared urban planning and design strategies, 28.5 % of the respondents were neutral.



Figure 4.3.4: Dry waste disposal

Source: Personal Archive



Figure 4.3.5: Street market

Source: Personal Archive

So, as show the figure below, the dry waste disposal system was poor and on street market completely blocked movements. That implies, good dry waste disposal system and eliminating on street markets promote better movements and increase walkability. And connected,

pedestrian-friendly ‘green street’, with several low-impact design features. Referred one of the principles of urban design, permeability (move and connect).

4.2.13 There are sufficient corridor amenities

Table 4.3.9: Corridor amenities

No.	Rate	Frequency	Percent
1	Strongly Disagree	5	17.8
2	Disagree	9	32.1
3	Neutral	8	28.5
4	Agree	5	17.8
5	Strongly Agree	1	3.5
6	Total	28	100

Source: Own Survey

Sufficient corridor amenities play a critical role in urban design implementation and improving urban design context in various ways. Table 4.12 bellow shows that the majority employees respond disagree with a frequency of 9 with 32.1% on the other hand 8 employees were neutral which accounts 28.5%. But 17.8% respondents were agreed and 17.8% of the respondents were strongly disagreed. Therefore there were no sufficient corridor amenities.



Figure 4.3.6: Street Corridor

Source: Personal Archive

So, corridor amenities had had a capacity to catch-up individuals and made interaction with the street depending on the outdoor facilities. And it implies that mixed activities take parts and there wouldn't have dead corridor in order to upturn active and vibrant corridor. It refers one of the urban design principles which was variety (mix of activity)

4.2.14 Risk management measures takes whenever it needs

Table 4.3.10: Risk management

No.	Rate	Frequency	Percent
1	Strongly Disagree	12	42.8
2	Disagree	5	17.8
3	Neutral	5	17.8
4	Agree	3	10.7
5	Strongly Agree	3	10.7
6	Total	28	100

Source: Own Survey

Urban design reduce and solve many problems by it selves, but when there were some defects, there were no any measurements to manage risks. This analysis derived from the above table that shows out of 28 employees 12 (42.8%) and 5 (17.8%) respond strongly disagree and disagreed respectively. But each of 10.7% were agreed and strongly agree..



Figure 4.3.7: Blind pedestrian way

Source: Personal Archive



Figure 4.3.8: Garbage on street

Source: Personal Archive

So, measures such as maintenance play a great role to reduce risks. This implies that the society guaranteed by developed urban plan and its design which basically promotes health, safety and security.

4.2.15 Transportation system is well addressed

Table 4.3.11: Transportation system

No.	Rate	Frequency	Percent
1	Strongly Disagree	0	00.0
2	Disagree	0	00.0
3	Neutral	2	7.1
4	Agree	9	32.1
5	Strongly Agree	17	60.7
6	Total	28	100

Source: Own Survey

Table 4.14 above indicates that a large percentage of the respondents strongly agreed that transportation system were well addressed which accounts 17 with (60.7%). Since a large percentage of the respondents were in the strongly agree category. So, good transport system were very crucial which implies that the society could save their time and cost.

4.2.16 Advance facilities exists for the society

Table 4.3.12: Advance Facilities

No.	Rate	Frequency	Percent
1	Strongly Disagree	5	17.8
2	Disagree	11	39.2
3	Neutral	8	28.5
4	Agree	3	10.7
5	Strongly Agree	1	3.5
6	Total	28	100

Source: Own Survey

Form the analyzed results, 39.2% were disagreed and 17.8% were strongly disagreed. It indicates majority percentage of the respondents referred existence of advance facilities is low. So, lack of advance facilities forced the society to went far away from their neighborhood and it implies that the society exposed to unwanted expenditure of money and time. As a central open space and

playground to help create a sense of openness and community, it should be presented on the study area.

4.2.17 The plan and its design solve all the communities' problem

Table 4.3.13: Urban planning and design solutions

No.	Rate	Frequency	Percent
1	Strongly Disagree	3	10.7
2	Disagree	10	35.7
3	Neutral	7	25.0
4	Agree	6	21.4
5	Strongly Agree	2	7.1
6	Total	28	100

Source: Own Survey

As indicated in table 4.16, when respondents asked on whether or not the plan and its design solve all the communities' problems, 35.7% of the respondents were disagreed, 10.7% were strongly disagreed. So, there were challenges which were faced by the society in many ways. This implies that the society had not trust on the plan and design secured. Which refer places that are vibrant, safe, comfortable, varied, fun, and active (vitality, exciting place).

4.3 Discussion of findings

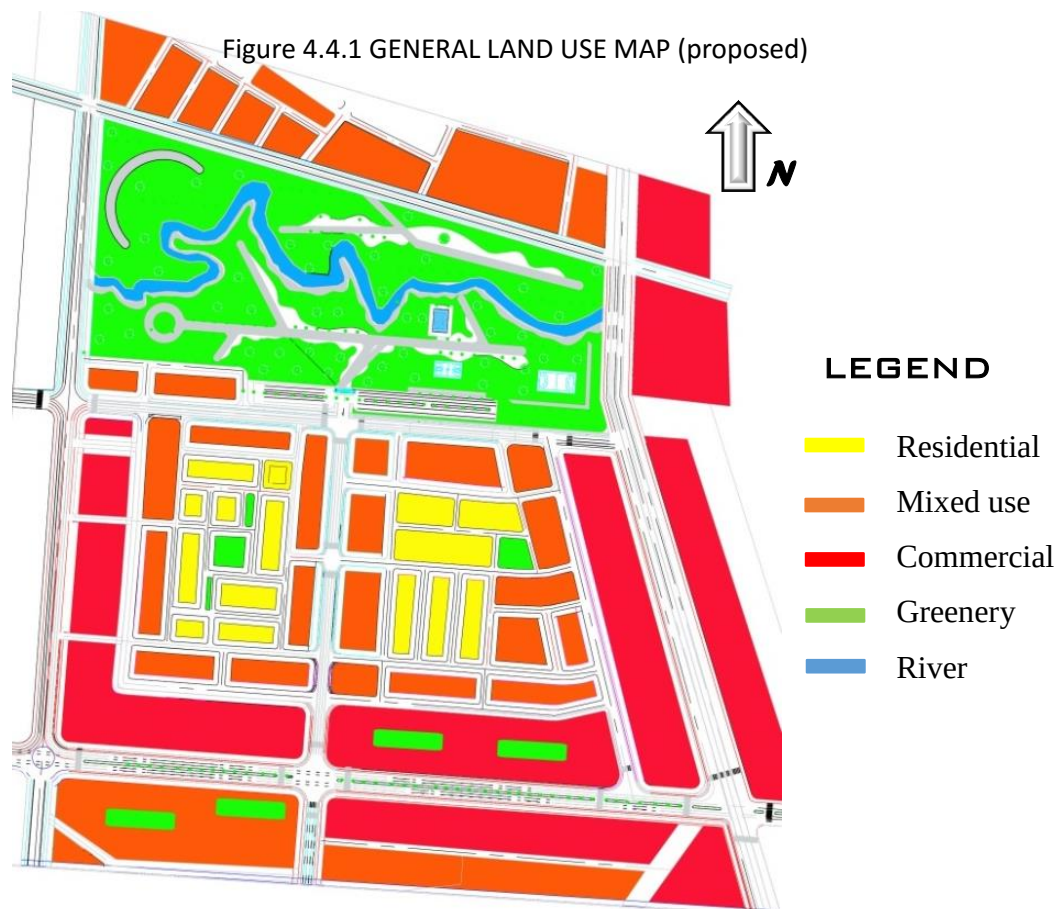
The study was designed to examine the integration of urban planning and design with respect to the implementation of ST Plan in various hypothesized characteristics, which are; proper planning, urban design concept, walkability and transportation system, corridor amenities and advance facilities, risk management. And figure out the above pointes and integrate the urban plan and design were the importance of the study for the society.

In this study, as many interviews (with managers, experts and authorized person) reference the cause of urban planning and design integration. This had emphasized problems. Such as, no strong control mechanism, interrupted infrastructure development, lake of measurements taken by the government and lack of professional experts' collaboration affected the implementation of the plan and its design integration badly. This answered the third research question.

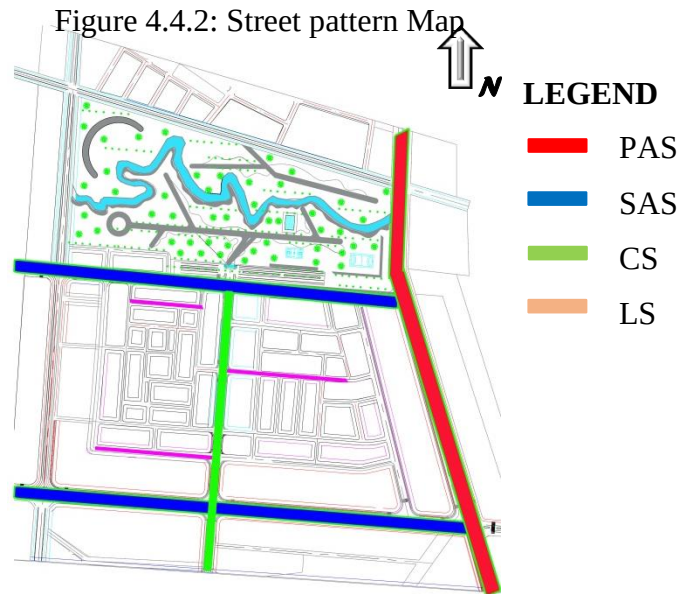
All in one such cause were the main reason of major factor that affected the integration of urban planning and design, which were the absence of strong implementation strategies and ethics. It defined and supported by all the experts and officers and managers of responsible authorities. This also answered the second research question. And these findings were supported by Talen, (1996) stated as, the implementation of plans has been defined the characteristics of plan quality and this implementation gap has been criticized by scholars. In a penetrating review of prior investigations of local plan implementation.

The obtained multiple of results showed that the ST plan implementation affected the integration of urban planning and design from the hypothesized characteristics. And which were discussed as follow;

Proper planning has a positive and statistical effect on designing and implementation strategies, this finding which is proper allocation of land use supported by (Fareea & Angioletta , 2016) who found urban planning has concerned with conceptual, scientific, and design approaches of land use planning.



Urban design concept has play a great role on the present and predicting the upcoming society needs with respect to the urban plan implementation. This finding were supported by Jon Lang (as cited in Fareea, S. & Angioletta, V., 2016) shaping the physical setting for life and supported as urban design involves coordinated and self-conscious actions and had response to the needs of their inhabitants.



Source: Designed by Mikias Sisay

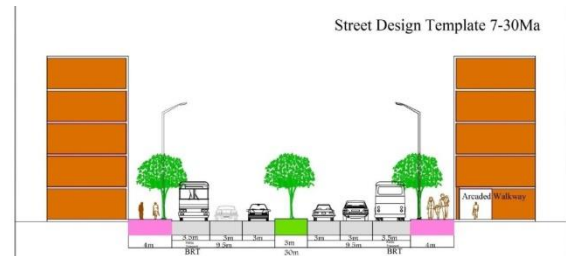


Figure 2: Section S-S
Source: MUDH (2017)

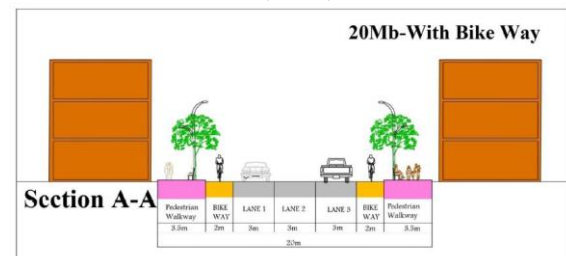


Figure 4.4.4: Section A-A
Source: MUDH (2017)



Figure 4.4.5: Design of SAS

Source: Own design



Figure 4.4.6: Design of CS

Source: Own design

The integration of urban planning and design has significant effect on both walkability and transportation system. And such findings were supported by the idea that concerns the connections between people and places, movement and urban form, nature and the built fabric. Great Britain Dept. of the Environment, (2000)



Figure 4.4.7: Walkable pedestrian way

Source: Own design



Figure 4.4.8: Bus station shade

Source: Own design

Corridor amenities and advance facilities were the best reflection of the integrated urban planning and design. It also promotes mixed use activities in various spaces, such as; on the side of street and open public space. This finding supported by (Davies, n.d) and he stated as mixed uses and forms stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and social groups.



Figure 4.4.9: Bicycle lane with street bench



Figure 4.4.10: Corridor activities

Utilization of space also one of the findings especially it supported as, work with the landscape places that strike a balance between the natural and man-made environment and utilize each site's intrinsic resources, (Davies, n.d).



Figure 4.4.11: River Buffer



Figure 4.4.12: Open public space

Risk management refers pre-design process and post-design implementation and compromises various measurements to keep the society secured and safe. This finding is supported by (Milojevic, 2018) stated as urban planning and design concerned with the welfare of people, control of the use of land, design of the urban environment, and the protection and enhancement of the natural environment planning activities.



Figure 4.4.13: Green Park entrance

Source: Own design



Figure 4.4.14: Green environment's walk way

Source: Own design

From all the hypothesized characteristics, most of the respondents strongly agreed transport system was well addressed in the study sub city with 60.7%, provision of public bus and separated bus lane. But the rest characteristics account below the average rate because of the lack of effective implementation strategies. This implies that there were such characteristics that reflect the defects of urban planning and design integration. And it answered the first research question by identified and evaluated the integration of urban planning and design characteristics.



Figure 4.4.15: Separated transportation lane (PAS)

Source: Own design



Figure 3 Bus lane with transit station

Source: Own design

CHAPTER FIVE

5 CONCLUSION AND RECOMMENDATION

5.2 Introduction

This chapter comprises five sections: the first section is the introduction, the second section deals with summary of findings, the third section is the conclusion of the study, the fourth section puts forward recommendations and the fifth section gives suggestion for further researches.

5.3 Conclusions

The objective of this study was to examine the integration of urban planning and design with respect to ST plan implementation. The general and specific objectives and all the research questions were answered and from the findings of the study conclusions are drawn as follows.

The first research question was answered from the result of respondents' rate, which indicated that there were such characteristics that reflect the defect of urban planning and design integration, which were; Absence of urban design concepts during planning process. Walkability didn't well addressed. Lack of corridor amenities and advance facilities. Improper utilization of space. Lack of well-designed working environment. Provisions of unrelated field tasks for the experts. Absence of working experience with private consulting firms, and developed countries' experience. Absence of risk management measurements.

Beside the above characteristics listed, there were some points which refer the cause of unimplemented ST plan with respect to urban planning and design integration. Which were absences of: Strong control mechanism/supervision. Integrated infrastructure development. Measurements taken by the government and professional experts' collaboration.

All the above listed causes affected the implementation of the plan and its design integration, which answered the third research question. Therefore, the major factor that affected the integration of urban planning and design were absence of good implementation strategies and ethics. It defined and supported by all the experts and officers of responsible authorities and outers. This also answered the second research question.

From land administration up to woreda level there were not structured integrated plan with its design according to a good land use allocation and the highest ability of implementation strategies to the needs of their inhabitants regard to walkability and transport system and they had played a great role on integration of urban planning and design.

From the sample selected reaction towards the need of the society of the study area, the proposed design was not up to dated that could help them on mixed use activities in various spaces because these kinds of issue meet a variety of demands from the widest possible range of users, amenities and social groups. This indicated that amenities and facilities should place in the given space effectively. Unless these defects were manageable during the early stage of planning and implementation, it became risk full and reduces the ability to keep the society safe and secured. Therefore risk management measurements should take any time it need.

The research finding reveals that urban planning and design integration in the study area was half practiced which helps to get the effectiveness of urban plan for better well fair but not recognized the context of urban design.

N/S/L Sub City Integrated Infrastructure Development and Construction Permit and Control Bureau were not addressed the following issue. Such as, well-designed working environment, specified experts for the correspondent tasks, working experience with private consulting firms, opportunities of developed countries' experience and addressing the skill gaps.

N/S/L Sub City, followed by guidance of standards and implementation strategies, but it had not been supported by strong rule and regulation because of lack of structured and tough control mechanism.

Generally, the integration of urban planning and design have the great role in urbanism specially Integral Urbanism which “is an ambitious and forward-looking theory of urbanism that offers a new model of urban life.” (Ellin, 2006).

5.4 Recommendations

Based on the analysis and the conclusion, the recommendations which follow below were intended to give the responsible body an insight on integration of urban planning and design. If done diligently, these recommendations will improve the entire factor that affects the integration of urban planning and design.

The N/S/L sub city need to study and addressed the communities want by further working on the integration of urban planning and design characteristics. The majority of the characteristics were not addressed for the community which indicates that there were no integrated urban planning and design

The Government should work hard on the implementation stage by established strong, committed, risk taker, professional and structured body and formulate tough rules and regulation up to woreda level. Because, the cause and factors affecting the urban planning and design integration involved on the study area were manly the task of the government which were not addressed appropriately.

N/S/L Sub city should provide well-designed working environment to the employees in order to increase the ability to do or create something aesthetically pleasant and functional space which were implemented easily and promote the integration of urban planning and design. Because, working environment play a great role on the accuracy and effective output of creative work. Planning and Designing were categorized under creative tasks.

Bureau of N/S/L Sub city should create and facilitate opportunities of developed countries' experience and working with private firms or sectors. Because, working experience also the most important factor for the better task, which defines the capacity and skill, gaps of the experts.

N/S/L/ sub city should take various safety and security measurements to meet the society need. And it should create awareness for the society to keep their environment safe. Because, maintenance is one of the measurements that take in to account with respect to risk management.

Generally it is highly recommended that strong implementation strategies and ethics will promote urban planning and design integration. Even if the plan and its design preparation stages were perfectly done, its implementation had had a vital role.

5.5 Suggestions for further Research

The study dealt with the integration of urban planning and design with respect to ST plan implementation. It could have been more comprehensive and conclusive if it had been conducted in all Woreda of N/S/L Sub city in Addis Ababa, but due to time and resource constraints this didn't happen. Further studies should be conducted not only in N/S/L Sub city, but also in the all Sub city of Addis Abeba and regions to have a general insight about the effect of urban planning and design integration. And also further studies conducted separately as an urban planning implementation and urban design implementation independently and come up with various findings.

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Appendix I Questionnaires

Questionnaire on structural plan implementation/ urban planning and design integration on N/S/L/S/C. This questionnaire is designed to request information for purely academic purposes. This is to enable the researcher, **Mikias Sisay** a final year student of Adama Science and Technology University in pursuance of Master of Urban Planning and Design degree. The researcher would like to thank you in advance for your co-operation and for scarifying your valuable time.

- N.B:
1. You don't need to write your name.
 2. The researcher has scheduled to get the filled questionnaire back within a day.
 3. All information given would be treated with utmost confidentiality.

PART I – For Individuals (society of N/S/L/S/C)

Please fill in the blanks, and put this mark (✓) to indicate your choice for these items that have alternative responses.

1. Information on individuals.

A. Sex: ☐.Female ☐. Male

B. Age: Which of the following age categories do you belong to?

☐.Below 21years ☐.From 21 – 30 ☐.From 31 – 40 ☐.From 41 – 50 ☐.From 51 – 65

C. Educational background:

☐. Primary ☐. Secondary ☐. Certificate and above ☐.Uneducated

D. Sub city_____ Kebele ____ Profession _____ Disability _____

2. Knowledge of Urban planning and urban design

☐. Low ☐. Medium ☐. High ☐.

Nothing

3. Do you feel comfortable when you access this area? A) Yes B) No Why?,

4. Do you think the professionals addressed the community's benefits? A) Yes B) No

Why?, _____

5. What are the advantage and disadvantage of this area

Please rate your response as follows:

1= Strongly Disagree 2= Disagree 3= Neutral 4= Agree 5= Strongly Agree

No.	Individuals' Consideration of UPD on the study area	1	2	3	4	5
1	Street and subways are accessible					
2	Bus terminal shades are placed at the right position					
3	There is no any blocked blind person' pedestrian way					
4	The required space are utilized effectively					
5	I am satisfied with the plan and its design					

- ✚ How to improve such problems regard with urban planning and design integration when ST plan implementation. _____

Thank you for your co-operation and scarifying your valuable time.

PART II – For responsible experts and an authorized person (wereda and Sub city)

Please fill in the blanks, and put this mark (✓) to indicate your choice for these items that have alternative responses.

1. Information on individuals.

A. Sex: ☐.Female ☐. Male

B. Age: Which of the following age categories do you belong to?

☐.From 21 – 30 ☐.From 31 – 40 ☐.From 41 – 50 ☐.From 51 – 65

C. Educational background:

☐.Diploma ☐. B.A./B.Sc. ☐. M.A./M.Sc. ☐.PhD ☐.Other_____

D. Please indicate your profession, in your organization:

☐. Urban planner ☐. Urban designer ☐. Architect ☐. Other_____

E. Work experience, in your organization:

☐.Below 2years ☐. From 3 – 8years ☐. From 9 – 14years ☐.15 and above

Please rate your response as follows:

1= Strongly Disagree 2= Disagree 3= Neutral 4= Agree 5= Strongly Agree

No.	Consideration of UPD at office	1	2	3	4	5
1	The Land use allocation reflect the good plan preparation					
2	The design concept consider the prepared plan					
3	Walkability considered all the UPD characteristics					
4	There is sufficient corridor amenities					
5	Risk management measures takes whenever it needs					
6	Transportation system is well addressed					
7	Advance facilities exists for the society					
8	The plan and its design solve all the communities' problem					

Thank you for your co-operation and scarifying your valuable time.

PART II – For authorized person (managers)

1. Does your organization have urban design experts? A) Yes B) No Why?

 2. Have you take the necessary measurements to integrate the design with its plan?
A) Yes B) No Why? _____

 3. Do you take any urban design considerations while the planning process? A) Yes B) No
Why? _____
 4. Do you have well designed working environment? A) Yes B) No Why?

 5. Do you follow the implementation of the plan after the design process? A) Yes B) No
Why? _____
 6. Have you any circumstances to cross check the plan and its design integration?
A) Yes B) No Why? _____

 7. Do you have an experience of working with private consulting firms? A) Yes B) No
Why? _____
 8. Do you address the skill gaps adequately on-the planning and design process?
A) Yes B) No Why? _____
 9. Have you got any opportunity of developed countries' experience on urban planning and
design concept? A) Yes B) No Why? _____

-  How to improve such problems regard with urban planning and design integration when
ST plan implementation. _____

Thank you for your co-operation and scarifying your valuable time.

Appendix II Research Activity Plan

Table 7: Research activity plan

No	Activates	Time requires							
		Dec	Jan	Feb	Mar	Apr	May	June	July
1	Initial Planning and Resource appraisal								
2	Title selection, proposal writing and discussion with advisor Proposal preparation,								
3	Explore literatures								
4	Submission of proposal and presentation								
5	Preliminary Field planning and base map preparation etc.								
6	Field work								
7	Data analysis and interpretation								
8	Draft Report Preparation thesis write up								
9	Thesis submission and defense of thesis								

Source: Personal Archive

Appendix III Research Budget

Table 8.1: Stationary cost

No.	Items	unit	Quantity	Unit price (birr)	Total cost (birr)
1	Copy	Page	300 page	1.5	450
2	Printing	Page	150	2	600
2	Flash disk	8Gb	1	150	150
3	Binding	Page	6	10	60
4	Pen	packet	24	4	96
5	Pencil	packet	24	3	72
6	Hard Disk	pcs	1/terra	2,750	2,750
7	Plotting plans	page	10	40	400
9	Total				5,570

Table 8.2: Personal cast

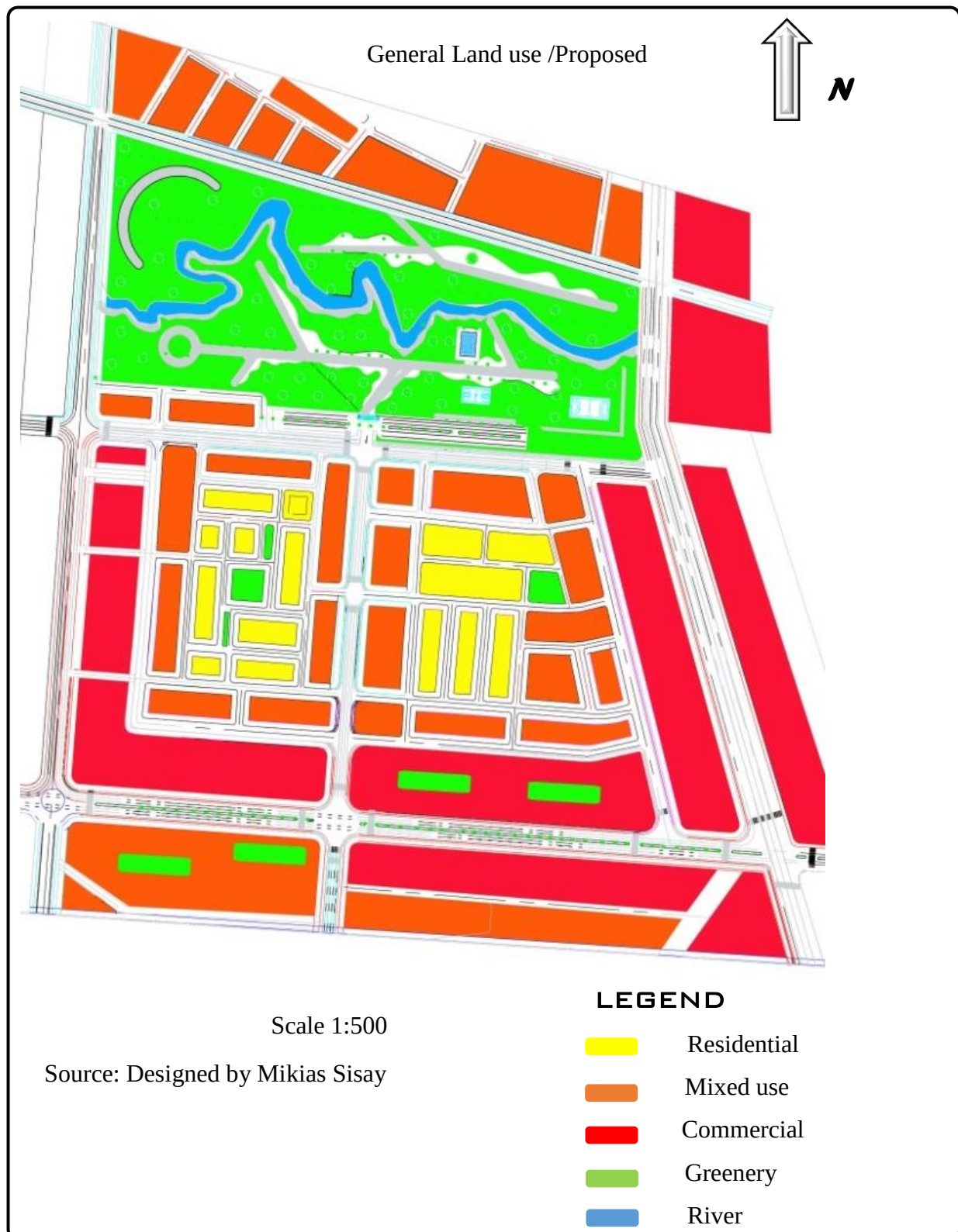
No	Types	Unit	Quantity	Unit price (birr)	Total cost
1	Transport	Days	30day	60	1,800
2	Sample collection	/person	20	250	5,000
3	Transport and daily allowance	/Day	30	206	6,180
4	Assistance/personal/field related experts	/Days	7days	400	2,800
5	Total				15,780

Table 8.3: Budget Summery

Items	Stationary	Personal	Contingency	Total
Total	5,570	15,780	3,580	25,000

Appendix IV General Land Use Map (Proposed)

Figure 7.4: General Land Use Map (Proposed)



Appendix V Street Pattern Map /Proposed

Figure 7.5: Street Pattern Map Proposed

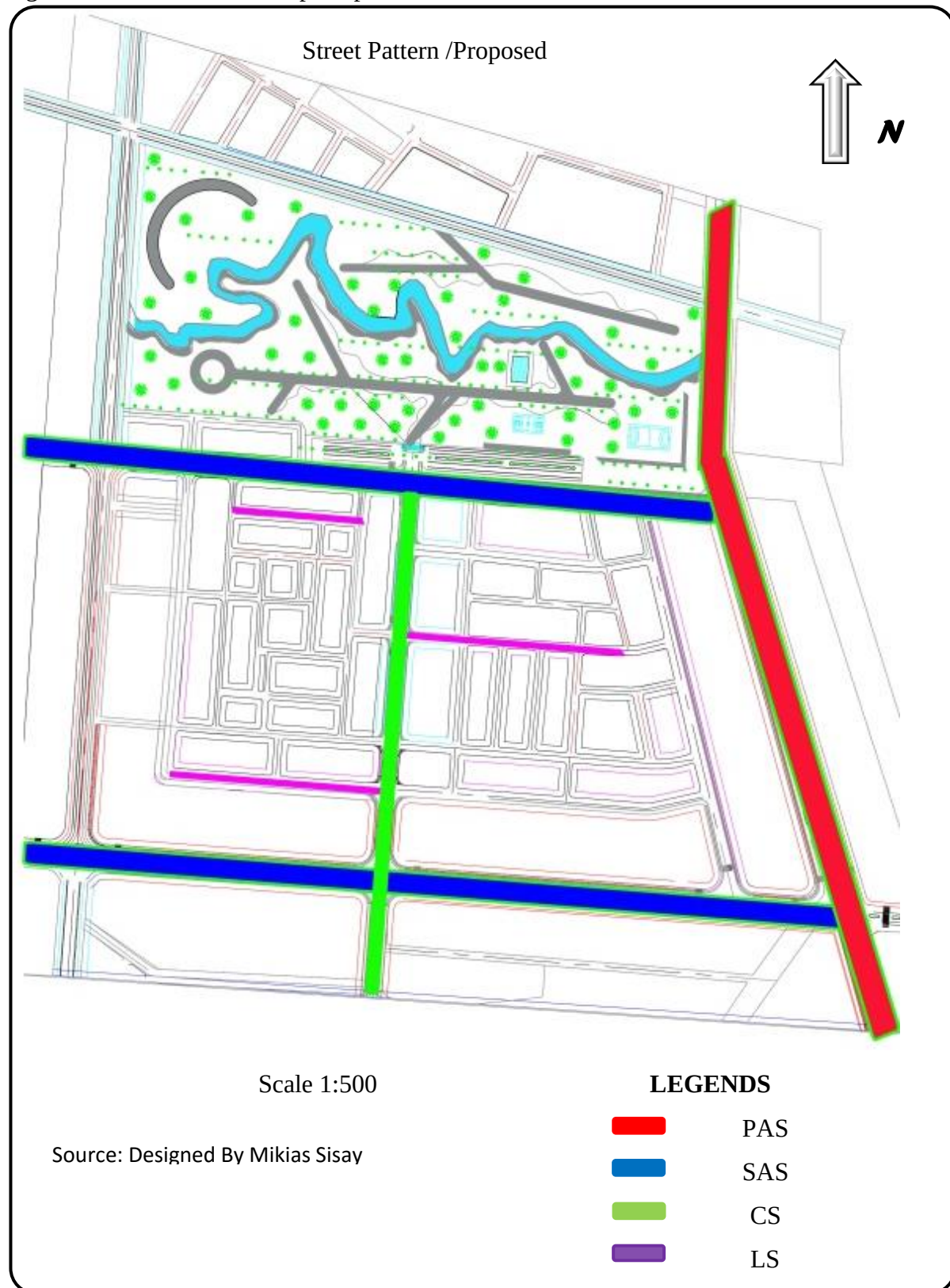




Figure 7.6: Proposed Design