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### **From Reggio Calabria to Delft**

via Messina-Salerno

390 hours at 5km/h

2,153 km

This route crosses through multiple countries.

### **From Delft To Rome**

via SS9

330 hours at 5km/h

1,588 km

This route crosses through multiple countries.

**Acknowledgements** This short essay is an abstract of a research work made up between Italy and Netherland, between University *Mediterranea* of Reggio Calabria and *Delft University of Technology*.

First of all, I would like to thank who walked with me along this path, that is, my supervisors René van del Velde and Daniela Colafranceschi. I would like to thank them for the spirit of venturing themselves in rarely-beaten paths.

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**WALK PLAN** Walking attaches special meaning to the landscape and for this reason the issue involves more and more fields of knowledge. From the world of art and history, walking has become a kind of common ground to geographers, anthropologists, sociologists, photographers, and writers.

Yet the spatial disciplines, such as architecture, landscape architecture, urban planning, curiously are not yet sufficiently focusing on this topic and on the clear relationships between walking, pedestrian mobility planning and making landscape.

This essay tries to define the meaning of pathway: as line, as artwork, as landscape design. At the same time *Linearscape* investigates the physical action of walking in the landscape, in current times, our understanding of movement in relation to understand of the landscape and the living environment. *Linearscape* is a sort of dictionary made up with contribution of important references, ranging from landscape architecture, geography and anthropology and it aims to outline the path as a landscape design, not only with technical implications but also aesthetic, conceptual, cultural, anthropological. This paperback provides a repertoire of designs that emphasizes the role of path like instrument able to include everything around, extending the viewpoint in the realm of ideas, imagination, knowledge, measurement, time, memory, interacting with a site and turning it into the landscape.

It therefore investigates on the path not like object but as spatial device, like physical and conceptual organization of territory with respect to interaction with social agents, both individual and collective ones. It investigates path as spatial, social and geographic process.

It thus does not take into account the purely technical aspects related to the path's design, but it rather takes into consideration the meaning and importance of the path on knowledge and promotion of the landscape. This essay tries to outline how important it can be a pathway in the rehabilitation of those marginal spaces that still need to be defined and which demand a project.

It is a design-oriented research that provides some reflections addressed to all the "actors" of the landscape transformations, which are involved on the mobility planning, but the interdisciplinary approach of this paper wants to attract the interest of a wider scientific world.

*Linearscape* is an investigation on the path's design that starts from the experimentations of 70's and from work by artists such as Long, Andre, Smithson to arrive at the most recent landscape designs that have represented pioneer solutions on this field. They range from ephemeral works of Landart to recent public spaces for walking made in the world. They range from a few meters of the path of *Moses Bridge* in Netherlands, up to two and a half kilometres of the *High Line* in New York.

Certainly these case studies do not concern the big scale of landscape planning, however the idea behind this work is that paths' planning can coincide with a landscape strategy. In this sense the case studies are "input" to more general theme of pedestrian mobility planning, that is a well-timed topic since sustainable mobility is highly relevant in the contemporary discourse of architectural and urban design. It also responds to the debate on the critical understanding of the natural environment as an essential resource for the (re)development of urban fabric.

For many reasons and purposes, people walked and walk, and they know that will walk more and more. The general economic and environmental crisis forces us to plan a sustainable mobility for the future, what we call eco-mobility, smart mobility or green mobility, in which the "walking" has a central role. Nevertheless the pedestrian mobility still has undiscovered potential for designers to which is assigned the task to plan and build it.

The existing approaches on the topic primarily relate to technical and technological aspects of the path's design and there is no attention on anthropological, social, and geographic ones, aimed at supporting the development and planning of pedestrian mobility, which takes into account the values of the landscape.

Despite the existence of a *State of the Art* and a bibliography, a research about pedestrian mobility and landscape planning (in Europe than in the rest of the world) is still not sufficient mainly due to the lack of open collaboration between different fields of knowledge. The *State of the Art* clearly shows that pedestrian mobility will be important for the future, but at the same it shows that understanding of the problems is still immature.

*Linearscape* is placed within an extensive research related to the architecture of public space and landscape architecture, particularly the one connected to issues of pedestrian mobility, to that even wider about walking and its anthropological implications, but in reality it takes as reference the investigations on landscape, its perception and the designs that enable to understand the ways of exploration and knowledge of territory.

This target inevitably implies issues such as the identity of places and the relationship between population and territory, the *European Landscape Convention*<sup>1</sup> and the legal value that attaches to it.

*“The landscape is part of the land, as perceived by local people or visitors, which evolves through time as a result of being acted upon by natural forces and human beings. “Landscape policy” reflects the public authorities’ awareness of the need to frame and implement a policy on landscape.*

*The public is encouraged to take an active part in its protection, conserving and maintaining the heritage value of a particular landscape, in its management, helping to steer changes brought about by economic, social or environmental necessity, and in its planning, particularly for those areas most radically affected by change, such as peri-urban, industrial and coastal areas”.*

Richard Long - A line made by walking (1967) © Richard Long



Richard Long - A line in scotland (1981) ©Richard Long





Richard Long, A Line in Ireland (1971) © Richard Long

Robert Smithson - Spiral Jetty (1970) ©Cris Benton



Robert Smithson - Spiral Jetty (1970) © Cody & Jen Morgan



Turescape - Red Ribbon (2007) ©Turescape



RAAAF + Atelier de Lyon - Bunker 599 (2010) ©Jörn Schieman



RO&AD architecten - Moses Bridge ©RO&AD architecten

