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City Life in two different density situations: Experiences of people moving from a densely populated mega city to a sparsely populated developing city

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Abstract

Density studies are now one of the areas of the most prolific interest for city planners, policy makers and designers. The shift of this interest comes from rapid urbanization and globalization issues, which the modern cities are suffering right now. Density has created some impact upon the city life: both in positive and negative ways. Regarding the primary concern of the issue, the study here summarizes the impact of density on city life derived from the experiences and perception of people in two different density situations: one is highly dense populated South Asian mega city (Dhaka) and another one is sparsely populated growing European city (Malmö).

Dhaka, the capital of Bangladesh, is now one of the most densely populated mega cities in the whole world (115,000 per square mile or 44,000 per square kilometer) and has been facing the problems that arise from the overpopulation issue (BBS, 2011). On the other hand Malmö city is growing day by day and now it is the third largest city of Sweden with the inhabitant of approx. 300000 people (1805.1 per square kilometer). The city is well known for its green nature, especially for the parks and open spaces. These two different scenarios can put up a significant impact on the city life among citizens who have migrated from Dhaka to Malmö.

Aged and Young people, who live in Malmö now but was born and grew up in Dhaka and the children who were born in Malmö but have visited Dhaka city several times to see their relative, how do they perceive/feel/realize about these two different scenarios? Their different experiences and perceptions about the physical environment in different density situation can provide a better understanding of people environment relationship, which is much needed for making “city for people”.

The study mainly focuses on the three important aspects of urban environment: outdoor activities, open space and public transportation. A semi structured qualitative interview method is used to portray the experiences and perceptions of people who now are living in Malmö city but also used to live in or close to Dhaka city at any particular time of their life. After selecting the respondents into three groups (according to the criteria), nine interviews were taken (three from each group). The theoretical framework based on the definition of density from different aspects, followed by the impact of density studied by previous researchers which guided me to structure the result and analysis section. And lastly the summery with concluding remarks and conclusion part is provided for future study opportunities.

Key Words: density, population density, outdoor activities, open space and parks, public transportation, city life

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Rifat Hassan Romel

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Chapter 1: Introduction

1.1 Introduction

The new interest in density displayed by professional town planners and town-planning researchers is related to the recent densification of the urban environment in many towns and cities. Research on densification is primarily concerned with the link between urban form and sustainable development (Kristensson, 2003:470-471). High population density and large population size have “dual effects” – both negative and positive consequences. They not only increase discomfort in a place but also increase social ties there (Verbrugge and Taylor, 1980: 156). A green and spacious town setting was the opposite of the congestion in 19th century industrial town concept. Scarcity of space was associated with living in over crowded conditions and considered a manifestation of poverty. But later the conception changes dramatically in early 20th century. Together with the aim of sustainable urban building, the postmodern image of city has brought about a radical change in the understanding of the concept of spaciousness as well as of the concept of density. Today density in town planning is no longer exclusively associated with overcrowding and poverty. Density often stands for vitality and access of full range of urban entertainment (Kristensson, 2003:470-471). Dodman (2009) states as, “Dense urban populations have seen either to be indicative of claustrophobic squalor, poverty and deprivation; or of diversity and community. On the one hand, Ebenezer Howard’s protests against urban overcrowding are still invoked. On the other hand, Jane Jacobs’ (1961) passionate defense of urban life in *The Death and Life of Great American Cities* is still taken as a mantra, particularly for those in the intellectual movement of ‘new urbanism’ who are opposed to the growth patterns of suburban sprawl and restrictive residential enclaves. In this latter grouping, low urban densities – frequently associated with the process of suburbanization – are often characterized as urban sprawl” (Dodman, 2009: 3).

The planners and policy makers are now taking density as an integral part of adopting policy for future city development. Density is now the key concept in planning, architecture and urban design as it helps to describe, predict and control the use of land. Since the publication of “Our Common Future” by the Brundtland Commission in 1987 (WCED, 1987), the concept of sustainable development has become increasingly significant as a target for creating a better future for the world, economically, socially and environmentally (Elkin et. al, 1991). Several researchers suggested that notions of density can be seen as an integral part in order to achieve sustainable development (Boyko and Cooper, 2011 also see DETR, 1998; Haughey, 2005; Jenks & Dempsey, 2005; Jenks et al., 1996; Owen, 2009; Urban Task Force, 1999, 2005; Williams, Burton, & Jenks, 2000) and also in case of mitigating and adapting to climate change (Boyko and Cooper, 2011 also see Williams et al., 2010). As the advisors of the City of Vancouver’s (2008) Eco Density policy state: “a city cannot talk seriously about sustainability without talking about density” (City of Vancouver, 2008: 7). They firmly believe that a density approach that is well designed

and also strategic can create more holistic communities with improved transportation, affordable housing, and a strong economy and energy efficiency (cf. the Location Efficiency Calculator, created by The Prince's Foundation, 2009). This turn on the other hand makes it essential for the policy makers to change their thought about density.

To address those above-mentioned issues, this study tries to explore the experiences of the people in two different urban settings, Dhaka and Malmö. Dhaka, the capital of Bangladesh, is now one of the most densely populated mega cities in the whole world, approx. 115,000 per square mile or 44,000 per square kilometer (BBS, 2011). Recently rapid growth in and around Dhaka city is extremely unplanned and showing a high degree of congestion and overcrowding and malfunctioning of the traffic system. The city exhibits a very high density with inadequate space to live and road infrastructures is much lesser to move. The rapidly growing urban population in Dhaka and its outskirts is enhancing environmental pollution posing problems to human health and threatening the general quality of life (Masraque, 2009). Loss of open and green space, noise, traffic jam, and degraded urban environment are some effects of that extreme high population density.

Malmö city is growing day by day and now it is the third largest city of Sweden with the population of approx. 300000 people (1805.1 per square kilometer). The city is well known for its green nature, especially for the parks and open spaces. After the opening of Oresund Bridge in 2000, the city became one of the central and connecting cities for the Oresund region, which is one of the fastest growing regions of Europe. Also the city has a multicultural identity; people from 172 countries could be found here (Source: Malmö Municipality official Website, <http://www.malmo.se/English/Culture.html>). The city planners in Malmö are implementing several approaches to achieve the goal of a sustainable and green city. When any person coming from Dhaka to Malmö, how they probably react with the changing scenario? Especially who passed his or her childhood and youth time in Dhaka city but now live in Malmö city and also the children who born in Malmö but visit several times to see their relatives in Dhaka, how do they perceive these two different scenarios? In this globalization world, people are now moving from one country to another, from one continent to another frequently. Their experiences and perception about the physical environment can give a better understanding of people environment relationship, which is much needed to build a sustainable city. The aim and objectives of this study is to derive the city life of people in different density situations (being in a large highly dense mega city and now in a sparsely dense developing city) based on the perception and experiences of people in two contrast urban settings focused on outdoor activities, open space and transportation. Since Malmö is in the phase of being denser, the results from people's experiences may suggest some policy for future development of Malmö city.

1.2 Background of the study

The background section here, providing information about Dhaka and Malmö city. Relevant information of the two cities (focus on the urban environment, open space and park and transportation situation) is summarized for making a clear picture of two different urban settings. Most importantly, the two cities have totally different background Environmentally, physically, economically, culturally and socially.

1.2.1 Dhaka city: Density, Open space and urban Environment

Dhaka, the capital city of Bangladesh has a very rich history of 400 years. According to Bangladesh statistical Bureau (2011), the population of Dhaka city was 8,511,228 and it's growing. The population density of 44000/sq. km makes the city one of the most densely populated mega cities. If it keeps growing in it's current pace, it is expected to be the third largest city in the world by 2020. The rapid urban growth that the city has experienced in recent decades is one of the highest in the world. The rapid population growth observed in Dhaka city is caused by large-scale rural-urban migration. On the other hand, socio economic and environmental sustainability, which are the essential part of city development, has not received proper attention up to date, which eventually resulted in wide spread environmental problem across the city (Dewan and Yamaguchi, 2009: 392). Unbearable noise level and air pollution caused by the traffic make the outdoor environment much worse for the citizens.



Pic 1: Part of Dense Dhaka city (photographed by Sifat Jerin Mun, 2013)

The city, capital of Bangladesh, is suffering with unavoidable trouble of excessive traffic jam and overcrowding public transportation system. The cityscape is very organic and displays through its intricate design a link to the past. The lack of conventional traditional westernized grid planning makes for an interesting future city-planning conundrum. The mixture of quick and slow moving vehicles often chocks the flow of traffic through the myriad maze that makes up the streets of Dhaka stagnant. Policy makers are trying to solve the transportation problem with providing large flyovers. They are also talking about introducing elevated expressway, metro rail system and monorail system. But those solutions can be termed as lucrative and safe, because that big project has been seen as the main source of money for concern officials. Also, as the big projects are taking long span of time to be finished, therefore in case of political situation its safe for the politicians. Another important issue here to be addressed is that, transportation system is now mainly depending on the private bus car owners that eventually, forced the policy makers to more rely on the solution for those particular traffic modes. Those above mention factors make a pseudo barrier to take more sustainable, environment friendly and people oriented solution in case of the public transportation system in Dhaka city.



Pic 2: Traffic in Dhaka city, place: Mirpur 10 Square (photographed by Ipshita Humayra, 2014)

Dhaka city probably has the lowest number of playgrounds, parks and open spaces per capita among the world's major cities. Boymkesh et. al. (2012) in their study states that, "According to the chief town planner of DCC the city has only 8% tree coverage, while an ideal city needs at least 20% green spaces to attain a healthy urban environment. Currently the Botanical garden, Suhrawardhy Uddan and Ramna park areas are the three major green patches in the city. Dhanmondi Lake provides the natural beauty inside the city, but right now mostly occupied by big building. Field study observed that these green patches mostly occupied by the homeless people and street vendors, which made them unsafe for the city dwellers, as reported by individual communities" (Boymkesh et. al. 2012: 51). There are about 50 small parks and open spaces in Dhaka; among them municipality owned 46 and the rest are private. Homeless people,

street vendors, already occupy some of the parks and others have been converted to temporary markets, bus stops, slums etc. (UNEP 2006).



Pic 3: Parks in Dhaka city: Chondrima Uddan and Botanical Garden (photographed by Ipshita Humayra, 2014)

Urban green spaces are rapidly converted to build up areas in order to meet up the rising demand. Dhaka City is noted for a serious lack of outdoor sports and recreational facilities. The urban environment of Dhaka City is now seriously lacking of proper urban environment both physically and socially because an adequate proportion of its land has not been put aside as ‘open space’ (Hossain, 2006: 5). Bangladesh is a culturally homogenous country and Dhaka is the center place for the whole country culturally. Most of the main cultural activities are based in Dhaka city, which eventually attract people to come and stay in the city. Any one can find a festival going on all over the year in the city. Thus the diversity of activities both culturally and physically occurs and can be seen in any public space.

1.2.2. Malmö city: Density, Open space and urban Environment

Malmö, the third largest city of Sweden, has experienced a different situation. The old industrial city has begun to transition towards a knowledge and information city at late 20th century (Source: Malmö Municipality Official website, web link: <http://www.malmo.se/english>). Malmö – Sweden’s third city, situated in the southernmost part to the county, some 30 kilometers’ by way of bridge from the metropolis of Copenhagen, and with just over approx. 300000 people (4675.2 per square mile or 1805.1 per square kilometer) – is a city undergoing rapid change. The city is growing now as a modern city and gaining attractiveness, as because of its location in the economically thriving Oresund region and because of the popularity of its cultural scene and its prospects for young people. Older industries have now been replaced by investments in technology and training programs of high caliber. In case of physical structure, Malmö is well structured in terms of public transport, with well-planned street system. Malmö has an international harbor and the airport Kastrup (the international airport in Copenhagen and Sturup

(the domestic airport) are only half an hour's journey from the center of Malmö (Source: Malmö Municipality official website, web link: <http://www.malmo.se/english>). As in the process of being the knowledge and information-based city, the Malmö University was opened in 1998. The University is now accommodating almost 15000 students. Students from different parts of the world make the city an international hub (Alwall, 2012: 1). You can find people from 172 countries living and



Pic 4: Malmö city view from sky (Source: Internet, Web link- <http://camuniso.blogspot.se/2011/07/vastra-hammen-malmo-suecia.html>)

sharing same cityscape. The international students, asylum seekers, international organizations with international workers altogether made the contribution for the fast growth rate of Malmö city (Source: Malmö Municipality Official website, web link: <http://www.malmo.se/English/Culture.html>).

Malmö city is famous for its parks and known as the “city of parks”. There are approximately 16 parks in the city. Three main parks in the center: Slottsparken (The Castle Park), Kungsparken (The King’s Park) and Pildammarna (The Willow Ponds), others are around the fringe area (Source: malmö.com, web link: http://www.malmo.com/swedish/tourism/city_of_parks/welcome.asp?Menu=Tourism).

The public transportation system mainly depends upon regular bus and train service. Cycling has taken a big part because of new and improved cycle ways that provide better opportunities for more and more travelling through cycle.

Malmö’s cultural life is strongly influenced by the large ethnic and cultural variation among the city’s residents, who have roots in more than 172 countries. Malmö is multicultural in all senses of the word. Malmö festival is the biggest event where people from different cities of Skane are participating. Also people from the Danish side are now beginning to participate in different events in Malmö city (Source: Malmö Municipality official website, web link: <http://www.malmo.se/English/Culture.htm>).

Gustav Adlofs Torg, Möllevangstorget and Stortorget are the three main public spaces in Malmö city. Also Folket's park (People's Park) is acting as the main meeting point for people of all generations. These places are the main sources of outdoor activities for the citizen. Recently opened Emporium shopping complex is a big attraction now and the Turning torso, which is the landmark for the city, those are creating greater impact on city life of people.



Pic 5: Malmö people's Park, Stortorget, Central Station and part of King's park (photographed by Rifat Hassan Romel, 2014)

Recently Malmö city introduced metro rail for its citizen. Only some parts of the city are covered now, but work is going on to make the metro rail available for the whole city. Oresund Bridge, which connects Sweden with Denmark, is one of the important reasons for fast growing of Malmö city.

To take all these facts in account this study is trying to figure out the people's perception of the changing situations of living in two different cities: one is a highly dense South-East Asian mega city (Dhaka) and another is sparsely dense growing European city (Malmö).

1.3 Research Questions

The background provides information about two extreme city situations: Dhaka and Malmö. Dhaka is seeing the problems created by extreme density pressure and on the other hand, Malmö is on the process of rapid growing. To addressing the issues from background, this study summarizes three research questions as follows:

- What kind of impact does density create on people's outdoor activities, use of open space and travel behavior in different density situations?
- How do people experience and perceive the city life in two different scenarios (from a high densely populated South-East Asian mega city to a multicultural rapid growing European city)?
- How do different people express their impressions of walking down the streets in two different city environments?

1.4 Aim and Objectives

This study is trying to gain a better understanding of how people from Bangladesh experience the different density situations. The question I am asking is how people moving from a high-density mega city to a sparsely populated developing city reacted and perceive the different situations? Also people from different backgrounds could provide different impressions on the changing situations. As the children, who are born and grow up in Malmö, may have different impression than the young people, who are born and grow up in Dhaka, now live in Malmö city. And the aged people, who live here in Malmö with their family now but passed their childhood and young age in Dhaka previously, may show different expression about the issue. To take the issues in mind, the aim of the study is to analyze the experiences and perceptions of people in two different density situations to evaluate the impact of density on the city life of people focusing on the outdoor activities, use of open space and parks and use of public transportation.

The objectives are following:

- ✓ To examine city life of people in two extreme situations from different perspectives (Aged, Young and Children).
- ✓ To explore People's perceptions and experiences about 'Density' issue.
- ✓ To investigate people's everyday life and their relationship with the outdoor environment in two different density situations.

Chapter 2: Methodology

2.1 Methodology

To fulfill the study aims and objectives, I have used qualitative method to gain in- depth knowledge about the topic. Interview with the respondents is the main source of qualitative data and use of appropriate photograph to visualize the study area for the readers is used. The success of a study is mostly lying on the clear conception about the concern issues. The project here demanded a clear concept about Density (definition and impact), which is now a burning issue for future city development. Also the study needs background information for the two cities (Dhaka and Malmö) to make the distinction between two different urban settings. Literature review and analysis of empirical studies were carried out from the very early stage of the study in order to create a clear concept about those particular issues. The theoretical framework chapter has developed to make a better understanding of concepts and also helped me to make great background knowledge to carry out the whole study.

2.2 Selections of Criteria

In Malmo approx. 300 Bangladeshi people live now. Majority of them lives here for long time with their family and engaged with either business or job for livelihood. The rest are student who come here to study and stay in Malmö for a shorter period of time. I divided them into three categories. They are as follows:

- Born and Grow up in Dhaka now permanent citizen of Malmö (lives with the family) This group consists of adults who are live permanently in Malmö. They had passed their childhood and young age at Dhaka city then came to Sweden seeking better opportunity. Later they finally settled down in Malmö. But Their connection with Dhaka still very much alive because they are going to Dhaka city after 2 or 3 years to meet their relatives and friends.
- Students who come to Malmö to study and stays a shorter period of time from Dhaka city This group consists of young people who came to Malmö from Dhaka for taking higher studies option. For the study, I only choose the students who have their home in Dhaka city (Born and grow up in Dhaka city) or those who spent almost 10 years in Dhaka city.
- Second generation children who born and grow up in Malmö This group consists of children from Bangladeshi family who lives in Malmö permanently, mostly known as second-generation children. It seems interesting because they belong to two different societies. For the study, I choose the children who are aged from 12 to 18 years and been to Dhaka city several times with their parents to visit their relatives.

2.3 Methods and Respondents

Choosing the methods to obtain data for analysis is like the backbone of doing a successful research study. To explore the perception and experiences of people, the qualitative research methods are most appropriate. Silverman (2000) in his book “Doing Qualitative Research: A Practical Handbook” claims “exploring peoples everyday behavior or life histories qualitative methods may be favored” (Silverman, 2000). To obtain the data for analysis the study here used Semi structured interview method to explore people’s experiences and perceptions.

Steiner Kvale (1996) describes qualitative interview as: “A qualitative research interview attempts to understand the world from the subjects point of view, to unfold the meaning of people’s experiences, to uncover their lived world prior to scientific explanations” (Kvale, 1996: preface). To obtain data I think semi structured interview (mostly like discussion) with the respondent is the best possible method because to explore the experiences of people it is better to make them talk and discuss. P. Gill et. al. (2008) in their article “methods of data collection in qualitative research: interviews and focus group” define semi structured interviews as, “semi structured interviews consist of several key questions that help to define the areas to be explored but also allows the interviewer or interviewee to diverge in order to pursue an idea or response in more detail” (P. Gill et. al. 2008: 291-295).

The first two groups of respondents are preferred to use Bangla, which is the mother language of the respondents. It gives them comfort to talk and discuss the issues. Second generation children’s who are born and live in Swedish social and cultural system, English was the preferred language for interviews. My same cultural background and having same mother language like my respondents makes it easier for me to make the interviews and going for further discussions.

I made a sample of nine respondents (three from each group) to make the interviews. Both of the group has male and female respondents, which provide dimension. Because both males and females having their own perspective to see things. Thus their experiences and perceptions vary, which creates dimension. All three groups are having their own experiences and views about the study issues. The adult persons are having experiences to live a long time in two different city environments. And it’s interesting to know the perspective of children who already adopted in a different society and culture. For them, visiting Dhaka city a vastly new experience. On the other hand students are the opposite from children, they grow up in Dhaka and recently moved in a different urban setting. And also they are much aware of the environmental and other problems that are now Dhaka city facing due to overpopulation issue. Among the three respondents in student group, one respondent is first came in a little city name Ostersund (a little city at the Northern part of Sweden) and shifted to Malmö two year before. I made some sample questions to make the interviews, and then continue the interview base on the answers from respondents

to explore their experiences and perceptions. The sample questions for interviews are attached at the annex section after the references.

2.4 Analysis of Interview

Qualitative content analysis is the analysis strategy of choice in qualitative descriptive studies. Steiner Kvale (1996) in his book “Inter Views: An introduction to qualitative research interviewing” explains five methods of analyzing interview data as meaning condensation, meaning categorization, narrative structuring, meaning interpretation and generating meaning through ad hoc methods. For this study I am trying to follow the methods described by Steiner Kvale.

As the interview and focus group discussion, both method produce a large volume of material, its time consuming to evaluate and analyze them. For my study, I am trying to evaluate the perceptions of people according the groups (e.g. see selection of criteria). Each group has their own understanding and insight of seeing the issue. And also their perceptions and opinions vary. But during the analysis process, I found that there are some sort of similarities exist between group members even every person had their own perception. The structure of my analysis starts with the older person group (group-1) follows by the student group (group-2) and second generation (group-3) lastly. The three focus area: outdoor activities, using open spaces and parks and public transportation has described firstly for Dhaka city and then for Malmö city in case of explore the experiences of each group. The name and other information of the respondents will not reveal due to ethical reasons.

2.5 Limitations

The two studied cities have great differences in terms of Weather, Culture, Language, Density, Social Structure and Economic variations. So the experiences of people in these two situations are very much different; which is the primary critique for the study.

A perception study has it's own difficulties. Some times you find people don't have the clear perceptions about the issue. And also the main method of the study is doing interview of people that some times may fail to reach towards the certain goal.

The semi-structured interviews also have their own problems of analyzing data. It's a bit difficult to stay focused and also sometimes the interviewee made statements that are not relevant.

Background of the respondents also created differences in the perception and experiences of the respondent. Ideologically the economic inequality make the difference in social strata of Bangladesh, and as results the poor people don't have the opportunity to reach all social services. All of the respondents, who had chosen for the project, are from the middle-income families. So, in this case it limits the

diversity of experiences and perceptions. The respondents (except group-3 children) prefer to share their experiences and perceptions in Bangla, which is their mother tongue. So I have to translate them in English to make the analysis and further discussion, which also made the study a bit harder.

Chapter 3: Theoretical framework

3.1 Defining “Density”

One of the complex problems for any density study is how to define density. As C.T Boyco and R. Cooper (2011) in their research “Clarifying and re-conceptualizing density” suggested that, “ Critics have argued that density may be problematic to define because it is dependent on what kind of density is being explored (e.g., urban, dwelling, people) and how that density is defined, conceptualized and assessed” (Boyco and Cooper, 2011: 3). Dwelling density appears to be over-emphasized as the principal density type mentioned in policy and thus having inevitable affect passing over other equally important densities within the urban environment (DETR, 1998). There is another important issue, which has discussed by Harris and Longley (2000) in their research prior to mention. They discussed the uncertainty that exists about how the information and data about density is collected, summarized and analyzed, with much variation existing (Haris and Longley, 2000). Sometimes research and policy suggest two opposing views about increasing density in cities. However, policy advocates that many cities and countries are implementing strategy for higher densities, believing it to be the future solution for achieving sustainability. Unfortunately, such policies may not take into account people’s perceptions and feelings or the potential tensions and trade-offs that are found between density and a host of different issues (Boyco and Cooper, 2011:3).

Newman and Hogman (1981), in their research, use the urban density, which is defined as, “Urban density is the population divided by the total built-up area of a city, excluding all non- urban land uses” (Newman and Hogman, 1981: 270). The most common type of density definition can be expressed as number of unit in a given area. Another simplistic form of density expressed in Oxford dictionary as, “the quantity of people or things in a given area or space” (Source: Oxford Dictionary, web link: <http://www.oxforddictionaries.com/definition/english/density>). Apart from these populations related definition, Amos H. Hawley (1972) in his work “Population Density and the City” stated that, “ discussions of density often confusing and frustrated by the various meanings attribute to the term. On the one hand, the word is used to denote the resident population per unit of land space. On the other hand, density is frequently employed to mean the number of interactions or massages exchanged per unit of time. These two meanings may be identified as physical and social density, respectively” (Hawley, 1972: 522). The inter dependency of social density and physical density having a historical importance. As the city grows bigger physically, the social norms growing and on the contrary, it will makes the people more active and innovative.

Density has been variously described by various researcher by various term; some of the term can be termed as: in terms of residents per unit land, per residential land, per residential land excluding streets,

actors per unit land, housing per unit land, or interactions per unit time per unit land (Fischer, Baldassare and Ofshe 1975, Meier, 1962; Hawley, 1972; see Day and Day, 1973). But the question of density's effects on people is very important as some researcher stated and it touches the route of human-space relationships, which still remains largely open (Fischer, Baldassare and Ofshe, 1975: 415). To take all these definitions of density into account lets go back to the work of C.T Boyco and R. Cooper (2011). In their research "Clarifying and re-conceptualizing density" they re-conceptualizing the density or re-define the concept of density based on their study of 75 previous study on density. They suggested that density studies should not only include the simplistic concept of density "ratio of units to a given area"; which they termed as the hard element, it should also emphasize the human dimensions of density—perception, behavior and needs—as well as the quality and context of immediate and surrounding environments (Boyco and Cooper, 2011: 51). At last, as I stated earlier, the concept of density is a complex concept and also used differently by different researcher. So it could be stated that, no consensus could be made about which concept of density should be used and it largely depends on the researcher and the purpose of the study.

3.2 Impact of Density: Positive and Negative

Density has the dual effect upon the city life of people, as suggests by Verbrugge and Taylor (1980) in their research "consequences of population density and size". They examine both the positive and negative model of density and trying to figure out the consequences by made a survey at three residential areas of Baltimore city. Their study explains, "High population density and large population size have dual effects-both negative and positive consequences. They not only increase discomfort in a place but also increase social ties there. The classical model (of negative effects) is only half the real-life story" (Verbrugge and Taylor, 1980: 156).

Jane Jacobs in her book *Life and death of great American cities* (1961) describes that negative effects of high density occur only under certain conditions: "when high-density cities are not physically structured to accommodate high population flows and demands, it make people frustrated and they behave more aggressively than in well-structured cities" (Jacobs, 1961). This is the situation that we are now seeing in Dhaka city right now, the extreme population density pressure makes the city unable to cope up. Wirth (1938) suggested, "high urban density fosters a sense of competition, reserve, loneliness, and irritation" (Wirth, 1938: 15-16). But on the other hand, it is unavoidable that as density increases, local social resources actually increase, as suggested by Verbrugge and Taylor (1980). They stated as, "High density can create more opportunities for informal contact and assistance because accessibility of people is increases with higher density. Density may be positively associated with active informal ties and dependence on a local area for social goods and services (Verbrugge and Taylor, 1980: 138)." Wirth (1938) suggested, "high urban density fosters a sense of competition, reserve, loneliness, and irritation"

(Wirth, 1938: 15-16). The fact as Newman and Hogan (1981) stated that, “the majority of human-oriented studies on the effects of urban density have reached negative conclusions has suggested to the general public that they should live farther and farther apart” (Newman and Hogan, 1981: 271).

Previous studies about density were done from different perspectives, Newman and Hogan (1981) in their study “A Review of Urban Density Models: Toward a Resolution of the Conflict Between Populace and Planner” discussed the models of urban density from two different aspects. One is human or individual aspect of urban density originated from the disciplines of ethology, sociology and psychology. And another one is physical or system oriented approaches derived from ecology, history, economics, geography and transportation engineering. They also presented a table that summarizes all the models and there impacts on urban density. For the study purpose lets take a look at the table, which gives us a little overall insights about the studies about urban density and their perceptions.

Table 1: Models of urban density

Human or Individual- oriented models	Physical or system oriented models
Ethology-Physiological pathology models Increasing urban density causes great physiological stress.	Ecology--Ecological systems models Increasing urban density will lower resource and environmental impacts.
Sociology--Social disorder models Increasing urban density leads to social disorder such as crime, suicide, and drug taking.	History--Descriptive historical models Increasing urban density will favor the public transport city and walking city rather than the automobile city.
Psychology--Personal space models Increasing urban density produces psychological stress through more frequent violation of personal space.	Economics/Geography--Density-gradient models Increasing urban density will provide cheaper access as transport costs, particularly of energy rise.

(Source: Newman, P. and Hogan, T. (1981) *A review of Urban Density Models: Toward a Resolution of the Conflict between Populace and planner* published at Human Ecology, Vol. 9, No. 3 pp: 271)

As we seen at the table, impact of urban density in different models where human oriented models mostly

concludes negative impact and on the other hand physical or system-oriented models are mostly positive.

Outdoor activities are those which done by people outside their home. Jan Gehl (1987) in his book “Life between building using public space” classify three kind of outdoor activities known as necessary activities, optional activities and social activities (Gehl, 1987:10). These activities mostly depend on the exterior physical conditions and what the place offers them. Especially optional and social activities are those that merely depend on people’s willingness. Gehl’s study concentrate on the activities which occurs at public space, but the study here keep concentrate on the activities which people done outside, specially at leisure time or their perception on the walking on the street. Although Gehl define that the activities happens only when weather and place invites them. But physical condition and social structure also can be an important issue for doing the outdoor activities. Dense areas promote travel walking whilst less-connected larger blocks promote leisure walking with no effect on total physical activity (Boyco and Cooper, 2011). Another study also suggested, “adults tended to walk more minutes per week when they perceived good access to shops, neighborhood and pavements and the residential density was high” (Inoue et al., 2009).

Amos H. Hawley (1978) in his work “Population Density and the City” points out easy availability of like minded associates for support norm following behavior is a positive outcome of high density, which eventually increase the outdoor leisure activities. Increases of social ties among the citizens also make people go outside for spending time. But Verbrugge and Taylor (1980) in their research “Consequences of Population Density and Size”, stated the negative points of density as, “Space for activities and easy movement decreases; privacy and quiet decrease; property control and predictability of local events decrease” (Verbrugge and Taylor, 1980: 137).

The perception of people about doing the physical activities in a given urban settings is also needs to taken in account. There is no previous research present on how people experience or their physical activities changes with changing population density. Although there are several researches present on the classical model of density that suggests that high density increase the crime rate in the city, which eventually affects the outdoor activities of people. Because safety is a big concern when its about to go outside of home, especially for the women and child.

In a morphological sense, cities could never be seen as a cluster of building only, rather it would be seen as a mix of building, path and open space (Stähle, 2008). Oxford Dictionary explains Space as “a continuous area or expanse, which is free, available, or unoccupied” (Source: Oxford Online Dictionary, web link: <http://www.oxforddictionaries.com/definition/english/space>). So in that sense, open space is that space in the city, which are unoccupied and from the definition every place in the city that does not have any building coverage can be termed as open space; it could be park, playground, public space or

local green spot.

The well-known and long-debated dichotomy within urban planning and design: ‘dense’ or “green that eventually turns towards the two opposite development strategy densification or Sprawl (Ståhle, 2008). Corraliza and Berenguer (2000) has carried out research on people’s preference for “pathways” and “stay places” (parks, plazas, etc.) and found that the non-spatial qualities of landscape are just as important as any spatial qualities but also people preferred pathways as stay places. They suggest that Street can creates more opportunities to engage and make contact with other people and with environment, than in parks or plazas. And urban public parks are becoming places for children and old peoples whether the street is the truly representative public open space, the one that the whole population may feel comfortable in using (Corraliza and Berenguer, 2000). There is not much literature available which directly trying to figure out the impact of density on the open space and green space in the city, but it generally thought that high density means loss of green and open space. So we can say that those are inversely related.

Density, especially higher density has both way impacts, and as the cities of today growing in a faster pace and becoming denser, the policy maker’s or city planner’s interest about density studies increases. As Newman and Hogan (1981) expressed, “The density factor implies a number of responsibilities for the planner: firstly, discouraging the further dispersal of housing, shopping, and work; secondly freeing by-laws from unnecessary space requirements; thirdly, facilitating the growth and renewal of attractive inner and central-city housing at medium and high density; fourthly, integrating transport facilities so that public transport, walking, and cycling are preferred in time, cost, and comfort in the dense areas; and lastly, upgrading environmental quality in the city. As none of these is easy, if the central issue of density is perceived, then at least the direction of planning policy may be become clarified” (Newman and Hogan, 1981: 294).

Chapter 4: Results from the Interview

The chapter contains the results I got from the interviews. The study mainly focuses on three particular areas named as: Outdoor activities (street life and public space), Use of open space and parks and lastly Use of public transportation. Information from three groups in two different urban settings is structured as:

Group -1: The Adult people: Born and Grow up in Dhaka now permanent citizen of Malmö (lives with the family)

Group-2: Students: Students come to Malmö to study and stays a shorter period of time

Group-3: Children: Second generation children born and grow up in Malmö (lives with their parents in Malmö city)

For all the groups, their experiences start with Dhaka city followed by the experiences in Malmö city.

4.1.1 Experiences from two different urban setting (Group-1):

The respondents in this particular section, all are adult persons. They have lived in European (Malmö) context for a long period of time. They visit their relatives and family members who still live in Dhaka city almost once a year or after 2 years. Their experiences about Dhaka from recent visit can be termed as “negative” in a word. And also shown quite similar kind of thoughts. One of the respondent, while answering the question, “how did you feel when you were in Dhaka city last time?” answers as, “ The crowded streets, noise coming from vehicles, uncontrolled everything give a big shock!” Other two also replied almost in a same manner. In case of Malmö city, they think control from authority is the main difference in two cities.

For them the most bothering elements while walking down the street in Dhaka city are noise from vehicle, mobile shops/ vendors at the footpath, overcrowding people etc. The problems for over crowded Dhaka city, from their viewpoint or experiences came as:

- Air pollution from excessive vehicle running down the street.
- Noise from both crowded people and vehicles.
- Lack of security.
- Broken Neighborhood Street and dispose waste at the roadside.

The outdoor activities in Dhaka is not much for group-1 people right now. The reason is because; they are not staying in Dhaka for a longer period of time right now. Visit to relative's house, sometimes go to the shopping complex with family members and occasionally visit the public space is their limited activities in Dhaka. Although the first impression was, when they first came in Malmö city, something like, "Is there any curfew going on?? Why there are no people at street??" but their thought changed after passing time. In Malmö city they have lots of outdoor activities, including regular activities (e.g. goes to work place, visit park with children, attending parties and cultural programs).

"You cannot go out during night time, there is always risk of pick pocket." All of the respondents are really worried about the safety issue in Dhaka city. Not only in the streets at night, but also the lack of security is a big problem when visiting a park or playground at Dhaka city right now, as they experienced. But they feel the changes because things are not like their childhood. The experience is almost similar for all the respondents, probably because they left Dhaka at the same time (1984-89), "Private car were less, bus was much. No traffic jam, so you could move freely anywhere." When I remind them that Dhaka was not overcrowded like today in that time, they are angry, " the government need to have some control over the situation, that's why the government are!!" One respondent scream with one word, " Uncontrollable!!" Apart from these they memorize the wonderful memories they have in their childhood and young age before coming to Europe. "We had four big play ground around our locality; we used to play their every evening. We all knew each other, and some of them still in contact with me. I never forgot any of them. But I really feel sorry because there are no playgrounds today. Buildings occupy those." Not only the play ground, but also parks are not well maintained and unsafe, as the respondents are experiencing now in Dhaka. "We usually went to Ramna Park (a big local park in Dhaka) during my childhood, it was amazing then. But you can not go there now, it lost its charm!!" The third respondent express as, " Where is the open space??"

In Malmö case, the experience for parks and playground has shown similar impression from all the respondents. "Clean, beautiful and safe, all I can use in case of Malmö, especially for children. You can go with your children with out any fear. The main difference with Dhaka I found is caring." This is answered by one respondent, in answering the question about parks and playground in Malmö.

In case of answering the question, "What you experience while walking down the street in Dhaka?" there experience is a bit different, two people answered as they only seen the people and building. But the third person a bit excited with the activities of people in and around the street (i.e. street life). "I have only seen the different activities of people like some one is walking, mobile tea stalls, beggars, little venders those all things create a dynamism". Although he mentioned the traffic problem and noise are the most bothering element, but he thinks that the street life is live and vibrant in Dhaka, compare to Malmo.

To answer the question, “How do you feel when walking in Malmö?” they express as “clam, well planned and secure.” The cycling opportunity is a great option for them because there is no option for cycling in Dhaka city; lack of cycling lane and road accidents are the main reasons. One respondent answered as, “ I really fond of walking through streets and parks in Malmö. It gives me pleasure and relaxation.” They actually love the calmness of Malmö city; its something like what people feels when they come to a little city from a mega city.

For the public transportation system, the feelings are also can be termed as, “its unbearable right now”. They points out several problems which are the dominating factors for Dhaka as they thought:

- Excessive vehicle,
- Almost double travel time due to traffic jam,
- Bad road condition and
- Lack of rules and regulations.

And the situation is deteriorating day by day. They point out the cause of over population is the main driving factor for such deterioration. Also lack of control from city authority, corruption and lack of public awareness need to be count. There is lack of control everywhere in Dhaka, as they think.

In case of public transportation system in Malmö, they all demand probably the authority could provide more buses in some particular routes. The cycling routes increases sufficiently which is very positive, although the private car also increases but again the control is essential to make the things going.

After the opening of Oresund Bridge in 2000, the population increases a lot. They all feel the difference that Malmö city has facing now. As mentioned by my female respondent, “Now I feel a little unsafe compare to the past. Because lots of incidence happening right now. In past, I was going anywhere alone and I never feel unsafe. But now, after I had finished my work at night, I really feel unsafe in some certain places while returning home at night.”

When I asked them, “ how we can solve the issue creating by over population in Dhaka city??” one respondent answer as, “ We can learn from here, at least we can follow the structure. The government is responsible to provide service to its population, but in case of Dhaka, corruption and lack of accountability of government is the main reason of situation being deteriorate day by day. Probably no corruption and a good tax system provide the solution.” Another respondent express as, “ Decentralization that we need in Dhaka case. Awareness building among the citizen, stopping the in migration all is the strategy we need.” About the more densification issue for Malmö city, had shown some differentiate among the respondents. Two of them are seen more denser Malmö as positive. They feel that it could be better for Malmö in case of social cohesion and create diversity. And one thought (again the female respondent) it could be negative, “ Rather things getting worse. Crime will be increased, environment will be deteriorated and of course safety problems for the pedestrian arise, that we

had already seen in Dhaka city”. But both three agreed that its essential to maintain and control the level of densification. They don't want to see what they already seen in Dhaka.

4.2.2 Experiences from two different urban setting (Group-2):

The group consists of people who born and grow up in Dhaka city, now come to Malmö city to study. Their average age is 27. All of them are experiencing Europe first time. The difference from group-1 people is that as they are young, their experience of Dhaka city is recent. They know the recent situation much better than the people are in group-1. On the other hand, their consciousness and knowledge about the present situation in Dhaka city is much different from group-1 people. Probably that's why their perception shows moderate difference than group-1 peoples. Another important fact is that young people are having more kind of outdoor activities than older people, who have family and children. This is also true in case of using public transportation and walking down the streets for both cities.

The answer of question “what do you feel when walking down a street in Dhaka?” shows almost same nature as seen from group-1 people. “Busy, in the simple word you can say, it’s busy” as express by one respondent. But interestingly, he has seen this busyness as a wave of life and dynamism, which is missing in Malmö.

The points they were made for Dhaka city as:

- Noise,
- Traffic jam,
- Smoke from vehicle and
- Overcrowd people at the street side
- Disposed waste beside the neighborhood street

Those are the negative things, they experienced while walking at Dhaka’s street.

In Malmö case, after asking the question, “What did they feel or experiences first time in Malmö?” their answer was something like the first group people, only one person had slight different thought. First person answers as “there are no people around me, as I always seen in Dhaka, especially at railway station and bus terminals”. Second person was express as, “ it does not fulfill my imagination. I was always thinking it could be a busy city, high-rise buildings, shopping malls and lots of people. But unfortunately, I was a bit disappointed.” The last respondent has slightly different answer, probably cause his experience is a bit different. From his own word, “ I first came in Ostersund (a little city at northern Sweden) and I was there for one year. So for me, when I first came in Malmö, my first experience is the city is a bit unplanned and unregulated, compare to Ostersund. Of course it’s bigger with much people than Ostersund.” First respondent’s experiences is similar to second respondent, probably because its quiet normal for the people who came from a very high-density mega city to a sparse developing city. But

for the third respondents the different experiences give the alter impression, when people come to a big city from a small town. Also as for Malmö, the multicultural nature could be a reason for such impression.

In case of outdoor activities all three respondents are having similar type of activities to do in Dhaka. As Weather is favorable, its possible to do lot of outdoor activities. “I was passing most of the time outside with my friends, sitting and gossiping at local tea stalls. Also we were travelling a lot to different places either in the city or outside of the city” as, answered by one respondent. Also playing at the local playground is the activities which all of them do regularly.

In case of outdoor activities in Malmö, here the scenario is totally different. One respondent express as, “mostly nothing!! But I have lots of in home activities and weather is a big reason for that. Another important reason probably the restaurants are a bit expensive compare to Dhaka. Dhaka has the local tea stall and local restaurants, which are cheap and easy for the young people like us to sit there and pass leisure time.” Another respondent agree with weather and the restaurants are a bit expensive are the big reason for not having much out door activities. But he also added that go for a window shopping, going to library for reading books and watch movies he done regularly. The third respondent includes that the difference of language and culture can not be deniable, “people from different countries having their own culture and language and they have their own community where they passing their leisure time.”

Visiting the parks and open spaces are not the part and parcel of daily life. So in case of visiting parks and open spaces in Dhaka city all three respondents replied negatively expressing that they did not go to the parks and open spaces regularly in Dhaka city. One respondent point out the reason as, “ probably I do not see any open ground around 2/3 miles around my home or beside the street. Well, we have playground where we play but in case of park, I was not visited any of them for long time.” Another respondent answered, “ Well, I never feels so. We have big playground in front of my home. We used to sit there at evening either playing or gossiping with friends. But in case of park, no I did not visit any park for long time.” The third respondent is point out the problem of security and scarcity of the local parks in Dhaka. “Where is the open space? Every open space is filling up to make new building for housing. During my childhood, I seen courtyard with almost every house, some house had even vegetable gardens. But you could not find them now.” While another person express as, “ I could not realize the existence of naturalness in Dhaka city, because I was only used to see buildings and concretes and if we want to see nature, we usually need to go outside of the city area.” They all thought, they miss the naturalness in the city, which exists in Malmö city, as two respondents believe. But third one expressed as, “ No, I can’t find the naturalness in Malmö actually. There is no attractive place in Malmö, I think. You need to go out of city to see the nature, what we did in Dhaka also.”

“Visit to parks and places near the sea are one of the favorite activity to pass the leisure time in summer in Malmö.” replied by one respondent about visiting the parks in Malmö city. Among three respondents, two respondents are excited about the summer in Malmö and they visit parks in Malmö during summer time, as they expressed "but only in summer, no one goes to the parks in winter.”

Public transportation systems of the two cities are having significant difference. Dhaka is suffering with excessive traffic load with poor infrastructure and service. Rather Malmö is having a better and controlled public transport service. In case of using public transportation, one respondent make an interesting point. He points out as, “ It is a matter of diversity. In Dhaka, people knows the problems of overcrowded road and traffic jam, so they have to be more diverse and dynamic to create alternatives. Which made the people more creative. But situation in Malmö is different; you do not have to think much. In a word, the difference in case of transportation, Dhaka is full of uncertainty, rather Malmö is comfortable.” Another respondent points out that the bus service of Malmö is close so early at night during weekdays, which he thought as a problem for the people of Malmö city.

To answer the question of social life in both cities, they all express Malmö is a bit boring for them. Probably some more activities could make the situation better. They feel that they are not connected here in Malmö. But in Dhaka the diversity of social life, with lots of activity opportunities and dynamism probably the reason for being more connected. And they all agreed that Malmö city needs a little density, which can increase the activities and also feel like they are alive!!

4.2.3 Experiences from two different urban setting (Group-3):

The third group of people, who are children, can be termed as the second generation for the Bangladeshi community in Malmö. All the participants are between 18 to 20 years of age. All are born and grow up here in Malmö, but usually goes to Dhaka with their parents to visit their relatives. So Dhaka is not their home, as we seen in case of previous two groups. Their seeing and experiencing of two different urban setting is not similar like the other two groups. Another important factor is that they have very particular view about their home city, Malmö, compering to Dhaka. I want to start with an expression given by one respondent in case of Dhaka city, “ Everything is like destroying, there is no structure. Trash is everywhere; roads are not clean like Malmö. But beside all the facts, I feel like home. It feels that I belong here”. But what is the reason behind feeling like this??

My first question is “what do you feel when you walk through a street in Dhaka?” and every one expressed in a same manner as “people and people everywhere”. It is like an amazing experience for them to see Dhaka city first time.

The most bothering thing from their view is street beggar. Apart from the street beggar, they express their bothering experience while walking in Dhaka as:

- Traffic jam,
- Noise from the vehicle
- The construction materials felt down at streets

In case of walking at Malmö city, one respondent answer's as " I feel safe, but not safe enough, because teenagers always attack another teenager, not the mature people. So as a teenager I have to prepare for anything in Malmö, even you are in Sweden." Another respondents express as, " As usual, because I seen them everyday. There is nothing attractive I feel." Other one is quite agreeing with this expression, as it's their usual practice. Security problems, which mentioned by the other two groups of people about walking in Dhaka, seems does not bother group 3 people. Probably they always hangout with either their cousins or their parents is the reason. But they all aware about the fact, as they express as, " I can not go out much because of the restriction due to security reason."

For outdoor activities, the expression is a bit different in case of Dhaka city. "You can do anything, there is always people down the streets, even in the mid night", as expressed by one respondent. Another respondents is very much interested about the amusement park, he visited in Dhaka. He made the statement as, " It was amazing, and I really love that place. But I really feel Malmö lacks that. We have Folkets Park, but it's not sufficient." Third respondent was excited about a public space, near his house at Dhaka city. It's called Riffle's square. People everywhere and their various activities were made him interested. He expressed as, " you could not see lots of people in Malmö except festival. But I guess its normal for Dhaka city. What made me more interested; there was a green space near the place, which was a calm place. The combination was really interesting."

In Malmö, they usually do their regular activities. As they answers, " Mainly goes for work out after school, and hangout with friends during the weekends. Usually not much things to do, just go to Gustav or Mollan (Gustav Adlof Torg and Möllevangstorget), sitting there for a while. And even if you have money, you could not sit any restaurant, because they close so early."

About the open space and park issue, their views are really different. To answer the question of visiting any open space or park in both cities, one respondent answer's as, " you can not see open space in Dhaka, only building, some ponds that's all. But the situation is different in Malmö, you will able to see green spots everywhere. I like to go to Kirseberg Park for playing. That's not possible in Dhaka, I only play in front of my house." But the other two respondents have different views. As second respondent expressed, I was visited some parks at Dhaka city. There are lots of people and their various activities going around, which is not usual in Malmö; those are really interesting." Third respondent answers, as "I like the tropical weather in Dhaka, the warm weather which can not be found in Sweden And I like the coziness

or cozy feelings when I visit any parks at Dhaka city. You can't feel that here in Malmö. Although, the parks are clean and spacious here, but you don't feel like connected somehow. But if you are in Dhaka, you feel connected to everybody. You have friends, relatives around you, probably that's the reason for feeling the coziness.”

Public transportation system of Dhaka is now dominating by the private cars. The people in-group 3 are children and do not go out much due to security reason. They mostly travel through the private car, so they do not have proper experiences of using the bus and other modes of traffic in Dhaka. But all three of them love to travel in rickshaw (three wheeler)- a local non-motorized vehicle run by man. They really bothered by the noise and smoke coming from vehicle and excessive traffic jam. One respondent states the reason as, “streets are narrow and there is no space between building, which make the street crowded.”

Malmö have clean and spacious streets and a smooth transportation system, what thought by all three respondents. But every one mentioned about the necessity of more bus in Malmö city, because people are increasing. Although the situation is not like in Dhaka, but Malmö is growing and they don't want the situation like Dhaka in case of Malmö. To compare the two different urban settings, one respondent express as “ peoples is always running in Dhaka, it never slows down!!”

Chapter 5: Discussion and Findings from Result

Density of population has a clear impact on urban life. Those are both positive and negative. Noise, excessive traffic problem, environmental degradation and loss of open space are mostly visible in any high dense mega city. On the other hand in case of creating diversity, closeness, quality of urban life in some cases can be termed as positive. High density provides more opportunities for local informal contact and assistance because people are more accessible. Density may be positively associated with active informal ties and dependence on a local area for social goods and services (Verbrugge and Taylor, 1980: 138). Different researchers in different social research projects summarize these two different kinds of impression. The world is very dynamic now. In the process, every city is becoming global and multicultural day by day. Cities are growing in a faster pace, becoming denser. As city is for people, people are not for city, we need to share their experiences or feelings in case of new development.

Under this chapter, I am trying to discuss and summarize the information derived from analyzing the interviews. Tables and some pictures are used to make the information more visible for the readers. For the convenience, I will structure the discussion according to different issues, which is the focus point for this study. These issues probably very much depend upon the density issue. The issues are as follows:

1. Outdoor activities
2. Open space and parks
3. Public Transportation

Let's take the three above-mentioned issues and discuss them from people's point of view.

5.1 Outdoor activities: With changing situation

Safety and noise are very common problem for a highly populated mega city. The impact of density is very much clear here, as cities growing bigger, you cannot avoid these issues. Another important issue is diversity. Big city means big and diverse opportunities, which is mentioned by almost all respondents. People go out for different purposes; some are necessary, some are optional and some are social (as classify by Jan Gehl). He in his book (Life between building using public space) points out that these outdoor activities (social and optional, not the necessary activities) are especially depends on the exterior physical conditions (Gehl, 1987: 10). In this study, people with different background and age had been participated. Group-1 people are aged people, on the other hand group-2 people are young and group-3 people are children. So they all have their own outdoor activities and culture. The aged people have their own family; so they want to live with their family members in a quiet and peaceful place. To share their experiences in having two different density situations, they reflect accordingly. In case of Dhaka security situation is much worse, but interestingly in Malmö, the safety issue is a concern for the people right now. As one respondent from group-1 and one respondent from group-3 expressed their concern about the

security problem in Malmö city. Probably that is a big lack for Malmö right now. The outdoor activities people engaged in two study cities are summarized below with three different table, each group contain one table:

The table here summarized the type of outdoor activities Group-1 people are doing in Dhaka and Malmö:

Table 2: Outdoor activities (group 1)

Respondents	Activities in Dhaka	Activities in Malmö
Respondent-1	Visit to relative's house, goes to the shopping complex with family members, visit the public space	Going for work, walking in the park, attending social parties and functions
Respondent-2	Visit to relative's house, goes to the shopping complex with family members, visit the public space	Going for work, walking in the park, attending social parties and functions
Respondent-3	Visit to relative's house, goes to the shopping complex with family members, visit the public space	Going to work, shopping places, attending social parties and functions, going to park and playground with children

The table here summarized the type of outdoor activities Group-2 people are doing in Dhaka and Malmö:

Table 3: Outdoor activities (group 2)

Respondents	Activities in Dhaka	Activities in Malmö
Respondent-1	Going outside with friends, gossiping at local tea stall, sitting beside neighborhood pond and play field, playing with friends	Mostly nothing, sometimes going out with friends, watching movie
Respondent-2	Going outside with friends, gossiping at local tea stall, playing with friends, sometimes go out of town with friends	Mostly nothing, sometimes gossiping with friends or sitting at the restaurant.
Respondent-3	Going outside with friends, gossiping at local tea stall, Boat riding at river, visit local market places	Window shopping, going to library for reading book, watching movie

The table here summarized the type of outdoor activities Group-3 people are doing in Dhaka and Malmö:

Table 4: Outdoor activities (group 3)

Respondent	Activities in Dhaka	Activities in Malmö
Respondent 1	Going to relatives house, hangout with cousins, visit amusement parks	Going to school, playing in field, hangout with friends during weekend, passing time with family and other social activities
Respondent 2	Going to relatives house, hangout with cousins, visit shopping complex and public places	Going to school, going for work, passing with family, attending community parties, hangout with friends
Respondent 3	Going to relatives house, hangout with cousins, playing with cousins in local playfield, visit local parks	Going to school, going for workout, hangout with friends at weekend

The difference is clearly visible here. For group-1 people, they are adult people with family, as they go to Dhaka for visit their relatives, their main outdoor activities are little and showing similarity. But in Malmö, they have various outdoor activities, apart from the necessary activities, they also engaged to social and optional activities in a regular basis.

For group-2 people, Weather difference is a big fact for them, as they mentioned. Bangladesh is a tropical country with a pleasant weather, so the people loves to go out and engaged with different outdoor activities. But in Sweden, the situation is totally opposite, the coldness especially at winter season makes it difficult for people to go out and do activities.



Pic 6: Outdoor activities at both cities: Dhanmondi Lake in Dhaka and Gustav Adlofs Torg in Malmö city (Photographed by Dhaka city- Ipshita Humayra, 2014 and Malmö city- Rifat Hassan Romel, 2014)

Another important point mentioned by the respondents of Group-2 could be taken into account. Not having cheap restaurant or coffee shops and all the markets are closed very early would be a big reason as they mentioned for having less outdoor activities in Malmö city. The local tea stalls plays a great role in social life of Dhaka city. People gather there, gossiping and taking rest, which gives the opportunity to know each other. This is also a great issue for success of a public space. Right now, Malmö city does not offer much place for gathering and staying a longer period of time with low budget. That is the big difference between the public space in Malmö and Dhaka.

Public space is the place can be defined as the hub of outdoor activities and also those are the most active place in city life. The main public space for Malmö city is Gustav Adlofs Torg and Mollevangstorget. Probably if consider the city scale, the city is a lack of public space. Especially the Malmö University area does not offer any lucrative public space right now (although a new big shopping complex is on the way to be build near the university area).



Pic 7: Public Space in Malmö city: Folkets park and Stortorget (photographed by Rifat Hassan Romel, 2014)

Apart from the weather issue, people do not spend much time at the public spaces in Malmö city. But the scenario is totally different in Dhaka; most successful public space is probably T.S.C (Teachers- Students Center) at Dhaka University. The reasons expressed by the respondent are availability of mobile vendors and cheap food. Also diverse activities of people another point they mentioned.



Pic 8: Teachers-Student Center (TSC) In Dhaka University (photographed by Ipshita Humayra, 2014)

For group-3 children, in Malmö, they engaged with the regular activities, but the point is that spending time at the public spaces is not in their regular routine, which can be seen in case of group-2 people. Group-3 people seen the reason is that there are not much things to do at the public spaces; they does not feel the connections. Different social structure and lack of diversity at the public space could be the reason. The shops are closing too early does the entire respondent mention the problem. But in Dhaka the ‘city never sleeps’!!

5.2 Open spaces and Parks

“Naturalness” into the city life is having a greater impact on the citizen’s life. Especially the health and wellbeing of city life largely depends on the naturalness exist in the cityscape. Malmö is a city of parks (as termed by Malmö Municipality); the three main parks at the city and other little parks at the fringe area with lots of open space create the cityscape. On the other hand Dhaka city is lack of having open space and regulated parks. Over population problem of Dhaka city causes rapid decrease of open space and parks. Malmö city gives the citizen some sort of relaxing material, which is missing in Dhaka now.

It is a normal trend for a rapid urbanizing mega city to loose the open spaces and parks, which also occurred in Dhaka city and it had mentioned by the group-1 people. As they passed their childhood and young age at Dhaka city, they had seen the changes with time. And all of them points out that, lack of proper planning and accountability from the authority is the main problem. They like to go to the parks with family and friends for spending time in Malmö city. People want to see open green spaces to their regular way of going to work or regular activities, which is very much possible in Malmö. Green patches along the roadside and lots of green parks and open spaces; these all are make the cityscape of Malmö a natural one. But a park or open space along not only enough to invite people, it has to create some attraction or offerings for people to come. Which is supported by the impression of one respondent from group-3. He stated that in Dhaka he feels connected. The view follows by all three respondents of group-2. But they do not feel connected with Malmö city. The parks and open spaces of Malmö city do not offer them anything to visit there that is what they feel like!!

In case of Dhaka city, it does not grow up in a planned way and things are out of hand right now. The unplanned way of growing up and tremendous pressure of rapid urbanization results the loss of open spaces and parks in and around the city. Also lack of maintenance from the authority is another major reason for deterioration of park area. This all issues reflect by the respondents. Although there are some exceptions, but more or less they all are aware about the difference of two cities.

Visiting parks and open spaces are not the regular activities in citizen life. But un- doubtfully, people are willing to visit parks or passing time at the open spaces (with family or friends). City cannot only build

with the buildings; you need to build places for relief, which parks and open spaces could provide. But people having different views and experiences about the parks and open spaces respect to two cities.



Pic 9: Activities at Dhanmondi Park, Dhaka city (photographed by Ipshita Humayra, 2014)



Pic 10: Activities at Slott Park in Malmö city (photographed by Rifat Hassan Romel, 2014)

Results from the interview with different people gives some interesting point. The weather is a big barrier in Sweden; you cannot feel like going to the parks and open spaces during the winter. But the situation is not much changed during the summer time. The young people from group-2, they love to go out of the city to see the nature during the summer. The impression is clear; cityscape does not attract them that much!! It also found from group-3 people, they are feeling like connected at Dhaka city but not with their home city Malmö. All three respondents from group-3 liked the parks (either amusement park or local park) they visited in Dhaka. The impression from one respondent is prior to mention, the feelings of 'coziness' what he found in Dhaka city. It cannot be denied that big cities have their own dynamic charm and lively energy, which attracts people to come and visit. This is probably the reason why they feel connected. Another point is, when a park or open space have diverse activities, it attracts people to come, which is a lack in Malmö now. Especially it seems that there is nothing attractive or offerings for the younger people.

5.3 Public Transportation

The experience of people in Dhaka reflect the unbearable situation which the city carry on now in terms of public transportation. Noise, excessive traffic jam, pollution from vehicle, lack of security are the main problem they are facing when traveling in Dhaka city. These problems also affect the street life. While walking through the street the bothering noise and smoke from vehicle is unavoidable. Overcrowding people at the footpath and small vendors, street shops creating problem when anyone walking down the street. But in fact it creates some sort of diversity in people's life as pointed out by one respondent.

For the transportation of Malmö city, statement of one respondent from group-2 is mentionable. For his point of view, Malmö seems to be a bit unplanned and un-regulated. The reason is, he spend one year at a small city of North Sweden, named Östersund. Not only him but also people from other small city are having similar impressions about Malmö city. Probably that is the unavoidable impact of density; bigger cities are suffering the problem of being unplanned. And also people from different country and cultural background is a big issue for Malmö now.

Public transportation is showing totally different scenario for both cities. Dhaka city is facing the unmanageable and uncontrolled public transportation problem caused by the over population problem. Dependency upon the private cars and lack of policy makers adopting people related solution made the situation depleting day by day. On the other hand Malmö city has a controlled and planned public transportation system. Combination of bus and train service along with recently introduced metro rail service provides people oriented and environmental friendly transportation system. Encouraging people for more cycling by providing cycling street and taking program related cycling possibilities introduced by the policy makers. Their long-term goal is to make people less depend upon the private cars to achieve the sustainability.



Pic 11: Traffic in Both cities: first one is Dhaka city and second one is Malmö city (photographed by Dhaka city-Ipshita Humayra, 2014 and Malmö city- Rifat Hassan Romel, 2014)

Statement from one respondent about the public transportation in Dhaka city is prior to mention, “People have to think about alternative when he or she stuck at traffic jam or trying to reach the destination in a particular time”. This statement is partly true, in a sense that probably this is the reason why people is more willing to use their own vehicle, which we are seeing in Dhaka right now. But eventually the approach of people increases traffic jam and also degrade city environment. On the other hand Malmo city is seen a rapid growth after opening of the Oresund bridge in 2000, the city is now one of the center city for Oresund region. As the city growing bigger, the need of more efficient public transportation is the demand. And it seems that citizen of Malmö feels the pressure and all of them (from all group) wants more local buses for the city.

5.4 Summery of findings and Remarks

Density has its positive and negative impacts upon the city and its people. “When high-density cities are not structured to accommodate high population and demands, people may frustrated and behave more aggressively than well-structured cities” (Verbrugge and Taylor, 1980 and Jacobs, 1961). On the other hand, as mentioned earlier, high density may increase social ties and creates opportunities for people. Dhaka city now is seeing the problem mentioned above. It could not maintain high population pressure and also could not fulfill the demand. So it seems that everything is breaking down. People are getting aggressive day by day and it seems like the system will be collapsed soon. Experiences of people (the respondents for this study) are supporting the statement. But apart from all these, the experiences of people shows that, they kind of love the energy that Dhaka city is created. The cultural homogeneity could be a reason why all the respondents are feeling connected with Dhaka city, which they do not find in Malmö city, when they experiencing the city life in European context.

In Malmö case, the city is now on its transition period. It’s growing fast with people coming from different parts of the world. It’s becoming multi national as by the process and needs special attention for future development. It seems one of the problems of being multicultural is maintaining the balance between the cultural identities. The large communities could dominate smaller communities, if the balance could not be maintained.

Dhaka is the capital of Bangladesh and as like the other big cities, it creates the opportunities and diversity, which people experiencing. Despite of the problems and other issues, people feel connected because every one wants diversity in their social life, especially in case of outdoor activities. Probably that's why one respondent express as “ Dhaka city is always been a place of positive energy for me.” I also want to mention here the definition of density given by Eva Kristensson as “ Density: closeness, intensity in experiences, vitality and spontaneous meetings (Kristensson, 2009: 470-471).” This definition also supports what people experiences in high-density mega city; although social structure is big factors

for create closeness, but the density could have some impact on creating closeness among its citizen as we seen from experiences of people. In Dhaka the spontaneous meetings are possible because the diverse opportunity of activities. Surprisingly it also feels by the children who lives and grow up in Malmö.

Young people (students) who are now living in Malmö, feeling differently in Malmö city than in Dhaka city. They seem like they have lost their connections with the city or do not find the charm from city life. Of course it's a bit difficult for anyone to come to a new city, leaving his or her own family and friends. But it cannot be denied that what the city offers the citizen is a great fact for people coming to the city and live there. Their experience suggests that Malmö city probably needs to think about creating new offerings for the citizen.

Despite of its problem, Dhaka city is much lively compared to Malmö what the experiences of people suggested. People are always busy with work but anyone can feel the vibration, what all the respondents are expressed. If judge by the activities and spaces, everything closed down very early in Malmö (6pm at weekend and 8 pm at weekdays). But this is justified because people are less in Malmö. And this is one of the main reasons for having fewer outdoor activities of people; especially the younger people don't have many things to do. In the case of public space, Dhaka doesn't have designed public space like in Malmö, but if judge by the ratio, Malmö city probably don't have sufficient public spaces.

The public space of Dhaka city is more successful than Malmö, because the difference of density or having more people than Malmö, which creates diversity of activities. And which eventually attracts people to come and enjoy their staying in public spaces of Dhaka city. Although the weather difference is a big fact but religious and social difference can't be avoidable. Alcohol is prohibited in Bangladesh, so people pass their leisure time at the local tea stall where as in Sweden people spend time at Bars and Pubs. In case of social structures, here people pass their leisure time with family and prefer to stay at home. So, here people mostly depend on the indoor activities. This is also true for Bangladesh too, but the difference is that socially Bangladesh has more festival compare to Sweden. And Dhaka city is the center of all kind of festival in Bangladesh, as I mentioned earlier. People always gather outside with their family or friends to enjoy the festival. As for Malmö city, different community has their own social and cultural festivals and they have their own way to celebrate those. This in case increases the individuality between the citizens. If there is any common ground for all the communities to celebrate their festivals, that could diminish the differences. Here, I want to mention few lines from Dodman: "A similar outcome is likely in relation to the challenges of climate change: higher urban densities will yield certain advantages for both mitigation and adaptation, although in extreme cases may have a more general detrimental impact on quality of life; whereas lower urban densities may have the converse effects. In addition, it is unlikely that there is an optimum urban population density, as this will be affected by a variety of social, historical and environmental factors" (Dodman, 2009).

Chapter 6: Conclusion

Although Dhaka and Malmö, both city are having totally different situations and cultural backgrounds, but people's experiences about the two cities shown both the positive and negative impacts of density upon city life. In order to achieve the goal of Sustainability, the city planners and policy makers needs to think about the optimum density for a city, which Dodman in his paper "Urban density and Climate change" (2009) mentioned. As from the experiences of people in two different urban settings, its clearly seen people want a city which offers diverse activities and opportunities but don't want to loose the privacy and quietness and of course the 'naturalness' in the city life. Most of the European cities are now adopting the urban densification strategy for future development. For Malmö, further densification is probably needed to make city life more connected with the cityscape, as the experiences of people suggests. But one thing need to be mention is that what ever the space and service are, if your infrastructure is not good, then it could be useless. So it could be a better solution to mix higher density with more activities option followed by proper structure and service, which can make the public life of Malmö city a little more live.

In this globalized world, every city is now growing with people from different parts of the world. They are having their own social and cultural background. So it's becoming difficult for the city planners and policy makers for selecting the future development strategy. Malmö, which contains people from 172 countries, probably needs special attention in case of future development. People naturally attracted to the big cities and love to live there (especially younger people). The main reason behind of such attitude is diverse activities and opportunities. Also outdoor activities of people largely depend upon city offerings/ what city offers. Right now Malmö city does not offer any special attraction for some groups, which is a big lacking. For this reason people do not feel they are connected with the city. Creation of more opportunities and diverse activities option is one way to make people feels connected.

The two fold aim of the study are: (1) analyze the experiences and perception of people in two different density situations and (2) impact of density on the city life of people focuses on the outdoor activities, use of open space and parks and use of public transportation are discussed with necessary background which can be a starting point for the planners, policy makers and urban designer to think about density impact from people's experiences and perceptions. Although any one can ask new questions, suggests new relevant relationship between the issues and also can develop new understanding in order to explain the impact of density on city life in case of future planning discourse. Thus, this study here provide an opening point for further research on the impact of density studies and creating new dimension in taking policy for future development of Malmö city.

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References for the Pictures (permission to print by the photographer)

Picture 1: Dense Dhaka city: Photographed by Sifat Jerin Mun, 2013

Picture 2: Traffic in Dhaka city, place: Mirpur 10 Square: photographed by Ipshita Humayra 2014

Picture 3: Parks in Dhaka city: Chondrima Park and Botanical Garden: photographed by Ipshita Humayra 2014

Picture 4: Malmö city view from sky ([retrieved at January, 2014](#)) ([free to use](#))

<http://camuniso.blogspot.se/2011/07/vastra-hammen-malmo-suecia.html>

Picture 5: Malmö people's Park, Stortorget, Central Station and part of King's park: photographed by Rifat Hassan Romel, 2014

Picture 6: Outdoor activities at both cities: Dhanmondi Lake and Gustav Adlofs Torg: Photographed by Ipshita Humayra for Dhaanmondi lake, Dhaka city in 2014 and Rifat Hassan Romel for Gustav Adlofs Torg, Malmö city in 2014

Picture 7: Public Space in Malmö city: Folkets park and Stortorget: photographed by Rifat Hassan Romel, 2014

Picture 8: Teachers-Student Center (TSC) In Dhaka University: photographed by Ipshita Humayra 2014

Picture 9: Activities at Dhanmondi Park, Dhaka city: photographed by Ipshita Humayra 2014

Picture 10: Activities at Slott Park in Malmö city: photographed by Rifat Hassan Romel, 2014

Picture 11: Traffic in Both cities: photographed by Ipshita Humayra 2014: photographed by Ipshita Humayra, 2014 for Dhaka city and Rifat Hassan Romel, 2014 for Malmö city

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Annex

Sample question for the Interview

Group 1:

1. When you first come in Malmö? What was your first experience?
2. How you feel when you first return in Dhaka (after coming in Malmö)?
3. What you see when you walking in the street in Dhaka city? Before and Now? What bothers you or what attract you? And what is the difference in Malmo?
4. What kind of outdoor activities you do in Dhaka and Malmö?
5. How you pass your leisure time in Dhaka and Malmo?
6. Did you visit any Green space or park or playground in Dhaka? How it feels: comfortable or not? Compare with Malmo.
7. What do you think about transportation in Dhaka? And Malmö?
8. Malmö is growing; do you want to suggest any thing?

Group 2:

1. When you first come in Malmö? What was your first experience?
2. What kind of outdoor activities you do in Malmö? And in Dhaka?
3. How you pass your leisure time in Dhaka? Now in Malmö?
4. How you feel or experience when walking in Dhaka? And in Malmö?
5. Do you visit any park or open space in Dhaka? How you experienced that? And in Malmö?
6. What do you think about transportation in Dhaka? And Malmö?
7. Malmö is growing; do you want to suggest any thing?

Group 3:

1. When you first visit Dhaka? How that feels?
2. How you pass your leisure time in Dhaka? And in Malmö?
3. What kind of outdoor activities you do in Dhaka? And in Malmö?
4. Do you visit any park or open space in Dhaka? How that feels? And how it feels in Malmö?
5. How experience transportation in Dhaka? Any difference with Malmö?
6. Malmö is growing; do you want to suggest any thing?

Note: these are sample question, changes and adding of new question was done for deeper knowledge and discussion with the answers from the respondents.