Analysis the urban walkway role in promoting the vitality of urban spaces (Case study: 17 Shahrivar walkway of Tehran)

Ahmad Pourahmad[1][*], Saeed Zenganeh Shahraki[2], Mostafa Safaie Reyneh[3]

1. Professor, Department of Human Geography, Faculty of Geography, University of Tehran, Iran
2. Assistant Professor, Department of human Geography, Faculty of Geography, University of Tehran, Iran
3. M.Sc. Student in Geography and Urban Planning, Faculty of Geography, University of Tehran, Iran

Extended Abstract

Introduction

Walking spaces is one of the most important urban public spaces in urban regions. Jane Jacobs considers the walkways as a public and main space and the most critical member of city. In recent decades, as a result of rapid movement towards the development of our country, Body cities have suffered from severe changes. The effect of these changes can affect the body in our cities. Our people are in need for required spaces for their activities and there is no framework for this activity in cities. Gradually, Cavalry move dominated urban spaces and streets, urban planning and design far from the walking human scale and the needs. As a result, the values and social and cultural attractions of urban spaces are reduced. Thus, in the past two decades, on urban dynamics has been more attention to the walking discussion and this led to attraction of the policies attention of the deal with unsustainable urban space. Creation of a pure walking space (Urban Palazzo) in Imam Hossain (AS) is valuable as the context of practical and theoretical reflection and evaluation in a turning point in urban planning. This is a positive step in the realization of humanist urban planning. In this research, the role of 17 Shahrivar Walkway in urban spaces is investigated and analyzed. Urban spaces of the most creative urban places in human life and attention to the existing qualities in these spaces have been different in different historical periods according to the goals and wishes of the residents. What is common in all periods is the presence of the people and their social relations as the most important principle in the dynamics of urban spaces. Since pedestrian street in urban public space for the pedestrian movement could be taken to strengthen the citizens social and moral relations, often due to neglecting poor facilities allocation and inadequate walkways and lack of education and awareness of pedestrian movement rules, sometimes they are deprived of this right. Thus, the share of the transport system in recent decades is trimmed according to statistics for mechanical life and superiority car and countless other obstacles. Urban walkways positive response to the increasing needs of urban society is high pollution in non-secure environments from car traffic

---

[*] Corresponding Author: apoura@ut.ac.ir / dr.pourahmad@gmail.com, Tel: +98 9122123920

and children vibrant sites among cities. This is what gives life to a space, people and active presence and joyful in space.

Methodology

This target of this applied study in terms of data collection is a descriptive- survey research. The population of this study is consisted of the individuals in traffic in 17 Shahrivar Walkway. Random sampling method is used for sampling; and since statistical population is unlimited according to the pre-test sampling, the sample size was 270 people. To analyze the situation of walkway and vitality for the literature and research, we developed structural Research Model according to the structures and latent variables. For analysis, we used SPSS and PLS software. To ensure the validity and reliability, we calculated Cronbach alpha and composite reliability for each index with convergent and divergent validity.

Results and Discussion

Beginning the indices of the walkway and vitality were detected by using Fuzzy Delphi method the experts' views. Then, to verify the measurement model, we calculated cronbach's alpha, composite reliability and average Variance. The resulting values show cronbach's alpha is more than 0.7 and average Variance is more than 0.5. We also attempted to determine the relationship between structural divergent validity. The results of this analysis indicate that structures (latent variables) in the model have more interaction with their indices as with other structures, the divergent validity of the model is appropriate. Path analysis techniques was used for investigate research model. Path impact coefficient (β) for mixed use 0.267, physical quality 0.322, landscape and Vision 0.297, social safety 0.266 and walkway in vitality is 0.306. Among these, the physical quality is the most important role in the vitality of the environment. In this model, P-value for each of the indicators of walkway on environment vitality is calculated and this number is less than 0.01 for all indicators which can be confirmed by their significant with 99% confidence level. But for walkway, this is more than 0.01 and rejected. Among the components of walkway accessibility and among the components of vitality interaction and sense of place, the values have most importance.

Conclusion

Research analysis shows 17 Shahrivar Walkway as a public space could not lead to vitality in urban spaces. With this interpretation, we concluded that the mere creation of an environment without cars and for pedestrians cannot lead to vitality and attract population to use the space. Thus, the limited vehicle access to the area affects the vitality of the environment that they were in the study to be created vitality and suitable environment for the citizens.

Keywords: public spaces, Tehran city, vitality, walkway.

References

1.   Ashouri, A. (2010). Investigate the role of walkway in city life. Monthly manzar. 8, 44-47.

2.   Abbaszade, SH & Tamari, S. (2013). Investigate and analyze affecting factors improvement walkway spatial quality In order to increase the level of social interaction. Urban study journal. 4, 1-10.

3.   Bahraini, H. (1998). Urban Design Process. Tehran University Press.

4.   Bijl, R. (2011). Never waste a good crisis: towards social sustainable development. Social Indicators Research, 102, 157–168.

5.   Ghorbani, R & Jamkasri, M. (2010). Pedestrian movement, a new approach in the revival of urban centers; case study: Tarbiat modarres walkway. Urban and Regional Studies and Research. 6. 55-72.

6. Kashanijou, Kh. (2014). Walkways foundations design to functional properties. Azarakhsh press. 2.

7. Karimi M, M & Negin T, S. (2012). Designing walkways in Tehran (with an emphasis on social needs). Danesh shahe journal. 123.

8. Golkar, K. (2000).Constructor Components of Quality urban design. Sofeh journal. 32, 38-65.

9. Golkar, K. (2007). The concept of vitality quality in urban design. Sofeh journal. 44, 55-75.

10. Modiri, A & Behboudian B, S. (2011). Promote vitality in public spaces in the new towns with the approach of organizing urban landscape (case study: Golbahar new town). Tehran Beautification Organization. 1-9.

11. Mortezavi, S. (2011). wakway recognition as a substrate for leisure in the city. Shahr & manzar journal. 12, 24-17.

12. Moini, S M. (2015). Walkable Cities. Azarakhsh press.

13. Moini, S M. (2006). Increasing the walkability, a step toward a more humane city. Fine Arts – Architecture journal. 27, 5-16.

14. Nazari, S & Rezabeigi S, R. (2011). Field space for social interaction and the design strategies. The second National Conference on Urban Development.

15. Nazari, M & Sarvari, H. (2014). Investigate the role of walkway on the identity and vitality of commercial areas. National Conference on architecture, urbanism and sustainable development.

16. Nouri, S H & Nilipour T, Sh. (2007). Prioritize the development of conversion and Supplementary industries the agricultural sector Using Delphi Flavrjan privince- city of Isfahan. Geographical Research. 61, 161-177.

17. Houman, H A. (2009). Structural equation modeling using LISREL software. Samt press. 3.

18. Yadi H, S M., Kakavand, E & Ahani, S. (2011). Measuring the quality of urban walkway in order to achieve humanity transportation. Eleventh International Conference on Transportation and Traffic Engineering, Tehran.

19. Bijl, R. (2011). Never waste a good crisis: towards social sustainable development. Social Indicators Research, 102, 157–168.

20. Habibi, M & Salimi, J. (1997). Skeleton of Tehran. Tehran University Press.

21. Hsu, Y.-L., Lee, C.-H., & Kreng, V. B. (2010). The application of Fuzzy Delphi Method and Fuzzy AHP in lubricant regenerative technology selection. Expert Systems with Applications, 37(1), 419–425.

22. Jalaladdini, S., & Oktay, D. (2012). Urban Public Spaces and Vitality: A Socio-Spatial Analysis in the Streets of Cypriot Towns. Procedia - Social and Behavioral Sciences, 35(December 2011), 664–674.

23. Kauko, K., & Palmroos, P. (2014). The Delphi method in forecasting financial markets-An experimental study. International Journal of Forecasting, 30(2), 313–327.

24. Khonifar, H., Bordbar, H & Forough-ghomi, F. (2013) happy city management. Sargol press.

25. Lamíquiz, P. J., & López-domínguez, J. (2015). Effects of built environment on walking at the neighbourhood scale . A new role for street networks by modelling their configurational accessibility ? Transportation Research, 74, 148–163.

26. Lowe, M., Whitzman, C., Badland, H., & Davern, M. (2013). Liveable, healthy, sustainable: What are the key indicators for Melbourne neighbourhoods. Research Paper.

27. Map.tehran.ir

28. Montgomery, J. (1998). Making a city: Urbanity, vitality and urban design. Journal of Urban Design, 3(1), 93–116.

29. Newman, P. W. G. (1999). Sustainability and cities: Extending the metabolism model. Landscape and Urban Planning, 44(February), 219–226.

30. Newton, P. W. (2012). Liveable and Sustainable? Socio-Technical Challenges for Twenty-First-Century Cities. Journal of Urban Technology, 19(1), 81–102.

31. Pakzad, J. (2003). Qualitative criteria to measure space. Abadi journal, 6.

32. Pakzad, J. (2006). Theoretical foundations and urban design process. Department of Housing and Urban Development, 1.

33. Peiravian, F., Derrible, S., & Ijaz, F. (2014). Development and application of the Pedestrian Environment Index (PEI). Journal of Transport Geography, 39, 73–84.

34. Population and housing census. (1996). Statistical blocks in Tehran.Statistical Center of Iran.

35. Population and housing census. (2006). Statistical blocks in Tehran.Statistical Center of Iran.

36. Population and housing census. (2011). Statistical blocks in Tehran.Statistical Center of Iran.

37. Rasouli, S & Rahim-dokht-khorram, S. (2009). Create favorable urban landscape walking paths. Armanshar Journal, 3.

38. Ryan, R. M., & Frederick, C. (1997). On energy, personality, and health: Subjective vitality as a dynamic reflection of well-being. Journal of Personality, 65(3), 529–565.

39. Sarmad, Z., Bazargan, A & Hejazi, E. (2014). Research Methods in the Behavioral Sciences. Agah press. 26.

40. Sci, I. J. (2014). Factors Affecting the Vitality of Streets in Downtown Johor Bahru City. Indian Journal of Scientific Research, 7(1), 361–374.

41. Seyyed A, M., Amani S B, J., Khezri A, H & Pashoi, GH. (2012). Introduction to structural equation modeling PLS method and its application in the Behavioral Sciences With the introduction of software Smart PLS, Visual PLS, PLS-Graph. Urmia University Press.

42. Sistani, E M. (2008). City walkway and streets qualitative indicators desirable. Fourteenth Student Conference.

43. Wey, W. M., & Chiu, Y. H. (2013). Assessing the walkability of pedestrian environment under the transit-oriented development. Habitat International, 38, 106–118.