

User Perception along Streets: The Case of Dereboyu Street, Lefkosa (North Cyprus), KKTC

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Abstract—This researched analyzed the user perception of public open spaces in the case of Dereboyu Street Lefkosa, Northern Cyprus. This study evaluated the different form of public open spaces such as streets and parks. Different types of streets effect on the users' perception and usage as well. Dereboyu Street has the highest potential to be the best active and vital public open space in Lefkosa specifically and Northern Cyprus generally. It is worth to mention that there are some deficiencies in the design and construction along the street which all mentioned in the recommendation part. Generally public spaces identify the culture and characteristics of the urban area through providing social interaction and human communications. Hence, public open spaces play an important and vital role in improving the social life alongside of city structure. Streets as the main components of the public open spaces as mentioned before, gather people for exchange of cultures, ideas, lifestyles entertaining and etc. Streets are the most useful part of public spaces during history. Different activities such as shopping, walking, sitting and greeting happen in streets. Streets are both for social activities and access. At the end of the study recommendation and future research paths is presented.

Keywords— User perception, Dereboyu Street, Cyprus, Public Open Space.

I. INTRODUCTION

THIS research discusses attempts to understand how we find our way through the real world, depending on both of spatial configuration and visual form of the city. It presents the concept of legibility, coined by Kevin Lynch (1960), which states that way finding is related to the process of forming mental maps of our environmental surroundings based on sensation and user perception.

Improving the quality of our streets is a key issue for everyone who cares about our towns and cities. Through neglect or oversight, or because the wrong policies have been applied, the general standard of our streets has deteriorated. We expect our local authorities to care for them, but it is not clear what their priorities should be, or how their responsibilities should be coordinated and funded. . This research will be conducted by one fundamental research question: "How Dereboyu Roads can be turned into a successful street in public space based on user perception?"

The key issue is not so much the absence of design advice, but the quality of that advice and the way it has been used.

There exists a large of documents relating to the street, from national statute law, regulations and policy guidance to local design guides but, despite the increasing number of documents, it seems that the general condition of our streets has remained the same or has even worsened.

Streets are both the most central and the most multifarious aspect of the public realm, and it is the fragmentation of their treatment, which is a major problem.

Many scholars have represented different classifications of streets. According to Moughtin (1992), street classifies into four categories such as:

Civic streets defined as Streets around civic building such as theater, and museums, Residential streets defined as Streets among neighborhood units and residential areas, Commercial streets defined as streets include commercial activities and Multi-function streets defined as streets with more than one functions.

II. USER PERCEPTION IN STREETS

Assessment of people perception can be achieved based on following methods. All of these methods are tested before as follow:

Ethno-Genic Study

Ethno-genic research will be used within the study undertaken as the researcher is interested in how the subjects of the research theories about their own behaviour/situation rather than initially imposing the researchers own theory. This research approach however has many difficulties, including the possibility of personal bias from the researcher impacting on the exploration of the study (Phala, 2013).

As a long avenue, Dereboyu must have a well-indicated edge, entrance, centre, and termination. The definition of entrance is first begins in the Bedrettin Demirel Caddesi between the two section of the south and north to Osman Pasa street and to the termination of the street which ends in several alleyways and deadens. However in 2015 many other branches have been closed to help easing the traffic, as it was one of the main problem and complaints of Dereboyu.

The final outcome of the study is the discussion of the study, implication and recommendation for the improvement in Dereboyu Street, conclusion, limitation and future path of the study is presented as well.

Streets have important role in both city and social life of people within the city area. Although every single streets in

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city may not act as the public open space for the city based on new development in technology and transportation system but Dereboyu in Lefkosa as the public open space suffers from same problems to serving public needs. This street connects the two side of Lefkosa (old and new) to each other and also accommodates lots of shops, restaurant, markets and houses for residence and students. Obviously after establishment of many universities, the city of Lefkosa faced with so many developments architecturally, but this city still needs so many architectural upgrades, restructuring and reconstruction.

Dereboyu Street now became one of the most important streets in Lefkosa as public open space. So its worthy to mention problems and deficiencies of this road in Lefkosa based on its physical and functional characteristics such as poor quality of sidewalks, lack of sitting area, lack of sufficient entertainment facilities, lack of parks, lack of shading and etc.

Increasing car dependency life effects on the way of living, so more roads are going to be built for people's use under urban structure and architectural constructs. People prefer to get rid of polluted urban area and due to this reason, public spaces become seclude. Generally public spaces identify the culture and characteristics of the urban area through providing social interaction and human communications. Hence, public open spaces play an important and vital role in improving the social life alongside of city structure. Streets as the main components of the public open spaces as mentioned before, gather people for exchange of cultures, ideas, lifestyles entertaining and etc.

Streets are the most useful part of public spaces during history. The most important factor about streets is to provide facilitates for pedestrians movements and sidewalks in city. Different activities such as shopping, walking, sitting and greeting happen in streets. Streets are both for social activities and access.

III. CASE STUDY (LEFKOSA, NICOSIA, NORTH CYPRUS)

Dereboyu Avenue is a near full straight from in all of its start to finish location. Dereboyu orientation is from northwest to south and has a length of 1600 meters.



Fig.1. Dereboyu Avenue

As being a long street it connects Green Line section to Osman pasa Street. The avenue has a lot of sections such as shop and restaurant areas it accommodates different irregularities in pedestrian realm and near to non-existence in cross sections.

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There are many distinguished interest points exist in the Dereboyu, one of them is the Golden Tulip Hotel and Casino which is a five star hotel situated in the entrance of the street which is the focal point for the Dereboyu. There are a lot of shops, bars and restaurants located along the street which function as both entertainment and commercial purposes and as places that people can spend their time in the street rather than just passing through it.

The Dereboyu can be classified as a multi-function street as different variety of function to use of mixed building can be found in the street. The Dereboyu can also be considered as Arterial Street as it interconnects two major urban areas from Green line to another busy street. The Dereboyu is classifies as a Boulevard based on urban morphology (Onal and Doratli 1997).

The Dereboyu has a variety of different building with different heights from one story to the 10 story buildings. The street however has unbroken continuity of building area in the most part as most of the shops and restaurants are exist in the same lane and area. The order of the building heights however is undefined and there is no harmony along the streets causing ugly and unpleasant view due to irregularities.

There are also notable standards should be consistent with citywide goals for safety, economic growth, development, and urban design.

The weaknesses are in terms of legibility, which is mainly in areas of street furniture, some parts of sidewalks and districts. The pavements are in some areas lack the harmony and maintenance and are not designed in line to the other parts mainly due to shops developing their own style of pavement and walkways for their own shops and restaurants. Car parking also cause of a lot of problems as the street is old; there are not enough legitimate parking spaces to keep up with rising number of car usage. The streets lack an open public space and although look good in some part it lacks a friendly atmosphere.

IV. CONCLUSION

Streets as the part of the public open spaces are the main factor in city. Streets have important role in both city and social life of people within the city area. Although every single streets in city may not act as the public open space for the city based on new development in technology and transportation system but Dereboyu in Lefkosa as the public open space suffers from same problems to serving public needs.

This street connects the two side of Lefkosa (old and new) to each other and also accommodates lots of shops, restaurant, markets and houses for residence and students. Obviously after establishment of many universities, the city of Lefkosa faced with so many developments architecturally, but this city still needs so many architectural upgrades, restructuring and

reconstruction.

V. RECOMMENDATIONS

5.1. Street Form

- Providing continuous street borders such as walls to create and increase the sense of enclosure,
- Creating suitable proportion
- Providing sufficient greenery for the appropriate use of wind and shadowing
- Applying simple wall boundaries to provide unique and beautiful facades
- Intellectually filling the blank building facades and vacant areas

5.2. Facades form

- Defining the standard criteria in terms of colour, architectural materials, doorways, windows, size of the Block, roof form, texture and etc. along the street;
- Designing shop signs alongside of street designing standards

5.3. Landscapes form

- Providing greenery along the street,
- Improve the landscaping with the combination of the public art, painting, planting and decoration,
- Improving the maintenance of the current trees and plants of the street
- Increase the space quality through planting,
- Applying more trees and flowering for sheltering and shadowing,

5.4. Legibility

- Filling the vacant spaces to have continuous edges
- Infilling the building development through improving the quality of urban design
- Improving the nodes quality for attracting more people
- Assigning pedestrian signs to increase the legibility

5.5. Accessibility

- Increasing the street permeability
- Improving the entrance point of the street
- Improving the car parks
- Highlighting visual permeability of important buildings
- Increasing the car parking
- Providing multiple car parking in back side of the street
- Fixing the car park signs and entrance sense
- Forbidding the car parking in the sidewalk
- Preventing the high speed along the street
- Fitting the traffic sense alongside of the urban sense
- Providing safe bike lane
- Improving the current public transportation quality and bus stops
- Increasing the number of vehicle for public transportation
- Assigning the particular part of sidewalks for disable and elderly people
- Increase the crossing lanes of sidewalks with appropriate design

5.6. Pedestrian Path:

- Locating sufficient numbers of bins with improvement in their design and places
- Placing sufficient furniture alongside of street to prevent clutter

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