

Journal of Contemporary Urban Affairs

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About the Journal

The journal of contemporary urban affairs (JCUA) is the interdisciplinary academic, refereed journal which publishes two times a year by Alanya Hamdullah Emin Pasa University. The journal of Contemporary Urban Affairs (JCUA) brings together all the theories, manifestoes and methodologies on contemporary urban spaces to raise the understanding for the future of urban planning. Overall, the journal of contemporary urban affairs aimed to establish a bridge between theory and practice in built environment. Thus, it reports on the latest research findings and innovative approaches, methodologies for creating, assessing, and understanding of contemporary built environments.

JCUA distinguishes itself by providing an international and interdisciplinary platform for the exchange of ideas and information among Architectures, urban planners, policy makers and urbanists from all disciplines to focus on seven main concern of this journal which are Housing studies, Emerging cities, urban ecology, Infra Habitation, Revitalization strategies, conflict, divided territories and overall contemporary urban issues about mentioned concerns. Submissions of empirical, comparative, theoretical research, critical review and manifestoes for the future of cities from different scholarly disciplines and methodological perspectives are encouraged.

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- Conflict and divided territories.
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- Urban ecology, morphology and growing concern on sustainability.
- Infra Habitation (Slums / Affordable houses and Gated communities).
- Revitalization, regeneration and urban renewal.
- Housing studies (livability, responsive environment, quality of life and etc.)
- Contemporary urban issues (politics, strategies, sociology, Crime, Immigration and international labor migration and etc. New urbanism, Rapid urbanization, Urban sprawl).

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The Editor assigns Reviewers to the manuscript.

The Reviewers review the manuscript.

The Editor drafts a decision to be sent to the Author.

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Journal of Contemporary Urban Affairs is an open access international peer-reviewed journal, which provides a platform to bring together current manifestoes and methodologies on urban affairs to raise the understanding for the future of urban planning within some specific subject fields which are: Housing Studies, Emerging Cities, Urban Ecology, Infra Habitation, Revitalization Strategies, Conflict, Divided Territories and contemporary urban issues about above mentioned subject fields. Thus, it reports on the latest research findings and innovative approaches, methodologies for creating, assessing, and understanding contemporary built environments.

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The journal explores a range of academic and policy concerns including, but not limited to:

- Conflict and divided territories.
- Emerging cities.
- Urban ecology, morphology and growing concern on sustainability.
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This issue has 20 articles. The editors seek to publish articles considering contemporary urban affairs in the specific field of: Housing Studies, Emerging Cities, Urban Ecology, Infra Habitation, Revitalization Strategies, Conflict, Divided Territories; they are looking forward to substantial improvement of educational processes and outcomes.

With kind regards,
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The Substrate and Urban Transformation. Rome: The Formative Process of the Pompeo Theater Area

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ABSTRACT

The city is an organism that has been transformed through continuous modifications of its form. In these transformations, we can find traces that remain and organize the successive urban aggregates over time. The case that will be proposed is the one of the urban fabric formed in the area of Pompeo's theater, in the Renaissance district of Rome. Through Saverio Muratori's studies on the urban history of Rome and the new archaeological discoveries, the formation of residential building on the remains of the ancient building until its specialization was analyzed. The role of the substratum, evident in this case, the study shows how spontaneous architecture attests to the great forms of the past, and reuses them in every era, transforming and reinterpreting them. In this way the city is so eternal reuse of its forms, its paths and its materials.

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1. Introduction

The research focuses on the study of the historical city and its evolutionary and formative processes through the act of transformation of the existing. Starting from the assumption that "the single work has meaning only if generated and read in the great flow of the cities's transformations and territory, as an ongoing energy that modifies the pre-existing" shows how the formal and constructive characteristics of an ancient organism remain in organization of the city and help in the hierarchization of the elements. According to Saverio Muratori it's possible to find, through

the reading of historical textiles, two large organic categories of shapes: the elementary forms, modular and rhythmic, and the accentuating and cohesive forms. The first are characterized by residential construction that specializes in the base cell through a work of addition, recast and synthesis, transforming itself into a supportive organism and

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transmitting this process cyclically to the subsequent building organisms. The latter, object of the study, are represented by the ancient public monumental buildings such as theaters and amphitheatres. These in urban history appear as catalysing elements of paths and building fabrics; they present themselves as the pivot of urban transformation from the late ancient age to the medieval, arriving to our days more or less explicit and legible in urban plots depending on their political-economic role and their characteristics cohesive with the context.

Here we don't want to propose a philological reconstruction of the original ancient building but through an analysis of the sources and reliefs available to us in the archaeological field we want to show the concrete persistence of their shape and the permanence of the physical elements of the structure. We want to show how the ancient substratum is a guiding element that can perimeter our choices within the urban organism so as not to get lost in the sea of possibilism.



Figure 1. From the plan of (Nolli, 1748) it is evident the permanence of the shape of the ancient buildings in the modern city and their relationship with the paths

2. The role of the Substrate and the Renaissance district in Rome

To understand the "formative" character of the sub-stratum in the events of the urban organism it's possible to start from a statement by Luigi Pareyson: "Art could never arise if the whole spiritual life didn't already prepare it with its common format. This is why art has to be sought in a sphere in which that format is able to acquire a determined and distinct character, with its own specific and irrepressible autonomy (Estetica, 2002). "The Roman Southern "Campo Marzio", now called as the Renaissance district , is a virtuous

example, in many cases an unicum, of a special antique fabric that hasn't lost its organic character overtime, and of the Roman building events, thanks to the presence of monumental buildings that have maintained "an irrepressible autonomy" through their circular shapes. The area was urbanized in late Republican age under Pompeo Magno, after a long reclamation work due to the continuous flooding of the Tiber that had transformed the site into a marshland, *Palus Caprae*. The Roman general began the monumentalization of the area in 55 BC, probably driven by the desire to exploit and monetize his possessions in the area, with the construction of the theater which then took its name. Numerous monumental complexes followed throughout the imperial age, giving rise to a special building district for play and religious purposes. Among these complexes are important for this study, in addition to the theater of Pompeo, the stadium of Domitiano and his Odeon, the theater of Balbo, that of Marcello and the *quadriportici* present in the area. These were connected, through a tangible relationship to a series of paths that are still partly recognizable in the current topography.

The transition between late ancient and middle ages, very often obscure and neglected in urban morphology studies due to the difficulty of the information available, is instead fundamental to understand how this fabric of special buildings has continued to live through the conservation of its plant. Marcello Marocco and Luigia Zoli, in a critical paper¹ on the morphology of the Renaissance district, show the factors that have contributed to the formation and modification of this urban sector. They articulate the study in five essential points:

- 1) reconfirms the elements such as walls, bridges, streets and monuments that characterized the ancient structure;
- 2) presence of catalyst elements of successive building transformations such as basilicas, villas, hortus and domus cultae;
- 3) creation of a system of tensions capable of guiding the reconstitution of urban morphology according to certain directions;
- 4) the great polarities (centers of life): Campidoglio, Mausoleum of Hadrian (later Castel Sant'Angelo) and the Vatican;
- 5) the type of land use that in the Middle Ages gravitates around the residential nuclei that are both secular and religious;

1 M. Marocco, L. Zoli, *Il "Quartiere del Rinascimento". Tipologia edilizia e morfologia urbana*, Studi Romani, Gennaio 1983.

Through these categories it's possible to summarize the transition from the ancient monumental city to the medieval one in the bend of the Tiber, which takes place through continuous interstitial developments responding to a need for continuity of the urban jersey. Unlike the other medieval centers that gravitated around an original nucleus where political and religious powers resided. Rome has no real center on which to gravitate and this has involved an isotropic character of the urban tissues, a strong resistance to change. This isotropy, however, is due to the area of the Western and Southern Campo Marzio in the presence of large monumental structures that possess the original quality of organically linking the transformations into a single resistant organism, formally autonomous, but participating in the continuity of the medieval and then modern city. Also Morocco-Zoli state: "The intrinsic relationship that binds the new city to the old one, through the use of ruins as a substratum, is a structural law that conditions the development of the city already in the Middle Ages. This phenomenon is due to the permanence, in the new organism, of certain grandiose cuts, such as the emptiness of Piazza Navona and the long straight via del Corso." The special ancient building enters the formative dynamics of the medieval city by welcoming the prerogative of its plant in commercial and residential base cells that, through the phenomenon of recast, specialize again. A continuous life cycle characterizes this part of the Campo Marzio and the circular plant buildings of the Mediterranean area; it's the physical and not just typological reuse of the existing key for these stratified tissues. Gian Luigi and [Mattia Maffei \(2011\)](#), continuing the research of Gianfranco Caniggia on basic construction, face the reading of the special building in which they assert that the inverse relationship, or the de-specialization treated here, must be studied on the reverse: "What it was an internal path - the horizontal distribution - reacquires the value of a real external path - that is, of the road - as well as the elementary aggregated cells, in a serial or non-serial way, summarize the typological role they had in basic construction ([Maffei, 2011](#))".

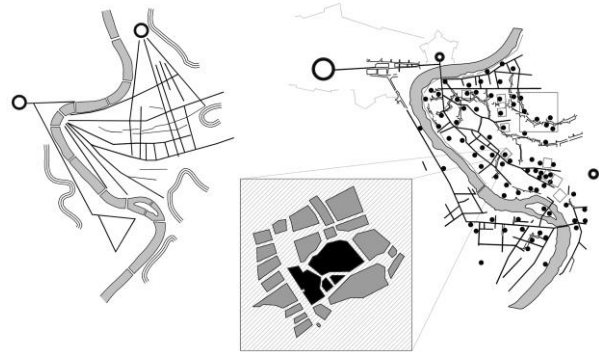
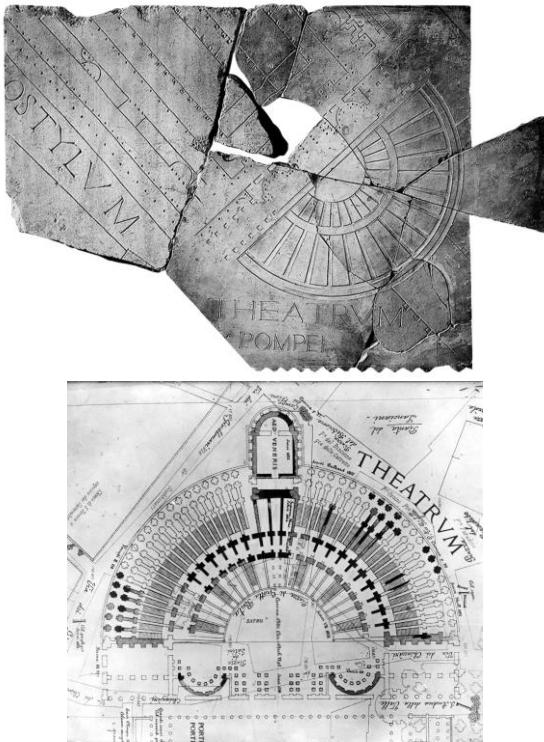


Figure 2. In the first scheme we can see how the polarities of the Vatican and Piazza del Popolo influenced the orientation of the routes. In the second scheme we can see how the Roman routes, in black, persist and orient the medieval fabric of the city. The medieval paths are grafted onto the ancient ones and they grant the new churches, schematized in circles, with the ancient traces. The Roman monumental complexes, black squares, become catalysing elements of the new religious buildings. In the zoom the study area is synthesized through a schematization of the Bufalini's map; 1551.

3. The Pompey theater and the factors of permanence

In the study of a fabric deriving from an ancient substratum, it is necessary to make use of the contribution of the archaeologists for the survey of the existing remains, their identification in the current organism and the reconstruction of the original artefact. The case study of the monumental area of the theater of Pompeo becomes emblematic in the identification and reading of the phases of the training process. From this derives the modern fabric between Piazza Campo de 'Fiori and Largo di Torre Argentina. The shape of the theater is now perfectly recognizable both planimetrically and along its outer perimeter along the Via dei Chiavari (which partly occupies the ancient scene), the streets of Paradiso, the Biscione and the Via dei Giubbonari up to Piazza Campo de ' Flowers. Its shape is even more evident along the Grottapinta road that follows the internal curve of the cavea. Thus we identify the factors of permanence that induce the reading to start from the most obvious parameter: the city of today. The study of urban morphology is a backward operation in time; we do not start from the ancient topography but we must read the fabric like a text leafing through it layer by layer.



Figures 3 - 4. The *Forma Urbis* gives us only an approximation of the form of the theater of Pompey. The Victorious Venus temple does not appear in the drawing. In the relief and plan of the Lanciani, the presence and permanence of the temple in the block appears evident.

Among the key themes of the study there is the question of fruition: in these buildings for the purpose of play, usability evolves according to historical epochs, always restoring new meanings to the forms in a continuous process of organic renewal; biological. A generation of enlightened archaeologists, attentive to this theme of urban morphology, is that of the '70s represented by Anna Maria [Capoferro Cencetti \(1979\)](#), who in his essay "Variations in the time of the functional identity of a monument: the theater of Pompeo" reminds us the importance of matter / material through the names given to this theater by atky writers: *lapideum* and *marmoreum*. *Theatrum lapideum* and *marmoreum* because it was the first stable theater in masonry of Rome, then called *magnum* because despite the rise of nearby theaters it remained the theater par excellence of Rome where the most important events were to be held. The history of theater and of the Roman and Hellenic theatrical stage typology has long been consolidated in both the archaeological and architectural academic environment, but it is important to remember the news for which, given the prohibition to build a masonry building Rome availed itself of the construction of a temple dedicated to the victorious Venus in axis with the cavea; this expedient justified the presence of the steps as a great staircase of access to

the temple used for the celebrations of the cult.

The news on the theater inform us that this was restored numerous times up to 510 AD. By Septimius Severus and in use until the eighth century.

4. The Middle Ages and the formative process

When the oral tradition took the place of the written one, the places were equivocated and the new points of reference of the topography replaced the old ones. Ancient Rome entered the dimension of the fantastic and was transformed into itself; only toponymy in many cases allowed the memory and transmissibility of places and its artifacts. In the Einsiedeln itinerary of the second half of the 8th century, mention is made of both the *Theatrum of Pompeo* in its monumental structure and other buildings in the area within the pilgrim route. It is not possible to know the exact moment when there was the first de-specialization of the complex and the occupation of the ruins with the settlement of the type of the terraced house. Surely we can imagine the occupation from the ninth century of its arches by proto-housing and commercial units: the *crypates*. This spontaneous occupation of the great Roman structures justifies the passage of the population of the population from over 1 million inhabitants to less than 20,000 and the consequent abandonment of linear and modular residential fabrics in favor of cohesive structures that allowed, besides a structural solidarity, also a use in terms of defense of the territory² exploiting, as in the case of the Domitian stadium, the interior of the structure as a pertinent area dedicated to cultivation. Maffei makes explicit this process linking it to the overturning of the paths and the maximization of the use of space: "The theater of Pompeo in Rome regains as an external path, in addition to the one around it, the internal one of the "fauces", between cavea and scene, and it doubles with the formation of an intermediate fabric, in the place of the orchestra, thus obtaining a double front in the use of the cavea. Another example is the structuring of the sixteenth-century Piazza Navona, also in Rome, which takes the place of the free space inside the stadium of Domitian. This area was previously used as a part of the medieval terraced houses that had been located in the modular perimeter structures of the stadium, transforming the bays

2 . The medieval turreted Rome will then be focused on a constellation of residential and defensive housing aggregates arising on the major arteries of city traffic. The most common example is the fortress of the Pierleoni, then Palazzo Savelli and Orsini on the ruins of the theater of Marcello.

of the ancient arches. An equal transformation undergoes the more contained amphitheater of Lucca, while in Florence the internal area of the amphitheater is built with the introduction of two restructuring paths that crosswise cut the original special building ". An important factor for the reconstruction of the training process is the presence of the sacred buildings in this area. In 1186, in the Bull of Urban III, the small church of Santa Maria in Cripta Pincta is already mentioned and probably takes its name from the paintings in the cryptae of the theater of Pompeo. Even more ancient is the church of Santa Barbara (X - XI century)³ and its dating at this time is possible thanks to an epigraph of the period on the wall to the left of the entrance⁴. This church shows the characteristics of adaptation of the artefact to the ancient structures: in a plan of 1601 we can see how the ancient plan of the church followed the wedges of the amphitheater, while in another of 1677⁵ it was possible to reconstruct the role of via di Grottapinta as a master path due to the presence of a staircase that marked the original entrance to the building from the old cavea.

In the *Mirabilia* the area of the theater of Pompeo is identified with the term *Templum* probably because the part best preserved and still perceptible in its original form had to be that of the Temple of Venus Vincitrice that will be recurring element and urban land-mark in the history of this part of the fabric and that recurs with different names in the Orsini Archive documents. The history of the Orsini property is partly the history of the theater of Pompeo and through the writings it is possible to reconstruct it synthetically: in 1150 the first nucleus of the stronghold with the transfer of *Trullum*, between 1242 and 1268 the Orsini bought from their relatives of Monte Giordano all rights to the *Arpacasa* that can be identified with the temple of Venus. In fact, there is talk of a *Camera Magna*⁶, probably the temple cell reused and transformed into a tower to defend the fortress built through the recast of the purchased particles. Between 1290 and 1296 the Orsini bought other portions of the area, and other residential and commercial

3 Some authors date it also to the Constantinian age but it is to be excluded because the last restorations of the theater turn out to be of the VI century.

4 In this epigraph reads the renunciation of all rights by Giovanni di Roizo and his wife on the pertinences of the building and on the church itself. We can imagine that among the appurtenances there were parts of the theater for residential and commercial use that were rented or used as marble quarries.

5 Archive of the Vicariate of Rome, Compagnia dei Librai, tome 43, pag. 133.

6. We speak of the Arpa house and of a *Camera Magna* in the testament of Matteo Orso Orsini of 1279. The *Camera Magna* is identifiable with the cell of the temple.

properties both on Via dei Giubbonari, adjacent to Santa Barbara. With the purchase of properties between Via di Grottapinta, Piazza dei Satiri, Via dei Giubbonari, Piazza Campo de 'Fiori and the Biscione, the layout of the area is definitively configured. This fact was of primary importance for the family as it was possible to control the Valeria street, one of the main accesses for southern Italy and the Kingdom of Naples. This strategy of occupation and fortification was implemented by all the great Roman families in the strategic points of the city. The theater of Marcello transformed into a fortress was in fact a point of control of the passage of goods and pilgrims between the two banks of the Tiber.

The perimeter of the fabric that arose between the structures of the Roman monument offers us an important example of the phenomenon of the sliding of the front. This phenomenon, common to many urban fabrics arising, or not, from a substratum material, derives from the presence of an impassable limit: the perimental walls of Palazzo Orsini. On the front, between the Campo de 'Fiori and Via dei Giubbonari, new base cells were set up, destined to the shop until a fifth street was redefined on the new present route. Not being able to grow in height the monocells multiplied horizontally approaching each other until saturating the space redefining a new limit.

Between the 14th and 15th centuries, the two blocks stand in the orchestra area, while in 1634 a fire burned three shops near the church of Santa Barbara⁷; this event allowed the redefinition of the space that was transformed into a square that elegantly follows the orientation of the rays of the ancient theater.

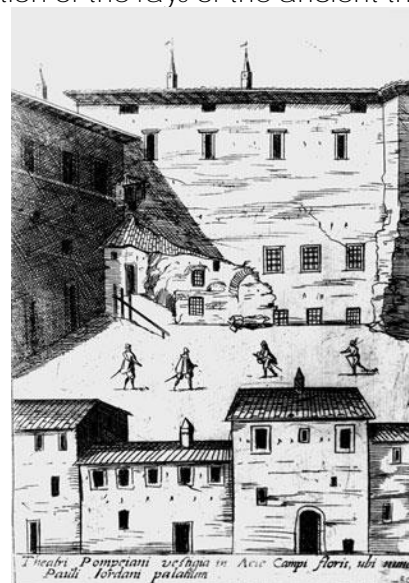


Figure 5. In this drawing by Giuseppe Maggi of 1615 we can see how the Orsini palace area appeared and how

7. The news of the fire "nella strada de'Gipponari "is handed down to us by the *Diario del Gigli*, 1660-1672.

the building was born from the ancient substratum. The Roman remains of the arches on the ground floor are evident.

5. Survey methodology for a substrate architecture

Capoferro Cencetti (1979) offers us a three-point verification for the study of the transformations and the recognizability of these urban catalyst elements. This survey methodology is an excellent starting point for the study of today's historical centers because it allows to perimeter the field of research; the points proposed by the scholar are:

- 1) the recognition of visible findings;
- 2) structural relief and identification of evolutionary processes through iconographic and archival documentation;
- 3) the analysis of the existing relationship between form, structural subdivision and use;

The first point is to support urban morphology to concretely materialize the research carried out. These are tangible proofs of the transformation of the architectural organism. In the case study of the theater of Pompeo, the reconnaissance of visible artifacts is documented by Colini, 1937, but it is now possible to make use of further surveys published in 2013⁸ showing the findings on the cadastral parcels of via del Biscione 78, Piazza del Paradiso 67 - 69 and piazza del Pallaro 10 - 11. From the reliefs the reuse of the ancient walls is evident both as the foundation of the successive edificazioni, and as vertical structural elements.

The second point proposed is the survey of the blocks in order to reconstruct the training process and its phases. The Muratorian relief of the ground floors, even if with some approximations, has provided us with the demonstration of how the archaeological substratum has conditioned the fabric not only at the level of the lower floors but also at the upper levels as evidenced by the study of the Orsini palace floor plans.

The third point tries to overcome the merely technical and constructive aspect, whose highlight risks debasing the real meaning of the monument by tracing it back to what it once represented and relegating it to a symbol of a precise period. We must consider the actual relationship between the community and the architectural themes that express this same idea of community. Its shape has allowed it not to undergo variations over time such as to mark its decline and its end. Circular, elliptic and, more generally, shapes characterized by an external curve-like and closed surface with convergent rays in one or two internal points,

are more opposed to variations and accretions than others. In addition to the wraparound shape, the modular structure of the wedges is important. The pitch of the arches is such that it can be exploited for the settlement of terraced houses and with the overturning of the modules it is possible to saturate the various wedges. However, if the theater of Pompeo welcomes a basic building fabric, albeit with different variations, this does not happen in the palace specialization: the Orsini building can not develop in harmony with the new demands of the Roman Renaissance palace. The building is strongly asymmetrical and totally different from its contemporaries and a commentator of the time describes it as a negative tone stating that it has a malfatta lodge and the outer walls try to take "façade form" but without success. Undoubtedly this problem is due not only to the shape of the ancient substratum but also to the lack of a figure that could interpret this process; what instead happened magnificently in Palazzo Massimo at the columns.



Figure 6. In the reliefs of the ground floors of the area it is possible to see how the walls and the spaces are conditioned by the Roman structure. The substratum is evident and conditions the successive transformations.

4. Conclusions

We must not dwell on the monument as an object but also in the contemporary era understand the evolutionary and formative process. This allows us to face the problems of our historical centers not only in terms of conservation of the existing but above all to imagine a continuation of this process that can lead to a further transformation of the existing. Historical textiles can emerge from monumentalization in order to return to participate in the transformation of the city without being crystallized in a single historical period. In every phase of the evolution of the city are in fact contained all those past but also the image of those that will be in the future.

8. [Soprintendenza archeologica di Roma, Roma \(2013\), Archeologia nel centro, Il La "città murata", De Luca Editore, 2013.](#)

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Conflict of interests

The author declares no conflict of interest.

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Study of Light Pollution in Urban Lighting in Nisantasi Example

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ABSTRACT

To make urban identity forming components visible by making use of technologic improvements, and to make the city livable for everybody by enhancing aesthetic and charming attraction are becoming important for urban designers. Lighting is becoming an important factor to suit cities to livable places for livings in all comfort conditions. By the improvement of science and technology, to organize the life spaces of livings according to today's comfort conditions are considered more and more important. Urban lighting is affecting both the lighting comfort and livings' (humans, animal, and plants) health in many dimensions. The light used on unsuitable spot, unsuitable direction, unsuitable amount and unsuitable time is defined as light pollution. Within the scope of this study, national and international literature research related with urban lighting is done and basing criteria are identified. In the frame of these identified criteria, Nisantasi example is examined in the context of lighting pollution. Important streets and lanes and important historical and religious structures that gained a seat in public memory are identified. Designing criteria of the lighting tools existing in these identified areas and their suitability according to their spot are evaluated, and measuring their illuminance sufficiency, the issues which are detected as light pollution are stated. In conclusion, the studies done in our country are cited and the issues that are to be done to prevent light pollution are introduced as suggestion.

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1. Introduction

Even if amateur methods were used in lightings with primitive tools, lighting have been a sector by the improvement of technology, and became a professional team work. In the circumstances that vision health and comfort are disregarded, lighting may become an inconvenience on the contrary of facilitation. In

conditions such as wrong lighting apparatus applied in indoor or outdoor spaces, inaccurate adjustment of color, direction and intensity of the light, light pollution problem

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may occur. The store windows, building lightings, traffic lights and advertising boards especially on thoroughfares where shopping is intense create visual pollution in respect to both sight health and comfort, and aesthetic respect (Meier et al., 2015; Falchi et al. 2011). When the daytime lighting tools to light inside are used also in the night by the stores facing the street, a sudden light burst on the building may happen. The armatures lighting the street may be inefficient or of low intensity, and sometimes one of the two adjacent lamps may give out yellow light and the other white. From an outside sight, a completely dark building may suddenly lightened on one of the middle floors and darkened through the upper floors again. Lightened advertising boards applied sometimes on building surfaces and sometimes on street boards are also a part of light pollution. The boards that suddenly change color and intensity to attract people are sometimes so harsh that even they can cause an instantaneous vision loss. Besides, these systems that do not allow homogeneous light distribution seriously damage the urban aesthetic. Doesn't matter outer or inner, if a space isn't lightened correctly, it's not possible to get far healthily there. Thus, there has to be a criterion and a standard in lighting. By virtue of technological opportunities, there is almost no any unlighted street and lanes.

Lighting is a concept that provides the visibility of an object or an environment by sending light on it from a specific light source. It is thought that the principal of lighting concept is light; but the purpose of lighting is visualization of the lightened environment by the light source. These two similar subjects are different concepts from a technical aspect (Sirel, 2001). Lighting has become a necessity to meet the physiological comfort and aesthetic needs in human life (Boyce, 2003).

1.1 Lighting Performance

Not the quantity but the quality of lighting may offer a bigger importance especially in outer space lighting. Reflections and light direction has a big importance in respect to sight comfort. Reflectors of lighting equipment, protection of these reflectors against UV rays, light sources and actuators used in armatures are the factors affecting the lighting (Figure 1). Because of reflectors with low performance and armatures radiating unwanted lights around, difficulties are experienced to catch the required lighting levels beside the energy loss. Because of light sources that cannot shoot

properly according to its function, or because direct light beams from bright surfaces will obstruct the sight, the directions and materials of both equipment and vertical and horizontal outer space surfaces (façades, floor coverings, etc.) should be revised in architectural design.

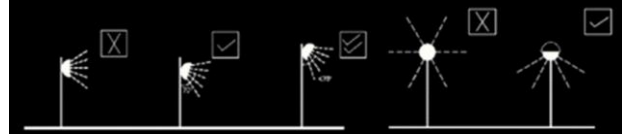


Figure 1. Right and wrong applications of armature (Chamber of Electrical Engineers, 2018)

1.2 Light Production

There are two types of light sources that is required for lighting: Hot (incandescent) and cold (luminescent). The difference of these types are light source's giving out light by means of heat (sun, candle light, lamp), and light sources that are giving out light by electrical and magnetic affects (fluorescent lamp, firefly) (Mills, 2008).

Light sources are classified according to light production, its geometrical shape and source and its color (The American Institute of Architects, 2003). Light production is realized by 2 ways: thermic way and discharge of metal vapors and gasses. When it comes to thermic light production, incandescence of substances is understood. The method giving back the received energy by luminescence is light production depending on discharge. Light sources according to geometric shape are classified as superficial, linear or spotlighting. According to light root it's divided into 2 parts as natural light and artificial light (Phillips, 2004). When it's mentioned as color of light, the hot white, natural white, and daylight white is meant.

1.3 Glare

There are some issues that are regarded as a problem in lighting. All inadequacies in lighting in general are gathered under the concept of light pollution. The greatest example of light pollution is glare. Glare is reflection of the light more than adequate, causing brightness and sight limitation. The glare created by overlighting turn the environment into uncomfortable.

Glare occurs by the reflection of the light on horizontal direction. The components of glare is separated to 3 classes itself: Discomfort glare, Inadequacy glare, Blinding glare.

Discomfort glare refers to a glimmer that causes discomfort but doesn't prevent sight; inadequacy glare creates a prevention by

distribution of radiated glimmer in the eye and obstructs to pick the details; *blinding glare*: It's a type of glare that obstructs picking the details by distribution of radiated glimmer in the eye not instantaneously but for a period of time.

1.4 Urban Outer Space Lighting

All spaces that are between residential units and are named as hypethral architecture are qualified as Urban outer space. These spaces are common use areas of all people. These environments create light, color, heat and odor components affecting the people (Onuk, 2008).

The lighting issue that has been a binding concept is needed in outer spaces, just like the inner spaces. The need to lighting for the purpose of perceptibility of urban spaces has caused the creation of urban lighting concept. Urban lighting involves both lighting technique, urban designing, and urban aesthetic concepts. Urban value lighting is divided into classes such as building lighting (historical buildings, mosques, modern buildings, etc.), square lighting, pedestrian areas lighting, park and garden lighting, three lighting, water element lighting.

Subject of urban outer lighting: handled by dividing to providing safety and security, knowing the environment, finding way-direction-place, realizing outdoor activities, forming urban identity, and urban embellishing purposes. Engineers, 2018)

Category	Examples
E1:	Intrinsically dark landscapes Rural, small village, or relatively dark urban locations
E2:	Low district brightness areas National Parks, Areas of Outstanding Natural Beauty, etc
E3:	Medium district brightness areas Small town centres or urban locations
E4:	High district brightness areas Township centres with high levels of night-time activity

Environmental Zone	Sky Glow ULR [Max %] ⁽¹⁾	Light Trespass (into Windows) Ev [Lux] ⁽²⁾		Source Intensity I [kcd] ⁽³⁾		Building Luminance Pre-curfew ⁽⁴⁾ Average, L [lm/m ²]
		Pre- curfew	Post- curfew	Pre- curfew	Post- curfew	
E1	0	2	1*	2.5	0	0
E2	2.5	5	1	7.5	0.5	5
E3	5.0	10	2	10	1.0	10
E4	15.0	25	5	25	2.5	25

Chart 1. Citation from Guidance Notes for the Reduction of Light Pollution of ILE (The Institution of Lighting Engineers) institution: Outer Space Lighting (Chamber of Electric Engineers, 2018)

1.5 Regional Regulations and Lighting Standards

The requests of urban planners or local authorities on providing compliance with a standard should be taken into consideration at the beginning of the project.

Although TS-EN 1301-1 standards for lighting the squares, boulevards, streets and lanes for general public use, choosing the lighting

categories, features of road lightings and calculations, and measures, and TS-EN- 60598-1 standards for general features of lighting armatures and their tests are not binding, TS-EN 12464-2 standards which provides some useful information related to general lighting principles can be utilized. In TS-EN 13201 standard on road lighting, the trace to be followed on road type and lighting type accordingly is as below:

Typical speed of main user km/h	User types in the same relevant area			Sets of lighting situations
	Main user	Other allowed user	Excluded user	
> 60	Motorised traffic		Slow moving vehicles Cyclists Pedestrians	A1
		Slow moving vehicles	Cyclists Pedestrians	A2
		Slow moving vehicles Cyclists Pedestrians		A3
> 30 and ≤ 60	Motorised traffic Slow moving vehicles	Cyclists Pedestrians		B1
	Motorised traffic Slow moving vehicles Cyclists	Pedestrians		B2
> 5 and ≤ 30	Cyclists	Pedestrians	Motorised traffic Slow moving vehicles	C1
	Motorised traffic Pedestrian		Slow moving vehicles Cyclists	D1
		Slow moving vehicles Cyclists		
	Motorised traffic Cyclists	Slow moving vehicles Pedestrians		D3
Walking speed	Cyclists Pedestrians		Motorised traffic Slow moving vehicles Cyclists	E1
	Pedestrians	Motorised traffic Slow moving vehicles Cyclists		E2

Chart 2. Classification of lighting conditions (Chamber of Electric Engineers, 2018)

2. Light Pollution

By the improvement of urbans, light sources have raised. Unsuitable use of light sources and overlighting have adversely affected the people and the environment. Redundantly used light sources have brought out light pollution problem. Light pollution is described as "the use if light at wrong place, wrong direction, wrong time and wrong amount" (Onuk, 2008).

2.1 Reasons of Light Pollution

Outer lightings are security, entertainment and decoration purposed lightings, but redundantly used outer lighting systems cause light pollution.

Lightings causing light pollution are;

- "Road, street and lane lightings
- Wrong and redundant lighting of parks, gardens and sport areas

- Façade lightings of tourist facilities and buildings
- Advertising boards
- Store window lightings
- Lightings for security purposes" (Ansari, 2013).

Also, wrong armature choice and montage cause light pollution (Figure 2). Wrong choice of armatures and misdirection of them cause glaring for pedestrians and creating unneeded amount of light. Choosing the armature and lamp is important to prevent light pollution. Correct armature should be chosen and applied (Figure 3).

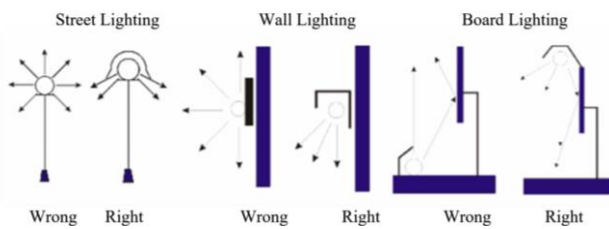


Figure 2. Right and wrong lighting (Dokuzcan, 2006)

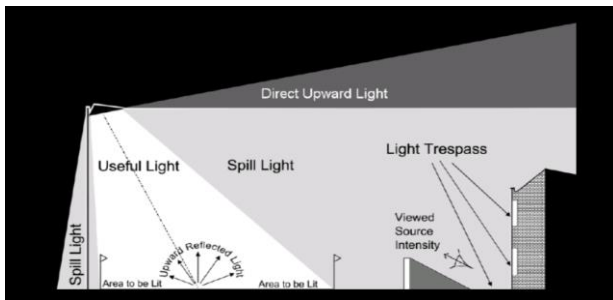


Figure 3. Results of wrong armature application (Onuk, 2008)

2.2 Effect of Light Pollution on Human

There are lots of effects of light pollution in urban life quality (Xiao&Zhang, 2004)

Effects on Local Residents

Wrong armature usage, flash of light reflected from light source on building windows cause brightening of house in the night and make an adverse impact on sleeping people. The most adverse impact of light pollution on human is Melatonin hormone release either not happen, or decrease in bright, lightened environment. Melatonin is a hormone having protective effect on cells and it adjusts the biological rhythm of the body. Since melatonin release decrease on people who are in bright environments during night, it cause permanent damage in cells in time (Ansari, 2013).

Effects on Pedestrians

Lighting is an important factor on security strategy of the city. One feels him/herself safe while passing through a well-lighted square or park. One wants to perceive the entrance and exit roads of his/her location. Thus, the lighting on areas that are used during night is done according to the night security. But under overlighting, one cannot perceive his/her environment, hence he/she can be monitored. Wrong lighting adversely affect pedestrians for it causes glare.

Effects on Transport System

In case of using wrong lighting armature on road lighting, that may be a reason for losing attention and accidents since it will cause glare and reflection on the driver. Or, while his/her eyes got used to darkness on the road without lighting, sudden reflection on the rear view mirror from the headlamps of the car coming behind may cause glare and transient blindness.

But, as it's mentioned above, the lighting has to be handled as a whole. NisantasiTesvikiye Street, which is Istanbul's one of the most vivid and moving streets with its big store windows and advertising boards, necessitates to be evaluated and criticized in terms of light pollution

3. Material and Method

In this study, the circumstances causing light pollution are determined by the help of photometer and building scaled and urban scaled photodocumentation method. Conditions such as light bursts, color variations, irregular light distribution that are causing negative conclusions in respect to urban aesthetic and sight comfort are investigated on site and documented. This study which many circumstances such as façade lightings on buildings, parts left in dark or under extreme lighting, advertising boards continuously changing color and intensity, store windows all designed independently from each other, street lighting tools using various colors are examined have the characteristics of a document on light pollution in Nisantasi Tesvikiye Street (Figure 4).

3.1 Sample Area



Figure 4. Teşvikiye Street (studied by authors)

In particular, the slope of this section between the Vali Konağı Street and Bronze Street is excessive. Due to this inclination, roadway and pavement pass through the basement of many buildings. At the moment, the lower floors of the buildings on the street are served as shops, restaurants and cafes, while the upper floors are used as residential and residential buildings. The street is different from the first time it was founded, it is the front plan with shopping and entertainment life. Nowadays, not only the Nişantaşı street district community but also high income group of İstanbul residents use the street.

4. Research results

4.1. Examining Teşvikiye Street Lighting in Respect to Light Pollution

Nisantasi Teşvikiye Street, which has a more elite position comparing to other districts in İstanbul, is examined on the basis of light pollution because of both its being old, and people are spending too much time outside during day and night. The light system at the afore mentioned space is evaluated from both its aesthetic contribution to the buildings, and from comfort and health respect to the livings.

First of all, to make a general situation analysis on the area where lighting study to be done and to understand the expectations at the environment will be a healthy start (Figure 5). Zoning the entire area according to different functions and expectations, and defining these zones in many layers such as necessities, purposes, architectural approaches, and social purposes is necessary.

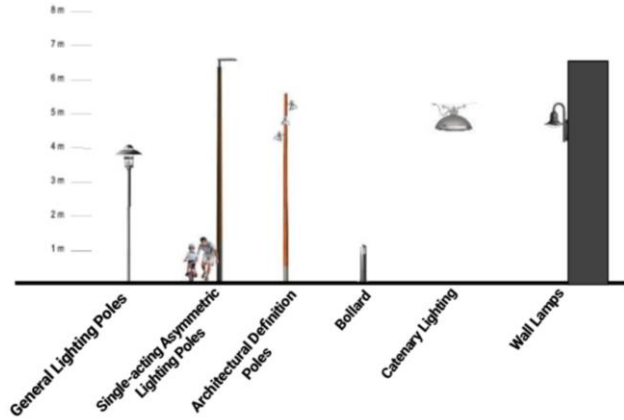


Figure 5. Possible lighting equipment types in the project

4.2 Overlighting

It is detected that lighting system applied at some parts along the street was pretty much over a normal application (Figure 6). And that has provided existence of a poor quality environment, effecting the comfort conditions of people. Human eye is getting tired because of overlighting, and making wondering around or spending time outside less healthy. The visibility of extreme is again disappearing.



Figure 6. Overlighting (photo by authors)

4.3 Storefront Lightings

Vitrified lightings are making up an important amount of light pollution on Teşvikiye Street. Since there are no any legislation or obligatory criteria for storefront lightings, everybody has lightened their storefronts with the colors they wanted as they liked. And that created an important amount of light pollution sourced from storefronts along the street (Figure 7).



Figure 7. Storefront Lighting (photo by authors)

4.4 Façade Lighting

Façade lighting is recently growing in importance, and serious designing projects are being prepared for this. With façade lighting both comfort is provided by lighting the outer spaces, and aesthetic is provided by making buildings that have specific and historical features visible. It is seen at the examinations made on the street that; while an aesthetic view was provided in some buildings by using façade lighting, there wasn't any lighting provided for some buildings, creating serious light pollution caused by a dark view at those parts (Figure 8).

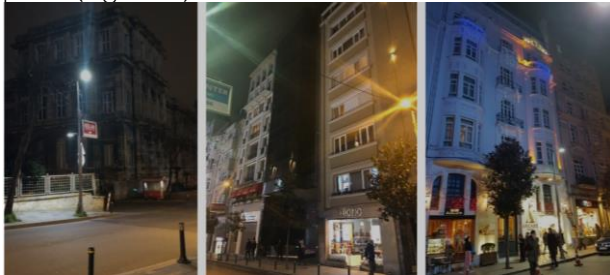


Figure 8. Façade Lighting (photo by authors)

4.5 Inadequate Lighting

A quality life for living beings is only possible if they live in a well-lighted environment. Inadequate lighting both make the environment it exists unlivable for human beings, and it creates several health problems in time. Again, it blots out the visibility of important aesthetic elements situated at the mentioned space. According to the evaluations made on the street, the light on some areas appeared more than the normal (Figure 9). And this has removed the natural aesthetic elements situated there, and caused visual pollution.



Figure 9. Inadequate Lighting (photo by authors)

4.6 Street and Lane Lightings

In respect to light pollution, Tesvikiye Street contains many elements in itself. Whilst different armature types and different sized poles are required for lighting for people, road lighting, directive lightings and three lightings, a rambling lighting system is used without taking any of the requirements into considerations. Different sized poles are used for the same

purpose. Armatures radiating different color light are used. Some of the armatures light, some do not. Since the positioning of armatures isn't appropriate, radiation of the light is blocked by the trees in front of them. Again, the trees on the pavement along the street aren't lightened, and they also blockage the light radiated from the poles (Figure 10).



Figure 10. Street and Lane Lightings (photo by authors)

4.7 Advertisement Purposed Lightings

Advertisement purposed lightings are making an important element of light pollution in Tesvikiye Street (Figure 11). Because there is no any obligatory legislation for these lightings, a casual lighting is used. Whilst advertisement purposed lightings should be chosen according to the day and night conditions, the choice is generally done according to daytime conditions. The armature and light amount chosen according to daytime conditions are radiating over lighting in the night. And this destroys the aesthetic by creating light pollution, and prevents a comfort living by damaging the sight quality via over lighting. Again, choosing the lights for this purpose in several colors, and directing them inappropriately are causing glare and over pollution.



Figure 11. Advertisement Lightings (photo by authors)

4.8 Light Pollution Measuring Results of Tesvikiye Street Lighting

The values received as a result of measurements done on the street have shown that they are rather low than the aimed luminous level and regulatory values. This situation creates light pollution for both street residents and drivers using vehicle. It has been observed that the brightness level changes at

very short intervals in measurements made at certain intervals. Lighting levels being under or over standard over the area effect negatively users comfort in current situation. The current illumination system made randomly along the street as it was considered non-compliance with any criteria. The street should have a luminous level of 200 lux on average, but it was measured some places 2 lux other places 245 lux, this is very problematic condition (Figure 12, 13).



Figure 12. Measurement results



Figure 13. Measurement results

5. Conclusions

The importance of urban lighting hasn't been understood enough yet in Turkey. It's still found adequate that lighting is a vital need related to eyesight and that's fine if you have it at a level to ensure sight. Because of that understanding, it is not accepted as an important element of lighting in and as a part of urban design. Recently, the lighting of only important buildings and some others who are accepted as a city symbol are considered.

For a truly understanding of importance of lighting in urban design and to ensure improvement at this direction, this subject should be given as a lecture in academic area as a part of design and project should be prepared.

It has been tried to make some buildings visible by lighting in Tesvikiye Street, but these studies are not being done according to a standard or rule. And this doesn't provide that intended aesthetic view. Urban lighting should be addressed as a whole, urban-based master plans should be prepared, and obligatory regulations should be prepared by making use of symbolical examples from the world cities in this respect.

At project designing process which is developed by taking urban lighting as part of the design, it should be designed and applied in compliance with urban lighting regulations. Important buildings situated in Tesvikiye Street disappeared in nightfall, and architectural features of them can't be recognized. It has to be the most important element of urban design to bring into view historical and specific buildings that have important place in urban memory. These lightened buildings should be made a more livable place for living beings in respect to aesthetic and comfort.

To ensure the expected performance in urban lighting, the coatings used on the buildings have a significant importance. Taking outer space lighting into consideration, using appropriate coating material suiting to light at building design should be ensured.

The aim of urban lighting should be making historical, aesthetic and quality features of the subject space visible, and since every city's, districts, neighborhood's, street's human accumulation features are different, different lighting criteria should be formed for these areas and applications should be done according to these criteria.

According to international standards, street lighting intensity should be 100 lux. In the measurements done on Tesvikiye Street, it is detected nonhomogeneous 2 to 245 lux light amount, somewhere over lighted, somewhere inadequate. An adequate lighting should be targeted providing an adequate homogeneous lighting which is appropriate to human health, and taking the present lifestyle and comfort conditions of human beings into consideration, and this status should be assured with legislative regulations.

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Conflict of interests

The authors declare no conflict of interest.

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Shaping the City that Decreases Overweight and Obesity through Healthy Built Environment

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ABSTRACT

Cities are being built based on the concepts of the comfortable, easy, and fast for the inhabitants. However, what is being constructed is promoting physical inactivity, and people are finding that what was being considered as convenient for daily life is, in fact, harmful to their physical health. The life of a city relies on the activity of the inhabitants who are the breathing engine of the built environment. Hence, the balance between physical activity and mental activity (e.g., office work) should be maintained because the more people are physically healthy, the more they are productive and the more the city experiences economic growth which all leads to satisfaction and happiness among the city's inhabitants. Therefore, a city that facilitates the reach to physical activity helps its inhabitants to overcome many physical health issues such as overweight and obesity, the causes of many physical complications that can affect mental health over time. This study points to the many components of a city that beats overweight issues and especially obesity. One of this healing city's aspects is the presence of green spaces and the green mobility that typically promotes walking and cycling instead of driving cars. Moreover, this city could foster the healing of prolonged stress and overall mental health related to human inactivity. Its analysis is based on in-depth interviews and results of previous empirical research in urban planning, psychology, and neuroarchitecture regarding people's perception of the visual environment they live in. The case study is the city of Beirut: in-depth interviews were conducted with a representative sample of Beirutis (people whose families come from the Beirut city and who were born in this city and are still living in it). These interviews helped measure these participants' satisfaction with the physical activities and social life that is accessible for all the inhabitants through inclusive urban planning (such as clean open spaces, parks, sidewalks, free or inexpensive public spaces, facilities for green transportation, etc.). The results of the interviews analysis were supported with past data demonstrating the increasing obesity issues in Lebanon and previous data in urban and psychological studies that expound the way the brain processes the urban spaces that increase satisfaction and the urban areas that the city should be offering to its inhabitants for positive health outcomes. The results uncovered the cycle of physical health, mental health, and social contacts which altogether affect the soul of a city where the aim is first and foremost the right to a healthy lifestyle.

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1. Introduction

Hove (as cited in [Mudedede, 2011](#)), noted:

The city is totally human. The steps in an apartment building are for human feet, the door knobs afford human hands, the bed is for a human back ..., the window is there for you,

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the streets are paved for your modes of transportation. This urban world didn't fall on you; it sprang from you (para. 2).

While cities' inhabitants are accommodating to the urban conditions, overweight and obesity are affecting a large number of them physically and socially (Lake & Townshend, 2006). In fact, the more the country is economically developed, the more the people from all ages are suffering from increasing obesity (Hong, Trang, Dibley, Sibbritt, Binh, & Hanh, 2010) and health and behavior issues (Cutts, Darby, Boone, & Brewis, 2009). Although genetics may play a role in overweight and obesity, cases are exceeding the biological heritage condition (Booth, Pinkston, & Poston, 2005; Hong et al., 2010) and are causing cardiovascular diseases, type 2 diabetes, changes in behavior (Hong et al., 2010), and breast cancer (Mehio, Sibai, Hwalla, Adra, & Rahal, 2003). Therefore, other conditions should be observed and analyzed such as the "area of residence, resources, television, walkability, land use, sprawl, and level of deprivation" (Booth et al., 2005, p.2). In fact, these factors affect significantly the motivation of cities' inhabitants to practice physical activities (Booth et al., 2005) such as walking, relaxing in calm urban areas, and practicing social and familial activities in urban public spaces.

The study tackles the reasons why people living in the city tend to overeat, have a sedentary lifestyle, or suffer from overweight and obesity even though they are choosing a healthy diet and practicing physical activities. These reasons are to be related to urban factors that affect personal and social factors.

To study in detail the physical environment effect on people's health and notably obesity issues, in-depth interviews were conducted with 50 Beirut inhabitants (Beirutis): 10 children (between 7 and 11 years old), 10 adolescents (between 12 and 17 years old), 10 young adults (between 18 and 39 years old), 10 middle-aged adults (ages between 40 and 65), and 10 older adults (more than 66 years old).

Even though achieving the best urban planning strategy will not eliminate all cases of built environment problems and personal and social disturbances, it will undoubtedly limit and decrease its frequency (Gunder & Hillier, 2007). The results of this study will help architects understand the urban "obesogenic factors" related to the built environment. This study will also connect the degree of the inhabitants' satisfaction in the city's urban planning regarding public spaces and activities' facilities with the obesity rate. Furthermore, it will give

the opportunity for the city's inhabitants to communicate their suggestions to architects and their perceptions of a healthy city where free activities in public spaces are available. Accordingly, architects can develop urban planning in a practical direction where the functional and the healthy meet.

2. Obesity and the City

2.1 The 21st Century Worldwide Concern

Nowadays, the contemporary city's symbol of power is the economic supremacy. Accordingly, people are "doing extra work simply to exist" (Sui, 2003, p.77). However, the city is also the place that ensures the inhabitants' well-being through providing all the facilities for physical and mental health (Lake & Townshend, 2006). An imbalance between the hard work for economic profits and the relaxation is reflected through the many disturbances in people's balance such as the case of obesity. In fact, according to the medical news today (MNT team 2016), obesity is a serious case where the excess of body fat causing a weight that exceeds 20% of the weight that a person should have can harm health.

Even though many campaigns are done to defend the right to be overweight and eliminate physical discriminations and prejudices, obesity is a long-lasting illness (Velásquez-Meléndez, Mendes, & Proença Padez, 2013) that is increasingly spread among cities' inhabitants and affecting people of all ages due to individual conditions, but also due to urban and social conditions imposing a "cliché" physical shape and lifestyle on all the city's inhabitants. Consequently, children and adolescents are developing obesity that are difficult to treat, which threatens young and future generations' physical and social health and even life expectancies (Lake & Townshend, 2006; Dietz, as cited in Cutts et al., 2009).

On the other hand, "the food environment and built environment are closely related" (Lake & Townshend, 2006, p. 265). Cities are by that challenged in tackling all conditions that are affecting people's overweight and obesity. In reality, the efforts on research and application are emphasized whether on people or spaces but are hardly ever combining both simultaneously (Corburn, 2015). For example, the large sidewalks for pedestrian activity reveal the care for the person's health in the city and reduce the warning signs of isolation (Corburn, 2015). Yet, the developing highways promoting urban sprawl and distances among

the population (Corburn, 2015) are "competing" with the human pedestrian factor instead of equally existing in the city.

Many interventions are dealing with the educational and behavioral gaps related to obesity matters (Lake & Townshend, 2006); even physicians are treating obesity through medicines (Corburn, 2015). However, these are physical and cognitive partial treatments as they are not treating "the potential root cause" (Corburn, 2015, p. 50) of the illness such as the urban factors or the built environment conditions that are blocking or slowing down the healing process since the city's inhabitant-patient is going back to live in the conditions that caused him obesity in the first place (Corburn, 2015). Actually, many reasons can hasten obesity besides genes such as the high caloric intake, the sedentary lifestyle, the lack of sleep, and medications (MNT Editorial Team, 2016). These factors are highly related to the urban plan of a city where the opportunities to walk outdoors is limited, the technology is so elevated, and the requirements for economic profits and business competitiveness are raising. In effect, according to Sui (2003), cities with plans for managing urban development have the lowest rates of obesity whereas fast urban sprawling with fast-moving lifestyles expedites cases of obesity. Furthermore, a strong correlation was found between low land use diversity and high obesity (Booth et al., 2005). Thus, the current attempts in urban planning are integrating the human factor, which is taking into consideration the human body physical and emotional needs for better health (Sui, 2003).

As a result, "in relation to the current obesity epidemic, diet and physical activity cannot be examined in isolation" mention Lake and Townshend (2006, p. 262) because being obese does not rely solely on the fact of living in an urban obesogenic environment (Smith & Cummins, 2009). According to Lake and Townshend (2006), the built environment is particularly composed of the "physical design, land use patterns (residential, commercial, office, industrial, and other activities), [and] transportation systems" (p. 263). Northridge, Sclar, and Biswas (2003) determined the same components of a built environment. Northridge et al. (2003) added that the social components in the city are as well important to take into consideration and specified that they comprise "community investment, public and fiscal policies, and civic participation" (p. 560).

Essentially, the city is composed by the complex network of the built environment, the

social frame, values, beliefs, culture, economy, and even driving standards that can cause stress and impact overall health through chronic illnesses (Lake & Townshend, 2006). For example, high-rise buildings increase loneliness (Duhl & Sanchez, 1999). Another example is in the study of Wolf (2013) who demonstrated the importance of having "tree-lined sidewalks and shady parks" (p. 25) in the city to encourage people to be more active outdoors while trees are regulating the temperature and air cleanness of the city which affects health positively and overall life satisfaction. In fact, people feel that open areas with organized green landscape are more pleasant to walk in (Wolf, 2013). These green spaces also prolong life expectancy significantly (Takano, Nakamura, & Watanabe, as cited in Wells et al., 2007). Therefore, ensuring a walking environment should not be considered uniquely as an entertaining activity but also as a serious transportation that is essential to use (Wigan, as cited in Southworth, 2005).

Hence, the sensory experience will restore and develop the cognitive and sensory-motor process of the brains of people living in the city, reinforcing the symbolism and meanings of their city's components, making them feel safer by connecting their city's dots (Grahn & Stigsdotte, 2010). These logically connected dots will be stored in the people's unconscious minds helping them perceive the actual outside world in order and hierarchy to reach happiness and gratification through the pleasurable, the beautiful, the satisfactory, and the useful, a concept that Gestalt calls the "depth perception" (Grahn & Stigsdotte, 2010, p. 265).

Therefore, throughout procedures to define the intangible in the city, as the definition of what is good, healthy, beautiful, satisfying, or secure, urban planners would be treating the insufficiencies that the vision spots through the physical environment and the socio-spatial therapy (Gunder & Hillier, 2007).

2.2. The Case of Beirut

2.2.1. Weight Issues

In 2013, the Lebanese population scored the high urbanization rate of 88%, according to the World Health Organization (WHO) and UN partners. Lebanese researchers Sibai et al. (2003) found that the rates of overweight and obesity among Beirutis were concerning when compared to developed countries. In fact, 22.5% of Lebanese children under 19 years of age are overweight or obese, more than half of the Lebanese above 20 years old (53%) are

overweight, and 17% of these adults are obese according to the results through body mass index (BMI) standards required by the WHO (Sibai et al., 2003). BMI is a “statistical measurement” using the height and weight of a person (MNT Editorial team, 2016). In Beirut, the cases of overweight or obesity reach 12% of the inhabitants (Sibai et al., 2003). The authors of this study that included 2104 participants of 3 years of age and older found that several factors are contributing to the increase of chronic illnesses in Beirut such as the city’s westernization and lifestyle changes (Sibai et al., 2003).

Children and adults in Beirut are not practicing enough physical activities (Sibai et al., 2003). There is a broad spectrum of reasons. For example, as it is the case worldwide, technology such as insulation and heating and indoor cooling systems hinder the energy consumption of the human body for temperature regulation (Sobal, as cited in Wells, Ashdown, Davies, Cowett, & Yang, 2007). Moreover, the tempting elevators or escalators that are being used more often than the shady stairs (Wells et al., 2007) are unexposed to natural daylight or adequate ventilation. Another factor is the rising of electronic tablets that encourage children to play at home while sitting (Wells et al., 2007). On a broader frame, the contemporary zoning ordinances that are applied in many developed and developing cities worldwide are contributing to an augmenting sense of isolation and promoting laziness (Duhl & Sanchez, 1999).

However, the mental state is highly contributing to increasing obesity among the city population. Physical inactivity and prolonged untreated stress (factor of survival) leading to depression and other physical illnesses (such as obesity) are the primary contributors to death (Grahn & Stigsdotte, 2010). In fact, contrary to the 1970s belief that obesity keeps away from depression (Crisp & McGuiness, as cited in Jansen, Havermans, Nederkoorn, & Roefs, 2008), it is at the present more evident through research that there is a complex link between overweight or obesity with increased exposure to depression (Jansen et al., 2008). Moreover, scholarly literature confirms that the illegible urban and social frames and the quality of indoor and outdoor built environment increase mental health cases, notably depression (Galea, Ahern, Rudenstine, Wallace, & Vlahov, 2005).

2.2.2. Urban State

Beirut is a “metropolitan statistical area”, since this expression defines an urban agglomeration of more than 50,000 inhabitants (Northridge et al., 2003). According to the *World Population Review (2018)*, the city of Beirut comprises approximately 361,000 inhabitants from around the 2,272,000 inhabitants of the Greater Beirut (which is one third of 6,090,626, the total population in Lebanon), knowing that the city of Beirut that comprises 12 cadastral areas covers 21.47 km² (Kaloustian, 2015) and the Greater Beirut occupies 233 km² (Faour & Mhaweij, 2014) of Lebanon’s total area of 10452 km² (World Population Review, 2018). As a result, the urban density is one of the highest in the world (Kaloustian, 2015) and the immediate planning to cover the different aspects of a healthy city is imperative.

While cities in the past were built with the cooperation between urban planners and public health experts, the fast growth of the cities hampered the continuity of this cooperation. Moreover, the concept of the fast city overrated the need for a car, making it as one of the most important factors in the city to accelerate the flow of the city’s movement. At the same time, pedestrianism was perceived as negative due to the belief that pedestrians slow down the city’s productivity and the car traffic movement at streets crossings (Southworth, 2005). As a result, the streets privilege cars and dwindle pedestrians’ spaces and the continuous paths they use to reach their destination. However, pedestrianism is regaining its importance through recent research interest in public health related to the urban and built environment (Northridge et al., 2003). In fact, the 1980s movement of “Neo-traditional Planning” (Duhl & Sanchez, 1999) or “New Urbanism” envisioned walkable cities and public transport use to achieve a satisfying rate of wellbeing among cities’ inhabitants as stated the guidelines of the Charter of New Urbanism (CNU 2007). The CNU has in fact mentioned in its fourth congress in 1996 its encouragement for urban development within the frame of the urban heritage conservation, accessibility, and respect of ecological and human balance (Lake & Townshend, 2006). These guidelines enhance the pleasurable walkability in the city.

Nevertheless, a definition for walkability or walkable city should be precise. A valid interpretation proposed by Southworth (2005) is the following: “walkability is the extent to which the built environment supports and encourages walking by providing for pedestrian comfort

and safety, connecting people with varied destinations within a reasonable amount of time and effort, and offering visual interest in journeys throughout the network" (p. 247-248). In effect, people rate the quality of their environment (judging by that the quality of their life) according to their visual perception that is the source of information process in the brain along with the individual and collective memories (Grahn & Stigsdotte, 2010). In areas where people consider that their walkable streets are limited in quantity, safety, and light, obesity was found in high rates (Booth et al., 2005). These people considered as well the degree to which the streets designated for walking in the city are rugged (Booth et al., 2005). In fact, an organized mixed zoning with multiple land use allows the decrease of travel distances which increases the likelihood to walk (Northridge et al., 2003).

Although 22 public parks in Beirut and 2 in the suburbs are detected, these public areas are quite small, having altogether an average area of 0.8 square meters per person, a number that does not meet the WHO requirement of 9 square meters per person minimum (Najib, 2014). While people in urban areas where urban parks are reachable through walking have three times more the opportunity to exercise daily (Giles-Corti et al., as cited in Cutts et al., 2009), it is clear that some regions of Beirut city lack green parks and that there is a lack of walkable connectivity (Figure 1). As a result, the inhabitants have to use the car to reach a green destination. While the natural environment is an urban primary need that enhances positively human health (Northridge et al., 2003) and decreases mental fatigue (Kaplan, as cited in Grahn & Stigsdotte, 2010) and mortality rates (Mitchell & Popham, as cited in Grahn & Stigsdotte, 2010), the "car-centric culture" (Duhl & Sanchez, 1999, p.11) is being prioritized over the human in Beirut. Hence, the chances of physical activity decrease for a large number of the people living in the city and the inhabitants' segregation increases, advancing social isolation and the illnesses caused by it. Moreover, overcrowded neighborhoods limiting the sense of personal privacy and the lack of green adjacent spaces intensify the psychosocial stress related to depression (Galea et al., 2005), a symptom found in the case of obesity.

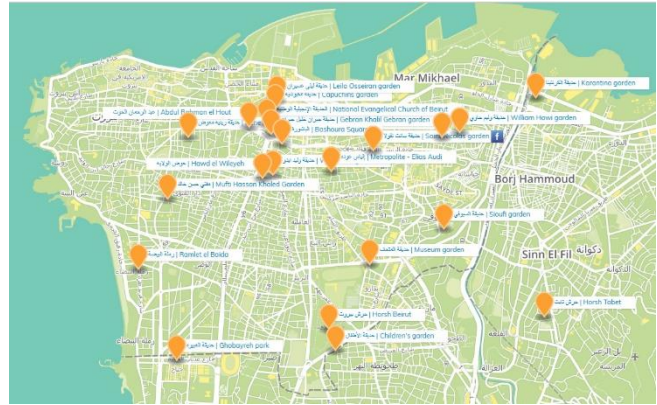


Figure 1. Plan showing the parks in Beirut (map adapted from Beirut green guide; URL: <http://beirutgreenguide.com/>)

3. Research Method

In-depth interviews were conducted with 50 Beirutis: 10 children (between 7 and 11 years old), 10 adolescents (between 12 and 17 years old), 10 young adults (between 18 and 39 years old), 10 middle-aged adults (ages between 40 and 65), and 10 older adults (more than 66 years old). The classification of ages is done according to professor (Laura E. Berk 2010) classification of physical and cognitive development through the lifespan. The participants come from the different cadastral areas of Beirut city. They were born and raised in this city and still live there. Half of the participants in each category were also chosen according to their medical diagnose cases (cardiovascular diseases, type 2 diabetes, breast cancer, metabolic disorders, and difficulties moving) caused by obesity. A consent form stating the respect for privacy and anonymity was given to each participant or the under 18 of age participant's parents. According to age, the categorized participants had to answer the following questions related to their lifestyle in Beirut and their ability to do the activities they want and to move according to their free choices of transportation in their city.

The children's questions:

Are you playing in the outdoor areas near the house? Why?

Are you able to walk as much as you want in Beirut with your parents?

1. Are you going out with your parents? If yes, where do you go?
2. Why do you think children get fat in Beirut?

The adolescents' questions:

1. Are you able to walk as much as you want in Beirut? Why?

2. Are you able to practice your physical activities in outdoor areas of Beirut? Why?
3. Where do you go to for friends' gatherings? Why?
4. Are there missing elements in Beirut to have a pleasant, walkable city? If yes, what are they?
5. What do you think are the reasons for overweight or obesity in Beirut?

The young and middle-aged adults' questions:

1. Are you able to walk as much as you want in Beirut? Why?
2. Are you able to practice your physical activities in outdoor areas of Beirut? Why?
3. Where do you go to for friends' gatherings? Why?
4. How do you describe Beirut with its parks, gardens, squares, and empty plots compared to your childhood experience?
5. Are there missing elements in Beirut to have a pleasant, walkable city? If yes, what are they?
6. What do you think are the reasons for overweight or obesity in Beirut?

The older adults' questions:

1. How easy is it for you to move to Beirut? Why?
2. Are you able to walk as much as you want in Beirut? Why?
3. Are you able to practice your physical activities in outdoor areas of Beirut? Why?
4. Where do you go for friends' gatherings? Why?
5. How do you describe Beirut with its parks, gardens, squares, and empty plots compared to your past experience?
6. Are there missing elements in Beirut to have a pleasant, walkable city? If yes, what are they?
7. What do you think are the reasons for overweight or obesity in Beirut?

Added to the questions, each participant from the adolescent and early, middle, and late adulthood categories was shown the photos of the Corniche Beirut, the Sioufi park, the Horsh Beirut (i.e., the Pine forest) park, the René Mouawad park, the Martyrs' square, and the Nejme (i.e., star) square. All these places are public walkways, gardens, or parks in Beirut. The participants supported their answers with their comments on the following photos (Figures 2, 3, 4, 5, 6, & 7).



Figure 2. The Corniche Beirut, a seaside public walkway facing high-end buildings (adapted from Maria A. El Helou photo archive)

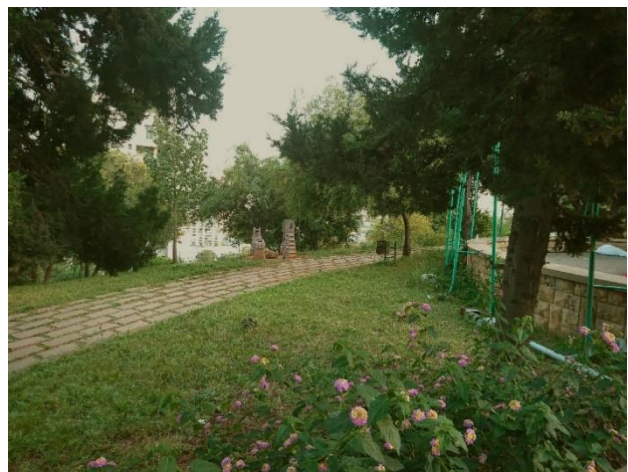


Figure 3. The Sioufi park in Achrafieh district, Beirut (adapted from Maria A. El Helou photo archive)

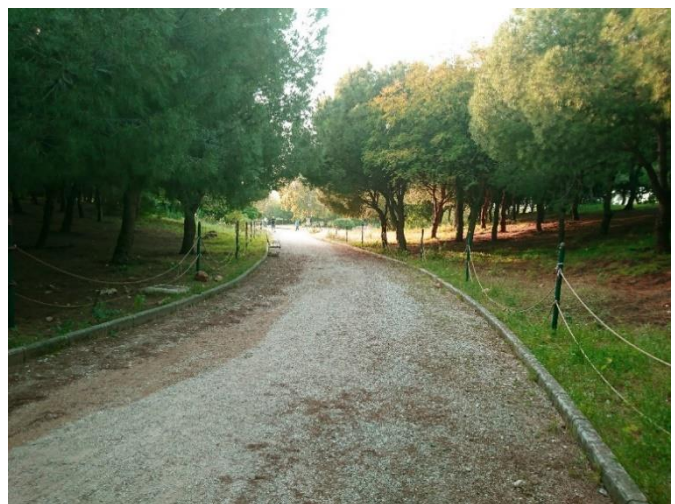


Figure 4. The Horsh Beirut Park, between Badaro, Qasqas, and Barbir areas, Beirut (adapted from Maria A. El Helou photo archive)



Figure 5. The René Mouawad garden, Sanayeh area, Beirut (adapted from Maria A. El Helou photo archive)

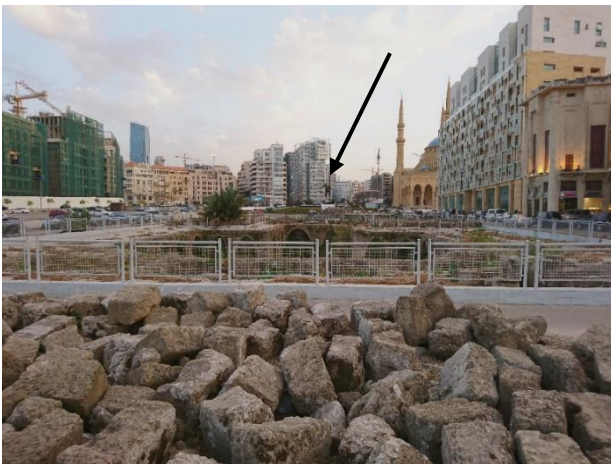


Figure 6. The Martyrs' Square (with the Martyrs' statue where indicated) and Roman ruins, Downtown, Beirut (adapted from Maria A. El Helou photo archive)



Figure 7. The Nejmeh Square, close to the Martyrs' Square, Downtown, Beirut (Maria A. El Helou photo archive)

4. Results

4.1 Answers by age category

Children: 70% of the children said that they are not able to play in the outdoors areas near their houses because their “parents find that the street is narrow and dangerous due to cars traffic” and because there are no more empty plots to play in near the house since high-rise buildings are being constructed. 50% of the children added that their parents would not let them go out for long periods by themselves because they are “concerned about the strangers who are increasing in number.” They defined strangers as people who do not come from families born and raised in the neighborhood they live in and whom they should not talk to. 60% of the children said that they go out with their parents on weekends, mainly to walk in malls and in summer they go to the beach. The other 40% answered that they go on weekdays and weekends to the beach in summer, to a mall, or to the park that is near their houses, always accompanied by one of their parents. 90% considered that children get fat because of candies and fast food that their “parents do not allow them to eat often” and 10% added that electronic games contribute to overweight.

Adolescents: 50% of the adolescents said that they often walk near the house but prefer not to walk long distances by themselves due to stories they were told about during school awareness or by their parents of “the harassments or thefts done by the strangers”. They also defined strangers as people who do not come from families born and raised in the neighborhood they live in and whom they should not talk to. The other 50% mentioned that they do not mind walking by themselves in different areas in Beirut (20% walk in Rene Mouawad garden, 10% walk in the Sioufi park, 10% in the Corniche Beirut, and 10% in the Horsh Beirut) because this is “our [their] city”; however, they mentioned paying attention while crossing streets because “the walkable streets are not connected, and crossing vehicles’ main roads is sometimes inevitable and highly dangerous”. 70% stated that they cannot practice their activities in outdoor spaces, limiting the movement to just walking, because “people will stare”, 10% of them revealing that they prefer going to classes to meet people “of a certain social class”, whereas 20% said that they could practice their activities outdoors because these activities are not physical and are limited in an electronic tablet. 60% answered that for friends’ gatherings, the mall is the most practical space

because they can walk safely and have a large choice of restaurants, 20 % preferred natural areas such as the beach or green space, and 20% asserted that the Corniche Beirut is great because "you get a beautiful natural ambiance of the sea of Beirut for free". 80% find that Beirut is missing more green parks and gardens and 20% mentioned the lack of bicycle lanes and the narrow sidewalks. 100% considered that the unhealthy food and water are contributing to overweight issues and 40% of these participants added that "the stress to fit in this society having the acceptable standard body measurements is a burden contributing to weight gain."

Young adults: 50% of the young adults find that walking in Beirut is unsafe because the offices they work in are far from walkable streets. They added that due to the fatigue they feel from long work hours, they prefer to rest at home or in a restaurant with a friend "rather than doing any kind of efforts". However, the 2 young adults participants who are married said that for their children they just go out for a walk on weekends in the Horsh Beirut park or the Corniche Beirut. 70% added that there are many strangers walking in their neighborhood streets and that driving to reach a walkable area is not something they would like to do "with the traffic congestion of Beirut". 30% said that they prefer going to indoor areas such as a class in a gym to meet people with the same hobby and have fun together. For gatherings, 70% mentioned restaurants and pubs, 10% talked about educational tours in Beirut "although they are somehow limited", and 20% preferred the Corniche Beirut. 90% remembered the empty plots they used to play in near their houses, mentioning that "returning home with dirty clothes was pleasurable", adding that "the new generation would not experience the kind of games we [they] used to play in the past due to limited empty spaces in Beirut". 60% remembered the Sioufi park very well and the Saint Nicolas garden (also in Achrafieh district) and 40% said that the Corniche Beirut reminded them of very nice memories they cannot experience anymore. 100% find that Beirut is missing more green parks and gardens, 50% mentioned the lack of bicycle lanes, and 70% mentioned the narrow sidewalks. 60% considered that unhealthy fast food is accelerating weight gain. They added that it is nearly impossible not to order these kinds of food when they are all day at work. 40% said that organic food and the healthy Lebanese food is what is helping people maintain a certain level of health and 50%

mentioned the high levels of water and air pollution and believed that this pollution increase weight gain. Finally, 70% of the participants are convinced that "high levels of stress due to the economic situation of the country" is impacting physical health and leading to weight issues because of "fast-paced responsibilities" such as having to pay for "expensive apartments, expensive phone, electricity, and supermarket bills, and the hard challenge to get married under these conditions".

Middle-aged adults: 80% of the middle-aged adults participants considered that "the streets are not walkable because the sidewalks are not well maintained." 60% said that they would prefer going to the gym to meet new people whereas the other 40% said that they would not mind going outdoor for a walk with their children or grandchildren at the René Mouawad park, the Sioufi park, and the Horsh Beirut park. For friends' gathering, 80% like to meet in restaurants, 30% of them mentioning their preferences for Lebanese food restaurants, whereas 20% prefer home visits because "it reminds me [them] of the Lebanese traditions". 90% considered that looking at the photos of the study is emotional especially when they were asked to remember the past. All the participants in this category agreed that the Martyrs' square had changed dramatically and that it is impossible to get back its past ambiance, when people used to walk a lot more than now. Again, all these middle-aged adult participants agreed that they would not walk again as much as they used to in the prewar Beirut (before 1975) and that "the new generation would never experience the Beirut we [they] knew," mentioning the walkable downtown with its famous souk. 90% agreed on having larger sidewalks and finding empty plots to turn them into gardens and parks. 70% said that the missing elements in Beirut are the souk, the green plots with fruit trees, and the six-story buildings with a small shared garden and sometimes a fountain; 50% adding that they think that solutions will not cover the whole Beirut due to their "feeling that nothing will change and that the cycle of pollution and crowdedness is worsening". One participant added that "I [he] think of my friends with disabilities. These friends were injured during the Lebanese civil war (1975-1990). They were defending the right of sovereignty of Lebanon. They deserve to have facilities and accessibility to the different places of Beirut, mainly through well-maintained sidewalks". Although 50% said

that the Lebanese way of eating is healthy, the other 50% said that the trend of ordering food is hastening weight issues. 90% talked about "stress and responsibility that cause dysfunctionalities in the body according to what we [they] hear or read in the media". 30% of the participants mentioned emotional eating as a way of distraction "to forget the reality we [they] are living in, leading to weight issues."

Older adults: 80% said that it is not easy to walk in Beirut because crossing the street is frequent and dangerous. They added that they could not walk in the places they used to walk in such as the downtown souk because "the souk spirit has changed." As for physical activities, 60% considered that there are no spaces designed for people of their age, and therefore, it is quite dangerous to do physical activities outdoors whereas 40% are just scared to do physical activities because of their medical conditions and the lack of knowledge between the activities that are good or bad to their conditions. For friends' gathering, 50% said that the old cafés were and still are the best choice as "it is a Beirut habit from the days of the Daoud café and the Hamra cafés and many other cafés from the past until present." The other 50% said that home gathering around coffee is what reminds them of their past. All the participants in this category agreed that the green spaces are nearly inexistent in Beirut nowadays and that thanks to some shy municipal and individual interventions, these parks and other public spaces are still standing. 80% even added that "the smell of Beirut has changed forever because some trees and flowers no longer exist." For all the participants in this category, the missing elements are green public spaces and large sidewalks. 80% added that even if they go out, they no longer see the landscapes they used to see before such as the traditional "Beirut house with the famous three arches and a small private garden with a fountain", and as a result, they would not enjoy the walk between "very high buildings". 80% said that the bad lifestyle habits of these days and the pollution are contributing to weight gain and 20% said that the sufferings people are going through to survive are increasing cases of overweight.

4.2. Main keywords

The results of the interview revealed several keywords highly mentioned by the participants: Crowdedness: 70% of the participants said that "urban spaces are crowded which leaves insufficient spaces for children to play safely."

Safety: 70% of the participants indicated the lack of pedestrian bridges and having to cross relatively large streets where cars stop on the pedestrian crosswalks. Furthermore, 80% mentioned the high danger of crossing the roads that frame at the Martyrs' square "where in the past (prewar period) it was the trend to meet and walk." 60% criticized the size of the statue compared to the surrounding high-rise buildings, as well as the square's position with traffic congestion on its four sides, and the parking lots, mentioning that "our friends the martyrs would not be happy of the present situation of this square", whereas 40% said that they are happy that "this place is relatively well-maintained with the Roman ruins." According to 70% of the participants, the downtown is at present emptier than any other period because "the downtown that was once a place for all people of all social background is today more of a place for rich people and tourists."

Green Transportation Facilities: 50 % of the participants talked about the issue of the cars who park on sidewalks due to the streets narrowness which lowers the frequency of walking. They also mentioned their wish to have bicycle lanes and organized roads connectivity for pedestrians.

Cars and traffic congestion: 60% of the participants said that "the traffic congestion in Beirut is a sickness," describing how it can take hours to reach a destination that should take no more than 10 minutes "such as going from Achrafieh to Hamra," 40% adding that "cars prevail over pedestrians in Beirut."

Public transportation: 50% of the participants counted with nostalgia "the old days of the tramway and the train," wishing to have one day "at least organized bus stops," while 20% said that "it is quite impossible to get back this organized public transportation."

Pollution: 50% of the participants said that they "prefer driving with closed windows and turning on the air condition than walking or bicycling and inhale polluted air," 40% of them stating that "the honks alone are the pollution per se." 40% added that "streams are dry, and fountains we used to gather around and drink our "jallab" (syrup based on date molasses) are destroyed," and 60% mentioned the "garbage crisis that should be treated as soon as possible."

Income: "The lifestyle in Beirut is very expensive compared to my salary," said 40% of the participants. Furthermore, the Nejme Square, close to the Martyrs' Square is, according to 70% of the participants, emptier than ever

because "the downtown is more of a place for rich people and tourists."

5. Conclusion

Beirut is a historic city that has historical patterns still discussed and remembered by Beirutis who are highly impacted by the collective memory. In the present time, Beirut is witnessing a growing concern regarding overweight, obesity, metabolic syndrome, and the chronic illnesses that follow. Whether the root causes are genetic or emotional, the factors related to the physical built environment are of great importance. As a result, urban planners are ever more following the "new urbanism" guidelines of the WHO "healthy urban planning" (HUP) initiative that focus on both the physical urban shape and the human needs and factors for a satisfactory lifestyle that diminishes overall illnesses rates (Barton, Grant, Mitcham, & Tsourou, 2009).

In the case of Beirut, such guidelines would include interventions in the visual and practical components of the built environment combined to the natural environment such as urban traffic strategies and the continuous observation and measurement of pollution on a hand and public physical and mental health on the other hand. Suitable urban planning would involve as well the integration of the urban heritage patterns with the new construction and the social Beirut character adding mix-use interconnections in neighborhoods. Furthermore, mending the scattered neighborhoods, especially the ones developed during the war of 1975-1990, will positively enhance the mobility in the city by organizing bus stops stations, sidewalks, and bicycle lanes. Added to that is the development and application of criteria to **delineate the city's** green areas that should be accessible for all its inhabitants, especially the ones with low income whose access to private clubs is limited or impossible. Likewise, sidewalks should be large enough to allow the accessibility for wheelchairs and strollers, and they should be well maintained to avoid any injury.

Moreover, developing green streetscapes increases the quality of a neighborhood and allows low-income dwellers to boost their morals because they will perceive that they live in a highly rated area. As a result, the reluctant residents will be more encouraged to get exposed to this healthy outdoor space and will strive for a pleasant experience relaxing in solitude (without feeling isolated), strolling, exercising, or socializing in a public yet

undisturbed place. With such strategies, unemployed people, people with disabilities, and the elders will also be able to practice the activities they like to avoid gaining weight since they have already limited access to the daily movement.

In conclusion, the city should ensure diversity and mix use and easy connectivity to public open spaces and overall nonresidential destinations to revitalize the walkability in the city so that the shape of people reflects the shape of the city and vice-versa, which reinforces the local identity. In natural surfaces with uneven levels, appealing stairs should be designed to help people cross specific areas more easily and to invite them to walk in general.

This revitalized identity will strengthen the sense of safety that engenders a healthy attachment to the city, motivating people to get involved **in the city's activities and civic duties and in its economic needs and productivity.**

Even though consumptive and non-consumptive transportation planning could be limited in the narrow streets surrounded by buildings, and even though empty plots are nowadays limited in Beirut, the application of solutions according to the case should be considered as a pilot study to save the rest of the regions in Lebanon in general.

6. Limitations

Future studies tackling the built environment's impact on obesity in Beirut should include more participants. A conceptual framework is required to perceive the links between obesity cases of Beirutis with the urban sprawl phenomenon in Beirut and rates of low income among the residents. Afterward, the focus should be on the link between the Beirutis obesity cases and their dietary patterns. Moreover, a more in-depth categorization according to precise BMI results based on the WHO standards should be taken into consideration through the cooperation with experts in the fields where weight is measured. Literature regarding the quality of food and water available in high-crowded residential neighborhoods should be analyzed along with the research of the urban planning that treats health issues in Beirut. All these analyses will help get a better picture and draw a lesson regarding the urban planning decisions and **the environmental justice to heal all the city's** dwellers from the civilization diseases equally through the future urban development results.

As a final point, a thorough work should be completed through teams of practitioners



(architects, engineers, psychiatrists, environmental psychologists, economic development experts, experts in the urban legislation field, etc.) with the government and municipality representatives and the inhabitants' cooperation to get precise data about the present urban situation in Beirut.

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Conflict of interests

The author declares no conflict of interest.

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Transformation of Berber Traditional Planning and Living Spaces

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ABSTRACT

Most The Algerian Berber region was animated by a network of human settlements built according to the urban model of the Islamic medina and its traditional habitat of adobe. Various rural and urban development and transformation of planning and living spaces have recently come under the pressure of rapid urban growth. This study aims to analyze and compare Berber domestic spaces across a sample of houses from Aures valley, this region of Algeria which presents distinctive geological, geographical and historical characteristics. The study will look, first at the houses, then at similarities and differences in space configuration in order to pose questions of how this traditional architecture with its climatic and cultural solutions could be utilized or transplanted in the new urban context. The study focuses particularly on observing and analyzing different factors which influence urban life like social patterns, family lifestyle, migration which may have led to some modifications in the social structure. This attempt to analyse and compare the physical structure of Berber housing and settlements in Algeria might help to better understand the planning space organization and give us clues to the formulation of communities in the past; their culturally and climatically significant design methodology has considerable relevance to contemporary architecture. This study attempts to learn how the traditional Berber built environment may be considered as a good example of an end product of an interaction between constant elements such as the religious factors, the climate, the landscape and changeable elements such as economic, technological and industrial means, that is to say a product of a societal process.

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1. Introduction

Traditional built environment is, essentially, a manifestation of the group. It is the result of a collective social code responding to basic needs, a shelter to ensure physical well-being, satisfactory comfort, security, while at the same

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time responding to society's common respect and preservation of its natural environment. The house is the center of the society; a built-up space in which all the functions of this very society intermingle and present themselves, and in order to establish a better understanding of the habitat, it is imperative to apprehend all its aspects. This research focuses on the traditional habitat grouped and perched in some agglomerations of the Aures massif; it is a vast mountainous region of around 11,000 sq. km, situated in the northeastern part of Algeria between the high plains and the Saharan borders. Whose approach is to establish a typology of this type of traditional habitat, highlighting main factors and several logics that have brought about the architectural and morphological transformations. The degradation and dilapidation of houses are mainly due to social and economic changes. This study aims to examine vernacular housing forms in the Aures valley to identify the common characteristics, which may better explain the factors of transformation in the domestic spaces in this very region. In addition, self-builders have been utilizing "Alien" house-design components in their projects. This new housing does not fulfill residents' social and cultural requirements, such as their need for privacy. New house designs were needed, based on the main traditional requirements of daily life, as adapted to modern.

2. Physical aspect of the Aures massif

The Aures massif is subdivided into Aures Chergui (eastern) and Aures Gharbi (western), and is characterized by the two deep and parallel valleys of Wadi El-Abiod and Wadi Abdi. It has a continental climate, which shows wide variation, with a very cold winter and hot summer (Figure. 1).

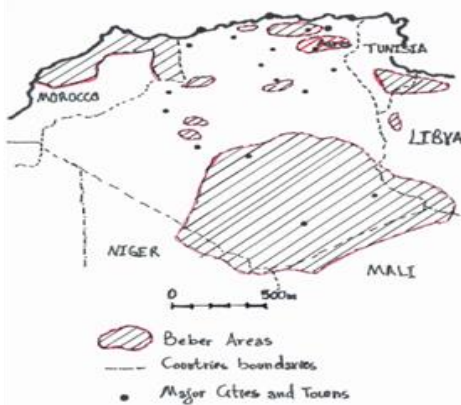


Figure 1. Map showing Berber area hatched. LEBBAL drawings.1989 (Developed by Authors).

The physical aspect of the region is uneven, with rocky surfaces and very steep slopes. In addition to that, the aridity of climate and scarcity of water do not even allow the practice of cereal culture. Therefore, for economic reasons the inhabitants of the Aures valleys built their villages on the top of the hills and cliffs, Villages are thus composed of a series of separate living areas corresponding to the separate clan groupings, each with its own territory (Figure. 2). Whatever the environmental constraints, the choice of a site for a house is based on social criteria and on fundamental economic and cultural factors. The house is a social and economic unit, within which the disposition of the numerous spaces is intimately related to the structure of the family and the way it lives.

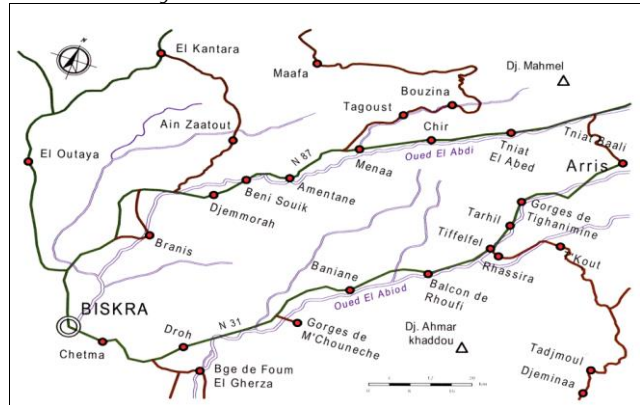


Figure 2. Localization of the Study area in the Aures valley. (N. Meghraoui Chouguiat. 2011).

3. Factors of Transformation Berber Housing Forms.

3. 1. Environmental Factors

In some other cases; environmental conditions may be more influential than sociocultural factor which is the instance of Berber housing. Important factor dictating the location of Shawia settlements has been the lack of water and fertile land. This forced local population to build their villages on top of hills and cliffs in order to save lands for agriculture, as well as to protect themselves from the flooding of rivers. Formerly, this strategic position taken by the "Shawia" had a social and political reason during inter-tribal wars. In the Aures region the houses are generally grouped in hamlets and villages which high up on the mountains, established there for defensive purposes such as the community of Menaa (Figure. 3).



Figure 3. Menaâ, Defensive Site. (Authors, 2017).

One of the most marked characteristics of these settlements is the singular unity of their architectural form. Taking advantage of the Cliffside by using the rock as a back wall, the houses, punctuated by a few small windows, are tailored to individual needs. Their juxtaposition produces a remarkable effect, creating villages of real character with a harmony due to the restricted range of materials and colors (Figure 4), and a unity due to related forms.



Figure 4. Warka, a typical Berber village. (Authors, 2017).

3.2. The Social Structure

There were two different types of tribal organization in pre-colonial Maghrib. In the first case several villages inhabited by sedentary farmers formed a tribe, or **'arsh** in Berber. Every tribe descended from a common mythical ancestor. It possessed a waste common territory also called **'arsh**. The tribe was ruled by a military chief (**'amin ul-'umana'**) elected every year by the council of elders, called **jema'a**, which was composed of representatives of the villages. It represented the highest judicial power of the tribe. During wars and political troubles many tribes formed military and political coalitions so-called *taqbilt*. This kind of tribal organization was observed in Berber villages of the Kabylia and Rif types (Bourdieu 1963, p 11–12; Hart 1972, p 25). Semi-nomadic groups and recent sedentary farmers formed tribes with the same attributes such as common land (**'arsh**), military chief and sometimes council of elders (**tajma'at**). But its

basic social unit was the faction (*harfiqt* in Berber and *ferqa* in dialectal Arabic) composed of subfractions, which in turn included several lineages, and not a village. This kind of tribes was known among the Berbers of the Aures tribal institutions and practices played a supplementary role in the village life. They protected the village society from destructive outside invasions. In the pre-colonial period, tribe had no permanent administration. Tribal **jema'a** and **tajma'at** did not intervene into inner affairs of village communities (Daumas 1853, p 204). The sense of tribal solidarity of villagers was mobilized very rarely in cases of wars, rebellions and other important disasters. The Berber village was part of wider social and political communities.

The family was the basic social and cultural unit of the village and had many functions, not all of which were explicit. One of its roles is that it guaranteed the continuity of local "tradition" or cultural heritage of the village society; Berbers live and work more in the street than in their houses. Nowhere there is privacy in its modern. In most Berber settlements houses are built very closely. (Vladimir O. Bobrovnikov. 2000). In the everyday life the role of family and lineage preponderated that of the tribe. The tribal solidarity reinforced the common village solidarity. Extra lineage ties form new numerous relationships between households and individuals. It should be noted, that the peasant conception of the tribe was constructed on the notion of family as that of clan and village. That's why the names of Berber tribes include the notion "children, descendants" (*ayt* and *uld* in Berber and *beni* in dialectal Arabic) (Tillion 1938, p42–54). This kind of social and political organization of the Berbers caused a political segmentation of local society. But, on the other hand, it provided it with a strong inner autonomy based on local social and political institutions.

3.3. Structure of Berber family

Each nuclear family (parents and unmarried children) occupies one house. The interior of the house is carefully arranged so that each member of the family can preserve a minimum autonomy and proper privacy. The Berber family is a patriarchal one; its cohesion is protected and maintained by a system of matrimonial alliances and also by different judicial measures, for example the right of pre-emption, the disinheritance of women, etc., designed to conserve for the males the ownership of an undivided patrimony. It is

therefore uncommon to find married daughters still part of the extended family. Yet the male descendants are expected to remain part of the family even after marriage, subject to the same paternal authority as before. The new wife for her part is considered as a means of increasing the size of the family and of tightening its ties. The head of the family lives with his wife, his sons and daughters-in-law, his unmarried or divorced daughters, his mother, and, generally, his brothers, in order to avoid either division of property or the building of new houses (Figure 5).

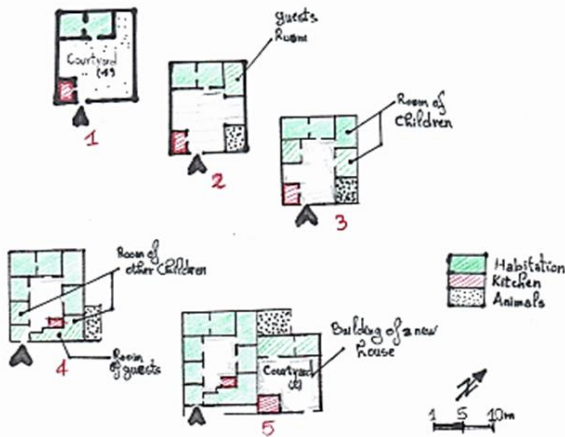


Figure 5. Evolution of a traditional house according to the Structure of Berber family (Authors developed from analysis and Marc Cote studies).

4. House Types

The traditional house "thaddart", like any vernacular architecture, is the result of human adaptation to climatic and social conditions and availability of construction materials and knowledge of their techniques. Indeed, it is a house of long ago in which everything was present: the best techniques, the most efficient dimensions, most effective, friendly, fertile and economical arrangements, where wisdom reigned and expressed itself through poetry. The traditional Berber house was a product of collective efforts: the house was folklore (Figure 6).

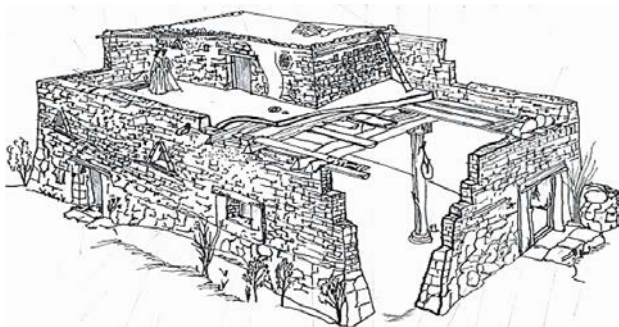


Figure 6. Traditional Berber house, sample of a typical Shawia dwelling (developed by Authors from analysis and Daniele Jemma (1989) studies)

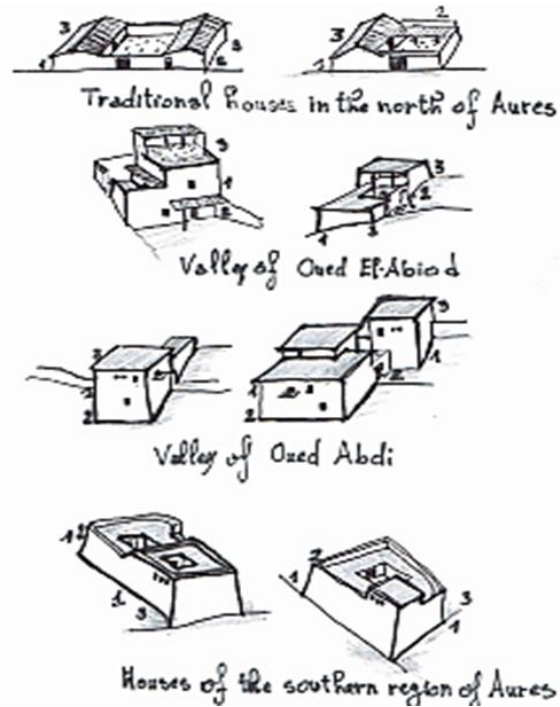


Figure 7. Details of a Berber house types. Samia AJALI (1986).

5. Building Process

In the Aures valleys, as in any traditional society, the construction of a house is a great event. It is not just the result of individual initiative; both main social groups are involved in the task, the domestic group related by blood that forms the family, in which men, women and children participate, expressing the family unity in economic and social terms, and the village group that is the community. Everyone is called in, becoming thus involved in a mutual co-operative effort known as 'tuiza'.

Usually the Shawia start building their houses between April and October, in order to avoid the heavy rain and snow of the winter. The task involves two distinct phases: the preparation, when the site is selected and the materials gathered and brought to the site, the second is the operation of dwelling construction. The process of construction involves firstly an act of appropriation of the space, and secondly an act of transformation of the space. Generally the site is chosen as near as possible to the houses of parents or relatives, to tighten the clan. Traditionally the laying out is followed by a ritual ceremony, and the same procedure is repeated at every step of the construction (Figure 8). Religious ceremonial has almost always preceded and accompanied its (the house's) foundation, erection, and occupation (LEBBAL, 1989).

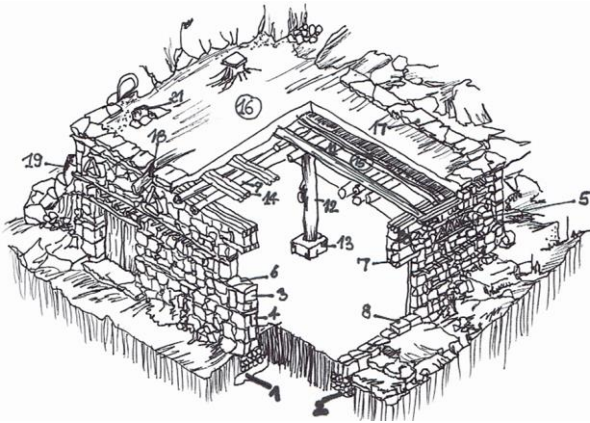


Figure 8. Details of a Berber house. Drawing from [LEBBAL \(1989\)](#), "Traditional Berber Architecture".

- 1 El-sas: foundation
- 2 Footings
- 3 Hidh: bearing walls
- 4 Aaqod: lacing timber
- 5 Hbabth: openings
- 6 Thaqth: windows
- 7 Laatbath: lintel
- 8 Laatbath: threshold
- 9 Iqundasen: main beams
- 10 Roof structure
- 11 Hsat: support
- 12 Hagidith
- 13 Hazruthon-Hagidith: padstone
- 14 Hikhsasban: joists
- 15 Hijridhin: plam stems

6. Domestic Space's Strategies of Transformation
 According to the investigations in the agglomeration of *Abdi Valley* particularly in the villages of *Menaa: Tigherghar, Warka* and *Oughanim*; we have find that the most of population immigrate out the region ,this is due essentially to the economic factor. Houses are more complex phenomena than accounts based on mode of construction or architectural style. The traditional architecture of the Aures people is a personal adaptation of a group solution. The houses erected by a particular society are of a style which has been communally worked out over several generations (Figure 9).



Figure 9. Example of external transformation by the use of new materials which are not local at *Warka* (Authors. 2015)

They constitute a synthesis of the numerous factors controlling their social and physical organization; they respond to the socio-cultural and economic imperatives that are the characteristics of the social group. The vernacular style shows a direct participation of the inhabitants in the creation of their homes, which reflect the expression of their personal and social needs (Figure 10).

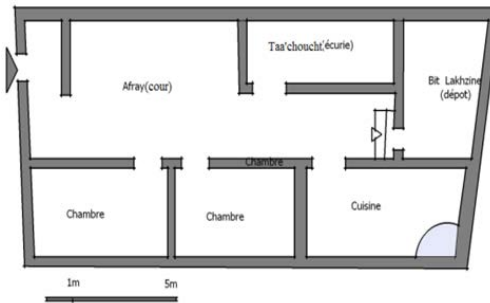


Figure 10. Example of traditional Berber house from *Oughanim*. (Authors, 2016).

The appearance of the Aures settlements has however, considerably changed (Figure 11), with several western-style houses being built and several traditional ones falling into ruin. Nowadays the potential of indigenous planning and building methods are being neglected. Thus, traditional architectural forms are being progressively destroyed, due to contact with the "modern world" [BENABBAS \(2006\)](#).

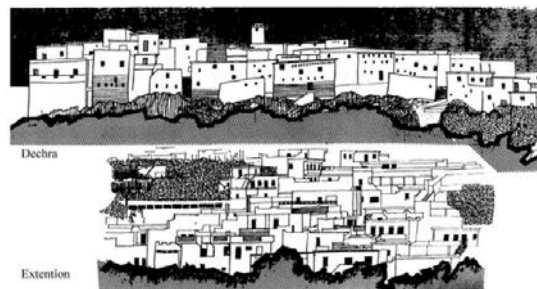


Figure 11. Transformations in the urban landscape of *Menaa*. [BENABBAS \(2006\)](#).

The interpretation of the information collected on the urban compositions of the study area, macro-structure and microstructures, as well as the socio-economic dynamics of Aures Valleys give image to the region. It made it possible to particularities of the study area and to recognize its specificities. Recognition of structures and dynamics of the Aures massif and their relations with the Plans. The interpretation can be done in terms of:

- Plans and interior domestic spaces;
- Building technology;

- Materials and techniques used in construction;
- Types and dimensions of openings;
- General landscape and urban background of traditional Berber villages.

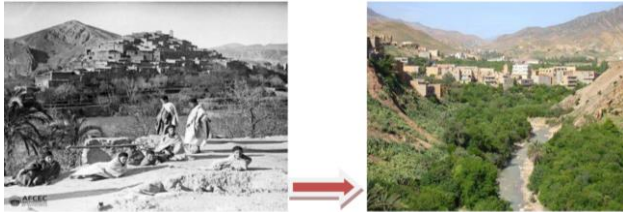


Figure 12. Example of external transformation by the use of new materials which are not local to Menaâ. (Authors: Menaâ between 1943 & 2016).

7. Process of transformation of the Berber traditional living spaces

7.1 Strategies of transformation

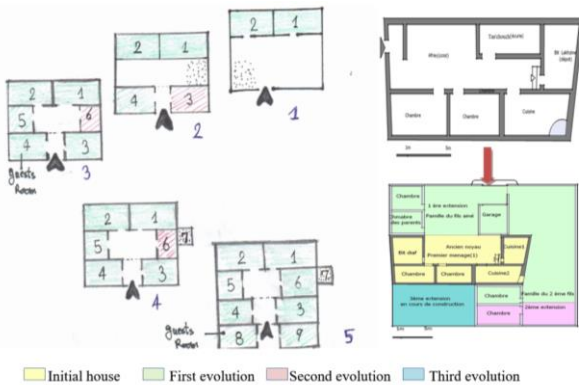


Figure 13. Two Transformation strategies and evolution of domestic spaces in Aoughanim village. Authors, 2016 (Left); 2017 (Right).

7.2 . Examples of Structure of New Building in the Study Case:



Figure 14. New House Types with New Spaces and New Materials of Construction. Saada Choukri, architect in the region of Tigharghar, Menaâ. 2017

8. Conclusions

The traditional architecture of the Aures people is a personal adaptation of a group solution. The houses erected by a particular society are of a style which has been communally worked out over several generations. They constitute a synthesis of the numerous factors controlling their social and physical organization; they respond to the socio-cultural and economic imperatives that are the characteristics of the social group. The vernacular style shows a direct participation of the inhabitants in the

creation of their homes, which reflect the expression of their personal and social needs. Traditional habitat is the simplest form of living, a profound lesson, elaborated with local materials and techniques, expressing the values and cultures of each society.

The appearance of the Aures settlements has however, considerably changed, with several western-style houses being built and several traditional ones falling into ruin. Nowadays the potential of indigenous planning and building methods are being neglected. Traditional architectural forms are being progressively destroyed due to contact with the 'modern world'. They are being replaced by western methods, often irrelevant to local conditions and needs. The indigenous architecture of the Aures constitutes a unique heritage. Definite steps should be taken to preserve it, at least in part.

Through all the Aures, the deep changes which the Aurassien society is undergoing since independence, are expressed by a spectacular transformation of the area (macro-structure), right through, in this vast mountainous mass, one sees a deeply faded vernacular architecture, sometimes with the state of ruin, and an emergence of new forms in the space.

These microstructures, often called "Dechras", are particularly revealing of this cultural duality and the absence of references. The accession to 'modernity' passes here by the assimilation of an unsuited "conveniences", even sometimes not in use. In fact, it is the reproduction or the naive transplantation of a model imported without a doctrine of integration. Despite the modernism apparent of Algerian urban population; most of Algerian society still traditional in social practices. This explains the need for new housing designs which are adapted to contemporary needs, but which still express the principal traditional requirements of daily life. Self-built housing, primarily the architectural expression of middle-income groups, has failed nowadays to address these two needs adequately. Such housing in the Berber massif is neither unique nor appropriate to Algeria. More forms of housing are likely to be developed in the near future, as Algerian look for a new typology that will better balance their requirements.

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Conflict of interests
The authors declare no conflict of interest.

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Towards Reviving the Missing Noble Characteristics of Traditional Habitual Social Life: “Al-Farej” In Kingdom of Bahrain

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ABSTRACT

For a long time, Social life in Bahrain was unique and positive. Public Participation and social cooperative with no reference of segregation or discrimination for long time. Regularly residences were gathering together to discuss the daily life, solving problems, discussing their economic and social issues with spirit of respecting human rights and civilization. In Bahrain, there were many elements, which were positively in city quality of life. For example, “Al-Farej” which is common name for space in old time in Bahrain, played the role of two main issues.

The research problem is that, unfortunately, most of the old part of Manama city, Capital of Bahrain, area suffer from losing the identity by modernization in many forms by urban developing. Consequently, day by day, the social life became different and lost most of noble characteristics of traditional habitual Social life. Bahraini heritage alive in the old area of Manama City, the area needs a node and a reference point for the community to gather in a better-built environment. Therefore, there is essential need for proposing solution to revive the brilliant of social life in Kingdom of Bahrain in term of gathering people for cultural events with economic return to keep the rich history and importance of the area and enhance the environment of the center of Manama.

The aim of the research is to propose solution to solve the missing of social life in old part of Bahrain by giving guidelines in representing “Al-Farej” in modern way matching with the modernization of life in Manama.

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1. Introduction

The discreteness and positive credence of the social life in Bahrain had stood the test of time by virtue of public participation and social cooperation void of ethnical or racial discrimination. Since the birth of their community, the residents took to non-stereotypical assembling to settle upon their daily routine regulations, the daily life, sort out

the encountered challenges, stipulating their individualistic socioeconomic codes owing to their inherited civilization. The difference lied in their cradle of eminence, for their variant yet solidary composition nourished their life quality.

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For example, "Al-Farej" played the role of two aspects of premier importance; firstly the city acted as a prominent cultural center, which is an organization, building or complex that promotes culture and arts in Manama. It was common within Manama neighborhoods, to supply the community with arts and other related faculties. While the second was community gatherings centers, where the community members get in touch to perform some group activities, grant social support, gain public information, and secure other purposes. They may sometimes be open for the whole community or for a specialized group within the greater community. Commonly "Al-Farej" had been organized by residencies within private, government-sponsored bodies, or activist-run. From the researchers' perspective, "Al-Farej" was the node of the ancient part of Manama city.

1.1. Research Importance

The research casts the light on the social and historical roots of Manama in general and Farej Al-Fadhel in specific for they once had the upper hand; thanks to their wealth and worth. Lamentably, these have been no more but decayed ruins after the negligence of the old social pattern and the traditional vernacular architecture of the deceased Bahraini style. In brief, the research comes up with a solution that will revive the Genius loci of the area by an architectural product, serving as a cultural community center at the heart of Manama, to revive the former domineering center of social and cultural values of the Bahraini communities.

1.2. Research problem

The disintegration of the urban fabric and architecture structure in the study area negatively affected the social traits, life quality and cultural values of the residents. Unfortunately, most of the old part of Manama area suffer identity loss by the rampant wave of modernization in many aspects of the action of its urban development. Consequently, each day passes by ripping off the remains of their distinguishing legacy, to mourn the loss of their bygone noble and traditional traits of their regular social life. Consequently, the research will explore problems in depth and find why applying modernism are commonly negative upon the study area.

1.3. Research Goals

Searching about a node "reference point" for the community which should be a building with social, culture, historical, economic, urban,...etc values. Moreover, introduce guidelines to enhance social residence life in the study area.

1.4. Research Achievement

"Al-Farej" at the heart of Manama gathers people for cultural events for financial profits is the key to enhance and revive the cultural and social of the center of Manama.

1.5. Pilot study

Studying the history of Manama in general while concentrating on Al Fadhel District (block 305), while Manama is the minor context, this research will review and analyze the urban, social, economic, architectural developments throughout its timeline past to present chronological sequence.

1.6. Research Methodology

- i. Theoretical Phase: Data collection about old district from different resources about Manama throughout assembling old photos. Interviewing residence even elderly or recently residents in Al-Fadhel district or its novice immigrants for information retrieval from Al-Farej residents.
- ii. Analytical Phase: gathered data and generating a timeline comprising the most important information
- iii. Findings: After analyzing all data that were collected, design guidelines will be generated.

2. Manama city, Capital of Kingdom of Bahrain

2.1. Location

The kingdom of Bahrain is in the Gulf between Saudi Arabia and Qatar and is made up of 36 islands. The capital city of Manama serves as the hub of most of the population and economic activities. (Susan W, 2014). Before the development of the planning schemes and housing projects from the government, the island's inhabitants were dispersed in approximately fifty small settlements, which primarily included villages and hamlets. These villages were mostly located near the coast and in the interior part of the island near the springs. The settlements were based on the sources of natural springs and the presence of date palms. (Al-Nabi, 2012)

Manama (Al Manamah), the capital, is located on the northeastern tip of the island of Bahrain. Moreover, Manama has the most commercial and cultural centers. Manama's expansion since 1960, when its population was only 62,000 and estimated the population of 152,000 in 1992. Most of the residences were in entire villages, fields, and palm and fruit groves located to the east, north, and south being incorporated as part of the urban sprawl. Recently, it also spread to the west through the reclamation of hundreds of hectares from the sea. (Pike, 2011). See figure 1&2 in Appendix 'A'.

2.2. Manama in the Decay Aftermath Era

Historically Manama started developing as a gateway to the central Bahrain Island. The old Manama Port, the place on which the present Bab-Al-Bahrain building was erected during 1940, was the starting point for the growth of Manama and expanded eastwards towards Ras Ruman and westwards towards Naeem along the coast. Gradually it also extended towards the south. See figure '3', Appendix 'A'. The 1951 aerial photograph below shows the extent of growth of Manama as a dense contagious area extending to the south up to Sunni graveyard and up Hooraa and Gudaibiya in the southeast. (Hamosh, Manama City Plans. Bahrain, 2009). Further, south and at southeast, there was barren land and at the southwest were palm tree gardens up to the sea. It should be noted that this district of Manama was built and developed by residents' needs abiding by no planning strategy. (Al-Nabi, 2012). See Figures'4 to 9', Appendix 'A'.

3. Identity and Urban Changes on Social Life

The economic forces growth is developing with a growing number of new buildings projects in individualistic designs, leading to an urban development that is not guided by any general urban master plan but built up of separate case-by-case decisions instead. The rapidness and size of these projects in a grouping with shrinking restrictions have resulted in decreasing the quality of the built environment in Bahraini districts, mainly due to a deficit of technical and social infrastructure. The affected development of Bahrain's capital Manama is a witness of the deficiency of the current urbanization in old districts, where speculation-driven growth has led to fast urban progress without sufficient integration of the needs of native residents (Wiedmann, 2010). The urbanization process affects social life in many forms. In the study, the researcher will

tackle the prime constituent of the country which is identity. The identity is acknowledged to be manifested in the urban pattern, architecture and social and economic activities in a named community. The following points will explore the significant changed locations.

3.1. Identity of Vernacular Architecture in Bahrain

The term identity, from the Latin word meaning (sameness), has become problematically defined throughout the history to mean differences as well as similarities, within traditional Western/Euro-centric approaches to the study of cultural identity; many people have been excluded as (others).

"The issue of architectural identity has been a global concern for many nations, especially in the last century"(Al-Bahar, 1985, p.98). Contemporary architecture in some Arab countries lost the traditional values, which encouraged the researcher to investigate these values and try to revive them in the contemporary architecture. According to Guibernau (2007) identity is defined as the continuity over time and differentiation from others taking into consideration the fundamental elements of national identity. Continuity springs from the conception of the nation as a historically rooted entity those projects into the future. Individuals perceive this continuity through a set of experiences that spread out across time and united by a common meaning, something that only 'insiders' can grasp. Differentiation stems from others leading to the distinction between members (those who belong) and "strangers", who are looked upon as "the different' and, sometimes, 'the enemy'.

3.2. Key Questions Concerning identity in Vernacular Aspects in Bahrain

The critical questions concerning identity in Vernacular aspects in Bahrain are (Who am I?) (Who are we?). In fact, defining identity; as an interpretation of the self in both social and psychological terms that establishes what and where the person is. Mainly social relations and representations emerge within a system to present those identities. In Bahrain, there is a force to spread their national identity in national projects, as it is a subject of architectural significance. (Figure 10 & 11) in Appendix 'A'.

3.3. Modernization and Lost Identity of the Vernacular Architecture in Bahrain

The modernization development in all life fields as the Western cultural and intellectual invasion in the beginnings of the 20th century with the steady increase in population. Furthermore, in buildings, the local design principles were replaced by foreign standards that have changed the architectural and urban form, such as the human scale.

The urbanization affects the urban pattern and the related architectural designs. It directed towards using the western ideology rather than its local counterpart, in many of Bahrain cities. This reckless course of infringements towards the vehicular architectures adopted the westernization policies to the architectural design in different approaches. Most of the new building designs did not flow the ideology of the characteristic of vehicular architecture in Bahrain. Therefore, identity loss in the urban fabric is the ultimate result of that narrative. These areas have turned into a westernized environment as well as the most of the new buildings' forms and appeared with a new Western-style rather than a Bahraini one. Thus, they often failed to achieve environmental and humanitarian functions. In return, it negatively affects the social interaction between residences in general. High buildings are contradictory to the vernacular architecture as well buildings materials. See figure '12' in Appendix 'A'.

3.4. Bahrain National Planning 2030 and identity of the Bahraini Social life

Referencing of Bahrain National Planning 2030, they stated that, The National Plan seeks to transform Bahrain into a prosperous and innovative city-state of the 21st Century. In the time of petroleum discovery, many national master plans were created to serve the government in managing the economy of Bahrain. Many significant elements such as natural resources, inadequate housing, needs for specific zoning and insufficient public open space, low standard of transport infrastructure, and the need for improved education and depth economic issues and employment studies were addressed in these plans. The 2030 National Plan of Bahrain lays out ten key strategies that coordinate and focus development, control land speculation, protect resources, preserve historic and ecologically significant sites, integrate transport and ensure public access to open space and the waterfront. As shown in the report, the

absence of concerning the modernization process and the negative impact of changing in urban fabrics and the architecture vocabulary upon social life in Bahraini residence. Figure'13', Appendix 'A'.

3.5. Symptoms of identity Loss in Bahraini Social life

In conclusion, we can find that there is hybrid pattern fusing old traditional concepts with the new contemporary architecture. Consequently, many social changes resulted in the form of losing identity, losing some social spaces, decrease of public participation in developing the district and the loss of social interacting between districts residents. All these consequences led to delicate social fabrics. It should be noted that a large number of the local residences in the old part of Manama city moved out. As a result, the existing residences become a mixture of the native and novice, which cause identities losing most of their social identity and habits. Even in Bahrain 2030 National Planning Development Strategy, the focus upon developing the urban fabric and architecture is to adopt modernization with minor concern towards the impacts of architecture upon social life in Bahraini residents.

4. "Al-Farej" in Manama city

4.1. Defending "Al-Farej"

Studying "Al-Farej", which is a limited urban area, was due to the significance of social interacting occurred within old districts. Regularly "Al-Farej" was named is a relation to one of the prominent families in the area. The name of the Al-Farej is derived from the old craft of the pearl hole, which is a pearl breach. The nearest definition and the meaning of Al-Farej is a small district or a neighborhood. Defending and exploring the importance of selecting Al-Farej came from the essential positive function of Al-Farej. Homogenous interweaving between different social background with different faiths, approaches and beliefs.

4.2. Main features of "Al-Farej"

The family and its structure as members were at all times the most important key factor in survival and success. Its social network helped weak members to survive, and its clear hierarchy with a tribal leader as the sheikh made for an active organization that defended common interests. The size and wealth of a family determined the power in different levels under its control and had led to

the substantial identity. The Friday Mosque in "Al-Farej" as an urban element; became the most critical public arena for the community; besides its function as a religious center. It was often used as a court or school, particularly in smaller settlements. Its simple cubic form with an additional square, often enclosed by walls to form a courtyard, could be easily expanded according to the growth of the settlement. Thus, the size of the Friday mosque was often an expression of the number of inhabitants of "Al-Farej" (Wiedmann, 2010). The local market was the heart of urban fabric and considered significant element in intermediate with some Al-Farejs that most of the economic exchanges have regularly happened in considerable scale. Families had their intimate space within Al-Farej. They lived and grew to do their business and educated in this fringe, which is a microcosm of Bahrain. Integration and commutation were processed in the regular base, which carries diversity in its social fabric. Residences were living together with the original educational values in different levels and types and learn skills and handcrafts that were instilled within each other. They also grew up in the love of cooperation among all. The strong bonding of the children of Al-Farej, from the Al-farej urban pattern. See figure 14, in Appendix 'A'. Significance of "Al-Farej" in Manama city:

Long time in Manama city, Al-Farej had significant impact upon social and economic of Bahraini and non-Bahraini life. Reviving "Al-Farej" in old parts of Manama city are to:

- i. Socially;
 - a. Enhance the social life of current residences.
 - b. Attract the society again to the culturally rich districts and educate them about the values of these areas.
- ii. Economically;
 - a. Enhance the commercial and trading life and the economy of current residences.
 - b. Make advantage of the "opportunity cost" (In microeconomic theory, it also known as alternative cost)
- iii. Physical Environmental;
 - a. Revive the historical cultural principles.
 - b. Decrease aesthetic pollution and bridge the gap in Manama city.

4.3. Changing Al-Farej Characteristics

Recently, there was actively changing Al-Farej characteristics due to the changing of the urban fabrics, local emigration from the old families, changing of economic activities, and style of life instead of the local emigrants, most

of the original families belong to their unique roles and homes. Extending from the depth of belonging to Al-Farej residential spirit. (Al Humar, 2012).

4.4. Pilot study; Farej Al Fadhel (District); Manama City

Farej Al Fadhel (Al Fadhel District) located in Manama, capital of the Kingdom of Bahrain, is adjacent to the Manama market and Farej Al Maharka, which was one of the main areas of the capital before its expansion in the 20th century. Unlike other regions of the Manama market, Farej al-Fadhel is inhabited by Omanis, Indians (especially the Bohras) and Jews, as well as Bahraini. Although, we can find that most of the Farej residents celebrate religious and national holidays together. Al-Fadhel District (Block 305), a minor context of Manama. See figure '15' in Appendix 'A'.

Recently, Al-Fadhel District suffers from many urban context problems in term of missing the open public spaces that were regularly used in meeting or gathering. These open spaces were used in meeting or convention in different circumstances as part of their traditional habits. Regularly, residences run conferences and gathering to manage their daily life in such areas. Solving problems and controlling the inters life process in their districts were sun as well, which regularly is operated by one of the selected old people with social and economic power.

Al-Fadhel District sustained missing these types of open spaces or buildings, lacking greenery and water surfaces, which once was schematic; loss of reference point for the old community (The old residents) nor the new city for social life and losing the historical and cultural heritage. Al-Fadhel residences run some social celebration events but in some multipurpose halls out the district which is meaningless compared with the original target of such gathering. See figure '16', in Appendix 'A'.

4.5. Summary of the Inventory and Site Analysis of Farej Al-Fadhel

Field survey and interviews with Farej Al-Fadhel residences were designed to examine the hypnosis that inhabitants are missing the spirit of Al-Farej in their life. The main observation are as follows:

4.5.1. From the Social Perspective

- i. It was the town for many well-known families.

- ii. It consisted of Arab families, however, that the majority population is foreigners, but Manama is still an attraction and valued space for all Bahrainis.
- iii. In religion events, Mostly people in the past go from one religious institution to another.
- iv. Other religions respected and loved the Bahraini families and their religious activities as they fasted in Ramadan with the Muslims.
- v. The mixed-use of a large percentage of buildings combined with the population density and minimal open space provides minimum conditions for a diverse urban life.
- vi. The small plot size of most land holdings is also a factor in limiting the intrusion of large, single-use buildings which would threaten the current and historic diversity.
- vii. Neighbors had a healthy relationship, and they were always together, so they never got bored.
- viii. The first school for girls was built in Al-Fadhel district (Aisha Um-Almumineen School).
- ix. The relationship between the families and their houses were always open to welcome anyone and were so intense.
- x. It had one spring, which was in Al-Fadhel mosque, and it had a pool, then residents made a showering area from to ab accessible by the residents to shower.
- xi. They had two central Majlis (halls) for gatherings, cooking and welcoming guests from the Gulf countries. Figure 17, Appendix 'A'.
 - a. From the Economic Perspective
 - i. The top car trading, perfume business and famous for pearl trading owner lived there.
 - ii. Best teachers and best driving trainers lived there.
 - iii. Best ice cream, sambusa shop in the district, they were famous even in KSA.
 - iv. The first fire, trucks were brought there.
 - v. There is missing of having centers for traditional crafts and skills interacting, running the family production project or even managing public participation meetings to develop the district.

- vi. Near the Main Market, which was beneficial for the businesspersons, as they used to walk to their works without using Vehicles, minimum air and noise pollution are there.
- b. From the Environmental Perspective:
 - i. It is the essential district as it is located in the heart of Manama, most of the residences manage the collecting and disposing of wastes there.
 - ii. A surprisingly large number of traditional houses also still stand in low-quality conditions while many of these have become almost invisible under a cloak of renovations and cosmetic changes considering environmental hazards.
 - iii. The overwhelming car traffic and undisciplined parking in the narrow, winding streets is also a significant force in speeding the decay of Manama causing different type of pollutions such as aesthetic, noise and air pollutions.

4.6. Reviving Traditional Social Interacting of Al-Fadhel District

From the previous justifications, Al-Farej idea is a community hub (node) inspired form Al-Farej concept following Bahraini heritage inspiration. A building in the heart of Manama that gathers people for different events and cultural activities to keep the rich history and importance of the area. It will be a place for the community to:

- Gather, talk, share knowledge and skills,
- Educate the new generation the artistry handcrafts.

Reference point for them to meet and gather inside the district in a suitable built environment instead of gathering outside carried by the Majlis concept. Al-Farej concept will be applied to keep the Bahraini heritage strong.

- Having facilities like a cultural café and restaurant to benefit the current community (economic value). See figure 18 in appendix 'A'.

Therefore, the concept of the project is:

- a. The revival: The old residents and elderly of the well-known families gather in halls inside the district to achieve the projects targets. The revival of the system of the Majlis for Al-Fadhel district to return as the core of meetings. The poets of Bahrain are famous for their poetic verses and carry on

established traditions while also exploring new themes, as well as the art of storytelling. Using the pure Traditional Bahraini style in designing the spaces and elements of the building (Windows, doors, ... etc.).

- b. The anchor: The project will be the node in the cultural activities map of the Municipality of Culture. A point of reference to the community. "Al-Farej" idea should be installed on the Municipality of culture events calendar. "Al-Farej" idea aims to become anchor the history and cultural heritage in Manama consequently will not lose Manama identity, as well as attracting people again to Manama. See figure'19', in Appendix 'A'.

4.7. Conclusions

Bahrain was known since decades for its rich history and culture, the nest of all the deep and rooted history is anchored in Manama. Unfortunately, most of the old parts of Manama is suffering from the decay in its identity and heritage by modernization. The social life, which once was strong and formed the urban fabric of the cities, is changing making communities weak while losing the traditional habits and nodes. The old areas and neighborhoods in Manama city lack public spaces for residents to meet or gather for the revival of the traditional culture and heritage that once was rich in the districts. From the previous studies, due to the accelerated development, urbanization and globalization have negative impacts upon the vernacular and traditional built environment, which dramatically affect negatively upon social life of Bahraini within Manama city. Specifically, there is no clear identity for the district there. Moreover, there are no sufficient tries that deal with the traditional issues of Manama city. Consequently, the idea of reviving the Missing Noble Characteristics of Traditional Habitual Social Life should be examined by preserving architecture solution, which shows the identity of Vernacular issues in Bahrain. "Al-Farej "; is the Bright of Reviving the Brilliant of Social Life in the Kingdom of Bahrain.

Reviving the idea of Al Farej in a modern way has to respect technology, improved transportations, modern construction technologies and changing values and attitudes. Unquestionably, as observed from the field survey and the questionnaire for residences in the pilot study, the feelings of

intimate relationships between built-environments and the residences have been splintered. As explained before, such building has to include social and economic activities that targeting the improvement of residences conditions and improve the physical environment of the districts.

5. Findings – Design Guidelines

Having the concept of Al-Farej will keep the Bahraini heritage alive in the area by the locals' contribution in the process of conservation. The district needs a hub (node) and a reference point for the community to gather in an excellent built environment that hosts cultural events and conserves history, traditions and culture.

The idea is a space that will be created and conserved for and by the old community. It will be a space that will be conserved and maintained and will be set as an example to encourage the conservation of the other ancient and historical parts of the areas. Facilities like a cultural café and restaurant will be introduced to benefit the current community and of economic value. Reference to the data analysis of the interviews, Al-Farej project, has to follow some fundamentals, such as:

- a. Respect the history of the place and the existing historical buildings.
- b. Reflect the economic significance of the area.
- c. Respond to the social and religious activities.
- d. Revive the greenery and water element, which once dominated.
- e. Reflect the art and crafts which demolished.
- f. Respond to the historical development of Manama.

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Conflict of interests

The authors declare no conflict of interest.

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Appendix A: Figures

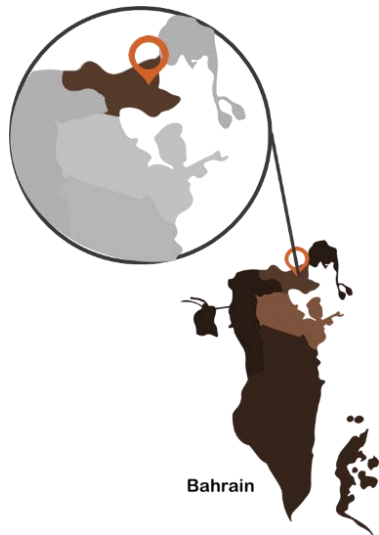


Figure 1: Principle springs of Bahrain (Al-Nabi, 2012)



Figure 2: Settlement areas of Bahrain in 1996 (Wiedmann, 2010)

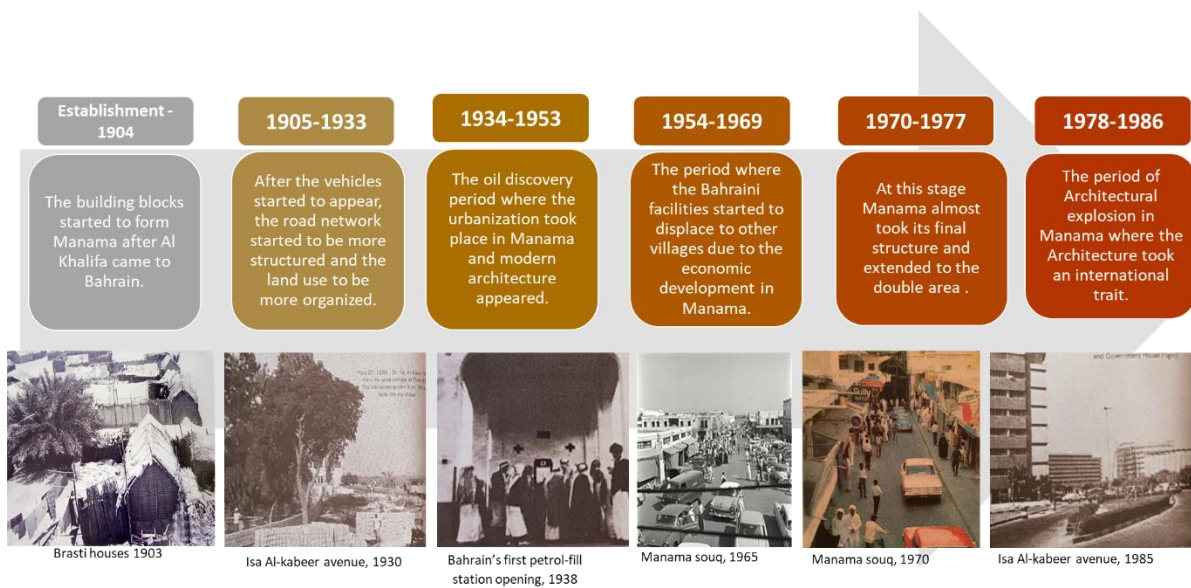


Figure 3: Manama developments timeline, source: Authors



Figure 4: Aerial view of Manama, circa 1950s., Droodkin, (Droodkin, 2007)



Figure 5: Ras Roman Residential district Droodkin, (Droodkin, 2007)

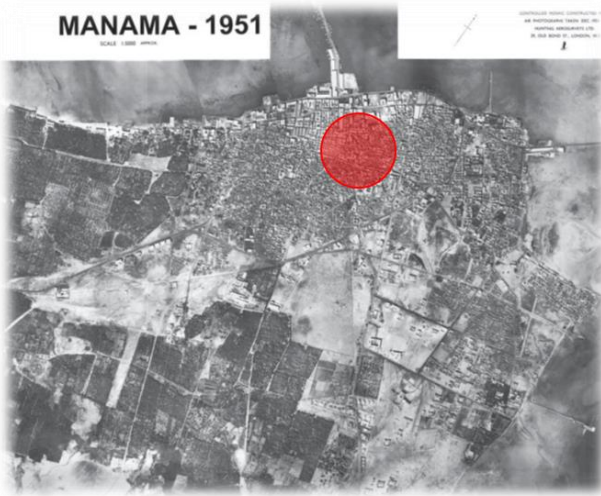


Figure 6: Topographic Map of Manama 1951. (Al-Nabi, The History of Land use and Development in Bahrain, 2012)

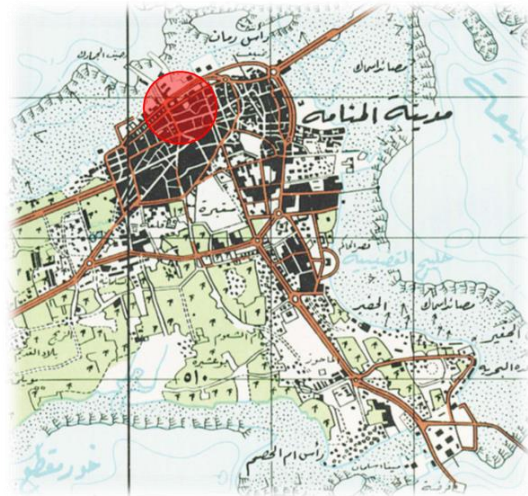


Figure 7: Topographic Map of Manama 1930 (Al-Nabi, The History of Land use and Development in Bahrain, 2012)

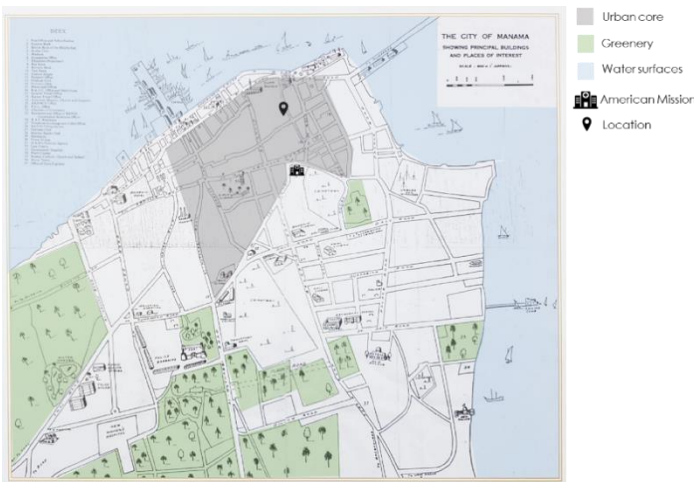


Figure 8: Existing soft scape in the British colony period end of 1960. (Hamosh, Manama City Plans. Bahrain, 2009)

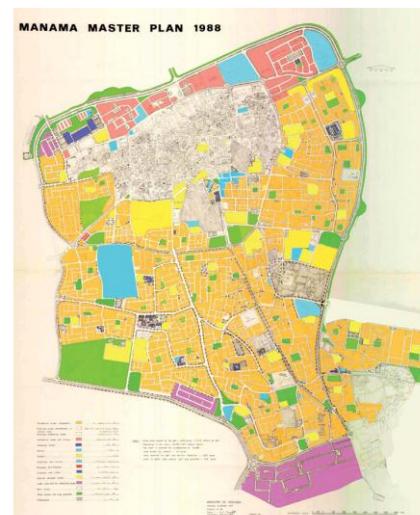


Figure 9: Implementation of Manama Master Plan 1988 (Al-Nabi, The History of Land use and Development in Bahrain, 2012)



Figure 10. Commercial complex, Seef area Governmental Housing UoB campus (Authors 2018)



Waqef Local market Handcraft center Bahrain center (Travelerpedia, 2007)
Figure 11: Recalling the vernacular architecture in Bahrain



Figure 12: Different type of new Buildings in Bahrain are not related to social rotes leads to lose the identity



Figure 13: 2030 Bahrain National Planning Development Strategy. Manama .



Figure 14: Vegetable Market in Manama 1930s-ish; Droodkin, <https://www.blogger.com/profile/05791543764371993446>

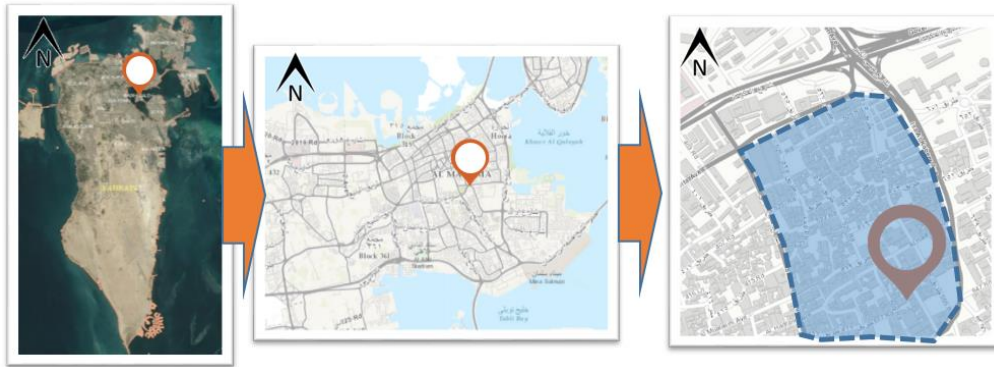
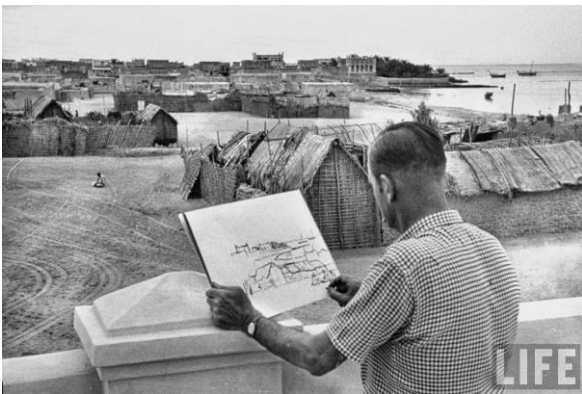


Figure 145: Al-Fadhel District relate to Bahrain and Manama Governorate map (google map 2018)

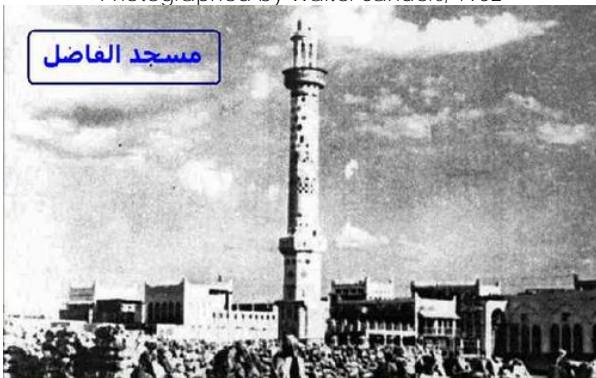


Sir Charles D. Belgrave sketching a view of wooden barastis in Manama.

Photographed by Walter Sanders, 1952



The office of the British Overseas Airways Corporation, in Ras Ruman



Al Fadhel mosque in Fadhel neighborhood of Manama



House of the poet Abdul Rahman Rafea, in the Fadhel neighborhood of Manama

Figure 16. Historical buildings and old life of Farej Al-Fadhel district



Figure 15. 1959 Freej Alfadheel/ (freej.alfadheel, 1959)

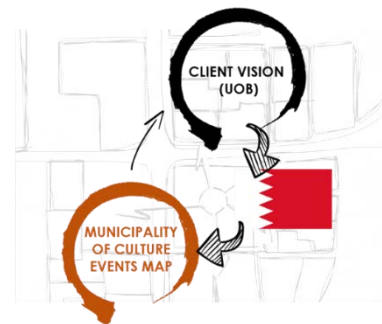


Figure 16. The anchor, source: Author



Empowering the Urban Poor through Participatory Planning Process: A Case from Jhenaidah, Bangladesh

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ABSTRACT

The paper analyses a community development project based in Jhenaidah, Bangladesh, which evolved through broadening social capital among slum communities and formal institutions in order to bring positive socio-spatial changes in the neighborhoods. Till date, nine disadvantaged communities have formed a network for city-wide community development, have started to build and manage their own funds, built better houses for themselves, and through this process have managed to draw attention and support from the local government. Started by a small group of architects and a local NGO in 2015, and still broadening its scopes, this project can be regarded as a successful example of people-led development initiative, especially in a context where most development projects exercise limited participatory values and are dominated by unequal power dynamics. Hence issues like scaling up and economic sustainability still concern those, who can see the community-driven development process with an unbiased attitude. The overarching goal of this article is to sketch out these issues with the help of empirical understandings from the field and theoretical findings from literature on social innovation and power in planning in order to understand how to work balance between local and institutional management of projects in order to avoid perceiving bottom-up and top-down initiatives in a dualistic manner.

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1. Introduction

Urbanization in Bangladesh is moving at a rapid pace. Between 1961 to 1981, the average urban growth rate was 8%. The present average growth rate is about 4.5%. According to the population census of 2001, the share of urban population was about 23.29% and at present it is approximately 37%. The importance of urban development is emphasized in terms of its role in the national economy. More than 60% of the national GDP is derived from the non-agricultural sectors that are mainly based in urban areas. The expansion of urban economy leads to the growth of urban population and concomitant haphazard urban spatial growth without

planning. (District town infrastructure development project (DTIDP, 2015)

The case study is from a city corporation in the western part of Bangladesh, named 'Jhenaidah'. Jhenaidah is a medium sized municipality of Bangladesh. Jhenaidah Municipality stands on the bank of the Noboganga River. Located on 210 km west to the capital city(Dhaka) Bangladesh. Jhenaidah Municipality was established in 1958. This is a class "A" municipality. The municipality consists of 9 wards and 33 mahallas (neighborhoods).

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The national focus on economic development has taken Bangladesh a long way, even with some complex problems (overpopulation or natural hazards). In a short period of time, Bangladesh is on the verge of becoming 'middle income country' from 'developing country'. The economic development of the cities is driving people to come to the city for work, and Jhenaidah is no exception. So, when new people are coming to the city everyday, the need of housing is increasing.

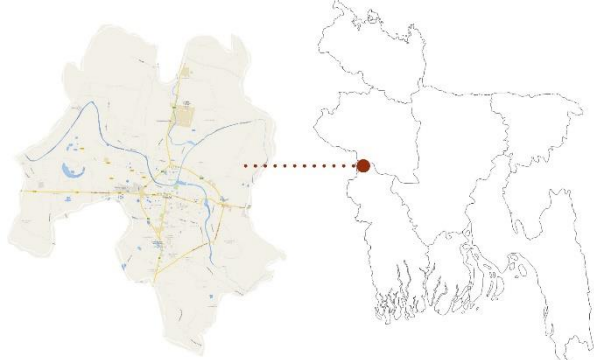


Figure 1: Jhenaidah, on the map of Bangladesh (Google map, 2016)

2. Background of the community-led development project Initially, five low-income communities had formed a city-wide network. Currently, this network has 9 communities as members and few more as interested. The basis of creating the network was to start saving group within community. The member communities have been saving since 2015. After the communities started saving, they were eligible to apply for a seed fund from ACHR (Asian Coalition for Housing Rights). ACHR usually gives two kinds of fund for city-wide development; fund for building houses and for small infrastructure upgrading, such as waste management, drainage or community space making. City-wide network at Jhenaidah has received funding from ACHR for two consecutive years. The idea is to include this as seed fund in a revolving loan system. Two beneficiary communities have developed housing with this fund and they will be repaying to city-wide network. Then the next communities in pipeline will receive the fund. The network aims to expand the fund from their own savings along with the external funds. Since 2015, the communities of Jhenaidah have built 45 houses in total. In the first year (2015-2016), Mohishakundu community built 20 houses. In the second year the same community built 8 more houses. In the second year (20116-2017), Vennatola community built 18 houses.



Figure 2: Geographical locations of communities of the city-wide

The city-wide network has received assistance from Co-creation Architects, Platform of Community Action And Architecture (POCAA) and NGO Alive. The initiative also received advice from Jhenaidah municipality, department of Architecture of Brac University, Polytechnic institute of Jhenaidah, Jhenaidah chambers of commerce etc.



Figure 3: the previous and present condition of housing

Co-creation Architects is an architectural firm, which provides services to both low-income and middle- income group of people. POCAA is a platform for group of architects who introduce themselves as 'community architect'. POCAA began its journey with an intention to work for disadvantaged communities (though not limited) by housing and community development. Alive is a local NGO, active in Jhenaidah and some other cities of Bangladesh. They have collaborated with POCAA for housing development project. They are responsible for mobilizing, skill developing and construction supervision in all communities.



Figure 4: City-wide network and support groups

3. Methodology

The paper has taken qualitative approach for the research. The researchers had spent several months in Jhenaidah as 'research stay'. During

the research stay, a number of activities had been carried out, starting from community visits, interviews of architects, NGO personnel and community members. Focused group discussions were done with different communities, in presence of community members (mostly women) regarding specific issues or topics. During the research stay, a lot of informal discussions with the community members took place, which provided insights and observations that usually is unreachable through formal meetings or discussions. Workshops can be called one of the important parts of the research stay; a vital part of understanding comes from active participation in facilitating and participating in workshops. Several workshops were organized to recognize the strengths and resources available in the local context. Through extensive report writing and journal keeping, the researchers made observations on how participatory processes is being carried out in this case.

4. Research question

There had been several attempts to address the housing need in past few decades in Bangladesh. Housing units funded by government often see a common scenario, the poor beneficiary rent the new house and leave for a cheaper option in a slum. Then the question arises if the housing project lacks the real socio-economic scenario of the people from whom the projects were aimed to. A pool of experts felt the need of bottom-up approach rather than design a low income housing project in a top-down manner. However, understanding the depth of participation in design and planning still a challenge for development professionals. The research question is formulated as following to address these issues.

1. What does community-led planning process mean and how to ensure participation in planning

2. What changes can be brought in community people's lives through participation?

5. Findings positive influences of the community-led process

The greatest difference between community-led development and other organization-led development lies in the freedom given to the communities. In the case of Jhenaidah city-wide community development project, the communities exercise freedom in designing and managing finance, decision making. They are equipped with tools to acquire information and to prepare physical planning upgradation. Moreover, they are able to spread the knowledge and sense of community strength

through networking. The process of achieving these is elaborated in the following section.

5.1 Empowerment through group saving

Saving as a community build-up tool has various aspects. This is the first step towards participatory action, where the community takes responsibility to manage their saving, create a central fund from it and decide how the fund can be used in different development projects. It is not only about collecting money, it is also about collecting people together. "Saving in a group and expressing opinion is related in communal power dynamics. When a group of people starts to save together, every individual becomes more aware of his/her right in decision making, as they feel their monetary input is valuable for the whole group." (Kabir, 2018). According to Farzana, one of the key architects of the project, saving is becoming community's strength. In her words, "Many communities expressed the feeling that they never had this amount of money what they have today together! It was possible because of group savings." (Farzana, 2016). The dignified part of the process is that the low-income communities do not need to seek aid; rather they express their ability to make change with some external support. In this case, the support was the seed fund that they received from ACHR. This support has accelerated the process in the beginning and people could see physical changes in a short period of time.

Over the time as the saving grows bigger, the community member are also being able to take small loan for emergencies or investing in small entrepreneurs. This has in two positive results: firstly, the community members are becoming independent from outsider micro-financing organizations and trier loan cycles. Secondly, they can think about economic development through businesses.



Figure 5: Women group is considering to invest their time in craft-based product making (Farzana, 2016)

5.2 Financial mechanism design by community

As mentioned before, after continuing saving for several months, Jhenaidah communities received fund from ACHR for housing development. Each of the participant households could receive a loan of maximum 1,00,000 taka (around 1300 USD) to invest in repair/ extend their house. In this funding mechanism, the money comes to the city-wide network as a grant, the city-wide network chooses beneficiary community savings group to provide a no-interest community loan. Individual households then avail the loan. Every household who receives a loan will have to return it to its own community savings committee with a certain percentage of administrative cost. The community saving groups have the freedom to decide loan repayment conditions as per their capacity. The first community to develop their housing decided the amount of administrative cost (around 2.4%) that each household agreed to pay with each instalment. They also agreed upon the duration (8 years 4 months) to repay the whole loan with weekly instalments. On the other hand, the second community felt the need to pay a small amount (Bdt 100 from each household per month) to the people who would co-ordinate the construction work. This community decided to repay the loan in shorter period of time (5 years). The freedom to decision making in the financial mechanism made the loan payment easier for the community contrary to any other loan system designed by outsider organisation. Usually with so many organisations working in low-income communities with micro-finance, poor people get stuck in the loop of loan payment by taking loan from one organisation, to pay another organisation. When the seed fund comes back to a committee in the form of loan repayment, they can start to give loans to the next members of their own community or to the city-wide network to start the process in other communities. In this way, the fund revolves within the city. The first community has already built more houses with the repaid money.

5.3 Decision making by community network

The city-wide network was able to take decision about selecting beneficiary communities and the beneficiary households. To make the decision they based on few criteria. 'Community strength' was the first criteria, measured through the saving activities. The more community members trust each other, the more and longer they save together. Another criteria was to assess the vulnerability in terms of finance and situation of living condition. Thus, the communities were ranked to implement housing development project. Two communities has

already finished their housing development while third community is being prepared with designing housing option and acquiring right to land.

5.4 Participation in design, planning and construction

At first, the communities prepared existing measured map of their neighborhood with the assistance from community architects. This map includes how they lived by positioning plot boundary and their owners, main houses, service structures such as kitchens, toilets, communal toilets, communal structures such as the temples, shops, infrastructure such as roads, drains, household and communal water taps etc. After mapping, community expressed their aspiration of houses through a 'dream house' design workshop, with the help of models. Through a collaborative design process with architects, they designed several options for houses that are affordable, low maintenance, well lit and ventilated and have better spatial arrangements.

Based on these discussions, the architects designed two prototype houses and through repetitive consultations with the community. At construction the prototypes adapted to each household need. As a result, the houses became visually unique to each other. During a discussion, women at Mohishakundu Shordarpara (the first community) have expressed how the process of collaborative design has changed the perception of their own capacities, one woman said: "We feel like now we can make our houses ourselves. The other day we were discussing about the budget to build the first story of our house and my daughter suggested that she could make it with half the money! The way apa (Architect Farzana) has worked with us, we feel like we are architects now!" (Mina, 2016).



Figure 6: House designed at dream house design workshop (Co.creation architects)



Figure 7: Children designing their desired playground

Along with the NGO Alive, the communities assigned 2/3 members as the procurement and construction management team to purchase the material and to supervise the quality of construction. "When we go as a team to source and purchase material, we explain our initiative (low-income housing) to the dealer and can negotiate a great prize for the bulk purchase" said one of the members of the procurement team. (Shorifa, 2016) Each family contributed in terms of labor to reduce the cost. At this moment, the first community is designing a community center that can also be a school for elderly people. The second community has designed and now building a community center after the housing constructions.

5.5 Tools and information to the community

Mapping is a tool through which the people of the community (ies) visualize resources, problems, opportunities and solutions. The mapmaking process works as the first step to translate each participating households' intangible ideas about housing into something tangible. Gradually, by adding layers of information and understanding, the community collectively creates a representation of their current situation and their future aspiration.



Figure 8: Community mapping, one community teaches another community how to map

After finishing the housing project, the first community mapped existing wastewater drainage system and proposed a tertiary

connection to the existing drain. This map has become a negotiating document for the community to request for that particular service from the municipality.

Arappur, a community of the city-wide network without land title, has been using map with community members' information to exercise the possibility to acquire a land. All the nine communities of city-wide network have finished settlement profiling and gathered overwhelming amount of information about each communities. These profiling have helped them to see their neighborhoods beyond its physical arrangement and identify social issues (access to services, literacy, crime against women etc.) The communities are feeling powerful with the information in their hand to negotiate for ensuring rights that they deserve from different authorities.

5.6 Networking and sharing knowledge

Moulaert, Martinelli and Gonzalez points out in a transversal analysis of socially innovative projects that local initiatives have "a symbolic, demonstrative effect on the broader urban scene, showing that change is possible... often the beginning of an interactive social learning process, blurring institutional and scalar boundaries" (Moulaert, Martinelli, & Gonzalez, 2010). We have understood this better from city-wide network of Jhenaidah. Nine communities, who live in different geographical locations of the city, have close communication with each other. The pioneer communities now acts as support group, by teaching other about mapping and saving activities. They helped to audit helped audit other communities' savings accounts and taught bookkeeping. The first community shared their experience of house designing and construction from where the second community found improvement for their houses. It started when two community leaders from Mohishakundu visited Sri Lanka to learn community saving mechanisms from the Women's Development Bank. According to Masud (2016), this visit was a practical learning opportunity for both the support group and the community. During the construction phase, the support group and some participants from the community visited SAFE, an NGO in Dinajpur to learn about cost-effective bamboo treatment. Now the network grew so much that other communities from other city visit Jhenaidah to learn about community action. City-wide network of Dinajpur (a municipality from north of Bangladesh), rural communities of Jessore have visited Jhenaidah and got inspired to run saving activities in their own community. Leaders from Jhenaidah communities visited

Shatkhira (a municipality from south of Bangladesh) to share experience with local communities, municipality and NGO (Brac). Jhenaidah leaders are preparing to attend Asian hub meeting of in Mumbai, arranged by ACHR and SDI to share their experience about settlement profiling. Thus the city-wide networking is expanding to nation-wide networking and to international platforms by horizontal sharing of knowledge.



Figure 9: Community leader from Mohishakundu helping with book keeping in Shoshanpara community.

The connectivity with institutions have continued to grow with the support group's attempt of involving more local academia and professionals in the process such as the students and teachers from the Polytechnic Institute of Jhenaidah. The support group also arranged an academic design studio for housing project with Brac University with one of the disadvantaged communities in Jhenaidah. To involve students and young graduates is also a way to create interests for local development within academia and eventually in practice.

5.7 Change in socio-politic dynamics

A project/program that is designed to be people-centered can collapse even though participatory techniques are used. This happens when the notion of participatory design is ritualistic, serving only a face-value, people's participation is a just a box to tick in. Involving people in every step of decision making process means when needed, there should be the flexibility to change the institutional framework or financial mechanism of the project to address the beneficiary community's life realities, and if needed the political hegemony of the context should also be questioned. In a scenario of any development initiative, just as a sense of powerlessness is common in among slum communities, a given sense of power is common among professionals or 'experts'. According to Farzana (2016b) the conducts with community was a transformative process for the support group. Within the support group, professionals helped each other to bypass their professional

boundaries to gain the trust of community people. How the NGO officials and architects talked to community people also made a difference; it was about carefully deciding to let go of the sense of power or pride that one gains from becoming a professional or expert. Even something simple like conducting meetings in a local veranda sitting together with local people on a bamboo mat instead of at the NGO office in a formal manner mattered in this process (Farzana, 2016b). Understanding how life is perceived by the community means acting in a flexible manner, where the experts accept the "politics of difference- as opposed to a politics of othering" (Saunders, 2002). Active presence, patience, participation and trust in people-led process were important factors in the process. The effect of this project on local governance has been spreading in a slow but sure fashion. After the construction of 20 houses in Mohishakundu Shordarpara, the local government has offered increased assistance to the project. The Mayor, along with the architect from POCOA, presented these achievements in German Habitat Forum held in Berlin. Following this, the Mayor has assured the assistance to form a CDF (City Development Fund) for disadvantaged communities in Jhenaidah. He has also offered the architects with additional technical support from the engineers of the city corporation. If seen under the light of Albrechts' (2003) understanding of power, this is a critical transformation from a scenario where power-ambivalent citizens groups are not convinced of the power of informal structures and frameworks in shaping the flow of events in planning field, to a scenario where dominant relations (socio-political system or market favoring only the privileged) are changed by collective efforts supported by empowerment.

5.8 Power and gender dynamics

In the patriarchal practice of Bangladesh, women are perceived as less capable than men, which was evident in the beginning when men were the main voices in any discussion and community meeting. From the case studies and researches done by ACHR in different countries, it is actually women group who are instrumental in saving activities and community development process. The support group attempted to shift power, role and management responsibility to the women to empower them in the process. As women of the communities were involved in reproductive role inside of their households, it was easier for them to manage time than men would be able to. They have demonstrated excellent capability in physical and social

mapping, facilitating design and construction of houses, and managing saving accounts.

The process has been a successful tool in breaking the stubborn barrier of gender inequality, even if in a slow pace and at a small scale. Since 2015, a great change can be noticed in behavior of the women, from being scared to speak at all in front of any male presence (then) to proudly present themselves as 'community leaders' to outside visitors (now). This shift was not easy as the male community leaders felt uncomfortable in transferring leadership in the beginning, as if that would mean letting go of their sense of control. When the male leader of Mohishakundu was asked to transfer leadership after an instance of mishandling community savings account, he was openly skeptical about leaving responsibility to women, suggesting that women alone are not capable in managing leadership responsibilities (Masud, 2016).

6. Drawbacks found through the research

Jhenaidah city-wide community upgrading process still needs to find solutions to some complex problems. The process had been encouraging for them since there was a money flow from ACHR to realize their dreams. Now that the network needs more time to accumulate money from the repayment of loan, will the communities be able to keep patience and accept the slow process? Even after a long process of mobilizing and building (housing or infrastructure) with a community, it may fall victim of self-sabotaging patterns, sometimes fail to see the bigger picture or become too cautious out of self-interests and lose faith in cohesiveness.

Boonyabacha from ACHR says, "There is a notion going around that the poor are helpless, lazy, ignorant, and untrustworthy that they do not have resources or ideas, and that they cannot think for themselves or manage money. So it follows that they need to be helped, trained, organized, spoken for and made aware. This assumption infects the policies of a great deal of the world's development agencies and of housing-activism, shelter-delivery, and poverty-reduction programs, where solutions are conceived and carried out on the poor's behalf by professionals, bureaucrats, activists and social organizers." (Boonyabancha, 2017). The support group shares this same value. So for them, the leaders from the first few communities should come forward in the process while the support team gradually steps back. This has not fully happened yet in Jhenaidah. Presence of an external support group has been always needed for the communities in staying focused on

collective development efforts. This issue calls for another necessary step to take- setting up a separate community fund and creating a program for capacity building. Boonyabancha from ACHR warns in this regard that, "If a community cannot manage money, it is doomed forever to having its development process determined by someone else" (Boonyabancha, cited Skinner, 2014).

In the case of Jhenaidah, the Mayor has always been supporting citizens and local organizations with logistic and legal help in their efforts in city-wide upgrading of disadvantaged communities. But the upgrading process in Jhenaidah needs more technical support from within the municipality. The slum development programs launched by the municipality must coincide the city-wide upgrading process. The dimension of support that Jhenaidah mayor has offered to the upgrading process does not necessarily reflect the status of other municipalities in Bangladesh. The readiness of local government to support disadvantaged communities is a crucial issue but if local government itself is not empowered enough through decentralization, devolution etc., it cannot do much to help the urban poor in the right scale.

7. Conclusions

Though focused on housing development, this project or to be more accurate, this process has tapped into the potential of communities to establish institutional associations and to utilize those to bring positive changes in their lives. To answer the question of the research, participation needs to engage user group in such manner, which tells that the development organization or professionals trust in people's capacity. Despite manifold concerns felt by relevant professionals related to this process, City-wide Community Upgrading process in Jhenaidah is a successful beginning to *people-centred planning/ community-driven development*. Once the people fully realise the potential and benefits of this process, they will begin to invest more to the process, not only financially, but also their time and agency. Through more decentralized proposals from the grassroots' levels, the communities can push for participatory budgeting and come out of established institutional frameworks for a better, sustainable future.

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Conflict of interests

The author declares no conflict of interest.

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Representing Iranian-Islamic Identity in Iranian Contemporary Cities Structure

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ABSTRACT

Urban identity could be considered as the result of interaction between social identity system and urbanism system. The term "Islamic City" is defined only by considering the physics of the city and reducing the concept of city to physical elements. Current researches are carried out without considering the relationships between elements and parts of Islamic city. The main objective in this research, is to focus on the principles governing Islamic city which have their roots in Iranian identity and govern aspects of urban life, such as social, political, economic and physical space of the city.

Studying concepts of center, periphery and communications as the main elements of urban identity and matching each of the physical elements in aforementioned arenas could help with understanding the Islamic city structure and its organization and relations governing it. The significance of religious, social, and economic elements in Islamic city match the Contemporary urbanism identity in Iran and the concept of center-periphery theory.

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1. Introduction

Urban identity is one of the complex concepts in urbanism. It is a multidimensional phenomenon which presents various fundamentals and meanings from various aspects. In a general view, urban identity could be considered as a result of organized interaction of social, cultural, economic, religious systems and urbanism system; an approach which has focused on identity along with alterity and as a result, emphasizes the unit of analysis of itself and others in the field of identity. However, when urban identity is mentioned, the relationship between identity and complex concepts such

as culture and nationality, a complex concept is emerged which confronts urban identity with various theoretical approaches. This meaning is of a considerable significance in Iranian urbanism, for any source of Iranian-Islamic urban identity has impacted the urban identity structure in each era and in a certain way and formed the urban cultural identity. The Iranian-

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Islamic urban identity has always been evolving and Maalaa has categorized it in a triangle of identity sources of Iranian, Islamic and urbanism system.

The focus on urbanism system in studying urban identity in Iran indicates that it has been based on dividing city into three certain concepts since the ancient times; Center, surroundings and communication. The surrounding part in Iranian-Islamic city which includes the main element of neighborhood with its specific structure, not only does not have privileges in various parts of the city, but also along with including ethnic diversity, it includes the poor and the rich. And concepts of north, south, up and down were not common as they are considered today. Also, each of the neighborhoods, due to being located in directions which had the best and nearest paths with the villages of the same tribe, in addition to preserving and improving their collective identity, would affect the family relationship which are considered important by Islam.

Physical system of the establishment of the outer shell of cities is affected and representation of the social and cultural system of the society. The rich Islamic culture was mixed with the Iranian social ideology after entering Iran and it was presented in new physical elements by explaining the current concept and defined the new overview of Iranian-Islamic human towards city and urban communities. Studying and restoring the smart system governing the traditional structure of Iranian-Islamic cities is a proper solution in understanding the principles of success in these cities in the expression of Iranian-Islamic urban identity. Due to immortality and comprehensiveness and universality of Islam, Islamic principles are constant principles which are interpreted in certain ways in various locations and times considering the intellectual and objective resources, while its results is emerged as a unity in diversity in the Islamic geography in Iranian culture.

2. Statement of the Problem

Iran includes cities with a great cultural-historical significance and full of unique fields with physical and social representations that provide a context for Iranian-Islamic identity. These field are generally ignored by the researchers or the researches have lacked a comprehensive view of their Iranian identity values. However, by reviving, studying and analyzing an identity based approach, these values and concepts could be preserved and improved.

The term "Islamic city" was first coined in the nineteenth century by the orientalist, and later expanded by them. (Naqizade (b), 2010;

Falahat, 2011) The approach orientalist have undertaken in regards to Islamic cities in Iran is a one-sided view ad related to the Islamic approach as the only basis for the analysis. However, based on methodology, this type of analysis is generally a descriptive analysis of the physical representation of the city without analyzing the construction process and the principles governing them. (Hakim, 2002; cited by Danesh, 2010) The majority of these studies tried to compare what is called Islamic cities in isolation from the Iranian social and cultural context through a comparative method with a negative attitude. Such descriptions are based on presupposed criteria which have their roots in social culture and their western approach; this leads to presupposing principles as the criteria of ideal city and roll-calling these criteria in their studied cities. (Falahat, 2011).

3. Research Question

Considering the improper copying in historical analyses of Islamic urbanism in Iran, studying Iranian-Islamic identity in studying Islamic cities is neglected. In order to reach research data, the content is arranged in the main question so that the question is led the main answer through this. How has the role of Iranian-Islamic identity represented in the culture of Islamic urbanism in Iranian geography period?

4. The Theoretical Framework of Understanding Iranian-Islamic City

In analyzing the Iranian urban elements, elements are divided into categories such as space, time, economics, power, culture, sign and expression. (Fakuhi, 2010) After the entrance of Islam into Iran, an interpretation of individual and society is provided and its instances are implemented in urban space with the current physique. The Islamic-Iranian culture led to dynamicity of the civil society and people in the society with the mottos such as equality, brotherhood and horizontal and vertical movements, so that there was a close relationship between the concept of city and Islamic-Iranian culture, initially. (Ziyari, 2003) that is, after the entrance of Islam, the concept of city in Iran reaches a certain organization which is based on the physical format of the city in the Sassanid with a new representation. The Sassanid urbanism system has found a regular shape based on urban crowd control. The mechanism for Sassanid cities is designed in order to fulfill the hidden objectives of government policies in Sassanid cities and in accordance with social stratification institution of Sassanid era which is completely in line with Sassanid urban crowd control. (Khaza'i, 2015) During the Islamic era, these cities served as a

basis for social justice school of thought in Islamic city and flourishes by the residence and social life in Iranian-Islamic cities.

What is being discussed here as the Islamic identity of Iranian-Islamic city is not limited to any special physical structure, since in order to identify and introduce the Islamic background of a phenomenon (city, art, clothing, food, etc.), a certain physical shape, or a unique physical pattern for all times and location, for it is in conflict with the universality of Islamic principles. (Naqizade, 2010)

Islamic city is a constant nature which has its own physical representation in any special environment and time; that is, Islamic city is a potential nature which has its own special exemplification considering the culture and identity of each region, technology and available material under the light of the era's sciences and art (that are not in conflict with Islamic principles and values). (Naqizade, 2010) Through this view a new analysis could be presented and with an identity-oriented approach, a proper structure could be reached for Iranian-Islamic city.

Any principle and concept (mental and spiritual) in the core of the city retains a physical tone. Physical elements which are produced in this process will have two dimensions like humans; one is the physical dimension and the other is the spiritual aspect which is the nature and spirit of these elements. Considering these, this question arises that whether the physical arrangement of the elements or the spirit governing these structures and spatial system which leads to Iranian unity and identity in Islamic city. The other question is whether by understanding this identity, an innovative form of physical structure could be reached which is compatible with time, or the same forms have to be maintained. Some believe that the Islamic city concept does not have a special format; that is, a city could not be Islamized through presenting a shape. By considering humans as the most important members of traditional Islamic cities, they express that the physical shape of Islamic cities is not reached through Muslim people. The derived shape is unique and it could not be replicated in other spaces and times. (AhamdiDisfani and 'Ali Abadi, 2011)

On the other hand, some, such as the orientalist, try to prepare a constant physical model for Islamic-Iranian city, the majority of the descriptions of the Islamic city is limited to a handful of elements. For instance, elements such as mosque, bazaar, the shape of the routes, neighborhoods, etc. These elements stay in one conceptual level; a level which is rather

physical and has a little tendency towards conceptual analysis. The designs prepared by German geographers clearly presents this attitude. Among their designs, Dettman schematic design, which was prepared in 1969, presents an Islamic-Iranian city.

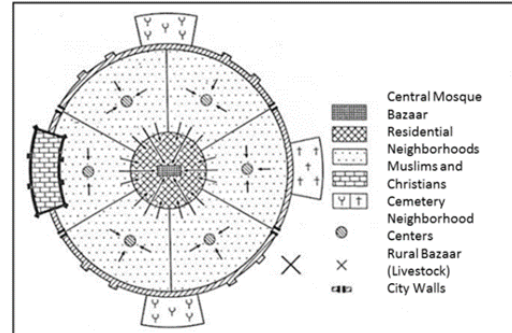


Figure 1. Islamic City Model (Source: Dettmann 1969, Cited by Shafaqi 2008).

There is another model of Islamic cities designed by another German Geographer, Wirth, which is similar to one of Dettmann's. Wirth not only considers bazaar as the core of the city, but also he considers it as the differentiating factor of Islamic-Iranian cities, from other cities of cultural properties. It is in fact considered as the main index of these cities. In Wirth's model, bazaars are developed radially from the downtown and the main routes are developed from downtown and along with the bazaar centers towards the gates. These routes are called "Gozar", and had a considerable width which included neighborhood centers.

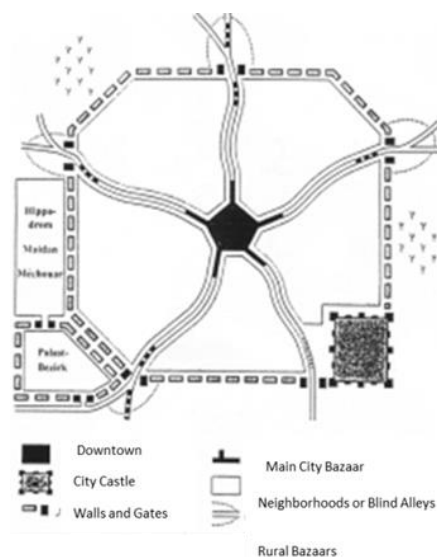


Figure 2. Islamic City Model (Source: Wirth 2000, Cited by Shafaqi 2008).

The third design for Islamic-Iranian cities is from another German geographer, Ehlers, who was a professor at Bonn University in 1991. In comparing the Ehlers model with the

mentioned designs, two new properties are stumbled upon:

1. Newly constructed streets which cut the old urban texture in bazaar part and disturb the integrity of the bazaar.
2. The new outer belt of the city which is formed by the checkered order and in accordance with the surroundings, out of the city walls. (Shafaqi, 2008)

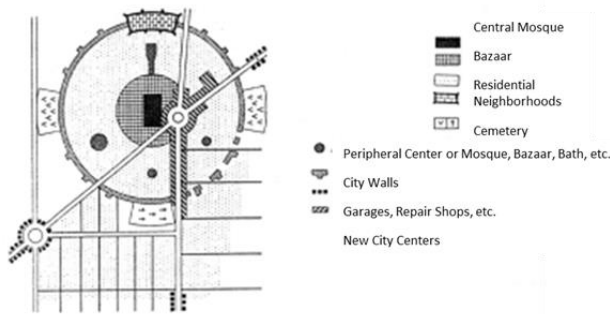


Figure 3. Islamic City Model (Source: Ehlers 1991, Cited by Shafaqi 2008).

Through comparing these three designs, it is concluded that some of common physical elements include mosque, bazaar, neighborhood, cemetery, castle, and city walls and there is a common organization among them. The castle is connected to the city walls in all of them and bazaar has surrounded the downtown which mosque and the neighborhoods with their peripheral centers build the later layers. These designs and the majority of similar designs and descriptions belong to the early centuries of the entrance of Islam and generally to the certain regions Islamic geography including the Middle East and Iran (Falahat, 2011) which have some cultural, climatic and geographic commonalities. What is concluded from studying the three designs above is that they share the same organization which is observed in representation of Islamic city and cities before entrance of Islam to Iran. The designs overview aside, the details, especially the descriptions which are provided for neighborhoods and neighborhood relationships (Morteza, 2006), the required integrity for such schemas could not be reached and some violations could be provided by extensive study of them.

5. Research Findings; Concepts in Contemporary Iranian-Islamic City Structure

Although the components of a city are formed based on materialistic and spiritual needs of the city residents, some of these components are necessary for the residents of all cities; such as buildings, roads and bazaar. Experts express that

some of these elements are specific to Islamic cities and attribute the impact of Islamic culture in emergence of city and the method of its organization to these elements:

The central mosque, bazaar, neighborhood mosques, schools, monasteries, shrines, religious site, sect type, endowments (waqf), encouraging people to construct buildings and facilities. Four elements of mosque, bazaar, neighborhood and school are common among the majority of experts. (Ziyari, 2003; Rabbani, 2008; Ayazi, 2008) Iranian identity of sacred spaces in Iranian-Islamic city is presented in the center of the city. This component – sacred space – was in the form of temples or fire temples in the center of the city.

Considering these elements present themselves in objective views is presented in widespread reductions happening in Islamic city definition. They have summarized the city in a limited set of elements or limited set of form properties and this issue has led to emergence of schematic defections of "Islamic city" (without considering their Iranian identity; definitions which are solely derived from its shape without considering its background and informal structures of the cities). (Falahat, 2011) Apart from the physical issues, other effective factors in forming Iranian-Islamic cities and the factors governing it could be listed as below:

1. Religious factors
2. Climatic Factors
3. Economic Factors
4. Communication Factors
5. Governmental Factors
6. Health Factors
7. Waqf Factors (Islamic and Sassanid) (Shekui, 1994)

On the other hand, the effective factors in the architecture of Iranian-Islamic cities elements are four main determining factors: Climate, local materials, traditional forms, and Islamic and social lifestyles and values. (Zarabi, Qolami Bimorq and Hajbande Ofusi, 2008) The physical shape of Iranian-Islamic cities change in accordance with nature and under the impact of any of the abovementioned factors, while the spirit of the city goes through its developmental processes. (Ahmadi Disfani and 'Aliabadi, 2011) Apart from the categorizations which are presented for Islamic cities so far, three general parts in Iranian city could be distinguished which are compatible with its Iranian identity. The main components of each set could be expressed as the parts of center, surrounding, and the relationship between these two and other elements of the set. In the city, which could be considered as a set of relations, elements and activities, these three could be distinguished. The properties of these three fields are explained in the following.

5.1 Center

Some orientalist, who studied Islamic cities based on the theories of Max Weber, believe that there is no such entity as city in Islamic world, but Islamic cities are generally a set of peripheral and separate communities and not united communities. Without independent urban associations and syndicates (similar to the ones in the cities in the Middle Ages), cities would be divided into neighborhoods or parts and each part had its own homogenous communities and bazaars. (Turner 1976, cited by [Danesh, 2010](#))

Regardless of Weber's theories, which are mostly exaggerated and neglected the identity merged with current backgrounds such as Iranian-Islamic identity in their categorization, the presence of neighborhoods based on ethnic and tribal divisions could be interpreted closely related to preservation of Iranian culture identity and independence in Islam. ([Morteza, 2006](#)) The fluid and variable aspect of Iranian identity, which includes various levels of personal identity as the properties, characteristics and thoughts of a person and the collective identity which included various social, economic, cultural, ethnic, and even political groups, any of the personal and collective identities is required for preserving the formation of person's personality and in higher levels the personality of the society. In such an ideology, emergence of a phenomenon called neighborhood with its own characteristics and properties is completely in accordance with the teachings of this religion and also human nature. However, the resulted diversity is dissolved in a space called center and urban society reunion place, and this proves the unity and constructs urban identity in higher levels of ethnicity and a link between various tribes.

However, elements which are related to the Iranian-Islamic city center, either the center of the city or more peripheral centers, include certain elements called public benefit functions such as mosque, bath, cistern, etc.

5.1.1 Religious Sites (Mosque)

Mosque functions as the main element of Muslim cities and the center of all activities of the citizens. Many of the educational, judicial, and political activities of the society which would be carried out in mosque initially, are placed adjacent to the mosque, even after development and expansion and emergence of various professions which would the separation from the environment of mosque, and they have preserved their relationship with mosque and its spiritual space. ([Naqizade, 2010 a](#))

Since religious beliefs are the core of the Iranian cultural identity, temple or mosque had a significant role in institutional and local arrangements, due to the various functions they could have, such as holding religious rituals, and it is placed in a focal point so that the public access is provided. Naqizade considers submission of city center as a religious elements and material adaptation and control of life as one of the properties of Iranian-Islamic cities.

The function of mosque in early Islam was not limited to religious function, but it was a center for political, ethical, educational and social discussions. During early Islam, regulation of Islamic government affairs with other governments, negotiation with foreign panels, addressing the people, declaring the legitimacy of the caliph, discussing the military and political affairs, distribution of public funds, etc., were carried out in the mosque. ([Amini and Montazerolqa'em, 2008](#)).

5.1.2 School

During early Islam, religious sciences were taught in mosques. Hence, the early mosques were in fact the first center of Islamic taught which was quite common in Iran and other Islamic countries. Gradually, by the development of Islamic sciences ([Kiyani, 2000](#)) and from the third century AH, schools with educational functions of teaching religious sciences, and guiding people, managing the religious affairs and interpreting jurisprudence, were constructed. Generally, subsequent to construction of schools, waqf would be dedicated to them which would be spent on the accommodation of students and teachers. In various Islamic books, the subject of science and its uses and benefits among Muslims are addressed and the status of scholars is emphasized. Measures undertaken to accommodate religious scholars and scientists would provide sacredness for a city; that is, these scholars would guarantee the perpetuation and propagation of rationality and religiosity among the citizens. ([Ayazi, 2008](#)) Before Islam, educational centers were located near castles, governmental centers or fire temples and spots far from trace centers. In ancient communities, administrative, religious, and commercial institutions were among the most important educational environments. Hence, educational centers would educate their staff along with administrative, religious, and commercial institutions. ([Kiyani, 2000](#))

After Islam, the spaces dedicated to education would stay in the center and emerge in religious spaces. Gradually, along with expansion and improvement of religious sciences and

elongation of education period and necessity for accommodation of the students, the grounds for emergence of schools were provided. The location of these school was generally around central mosques, bazaars, residential neighborhoods and sometimes squares. (Soltanzade, 1985) Presence of schools in the center of neighborhoods and bazaar which were considered as the foundation of Iranian cities, shows the significance of education Islamic teachings. (Gudarzi, Soroushm Aminzade, Goharrizi and Naqizade, 2012) Through preserving the relationship of educational centers with governmental and religious centers, the scheme of Iranian-Islamic culture identity is continued.

5.2 Surroundings

In Iranian-Islamic cities, surroundings are not considered as inferior, margin or even hierarchy, but it has a new meaning. Surroundings is a center among various parts, among villages of the same race and city. It is a unity factor among the contrast of city and village. In comparison, the emergence of the concept of neighborhood and the alternative concept of surroundings in Iranian-Islamic cities as mentioned before, crystalizes the spatial justice in its true concept in city. Sassanid city is consisted in the physical system in Iranian-Islamic city. The physiques of Sassanid city which was designed to protect the city enforcements. However, here in Iranian-Islamic city, the physiques would be presented without the need for excessive enforcement in the city and also the lack of the need for controlling the citizens (on comparison with the control power considered in Sassanid government). The current city became an element of spatial justice in Islamic city due to its physical properties and considering this type of physiques being borrowed from Sassanid city, which could be said that in Iranian-Islamic city the north and south does not have any meaning, the concept of up and down did not have any meaning either. Neighborhoods had their own specifications and facilities and they were independent. Some general details on neighborhood are mentioned in the following.

5.2.1 Neighborhood

The residential district of the city is usually located in the outer belt of bazaar and any social-economical group creates a special neighborhood for itself, which is created based on religions, jobs, race, language, ethnicity and even social groups. (Shafaqi, 2008)

Establishment of public elements such as cistern, bath, small markets (at the center of neighborhoods), small squares, and sometimes

religious sites would create a complex which could function as the identity factor of the neighborhood and the city, along with fulfilling the neighborhood needs as the center of the neighborhood or center of the city. (Naqizade, 2010 a) The components of the neighborhood included residential buildings, blind alleys, alleys and public facilities of the neighborhood center such as mosques, temples, small markets, baths, cisterns and sometime coffeehouses. (Naqizade, 2010 a)

5.3 Communications

Presence of main roads in the neighborhood and their relation with the center of the city which had the city-sized services, was a reason for access of all neighborhood to the city privileges. The principle of justice, as one of the principles of Islam, is present in all its aspects. Hence, the observance of this principle could be cleared observed in the accesses. Accessing public centers and urban and neighborhood services, the access type inside the neighborhoods to fulfill security, the proportions of roads in order to observe the climatic issues is one of the access of the roads which would branch from the bazaar and would continue to the core of the neighborhoods.

5.3.1 Bazaar

The second main factor in formation of Iranian-Islamic cities is the bazaar (Ziyari, 2003) which is the economic heart and the backbone of the city and not only a place for trading goods, but a place for various professions. (Shafaqi, 2008) In most Islamic cities, bazaar is in the form of the core of the traditional and old texture and it is located as the reviving component in the urban area.

Commercial, production and workshop activities which were organized in the bazaar and various passages, would surround the mosque and would smooth its partialism with the presence of mosque. (Naqizade, 2010 a) Along with this commercial complex, there are other public places such as baths, schools, religious sites, Saqqakhanehs, coffeehouses and in Iran and some Shi'ite countries shrines, gymnasium, etc. and they have created a texture all together and they could meet the needs of the people in relating various parts of life and economic, social, political, and religious activities. (Biglari, 1976) In fact, bazaar was initially formed for producing and trading good, but subsequently, it found other cultural and social functions. (Kiyani, 2000) This social function of bazaar let it to be the center of the city for the ease of access for the people. (Sarai, 2010)

It should be considered that the significance of bazaar is not the main element of Islamic era in Iran, but the element of bazaar was around since the Achaemenid era and it has transformed in shape during time. However, what is considered as important in bazaars of the Islamic era are two major points. During this time: 1. Bazaar is categorized not based on class, but based on professions, and 2. The passages of the new bazaars are formed by the professions which are new and were not available at the time. (Sarai, 2010).

6. Conclusions

Urban identity is a multidimensional phenomenon which is based on the distinction between self and others and it includes a range from culture to various levels of urbanism system; hence, based on the interaction of the conceptual system, the social and cultural system of the surroundings is formed which is always changing and developing; that is, in a descriptive approach, Iranian-Islamic urban identity has found its identity among the three corners of Islamic, ancient or ethnic and urbanism system identity sources during the historical development of the city in the proportion which it has created among historical and Islamic cities. It should be considered that Iranian urbanism has had a physical system during history due to its geographic situation that is located among various ethnicities and nationalities, that could have a social control. Urban order is a subjective and inferential issue which indicates the relation type between elements.

What is inferred from studying Islamic city in retrieving Iranian-Islamic identity is a common organization which appears in presentation of Islamic city and cities before it. The structure of center, surroundings and the relationship between the components, are considered as three main elements of Iranian-Islamic city spatial system and their identification is carried out beyond the shape properties of Islamic city. The general physical design of Islamic city is formed based on the materialistic and spiritual needs of people's culture. Hence, the components of Islamic city were designed based on the spatial system of Sassanid era city which was mainly designed to protect the city enforcements. Yet, it is emerged in Iranian-Islamic city without the need for social control (on comparison with the control power considered in Sassanid government). The current city became an element of spatial justice in Islamic city due to its physical properties and considering this type of

physiques being borrowed from Sassanid city, which could be said that in Iranian-Islamic city the north and south does not have any meaning, the concept of up and down did not have any meaning either. Neighborhoods had their own specifications and facilities and they were independent. This system is considered as a set of semi-independent components whose elements transform the complex to a united whole in a goal-oriented order.

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Conflict of interests

The authors declare no conflict of interest.

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Keeping the Pulse of Heritage Awareness in Ankara: Two Historic Sites, Two Interventions

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ABSTRACT

How heritage is preserved and transmitted to future is heavily dependent on the responsible awareness of its local society. Transformations in a historic urban landscape (HUL) are intervening into its collective memory, affecting its social sustainability and resilience. This paper considers two of these cases from the historic district of Ankara, namely Hacibayram Square and Hergelen Square, to see whether the demographic changes in the society has a similar consequence on the public awareness of the historicity and heritage values of their sites. The first case, which is a cult site of heritage, history, and religion, was previously studied. This paper explains the study for the second case, Hergelen (İtfaiye) Square with a more recent historical significance, and interprets the outcomes of the two studies tieh their differing and common aspects. Hergelen Square has been exposed to a series of demolitions, two of which are the foci of this work: the Bank of Municipalities building, a heritage monument from the early republican era of Turkey, and Otto Herbert Hajek's sculpture. The questionnaire outcomes of both independent surveys demonstrated that as the educational level of the participants decreased the admiration for the transformative interventions increased. However, being identified with different priorities and functions, the case of Hergelen Square, when considered with its past and former interventions that it has been exhausted to, implicated further insights about the problem of integrity of the HUL of Ankara.

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1. Introduction

The idea that cultural heritage should be considered within the complete landscape that it constitutes a part of has been generating a series of implementations around the Globe. It is the awakening that admits conservation of cultural objects in isolation has a destructive effect for cultural and urban integrity (Turner and Tomer, 2013). Integrity is a key concept

which is used to explain the conditions where things are meaningful for those who see, appreciate, and live with them (Ripp and Rodwell, 2016). This appears to be the reasoning

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behind the HUL approach in which the responsible awareness of the people living in that specific cultural landscape. This study explores the question why and how the interrupted urban integrity can be dangerous for the heritage objects in a cultural landscape on the example of Ankara.

This study explores Ankara's historic integrity through the final intervention applied in the Hergelen Square through the framework of the HUL approach, and considers its survey outcomes together with a previous survey on the public perception of the heritage value of another historic site in the same district. These two sites have been subject to similar scales of interventions recently that represent a greater scale of transformation together. Given the HUL based role of local communities on urban preservation of a city's historic integrity, this study is based on the research question that asks whether the social awareness of and responsibility for cultural heritage preservation in the Historic Urban Landscape (HUL) of Ankara is affected by major transformative interventions in its historic sites. An indicator for this affection is the responses of the public to these interventions.

On a search for how these interventions are conceived by the public, it is possible to come across with the declarations of academics or institutions representing the experts of urban planning and/or architecture as reactions against the illegality of these interventions, their effects and consequences. On the contrary, a majority of the public press and declarations of local authorities have a completely different discourse about the way they comprehend the transformed environments. Therefore, the polarity in-between these two opposing perceptions makes it necessary to research on the actual comprehension of the public for the causes and effects of these interventions. The public has a shared memory of these sites under transformation embracing their pasts, ongoing transformative interventions that they were subject to and these two opposing perceptions on these interventions. Hence, the current perception of the public may provide an insight about how these interventions might change the way HULs are conceived by the local public. The questions that arise from this need are threefold. The first asks whether the residents of Ankara valued a former intervention in Hergelen Square as a part of their cultural perception for the city. The second question asks what consequences the former disintegrated solutions have for today's citizens. And the third one asks whether a comparison of the

outcomes of the independent surveys on the public perception of the historicity of two different parts of the HUL of Ankara display a common indication about the effects of interventions in the public awareness for cultural heritage. In order to achieve the required answers, a public survey on the Hergelen (İtfaiye) Square in Ankara was applied based on its shared memory among Ankara's residents and their conceptions about the recent transformations. The results of the survey were considered together with a previous study on the cult historic site of Hacıbayram Square and the public perception of the recent transformations applied on it.

2. The problem of interrupted urban integrity

Problem of interrupted urban integrity is expressed by Ripp and Rodwell (2016) as the condition of destroyed systemic properties, where the system is divided into isolated objects or concepts. This isolation is a result of leaving the responsibility of having a perception for heritage protection to a very limited community of experts. It also means the dissolution of the links between heritage objects and the contexts that renders them as meaningful parts of an integrated whole. As Ripp and Rodwell (2016) suggest, urban heritage is meaningful by way of its interaction with people and people may not assume responsibility on individual objects of heritage like buildings which do not have a meaningful integration with today's communities. Inversely, when an object is a meaningful part of the urban landscape, this responsibility reveals public action. As Myolland and Grahn (2012) put it, when the objects of a cultural landscape are not formally listed as heritage, preservation of cultural heritage is often handled by the voluntary actions of the local communities. The role of public on heritage protection is connected with the meaningful integration of the heritage with its community. According to Harvey (2001) heritage is the long term development of its society and it is a societies relationship with its past that determines the focus of what to research on its heritage (Harvey, 2001, p.320). It is explained with the value system of a community, where heritage is the object of which. Especially for today, urban communities are not stable, nor can their value systems be. This has reflections with the cities that the communities interact, and as Bandarin and van Oers (2012) explain the natural change in a city can be through its adaptation to the evolution of social structures and needs which also

determine the limits of acceptable change. According to them, the historic city expresses social values that keep the “collective identity and memory, helping to maintain a sense of continuity” (Bandarin and van Oers, 2012).

Van Oers (2010) asserts that the significance attained to cultural heritage is open to change with the diverging multiplicity of the societies, which makes it necessary for the societies to make progressive redefinitions of their value systems, if what they value needs to be protected. The urban disintegration could also be a consequence of the challenges in the global, regional or local scales like demographic changes within the society resulting from migration (Ripp and Rodwell, 2016). As Bandarin and van Oers, (2012) state, in the 20th century, urban community was diversified with the addition of multiple communities, which resulted in a reinterpretation of the values of the historic city. Regarding the management of urban conservation, the authors suggest that, which values to preserve for the integrity of urban landscape should be decided through the collaboration of the communities of users and experts (Bandarin and van Oers, 2012; 68). According to Ripp and Rodwell (2016) the share of responsibility for heritage protection among the experts and local community should be maintained by moderators who follow the changes in what the community values.

3. The HUL approach and community engagement

This is a view shift in the understanding of urban conservation, which also includes the conservation of architectural heritage as part of a complete cultural landscape, predominantly including the active participation of the community for explicating and reinterpreting their transforming value systems. It is the Historic Urban Landscape (HUL) approach, which appears as the most recent form of understanding that has emerged on the perceived need for an urban management, which is truly integrated with the preservation issues (Turner and Tomer, 2013). According to Zeayter and Mansour (2017, 12) the HUL approach is capable of providing awareness of the public for taking part in the management of urban conservation plans. Taylor suggests (2016) that the HUL paradigm is an approach, through which we can see cities as the reflectors of the values and belief systems of their communities. The HUL approach is based on two important achievements in the definition of the relationship of historicity with the city, by the

international community of conservation. One of the origins of the discussion was the decisions adopted by the UNESCO World Heritage Committee in 2003 and the other one which proceeded the approach further was the Vienna Memorandum in 2005 (Bandarin and van Oers, 2012). According to Ripp and Rodwell (2016) the first signs of the HUL approach dates back to the 1975 Council of Europe European Charter which was when the integrated conservation came into agenda together with the recognition that architectural heritage should be considered in urban and regional planning. Basically, it is a change in the way conservation is conceived not in isolation with the “objects of the monuments”, but together with the “subjects of the living cities” (Turner and Tomer, 2013).

The goal of the HUL approach has been discussed as achieving sustainable urban environments (Bandarin and van Oers, 2012), but according to Ripp and Rodwell (2016), recently there is a greater emphasis on urban resilience. The authors describe the “systems approach” in which, problems are viewed as parts of a single overall system and not in isolation. As they explain, compared to the sustainability approach, resilience is more complex, more dynamic and requires being flexible to change without leaving the overall system and it can also empower communities (Ripp and Rodwell, 2016).

The HUL identifies the community of an urban cultural landscape as the primary stakeholder and states that their engagement in the management of urban heritage is crucial as they will be affected by that management (Bandarin and van Oers, 2012, 155). As Taylor (2016, 474) states, in the HUL approach, the concern is particularly based on understanding the role of people who live in and experience the urban places, which results in its definition as taking part in the discussions on heritage and participate in the planning and management of the process. On summing up the discussion on how urban heritage should be managed, as one of the five goals of the HUL approach, Bandarin and van Oers (2012, 193) express: “The reinforcement and the empowerment of local communities in identifying and taking part in the preservation of heritage values within an open and democratic process.” As (Turner and Tomer, 2013) express, one important aspect of the definition for the HUL approach is the adoption of historic cities as a layered structure of a diversity of cultural expressions. Regarding the problem of the multiplicity of values which may have conflicting consequences, this diversity

may be a consequence of a divergent society as that of Ankara, in which people from very different backgrounds need their representation to generate values for the cultural landscape.

4. Disintegration in Hergelen Square

Hergelen square has a disconnected memory resulting from different interventions taking place in time. Currently it has a disintegrated character interrupted by the traces and/or effects of these interventions. Before explaining and discussing the results of the survey carried out in order to understand the community's value system and how they conceive the integrity of the site, this section of the article focuses on its definers and discusses the reasons behind their failure in defining it.

Hergelen Square has a special place in the urban memory of Ankara, which is visible in the novels the stories of which are taking place in Ankara like Oğuz Atay's *The Disconnected* (2017) (*Tutunamayanlar*), where you can read that the name of the square was Opera Square back then. The reason for this is that its place was designed in the Jansen Plan of Ankara (1935) for an opera building that has never been built (Fig.1).



Figure 1: Partial view from the Jansen Plan (1932), taken from Sözen, M. (1984).

The square was defined especially with the eastern entrance of the Gençlik Park, planned as a significant cultural spot on the Atatürk Boulevard, the main north-south axis of the city which is connecting the historic citadel on the north end and presidents mansion on the south end. On that main axis, the eastern boundary of the huge urban park was defined with the exhibition hall, which is currently the opera building, facing the headquarters of the Bank of Municipalities on the opposite side of the boulevard, right next to the place that was formerly called Opera Square and lately called Hergelen Square. As Yılmaz (2006) states, the Exhibition Hall, represented the achievements of the new Republic, which means that the gate of the Gençlik Park on the right side of the

exhibition hall had a specific importance. On the East end of the square there is the registered Gazi Highschool building designed by Ernts Egli and completed in 1936. Since then, the square has been subject to several interventions and changes in terms of the social values attained on it. For example, Atay, in his aforementioned novel, displays the picture of degeneration and shallowness of the square as a "disgusting" representative of the country (Gülsoy, 2009). Therefore before looking at the current conceptions of the community about the square, it is important to understand the progress that it has been up to.

5. Former discussions about the site with its surrounding definers:

5.1 Gençlik (Youth) Park:

As mentioned above the park was a part of the Ankara City Plan by Jansen, and its construction has started in 1938. At the beginning, a noteworthy portion of the public was not ready for the civilization level of the Republic (Yılmaz, 2006), that was represented with the clean and neat condition of the park. This might have been the beginning of the conflict between different portions of the society, which was going to reach at its peaks in the following times. As Yılmaz (2006) puts it, after major changes in the economy politics of Turkey in 1950's, migration from rural to urban areas accelerated. The increase of the rates of migration to Ankara from the rural settlements occurred simultaneously with the rest of the World, which brought a different value system with itself (Bandarin and van Oers, 2012). In this period, the park has become a center of amusement and recreation, which in the second half of 1980's hosted the peak point of conflict arisen from the encounter of the old users of Gençlik Park and those who have migrated to Ankara before having experienced a mid-class modernization process (Yılmaz, 2006). Not being able deal with the challenge brought by conflicting value systems of the divergent society, resulted with the abandonment on the spaces where that conflict occurs. Bandarin and van Oers's (2012) express the function of city for its society: "In the experience of the majority of modern humans, cities represent the context of daily life and activity." After 1990's until 2008 the park was left as a neglected space, which also neglected what it stood for: the importance of daily social life (Fig.2).



Figure 2: Google Earth images of the park and Hergelen square in 2002 (above) and (2017) below.

5.2 Bank of Municipalities:

The Bank of Municipalities founded to provide financial support and management to municipalities (Güler, 1996) had a significant role on the establishment of the new modern cities of the country. The Design principles of the building require attention for the intention to be an integral part of the new environment that was going to be a long lasting representative of the strength and values of the new republic. It was a competition project won by a modernist proposal by the architect Seyfi Arkan in 1935 from out of 18 proposals (Acar, et al., 2017), one of which belonged to Martin Elsaesser (Aslanoğlu, 1986). According to Aslanoğlu, with the Mendelsohn inspired dynamism of continuous lines through semi-cylindrical forms of entrances or corners, Arkan designed his buildings with complete detailing of interiors, gardens, and furniture. Given in Acar et al.'s (2017) article on the demolition of the Bank of Municipalities Building, Arkan's expressions on the reasoning behind the design decisions for a plain and simple building was that the focus of the environment should have been kept on the opera building which was to be built soon. As mentioned earlier, this site spared to a future opera project would become the Hergelen Square later.

Since the first rumors about the danger for its demolition for the ongoing construction on the Hergelen Square, until the day that it was demolished, it's historic, cultural, social, heritage, and memory values were being presented and discussed by the specialists and experts, in the social media and other media that these specialists and experts could reach (eg. Cengizkan, 2015). However, these reactions did not take much place in the public press until the day that the building was demolished.

5.3 Hergelen Square and Hajek's sculpture:

In 1986 a project competition for Ulus Historical Centre was organized and the competition winners Raci Bademli and his team's proposal for the site included a public square and a statue to be built in front of Egli's Gazi high school. The site that was saved for an opera building in Jansen's plan was used by several low rise buildings, until the Ulus rehabilitation plan by Bademli was accepted. Concordant with the HUL approach that foresees an integrated cultural landscape, in his article on the design of the square, he expresses the necessity of community participation in the preparation phases of urban development projects (Bademli, 1993). In the same article he expresses the story of the decision and creation phases of the sculpture by Herbert von Hajek, in front of the Gazi High School facing the square that extends toward the train station axis through Gençlik Park, to function as a connector of the ancient past of Ankara represented by the historic citadel with that day's Ankara (Fig.3). Regarding the design of Hergelen Square, the intention behind the renovation plan was a complete axis along the train station, Gençlik Park, Hergelen Square, Hajek's Sculpture, architect Ernst Egli's High School Building, and the citadel (Bademli, 1993).

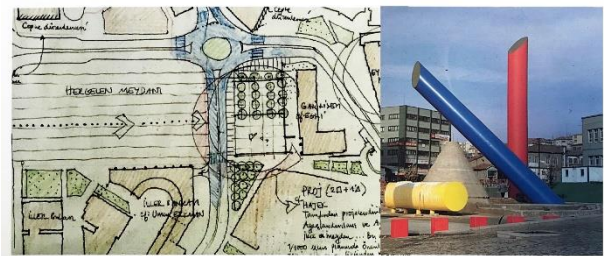


Figure 3: The plan sketch of the Rehabilitation Plan by Raci Bademli and his team and Hajek's sculpture after completion (Bademli, 1993).

The square was used as car park for decades while the sculpture neighbored an informal market where the second hand goods were sold. This is why Hajek's sculpture could not be a part of an urban integrity. The car park and the market interrupted what that has been planned in the renovation plan by Bademli and his team, and the case with the abandoned years of the Gençlik Park is not any different.

6. The intervention in the Square

Today there stands a Mosque on the square, which looks like the mosques of the 15th century Ottoman Empire, for which Hajek's sculpture and the registered building of the Bank of Municipalities, two cultural entities that intended to build cultural integration, were demolished

(Fig.4, Fig.5, Fig.6). The construction of the mosque started in 2013 and completed in 2017. The buildings around the site were demolished so that the visibility of the mosque would not be interrupted.



Figure 4: The Bank of Municipalities building in 1970's (Sözen, 1984) and in June 17th of 2017 (Interpress)



Figure 5: Google Earth images of the Hergelen square including the places of the Bank of Municipalities and Hajek's sculpture in 2007 (above) and in (2017) below.

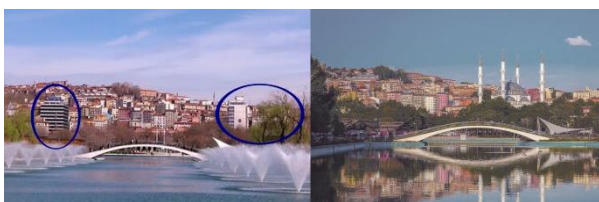


Figure 6: Views of the Hergelen Square from Gençlik Park in 2013 (on the left, the marks indicate the demolished TİKA and Bank of Municipalities Buildings) and in 2017 (on the right, the new mosque has been built).

The changes in the view from Gençlik Park, which is a part of the axis that expands to the citadel, displays the scale of the intervention in Hergelen Square (Fig.7). The following part focuses on the aforementioned questions regarding the Square and its interrupted integrity.

7. Methodology and Discussion

There are three questions that constituted the focus of this research, which are:

- Do the residents of Ankara valued a former intervention in Hergelen Square as a part of their cultural perception for the city?
- What consequences do the former disintegrated solutions have for today's citizens?
- Does a comparison of the outcomes of the independent surveys on the public perception of the historicity of two different parts of the HUL of Ankara display a common indication about the effects of interventions in the public awareness for cultural heritage?

The study group was people who have been residing in Ankara in the past or in present. An online questionnaire was prepared and distributed through the social media tools. A total of 138 participants completed the questionnaire, and among the questions a Cronbach's Alpha level of 0,794 could be achieved through the test of the questionnaire's reliability statistics. Although the homogeneity levels are in acceptable rates, because the asymptotic significance (2-tailed) distribution values of the rates of importance attained on the surrounding definers of Hergelen Square and the educational levels of the participants in the One-Sample Kolmogorov-Smirnov test were lower than 0,05, non-parametric methods were used to analyze the data gathered from the questionnaire.

One important output that was necessary for the study is the relation between the rate of admiration of the interventions and the educational level of the participants. In the previous study on Hacibayram Square, regarding the effect on the historic site and disintegration, a similar intervention was the subject of discussion and the outputs of the same question was significantly meaningful while there was a strong negative correlation between the rate of admiration and educational level of the participants. Below is the table displaying the results of the nonparametric (spearman) correlation test (Table 1).

Table 1. Spearman's Correlation between the educational level and the rate of admiring the final interventions among the participants.

		Edu. Level	Rate_of_admiring_the_renovation
Spearman's rho	Correlation Coefficient	1,000	-.266**
	Sig. (2-tailed)	.	.002
	N	138	138
rate_of_admiring_the_renovation	Correlation Coefficient	-.266**	1,000
	Sig. (2-tailed)	.002	.
	N	138	138

** . Correlation is significant at the 0.01 level (2-tailed).

The correlation coefficient value on this table, which is -0,266, indicates that there is a negative correlation between the rate of admiration and educational level of the participants, which is a similar result with the survey carried out for the

Hacıbayram Square. This negative correlation is significant at the 0,01 level. This test does not indicate a cause effect relationship between the two variables, however, it is possible to interpret this result that the less educated people are less questioning than the educated; or the less educated do not feel represented by the experts who constantly object to the actions taken by the government on reshaping the built environment, as the experts too are well educated people. In order to achieve a healthier outcome, the effects of other variables on the rate of admiring the last intervention should be considered. When the same test was run with the control variable of 'age interval', the correlation coefficient increased to -0,236, which indicated that age of the participants has an effect in the way they think about the intervention. Similarly, with a correlation coefficient value of -0,285, the control variable 'visiting frequency of Hergelen Square' proved to be effective for the rate of admiration of the final intervention.

In Hacıbayram square the most significant output was the admiration of the public for the intervention on the site. The reason is that the site has a cult character that is mostly defined by its heritage value rather than the definition or design motive behind the intervention. In the case of Hergelen square however, the heritage monuments are representing an urban integrity that has been planned to be based on a shared value system from scratch. Therefore people's appreciation of these monuments as parts of a cultural integrity also requires a major attention. Therefore, another required output is for the relation between the educational level and the average importance given to the former definers of the square, three of which were included in this study, namely Gençlik Park, Bank of Municipalities' building, and Hajek's sculpture. The table below displays the results of this spearman correlation.

Table 2. Spearman's Correlation between the educational level and the average importance given to the definers of Hergelen Square among the participants.

Correlations			Edu. Level	Avr. importance given to square's definers
Spearman's rho	Edu. level	Correlation Coefficient	1,000	,183*
		Sig. (2-tailed)	.	,032
	Avr. importance given to square's definers	N	138	138
		Correlation Coefficient	,183*	1,000
		Sig. (2-tailed)	,032	.
		N	138	138

*. Correlation is significant at the 0.05 level (2-tailed).

The correlation coefficient value on this table, which is 0,183 indicates that there is a positive correlation between the educational level of the participants and the average importance they give to the square's definers. The positive

correlation is significant at the 0,05 level. Similar to the test above, this test does not indicate a cause effect relationship between the two variables, however, this result could be interpreted in a similar way with the previous outcome that the less educated people care less about the integrity of the cultural landscape than the educated.

Another question that needs to be answered was whether there is a difference in-between the values attained for the Bank of Municipalities Building and Hajek's sculpture. The answer to this question could be interpreted to answer the first aforementioned research question. The former intervention is the rehabilitation plan of Bademli and his team, and its unachieved goal for an integrated cultural landscape.

Table 3. Paired Samples Statistics among the participants thought on the demolitions of the Bank of Municipalities Building and Hajek's sculpture

Paired Samples Statistics				
	Mean	N	Std. Deviation	Std. Error Mean
Pair 1	4,43	138	1,208	,103
	4,13	138	1,158	,099

The Paired Samples Statistics table indicates that with the N value that is equal for both questions, all the participants have evaluated the demolitions of both The Bank of Municipalities' building and Hajek's sculpture.

Table 4. Paired Samples Correlation among the participants thought on the demolitions of the Bank of Municipalities Building and Hajek's sculpture.

Paired Samples Correlations			
	N	Correlation	Sig.
Pair 1	138	,538	,000

In the significance column of the Paired Samples Correlations, the value is 0,000, which is smaller than 0,01. This means that the participants' thoughts on the demolition of the Bank of Municipalities' building is significantly different than that of the demolition of the sculpture at the $p < 0,01$ level.

Table 5. Paired Samples test among the participants thought on the demolitions of the Bank of Municipalities Building and Hajek's sculpture.

	Paired Differences					t	df	Sig. (2-tailed)
	Mean	Std. Deviation	Std. Error Mean	95% Confidence Interval of the Difference				
				Lower	Upper			
Pair 1	,304	1,137	,097	,113	,496	3,144	137	,002

When the t-test results and the mean values are evaluated together, it is understood that the demolition of the Bank of Municipalities Building was found more negative than the demolition of Hajek's sculpture. This outcome indicates that the value attained for the Bank of Municipalities is greater than the value attained for the sculpture. When considered from the perspective of the HUL approach, the Bank of Municipalities Building had a greater rate of integration with the cultural landscape. Indeed the descriptive outcome of the question regarding the demolition of the building indicates that the mean value of the 1(positive)-5(negative) scale is 4,43, which means that there is a significant disapproval of the demolition, and that the building was highly valued by the public. The mean value of the outcomes for the sculpture is 4,14, which also indicates a disapproval for the demolition of the sculpture as well.

8. Conclusions

Regarding the connection between the two sites of the same HUL of Ankara, the survey on **the final intervention on Hacibayram Square** did not present an outcome regarding the changing value system of the communities, nor did its discussion could fit with the HUL approach to understand the parts of the urban fabric primarily for their integrative role. The reason for this is that both the heritage value and the religious meaning of the site constitute its dominating characteristics. However, considering these two interventions together is meaningful for understanding the common between the two interventions, and their rates of acceptance by the public. In both, the admiration rate increased while the educational level decreased, and the interventions of both were applied by the same authorities. Therefore, it is possible to say that there is consistency among the two studies regarding the relation between the educational level and the rate of admiring the interventions by the same authority.

The literature is reticent about the reasons behind the conversion of Hergelen Square into a parking space after the rehabilitation plan by Bademli and his team was applied, but it is not difficult to assume the political, economic, and primarily migration based social reasons behind this. One thing is for sure that the discontinuity **between the area's past and present** is a consequence of a will that benefits from that disconnection. That the sculpture or the square did not last until today, which is unfortunately

ironic considering the last words of the article of Bademli (1993), is not necessarily because of the failure of the plan or its application on the site. **The disconnection in Ankara's social and physical past and present** is a normalized thing for its society.

This is not just an intervention in the physical environment. The normalization of such interventions by the local community is the consequence of an existing and previously founded problem of disconnected/interrupted/over-intervened past. The transformations happening due to **other subjects' interventions have become** expectable. Disapproval of the demolitions is clear, but the resistance remains passive. Regarding the results of the study, it is possible to say that for the last intervention, the rate of appreciation is very low, but the reaction against the intervention is limited with a very small portion of the public.

Being registered has not been enough to protect the Bank of Municipalities Building, and in the 17th of June in 2017 the registration was removed and the demolition begun irreversibly in the same day. The explanation of the reasoning behind the removal of its registration was the loss of its structural durability and being severely exposed to corrosion. It is not possible to discuss here whether the technical reports, which were given as the reason behind the removal of the registration, reflected the truth about the buildings durability. However, it is possible to be highly skeptical about it, especially regarding the last three years of the life of the building. The story is well known by those who are interested and the presupposed reasoning behind the demolition is shared among those who feel sorry for its ending.

From the point of the HUL approach the demolition of the building of the Bank of Municipalities is not only a loss of a historic monument as a single building with historic significance. More predominantly, it is the loss of the urban integration that it provided to determine the comprehensive system of an urban historic area as it is expressed in the Vienna Memorandum of 2005 (Bandarin and van Oers, 2012). Unlike Hajek's sculpture, that had been blocked by the parking area and market for decades, the Bank of Municipalities building had not lost its role in maintaining that integration, which is apparently concordant **with the reasoning behind Arkan's design** decisions like modesty, continuity, relation with the boulevard on the ground floor scale. It was an ultimate example of consistency and success not only as a product of architecture

but also for its 80 years' role of place-making. Together with Hajek's sculpture it was sacrificed to build a pseudo context that is completely disintegrated with the place's cultural value system. Apart from that, the most important output that can be derived at the end of this study is that if the HUL approach was adopted, and if the public took a responsibly participant role in the decision making processes on informing those who are in charge about the acceptable limits of change, the condition could have been much different than today. There is no clue whether the integrating proposal of Bademli and his team would accompany the resilience of the community, as well as the sustainability of the cultural landscape. However, it is for sure for today that the possibility of applying a similar approach with that of Bademli for achieving the integration of the cultural landscape of Hergelen Square is far less than it was in the past.

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Conflict of interests

The author declares no conflict of interest.

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A Short Glimpse to the Urban Development of Tabriz During the History

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ABSTRACT

Locating on North West of Iran, Tabriz, the capital of East Azerbaijan Province, is one of the important metropolises of the country. The foundation of this historic city dated back to 1500 B.C. but due to the severe earthquakes, few historic buildings remained from ancient eras. In 2012, Tabriz was selected as the most beautiful city of Iran, and it is nominated as the tourism capital of Islamic countries in 2018. Tabriz used to be the capital of Iran during different dynasties like Ilkhanid, Kara Koyunlu, Ak Koyunlu, and Safavid; it was the residence of the royal family and crown prince during the Qajar Dynasty period. Tabriz is famous as "the city of the firsts"; and the Historic Bazaar Complex of Tabriz is the biggest roofed bazaar in the world, inscribed as a World Heritage Site in 2010. Tabriz experiences the phenomenon of rapid urban growth causing the formation of slum settlements in the border zones of the city. This paper will briefly discuss the urban development of Tabriz during the history. The method used in this theoretical paper is based on literature review. The aim of this paper is to improve the knowledge about the urban development of Tabriz.

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1. Introduction

Tabriz is at the elevation of 1351.4 meters (4433.7 ft.) above sea level near Guru River, Aji River, Urmia Lake, Sahand volcanic cone and Eynali Mountain (Moosavi, 2011). Tabriz is the most populated city in the north-west of Iran (See Figures 1 & 2) with the urban population of 1545491 in 2013. (Census of the Islamic Republic of Iran, 2006). Tabriz is an industrial city especially in automobile, machine tools, refineries and petrochemical, textile and cement production. It is also an academic and cultural city in the north-west of Iran (Results of national 2007 census). In Tabriz native people speak Azerbaijani language and most inhabitants are

familiar with the Persian language, which is the official language of Iran and the only language of education (East Azerbaijan Geography). From Atropates era, Tabriz was chosen as the capital by several rulers; since 1265 it was capital of Ilkhanid dynasty and during Ghazan Khan Era, which came into power in 1295, the city reached its highest splendor. During Kara Koyunlu dynasty from 1375 to 1468 and again during Ak Koyunlu dynasty within 1468 – 1501,

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Tabriz was the capital of Iran. Again in the Safavid period from 1501 until their defeat in 1555 it was the capital of Iran, and during Qajar dynasty from 1794 until 1925 it was the residence of Iranian Crown Prince (Wood and Tucker, 2006, p. 530; [Tapper, 1974, p. 324.](#))



Figure 1. Location of Tabriz in Iran



Figure 2. Location of Tabriz in East Azerbaijan Province ([UNESCO, 2009](#)).



Figure 3. A Current Panorama of Tabriz

2. Population of Tabriz

Tabriz was the capital of the huge Mongol state headed by Ghazan Khan in 1295. In 1300 A.D. Tabriz was the fourth most populated city with a

population of 125000 after Cairo, Paris, and Fez. In 1350 A.D. Tabriz was the fifth most populated city after Cairo, Paris, Fez, and Sarai. In 1400 A.D. Tabriz was the third most populated city after Cairo and Paris with a population of 150000, up by 50000 since 1350 A.D. despite its capture by Tamerlane. In 1450 A.D. Tabriz was the second most populated city with a population of 200000 after Cairo and again in 1500 A.D. Tabriz with a population of 250000 was the second most populated city after Cairo; Constantinople was third, Paris was fourth and the fifth place was held by Fez ([Chase-Dunn and Willard, 1994, p. 104](#)). Population of Tabriz was estimated to be 250000 in 1500 A.D. according to Tertius Chandler's table which is the fifth city among top ten cities of the year after Beijing, Vijayanagar, Cairo, and Hangzhou ([Chandler, 1987](#)). Although there are different ideas about being the second or the fifth most populated city in 1500 A.D. both have the same idea about the population of Tabriz. In 2013 urban population of Tabriz was 1545491 which is the third most populated city in Iran ([Census – Natayej, 2012](#)) (See Figure 3).

3. Earthquakes Happened in Tabriz

Tabriz is located in a seismically active area of Iran which has a very long history of producing earthquakes; the earliest one is recorded in 858 A.D. "Yahya Zoka" in his book "Earthquakes of Tabriz" mentioned forty historical earthquakes and described them with detail ([Zoka, 1980, p. 5](#)). Some of the worst earthquakes damaging Tabriz were the ones happened in 858, 1034, 1272 and 1780 A.D. The extent of the damage of the one happened in 858 A.D. is not known but it was significant. The one happened in 1034 A.D. killed 40000 people at midnight when Tabriz was the capital and the largest city of Azerbaijan. In 1272 A.D. an earthquake happened which was not as severe as the previous ones but still caused considerable damages. The largest and the most devastating earthquake happened in Tabriz was the one in 1780 A.D. on the first day of the New Year which destroyed most of the buildings ([UNESCO, 2009](#)).

4. Urban Quarters of Tabriz

Traditionally there are several Urban Quarters in Iranian cities, which do not have the same size and population necessarily. Each of these quarters is an urban-social unit which plays an important role in the organization of the social relations in the city. Some elements like cemeteries, general area and social applications of the quarter identify the quarter

and determine political boundaries. There are different quarters in Tabriz because of various social backgrounds, migration and weather differences (UNESCO, 2009). Tabriz was divided into ten municipal districts and old districts are: Ahrab, Akhmagaya, Amragiz, Bahar, Baghmasha, Baghshoumal, Baron Avak (Barnava), Bazaar, Beylanki (Beylankoo), Charandab, Chousdouzan, Davachi, Gajil, Gazran (Renamed as Khayyam), Hokmavar, Imamieh, Kouchebagh, Khatib (Hatib), Khayyam, Khiyavan, Laklar, Lahah, Manzariya, Maghsoudia, Maralan, Nobar, Qaraghaj, Qaramalik, Rastakucha, Sarlak, Selab, Shanb-e-Ghazan, Shah-goli, Sheshghelan, Sirkhab, Tapalibagh and Vardjibashi (Vidjooya). Modern districts of Tabriz are Abrasan, Elahi Parast, Ferdous, Fereshteh, Golshahr, Marzdaran, Parvaz, Rajai Shahr, Roshdieh, Shahid Yaghchian, Valiye Asr and Zafaranieh (See Figures 4, 5, 6 & 7).

(1966)

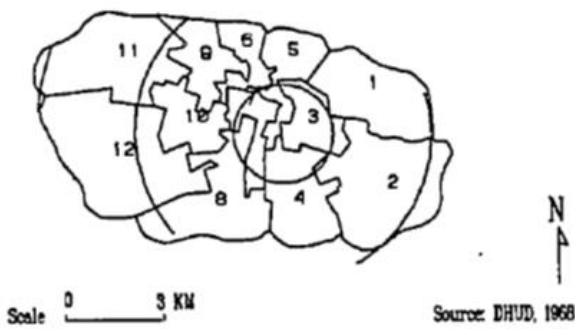


Figure 4. Zone Boundaries in Tabriz (in 1966) (Azimi, 1995, p. 64).

(1991)

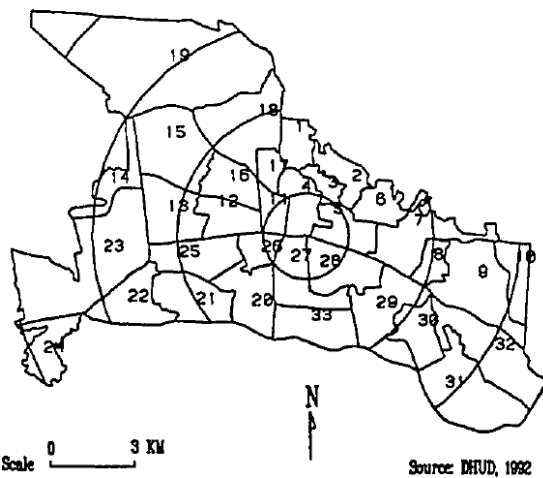


Figure 5. Zone Boundaries in Tabriz (in 1991) (Azimi, 1995, p. 64).

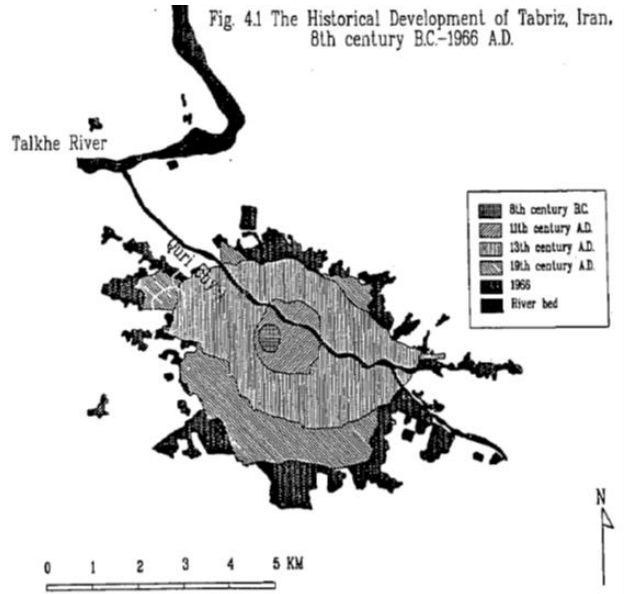


Figure 6. The Historical Development of Tabriz, Iran. 8th century B.C. – 1966 A.D. (Azimi, 1995, p. 70).

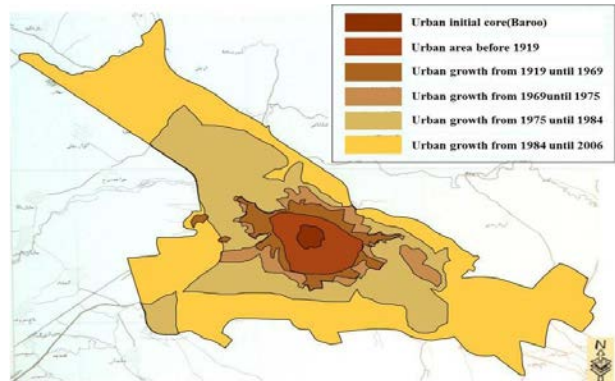


Figure 7. Periodic Growth of Tabriz City since the Formation of Initial Core until 2006 (Kheyroddin, et.al, 2013).

5. The Natural and Climate Characteristic of Tabriz

“Edwards” in his book “The Persian Carpet,” said: Tabriz, like most of other important cities of Iran, is at the junction of several roads where caravans pass. However, its importance is more than a connection center as it is located in the heart of a vast and fertile province of Azerbaijan and guards and protects one of the gates of Iran (Edwards, 1953, p. 62) (See Figure 8). “Chardin” the French explorer who visited Tabriz in the Safavid Period in his book “Chardin Itinerary,” said: The weather of Tabriz is cold and dry, yet so pleasant and healthy that it can work against bad moods and foul behavior. Cold weather exists for most of the year. Since the city is northerly, snow exists on the peaks of its mountains for nine months out of the year. The wind blows during mornings and nights, while rain showers form in all seasons except summer. The weather is relatively cloudy the entire year. Life is joyful and the food is plentiful (Chardin, 1956, p. 409) (See Figure 9).



Figure 8. The Map of Iran Plateau's Folds (UNESCO, 2009).

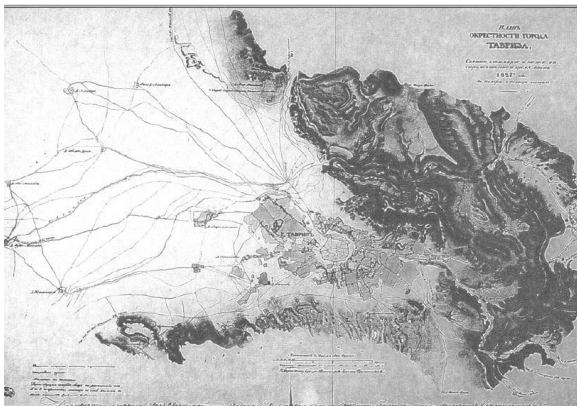


Figure 9. Map of Tabriz Drawn by Russian Engineers in Qajar Dynasty (UNESCO, 2009).

6. The Formation of Tabriz

"Tamer lane," said: Tabriz contains such antiquity that nobody knows when it was first established (Brion, 1983, p. 127). Many resources in the middle ages believed that "Zobeide Khaton" wife of "Haroon-al-Rashid" Built Tabriz, other researchers say it goes back to the Median period. "Minoresky" believed the denomination of Tabriz goes before the Sassanid and Arsacid periods (UNESCO, 2009). "Giz", the ambassador of England says that Tabriz is the same as "Kaza", an ancient city, and forty years later "Flanden" claims some named Tabriz as "Kaza" (Etemād-olsaltaneh, 1878). "Hartsfield" believes that Tabriz is the same as "Taroni" which is mentioned by Sargon II (Sharokhin the second of Assyria 722 – 705 B.C.) (UNESCO, 2009). Archeological researches in Tabriz revealed the Grey Pottery Civilization around the eastern gate of Tabriz next to the Blue Mosque (a part of Silk Road) where there are thirteen historical eras such as Iron Age one to three, from Achaemenid to Islam period and beyond. Some parts remain from Bronze Age which proves that the history of Tabriz goes back to ca. 1500 B.C. (Hezhabr Nobari, 1999 – 2000) (See Figures 10, 11 & 12).

7. The History of Tabriz in the Islamic Era.

7. 1. 9th Century to 12th Century.

The core of the city of Tabriz at this time was a place with a Jame Mosque and a bazaar and the development of the city was due to them and government houses as ruling centers (Morris, 2002, p. 32). "Ravad Ibn-e-Almosanna-alazadi" who became the ruler of Tabriz selected Tabriz as his residence. At that time Tabriz was a small town and then, his son, "Vajna" and his brother built Tabriz and afterward "Ala Ibn-e-Ahmad Ravadi-alazadi" rebuilt Tabriz and made gates. There is a gate named "Ala" which is named after him (Sotoudeh, 1983, p. 92). In the early 9th century there was a solid castle in Tabriz which "Babak" ruled and was an important military standpoint while the city developed gradually. In 858 A.D. a terrible earthquake ruined the city and by the order of "Motavakkel" the caliph (847 – 861 A.D.) Tabriz was rebuilt (Yaqubi, p. 156).



Figure 10. The Location of Tabriz on the Silk Roads in Antiquity from 2nd Century B.C. to 4th Century A.D. (UNESCO, 2009).



Figure 11. The Location of Tabriz on the Silk Roads from 5th Century A.D. to beginning of 13th Century A.D. (UNESCO, 2009).

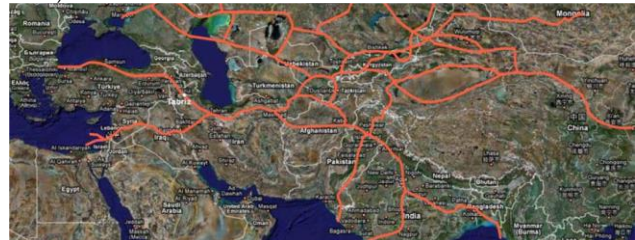


Figure 12. The Location of Tabriz on the Silk Roads from 13th Century A.D. to 16th Century A.D. (UNESCO, 2009).

In the middle of the 9th century the city developed and became famous as "Ebn-e-Maskuye" said Tabriz is a city with numerous gardens and forests and wealthy people (Ebn-e-Maskuye, et al., 1966). Tabriz is among the large cities in the 10th century and "Ibn-e-Hoghel" writes: in this city which has many bazaars, business is thriving and the scarves of

Tabriz are unique (Ebne Hooghal, 1966, p.92). "Moghaddasi," said: Tabriz is stable city and better than Medina and the Jame Mosque is great (Moghaddasi, 1982, p. 561). During "Haroon-al-Rashid Abbasi", the Abbassid Caliph, a lot of construction and growth happened in Tabriz. But afterward because of several earthquakes happened in Tabriz, the city was destroyed and rebuilt. Tabriz was the capital of Azerbaijan throughout the reign of the Ravadin Dynasty until the attack of "Togrol Bay" (1038 – 1063) (Kasravi, 1956, p. 205). During the reign of "Shamseddin Eldegaz", (1136 – 1174 A.D.), Tabriz was the capital of Eldegaz dynasty. It has the most prosperous bazaar in Iran and is the famous capital of Azerbaijan in 1178 – 1186 during the reign of "Qizil Arsalan" (Bahrām, 1970, p. 206). After the power of "Qizil Arsalan" it was the permanent capital of Iran and in the time of "Nosrateddin Abu Jeffare Jahan Pahlavan" (1177 – 1191 A.D.), "Atabak Abubakr" (1191 – 1210 A.D.) and his brother "Uzbek" (1210 – 1225 A.D.) it was the capital of the country. The population of Tabriz was close to 100000 at that time (Bonyādof, 1978, p. 188) (See Figures 13 & 14).



Figure 13. Sketch Map of Tabriz, Pre-Ilkhanid Urban Organization during 12th Century A.D. (Jafarpour Nasser, 2011, p. 4).



Figure 14. Sketch Map of Tabriz Metropolis, Ghazani wall and Urban Development during Ilkhanid Period (Jafarpour Nasser, 2011, p. 6).

7. 2. 13th Century to 15th Century

Tabriz was one of the most important cities of the world in economic and political issues in this period. In the late 13th and early 14th-century weaving factories of "Rab-e-Rashidi" and "Shamgazan" progressed in Tabriz and fifty weavers came from Antakya and Cyprus to work in Rab-e-Rashidi's workshops (Hamadāni, 1945, p. 321). Also Paper manufacturing factory was located in Rab-e-Rashidi (See Figures 15 & 16).



Figure 15. Remaining of Rab-e-Rashidi Complex

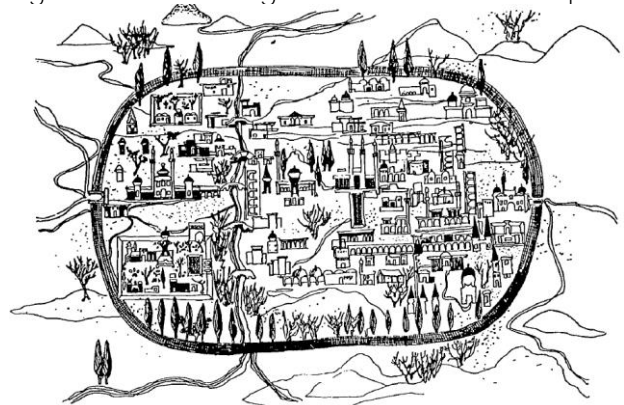


Figure 16. A Drawing of Tabriz by a Turk Traveler, 14th Century A.D. Source: DHUD, 1992 (Azimi, 1995, p. 215).

In 1265, Tabriz was the capital of "Holaku Khan's" government which ruled from the Amu Darya to Egypt and it was like a climax and turned Tabriz to the central political and economic city of Ilkhanids. Tabriz had a shining economic and social life from the ruling time of "Abaghakhan" to the first years of "Abu Saied's" ruling (1316 – 1331) which cause the attention of ambassadors from Egypt, India, Europe countries, Byzantium Empires and Pop (Jahn, 1971). The Venetian tourist "Marco Polo" had visited Tabriz from 1294 to 1295 and wrote about its trade in his notes (Tāheri, 1968). "Hamdollah Mostofi" describes the round of barbican around the city which "Ghazan Khan" constructed as 6000 foot with ten main gates (Mostofi, 1957). (See Figures 13 & 14). Also, some caravanserais, baths, and bazaars were built for the convenience of the businessmen who came to Tabriz, they used to take a bath and then enter the city which prevents the entrance of illnesses to Tabriz (Hamadāni, p. 414). In the early 14th century Tabriz roads connected the caravan roads of "Sivas Arzinjan" and "Erzurum" to each other which caused the growth of trade in Tabriz (UNESCO, 2009). Iranian trade roads connected to Tabriz from the south in 14th and 15th century and also the roads of the south and the east started from Tabriz (Estakhri, 1968, p. 161). "Blue Mosque" or "Mozaffarieh building" was built in this period by "Jahanshah Gharagoyunlu" although some say that "Bayim Khatoun", his wife, and his daughter built it (Tabrizi, 2004, p. 470).

7. 3. 16th Century to 17th Century

In the early 16th century "Ismail" the king chose Tabriz for Safavid dynasty after defeating the last king of "Aghgoyunlu". This powerful government in Iran was like the "Ottoman" dynasty in Turkey. "Chardin," said that Tabriz square is larger than Isfahan's and it is the biggest one he had seen (Chardin, 1956, p. 479). Industry in Tabriz grew faster in the 16th and 17th century, industrial goods of Tabriz sent abroad beyond answering the domestic needs; most of the people in Tabriz worked in business areas (Monshi, 2003, p. 303). According to their job they worked in special bazaars and lived in special boroughs. (See Figure 17).

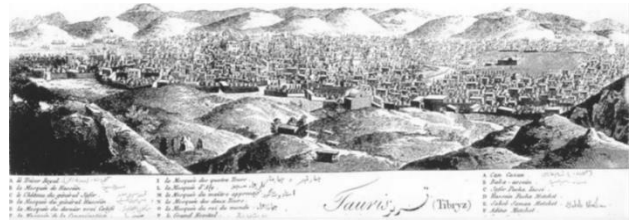


Figure 17. Sketch of Tabriz in Safavid Era; "Chardin Itinerary" (Chardin, 1956, p. 409).

In 1647 there were 200 big and 70 small caravanserais in Tabriz and in 1670 there were 300. Tabriz was the capital of Safavid dynasty for more than half a century and because of its location on the east-west road, played an important role for trading between Russia and Europe; because business with Asia was easier through Russia for western countries (UNESCO, 2009). "Tavernier" considered Tabriz as an important trade bridge between Iran, Turkey, Arabia, Georgia, India, and Russia (Tavernie, 1957, p. 67). In the 16th century the war between Iran and Ottoman made terrible effects on trade of both countries but in 1555 there was a peace treaty between Safavid and Ottomans and during September of 1586 to July of 1603 Tabriz was under occupation of Ottomans and its economic issues were in decline. Even though it was the decline time, Tabriz was still Iran's industrial and most important trade center at the end of 17th and early 18th century (UNESCO, 2009) (See Figure 18).



Figure 18. Fortification of Tabriz Reconstructed after Destructive Earthquake in 1780 (By Eugène Flandin) (UNESCO, 2009).

7. 4. 18th Century until 20th Century

After Safavid period "Nader Shah" the king of Afshar defeated the Ottomans and reoccupied Tabriz in 1729; after the Zandiyeh period, "Mohammad Khan Qajar" occupied Tabriz in 1756. "Karimkhan Zand" went there in 1759 and was not successful but after one year he occupied it and "Najafgholi Khan Biglarbeygi" became the ruler of Tabriz and upgraded it. At the last night of 1779 and the first day of 1780 a terrible earthquake ruined Tabriz when it was the start of Qajar dynasty and in short time the city

was rebuilt. At the beginning of the 19th century, the center of government in Tabriz transferred from "Sahebabad", at the north of "Mehranroud" River to the behind of the "Aala" gate or "Baghmisheh" gate at the south of "Mehranroud" River. A commercial center constructed as "Sahib-ul-Amr" square in the "Sahebabad" historical area (See Figures 19 & 20). "Jame Mosque" was restored and returned the centrality of Bazaar of Tabriz. In 1850 England was Iran's greatest trade partner and Tabriz was the biggest trade bazaar in Iran (UNESCO, 2009).



Figure 19. Sketch of Sahebabad Square of Tabriz (UNESCO, 2009).



Figure 20. Bridge on the Southern Side of Sahib-ul-Amr Shrine (Eugène Flandin) (UNESCO, 2009).

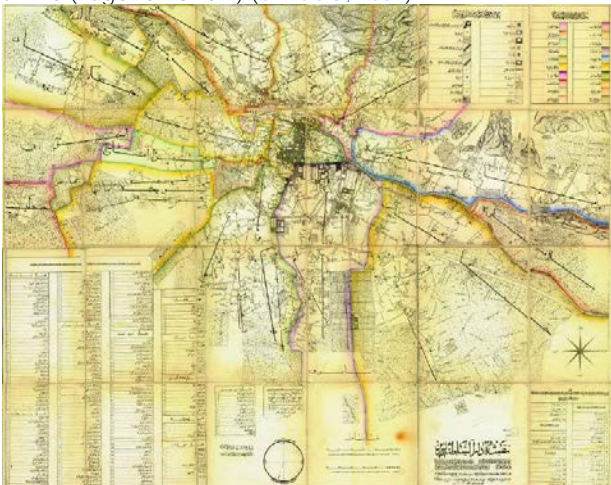


Figure 21. Map of Tabriz Darossaltane Drawn by Sarhang Garajedāghi in 1880 A.D. (UNESCO, 2009).

In 1880 the prince "Abbas Mirza" ordered to prepare the map of Tabriz with urban elements and divisions of the quarters; the name of the houses, mosques, religious places and bazaar are mentioned in this detailed map (UNESCO, 2009) (See Figure 21).

7. 5. Pahlavi Period

On 11th of December, 1925 parliament offered the government of Iran to "Reza" the king and a modern urban system started in Tabriz like the other cities. Because of the entrance of the cars to Iran, wide streets were established; the first street of Tabriz in 1926 was "Pahlavi" which is renamed as "Imam Khomeini" after the revolution. Because of the construction of this street from "Qurd Meydani" to "Qonqa-Bashi" the old street of "Kohne Khiyaban" wasn't popular anymore and this new street separated "Alishah Mosque" from the bazaar and the core of the city. The second street of Tabriz was built by the mayor of the city, "Mohammad Ali Tarbiat" in 1928 which was from "Nobar borough" towards bazaar. He also built other streets from 1928 to 1931 which ruined the ancient gates of Tabriz. Due to World War II from 1941 to 1946 urban construction stopped in Tabriz like the other cities and since 1950 new streets were built again (UNESCO, 2009).

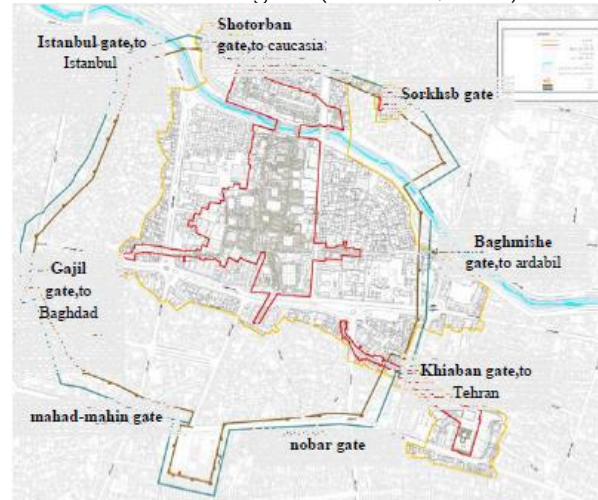


Figure 22. The Location of Historical Gates of Tabriz Old City (UNESCO, 2009).

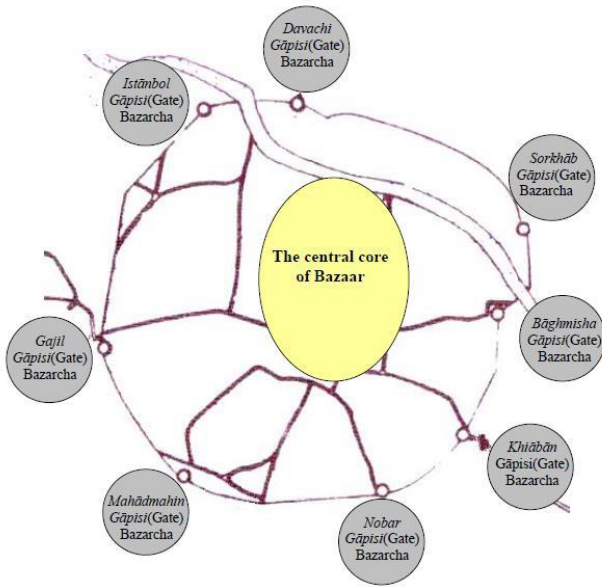


Figure 23. The Situation of Bazaar and Historical Gates of Tabriz Old City (UNESCO, 2009).

Eight gates of Tabriz which connected it to the other cities were: Istanbul gate (to Istanbul and European countries), Davachi or Shotorban gate (to Baku in Azerbaijan), Sorkhab gate, Baghmishe gate (to Ardabil, Rey and East Asia), Khyaban gate (to Tehran), Nobar gate, Mahadmahin gate and Gajil gate (to Baghdad, Arabia and Africa) (UNESCO, 2009) (See Figures 22 & 23).

8. The design, management, and protection of the urban green spaces show the quality of a city. As the aim of these green spaces is increasing the contact between human and nature, studies proved that the people living in good quality green spaces behave better and crime is low in those areas. They are also important for improving microclimatic conditions, cleaning the weather, filtering the wind, reducing the sound pollution and tourist attraction with their beauty which influences the economics by creating employment. In Tabriz most houses had gardens and there were many famous gardens all over the city in ancient days but after 1920 due to capitalism entrance in Iran, land use was changed from green spaces to residential areas. In 2006 Tabriz had 2.6 million m² green space and 2353341 m² parks which indicates a considerable growth compared with previous years. Tabriz had 940,000 m² parks with suburban function, 282,021 m² with regional function, 736,518 m² with local function, 518377 m² with alley function and 127730 m² with neighborhood function in 2006. Urban parks have been created in districts 2, 3, 4, and 6 and regional parks are located in districts 1, 2, 3, 5, and 6. In District 8, there is no park with local and regional functions and in District 6 there are no local parks that show the

improper distribution of the parks in Tabriz (Abizadeh and Zali, 2013) (See Figures 24, 25, 26 & 27). Urban Green Spaces in Tabriz

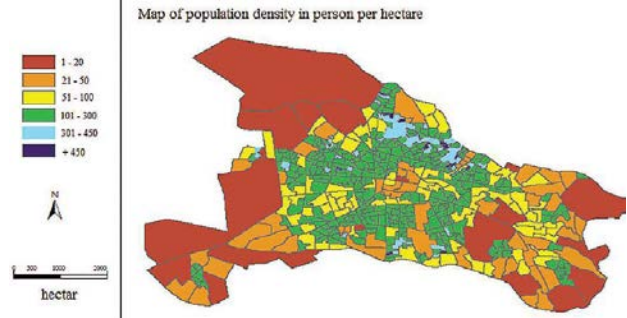


Figure 24. Population Density (Person/ Hectare) in Tabriz (Abizadeh and Zali, 2013).

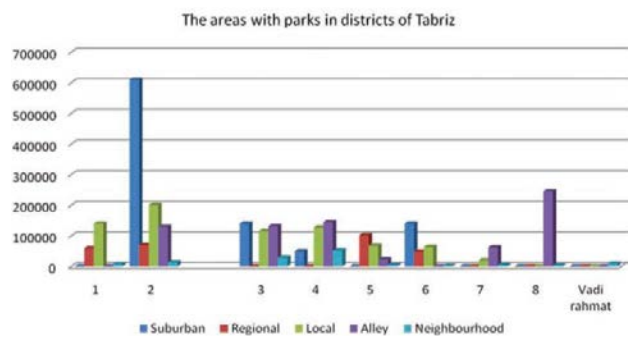


Figure 25. The Areas with Parks in Districts of Tabriz (Abizadeh and Zali, 2013).

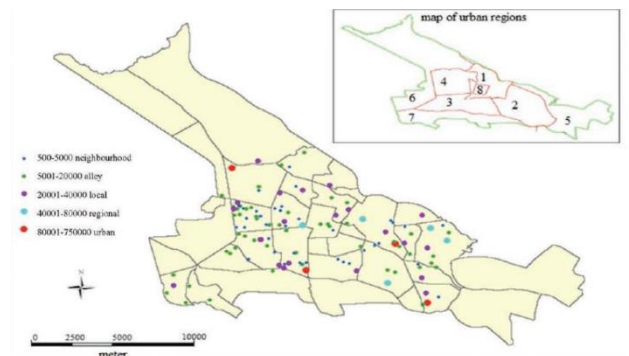


Figure 26. Park Distribution in Different Districts of Tabriz in 2006 (Abizadeh and Zali, 2013).

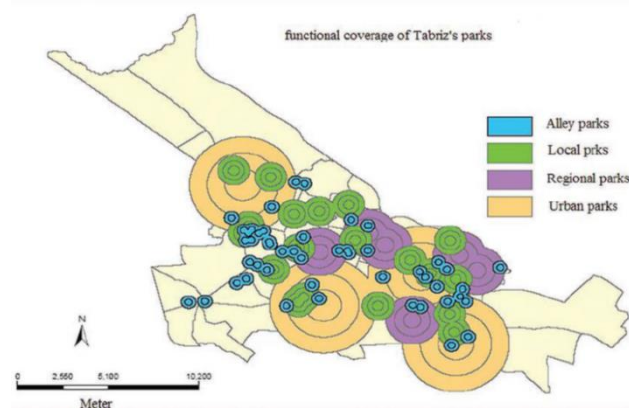


Figure 27. Function Level of Urban Parks in Tabriz (Abizadeh and Zali, 2013).

9. Contemporary Urban Problems in Tabriz

One of the urban systems' common problems is urban growth and physical expansion without a correct design and program which affects different urban components directly or indirectly. Urban sprawl is a kind of urban growth occurred because of inefficient urban plans, urban economic problems, inconsiderately policies and suddenly decisions for urban development. This phenomenon causes various inconvenient environmental, social and economic problems for the cities. For solving such problems there are some solutions like urban consolidation, sustainable city, compact city, new urbanism and smart growth which are about paying attention to existing urban centers rather than spreading in suburbs. Tabriz is experiencing hasty growth in last decades which is not proportional to its needs and capacity. This process is a continuing issue which empties inner city and expands suburban areas causing physical, economic and social problems. Some of the main problems caused by external expansion are: garden and agricultural lands' demolition, increasing slums, disconnection of physical tissues, vehicles increase due to the expansion of transportation network, city development on dangerous and unstable lands, degradation of historical identity and vacancy of old tissues. When people immigrate from inner city to suburban area, the old tissue is emptied from original inhabitants and new people coming to the inner city do not have the sense of belonging to this tissue so the identity of tissue is threatened. Another problem is social and economic differences of inhabitants of urban regions, some regions are for low-income people but high-quality regions are for rich people, so this causes crimes, crisis and safety problems which threaten the city. Some physical evolutions in Tabriz indicate the rapid expansion of the city in the periphery area in last decades. The area of Tabriz had tripled, increased from 6440 hectares to 19000 hectares in 1986-2011 while its population had increased from 971482 to 1545491 in the same period so its area growth had been more than its population growth (See Figures 7 & 28). Hasty development of Tabriz caused to the structure of 5838 hectares of Tabriz suburban agricultural and garden lands during 1967 – 1992. In last decades connection networks, various recreation-service centers and commercial projects improve the quality of some parts out of the inner city and also the degradation of qualities of central urban tissue (Kheyroddin, et.al, 2013).

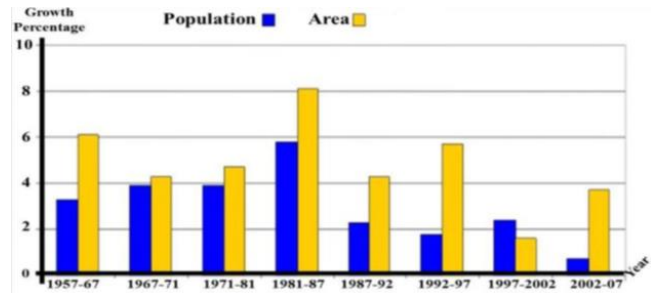


Figure 28. Comparing Population Growth with Area Growth of Tabriz (Kheyroddin, et.al, 2013).

10. Slum Settlements in Tabriz

There are different zones of informal and slum settlements in Tabriz with various ages and origins; the northern zone of the city is more significant among the others because of its history and unique topographic condition. Illegal subdivision and selling of agricultural lands create these kinds of zones but the northern zone of Tabriz has rural bases which have been growing over time and absorbed by the city. The people who live in slums are forced to live in unsafe regions, steep hillsides, flood plains, polluted sites near waste dumps, open drains and sewers or polluting industries; facing high rates of unemployment and addiction. The northern slum area of Tabriz with a population more than 250000 has social, economic, environmental and political problems. The existence of slums in Tabriz is due to rapid urbanization and uneven urban development beyond the steady increase of population. Harsh topography, lack of proper planning for the development, demand for the basic civic services, provision for housing and shelter, water supply, sewage and sanitation, health care services and transportation facilities are the other problems of its inhabitants. Living in this kind of areas creates environmental pollution due to the inhabitants' unorganized and unsystematic waste and sewage disposal, unplanned houses and unethical habits and values (Moosavi, 2011).

11. Conclusions

During the Islamic period, Tabriz with the centrality of Masjed Jame and bazaar gained stronger economic role. Also, geographical location of Tabriz which is in the center of Azerbaijan and on Iran-Europe transit route is a great opportunity to be the main commercial and economic center in Iran during history. Tabriz has benefited from being a political center as a national capital for some periods but suffered from this centrality by being the main target of several invasions by Turks and

Russians between 16th and 19th centuries. Natural disasters like floods and especially earthquakes destroyed Tabriz several times during history which affects city's growth, but each time the city was rebuilt and survived. With the beginning of modernization, mainly after the 1960s, urbanization changed in Tabriz in terms of population size and internal organization. During last decades the urban population of Tabriz increased dramatically but urban physical growth was much more than it. Thus sprawl approach happened which caused forgetting about the central regions of the city and paying extra attention to the suburban areas and horizontal growth. As a result, the inner city faced degradation of qualitative values because of urban sprawl and paying more attention to suburban development areas.

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Conflict of interests

The author declares no conflict of interest.

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Re-visiting the Park: Reviving the “Cultural Park for Children” in Sayyeda Zeinab in the shadows of Social Sustainability

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ABSTRACT

This paper aims to question the level of success of one of Egypt's contemporary architectural milestones which is the Aga-Khan Award winning project of the Child Park in Sayyeda Zeinab - designed by the Egyptian architect Abdel-Halim Ibrahim; from a community participation perspective. Stemming from the fact that the level of successful community participation in architecture and urban design projects affects the sustainability of the added value, this paper tackles the current process of operation of the Park and the adjacent pedestrian street, as complimentary aspects of a community participatory process, and evaluates the social sustainability of the project as well. The study sheds light on the operation of the park after twenty eight years of the initiation of the project, it explores its functional and social role in the district of Sayyeda, located at the center of Cairo city. However, the project has to be revised and analysed from a critical perspective to evaluate the degree of its success in affecting the local community, and the level to which it contributes to the approach of local community participation. In order to achieve this end, the paper adopts a two-fold methodology. The first is a literature review of the initial ceremonial participatory process of building the Park and the initial role intended by the architect whether related to the park itself or to the adjacent Abu-ElDahab Street. The second methodology is a qualitative analysis of the current state of the park and adjacent street, based on site investigations, behavioural mapping of the current status, analysis of the roles of the beneficiaries, interviews conducted with different stakeholders about the present challenges of the role of the park in the district. Based on those two main research approaches, the paper concludes with a framework and several guidelines to enhance the social sustenance of the place through rephrasing the park's role in relation to the changing needs of the community.

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1. Introduction

Reviews of many renowned projects reveal that the level of successful community participation in architecture and urban design projects affects the sustainability of the added value of such projects in their contexts. This paper aims to question the level of success of a contemporary architectural milestone in Egypt; namely the Aga-Khan Award winning project of the Child

Park in Sayyeda Zeinab - designed by the Egyptian architect Abdel-Halim Ibrahim; from a community participation perspective. The

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Children Park was complemented by the project of Abu-ElDahab Pedestrian Street, both projects functioned collaboratively to respond to the needs of the adjacent community and establish the participatory approach for a sustainable development. After 28 years of its initiation the study revisits the project which was launched with much publicity raising high hopes to achieve its noble aspirations. The methodology adopted in this paper as shown below in (figure 1), is based on primarily, a literature review of the community participatory approaches in contexts of Heritage Value, followed by initial ceremonial participatory process of building the Park and the initial role intended by the architect whether related to the park itself or to the adjacent Abu-ElDahab Street. Following that a qualitative analysis of the current state of the park and adjacent street is conducted, based on site investigations, behavioral mapping of the current status, analysis of the roles of the beneficiaries, interviews conducted with different stakeholders about the present challenges of the role of the park in the district. Based on those two main research approaches, the paper concludes with a framework and several guidelines to enhance the social sustenance of the context through rephrasing the park's role in relation to the changing needs of the community.

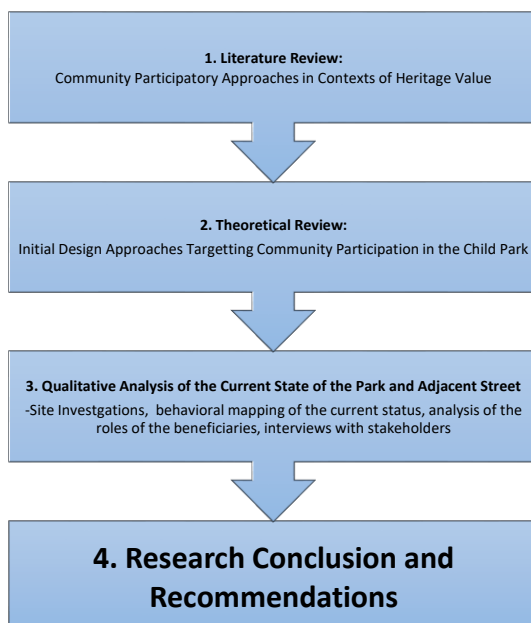


Figure 1: Research Methodology

2. Theoretical Overview to Community Participatory Approaches in Contexts of Heritage Value.

According to (Bens, 1994), the international scale resources for social welfare services are becoming very limited. This is due to the pressures of population increase and the consequent changing priorities of governments. and the changing priorities for governments, (Bens, 1994). Thus, the utilization of non-professionals through citizen involvement mechanisms to address social problems has become more applicable in addressing the development demands of local communities, (Kaufman and Poulin, 1996).

The term community participation is itself a rich concept that differs according to its application and definition. The way participation is defined also depends on the context in which it is implemented. The definitions selected here focus on the main spectrum of interest of this specific research study. Oakley and Marsden (1991) defined community participation as the process by which individuals, families, or communities assume responsibility for their own welfare and develop a capacity to contribute to their own and the community's development. In the context of urban development, community participation refers to a dynamic process in which the beneficiaries influence the direction and execution of development projects rather than merely receive a share of project benefits (Bamberger, 1991). As to Arnstein (1969), citizen participation is the same as citizen power. However, she argues that there is a critical difference between going through the empty ritual of participation as a process only and having the real power needed to affect the outcome of the process itself.

In the realm of urban development, participation in housing and urban service management is a process where people as consumers and producers of housing and urban services are involved in the planning, implementation and maintenance of the projects. Participation is based on voluntary relationships between various actors, which may include government institutions, individual housing and urban services users, community-based organizations, user groups, private enterprises, and non-governmental organizations, (Nour, 2011).

Nour (2011) further asserts that the concept of participation in development is certainly not a new one. According to Moser (1987), in rural development, community participation has been evidenced as an important success factor

since 1950. This is evidenced through experiences with participatory housing and urban development projects which show that community-based organizations and housing users can make important contributions to the provision and operation and maintenance of housing and urban systems. Benefits are achieved not only from reducing cost and active resource mobilization, but also from better targeting of project measures to peoples' real needs through their involvement in the planning phase, which will be further evidenced in the case study.

In addition to that as Nour (2011) proposes, participation enhances the "ownership" of the facilities by the involved community and thus ensures maintenance and sustainable use of facilities and more reliable operation. From another dimension, Rashed et al., (2000), focus on the importance of paying special attention to community participation while dealing with the issue of heritage conservation. This was evidenced in the restoration projects handled by Rashed in the conservation projects implemented in Quseir city. Local community participation within participatory environment, from the very beginning, was the policy adopted. Involvement and sharing with the people of Quseir started with the planning and strategy of work as well as using workers and technicians from the city people in the execution phase, (Rashed et al., 2000). This helped the engagement of the community in the process in a way similar to what will be explained in the case study below.

3. The Role of Community Participation in Achieving Social Sustainability

As addressed in the definitions and understanding of the term community participation, the issue of participation in development is intertwined with the sustainability of the implemented planning or project. The level in which the community gets involved varies. In order to understand the possibility of community participatory approach, the Arnstein ladder will be used as a reference model.

According to Choguill (1996), the best known attempt to determine the scale of participation by the public is that of Arnstein. She views citizen participation as a term for citizen power. Thus, Arnstein defines participation as "the redistribution of power that enables the have-not citizens, presently excluded from the political and economic processes, to be deliberately

included in the future". Arnstein categorizes the levels of involvement in the form of a ladder composed of the following milestones, empowerment, partnership, conciliation, dissimulation, diplomacy, informing, conspiracy and self-management, (figure 2).

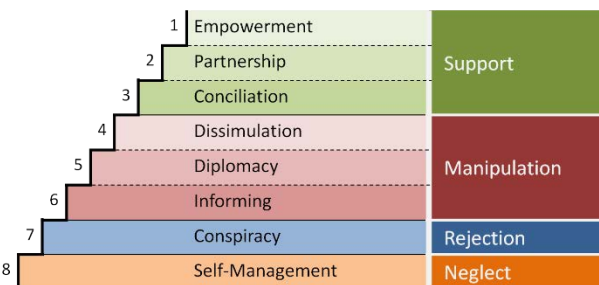


Figure 2: Arnstein's Ladder of Community Participation, Choguill, 1996.

As Choguill (1996) explains, supportive governments help achieve the first three levels of participation, namely empowerment, partnership or conciliation, depending on the degree of governmental willingness and/or confidence in the community's ability to contribute to the development process. Not-so-supportive governments will hide their discouraging attitude in an unskillful and sometimes very destructive approach to the problem, because it demobilizes an otherwise more effective organization of the people for the self-help they need. In this case, there is no clear/effective opposition to the community organization/activity, represented by several kinds of manipulation. When the poor are not yet ignored by the government, but rather they are seen as an inopportune and unwelcome group to be eradicated at any cost, a clear governmental opposition may result in a fearsome conspiracy. This is usually manifested as destructive governmental top-down projects which stimulate community solidarity and violent reaction, Choguill (1996). This model will help in understanding the level of changing community involvement in the case study, in relation to governmental support and the sustainability of community participation in the operation of the park.

In addition to that as Enyedi (2004) explains, it is crucial to create a dialogue between decision makers and user groups as a pre-requisite for sustainable urban development. Towns and communities constitute the basic unit of local government in a democratic state. This is the level at which citizens come into direct contact with the state and the authorities in conducting their everyday affairs. Sustainable urban development depends to a very large extent on

whether the public's encounter with democracy at the local level is a stimulating and satisfactory experience. It is evidenced that urban conflicts generate social exclusion which leads to deteriorated urban environment and political instability, Enyedi (2004).

In order to achieve sustainable public participation, the process can be implemented as a formal or informal procedure. This procedure can be led either by formal decision maker's intervention, or through informal designer led procedure as will be explained in the process of design of the Child Park.

4. Design Approaches and Philosophy of Aga-Khan Award winning "Community Park"

This part will briefly explain the design process of the local case study which is the Child Park, depending of academic articles by the architect and other scholars. This explanation will be linked to the previous literature review to discuss the levels of community participation in the process as well as the sustainability of the participatory approach after years of operation and discuss the dilemma between intended values and implemented operations. It is important to note that the project was awarded the Aga Khan Award based on the community participation in the design process rather than an end product.

The official name of the project is the 'Cultural Park for Children'; the park designer, Architect Abdel Halim Ibrahim mostly refers to the project as 'the community park while the manager simply describes it as 'the child's park'. In between 'community' and 'child' lies the conflict between the architect and the manager about the role of the park and its functional appropriateness. The 'community park' reflects the architect's interest in the development of this community through the projection of his theoretical background, which is braced by the architect's belief in the park as 'an educational instrument' (Saleh, 1989). The manager on the other hand showed more interest in the child's everyday activities in the park. In other words, the architect read people through the wider social context of place, community, while, the manager read people as child's activities within place, Abdel Wahab (2009).

The architect introduces the event through a 'Building Ceremonial', which involved building up a full scale model in wooden poles and canvas of the fountain and exhibits, whereas one platforms and terraces were marked on the ground. Dancers, musicians and artists were

invited to participate as well as the community of Al-Houd Al-Marsoud. The intent was to show the community how the project would be; this is not part of the contemporary Egyptian building culture, Abdel Wahab (2009).

According to the architect and designer of the park, the life and environment of the communities are regulated by an imposed, top-down process of planning and production which draws its principles from sources dislocated to the community and its cultures. The result is underdevelopment, and waste and destruction of the environment and its resources. The architect regards any environmental plan in context of these developing communities

should be taken as an opportunity to re-establish the relation between the culture and the production of its environment. The responsibility of the architect in any public project in this context is to re-establish that relation; hence, the fundamental task of architecture is to try to understand local life, and search for the mechanisms that bridge the gap between technology and society, the material and spiritual, and become once more vital to communities in the process of the rejuvenation of their identities, (Ibrahim, 1996).

The design concept was based on layers of symbols and of bridging the missing gap between the community and the park, (fig.3, 4). The first layer is the formal layout inspired by the spiral pattern whereby the components of the project are organized around the palm-tree promenade. The existing trees of the earlier Al-Hod Al-Marsoud garden were maintained and reinforced, becoming the main axis for the conceived geometry of the park. The starting point of this geometric order is, fittingly enough, also the place for water, the source of life and growth. The end point is a lone tree at the other extremity of the palm-tree axis. The site is then organized in stepped platforms following the geometry created by the spiral. The platforms move upwards toward the middle of the site to form an arena-like park, and then they turn in the opposite direction forming a downhill arrangement towards the end of the site where the museum is located. The theatre is situated at the turning point of the two movements. Those three elements, the water point, children's museum, and the theatre are the main poles around which sets of activities, and hence meanings, are created within the realm of the park, (Ibrahim, 1996).

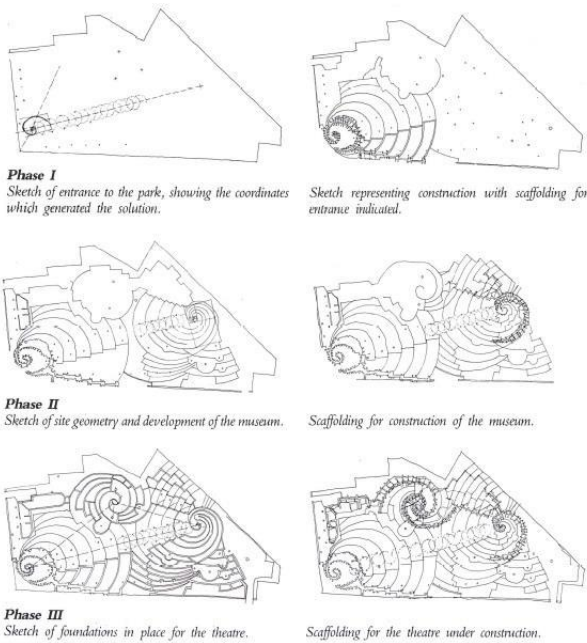


Figure 3: Development of Park Design Concept, Ibrahim,

1996.

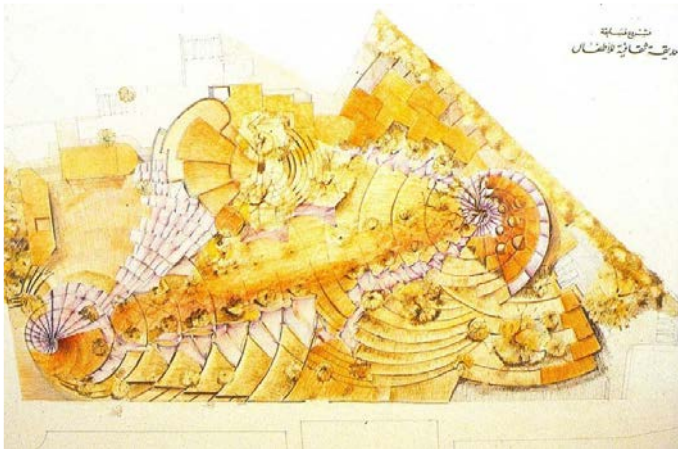


Figure 4: Park Design Entry in the Competition, Ibrahim, 1996.

The second layer is a circumstantial layout resulting from the ceremonial process. The building process was organized in a series of events, each of which combined technical work with cultural aspects of that particular operation. The park was built in stages, and the precise shape of each stage was defined as the work progressed. The building ceremony was thus not simply an empty ritual but a dynamic process where the static order of the original blueprint became flexible. Actual communication was established with local residents and creative decisions regarding how

best to integrate the project into the community ensued, giving legitimacy to the process. Ideas and images emerged for the park that would not have transpired in the sterile environment of an architect's drawing office (Ibrahim, 1996).

In addition to the previous layers, the park wall, rather than preventing access, as is common in Cairo, became permeated by a series of openings to allow access to cultural facilities beyond. Again, in order to create a practical link between the service strip and abutting neighbors, the side street was pedestrianised. In addition, the Cairo Governorate was successfully lobbied to overrule an old expropriation law that prevented the renovation of the houses overlooking this street. Once residents were assured that their homes were not going to be demolished, they set about repairing their apartments, thereby upgrading the entire area.

In our case, the surrounding community became vibrant with activities. Residents upgraded their homes, street weddings and festivals became once again a feature of the community. For two years they celebrated the impact of the park in improving their environment, (Ibrahim, 1996).

However, after those two years, the official neglect by local authorities and the lack of institutional mechanisms at the community level to make up for this neglect led to the gradual deterioration of the street again. With no regular maintenance, elements like street lighting and regular garbage collection disappeared. As a result, the area once again appeared deserted and invited acts of vandalism from outside the area against the park. Drugs and prostitution, after being driven away for two years, reclaimed the territory. The proposed studios, shops, and community cafe along the side street, which were initially met with the much enthusiasm, failed to materialize due to government bureaucracy and now their establishment is looked on with skepticism and doubt. In response to formal mismanagement and the general sense of apathy in the community, some members chartered a community-based organization called the Abu Dahab Street Association to address these problems. Since its establishment the association has helped improve security in the area by lighting the streets once again and ensuring that they remain so. All these are positive indications of a community trying to have a bigger say in the nature of their surrounding urban environment and make the impact of the park in upgrading the area sustainable, (Ibrahim, 1996).

Based on observations later by Abdelwahab (2009) a significant change in the park is evident later after the published articles by the architect. The realities of the park's everyday life, and Abu Al-Dahab Street in particular, shows indifference to the original design scheme, creating conflicting community activity and isolating the park from Al-Sayyida Zeinab context. This change is also manifested through a conflict between the architect and the manager of the park (Hassan, 1996), where the manager intervened in the design and made several changes to the park. Thus, the next analytical part will present the current case of the street and the park in order to re-visit the valaubale addition in the Cairene context. The analysis will be based on behavioral mapping of the activities in the park and the adjacent street during different times of the day, walk throughs and observations and finally interviews with the main beneficiaries of the zone.

5. Analysis of the Current State of the Park and the Adjacent Abu-Eldahab Street"

The next part will cover the analytical part of the paper, based on site visits during various timings for the park and the adjacent Abu-Eldahab Street. The fieldwork coincided with the annual ceremonial event of Al-Sayyeda Zeinab' "Mulid", a religious ceremony where a considerable number of the Sufis visit the place to pay tribute to the Prophet's daughter on the assumed day of her birth.

During the period of the study, the space was occupied with the Moulid activities event, in addition to the original everyday ones. It has to be acknowledged here, that the illustrations of the behavioral mapping were conducted by students enrolled in a Double Masters Degree program by BTU Cottbus and Cairo University; and supervised by the authors of the paper. The students' contribution to the research is greatly useful in this context.

5.1 Behavioral Mapping of The Park And Its Context

The Park is currently forming a strict boundary between the residents of Sayyeda neighborhood. As apparent in (figure 5), the park is surrounded by impermeable walls from all sides, with the main and sole access is from the main street. Visitors of the park have to cross a security gate which embodies a strong territorial definition. Then, the security only allows children, or schools' teachers accompanying school trips or organizations for disabled children. Parents are not allowed to

accompany their children, which creates a gap between the users and the place, especially with the lack of visual connectivity between the outside and the inside. As shown in the map, the main attractions for children were associated with the traditional mud crafts, and the talents show organized by an organization for mentally retarded children in the theatre at the end of the axis inside the park.

In the meanwhile the fountain zone, the open amphitheatre and the library rooms remain unoccupied; since the school trip is scheduled to use the closed theatre solely and children cannot move freely in the park. The activities in the park do not follow a voluntary pattern of use, the supervisors plan a designated schedule which leaves most of the park area unoccupied for most of the day.

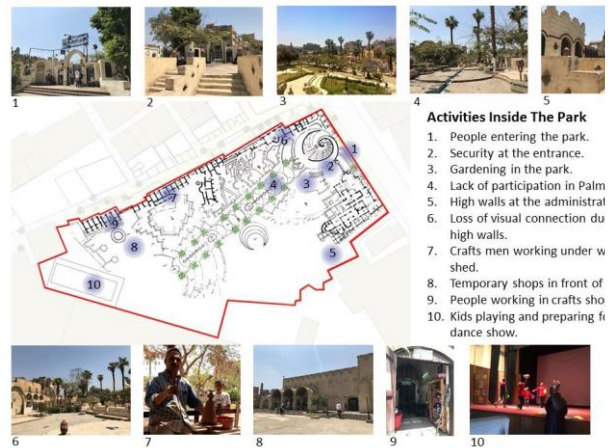


Figure 5: Overview of Activities Inside the Park, BTU-Cottbus Double Msc Degree Students, 2017.

As to the pedestrian street, Abu El-Dahab Street, it shares its entrance from Qadry street. The street has a wide entrance with palm trees and evergreen trees yet it has cars parking in this entrance which make it look narrower, the street is spitted into two halves the first half is adjacent to the park and it has the shops doors which are totally vacant and closed. This part is elevated with some steps. While the other side is on the zero level and is adjacent to the residence and local shops. This difference in the street levels, although intended by the architect to create a special realm for the retail shops and to allow more street activities, resulted in the case that it segregates the park even more from the adjacent neighborhood due to the current lack of activities adjacent to the park's wall whatsoever.

Unfortunately the behavioral mapping and the observations show that the street is dead most of the time which is exaggerated by the absence of vehicular traffic as well. There are

few active zones, as shown in figures 6, 7 and 8, which cover the behavioral mapping for the same place during different times of the day. The first one was the zone of “Ahmed Ninja” shop, which provides recreational activities for the youth in the neighborhood. The shop extends three billiard tables in the street, attracting youth playing billiards and others waiting for their turn, otherwise the place is so calm and most of the shops are closed. The second active zone is the wood workshops and little leftover wood in front of it. In this zone the street changes from pedestrian to Vehicle Street. The third active zone is at the end of the street, where car repairing shops with a coffee shop for people to wait for their cars there.



Keys:
 Billiard Tables, Cafeteria, Workshops, Wcs, Library, Closed Shop, Vehical Path, Elevated Pedestrian Path, Normal Pedestrian Path, Open Shop

Figure 6: Activity and Users' Mapping of the Park and adjacent street, BTU-Cottbus Double Msc Degree Students, 2017.

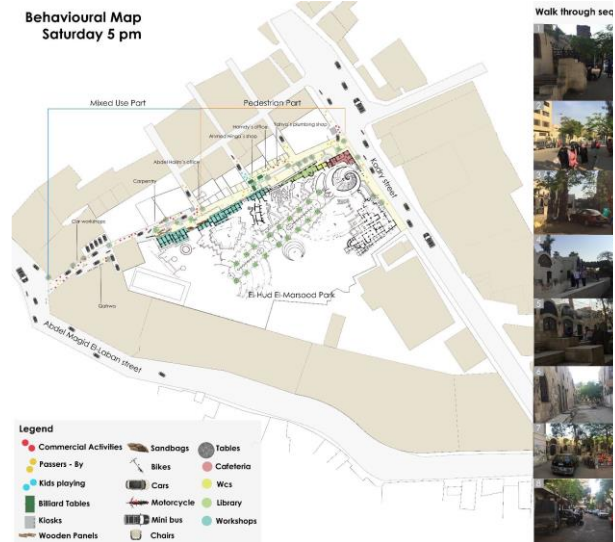


Figure 7: Behavioral Mapping of the Park and Street, BTU-Cottbus Double Msc Degree Students, 2017.



Figure 8: Behavioral Mapping of the Park and Street, BTU-Cottbus Double Msc Degree Students, 2017.

5.2 Walk through and site observations

In addition to the behavioral mapping which showed the various activities inside the park and in the adjacent street during different hours of the day, the authors conducted three consecutive walk through visits to highlight the major community oriented activities which take place in the park's territory. The first visit was on the weekly holiday of Egyptians, which is Friday, (figures 9 and 10). As obvious in the photos, no activities related to the community were taking place on this vibrant day. As a matter of fact, only exceptional entry to the park was granted to the researchers based on a letter for research facilitation. However, no children were allowed in on the holiday, because since the operation

was held though the ministry of culture, the employees were also given that day a holiday. From another side, the pedestrian street appeared vacant and deserted as well, since no community oriented activities are taking place anymore.



Figure 9: View inside the Park on the weekend holiday, Authors, 2018.



Figure 10: View from Abu-ElDahab Street Entrance, Authors, 2018.

The second site visit was organized during a working week day. As shown in figures (11 and 12), the two main magnets for community activities were the theatre and the traditional arts corner. The theatre was exhibiting a homemade crafts exhibition and market whose income will be subjected to disabled children. This was organized by a national governmental school. However, due to the previously explained operational procedures, the visitors were merely the schools' teachers and children from the National school. Those observations and site visits reflect the de-attachment between the park and community in a dramatic way. The park turned into a governmental type of building, rather than a positive community collector for various standards and age groups

to engage and celebrate as initially intended in the building ceremony by the architect.



Figure 11: Activities Inside the Park, Authors, 2018.



Figure 12: Activities Inside the Park, Authors, 2018.

The final field visit was conducted during the annual celebrations of Sayyeda Zeinab's "Mulid". As shown in figures 13 to 17, the pedestrian street seemed the most active in that period of time. Visitors from all over the country come to attend the celebration, one week beforehand. They build temporary prayer and accommodation spaces. However, celebrations and community interactions are limited to the outer walls of the park. No celebrations are admitted inside the park. Also, during the peak times of celebrations, the park operators close the park completely to avoid clashes with the visitors of the "Mulid".

The outer walls of the park are used as supports to the temporary structures. The mulid woodens posts and traditional tents are constructed with the approval and permission of the local authorities who are also present in the scene to restore order and ensure the safety and security of the worshipers and residents. The celebrations are never admitted inside the park; during the peak days of Mulid, the Ministry closes down the park completely to avoid clashes and disturbances from the "Mulid" visitors. Also participation in the Mulid is limited to Suffi worshipers; who are mostly strangers and not

necessarily members of the community. The original residents and community members prefer to stay indoors during the Mulid and leave the streets to worshipers.



Figures 13 & 14. The Park's Walls, Authors, 2018.



Figures 15&16. Celebration of the Mulid in Abu Eldahab Street, Authors, 2018.



Figure 17. Mulid Temporary Structures in Abu-Eldahab Street, Authors, 2018.

5.3 The Role of the Beneficiaries and Stakeholders Interview Summary

The last point of analysis to be addressed in this paper, is the analysis of the roles of beneficiaries and stakeholders. The analysis focuses at this point on the roles of stakeholders and beneficiaries of the project; represented by the groups and individuals who can affect and/or be affected by decisions and actions related to the park and street. Stakeholders often reflect diverse and conflicting interests and concerns. In addition; different stakeholders have different degrees of involvement at the community level and accordingly are addressed differently in the research analysis. Even though the park was initiated as a gathering point for all members of the community equally, at the present time the beneficiaries of the project are divided into two identifiable groups; those involved with activities inside the park, and those who operate outside it in Abu EIDahab street.

Inside the park the Ministry of Culture is the owner and operator who controls the park and all the personnel associated with it, the administrators, employees, craftsmen, and security staff. The users are children with special needs. In Abu-EIDahab section the municipality with its police force and regulations controls activities on the street. The users of the street include residents of adjacent buildings; passers-by and customers interested in services provided along the street; and finally the stakeholders or the private sector represented by shop owners who influence activities in the pedestrianized section of the street; namely the owner of the youth games center, kiosk owner, plumber, and carpenter. At the vehicular end of the street the coffee shop owner and car repair mechanics control the scene.

In addition, Abu EIDahab Street one established an organization formed by different stakeholders with the objective of sustaining the participatory project by means of operating the shops built within the park wall as an arts and crafts center. The center would be leased by the ministry to local craftsmen and would establish the economic backbone to the project. The shops income would be the main resource supporting the organization. This financial and economic scenario was never implemented due to the change in policy exemplified by the change of the Minister of Culture. In absence of resources the project lost its main element of sustainability; and since then the idea of

community participation was dismantled gradually

The Ministry of Culture - the main authority in the park - operates it as a governmental bureau; changing craftsmen, artists and landscape designers into administrative employees; waiting for guaranteed salaries hoping to exert minimum effort and spend less working hours in the park. concern is that any intervention of the park's operational system would make them work harder or for longer hours.

Interviews with the children - the end users of the park - reveal that they are hoping for more exciting activities and extend working hours of the park. They hope for a park where all are admitted equally to share the fun of the gatherings. Despite the concern of overcrowding the park; they still hope to be joined by their parents and peers in special events. Accordingly, it can be observed, that the lack of sustainable management of the park leads to diverse and conflicting aspirations between the project's benefices.

6. Discussions

Based on the conducted analysis, it is crucial to start a new participatory process that integrates all concerned entities to reach a sustainable approach in which the park and the street can play a vital role in developing the community. The gap which is now occurring is expected to widen with time. Therefore, a comprehensive approach could be initiated by one of the local community organizations to adopt a strategy to strengthen social cohesion, foster local economy and promotes physical environment.

7. Conclusions

The research studied one of the important milestones of contemporary Egyptian architectural additions. Although the Aga-Khan award winning park aimed to create community mobilization, the case nowadays is the complete opposite due to the operation and segregation of the park from its original role. It is highly recommended after the course of this research to maintain a sustainable approach based on social participation, economic sustainability and architectural upgrade to re-attract users to the park in order to maintain its original intended role in the community.

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Conflict of interests

The authors declare no conflict of interest.

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Reformation of Slums

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ABSTRACT

The world keeps getting better in every aspect including housing and infrastructure and the growing technology keeps improving affordable housing, but the chances of completely eradicating slums will remain slim because there will always be people unable to afford better housing than slums have to offer. Aside from the fact that a slum is known as being the residential environment with the poorest living conditions, it is also known for various negative activities and a relatively high crime rate. The notion that an environment greatly influences an individual holds out the necessity to create better-living conditions that will in time nurture and improve the individual. To this end, the reformation of slums should be a priority. In as much as these slums cannot be eradicated completely, physical upgrading of slums with improved street networks, better building materials, better air quality, easy access to basic municipal services, improves natural ventilation, natural lighting and better drainages will prove to make positive changes economically, socially and reduce crime rates in many cities. It will also improve the physical general wellbeing of communities. In conclusion, a community, no matter how small has the ability to influence the general wellbeing of an entire nation. Paying a little more attention to the physical reformation of slums will positively affect the world at large in the long run.

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1. Introduction

A slum is defined as a heavily congested or populated, deteriorated, temporary human urban settlement characterized by substandard housing, mostly with no security, prone to crime and anti-social activities, a shortage of safe drinking water, inadequate power supply, lack of proper sanitation, and little or scarce medical and social facilities (UN-Habitat, 2007; Simon et al. 2013). The slum structures are predominantly made of plastic sheets, mud walls, cardboards or tin sheets, with high potential risk to rain leakages and fire outbreaks. The slum possesses narrow and

inaccessible paths, rubbish dumps, and stagnant, dirty water bodies, poor drainage systems, little or non-existent of utilities and the settlers are prone to ailments, diseases and abuses (Alagbe, 2005).

The slum household is people dwelling together with no access to basic services, comfortable living space, electricity, clean water, sanitation,

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security, etc. The urban poverty in developing countries has resulted in congested, disorderly, and poorly erected informal slum settlements (Uduak, 2009).

Slums have been around for as long as the 19th century and one of the major causes was urbanization which was as a result of industrialization. According to the available statistics, the slum areas were first defined by the 'regimen of congestion' orchestrated by the mass movements of people in the mega cities since centuries ago. The global urbanization process, distribution and realignment of population in character, size, and networking or system, have a lot of relationships with slum formation as too many people began competing for too few dwellings and rooms due to the rapid influx of poor migrants to the cities in search of jobs and a cheap place to live (Simon et. al. 2013).

The urban population of the world has grown rapidly from 746 million in 1950 to 3.9 billion in 2014. In 2014, it was reported that 54 per cent of the world's population lives in urban areas, and predicted to increase to 61 and 66 per cent by 2030 and 2050 respectively. The projections show that the world's population could add another 2.5 billion to 3.2 billion people recorded in 2007 making it total of 5.7 billion by 2050, with close to 90 percent of the increase concentrated in Asia and Africa, according to a new United Nations report 2014. By 2050, India, China and Nigeria are projected to add 404, 292, and 212 million urban dwellers (UN Commission on population and Development, 2007; World Urbanization Prospects, 2014). The present trends of global urbanization are becoming neither orderly nor sustainable, thus, squatter and informal slum settlements are proliferating despite many urban development plans and strategies.

Slums today are becoming only places with the cheapest possible infrastructural amenities, especially accommodation (housing) adjacent most mega cities in the world. However, the slums have become settlements with the worst possible living conditions in terms of infrastructure, health care, security, economy, education, hygiene and every other condition necessary for human survival. In fact, slums are one of the most stigmatized parts of mega cities. When slum residents are thought of, they are perceived as overcrowded people not just with poor living conditions but also as people with little or no morals, norms or standards of public decency (i.e. people involved in drug abuse, crimes, violence, etc.), which is a rather harsh perception. According to UN-Habitat

2016 report, urban growth and unlawful land conversion to slums are resulting to higher crime rates, environmental degradation, and threats to global ecosystems and human existence (George, 2002). The UN-Habitat 2016 report states that the slum dwellers are estimated to grow by nearly 500 million before 2020. To this end, the chances of getting rid of slums become slimmer as time goes on not only due to the increasing population of slum dwellers, but also because of the factors which lead to its growth and the negligence of governing bodies to the present conditions of these slums. Therefore, if these slums cannot be eradicated, it is possible to create better living conditions and give a new face and identity. The aim of this paper is to discuss the reformation of slums that have been created, managing the emerging ones and to prevent the future development of others.

2. Reformation of Slums (An Investment)

Investing in general is defined as allocating money or a valuable resource such as time to a certain cause or action with the expectation of some benefits in the future. A lot of people invest in real estate and affordable housing, but hardly is anyone interested in investing in slums reformation probably because the benefits of doing so have not been spelled out. Slum reformation is a process of making positive changes in the present conditions of slums such as creating better road networks, providing access to basic services and amenities such as pipe borne water, electricity, better air quality, good drainages, waste management facilities and security. The reformation of slums will have a lot of positive impact on the communities at large in terms of health, economy, and security. A community with little or no crime rate and humane living conditions is to the benefit of the general populace. The reformation of slum can be attributed to some basic elements, which include urban sustainability, comprehensive, integrated and strategic visions, plans and actions (Robert, 2006). Such elements are able to effect a long lasting improvement in the economic, environmental, physical, and social conditions in slum areas. The reformation of slums with a well detailed and precise approach can revitalize slum into a more an investment platform. This will bring positive benefits to slums in the future, with more actions taken in order to improve the living conditions in slum settlements. For example, most slum settlements were created and have existed for a century, which implies that some slums have

historical significance, but due to poor conditions of the slums, they are not perceived as potential tourist locations for economic benefits. If slums are improved or reformed and are therefore preserved like most of the world heritage sites, the poor will not be the only benefactors. Giving more people a chance for better living should be good enough reason to invest in slum reformation.

3. Effects of negligence of slums

Slum negligence has over a time period resulted in a lot of problems which affect primarily the slum dwellers and communities with slums on them. Below are some of the major problems faced:

Poor Housing Structure: Materials used in house construction in most slum dwellings are often materials which slum born owners find affordable and in most cases these materials are substandard, flammable, weak and even inadequate for building. Coupled with poor building materials, most lands on which slums exist are undesirable and, in some cases, prone to natural disaster such as floods, landslides and earthquakes. When such disasters occur, rescue on the hand becomes a struggle and, in some cases, impossible due to the densely packed building patterns of the homes. In Bam, Iran, poor structural quality of housing played a major factor in the earthquake-related deaths of 32,000 people in 2003. Days earlier, and earthquake of a similar magnitude killed only two people in California (Alon Ungar, 2007).

Poor Health Conditions: Cooking, sleeping, living with 13 - 14 people per 45m² room, as in the slums of Kolkota, India, according poses a lot of health threats for example respiratory infections. Overcrowding also increases the speed of a circulating airborne disease. Lack of inadequate safe water, lack of proper toilets, poor air quality and so on are all conditions in slums which makes the health of slum dwellers a cause for concern (Alon Ungar, 2007).

Insecure Residential Status: Lands on which most slums are situated do not belong to the slum dwellers which mean that these slum dwellers can be evicted by the government at any point in time rendering them homeless. In some countries, slum dweller's homes are demolished, which in time results in a lot of negative side effects. Alon Ungar, 2007 stated that "between 1991 and 1997, 1.5 million people were evicted from central areas of Shanghai and Beijing, respectively."

Inadequate Access to basic amenities and infrastructure: Most slum-dwellers being excluded from basic provisions like good water,

proper drainages and sewers, electricity, and in some cases education, security, etc. is a known fact and the lack of the basic needs affects all aspects of an individual's life. Lack of proper street lights makes women and girls vulnerable to sexual assault, due to inadequate toilets; their environment is constantly contaminated therefore resulting in a lot of health problems. Slum dwellers remain potential victims of homicide because they are excluded from the benefits of formal policing.

There are many other challenges faced by slum dwellers and the impact of these factors on nations with a high population of slum dwellers. Taking a good look at these challenges and effects of slum negligence beyond all doubt necessitates making reformation of slums a priority.

4. Possible reformation strategies

Over time, some strategies have been put in place to either control slum population growth or upgrade slums. These strategies have in some slums proven effective but, in some others, have been unsuccessful due to various factors, for example, poor administration or inadequate funding, as a case study.

4.1. Proposed Slum Reformation Strategy

The Millennium Development Goal can only be achieved by deliberate and conscious strategies, planning, and implementation of government policies to re-engineer the environmental condition, economic base, physical fabric, and social structure of the potential or existed slum settlements. The major slum challenge is substantial in term of the people to household relationship. Therefore, the restructuring of the slum settlement using comprehensive government policies on a scale with strategic planning and implementation of durable, sustainable, orderly arrangement of slum housings is very paramount. The prefabricated modular housings are suitable for the slum settlement upgrade.

Modular homes are sectional prefabricated units of living spaces which have been completely constructed and are just installed on the sites. The proposed modular homes can be built in the simplest form of a basic home and with the most cost-effective, durable, and sustainable materials.

Advantages of cheap modular homes

- As mentioned in earlier parts of this paper, the lands on which most slums are situated do not belong to slum dwellers, therefore there is always a risk of eviction and demolition, but in the case of this prefabricated

homes, they can be placed in a new location thereby preventing waste of building materials and loss of properties during demolition by the government agencies.

- Creating modular homes one at a time helps in defining a precise road network, which in a long run makes solving other problems easier such as sewers and drainage networking, better chances of each module to access better ventilation and sunlight.
- Prefabricated structures make it easier for plumbing systems to be created and installed, thereby solving the problem of unsafe drinking water, eliminates water borne diseases.
- Prefabricated structures make it easier for sanitation systems to be created and installed, thereby solving the problem of improper waste control.
- The prefabricated housings provide appropriate housing spacing within the slum, thereby solving the problem of congestion, insecurity and disorderliness in the slum settlement.
- The modular homes will improve the identity of the slum, thus reduce the crime rate, molestation, stigmatization, violence and other anti-social vices within the slum area.

5. Conclusions

The reformation of the slum is an issue if taken seriously with all hands-on deck, including investors, governing bodies and the slum dwellers themselves, slums will no longer be sites with more negative remarks than positive, instead slums will become properly planned communities with as much privileges as any other planned part of an urban city. The reformation of slums anywhere is not a project that can be concluded in a hurry, but with patience and commitment, we will all contribute to developing better communities and at large a better world.

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Conflict of interests

The author declares no conflict of interest.

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Tafilelt, the Neo Traditional Model of Ksour in Algeria: Assessment of the Multi-functionality of Urban Spaces

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ABSTRACT

The new ksar of Tafilelt situated in Ghardaia in southern Algeria has attracted a lot of interest in scientific work, being a « neo traditional » urban model that reproduces the principles of composition and spatial organization of the ksour in the pentapolis of Ghardaia. This ksar embodies the adaptation between tradition and modernity: it refers to the local setting of the ksourien space production, contribute to the valorization of these ancient centers that date back to the XIth century.

In parallel to the work of thesis undertaken on « the neo traditional models of reference in Algeria for the new cities », we ask the following questions according to the case of Tafilelt: Is this ksar really a model? Does it take the traditional model fully? Is this indeed a new city? In addition, speaking about the concept of multi-functionality. How to detect this integral reproduction in the urban spaces between the old and the new ksar?

This work will be an analytical reading of the spaces of this ksar according to the four concepts above, namely: the urban model of reference, the criteria of the new city, the criteria of the former ksour and the multi-use character of their spaces. We will try to apply the concept of multi-functionality on urban spaces in different scales to assess the multi-functionality of the ksar's spaces in a comparative approach between the old and the new ksour.

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1. Introduction

The M'zab Valley in Algeria contains the most ancient urban centers in the world. The Ibadite Muslims have built these fortified cities in the XI the century after running of the Rostumids from their original settlement in western Algeria (Marçais, 2004). They tried to get along with the hard climate in the Sahara and kept the ksar's houses for winter and the palm grove's houses for summer (Addad, 2012). The Mozabite built the ksour in the slope of the M'zab River to protect them from the floods. Each ksar has several entrances and surveillance towers, a

mosque in the top and a marketplace (Souk). The UNESCO listed them in the world heritage since 1982 (Bouali-Messahel, 2011).

Since the 1990s, the Algerian government constructed new ksour beyond the old cores for many reasons (Gueliane, 2014):

- Treat the crisis of housing due to the

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increasing number of population.

- Improve the conditions of the framework built.
- Protect the cultural and natural values of the tangible and intangible heritage of the Valley.
- Have access to housing to the average class of Mozabite.

These ksour have a modern spatial organization, different from the local typology in adaptation with the specific conditions in Ghardaia. The introduction of the modern lifestyle recently participates in a standard composition in new housing and the new built up areas seems to be similar in the north or the south of Algeria, which leads to a lack of the local identity in the architectural and the urban scale.

The local foundations or the Mozabite themselves, fighting the loss of their model of reference, tried to build new cities that embodies the adaptation between tradition and modernity. It is the case of Tafilelt, it reproduces the traditional urban model of ksour, this study attempts to assess the multifunctionality of spaces in the new ksar according to the traditional model.

The figure 1 is illustrated the structure of the study about the urban models in the M'zab Valley and its importance to preserve the local heritage of this ancestral region.

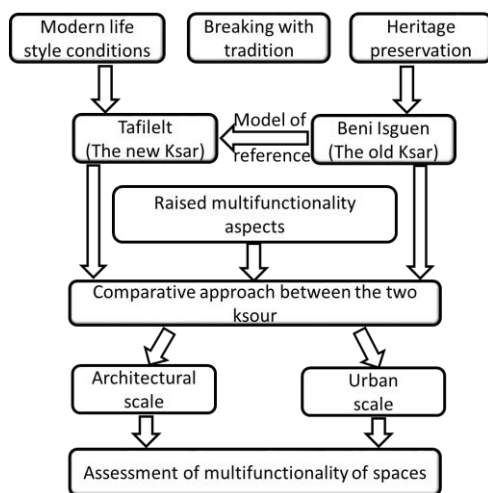


Figure 1. Structure of the Study (Developed by Author).

2. The Neo traditional urban model in Ghardaia (Algeria)

The first part of this study will attempt to present Beni Isguen as an urban model and Tafilelt as the modern adaptation of the fortified ancient city and will demonstrate that the former ksour were an urban model for the new ones.

Ghardaia is a well-known region in Algeria, since Marc Cote and André Ravéreau (2003) up to present, its ksour have fascinated many architects and planners who wrote on the M'zab and were inspired in their achievements. The M'zab is a Muslim community of the very conservative Ibadite Sect. They always have a tendency to build and go live in a new ksar if the former is no longer enough for the new population. The descendants of the same tribe will then build the extension of their own city. This community has since long respected a "sustainable" lifestyle: wise recycling of household waste, use of local building materials and economical use of space. These criteria have advanced the work on the multifunctionality because density and multi-use space go together. The pentapolis contains five former ksour: El Atteuf built in 1012, Melika in 1350, Bounoura in 1046, Beni Isguen in 1347 and Ghardaia in 1048 (OPVM, 2017). The Algerian Government named the entire city after the last one. Guerrara built in 1631 and Berriane in 1679 are located in a few kilometers from the pentapolis (Chabi, 2008). The new ksour are Tinemmirine in 1992 and Tafilelt in 1997 fully completed and Thaounza (2004), which are the extension of Beni Isguen. The ksar of loumed built in 1995 belongs to Melika, Tineaâm built in 2008 was annexed to Bounoura. Finally, the ksar of Hamrayat built in 1996; Agherm Ouazem in 2007 and Ayrem Babaousmail in 2008 were located outside the Valley, belonging to the municipality of El Atteuf (Gueliane, 2015).

2.1 The new ksar of Tafilelt

Tafilelt is a project initiated in 1997 by the "Amidou" Foundation, completed in 2011 on an area of 22.5 hectares, it contains with the 1050 housing units intended for Mozabite young couples, non-existing equipment in the former ksour: Gym, party hall, madrasa, cultural center and an ecological park (Gueliane, 2014). The mode of funding to build the houses is tripartite between the government, the foundation and the population. Therefore, Tafilelt is not a new town, the foundation didn't build it after a governmental decision and the laws, which regulate the new cities in Algeria, are not applied on this ksar. It is a purely an initiative from the foundation and the inhabitants. It is winner of the first prize of the "sustainable city" to the Conference of Parties (COP) 22 in Marrakech, Morocco in 2017. This ksar is the extension of the ksar of Beni Isguen. One of the objectives of Amidoul

Foundation in the project was the reinterpretation of the principles of urban planning in the local traditional housing (Addad, 2001b). The Intergenerational mix is also one of the element keys of the house design in Tafilelt, it can accommodate two to three generations (Addad, 2001a), we found after the distribution of the housing that the social mix is rather absent in this project (Gueliane, 2014).

2.2 The old ksar of Beni Isguen

Beni Isguen is the fourth fortified city in the M'zab Valley, known by its ancient mosque and its battlement of 2500 meter of length and three meter of higher including two principal surveillance towers: Boulilla and Badahmane (OPVM, 2017). Its population is characterized by quite strict behavior rules and morals (Bouali-Messahel, 2011).

Like the other ksour, Beni Isguen contains an important marketplace where the commercial transactions were organized weekly; it was one of the rare opportunities where Mozabite allow to strangers to come into the city. The commercial streets contain the daily activities (hairdresser, greengrocer and grocery store). The houses are the most important component of the ksar, closely positioned to avoid the winds, built in gradient in the slope of the valley from the bottom until the top where the mosque is symbolically situated. It constitutes one of the last traditional ksourien model built by the mozabite.

In his book "A city fulfills its Valley: Ghardaia" Marc Cote (2002) said that the ksar is a module that is reproducible, organized in trilogy between the river, the ksar (the winter's settlement) and the Palme grove, which is the summer's settlement where the presence of the freshness mitigates the heat of the Sahara. Each module is independent and limited. The extension of each former ksar by a new and the description of Marc Cote confirm that the M'zab Valley has well and truly, a reference model reproducible for its new cities.

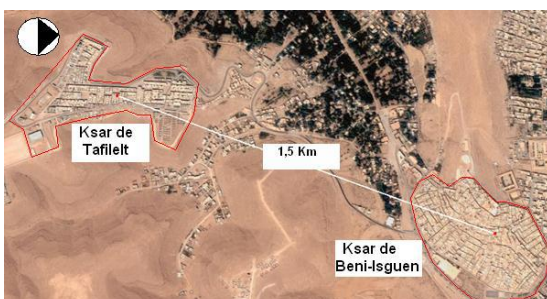


Figure 2: Situation of the two ksour with the distance between them. (Chabi, 2008)

According to Nora Gueliane, Tafilelt shares with Beni Isguen the same principles of planning to know: the compactness, templates, the prospect and the integration to the site. We are going in this work to take interest to the first principle of the "economical consumption of space" which logically generates the principle of multifunctionality of spaces. During the construction of Tafilelt, some urban problems have been resolved thanks to the traditional urban planning.

However, the constitution of the ksar of Tafilelt demonstrates that this new urban model aspires not only the protection, the enhancement and the sharing of the ksourien heritage; it also revisits these cultural values for an adaptation to a more modern life framework.



Figure 3: General view at Tafilelt at left and Beni Isguen at right (Author, 2017).

The table 1 attempts to compare between Beni Isguen and Tafilelt according to several elements both in architectural an urban scale. This information has been gathered during the visit to Ghardaia in December 2017 from documents provided by the architects who work in the OPVM (Office for the Promotion of the M'zab Valley, 2017). See table '1', in Appendix 'A', and this comparison provides us the following information:

- At an urban scale, Beni Isguen was a model of reference to Tafilelt in the site choice and implantation. The new settlement could protect the rare agricultural lands in the Valley from urban sprawl and because of the economic situation of its inhabitants, it has been yearly occupied and more appropriate for the modern lifestyle. It is also a way to guarantee a multifunctionality of land use. The urban landscape was respected because it refers to the model of reference and the ethics of Mozabite, the homogeneous height and colors of facades reflect equality between families.

- The main streets in Tafilelt are wider than in Beni Isguen. In fact, each household has a car in the ksar, the large dimensions of the streets guarantee a mechanical accessibility.
- There are many places in Tafilelt dispersed between the neighborhoods unlike Beni Isguen where a main place was the public space for all users.
- At an architectural scale, and thanks to the social cohesion between the Mozabite, Beni Isguen still a model of reference to Tafilelt with an adaptation to the modern lifestyle, the differences between Beni Isguen's houses and Tafilelt's houses are minimal (the existence of a garage and a yard in the new houses).
- The neotraditional house is more spacious and occupies the whole first floor; it also contains a laundry room in the terrace. At the end, we may conclude that Tafilelt is a neo traditional urban model of ksour in Algeria even if it is not a new town; this ksar could preserve the traditional model in either the architectural or the urban dimensions with a successful adaptation of the current life framework. It reproduces symbolically some elements in order to maintain the heritage conservation. This project has broken with the current Algerian policy of standard housing. Therefore, one of the ancient concepts that Tafilelt maintains is the diversity of its activities in a limited space. Inside the ksar, the inhabitants tried to project all their needs in order to create an urban diversity and a functional mix.

3 Assessment of multi-functionality between the ksour of Ghardaia

The second part of the study approaches the concept of multi-functionality in general and in the two ksour of Ghardaia in particular in order to assess this concept between the traditional and the neo traditional models.

Multifunctionality as a concept has several roots (Ghafouri, 2016): some authors consider it as an old architectural concept in urban areas by relating it to the ancient Greek or medieval constructions (Zeidler, 1985), others consider it as the ability of spaces to fulfill more than one function simultaneously (Grant, 2010).

The concept of the mixed and compact town appears with the "smart growth" in the United States at the beginning of the 1990s, it emphasizes on diversity of use and urban functions with the creation of a favorable environment for pedestrians. This concept had an echo in Europe and with a Dutch then a German evolution that it becomes the "urban

multifunctional land use MLU" or the concept of multifunctional use of urban space. It was inspired by the agriculture field where it was largely applied to increase the rural production (Dufour et al., 2007). It encourages a model of a compact city with diverse functions especially with a synergy between the proposed functions (De Groot, 2004). Recently, MLU inspires urbanists in sustainable urban planning because it breaks with the zoning design of the modern style, cause of the urban sprawl (Jacobs, 1961). This concept has also other benefits: reduces the need for new constructions, increases the density in urban areas and leads to more cities that are vital economically and socially (Batty et al., 2003).

The assessment of MLU in urban spaces uses the aspects below (Ghafouri, 2016):

- Space: which is the most important topic; the study area is a place, a street, a building, a house, a room, a terrace or even a sidewalk. It could be open or closed, public or private.
- Time: in architecture, an activity occurs in a time framework (Ghafouri, 2016): during the day or the night, during a week, a month, a season or all over the year.
- Function: a space could have various functions; we can distinguish different types of activities that occur in a space: necessary and functional, optional or social activities (Gehl, 2011).
- Users: the people that are occupying the space could be recognized according to their gender (men or women), or age (children, young or elderly person).
- Scale: Basically, there are three scales in urban studies: architectural scale (the building analysis), neighborhood scale and urban scale (at the level of a town or city).
- Legal status: it refers to who owns the concerned space; this could give us an idea about the importance, accessibility and flow of a space.

In fact, there is a close relationship between time, space and function to characterize the multifunctionality. For this reason, we will consider those three aspects in addition to users to assess MLU in the two cases. We already divide the study according to the scale and will mention, but not consider the legal status.

3.1 Multifunctionality in Beni Isguen

Like other ancient cores, Beni Isguen is compact with a mixed uses. This returns to the climatic conditions of Ghardaia in one hand and the principle of land economy in another

hand. The table 2 studies the aspects of multifunctionality in the old ksar in the most important and significant spaces. We will consider each type of space according to the degree of its multi-use:

- A functional space is considered with the sign (0) because it does not contribute to the multifunctionality of the ksar. However, it has a function, few users and one occupation time at a long period (week, month or season).
- A multifunctional space is considered with the sign (+) because it has more than one function, attracts different types of users who occupy it in different time a year.
- A mono functional space is considered with the sign (-), this kind of spaces have only one function intended for one kind of users and rarely occupied.

The study will not treat in an exhaustive manner the gradation of each degree of multifunctionality for the amenities of the presentation. The next table represents the different ksourien spaces with a description of their aspects. See table '2', Appendix 'A'.

3.2 Multifunctionality in Tafilelt

Tafilelt follows an orthogonal tracing, hierarchical wider ways with compactness due to the land economy. New equipment appears in the new ksar and the mosque always keeps the summit of the ksar.

The table 3 resumes the same aspects with the same considerations mentioned above in Tafilelt architectural and urban spaces. See table '3', in Appendix 'A'.

3.3. Results

This study shows that the logic behind the construction of the traditional cores is implied. A ksar is always a reflection of deep social, cultural and religious values. The intention to separate between the architectural and the urban scale was hard in this case because the traditional design thinks simultaneously the micro and the macro scale. It is a complex thought that users practice to build their settlement long time ago, different from the linear planning of towns nowadays.

Tafilelt respects integrally the traditional model and reflects perfectly the multifunctionality of its spaces mostly in the architectural scale using the same spaces: patio, terrace, reception rooms, and kitchen with the same traditional concept.

The neo traditional ksar has indeed mono functional spaces like the cultural center and

the madrasa who were included in the mosque in ancient times. The yard, the garage and the laundry room in the house have one function, previously, their activities were practiced in the patio.

Fortunately, in urban scale, Tafilelt was a multifunctional neo traditional model:

- The annual occupation densifies the ksar with multiuses and protects the palm grove from urban sprawl and consumption of agricultural lands.
- The reuse of symbolic elements like the surveillance towers also increase the multifunctional land use after their occasional use.
- The introduction of new equipment helps reach the intense land uses in a limited space (inside the ksar's limits) and an adaptation of the modern life (the ecological park, the gym for young and children).

4. Conclusions

This work tries to respond to the questions formulated previously, namely if the former ksour were urban models for the new and confirms the hypothesis, that Tafilelt is really a neo traditional model by its modern reinterpretation of the ksourien space.

In the first part of the work, we have demonstrated that Tafilelt is not a new city according to the Algerian regulations, but it takes Beni Isguen as an urban model of reference thanks to the social cohesion between the Mozabite who still respect their social and cultural heritage references. We have also been able to raise the criteria of multifunctionality of a space in the old centers.

In the second part, we checked the multifunctionality of spaces in the old and the new ksar in a comparative approach according to the raised and applied criteria of MLU in both architectural and urban scale.

These results showed that a neo traditional model could preserve the ancient advantages of the traditional model (the site choice, the implantation, the spatial organization in the traditional house, marketplaces and stores). It also develops some modern criteria and integrates them with the traditional advantages (the yard and garage in the house and the gym, cultural center and the ecological park, which is a leisure area and an opportunity to increase the agricultural land in addition to the palm grove)

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Conflict of interests

The authors declare no conflict of interest.

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Appendix 'A': Tables

Table 1. A comparison between the old and the new ksar of the Valley (Developed by the author).

Comparison Elements		Beni Isguen	Tafilet
U R B A N S C A L E	Site	Generally, a land with weak agricultural opportunity, the ksar is perfectly integrated into its site, a responsible implantation inside the Valley.	Amidoul also choose a land with weak agricultural opportunity, the ksar is perfectly integrated into its site, a responsible implantation outside the Valley.
	Occupation	Seasonal occupation, the house in the ksar is only occupied during the winter.	Annual occupation, the households have average incomes and thus occupy the house during all the year (permanent habitat).
	Battlement and towers (Defensive elements)	Of a simple form, unified for all ksour.	The simple form is respected for the battlement; a tower is built symbolically for the seat of the Amidoul foundation.
	Doors	Five doors including two principal ones: the eastern and the western.	A principal door is built to symbolize one of the elements of the ksar, which takes part in the preservation of the traditional urban frontage.
	Streets, alleys and dead ends	Have only one function, which is the service road and cannot be occupied by another function.	Hierarchical streets larger than the reference model streets to allow the mechanical access.
	Mosque	Located in the western part of the ksar at the highest level.	It occupies the eastern part is of the ksar.
	Market	On a week, the public place is the market of the ksar. Stranger traders can get into to sell their products.	On a week, the public place is the market of the ksar.
	Places	The only public place in the ksar is a marketplace and a men's gathering place.	Several hierarchical places in the whole ksar to promote the social mix.
	Wells	Several water points are located in the ksar for water supply.	The wells are only symbolic elements in the new ksar.
	Urban landscape	Must be homogeneous in the height of the constructions, the colors of the facades and terraces.	Must be homogeneous in the height of the constructions, the colors of the facades and terraces.
	stores and commercial streets	It is forbidden to open a store for noisy activities or an activity that may generate waste inside the ksar.	They are located in the parties giving on the streets and the marketplaces and are not allowed to be in the heart of the Ilot.
	funerary mosques	Near to the cemetery, it is destined for the dead's prayer.	Non-existent in the new ksar.
	Residential space (houses)	An organic form and are almost all similar.	A regular form with three variants (three, four or five rooms in the house).
	A R C H I T E C T U R A L S C A L E	The houses	Develop in two levels maximum and all their spaces are functional.
Entry		The entry creates an intermediary space for a separation between the inside and the outside, which may also be occupied in the summer because of its freshness.	A corridor communicates directly between the entry and the patio.
Distribution		The ground floor is the space the most used by women especially during the day, the rooms are organized around a central space in the middle of the house, which is open in the ceiling (patio). There is a room dedicated for the reception of women and relatives. The first floor is more reserved for the newlyweds where its parts are organized around a covered gallery and thus gives access to the terrace and has a room for the receipt of men and of foreigners. This room can also be located on the ground floor far from women's daily activities.	The ground floor distributes the spaces from the patio; we also find a court and a garage. The first floor is closed and completely occupied by the rooms and gives access to the terrace.
Building materials		Economical use of local materials (stone, palm wood and lime).	Introduction of the concrete and use of terracotta brick, lime, plaster and cement.
Terrace		The terrace must be horizontal any other form is prohibited. It also includes a corridor reserved for household tasks in winter.	An open terrace and includes a laundry.
Front and external openings	Must be similar and harmonious for all the ksar's houses, following a local typology.	They still belong to the public domain and must therefore be similar, harmonious and homogeneous. The openings are larger protected by moucharabiah.	

Table 2: The analysis of the multifunctionality in Beni Isguen according to their aspects.

Scale	Spaces	Time	Functions	Users	Consideration
URBAN SCALE	Ksar	Seasonal occupation (winter)	Necessary/Optional/Social functions	All types of users	(+)
	Battlement and towers (Defensive elements)	Occasional occupation (of surveillance)	Necessary function	Young men who volunteer to survey the ksar	(-)
	Streets, alleys and dead ends	All day except afternoon while the inhabitants of the ksar stay at home	Necessary function	All users/ Women use often the alleys and dead ends more than main streets	(-)
	Mosque	Permanent occupation	Necessary/Optional/Social functions	Generally men at different ages and children	(+)
	Market	Weekly occupation	Necessary/Optional/Social functions	Generally men at different ages and children	(+)
	Places	Occasional occupation	Optional/ Social functions	Men/children	(+)
	stores and commercial streets	Permanent occupation	Optional/ Social functions	All users	(0)
	funerary mosques	Occasional occupation	Social function	Men	(-)
	Residential space (houses)	Permanent occupation	Necessary/Optional/Social functions	All users	(+)
Architectural Scale	Rooms	At night	Optional function	All users	(0)
	Entry	Occasional occupation	Optional function	Women at different ages, men use it as a passage	(0)
	Patio	Daily occupation	Necessary/Optional/Social functions	Women generally	(+)
	Terrace	Permanent occupation	Necessary/Optional/Social functions	All users	(+)
	Kitchen	Daily occupation	Necessary function	Women only	(0)

Table 3: The analysis of the multifunctionality in Tafilet according to their aspects.

Scale	Spaces	Time	Functions	Users	Consideration
URBAN SCALE	Ksar	Annual occupation	Necessary/Optional/Social functions	All types of users	(+)
	Battlement and towers (The seat of the foundation)	Daily occupation	Symbolic/ optional functions	The foundation members	(+)
	Streets, alleys and dead ends	Permanent occupation	Necessary/Optional/Social functions	All types of users	(+)
	Mosque	Permanent occupation	Necessary/Optional/Social functions	Generally men at different ages and children	(+)
	Market	Weekly occupation	Necessary function	Generally men at different ages and children	(0)
	Places	Daily occupation	Optional/ Social functions	Men/children	(+)
	stores and commercial streets	Daily occupation	Necessary/Optional/Social functions	All types of users	(+)
	Residential space (houses)	Permanent occupation	Necessary/Optional/Social functions	All types of users	(+)
	Ecological park	Occasional occupation	Optional/ Social functions	All types of users	(+)
	Party hall	Occasional occupation	Optional/ Social functions	All types of users	(0)
	Gym	Occasional occupation	Optional/ Social functions	Young men and children	(0)
	Cultural center	Occasional occupation	Optional/ Social functions	Men at different ages and children	(0)
Architectural Scale	Rooms	At night	Optional function	All users	(0)
	Entry	Occasional occupation	Optional function	Men and women use it as a passage	(0)
	Patio	Daily occupation	Necessary/Optional/Social functions	Women generally	(+)
	Terrace	Permanent occupation	Necessary/Optional/Social functions	All users	(+)
	Kitchen	Daily occupation	Necessary function	Women only	(0)
	Garage	Occasional occupation	Optional function	All users	(0)
	Yard	Seasonal occupation	Optional function	All users	(-)



The Impact of Globalization on Cities

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ABSTRACT

A lot of cities nowadays are changing substantially due to the influence of globalization. The most significant impact of globalization is in cities, because the cities are becoming the rulers of the countries. In this process, a variety of urban developments on different platforms are awaiting cities. These developments are discussed on different dimensions. Here, the globalization process and the effects this process has on the understanding of city management, urban space and urban law are tried to be revealed. In sum, the effects of globalization on cities and the concept of world cities are forming. In the context of problems of globalization, the effects of globalization on economic, cultural, social, spatial and environmental values and understanding of management are examined. It was established that globalization also includes the increased movement of people, products, ideas, images, lifestyles, policies and capital and that it affects cities through local and global dynamics which in turn causes macro-urban and micro-urban changes. Conclusions were made that globalization tends to affect a lot of spatial, economic and social patterns which in turn affects cities but does not result in the same spatial patterns.

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Introduction

Globalization is one of the most dominating topics around the world and covers a lot of aspects which range from economics, politics, religion to social elements. The extent to which globalization has been influencing economic and social elements has been so significant that researchers like Brenner (1999) and Healey et al., (1997) consider it a global phenomenon just like its name implies.

Globalization consists of a lot of aspects and elements. Some of them tend to interfere and contrast with each other and therefore its meaning is always subject to a lot of different

definitions. Globalization can be defined as the continued increase in the movement of commodities, capital, images, identities and people through a global space (Jessop, 1998). A study by Amin and Thrift (1994), considers that globalization is not limited to the movement of physical things such as products and people but can also extends to include intangible things such as ideas. Thus, we can re-define globalization as the increased

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movement of lifestyles, policies, principles, ideologies, commodities and people through a global space. From this definition, we can note that globalization has a greater extent as it has been influencing a lot of aspects, most of them being social aspects such as lifestyles, culture, and images.

It is also important to note that the increase in globalization has been caused by two important things and these are technological and media developments. A lot of new and innovative technologies are now being introduced almost on an annual basis and they affect the way people communicate or share ideas (Taşan-Kok & Van Weese, 2007). In addition, the growth and development of social media channels now play an important role in people's lives as they cause huge changes in people's tastes and preferences.

Irrespective of the causes of globalization, there are a lot of ideas which consider globalization to pose huge effects on the society. For instance, an idea given by Ritzer (2003) showed that globalization has huge effects on social aspects, values, norms and beliefs as well as activities and processes that help to identify characters of people. With regards to this aspect, it can thus be noted that globalization tends to affect the way people stay. This can be supported by ideas obtained from a study by Jessop and Sum (2000), which highlighted that there is now a huge shift in the way people are staying especially those in the cities as a result of globalization. This idea shows that there is a strong connection between globalization patterns and cities in terms of structure, style, designs or development. This is because changes in lifestyles, culture, tastes and preferences resulting from globalization tend to affect the way cities are designed and developed. This idea can simply be expressed and extended to the cities that are being urbanized.

Meanwhile, efforts to study the impact of globalization will not be complete unless more effort is devoted to studying how it affects cities. This is also because of ideas which have been given that showed globalization does not only affect economic elements but also causes a change in culture, lifestyle, opinions, beliefs, ideas, tastes and preferences (Johnston et al., 2003). Hence, we can expect that people's perception towards modern western architectural building designs to change as well as their desire to stay in the cities. More so, it was noted that there is a change in the way cities are being managed as a result of an influx of new ideas through globalization. With

all these ideas in mind, we can see that there is a greater need to examine the effects of globalization on cities. This paper, therefore, seeks to examine the effects of globalization on cities.

The Concept of Globalization and Urban Geography

As noted from the above explanations, globalization has a strong influence on urban geography and effort was once placed by the Urban Regional Research Centre Utrecht to examine the effects and scope of globalization (Jessop & Sum, 2000). The findings showed that ideas about globalization have been limited in terms of scope and that both its effects and scope are diverse and affect a lot of things such as urban development. This was further supported by ideas established in a study by Tuna Taşan-Kok which highlighted that the effects of globalization are not homogenized and have a lot of effects on spatial patterns on the periphery of both developed and developing economies (Healey, et al., 1997). This, however, led to two important questions being raised, that is,

- What is globalization?
- How does globalization affect local specialties such as cities?

From these two questions, additional information and ideas were obtained which showed that globalization itself is always changing and that it poses effects on economic activities in cities. Hence, it can be questioned from these ideas;

- Whether globalization affects spatial, economic and social patterns?
- If all the places that are experiencing globalization have the same spatial, economic and social patterns?
- To what extent can we regard spatial changes in cities as globalization?
- Whether certain urban changes can be linked to globalization or not and if so how?

Observations were made that all globalizing cities are increasingly becoming similar (Hubbard & Hall, 1998). Whether the new city features are more important than the old age city features or not, it all depends on how people are viewing the newly globalized cities. Some of these aspects were narrowly covered and outlined in the Journal of Housing and the Built Environment in which it is highlighted that there is a relationship that exists between urban systems, local development and globalization (Bryson, et al., 1999). As a result, globalization was presumed as causing positive changes in urban systems and local development.

However, the extent to which globalization affects local urban systems and local development tend to differ with the way and

manner to which global and local aspects of globalization are being handled or

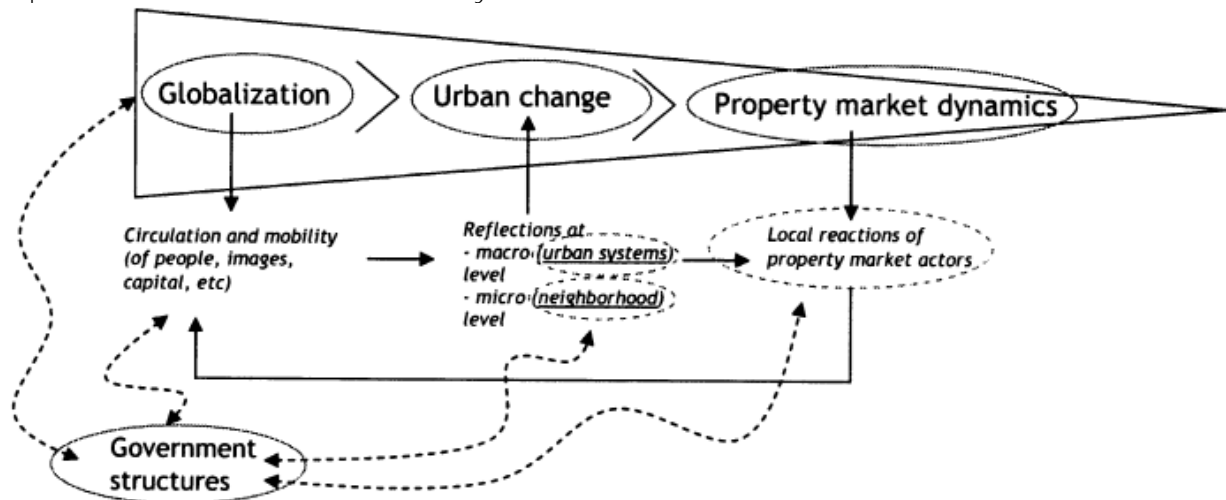


Figure 1. Conceptual aspects of globalization, urban change and property market dynamics

approached. This implies that globalization has its own different global effects and the way in which the local environment or people respond to globalization also influences urban systems and local developments going to change. Which implies that the greater the level and extent to which the global economy is globalizing will also have a significant influence on how other cities will be affected or will globalize. On the other hand, the more responsive the local people are to globalization, the greater the level of changes that will be seen in terms of urban systems and local development. As a result, this paper can, therefore, raise the following questions;

- What is really globalization and how does it affect cities?
- How do local and global forces contribute to urban change?
- To what extent do global processes affect neighborhood development?
- Why do cities that are part of regional systems still dependent on other cities when globalization can make them less dependent?
- How changes in global capital movements affect the real estate and property sector and in turn cause changes in cities?
- How can urban management be modeled to account or cater for the globalization of cities?

The above questions can somehow be grouped into four elements and the obtained elements are illustrated in a diagrammatical form as shown in figure 1. It can be noted that the effects of globalization will initially commence on a global scale then extend to the lower level. They also see changes starting

from the urban systems rising to affect the urban systems which in turn affect cities at the neighborhood level. It is at the neighborhood level that we find property market dynamics.

The figure above reflects globalization is a multi-faceted element which affects a lot of aspects. As noted, it affects the mobility and circulation of capital, images, products and people and this, in turn, causes urban change as it begins to reflect the micro-urban change and macro-urban change. There are also changes in governmental structures that occur as a result of globalization. Once governmental structures begin to change, urban changes both macro and micro, as well as changes in property market dynamics will be inevitable. Changes in property market dynamics usually cause a change in reaction by property market actors.

There are however ideas which go against some of the implications made by figure 1 and such ideas also agree that globalization tends to affects a lot of spatial, economic and social patterns, but they tend to disagree on the idea that globalization does not result in the same spatial patterns.

Efforts to examine how globalization affects cities can also be analyzed using the interaction of local and global dynamics as shown in figure 2.

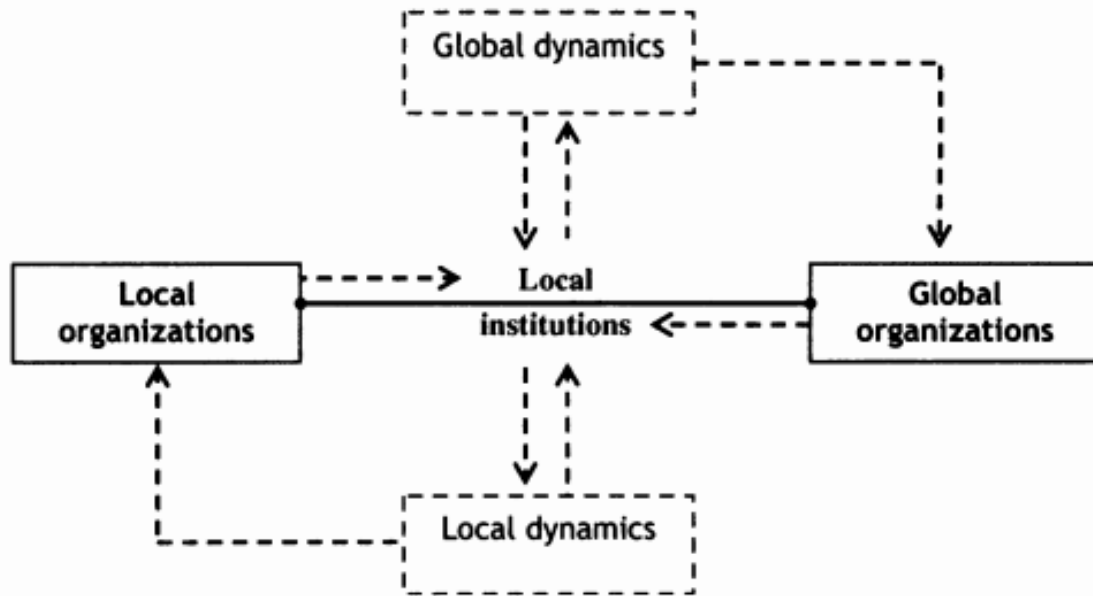


Figure 2. The influence of the interaction between local and global dynamics of globalization on cities. Source: Taşan-Kok and Van weep (2007). Global-local interaction and its impact on cities.

Figure 2 denotes that both local and global dynamics interact to cause changes in local institutions. The same applies to local and global organizations, they all pose effects on local institutions and it is through changes in local institutions that changes in cities will begin to take place.

What is being globalized?

Different ideas can also be given on what is being globalized. There are studies which show that globalization does not globalize anything (Jessop & Sum, 2000; Johnston et al., 2003). Yet, on the other hand, it can be noted that globalization affects almost anything be it retailing or consumption (Jessop, 1998). This can be supported by ideas established by Ritzer (2003) which suggests that globalization has initiated almost similar patterns of consumption with an increase in the creation of non-places. As a result, there is an increase in the number of entertainment centers, office parks, shopping centers that are being created as a result of globalization. However, the ability of other people in other cities to follow the same patterns does not mean that a standard or measurement or an idea that the effects of globalization are the same but rather serve as an inspiration for spatial development. Though cities may also take or assume the same architectural style, design, scale and function, it still remains the same that globalization is not causing the same effects across the globe or on cities (Johnston et al., 2003).

Urban change: Global and Local Forces

Global forces tend to have an impact on urban areas and such impacts are due to the following reasons;

Economic globalization causes cities to look more beautiful as capital funds are moved from one nation to the other especially from advanced cities to urban areas that may possibly be lacking in terms of development (Ritzer, 2003).

Increases in global competitiveness which is causing cities to seek new regulatory frameworks so as to provide support to non-market, neo-liberal and entrepreneurial market regimes (Taşan-Kok & Van Weesep, 2007).

Cities are a form or representation of a legal system and their administrators tend to adopt social, political, economic, and local conditions. This is because urban development tends to assume of following certain patterns and hence making it difficult to have a model of a globalized city (Taşan-Kok & Van Weesep, 2007).

Cities are always in competition for international funds and efforts to lure more funds than other cities will be reflected on how they react and position developmental activities so as to gain a competitive advantage over other cities (Jessop, 1998).

However, globalization is said to increase the subjugation of localities (cities or regions) to global forces (Amin & Thrift, 1994).

Urban Systems within The Global Network of Cities

When it comes to the idea of globalization, considerations can be made that cities can benefit positively from globalization. This is because cities can attain better positions in the world by boosting the competitive edge. This is also as a result of the idea that economic, political and social strategies adopted and implemented by urban governance do not only cause a change in economic performance but also result in additional economic development (Ritzer, 2003). Efforts to ensure that cities remain competitive require that cities possess sound and effective decision makers, organizations and actors. This is because the main emphasis is to get more global capital. As a result, municipal authorities will engage in activities that will see cities being developed especially to levels and standards where they can; lure more global funds (Taşan-Kok & Van Weese, 2007). Such can also be a reflection of the effects of globalization which may also cause cities to become a global network of each other.

Globalization and property markets

It is also important to note that there exists a relationship between globalization and property markets. This can be illustrated using ideas given by Ritzer (2003), which contend that globalization results in globalized cities which have features of cities as being financial centers and huge bearing of an urban economy. Such is possible when barriers that limit capital movement have been removed hence creating a new urban space and place for consuming, servicing, producing, working and dwelling. More investors who are in need of potential investment vehicles often turn to the property market for investment (Taşan-Kok & Van Weese, 2007). Such can have a huge impact on cities especially when investors from globalized nations begin to plough more funds into cities that are not globalized and developed.

Conclusions

Based on the established ideas conclusions can, therefore, be made that globalization tends to affect cities and its effects on cities is in a number of different forms. This follows ideas which have also been given which showed that globalization does not only affect economic elements but also causes a change in culture, lifestyle, opinions, beliefs, ideas, tastes and preferences. Conclusions can also be made that globalization tends to affect a

lot of spatial, economic and social patterns which in turn affect cities. Conclusions can also be made that though globalization affects cities, it, however, does not result in the same spatial patterns. Conclusions can be made in respect of the established questions that;

Globalization is the continued increased in the movement of people, products, ideas, images, lifestyles, policies and capital and that it affects cities through local and global dynamics which in turn causes macro-urban and micro-urban changes.

Changes in local and global forces contribute to urban change through the effects they pose on local institutions which in turn causes macro and micro urban changes.

Cities that are part of regional systems can still be dependent on other cities when globalization can make them less dependent because they are part of a network of cities which relies on other cities for products, services, ideas etc.

Changes in global capital movements affect the real estate and property sector and in turn, cause changes in cities as investors will be looking for investment vehicles which they can use to make investments. The notable investment vehicle being the property market.

Policy implications

There is greater need to take advantage of globalization especially in terms of people, products, ideas, culture and capital to positively design and develop cities in a way that will enhance people's standard of living and quality of lifestyle.

Domestic or local planning authorities and architects are strongly encouraged to adopt international standards in the day so as to come with developments and designs that are of international standard and quality.

Cities or urban administrators must have good management of public resources so that they be entrusted with huge global capital funds.

Better management of cities is needed so as to put an effective use of funds towards the development of cities.

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Conflict of interests

The author declares no conflict of interest.

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The Coordination of Actors in Urban Regeneration Projects: Fikirtepe, Istanbul, Turkey

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ABSTRACT

It is necessary for urban regeneration projects to be carried out successfully in coordination with other actors. During the process of realising regeneration, many actors and strategically-given decision plays a crucial role. The ways how actors/factors are involved in the process, the relationships founded among them and investigating the methods followed during the process constitute the content of this study. The purpose of this study is to develop an approach with regard to the coordination established between actors/factors participated during the regeneration process. This study covers the regeneration activities realised in Fikirtepe and its surrounding area, and it aims to solve the relationships among the actors during the time of planning and applications by using semi-structured technique, one of the qualitative research methods, and detailed interviews. Thanks to the data gained from the detailed interviews effectiveness of the actors has been determined. By the help of the findings obtained from Fikirtepe region, the relationships and coordination among the actors has been revealed and a new approach has been created (and suggested) concerning the effectiveness and coordination.

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1. Introduction

The concept of urban transformation have emerged with the interventions made to regenerate the areas that had collapsed both in social and economic terms. These interventions were generally in the form of implementation of projects that will contribute to the economic development of the city in housing zones, old vacant ports and industrial zones where the population decline was observed or where low income groups live under poor economical and physical conditions (Ataöv and Osmay, 2007).

In our country, the issue of urban transformation has become one of the most discussed and disputed topic with the problems of urbanization and settlement that became more visible specifically following the catastrophes in 1999 Marmara and Düzce earthquakes. (Kalağan and Çiftçi, 2012).

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When we take a look at the path of transformation in Turkey and legislative regulations made in parallel with this we see that urban transformation is defined as 'regeneration' but with the applications seen in time, the concept varied within itself and gained new dimensions. In order to have successful outcomes in urban transformation projects, it is necessary to carry out the transformation in a coordinated manner with all stakeholders. Multiple actors from local government to centralized management, and strategic decisions have a role in the transformation process. The approaches that these actors bring in throughout the urban transformation process, their relations and partnerships are the topics explored in this study.

To analyze the relations of the actors in planning and implementation processes of the urban transformation projects carried out in the study area, Fikirtepe neighborhood and its vicinity, in-depth interviews were made using one of the qualitative research methods, the semi-structured interview technique. Multi-actor structure of the transformation projects in and around Fikirtepe makes it possible to determine urban transformation actors and the way actors are included in the process and to map the relations of these actors.

2. Literature Review

2.1. Definition and Scope of Urban Transformation

Urban transformation is defined as comprehensive vision and action which leads to the resolution of urban problems and which seeks to bring about a lasting improvement in economic, physical, social and environmental conditions of an area that has been subject to change (Roberts and Sykes 2000). Urban area that undergoes a change may be a historical settlement, an industrial zone that lost its function or a housing zone with a lot of social and location related problems. The process that involves interventions made to economically, socially and physically resolve the problems of the region is generally referred to as "urban transformation". An urban transformation project should be based on detailed analysis of urban area's condition and effort should be made to reach an agreement with best possible engagement and cooperation of all related stakeholders in regeneration of the area (Roberts and Sykes 2000). In its UK experience, Turok (2005) associates urban transformation concept with three basic attributes.

1. It's objective is to change the nature of an area (space) and to involve the residents of the area and the other actors who have a say in the future of that area.

2. It covers various objectives and activities that intersects with basic functional responsibilities of the state depending on specific problems and potential of the area.

3. Special corporate structure of this partnership may change however it includes a structure that generally works among different stakeholders.

Urban transformation practices now have a multi-actor structure different than the previous years. It is a multi-dimensional action process where a wide range of actors act together, rather than the applications involving only the public or private sector. The three basic elements referred above can be listed as engagement, roles and responsibilities of the public and partnerships.

2.2. Actors, Associations And Engagements In The Urban Transformation

Main actors involved in the urban transformation process are the public sector (centralized and local government), private sector, local residents, voluntary sector and other relevant groups (Turok 2005, Mccarthy 2005). The members of the parties of the urban transformation projects, their qualities, quantities may vary according to the quality of the transformation project, the objectives, spatial scale (approach for districts or the entire city) and may shape according to the purpose of transformation and other conditions (Turok, 2005). The term "partnership" that emerged according to the agreement reached as the result of political interests in UK draws the conclusion that a closer bond between the public and private sector and direct engagement of the local communities are required (Mccarthy, 2005).

Basically four main reasons stand out in response to the question why partnerships are required: first of all a multi-actor partnership is able to cover all aspects of the problem. This will help an efficient and fair distribution of the funding where all sectors are engaged, which makes it the second reason of the partnership approach. And third of all, vertical and horizontal engagement of all actors and organizations results with coordination of activities, funds and efforts planned for the same purpose. The fourth reason is to ensure, contrary to the top-to-bottom centralization approach, the engagement of the local community with a more extensive role, since it

is the most affected party from the transformation. Partnerships made in the urban transformation with engagement of actors and large-scale engagement of actors that work in coordination, in an integrated way, by creating financial resources and versatile strategies in order to resolve the multi-dimensional and complex structure of urban problems play an important role in urban transformation efforts. The partnership is formed with both the organizational structure and the structure created to set policies and the actors that enable achieving the common targets. Based on this, to begin with it is necessary to define the roles of the actors that stand out in urban transformation processes (Beswick, 2001).

1) Public sector; in the transformation efforts, there is a strong public sector engagement that is managed by relevant public institutions. It is composed of local authorities (generally the representatives of various units), economic development institutions, university and colleges, representatives of regional and national administrations depending on the targets set. (Turok, 2005). Beswick (2001). Beswick suggest that the public sector, which we can define as the fundamental actor of the urban transformation process, generally leads the urban transformation projects with its supervisory and regulatory role in this partnership process. Another important function of the public sector is its ability to minimize the private sector risks by making the spatial planning of the area and generating information about political requirements in the area (Mccarthy, 2005). It is one of the most important qualities that enable the private sector to be part of the transformation process. (Özden, 2008).

2) The most important quality of the private sector and what sets it apart from the public sector is its fast operation power, design skills and professionalism, which improves the quality of urban transformation. Private sector looking for attractive opportunities to undertake urban transformation activities, usually pays attention to the physical and economic aspects of the transformation work to be carried out. The biggest contribution of private sector to urban transformation efforts is about resources and areas of expertise.

3) Local actors are individuals like residents in the area who will be directly affected from the project, members of social groups and large landowners. Turok (2005) stated that local engagement may be easier in urban transformation projects with a social aspect. In

order to have a long-term transformation, the residents who live in the area must own the process and engagement of the local community must be ensured in order to win trust of the resident of the area.

4) Voluntary agencies are extensive in content and functional terms, and they are formed of civil society structures who play the role of independently handling the non-profit organizations, voluntary organizations like foundations and groups that provide funds to the society and various issues of the community and enlighten the public. (Turok, 2005).

Efficient urban transformation should be based on engagement and cooperation of numerous actors and stakeholders including local municipalities, states, national governments, landowners, investors and corporations and organizations at all levels. The idea behind the partnership is that it gathers together different actors and participants in the urban transformation process in order to create a synergic effect. In its widest sense, a partnership can be defined as a coalition of interest regulated officially, which includes actors from different sectors (public and private) and which creates a common policy and common agenda and action plan (Lang 2005).

As urban problems have a multi-dimensional and complex nature, it may help coordinating partnership activities and exceeding beyond boundaries of traditional policies (Roberts and Sykes 2000). Partnerships for urban regeneration are based on risk sharing by transferring the liability of the public sector to private sector (Davies 2004). In the urban transformation process, mainly three types of public-private sector partnership interventions are cited (Split, 2005):

Public sector managed leadership model: This model is composed of political actors and planning experts in the government and local governments. It is the model where the most authoritarian interventions take place in the urban transformation process both in operational and spatial terms.

In the public sector managed leadership model, basically the public sector provides regulative scope in the decision process, develops corporate/legal frames regarding incentives and restrictions and this way the public interest is maximized. (Alp, 2012)

It is the type of cooperation formed generally by the centralized government and local municipality, and sometimes by more than one municipality. In this model, municipalities act as entrepreneurs in regards to land services.

Private sector does not have a very extensive role in this partnership structure it only carries out some construction works on contractual and commission basis. In short, municipalities have the total control and power in this process (Split, 2004).

Public-private sector partnership model: Public-private sector partnerships have emerged as a partnership model that followed the privatization policies in 1980s and found itself an execution area very rapidly. The objective of this application is to meet the housing needs by making use of public lands and taking advantage of the private sector experiences. Public private sector partnership model is composed of actors from both sectors and semi-public representatives. It is considered as the most efficient, productive and balanced partnership model in the urban transformation process. In this type of partnership model, actors form sector-based partnership coalitions and develop regeneration strategies specific to the process. In this type of partnership models, actors form sector-based partnership coalitions and develop required regeneration strategies (Alp, 2012).

General characteristic of this type of partnership model may be defined as having the strong financial means of the private sector and the efficient function of public sector, which is guidance and regulation (as required). What sets this type of partnership apart from the others is that the cooperation with private sector continues not only on the construction phase but also throughout the operation phase and a construction and operational partnership is formed with the private sector (Split, 2004).

Private sector-managed leadership model; are composed of investors in private sector, land owners and/or semi-public representatives. This model is dissimilar to all other models in the urban transformation project as the most liberal type of strategies both on operational and spatial level are developed with this model (Alp, 2012).

3. Case Study

When we analyze the development of urbanization movements in Turkey, we may divide it into two periods: before and after 1950. Country's urban population that demonstrated a very slow increase until 1950 (with its own dynamics) has entered a stage of very rapid increase after this date as the result of the immigration to the cities arising from the

structural transformations in the rural areas (Isik, 2005).

In Turkey, partnerships made with private sector are mostly seen in areas where the land value is high. Today, metropolitan cities where the real estate market is highly active have become the center of attraction for investors. Transformation projects carried out at areas where the land value is high, appear before us as projects that are self-financing and that can generate profit with the development rights and functions of use that are changing.

It is seen that organization among actor groups and form of relations develop and become different within the scope of unforeseen problems. Public sector that is much superior in legal terms due to the powers it possesses, requires the experience of the private sector in issues like workforce and organization and two sectors complement one another and speed up the projects. However planning and managing this relation accurately is the most important criteria for successful completion of a transformation project.

Urban transformation model organized by Ministry of Environment and Urbanization at Fikirtepe and its vicinity reveals out that the partnership structure between the private and public sector has not been fully developed yet, the project process was not planned accurately with decisions reached throughout the process, and the parties continue to find the accurate execution by trying to understand the problems encountered in implementation and reaching new decisions. Urban transformation project for Fikirtepe and its vicinity is analyzed by breaking it down to stages in order to understand which roles the public, private, and civil sector and local community actors should play in which stages of an urban transformation project.

3.1 Site

Fikirtepe is located at Anatolian side of Istanbul, at the center of Kadikoy country, at the point of intersection of Bosphorus Bridge and D-100 highway and is very close to TEM access roads. Also it is easily accessible with public transportation. Despite its central position, we can say that it is a shanty settlement made up of unplanned structures deviating from public housing laws, its population is high, level of income and life quality is low and it is deprived of municipal services. Buildings are generally old, two and three story buildings without construction permit. Project site is defined as special project site under 1/5000 master plan

and is declared as an urban transformation site by the Istanbul Metropolitan Municipality.



Figure 1: The location of Fikirtepe in Istanbul

Fikirtepe, elected as the study site was used as a picnic area until 1950s and after that unplanned urbanization occurred due to immigration after 1950s and in 1970s, the number of this unplanned structures increased and due to expansion of the city, the area is no in a central location and became a topic on the agenda of urban transformation process. This project has a special spot among transformation projects being carried out in Istanbul both due to its scale and the new transformation approach envisaged.

Fikirtepe area is composed of 60 city blocks. Each one of these blocks with an approximate area of 20 decaire have 100-120 parcels and houses 300-400 households. With the new master plan, the structures in the form of city blocks are granted the right to use 100% additional floor area ratio, and the objective was to follow a gradual construction system and to turn the ownerships formed of very small

parts into ownerships with larger parts. The plan allows individual settlements as well. However the main approach of the plan is to realize structural regeneration and transformation in line with granting extensive development rights by expanding the parcels.

It is believed that when development rights are granted to larger parcels, title holders will start to merge and eventually a structural transformation will start. As the new master plan grants the structures in the form of city blocks, the right to use 100% additional floor area ratio, a lot of construction companies tried to make agreements with the local community on flat for land basis and tried to collect parcels to form a city block. Construction companies that made an agreement with the land owners on flat for land basis, are giving the land owners flats under the new project according to square meter of their lands, and the companies also cover their rental fees until the end of the project and pay their moving in costs.



Figure 2: Current Structure in Fikirtepe



Figure 3: The Structure in Fikirtepe following transformation

Fikirtepe and its vicinity is explored in 3 phases in terms of efficiency of the actors in the

transformation process:

Table 1: Fikirtepe Urban Transformation Process

Fikirtepe Urban Transformation Process	Stage	Actors
22.02.2011 Implementary Development Plan	1st Stage 2011-2013	Isyanbul Metropolitan Municipality- Kadiköy Municipality
28.02.2013 Cancellation Of Plan	2nd 2013-2016	Stage Ministry Of Environment And Urbanization- Istanbul Metropolitan Municipality
28.12.2016 Plan Note Amendment	3rd 2016-2018	Stage Ministry Of Environment And Urbanization

1. Stage: 2011-2013; The period from the time the transformation process was initiated by Istanbul Metropolitan Municipality with the cooperation of Kadikoy Municipality until the Ministry of Environment and Urbanization declared the area as risky in 2013,

2. Stage: 2013-2016; The period until Ministry of Environment and Urbanization has been authorized as the sole authority of the new process that was initiated by Istanbul Metropolitan Municipality and Ministry of Environment and Urbanization, the public authorities for the area that had been declared as risky,

3. Stage: 2016-2018; The new process initiated with the partnership of Ministry of Environment and Urbanization and Kiptas and Ilbank;

4. Methodology

In this study, in order to accomplish the objectives of the study, semi-structured face-to-face interviews were made with the actors playing a role in the urban transformation process at Fikirtepe and its vicinity. Separate forms were issued depending on the participants and actor groups interviewed. Semi-structured in-depth interviews were made with the actors at determined stages and questions and answer method is used in the process.

In this study, as the determinative feature of the qualitative researches is to discover the perspectives of the persons interviewed with, in order to explain the process that took place in the area and to understand the actors and relations, semi-structured interview technique composed of open and closed end questions was used as the data collection method. Accordingly stages and actors were determined. Afterwards in-depth interviews were analyzed with the help of these stages and titles.

To begin with, documentations regarding Fikirtepe Urban Transformation project were examined in-depth by taking into consideration the roles, responsibilities and perspectives of various stakeholders. Then in order to analyze the approach of the stakeholders to the partnerships and the transformation process, from the perspective of engagement, interviews that were semi-structured as 3 stages were made from 2016 to 2018 with 45 actors who were directly or indirectly involved in the project.

The interview questions were envisaged to underline any challenges that had been encountered to date, to discuss the ways to resolve these and to examine the strategies for facilitating engagement and partnerships of the private and public sector.

5. Findings

Different options of implementation for the transformation envisaged under Fikirtepe Implementary Development Plan and project implementation methods that require arrangements like increase of floor area ratio depending on parcel combinations etc. had caused the implementation process of the plan to differ from the implementation processes that were carried out until then. Many title holders in the area preferred to unite their parcels with the other title holders, instead of acting individually, in order to benefit from the highest floor area ratio granted to city blocks under the plan.

5.1 First Stage

Within the scope of the study regarding the transformation process, 1st stage starts upon approval of the 1/1000 scale plan by Istanbul Metropolitan Municipality in 2011. As the actor that started the Urban Transformation Process, IBB followed the strategy of monitoring the

process rather than being involved in the process. At the beginning IBB had the authority to make the planning required to resolve the problems in the area but later it refrained from being part of the implementation process. At that stage, Istanbul Metropolitan Municipality who was the only authority under the plan, did not take part in the process and land acquisitions were made based on the contracts made between the title holders and investors.

The people interviewed stated that major challenges were experienced at this stage as the floor area ratio determined was high and as the agreements were being made between the title holders and the contractors, and they said "contractors should be inspecting the process, the local community incurs loss as the awareness raising was insufficient and that most people had to sell their land share due to extension of time,,."

In the settlement process, the content of the contract concluded between the title holders and companies was configured entirely in line with their demands and no public institution had any control or guidance at this stage. Interviewed person with code YH1 mentioned that contracts were not sufficient, and the one with code GK3 stated "we do not trust the investors,,."

1st stage is carried out under the supervision of the Metropolitan and Kadikoy Municipalities, with the title of authorized institutions, and the stage ends after the plan for the process is cancelled and Ministry of Environment and Urbanization is authorized within the scope of the law no. 6306 on transformation of areas under Disaster Risk. 1st stage is mostly the period when first impressions about the transformation process in the area starts to shape.

5.2 Second Stage

2nd stage is in fact an important first step taken to find solutions for the challenges encountered with the plan in the 1st stage. First of all, there was a requirement at the beginning to have approval of 100% of the title holders for applications to be made on city block basis which lead to substantial problems and later with law no. 6306, 2/3 majority was considered acceptable, which paved the way for these applications. At the Preliminary Project and building permit stages, both municipalities (IBB and Kadiköy Municipality) were authorized, the time of approval processes extended, so the Ministry of

Environment and Urbanization started to manage the process as the sole actor at the beginning. Then the plan was amended and the Ministry shared this authority with Metropolitan Municipality. Due to problems like urban and social reinforcement areas not being sufficient, sustainability of reinforcement areas not being maintained as spatial distribution of reinforcement areas to be acquired from the areas to be assigned to the public, is not configured with a holistic approach, and the administration to whom the reinforcement areas will be assigned to not being clear, it was decided to increase the ratio of the reinforcement area to be assigned to the public from 20% to 25% and to assign these areas to the treasury.

Interviewed person with code CSB1 states the following "the ministry was involved in the project process in order to clear the way for the process that faced a bottleneck ,, ; interviewed person with code CSB3 says "the main target is to expedite and facilitate the process ,,";

The Ministry holds the authority for the amendment of the plan and building permits and has granted the authority to approve the project to Istanbul Metropolitan Municipality. As officially Kadiköy Municipality is no longer part of the transformation works. Another important step taken to expedite the agreements was the Urgent Expropriation Decree enforced by the Ministry. This way the state would have the authority for expropriation in respect of the city blocks on which an agreement could not be reached and the process will progress more rapidly. However the expropriation process lasted much longer than estimated so shortly after it was decided to annul the decree for expropriation.

Another important development in the process, in respect of organization among the actors, was the formation of Fikirtepe Platform by 17 members of Fikirtepe Urban Transformation Association that continue their Urban Transformation studies in Fikirtepe, with the purpose of ensuring secure and regular housing in the area. Platform Member with code ÖS1 states his opinion;

"Urban transformation at Fikirtepe gained outstanding speed with the support of Ministry of Environment and Urbanization".

One of the most important problems in this process was the lack of a reconciliation platform where actors could meet. That's why contractors' platform has become very efficient in determining the common problems

of the private sector and communicating the problems to relevant authorities.

IBB and Ministry of Environment and Urbanization acted unofficially as problem resolution units. Title holders and contractors participated in meetings at Metropolitan Municipality and Ministry premises from time to time in order to both explain their problems and to reach a consensus.

Another important development in terms of expediting the process was the omnibus bill enacted in 2016. By including the provision permitting sales on city block basis, urgent expropriation cases were dropped and share sales started.

Companies informed the Ministry of Environment and Urbanization about the agreement ratio in the city blocks they are interested in and the Ministry evaluates whether these city blocks are subject to sale. In case an agreement of 2/3 is reached, the rights of the remaining 1/3 is sold to the other residents of the city block. This omnibus bill paved the way for permitting sale of the rights of 1/3rd of the title holders, which was an important development that expedited the process.

However since city block based agreements took long and evacuations on area basis were made and as the contractors had to pay rent for a long term as public institutions could not reach a settlement among themselves which caused delay of required documents, they faced financial difficulties. At this stage some companies declared bankruptcy and tried to reach settlements with foreign partners. At this point it was highlighted that as a right granted under the law *“rent fees should be paid by the public,,”*

5.3 Third Stage

One of the most important phase of urban transformation process of Fikirtepe and its vicinity is the addition of the decision *“preliminary project approval will be cancelled and implementation will be done only according to the architectural project to be approved by the Ministry of Environment and Urbanization”* with the amendment of the plan in 2016. With this decision, Istanbul Metropolitan Municipality that was included in the transformation process as required by its authority, is no longer an actor in the process as required by the plan note. And this amendment of the plan is the start of the 3rd stage. The interviewed person with code CS4 emphasizes that;

“this amendment was made to achieve progress in the process”.

Likewise interviewed person with code OS11 states that *“The Ministry should be part of the transformation process exercising its control authority”;*

Ministry of Environment and Urbanization continues its activities to complete the transformation in the area rapidly by providing interim solutions, while negotiating for partnership with companies in the area that are facing financial difficulties. To avoid suffering of the public due to projects that could not have been completed by the companies because of the financial difficulties they face, the Bank of Provinces running under the Ministry and Kiptaş, an affiliate of Istanbul Metropolitan Municipality, formed a partnership to complete the 2 projects that were suspended. In this partnership protocol signed by Ministry of Environment and Urbanization, the Bank of Provinces and Kiptaş, the Bank of Provinces is responsible of the financing and Kiptaş is responsible for the construction.

6. Discussions

Urban transformation process being implemented at Fikirtepe area chosen as the site for this study was explored to uncover the role of the actors in the transformation process and engagement among actors and partnerships. The findings suggest that transformation works should be carried out in coordination with all stakeholders in order to have a successful outcome and that a more efficient and productive relation is required between the private and public sector (Roberts and Sykes, 2000). It is specifically anticipated that the effects of partnership structures of the actors will become evident in the long term (Garcia, 2004).

In order to have a feasible urban transformation, long term planning should be made and partnership and cooperation between actors should be ensured by taking into consideration all the transformation factors. Solid coordination and strong communication network among the parties is required to realize the partnership model, it should not be just an economic agreement.

In the study exploring the urban transformation project for Fikirtepe and its vicinity, some of the major issues that arise as problems in the urban transformation processes in our country are elaborated. These are;

The members of the parties of the urban transformation projects, their qualities, quantities may vary according to the quality of the transformation project, the objectives, spatial scale (approach for districts or the entire city) and may shape according to the purpose of transformation and other conditions (Turok, 2005). Actors and their roles in the transformation area should be determined. Authorities and responsibilities in the management and organization of urban transformation area should be defined clearly. The public sector, the actor initiating the transformation projects, needs to take the leadership role throughout the process. The authority and task sharing among public institutions must be clarified as a priority. It is considered that the public sector, which we may describe as the main actor of the urban transformation process, needs to take on supervisory and regulatory role in the partnership process and in general the leadership role in the urban transformation projects (Split, 2005). Public sector should be able to minimize the private sector risks by generation of knowledge regarding spatial planning and political requirements in the area (Mccarthy, 2005).

If the local community does not clearly understand the methods and reasons of transformation, the expectations of the target group will vary and this will lead to loss of trust. The project scenario should be developed together with the residents of the area and the community must take an active role in the project and its implementation.

It is observed that organization among actor groups and relation patterns listed under unforeseen problems are developing and changing. Public sector that is much superior in legal terms due to the powers it possesses, requires the experience of the private sector in issues like workforce and organization and two sectors complement one another and speed up the projects. However planning and managing this relation accurately is the most important criteria for successful completion of a transformation project.

Public wants to be a part of the negotiation process among title holders and contractors until an agreement is reached between the parties (contract based) just like in Fikirtepe case. However it's role should be to balance the relations between actors and to control the transformation project. Government should protect the rights of the actors, encourage engagement of various organizations that will make significant contributions to urban

transformation and should determine the responsibilities. Multi-actor partnership structure has the ability to cover all aspects of an urban problem.

As Scharpf (1997) says each actor in the urban transformation process has its own strategy and style. Each actor is in fact an institution on its own. However since the result of the selected strategy depends on the strategies of the other, the objectives are interdependent. Also we should not forget that people always act in the interest of their own so it is not possible to explain the interactions purely objectively. (Scharpf, 1997). Actor groups that can organize take decisions much easily. The size of the group show that people are controlled by the group they are part of and their actions are limited accordingly. (Douglas, 2007).

7. Conclusions

Models that involve all actors in the planning and implementation process are required to figure out the multi-dimensional and complex structure of urban transformation projects. These models should be formed under the leadership of the public sector and engagement of all relevant actors in the transformation process should be ensured. The primary role of the public sector should be to guide, supervise and regulate.

In Turkey, a multi-actor partnership approach should be adopted with participation of private sector, voluntary sector and local community along with the public sector. As actors take more roles in urban transformation projects, economic, social and managerial aspects will develop. To incorporate the private sector in urban transformation projects, some of the incentives expected by the private sector should be given and attractive terms should be provided. Local community should be incorporated in the transformation process at the planning phase and must be informed about updates at each stage of the process and their engagement should be ensured.

Urban transformation projects should be clearly configured and planned right from the start and partnership structures that will follow-up the changing conditions and keep these under control needs to be developed.

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Conflict of interests

The authors declare no conflict of interest.

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Analysis of the Extent of Red Light Running in Minna, North-Central Nigeria

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ABSTRACT

This research pursued the objectives of assessing the awareness, perception, and levels of adherence of road users to traffic rules and regulations. The study was carried out in Minna and the major signalized roads were the target of the research. The research applied the survey research methodology, which involves carrying volumetric count of vehicles running the red lights on the signalized routes. The research therefore, found out that, majority of the violators of the traffic signals were the motorcycle riders, closely followed by the tricycle operators; the commercial vehicle owners also form a major percentage of violators of the red light rules in the city. The research, therefore, recommended that, strict measures aimed at ensuring immediate compliance with the traffic signals should be implemented, through fines and sanctions on violators to impoundment of offending vehicles. The research concluded that, if instant measures are not put in place to check the menace of the red light running, it will have serious adverse effect on the social and economic strata of the city.

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1. Introduction

Over the years, the basic measures to address road traffic accidents (RTAs) in Nigeria have been characterised by a lack of strong political will, concern and priority. Usually the responses experienced have been characterised by high vigilance following a major road accident, which gradually dies off with the passing of time (Khayesi, 2004). Manifestation of violation of road traffic rules in Nigeria includes; failure to use seat belts, over speeding, reckless driving, dangerous overtaking, driving without authorized plates, lack of fire extinguisher, making phone calls while driving, failure to obey traffic lights, traffic signs and over loading

among others. Private and commercial motorcyclists are not left out of this malaise. Adherence of road users to traffic rules and regulations is an on-going challenge in Minna metropolis the capital of Niger State. Traffic rules are said to be violated when drivers and pedestrians deliberately disobey formally prohibited or socially accepted codes of driving behaviour. Niger State government introduced traffic light across the major busy or heavy traffic areas in Minna as a way of

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ensuring compliance with road traffic rules by drivers. However, despite these efforts, there has been continued and increasing non-compliance with road traffic rules by drivers, including those driving personal vehicles and motorcycles. This research work carried out a clear assessment of underlying factors that influence road users of not adhering to the traffic rules and regulations in Minna metropolis. Motorcyclists, Motorists and passengers are among the most vulnerable road users and represent an important group to target for reducing road traffic injuries (Johnson and Adebayo, 2011). Traffic rules play a very important role in a country. These rules are made to avoid traffic, congestion in towns and cities. Traffic rules in Nigeria are primarily designed to prevent and reduce road accidents and clear obstructions on the high way to ensure free flow of traffic. But a recent study conducted by Federal Road Safety Commission revealed that more than 80 per cent of all road accidents which cause serious injuries, loss of properties and lives were attributed to poor knowledge of traffic rules and regulations by motorists and non-adherence to them.

Road crashes started in Lagos, Nigeria in 1906. Ever since, it has been a major killer in Nigeria (Tunde, et al., 2012). The attempt to reduce the number and severity of road crashes necessitated the formulation of road traffic regulations to guide operation, conduct and other issues relating to the road and the road users. There are various categories of road users ranging from vehicle owners, motorcyclists, cyclists, tricyclists and pedestrians. The use of motorcycles for commuting passengers gained accelerated momentum in Nigeria after the economic recession of the early 1980s (Tunde et al., 2012).

The study will add knowledge on understanding what rules and regulation risk factors contribute to the occurrence of road traffic accidents and related injuries in a restricted risk area in Minna metropolis. The data obtained in this study, can be used by the road safety authorities for planning and evaluating road safety measures. The data can also be utilized by the health authorities in Minna metropolis and possibly at the nation level for planning health care delivery at Minna metropolis. The recommendations given if considered are going to benefit the public at large on prevention of road accidents. The outcome of this research can be used by Niger State Ministry of Finance i.e. by charging the road users that is not adhere to traffic rules and

regulation. The data can also be utilized as baseline data in future related researches. The aim of the study is to assess the rate at which the road users in Minna comply with the traffic rules and regulations within the town. In order to achieve this aim, the following objectives were set that is; To; assess the awareness and perception of road users to traffic rules and regulation in Minna metropolis; examine the levels of adherence of road users to traffic rules and regulations; appraise the factors that influence the non-adherence of road users to traffic rules and regulations; and evaluate the impacts of road traffic rules and regulation on the road users.

The theory of planned behaviour predicts an individual's intention to engage in behaviour at a specific time and place. It posits that individual behaviour is driven by behaviour intentions, where behaviour intentions are as a function of three determinants; an individual's attitude towards behaviour, subjective norm and perceived behavioural control (Ajzen, 1991). Ajzen proposed the Theory of Planned Behaviour (TPB) wherein the individual's behaviour is best predicted by one's intentions, intentions are in turn predicted by attitudes about the behaviour, the subjective norms (a person's perception of important other's believe that he or she should or should not perform the behaviour) encasing the execution of the behaviour, and the individual's perception of their control over the behavior. Theory of planned behaviour provides a useful conceptual framework for dealing with the complexities of human social behaviour. The theory incorporates some of the central concepts in social and behaviour science, and it defines these concepts in a way that permits prediction and understanding of particular behaviours in specified contexts. Attitudes towards the behaviour, subjective norms with respect to the behaviour, and perceived control over the behaviour are usually found to predict behavioural intentions with a high degree of accuracy. In turn, these intentions, in combination with perceived behavioural control, can account for a considerable proportion of variance in behaviour. In order to understand the origin of the theory of planned behaviour, a brief history is given thus; the theory of planned behaviour was proposed by Icek Ajzen in 1985 through his article 'from intentions to actions: A theory of planned behaviour. (Ajzen, 1985) The theory was developed from the theory of reasoned action, which was proposed by Martin Fishbein together with Icek Ajzen in 1975. The theory of

reasoned action was in turn grounded in various theories of attitude such as learning theories, expectancy value theories, consistency theories (such as Heider's balance theory, Osgood and Tannebaum's Congruity Theory, and Festinger's Dissonance Theory) and attribution theory (Fishbein, 1975). According to the theory of reasoned action, if people evaluate the suggested behaviour as positive (attitude), and if they think their significant others want them to perform the behaviour (subjective norm), this results in a higher intention (motivations) and they are more likely to do so. A high correlation of attitudes and subjective norms and behavioural intentions, and subsequently to behaviour has been confirmed in many studies (Sheppard and Hegedus, 1988). Since 1985 till date, the theory of planned behaviour has been applied in various fields as accounted for below.

First, compliance with speed limits is well suited to explorations based within the theory of planned behaviour because compliance with speed limits can be considered as an intentional and conscious act on the part of the driver. In particular, the driver has control over the behaviour they intend to do and therefore should be able to make their intention a behavioural reality. Ajzen's theory of planned behaviour was recently applied to social networking. Baker and White (2010) conducted a study examining the use of the theory of planned behaviour to predict adolescents' use of social networking. A questionnaire was given to 160 students that measured the component of Ajzen's theory and then they were asked to return a week later to report their social networking site use in preceding week. Their study found support for the theory of planned behaviour's component of attitude, perceived behavioural control, and group norms in predicting intentions to use social networking sites. They then found support that intentions predict behaviour.

Robinson and Doverspike (2009) applied the theory of planned behaviour to individual's intentions to enrol in either an online version or a traditional classroom version of an experimental psychology class. A sample of 112 psychology majors, ages ranging from 18 to 51 years old, completed a questionnaire which included a fabricated description of an experimental psychology course at the university. The theory of planned behaviour component s accounted for 12.3percent of variance in the intention of quitting with the strongest impact coming from past behaviours. Although the theory of planned behaviour has

been applied to diverse studies, it has also been criticised as seen below; the theory of planned behaviour is a well-known theory addressing the relationship between attitude and behaviour. However, research using this theory does not always produce the expected high correlations amongst the components of the theory, or account for a high proportion of the behaviour.

The theory of planned behaviour which is a psychology based theory has been criticised for its effectiveness when applied as a conceptual framework in research findings. There is evidence that theory based interventions are more successful (Abraham et al). Below is the relationship between the theory of planned behaviour to traffic rules and regulation; Social norms are among the strongest predictors of behaviour (Ajzen, 2006; Blanton, et al. 2008). In driving, these norms are motivated by the benefits drivers foresee in making any 'sensible' action, 'the good thing' or 'what one ought to do'. These motivations are contextual since they depend on the individual, people around the actor and other external factors. For example, while driving, is it sensible to switch off the phone, put it on 'silent' or leave the volume on? Decision by drivers on such issue may be in violation of set rules and this may be encouraged by the absence of rewards for compliance. That is why a study (Ajzen, 2006) found that fictional films demonstrating life-threatening use of motor vehicles are perceived as heroic humorous although they violate well formulated and interpreted road traffic rules. The effect of social norms in driving is reconfirmed by Gaymard (2009) in the assertion that interventions to increase the level of compliance with road traffic rules have not been effective because formal rules and human conduct are studies from an individualist perspective rather than being a socially shared knowledge and understanding. People respected by drivers influence their compliance with traffic rules (injunctive norms). Researchers like Bjorklund and Aberg (2005), Gopi and Ramayah (2007) and Lee et al. (2007) in a study on drink-driving, and Stasson and Fishbein (2006) in a study on the use of safety belts confirms this relationship. The respected people include peers, spouses, mentors, role-models and bosses. Injunctive norms are motivated by rewards associated with each action and that is why respected people 'who practice what they preach' have a stronger influence on the actors than the passive ones (Smith and Louis, 2008).



Descriptive norms describe perception of what most group members actually do and this is a result of a conviction that 'if everybody is doing it, then it must be a sensible thing to do' (Rivis and Sheeran, 2003). These actions may include speeding violations due to time pressures, impatience, annoyance and hospitality towards other drivers (Walsh, White, Hyde and Watson, 2008). These actions may lead to driving too closely behind a vehicle, violations of right of ways, risky overtaking and cutting in on other motorists. Perceived behaviour control is the extent of performance of a specific behaviour by an individual according to their discretion (Rivis and Sheeran, 2003; Gopi and Ramayah, 2007; Walsh et al. 2008). Hence, perceived behaviour control (Kraft et al 2005) can be internal (e.g. knowledge, skills, willpower) or external (e.g. time, cooperation of others). Such environment provides opportunities for actions that may be contrary to rules or socially accepted codes of conduct, like risky overtaking. Certain studies on driving revealed that perceived behaviour control was the main predictor of actual behaviour (Newman, Waston and Murray, 2004; Gopi and Ramayah, 2007; Walsh et al. 2008). Road obstructions and road control system moderates the relationship between perceived descriptive norms, perceived injunctive norms, perceived behaviour control and compliance with road traffic rules.

Traffic signals are intended to promote safe and efficient traffic flow at busy intersections. However, the level of safety achieved is largely dependent on drivers' compliance with the signals. Research shows that many drivers routinely violate red signals, placing themselves and other road users at risk for serious collisions. Analyses of red light violation data from 19 intersections in four states found that violation rates averaged 3.2 per intersection per hour (Hill and Lindly, 2003). Similarly, a study conducted during several months at five busy intersection approaches in Fairfax City, Virginia, found that violation rates averaged 3 per intersection per hour (Retting et al., 1999). During peak travel times, red light running was more frequent. Crashes resulting from red light running are a frequent occurrence. A nationwide study of 9,951 vehicles involved in fatal crashes at traffic signals in 1999 and 2000 estimated that 20 percent of the vehicles failed to obey the signals (Brittany et al., 2004). In 2005, more than 800 people were killed and an estimated 165,000 were injured in crashes that involved red light running (Insurance Institute for Highway Safety, 2006). About half of the

deaths in these crashes were pedestrians and occupants in other vehicles who were hit by the red light runners.

Road Traffic Problems: Rangwala (2011) stated that the problems of traffic on roads result from the performances and requirements of the following three components; Fixed facilities for the accommodation of traffic on the road; Human beings using the road; and Vehicles on the road; The traffic controls and improvements can be reduced to the behaviour of the three components namely education, enforcement and engineering. Chances of road accidents occur due to complex flow pattern of vehicular traffic, presence of mixed traffic and pedestrians. Traffic engineering should aim at safe movements on roads to bring down occurrences of road accidents to the minimum possible extent. According to Rangwala (2011), it was found that in most cases, the following four general observations can easily be arrived at; Most of the road accidents occur on straight roads; Favorable range of speeds at which most of the accidents occur is 15 – 30 km per hour only; The greatest number of sufferers in road accidents is that of the pedestrians; The human failure was responsible for most of the road accidents. He suggested measures to ensure safety of pedestrians to include the provision of traffic islands coupled with proper markings for pedestrians crossing at the road intersections among others. Red Light Running (RLR): Red-light running is a serious intersection safety issue across the nation. According to the United States National Highway Traffic Safety Administration's (NHTSA) Traffic Safety Facts 2008 Report, there were more than 2.3 million reported intersection-related crashes, resulting in more than 7,770 fatalities and approximately 733,000 injury crashes in 2008. NHTSA's Fatality Analysis Reporting System (FARS) reports that red-light running crashes alone caused 762 deaths in 2008. An estimated 165,000 people are injured annually by red-light runners. The Insurance Institute for Highway Safety (IIHS) reports that half of the people killed in red-light running crashes are not the signal violators. They are drivers and pedestrians hit by red-light runners.

According to the findings of Institute of Transport Engineers (2003), in the United States of America, a crash caused by a driver who runs a red light is more likely to result in serious injury or death. Most people run red lights because they are in a hurry, when in fact they only save seconds. The findings also revealed the following facts: Deaths caused by red light running are increasing at more than three times

the rate of increase for all other fatal crashes; More people are injured in crashes involving red light running than in any other crash type; Reduction in red light running through a comprehensive red light camera program will promote and protect the public health, safety and welfare of living citizens.

Road traffic accident occurs worldwide but the incidence is more in developing countries. Annually, about 1.24 million people die each year as a result of road traffic crashes. Road traffic injuries are the leading cause of death among young people, aged 15 to 29 years. 91 percent of the world's fatalities on the road occur in low income countries, even though those countries have approximately half of the world's vehicles. Half of those dying on the world's roads are 'vulnerable road users': pedestrians, cyclists and motorcyclists. Without action, road crashes are predicted to result in deaths of around 1.9 million people annually by 2020. Only 28 countries representing 416 million people (7 percent of the world's population) have adequate laws that address all five risk factors (speed, drink-driving, helmets, seat belts and child restraints) (WHO, 2011).

In Nigeria today, hardly a day goes by without the occurrence of a road traffic accident leading to generally increasing incident of morbidity and mortality rates as well as financial cost to both society and the individual involved. Nigeria has the highest road traffic accident rates as well as the largest number of death per 10,000 vehicles (Sheriff, 2009). One may be tempted to believe that the level of awareness on the causes of road traffic accidents is very low among Nigerians put differently; Nigerian roads have become killing fields without protection of their users. Travellers heave a sigh of relief if they make their destinations (Eze, 2012). Contrary to the general belief that Nigerians possess very low level of awareness on the cause of road traffic accidents, previous research has shown that Nigerians know quite a lot about what could cause road traffic accidents (Asalor, 2010).

The failure of drivers to comply with basic road safety legislations is the main cause of serious crashes in the world at large and in Nigeria today. Compliance with the road safety is the act of obedience of rules guiding the usage of the roads by road users. The sequential objectives of these rules are; to avoid conflict among road users; prevent events that are unpleasant to the road users; and mitigate the effect of the unpleasant events. Non-compliance carries penalties and penalties as defined by the road traffic regulation agencies

differ from country to country (Southgate & Mirrlees-Black, 1991; Zaal, 1994).

Olagunju (2009) observes that lack of efficient and effective traffic law enforcement has been responsible for several accidents in the country especially among motorcycle operators. Olagunju also noted that participants at a one-day workshop on motorcycle operations in Nigeria organised by the Federal Road Safety Corps in March 2006 expressed dismay at the level of disobedience to traffic rules and regulations by the riders. The conduct of these commercial motorcyclists characterised by poor knowledge of traffic rules and regulations, engaging in drugs and use of Mobile phones while riding resulted in many motorcycle accidents. Motorcycles account for one out of every four vehicle involved in crashes in Nigeria. The basic question has always been that do these motorcycles comply with basic requisite safety rules? In a study of 500 motorcyclists in Kagang, Selangor, Malaysia, it was found that 54.4% of the motorcyclists used helmets properly; 21.4% used it improperly; while 24.2% did not wear helmets. Age, gender, race, formal education, prior accident, experience and type of licence held were found to be significantly related to the usage of crash helmet (Kulanthayan, et al. 2000).

A rural study of crash helmet usage in Nigeria has found zero compliance rate (Owoaje, et al 2005) apart from helmet usage, other studies with compliance with regulations such as Arosayin (2007) found compliance rate with driver licence at 57% among commercial motorcyclists in Illorin, Nigeria. The non-compliance was estimated about 43%. The main reasons given for not having driver's licence were high cost of acquisition and weak enforcement. The same survey also found total compliance with the minimum age requirement and engine capacity. In terms of crash helmet, the compliance rate was at 13.5% due to weak enforcement (Arosayin 2009).

Iribogbe, et al. (2009) found among 996 commercial motorcyclists in Benin City, Nigeria that 26.5% had no driver license while 73.5% had it. Only 27.255 of those who had license actually took a road test before they were issued the license. It further showed that 56.4% of the operators had crash helmets but do not use them regularly due to what they termed 'inconvenience' and high cost. Incidences of under aged drivers were also recorded as the minimum age found in the study was 16years against the stipulated legal minimum of 18

years. Evidences of the use of motorcycles with lower capacity were found in the works of Oluwadiya, et al. (2009). The range of engine capacity was between 85cc and 125cc. In the study, about 15% of the operators carry more than one passenger; and 96.5% were found not wearing safety helmet.

Nwachukwu (1998) post that the observance and enforcement of road safety laws and regulations has contributed positively to the significant reduction of loss of lives and property on the roads. He further states that these laws and regulations have suffered violent abuses from motorists and unscrupulous members of the public as well as misinterpretations. The author adds that there are instances where special Mobile courts are circumstance; and defaulter who is sentenced to a term of imprisonment with option of fine. According to Nwachukwu (1998) the idea of Mobile court is to facilitate the trial of road traffic offenders thereby ensuring discipline on the highways.

2. The Study Area

2.1 Description and Location of Setting

Niger State was created on 3rd February, 1976 from the defunct north-western state by the Late Head of State, General Murtala Ramat Mohammed. The State however, came into being on 1st April, the same year. At the inception of the State Administration in 1976, there were only eight local government areas. Right now they have grown up to twentyfive local government areas. The state is located on latitude $10^{\circ} 00'N$ and longitude $6^{\circ} 00'E$. State has a total population of 3,950,249 (NPC, 2006) with a total area of 76,363 km² (29,484 sq. mi).

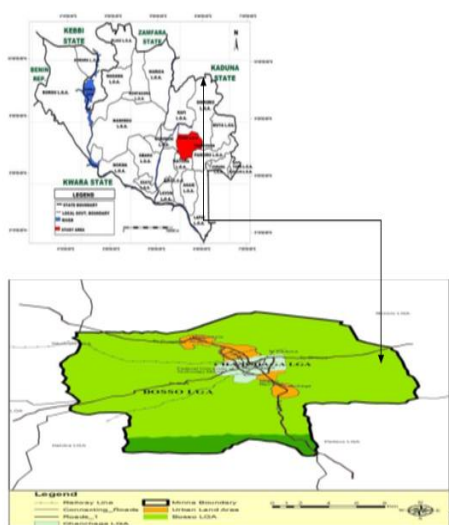


Figure 1. Location of Niger State and Minna
Source: Ministry of Land and Housing, (2014).

Minna town lies on latitude $9^{\circ}.38' N$ and Longitude $6^{\circ}.33' East$. Minna combines the statuses of a State capital with that of a local government area headquarter (see Figure 1). The town span from Tudun Fulani in the Northwest to Chanchaga in the South. Minna is about 135 km away from Abuja Federal Capital Territory, and 300km away from Kaduna city to the north. Within Niger state, it is about 90 km away from Bida to the south, 100km away from Suleja to the east and about 130 km from Kontagora to the west (Minna Master plan, 1979).

3. Materials and Method

This research work is designed, putting into keen consideration; the compliance of road users to traffic rules and regulations in Minna metropolis and seeks to measure the level or rate of compliance within the city and also recommend possible solutions to the issues of non-compliance to traffic rules and regulations in Minna. Researches of this type usually involve data collection and the two basic sources of data collection for this work are primary and secondary sources. Primary sources involve the methods applied to obtain relevant raw data for the work. The secondary sources involve information from relevant organisations, internet, local and international and journals.

Three methods were adopted for this research in order to source out primary data and they include: Traffic count, Data capture and Oral interview. The traffic count was carried out for six (6) hours daily during peak hours (08:00am-10:00am, 12:00pm-02:00pm and 04:00pm-06:00pm) for two week days (Monday and Thursday) and one day of the weekend (Saturday). The traffic count was conducted at six points namely; Shiroro road intersection, Top Medical/Paiko road intersection, and Obasanjo Complex Road for a period of three days (Monday, Thursday and Saturday), while another three points namely; Government House road, high point international school junction along Shiroro road and Mobil axis for only a day.

The vehicles were categorised into five (5) to facilitate discerning the category of violators. The five categories include; commercial motorcycles, private motorcycles, tricycles (KEKE NAPEP), commercial cars/buses, and private cars/buses. All the categories were observed simultaneously throughout the duration of the count. Digital camera was employed to acquire images of different violating situations during the period of the

survey. The two major stakeholders of the road which includes the road users and the officials that regulates and controls traffic were interviewed in order to get viable information that would help fulfill the objectives of this research.

The road users that were interviewed were categorized into commercial and non-commercial road users. For commercial road users, the major road transport union stakeholders within Minna metropolis (NURTW, NSTA and National Commercial tricycle and motorcycle owners and rider's association Minna branch) were interviewed and for private road users, individual motorcycle and vehicle owners were interviewed. The law traffic control/regulation Officers within Minna as relating to traffic control (Vehicle Inspection Officers, Federal Road Safety Corps Nigerian Security and Civil Defence Corps officers and the Nigerian police force) were also interviewed in order to evaluate the level of road users to traffic rules and regulations in Minna metropolis and also assess the impact of traffic rules and regulations on road users in Minna metropolis.

The secondary data collected for this dissertation includes; Literature on compliance of road users to traffic rules and regulations, local and international journal publications, and other internet publications, these were used for the purpose of building up literature on the subject of Compliance of road users to traffic rules and regulations as it relates to this research topic and to examine the level of compliance of road users to traffic rules and regulations and also to Evaluate the impact of traffic rules and regulations on the road users. Interviews and traffic count field survey would be used to collect primary data from the road users within Minna Metropolis. The questions for the interviews and mode of traffic counts would be designed according to the four objectives of the research. This structure is aimed at ensuring that, enquiries and questions asked are of relevance to, and addressing specific objectives of the research. This research adopted the descriptive statistical method for its data analysis.

4. Analysis and Discussions

4.1 Assessment of the Awareness and Perception of Road Users to Traffic Rules and Regulations

The first objective of this study is to assess the level of awareness and the perceptions of road users within Minna Metropolis to Traffic rules and regulations, this was achieved by conducting

in-depth interviews with the various road users within Minna Metropolis in line with the scope of the research namely; National Commercial Tricycle and Motorcycle Owners and Riders association Minna branch, private vehicle and motorcycle owners within Minna metropolis, Niger state transport authority (NSTA) drivers, National Union of Road Transport Workers (NURTW) and individual tricycle and motorcycle owners.

The level of awareness of the various stakeholders was evaluated based on the interview conducted. The National Union of tricycle owners and rider's association opined that the members of the association are very familiar with the rules and regulations guiding traffic signals in the Metropolis, a position also taken by the National Union of Road transport workers; Motorcycle operators and private vehicle owners interviewed for the research. This position is however, at variance with the observations made in the cause of the field work as the survey conducted indicated that all the classes of road users identified in the metropolis often violate the red light rule. This is further reinforced by the scenario captured in Plates I, II and III.



Figure 2. Red Light Running by Taxis



Figure 3. Red Light Running, NSTA Bus



Figure 4. Red Light Running, Private Vehicles

4.2 Level of Adherence of Road Users to Traffic Rules and Regulations

Personal observation of road users was carried out within Minna on selected strategic points where traffic lights are positioned to examine the level of adherence of road users to traffic rules and regulations. The traffic count was conducted at six points namely; Shiroro road intersection, Top Medical/Paiko road intersection, and Obasanjo Complex road for a

period of three days (Monday, Thursday and Saturday), while another three points namely; Government House road, High Point International School junction along Shiroro road and Mobil axis for only a day. The survey was carried at specific peak hours when traffic is known to be much; 8:00am to 10:00am, 12:00pm to 2:00pm and 4:00pm to 6:00pm. The results from the counts are thus presented in Table 1.

Table 1. Red Light Running Along Shiroro Road, Minna. Source: Medayese et al., 2016

DAYS	Vehicle Categories Time	Commercial Motorcycles	Private Motorcycle	Tri-cycles	Commercial Vehicles	Private Vehicles	TOTAL	
							Hrs	Days
Mon 08-08-2016	8:00am – 10:00am	218	38	26	3	39	324	2100
	12:00pm – 2:00pm	443	199	71	5	285	1003	
	4:00pm – 6:00pm	328	175	49	0	221	773	
Thurs 11-08-2016	8:00am – 10:00am	157	44	11	0	48	260	1930
	12:00pm – 2:00pm	448	106	54	5	182	1095	
	4:00pm – 6:00pm	313	83	24	2	153	575	
Sat 13-08-2016	8:00am – 10:00am	198	34	16	1	26	275	1850
	12:00pm – 2:00pm	419	186	37	2	201	1007	
	4:00pm – 6:00pm	276	80	23	0	189	568	
TOTAL	2800	945	311	180	1344			5880

It can be observed from Table 1, that the highest red light violations were recorded in the afternoon specifically between the hours 1:00pm and 2:00pm; this is as a result of the dismissal of Vehicle Inspection Officers (VIO) who is normally actively stationed on the road between 8:00am and 1:00pm daily. The drastic change as observed from the number of violations in the Morning and later in the

Afternoon makes it very obvious that road users tend to obey the stop signal on the traffic light because of the presence of Enforcement Agencies such as the Vehicle Inspection Officers. Also, Table 1 shows that the commercial motorcyclists are by far the worst culprits of traffic light violation. This can be attributed to their swift maneuvering ability and the non-existence of motorcycling license.

Table 2. Red Light Running Along Top Medical Junction/Paiko Road Intersection. Source: Medayese et al., 2016

Days	Vehicle Categories Time	Commercial Motorcycles	Private Motorcycle	Tri-cycles	Commercial Vehicles	Private Vehicles	TOTAL	
							Hrs	Days
Mon 08-08-2016	8:00am – 10:00am	218	67	46	13	79	423	2380
	12:00pm – 2:00pm	403	203	101	17	385	1109	
	4:00pm – 6:00pm	328	195	89	15	221	848	
Thurs 11-08-2016	8:00am – 10:00am	161	54	31	9	78	333	2273
	12:00pm – 2:00pm	488	126	124	15	282	1035	
	4:00pm – 6:00pm	353	93	94	12	353	905	
Sat 13-08-2016	8:00am – 10:00am	198	32	36	10	76	352	2029
	12:00pm – 2:00pm	409	154	137	18	291	1009	
	4:00pm – 6:00pm	286	90	93	10	189	668	
TOTAL	2844	1014	311	179	1344			6682

The Table 2 shows that most red light violations were done generally in the evening specifically between 04:00pm – 06:00pm, commercial motorcycles with a record of 2800 out of 5579 being the worst culprits. Generally, out of the 5579 violations recorded, commercial vehicles (motorcycles, tricycles, cars,) violates more

than private vehicles. This is due to the nature of activities within the area which is majorly commercial. The least vehicle category that violate are the commercial vehicles. This is so because of the drastic reduction in patronage with the introduction of tricycles and availability of commercial motorcycles in Minna metropolis.

Table 3. Red Light Running Along Obasanjo Complex Road, Minna. Source: Medayese et al., 2016

DAYS	Vehicle Categories Time	Commercial Motorcycles	Private Motorcycle	Tri-cycles	Commercial Vehicles	Private Vehicles	TOTAL	
							Hrs	Days
Mon 08-08-2016	8:00am – 10:00am	210	38	36	2	39	325	2268
	12:00pm – 2:00pm	471	299	91	7	285	1153	
	4:00pm – 6:00pm	328	185	49	3	225	790	
Thurs 11-08-2016	8:00am – 10:00am	167	54	43	2	48	314	1858
	12:00pm – 2:00pm	448	136	74	5	182	845	
	4:00pm – 6:00pm	343	93	104	6	153	699	
Sat 13-08-2016	8:00am – 10:00am	198	34	33	1	26	292	1738
	12:00pm – 2:00pm	319	184	107	2	201	813	
	4:00pm – 6:00pm	278	80	84	2	189	633	
TOTAL	2920	1055	611	30	1340			5864



The commercial motorcycles and private vehicles top the chart of red light violation along Obasanjo Complex road as seen in Table 3. This proves that commercial

transportation is the most employed means of transport on this route because of the commercial activities that takes place there.

Table 4. Red Light Running Along Mandela Junction, Shiroro Road. Source: Medayese et al., 2016

Vehicle Categories	Commercial Motorcycles	Private Motorcycle	Tri -cycles	Commercial Vehicles	Private Vehicles	TOTAL
Time						
8:00am-10:00am	52	21	16	2	209	300
12:00pm-2:00pm	93	56	58	0	288	495
4:00pm-6:00pm	77	58	49	0	394	578
TOTAL	222	135	123	2	891	1095

From the Table 4, it can be seen that private motorists are the worst culprits since commercial vehicles rarely ply the road because it is an exit route from the metropolis and there is no motor park along the road. It

was also observed and recorded in the table above that most violations occurred in the evening because most people who come into the town from Abuja arrive in the evening and those who exit the town using that route also take off in the evening.

Table 5. Red Light Running along Government House road, Minna. Source: Medayese et al., 2016

Vehicle Categories	Commercial Motorcycles	Private Motorcycle	Tri -cycles	Commercial Vehicles	Private Vehicles	TOTAL
Time						
8:00am-10:00am	57	16	16	9	36	134
12:00pm-2:00pm	95	31	73	32	98	329
4:00pm-6:00pm	102	64	98	64	119	447
TOTAL	254	111	187	105	253	910

It can be seen from Table 5 above that the number of red light violations are not as much as the other roads because aside Zenith bank,

there is no other major activity or building along the road.

Table 6. Red Light Running Along Mobil Axis, Minna. Source: Medayese et al., 2016

Vehicle Categories	Commercial Motorcycles	Private Motorcycle	Tri -cycles	Commercial Vehicles	Private Vehicles	TOTAL
Time						
8:00am-10:00am	85	38	75	8	142	348
12:00pm-2:00pm	574	173	443	17	883	2090
4:00pm-6:00pm	398	92	407	13	906	1816
TOTAL	1057	303	925	38	1931	4254

Most red light violations were between the hours of 12:00pm-02:00pm and 04:00pm-06:00pm and commercial motorcyclists and private motorists are the highest number of violators recorded along Mobil axis. The well-known Obasanjo Complex which attracts a good number of people lack enough parking

spaces for workers and customers and therefore people are forced to park their vehicles along the road side. This eventually causes traffic jam along the road on a frequent basis and those who escape the jam, are in a hurry to get to their destination and they end up running the red light ahead. This is one of the major reasons for violation around this area.

Table 7. Comprehensive Report Showing the Number of Violators at the three major Traffic Points from Survey Locations. Source: Medayese et al., 2016

Days	Shiroro Road Intersection	Top Medical/Paiko Road Intersection	Obasanjo Complex Road
Day 1 Monday	2100	2380	2268
Day 2 Thursday	1930	2273	1858
Day 3 Saturday	1850	2029	1738
Total	5880	6682	5864

Table 7 presents a summary of the number of violators from the different categories of road users that ply the three major traffic points in Minna metropolis. In general, the number of violators as seen from the field survey of traffic counts of violators coupled with the records from the Road Traffic Enforcement Agencies/Regulators, it is clear that there is a high degree of violations. This is in sharp contrast to the position of the road users on adherence to road traffic rules as earlier interviewed. This shows that there is no integrity in the response gotten from road users. This calls for the need to further examine the factors influencing the road user's non-adherence to road traffic rules and regulation. The table also reveals that the traffic violations recorded along Shiroro road is the least among the other locations. This is due to the presence of Vehicle Inspection Officers who are stationed on the road from 08:00am till 01:00pm on weekdays and it also proves that road users adhere or comply with traffic rules more with the presence of Law Traffic control/regulation Officers on the roads. Furthermore, it can be seen in the table above that most violations occur during weekdays because workers all over Minna metropolis tend to be in a rush to get to work early enough in the morning and also, parents pick their children from school during the day especially between 02:00pm and 04:00pm. All these reasons contribute to the level of adherence of road users during the week days.

4.3 Factors That Influence the Non-Adherence of Road Users to Traffic Rules and Regulations

In order to examine the factors that influence non-adherence of road users to traffic rules and regulations, various interviews were conducted with road users of various categories and respective law enforcement agencies that are in charge of regulating/controlling traffic and ensuring safety on the roads within Minna metropolis. The results of the interviews are given below:

4.3.1 Interview with Commercial and Private Road Users

As stated earlier, the commercial road users maintained the position that they judiciously

obey the red light rule so it was impossible to get the stakeholders interviewed to give the reasons for violation. However, private vehicle owner/road user admitted that he does not comply to traffic rules because the traffic lights are not programmed so he uses His discretion to move or stop.

4.3.2 Interview with VIO and FRSC Officers
 The Vehicle Inspection Officers opined that the major reason why road users in Minna metropolis (especially motorcyclists) run the red light is lack of patience and lawlessness of road users, they came to this conclusion because of their observation of the attitude of road users along Shiroro road where they are stationed on a daily basis from 08:00am to 01:00pm daily on week days to regulate and regulate traffic the VIO officers observed that the road users tend to obey the red light more in their presence than in their absence because of fear of being penalised. A scenario of road user's attitudes in the presence and absence of traffic control/regulation Officers along Top Medical Junction road is presented in Plate IV and V.



Figure 5. Instance of Adherence of Road Users to Traffic rules in the Presence of FRSC Officers



Figure 6. Instance of Adherence of Road Users to Traffic rules in the Presence of FRSC Officers



4.4 Impact of Road Traffic Rules and Regulation on the Road Users

Results from the survey carried out at the six designated traffic light intersections in Minna metropolis and the interviews conducted with FRSC/VIO Officers, there is little or no impact of road traffic rules and regulations on the road users in Minna metropolis. According to one of the FRSC Officers interviewed; "There has been no notable difference in the number of accidents recorded or the level of adherence to road traffic rules and regulation by the road users in Minna metropolis, before and after the traffic lights were installed at the six designated intersections considered in this research." This is because there is little or no enforcement of road traffic rules and regulations by the Enforcement Agencies of Government, which has led to the continuous low level of adherence among road users in Minna metropolis to road traffic rules and regulation. Understandably, there are certain factors that are responsible for the little or no enforcement on the part of the FRSC/VIO Officers;

- i. Inadequate man power to man all traffic lights intersection 24 hours a day, 7 days a week.
- ii. Bad example to traffic rules and regulation being set by government officials and the "who is who" in the city.
- iii. Indiscipline and poor orientation among the road users in Minna on "driving on the road" and "the dangers of violation of road traffic rules and regulation".

4. Recommendation

- i. It was observed that traffic wardens were seen with batons and sticks used to warn or discourage intending red light runners. This could be adopted as any offender stands the risk of being beaten or his vehicle damaged if not caught and prosecuted either by Mobile courts or main courts.
- ii. Imposition of penalties on offenders – the research suggests imposition of fines, jail term on any erring vehicle user. The penalties could be displayed in billboards or on the posts of the traffic lights.
- iii. Installation of red light cameras – this is an automated device that is connected to the red light signal and captures the image and plate number of violating vehicle when the red light turns on.
- iv. Introduction of cross bars – cross bars is automated horizontal bars that are connected to the traffic lights. It should be in a way that when the green light changes to yellow or amber as the case may be, the bar starts

coming down. It should be very visible from a distance and should be adorned with reflective. This would go a long way to enhance the adherence of road users within Minna metropolis to traffic rules because they would be left with no option than to obey the red lights in order to secure their vehicles from any form of damage that could be related with colliding with the cross bars.

v. Employing tracking agents – in this case, tracking agents should be employed and stationed on every traffic light point as practiced along Shiroro road. The agents are to be equipped with motorbikes and vehicles with public address system to facilitate catching of violators. By extension, it will create employment to the unemployed and also generate funds that could be ploughed back into the maintenance of the lights once tracked and booked. Finally, the adoption of any recommendation or combinations of the recommendations if not all is very imperative to reduce the incidences of red light running violation and its attendant consequences.

5. Conclusions

In conclusion, the research study shows that there is high level of awareness of road traffic rules and regulation among road users in Minna Metropolis. However, there is high level of non-adherence to road traffic rules and regulation by the same road users. Also, it was observed that in the case where a vehicle user violates, there is usually the tendency of others following suit. This is as a result of the inability of FRSC/VIO to enforce the penalties of non-adherence to road traffic rules and regulation. The research further reveals that there is no serious enforcement of penalties to violation of road traffic rules and regulations on the part of the Law Enforcement Agencies of Government in Minna Metropolis.

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Conflict of interests

The authors declare no conflict of interest.

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The Rise of Crime in Affordable Housing in Suburbs, Case of Iran

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ABSTRACT

Most of Housing is one of the fundamental needs for human to respond their primary needs such as food, rest, cleaning and having family, in other words every thing that related to the needs of body and soul of human. Nowadays by increasing the population in the world the suitable shelter become a real problem. In the point of economic also the prices of the houses increase too much so its not affordable for low-income people to have shelter easily. After the revolution in Iran country there is a huge immigration from the rural part to metropolitan areas. Most of these peoples belong to low-income family, new couples and labors. Governments try to solve this problem by creating some policies. Mehr houses is a kind of affordable housing which is the policy of the 9th and 10th government urban and city program. Most of these type of houses located out of city centers, in suburbs. The location reduces the quality and satisfaction of the citizens about these type of houses. This election of the land cause decreases the success of government about their policy. The aim of this study is to analyzing the crime in affordable houses that located in suburbs area. This research will answer the important factor that cause crime in affordable housing in suburban's. The case study in this research is Mehr houses that created for low-income people in Iran. This research analyzed the factors which may cause to raise the crime in that area based on the literature review and previous analysis by different theories in this field. Data is collected by literature review, news, books, papers. The result of this research confirm the possibility of Mehr affordable houses in suburbs transfer to the area that raise the crime.

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1. Introduction

Shelter is one of the most important essential needs and legal rights of human being. Dwelling could protect the citizens from the cold and hot weather, animals and social harmful factors in the society. According to the United Nations Centre for Human Settlements in

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1996 the one fifth of people in the world are suffering from the low quality. Some of the people don't have any house. They live in shanty places that caused important problem for health of family. They also increased the crime in world (Kjellstrom, 2007).

After the industrial revolution, Urbanization process has grown increasingly. Parallel to this issue the lack of housing is grew up (Hardin, 2009). In other view lack of housing is the important problem from the ancient time for human being. In different periods the governments try to find some solution to decrease the deterioration of this problem. In different countries there are some solutions for this problem. The lack of housing in under developing countries is much more important and problematic. Iran as an under- developing and third world countries by creating some policies attempt to help the citizens to have the best condition for their houses. One of these policies is Mehr houses project. Beginning of this idea goes back to 2007, from the ninth and tenth housing and urban policy program in Iran (Alipour-Nakhi, 2015). The major typicality of Mehr houses is that the government removed land prices. Due to this policy most of these projects is out of the city centers and in suburban's. This cause an important problem for the citizens (Ivani, 2014). Assistant director of urban and city development in Iran said that the Mehr houses become a modern suburban's. This could be so harmful for urban and city development. He mentioned that to have a better city, we have to focus on physical structure of the city. It is also essential to attention to social quality of the houses. From other view, suburban areas due to their unfavorable environmental situation and elements, and social and cultural heterogeneous tissue, are known as most fertile areas of crime (URL 1).

Most citizens in these houses belong to low-income people. These people categorized as new couples, the ones under the poverty line or a little above. These people their economic life is not easy (Karshenasan & Beiranvand, 2013). The other groups that they lived in Mehr houses are immigrants from the rural part or small cities to big cities. They do this immigration to have better job and quality of life.

2. Theoretical Background

In this part of the study, the author gives some theoretical information about the housing and their environment. One of the theorists which were talked about suburban was Robert E Park.

Park in the paper "Human migration and marginalized man" Mentioned that suburban is the result of the economical and political operation (Park, 1928). The other study is belonging to Ernest Burgess and Louis Wirth. They stated that the reason caused the suburban is concentration of the poor people in the area that there is no any facility (Pickvance, 2013). In the liberal view, phenomenology of the suburban areas as a reality is acceptable. They try to find some solution to have better quality in these areas. They terminated suburban topic by giving the land in different shape, give the loan and also control the government land (Rogers et al., 2011).

The forward thinkers were introduced the title that is called "aviary housing" that they are known as un-residential functional which located in residential area (Battle-Fisher, 2014). Social relation is one of the essential needs for tenants. These need will be answered by different functional services next to their dwellings. These accommodations are part of the daily life and they should be accessible for everyone. Lack of access easily to these facilities cause health problem such as physical and spiritual. These services categorized as therapeutic services, kindergarten, schools, daily bazars, entertainment services. It is advised that the location of these functions in the housing area could be possible while the streets are omitted. Different functions should not exist in the same areas and the houses area should be separated from these functional services (Doroudi, 2014).

There is another view that but related to the soul. This theory is against the previous one. Most attention is based on health of soul instead of environmental needs. This theory believes that using the forward thinker's theory in housing and cities make the place non-dynamic, uniform and eerie and caused undesirable attitude from the citizens that could harm to soul health of the citizens. The main idea of this theory is categorized as: 1. emotional dynamics of space and environment, 2. attention to principle of neighborly relations as maintaining the values and traditions, 3. attention to principles of streets as physical solid foundation of city. One of the prominent thinkers in this field is Jane Jacobs. Based on her idea if the urban neighborhoods are more diverse get more attractive. She believes that it is better in every district more than two functions exist. She also mentioned, it is better to mix the residential function and commercial function together.

The stores located in the ground floors of apartments and the upper floors belong to the residential function (Jacob, 1961). This theory makes the place much safer than the previous theory.

There is another theory based on the suburban in non-developed countries from the phenomenology view of Peter Lloyd. He believes that it's better to see the suburban's from the immigrant's view and he called these types of houses slums of hope. He did some studies based on these types of houses. He stated that persons who live in slums houses, most of them are active person. They have positive spirit and they do not give up in their undesirable life. Their attempt to build the temporary shelter shows their positive spirit. Lloyd and Smith believe that the governments could help these people by using them as a worker to solve housing problem. This may cause that the other rural citizens want to immigrate to big cities. For analyzing this situation, it is better to see from a rural immigrant point of view which doesn't have home in the cities. Due to their opinion it's very good that they could have shelter and brings hope for them. From the other view, they don't have better life in rural part because most of them are poor people. Lloyd believes that it's better to study the reason that cause the people immigrate from rural part to big cities and their expectation from future for their family. Mostly they looking for better life and they try to have better one (McCatty, 2004). From crime view, there is theorist who is named Newman and he wrote a book named "Defensible space theory" in 1972. He described his ideas about the prevention in crime and having safety neighborhood.

Another research was done by Committee tasked to study the issue of violence and crime and delinquency in France that is guided by Mr. Alen Perfit. The result confirms that one of the factors which increase the crime in France is population density. The other result of this research is the relation between crime and deviations. The last one result is quality of housing. Population density and living in the large urban complex reduce the sense of security. Nervous people could lose their control and increase the anger in these areas (Babaei, 2016).

3. The concept of marginalization

The experts and scholars in theory related to the urban city have provided different explanation of Suburbia. They believe that the people who live in marginalized area are

located in the economical region of the city. But they didn't absorb to the social and economical system. Charles Abrams believe that suburbs are the process of capturing urban areas to provide the housing. Attraction of the city and welfare in the city makes them to emigrate from their home town and absorb them to the industrial poles and labor market. Most of them are immigrants from the rural part to big cities to have better life (Henderson, 2013). Interpretation which is exist about suburbs categorized as: 1. destruction part of a city or building, 2. lack of therapeutic facilities, 3. population density in housing unit, 4. lack of comfort, 5. face danger of natural causes such as flood, 6. lack of security, 7. suitable place for crime.

4. History of marginalization

Marginalization is a social phenomenon, which does not belong to the current century, it has root in the previous centuries. This phenomenon is existing in developed countries and under developing countries. The differences between these two are belonging to the historical routes and social and physical behavior. Iran is not immune from this phenomenon. Situation of the other countries such as Brazil, India, Peru and some African countries are much worse than Iran country (Zebardast, 2006). In Iran before the 1961, the growth of suburbia has slow speed. The percentage of the city population is 33% of the whole country population. By the implementation of land reform in that decade, and increase in oil income in the 70th decade, the populations of the cities increase in a more speed. In 1978, the city population is 64% and increased a lot (Fanni, 2006). This population should have the shelter so they moved to suburban. Because in these areas the price of the land is cheap. It is possible that gradually they transferred to the cities.

5. The main causes that rise of suburbanization

There are the specific factors that cause the suburbanization based on the theorist. Mieszkowsk & Mills (1993) describes them in his paper "The causes of metropolitan suburbanization". These factors are categorized as:

1. Head of family is low-income,
2. land price high,
3. Official cost of construction high
4. Cost of rent is high,
5. High cost of urban life,
6. Lack of zoning and inappropriate land use makes the mix of function,
7. Big scale land is not affordable for low-income people,
8. Immigration from rural part to small and big cities,
9. Immigration from the city centres to

the suburbs, 10. Government and public and private offices have the important impact on the formation of suburbs.

6. General descriptions of marginalized areas
Most important factor that makes the other people get sad for the people who live there is, the poor appearance of this area. Most of the houses are destroyed. They have poor condition. The roads and streets are narrow. Fire stations, emergency car or police car could not pass from these slim areas.

This study categorized the general typicality of the marginalized areas as described beneath based on literature review in this field.

6.1 Low levels of public health

These areas are poor in public and private health. The garbage's are accumulating there. Government does not collect them. These areas have problem in sewage disposal, noise pollution and air pollution (Macfarlane, et al., 2000).

6.2 The lack of formal job and sufficient income
Most of the families that live in suburbs they don't have official jobs. The reason of this issue is that they don't have expertise and skills. They have pseudo jobs. Some of them have criminal jobs such as: vendors, retail coupons, begging, stealing trash, dealing drugs and alcohol (Kneebone & Holmes, 2015).

6.3 Subcultures

They have subcultures that it remains from the previous families which lived there before. They have suffered from cultural poverty. It's very hard for the citizens to adapt to city culture (Gullestad, 1983).

6.4 Addiction

The main reasons that could addiction happened are categorized as: poverty, unemployment, lack of proper programs to fill leisure, social and economic inequalities and the availability of drugs. In suburbs most of these factors are exist. Addiction is visible in youth. Buy and sell of drug is increase day by day in these areas (Levengood, et al., 1973).

6.5 The impact of social marginalization for security threats

Suburbs are the areas that they are prone to crime. Lack of security monitoring, existence of too many poor people, low level of literacy, lack of adequate lighting and poor environmental situation bring the opportunity for criminals to take refuge there (Lavrakas, 1982). Young people who lived there with their specific culture, everyday go to city centre to find appropriate job. Because they are not expert or professional in any field, mostly they

do Peddlers, hanging stand, cigarette sales, work in the field of vegetable. They become as an un useful person for the city. These unspecialised jobs bring criminal for them. Most of the addicted persons, they don't have professional jobs. Another problem which has harmful effect on citizens is health problem. These problems are genital disease and Aids

6.6 The crimes which is belong to suburbs area
Each environment has its identity and crimes which are belong to that specific environment. Robbery, murder, collective disputes, threat to public health and environmental pollution, addiction and trafficking in drugs and alcohol... are the crimes that belong to suburbs area.

Robbery happens because of the poverty, jobless, addiction and on most occasions this affects the predominantly affluent neighborhoods and medium class areas for robbery (Alba, 1994). In marginalized area its common to have theft in electricity, water, gas and also telephone. The mass housing projects and single houses in this area, from the first step of construction they don't have these facilities. So the citizens try to bring these facilities by hidden pipes and hidden wires from the nearest area including residential, industrial, and commercial services.

There are some reasons that could result to murder happened such as: Conflict of subcultures, hostility and festering disputes, profiteering, hurting honor, accidental conflicts and addiction.

These factors are visible in suburbs area. Most of the murder locating in marginalized area. Also, most of the murderer happened in these areas. Collective disputes are the most common crime for the suburbs area. This happened because most of the citizens are immigrant people from rural part. They live close to each other. When the argument happened it gets big fight and maybe cause somebody murder (Tacoli, 2006). Distributions of the drugs in these areas are easy. Because they feel safe in suburbs. Lack of education and being jobless bring too much pressure on them. They try to forget these hard situations by using drugs. Some of the youths which live in suburbs are selling drugs.

7. Methodology

In this research based on the literature review such as newspaper, articles, books and observation, analysing the main factors that cause increase crime in Mehr affordable houses projects in suburban area as a case study.

8. Mehr affordable houses project

After the revolution in Iran in 1979 there is a huge amount of migration from rural part to small and big cities. Government in different period try to solve the housing problem by creating some policies. From the other side the economic aspect of dwelling also brings too many problems for the ones who don't have any houses (Kalili, 2015). In the 9th and 10th urban and city development program government create a new program which is called Mehr affordable housing. These projects are located in small and big cities and belong to the low-income people. The main factor of these project is that the government omit the land price. So related to this issue most of the projects are located in suburbs area. The land price over there is cheaper than inside of the city. The citizens of these projects are youth. Most of them are not educated person (Zanjani, 2011).

Based on the government policy in 2007 the applicants for Mehr houses projects are categorized as:

- 1- Lacking in land or housing estate
- 2- No history of using state resources
- 3- Five years of residence in demand
- 4- Married or head of household

5- The priority is with whom the monthly income is less than twice of minimum wage law issue work or employments country (Babaei, 2016).

Mehr houses project with a high population density indicator, Separation and segregation, immigration, distance and lack of facilities are at risk of crime. These factor shows that there is no any deep study in selecting of the land and construction of the building for Mehr houses projects. The government has a weakness in Mehr affordable houses policy. One of the most important problem that caused crime in Mehr affordable houses is that too many people with different cultures in a small public area has a negative impact for the tenants. These can cause to create crime. Most of the citizens in Mehr project are working far from their house. The amount percentages of youth people are much more than the other ages. They need to be under the control of their parents. These young children should spend lots of their time in the way to city centre. These suburb houses cause the reduction in the parents' control. Most of the lands around these projects are not constructed yet. They are still arid. There are too many immigrants among the citizens with different cultures. These differences cause raise

quarrel among them. The square meter of the houses is very small. It is not adequate even for small families. They used to spend most of their free time in the public open areas close to their houses. The lack of entertainment facilities in suburbs area cause that teen ages spend their times in the street and public areas. They are not close to their family. They can easily learn criminal attitudes. These cause much more separation between families and their children's. It is harmful for family health. In suburb areas far from city center they are living mass of young population which they are under the average of education and economic situation in small place without necessary amenities and services facilities. The whole situation could be harmful for society and increase the crime in that area.

Separation and segregation is another important factor that increases the possibility of crime. The separation happened while some areas have more or less of a group of people with different social, economic, income classes. Each group selected an area for living or sometimes they forced to live in an area. So each district has its own identity and characteristic. Most of the poor areas and their mass houses suffer from scourge of crime. Mehr houses project could be such a kind of place. Because they are separated from the city centers and all the facilities inside of the city. Mehr houses are called modern ghettos or modern suburbs. Ghettos are represents life and the constraints of a minority among a majority of a big city. Ghetto is the result of ecological segregation, the separation of religious, racial, and sometimes the separation of poverty and socio-economic separation, from the other part of the city. From the physical view ghettos are the same as other areas but in social and cultural characteristic they have some problems. In government projects that build houses for low-income people this problem is possible to happened. But it is against of the government policy that these houses transfer to poor ghettos. Mehr houses projects are separated the citizens from the city centre by selecting the lands in suburbs. These projects separate the social-economical classes. Because these houses belong to poor or low-income people. The children of these families feel baseness when they go to the school. They compare themselves with their friends that they belong to other social-cultural classification in the society.

Immigration is one of the factors that increase the crime. In Mehr houses project there is a rule

that the owner should live in that city at least five years. But this rule does not apply to these projects. It means that the government didn't attention to the families' background of living city. Also they create another rule that could cover this rule. Buy and selling in these project is legal. The owner could sell to whom which is not live before in that city. This rule helps the rural people to immigrate easier to the big cities such as Tehran. The combination of different cities citizens and gather together makes the subcultural happened. This issue can increase the cultural differences. By this situation the rate of internal conflicts gets high that crime could have happened more easily. Mehr houses project are far from the cities. It is bringing too much trouble for the women's and children who lived there. Most of these projects suffer from lack of transportation facility. Traffic between these houses and city center could raise the crime mostly for women and children. They live in poor family so its not affordable for all of the families to have private car for transportation.

The other reason that could raise the crime is the lack of entertainment facilities. These shortages have much more affect in youth. In their free time they should spend their time in street instead going to cinemas, park or other entertainment areas.

9. Conclusions

In this paper two important factors were analyzed related to the housing that is one of the most and essential need for humans. These factors are categorized as suburbanization and crime. Due to immigration from the rural part to city, the head of the family is low-income. The price of land is cheaper. The rents are lower. These factors make the suburbs better than city areas for living for low-income people. But the qualities of these areas are not satisfying the citizens. It is bringing some problems for them such as: low level of public health, addiction, lack of formal job and sufficient income and also subcultures. The other problem which is harmful for family in this area is related to the social factor problems such as crime. Poverty, low level of culture is the most important factor that raises the crime in suburbs area. The crimes are containing robbery, murder, trafficking in alcohol and drugs and addiction. Mehr houses are affordable house in suburbs area. These houses based on literature review which is described deeply in this study, possible to transfer to criminal areas. Government try to solve shortage of houses for low-income

people. They should study more deeply. These areas could be so harmful for health of family and health of society. All the families which is living in Mehr houses, belongs to low-income family. Most of them are immigrants from the rural part to city areas with different cultures. All of these factors could help to raise the crime. Finally, it is suggested to government to study deeply in all factors related to the housing and environment for construction affordable houses to have better and healthy society.

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Conflict of interests

The author declares no conflict of interest.

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The Phenomenon of Mobility, a Development Challenge for the City Of Algiers

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ABSTRACT

Urban displacements are a major challenge for the economic and social development of the city and are a sign of quality of life. They are defined by less congestion, less pollution, congestion and urban sprawl. In Algeria, the new urban policies are seen as the beginning of a positive transformation of the city's situation, which degradation seems to have origin in a lack of coordination between planning, the deregulation of the transport sector and the urban planning of cities. Therefore, it is necessary to develop a transportation policy based on a logic of sustainable development of the urban area where the optimization of mobility is required. In Algiers, transport and urban planning have been the subject of many debates that have shown that the city suffers from several problems, in terms of transport, mobility, traffic and parking. This makes it a perfect example of a city affected by urban sprawl generating a series of other problems that come together to cause an imbalance in the layout of spaces. In attempting to address these problems in order, the first would be the increase in the various displacements due to the metropolisation and centralization of human activities. These displacements are not only in continuous increase but are experiencing a real imbalance where the quantity dominates on the quality, which leads to a remarkable saturation of the transport networks, and thus to a dense traffic notably during the peak hours. The purpose of this article is to demonstrate the importance of developing the most adequate operating policies for the various modes of transport that are the most appropriate in the capital city of Algiers, and to implement an investment program in the management of mobility in order to transform the city.

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1. Introduction

There can be no territories without connection, nor a city without system of transportation (Kaufmann, Yves Frirari, Dominique Joye, & Fritz, 2003). Transport is a necessary condition for performing daily activities, however to satisfy these needs, a number of transportations is accomplished every day by individuals who leave their homes to go to different destinations, moving is a concept that

improves over time through the multiplication of transportation motives leading to various forms of transport (Korkaz, 2013). This generated the need of concentration and convergence that gave birth to cities, where the reflection on the city became very tied to the reflection on

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transport "... the transport networks in a city, are just like the skeleton and the circulatory system at the same time. In short, they constitute the main conditions for a city functioning" (Merlin, 1985).

In Algeria, with the acceleration of urbanization «As of January 1, 2016, the total resident population in Algeria reached 40.4 million inhabitants»¹, transport has become a key sector for the economic and social development of the country. These recent years, traditional transport policies have an interest towards the demand for the private car, and have focused on assessing the role of urban transport and its contribution to urban integration and improvement of the quality of life in cities. Automobile-oriented development of city of Algiers with 1,254,553 cars 26.07%² of the national car fleet brought with it several problems in terms of transport, mobility, circulation and parking, as well as other problems related to pollution and urban sprawl. This is why the Algerian authorities take this term into consideration in the strategies for the implementation of the National Spatial Use Planning Scheme (NSPS) 2025. The studies for drawing up the four Master Plans for Urban Development Metropolitan Areas (MPDMA) Algiers, Oran, Annaba and Constantine, below the following objectives: setting off a major transport infrastructures, large structural facilities, and general orientations for protecting and enhancing the environment³. The objective of this research is to demonstrate the importance of developing the operating policies of the various modes of transport most adequate in the Capital of Algiers, through the analysis of the different processes of transport planning and mobility management.

2. Methodology of research

This analytical research has allowed us to identify the major questions related to the problem of urban transport and its relation with the modernization and metropolisation of Algiers so that we can identify and understand the procedures and methods to follow, taking into account coordination between transportation and planning. Then, to better develop our research, we opted for a reading of the legislative framework for urban transport

¹ (n.d.). Retrieved April 2018, from National Statistical Office: <http://www.ons.dz/>

²(n.d.). Retrieved 2018, from National Statistical Office: <http://www.ons.dz/repartition-du-parc-automobile,211.html>

³ (n.d.). *The implementation of the National Spatial Planning Scheme NSPS 2025.*

and urbanism documents dealing with the issue of mobility to arrive later in the presentation of the city of Algiers, type and mode of transport in the capital (case of study) and follow the strategies for modernization. Finally, we have the results of our analytical research that have demonstrated the absence of coordination between transport and urban planning and the inconsistency found in certain legislative and regulatory texts.

3. Theoretical background

3.1. Urban policy and transport:

According to (Merlin, 1993), the transport policy is "*the set of guidelines determined by public authorities*". The transport policy is the result of a process of regulation and control of transport reserves, to facilitate the efficient operation of economic, social and political aspects of a country (mobility of people and goods) to the lowest social cost and with total security.

The transport policy in Algeria has experienced several levels since independence, which the table below summarizes: see table '1', in Appendix 'A'.

3.2. The institutional organization of transport

3.3. Planning in the transport sector

Law N 01-20 of 12/12/2001, relating to the planning and sustainable development of the territory defined the items and origins of the national planning policy and sustainable development via orientations, instruments of national policy and implementation of the national development plan of the territory, these instruments and tools form the interface of this policy, the following table summarizes the planning instruments in Algeria. See table '2&3', in Appendix 'A'.

3.4. Existing laws and regulations in Algeria

The laws and regulations in Algeria are reviewed at the General Secretariat of the Government, before they were proposed for discussion and adoption, and according to this the participation of the Ministry of Relations with Parliament should be noted, whose one of its missions is precisely to study and make a contribution to the projects initiated texts by other sectors. See table '4', Appendix 'A'.

3.5 The report transport / town planning and town planning / Transport

The relation between transport and town planning is a transitive relation. This gives some explanation by the impact of the decentering of equipment on the transport. More the poles

of the various activities are far, more the distances traveled are long which involves an increase of car traffic on one hand. On the other hand, the location of jobs on the urban periphery and the development of automobile use often affect the rate of customers of public transport. As a result, the state of the road traffic gets worse every day.

4. Case Study "The City of Algiers"

The accelerated urbanization that knew the capital during this last decade provoked a series of problems that require an urban management of the space, the equipment, the structures and the functions today. This management requires the upgrade of the planning instruments to master the city and reach the purpose of the modernization and the metropolisation of the capital.

Among these problems; transportation that requires a comprehensive study. Following this, we tried to understand and target the problems of the articulation between urban planning and the transport system in Algiers.

4.1. Presentation of Algiers

Algiers, capital of the country occupying a strategic position in the Mediterranean Rim and the gate of the African continent which gives it an important economic and political influences.

Considered to be the most populous province (Wilaya) of Algeria with 2,988,1604 inhabitants and a density of 3,691 inhabitants / km² cover an area of 804.74 km², it is the smallest Algerian Wilayas. It is composed of thirteen "13" dairas, each comprising several communes, for a total of fifty-seven municipalities.

- Geographical situation
- Evolution of the population

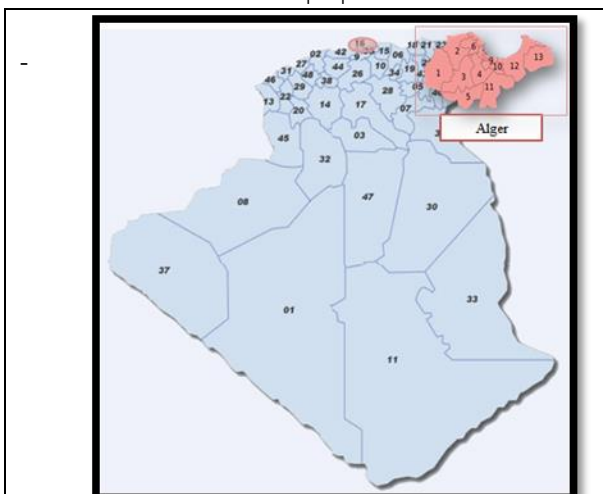


Figure 1. Situation of Wilaya of ALGIERS (treatment Source: Google Image)

⁴ (NOS, 2008)

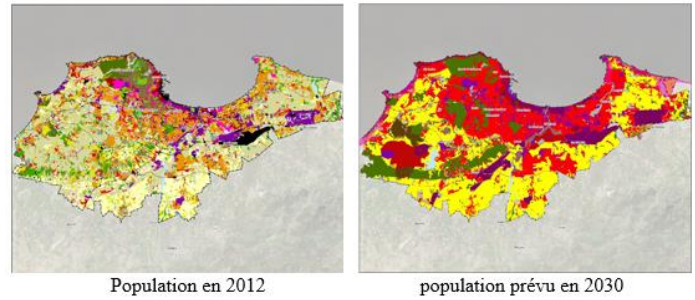


Figure 2. Evolution of the population. Source: TSO EGIS

The population is the intervening variable in any projections, also considered as a source of tension and imbalance of any territorial organizational policy.

4.2 Urban transport network in Algiers

Transport is considered a motive movement (work, purchase, leisure ... etc.) of a person made for a certain reason, between an origin and a destination, using one or more modes of transport, according to a route and for a specific duration (MINISTRY OF TRANSPORT OF QUEBEC). Among the modes of transport and the means of transport in Algiers, we quote:

- Road transport

Either individual (on foot, by vehicle, or by motorcycle) or common (bus, taxi,). The network consists of an entanglement of several lines spreading on different axes; they collect a number of vehicles that exceed 143,000 vehicles⁵.

- NH National Highway: 542 Km
- OTR office town Roads: 660 Km
- LR Local roads: 794 Km
- Construction of 1,250 engineering structures (new construction, rehabilitation and maintenance) and 37 hoppers.

Traffic at the two most important roads in the country, NH 4 and NH 5 between Oran and Constantine, passing through Algiers, is very important, ranging from 12,000 to 25,000 vehicles per hour depending on the section. At the approach of the Wilaya of Algiers, traffic easily reaches 50,000 vehicles per hour. This saturation will require a great development in the railway suburbs. (CHELLA , 2014)

⁵ (NOS, 2008)

operationalize the coordination urban planning and urban transport for a harmonious development of the city of Algiers.

- Think about checking, controlling and restoring the legislative framework that affects the planning and transport sector to ensure better coordination between the two sectors, control of urban sprawl and modal shift towards public transport.
- Articulate between the fields and scales of planning (spatial planning, urban plan and transport plan)
- Deepen the communication between the public authorities, and to create an interface of local debate within the agglomerations (governance).
- Reform and improve legislation and regulations, while facilitating its reading and its application, and involve its importance in the field of urban planning and construction, particularly in the training curriculum of the architect, engineer, and the administrator.
- Make a comprehensive review of legislation and regulations related to urban planning and transportation to distinguish existing inconsistencies.
- Integration of the concept of mobility in MPUP/POG urban planning documents
- The programming of the various projects at central and local level, with a view to ensuring better harmonization and coordination between the different actors.

7. Conclusions

If the situation of transport and mobility networks in the city of Algiers nowadays may reveal to us something, it would be the standpoint towards the implementation of a better management of transport, which reveals the question of the coordination between transport and urban planning instruments, which we have emphasized in our article. And this, in order to guarantee a more favorable quality of life. "The art of developing cities today depends on the ability to control flows and circulations, to organize the mobility of people and goods" (Wachter, 2003). Therefore to better understand and regulate these problems raised by transport, the institutions, administrations and local authorities who are responsible for managing cities, should consider establishing an urban transport plan that will constitute an integral part of the urban master plan and which will be covered by the challenge of providing a perfect coherence with urban development plans. Despite the setting up of the legislative and regulatory framework, and the efforts of direction that

have been made for the benefit of transport in the city, the imbalance of the urban framework and the inefficiency of the transport, would be nothing comparing to what the fact of dysfunction between urban planning and urban transport can generate, which is in fact due to the weak managerial capacity and the insufficiency of the actors concerned by this fact and who are in charge of the establishment of the various instruments as well as by the phase shift that occurred during the development of these.

Abbreviations

MCET Ministry of Civil Engineering and Transport
MHU Ministry of Housing and Urbanism
DWT Direction of province (Wilaya) Transport
DCE Directions of Civil Engineering
U.T.O.A Urban transport organizing authority
NSPS National Spatial Planning Scheme
RSPS Regional Spatial Planning Scheme
MPDMA Master Plan for the Development of Metropolitan Areas
ASMP Airport Sector Master Plan
TODP Town Office Development Plan
MP Master Plan
MPUP Master Plan of Urban Planning
POG Plan of Occupation of ground
MDP Municipality Development Plan
UTP Urban Travel Plan
GCPH General Census of Population and Housing
NH National Highway.
OTR office town Roads
LR Local roads
PT Public Transport.
PTC Passenger Transport Center
PTW West Passenger Transportation
PTSO South West passenger transportation
PTSE Passenger Transport South East
OJ Official Journal
TSO Technical Study Office
ASROUT Establishment of Maintenance of Road and Sanitation of the office town of Algiers
DUTRT Direction of urban transport and road traffic (DTUCR)
UTSO Urban Transport Studies Office (BETUR)
TMUTC Traffic Management and Urban Transport Company (EGCTU)
NPSF National Pension and Social Security Fund (CNRPS)
NTCE National technical control establishment (ENACTA)
NCSARUP National Center for Studies and Applied Research in Urban Planning (CNERU)
DUPCH Direction of Urban Planning, Construction and Housing (DUCH)
AUSPTE Algiers Urban and Suburban Public Transport Establishment (ETUSA)

EMA Algiers Metro Company
DTCT Direction of Trams and Cable Transport
(DPTTC)
NRTC National Railway Transport Company
(SNTF)

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Conflict of interests

The author declares no conflict of interest.

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Appendix A: Tables

Table 1. Periods of transport policy in Algeria

The 1962-1967 period the Monopoly of the National Transport Office	
Legislative texts and regulations	Objective
- Order 67-130 of July 22, 1967	- Organization of terrestrial transport within the self-management of transport
- Article 16	- Creation of municipal organism of urban public transport in cities
- Article 22	- Organization and supervision of transport institutions inherited from the colonial period and coordination between public sector properties
<i>Source: Official Journal N 63 relating to Law 67-130</i>	
The period from 1967 to 1988 Expropriation of the State on the terrestrial transports	
Legislative texts and regulations	Objective



Order 71-73 du 17 November 1971	- Absence of monopoly private sector of SNTV although the existence of a legal framework that allows this activity. <i>Source : Official Journal N 97 relating to the order 71-73</i>
Decree 81-375 of December 26, 1981	- The attribution of the municipality and the Town Office - Absence of the private sector <i>Source : Official Journal N 52 relating to decree 81-375</i>
Decree 83-306 of 07 may 1983	- Ending the centralization and distribution of public company passenger in: TVC center, TVO West. TVSO South West. TVO East and TVSE South-East. <i>Source : Official Journal N 19 relating to decree 83-306</i>
Interministerial Order 20 May 1987	Integration of the private sector in the transport sector <i>Source : Official Journal N 21 relating to the Interministerial Order</i>
The period from 1988-2001: opening of the road transport market	
Legislative texts and regulations	Objective
Executive Order 88-01 of January 12, 1988	- Canceling of the state and a strong emergence of the private sector - Abandonment of institutions by the State - Improving the efficiency and productivity of commercial institutions <i>Source : Official Journal N 02 relating to the Executive Order 88-01</i>
Law 88-17 of May 10, 1988	- Private sector development <i>Source : Official Journal N 19 relating to the Executive Order 88-17</i>
Executive Decree N 90-381 of 24 November 1990	- Improved profitability and efficiency of institutions to make them more productive in accordance with the commercial code <i>Source : Official Journal N 51 relating to the Executive Order 90-381</i>
Executive Decree N 91-195 of 01 June 1991	- Fix the general conditions for the exercise of terrestrial transport activities within the framework of Law N 88-17 of May 10, 1988, Mentioned above. <i>Source : Official Journal N 27 relating to the Executive Order 91-195</i>
The period from 2001 to 2012	
Legislative texts and regulations	Objectives
Executive Decree N 03-261 of July 23, 2003	- Composition, allocation and operation of the National terrestrial Transport Council, the Interministerial Technical Committee for the Transport of Dangerous Material and the Administrative Penalties Commission of Wilaya (Province) <i>Source: Official Journal N46</i>
Executive Decree N 04-416 of December 20, 2004	- Determination of the procedures for drawing up and implementing terrestrial transport plans for people <i>Source: Official Journal N 62</i>
Executive Decree N 09-89 of February 17, 2009	- Determination of the operating methods of the account of special assignment N 302-125 entitled: special fund for the development of public transport <i>Source : Official Journal N°12</i>
Executive Decree n10-91 Law N 11-09 of June 5, 2001 amending and supplementing Law N 01-13 of August 7, 2001	- Orientation and organization of terrestrial transport: public transport, own transport, operation, combined intermodal transport, vehicle, rail transport, guide transport of persons, road transport of persons and goods.
Executive Decree N 12-109 of March 06, 2012	- Organization of the functioning and missions of the urban transport organizing authority. - Adoption of A.O.T.U of certain Wilaya (province) <i>Source: Official Journal N 15 relating to Executive Decree 12-109</i>
Executive Decree N 12-190 of April 25, 2012	- Creation of the authorities organizing urban transport of some Wilaya (province) including Algiers, Oran, Constantine, Annaba, Setif, Batna, Sidi bel abbots, Mostaganem, and Ouargla. <i>Source : Official Journal N 25 relating to Executive Decree 12-190</i>
Executive Decree N 12-230 of May 24, 2012	Regulation of taxi transportation in 03 forms: - Individual taxi services - Urban Collective Tax Services - Non Urban Collective Taxi Services <i>Source : Official Journal N 33 relating to Executive Decree 12-230</i>

Source: (Official Journal, n.d.)
(Author treatment)

Table 2. Synthesis of transport organizations and these responsibilities

Institutional organization of transport		Responsibilities
Organization or under guardianship	Office Town and regional institutions	
- MCET; Ministry of Civil Engineering and Transport (French: MTPT <i>ministère des transports et des travaux publics</i>)		Transport policy
- MCET; Ministry of Civil Engineering and Transport (Fr: MTPT) - DTT; direction of terrestrial transport	- DWT; Direction of (province Transport (Fr: <i>Direction des transports des wilayas DTW</i>)	Organization of public transport
- DTT; direction of terrestrial transport	- DWT; Direction of province Transport (Fr: <i>DTW</i>)	Regulation of terrestrial transport
- MCET; Ministry of Civil Engineering and Transport (Fr: MTPT)	- DCET; Direction of Civil Engineering (Fr: <i>Direction des travaux publics DTP</i>)	National and Regional Road network: Construction and Maintenance
- DCET; Direction of Civil Engineering (Fr: <i>DTP</i>) - Establishment of Maintenance of Road and Sanitation of the province of Algiers (Fr: <i>ASROUT</i>)		Urban roads. Construction and maintenance.
- DWT; Direction of province Transport (Fr: <i>DTW</i>)		Transportation authorizations, driver's license, driving school
- DUTRT ; Direction of urban transport and road traffic (Fr : <i>direction des transports urbain et de la circulation routière DTUCR</i>) - UTISO ; Urban Transport Studies Office (Fr : <i>Bureau Des Etudes des transports urbains BETUR</i>)	- DWT; Direction of province Transport (Fr: <i>DTW</i>)	Transport study
- DUTRT; Direction of urban transport and road traffic (Fr: <i>DTUCR</i>)	TMUTC Traffic Management and Urban Transport Company (EGCTU) Policy	Traffic Management
- DUTRT; Direction of urban transport and road traffic (Fr: <i>DTUCR</i>) - NPSF ; National Pension and Social Security Fund (Fr : <i>Caisse nationale de retraite et de prévoyance sociale CNRPS</i>) - NTCE ; National technical control establishment (Fr: <i>Etablissement National de Contrôle Technique Automobile ENACTA</i>) - GENDARMERIE	- Committee of Traffic and Road Safety - Police	Road safety
- MHU Ministry of Housing and Urban Planning (Fr: <i>Ministère d'Habitat et d'Urbanisme MHU</i>) - NCSARUP National Center for Studies and Applied Research in Urban Planning (Fr: <i>Centre National d'Etudes et de Recherche appliquée en Urbanisme CNERU</i>)	- DCUP Direction of Construction and Urban Planning (Fr : <i>Direction d'urbanisme et de construction DUC</i>) - URBANIS	Urban planning
- AUSPTE Algiers Urban and Suburban Public Transport Establishment (Fr : <i>Établissement public de transport urbain et suburbain d'Alger ETUSA</i>) - TRANSUB	- Private operators - Collectives taxis	Exploitation of urban public transport
- EMA Algiers Metro company		Realization of the Algiers metro
- DTCT Direction of Trams and Cable Transport (Fr: <i>DPITC</i>)		Realization of the tramway of Algiers
- NRTC National Railway Transport Company (Fr: <i>SNTF</i>)		Electrification of suburbs trains
- AUSPTE Algiers Urban and Suburban Public Transport Establishment (Fr: <i>ETUSA</i>) - DTCT Direction of Trams and Cable Transport (Fr: <i>DPITC</i>)		Cable
- AUSPTE Algiers Urban and Suburban Public Transport Establishment (Fr: <i>ETUSA</i>)	- DWT Direction of province Transport (Fr: <i>DTW</i>) - Private operators	Specialized transportation
	- DWT Direction of province Transport (Fr: <i>DTW</i>) - Private operators	Taxis

Source: Study of the urban transport plan and the traffic plan of the agglomeration of Algiers (Update author 2018)

Table 3. Urban and Regional Planning System in Algeria

Laws	The law of Spatial Planning	The law of planning and urban planning	Town Office Code	Communal code
instruments	- NSPS - MPDMA	- MPUP - POG	- TODP	- MDP
Objectives	- Regional balance - Inter-sectoral and inter-regional coordination. - Optimization resources.	- Orientation of the development - Rationalization of the use of ground	- Development of the province (Wilaya).	- Development of the municipality.
Contents	- Schema - Orientation	- Development - Regulation. - Graphic document	- Vocation and function of the province (Wilaya).	- Vocation and function of the municipality
The criteria	- Sectoral policies (hydraulics, transport and tourism) - Resources, natural human	- Opposability to third party - Population social economy - Urban composition - Architecture.	- General directions of the NSPS, the RSPS and the law on the development	- General directions of the NSPS, the RSPS and the TODP.
The scales	National Regional	Communal	province (Wilaya)	Communal
Elaboration	- Structures responsible for territorial planning.	- province (Wilaya) - Wali (APW) - Urban planning ministers - local communities	- assembled province (Wilaya) people. - Wali.	- assembled communal people
Approval	- Council of Ministers	- province (Wilaya) - Wali - Urban planning ministers - local communities	- assembled province (Wilaya) people. - Wali.	assembled communal people
Management	- Sector	Communal	- province (Wilaya)	Communal

Source: (BAOUNI, Malfunctions urban planning and urban transport in Algerian cities)

Table 4. Existing Legislative and Regulatory Texts in Algeria

Legislative text	Definition
Order	Enacted by the President of the Republic between the two parliamentary sessions of the spring and autumn. In most of the cases, this order, once the parliamentary session opens, passed by the parliament with its two chambers, and is approved in the form of "law".
Law	"The law in the formal sense is the law voted by the parliament and enacted by the president of the republic". The proposed legislation, to be admissible, are filed by twenty (20) deputies. The draft laws presented by the cabinet after consulting the Council of State then submitted by the first Minister on the National Popular office of the assembly.
Presidential Decree	According to the article 77 of the presidential, decree N 96-438 the presidential decree is signed by the president of the republic on the report of the Secretary concerned by the device.
Legislative Decree	This disposal has been put in place precisely during the period of application of the platform national consensus on the transitional period, and this, following the judgment of electoral process in 1922 regarding legislative decree specifies how enactment of this type of text.
Executive Decree	Was signed by the chef of the government before the constitutional revision of November 2008 and is signed by the first minister after the revision of the constitution and this, on report of the minister concerned after approval of the president of the republic.
Decree	This disposal has been abandoned for some years before, there has been promulgation of texts by decree signed either by the President of the Republic or the first Minister.
Interministeril Instruction	Instruction concerning a particular domain, with interference from several different sectors, to be published in the Official Journal, and to be signed Jointly by two or more ministers.
Ministerial Instruction	Instruction concerning a particular domain, with the intervention of a single sector to be

	published in the official journal, which must be signed by the minister concerned.
Stopped	Being signed by several different levels of competence under: - Minister - Two or more ministers - Wali - President of the Municipal People's Assembly.

Source: (BENAMARA , Municipal territory in Algeria between urban development and legal texts, case study; municipality of Corso, 2012).

Table 5. Characteristics of Algiers Airport

Source: (ASMP) 2005-2025

Aerodrome	Taxiway			Strops			Parking			Main Track			Secondary Track		
	Nbre	Long	Larg.	Nbre	Long	Larg.	Nbre/Poste	Long	Larg.	Orient	Long	Larg.	Orient	Long	Larg.
Algiers/ Houari Boumedienne	2	35 00	25	3	257,5	25	32	625	95	05/23	3500	60	09/27	3500	45
		23 50			257,5			285	380						
					257,5										

Table 6. Urban Planning Instruments and Transportation in the City of Algiers (Author Processing)

STRATEGIC OBJECTIVES				THE PRIORITY THEME CROSSED
NSPS (the National Spatial Planning Scheme)	TERRITORIAL			Transport system and sustainable mobility Urbanization and metro urban sprawl Quality of life Quality of the environment Development and modernization
	<i>Only Law N 01-13 of 17 Joumada El Oula 1422 corresponding to August 17, 2001 on orientation and organization of terrestrial transport that addresses the subject of transport in the NSPS</i> - Modernization and networking of public works infrastructure, motorway and rail transport, logistics and communication platforms.			
	RSPS (The Regional Spatial Planning Scheme)	REGIONAL		
		- Agglomeration organization promoting economic development, solidarity and integration of populations, distribution of activities and services and controlled management of space and urban mobility.		
MPDMA (The Master Plan for the Development of Metropolitan Areas)	METROPOLITAN			
	- The location of major transport infrastructures and major structural equipment - The general guidelines for the protection and valorization of the environment - Create a common culture of spatial planning across the administrative boundaries of the territory and sit the bases of a territory project from its nerve center, which is the metropolitan area.			
TODP (The Town Office Development Plan)	SPECIFIC			
	- Modernization of railway infrastructure - The extension of the tram line to the west of the office town - Urban transport companies for 48 Office Town. - Improvement of public transport infrastructure and networks. - The extension of the metro line 01 to the commune of BAB EZZOUAR ...			

Source: (NSPS)2025 (Author Treatment)



Understanding the Negative Impacts of Rigid Institutional Framework on Community Development Projects: A Case From Bangladesh

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ABSTRACT

Most The goal of this article is to analyse the participatory process of development projects. Drawing upon my professional experience in a project called Pre-Poor Slum Intergration Project (PPSIP) which was based in Comilla, Bangladesh - I argue that development projects dominated by rigid power structures inside and in-between institutions inhibits community participation that reflects the actual need of the beneficiary group; and as happened in this case, produce results that do not serve the people in real need but rather only serve the purpose of the institutions that manage the project, more so the institutions having higher degrees of power. In this article I try to combine insights gained from our field experience and literature study on post-politics and power in planning in order to sketch out the stakeholder institutions' interest, capacity and enrolment in order to understand how socio-relational dynamics as opposed to technical procedures shaped the project. In this project participation from the community was ritualistic-serving only a face-value, the operational team on the field were devoid of power to take important decisions or challenge the institutional framework that they were part of, and at the same time institutions with higher degrees of decision making power were not sufficiently involved with the realities of the field. I conclude that in order to make participatory process really work, involved institutions should not limit their efforts in repetitive consensus building exercises based on pre-conceived ideas and traditional methods of community development.

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1. Introduction

Bangladesh is a densely populated country. Rapid urbanization has put significant strain on cities and towns of Bangladesh. According to a

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2009 study, around five million housing units are needed in Bangladesh to address housing shortage, and majority of population without adequate housing are from the low income group (NHA, 2014). Housing is predominantly developed by private market in Bangladeshi cities and the market is driven by profit. A large portion of the population cannot avail good quality housing available in the market; that is when the illegal settlements or slums come in the picture.

There are around 50,000 illegal and low income settlements in Bangladesh's 29 largest municipalities (NHA, 2014). Poor housing materials, high rent, limited access to public services, densely crowded and unsanitary living conditions, lack of tenure security etc. are some characteristic problems of these settlements. The settlements lack healthy living environment that is necessary for well-being of adults and children. By now it is well established that slum eviction is a violation of basic human rights and it involves high social and economic costs. The government is becoming increasingly aware that slum-development/integration efforts can be the appropriate approach.

The government has attempted to perform integrated approaches to slum development with the help of international development organizations such as UNDP, UK Aid etc. Urban Partnership for Poverty Reduction, in short, UPPR is such a project which runs in 21 cities of Bangladesh. In seven years until 2015, UPPR has successfully mobilized and empowered slum communities (especially the women) to develop their own savings, infrastructure etc. With UPPR, some communities have now started to also develop housing (UPPR, 2011). PPSIP (Pro-Poor Slum Integration Project) started with an intention to expand UPPR's efforts with housing development.

Participatory design/planning is a central element in many contemporary slum integration initiatives as in the case of PPSIP. The main objective of such participatory projects is to assist disadvantaged individuals and groups in changing their own living condition; and to do this by valorizing local knowledge and resources. Participatory design/planning projects bring people from different social-educational-financial backgrounds around the table in negotiating terms. Often the interests and enrolment are too difficult to be determined in preliminary phases. Eventually even the most community-centered/ democratic project might derail from its goals due to obdurate power hierarchy

among stakeholders. Through this research I try to understand and decode related stakeholders' and project participants' interest, capacity and enrolment in different projects and explain whether or how structures and dynamics of power relations in these projects serves the beneficiary group.

1.1. Research methods

This is a qualitative research. The main insights of the study are drawn from my professional experiences in the project PPSIP and my involvement in other activities with the architects who were involved in this project. A vital part of empirical understanding comes from active participation in facilitating and participating in workshops, community visits, interviewing locals, architects and NGO representatives etc. Through extensive report writing and journal keeping, I have made observations on how participatory processes are carried out, how the communities and community leaders respond to programs, or how professionals respond to communities' concerns and so on. Active involvement in other slum development projects as community architect have also allowed me to sketch out the problems in a broader scale and also understand ethical positions and interests of different actors in similar projects. A number of research questions which have guided this research:

1. How accurately do the projects understand the beneficiary community's social reality, needs and resources? How far do the processes and mechanisms of the project resonate with community's needs and aspiration?
2. How is power exercised by different actors in the process

2. Literature review

2.1. Strategic Spatial Planning

The interpretation of planning systems with an actor-structure perspective by Van den Broeck and Servillo in their article, *The Social Construction of Planning Systems: A Strategic-Relational Institutional Approach* provides with an understanding of dialectic interplay of agency and institutions shaping the specificities of planning systems, and thus influencing external changes (Van Den Broeck & Servillo, 2012). According to the authors, along with its technical role of economic and social development, changed courses of spatial planning also focus on democratic decision-making process, empower weaker groups; changes in actors and social groups and their

positions and practices also bring complex changes in relevant institutions and agency. These dynamics can be interpreted as the effect of non-dominant groups challenging the dominant group in planning system. They argue that dialectic among hegemonic and counter-hegemonic groups have transformative power in planning system, because counter-hegemonic groups are able to bring changes in institutional frames through action.

Albrechts in his writings about Strategic Spatial Planning has insisted a shift in planning style that is based on designing "shared futures and the development and promotion of common assets." The essence of SSP is also to find alternative approaches to "instrumental rationality". This alternative way refers to value rationality, a method of making dialogues where value based images, which are embedded in specific contexts, are generated collectively, validated by belief, practice and experience. This method is a reaction to the trend of making "future that extrapolated the past, and maintains the status quo". This approach includes reaching the 'other' part of the population, who are victim of prejudice and exclusion; and giving them the power to create their own image, and to take into account the "unequal balances of power" (Albrechts, 2003).

2.2. Power in planning

In Albrechts' study of power in planning, he argues that planning is essentially shaped by complicated power relations and because the dominant interests are not necessarily always in line with the "force of better argument"; the process of negotiations among plan-making actors, decision-making actors and implementation actors usually results in a consensus which neutralizes important/significant opinions.

An important reflection is also built with Albrechts' view on citizen's ambivalence on power system; according to him, the citizens are not convinced of the power of informal structures and frameworks in shaping the flow of events in planning field. He establishes that, although dominant power relations are not easy to change, empowerment has the potential to support collective efforts to change such relations. Albrechts argues that spatial planning, with the help of a number of mediating instruments and processes can take steps forward to achieve participative democracy. (Albrechts, 2003).

2.3. Post-Politics

Our experience in PPSIP has inspired us to think about participatory planning in a critical way. Sometime participatory planning becomes a buzzword, something which certifies a project as socially sustainable. Reading on post politics has served us with understanding of why only consensus building is not enough in establishing rights and justice. In his presentation on post-politics, Metzger explains how post-politics refers to a number of aspects of contemporary planning practices that are deficient in many perspectives; these practices have an uncritical attitude towards partnership governance and participatory consensus building. Although the process of participation is supposed to bring clarity of opinion from different actor groups; participatory planning might instead result in nightmarishly complex governance arrangements, making it difficult to clearly understand, analyse and reproduce the processes with success. Because many different actors are involved and their interest, stake and enrolment is not always clearly sketched out, it becomes difficult to assign authority to actions. The literature on post-politics also highlights how participatory planning might sometimes be used as a mean to suppress dissent on difficult issues; this happens because all actors sitting around a table are not given equal right of say what they have in mind. Thus in reality, participatory process only serve a part of the purpose, not the whole of it- it might bring people who were deprived of right of opinion in the scene, but the agenda of discussion might not allow everyone to properly voice their concern, and at the end of the day, it's the most powerful actor whose interest will be served. This way consensus building only works as a way of social control by reducing the possibility for other actors to oppose the most powerful actor.

An important aspect of the post-political approach is the recognition of this conflict of interest and accepting that the political difference should not be suppressed, rather expressed on public platform, so that they are "explored and articulated in ways that can contribute to "taming" potentially violent antagonism into democratically productive agonism" (Metzger, 2017). Agonism allows for "fundamentally opposed political ideals and interests to play out against each other in democratically acceptable forms based on – if not sympathy or understanding – at least a mutual recognition of legitimacy and respect for difference" (Metzger, 2017).

Irina Velicu and Maria Kaika's paper animates the story of years long anti-mining struggles in Rosia Montana, Romania with a theoretical basis adopted from Jacques Rancière's writings on postpolitics. Rancière argues about consensual politics that, "within an established framework, disagreement can only be articulated around opinions and values or around best solutions for a contested situation. The situation itself, the framework itself within which this dialogue operates (e.g. Continuous development, neoliberalism, etc.) is not (supposed to be) contested" (Velicu & Kaika, 2014, p.3). So, to make changes that matter, it is important that the framework within which a project operates should remain flexible to some extent.

3. Background of Pro-Poor Slum Integration Project

3.1. Pro-Poor Slum Integration Project

Pro-Poor Slum Integration Project or PPSIP started in 2014 and aims to complete implementation in 2021. The analysis of the case will firstly illustrate the thematic guideline of the project which is extracted from multiple reports (NHA, 2014) and then identify the complexities of implementation in the first several months of the pilot phase of the project.

The objective of Pro-Poor Slum Integration Project is to improve shelter and living conditions in selected low income and informal settlements in a number of municipalities in Bangladesh. The project also aims to develop infrastructure, e.g. road, drainage etc. in these neighborhoods. An additional focus of this project is to introduce collaborative learning in poverty stricken urban areas with the means of

Community Support Centers. The beneficiary communities and municipalities are selected through strategic steps and the project aims to scale up the development endeavours to additional municipalities' in the future through demonstration.

3.1.1. Integration of policies

The project reflects Bangladesh's Seventh Five Year Plan. According to this, "specific priorities of housing development are: (i) enabling land markets to work efficiently; (ii) improving the mechanism for financing housing and (iii) encouraging participation of the private sector, community based organizations, and non-government organizations to participate in service provision, particularly through policies to support inclusion." Seventh Five Year Plan (FY16-20), n.d.) The National Housing Policy (2015) recognizes the rights of the inhabitants in slums and informal settlements. This further focuses on the development of alternative housing supply programs to address the needs of the economically marginalized group.

3.1.2. Community driven approach

This project is designed with a community-driven and people centered approach. It adopts the Asian Coalition for Community Action- ACCA approach practiced in different countries of South-east Asia. The approach is based on building funding capability within the community and empowering community people to improve their own living conditions. ACCA includes a people centered approach to slum upgrading, including tenure and housing rights. The first step is community mobilization and organization- gradually building social cohesion through collective action

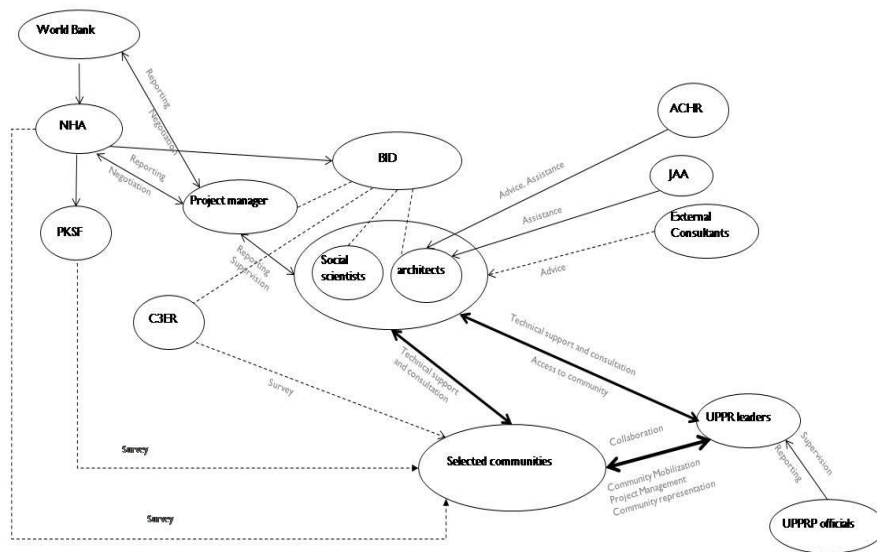


Figure 1: Diagrammatic representation of Actor relationship and enrolment in PPSIP.

ACCA then provides loans for larger housing projects and supports communities with architectural and planning assistance for site layout and design. This big and small fund goes to a city as a set of funds in order to make city-wide development. In this mechanism, in order to sustain the process, communities are mobilized to be connected by networks so they can take collaborative action towards common habitat development goals. The solution comes through forming larger-scale revolving funds; all involved communities take part in it – these funds are called community development funds (CDFs) and they may operate at different levels: the district level, city level, provincially or even nationally.

ACCA funds pass through a city level CDF (Community Development Fund) rather than going directly to the community. This CDFs can also be supplemented by a welfare fund and an insurance fund. CDF also serve as the institutionalization of community processes while it incorporates multiple different stakeholders, such as community members, academics, NGOs, and government officials. ACCA supports communities in acquiring formal land title through negotiated purchases, or securing land grants or long term leases through communication with land authorities. ACCA encourages the communities to develop their savings, so they can avail other sources of finance (e.g. Bank loans). Successful communities are linked with other communities on the city level which provides them the opportunity to learn from each other's experiences, links city wide savings efforts and

through this, communities feel empowered and connected. (Archer, 2012)

3.1.3. Partnership with UPPR

The project is designed to work with cohesive community groups of UPPR, who already has a history of savings, and are experienced in planning and developing small scale infrastructure projects, e.g. neighbourhood road, toilets etc. Urban Partnerships for Poverty Reduction Project (UPPR) started in 2000 with organization and mobilization of the community, savings and livelihoods programs, and simple infrastructure development through community contracting with awards of small grants. Until now, in 21 different municipalities of the country, UPPR communities manage 30,000 primary groups organized under 2,588 community development committees. With community collaboration, they build community action plans to implement livelihood programs and basic infrastructure development. Up to date, UPPR has over 5 million USD savings rotating among 26,000 community based savings and credit groups. UPPR started in many municipalities an effort to control viability of community based lending products for housing, this is called Community Housing Development Funds (CHDF). The PPSIP project aims to broaden these operations with the means of housing and further infrastructure development.

3.1.4. Institutional plurality

The national-scale project draws on expertise and capacities from different institutions. The project fund (a total of USD 50 Million) is lent to

Bangladesh Bank by International Development Association (IDA). In this project, the housing finance for the urban poor comes through community based lending models. That requires development of a number of tailored funding products (e.g., personal, joint liability, group guarantee etc.) with which households will get access to credits as qualified borrowers, the financial models are to be developed by Palli Karma Sayahak Foundation (PKSF). National Housing Authority (NHA) is responsible for employing technical consultants for environmental and social assessment and implementation of the project. For the pilot phase of the project, NHA employed a number of institutions affiliated with BRAC University- C3ER (Climate Change and Environmental Research), a team of architects and a team of social scientists from BID (Brac Institute of Development).

3.2. Selection of communities

The pilot phase started with an aim to test feasibility of the project. This required selecting communities which will help the project to succeed in the pilot phase, so that the efforts can later be more or less replicated for the next communities and next towns.

Through many stages of shortlisting five towns were selected- Sirajgonj, Narayangonj, Comilla, Barisal and Dinajpur. The consultant teams visited the five towns to rank them in an order of 'readiness' of each town, so that they know from in which town the pilot phase should start. The consultant team shared the prospects of the project with local authorities (District commissioner, mayor etc.); ranked prospective communities through meetings with community leaders and visited communities. From this, the consultant team prepared a list of strengths and threats for each town. Both in the cities of Comilla and Sirajgonj, there is good cooperation within communities and among communities and local government. However, in Comilla a new City Corporation masterplan was in the process and starting the PPSIP project in Comilla could mean incorporation of slum development initiative in the masterplan, and that could facilitate in creating a good example of urban planning for other cities with slum problems.

The initial activities which led to selection of the first five communities were meeting with UPPRP cluster leaders, local NGOs and ward councillors. Through meeting these local representatives, 71 communities were shortlisted. After this shortlisting, the selection criteria were revised in order to find

communities which could increase the likelihood of success in the pilot phase, these criteria were, in order of importance: availability of land, performance of savings and credit scheme and possibility of demonstration of various housing options (defined by geographical quality, morphological setting of household etc.).

With the revised criteria, 11 high ranked communities were chosen from this list and categorized on the basis of some characteristics or issues- pond-side communities, lake-side communities, embankment-side communities and socially-disadvantaged communities. This categorization was made with an attempt of forming networks of communities, so that as the project progresses, communities can easily find solutions to their problems with the help of their network.

Eventually, through further revisions of indicators, five communities were chosen for the pilot phase. These communities are: Molobhipara Baburchibari, Shongraish, Hatipukurpar, Shubhopur Gangpar and Uttor Bhatpara.

Though the inclinations of different groups are not explicit, it can be imagined that varying interests in different stakeholders led to a time consuming trial and error process of selection. Regardless of what consultant teams, city representatives and community representatives suggested, a major deciding factor that was set by the design of the program was **beneficiary communities' ability to repay loan and their access to legal land.** How the deciding power of certain stakeholders played role in the selection process is further elaborated in the next section.

3.3. Reflections on the community selection process

Legal access to land and capacity to repay loan were two major criteria in the community selection process. However, in the communities of Comilla and Sirajgonj, it is rarely the case that a family who has legal and private ownership and are well-off enough to repay the loan easily- are in dire need to build a new house. Comparing to the ultra-poor slum communities, these families have good houses which only need improvements or repairing. According to Islam, the households in communities of Sirajgonj privately owned their lots. The income of the majority of these household is about 30,000 BDT while the target

group decided in the project was of families with monthly income of BDT 7000-15000. Those families only needed improvements, such as a good kitchen or a pucca (permanent) roof. (Islam, 2016)

The infrastructural improvement objectives included: 1. Developing access with improved roads 2. Ensuring electricity supply 3. Ensuring gas supply 4. Developing proper waste management 4. Developing drainage for waste-water 5. Ensuring water supply. The first two communities (Shongraish and Moullobhipara) to work with already had basic provision of these entire infrastructures, except good drainage and waste disposal system. According to the project design only communities who take part in the housing loan program will receive free of cost infrastructural improvement support. So eventually, the project was practically functioning like a bank housing loan program addressed to lower-middle/middle income families, instead of a slum improvement project. The consultants on field were increasingly uncomfortable with this pattern, but nevertheless, they would continue with the project if the community agreed to the financial scheme that was presented.

A number of communities without land security were highly ranked in the selection process because of cohesion in the community, willingness etc. In spite of being the least developed in terms of infrastructure, housing, land security; those communities were not chosen. It was decided that in the pilot phase the project will work with only communities with legal access to land because the time period for pilot phase (2 years) was too short for any kind of acquisition of land or mitigation addressing land conflict. Another major selection criterion was presence of community cohesiveness and willingness to take part in the project. The communities were always approached through the UPPR leaders and mostly their cooperation and involvement was taken as indicative of the 'readiness' of community. Naturally, UPPR leaders' interests were very much associated with the programs and achievements of UPPR. Through UPPR programs, they have built saving activities and performed infrastructural projects (communal toilets, communal water taps, improves roads etc.). These processes have gradually improved the communities' socio-physical environments, and equally importantly, empowered the community women by capacitating them with leadership roles and so on. These leaders who worked for the communities for many years seemed to be

feeling out of place with the new project when the programs of PPSIP were not in line of UPPR projects.

Although the selection involved local people, eventually it was top-down process. Producing some visible result (as housing) in the pilot phase would be necessary to produce a demonstration effect for the project, and hence the criteria were designed in a way to achieve that goal; but some criterion had a strong focus on the interest of the Bank rather than the communities. In other words, the "community-driven" project could not eventually motivate any community to continue with the project.

3.4. Context of Comilla

Comilla is a district situated in the east of Bangladesh. The urban population of Comilla is 7, 07,597 and population density is 1712/ sq. km (BBS, 2014). The landscape of Comilla is defined by water bodies; rivers (Little Feni and Gomoti), natural lakes and man-made ponds of small and large size. While the water bodies served as water source for city neighborhoods in the past, with the introduction of piped water, the developed neighborhoods do not need to use them now. Many ponds nowadays are being filled for developing structures. However, for the disadvantaged neighborhoods, the ponds still remain a source of water for household purposes- cleaning clothes, utensils, bathing etc. Locals from slum communities say that, the pond banks serve as gathering spaces for them, especially in summer when power-cuts are frequent and dense slum settlements are difficult to live in. The ponds serve as an important source of water also in case of fire-hazards, especially for neighborhoods which are not easily accessible to fire trucks.

Despite the city's role in shaping the history of the country (and of the region before the formation of the Republic) over many centuries through its economic and cultural presence; the city has received little urban, infrastructural or technological upgrade in recent decades. Ill equipped to function as a modern city, it now struggles to cope with aggressive urban development. As with many cities in Bangladesh, whose infrastructural and resource capacities are collapsing under the weight of ever growing demands to deliver economic value and to take in rapidly increasing population, the city of Comilla is being regularly cut and stitched to enhance its economic and industrial production capacity and to accommodate the growing number of migrant inhabitants. These modifications on the

cityscape have taken a heavy toll on the quality of life of individuals and entire neighborhoods: more so among those less privileged.



Figure 2: Skyline of Comilla



Figure 3: Moulbhipara Baburchibari community.

3.5. Project activities on the field

Shongraish and Moulbhipara were two of the first communities who participated in the project. Both communities have savings committees with UPPR and have developed their infrastructure (especially communal toilets and roads) over past years with UPPR development projects. The communities were first briefed in detail about the project- its objectives and program. Then, based on discussions with the UPPR leaders, the architects fixed project boundaries for each community, i.e. parts of a community were chosen as defined by their geographical characteristics, or bounded by infrastructures. However, a possible extended area was also decided for future consideration.

With the help of ARCHITECTS' TEAM consultants, the communities then prepared community maps to locate the respective positions of their houses, toilets, kitchens etc., type of houses (permanent/temporary) and ownership of lots. Through informal community workshop,

inhabitants also discussed what improvements they desire in their living environment. These processes were performed in community courtyards or houses. While a part of the team were involved in mapping and collaborating directly with the communities, other parts of the team were involved in extracting and analysing maps from GIS databases, reviewing and appropriating building codes etc. Along with these activities, land experts from SOCIAL SCIENTISTS' TEAM started to extract and analyze land status of other communities (Shubhopur Gangpar, Uttor Bhatpara etc.) on the list in order to facilitate future negotiations about land. However, in spite of numerous attempts from the SOCIAL SCIENTISTS' TEAM and ARCHITECTS' TEAM, negotiations with the Land Ministry could not be made because local government was not very helpful. It was difficult to make negotiations for land transfer from other ministries to housing ministry. The project applied to the Prime Minister to facilitate land negotiation processes, but didn't receive any response.

During community meetings, the consultant teams shared with the communities about successful community-led slum improvement projects in other South-east Asian countries (Burma, Fiji, Vietnam, India and Philippines). Through sharing about successful examples, architects' team attempted to create dialogue with the community about the importance of combined efforts of professionals and locals in creating cost-effective design solutions.



Figure 4: Community map of Moulbhipara (NHA, 2014)



Figure 5: Consulting design with house owner in Mouloubhipara (NHA, 2014)

3.1. Financial mechanism

According to the financial scheme, one household will be granted a maximum amount of BDT 2,00,000 (USD 2548) as loan which they have to repay in 5 years with an interest rate of 15%. A household who takes a BDT 1,00,000 (USD 1274) loan would have to repay a total of BDT 1,42,740 (USD 2379). This fund will be disbursed from World Bank as loans, through Bangladesh Bank and then a local NGO and finally to a saving committee that the communities would form for this project.

In Shongraish, the first response to the numbers was that the interest rate is too high for them. In this project architects and social teams were the only group directly communicating with the community and naturally, because finance is not their core skill, neither of this group had very clear understanding of how the financial mechanism works. PKSf and the finance team from BRAC University only agreed to collaborate from Dhaka. With the absence of a financial team to explain, decode or modify the financial scheme properly, the consultant teams on the field attempted to broaden their skills on this issue with the help of visiting consultants, studying financial models from other projects etc.

Conflict arising on interest rate became a recurrent event during a particular phase in Comilla. Although the project derived its participatory design approaches from ACCA projects, a major difference between this project and any ACCA was the funding mechanism. In ACCA funded projects the fund reaches to a city-wide community network in the form of donation. Therefore, when it is disbursed within community household in the form of loan the interest rate is lower and also because the loan is repaid to their own community-network, the participants are less hesitant to repay the loan with an interest.

Islam, one of the community architects says, "We were talking about examples like Baan Mankong, Bang Bua and CODI, we didn't probably yet realize the biggest difference between PPSIP and those examples were the funding mechanism. In Thailand the communities were receiving grants, and here the community was offered loan. That makes all the difference. We were too focused on the physical product, the housing." - (Islam, 2016).

Eventually no productive dialogue took place between the community and PPSIP and the consultant teams decided that before the financial scheme is revised to fit communities' affordability, it was of no use to design/plan further along with the community. However, the architects' team carried on with designing infrastructure, housing prototypes, cost estimation etc. so that they can further consult with the community when and if the conflict is resolved and the social scientists' team would continue with the social awareness program.

The consultant teams didn't have any clear idea about the financial mechanism even when the project moved to the next city Sirajgonj after working in Comilla for almost a year. According to Islam, the architects' team was aware that discussing financial mechanism in detail will only complicate the situation, so they only performed programs on housing and land. Design workshops, community mapping, interviews etc. In order to create dialogue with the families about their aspiration of housing improvement within a cost frame of BDT 200000 (USD 2550) per household.

3.7. Disputes among different stakeholders

One of the reasons why the community lost trust in the project, was because too many stakeholders were involved in this project and they visited the community at different times with different agenda. The values, working method and language of communication were different in all these different teams.

Conflict among consultant teams, community leaders and current UPPR officials proved to be strongest factor for certain disruptions along the project. The UPPR town manager, the official responsible for supervising UPPR efforts in communities, although verbally agreed to collaborate with PPSIP, was not fully convinced of the importance of PPSIP in "his" communities. He complained that he did not feel enough involved in the project. His dissension proved to be a deciding factor of UPPR leaders' non-cooperation with the project, just as the leaders' non-cooperation with the project closed the line of

communication with the communities. When architects' team attempted to bring ACCA fund for housing and infrastructure improvement in communities out of UPPR network, the disagreement from town manager leaders grew even stronger because this effort seemed to him as a token of **contesting UPPR's capacity**.

The different consultant teams in PPSIP could not fully utilize the potential of a multi-disciplinary professional environment. Only architects' team and social **scientists' teams** were mainly working in the field. Except periodical meetings and site visits, the other stakeholders (representatives and professionals from NHA) were not involved in the field for long periods of time. This resulted in conflicted understanding of the context, goal and therefore compromising of the field **professional's capacity**.

According to Islam, the leading team on the **field was the architects' team, and they were** not fully equipped with the vast array of organisational skill that was required for a project like this. The limits of their skills were constantly challenged by cumbersome bureaucratic processes. The mind-set and working method of several groups were very different. The architects' team was mobilized by an ambitious humanistic result, the finance team was too pragmatic to find an alternative mechanism. An integrated approach of socio-technical innovation was missing (Islam, 2016).

4. Conclusions

The design of the project addresses grave issues as housing and infrastructure crisis in urban poor, intends to adopt a community-driven approach in integrated slum development. Yet, in the pilot phase coordination between communities and the project has failed in unfortunate ways. Two main reasons can be sketched out in order to understand why this happened.

a. Participatory design/planning was seen in an uncritical way: The notion of participatory design was accepted as if when the community participates in decision making processes, everything falls in place magically. Even if community always stays in the center of the discussion, the project actually failed to measure their financial capacity, eventually it was made sure that the Banks profit through this project. Not only participation from the community was ritualistic, serving only a face-value, the task force on the field was also put in a complete dead-end situation, they were **always under pressure to meet World Bank's**

criteria. Even though consultant teams were free to take decisions on the field, practically they were merely executives offered with remuneration, devoid of power to make the really important decisions or challenge the institutional framework that they were part of.

b. The interest and enrolment of different stakeholders were not realistically sketched out: The design of the project had foreseen high risk around stakeholder participation and institutional consensus. This risk could not be averted. The unequal power dynamics could be changed if there were less number of stakeholders involved. With repetitive consensus building exercises, it was difficult to assign responsibility to any one actor for an action, the consultant teams on the field were completely perplexed in the process of considering every related stakeholders' interests before and after any activities they carried out on the field. Although World Bank, NHA, PKSF etc. had more power in taking decisions, their enrolment in the project was not sufficient. On the other hand, the task force on the field was responsible for continuously reporting to these stakeholders. Although they could well realize how these dynamics were **affecting the project negatively, there weren't** any stage available which allowed to flexibly negotiate these inequalities when the project already started; the power inequalities were too strong to mediate and the consultant teams could not deviate the fixed structure, although unlike the niche development projects, the architects did not have to search for funds etc. and had institutional support, they failed to create any real impact on the field.

It is agreeable that the project deals with urgent planning issues and started as a way forward to incorporate societal changes into **the country's planning field, but it certainly will** take alternative efforts to bring real change in the field in future.

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Conflict of interests

The author declares no conflict of interest.

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The causal relationship between urbanization and economic growth in US: Fresh evidence from the Toda–Yamamoto approach

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ABSTRACT

This study aims to investigate the causal relationships between urbanization and economic growth for United State during the period 1960- 2017. We utilize the time series technique known as Toda-Yamamoto method, which efficiently works even with the variables co-integrated of an arbitrary order. Empirical findings suggest a unidirectional Granger causality running from urbanization to economic growth, and no Granger causality detected from economic growth to urbanization for the long run. The findings prove that urbanization is nominated as a main driving force of economic growth.

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1. Introduction

In the human literature, one of the most significant key factors in the development process is urbanization (Bairoch, 1988). In fact, urbanization and development are regarded as two interrelated and interdependent processes that cannot take place without each other. In spite of having such dependent relationship, the causal link between these two variables has not been truly clarified (Jacobs,

1969). Urbanization is regarded as both result and cause for the economic development (Gallup et al., 1999). It was proved that the proportion of the urban population in the world

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had a 30-percent rise in 1950 and it was gradually increased up to 50 percent in 2010 (United Nations, 2007).

Nowadays, urban areas have about 54 percent of world population with an on-going expectation. This number will increase up to 6 billion by 2045 in cities and 2 billion in urban areas according to the World Bank (2015). By generating more than 80% of global GDP by cities, urbanization will chip in to the sustainable growth in case of well managing of the increasing productivity; therefore, innovation and implementation of new ideas are enabled. A significant link between urbanization and economic development has been proved many times among different countries but there is still an outstanding question about which stimulates the other or which is regarded as independent. There are many insights about the expansion in the nexus between urbanization and output over time. It has been illustrated that the rate of urbanization and per capita income are positively correlated (until 1940) in USA, in a way that by rising in the urbanization rate until 60% the output per capita will be increased faster.

Based on the report of "World Development Indicator" between 1980 and 2006, two countries of China and India faced deterioration in terms of population for rural of 26% and 8% respectively, but they have a rise the output per person to 88% and 65 %, respectively (Tamang, 2013). In spite of all mentioned above and based on the findings of Fay and Opal in 2000, the process of urbanization in Kenya was without witnessing growth. In 1960, the urbanization level in Kenya was only seven percent that was very low. By 2000, this level was about increasing up to 20 percent due to rapid urbanization but it was still low.

According to Collier (2006), geography and national boundaries' factors are a significant determinant in small countries in Africa that are following the urbanization process without growth. Urbanization is known as an on-going global trend. This trend has various speeds in various continents based on some factors such as the geographic region, development level and country size. There are many limitations related to the environmental and ecological connected with the urbanizing the big cities such as pollution, crime and traffic. On the other hand, urbanization can provide great opportunities for having economic, cultural and institutional issues. There are three concepts commonly used in order to recognize complexities of all areas. These concepts are

presented in the following manner: 1-urban agglomeration, and 2-metropolitan area. The corresponding area for cities is identifiable based on the legal and administration criteria. This area is a legally recognized geographical area that includes the executive parts accepted in history.

According to the world nation definition in 2007, an urban agglomeration is being regarded based on the density of population; therefore, it ends in case of any drop of density less than a significant edge level. While the metropolitan area, is an inclusive term that contains urban agglomeration and any" surrounding areas of lower settlement density that are also under the direct influence of the city" (United Nations, 2007). Moreover, it is notable to stress that gathering a proper and precise data set regarding to the city's population as well as classification of them are dissuaded as the most challenging issues in the literatures (Cohen, 2004).

According to many studies, it has been proved that the urbanization and output per person are closely correlated (Henderson, 2003). It is clear that the output development can make rises to the more modernization in the industry and then lead to the rise level of people who are living in urban area. Developing countries has policies with the aim of rising economic growth due to the positive urbanization rate (Friedmann, 2006).

In today's world of globalization, the world is changing fast because of urbanization that has a faster change rate in the past three decades. Meantime, the urbanization process would rather focus on developing countries than developed ones. The nexus between urbanization and growth has been recently asserted by many global organizations and they believed that it should be encouraged as well. Bertinelli and Black (2004) believed that urbanization can affect economic growth through different channels considered as significant factors in the form of economy and country of either developed or developing countries. As the first channel, cities play significant roles in growth because they provide many public services (Aghion and Howitt, 2009).

According to Loughran and Schultz (2005), company performance can be affected by geography in the ceteris paribus condition. For instance, urban firms have more profit compared to the rural ones. Therefore, urban zones seem much more interesting for the firms and companies. In addition, the achievement success of a city and its development is highly

dependent on some factors such as the capacity for absorbing labors in the manufacturing sectors, to devote profit job vacancies for them, and to keep their skill's growth (Bacolod et al., 2010).

The urban economy has highlighted the importance of skills as it began to develop. Urbanization can also be remarked as reason for transferring the high skilled labor to the big cities that influences the level of skills and information. Fourth channel is an unexpected consequence which called as a positive externality (Cali and Menon, 2009). Migration positively affects urbanization in different aspects such as finance and human resource because it is an active interaction through which the information and technology as well as finance transferring are occurred and reinforced (McKenzie and Sasin, 2007).

Since urban population has a rapid growth, many researchers are becoming motivated to concentrate more on urbanization and economic growth studies. Ciccone and Hall (1996) illustrated that there is a positive effect between the population and the level of productivity in US, and growing urban population in double would lead to 6% increase in productivity. Based on the Ciccone (2002) findings, doubling the urban population in some European countries like Germany France, Spain, Italy, and England would increase the productivity by 4.5 %.

Cali (2008) has discovered a non-strong and non-negative link for the level of urbanization and output development in India. In China, Chang and Brada (2006) has investigated the concept of urbanization and found that less-urbanized countries have prevailed world economic growth. In a similar study, Da Mata et al. (2007) worked on economic growth and its effects on the level of urbanization in Brazil, and inferred that a vast categories of economic structures such as opportunities for revenue generating, the capacity of market and the quality of worker, play significant roles in the development of cities. Later on, in 2009, Brulhart and Sbergami (2009) illustrated that agglomeration raises economic development until a known degree that prevents the economic development in European countries. The urbanization -output growth nexus was investigated by Lewis (2014) in Indonesia. According to the results, urbanization positively affects economic growth; while the percentage change of urbanization is negatively connected to the economic growth.

In another study by Aroui et al. (2014), a probable and causal link between urbanization and economic development and the formation of the human capital was investigated in Africa. They indicated that the variables connection is non-linear. Besides, the result proved that high urbanization is linked with per capita GDP. These issues were examined in a different region like USA, Europe, Japan, New Zealand and Mexico from 1990 to 2008 by Leitao (2013). Based on the findings, urban accumulation boosts the economic growth.

The literatures on the urbanization-growth nexus are vast. While, most of them examined the casual link between the series using the standard linear Granger model. However, due to the existence of possible structural breaks and different integration order of the time series data, the validity of the parametric methods like standard Granger is in doubt. Against of this backdrop this study contributes to the literatures by applying the adjusted framework of Granger causality test introduced by Toda and Yamamoto (1995).

The layout of the study is presented as follows: In section 2 we provide the description of the data and applied methodology, while in section 3 the empirical analysis is presented and in the final section we provide a conclusion of the study.

2. Data and Methodology

2.1 Data

The data set of the paper includes a growth in real gross domestic product proxy for economic development¹and urbanization growth in US over the period from 1960-2017 on annual basis.

This study adopts the ratio of the urban population to the total population as a proxy for the urbanization rate. This proxy is a commonly used measure in the literatures (Nguyen, H. M., Nguyen, L. D., 2018). All data are collected form the World Bank data center. Table 1 and Figure 1 both present a brief description of the data set used in this study.

¹ The average annual rate of real GDP growth is a standard measurement of economic growth in the literature.

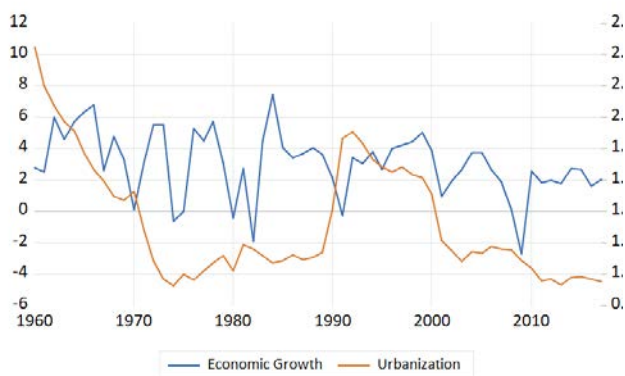


Figure 1. Economic Growth (Left Vertical Scale) and Urbanization (Right Vertical Scale)

In Table 1, EG stands for economic growth and UR denotes urbanization and p-value is in harmony with the test of normality based on the Jarque-Bera test. As observable in Table 1, the urbanization growth rejects the null hypothesis of normality based on the Jarque-Bera test. Moreover, the existence of fairly trend is clear in this series. However, the growth rate is distributed normally with negative Skewness. Figure 1 signs the relationship between the series.

Table 1. Summary Statistics

Statistic	EG	UR
Mean	3.065027	1.332478
Median	3.137432	1.152302
Maximum	7.414234	2.449104
Minimum	-2.72193	0.92724
Std. Dev.	2.071916	0.375682
Skewness	-0.48614	0.97701
Kurtosis	3.33879	3.029254
Jarque-Bera	2.561921	9.229375
Probability	0.27777	0.009905

Over the period 1970-1990, the correlation between the series seems to be negative while this link will get the positive sign after the period of 1990, such that, as the urbanization rate declines the economic growth decreases as well.

2.2 Methodology

As mentioned earlier, this study applies the methodology proposed by the Toda and Yamamoto (hereafter TY). This approach is proper for any type of integration order. This method estimates a VAR model of $(p + d)$ where p stands for the lag order selected using available information criteria (like AIC or SIC) and d denotes the maximum order of integration of the series.

Accordingly, the Granger causality can be examined in the VAR, while the additional lags

are ignored. Since the methodology of TY captures the low power unit root introductory, thus it's application is in matter of attention in many studies.

The outline of TY method is as follows: First, we need to define the maximum order of integration between the series using standard unit root test. Second, the optimal lag length of VAR model is defined. Third, the following model must be estimated.

Let specify y_t as an economic growth and x_t as an urbanization rate. Then the VAR $(p + d)$ model can be specified as:

$$\begin{pmatrix} y_t \\ x_t \end{pmatrix} = \begin{pmatrix} \alpha_1 \\ \alpha_2 \end{pmatrix} + \sum_{i=1}^k \begin{pmatrix} \beta_{11,i} & \beta_{12,i} \\ \beta_{21,i} & \beta_{22,i} \end{pmatrix} \begin{pmatrix} y_{t-i} \\ x_{t-i} \end{pmatrix} + \sum_{j=1}^{d_{max}} \begin{pmatrix} \beta_{11,k+j} & \beta_{12,k+j} \\ \beta_{21,k+j} & \beta_{22,k+j} \end{pmatrix} \begin{pmatrix} y_{t-k-j} \\ x_{t-k-j} \end{pmatrix} + \begin{pmatrix} \varepsilon_1 \\ \varepsilon_2 \end{pmatrix} \quad (1)$$

where ε_1 and ε_2 both denote a white noise residuals. In order to designate the causality running from y_t to x_t (and vice versa), the parameter restriction is applied based on the usual Wald test using the least-squares estimates. However, the robustness check for the estimated VAR model also must be taken into account for the validity of results.

3. Empirical Findings

In the first step for applying the TY method, the maximal order of integration between the two variables has to be examined. To that end, we apply a two popular unit root tests, namely Augmented Dickey Fuller (ADF) test (1981) and Z_{α} unit root test of Philips and Perron (1988). Given the observable trend in the urbanization growth rate, for the sake of reliability of results, we apply these two test based on the two different scenarios which are differing based on the deterministic components included in the autoregressive function.

The findings are presented in Table 2 and Table 3 respectively. Whereas, Table 2 presents the level investigation and in the same manner Table 3 shows the first difference examination of the unit root properties in the series. As illustrated, the economic growth is stationary at level as the null of unit root is rejected at 5% and 10% levels of significance for both scenarios. Therefore, we conclude that this variable is integrated to the order of the 0 (e.g., I (0)). However, urbanization growth contains the unit root based on the two model specifications. Although the Philips and Perron unit root test rejects the null hypothesis at 5% and 10% levels in the constant scenario, however, the presence of the trend in the series motivates us to rely on the constant and trend

scenario. Thus, the variable is integrated into the order of 1 (e.g., I (1)) as is non-stationary.

Table 2. Results of Unit Root tests for variables level

PP	ADF			
	C	C and T	C	C and T
Economic Growth	-5.25***	-5.80**	-5.19***	-4.89**
Urbanization	-2.38	-2.35	-2.94**	-2.64

** , and *** , shows significance at 5% and 10%, respectively. C shows the constant form while C and T denotes the constant and trend specification.

Table 3. Results of Unit Root tests for variables first difference

PP	ADF			
	C	C and T	C	C and T
Δ Economic Growth	-	-	-	-12.25***
Δ Urbanization	-5.26***	-6.24**	-11.21**	-10.12***

** , and *** , shows significance at 5% and 10%, respectively. Δ , denotes the first difference of series. C shows the constant form while C and T denotes the constant and trend specification.

In the presence of the mixed order of integration between the series, the TY method is proper as the modified Wald test statistic that follows the asymptotic distribution. Hence, we motivated to apply this method in order to identify the casual link between the economic growth and urbanization rate in US. However, defining the optimal lag order of the model for estimation is also matter of significance. To this end, we select the lag order of 3 ($p = 3$) based on the Schwarz Information Criteria (SC) since this criterion chooses the most parsimonious model comparing to the sample size. The results are displayed in the following Table.

Table 4. Lag Length Criteria

Lag LR	FPE	AIC	SC	HQ	
0	NA	0.330027	4.567161	4.643642	4.596286
1	92.71310	0.053884	2.754542	2.983985	2.841915
2	14.86721	0.045490	2.584160	2.966564	2.729782
3	1.041928	0.052229	2.719929	3.255295*	2.923799
4	1.316311*	0.059606*	2.847824*	3.536152	3.109943*
5	4.832542	0.062211	2.883912	3.725203	3.204280

*, indicates lag order selected by the criterion.

Given the optimal lag order and level of integration between the variables, a system of VAR model is estimated using lags of 3. We examined the validity of the predicted model

using relevant methods and we found that the model is robust and stable². In that vein, we proceed to the Granger causality test.

Table 5. Granger Causality Test (TY based)

Null Hypothesis: Test	Wald
No Causality From Urbanization to Economic Growth	9.567**
No Causality From Economic Growth to Urbanization	2.811

** , indicates significance at 5 % level.

Table 5 shows the results of casual nexus between the series using the TY method. We fail to accept the null hypothesis of the urbanization growth fails to Granger cause economic growth. Accordingly, we find a confirmation regarding the fact that a causality flowing from urbanization to economic growth. However, this causal nexus is not supported for the null of economic growth does not Granger cause urbanization rate. We infer that a unidirectional link between the urbanization and economic growth in US exists. This results support the evidence of the fact that expanding the urbanization in a country leads to have higher level of economic development.

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Conflict of interests

The author declares no conflict of interest.

4. Conclusions

A significant link between urbanization and economic development has been observed many times among different countries but there is still an outstanding question about which stimulates the other or which is regarded as in independent. This study revisited the casual nexus between the urbanization rate and economic development in US using the most available data set from 1960-2017 on annual basis. We used the modified Wald test statistic VAR based model which introduced by Toda and Yamamoto (1995).

Our empirical analysis highlights the expansion of urbanization in a country in order to get higher economic development. We find the unidirectional casualty flowing from

² Results are available upon request from the authors.

urbanization growth to income growth as a proxy for economic development while we could not detect the reverse causal link between the variables. Our results are important for the policy makers who design the development programs.

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Architecture and Human Rights

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ABSTRACT

This article investigates on the concept of space, its production, use, and change processes, and uncovers the interrelations between social and spatical practices. Based on Lefebvre's concept of the Right to the City, the article discussed two main spatial rights: the right to oeuvre and the right to appropriation. To justify these spatial rights on the ground of legal rights, a comparison method is used in this article and three main legal documents is set against each other. These documents are: the Universal Declaration of Human Rights, the 'World Charter for the Right to the City' and the 'European Declaration of Urban Rights'. As a result of this comparison 22 universal norms are identified. These norms and the awareness regarding them and their ethical and legal background can empower social / spatial activism and be used for performing and evaluating spatial practices.

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1. Introduction

The scope and the limits of the field of architecture, as an academic discipline, go beyond the profession of architecture and embrace all spatial studies and spatial practices which are multilayered studies and practices of diverse actors and stakeholders and are not mainly under the control of architects or the other related professionals (Sadri, 2018). Here, spatial studies and practices also are not limited to the process of space production, but its various forms of use and change.

A clear understanding of the concept of space, its process of production, use and change, provides basis for understanding spatial rights and eventually the relation between architecture and human rights.

2. The Concept of Space

The study of meaning and etymology of the word space and words with the meaning of space in other languages, builds a ground for the conception of the processes of its production, use and change and its connection with other concepts such as rights.

The word space in English is derived from the word *spātium* in Latin and means extension and distance in width and length (Marchant, 1948). In the Dictionary of Philosophy, three different explanations is given for the word space. The first one, which is similar to the meaning derived from its root of *spātium*, is the situation of emptiness and nothingness. The second definition which also describes the

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physical characteristics of space is limitless environment and endless chamber. The third definition is described as the infinite magnitude hosting existing beings in it and containing all limited extents within it (Cevizci, 1999). This definition, which sheds light on the relation between space and life/existence, is also supported in the meaning of *makan*, the word used for space in Arabic. *Makan* is generated from the root of *kvn* which stands for presence, and it means place of existence (Dai Islam, 1985). This interrelation is also presented in the word *raum*, the old German word for space. Based on its meaning of the place emptied for residence, Heidegger revealed the relation between space and dwelling. To explain this relationship further, he relied on the etymological studies on old European languages and examined the German and Old English verb of *buan / bauen*. Based on this study, Heidegger explained the interrelation between the concepts of space, building, life, dwelling and existence. *Buan / bauen*, in the meaning of 'to build' and 'to shelter', establishes the root for the verbs *bin / bist* in German or 'to be' in English, all meaning 'to exist' (Heidegger, 1975).

Heidegger's studies on the concept of space signifies the indivisibility of space and the existential practices in human life, such as practices of building and dwelling. He indicates that when someone says 'I exist', he actually means 'I am building' or 'I am dwelling'.

In order to emphasize the importance of the relationship between space and human life at a greater extent, Heidegger investigates on the verb of *wuon* in its old Anglo-Saxon form or *wunian* in its Gothic form. He mentions that *wuon* means to settle, however, these verbs also have a meaning of 'to be at peace' (Heidegger, 1975). To sum up, Heidegger's etymological research explains the connection between the concepts of space and building, dwelling, existing and being at peace.

It is possible to justify the closeness of these concepts with the etymological studies in some other languages. For example, the word of *мир* in Russian, which is used for the concepts of space (airspace) also, means peace (Şçerbinin, 1979). In Turkish the verb *barınmak* with the meaning of sheltering and the word *barış* in the meaning of peace are developed from the same root of '*bar = var*' in the meaning of existence (Sadri, 2007). These two examples also demonstrate the strong relationship between the concepts of 'dwelling', 'existence' and 'peace' in Turkish and Russian languages as in the study of Heidegger.

Consequently, space not only refers to the physical conditions, but also is affiliated with life. In addition to the physical meaning of *spātium*, the mental relationship of space and existence is readable in the words of *makan* and *buan*, and its social connection with settling, dwelling and living in peace in the words of *raum*, *мир*, *barınmak / barış*.

3. The Production of Space

Lefebvre describes the historical transformation of the processes of the production of space in his book entitled "The Production of Space". In fact, the book calls attention to two different ways of the space production one of them being the way people produce spaces through their daily life activities and the other way being the production of space in the existing capitalist system through the allied triad forces of state, capital and institutional knowledge – including professional organizations.

Lefebvre distinguishes the absolute space, meaning a naturally existing space which formed without any human interaction, from the spaces produced by humans. He writes that human beings change this natural or absolute space in two different forms. Thereby, by delivering two kinds of production processes, they obtain two different types of spaces with contradictory characteristics. Lefebvre names these two spaces as social space and abstract space (Lefebvre, 1991).

The social space is the space formed by the processes of social and collective production. It is collectively shaped in a long period of time with mental and operational contribution of numerous people. Social space is developed and transformed by different actors according to the changing needs of different generations throughout the history. The formation process of social space originates in a collective cooperation and an intergenerational consensus. Thus, social space represents the individual, collective and social existence as in the meaning of the word *Makan* or the verb *buan* and it embodies peace in a way seen in the verb of *wuon*. These qualifications cannot be found in spaces generated by specific people for their temporary usage in a limited time. Lefebvre illustrates the old urban spaces as an example for social space.

In order to name this collective and social production process, Lefebvre uses the oeuvre concept (Lefebvre, 1967). This French word is used to describe the artworks created by an artist throughout his / her life. Since social spaces are results of collective social production processes, cooperations and

consensuses beyond time, they can be conceived as intergenerational and communal artworks produced by various people living in the city throughout its history. Contrary to Oeuvre, the second type of human interacted space is the space produced by capitalism and neo-capitalism. Isolated from the social cooperative processes and created within the scope of power, these spaces are shaped based on the mutual action and benefits of state, capital and institutional knowledge. Lefebvre entitles these spaces produced subsequent to this process as abstract space (Lefebvre, 1991). Contrary to Oeuvre, these abstract spaces are not generated with collective and multi-actor processes, and accordingly, they do not provide equal access opportunities for everyone. These spaces occur in the intersection of knowledge and power. They are hierarchical spaces of those trying to control **everyday life and people's social organizations** such as political rulers, economical investors, or architects and planners. In addition to the hierarchical feature, Lefebvre believes that the capitalist process of the production of space makes spaces homogeneous and fragmented (Gottdiener, 1993).

With the production of abstract space, the use value of space becomes ineffective against the revenue it creates (exchange value). As Purcell states, the main purpose of the production process of abstract space is to gain exchange value, rather than use value (Purcell, 2003). In other saying, the space attained consequently to this production is procured not for use but for getting unearned income or for exchanging it with much more capital.

4. The Use and Change of Space

The use and change of space, as it is mentioned in Lefebvre's concept of lived space or in the word *raum*, is related to human beings' practices of dwelling. Schulz explains that private sheltering of people is only one of the forms of dwelling and there are other modes of dwelling associated with the social structure, economy and politics. He describes these other forms of communal dwellings as collective dwelling practices of people for their meetings and exchanges, and their public dwellings based on their communal agreements and consensuses. Schulz reminds that a settlement is a place of collective dwelling and a meeting space where people gather together and exchange their products, thoughts and emotions. According to Schulz, the most significant role of collective dwelling is enabling people to meet each other, despite their differences and diversities. Schulz names

this as milieu of possibilities and gives the urban spaces as an example for this type of dwelling. Bearing a deeper meaning than the actual meeting, according to Schulz, occurrence of options in the milieu of possibilities constitutes an association or a framework of agreements. More than bringing only common interests to the society, this agreement forms the basis of solidarity and accordingly the communal existence. Schulz underlines that the purpose of this agreement must be to reach a forum in which the common values can be stated and protected. At this point, Schulz calls into the concept of public dwelling, which he describes as the institutional formation and invisible structure needed for such a forum (Schulz, 1985).

All these dwelling practices can be actualized in spaces collectively created by equal and free individuals - means oeuvre. This is a circle which demonstrates the relationship between the production and use of space. Space is correlated with human life to a great extent and its formation and use socially and mentally unites in *spatium*, meaning the physical dimension of space. Both of them affect our lives and are also affected by them.

In order to sustain our lives and perform our activities we need spaces. We are in need of adequate places to protect ourselves against natural and human made disasters, to get the necessary education, to work, to access to these facilities, to be able to come together and participate in decision making processes, to demonstrate our opposition against applications threatening our freedom, to support each other, to live together, to produce our food, to exchange our ideas, to develop our culture, to do all of these we need proper spaces.

To be able to perform all our activities, to live in freedom and justice we need spaces accessible and suitable for our private and collective uses. Making spaces accessible and suitable for all of us or changing them according to our needs is only possible if we all can take part in the collective creation processes of these spaces. However, to be able to protect the rights of all of us, especially the most vulnerable groups of us, we need an extensive agreement framework. Until the time we reach to the society in which there are no oppression, discrimination, inequality and poverty, these rights will enable us to live in peace and justice.

5. Spatial Rights

Spatial rights are the rights related to the process of the formation and use / change of spaces. The foundation of studies conducted in

this field has been laid by Lefebvre in 1967 with his book "the Right to the City".

Lefebvre defines the right to the city with two different but interrelated rights; the first one is the right to appropriation, which is different from the property right, meaning the right to time and possession of a space and the second one refers to the art of living in the city is the right to oeuvre as the right of participating in the activities of the city (Lefebvre, 1967).

A) The Right to Appropriation

The Right to appropriation is related to the occupancy of space. Lefebvre explains it as the full and free use of spaces of cities by city-dwellers. Don Mitchell links it with the practice of dwelling. According to Mitchell, the right to the city is the right of using the spaces of the city, meaning the right to inhabit and live in the city. Mitchell addresses that in order to have this right, the housing right of people which includes the right of having a place for sleeping and relaxing without getting permission from anyone should be provided as a priority (Mitchell, 2003).

Therefore, he introduces the housing right as a way of appropriating and even taking over the city. This concept is completely different from the property right. Property right is exclusivist and it authorizes the proprietor to stop the access of unwanted people and gives the usufruct of space to the will of the title owner. This is of great importance in our world where most people do not have any property, and public and common spaces are becoming more privatized and controlled by capital owners and corporations day by day. Contrarily, the right to appropriation, meaning the right of taking over a space as Lefebvre suggests, is a collective and inclusionary right.

The right to appropriation describes people's collective right to inhabit in spaces and change and organize them in accordance with their own needs. As Purcell describes, the right to appropriation includes the right of occupying, living, playing, working and being represented in the city. In a sense, on the basis of living, inhabiting and free usage of the city spaces, the right to appropriation attributes the right of dwelling in the city to all of the city dwellers without any exclusion. Referring to Marx's concept of use value and exchange value, Purcell defines the right to appropriation as maximizing the use value of spaces and keeping it above its exchange value" (Purcell, 2003).

Within this framework, the right to appropriation actually aims to take the control of the city from all kinds of power forms - including

political authorities and capital - and give it to those living in the city. The occupy movements of 2011 in various parts of the world and the fights of people for taking back their cities, life and freedom from the oppressors, can be considered as the most significant agencies carried out for acquiring this right.

B) The Right to Oeuvre

Another spatial right which is inherently interrelated to the right to appropriation is the collective right of participating in the formation processes of space. Lefebvre named it as the right to oeuvre. This right addresses the indispensable replacement of the current capitalist urban spatial production system which is concentrated mainly on the manufacturing of exchange values, with the collective and intergenerational creation of spaces of the city as permanent artworks or in another word oeuvre. The right to Oeuvre requests that the city dwellers should play an active role in the use and production of space, all decisions regarding the fate of the city should be taken by the city dwellers and all the opportunities should be equally shared by the people living within the city. In this sense, Purcell approaches oeuvre as the right to participation. According to Purcell the right to oeuvre is a right which recognizes a decision making role of the city-dwellers in the processes of all practices related to the production of spaces of the city. Because in order to shape their lives as they please, city-dwellers should have the right to say their decisive opinion regarding the formation of lived spaces where they will maintain their lives (Purcell, 2003).

By being empowered to take part in the center of all decision making mechanisms, people's voices rise against the existing authorities and they can constitute an absolute control over their life. According to Mitchell the right to oeuvre composes city as an entire public space. Mitchell explains that because city is a place for various kinds of exchanges and social interactions of different people, therefore, it is public. Public space guarantees meeting of diverse people on the basis of heterogeneity. Accordingly, if cities are ruled by people, and not the authorities various projects of different people for shaping their city can get the opportunity to be discussed and synthesized in the free public space of their city. As much as the city becomes an oeuvre, consisting of collective projects, it offers a variety of opportunities for diverse people to coexist and reside (Mitchell, 2003).

6. From Spatial Rights to Spatial Human Rights
Lefebvre's revolutionary idea of the right to the city is not applicable within the context of

existing system. Neither the existing legal status recognizes the right to oeuvre as the collective right of participating in the formation processes of spaces of city, and the right to appropriation as the collective right of inhabiting in the city, nor do the existing authorities let such a right to pass into law. For this reason, in the transition period, there is a strong need to justify these rights on the basis of the most extensive agreement frameworks such as universally recognized and respected human rights.

7. Human Rights Norms Related to Spatial Rights

Human rights are the basic inalienable rights which are entitled to a person only because s/he is a human being. Ioanna Kucuradi describes these basic rights in two categories; a) directly protected basic rights; and b) indirectly protected basic rights (Kuçuradi, 2007).

a) According to Kuçuradi, directly protected human rights are all inviolable rights related to liberty and security of person and their necessities such as the right to life, the right to freedom of thought or the principle for not being subjected to torture or any inhuman treatment. These rights should be protected under the guarantee of law (Kuçuradi, 2004).

b) The indirectly protected rights are related to the pre-conditions needed for improving the opportunities and capabilities of people such as the right to housing, the right to health or the right to food. Contrary to the rights of the first group, these rights should be protected through public institutions (Kuçuradi, 2007).

Considering these categories and evaluating spatial rights in accordance with them, it is possible to argue that, spatial rights are associated with both of these categories of directly protected and indirectly protected basic rights. For this reason in addition to the necessity of legal frameworks for their protection, well designed and functioning public institutions are needed. To achieve this, a comparison method is used in this study and three legal document are set against each other: the Universal Declaration of Human Rights (United Nations, 1948), the 'World Charter for the Right to the City' (World Charter for the Right to the City, 2005) and the 'European Declaration of Urban Rights' (The European Urban Charter, 1992). Within the framework of this comparison study the below three tables are prepared (Sadri, 2010). The first table includes the titles of the spatial rights related to the directly protected and the indirectly protected basic rights. This table includes the 22 norms of the spatial rights associated with the norms of human rights. The

titles selected for the norms of spatial rights in this table are adapted from different concepts mentioned in various international human rights legislations and not directly quoted from the UNDHR or the two charters. Table 2 and 3 display more detailed information related to each of these spatial rights and their coverage and their relation with the Universal Declaration of Human Rights, and the two charters of the 'World Charter for the Right to the City' and the 'European Declaration of Urban Rights'.

Table 1. The 22 Norms of Spatial Rights

	Spatial Rights	Norms of Spatial Rights
Directly Protected Rights	The Right to Appropriation	Freedom and Safety of Person
		Access to public facilities and adequate shelter
	The Right to Oeuvre	Freedom of Thought and expression
		Protection of Natural and Cultural Heritage
Indirectly Protected Rights	The Right to Appropriation	Equality and Non-discrimination
		Fair and Convenient Working Conditions
		Social Justice and Social Security
		Health
		Adequate quality of life
		Access to social services and public facilities
		Adequate housing
		Freedom to move and access to transportation facilities
		Liberating and empowering education
		Contribution to cultural life
		Access to justice
		Conscious appropriation of natural resources and habitation in healthy environments
	Availability of leisure and sports opportunities	
	The Right to Oeuvre	Solidarity and coexistence in peace
		Assembly and Organization
		Transparency and access to information
Participate in governance		
		Collective and fair development

Table 2. The Directly Protected Norms of Spatial Rights

Norms of Spatial Rights	World Charter for the Right to the City	The European Declaration of Urban Rights	Universal Declaration of Human Rights
Freedom & Safety of Person		Article 1	Article 3: Everyone has the right to life, liberty and security of person.
Access to public facilities and adequate shelter		Article 11	<p>Article 12: No one shall be subjected to arbitrary interference with his privacy, family, home or correspondence, nor to attacks upon his honour and reputation. Everyone has the right to the protection of the law against such interference or attacks.</p> <p>Article 17: (1) Everyone has the right to own property alone as well as in association with others. (2) No one shall be arbitrarily deprived of his property.</p> <p>Article 21: (1) Everyone has the right to take part in the government of his country, directly or through freely chosen representatives. (2) Everyone has the right of equal access to public service in his country. (3) The will of the people shall be the basis of the authority of government; this will shall be expressed in periodic and genuine elections which shall be by universal and equal suffrage and shall be held by secret vote or by equivalent free voting procedures.</p>

Freedom of Thought and expression	Article 1 and 9	-----	<p>Article 18: Everyone has the right to freedom of thought, conscience and religion; this right includes freedom to change his religion or belief, and freedom, either alone or in community with others and in public or private, to manifest his religion or belief in teaching, practice, worship and observance.</p> <p>Article 19: Everyone has the right to freedom of opinion and expression; this right includes freedom to hold opinions without interference and to seek, receive and impart information and ideas through any media and regardless of frontiers.</p>
Protection of Natural and Cultural Heritage	Article 1, 5, 16 and 19	Article 10	<p>Article 27: 1) Everyone has the right freely to participate in the cultural life of the community, to enjoy the arts and to share in scientific advancement and its benefits. (2) Everyone has the right to the protection of the moral and material interests resulting from any scientific, literary or artistic production of which he is the author.</p>

Table 3: Indirectly Protected Norms of Spatial Rights

Norms of Spatial Rights	World Charter for the Right to the City	The European Declaration of Urban Rights	Universal Declaration of Human Rights
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Equality and Non-discrimination	Article 1, 2, 5, 8, 10, 11, 12, 13, 14, 15 and 19	<p>Article 1: All human beings are born free and equal in dignity and rights. They are endowed with reason and conscience and should act towards one another in a spirit of brotherhood.</p> <p>Article 2: Everyone is entitled to all the rights and freedoms set forth in this Declaration, without distinction of any kind, such as race, colour, sex, language, religion, political or other opinion, national or social origin, property, birth or other status. Furthermore, no distinction shall be made on the basis of the political, jurisdictional or international status of the country or territory to which a person belongs, whether it be independent, trust, non-self-governing or under any other limitation of sovereignty.</p>
	Article 20	<p>Article 23: (1) Everyone has the right to work, to free choice of employment, to just and favourable conditions of work and to protection against unemployment. (2) Everyone, without any discrimination, has the right to equal pay for equal work. (3) Everyone who works has the right to just and favourable remuneration ensuring for himself and his family an existence worthy of human dignity, and supplemented, if necessary, by other means of social protection. (4) Everyone has the right to form and to join trade unions for the protection of his interests.</p>
Fair and Convenient Working Conditions	Article 1 and 15	<p>Article 3</p>

Social Justice and Social Security	Article 1 and 2	<p>Article 22: Everyone, as a member of society, has the right to social security and is entitled to realization, through national effort and international co-operation and in accordance with the organization and resources of each State, of the economic, social and cultural rights indispensable for his dignity and the free development of his personality.</p> <p>Article 25: (1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control. (2) Motherhood and childhood are entitled to special care and assistance. All children, whether born in or out of wedlock, shall enjoy the same social protection.</p>
	Article 6	<p>Article 25: (1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control. (2) Motherhood and childhood are entitled to special care and assistance. All children, whether born in or out of wedlock, shall enjoy the same social protection.</p>
Health	Article 1 and 12	<p>Article 6</p>



Adequate quality of life	Article 1, 12 and 14	<p>Article 25:</p> <p>(1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control.</p> <p>(2) Motherhood and childhood are entitled to special care and assistance. All children, whether born in or out of wedlock, shall enjoy the same social protection</p>	Freedom to move and access to transportation facilities	Article 1 and 13	<p>Article 13:</p> <p>(1) Everyone has the right to freedom of movement and residence within the borders of each state.</p> <p>(2) Everyone has the right to leave any country, including his own, and to return to his country.</p>
Access to social services and public facilities	Article 1, 12 and 14	<p>Article 21:</p> <p>(1) Everyone has the right to take part in the government of his country, directly or through freely chosen representatives.</p> <p>(2) Everyone has the right of equal access to public service in his country.</p> <p>(3) The will of the people shall be the basis of the authority of government; this will shall be expressed in periodic and genuine elections which shall be by universal and equal suffrage and shall be held by secret vote or by equivalent free voting procedures.</p>	Liberating and empowering education	Article 1, 12 and 18	<p>Article 26:</p> <p>(1) Everyone has the right to education. Education shall be free, at least in the elementary and fundamental stages. Elementary education shall be compulsory. Technical and professional education shall be made generally available and higher education shall be equally accessible to all on the basis of merit.</p> <p>(2) Education shall be directed to the full development of the human personality and to the strengthening of respect for human rights and fundamental freedoms. It shall promote understanding, tolerance and friendship among all nations, racial or religious groups, and shall further the activities of the United Nations for the maintenance of peace.</p> <p>(3) Parents have a prior right to choose the kind of education that shall be given to their children.</p>
Adequate housing	Article 1, 2 and 14	<p>Article 25:</p> <p>(1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control.</p> <p>(2) Motherhood and childhood are entitled to special care and assistance. All children, whether born in or out of wedlock, shall enjoy the same social protection</p>	Contribution to cultural life	Article 1 and 2	<p>Article 27:</p> <p>(1) Everyone has the right freely to participate in the cultural life of the community, to enjoy the arts and to share in scientific advancement and its benefits.</p> <p>(2) Everyone has the right to the protection of the moral and material interests resulting from any scientific, literary or artistic production of which he is the author.</p>



Access to justice	Article 1, 10 and 11	<p>Article 6: Everyone has the right to recognition everywhere as a person before the law.</p> <p>Article 7: All are equal before the law and are entitled without any discrimination to equal protection of the law. All are entitled to equal protection against any discrimination in violation of this Declaration and against any incitement to such discrimination.</p> <p>Article 8: Everyone has the right to an effective remedy by the competent national tribunals for acts violating the fundamental rights granted him by the constitution or by law.</p> <p>Article 10: Everyone is entitled in full equality to a fair and public hearing by an independent and impartial tribunal, in the determination of his rights and obligations and of any criminal charge against him.</p>
	Article 1, 2, 5, 13 and 16	<p>Article 25: (1) Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control. (2) Motherhood and childhood are entitled to special care and assistance. All children, whether born in or out of wedlock, shall enjoy the same social protection</p>
	Article 7	<p>Article 24: Everyone has the right to rest and leisure, including reasonable limitation of working hours and periodic holidays with pay.</p>

Solidarity and coexistence in peace	Article 9	<p>Article 20: (1) Everyone has the right to freedom of peaceful assembly and association. (2) No one may be compelled to belong to an association.</p>
	Article 1 and 9	<p>Article 20: (1) Everyone has the right to freedom of peaceful assembly and association. (2) No one may be compelled to belong to an association.</p> <p>Article 23: (1) Everyone has the right to work, to free choice of employment, to just and favourable conditions of work and to protection against unemployment. (2) Everyone, without any discrimination, has the right to equal pay for equal work. (3) Everyone who works has the right to just and favourable remuneration ensuring for himself and his family an existence worthy of human dignity, and supplemented, if necessary, by other means of social protection. (4) Everyone has the right to form and to join trade unions for the protection of his interests.</p>
	Article 1, 2, 3 and 6	<p>Article 19: Everyone has the right to freedom of opinion and expression; this right includes freedom to hold opinions without interference and to seek, receive and impart information and ideas through any media and regardless of frontiers.</p>

Participate in governance	Article 1, 2, 3, 8, 12, 18 and 19	Article 12	<p>Article 21:</p> <p>(1) Everyone has the right to take part in the government of his country, directly or through freely chosen representatives.</p> <p>(2) Everyone has the right of equal access to public service in his country.</p> <p>(3) The will of the people shall be the basis of the authority of government; this will shall be expressed in periodic and genuine elections which shall be by universal and equal suffrage and shall be held by secret vote or by equivalent free voting procedures.</p>
	Article 1, 2, 5 and 11	Article 3, 13 and 14	<p>Article 22:</p> <p>Everyone, as a member of society, has the right to social security and is entitled to realization, through national effort and international co-operation and in accordance with the organization and resources of each State, of the economic, social and cultural rights indispensable for his dignity and the free development of his personality.</p>
Collective and fair development			

Subsequent to the above comparison study, the norms of spatial rights which are based on human rights norms and legal documents related to the rights in the city have been identified. Unlike the human rights norms, which are under the responsibility of nation states, the norms of spatial rights are in the scale of everyday life and their protection, fulfillment or respect is also possible in this scale. This very important feature of spatial rights relates them to the fields of spatial studies such as architecture and urban design.

8. Conclusions

Space, its production, use and change is strongly connected to our practices of building, dwelling and living. Spatial conditions and our ability to change them affect our individual and social capabilities, and create power relations, advantages or vulnerabilities.

Social practices are interdependent to spatial practices. Accordingly, understanding space, spatial practices and their relations with social practices paves the way for the realization of social movements. In this context, studies on spatial rights such as Lefebvre's concept of 'the Right to the City' generate vision for the ideal spatial / social practices and processes, and building free societies and cities. However,

before achieving this ultimate goal, to improve the life conditions, spatial / social activism needs to justify its demands on the basis of internationally recognized legal documents. Using a comparison method and on the basis of spatial rights, this study identifies the below listed 22 norms of human rights related to spatial practices:

1. Freedom and Safety of Person
2. Access to public facilities and adequate shelter
3. Freedom of Thought and expression
4. Protection of Natural and Cultural Heritage
5. Equality and Non-discrimination
6. Fair and Convenient Working Conditions
7. Social Justice and Social Security
8. Health
9. Adequate quality of life
10. Access to social services and public facilities
11. Adequate housing
12. Freedom to move and access to transportation facilities
13. Liberating and empowering education
14. Contribution to cultural life
15. Access to justice
16. Conscious appropriation of natural resources and habitation in healthy environments
17. Availability of leisure and sports opportunities
18. Solidarity and coexistence in peace
19. Assembly and Organization
20. Transparency and access to information
21. Participate in governance
22. Collective and fair development

These norms and the awareness regarding their ethical and legal background, can create a universal and human rights based criteria for performing and evaluating spatial practices.

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Conflict of interests

The author declares no conflict of interest.

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