

Influence the Development of Walking Routes to Promote Social Interaction (Case Study: Modarres Street in Kermanshah city)

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ABSTRACT

The gradual domination of moving vehicles on urban streets and spaces, urban design and planning, the implementation of measures and human needs is the result of this trend has continued, civic spaces life is at risk. Urban life, which reaches its climax when, in the service of humanity and not for the car, so that the citizens, in their place and role are necessary, and the presence of people in urban areas, is provided. In this study, to evaluate the quality of a space walk, and its impact on improving social interactions with citizens and civic life in urban spaces to achieve, in human and urban spaces. The purpose of applied research, and in terms of cross - sectional survey is. The population, population 10 years and over in Kermanshah, which, according to the census of 2011, to 731,144 people, according to the formula Cochran citizens sample, 246 subjects were considered in Modarres Street, which is located 220 questionnaires were analyzed, the cross in a week from 6 to 12 December 2014, on all days of the week and throughout the morning, afternoon and evening were distributed, which is exhaustive. St. Modarres over 1840 meters, the Azadi Square to Square Jihad, from the past to the present, to form a crust, the main commercial artery - the historic city of Kermanshah, is formed, the street as a public space, never not interacting with their surroundings, and given the role and functions of the street in the downtown core is expected that the needs and demands of everyday citizens. We meet expectations, and expectations of the citizens of this street as an essential issue seems. Research findings have shown that, Component spatial qualities are weak to walk, and to enhance the spatial qualities of social interaction, in the city of Kermanshah increase teacher will walk the streets, and between all dimensions there was a significant positive correlation with social interaction, and it was impressive.

KEYWORDS: Sidewalk, qualitative spatial, social Interactions, Modarres street, Kermanshah city.

INTRODUCTION

The nature of the activities that will take place in urban areas, can generally be attributed to two main factors: the cultural factors, and other environmental factors (physical or spatial characteristics). Thus, the use of space, especially for pedestrians, mainly the roots and origins of culture, and the environment (space form) is only an auxiliary role (support), or have a deterrent effect, and does not determine behavior (Bahreini, 1996: 1). European cities, particularly Germany and the Netherlands, have pioneered the development of pedestrian zones, and American cities at various times, various approaches, have been subject to. However, despite the existence of a history of more than half a century, the world leader in this field, while the threshold of the third millennium, many cities in the world, pedestrian-oriented urban development at the prospect of an upgrade, and programs and a wide range of scientific activities and, in this regard are at hand, it appears that, in our contemporary urban development, in a profound break with past tradition, and based Car circuit facilitate more moving vehicles, and as to the spaces and pedestrian zones, and their importance in the development of urban vitality and dynamism, not paying attention (Kashani Joo, 2014: 1). Interaction between vehicles and pedestrian traffic, one of the biggest problems in modern cities. In many cities, traffic has risen steadily, resulting in a lot of collisions between pedestrians and motor traffic occurs. There is a critical look at the passing of heavy traffic, downtown, especially the unnecessary traveling in vehicles, people-oriented and lively contrasts with the urban environment, it is important (Yangol, 2010: 27).

The success of urban areas, with the use of a human presence in space and it fits. The architecture and urbanism, to the differentiation and separation of the increase in social interaction, and the human solidarity. But today in most urban areas, residents are facing reduced social relationships and participation in these spaces is (Behzadfar and tahmasebi, 2013: 28-17). Despite all forms of

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communication in today's cities, the most important being the possibility of a people, in social environments through the walk, and walk prepare placed (Akbarinasab, 47: 2014). Walking routes are part of the urban environment. Today, urban spaces, urban development programs have become essential, this is the story of the role of these spaces, to strengthen the cultural aspect - social city. The urban environment, including topics that are popular, many scholars of urban issues, to pay attention, and it is fundamentally important to understand that relationship, the social strategies, social refinement construction, the quality of human - social, emotional, expression of the active life of the people, political activity, healthy lifestyle, urban, and so on (Parsi, 2002: 1). Walking, public transportation is the most basic type, and can also be the safest and most comfortable (Mohammadi et al., 2013: 9-1). Walk in the presence of all citizens, and their participation in their social life is. The scale all areas of operation, and should be open to various groups of citizens. Where citizens, in an interactive relationship with each other, learn together, and strive to promote collective life (Pakzad, 2007).

Walk the streets of Modarres, in the city of Kermanshah, due to its position as the most important commercial space - cultural city, and the high proportion of users of this space has been studied in the present study. St. Modarres over 1840 meters, the Azadi Square to Square Jihad, from the past to the present to form a crust, the main commercial artery - the historic city of Kermanshah, is formed, the street as a public space, no interaction and had no contact with his surroundings, and given the role and functions of the street in the downtown core is expected to meet the needs and demands of everyday citizens. We meet the expectations of citizens of the street, as an essential issue to appear. The Modarres Street, the historic cultural identity, and the presence of active applications has the potential, in order to achieve social interactions.

In this study, given the low level of social interaction, to walk the streets of Modarres, the main research question, to enhance the understanding of social interactions, have been addressed in the walk ways.

History

Mahmoodi (2009), "the sidewalk, an arena for social interaction (Vali Asr Street in Tehran, the intersection Vali Asr (AS) to intersection doctor Fatemi Street)", the search criteria, physical, and sidewalks to provide semantic field O, for human social interaction so that mutual influence him, and the spaces provided. By examining the votes theorists, and critics are examples of sidewalks in the old town, from the perspective of understanding how pedestrian, His presence on the urban space and interaction space, the physical and semantic space standards, to establish social relationships are concerned, and these values are consistent with the results of the case studies, we were walking criticism, suggestions To enrich the criteria set by the man, and his perception of space and offers. With the acquisition of semantic and physical properties of the sense of security and mental relaxation and a place to belong, in the air and on the interactions human, social, and mutual influence him walking on urban spaces provided.

Ranjbar and Reisi Esmaili (2010), in an article entitled "The quality of the city's walk (walk the Saf (Sepahsalar) Tehran", seek to measure the quality of the implementation of the queue, the first walk are Tehran also analyzes the status quo walk the Saf, especially the quality of the model, it pays to walk. The results of the integration of user feedback and evaluation show that the Czech list of 11 basic components of quality of implementation the queue, the 7 components of diversity, flexibility, cleanliness, readability, and body form, vitality and identity, in the category of low and very low quality, 3 component performance, comfort, distinction and recognition of lower-middle-class quality, and component access and permeability in the category of high quality, are.

Saraffi nd Mohammadian Mosammam (2012), in articles entitled "Feasibility of implementation line of street Hamedan," the central part of the city of Hamadan, and the feasibility of building the facility, in order to reproduce it is engaged, the results of this study show that, over the past four decades, urban planning model vehicle at Hamadan, and focusing too much use of trade services in the city center, not only to expand too User trade services in the city center, not only spread over car trips, followed by traffic congestion and excessive pressure, the texture and fabric of the city center, but the instability in well-led. Resourcefulness to overcome this problem is based on the central car model, and the results of its use.

Hypothesis

1. The components of the effective ways to implement, and social interaction there, and influencing social interaction has increased.

Research method

This study, for the purpose of applied development, and given the nature of the study and the proposed hypotheses, methodology, and cross - sectional survey, the correlation is. The population includes all people over 10 years old city of Kermanshah, which, according to the 2011 census, to 731,144 people, 362,535 men and 368,609 women. Population 10 years and more, because all age groups, spatial perception, social interaction with the citizens, on the walk ways have been considered. Cochran formula based on the sample of citizens in the street y6s of Modarres, 246 people have been considered.

Analysis

As seen in Table 1 are shown between the independent variables (the vitality and dynamism, utility and amenities, safety, security, protection, comfort, amenities and furnishings appropriate, fun and pleasant, cleanliness, identity and memorable places, differentiation, and Effects readability, flexibility, accessibility and permeability, spatial diversity, functional, intuitive and users, inviting atmosphere and the beauty and charm effect) and social interactions, direct and significant relationship existed. The highest correlation between the vitality and dynamism, utility and amenities and space diversity, functional, intuitive and users that the relationship between the spatial qualities walk with increased social interaction citizen’s show. Given the scale of the data in this study to measure the collective impact of the independent variables on the dependent variable, the multiple regression were combined. The results indicate that the independent variables simultaneously, the influence of social interactions.

Table 1. Multiple regression to examine the spatial qualities of the teacher to walk the streets, in the promotion of social interaction

Sig	T	Beta	B	
0/000	23/711	-	91/552	Constant_Factor
0/001	27/251	0/661	9/522	Vitality and dynamism
0/001	22/067	0/286	8/325	Utility and amenities
0/022	17/666	0/176	7/191	Safety, Security and Protection
0/004	9/251	0/661	5/522	Comfort
0/000	8/067	0/286	4/325	Accommodations and affordable furniture
0/005	2/666	0/176	4/191	Delightful and charming
0/011	9/251	0/661	3/522	Cleanliness
0/038	7/067	0/286	3/325	Identity and memorable places
0/046	4/666	0/176	2/191	Contrast, readability and picture-taking
0/044	9/251	0/661	1/522	Flexibility
0/012	9/067	0/286	1/325	Access and permeability
0/001	6/666	0/176	1/568	Space diversity, functional, intuitive and users
0/013	9/251	0/661	0/689	MIC inviting space
0/049	1/067	0/286	0/487	Beauty and charm

Multiple correlation coefficient of agreement $R = 0/798$, and $0/746 = R^2$ indicates that the coefficient of determination, 74/6% of the variability in the interpretation placed by the independent variables considered. The main independent variables influence spatial qualities walk ways (vitality and dynamism, comfort and safety, diversity, spatial, functional, intuitive and users access and permeability, etc.), to increase social interaction of citizens in the streets lecturer. These factors have an impact on social interaction.

Thus the effective factors on foot roads, and social interaction there, and influencing social interaction has increased. The hypothesis is confirmed.

Conclusions and recommendations

Urban areas belonging to citizens, not cars are big construction projects. In other words appropriate to the scale of the human environment, an environment in which the scale and pace of

implementation, and not a fast moving motor vehicles is set. To provide a qualitative analysis of public spaces, measure to be taken. The measure of the quality of urban spaces, pedestrian visibility, which, with a speed of 5 miles per hour walks. According to previous Experience in Iran, we can create a city walk, came to the conclusion that, as an important factor in the prosperity of a walk, there user complex business, and create complementary equipment, to create an urban space is complete, people can also buy your groceries, take a stroll and enjoy the space, and it Spend at your leisure. According to the existing problems, and understand the underlying problems which can be used to resolve these issues and problems, the solutions presented, must rely on general principles and policies. The following strategies to strengthen the implementation, offered:

1. Strengthen efforts to attract different age groups, and different sex
2. Strengthen economic vitality, social, health and environmental sustainability
3. Keep focused during the day
4. There is a possibility and desire to pause, and stop along the axis
5. Urban furniture design practices
6. suitable for deployment in the urban furniture
7. Policies that promote walking and cycling
8. Clarify the legal rights of pedestrians and cyclists
9. Open everyday walk
10. A method of non-powered integrated with public transport
11. The expansion and intensification of political action, and community participation
12. Economic instruments (congestion pricing, fuel tax, vehicle tax, taxes on emissions (emissions), parking pricing.

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