

The Importance of Pedestrianization in Cities- Assessment of Pedestrianized Streets in Nicosia Walled City

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Abstract

Especially in the old historical cities, creating traffic-free areas/streets has become an important approach in recent years. One of these cities which is the last divided capital city and one of the most important cultural heritages of the Mediterranean region in the island of Cyprus is the Nicosia Walled City. Within this study, the existing situation of pedestrianized areas in the Walled City in north Nicosia were examined. In literature review part, the importance of pedestrianization, reasons and benefits of pedestrianization, examples of pedestrianized areas/streets around the world are reviewed. The pedestrianized streets/areas in the north Nicosia Walled City were examined on-site, photographed, their current status was revealed and evaluated according to determined criteria. Each street/area was evaluated in terms of functions in the street, mobility, accessibility by car or public transportation, social/community activities, economic development and quality of physical environment. When the old city of Nicosia is analyzed in the context of these criteria, it has been observed that the pedestrianized areas have an increasing social, cultural and economical contribution to the city. In addition to its historical features, the places and activities that attract the people especially young population and tourists, bring life to this region. In terms of environmental aspects, visual incompatibilities were observed even in the streets where pedestrianization studies have been carried out recently. There are also problems about vehicle and pedestrian traffic that affect users. The study was completed by making suggestions at the end of the study.

Keywords: pedestrianized streets, pedestrianized squares, Nicosia Walled City, Cyprus

1. Introduction

Cities grow over time and tends to develop in a contemporary sense. Central and/or local governments direct the investments of the people living in the city with the planning policies they produce. Accordingly, certain points of the city complete their development in a good or bad way. At this point, the regions that have completed their construction in the city to a large extent need to be overhauled in accordance with the conditions of the day in order to survive in a modern sense. Of course, such a regional planning works should be the responsibility of local governments.

As cities grow, certain areas are formed as attraction points. While the density increases at these areas, they cannot fully perform their functions due to the density. At this point, if the necessary intervention is not made, these parts of the city may become uninhabitable after a while. This intervention should be carried out in such a way that

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certain regions of the city can be transformed to pedestrianized areas, taking into account the current situation and urban problems to be solved regarding public interest.

Pedestrian streets generally have facilities for relaxing, entertaining among other activities. Landscape elements can be provided like trees and other vegetation. Water elements like pool fountains can be attractive and focus of activities. Street lighting and furnitures are also essential elements of pedestrianized streets. Such streets are streets designed to allow people to socialize, to walk safely. These streets should also be accessible to everyone.

Especially in the old historical cities, creating traffic-free areas/streets has become an important approach in recent years. One of these cities is the Nicosia Walled City which is the last divided capital city and one of the most important cultural heritages of the Mediterranean region, located on the island of Cyprus. Within this study, the pedestrianized areas in the Walled City in North Nicosia will be examined. Following the literature review about pedestrianization, reasons and benefits of pedestrianization, examples of pedestrianized areas/streets around the world will be reviewed. Then research methodology will be explained and results will be discussed. At the end of the study, recommendations will be made regarding the results.

2. Pedestrianization in Cities-Reasons-Benefits

Brambilla & Longo (2003) described *pedestrian districts* as a portion of the city where vehicular traffic is eliminated. This type of traffic-free zoning suits the physical conditions of historic central areas and has been adopted by many European cities. “*Pedestrian streets*”, on the other hand, are the streets where traffic is not allowed, except emergency vehicles, service and delivery trucks which are often allowed during restricted hours. The “pedestrian street” term is used as synonymous of “pedestrian mall,” which is first used in North America as a term describing traffic-free zones.

Soni & Soni (2006) emphasized the rapid growth of transportation related problems like traffic congestion, accidents and injuries, pollution, noise etc. because of the the rapid increase in numbers of private vehicles in centers of the cities and old towns. They also indicated that the pedestrians are affected in a bad way. Such areas become places degraded to the extent that people do not want to visit anymore. As a solution and a most feasible way for upgrading mobility and environment, they suggest pedestrianization of these areas which they think a very effective, lowcost and sustainable solution.

In the publication by The Active Living Resource Center-European Commission (2004) has published a handbook explaining the ways for planning public spaces to eliminate vehicular traffic for pedestrian’s free movement and new ways to create attractive and popular public areas in Europe. In handbook, the problems associated with increasing traffic and congestion in terms of environmental, social and economic costs for urban communities are illustrated in Figure 1.

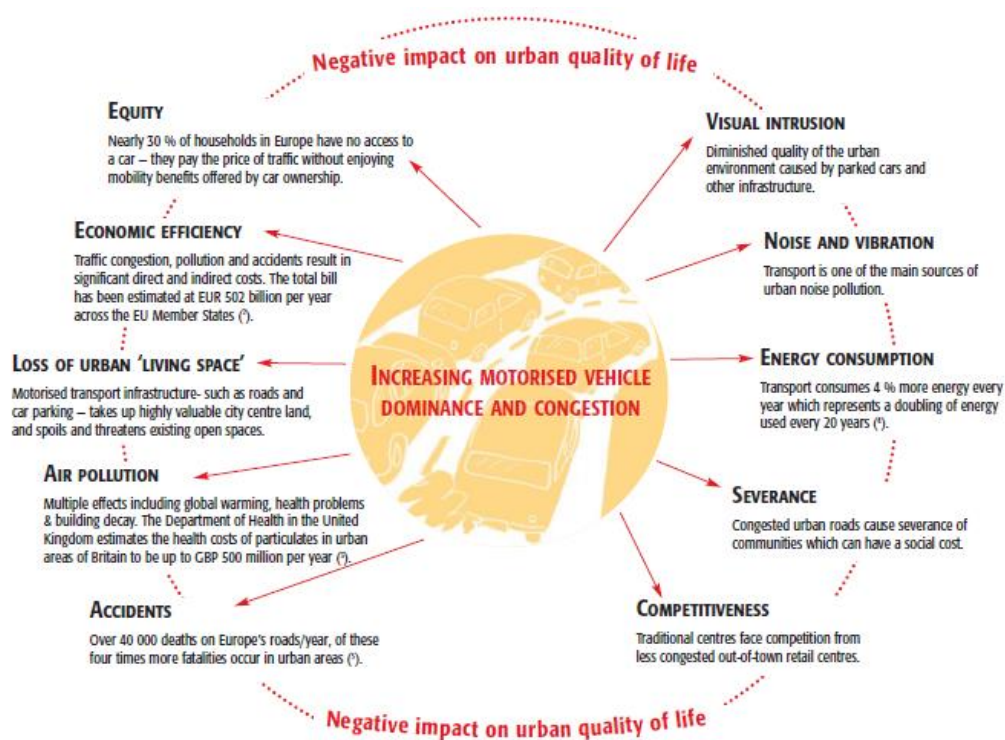


Figure 1: the problems associated with increasing traffic and congestion in terms of environmental, social and economic costs for urban communities (European Commission 2004)

After identifying the issues, the theory of 'traffic evaporation' is explored as a concept in the handbook. The idea is that, reducing road capacity for cars in congested city centres can represent a sustainable, efficient planning solution. Eight European cities (Kajaani, Finland; Wolverhampton, England; Vauxhall Cross, London, England; Nuremberg, Germany; Strasbourg, France; Gent, Belgium; Cambridge, England; Oxford, England) examined as case studies and at the end of the handbook, guidelines are provided to assist politicians and planners working to develop more sustainable transport strategies for Europe's towns and cities.

Nieuwenhuijsen & Khreis (2016) described the plans for private car free cities and the effects of this on public health by reviewing the scientific literature. Zainol et al. (2016) made a research regarding the walkability and aimed to assess the physical qualities of pedestrianized areas in Georgetown-Penang which is a UNESCO World Heritage Site by using features related to walkability like pathway, zebra crossing, signage, personal safety, traffic flow and, aesthetics & amenities. They concluded after the research that if sufficient activities are not provided along the streets, built heritage features and possibility for physical walking does not encourage high walkability. ElFouly & Gawad Ghaly (2017) made a research, from another perspective, aiming to explore the perceived impact of pedestrianization of a street in a historical town from the local businesses perspectives within the Egyptian context. Parajuli & Pojani (2017), made personal interviews with local planners in two cities and examined barriers to the pedestrianization of city centres. According to the results of the research, the barriers were revealed as the

opposition from residents, drivers and local shop owners/merchants, vehicular access for delivery, designing the alternative transport routes and parking problems, cost recovery, enforcement and institutional and political support. Souza & Mulaski (2018) proposed a project as an innovative approach for solving the urban problems of Curitiba, Capital State of Parana, which is a State in the south of Brazil. Their proposal was a system of integrated walkways- elevated sky walkways, pedestrian walkways, squares, parks, bus stations, offices and malls. They indicated that proposed project will minimize the traffic problems and improve the safety. They also emphasized that revitalization of the commercial area and preservation of the environmental will be possible with their economically feasible project. Yassin (2019), proposed an integrative literature between the pedestrianization and livability. She also analysed the examples of different approaches around the world and introduced an implementation approach to pedestrianization for achieving the objectives like; removing the barriers that might be faced during the implementation, tactics for re-attracting the people to the core of the city again, creating a sustainable environment, etc. Yassin indicated that by renovating the city core, the livability of the whole city could be restored and this causes a sustainable urban development thru the creative tactical urbanism. Brambilla & Longo (2003), offers guidelines and checklists for design of pedestrianized streets, created as traffic-free zones. Researchers explained the benefits of traffic free zones (Table 1).





Table 1. The benefits of traffic free zones (Brambilla & Longo, 2003)

Attracting more people to the area	This creates opportunities for socializing, shopping, having fun, do business, along with the increasing of financial sources for both the citizens and municipality.
Providing a sense of place	Having the sense of place strengthens community identity and pride which improves relations in the community. It creates a place where all people can gather, while reducing feelings of alienation.
Reducing noise and air pollution.	Traffic free zones will help to reduce noise and air pollution in the area.
Providing a safe, at the same time attractive environment	A pedestrianized area as a public environment is very important in the community life and it is accessible to everyone in the society.
Improving the environment visually	All signs, lights, spaces, colors and textures can be designed for pedestrians rather than persons in the vehicles.
Promoting the urban conservation	This includes planting and landscaping, cultural conservation which includes preservation, building restoration and renewal.
Increase in property values	This results in the city's income from real estate taxes.
Encouraging walking and providing lanes reserved for bicycles and public transportation vehicles.	This improves mobility and consequently helps saving energy.
Decrease in the number of accidents	This helps for saving lives, reducing police work and judicial time.
Promoting citizen participation	Citizen participation in the planning and implementation phases of the pedestrianization process. This is an instrument for education of people and their engagement in urban life.

Aydın & Ayataç (2015) made a survey and observation in the pedestrianization project in Eminönü-Hobzar Neighbourhood which is one of the most important historical regions in İstanbul-Turkey. According to Aydın & Ayataç, the pedestrianized places are used only for transit purposes and they do not have the urban public space characteristics, public interest is disregarded as well. At the end of the study, they emphasized the importance of all participation tools to be used and indicated that the space must appeal to all users.

In Table 2 and 3 the examples of pedestrianized areas/streets around the world can be seen.

Table 2. Pedestrianized street examples around the world

	
<p>Los Angeles-California, Third Street Promenade https://www.afar.com/slideshows/no-cars-allowed-the-10-best-pedestrian-streets-around-the-world?slide=10</p>	<p>Milan-Italy, Via Dante https://www.afar.com/slideshows/no-cars-allowed-the-10-best-pedestrian-streets-around-the-world?slide=9</p>
	
<p>Beijing-China, Quianmen Street https://www.afar.com/slideshows/no-cars-allowed-the-10-best-pedestrian-streets-around-the-world?slide=4</p>	<p>Colorado-Boulder https://www.skyscanner.net/trip/boulder-colorado/things-to-do/pearl-street-mall</p>





	
<p>The inner city of Nuremberg-Germany, after the renovation Rathausplatz on the left, the central market square on the right(European Commission,2004)</p>	
	
<p>Montreal-The Streetscape at Sherbrooke and McTavish Streets(Gladysz, 2018)</p>	<p>London-Oxford Street (chambers, 2017)</p>

Table 3. Pedestrianized street examples around the world

	
<p>Buenos Aires-A Pedestrian-Scale Downtown (Valente, 2014)</p>	<p>Subotica, Serbia http://www.slavictravels.com/subotica-serbia/</p>

	
<p>İstanbul-Beyoğlu İstiklal Street http://emlak.haber7.com/emlak/haber/2325220-istiklal-caddesindeki-riskli-binalar-yikilacak</p>	<p>Ankara-sakarya Street http://www.cankaya.bel.tr/news/10313/Sakarya-Caddesi-Yenileme-Calismasinda-Sona-Gelindi/</p>
	
<p>Curitiba-Brazil, Flower street https://www.afar.com/slideshows/no-cars-allowed-the-10-best-pedestrian-streets-around-the-world?slide=5</p>	<p>Tokyo-Japan, Cat street https://www.afar.com/slideshows/no-cars-allowed-the-10-best-pedestrian-streets-around-the-world?slide=7</p>
	
<p>Glasgow-Scotland, Buchanan street https://www.pps.org/places/buchanan-street</p>	<p>Paris-Rue Mouffetard https://www.chasingtravel.com/rue-mouffetard-paris/</p>

3. Study Area

Nicosia is the Capital city located in the Cyprus island (Fig. 2). Cyprus is the third biggest island after Sicily and Sardinia in the Eastern Mediterranean. Cyprus is divided by the green line which is a UN-controlled area since 1974. Today, the city of Nicosia, as a last divided city in the world, maintains its two-zone character. However, it

is possible to travel between two sides from three crossing points between the Greek side and the Turkish side (Nicosia Turkish Municipality, n.d.)



Figure 2: Cyprus map <http://www.orangesmile.com/gezirehberi/kibris/ulke-haritalari.htm>

Walled City is one of the most dynamic regions of Nicosia city besides being an historical city and a part of cultural heritage in Cyprus (Fig. 3). In commercial terms, many shops, boutiques as well as many restaurants gather in this region. Apart from these, markets, furniture stores, banks, pastry shops, private clinics, offices, real estate agents, residences, boutique can be counted as well.

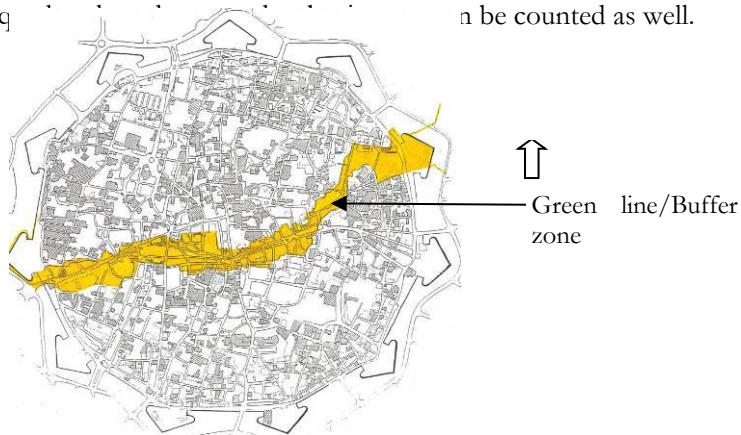
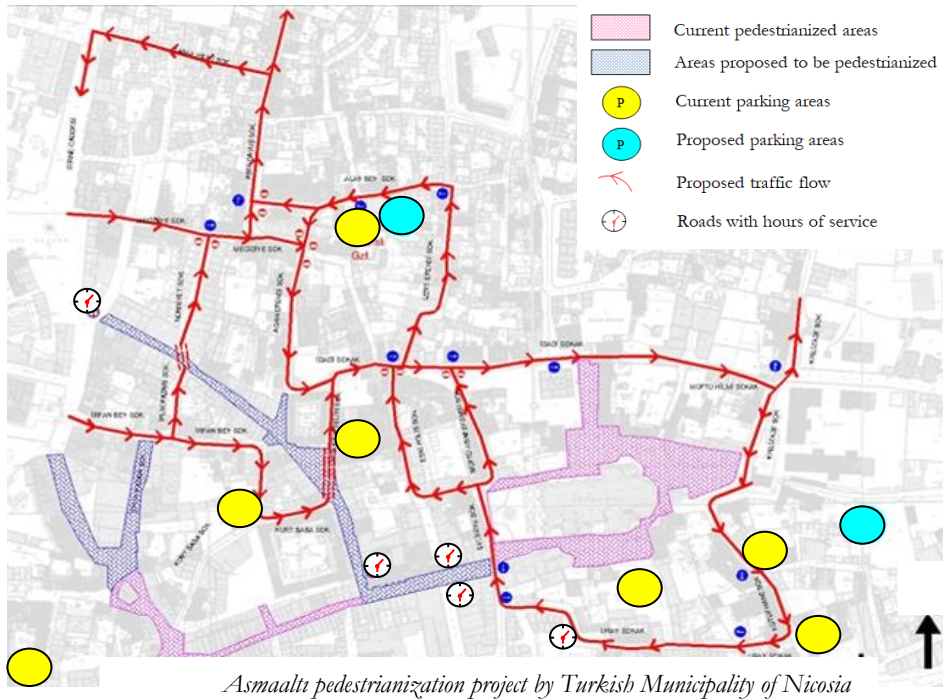


Figure 3: Nicosia Walled City map

<http://www.thecypriotpuzzle.org/moving-checkpoints-outside-nicosia-walled-city-for-a-bi-communal-free-zone/>

Pedestrianization of certain regions in historical cities is very important for increasing the city's value, sustainability and development in terms of tourism. When the Walled City in Nicosia in Northern Cyprus examined in this sense, it can be said that the pedestrianized areas contributed a lot to the city. Pedestrianization works are carried out by the Turkish Municipality of Nicosia. Pedestrianization project by the Turkish Municipality of Nicosia can be seen in Figure 4.



Asmaalt pedestrianization project by Turkish Municipality of Nicosia

Figure 4: Asmaalt pedestrianization project

<https://www.lefkosabelediyesi.org/asmaalt-trafik-ak-s/harita/>

After the opening of Ledra/Lokmaci Street crossing which is in two phases, PHASE 1 – Safety interventions to guarantee safe pedestrian crossing; April 2008 and PHASE 2 - Repairs and consolidation interventions of the buildings along the road of the crossing; 2010-2012, the area became more popular for tourists and local people (Turkish Cypriots and Greek cypriots) as well. Ledra/Lokmaci Street gate which is located at the centre Nicosia Walled City was opened as the sixth crossing point in the island, to encourage a return to normal civilian and pedestrians’ activities along the street (UNDP, 2020). The gate is on the pedestrian shopping axes till the end of Ledras Street in south Nicosia (Fig. 5, 6).



Figure 5: Lokmaci gate which providing passage in between the north and the south sides of Nicosia

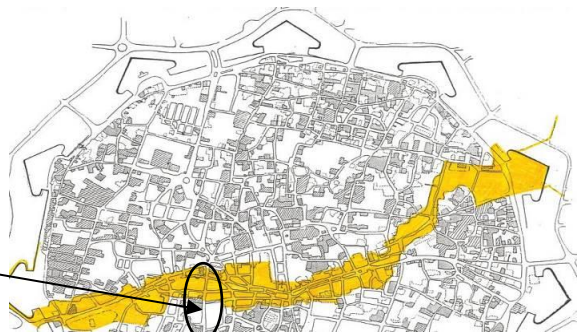


Figure 6: North Nicosia map

<http://www.thecypriotpuzzle.org/moving-checkpoints-outside-nicosia-walled-city-for-a-bi-communal-free-zone/>

In the last two decades, due to the increase in the number of university students in North Cyprus, the increase in commercial ties abroad, the intensive use of restaurants and cafes especially at noon and in the evening has made the region attractive. Some of the buildings in the area have been restored and turned into bars, cafes, library-cafes and restaurants preferred by young people and become places for young people to use. Thus, both young people will have places to spend time and at the same time they can breathe authentic air. It is a good development that the number of such places increases everyday. Various activities are held during the day as well as at night, including concerts, street music and dance performances, bicycle tours and open markets. There are also associations where young people can learn local folk dance and music. The allocation of some buildings to universities, especially in the fields of architecture and art, has been a great opportunity for young people to get educated in such an historical atmosphere and also an opportunity for them to use the city.

4. Methodology

In this study, pedestrianized areas in the Walled City of north Nicosia will be examined. Their current status of these areas/streets will be revealed with the help of visuals. Existing situation of the pedestrianized areas/streets are shown in yellow color in Figure 7, together with the historical landmarks in north Nicosia walled City. The criteria in Brambila and Longo's study (2003) "Pedestrian zones: a design guide" was adapted as a guide to be used in evaluating the pedestrian areas in the Walled City. "*Functions*" includes the use and accessibility of the street and services. "*Mobility*" as another criterion means the mobility of people, goods, vehicles of service and emergency, access for maintenance of the service system. "*Accessibility by car or public transportation*" includes, street patterns, bus lines, traffic signs, lighting, parking facilities. Resting and chatting, playing, cultural and educational events are included in "*Social/community activities*". "*Economic development*" means income producing functions, office and trade related activities, needs and requirements. As the last criteria, "*Quality of physical environment*" means preservation of historical assets, green areas, vegetation, fountains and other elements enhancing the visual quality of the streets. In Table 4-12 the evaluation of streets can be seen.

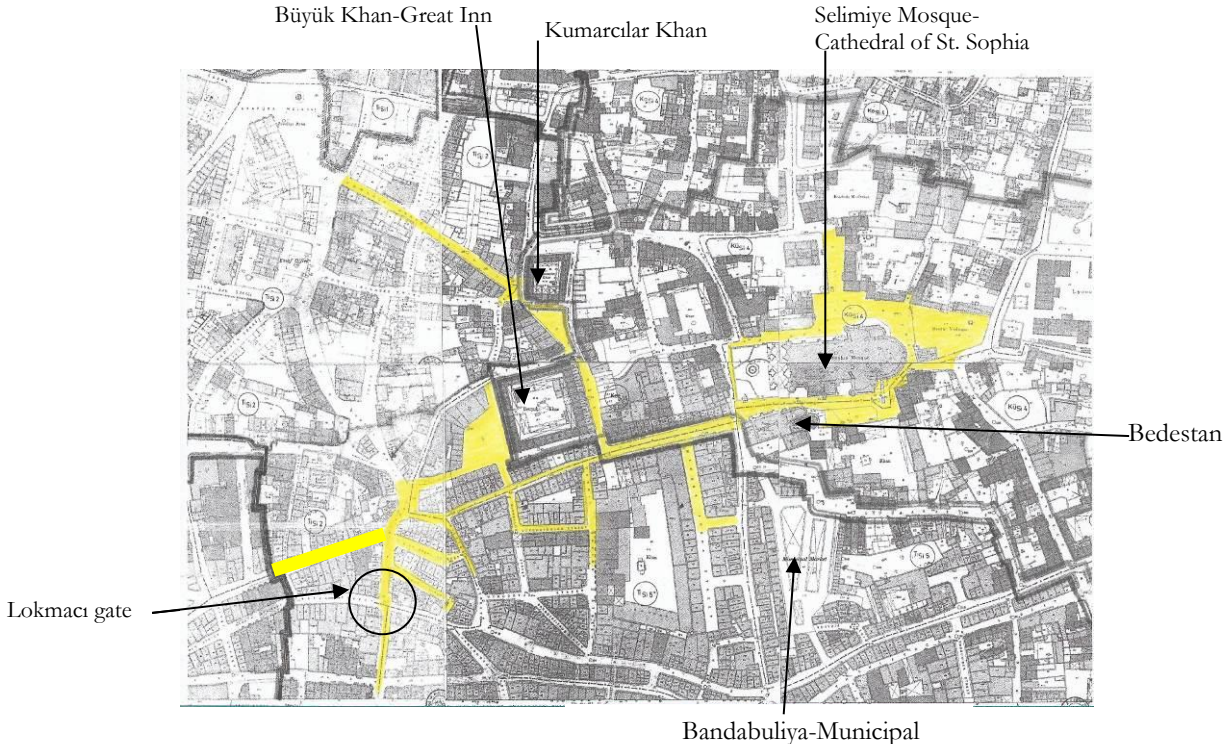


Figure 7: Existing situation of pedestrianized streets/ areas in the Walled city-north Nicosia <https://spd.gov.ct.tr/LEFKO%C5%9EA-%C4%B0MAR-PLANI>

Table 4: Arasta Street, Mithat Paşa Street, Şehit Eybil H. Çetin Street, Yeşil Gazino Street, Şehit Mustafa Hasan Street, Mithat Paşa St.

<p>Functions</p>	<p>On the street, there are fabric stores, gift shops, boutiques, cafes, restaurants and small businesses that produce sell local sweets.</p>	<p>The detailed map shows Arasta Street running horizontally across the top. It is divided into 'Part a' and 'Part b'. Below it, several other streets are shown and labeled: Şehit Eybil H. Çetin St., Yeşil Gazino St., Şehit Mustafa Hasan St., and Mithat Paşa St. Red circles are drawn around specific intersections and blocks along Arasta Street, indicating areas of interest or focus.</p>
<p>Mobility</p>	<p>At certain times, shops can get services for loading and unloading purposes. With the permission to be obtained from the</p>	

Figure 8: The Arasta Street and nearby environment

Turkish Municipality of Nicosia, service vehicles such as pickup trucks can enter the pedestrian areas for service at certain time intervals. In Arasta Street part b, textured paths are available on the ground for the access of the blind which cannot be used for its intended purpose. These paths are blocked in some parts of the streets (f).



Figure 9: The beginning of the Arasta Street (Uzunoğlu, 2020)

Accessibility by car or public transportation

The street can be accessed via car parks accessible by individual vehicles (Fig.4). At the same time, a touristic train for public transportation, provides circulation by making loops in certain routes in the Walled City.



(a) (b) (c)

Figure 10: Arasta Street Part a (Uzunoğlu, 2020)

Social/community activities.

Social-cultural activities in other streets and squares to which the street is connected are also reflected in Arasta Street.





Figure 11: Arasta Square (Uzunoğlu, 2020)



Figure 12: Arasta Square street furnitures (Uzunoğlu, 2020)

Economic

The region is

<p>development</p>	<p>economically benefiting from the visit of tourists at any time of the day as it is very close to the "Lokmaci" barricade at the Southern Cyprus border. Even though the shops selling fabrics and souvenirs serve at certain times of the day, there is activity until late night in cafes and restaurants. The historical hardware store on the street and the establishments that produce fresh Turkish coffee are also points of attraction. In some streets there is no development (Fig. 18).</p>	<div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;">(a) (b)</p> <p>Figure 13: Arasta Street Part b (Uzunoğlu, 2020)</p>  <p>Figure 14: Touristic train (Uzunoğlu, 2020)</p>
<p>Quality of physical environment</p>	<p>Although the coverings on the ground reflect a certain arrangement and quality in the environmental sense, the signboard chaos and air conditioning compressors seen on the building facades cause visual pollution. Although in some parts, trees and other vegetation cannot be used due to the narrow streets, there are overhead membrane covers used for shadowing purposes. There are also sitting and resting areas with</p>	<div style="display: flex; justify-content: space-around;">   </div> <p>Figure 15: Mithat Paşa Street (Uzunoğlu, 2020)</p>




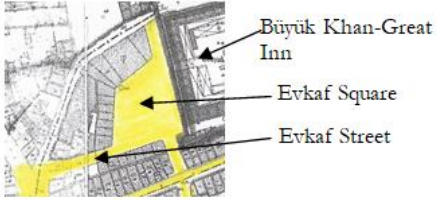
	<p>street furnitures which are in very bad condition (Fig. 12). This reflects the lack of maintenance and site management which is very important for historical towns.</p> <p>The restaurant-cafe on Mithat Pasha street connected to Arasta street, where the old buildings are restored and converted, serves all day and night (Fig. 15).</p>		
		<p>Figure 16: Şehit E. H. Çetin Street (Uzunoğlu, 2020)</p>	<p>Figure 17: Yeşil Gazino Street (Uzunoğlu, 2020)</p>
		 <p>Figure 18: Şehit Mustafa Hasan Street (Uzunoğlu, 2020)</p>	

Table 5: Evkaf Square & Evkaf Street

<p>Functions</p>	<p>There are souvenir shops, boutiques, cafes and restaurants on the square</p>	 <p>Figure 19: Evkaf Square and street map</p>
<p>Mobility</p>	<p>At certain times, shops can get services</p>	
<p>Accessibility by car or public transportation</p>	<p>The street can be accessed via car parks accessible by individual vehicles. The road located to the east of the area and passing by the Great Inn serves as a service road.</p>	
<p>Social/community activities.</p>	<p>activities such as kermess and concerts take place in the area.</p>	
<p>Economic development</p>	<p>There are shops selling fabrics, souvenirs, cafes and restaurants</p>	




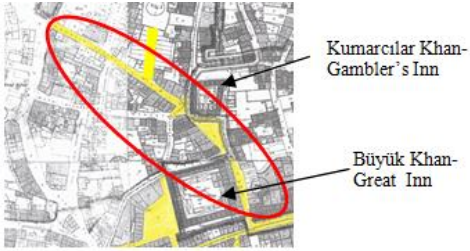



	<p>in the area. Cafes and restaurants are open until late night and the visit of tourists and local people contributes to the area.</p>	 <p>Figure 20: Evkaf Square (Uzunoğlu, 2020)</p>
<p>Quality of physical environment</p>	<p>The buildings around the square need maintenance and repair. Shaded areas for leisure time have been created by existing trees.</p>	 <p>Figure 22: Evkaf Square (Uzunoğlu, 2020)</p>  <p>Figure 21: Evkaf Street (Uzunoğlu, 2020)</p>

Table 6: Asmaaltı Street & Square

<p>Functions</p>	<p>There are souvenir shops, boutiques, cafes and restaurants on the street. There is also a very old and famous bakery. There is a boutique hotel under construction on the street. There are handicraft products, restaurants and cafes in the Kumarçılar Inn located in Asmaaltı Square. In Büyük Han, handicraft products and souvenirs are sold, as well as local food at the restaurant inside the inn.</p>	 <p>Figure 23: Asmaaltı Street and Square map</p>  <p>Figure 24: Asmaaltı Street views (Uzunoğlu, 2020)</p>  <p>Figure 25: Asmaaltı Square Gambler's Inn view (Uzunoğlu, 2020)</p>  <p>Figure 26: Asmaaltı Street (Uzunoğlu, 2020)</p>
<p>Mobility</p>	<p>The continuity of the Pedestrian Street is interrupted by one-way car traffic alongside the Kumarçılar Inn in the upper southwestern part and the central part (Fig. d). Traffic is slowed down by the paving of the vehicle road with concrete paving stones and various traffic signs and pedestrian priority crossings are provided. In addition to controlled service opportunities very early in the day, workplaces are provided with the flexibility of specific service and maintenance opportunities with special permission from the municipality. Textured paths are available on the ground for the access of the blind which cannot be used for its intended purpose, in section b of the</p>	

	street visible on the map. These paths are blocked in some parts of the streets (Fig.b, c).	
Accessibility by car or public transportation	The street can be accessed via car parks accessible by individual vehicles (fig.4). At the same time, a touristic train for public transportation, provides circulation (sightseeing) by making loops in certain routes in the Walled City.	
Social/community activities.	Social-cultural activities such as entertainment events, kermes and bicycle tours are also held in Asmaaltı Street. In addition, cultural activities such as exhibitions and concerts also take place in Büyük Han on the street.	
Economic development	The Asmaaltı area is very close to the "Lokmacı" barricade on the Southern Cyprus border. For this reason, it provides economic benefits at any time of the day due to the visiting tourists. Although boutiques and souvenir shops on the street serve at certain times of the day, there are activities since cafes and restaurants are open until late at night. In addition to the restaurants and cafes in Büyük Han (Fig. 30) and Kumarcılar Khan (Fig. 31), souvenir and handicraft producers also contribute to economical development of the region.	
Quality of physical environment	Buildings along the street needs renovation. Although the street coverings reflect a certain order and quality, it is observed that it is not suitable for its purpose in some places. Textured surfaces made especially for the access of visually impaired individuals seem to be blocked and out of use.	
		

Figure 27: Asmaaltı Square street furnitures (Uzunoğlu, 2020)

Figure 28: Asmaaltı Street view (Uzunoğlu, 2020)

Figure 29: Asmaaltı Square view (Uzunoğlu, 2020)

Figure 30: Büyük Khan-Great Inn (Uzunoğlu,




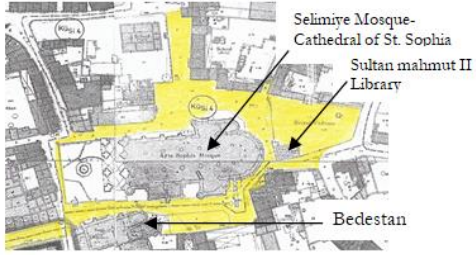
	<p>Irregular shop signs and air conditioning compressors seen on the facades cause visual pollution. It would be beneficial to increase trees and similar vegetative landscape elements and shade covers used for shading purposes. Considering the seating-resting areas in Asmaalti Square, it can be seen that urban furnitures maintenance are neglected and are not properly adapted for disabled. It can be said that all of these reflect an administrative inadequacy and need for effective site management.</p> <p>There are still industrial uses on some streets connected to Asmaalti street (Fig. 32). In addition, many buildings in the region require maintenance and repair (Fig. 33).</p>	<p>2020)</p>  <p>Figure 31: Gambler's Inn (Uzunoğlu, 2020)</p>  <p>Figure 32: Industrial uses in the area (Uzunoğlu, 2020)</p>  <p>Figure 33: Buildings requiring renovation (Uzunoğlu, 2020)</p>
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Table 7: Selimiye Square

<p>Functions</p>	<p>In the area developed around Selimiye Mosque, historically known as Cathedral of Saint Sophia, besides gift shops, cafes and restaurants, there is Yunus Emre Institute, Lapidary Museum, The Union of Cyprus Turkish Municipalities building, Sultan Mahmut II Library and a handicraft center.</p>	
<p>Mobility</p>	<p>In addition to controlled</p>	<p>Figure 34: Selimiye Square map</p>









	<p>service opportunities very early in the day, workplaces are provided with the flexibility of specific service and maintenance opportunities by special permission from the municipality.</p>	 
<p>Accessibility by car or public transportation</p>	<p>The street can be accessed via car parks accessible by individual vehicles (Fig.4). At the same time, a touristic train for public transportation, provides circulation (sightseeing) by making loops in certain routes in the Walled City.</p>	<p>Figure 35: Selimiye Street (Uzunoğlu, 2020)</p> <p>Figure 36: Street view (Uzunoğlu, 2020)</p> 
<p>Social/community activities.</p>	<p>Special day activities including live music performances, folklore and dance performances are organized around the Selimiye mosque.</p>	<p>Figure 37: The restaurant in the area (Uzunoğlu, 2020)</p> 
<p>Economic development</p>	<p>The Selimiye region is very close to the "Lokmacı" barricade on the Southern Cyprus border. For this reason, it provides economic benefits at any time of the day due to the visiting tourists. Although boutiques and souvenir shops on the street serve at certain times of the day, there is activity since cafes and restaurants are open until late at night.</p>	<p>Figure 38: street view (Uzunoğlu, 2020)</p>  <p>Figure 39: Selimiye Street (Uzunoğlu, 2020)</p> 
<p>Quality of physical environment</p>	<p>Some of the buildings along the street needs renovation. The shading elements of some shops on the street are irregular and seem incompatible to the environment. During this research, restoration works had already started in the Selimiye Mosque.</p>	<p>Figure 40: Street furnitures (Uzunoğlu, 2020)</p>  <p>Figure 41: Selimiye Street (Uzunoğlu, 2020)</p>  <p>Figure 42: Sultan Mahmut II Library (Uzunoğlu, 2020)</p>

Table 8: Siret Bahçeli Street-Ledra Street

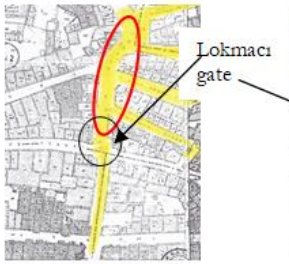

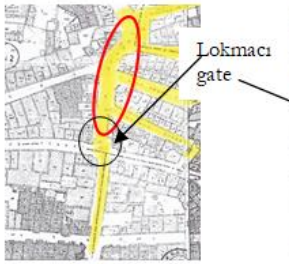



Functions	There are souvenir shops, boutiques, cafes and restaurants on the way to Lokmacı gate.		
Mobility	At certain times, shops on the street can get services.		
Accessibility by car or public transportation	The street can be accessed from the car parks accessible by individual vehicles.		
Social/community activities.	Sometimes the political demonstrations take place at the Lokmacı border gate by the activists.		
Economic development	There are boutiques and souvenir shops on the street. Cafes and restaurants are open until late at night. It is always a busy and lively area because it is on the passageway to north and south.		
Quality of physical environment	Buildings along the street needs renovation. Irregular shop signs seen on the facades cause visual pollution. It would be beneficial to increase trees and similar vegetative landscape elements and shading elements for microclimatic comfort in the street.		

Figure 43: Street map (Uzunoğlu, 2020)

Figure 44: Street view (Uzunoğlu, 2020)

Figure 45: Street view (Uzunoğlu, 2020)

Table 9: Hasan Fahri Uzman Street

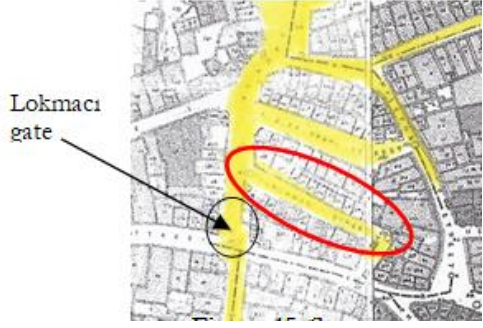

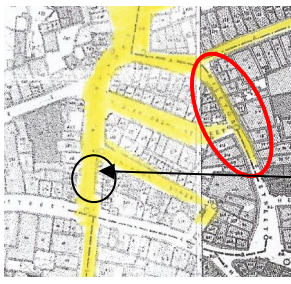
Functions	There are souvenir shops, boutiques, cafes and restaurants on the street.	 <p>Figure 45: Street map</p>
Mobility	At certain times, shops on the street can get services.	
Accessibility by car or public transportation	The street can be accessed from the car parks accessible by individual vehicles.	
social/community activities.	There is no known social and cultural activity on the street.	
Economic development	The street is connected to Siret Bahçeli Street-Ledra Street on the passageway to south Nicosia. This creates economic contribution to the area.	
Quality of physical environment	Buildings along the street needs renovation. Shop signs, showcases look irregular and not suitable for the architectural character of the environment	 <p>(a) (b)</p> <p>Figure 45: Street views (Uzunoglu, 2020)</p>

Table 10: Şehit Cemal Mustafa Street

Functions	There are souvenir shops, cafes and restaurants on the street.	 <p>Lokmacı gate</p>
Mobility	Shops, cafes and restaurants on the street can get services at certain times.	
Accessibility by car or public transportation	The street can be reached by walking through the parking	


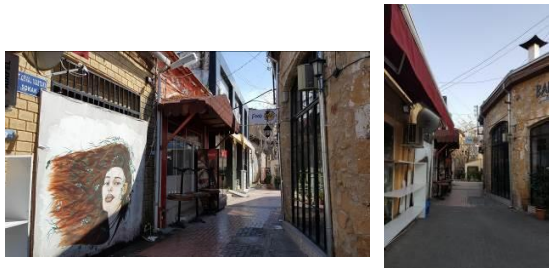
	lots around.	Figure 46: Street map
social/community activities.	There is no known social and cultural activity on the street.	
Economic development	The street is very close to the Siret Bahçeli Street-Ledra Street on the passageway to south Nicosia. This creates economic contribution to the shops, cafe and restaurants on the street.	  <p>(a) (b)</p>
Quality of physical environment	Buildings on the street need renovation. Shop signs, shading elements and display stands looks very irregular. Also, electrical cables and other installation elements create mess.	Figure 47: Street views (Uzunoglu, 2020)

Table 11: Tüccarbaşı Street

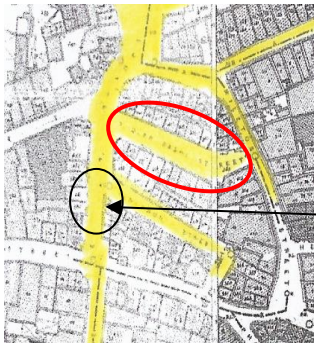
Functional objectives	There are cafes and restaurants on the street.	 <p>Lokmacı gate</p>
Mobility	Cafes and restaurants on the street can get services at certain times.	
Accessibility by car or public transportation	The street can be reached by walking through the parking lots around.	
Social/community activities.	There is no known social and cultural activity on the street.	
Economic development	The street is connected to the Siret Bahçeli Street-Ledra Street on the passageway to south Nicosia. This creates economic	

Figure 48: Street map





	contribution to the shops, cafe and restaurants on the street.		
Quality of physical environment	Buildings on the street need renovation. The outdoor seating areas of cafes and restaurants seem quite irregular. Also, electrical cables and other installation elements create visual mess and they don't look safe for people using the street.	<p>(a) (b)</p> <p>Figure 49: Street views (Uzunoğlu, 2020)</p>	

Table 12: Baf Street

Functional objectives	There are shops, cafes and restaurants on the street.	
Mobility	Shops, cafes and restaurants on the street can get services at certain times.	
Accessibility by car or public transportation	The street can be reached by walking through the parking lots around.	Figure 50: Street map (Uzunoğlu, 2020)
Social/community activities.	There is no known social and cultural activity on the street.	
Economic development	The street is very close to the Siret Bahçeli Street-Ledra Street on the passageway to south Nicosia. This creates economic contribution to the shops, cafe	

	and restaurants on the street.	Figure 51: Street views (Uzunoglu, 2020)
Quality of physical environment	Buildings on the street need renovation. The arrangement of outdoor seating areas of cafes and restaurants seem quite irregular. Also, electrical cables and other installation elements create mess and don't look safe.	

5. Results and Discussion

It is a fact accepted by everyone that the importance of pedestrian areas for cities, especially for safe and comfortable movement of pedestrians. It is very important for pedestrians to be able to wander and shop without interfering with vehicular traffic, to meet their needs, to have a good time, to benefit from cafes and restaurants on the walking route. It is also known that such pedestrian streets are always a point of attraction. Especially in cities with historical characteristics and identity, pedestrian areas become more important. Perceiving the environment while walking, being able to breathe the historical atmosphere without worrying about traffic is a very important achievement for the locals as well as the tourists.

In this research, the existing situation of streets/areas that were pedestrianized in the Walled City were examined. The findings based on the research criteria (functions in the street, mobility, accessibility by car or public transportation, social/community activities, economic development and quality of physical environment) together with recommendations of the research are as follows:

The city of Nicosia is a whole surrounded by city walls. It is the last divided city in the world. Because of this division, some of the streets have lost their continuity because of the green line/buffer zone dividing the city into two. The integrity of the city is also effected and abandoned buildings along the border are left to deteriorate. In general, the

streets should be restored to preserve the urban texture and identity. Existing buildings need to be restored and renewed in a way that they respond to contemporary living needs.

When considering the facades, it should be noted that AC compressors, which are already mounted on the facades, create visual pollution. Heating and cooling systems, which are essential because of the climate, must be solved without disturbing the facades and naturally the street view. In addition, it should be compulsory to bury the electrical cables which can be seen on the street facades and passing above the streets, in order not to spoil the texture. Shop signs should also be arranged in accordance with certain rules so as not to disturb the visual quality of the facades. It is seen that, urban furnitures available on the streets and squares examined are quite neglected. It is also observed that in some streets/squares they are not compatible with each other and the architectural environment as well. Increasing the landscape elements such as overhead shading elements and trees, which will be especially useful in the summer time, seems very necessary for the pedestrian's free movement and also for making them spend more time in the region.

Some of the recently pedestrianized streets have textured paths on the street surface for the access of visually impaired individuals. The outdoor seating areas reserved for cafes and restaurants in these streets and the stands used by the stores to display their products prevent the free movement of pedestrians, especially disableds having visual impairments. Textured surfaces made on the ground for the visually impaired in some streets are blocked in such a way that they prevent the free movement of these individuals safely and individually. In this sense, local government should take effective and deterrent measures.

It is seen as a good decision to allocate some buildings in the city to the departments related to architecture and art for vitalization of these pedestrianized areas. it is also clear that the pedestrianization projects in walled city and other arrangements to be made in this area, as being an open laboratory, will be very beneficial for students who study architecture and art.

Conclusion

In this study the pedestrianized streets/areas in the north Nicosia Walled City were examined. On-site observations have been done, the current status of the streets was evaluated in terms of the functions in the street, mobility, accessibility by car or public transportation, social/community activities, economic development, and quality of the physical environment. According to the results obtained, it can be concluded that radical decisions should be taken and implemented in terms of administrative and technical interests to ensure the sustainability of the city, improve the quality of life, to meet the needs of the region and local people in a modern sense and to provide the necessary infrastructure. At this point, legal arrangements should be made to increase the power and revenues of local governments and such projects should be enabled. To ensure the sustainability of the region in all respects, local governments should also create an active platform for exchange of views with business owners, other users, and residents in the region.

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