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Analysis of Environmental Factors Affecting the Revitalization of the Lost Urban Spaces based on the Concept of the Right to the City (Case study: Velayat Bridge in Tehran)

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ABSTRACT

The space under the Velayat Bridge is one of the most important lost urban spaces in Tehran, due to its adjacency to important areas of activity and residence. In recent years, the area under the Velayat Bridge has been repeatedly prepared for executive operations, but so far, no action has been taken. Currently, illegal acts are very common in this area and at nights security indicators are decreased significantly. This study based on qualitative approach and survey research methodology, tries to identify and evaluate physical, psychological, environmental and mental factors which affecting the process of reviving the lost urban space under the Velayat Bridge. Basis for identifying effective factors is the theory of the right to the city. Data gathering was done through library studies as well as survey methods such as observation, interview and distribution of questionnaires. In this study, four hypotheses have been proposed and tested. Finding results show that all variables including physical-structural, activity-social, environmental and semantic perceptual indicators are significant, as their error level is lower than 0.05. Physical-structural index variable with beta coefficients of 0.851 has the highest effect on the design variable of the space under Velayat Bridge. According to the answers of the respondents, it seems that the construction of a commercial complex and also the transformation of open space into the space of human presence, taking into account the age, gender and different needs of people, can be the most effective action to revive this space.

***Keywords**: urban lost space, the right to the city, Velayat Bridge, city for people, Human-centered city*

1. INTRODUCTION

Existing spaces under rider bridges are among the lost urban spaces that are often not planned to return them to the urban life cycle and create a connection between them and the surrounding area, however due to the value of land, especially in metropolitan cities such as Tehran, these spaces provide a valuable opportunity to design and provide part of the service shortcomings to urban officials and designers. On the other hand, in case of neglecting these spaces, by hiding from collective control, it provides a suitable ground for committing a crime that is not possible in the exposed areas. Repetition of illegal activities gradually creates ownership right for criminals and has a negative effect on the security of this space and surrounding urban environments (Ayatollahi, 2011). On the other hand, in contemporary cities today, due to their large size and increasing expansion, speed is one of their important features in arriving at the destination (Koster, 2015) and the construction of paths and bridges is performed to achieve this goal (Haaland & van den Bosch, 2015).

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However, not every urban element has a mere functional role. Bridges as one of the main infrastructure of the city that play the role of transportation and due to the mere attention to their performance and lack of attention to the space created by them have caused an unfavorable atmosphere. The lack of paying attention to the spatial nature that these stairs have produced has led to the creation of a space called the lost space (Govender, 2015). A space that, according to the definition of Trancik (Trancik, 1986), is an unacceptable urban area that is required to be redesigned, an anti-space that has no positive effect on its surroundings or the consumer (Bangian, 2009). There are many rider bridges in most of the metropolises of Iran, but new models are still being constructed to solve the rider problems. However, the spaces under these rider bridges and the safety of their users have hardly been a concern of city authorities. Accordingly, in such projects, after the completion of the construction process of overpass, some abandoned spaces are created that no one is intended to be use them except in emergency cases. It is obvious that quiet spaces provide a good ground for the occurrence of criminal and illegal behaviors and reduce environmental security considerably. In fact, what is happening is the creation of lost spaces at the level with the aim of increasing the quality and ease of riders' traffic above level, which deprives citizens of valuable lands and potential for urban development and give these areas to the cars. Smart use of these abandoned spaces is a suitable method to make the city more efficient and help smart growth in important and long-term development (Bangian, 2009).

The space under the Velayat bridge in Tehran (intersection of Niayesh-Chamran highway), which is located in the metropolitan area of Tehran, is a very suitable example for investigating abandoned urban spaces, which is of great importance due to its proximity to important areas of activity and residence. In recent years, the area under the Velayat Bridge has been repeatedly prepared for executive operations, but so far no proper action has been taken. Currently, illegal acts are very common in this area, and as it gets darker, security is decreased in this area significantly. However, due to its location, this space has a very valuable opportunity to create a space and become a presentable and lively urban place. Due to the importance and significance of the study, it has been attempted to analyze the environmental factors affecting the revitalization of this space based on the theory of the right to the city of Henri Lefebvre.

2. Theoretical basics and research background

In the nineteenth and early twentieth centuries, when cities and urbanization were growing rapidly, there were differing views on interpretations of urban life. The first approaches in this regard were affected by studies of the "Chicago School", whose members considered urban processes in terms of ecological models taken from biology. However, recent theories analyze city in relation to major patterns of political, economic and social changes (Motahar & Shokouhi Bidhendi, 2019). With the advent of urban modernism, the city was viewed with machine and its components aspects, along with the public space of the city treated as an indistinguishable whole, here social and psychological needs were often ignored and the function of public space was never fully taken into attention (Carmona et al., 2008). Lynch in his studies found that cultural and social differences affect the right to use and perceive public space, and there are some differences that can be proved in the use of public space and the mental perception of different racial and gender groups in American cities (Lynch, 1960). Lynch found that different social groups dot not perceive city in a similar way (Arefi & Meyers, 2003).

Jan Gehl (Gehl, 2017) classifies human presence in urban space to perform three categories of activities including mandatory, voluntary and social activities and talks about the role of environmental quality in the presence of citizens, especially about voluntary activities (Hatami & Zakerhaghighi, 2017; Pakzad, 2015). In addition to the quality of the environment, especially for women, security is one of the most important indicators (Motalebi et al., 2016).

The concept of the right to the city was first introduced during the May 1968 demonstrations in France in an article of the same title by Henri Lefebvre (Lefebvre, 1967, 1968). Given the structure of the capitalist system and its efforts for financial turnover and prevention of recession, Lefebvre believes that urban life is confined to the state and capital, and that is why values are eliminated from urban life and the commodification of urban life

has been replaced by it in various forms, and therefore the urban space, which is an opportunity to realize the right to the city, has faced a serious challenge (Martin, 2013; Sagalyn & Ashley, 2014). Today, although more than half of the world's population lives in cities, urban development models fail to deal or reduce problems such as urban poverty and other social deprivations. Urban spaces are the platform of realizing, expanding, and at the same time violating a wide variety of individual and collective rights. The right to education, the right to work, the right to freedom of opinion, the right to development, the right to public health, the right to the environment can indicate the wide range of these rights (Mottaghi et al., 2020).

Iveson and Kuymulu, two prominent researchers in urban studies influenced by Marx and Lefebvre, emphasize that urbanization is one aspect of the created environment formed by the expansion of industrial capitalism (Iveson, 2013; Kuymulu, 2013). According to Kuymulu, in today's urbanization, space is constantly being rebuilt. Land has turned into a valuable commodity and has affected urban processes (Purcell, 2014).

Kębłowski et al. calls the right to the city as the right to urban life and considers it a collective right that belongs to a certain place (Kębłowski et al., 2019). Bénit-Gbaffou believes that the right to the city is a kind of human right and describes that the right to the city is far more than the individual liberty to access urban resources (Bénit-Gbaffou, 2016). It is a right to change ourselves by changing the city, and the freedom to make and remake cities and ourselves is one of the most precious, yet most neglected for human rights (Faraji, 2017). Therefore, it is the natural right of citizens to build their urban life and redefine their actions (Ghaemi Kharagh & Madadi, 2020). In recent years, with urban policies, a large amount of money has flowed into the housing market and urban construction in conflict with the ecosystem and the living areas of citizens, and has fundamentally challenged the right to the city and sustainable development and its components (Mattei & Quarta, 2015; Szpak, 2016; White, 2013).

Enjoying cities and public spaces is formulated based on the principles of sustainability, social justice, respect for different urban cultures and democratic management of cities, etc. (Brown & Sizwe Mayson, 2020). The right to the city includes all civil, political, economic, social, cultural, environmental rights that are included in human rights documents (Pashaei et al., 2020). To build a global understanding of human rights is possible by bringing all city dwellers to respect and protect human rights (de Souza, 2015). The right to the city is the exercise of citizenship and also includes the practice of transparent and accountable political participation and the cities management; an economy based on the right to work and a secure livelihood; responsible, sustainable and joint management; Adequate, accessible and high quality public spaces and social facilities; non-violent cities, especially for women, children and deprived groups; promoting culture as a lever of social cohesion, social capital, self-confidence and identity, memory and cultural heritage (Grydehoj, 2015). The basic components of this right are: citizen participation in planning process, ensuring citizens' access to planning and urban design and management, balanced and equivalent land use for public access to housing, job, health and education, public transport and public space, leisure and long life, ensuring low-income citizens access to adequate housing and informal housing organizing, citizens' shared use of public spaces with a special zone for social affairs in the city (Mahmood & Al-Muqaram, 2020).

The model of the right to the city is established and defined based on three elements: 1- Spatial distribution 2- Political units 3- Economic and social factors of cultural diversity (Sharifi et al., 2020). In the first element of spatial distribution, some topics as land for housing and livelihoods and decommodification of urban space, access to basic services and infrastructure, air pollution control, unplanned and informal settlements, climate change, disaster and risk management are discussed. In the second element, the political units of government, government, urban planning, citizenship and participation are also raised, and in the third element is the recognition of social factors such as gender, immigration and asylum issues, identity, cultural behavior, diversity and heritage, safe cities, health and welfare, livelihood, poverty risk, employment and the solidarity economy (Heidari & Zareii, 2019).

Based on global experiences and investigation of urban development policies and programs in developed countries, it seems that urban revitalization policy with a comprehensive,

holistic and integrated approach with emphasis on quality of life as a new urban agenda can be a good program to meet the current needs of citizens (Shokouhi Bidhendi & Jahani Nejad, 2018). The presence of people at the center of programs and policies of a new agenda cause that without considering social structures, sustainable urban regeneration can not be achieved (Faghih Khorasani et al., 2019). Understanding and accepting the need for citizen participation by urban authorities is one of the necessary conditions for the realization of this process (Saheb al Zamani & Kazemi, 2019). Spaces and places are not isolated beings but symbolic structures that, due to their relationships with other spaces and places, act as meaningful scenes and actually social interaction (Allen et al., 2012; Richardson & Jensen, 2003; Yousefi, 2010).

In this regard, based on the concept of the right to the city, researches have been done in Iran. Heidarnia in the study of "design of the lost space under Seyed Khandan Bridge", in her presented design by restricting rider traffic and create a special neighborhood to centralize taxi stations and provide attractive uses beside educational uses and 24-hour services, attempted convert the design area into a usable space for all classes of society (Heidarnia, 2014). In another study, Memarian and Niazkar while explaining that urban space and architecture today have lost their internal nature, have concluded that the experience of space and volumetric use of space, shapes its identity and connects citizens with the city (Memarian & Niyazkar, 2013). Soltani et al. in a comprehensive study aimed to use urban planning to promote the Iranian-Islamic identity of women with emphasis on the role of urban neighborhoods and found that the establishment of women's participatory centers is effective to activate the physical environment of the city, strengthen the neighborhood-based system to present urban services and revitalization of public spaces in neighborhoods (Soltani et al., 2011).

3. Research method

The present research is a project-oriented and research method is a combination of survey methods and case study with a qualitative approach (Singleton & Straits, 2017). Accordingly, in the study process, the views of urban thinkers regarding lost urban spaces, features and characteristics of such spaces and the expectations of their design and conversion into a famous urban space have been considered. In the topic of recognizing and examining the context of the dominant design, information related to physical and environmental dimensions has been collected via direct observation of the space and behaviors of users through photography and documentation. Information related to the activity and social dimension has been extracted based on the distribution of questionnaires and interviews and semantic perceptual information has been extracted by receiving the citizens' background and also interviewing and questionnaire. The questions are designed in accordance with the criteria included in the conceptual framework of the design and in the form of four main dimensions of physical, functional, social-activity, environmental and semantic perception and components related to each choice with an open-ended method. The statistical population used in the present project consisted of 100 people who were randomly selected among taxi drivers, merchants, and residents of surrounding townships, pedestrians and space users. Respondents aged 15 to 70 years, and both sexes were male and female. Interviews with the statistical population and completion of questionnaires were performed in three days and in two shifts in the morning (8-11) and in the evening (17-19) in the area under the Velayat bridge, taxi and bus stations, in the north and south of the bridge. The data obtained from the questionnaires was extracted using Excel and SPSS software and the information obtained from the interviews and images was extracted through mapping.

4. Introduction of case study

The space under the Velayat bridge of Tehran province (intersection of Niayesh-Chamran highway) located in Tehran is the case study of the present study as abandoned urban spaces. This bridge is one of the most important areas for daily city trips that a significant number of Tehran citizens pass during the day. In recent years, the space under the Velayat Bridge has been prepared many times for executive operations. However, this space is used as a place for traffic and as a lost and unidentified space. The rider and pedestrian access routes to the Velayat Bridge are shown on the map and in the form of aerial photographs in Figure 1.

Figure 1. Rider and pedestrian access routes to Velayat Bridge, scale: 1.3500 (googlemap.com/2021.28.08)

5. Investigate the components of quality measurement in the space under Velayat Bridge

To formulate a conceptual framework, in the first stage, the general characteristics and features of the lost spaces under the rider bridges were extracted based on a summary of the theories of various thinkers and executive experiences and considering the specific features of these spaces. In the next step, based on the existing theories about what characteristics these spaces and in general desirable urban spaces should have, the expectations from these spaces were investigated and in accordance with the existing characteristics, the necessary components to eliminate the loss and revitalization of these spaces were formulated. Due to the location of each of these components in the subset of one of the main dimensions of urban design, the study and evaluation of these spaces is analyzed in the form of four dimensions of physical-physical, activity-social, perceptual-semantic, and environmental.

5-1. Physical-structural dimension

According to the obtained dimensions, the physical-structural dimension according to Diagram 1 consists of the components of permeability, proportion, communication, connection and safety.

5- 1-1. Permeability

The space under the Velayat Bridge has a high level of physical permeability due to its proximity to strong urban access. The results of the questionnaire which has been showed Table 1 and Diagram 2 in also indicate the greater role of Ayatollah Rafsanjani Highway and Chamran Highway and its extension in the east and west of Velayat Bridge in space permeability.

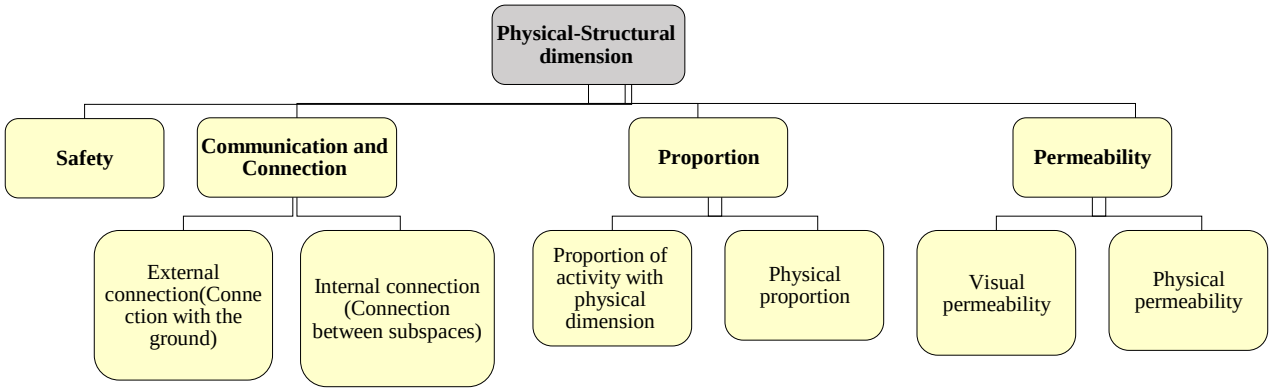


Diagram 1. The constituting components of physical-structural dimension of study space

Table 1. Identification of entry routes to the pedestrian and rider areas by respondents

Used route	Ayatollah Rafsanjani highway	Chamran Highway	Aref street	Minor streets of Seoul township
%	44	24	5	27

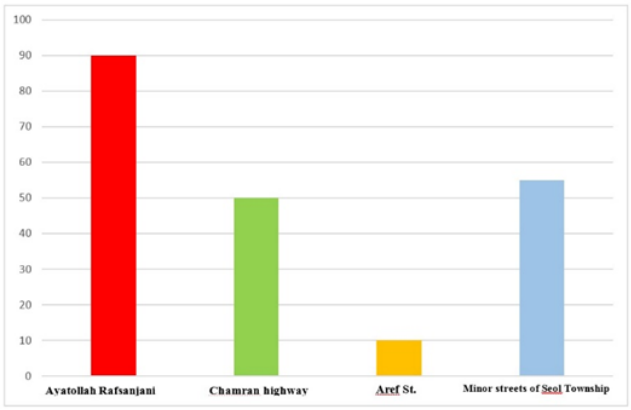


Diagram 2. Identification of routes to enter the area on horseback and on foot by respondents

5- 1-2. Proportion

The space under the Velayat Bridge, due to its longitudinal elongation and its enclosed area, has offered a different form of urban space. Although being enclosed can lead to a sense of fear, in this area, adequate coverage of the space around the bridge has diminished that feeling.

5- 1-3. Communication and connection

One of the issues that should be considered in the design of an urban space is considering the proper relationship with the surrounding spaces while creating a spatial determination. This means that this urban space should be able to be distinguished from other spaces due to these features and its unique personality, but at the same time it should define a single and harmonious collection with its surrounding area. The space under the Velayat Bridge in Tehran has not been able to communicate with its surroundings due to its special physical and activity characteristics. In fact, this space has not only separated itself from other adjacent spaces, but has also separated its northern and southern boundaries. It can be said that the construction of the bridge has caused the division of this route. In the surveys conducted via a questionnaire in this space, 60% of the respondents perceived this area as a separate space, including the northern area of the bridge, the area under the bridge and the southern area of the bridge. Despite the low level of connection between the space under the bridge and the surrounding spaces, the whole area is in a good condition due to its location in the city and being located in the 2nd and 3rd urban districts of Tehran and proximity to important urban accesses in terms of connection with other parts of the city. And this issue has caused this place to be considered as one of the main points of travel exchange in Tehran. 45% of the respondents to the questionnaire also mentioned the existence of these two spaces in the space under the bridge. Based on this fact, it can be said that the Velayat Bridge area, despite benefiting from a strong connection with the surrounding urban areas, has not been very successful in forming coherent and defined communications between itself and its internal spaces. Therefore, in order to strengthen the connection of this area, as much space as possible should be taken out of the control of rider traffic and made available to pedestrian users for commercial use.

5- 1-4. Safety

Providing the safety of citizens in urban spaces is one of the debates that should be considered in the early stages of site design; because he will not be able to use and enjoy other qualities of space until he feels safe in the space. In the area under Velayat Bridge, due to the severe mixing of rider and pedestrian traffic, both groups are in danger and neither of them is able to move smoothly comfortably. However, it is obvious that this danger is much higher for pedestrians than for riders, and requires them to be more careful in passing and causing mental confusion during their presence in space. In addition to the risk of collisions with vehicles, many obstacles on the floor that poses danger to pedestrians, force them to move indirectly. Reception safety has a significant effect on citizens' reluctance to be present and stay in space. In order to be encouraged to be present in this space, the citizens should feel safe in that space.

5-2. Social-activity dimension

5- 2-1. Presence of People

Presence of People is one of the necessary components in creating an ideal urban space that provides the necessary ground to create attractiveness and encourage people to come

and stay in space. Based on field studies conducted in the area under the Velayat Bridge and obtaining the opinions of users of the space, it is obvious that the majority of those present in this space, are present there reluctantly.
According to the results of the questionnaires, which is shown in Table 2 and Diagram 3, 50% of those present in the space cross Velayat Bridge with the aim of reaching the destination and only 15% of them go to this area for shopping and walking. 30% of them are residents of the neighborhood and Seoul township area and its surrounding or other residential complexes located in the area. The workplace of 5% of respondents is located around the Velayat Bridge.

Table 1. Reasons for the presence of individuals in Velayat Bridge area

presence in space	The individuals in Seoul township and its surrounding	Passing to reach other regions	Destination for shopping and walking	Work place in Velayat Bridge area
%	30	50	15	5

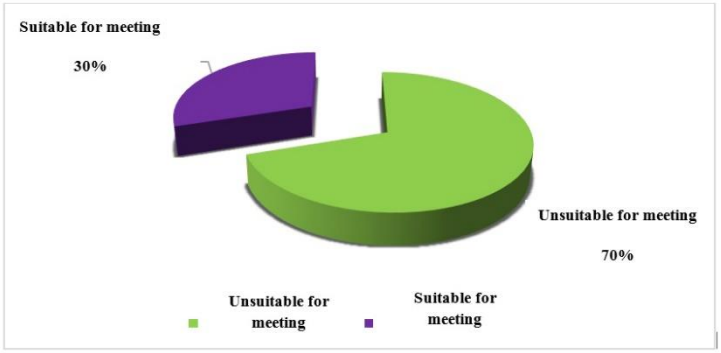


Diagram 3. Reasons for the presence of people in Velayat Bridge area

Surveys show that presence of people in Velayat Bridge depends on other key components including diversity of activity, 24 hour activity, safety, freedom, pedestrian movement and access for all. In addition to having a significant direct impact on increasing presence of people in space, 24 hour activity is also effective on increasing the security level of the space. Obviously, in an environment with high social control, the likelihood of a crime is greatly reduced, and consequently the public security is increased. Increasing security has a significant impact on increasing presence of people. Another factor to consider in this regard is the safety of space user.

5-2-2 Vitality

The vitality of an urban space requires the constant and active presence of people and the formation of a variety of social interactions between them. The space under the Velayat Bridge, despite having valuable opportunities such as good access, being located in the city center, and taking advantage of the high level of visual permeability, has failed in providing a vibrant urban space. This has caused that despite the fact that it experiences a significant number of citizens passing by every day, it is not inclined to attract and encourage them to stop and stay in the space, and several factors are involved in this issue. One of these factors is lack of using color in the space, using the worn and faded foundations of the bridge, using the gray and deformed floors and using unsuitable asphalt in the passages that cause the dominance of grey, which has created a feeling of coldness and emptiness of the space and this encourages people to pass quickly. Numerous contaminants on the roof and body of the bridge resulting from the spillage of car oil, the riding routes and the papers attached to the columns and walls have all formed a very unpleasant image. The comments received from the respondents in a questionnaire, which is illustrated in Diagram 4 show that this space is considered a suitable place for meeting each other due to having a sign in the city and also due to the ease of access, but the majority of respondents (70%) do not consider this space

suitable for dating and talking. Only 30% of them use the space indicator to easily find the person they are looking for and then leave the space.

As it was mentioned, the space under the Velayat Bridge, due to many physical, environmental and functional problems, lacks the required attractiveness for presence of people and consequently vitality of space. In order to solve these problems and to achieve vitality, we must remove the barriers of people attendance and improve the space lust.

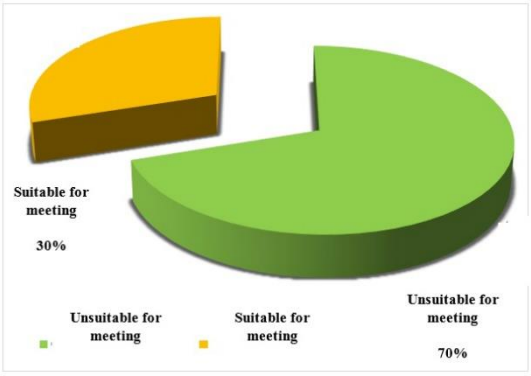


Diagram 4. Conditions of the space for making an appointment

5-3. Environmental dimension

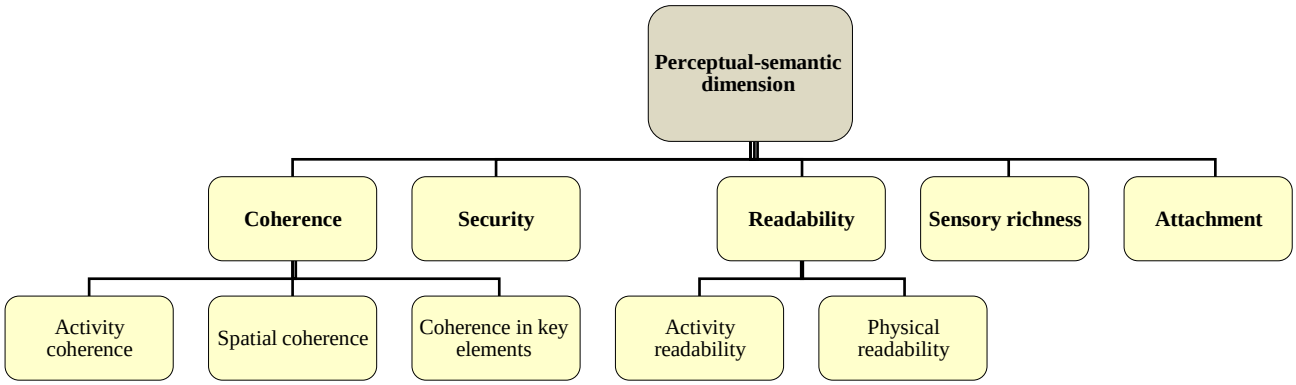
5-3-1 Climate comfort

Climatic comfort in the space under the Velayat Bridge is different from other urban spaces due to its linear shape and enclosed nature. In fact, unlike other spaces where most shading actions are taken, the design of this space should be such that it allows maximum use of sunlight. Another natural factor that is effective on the design of the space under the Velyat Bridge is wind flow. Mild wind in this space has a positive role in air conditioning under the bridge, but due to its enclosed nature, wind corridors should be avoided that disrupt the climate. In addition to having a positive effect on increasing climatic comfort, plant species can indirectly increase the desirability and pleasantness of mild wind in the space under the bridge. In furniture design, it is necessary to pay attention to the special conditions of the space under the bridge. In this regard, using materials that absorb more light and retain much heat is recommended in order to increase the climatic comfort in the space.

5-3-2 Cleanliness

The cleanliness of an urban space is achieved by eliminating all kinds of pollution. A polluted space, no matter how physically ideal and attractive, cannot attract citizens and encourage them to stay in space. The pollution, in addition to the negative impact on the quality indicators of the space, causes annoyance and early fatigue of the users and encourages them to leave the place quickly. The space under Velayat Bridge, due to its existence, has been dominated by vehicles from all sides, and this has caused severe air pollution in this area as the effects of the pollution, which is often caused by vehicle smoke and this quite evident in the walls of the bridge piers.

Diagram 5. The components of perceptual-semantic dimension



5-4. Perceptual-semantic dimension

5-4-1. Place Attachment

Promoting the sense of place attachment in the users of an urban space ensures the stability of that space and is an important factor in turning it into a desirable, presentable and lively urban space.

In the area under Velayat Bridge, various factors have caused users, including drivers, pedestrians and passengers, not to feel attached to it. The results of obtaining the opinions of those present in the space also confirm this issue. This means that all the respondents claimed that they do not feel comfortable in any part of it. Thus, designing a business space can bring that feeling back to the audience. One of the effective factors in this regard is the full availability of space for rider traffic. It can be said that pedestrian is not safe from collisions with vehicles in any part of this area. The inhuman scale, which is not easily understood by users due to lack of definition, is another reason for the significant decrease in the sense of attachment.

5-4-2. Sensory richness

Sensory richness is one of the qualitative components of urban space enabling us to enjoy various sensory experiences and thus increases the pleasantness and desirability of the space. The area under Velayat Bridge is at a low level in terms of sensory richness. Indeed, due to its location near the main city areas and its predominant traffic role, severe noise pollution is mostly caused by the movement of various vehicles including cars and taxis, motorcycles, ambulances and fire trucks. Thus, it can be said that the sense of hearing and movement of those present in this space has been completely influenced by the existence of cars and other vehicles, as all the respondents considered the dominant noise and smell of the environment to be related to the sound of vehicles moving and the smell of smoke caused by it. Visually, various pollutants such as worn and ugly bridge piers, stains caused by spilled car oil on the floor and dirty paving, advertising papers installed on the bridge walls have also led into the loss of the sensory richness in the space. Besides having positive effect on beauty and sensory richness, using suitable vegetation plays an important role in reducing noise pollution and this is one of the intrinsic features of this space.

5-4-3. Readability

A good urban space is usable and useful for the people when it is readable, understandable and perceptible and does not create a sense of loss and rejection in them. The space under Velayat Bridge, due to the lack of an integrated and coordinated plan, is not easily understood by users specially those passing it for the first time or use always a special part of it. The results of the review of questionnaires, which is shown in Table 3 and Diagram 6, showed that 65% of those present in the space were able to correctly understand the initial and final boundaries of the space. Of course, it is worth to mention that although many of these people have limited the western part of the space to the lower part of the bridge piers, the eastern part of the area connects district 3 to district 2 via Ayatollah Rafsanjani Highway. 30% of the respondents were able to identify only one side of the space. 5% of the respondents were not able to identify the beginning and end of the space. Considering that the signs are the benchmark of the urban landscape that is created by the appearance, function or meaning of a phenomenon in the city and are used as reference points in orientation in the study area, Shahid Chamran Mosque can be the most significant sign.

Table 2. The identification method of Velayat Bridge area by users

The identification method of area	Correct identification of area	Correct identification of one side of area	The lack of correct identification of area
%	65	30	5

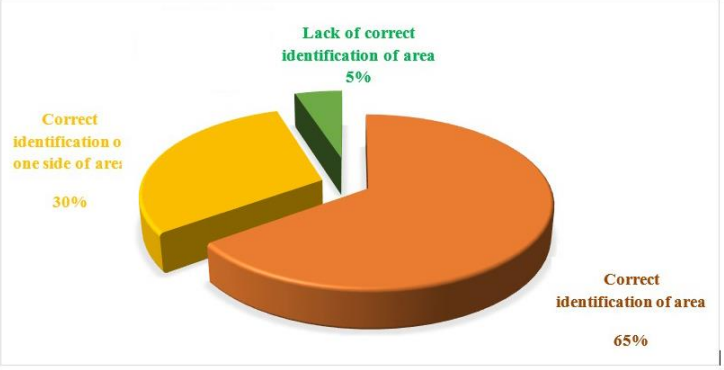


Diagram 1. How users recognize and identify the area of the Velayat Bridge

Accessibility is another important element in the visual organization of any area. Roads play important role in creating and promoting the mental image of citizens of urban areas. The study area is well identified by the surrounding routes due to its proximity to important urban routes.

These streets, which are often considered as important, active and old streets of the city, have been easily studied in the minds of citizens by the visual organization of the area. According to the results, as it is shown in Table 4 and Diagram 7, extracted from the questionnaires, while 100% of the respondents were able to identify Chamran Highway as one of the possible routes to access space, at first have been identified on Chamran Highway in the north and south of the bridge by 85% of street people and Ayatollah Rafsanjani Highway by 65% of them. The minor streets of Seoul and Dabestan (Shahid Aref Nasab) township at the western and eastern ends of the bridge were mentioned by 40 and 25% of the respondents as access roads to the bridge, respectively. 15% of those present in the space also referred to other bridge accesses in the area.

Table 3. Percentage of identifying the routes by citizens to reach the Velayat Bridge

Ayatollah Rafsanjani highway	Shahid Chamran highway	Shahid Aref school	Minor streets of Seoul township	Others
36	36	9	14	5

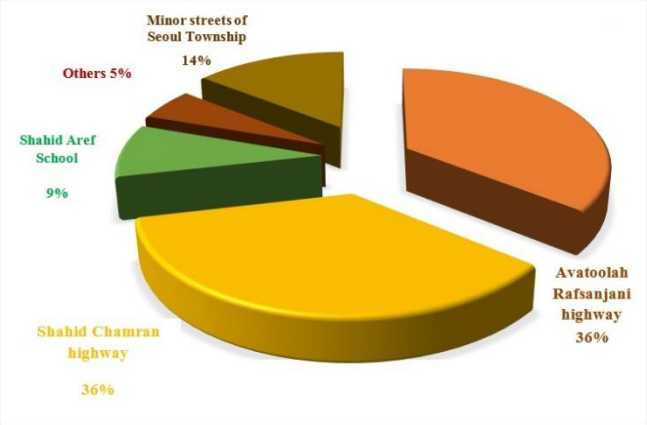


Diagram 7. Identifying the routes by citizens to reach the Velayat Bridge

Also, the most important identified areas in this study are those dedicated to the surrounding green spaces, Chamran Mosque located in Chamran Highway, Seoul residential township and Chamran Highway, which have been identified as a significant space by users.

Table 5. Important buildings, elements and spaces identified by citizens

Important buildings and elements	Seoul Township	Chamran highway	Chamran mosque	Surrounding green spaces
%	45	35	15	5

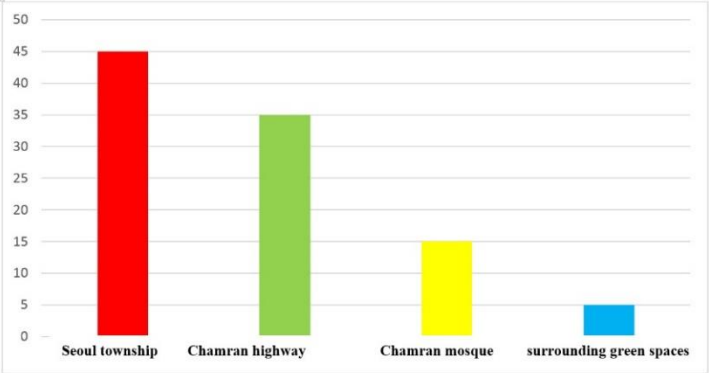


Diagram 8. Buildings, elements and spaces identified by citizens

5- 4-4 Safety and security

Increasing the sense of safety in the users of an urban space has a significant effect on increasing the desirability of that space. Not using some spaces is sometimes due to fear of being present in them (Yeoh & Yeow, 1997). Also, one of the most crucial factors in improving sense of security, specially among women, is the use of lighting (Akbari et al., 2020). The space under the Velayat Bridge is one of the spaces that induce insecurity feeling of in the space for various reasons, especially at night. It is worth to mention that the security of the space is at an acceptable level before the night and as long as the taxis continue to work, and there is only a fear of the robbing and theft, which are often done by motorcyclists, due to the mixing of rider and pedestrian traffic. Surveys show that 30% of people consider the level of security in this space to be desirable or acceptable, while 25% of people consider the space to be completely unsafe. 45% of those present in the space also consider daily importance to be high and acceptable and night security at the low level. It is important to note that the sense of security varies from person to person with different age, sexual and social characteristics.

Table 6. The security level in the space under Velayat Bridge based on the opinions of users

Security level	Desirable	Undesirable	Acceptable	Desirable days, undesirable nights
%	15	25	15	45

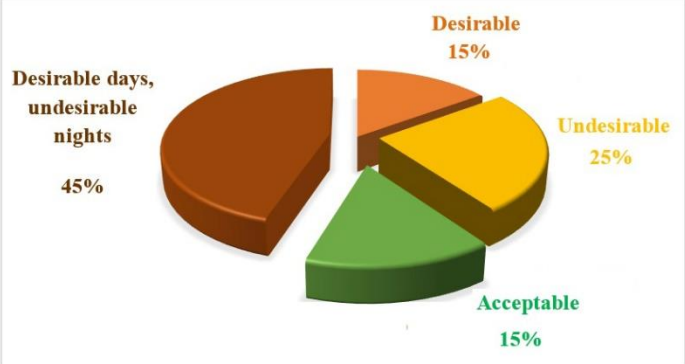


Diagram 9. The level of security in the space under Velayat Bridge based on the opinions of users

Accordingly, one of the most important factors that should be considered in order to restore the security of the space under Velayat Bridge is its standard and suitable lighting. It can be said that one of the main purposes of lighting urban spaces is to create a sense of security in them. Proper lighting brightens and exposes dark and hidden corners and promotes the feeling of being observed from outside.

In fact, the visual permeability of the space under the bridge, which is favorable during the day, is also acceptable due to night lighting at night. Independence of night activities and uses in the space and surrounding body, in addition to helping to illuminate the space plays an important role in inviting and increasing attractiveness and consequently the presence of people in the place. The period of night activities in space can significantly reduce the crime and is effective on health and quality of the space. The presence of people on holidays and dark hours of the night besides creating the social control by inducing the sense of being seen can cause security feeling in people. It can be said that the lighting of the space under the bridge and the establishment of land uses and night activities can increase the presence of people in the place of social supervision and will provide the security of the space at a desirable level.

5-4-5. Coherence

The coherence in an urban space causes its total perception as a unified form. The space under Velayat Bridge has caused a relatively complete separation of the northern and southern parts of the space due to the existence of several routes to change the direction of moving vehicles in the eastern and western parts of the bridge and

the passage of Chamran highway under this space, so that their perception as an integrated problem seems very difficult. Another factor that has led to a sense of spatial disruption in this area is the lack of coordination between physical elements such as furniture, using different types of benches beside each other, pavements with different type and the design of flower bed with diverse species and forms are some of the non-harmonious aspects.

6. Data analysis

6-1. Descriptive tables

According to Table 7, which is related to the frequency of respondents' age, 15% are under 18 years old, 42% between 18 and 30 years old, 34% between 30 and 43 years old, 7% are between 45 and 60 years old and 2% are more than 60 years old.

According to Table 8, which is related to the frequency of gender of the respondents, 63% are women and 37% are men.

According to Table 9, which is related to the frequency of respondents' age, 20% are employees, 33% are business men, 26% are teacher, 17% are students and 4% have other jobs.

According to Table 10, which is related to the frequency of education of the respondents, 20% are undergraduate, 34% diploma, 27% bachelor, 23% have a master's degree and 5% have PhD.

Table 11 shows the central criteria and dispersion of the studied variables including mean, standard deviation, maximum and minimum. According to the table below, the mean scores of the variables of physical-structural indices, activity-social indices, environmental indices and semantic -perceptual indices are 35.27, 37.29, 39.74, and 28.87 and the standard deviation is 3.755., 2.872, 2.740 and 2.48.

One of the tests that dealing with the normality of data distribution by numerical methods is the Kolmogorov-Smirnov test. This test compares the observed cumulative distribution function with the theoretical (expected) cumulative distribution function in a variable.

Also, in the results analysis of Table 12, it should be said that as Kolmogorov-Smirnov statistics with significant values for variables and components is significant at a level greater than 0.05, that is, it is ranging between +1.96 and -1.96, so with 95% confidence interval, H1 is rejected. It means that the distribution of data is normal, so parametric tests should be used to examine the data.

Table 7. The frequency of the age variable of respondents

		Cumulative frequency percentage	Frequency density	F%	F
Range	Below 18 years old	15.0	15.0	15.0	15
	Between 18 to 30	57.0	42.0	42.0	42
	Between 30 to 45	91.0	34.0	34.0	34
	Between 45 to 60	98.0	7.0	7.0	7
	Above 60 years	100.0	2.0	2.0	2
	Total		100.0	100.0	100

Table 8. Frequency of gender variable of respondents

		Cumulative frequency percentage	Cumulative frequency	F %	F
Range	Woman	63.0	63.0	63.0	63
	Man	100.0	37.0	37.0	37
	Total		100.0	100.0	100

Table 9. The frequency of job variable of respondents

		Cumulative frequency percentage	Frequency density	F%	F
Range	Employee	20.0	20.0	20.0	20
	Businessman	53.0	33.0	33.0	33
	Teacher	79.0	26.0	26.0	26
	Student	96.0	17.0	17.0	17
	Others	100.0	4.0	4.0	4
	Total		100.0	100.0	100

Table 10. Frequency of education variable of respondents

		Cumulative frequency percentage	Frequency Density	F%	F
Range	Below diploma	11.0	11.0	11.0	11
	Diploma	45.0	34.0	34.0	34
	BA	72.0	27.0	27.0	27
	MA	95.0	23.0	23.0	23
	PhD	100.0	5.0	5.0	5
	Total		100.0	100.0	100

Table 11. Descriptive findings of the lost space design variable under Velayat Bridge and its components

Variable	N	Mean	SD	Min	Max
Physical-structural indices	100	35.27	3.755	23	45
Activity-social indices	100	37.29	2.872	30	43
Environmental indices	100	39.74	2.740	33	46
Perceptual-semantic indices	100	28.87	2.48	22	43

Table 12. The normality distribution test of the data of the studied variables

Variable	N	Kolmogorov-Smirnov	Significance level
Physical-structural indices	100	1/176	.126
Activity-social indices	100	/942	.337
Environmental indices	100	1/178	.125
Perceptual-semantic indices	100	1.564	.212

6-2. Hypotheses test

First, the correlation coefficient between the variables is calculated using correlation matrix tables. First, the value of the correlation between the variables is calculated and then the effect of independent variables on dependent variable is predicted using multivariate regression.

Hypothesis 1: Physical-structural indices are effective on designing the lost space under Velayat Bridge of Tehran.

Table 13 shows the correlation coefficient of the physical dimension and its relationship with the design of the space under the bridge. As shown, there is a significant positive (direct) relationship between the physical-structural dimensions with the design of the lost space at an error level of less than 0.01 with 99% confidence interval. In other words, by increasing the components of the physical-structural dimension, the possibility of designing the space under the bridge is also increased. Thus, the null hypothesis is rejected and the research hypothesis is verified.

Table 13. The correlation between the physical-structural dimension and the design of lost space

		Design of lost space	Physical-structural dimension
Physical-structural dimension	Pearson correlation	.703**	1
	Significance level	.000	0.00
Design of lost space	Pearson correlation	100	100
	Significance level	1	.703**

Hypothesis 2: Indices of activity-social dimension are effective on the design of the lost space under Velayat Bridge in Tehran.

Table 14 shows the value of the correlation coefficient between the physical-structural indicators and the design of the lost space under the bridge. As shown, there is a significant positive (direct) relationship between the indicators of the socio-activity dimension with the design of the lost space at the error level of less than 0.01 with 0.99% confidence interval. In other words, with the increase of socio-activity indicators, the possibility of designing the space under the bridge is also increased. As a result, the null hypothesis is rejected and the research hypothesis is verified.

Table 14. The correlation between activity-social indices and the design of lost space

		Lost space design	Activity-social indices
Physical indices	Pearson correlation	.560**	1
	Significance level	.000	
Increase the design of traditional art models	Pearson correlation	100	100
	Significance level	1	.560**

Hypothesis 3: Perceptual-semantic indices are effective on the design of the lost space under Velayat Bridge in Tehran.

Table 15 shows the correlation coefficient value between the perceptual-semantic indices and the design of the lost space under the bridge. As is shown, there is a significant positive (direct) relationship between the perceptual-semantic indices with increasing the design of the lost space at the error level lower than 0.01 with confidence interval of 0.99. In other words, with the increase of perceptual-semantic indices, the possibility of designing the space under the bridge is also increased. As a result, the null hypothesis is rejected and the research hypothesis is verified.

Table 15. The correlation between the perceptual-semantic indices and the design of lost space

		Design of lost space	**Perceptual-semantic indices**
Perceptual-semantic indices	Pearson correlation	.689**	1
	Significance level	.000	
The design of space under bridge	Pearson correlation	100	100
	Significance level	1	.689**

Hypothesis 4: Environmental indices are effective on designing the lost space under Velayat bridge of Tehran.

Table 16 shows the correlation coefficient value between environmental indicators and the design of the lost space under the bridge. As is shown, there is a significant positive (direct) relationship between the environmental indicators with increasing the design of the lost space at an error level of less than 0.01 with 99 % confidence interval. In other words, with the increase of environmental indicators, the possibility of designing the space under the bridge is also increased. As a result, the null hypothesis is rejected and the research hypothesis is verified.

Table 16. The correlation between the environmental indices and the design of lost space

		Design of lost space	**Environmental indices**
Environmental indices	Pearson correlation	.470**	1
	Significance level	.000	
Design of the space under bridge	Pearson correlation	100	100
	Significance level	1	.470**

Table 17. Regression model of independent variables of the design of lost space

Regression model	**Input independent variables**	**Excluded variables**	**Method**
1	Physical-structural indices Activity-social indices Environmental indices Perceptual-semantic indices	0	Enter

Table 17 as the first output model shows that for the changes of dependent variable of the design of lost space based on four independent variables, a multiple regression model and enter model are used.

Table 18. Correlation between variables

Model	Correlation	Coefficient of determination	Adjusted coefficient of determination	Standard error
1	0.521	0.493	0.492	16.200

Table 17 as the first output model shows that for the changes of dependent variable of the design of lost space based on four independent **Table** 18 shows a summary of the model. The correlation value between the variables is 0.482, which shows that there is an average correlation between the set of independent variables (physical-structural indicators, activity-social, environmental, semantic- perceptual indicators) and the research criterion (design of lost space under the bridge). However, the value of the variables, a multiple regression model and enter model are used.

adjusted coefficient of determination, 0.492, shows that 49.2% of the total design changes of the lost space under the bridge among the study population depend on independent variables in the equation. In other words, the set of independent variables predicts 49.2% of the variance of the design of the space under Velayat Bridge.

Table 19. Analysis of variance

Regression model	Sum of squares	Degree of freedom	Mean of squares	F	Significance level
Regression	10847.434	15	723.162	3.758	0.000
Regression residuals	81000.425	239	345.399		
Total	93397.859	254			

According to Table 19 which shows the results of analysis of variance, the obtained value of F (3.758) at the error level less than 0.05 indicates that the independent variables have high explanatory power and can explain the amount of variation and variance of the criterion variable. In other words, the regression model is a suitable model that can predict changes in criterion variables based on independent variables.

Table 20. Results related to the effect of independent variables on the criterion variable of designing the space under Velayat Bridge

Model	Non-standardized regression coefficient		Standardized regression coefficient	t	Significance level
	B	Standard error	Beta		
Physical –structural indices	1.123	2.514	.851	.418	.001
Activity-social indices	1.684	2.713	.764	1.142	.000
Environmental indices	.174	2.957	.476	1.213	.000
Perceptual-semantic indices	.155	1.757	.365	.976	.001

In Table 20 based on the standardized impact factor, we interpret the model and the effect of variables. As this coefficient represents the standardized regression coefficient of each of the independent variables on the dependent variable, we can determine the relative share of each independent variable in the model by it. As shown in Table 14, all variables (physical-structural indicators, activity-social indicators, environmental indicators, semantic perceptual indicators) are significant on the amount of mental image as their error level is lower than 0.05. Physical-structural index variable with beta coefficients of 0.851 has the highest effect on the design variable of the space under Velayat Bridge.

Conclusion

In the present study, the factors affecting the revitalization of the lost urban space under the Velayat Bridge in Tehran have been studied based on the concept of the right to the city. The physical, environmental and psychological dimensions extracted from the effective theory of the right to the city, with the aim of revitalization the lost space under the Velayat Bridge, have been investigated by survey method. The main component that became clear

in the analysis of the finding results is the feeling of insecurity and also the unfavorableness of this space due to the lack of uses that meet the needs of the residents of the surrounding neighborhoods. In this study, four hypotheses were examined, during which it was found that physical characteristics, social activities, semantic perceptual and environmental factors are effective in designing the lost space under the Velayat Bridge. Also, the components of quality measurement in that space, during which different dimensions were fully examined.

Based on the analyzed components, some practical actions to revitalization of the lost space under the Velayat Bridge are: 1. Construction of a commercial complex with uses such as clothing stores, restaurants, coffee shops and play and entertainment spaces for children and adolescents, 2. Design of green space to encourage the elderly to be present in the space, 3. construction of open space for public sports, 4. Outdoor lighting for providing sense of security 5. Design of green space in the bridge area and its connection to the green space around Chamran Boulevard.

Considering the discourse of the theory of the right to the city and the necessity of maximum use of urban spaces by citizens and also preventing the creation of lost spaces in the city, also considering the lifestyle of residents in the area around the Velayat Bridge, it is possible to intervene to the studied space with context-based approach programming and physical planning. One of the most important actions, can be the construction of a commercial-cultural complex that meets the needs of residents to buy daily necessities in a short distance on foot. Also, promoting cultural behavioral patterns such as going to the cinema and watching movies or theater, along with creating a study environment for students, youth, housewives, children and the elderly, can be one of the most effective actions. Also, the construction of sidewalks, safe cycling, the possibility of public morning sports with proper lighting can further strengthen the presence of people in the spaces. Considering some uses for women is another effective measure in this area. The physical planning of such a complex can be studied in other studies.

Finally, it should be emphasized that the theory of the right to the city considers the presence of human beings in urban spaces as a principle. This is necessary in view of the mechanization of urban life in today post-postmodern and technology-oriented era. Human beings with all their physical, mental, emotional and psychological characteristics should be considered as the most important element of urban development planning and be the focus of short-term and long-term development studies and programming.

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