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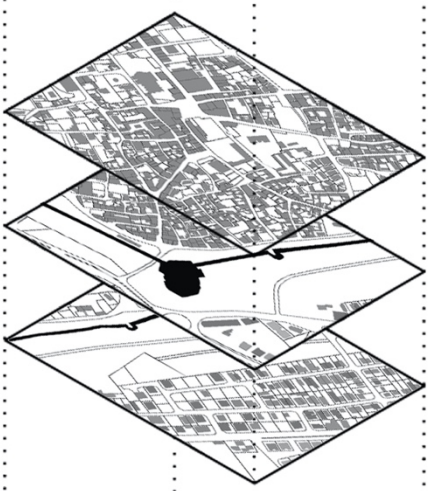

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In this issue:

Topics:

Urban Morphology
Waterfront Regeneration
Smart Cities
Morality & Segregation

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Editorial

Challenging the City

Cities of the 21st century are facing great challenges and changes. These challenges are economic, social, ecological, and spatial disputes. Cities can implement solutions to contemporary urban challenges, including public health and equity, congestion and pollution, structural racism, civic engagement, climate change, and sustainability, by working collaboratively with their residents.

Since the United Nations estimated that in 2050 more than 70% of the world's population will live in cities, the key task will be to answer several questions: How can cities grow sustainably while dealing with uncontrollable population growth and urban development? How to be sustainable while facing war, poverty, and crisis? What kind of utopic development models is replacing traditional city forms?

With these and some other questions in mind, in the third issue of JURD, we bring together research challenging the city from different perspectives. Accordingly:

Tolga Ünlü thematizes urban growth aspects by discussing urban fringe belts. Doğa Üzümcüğlu and Mukaddes Polay focus on development strategies for creative waterfronts as a tool for city regeneration. Nathaniel Oluwaseun Ogunseye discusses the smart city concept from the perspective of developing countries by introducing smart city initiatives in Lagos, Nigeria. Nurcan Gündüz explores morality in the city, investigating the role of prostitutes in society.

We hope that you enjoy the third issue of the Journal of Urban Research and Development (JURD) and that the topics provided interest you. Furthermore, we would like to invite you to contribute to the future issues of the JURD with your respected research.

Editors
Journal of Urban Research and Development (JURD)
Eastern Mediterranean University
Urban Research and Development Center

Urban Fringe Belts: Roots, Developments and Prospects

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Abstract

The outward growth of cities has always been an issue attracting attention within urban studies, including urban sociology, urban economics, and urban planning. This paper examines urban growth from the view of urban morphology. The utilization of urban fringe-belt concept in explanation of urban growth is questioned.Although it is mostly used to elucidate the processes of growth in existing cities through a historical perspective with detailed use of cartographic data and taken into consideration as a part of urban morphological analysis, the fringe-belt concept has the potential to be considered as a constructive concept in urban planning and to define new insights to strengthen the weak relations between research and practice in the field of urban morphology. In this vein, this study investigates the emergence and evolution of the fringe-belt concept, the processes that give rise to change in fringe-belt areas and their impact on restructuring of cities, recent developments in fringe-belt studies and to discusses the prospects for future studies.Recent research on fringe belts has revealed that there is a growing tendency to use the concept in the study of urban growth in various cultural contexts. It is observed that the ecological perspective has been growing in the last few years and is of great importance in the present day in the context of climate change and global warming. Furthermore, fringe-belt theory has the potential to be utilized as a constructive concept in the management of urban growth.

Keywords

Urban Growth, Fringe Belt, Urban Planning

Introduction

The industry-driven growth of cities with their rapid and enormous expansion into surrounding areas during the nineteenth century has been described thus: “Cities appeared to grow not by the year but by the hour. Massive expanses of brick and granite engulfed formerly green fields, and miles of new houses and apartments lined narrow streets” (Hohenberg and Lees, 1996, p.290). During the exceptional growth of industrial cities, Frederick Engels was the first figure who investigated the effect of growing industrial capitalism on the urban life, with a special focus on the living conditions of the working class and slum formation. He was reflecting the turbulence in physical condition of the industrial city: “The streets are generally unpaved, rough, dirty, filled with vegetable and animal refuse, without sewers or gutters, but supplied with foul, stagnant pools instead. Moreover, ventilation is impeded by the bad, confused method of building of the whole quarter, and since many human beings here live crowded into a small space, the atmosphere that prevails in these working-men’s quarters may readily be imagined. Further, the streets serve as drying grounds in fine weather; lines are stretched across from house to house, and hung with wet clothing” (Engels, 2001, p.83).

Approximately seven decades after Engels’s investigations, examination of the growing industrial city was in the agenda of urban sociology in the United States. After analysing large-scale cities, Chicago School presented urban growth models, which had been attractive in the academic world due to their relative simplicity in explaining the outward growth of cities. They explained urban growth as including

"constantly evolving mechanisms, subject to the processes of growth and decay, interdependence, competition and cooperation, health, and disease" (Judd, 2011, p.3). The relative simplicity of the Chicago School, developed by the concentric zone model of Burgess (1925), the sector model of Hoyt (1939), and the multiple nuclei model of Harris and Ullman (1945), allowed its adoption to different cities (Dear, 2002).

At the same time as the development of several urban growth models, the fringe-belt concept was elaborated by M.R.G. Conzen during 1960s to explain urban growth from the perspective of urban morphology. However, it remained underestimated in the field of urban studies and geography as a concept to develop explanations for growth patterns and processes of cities, but also in urban planning as a potential concept to use for developing policies at a city-wide scale.

When fringe-belt theory was developed by M.R.G. Conzen, most of European cities were faced with a further challenge, restructuring programs after 2nd World War. In this period, planners and architects conceived of themselves as the pioneers of a new world, believing that cities should be planned and shaped in a rational way, built upon statistical enquiry and technical efficiency (Rykwert, 2000, p.3). Whitehand (1981b) stresses that the underestimation of the fringe-belt concept was mainly due to the popularity of quantification and functional approaches during the post-war period, the relative difficulty of collecting information for fringe-belt studies when compared to more readily quantified data, as well as having its roots in German scholarship, when English and American studies were prevalent. Moreover, as the development of urban morphology more generally remained marginal in urban studies for a long period, the fringe-belt concept also could not get attention within the broader fields of urban studies (Barke, 2019).

Although the fringe-belt concept is mostly used to elucidate the processes of growth in existing cities through a historical perspective with detailed use of cartographic data and is a central part of urban morphological analysis, it has the potentiality of being considered as a constructive concept in urban planning, helping to define new insights to strengthen the weak relations between research and practice in the field of urban morphology. Thus, even though the fringe-belt concept is elaborated through numerous case studies in different cultural contexts after the seminal study of Conzen (1969 [1960]), most of them are concentrated on the classical model of Conzen, in which urban growth is dependent on a strong city centre. However, the developments in the 21st century encourage us to question whether the initial conceptions of fringe belts could help in the search for explanation of the urban growth at regional scale: Is it possible to develop new insights in fringe-belt theory in response to the emergent urban growth worldwide?

Today, the cities worldwide are undergoing through a new process in the 21st century. According to UN reports (UN, 2020), 55% of world's population in 2018 began to reside in urban areas, and it is expected to rise to 68% by 2050. It is envisaged that 43 cities will have population more than 10 million people, while those of 66 will have population between 5 and 10 million people. The report also reveals that the cities in Asia and Africa, which are relatively medium-sized cities today, will be at the top-rank ones with their urban population. In this light, the cities are being confronted with a new wave of growth. The expected massive population increase in newly developing economies would presumably give rise to new urban expansion processes through opening new areas to settle in the peripheral lands. On the other hand, the built-up areas of existing cities would face with a new wave of redevelopment in the following decades. These processes would give rise to extreme use implications for energy consumption, greenhouse gas emissions, climate change, and thus global warming. Depending on its roots, is it possible to develop new insights in how the use of fringe-belt areas could be extended to give response to the structure of cities in a world of global warming and climate change? In this vein, this study aims to investigate the emergence and evolution of fringe-belt concept, the processes that give rise to change in fringe-belt areas and their impact on restructuring of cities, recent developments in fringe-belt studies and to discuss prospects for future studies.

Definition and composition of fringe belts

Urban morphology is defined as "the study of urban form" (Larkham and Jones, 1991) through the analysis of the change in the main aspects of urban form, plots, buildings, and streets (Oliveira, 2016). Since the entire city presents its structure through the hierarchical nesting of urban forms from the small to large scales (Conzen 1988), the changes in plots and buildings lies at the small scale, while the outward growth of cities is conducive to develop explanation at the large scale.

Outward growth of cities may come into existence in an accretionary or scattered way. While the former refers to a continuous expansion of the built-up area at the edges of a city, the latter reveals itself through dispersed urban development in the distant areas from the built-up area without or little coordination with the existing structure of the city.

Residential districts are the most recognizable parts within the built-up areas of cities since they inhabit larger areas and show relative homogeneity in terms of use? However, some heterogenous areas within the urban form emerge during outward growth of cities that are less easily identified. Their unity is derived from the morphological elements that had their original location near the fringe of the built-up area (Whitehand 1967, p.223). In this zone, the building block plans and the buildings are much more variable in size, building types are much more heterogeneous, rhythm is generally lacking in the street facades, where indeed there are frequently no buildings facing the street, and the ratio of hard to soft surface is also generally more variable (Whitehand and Morton, 2004). This zone is defined as "urban fringe belt" by M.R.G. Conzen (1969, p.58) as a part of town-plan structure: "a belt-like zone originating from the temporarily stationary or slowly advancing fringe of a town and composed of a characteristic mixture of land use units initially seeking peripheral location". It contains a distinctive group of land-use units through togetherness of industries, including warehouses, factories, transport facilities and quarries; institutions, containing military barracks, governmental, religious, health, education uses; open spaces, involving public parks, cemeteries, nurseries; recreation, comprising sports fields, golf courses etc., and villa estates or further out isolated larger houses as limited number of residential units (Conzen M.R.G., 1969, Conzen M.P., 2009). Varying size and shape of plots, diversity of building types and styles, and low coverage of plots by buildings bring about them a more coarse-grained spatial structure in fringe belt areas as compared to close-grained residential and commercial areas.

The origin of the fringe-belt concept is dated back to the study of Louis (1936) on Berlin, when he identified three rings, encircling built-up areas and distinguishing development periods of the city (Figure 1). The first one girdles the historic centre of Berlin and houses cultural institutions, such as numerous museums in Museum Island, religious institutions, such as Berlin Cathedral and open spaces. The second ring surrounds the early suburbs, of which the most significant unit is Tiergarten. As two rings manifests continuous circles around the built-up area, the units of the third one were dispersed in the peripheral lands of the city, presumably due to its formation phase. Within these rings, the industrial premises tend to move from the inner city to the peripheral areas during the period between 1890 and 1925 (Dickinson 2002). Louis called these ring-like formations *Stadtrandzone*.

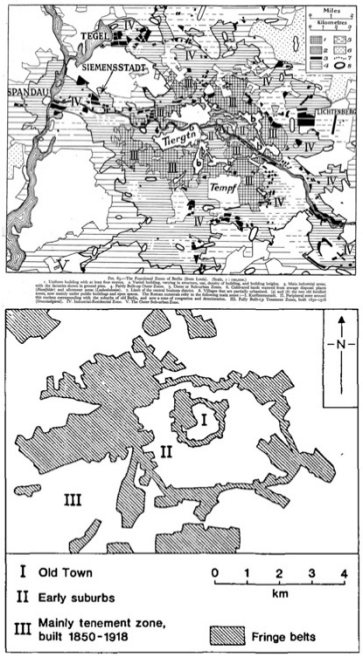

Figure 1: The functional zones of Berlin (at the top, Dickinson, 2002, p.240) and its fringe belts (down below, Whitehand, 1988, p.49)

Almost three decades later, M.R.G. Conzen elaborated the fringe-belt concept within the morphogenetic tradition of urban morphology. His contribution is the development of a morphological theory of urban growth and change through the fringe-belt concept (Whitehand, 1988). He was probably influenced by Louis during his studies at the Geographical Institute at the University of Berlin (Whitehand, 1981a). Beginning with the Alnwick study, Conzen (1969 [1960]) paid attention to three distinct fringe belts, formed and transformed during urban growth: inner, middle and outer fringe belts (Figure 2). They appeared in urban form in varying distances from the city centre (Whitehand, 1981a). Among all, inner fringe belt is portrayed as the corollary of the central business district, where the former is the product of centrifugal forces and the latter is the product of centripetal forces (Whitehand, 1967, p. 223). According to Barke (1982, p.111) urban fringe belts are "composed of land uses that are produced by the town but do not necessarily have to be located within it". M.R.G. Conzen (1969, p.110) described it as a separate major morphological unit within urban form with its fixation line and consequent ring road, forming a continuous, uninterrupted zone around the historic city centre. Therefore, the inner fringe belt is expected to be more continuous than the middle fringe belt and outer fringe belt, where the latter being the most discontinuous (M.P. Conzen, 2009).

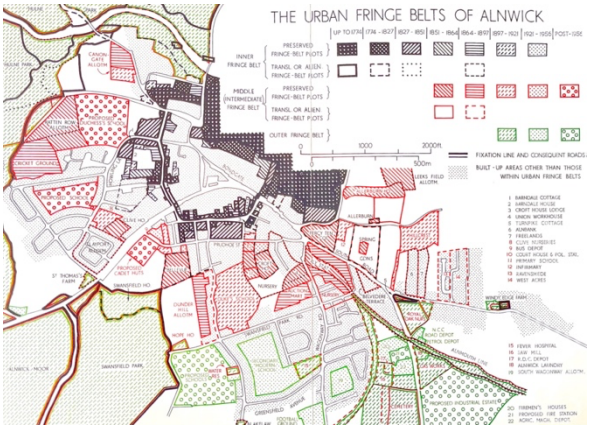

Figure 2: Fringe belts of Alnwick (Conzen, 1969, p.64)

In medieval towns the inner fringe belt frequently develops in relation to the town wall which functions as a fixation line and separates the fringe-belt area into two sub-zones. First is the intramural that is associated with repletion inside the wall through secondary building development on tail-end plots of the already built-up area, while the second is the extramural that is developed through the accretions outside the built-up area and town wall with greater freedom of space (Conzen, 1969, p.58-59). The intramural zone reveals a closed-grained plot pattern formation while the fringe-belt plots in the extramural zone are more open, sometimes dispersed in the surrounding formerly rural areas (Whitehand, 1981a). Fringe-belt developments in the distant extramural that have no topographical contact with the existing inner fringe belt might be considered as a discontinuous outer formation of the existing fringe belt, however in the succeeding phases, these formations may later be parts of a subsequent new fringe belt.

While the fringe-belt units are likely to give effect to the emergence of more continuous inner fringe belts in medieval cities associated with the town walls, and thus called “closed fringe belt” (M.R.G. Conzen 1969, p.58) or “the medieval town fringe-belt model” (Openshaw 1974, p.6), in the absence of a town wall, the towns of post-medieval origin usually did not experience such a strong fixation line fixed limit. If there were no natural features functioning as a fixation line, they would be unlikely to develop continuous fringe belts (Whitehand, 1967, p. 230). For instance, fringe belts are less recognizable in American cities than European cities, depending on the sporadic obstacles to urban growth and the nature of the land market (M. P. Conzen, 2009). Other reasons for a discontinuous fringe belt might be the latency in industrialization that can affect paucity of industrial uses likely to locate at the fringe, property ownership and ownership pattern of the peripheral lands that can influence the acquisition of land for land uses that require larger areas, governmental decisions in different periods that impact on the development or decline of particular fringe-belt uses, especially the institutional ones.

Further clarification

Despite its clear definition, there might be lack of certainty about the urban fringe-belt concept relating especially to the use of two other descriptive conceptualisations used in urban studies. One cause of such uncertainty might derive from the similarity of the fringe-belt concept to that of the CBD frame, and the second to the general description of the rural-urban fringe. The former is mostly related to inner fringe belts. As Barke (2019) highlights, the CBD frame that might house some fringe-belt uses on site, is defined directly through its relation to the CBD core. The distinction between CBD core and frame was developed by Horwood and Boyce (1959), and was mentioned earlier implicitly by (Murphy and Vance, 1954) distinguishing the “commercial core” and CBD edge. Davies (1972, p.73) defines the core-frame distinction: “The core area is a zone of greatest intensity, represented primarily by concentrations of shops and offices, the frame area is a zone of lesser intensity, made up of a series of sub-areas of varying specialization in different activities, primarily wholesaling, warehousing, manufacturing, motor-car servicing, and some housing”. Whitehand (1967) points out that the CBD frame has a different character from that of the inner fringe belt, mostly due to the relatively small housing plots of the former, when compared to the larger ones of the latter. Although some of these land-use units might be a part of the inner fringe belt, the recent developments around the commercial core, represents development of touristic functions, such as hotels and entertainment, car-oriented uses, such as oil stations, and large-scale retail developments, such as shopping centres in the CBD frame, all of which cannot be conceived as land-use units of a fringe belt. On the other hand, land-use units such as wholesaling, warehousing, manufacturing, motor-car servicing can be categorised as a part of industrial uses of the fringe belt on the peripheral lands. In this vein, the units comprising the inner fringe belt and the CBD frame both can be interchangeable. However, it should be kept in mind that the fringe belts concept is not just concerned with the location of land uses but is also concerned with historico-geographical explanation of urban forms, allowing a comprehensive evaluation of the growth phases of cities and physical forms of each period (Whitehand and Morton, 2003).

A second source of potential confusion concerns the term “rural-urban fringe”, defined as “the zone of transition in land use, social and demographic characteristics, lying between the continuously built-up urban and suburban areas of the central city and the rural hinterland,”. This is a much broader concept than

the term "urban fringe belt" which is specifically morphological in character. The urban fringe is the "subzone of rural-urban fringe in contact and contiguous with the central city, exhibiting a density of occupied dwellings higher than the median density of the total rural-urban fringe" (Pryor 1968, p. 206). It is essentially "identified less as an expansion area of the city and more as a transition zone in which the rural land pattern begins" (Andrews 1942, p. 169). That is to say, the fringe areas basically include the lands for urban expansion that might include the fringe belts itself and also the newly developing residential quarters. Fringe-belt uses appear in the immediate edge of the built-up city and later become embedded in urban form as new developments occur in the 'new' fringe of the city. Therefore, once the urban fringe belt is formed in the urban fringe of a city through the congregation of land-use units, such as industry, institutions, open spaces, recreation, it would subsequently be enveloped with the urban expansion beyond the former urban fringe.

The relationship with planning process

A further point of discussion is the relationship of fringe belts to planning decisions. Since the accretions to the built-up areas of the city is more recognizable due to their rapid development and consist of land use units that appear to be 'planned' as a coherent, uniform entity, the fringe-belt areas, in contrast, seem to be 'spontaneous' in their urban form, thanks to their slow development (M.P. Conzen, 2009). The fringe-belt is characterized by spontaneity, rather than planning, and is formed through the singular relocation of individual functions in the peripheral areas. However, the integration of once formed fringe-belt units could be brought together by planned decision-making (Dollen, 1990).

The spontaneous fringe-belt development is mostly discernible in the formation of the inner fringe belt, due to its historical formation in medieval times. Middle and outer fringe-belt formation is a phenomenon, largely observed during the rapid outward growth of the industrial city, after the nineteenth century, when planning began to be institutionalized as a separate profession and urban function. Therefore, although inner fringe belts are expected to experience more complex morphological processes of adaptation and redevelopment during their formation phase, middle and outer fringe belts are more likely to face a complex web of interactions with the planning process. All fringe belts are subject to planning decisions during the modification phase. Whitehand (1967) observed that decision-taking processes at the national level are more influential on fringe-belt development than those of at the local scale. For example, planning decisions and purposeful actions of central government can have significant effect on the formation of middle and outer fringe-belt units, such as large-scale sports grounds, education campuses, and industrial areas (Ünlü and Baş, 2016). Such large-scale fringe-belt uses are located in convenient areas, in which the property ownership becomes important as well as their size, and the current urban fringe meets many of the desired criteria.

However, there are historical examples of the deliberate, planned creation of zones which, in effect, become a fringe-belt. For example, the creation of Ringstrasse in Vienna as a site of institutional and cultural uses in the space between the built-up area and emergent suburbs of the period, or planning public spaces around the historic core of Copenhagen after demolition of the town walls during the nineteenth century. As Whitehand (1988) highlights, this idea of using the glacis as a space for public amenities was adopted in many European cities in the same period. Nonetheless, they were mostly not the comprehensive 'planning of fringe-belt areas', they were rather examples of 'planning in fringe-belt areas. Recent studies of morphological research used fringe-belt units to inform decision-taking process in planning. The fringe belts of Barnt Green, a suburban development in southern Birmingham, were recognized within a hierarchy of character regions, and they are named 'community spaces and utilities' instead of 'fringe belt' to make them more readily understood by the public at large and used as distinctive morphological units in the planning process (Whitehand, 2012). Kropf and Ferguson (2014) also used the fringe-belt concept through recognizing fringe-belt uses as 'fringe tissue' in development of planning decisions in Bath.

Developments in urban fringe belts: Phases and Processes

In the simplest sense, urban fringe belts are the physical manifestations of slow movement or actual standstill in the outward development of a city (Whitehand, 1981a). Depending on the pace of urban growth, they are actively created by the slow advance of the urban edge (Carter and Wheatley, 1978, p. 214).

The clarity with which the process and related physical forms can be identified varies according to such factors as topographical and legal constraints on urban growth, the amplitudes and periodicities of fluctuations in residential construction, and the prevalent house forms and modes of transport (Whitehand and Morton, 2003).

Development of fringe belts come into being through two phases. First is the formation phase when the peripheral rural lands are taken up for urban uses

for the first time, while the second is the modification phase when changes may occur in the functional or physical attributes of fringe-belt plots (Whitehand, 1967). The formation phase includes the fixation, expansion and partly consolidation phases, defined by M.R.G. Conzen (1962). The modification phase is basically related to reactions of fringe-belt areas to development pressures after envelopment by urban expansion. The changes occur through a cycle of adaptation and redevelopment which is related to the changing social and economic requirements of the society. As a result, a specific fringe-belt use in the built-up area may change its location within the growing city (Whitehand, 1967). On the other hand, fringe belts can be consolidated and expand through accumulation and repletion processes as well as site succession (Conzen, 1962).

Put simply, the changes in the modification phase would result in dissolution or retention of the fringe-belt area (Figure 3). The former comes into existence through a change from a fringe-belt use to a non-fringe-belt use, usually to commercial or residential. It is the fringe-belt alienation, through which the character of fringe belts might change dramatically. This usually occurs as a result of migration of older fringe-belt use to a new location in the city or its termination as a result of changing needs of the society. Inner fringe bels are usually faced with alienation processes as a result of the growing pressure of CBD expansion and its need to acquire new lands for redevelopment. Accordingly, the site is absorbed into the urban area and taken over by residential or commercial purposes (Barke, 1982). Especially, the rapidly-growing 21st century cities experience this process in the last decades through emergence of mixed-use development and shopping centres in the place of older fringe-belt areas. Retention of fringe-belt uses may occur in three ways. First is the "survival of original use in original form" (Barke, 1982), in which fringe belts tend to remain in situ (Conzen, 2009). The second is the replacement of a fringe-belt use by another fringe-belt use as a part of land-use change. This might come into existence after migration of the older use and its substitution with a more contemporary one. Third is the fringe-belt expansion that occurs through transformation of the adjoining accretionary non-fringe-belt uses and their colonisation as a part of the fringe belt. When the fringe-belt areas in urban form is retained, the fringe belts continue to reflect themselves as historico-geographical entities of the urban structure. That is to say, the fringe belts would protect their historico-generic unity in urban form (Conzen, 1978).

During fringe-belt development, each process, except in-situ survival, might result in intensification as a result of erection of new buildings and uses on site through additions, adaptations and replacements. When the fringe belts continue their historico-geographical character in urban form, institutions, such as schools and hospitals tend to behave in this way (Whitehand, 1994). On the other hand, in the case of fringe-belt alienation, land-use changes in the fringe belts to non-IFB land uses such as residential or commercial usually result with an increase in intensity of use (Whitehand and Morton, 2003; Barke, 1974).

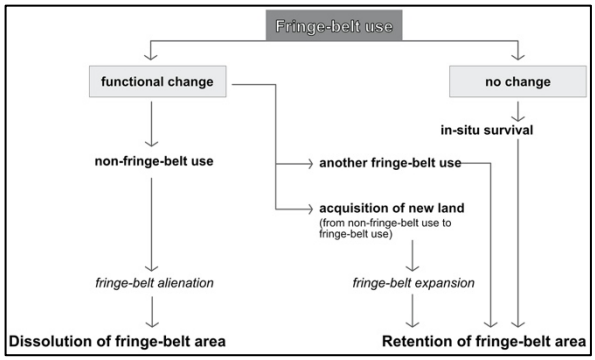

Figure 3: Fringe-belt processes in the modification phase

Development of the concept: J.W.R. Whitehand as the central figure

J.W.R. Whitehand had been the central figure from the mid-twentieth century not only for fringe-belt studies, as also depicted by Oliveira (2019), but also for the development of urban morphology in various fields of interest from the view of the historico-geographical approach. He had 'battled' for elaboration of fringe-belt research (Barke, 2019). According to him, the fringe-belt concept is "arguably the most important single contribution to urban morphology to arise out of the morphogenetic tradition" (Whitehand 1987, p. 76). He recognized the fringe-belt concept as "a means of putting order into the otherwise bewildering complexity of urban morphology" (Whitehand 1967, p. 233). He was the first researcher to investigate fringe belts in their own right. The initial studies of Conzen were basically focused on inner fringe belts within the investigation of the morphological transformation of the entire town, but Whitehand (1967) focused specifically on fringe belts, and extended the scale from a single city to a metropolitan area in the case of Newcastle. He examined the merging of several centres in the Tyneside conurbation during the inter-war and post-war periods, and the effect of this integration to the formation of fringe-belt areas.

Whitehand's contribution to fringe-belt studies during the 1970s opened new paths in fringe-belt studies and deepened the discussions on why and how fringe-belt areas emerge (Whitehand, 1972a, 1972b, 1974, 1975, 1987). After the constructive development of the fringe-belt concept by M.R.G. Conzen during the 1960s, Whitehand sought to question the relationship between economic development of a city and formation

and transformation of fringe belts. He expanded the descriptive nature of initial research into more explanatory approaches through the examination of the formation and modification of fringe-belt uses in relation to the building cycles in the city. Despite some attacks on this new insight into fringe belts, Daunton (1978) discussed by Barke (2019), this approach was the first time anyone recognised the role of competition for sites by various land uses and the impact of economic cycles on the development of fringe within the urban form. He identified that "the housebuilder is prepared to pay high rents for accessible sites but relatively low rents for sites farther away. On the other hand, institutions, for which the decline in accessibility is generally not such a significant disadvantage, have a bid-rent curve with a more gradual slope away from the edge of the built-up area. If this relationship remains fixed the result in the landscape is a zone of residential land surrounded by a zone of institutions" (Whitehand, 1974, p. 33). That is to say, since house-building requires much more initial site development costs, and is sensitive to changes in the price of land, housing slumps provide an opportunity for institutions to acquire sites which are otherwise taken by house builders. Therefore, the sites adjacent to the built-up area are acquired for residential development during the periods of housing boom, while development of institutions is likely to occur during periods of slumps (Whitehand, 1972a, pp. 41-42).

This new perspective was developed following the "traditional conception" (Whitehand, 1981b) and "spatial perspective" (Ünlü 2013) -initiated by M.R.G. Conzen- that was largely based on empirical and detailed investigation of physical changes. The "economic perspective" (Ünlü 2013), developed by Whitehand, was elaborated in relation to bid-rent theory, which afterwards helped Whitehand out to instigate the innovation/building cycle model after Conzen's classical model. Within the relationship of housing booms and transport innovations, he illustrated residential accretions and fringe belts throughout the historico-geographical development of the city (Figure 4).

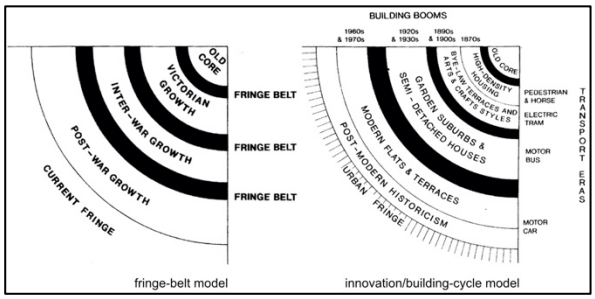

Figure 4: Fringe-belt model of M.R.G. Conzen, and innovation/building cycle model of Whitehand (Whitehand, 1994)

The traditional conception of fringe belts by M.R.G. Conzen and their economic explanation by Whitehand has been followed by discussions on the relationship between fringe-belt development and planning decisions. Whitehand was also in a pivotal role in this new perspective. His investigations were concentrated on the key decision-making processes as a part of comprehensive analysis of agents of change in the Edwardian fringe belt of Birmingham (Barke, 2019). Whitehand and Morton (2003) pointed out that the potential significance of fringe belts in planning is neglected due to viewing the city in functional terms or as stocks of physical features, rather than taking it as a historico-geographical entity. They examined the pressure for change in fringe belts and the attitude of planners towards fringe belts, and concluded that the piecemeal developments in the Edwardian fringe belt of Birmingham resulted in a cumulative effect on the historico-geographical character of the city. Planners were widely not aware of the fringe-belt concept since the tendency to redevelop spacious lands by landowners to realize the enhanced value of their sites is very dominant. In a further study (Whitehand and Morton, 2004) observed that planners could change their attitude towards the proposals to redevelop fringe-belt areas in the face of persistent pressure throughout the ongoing decision-making process within the discretionary nature of British planning system. They revealed that planning policies had very little effect on presenting the Edwardian fringe belt of Birmingham as an entity within the morphological structure of the city -it remained almost as unplanned as it was created a hundred years ago. When they focused on the site-specific developments in Birmingham's Edwardian fringe belt (Figure 5) through a detailed analysis of morphological agents, one of the significant findings was that the pressure on land within the existing urban area had an impact on the increasing pace of redevelopment in fringe-belt areas for residential purposes (Whitehand and Morton, 2006).

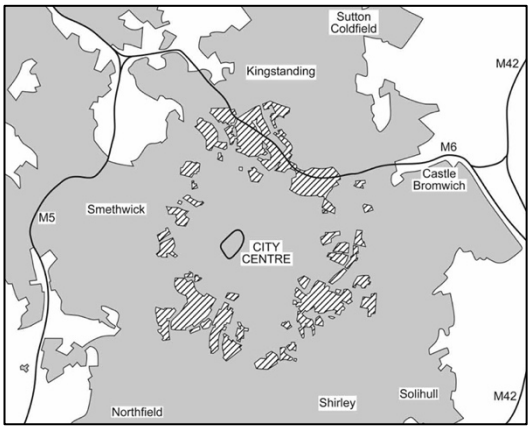

Figure 5: The Edwardian middle fringe belt of Birmingham (Whitehand and Morton, 2006)

As Whitehand's concern on fringe-belt studies went beyond the historic cores of the medieval cities, and included the larger cities, such as Newcastle, Glasgow, Birmingham, he also steered his attention to cross-cultural studies. His special focus was on the Chinese cities, in which town walls had been one of the major features of urban form. In this vein, Whitehand et al (2011) opened a new path to further investigations on the fringe belts of Eastern Asian cities through a study on Pingyao. They revealed that the characteristics of the fringe-belt areas in Chinese cities show resemblances to those studied previously, and paid attention to the convenience of the fringe belt, associated with the city wall, to be included in delimitation and management of the World Heritage Site. In another study on Nanjing (Whitehand and Gu, 2015), the recognition of city walls from a heritage perspective was also mentioned, where also the Ming fringe belt is identified as a special feature of the morphological structure of the city.

Further issues in fringe-belt research

Recent research on fringe belts reveals that there is a growing tendency to use the concept in the study of urban growth in various cultural contexts. As a further issue, relationship between various disciplines, and its connection to the attitude towards fringe-belt areas is discussed. It is observed that a new perspective, -the ecological perspective- has been growing in the last few years. It is of great importance in the present day, when climate change and global warming is being discusses with reference to urban growth.

Being widely focused on European cities -and partially on American cities- during four decades after its introduction in urban morphology (Conzen MP 1968, Dollen 1990, Ducom 2003 and 2005, Slater 1989, Vilagrasa 1990), the fringe-belt concept has attracted the attention of researchers from different cultural contexts, from the beginning of the 21st century (Gu 2010, Krajnik et al. 2008, Kukina 2006, Rodrigo Cervantes 1999, Scritaroci and Maric 2019). The last decade has experienced a growing amount of fringe-belt studies on Turkish and Chinese cities. On the one hand, there has been numerous studies at the city-wide or metropoltian scale (Hazar and Özkan 2020, Kubat 2019, Lihua et al. 2019, Ünlü 2018, Ünlü and Baş 2016 and 2019), on the other hand, there are those focused on inner fringe belts (Conzen et al. 2012, Ünlü 2013, Whitehand et al. 2011, Whitehand and Gu 2017).

Among these studies, Ünlü and Baş (2016) argued a new fringe-belt model to explain the rapidly changing structure of the metropolitan cities. They paid attention to an "umbrella fringe belt" that had been developing beyond the former fringe belts, in the city of Mersin, Turkey. According to this conception, the fringe belts of subcentres and small-scale settlements coalesce with the later fringe belts, ie. middle and outer, of the main city throughout its historico-geographical development. In a further phase, the innovations in transportation and manufacturing had been conducive to the emergence of new transportation connections at regional and national scale while large-scale development of fringe-belt uses, such as organized industrial sites, waste-disposal areas began to be located in the distant peripheral lands within the metropolitan region. Besides, the effect of neoliberal politics on the shaping of urban form that prioritize large-scale investments on land through effectual projects for the sake of capital accumulation is evident in the advent of large-scale fringe-belt uses in the distant peripheral lands, such as new hospitals, sports areas, university campuses. This trend is also strengthened by planning decisions. As a result, a new fringe belt, consisting of these large-scale areas, began to embrace the former fringe belts at the metropolitan scale, which act as an umbrella over the whole city (Figure 6).

In addition to introducing economic and planning perspectives, J.W.R. Whitehand led the way to open the development of an ecological perspective in fringe-belt studies. Green spaces around cities are taken into consideration as a part of fringe belts, and their ecological significance was highlighted (Hopkins 2012). In fact, this approach began with Whitehand and Norton (2004 and 2006), when they noted that the sites of ecological significance were protected through planning policies that in turn affected maintaining the character of fringe belts. Additionally, the latest contributions of J.W.R. Whitehand (2019 and 2020) to fringe-belt studies opened a new path to the development of an ecological perspective. Departing from the discussion on the relationship between fringe belts and green spaces, he provides an insight into the potentiality of these areas to be utilized in planning practice in an integrated way, rather than taking them as distinct and individual entities. The study of Scritaroci and Maric (2019) and Zhang (2019) have strengthened this new path of development for fringe-belt studies. The former highlights the significance of the green spaces along the fortification zones as a part of the historic town and the need to develop conservation strategies that should take these spaces as a part of urban identities. Focusing on the relationship between the historical development of urban form and the nature and distribution of different types of green spaces, the latter comments that fringe-belt areas protect their soft spaces, better than residential areas.

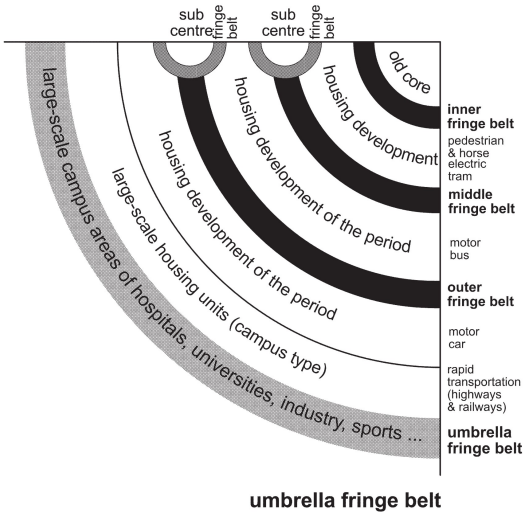

Figure 6: Umbrella fringe-belt model (Ünlü, 2022)

When the relationship between disciplines is concerned, although many researchers in the field of urban geography are suspicious about the field of urban morphology and the concept of the fringe belt, it is of considerable significance that planners, architects and landscape architects have much more eagerness in engaging with the field and the concept (Barke, 2019). However, planners have a sectional perception as well as landowners and developers towards the fringe-belt areas since they adopted a functional stance on the city. Therefore, the decision-making process in planning runs through a site-by-site evaluation in a piecemeal fashion. The significant sites are usually recognized due to the age and architecture of buildings (Whitehand and Norton, 2003).

This raises questions concerning the different attitudes towards fringe-belt areas. What is their importance for the future of our cities? What is their impact on restructuring of cities? These questions also refer to a discussion on the conception of fringe belts in urban studies and planning. Put simply, there are two broad perspectives, first of which is the protection of fringe-belt areas for strengthening the urban structure, while the second is redevelopment of fringe-belt areas through housing, commercial and mix-used developments. The first conceives of fringe belts not only as physical features at the edge of the city, but as a part of the "historico-generic unity" of the city (Conzen, 1978, p.121) and "historico-geographical frame of reference" (Whitehand and Morton, 2003, p.822) to recognize the growth phases of the city: "At a practical level fringe belts provide physical orientation within the urban area, but at a deeper level they offer a frame of reference within which the phases of development and physical manifestations of previous historical periods can be related to the environments of present urban areas. This points to the need for greater awareness of the historico-geographical structure of cities" (Whitehand, 2019, p.16). This protectionist approach recognizes the fringe belts as a part of historico-geographical development of the city within the part-to-whole relationship of morphological units in their hierarchical nesting. From this point of view, if one of the purposes of planning is to conserve areas of particular character and historic interest within the existing urban form then it could be argued that, in many cities, the planned preservation of a fringe belt, especially the inner fringe-belt should be a key priority. The redevelopment approach, on the other hand, identifies fringe-belts as relict areas in urban form, and residual areas that need to be redeveloped through a discourse of brownfield development. However, it is crucial to keep in mind that the fringe-belt areas are produced as a result of urban dynamics, that is to say, through the efforts of the citizens of the city. Therefore, they are the constitutive components, not only of the urban structure, but also of the public interest. Especially, when the inner fringe belts are concerned, they are the constructs, formed in relation to the historic centres, which made them special units to be considered as a part of urban memory in planning studies. Furthermore, their ecological significance needs to be taken into consideration in substantial conservation policies.

Conclusion

The outward growth of cities had always been an attractive issue within urban studies, including urban sociology, urban economics, and urban planning. This paper examined urban growth from the view of urban morphology. The utilization of the urban fringe-belt concept in explaining urban growth and also its potential use in urban planning are questioned. The discussion on the relationship of fringe-belt development with the emergent urbanization trends has the potential to provide new insights into fringe-belt studies and its improvement, especially in the days of expected rapid population increase in newly developing economies, and global warming and climate change, although the study of fringe belts was initially confined to British towns and had a limited expansion to European cities during the twentieth century, the last two decades have witnessed the flourishing of fringe-belt studies worldwide. The fringe-belt concept has the potential to strengthen the relationship between research and practice, especially through conceiving fringe belts as part of the historico-geographical structure of cities. Within this potential, the ecological and historical significance of fringe-belt areas is conducive to take them into consideration as the spaces of urban memory and to design them as the spaces of public amenities. Equally, they have the potential to be planned as public open 'green' spaces in the age of global warming and climate change.

Therefore, the fringe-belt concept has the potential to be utilized as a constructive concept for managing urban growth. When fringe belts are recognized as historico-geographical units of the city, they are constructive elements in creating a consistency in urban form within the part-to-whole relationship with the other morphological elements. On the other hand, as the comparative studies in different cultural contexts show a remarkable elaboration of the fringe-belt concept, detailed idiographic studies and in-depth understanding of single cases are also needed to investigate unique processes at work in fringe-belt development.

Acknowledgments

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The Role of the Creative Environment Concept in Waterfront Development: The Case of Limassol Promenade (Molos)

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Abstract

With current approaches to urban development, Cyprus's rich historical and cultural inheritance is taking shape. It has faced numerous political, sociocultural, economic, and technological concerns during the past few decades. Consequently, these elements influence the urban design and generate unique characteristics and patterns. As a result of considerable changes in the socio-economic structure, as seen by contemporary methods of urban development, cities have become more congested. The Limassol waterfront is a world-famous area that displays innovative urban design. This essay examines several urban features of the Molos, popularly known as the Limassol Promenade. The Promenade in Limassol and its environs have been the subject of research to analyze the evolution of general urban characteristics over time. There have been both descriptive and analytical assessments. Physical, functional, social, economic, cultural, and political variables occurred in the analysis. The review concludes that the Limassol Promenade has considerable strengths in drawing visitors and offers economic benefits, employment prospects, and inspiration for the creative class. On the other hand, technologically speaking, the waterfront has several flaws. The achievements of modern technology must apply to the waterfront to enhance inventive, informative, and appealing perspectives. In addition, vehicular traffic, cyclists, the disabled, and pedestrians must also be made more accessible.

Keywords

Limassol Promenade, Cyprus, Waterfronts, Urban Waterfront Development, Creative Environment

Introduction

There are numerous forms of waterfronts, including lakefronts, riverbanks, canals, harbors, and bay fronts (Iwata & Rio, 2004). Due to their association with communities, settlements tend to emerge around water. These areas are in particular vital for export and transport (Hoyle, 2002). Environmental, social, and economic variables have a growing influence on the identity of the city (Iwata & Rio, 2004). Therefore, many professions, notably planners and urban designers, lawmakers, and important decision-makers, are interested in waterfront implications. In addition to serving industrial purposes, waterfronts also facilitate numerous other purposes. They are also ideally located for transportation, commerce, entertainment, and tourism. As a result, these places are prime locations for constructing additional dwellings, hotels, leisure areas, sports facilities, and employment prospects. These waterfronts offer adequate space for memorials, accommodation, leisure, economic mixed-use growth, and breathing space for residents.

Re/development of urban waterfronts is an interdisciplinary topic that is growing in popularity in the debate. It is a topic of discussion in urban planning, architecture, geography, and recreation. Through the study of urban design case studies, this research contributes to a distinctive line of inquiry on waterfront impacts. As one of the most productive strata of society, creative individuals are essential to integrating into the growth process. It is since productivity is the primary priority for emerging cities in today's competitive global environment. This action aims to provide a chance for critical examination of the values

and implications of waterfront areas and the opportunity to communicate unique ideas that may be valuable for future research.

Consequently, it is possible to classify the studies on urban waterfront development. It is possible by focusing on the prospects of water and urban waterfronts along with the development characteristics of urban waterfronts. In addition, examining the principles of urban waterfront development is a crucial aspect of this research to provide a more suitable integration with current societal needs. In this regard, the thought of creative environmental principles within waterfront development principles is relevant.

A literature review and discussion follow to situate the findings within their theoretical perspective. This article examines key concepts, challenges, trends, and fundamentals of urban waterfront development. In particular, a study on redeveloping and modifying waterfronts is crucial to identifying research accomplishments or knowledge gaps.

Water and Urban Waterfront Opportunities

There are also mental, aural, and tactile impacts. People gravitate to waterfronts due to the calming influence of the water's visual environment. Water-related designs supplant motion and tranquility. Moving water (waterfalls, cascades, etc.) can create an environment that is fascinating and alive. Stagnant water creates the mirror effect. Water's optical qualities make it a perfect reflection medium. The water's surface conveys a sense of tranquility and profundity. In addition, the widening effect of water creates a sense of space in the living area.

The impact of water can vary from raindrops to being entirely immersed in a pool, lake, or ocean. The act of plunging into the water provides an escape from the mundane. In numerous religious traditions, touching water signifies the achievement of spiritual tranquility. The psychological implications of aesthetic aspects may outweigh their aesthetic effects. This effect occurs through the perception of emotion by the senses. Additionally, water is susceptible to psychological responses caused by human spirits (Onen, 2007).

People view water as an essential source of life. Humans find water stimulating to the senses. In urban environments, water serves both practical and aesthetic purposes. Several advantages come with this feature, including improved climate control, sound reduction, circulation efficiency, and recreation opportunities. Water surfaces can chill the air by raising the relative humidity. It is often the case in continental regions. Also, water contributes to improving outdoor air quality. The temperature of the shoreline determines the regional air temperature. Due to its aesthetic and climatic benefits, water is a vital component for urban communities in this region. Furthermore, in urban areas, water bodies create a natural auditory that acts as a barrier to artificial noises (Timur, 2013).

Water is a restricting and concealing component of space structure. These consequences are most likely to occur along waterfronts.

Urban Waterfront Definition

In essence, the waterfront is the place where land and water connect. Additionally, there is an edge of the water, and a portion of the land should border by water. This location contains the highest number of human actions and the most diverse elements. Each has a substantial effect on the other. Generally, the waterfront areas form a belt along the shoreline. Therefore, planners want to make these locations more appealing to the public to attract more users. Managing traffic, establishing various functions, and engaging with inner cities pose considerable challenges.

Such areas are home to new public parks, residential neighborhoods, recreational spaces, and mixed-use zones (Hattapoğlu, 2004). The waterfront is at the core of the city. Keeping these sites in good repair and enhancing them to fit modern needs is equivalent to maintaining and advancing the city's character. Water produces a sound that symbolizes the continuity of life with its vitality and happiness. Moreover, moving water generates a sense of tranquility and has a calming influence on the city (Timur, 2013).

Urban waterfronts can look at from various viewpoints, including physical, practical, and aesthetic ones. Typically, port-city linkages and urban waterfronts are interconnected. It is feasible to envision urban waterfronts as a location of cooperation and conflict and a transition zone between ports and cities (Hoyle, 1989).

Creative-oriented Studies for Urban Waterfront Development

Researchers and policymakers have made it abundantly evident that features of urban waterfront development remain pertinent today. Developing urban waterfronts must contain several modern elements to fulfill the changing demands of urban living. Consequently, the creative city concept is one of the contemporary qualities that contribute to improving both the economic viability and the competitiveness of urban regions. These characteristics are most prevalent in urban areas. Therefore, waterfronts must find ways to incorporate distinctive traits to optimize the benefits to the city, recruit a diverse and talented population, and develop innovations. This section will present existing research on the relationship between creativity and waterfront development.

It may be challenging for waterfronts to communicate their worth to a broader audience. In addition, the creative city concept is a strategy for attracting qualified audiences to the city. Consequently, the creative city notion is frequently associated with urban communities without regard to waterfronts. However, few scholars have identified waterfronts as creative environments. In terms of a city's image and identity, a waterfront's distinctive landforms, kinds, and activity opportunities are crucial.

Richards & Wilson (2007) note in their book *"Tourism, Creativity, and Development"* that Barcelona has acted as an inspiration for the waterfront and street art of cities ranging from Montreal to Madeira. The Beaubourg urban renewal project, which includes the Pompidou Grand Projet Culturel, has been a significant part of the revitalization of the Raval suburbs and its cultural component. It is also home to the MACBA art museum, a pioneer in conveying the area's gentrification through artwork and visitor-focused facilities. Most visitors do not enter the fee-based gallery exhibits or library but rather congregate in the plaza, cafés, and foyers. As a result of the renovations at Pompidou, its outside elevators are no longer accessible to the public, isolating the culture from tourists. In contrast, Barcelona has made significant investments in artwork and open-air museums, including over a thousand sculptures constructed for urban settings, including pieces by Miró, Lichtenstein, and Calatrava.

According to Vanolo's (2008, p. 380) study titled *"The Image of the Creative City: Some Reflections on Urban Branding in Turin,"* As a case study, Turin is identifiable by its efficient and unambiguous strategies. This evaluation relies heavily on subjective-objective evidence, and surveys are still insufficient, except for those revealing minor improvements in tourism activity. In other words, according to survey results, the neighborhood's image is strengthening. Here is the case of Murazzi, the Po River waterfront zone (with various clubs for young nightlife), and Quadrilatero, a notable neighborhood newly gentrified by "creatives" when it comes to the appreciation of depictions of "the buzz" (primarily young artists and trendy communities). Such locations are a significant component of the concept of a vibrant city, as they portray the usual picture of an urban playground to those seeking nighttime leisure.

The conference essay by Sepe and Di Trapani (2009), titled "Creativity and Sustainable Urban Regeneration: Rethinking Cities for Cultural Tourism," noted that the Guggenheim Museum in Bilbao and the Milla Digital Project in Zaragoza (both of which are related to urban waterfront development) cater to citizens, cultural visitors, and other visitors. Additional considerations could be made, notably on the effectiveness of cultural tourism. Upon completion of both projects, it is crucial to ensure that policy decisions do not only concentrate on cultural development prospects. As part of the long-term achievement of urban and cultural redevelopment, it is imperative to ensure that the local population is engaged and unified at all stages of the process. It is essential for enhancing and consolidating identities through economic, social, and environmental sustainability.

In her published paper titled *"Urban Policies, Place Identity, and Creative Regeneration: The Arabianranta Case Study,"* Sepe (2010) analyzes and discusses another urban waterfront development case study to demonstrate creative transformation. Concerning Arabianranta in Helsinki, its past and identity must be addressed and bolstered by a dedication to creativity, which will eventually generate a positive economic cycle. The geography and history of Arabianranta have shaped the evolution of the neighborhood's identity. In addition, it required the creation of the most pertinent urban policies and procedures and the engagement of students and locals on several stages. In addition to these components, it seems several more have favorable effects. These effects range from easing pressure on the real estate market to supporting events that are not solely focused on consumerism. Also included are the engagement of architects and creatives and the incorporation of local socio-cultural capital. Recent research on the Helsinki Virtual Village portal shows that not everyone agrees that a virtual community might be valuable. Combining historical memory and technological innovation appears to be an effective method of fostering innovation.

The journal article *"Waterfronts between Sicily and Malta: an integrated and creative planning approach"* by Carta (2012) mentions how waterfronts have a "plural identity" that expresses itself as a polysemy composed of seven categories, i.e., seven various perspectives that make up the entire waterfront. Consequently, the following ideas are crucial for the revitalization of creative waterfronts:

1. *Structure:* A fluid city should appear differently than a path in that it should seem like a succession of places, functions, locations of intersection, and seams that connect the shoreline and metropolis, as well as the ports and urban activities.
2. *Uses:* Fluid cities are not limited to harbor areas. They are also sites for various activities, including employment, social connections, culture, and recreation.
3. *Permeability:* A fluid metropolis lacks a secure perimeter. An osmosis contact is a porous border with coarse in some areas and smooth in others.
4. *Mobility:* Cities are intersections where numerous infrastructural bands (of land and water) intersect

and feed into one another; they are the hubs of a worldwide energy network.

5. *Settlement:* A settlement is more than a hub; it is a convergence of territory and community, a place where conventions, functions, and flows converge.
6. *Production:* Cities with fluid functions and flows are not simply amusement parks. In addition to being centers of manufacturing and commerce, cities are finely-tuned functional machinery.
7. *Projects:* Consequently, a fluid city is neither entirely historical nor entirely futuristic. It is a combination of both. In this context, knowledge of history is essential to develop visions for the future, while implemented tactics provide acceptable interpretations of the past.

The essay *"On the Revitalized Waterfront: Creative Milieu for Creative Tourism"* by Kostopoulou (2013) investigates how revitalized waterfronts might function as creative milieus to promote creative tourism and boost the urban economy. By preserving historic harbor districts that showcase their distinct identity and fully exploiting the waterfront urban landscape to foster 'creative' companies, port cities may strengthen their creative locations and, ultimately, their creative potential. Creative and cultural businesses can enhance waterfront diversity, generating cash and job opportunities while improving the city's image. Thus, previously altered waterfronts as creative milieus can serve as motivators for urban economic transformation and 'creative' destination marketing, attracting tourists and locals to historic harbor spots not only for business, socializing, or recreation but also for cultural and artistic events. The revitalization of old waterfront areas as creative milieus yields agoras with distinctive designs and the opportunity for creative use by locals and tourists. In this context, tourism utilization of the natural and urban environs of the waterfront should be more appropriate, including the innovative use of the location while preserving the character of the setting to create an impression of the city's competitiveness. The geography of waterfront development at different regional and national levels necessitates protecting and promoting unique habitats and locations. Cross-disciplinary analyses and administration are vital to investigating the distinctive characteristics of places that have not yet taken part in urban waterfront development. The Mediterranean waterfront areas should be studied in the future, as their history and tradition, which reflect the events of the Greek, Roman, Arab, and Ottoman empires, obviates conventional redevelopment projects and may help establish the Mediterranean creative milieu image that is unique.

According to Girard, Kourtit, and Nijkamp (2014), in their journal *article "Waterfront Areas as Hotspots of Sustainable and Creative Development of Cities,"* historical port areas may present short-term challenges to effective urban planning. However, they can also provide extraordinary opportunities for cities to transform to develop sustainable and creative practices in the future. Through the rebuilding and novel functionalization of the waterfront and harbor region, it may be possible to achieve sustainability by incorporating economic growth, ecological conservation, and social potential with increased resilience and creativity. This study promotes a consultative approach to revitalizing the urban waterfront, enhancing the region's 'creativity,' and establishing a new image for the district as the basis for future economic, environmental, and cultural progress.

There is a claim by Jones (2017) that the current improvement of waterfront regeneration strategies will rely on a schema incorporating approved development criteria that promote inclusiveness. Moreover, it will focus on hybrid and innovative programs that promote sustainable planning, creativity, imaginative design concepts, and cultural diversity. Several results offer the framework for the successful launch of urban waterfront programs and the attainment of complete macro-regeneration and urban policy objectives, thus leading to the long-term economic, social, and cultural development and prosperity of a region.

In their article *"Mythology as a Driver of Creative Economy in Waterfront Regeneration: The Case of Savamala in Belgrade, Serbia,"* Miloš and Dragana (2021) assert that shorelines can have worldwide or completely individual interpretations depending on the perspective and impression of residents, urban planners, stakeholders, authorities, and artists. A seamless flow between the city districts along the waterfront necessitates thoughtful planning to emphasize the spiritual and practical significance of the beach. The examples offered in the article are merely demonstrative of the involvement of cultural workers in the redevelopment of the Savamala area, while they represent an effort to address the shortcomings of the creative city development strategy overall. The public sector in Serbia is dominated by the creative economy, particularly in the arts, culture, research, and development. Savamala is an exceptional and one-of-a-kind collection of privately supported entrepreneurs, start-ups, artist workshops, and cultural organizations. Savamala provided the ideal environment for such activities, and the connection between cultural heritage and the creative economy increased substantially as the region progressively became a myth for people who participated in its creative economy. With these enhancements, this area has become one of the most popular tourist attractions in Belgrade.

Thus, contemporary port districts can serve as land and water access hubs for people and businesses and as centers of sustainable urban development. An

empirical approach emphasizing the link between traditional port locations and creative urban development is necessary for this opportunity to be understood and realized (Table 1).

Table 1: Significant keywords in the literature that discuss both "creativity" and "waterfront development" together

Studies	*Keywords*	
Tourism, Creativity, and Development (Richards & Wilson, 2007)	Creative hardware, Creative software,	Creative Orgware
The image of the creative city: Some reflections on urban branding in Turin (Vanolo, 2008)	Place-branding by culture and creativity of the cities,	Attractive urban image
Creativity and Sustainable Urban Regeneration (Sepe & Di Trapani, 2009)	Socio-economic and Cultural impacts, Branding,	Distinctive image and identity,
Urban Policies, Place Identity and Creative Regeneration (Sepe M. , 2010)	Culture, Communication, Cooperation	Innovation, Quality of Space
An Integrated and Creative Planning Approach for Waterfronts (Carta, 2012)	City competitiveness, City Quality, Structure, Uses, Permeability,	Mobility, Settlement, Production, Project,
Waterfront Regeneration as a Creative Milieu (Kostopoulou, 2013)	Culture, Open-door creative spaces, The diversity of Use,	Economic Growth, Quality of Environment, Quality of Life
Waterfront Areas as Hotspots of Sustainable and Creative Development of Cities (Girard, Kourtit, & Nijkamp, 2014)	Waterborne transport, Recreation, Culture and aesthetics,	Increased number of pedestrians, Improved image of history and future,
An innovative way of regeneration of waterfronts (Jones, 2017)	Vision and innovation, Culture, Creativity, Capacity building, The public realm, Cultural capital, Leadership, Resilience,	Economic and Social Facilities, Fusion and Diversification, Entrepreneurship, Connectivity, Integration, Social equity

Based on the research undertaken on creativity and waterfront development, it has become clear that policy and development approaches must incorporate the shifting demands of communities. Furthermore, it is essential to involve the creative class in all phases of waterfront development to attain a more holistic approach to progress. In light of these lessons, this paper investigates the creative environment and waterfront development in depth before integrating them to expand the creative waterfront principles. In this regard, the following section will outline the fundamentals of a creative waterfront. The following parts will present a case study analysis based on the integrated principles.

Creative Waterfront Development Principles

The primary objective of this essay is to offer creative development rules for waterfront property. This continuous performance is contingent on various external factors, such as economic and political shifts at the local, national, and worldwide levels. This article will focus on several physical, functional, social, economic, cultural, and political aspects of creative waterfront development. Each of these six principles has vital parts that help determine the appropriate criteria for assessing how well-creative waterfront development works.

Urban waterfront developments can offer good yields on estate and investment properties,

socioeconomic redevelopment for inner-city societies, the establishment of innovative visitor markets, employment generation, environmental improvement, heritage preservation, city and regional promotion, infrastructure improvement, location branding, cultural creativity, and new creative districts (Desfor, Goldrick, & Merrens, 1988; Smith & Garcia Ferrari, 2012).

Physical Quality

Samavati and Ranjbar (2017) examine the physical attributes of urban places that enhance well-being, such as pedestrian and bicycle friendliness, adaptability, comprehensibility, variety, and place identity. Pedestrian friendliness and environmental factors appear to be the most important.

According to Costa (2022), the creative environment possesses several values, such as cultural, economic, social, environmental, citizenship, and participation values. This author discusses various aspects of environmental impact.

- Preserving and improving the physical environment (by maintaining physical quality and ensuring efficient management of physical supplies);
- Responsible resource management, including efficient resource management;
- Environmental quality and biodiversity (limitation of adverse external influences and enhancement of ecosystems)

The development of waterfront areas may be advantageous for job creation, foreign direct investment, creative sector growth, environmentally friendly transportation, and sustainable land usage. These are the primary reasons why modern port cities construct waterfronts. The city's culture and creativity contribute to its appealing metropolitan appearance. Attracting global tourists and investments to enhance local development can assist cities in achieving success and cultivating positive and persuasive images. Plans for community development that target all facets of the community's well-being and carry out correctly may improve the quality of life.

Functional Aspects

Urban waterfront development must increase the variety of accessible activities to attract users. Waterfronts may provide picnic grounds, gathering places, fishing spots, and shooting ranges. In addition, playgrounds, green spaces, lighting components, and safety are essential throughout the design phase (Zhao, 2020). In addition, various functions are necessary to provide an enticing waterfront environment. There should be recreational amenities, including cafes and restaurants, associated with the waterfront.

It is a period of creativity, and individuals with fresh ideas play a crucial part in the economic progress of their communities. The waterfront project requires creativity and adaptability to address tensions between private and public interests, the past and the future, and new and old values. Physically well-constructed connections can improve pedestrian traffic. As previously said, networked cultural audiences become practitioners, requiring individuals to use their imagination to assimilate and manipulate the city's opportunities. The passive sense of culture becomes broad and active. Today, culture is an integral component of daily life. It is one of the most significant concerns about creativity; it involves diverse approaches to creative individuals, products, processes, and settings.

Innovation and technology have become crucial themes for urbanization and waterfront development, particularly creative activities. In this competitive environment between cities, inventive and technological solutions that contribute to promoting the site as a product are vital. In the waterfront areas, these technical advancements include information stands, digital lighting elements, development spaces, R & D areas, research areas, simulation areas, energy usage possibilities, and Internet access. The creative class tends to assume that the shoreline achievements are sufficient.

Social Factors

A case study examination of Barcelona by Wuijts et al. (2022) reveals that stakeholders underlined the need for a healthy, socially equitable, and safe city that promotes active lifestyles with clean air and high-quality public spaces and safeguards the health and well-being of its residents. As a means of building an urban environment that is healthy, socially equal, and safe, it may be necessary to increase the quantity of green and blue public spaces, particularly in low-income areas.

"Cultural education is highlighted as laying the foundation for social cohesion; cultural and creative sectors are to play a role in revitalizing cities and keeping rural areas alive." (UNESCO, 2022, p. 211)

According to Costa (2022), the creative environment encompasses various values. These social dimensions include:

- Social cohesion and equity (guaranteeing equity and inclusion in admissions and improving society from the inside out);
- Satisfaction of participants (providing constructive and meaningful experiences, boosting knowledge, and expanding viewpoints);
- Engagement in the social fabric (participation of the local community in activities).

For industrialized nations to attain the level of tolerance required between citizens, it is necessary to examine several political and economic issues. Given

its financial, physical, and environmental circumstances, the region must offer exceptional hospitality. To ensure the safety and well-being of people of all ages, sexual orientations, cultures, and religions, as well as LGBT individuals, they should be able to freely and fearlessly enjoy its opportunities. Incorporation, cooperation, and socialization can contribute to adequate social cohesion and tolerance.

Economic Facets

Amid intercity competition, municipal governments strove to construct the city of leisure by adopting numerous strategies, including several private-public partnerships. The accompanying infrastructure, including sports stadiums, conference centers, arenas, museums, parks, concert halls, and waterfront improvements, assisted in attracting tourists and boosting the local economy. Consequently, a substantial number of downtowns were renovated, creating new social communities and frequently culminating in gentrification and displacement (Spirou, 2022).

The promenade required more attention to attract many tourists, especially those from the creative class. Strategic and economic arrangements are necessary with other relevant authorities. Creativity-based tourism and investment activities should be structured effectively and supported by a thorough planning strategy. Additionally, the waterfront promenade should provide employment opportunities for artists and other creative types. The cost of transportation between waterfront places should be appropriate so as not to detract from the tourist draw. Creative waterfront areas can help the city's economy in a big way by giving people what they need.

Cultural Features

Consequently, proper urban waterfront development operations must revitalize the city's historical allusions. For the development of urban waterfronts to go well (Zhou, 2020), it is also crucial to consider what kinds of cultural and artistic activities and exhibition spaces are available.

The majority of the literature on waterfront development focuses on cultural issues. It is vital to promote its values for tourism and recreation. The number and quality of culturally significant venues should be sufficient. It is essential to preserve the historical and cultural assets along the waterfront to maintain the city's unique character. Passing on the educational value of waterfronts to future generations was also vital to preserving the waterfronts' urban character. Events that focus on local foods, local arts, and art activities are essential to a region's promotion, especially when it comes to cultural and creative tourism.

Political Issues

Establishing new urban waterfront strategies is contingent upon discourses that legitimize and control political goals. Bunce and Desfor (2007) say that talking about policy at different levels and focusing on urban waterfronts creates a new social and environmental reality that makes it necessary to rethink political principles and physical use.

Creating a "creative waterfront" necessitates advice and financing, which can be provided by encouraging businesses to invest. In addition, all essential stakeholders should be able to access a suitable platform to design the development process appropriately. Governments and decision-makers are the most influential entities in encouraging entrepreneurs and creating a solid foundation for stakeholders through implementing proper strategies and rules. Moreover, the issues described thus far are only feasible with sufficient political support. Appropriate norms and regulations are required for communities to have adequate river promenades. The fund options required a sensible management structure. Political leaders and decision-makers must provide key stakeholders and investors with a solid foundation for a streamlined development process and continuous improvement.

Overall Summary of Literature Review

Therefore, the design and implementation of waterfront regeneration must encompass many physical, functional, social, economic, cultural, and political components. Combining these ideas may help eliminate the dangers associated with regenerated waterfronts. Although there are risks connected with rehabilitating waterfronts, the benefits are more substantial and essential. Jones (2017) added several additional dangers to those mentioned throughout the discussion of the principles. There is a need for established traits that include creativity, innovation, and welfare programs to reduce these hazards and meet current needs. (Hoyle, 2000; Kostopoulou, 2013; Jones, 2017; Sepe M. , 2009; Carta, 2012).

This article covers the physical, functional, social, economic, cultural, and political factors affecting creative waterfront development. In this regard, it is necessary to notice that each of these six principles contains essential elements that serve as valuable evaluation criteria for the effectiveness of waterfront development activities. These six fundamentals have evolved. These values are currently relevant to several issues.

The fundamentals of waterfront development are still applicable today. Since there is a possible threat to waterfront development planning and practice, the forthcoming additions to the current principles are essential. Technological progress, innovation, and

creativity are fundamentally vital problems, and creative environmental approaches successfully handle these concerns.

This study outlines the components of urban waterfront development by providing a section that outlines the major issues involved. The design of this section reflects the literature review undertaken for this study (Table 2).

Table 2: Variables of urban waterfront development

FUNCTIONAL	Effectiveness of creative processes.
	Efficacy of innovative work processes.
PHYSICAL	Physical adequacy of natural spaces.
	Physical adequacy of cultural spaces.
SOCIAL	Sensitivity to the environment means "awareness."
	The openness of the environment.
	Publicity for the environment.
ECONOMIC	An increase in visitors.
	Boost employees' income and employer profits.
CULTURAL	Culture and creativity.
POLITIC	Sufficiency of rules and regulations.
	Consultancy and funding opportunities

A Review on Limassol Promenade (Molos) as a Case Study

Limassol Promenade (Molos) is one of the waterfronts with contemporary urban regeneration approaches and creative waterfront dimensions. Here, the urban components and features of Limassol Promenade (Molos) got a thorough review, as well as the impact of 'creative waterfront' features. A qualitative approach was applied in this research. Accordingly, with the literature, it was possible to evaluate the urban components of the waterfront. Necessary information is found by physical analysis at the site. Besides, existing maps and architectural drawings are collected. Inventory forms were filled out to collect information related to the case area at the site.

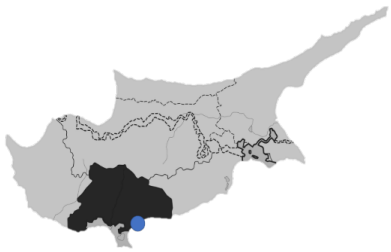

Figure 1: Location of Limassol Promenade “Molos” (Modified from Wikipedia Map)

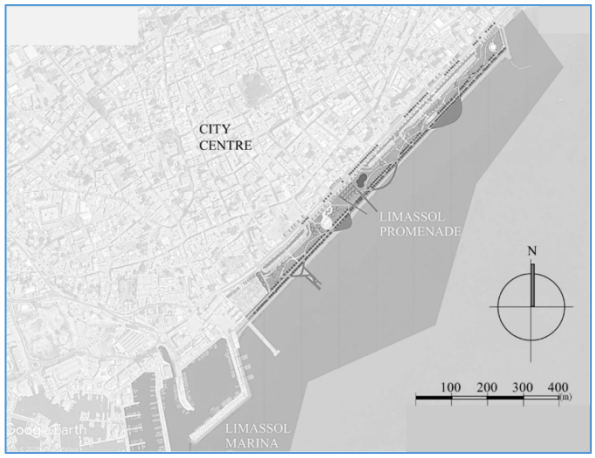

Figure 2: Aerial View of Limassol Promenade “Molos” (Modified from Google Map)

The Evaluation of the Assets of Creative City Concept on Limassol Promenade

At the Limassol Promenade (Molos), generally, the area has been combined with a long pedestrian walkway, tall trees, especially palms, spacious water elements, squares, sitting areas, fountains, sculptures, children's playgrounds, dedicated platforms for rollerblades and skateboards, sharks, and many other landscaping elements. As part of this investigation, Limassol Promenade (Molos) is the chosen site, which reflects an example of a recent urban waterfront regeneration application. An evaluation of the case is undertaken by utilizing 'creative waterfront' features, such as those listed in table 2. The case area has an approximately 1-kilometer long walking path with numerous trees, especially palm trees.

Furthermore, various functions are attached to the continuous walking path, such as decks, cafes, children's playgrounds, and kiosks. The landscaping includes contemporary lighting elements, sitting elements, natural rocks, sculptures, and hard and soft surfaces such as a variety of greeneries, water elements, car park areas, and bicycle lanes. There are secondary walking connections from the main road adjacent to the primary walking edge (Figure 3).

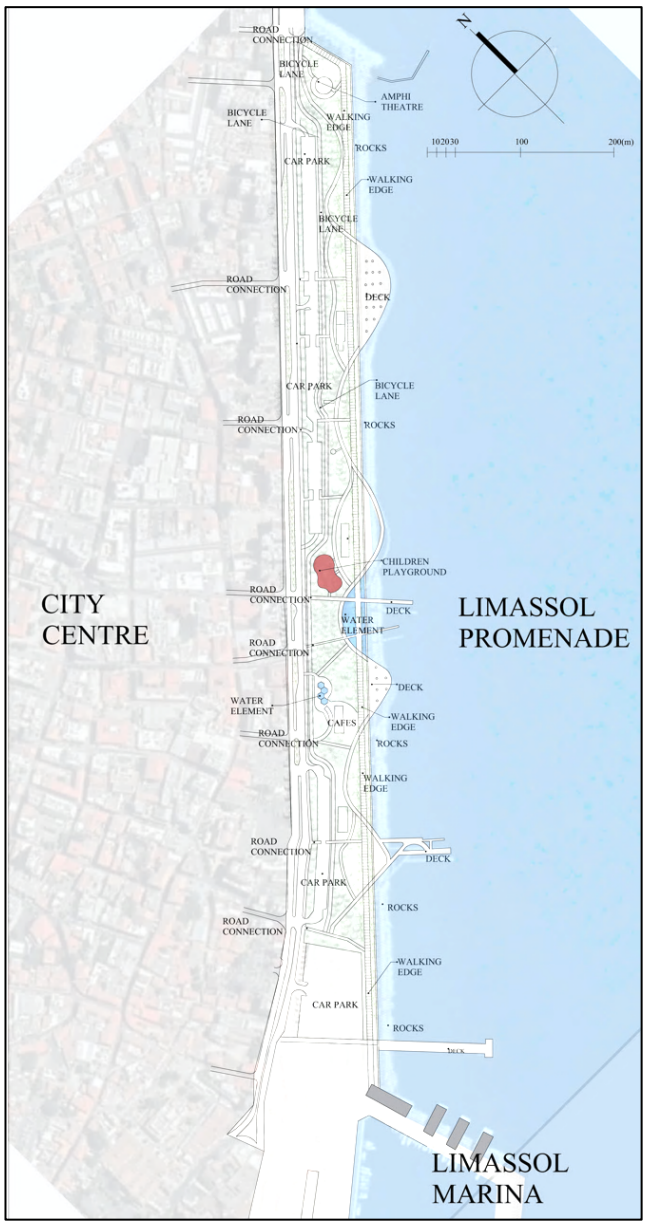

Figure 3: Components of Limassol Promenade “Molos” (Modified from Google Map)

- **Physical Dimensions:** The place is welcoming to both locals and tourists. Innovative approaches like energy consumption via water, digital lighting systems, research areas, development areas, simulation areas, and R & D areas do not appear here.

The place is well maintained; greenery remains. The promenade is safe for day and night use in a well-lighted environment. The accessibility is incorporated while designing the area to align the walking connections with the existing road axes. The design combined both natural and artificial elements. Pedestrians and cyclists enjoy the place, and disabled people have easy access to reach every point without difficulty. Visitors generally have positive opinions about the ease of access, despite a few negative remarks (Figure 4, Figure 5, Figure 6).

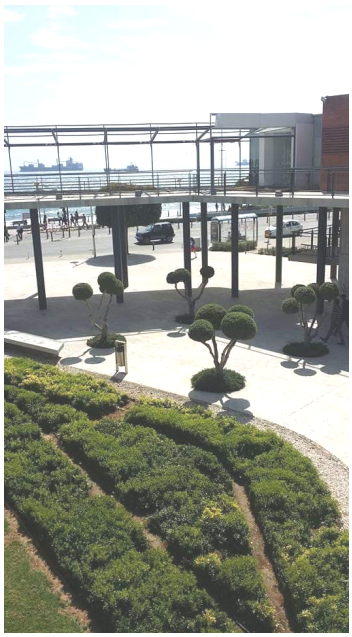

Figure 4:Well-maintained landscaping in Molos (M. Polay Archive)

Figure 5: Well-maintained walking path and urban furniture (M. Polay Archive)

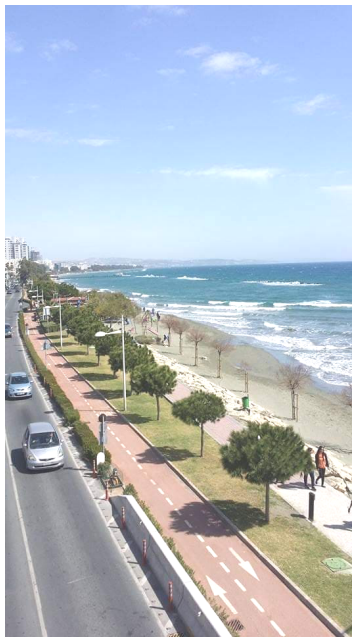

Figure 6: Overall view of Molos; clean, safe, and accessible (M. Polay Archive)

- **Functional Dimensions:** The place possesses creative activities such as sculpture areas and event areas. With these opportunities, creative talents are attracted to this place and get inspiration from the atmosphere. It is like an open-air studio "working place" for creative talent. Furthermore, all the natural and artificial elements are harmoniously combined, allowing the users to enjoy the scent of the sea and the sound of the waves. It appears that the same users prefer to visit this place in the early morning to experience the sunrise.

  Sculptures exist on a walking path. Decks and an open-air auditorium serve as venues for several cultural activities, festivals, and ceremonies at appropriate times.

  Both recreational, cultural, and environmental facilities have occurred in the area (Figure 3).

Figure 7: Restaurant in Molos (M. Polay Archive)

Figure 8: Café in Molos (M. Polay Archive)

Figure 9: Open-air Auditorium in Molos (M. Polay Archive)

- **Economic Dimensions:** Besides the tourists and locals, the place is attracting entrepreneurs to come and set up businesses, such as the existence of cafes, bars, local shops, souvenir stores, ice-cream stands and kiosks. Generally, the applications for regeneration projects are financed by European structural assistance and national funds (Gerasimou & Georgoudis, 2011).

Locals and tourists also appear to be drawn to the site, and numerous international financial services are lining up to provide funds for the promenade and the coastal area. The country, as a European Union (EU) member nation, has a network with other EU nations that promotes the city's unique places and attracts visitors, which is a significant opportunity for economic competitiveness (Figure 10, Figure 11, Figure 12).

Figure 10: The users of Molos with different age groups (M. Polay Archive)

Figure 11: The users of Urban Balcony in Molos (M. Polay Archive)

Figure 12: Children in Molos (M. Polay Archive)

- **Social Dimensions:** Based on the social dimension, it is possible to conclude that each individual is aware of the importance of maintaining a healthy environment. Users are also more careful not to damage any components.

On a citywide scale, creative people tend to reside in high-density neighborhoods with a low number of senior citizens, most of whom hold advanced degrees. The notion is that locals may easily adjust to the contemporary urban framework. On the other hand, individuals' open-mindedness (EU election involvement) is evident in places close to the city center (central-northern regions) and towards the region's eastern and western margins, where the proportion of older citizens is also higher (Alverti, Themistocleous, Kyriakidis, & Hadjimitsis, 2018).

All of the users can visit the area without any obstacles. Pedestrians, cyclists, and car users are comfortable visiting the zone.

Figure 13: Socializing users in Molos (M. Polay Achieve)

Creativity and open-mindedness often appear in the most densely populated urban areas, mostly occupied by indigenous inhabitants. Recycling and technology-oriented city characteristics usually

correlate with non-native residents and high educational attainment. In the city of Limassol, the development dynamics are almost the same mixture of native and non-native inhabitants (Alverti, Themistocleous, Kyriakidis, & Hadjimitsis, 2018). The promenade appears to have provided a place for interaction between users. Attractions in the area are suitable for people of all ages, ethnicities, educational levels, and genders.

- **Cultural Dimensions:** Creativity and culture are encouraged sensitively with sculptures and cultural events such as festivals and anniversaries.

Some sports activities took place in the area, like the Limassol Marathon GSO2020. Child-related activities occurred on December 1st, 2009, during Christmas under the title "Limassol Santa's Race". Protest activities are taking place, which raises awareness of human trafficking and modern-day slavery. The culture presents itself with cultural activities such as several festivals for young people and children; food festivals; dance performances; music performances; art exhibition activities; and sports facilities.

- **Politic Dimensions:** Limassol usually receives funding from European structural programs and national funds to finance regeneration projects (Gerasimou & Georgoudis, 2011). Limassol is the country's biggest seaport, host to the third-largest commercial marine in Europe, and an incredibly diverse city. Thus, Limassol succeeds as a major European city that facilitates various international financial flows that drive the employment and economy of the southern Mediterranean and Middle Eastern regions (Nicolaou, Parmaxi, Papadima-Sophocleous, & Boglou, 2016). Since 1974, Limassol has become the country's primary port of entry and one of Cyprus' most popular tourist attractions (Alverti, Themistocleous, Kyriakidis, & Hadjimitsis, 2018).

Table 3: Evaluation of the regeneration of the Limassol Promenade "Molos" according to the creative city concept (Authors)

Dimensions	Content	Evaluation
Physical	1. Physical adequacy of natural spaces. 2. Physical adequacy of cultural spaces.	In addition to luring tourists and businesspeople, the city's well-kept environment and distinct identity also entice visitors. It is possible to capitalize on current inventive and technological strategies more effectively by utilizing these enormous funding opportunities. Accessibility and attractiveness are of superior quality. It is easy to travel into space.
Functional	1. Effectiveness of creative processes. 2. Efficacy of innovative work processes.	Natural and artificial places combine to create an inspiring environment. Creative individuals have the chance to exhibit their work and develop more. Numerous creative endeavors have occurred in the region. There is a need to prioritize the organization of opportunities to realize distinctive concepts. In other words, there has been no innovative or original development in the region. There is about a kilometer of walking edge with trees, mainly palm trees. In addition, various services connect to the continuous walking edge, including decks, cafes, a playground for children, and kiosks. Contemporary lighting components, seating elements, natural rocks, sculptures, hard and soft surfaces such as a variety of greenery, water elements, parking spots, and cycling lanes feature in the landscaping. From the main road, secondary paths link to the primary walking edge. Additionally, underground walking paths are scarce.
Economic	1. An increase in visitors.	A large number of tourists is contributing to the economy. The EU countries also receive financial

Dimensions	Content	Evaluation
	2. Boost employees' income and employer profits.	assistance from the EU foundation to improve their cities and meet modern urban needs.
Social	1. Sensitivity to the environment means "awareness." 2. The openness of the environment. 3. Publicity for the environment.	People can become more aware of adapting to modern, innovative urban strategies. People may need to be more technologically savvy in the future, so a high level of education may aid in this transition. Education is high, and "openness" tolerance is kind. Everyone enjoys himself without interacting with the other observed religions, nations, and cultures. Both Europeans and non-Europeans live in the region. Cultural and social exchanges play an essential role in promoting unity. There is no evidence of gentrification in the city. The locals are also appreciative of the dense population and vibrant atmosphere.
Cultural	1. Culture and creativity.	Cultural activities have taken place in the area, and exhibitions of artistic works have also encouraged culture. Eventually, it may be necessary to focus on urban segregation. Unique qualities must emerge more effectively.
Politic	1. Sufficiency of rules and regulations. 2. Consultancy and funding opportunities	The EU foundation provides financial assistance to the EU member states. Creative stakeholders can use a platform to put their ideas into action while being watched.

Conclusion and Discussion

This study investigates the factors influencing contemporary urban waterfront development. Based on a critical analysis of the 'creative factors' associated with waterfronts, this essay explains how creative waterfront development can suit the demands of users. Functional, physical, social, economic, cultural, and political variables influence the suitability of creative waterfront development. The perceptions of Limassol Waterfront users were evaluated by analyzing variables. Several recommendations emerged from this investigation.

- The majority of visitors are satisfied with the functionality alternatives. There is a plethora of art in addition to hotels, restaurants, cafes, bars, beaches, auditoriums, religious rooms, dormitories, museums, parks, and squares.
- The level of physical quality is adequate. The street furniture is in good condition. Additionally, treads are suited for the safe use of those with disabilities. Cyclists and pedestrians can successfully use the area.
- The Cypriots are eager to be accommodating. On the waterfront, they are incredibly receptive to interacting with various folks. Moreover, all users appreciate the area's social potential. The level of brotherhood shared by all site visitors is remarkable.
- Limassol's coastline is the most picturesque place in Cyprus. Consequently, the region attracts both tourists and locals. The region's financial contribution is adequate in this regard.
- There is the preservation of cultural treasures in general. Additionally, they receive enough promotions.
- Sufficient political support exists. For the region's long-term development, the proper legislation and policies are in place and provide continual investment possibilities. In addition, periodic inspections take place to guarantee maintenance, safety, and cleanliness.

Similar urban areas could learn lessons from the development of the Limassol Waterfront. Researchers can delve deeper into the relationship between the factors driving the concepts of a creative environment and waterfront development. In addition, it is also possible to examine the relationship between the two variables in other cities worldwide that have distinct functional, physical, social, economic, cultural, and political characteristics.

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Smart Cities Initiatives in Lagos, Nigeria: Are there Lessons to Learn from the Leading Smart Cities?

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Abstract

Cities' roles as the economic hub and development drivers cannot be overemphasized. In an attempt to perform these roles, Lagos city grapples with various challenges despite its launch of smart city initiatives. This paper asks a pertinent question about what can Lagos learn from the leading smart cities. Consequently, this paper explores smart city initiatives in Lagos, as well as Vancouver and Singapore with proven achievements before lessons learned, are discussed. A descriptive qualitative research design is adopted and data were obtained from secondary sources comprising journal articles, government publications, research institution reports, books published by international organisations, cities' websites, and newspaper publications. An inductive exploration of the data was conducted for analysis. Findings revealed that indicators comprising citizens' engagement, partnership, and political will are priority areas that Lagos must consider and improve upon. The paper concludes with a synopsis and suggests the way forward.

Keywords

Governance, Information and Communication Technology, Infrastructure, Planning, Smart Cities

Introduction

Cities are focal points in an economy and "drivers" of societal development, not simply bricks or mortar; they are places of dreams, nostalgia, and imagination (Oyesiku & Odufuwa, 2011). They are a notable player in infrastructural, economic change, poverty reduction, and environmental development (Odufuwa, Fransen, Bongwa, & Gianoli, 2009). Based on cities' notable attributes, cities provide access to knowledge that transforms lives generally (UN-Habitat, 2004). However, it is disturbing to note that cities in developing countries have not adequately and effectively responded to the opportunity for urbanization. Compared with cities in developing counties, like Nigeria, cities in developed countries are rapidly making progress in achieving economic, environmental, and social sustainability towards improving city living standards and economies. The progress recorded could be linked to "a pre-existing, substantive technology base and culture as well as having optimized resources geared towards efficiency and effectiveness" (Okoye, 2016).

But most Nigerian cities are often affected by the inconsistent supranational policy, particularly in the economic and political areas, and consequently, the problems of Nigerian cities cannot be solved by linear urban management and development strategies. Adeago (2002) explained that Nigerian cities, especially Lagos, Kano, and Ibadan have witnessed rapid population and economic growth. The consequences of rapid population increase have resultant effects on the image and viability of cities' sectors in form of housing shortage, inadequate and poor infrastructure, increasing crime rate, inadequate employment opportunities, and vigorous environmental hazards. The many challenges witnessed in Nigerian cities constitute concerns to city

residents, foreigners especially investors, professionals, and policymakers. Perhaps the smart city approach is the way to go.

Since the emergence of the smart city concept, there is no universally accepted definition of a smart city (United Nations, 2016; Johnston, 2019). Meanwhile, Gardner and Hespanhol (2018) described the smart city as a "techno-urban imaginary" promoted by businesses and governments locally and internationally. A smart city is a system of systems – water, power, transportation, emergency response, built environment, etc. – with each one affecting all the others. A smart city uses information and communication technology (ICT) to enhance its livability, workability, and sustainability. It has been further argued that the smart city is part of an even larger trend – the "Internet of Things." Cisco (a technology provider) estimated that there were 200 million devices connected to the Internet in the year 2000. By 2012, that number had increased to 10 billion. And after a year, there are approximately 200 connectable "things" per person or 1.5 trillion things globally (Smart Cities Council, 2013). Furthermore, Putlitz (2016) noted that smart cities centre around infrastructure, connectivity of people and information, mobile devices, or big data; pursuing goals of being better coordinated, more resource-efficient, generally optimized; and providing a better quality of life; more economic growth, resilience; or sustainability. Indeed, smart cities provide notable solutions (save cost, enhance livability, promote citizen participation, facilitate transparency, accountability, etc.) compared to most traditional cities.

Given this background, this paper will ask questions regarding the status of the smart city initiatives in Lagos. What can Lagos city learn from the leading smart cities in developed countries? It is assumed that answers to these questions would help gain insight into the current scenarios of Lagos smart city and case studies in developed countries, and ultimately assist in drawing lessons for the envisioned Lagos smart city.

This paper is organised as follows. Section 1 provides background to the study. Section 2 describes the methodology employed, Section 3 presents and discusses the study results and Section 4 is for the concluding remarks.

Material and Methods

The objective of this paper is to explore smart city initiatives in two different contexts; a developing country (Lagos city) and the developed world (Vancouver and Singapore), and more importantly highlight what Lagos can learn from the leading smart cities in the developed countries.

This paper adopted a descriptive qualitative research design, and therefore, employed secondary data sources such as journal articles, government publications, publications by research institutions, books including those published by international organisations, city websites, and newspaper publications. According to Kumar (2011), a descriptive study focuses on the description of a situation, problem, or phenomenon, and is not interested in examining relationship or association. This approach was utilised because of the nature of this paper, which focuses on qualitative data. For the data analysis, an inductive exploration of the data was conducted to identify themes or concepts and then the description and interpretation.

Lagos city was purposively selected among other cities in Nigeria based on specific reasons. The selection of Lagos city for this study was based on its obvious intention to attain smartness. Besides, Lagos is one of the largest cities in the world with a growth rate of about 3.2%. It accommodates 10% of Nigeria's population despite it being the smallest in terms of landmass. It is the most urbanized in Nigeria and western Africa (Fadare & Oduwaye, 2009). Its population has been projected to reach about 33 million by 2050 (Hoornweg & Pope, 2017). This population no doubt will be accompanied by its associated challenges if there is no plan to cater to the growth. Fadare and Oduwaye (2009) posited that besides Abuja Federal Capital Territory, Lagos is the best served with infrastructural facilities in Nigeria but it remains where the facilities are most insufficient due to its population density. Notable challenges confronting Lagos include housing shortages, inefficient waste management, and traffic congestion. Despite the relocation of Nigeria's capital from Lagos to Abuja in 1991, Lagos has remained the country's economic-industrial hub due to the strategic location of Murtala Muhammed Airport (one of the busiest airports in Nigeria) and Apapa seaport (one of the largest and busiest seaports in Africa) (Ministry of Economic Planning and Budget, 2022). It also boasts of the presence of the headquarters of the multinationals and accounted for the largest concentration of industries in Nigeria. Apart from being the most populous city in Nigeria, it has been described as a mini Nigeria because of the heterogeneity in its population. The attributes of Lagos as expounded are the factors that informed its selection for this study among other cities aiming to achieve smartness in Nigeria.

Furthermore, two case studies of leading smart cities in developed countries, that is Singapore and Vancouver were explored. The two case studies are

purposively selected for the similarities they shared with Lagos city in terms of population density, population diversity, and traffic congestion among others, and more importantly, the giant strides made in the implementation of smart city initiatives.

Singapore, as a smart city leader (Johnston, 2019), is well-positioned to be a smart city and has implemented many aspects of smart city technology (Technology and the city 2018 cited in von Richthofen, Tomarchio, & Costa, 2019). Singapore's choice was also hinged on the fact that it gained independence at about the same time as Nigeria where Lagos is situated, and more importantly, both Singapore and Nigeria were colonized by the British (Umezulike, 2016). Again, Singapore like Lagos city is densely populated, and thus translate to congestion on the road, a problem connected to scarce resource when it comes to road space. For instance, a case of a vehicle population of 917,000 over 3,240km of road was reported, but with the deployment of smart solutions, transport routes are less congested with low CO_2 emissions (Accenture, 2015). Singapore has also dealt with "urban issues, renewal, and land use planning for more than 50 years", and by this, they could offer "expertise and experience African cities can use" (Macfarlane, 2022). The city-state also recognized its increasingly diverse population attributed to its open economy and immigration policies (Ministry of Foreign Affairs, 2018).

On the other hand, Vancouver is among the leading smart cities in the world and since the launch of its smart city initiatives over a decade, it has implemented a well-thought-out and phased plan. Vancouver also became a choice among other smart cities because it shared some attributes with Lagos city. Vancouver is the most congested city in Canada, and this has been adduced to its being a popular destination for visitors and new residents in Canada. It is also highly diversified, particularly in the southern and eastern parts and experiencing increasing population accompanied by economic growth. Consequently, this growth imposed some constraints, such as traffic congestion, as well as soaring property and housing prices (Artibise, 2015). Vancouver aims to be the world's greenest city despite its pursuit of economic growth. Therefore, the city prioritizes green energy, smart transportation, and zero waste and CO_2 (Urban Technology Alliance, 2018), which constitute priority areas for Lagos city.

Undoubtedly, the two smart cities offer lessons Lagos city can leverage to attain smart city status. More importantly, some of the challenges these two leading smart cities tackle align with the area of needs in Lagos city. Finally, this paper employed three criteria comprising political will, citizen engagement and partnership, considered relevant to smart city development. The criteria emerged from the highlights of the activities and achievements of case studies (leading smart cities) on issues pertaining to planning, engagement, transportation, communication, and collaboration, and more importantly, the criteria constitute aspects Lagos city needs to improve on if it must achieve the smart city vision.

Results and Discussion

Smart Cities Initiatives in Nigeria

Nigeria is one of the few African countries that have launched smart city initiatives at the national level. Others include Rwanda, Ghana, and Ethiopia (Siba, & Sow, 2017). Nigeria's smart city initiative was launched on 8th August 2017 at a summit aimed at initiating "sound and actionable strategies for transforming Nigeria's major urban centres from traditional dysfunctional cities to modern, efficient, responsive ones capable of satisfying the needs of present and future generation of Nigerians" (Mansur, 2019). Also, the Nigeria smart city initiative was intended "to cover more than 50% of all Nigerian cities (National Information Technology Development Agency - NITDA)" …that will see to the transformation of over "380 mostly traditional and largely malfunctioning urban centres within the very short time…" (Mansur, 2019). Interestingly, the Nigerian government is making efforts to develop smart cities in the country; and cities that have set in motion mechanisms towards actualising smartness in Nigeria are not limited to Lagos (case study) selected for exploration in this paper.

Lagos City

The objective of the Lagos Smart City initiative is to connect human capital, social capital, and ICT infrastructure to address public issues, achieve sustainable development and increase the quality of life of citizens within the short possible time. The Lagos smart city is expected to comprise components such as e-government, safe city, mobility/WiFi/digital citizens, open data, smart farming/agriculture, smart buildings, and, smart grid/energy/utilities amongst others. The mission of the initiative is to "engage people who actively participate in governance and reforms…" The initiative would also focus on "security, and surveillance, implementation of the fibre network and e-governance (Ajanaku, 2018).

The project will be in two phases. Phase I will address the security, transportation, and infrastructure; while phase II will build on the foundation of security and transportation and then connectivity in a sustainable manner. For security, there will be the

deployment of thousands of surveillance CCTV cameras across the state, while the transportation side will be about intelligent transport system service (ITS). The last component is connectivity which will involve the provision of a metro fibre network via a major internet service provider (ISP) that will facilitate connectivity to various homes, offices, and institutions in the state (Ajanaku, 2018).

Regarding land management policies, land administration processes, and data infrastructures for housing production findings revealed that Lagos city has adopted the ICT towards enhanced land registration, land valuation, land-use planning, and land development. More importantly, in the domain of data infrastructure, the state initiated and built the Lagos GIS Enterprise in 2011 (Agunbiade, Rajabifard & Bennet, 2016). This initiative is not without its challenges as there has been an occasional failure in the payment platform making access to the service difficult. In the domain of land-use planning and housing, some of the recent initiatives included the Model City Plans**.** Lagos city has also initiated an e-planning permit application in a bid to replace the submission of hardcopy of relevant documents for planning approval processing to secure a planning permit. Although an e-planning permit is being implemented, an investigation revealed that compliance is marginal.

Similarly, the Bus-Rapid-Transit (BRT) is another smart city initiative that has helped to partly reduce the traffic problems in some areas of the city. Furthermore, mobile lines of Nigerian Police and firefighters' institutions were made available to people in case of emergencies and these had been of tremendous value in response efficiency. Also, there has been a Lagos smart city workshop that led to the convening of architects, urban planners, artists, computer scientists, and university students to explore the smart city concept for Lagos with a focus, especially on smart and sustainable mobility (World Cities Culture Forum, n.d.).

The creation of an app on energy, the setting up of the 20-member innovation Advisory Committee Council, and the mapping of clusters of innovative businesses in Lagos are worthy of mentioning as part of the steps taken by the Lagos State government in its pursuit of smart city (Okoye, 2016). Okoye (2016) noted that due to institutional collapse and lack of political will and interest, there have been scenarios of residents creating "smart Lagos" of their own through digital platforms facilitated by their mobile phones and social media. One of the innovations is the ReVoDA mobile app, which gives support to crowd-sourcing of election data from polling stations and allows citizens to report happenings from election results to violence at their polling stations on social media platforms (Okoye, 2016; Disu, 2014). According to Okoye (2016), there are other citizen-led initiatives such as:

i. Truppr – a social media app that helps fitness lovers organise and find teammates;
ii. WeCyclers – a social business offering convenient household recycling services in a densely populated low-income neighbourhood, thus helping them to capture value from wastes and providing a reliable supply of raw materials to the local recycling industries; and
iii. Gidi Traffic – a traffic and navigation app that allows users to share real-time transit information.

Also, other solutions aimed at tackling mobility challenges include a ride-sharing service called Jekalo, and taxi services such as Tranzit, Easy Taxi, and Afrocab.

In furtherance of the Lagos Smart City initiative, the implementation of a unified fibre duct infrastructure and connectivity project across the state was announced in 2020. This project is aimed at ensuring that "Mobile Network Operators with fibre coverage in Lagos State have multiple fibre ducts on the same routes." This is believed would replace the current system of multiple right-of-way approvals along the same routes, thus conforming to global best practices (Adepetun, 2020). Meanwhile, the laying of the optic fibre network cables and broadband infrastructure was reportedly stopped without explanation (Heinrich Boll Stiftung Abuja & Fabulous Urban Nigeria Foundation, 2022).

Leading Smart Cities: Vancouver and Singapore

Notable cities in developed countries started to develop ICT strategies during the 1990s. These strategies were characterized by: (i) focus on technological issues, and (ii) internal orientation - how to use technology. Cities worked hard to create internal networks, increase the use of personal computer systems and other ICT applications and automate administrative procedures. Indeed, city e-strategies have evolved from internal and technology orientation to a more outward-looking approach in which the focus is on the way ICTs can benefit the urban economy and society (van den Berg, van der Meer, van Winden, & Woets, 2004).

However, this section explores the smart solutions offered by two leading smart cities in the developed world. The intention is to highlight ways by which these cities have adopted ICT to improve cities' efficiency and citizens' quality of life. It is noteworthy that none of the examples is exhaustive as examined

and presented in this paper rather the paper made efforts to identify a few practicable initiatives that could be of inspiration to Lagos city in its quest of achieving smartness.

Vancouver, Canada

This city intends to achieve its goal of attaining smart city status through the Greenest City Action Plan 2020. The plan was adopted in 2011 by the Vancouver City Council after more than 35,000 people were engaged in the process leading to its evolution. Their involvements were through various means comprising social media where they monitored progress, face-to-face workshops and events. Stakeholders including "more than five dozen city staff, 120 different organizations and 9,500 individuals actively contributed ideas and feedback." The plan focuses on three main areas: carbon, waste and ecosystems (City of Vancouver, 2012; Smart Cities Council, 2013). To achieve its aim of a smart city, the city deploys the VanConnect, a mobile app that provides access to City Hall services at a go. Other areas in which the city has used ICT and data to improve connection and convenience are through the provision of WiFi; wired bike sharing (Mobi by Shaw Go) (Figure 1); EV plug-ins (Figure 2); smooth traffic; ask, act, participate; and quick response (City of Vancouver, 2018).

Figure 1. Mobi Bike
Source: City of Vancouver (2020)

Figure 2. Electric vehicle (EV) at a charging point
Source: City of Vancouver (2012)

The city, rated as one of the largest WiFi providers in North America, provides access to more than 550 public spaces (public library sites, city administration buildings and VanWiFi locations) across the city. Concerning smart mobility, its bike-sharing system also offers the public convenient, comfortable, flexible and affordable mobility. Since its launch in the summer of 2016, it is on record that over 125 stations, over 1,200 bikes, and over 650,000 trips covering 2 million kilometres have been attained, thus ensuring a healthy transportation option (City of Vancouver, 2018).

For the electric charging stations, provisions have been made in 250 locations in its quest to achieve zero emissions, and efficient, quiet and low-stress transportation. These charging stations can be found using online maps and mobile apps such as Plugshare and Chargehub. While 75 of these stations are on city properties, 175 charging points are managed by parking garages, hotels, shopping malls and other services. Besides, towards the improvement of the network of charging stations, the city is introducing user fees, from which the city is aiming to gather data for an informed decision on where more plugs are needed so that through monitoring, fees can be reduced in areas not being utilized. It is noteworthy that there is a steady growth in sales of electric vehicles with about 70% growth year-over-year since 2011. The current report puts its electric vehicle figure at over 3,000 in Metro Vancouver while the city expects the number to rise to 300,000 by 2050 (City of Vancouver, 2018).

Vancouver city's progress in pursuit of a smart city has been recognized by the IESE Cities Motion Index 2020 which ranked it in 44th position among other smart cities. However, the city was regarded as the biggest mover as it moved to the 18th position (Forbes, 2020). In addition, the city's collaboration with Surrey City got them shortlisted for the USD50 million award competition (City of Vancouver, 2020; Eden Strategy Institute and ONG&ONG Pte Ltd, 2018).

Singapore

Singapore is the smartest city in the world (ABI Research, 2018; Juniper Research, 2018). Its smart city vision was launched in 2014 to build a cohesive nation and maintain its competitiveness (Johnston, 2019; UBS, 2019) and one that will anchor on key pillars of the digital economy, digital government, and digit society (UBS, 2019). There are several ways through which the city has deployed technology for efficiency and to improve quality of life.

The Singapore smart city is noted for its leading role as a transportation and freight hub with innovations in driverless taxis, autonomous shuttles

(Figure 3) and platooning trials and projects ongoing (Agentschap NL, 2013; Smart City Hub, 2017). For example, the city through its Land Transport Authority adopted Intelligent Transport System for improvement in operational efficiency and road safety by offering innovations such as "Real-Time Traffic Information Systems, Expressway Monitoring Advisory System (EMAS) that monitors traffic along expressways, traffic accident alerts to motorist and rescuers, Green Link Determining (GLIDE) Systems (monitors, adjusts and optimizes green time along the main roads in response to changing traffic demand); Traffic Scans (use taxis as probes on the road network to provide motorists with information on the traffic condition island-wide); Parking Guidance System (provides real-time information on parking spaces availability of participating building developments) (Agentschap NL, 2013).

Figure 3. An autonomous electric passenger bus waits at a signal light while travelling along the test circuit at the Centre for Testing & Research of Autonomous Vehicles (CENTRAL) of Nanyang Technological University in Singapore. Source: Siemens (2018)

The plan for autonomous vehicles (AVs) is expected to come into the mainstream by 2020 as well as an ambitious plan "to unveil operational driverless rides in three towns by 2022". Also, its integrated and shared mobility is second to none. For instance, car-sharing and bike-sharing keep expanding in the city whereas private vehicle avoidance contributed to its performance and resilience. A report by Deloitte revealed that "about 44% use public transport, 29% ride private cars, 22% walk, whilst some 1% use their bicycles" (Singapore Business Review, 2018). Singapore is the first city to launch a system of driverless taxis and is looking forward to launching driverless buses by 2022 (Forbes, 2020). Regarding autonomous vehicles, appreciable progress has been recorded in the aspects of "the number of trial areas, as well as the number of roads available for testing". However, in July 2022, the State confirmed that the "timeline for the deployment of AVs in Singapore is dependent on the progress of AV technology in meeting safety standards and gaining public acceptance, within our local context" (Borden Ladner Gervais, 2022).

Lessons Learned

The smart city initiatives currently being implemented in Lagos are laudable but not without their challenges. While there are shreds of evidence of challenges in the implementation of Lagos smart city, not much had been achieved like in the developed world. However, this study of the Lagos smart city initiatives indicated that there is potential despite the little progress made hitherto. The phasing of the project is laudable as there seems to be an acceptance on the part of the government that the project cannot be attained once-and-for-all.

Various lessons have been deduced from the two leading smart cities explored and this will be discussed in this section. The three priority areas identified are political will, citizen engagement and partnership.

i. **Political will:** Political will is undoubtedly a *sine qua non* for attaining a smart city. This is key to the success of Vancouver and Singapore. It was observed that in Lagos city residents are left to take initiatives where the government is supposed to provide the leadership and set examples for citizens to follow. For example, residents created "smart Lagos" of their own through digital platforms facilitated by their mobile phones and social media. Equally, Lagos city should respect smart city plans by adhering strictly to the priority areas in the plan. For instance, the recent report about the laying of optic fibre network cables and broadband infrastructure across Lagos city aimed at accelerating internet connectivity across the different sectors came to a halt without explanation despite the promises made by the political actors (Heinrich Boll Stiftung Abuja & Fabulous Urban Nigeria Foundation, 2022) was a disturbing one. Undoubtedly, this would pose a setback to the actualization of the smart city vision of Lagos. Having a smart city plan or allocating funds for the development of the smart city is not enough to achieve smartness in cities but ensuring effective implementation. Just like cases of Vancouver and Singapore, the government needs to demonstrate leadership commitment towards providing an enabling environment. Because of the huge financial investments required for its implementation, political will and a functional institutional framework must be put in place for its actualization. For instance, in 2019, Singapore is projected to commit an investment of a whooping sum of over $1 billion on smart city programs (Business Wire 2019 cited in Johnston, 2019).

Additionally, in 2021, the Singaporean government spent S$2.7 billion on upgrading government digital services (Legislative Council Commission, 2021). According to Ang-Tan and Ang (2021), the Singaporean government has not had it so smooth in its quest to achieve a smart city but is willing to shoulder the blame and consequences when its smart city initiatives fail or result in negative/unexpected outcomes.

ii. **Citizen engagement:** Smart city development is always people-centred (Johnston, 2019). This is evident in the case of Vancouver (Smart Cities Council, 2013) and Singapore (Johnston, 2019). The two cities executed an extensive engagement of their citizens in the development of a smart city plan by leveraging technology to realise its objectives. Lagos city should seek to engage the citizens whose initiatives being developed are meant to serve from the onset to allow them to make contributions to the development of various initiatives the city aims to achieve. The identification of stakeholders and their proper engagement in the development of smart city initiatives is critical. This is an important lesson for Lagos in its quest to achieve smartness. Consequently, the idea of developing a plan without involving the citizens from the outset should be jettisoned while citizens are allowed to contribute their quota to the development of smart city plans. The merit of this is that it gives the citizens sense of belonging and then allows the policymakers and other actors to gain insight into the probable setbacks which can be taken care of at the preparation stage of the smart city master plan.

iii. **Partnership:** The need to network, collaborate and share ideas with leading and successful smart city is one of the lessons that was drawn from the case studies examined. Like the case studies cities of Vancouver and Surrey that collaborated for a City Challenge. Apart from networking, this kind of partnership would engender, the experience and lessons that would be acquired in the process and would promote efficiency that might be impossible to attain when standing alone. For instance, Vancouver's commitment to sustainability when it comes to renewable city strategy was recognized whereas Surrey's implementation of a smart waste management system through the locations of smart bins all around the city. The partnership between the two cities indicated huge potential very germane to furthering the smart city agenda by harnessing their strength in sustainability (Eden Strategy Institute & ONG&ONG Pte Ltd, 2018). Beyond the international collaborations, the partnership could also be implemented among government agencies overseeing different sectors as well as in a public-private partnership arrangement as exemplified by Singapore. As advocated by Ang-Tan and Ang (2021), the public sector needs to take responsibility for innovation while the private sector provides funding and resources.

Conclusion

This paper explores smart city initiatives in Lagos city and leading smart cities (developed countries) to draw lessons for the development of smart city initiatives in Lagos. It has been shown that Lagos smart city can learn from Vancouver and Singapore by paying attention to the criteria regarding the political will, citizenship engagement and partnership. The most prominent lesson is that each city focused on limited issues that would greatly benefit its residents, though smart transport and e-governance are common in both case studies. Furthermore, this paper concludes that smart city initiatives in Lagos can only translate to valuable results if Lagos city would identify areas of concern and deploy smart solutions that best serve the citizens. There is a need to provide an enabling environment for the diverse stakeholders whose contributions to the goal of a smart city are very germane. Besides, there is a need for partnership with other cities through the development of initiatives that would improve citizens' quality of life. It is noteworthy that the implementation of a smart city does not have to be too humongous as sometimes it is being made to look but little steps can be allowed to evolve steadily and metamorphosed to become a success. It should also be about setting priorities, which can be determined through a bottom-up approach. It is assumed that success in Lagos city would spur other Nigerian cities and other cities in Africa to develop many other smart solutions.

The limitation of this study is that it focused on two smart cities in developed countries from which lessons are drawn. Smart city initiatives abound globally from which more lessons can be drawn. As such future research can be more comprehensive to capture more case studies including those obtainable in Africa since initiatives deployed might be more

practicable or adjustable for adoption by the Lagos smart city and by extension to other Nigerian cities.

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As a Zoning Criterion in the City, Morality and an Unrevealed Truth in Northern Cyprus: Prostution in Entertainment Venues[1]

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Abstract

In this study, I will try to briefly evaluate the theme of gender and space relationship within a certain framework specific to Northern Cyprus. Normally, individuals who live and work in cities, are spread among different zones and there are varied factors which effect this process of zoning. I will try to explore the determination of morality upon this zoning process for Northern Cyprus example regarding the prostitution practices. Moreover, it is obvious that this point of view – the morality centred one – creates a kind of isolation that people must fight with whenever they do not live in accordance with general norms.

This kind of isolation is a spatial isolation – by the means of place – and social isolation – by the means of people's relationships with other people - from the society. Regardless of whether the acts related to prostitution are considered as a crime by law or not in our country, this issue causes the same results by the means of facts.

I strongly believe that addressing this issue will also create a space to us for discussion. Starting with this, we will have an opportunity to stop human rights violations caused by prostitution businesses in North Cyprus. Progressing towards solving a problem requires accepting the existence of it and its consequences in the first place.

Keywords

Zoning, Morality, Immorality, Prostitution, Segregation

Introduction

The first step in separating those who are unwanted in the city and who are thought they should be isolated from spatially from the *sterile* life of the city. It can also be said, this has something to do with the balance of economic values. Namely, it will not be appropriate to be '*wasted*' valuable spaces of a city for '*unwanted*' and moreover, an immoral business. However, the main reason of these being far away from the centre of city to prevent these 'works' from disrupting moral and proper urban life. From this point of view, it is quite normal and understandable that a sex worker (both women or LGBTI+ individuals) in Northern Cyprus, are almost imprisoned in the city periphery to both means of daily – life and work. These

[1] This study is a translation of the author's former work. For the original work please see: Nurcan GÜNDÜZ, "*Kentte Mekânsal Bir Sınırlandırma Ölçütü Olarak Genel Ahlak Ve Kıbrıs'ın Kuzeyinde Gerçek Olmayan Gerçek: Fuhuş"*, MİMARCA, 93, p.114 – 118, 2022.Available online: https://doc.mimarlarodasi.org/assets/docs/mimarca-93-2022.pdf .

people are expected to continue their lives in these ghettoized, limited areas. Prostitution, which is contrary to the social and moral understanding of ordinary society, paves the way for these people to be abstracted from society. They are *'out'* firstly in a spatial sense by isolating them in small ghettoes. Then secondly, the society creates another way of isolation for them; isolation in a social sense. Thus, as it becomes easier to ignore these people and the business they are dragged into, the possibility of them disrupting the *artificial comfort* of 'normal' social life decreases.

What is unusual in Northern Cyprus is, when prostitution is practiced under some circumstances i.e., in nightclubs and similar entertainment venues, is considered a crime by law unlike the prostitute works as an individual. In other words, prostitution is a business and a reality that is practiced in Northern Cyprus' entertainment venues and its existence is denied. Contrary to the widespread belief, having sexual intercourse for money is not a crime in TRNC. On the other hand, it is a crime to encourage someone to prostitution, to force or use a child for prostitution, to ensure that prostitution is committed in the place, and to take someone from one place to another for prostitution (For the definition of these crimes see *Chapter 154 Criminal Code Section 156 – 166*.)

In this respect, it would be wrong to say that this '*sector*', which society, ignore, only has a counterpart in social life and has no counterpart in the legal world. The reality consists of completely ignoring these experiences and isolating those who work or are employed in this sector, from the places where they live and work, from the reputable society and family life.

This segregation also causes the human rights violations experienced by people who are forced into prostitution to be *invisible* for the rest of the society. Perhaps, the perpetrators of crimes, who would face a criminal law sanction if the provisions of the relevant law were properly implemented, do not face any social or legal sanctions because of this, while all the negative consequences of the denied prostitution business arise on individuals who are dragged into prostitution.

The criminalization of human smuggling and human trafficking in Chapter 154 of the Penal Code is another issue that should be addressed, which is vital for the prevention of human rights violations in Northern Cyprus. These new regulations of the Chapter 154 were made in 2020. Although this was a big problem before 2020, if there were human smuggling and human trafficking crimes in the arrival and stay of foreign hosts and *revue performers* (the expression from the *7/2000 Night Clubs and Similar Entertainment Places Act*), it was not possible to punish them. The efforts of non-governmental organizations, these acts are accepted as criminal behaviour Chapter 154 Penal Code, and a correct step was taken.

In this article, I will try to deal with the issue in the context of where public morality stands in determining the areas where individuals live and work in cities. If we express this in the form of a question; **I wonder if general morality appears as a criterion for the formation of regions in cities?** We will try to answer this question and to share the observations in the example of Northern Cyprus as a society where prostitution is seen as an immoral issue, regardless of whether it is a crime by the means law or not.

Morality: Does It Design Cities While Designing Society?

The concept of morality has been a subject of much debate, both conceptually and in relation to criminal law. His ideas of violations of public morality should be met with criminal law sanctions, Lord Devlin and the opposing legal philosopher H.L.A. Hart is famous enough to be known in British doctrine as 'The Debate'. (Cane, 2006) *The Wolfenden Report*, published in 1957 by the Wolfenden Committee, which was established in England on whether prostitution and homosexuality should be regulated as a crime, is also related to this issue (Grimley, 2009).

Morality is not a defined and agreed-upon concept. And yet, it is wrong for this to be the criterion for determining the act of crime, because the process of criminalizing an act, which we call criminalization, requires more concrete grounds to distinguish between what is legitimate in the sense of criminal law and what is not. Criminal sanctions, the most serious legitimate evil that the state can do to individuals, must have sound justification. If there is a need, it is regulated as a de facto crime and punished. Therefore, public morality, with its ambiguous nature, falls far from being the solution to this search for criteria. (Simester & Hirsch, 2011) (Duff, Farmer, Marshall, Renzo, & eds., 2014)

Although the views advocating the consideration of general morality as a criterion in determining criminal acts, in other words, the acceptance of acts against public morality as crimes, have lost their former heat, but the extensions of these views still find their place in the criminal laws. On the other hand, these views, which lost their former power in terms of penal laws, are not considered to have slowed down in shaping social life. Both in the example of Northern Cyprus and in other societies that consider morality important in the designing their social life, it is seen that those who engage in prostitution live in isolated and separated areas from the areas where they live, or it is accepted that they live in separate areas to engage in prostitution and maintain their lives.

Thus, the *'clean, proper and orderly'* life of the blended family that consist of mother, father, and the children, especially the part of the society that lives in accordance with morality, will not be disrupted by these immoral practices.

This situation is more noticeable for people who are taken from one place, namely from another country to another to work as sex workers. The woman who is brought to the country as a sex worker is a foreigner in every sense, *immoral, alien, unprotected*. As if all this were not enough, she is a woman and is busy living with the victimisation of her gender, as there are no privileges brought by her gender. These people are isolated from the society in terms of their living practices, spatially, and are considered *"immoral"*.

If the immoral person lives in her own ghetto, his '*separated*' part of the city, she will not interfere to anyone, nor will she disturb the clean space of the respected blended family. At the same time, the citizen, who stands as a customer in this commercial relationship is a man. This means he is a member of the appreciated gender, if there is a mistake, it's not his fault. Indeed, there is no problem for heterosexual men to live in the most undesirable part of the city, in the lowest echelon of the society whether he is included in prostitution business. Protection mechanisms are neither legal nor social protection mechanisms for other sex workers. These people, as if they are unwanted and untrustworthy people in the context of gender, they are foreigners and they have acquired a job contrary to public morality. This point of view paved the way, of the society prefers not to see and pretend not to know the violations of human rights they experience, let alone protect them from the order of male domination and the life they are dragged into. These people, who are almost ignored, and the most basic human rights violations they experience are ignored, so the daily life wheels of masculine domination continue to work without any problems.

What is the Biggest Concern Regarding This Issue?

In fact, the answer we should give to this question is: Since there is no prostitution problem in Northern Cyprus, there is nothing to take care of either in the legal sense or in terms of immorality. However, as nearly everyone knows, especially those who chose to ignore it, prostitution is practiced in many entertainment venues opened as nightclubs in Northern Cyprus.

Besides they continue denying sexual intercourse or other sexual activity for money, they use some other ways to make people feel like they do not practice prostitution in these venues. For instance, they have some commonly used design solutions in buildings such as isolation of places in which prostitution takes place and other facilities of the night club from each other. By doing so, they generally separate the entrance and exit parts of facilities and they claim that these are two separate spaces. One that provides night club and entertainment for customers and the other one, by coincidence, a place where revue dancers are having sex with different boyfriends every night.

Again, it is another fact that society ignores that women brought to the country with a document called an *artist's visa* face modern slavery and serious human rights violations. For example, women are forced to handover their passports while working as artists. Proponents of the situation say that women can always get their passports, that there are people who have returned to their country many times, which shows that women are willing to do this job. However, this approach does not change the fact that the confiscation of the passport or other travel documents is considered within the scope of modern slavery, forced labour and human trafficking (See the United Nations Palermo Protocol to Prevent, Suppress and Punish Trafficking in Persons Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime, 2000, Res. 55/25).

The main problem is that because of this (partly) deliberate neglect, the human rights violations that affects these people, who are imprisoned in an area of isolation, are also ignored.

In fact, these women, who do not benefit from any legal and social security, are not protected at all. They are not considered to be eligible to enjoy any ordinary human right, including their right to life. Although it may sound harsh, Northern Cyprus had a bitter experience regarding this matter in the recent past. Police found a body of an Asian women in 2019. Afterwards, it was understood that she was killed by someone that she agreed to have sex for money and was buried after the offender wrapped her body in a carpet. Vietnamese Dam Thí Hop, who has been missing since 2017, was widely covered in the press after the appearance of her body and the incident. This woman died as *nobody* away from her home and her loved ones without having even one person to take care of her. This event, of course, may be desired to be seen as an exclusive one, however, *we cannot deny the fact that sex workers, who are socially isolated from society, live and work kilometres away from their country without any rights, and I think that this should disturb us.*

Spatial Segregation and Social Exclusion

Here, it is not possible to exhaust all discussions regarding criteria of zoning in modern cities because of two main rationales. Firstly, this will be a very broad topic to discuss here and secondly it is obvious that

discussing other factors according to their effect in zoning processes seems a bit irrelevant to our topic. Thus, it will be appropriate to try to evaluate the difference between cities that grow organically and that grow in a planned way and try to observe this issue's relationship with morality. However, it is obvious that morality itself does not directly appear as a criterion for zoning decisions. In other words, it can only indirectly affect zoning decisions in a modern city. (For a recent work regarding parameters of zoning please see (Burlacu, Gavrila, Popescu, P.Gombos, & Vasilache, 2020)

When functional zoning is considered, the characteristics of these places, which are seen as entertainment venues, can be a factor in zoning according to Northern Cyprus' rules and regulations. Indeed, in Northern Cyprus, the issue is regulated in the *Law on Night Clubs and Similar Entertainment Places*. Considering the prospective *negative effects* that entertainment venues may have on residential areas, being appropriate in terms of location' (m.6/2) has been included in the Law as a requirement. To summarize, these spaces should be positioned in a way that does not disturb the comfort of the dignified people living in the built-up area. Of course, in the past, the entertainment venues were not located on the city periphery, but inside the cities and its reflections in daily life were seen, and this was legal.

It can be said that with this provision, legislature and other authorities try to eliminate this possibility of dignified areas being interrupted by immoral activities in entertainment venues. Despite that, due to the lack of inspection these goals are not met. Moreover, there is no such regulation to prevent these dwelling areas from high volume entertainment venues. It seems like it is not possible to create a functioning sound barrier in the residential area and this causes great inconveniences in the residential area. Unfortunately, although people live in these areas complains about high noise levels continuously, the lack of proper inspections and legal aspects keeps this problem alive. It is obvious that high noise levels in a city centre is not accepted as a serious problem as immorality. As a result, while there is no such arrangement in terms of positioning loud entertainment venues in neighbourhoods, it is thought-provoking that night clubs and similar entertainment places are restricted.

Again, we should remember that we do not have a zoning plan for cities other than Nicosia, although it is included in the legislation. Regarding the subject, the Nicosia Development Plan states, '*Amusement places and night clubs, no development for entertainment purposes such as pubs and night clubs can be made in the settlement areas within the Plan Area in accordance with the Pub and Night Clubs Law. Among the developments for such use, nightclubs are only in the area indicated in the Development Plan; The pubs are in the areas shown in the Development Plan or completely away from the residential areas, outside the Zoning Development Boundary, with the Impact Assessment Report to be prepared in accordance with the Planning Approval Regulation and the Planning Authority, District Governorship and other relevant. It can be done in an appropriate area according to the decision of the institutions jointly. It is stated that such existing entertainment venues in the Plan Area will be removed from the residential areas within 3 years.*'

In terms of places, prostitution for women in entertainment venues or facilities connected to them, which are legally entertainment venues and known to be used for prostitution, in houses in low social and economic areas of the city, which are not preferred by families and moral society segments. These women perform them professionally in other places like some hotels, women in customers' cars etc. Generally, all these activities are taking place in specific areas with low social and economic level, which are not preferred as a decent district of the city, regardless of the building or public space. Mobilised prostitution is also possible. In all these scenarios, the places where prostitution is performed and the people who are dragged into prostitution, are both isolated from those who live in accordance with morality, proper family dignity. In every sense, they work and live in places where proper individuals of the society do not want to be in.

At this point, it is necessary to mention some other problems that prostitutes face. Does this segregation manifest itself at the individual level as well? Can we discuss the issue in terms of the development of cities on a macro scale and in terms of these people's social life at the individual level? In summary, since the places where the prostitutes work and live are isolated from the city, these people are also socially isolated from life.

The perpetration and impunity of acts that constitute crimes related to prostitution, the violations of rights and grievances experienced by people who are forced into prostitution do not concern much with respectable blended family members in our society. If these people are isolated from social life and do not explicitly or implicitly demand to share the same spaces with these respected people, there is no problem with that. However, when you examine your mind, I think it will take a noticeably brief time to realise that you do not have a neighbour who works in these entertainment venues in your apartment or even in your neighbourhood, and that you have never thought about this issue at all, and that you do not find it strange even if you realise this situation. This is exactly the problem: we isolate and ignore these people from social life, knowingly or unknowingly, ignoring them or not seeing them worth sharing a life with us. This isolation

is the reason human rights violations are invisible just like prostitution and individuals dragged into prostitution.

One may oppose this and say that individuals who do not have anything to share with them during their daily routine, cannot establish a friendship just because of being a human rights violations sensitive person or an activist! Fair enough... Imagine a person who lives in a 'dignified' family life in accordance with morality parameters and has nothing to talk to a foreign sex worker over coffee in Dereboyu. I guess no one can blame them for having nothing in common to share. However, the problem is not to force a sharing even though there is no social and cultural issue to share among these people. The problem is not being aware that all people should be informed about sex workers' existence up to a certain level. This certain level is the level which is enough not to ignore the human rights violations experienced by these people and to make it possible to develop an awareness and understanding. This approach will create the opportunity for our society to stop that kind of human rights violations.

Conclusion

Prostitution in night clubs and other similar entertainment venues are a significant issue that is ignored in the TRNC and what is more, it creates other different problems such as human rights violations regarding foreigner sex workers' rights especially.

Developing solutions to problems on legal and factual basis and being able to work towards eliminating then by all means - the violations of human rights and punishing the offenders - can only be possible by accepting the existence of these problems and violations in the beginning.

One of the most serious consequences of avoiding prostitution as an unwelcome fact in a society, seem to be the segregation of women and of course other disadvantaged groups like LGBTQi+ individuals driven into prostitution in terms of isolation from society in both spatial and social way.

In Northern Cyprus, where this isolation reduces the visibility of victims and thus, it reduces the visibility of violations dramatically. Since these people do not have a proper, respected place in everyday life of the society, their problems are seen as their own. In that sense, there will be no effort to eliminate these violations. The first thing that should be done immediately is to accept this kind of prostitution as a social fact and a problem that impacts the whole society. Later, we can start taking steps to ensure the visibility of these human rights violations and bring them solid resolutions.

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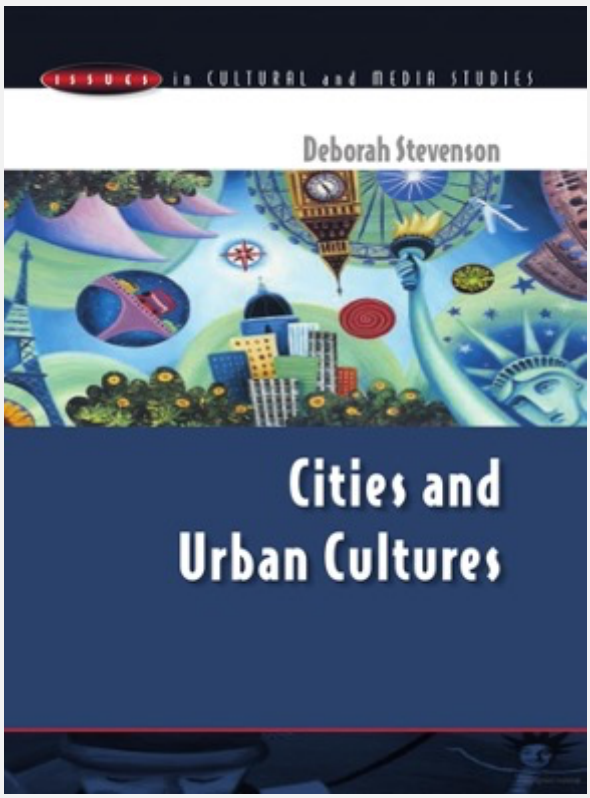
Book Reviews



Book Title: **Cities and Urban Culture**
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Cities and Urban Cultures by Deborah Stevenson covers a vast range of literature and concepts of city and urban culture from a sociological, cultural, and other viewpoints. The author made analogies between rural and urban cultures to help readers understand how urban cultures are conceptualized. Her book introduces an overview of shifts and evolutions in theoretical approaches on how people and media audiences perceive cities, ranging from cultural trends to postmodernism and globalization. Furthermore, she masterfully merges together theories from different periods and fields to gain a better knowledge of how urban living has inspired and altered our cultural creation, and how it has changed our perceptions of the city.

Deborah Stephenson's analysis of academic views of the city and its metropolitan life lays emphasis on the rural and urban divide which dominated early research interest of the post-industrial city's growth. Throughout her text, she questions the differences drawn between gesellschaft and gemeinschaft, which was thought to define the types of relationships in rural and urban settings. She used the concepts to explain the interaction in urban and rural spaces. She critically examines some of the most influential sociology theoretical approaches to studying cities from the nineteenth and twentieth centuries. A rural-urban dichotomy was also emphasized in academic assessments of urban life. The work of Georg Simmel on the metropolitan area and its potential for rationality and liberty, as well as the Chicago School's methodological advances that developed in the early twentieth century, are discussed in depth.

In chapter 3 and 4, she explored some of the major urban studies attempting to address the challenges concerned with power emphasizing how unequal and conflicting the effort has been. This highlights the significance of theorists like Max Weber and Karl Marx, whose theories introduced the urban managerial perspective and urban political economy, respectively. They had a significant impact on structuralists and produced works that were in direct opposition to Chicago School's quantitative methodology. She demonstrates how much these ideas and related theoretical work impacted a variety of perspectives to studying urban life. She further describes how the works of theorists like Jacques Derrida, Roland Barthes and Michel Foucault writings highlighted the significance of theories that focus more on culture and its significance than on the city. The relevance of the formation and negotiation of meaning in connection to the urban landscape by exploring the semiotic

technique of Barthes and others was also demonstrated in her book. The theoretical ideas explored in this book, as well as other insights from cultural studies that she covered, established more than only analysing the interpretation of personal meaning in connection with the built environment. She shows how impossible it is to imagine the city as neutral, whether in its physical form or through media. As she demonstrates how the movement “City Beautiful” preferred modernist design, which prioritized function over form, and set the foundation for postmodern architecture.

In Stevenson’s view, postmodern architecture places more emphasis on the local and the contingency. She discusses the relevance of consumer culture in city development and marketing tourist destinations around the world, and the impact of globalization (a concept that is alluded to and appropriately addressed throughout the text). Deborah Stevenson presents New York as the pinnacle of contemporary cities and the destruction of the twin tower symbolizes a characteristic ambivalence towards cities as signifiers of modernity. In my opinion, the events of September 11 may have inspired Deborah Stevenson, but its importance to the work as a whole is overblown, given that the event itself is only mentioned seldom and intermittently in relation with the book's many themes.

The final chapter of the book is centred on the commercialization of cities. The author demonstrates how cultural texts determine our perception of a City’s symbolic limit. Her continued attention to rural/urban conceptual formation is evident here, as she depicts both city and local culture as well as figurations of the suburbs taking on aspects of both in different ways. In her opinion, many approaches to cyberspace, which ignore the "actual" social and structural settings in which such virtual communities are generated, lack theoretical clarity. With regard to scientific observation and theorization of "the city" since the industrial revolution, the book provides a thorough, readable, and in-depth overview. Although, Cities and Urban Cultures is critiqued for its exclusively western focus, Deborah Stevenson addresses other specific parts of her work, noting the role that her own subjectivity had in its development. Finally, Cities and Urban Cultures provides a clear, detailed, and extremely transparent summary to the academic purpose of comprehending 'the city' and its implications for modernity and postmodernity.

JURD

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