

Investigating the Contribution of Physical Components of Women's Sense of Safety to Open Spaces of Urban Tourism

Case Study: 30 Tir street*

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Abstract | Safety can be considered as one of the main social-human needs in today's society. The safety of women is considered as one of the most important qualitative components of urban planning. Social safety of urban open spaces is considered as an important factor in the tourism industry. Since the mental image of a place plays an important role in its success or failure to attract tourists, it can affect the economy of a country in the long term. This study hypothesized that touristic sites could boom and attract more people by increasing the sense of safety in women. Responding women's demands from the space would increase the quality of place for everyone. The aim of this study is introducing the physical components of space, which increases women's sense of safety in touristic open spaces.

Data for this study was collected through a qualitative survey. Thus, after conducting the data analysis and reviewing previous related researches, research's factors have been evaluated in a case study. presenting effective physical components on women's sense of safety and testing them in the open spaces of the 30Tir street, one of the touristic destinations of this city. The results of this study supports this hypothesis that the third part of the 30tir st (between Sakhai and Imam Khomeini) which responds the demand of women is the successful part of the street and creates the sense of safety among women the most.

Keywords | Safety, Women, Gender, Tourism, Urban open spaces.

Introduction | Potential features and facilities of a city makes it a good destination for tourists. Some examples of such facilities are the livelihood and welfare facilities as well as economic activities, commercial, industrial, cultural, political, health, communicational, entertaining, and historical attractions, as well as tourism. A part of a city with such features is considered touristic part of the city (Movahed & Dowlatshah, 2011). These tourism spaces are categorized into two groups: (1) modern or new spaces including parks, modern shopping centers, cultural centers, squares, and beaches; (2) traditional

spaces including shrines (or Imam Zadeh), cemeteries, gardens, mosques and other historical sites (Anvari Aria & Nassaj, 2007). Recently, urban tourism has become one of the influential factors affecting the widespread spatial changes in the city (Cazes & François, 2003: 5). Urban planners also believe that these spaces are important urban, human, and natural parts that each can affect the sense of safety based on their systematic location features, design, access, lighting, demographic structure and other factors (Gobster, 2002). Temporariness of tourism spaces thus inclination of population towards the closed hours, reduce the safety of these spaces and increase the unsafety and crime.

According to the annual statistics, about one million and

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two hundred thousand foreign tourists choose Tehran as their tourism destination. These statistics indicate the importance of tourists on Tehran's urban quality. Safety is considered as one of the most important aspects for the presence of people, especially women, in urban spaces, which can reduce or increase such statistics on the one hand and, affect the pattern of social activities and presence in the community, on the other hand (Rezaei, Hosseini, & Hakimi, 2012). This is also reflected in the theory of needs in the Maslow Pyramid. Safety is one of the essential human needs which causes the implication of the protective power of the society against crime and unsafety, prevention of these crimes before their occurrence, and dealing with them after their occurrence (Salehi, 2008). The lack of safety can increase and aggravate the gender-oriented view in urban spaces. In these spaces, women cannot have a free and unrestricted presence, and their social activities are very limited (Goli, Ghasemzadeh, fath baghali & Ramezan moghadam Vajari, 2015). The contribution of women's sense of safety to touristic spaces has led to the formation of the following research questions:

1. What are the physical components affecting the presence of women in urban public spaces? (Conceptual model of the research)
2. What is the status of 30 Tir Street as Tehran's touristic destination in term of women safety development?

Definitions and key concepts

Safety

According to the theory of needs in the Maslow's Hierarchy in 1968, safety is one of the essential and basic human needs (Elyas Zadeh Moghadam & Zabetian, 2011). Safety is an objective-subjective concept. The objective part of this concept implies that developing safety condition must be carried out for the protection and promotion of fundamental values and national life, and its subjective part attributes to the sense of safety in people. The subjective part of the safety concept is directly associated with the people's perception of vulnerability and safety threats posed by the government (Nazari, 2010). Since crime is considered a threat to the quality of urban life, people avoid being present in places where there is a possibility of crime (Blobaum & Hunecke, 2005). Meanwhile, crime prevention is an approach that can improve the environmental design.

Safety is one of the most important factors increasing the quality of urban public spaces. This means that the lack of safety along qualifying factors in an urban public space represents the failure of that space. Spaces such as markets, streets, and parks are expected to provide better quality regarding to providing security due to their nature and particular condition (Izadi & Haqhi, 2015). Fear

of crime in society is regarded as a worse problem than crime itself. Since people refuse to be present in places that give them a sense of danger and harm, and then these environments gradually become insecure places. Development of an environment where people walk without fear would increase the number of observers and enhance the quality of the environment (Lubuvu & Mtani, 2004: 16). On the other hand, the manner of environmental design must be changed to create a positive image of the space and decrease the crime committed is an attempt to increase the sense of belonging in individuals and enhancing safety (Cozens, Saville & Hillier, 2005: 328). The classification of crime prevention factors is presented in Fig. 1.

Urban Public Spaces

Urban spaces and the development of urban space are two related concepts which have been transformed in parallel with each other throughout history (Habibi, 2001). Rob Krierr believes that without aesthetic components, the concept of urban space refers to spaces existing between the buildings that are consciously perceived as the urban space in terms of geometric and aesthetic quality. Zevi believes that space reflects the real nature of architectures. Hence, he introduces urban space as an enclosed space such as street, square, park, playground and garden (Madanipour, 2008: 10).

Moreover, Bahrainy (2007) states that urban space is a scene for public life activities. This urban space is accessible to everyone and is governed by a public organization. Urban space is the basis for social interactions

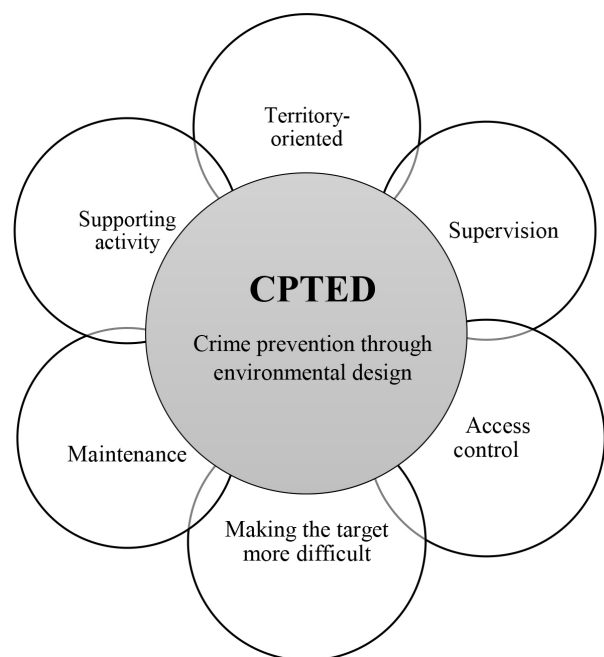


Fig. 1: Basic Crime prevention through environmental design. Source: Cozens et al. 2005: 330 quoted by Izadi & Haghi, 2015.

and public activities. Urban spaces used to be somewhat multifunctional in the past, and each corner embedded different activities. Today, the urban space consists of several sections, each of which merely has one function and has transformed into a single-function space. However, returning to desirable urban spaces of the past is not possible through functional modeling, since the difference between the past and present users of society is not considered in them. According to the evolution of urban civilizations, there are three major periods.

Zucker argues that misunderstanding the term space is the reason for losing its original meaning. He suggested restudying the valuable past architecture and urban planning works and assumed that their achievement could contribute to today's urban space development. He considered urban space as an organized, decorated and systematic structure in a physical form for human activities. According to him, it is possible to realize some rules in the urban spaces including the connection between the structural shape of the enclosing buildings, coordination among with variety, the ratio of raw structure dimensions to the width in relation to the middle space, the angle of the transit routes that reach a certain point like the square, the position of monuments, waterfalls, fountains and other three-dimensional elements (Tavassoli, 1992).

Urban public spaces from female gender's perspective

When considering the concept of gender in the social space of the city, it should be noted that the urban spaces are not just physical forms, but they include cultural and social symbolic aspects related to gender relationships between men and women in the social structure of the city (Short, 2011: 156). Space and gender are closely connected. This connection is toward the threat and control of women and men in urban spaces and is included in the analysis and violation of gender segregation laws. By looking at the traditional Chinese and Saudi society, it is obvious that traditional societies restrict and limit women. Therefore, in such societies, the pressure and restrictions imposed by men has limited the free movements of women in urban spaces. Space and gender are two components of the social system, which are interconnected and interact with each other. As a result, the importance of gender structure and its impact on urban spaces and its design and planning have the top priority. In the rapidly changing contemporary society, the attention is given to the components of the bilateral relationships, since different social phenomena are created through changing physical spaces. By understanding the interrelationships between space and gender, development of more systematic urban plans and designs would be possible (Kamali, Moradi & Faghfori, 2009). On the one hand, these interrelationships are based on the spatial reflections of gen-

der and, on the other hand, they play a key role in the production and reproduction of the active social space. The society is the foundation of space development, and space is the essential factor for generating society. Space is a reflection of the gender structure. It is also considered as an effective factor in the formation of this structure (Rendell, Penner & Borden, 2000).

The quality of the urban living environment is increased through active participation in all sections of society. This participation and presence of people in society require a proper understanding of needs and an observant design for it. The lack of proper understanding of influential people such as practitioners, policymakers, and designers of the two main aspects cause the existence of effective presence, commonality, and continuity to be out of reach. In other words, the first step for attracting different people and creating a dynamic and pleasant urban environment is to identify the audience and their needs. It seems that the necessity of women's presence in urban public areas and social interactions were overlooked more than other audiences (Sadeghi, Ahmadi, Ghaffari Sarvestani & Rafieian, 2012). Given that women create a large part of society, ignoring their needs would have a profound effect on the overall efficiency of the community. Today, the main focus of urban planners is on concepts such as gender justice, and paying attention to purposes such as discovering, testing, analyzing, and challenging thinking and action of urban planning in term of gender (Sadeghi et al., 2012; quoted from Poormohammadi et al., 2015).

Tourism Industry

Today, the tourism industry has an important role in the socio-economic development of countries, and economists have called it invisible exports (Mohseni, 2009: 150). Tourism is an important part of each country's economy, which is considered as a clean industry. In addition to increasing foreign currency, the tourism industry contributes to the development of business and job creation (Deputy Director of Planning and Economic Affairs, 2009; as cited in Ashuoryan and Taleshi, 2013).

The tourism industry is very important for society in term of economy and it can familiarize people with other cultures. Tourism is considered a profitable industry in many large and small countries. Statistics indicate that in the developed countries 11 percent of the workforces is working in the tourism industries and these countries' annual production is between 30 and 40 billion dollars. Tourism is one of the cleanest, cheapest, and most reliable sources of foreign currency income (Hosseini, 2006: 4). Experts in the field of tourism economics have great importance for a country as an economic source. The economy of a country depends on its culture and civilization. This is

also applied in Iran. Which emphasizes on the economic a cultural aspects of the tourism.

Theoretical Foundations

Various researches have shown that despite peaceful spatial coexistence of men and women, the way they use the urban space is different. Moreover, they have somewhat different experiences in these spaces. For example, women divide urban spaces into "safe" and "insecure" spaces. This makes it possible for women to move alone in some urban spaces,

while they prefer to pass through other spaces along with others or by a car (Stevenson, 2009: 75-77). Thus, due to the logic of domination and fear of sexual and gender behavior, and women's perception, the application of these urban spaces are limited. Therefore, women's fear about men's sexual behavior, or fear of space, has hed them to be more conscious of becoming a crime victim than men. Today, the presence of women in the public spaces of the city has become one of the most important quality determinant factors of these spaces. It means that, if an urban space is desirable

Table 1: Factors Affecting Urban Safety. Source: Source: Akbari & PakBonyan, 2012.

Dimensions	Variables	Shamsuddin & Hussin (2013)	Russ (2009)	Lucas et al (2007)	Jonegejan & woldendrop (2013)	Hoorn (2003)	Hashemi et al (2011)	Eklom (2011)	Cozens et al (2005)	Clarke & Eck (2003)	Beeler (2011)	Mohseni Tabrizi et al. (2011)	Pour Jafari et al. (2008)
Visual quality	Light and Brightness	.	.	.	.	.	.	.	.	.	.	.	.
	Colors and Wall images				.	.			.	.			.
	Readability							.			.		
	Water and Green Space						.		.				
	Cleanliness and Non-pollution	.						.				.	
Observation	Official Observation	.	.			.	.	.	.	.	.	.	.
	Unofficial Observation	.	.	.		.	.	.	.	.	.	.	.
	Input Control	.						.	.	.	.		.
Physical body	Repair and Maintenance		.			.	.	.	.	.	.	.	.
	Signs and Panels			.		.	.		.	.	.		.
	Furniture and Equipment			.	.		.	.					.
	Corners Hidden from the Sight			.	.			.				.	.
	Road Traffic		.	.				.					
	Walking Facility	.	.	.		.			.
	Human Scale		.										
	Transparent Urban Walls							.		.	.		
	Climate Comfort				.						.		
Activity	Compatibility of Activities		.	.		.		.	.		.	.	.
	Nightlife			.		.			.		.	.	.
	Retail	.		.		.		.			.		.
	Cultural and Artistic Events			.				.			.		
	The Situation of Strollers					.		.					
	The Occurrence of Collective Activities	.			.								
	People's Participation			.			.		.	.	.	.	.

and preferable, then women consider this space desirable. Because when a place is safe for women (or children), then it will be safe for everyone in society.

The reason and factors affecting women's urban safety

Usually, factors affecting the occurrence of criminal behavior in the city can be discussed at micro and macro levels? Akbari & Pakbonyan (2012) have divided some of the physical components that affect the sense of safety of urban space users into two broad categories: (1) the size and form of space; (2) visual and environmental comfort. In general, the factors affecting the safety of urban spaces can be categorized as the table. In this table 1, the visual qualities, observation, and activity are considered as the main categories some subcategories (Table 1).

The impact of the sense of safety on the quality of tourism and its development

"Security and safety are critical factors for improving and promoting the quality of any tourism destination. The success or failure of a touristic destination depends on providing a safe and secure environment for tourists more than any other economic activity" (UNWTO, 1996). These two components are the essential requirements for the improvement and development of all tourism destinations. The main concern of many people and travelers is the physical and financial damage they might receive in unfamiliar places. For example, becoming a victim in criminal, terrorist or accident cases is one of these kinds of concerns (Amir, Ismail & See, 2015). Tourism is a fragile and vulnerable industry, and some of its factors, such as economic conditions and political stability, are capable of generating security and safety for tourists (Ibid). This would improve and promote this industry. Increasing the tourists while maintaining and adding to active touristic companies, can be considered as an appropriate method to fight against poverty, low economic conditions of the society, and unemployment. This is more significant in less developed countries. Economic prosperity and job opportunities increase the overall welfare of the community and the quality of life. Turner has emphasized on the importance of the tourism industry and considered it an alternative to other industries, especially in Third World countries (Kazemei, 2008).

Echtner & Ritchie (1991) argues that creating an appropriate subjective image for marketing and fixing the position of a destination and strategy are critical. Tourists often feel disadvantaged due to their temporary presence in the places they visit, and their little recognition makes them unable to distinguish between safe and unsafe spaces and appropriate habitat spaces. Security and safety are two dependent components that tourists need. Are

they traveling to places that might be dangerous? Most of the time, the answer is "no," although some might say "yes." People who like high-risk destinations are from the latter group. However, in general, ordinary people consider safety as their top priority. In the Maslow's Hierarchy, safety is considered as the second most important component. Beirman (2003) also has emphasized that security and safety are the most important diagnostic strategy for tourists to choose their destination. According to Um & Crompton (1992) the purpose of a journey is always chosen based on available information about that place and is rarely evaluated by personal experiences. Irvine & Anderson (2006) have highlighted that the perception and fear of tourists about the danger and crimes, affect their behavior about their travel plans. In general, tourists decide about their travelling based on their perceptions, and not necessarily the reality (Roehl & Fesenmaier, 1992; as cited in Amir et al., 2015).

There is a defined relationship between tourism, stability, development, and safety since the development of tourism infrastructure to a large extent relates to other current and developmental activities of a region, supporting factors, laws and regulations (safety), information, the coordination of related organizations and the development of transportation. Furthermore, any incidence of unsafety and the use of violence at various levels entail irreparable losses to the industry (Rahimpour, 2005). In another word, in addition to economic prosperity and cultural influences, tourist's presence in the country has a great impact on the safety of the environment, which gradually makes the country a safe place in the world. In this regard, the role of governments, planning, cultural identity, political and administrative factors, and the network of roads could be highlighted as the influential elements in the safety of tourists (Seyedayi & Hedayati Moghadam, 2010). All of the scholars mentioned above have emphasized the importance of safety issues and its impact on tourism, domestic tourists, and foreign tourists. They have also pointed out that the required infrastructure and appropriate planning are two general categories that affect tourism's success.

The women's need for the perception of space and experiencing the sense of safety

As stated earlier, since there is a difference between the attitudes of women and men towards the world, understanding such differences requires lie in understanding and perception of the environment besides the process of perceiving and recognizing differs between men and women. In other words, the generalities and components of the environment are perceived by men and women (Barati, 2010). As a result, the fear of sexual behaviors affects women's perceptions and usage of urban spaces. This fear of women has led the criminologists to con-

clude that women fear more than men to become victims of urban crime. Valentine also stated that women perceive the space as a dangerous place when people's behaviors, especially men, appear to be chaotic (Tonkiss, 2009: 149-161).

Therefore, paying attention to the physical characteristics of the environment during urban design is critical for preparing safety for users, especially women. Considering the overall investigation conducted in this study, it is possible to conclude that factors such as light, environmental pollution, permeability, access to transportation services, the quality of activities, and land use has the most and least impact on women's sense of safety in public spaces. Moreover, environmental factors such as land use, diversity of perimeter applications, hours of activity, and the spatial neighborhoods of the land affected people's safety, particularly women's. In this regard, some scholars such as Jacobs, Wood and Newman considered the change in the characteristics of the place, such as the proper layout of residential, commercial and public spaces, to reach defensible spaces as a solution to prevent unsafety and also as away to deal with it (Akbari & Pakbonyan, 2012).

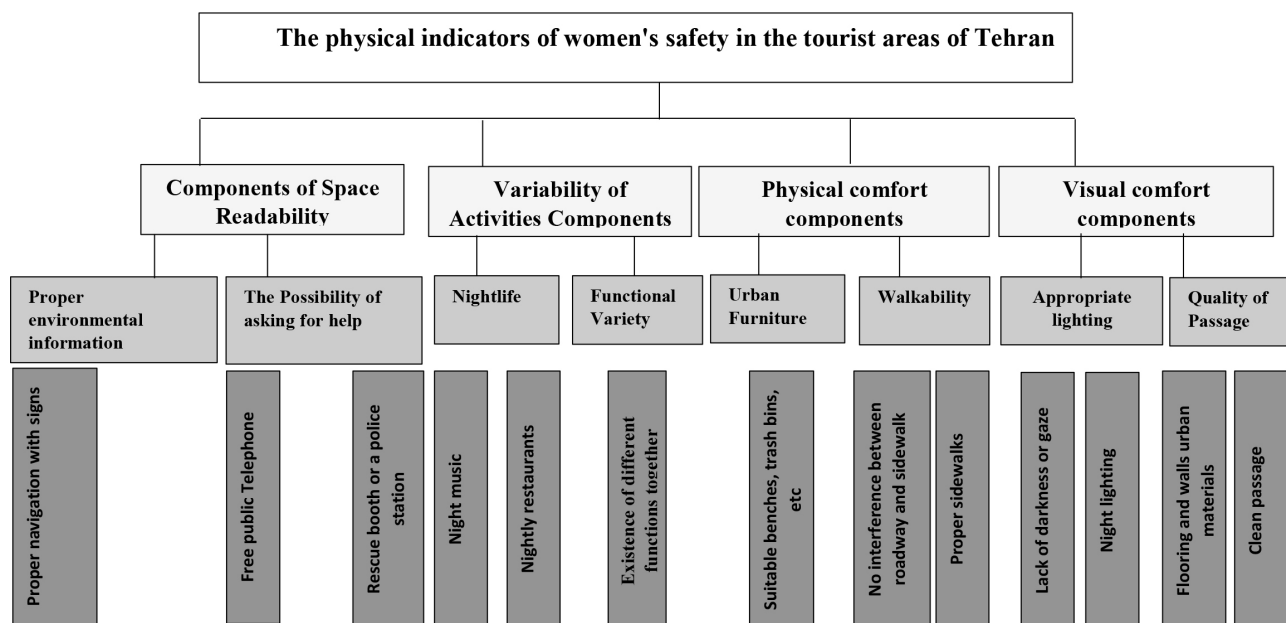
Shokouhi (2015), in a collaborative study with the Municipality of Tehran, identified the strengths and weaknesses of space in providing women's safety. He found that the proper lighting, the amount of blind spots in space, the amount of intervention between the street and sidewalk, various forms of help requests in emergency situations, space features to pause users, the readability of the path and space, and the recognition and resolution of space, were the most important factors of satisfying

such requirements. In another research conducted by Goli et al (2015), visual and environmental comfort, misleading environmental information, space formations, congestion, light, permeability control, quality of activities and land use were considered as land variables. The study found that these factors with the access to public transportation factor could increase women's sense of safety in the public spaces of the city. In a study, Akbari and Pakbonyan (2012), identified the physical factors that could improve the sense of public safety spaces. According to them, these factors included the size of space (scale-feeling of congestion), the form of space, visual comfort, and environmental comfort Zivyar Pardehee et al. (2015) also mentioned that the safety of women in the touristic city of Babolsar depended on the quality of the road network, urban furniture, lighting, vegetation, texture compression and openness and closure of the space (Permeability).

"In order to make these concepts applicable, the empirical indexes must be available, because these indexes are the only tools that can be used for quick understanding of issues. They reflect a general set of behaviors, attitudes, and attributes that are considered common among people. In the process of conceptualization, the first step is to determine the dimensions of the constituent concept. The second step is to determine the indicators by which they can measure the dimensions of the concept in question" (Khaki, 2009: 75 as quoted from Nahavandi, Zabetian, Ahmad Pour & Kheyroddin, 2017).

Examining these definitions and considering the above-mentioned principles and theories, can be said that

Fig. 2: The conceptual model of research. Source: Authors.



the concept of women's sense of safety in the touristic places could be investigated in physical and non-physical dimensions. This study focused only on its physical dimension. The relevant results are presented in the form of a conceptual model of vitality measurement in these urban public spaces. In this study, after collecting the results of conducted investigations and reaching and concluding about the most important and least important factors, the research components were obtained. Accordingly, the required factors contributing to sense of safety in the physical dimension of urban public spaces included proper lighting, the variety of uses and activities, nightlife, readability of space, the possibility of requesting emergency help, visual comfort, environmental information, quality of passages and proper urban furniture.

Methodology

According to the purpose of the study, this study is applied and the research design is descriptive-analytical. Additionally, this research used inductive reasoning as an intellectual method. Data were collected through two methods of library and field studies. After reviewing the existing theories about women's safety in touristic public spaces the physical and non-physical aspects of the touristic area has been considered. This study is limited to the physical aspect of touristic spaces was considered. Then, according to the qualitative analysis of the studies, the conceptual model was presented (Fig. 2). After collecting the field studies and surveying in a case study (30 Tir Street), the intended space and its related results has been analyzed.

Introducing the case study

The authorities of Tehran are trying to turn Tehran into a

touristic destination for tourism. Each year, the number of domestic and foreign tourists in Tehran increases, This has encouraged the authorities of Tehran City Council's approvals to promote repairing the historical and touristic. One of these touristic places is 30 Tir street. In the past, it was known as Qawam al-Saltanah, and today due to the vicinity with the mosque, fire temple, church and synagogue, this street is known as a religious passage. Nowadays, this street has turned into Tehran's street foods and has become an important part of people's nightlife. The area is bounded by Nofel-loshato Street to the north and Imam-khomeini St to the south and is cut off by Eng-helab and Colonel Sakhai Streets. Due to these intersections, this street is divided into three parts. Similarly, the components of this research assessed in these three sections (Fig. 3).

Data analysis

After conducting the survey on 30 Tir street the authors the given variables to determine the safety of women in this street, which was introduced as one of the tourism destinations in Tehran. When evaluating the research components in the first part of the street, (interspersed with Nofel Loshato Street and the Jomhoori Street, which is called Mirza Kuchak Khan Street nowadays) there is no nightlife activity due to the number of religious sites, mosques, churches, temples and synagogues, and the availability of these places throughout the day. In addition, there is no lighting source for nightlife in this space, while in terms of the quality of the passage (cleanliness of space, flooring and the quality of street walls) it was on an acceptable level. Moreover, although the number of trash bins were acceptable, not much



Fig. 3: Aerial image of 30 Tir street and its divisions. Source: Google Earth, Edited by Authors.



Fig. 4: The first part of 30 Tir street (north to south view). Photo: Honey Arjomandi, 2018.



Fig. 5: The first part of 30 Tir street (south to north view). Source: www.eligasht.com



Fig. 6: The second part of the street, Pavement Café's. Photo: Honey Arjomandi, 2018.



Fig. 7: The second part of the street, Pavement Café's. Photo: Honey Arjomandi, 2018.



Fig. 8: Third Part of the street Urban Furniture. Photo: Honey Arjomandi, 2018



Fig. 9: Third Part of the street handy craft selling Vans. Photo: Honey Arjomandi, 2018.



Fig. 10: Third Part of the street Pavement Restaurants. Photo: Honey Arjomandi, 2018



Fig. 11: The third part of 30 Tir street, Night Life.
Source: www.Jamiran.ir



Fig. 12: The third part of 30 Tir street, Women Hangout Places.
Source: www.davatonline.com

attention was given to the urban furniture for sitting and resting in this part of the street. The sidewalk passage was divided properly from the street and because of the low congestion in this part of the street, the size of sidewalk passage was suitable. The variety of functions was really low in this part of the street, and the existing functions were put together as a part of the cultural and religious sections of this street, but there were no restaurants or entertainment venues in this section. Therefore, nightlife activities were really low in this part of the street. Furthermore, the envi-

ronmental information was weak, and only the possibility of requesting for help through public telephones was available, which also was effective in promoting women's sense of safety in this area (Figs. 4 & 5).

In analyzing the components in the second part of the street, which is located between Enghelab Street and Colonel Sakhai Street, showed that these components were reevaluated (Figs. 6 & 7). The lighting conditions and the quality of the passages were similar to the first part of the street. Moreover, there was no difference between this part and the first part of the street regarding the physical comfort components, including urban furniture and walking facilities. In the second part of the street, gradually the variety of the function and usage of the street increased, and restaurants and amusement places have been added to space. However, despite having better nightlife compared to the first part of the street, the amount of nightlife activity is not significant. Also, readability component were the same as the first part of the street.

In the third part of the street, which is located between the Colonel Sakhai Street and Imam Khomeini Street, it was expected that due to the lack of planning of lighting elements, the lighting of this part of the street was as same as two previous parts; but, the presence of mobile restaurants across the street made the lighting situation of this part of the street more suitable. Also, the quality of the passages were as good as the previous parts of the street. This part had a suitable situation in term of urban furniture and sidewalks passages; however, the inappropriate interference between roadway and sidewalks had disrupted physical comfort. On the other hand, the diversity of activity in the third part of the street had promoted the nightlife of people, and various existing functions in this part improved the spatial quality of this space (Figs. 8-12). However, the readability component in this space was still the same as the two previous parts of the street.

In the table 2, the evaluation of components are summarized.

Conclusion

Based on the discussed topics and the survey regarding the case study (30 Tir street), three parts of the streets were selected for the analysis. The results indicated that in the first part of the street (between the Noafel Loshato Street and the Jomhoori Street), most of the effective factors on women's safety were not supplied and only 38% of the expected criteria were met. There were places in this part of the street that belonged to different religions. However, despite its vast cultural-spatial potential, it was mostly secluded during the day and night. Therefore, this part of the street was not able to invite domestic and foreign tourists

as a touristic destination. In the second part of the street (between Jomhoori Street and Colonel Sakhai Street) the situation was better than the first part. The components affecting the safety of women in this part of the street had gained more than half of the variables required for women's safety (53%). In general, due to the presence of the above-mentioned components, more people communicated in this part of the street. Hence, this part of the street was more vibrant than the first part of the street. The situation of the third part of the street (between Colonel Sakhai Street and Imam Khomeini Street) was completely different compared to the other two parts.

On the other hand, some factors affecting the sense of safety of women were relatively accepted (70%), which increased the attraction toward this part of the street and made it more lively and full of people. Furthermore, more domestic and foreign tourists were found in this

part of the street. On the other hand, spatial vitality had created a sense of safety in women and increased their presence at night. In response to research questions about the sense of safety of women in this tourism space, it should be added that when moving from the north side of the street toward the south side, women's demands were better satisfied through increasing the diversity of activities and suitable lightening, which made this part of the street a suitable public space as a touristic attraction. This means that to improve the facilities of this street and turn it into a desirable space for women, providing visual and physical comfort, promoting diversity of activities, and increasing the readability of space on the whole street is essential for attracting more women which leads to invite domestic and foreign tourists to this place.

Table. 2: Evaluation of components in the case study. Source: Authors.

Research components	Visual Comfort				Physical Comfort			Diversity of Activities			Readability of the space		
	Lighting	Quality of passages		Walking	Urban furniture	User variety	Night-life	The possibility of requesting for help					
30 Tir Street	Night lighting	Lack of darkness or stunning light	Clean passages	Materials and texture	No interference between sidewalk and roadway	The quality of sidewalks	Benches, trash bins and ...	Diverse functions	Restaurants	Live music	Proper navigation	Public telephone	Police- rescue kiosk
Part one (Between Nofal Loshato and Jomhoori)	•	•	✓	✓	✓	✓	•	•	•	•	•	✓	•
Part two (between Jomhoori and Colonel Sakhai)	•	•	✓	✓	✓	✓	•	✓	✓	•	•	✓	•
Part three (between Colonel Sakhai and Imam Khomeini)	✓	✓	✓	✓	•	✓	✓	✓	✓	✓	•	✓	•

Footnote

* This Paper is a part of PhD Thesis of "Honey Arjomandi" Titled: "Indicating Feminin Attributs to Inhance Urban Public Spaces Quality (Case Studies: Rasht and Yazd Cities)", with Supervision of Dr "Ali Yaran" & advising Dr. "Naser Barati" in Nazar research center.

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