

## Article

# The User Perception at the Urban Scale, Local Characteristics and Recommendations: The Example of Morphou in Northern Cyprus

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**Abstract:** The recent changes and developments in the physical, economic, and population structure in Northern Cyprus have led to the emergence of ideas about the scale of cities and protection of urban life. The pursuit of improving the quality of life in settlements while preserving the local features channel the solution proposals towards the practice of cittaslow. This study aims to examine the district of Morphou and develop recommendations based on the aforementioned approaches. Hence, the current physical status of the city was analysed, and several arguments were developed regarding the intervention zones towards the principles of cittaslow in accordance with the public perception. In our study, physical analyses and qualitative and quantitative methods, including surveys, were used within the framework of a literature review and field study. In consideration with analyses and surveys, the existing status and future perspective of Morphou were identified, and some recommendations were presented for the city regarding the concept of cittaslow. As a result of the research and studies carried out, the location, physical structure, population, transportation facilities, and agriculturally suitable topography of Güzeyurt city reveal that it is an important factor for this place to be a slow city. In addition, all the analyses we conducted regarding the city and the results of the participants' evaluations show that the city complies with the cittaslow criteria.

**Keywords:** sustainability; slow city; Cyprus; Morphou; perception



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## 1. Introduction

The city of Morphou (Güzelyurt), which is in the northwest of Cyprus, dating back to the ancient period, has been an important agricultural and citrus region of the island due to its rich soil and climate characteristics. Following the division of Cyprus in 1974 as north and south, Morphou has become a district in 1999 with the intensive settlement of the Turkish population and entered the urban development process. Despite there being stability in the physical structure of the city for many years, construction has gained momentum in the city as a result of population increase. While the economy of Morphou still depends on agriculture, the city has not achieved a concrete urban identity due to its status in the political problems of Cyprus [1].

Based on the natural, historic, social, and economic characteristics of cities, urban design encompasses a setting of indoor spaces, public open spaces, transportation networks, and infrastructure elements [2]. Such settings are realised with an interdisciplinary holistic approach. On the other hand, urban image involves sensation, perception, and cognition processes in the interaction between humans and space, and it is formed in the mind through experience with the environment. Pursuant to gestalt theorists, one perceives his environment with the help of senses. This first phase of the process has a universal characteristic, and many perceptions are evaluated with environmental data based on evaluation criteria. Perception and cognition, which are both considered the second phase of the interaction between humans and their environment, vary per humans, unlike the sensory process, due to personal differences such as age, gender, education, etc., which play an active role in the evaluation processes on the information obtained through senses [3].

The idea of urban transformation is considered ‘cittafast’ worldwide, and the concept of cittaslow is introduced as a new perspective, with the slow city phenomenon where environmental impacts are minimised at the urban level [4]. Cittaslow movement is a practice that acknowledges the urban settlement areas and aims to improve the quality of life among urbanites by giving importance to their identities, origins, and cultural and local values. The concept of a slow city, which was first introduced in Italy in the year of 1999, has become popular, very quickly transforming nearly three hundred cities into slow cities.

The erased and rewritten memory of cities are the cultural identities of societies. The traces of space, time, and humans connecting the past and future cause the building to lose their original forms. Reuse becomes meaningful with the transformation of spatial use. Hence, this study analyses the indoor and outdoor spaces in Morphou with the spatial structure analysis methodology [5].

Within the scope of surveys, the opinions and assessments of Morphou residents as the users of a city were identified regarding the physical structure, services, transportation and traffic, communication, public spaces, and local features. Consequently, the urban perception of Morphou residents as well as findings on the future slow-city transformation of Morphou were identified, respectively.

Rapid population growth due to today’s contemporary living conditions brings up problems such as urban construction, traffic, infrastructure, and environmental pollution. It negatively affects living conditions, reducing the quality of life in cities. In addition, fast-paced life in cities separates people from natural life; physical and psychological factors such as nutrition, air pollution, and stress also negatively affect the health of city dwellers. On the other hand, the concept of a slow city, which is far from urban problems and includes natural living conditions, is important for the more planned, original, and healthy development of cities integrated with nature and naturalness.

Cittaslow practices have recently become very significant in the world and adopted in Northern Cyprus for Lefke district centre and Geçitkale, Mehmetçik, Tatlısu, and Yeni-boğaziçi villages. The location, settlement characteristics, population, and local/cultural production possibilities in Morphou show that the city, which has been an important hub for citrus and other agricultural activities, has the necessary features to become a slow city. Therefore, our study chose to perform the urban analyses that are necessary for the transformation of Morphou into a slow city and make respective proposals.

The aim of our study is to evaluate the transformation of the city through analysing Morphou based on cittaslow criteria in terms of its location, topography, agricultural assets, and urban identity and to make recommendations as a result of such evaluations.

Despite the rapid population increase and physical development in Morphou, the location, physical structure and production opportunities make it eligible to be a slow city. Our study is written from the perspective that there is no other study on these features and urban image of Morphou. Moreover, the city, which experiences developmental challenges on its population and physical structure due to the concerns about settlement continuity caused by the political issues on the island, may earn features resulting from our study recommendations, which contribute to its urban and economic development.

The limitations in this study are the urban image and its components based on the literature review, cittaslow, the city of Morphou, and a physical analysis of Morphou within the scope of the literature review, surveys, evaluations based on the study findings, and recommendations.

## 2. Theoretical Framework

### 2.1. Urban Image and Its Components

Urban design involves planning and organising the built environment of cities, public open spaces, vehicle and pedestrian transportation, and infrastructure elements and constitutes the identity of the city [6]. Urban design is a tool that protects the local, authentic, and cultural values that have started to disappear or have been completely destroyed in the

developing world. Urban design creates the relationship between buildings and dwellings in addition to streets, squares, or public spaces that are in between the buildings [7–9].

Every city has a “public image”, which is a collection of individual images, or a series of “public image” formed by many city inhabitants. Such group images are required where an individual is in a healthy relationship with their surroundings and is ready for cooperation with other city residents. Each person’s perception is unique, but such perception may not have any connection with group images. Nevertheless, it becomes closer to the public image, which may develop in a challenging or an all-encompassing way in different environments [10,11].

In consideration with the concept of urban image, the existing definition explains it as the embodiment and realisation of an urban product since an idea needs a material phenomenon to fulfil its task and become meaningful. Hence, the urban image is exactly the material equivalent of such a respective idea [11,12].

*An urban image emphasises that spaces and buildings should be in an integrity, that is, the integrity of identity and construction* [10]. The content of an urban image, which has been created based on the physical elements, introduced analyses regarding the field based on the five main categories of Lynch: paths, nodes, edges, districts, and landmarks.

## 2.2. Cittaslow

The main concept of cittaslow philosophy is “slowness”. Cittaslow emerged in Italy in 1999 with the idea of adapting the concept of “slow” to the city from the Slow Food movement, which emerged in response to the fast-food style food chain. Cittaslow, which started as a collective initiative of three mayors, was first established in Greve in Chianti, Italy. Today, there are nearly three hundred slow cities in thirty countries around the world [13,14].

Today, speed is dominant in all areas of life. Speed pushes individuals to eat fast food, always feel busy, and have a continuous consumption tendency [15,16]. Slowness is an alternative approach that can turn this in favour of people. The basis of slowness is about using the time available for important pursuits [17].

Slowness is considered a matter of resistance against all problems caused by living fast, such as time, stress, inequality, and unsustainability, which can all negatively affect the existence of human beings. Living fast has led individuals to spend their days working, shopping, and watching television, while living slow ensures that time is used for sound and significant matters by savouring the day far from the fear of being late. Slow living not only improves people’s lives but also helps us to cope with numerous problems [18]. Globalisation has created a world of speed. In today’s life, speed has become valid in the complete social, cultural, and economic processes. We can define today’s world as a place where everything is accelerating [15–19].

The cittaslow movement aims to protect and ensure the sustainability of the local natural or artificial environment; to support local products, food, and culture; and thus to emphasise the importance of local identity [20,21].

The transformation into cittaslow is possible through the policies on the environment, infrastructure, the quality of urban life, agriculture, shopkeepers and artisans, hospitality, awareness and education, social cohesion, and partnerships [22].

Within the scope of environmental policies, first of all, the necessary inspections for the air and water cleanliness of the city should be carried out by the authorised institutions. Urban and industrial waste in the city should be collected and separated, and there should be a treatment plant for the city’s wastewater. Care should be taken to save energy in residences, public buildings, and other buildings in the city, and the energy needed, especially in public buildings, should be provided from renewable energy sources. Visual pollution and noise pollution caused by traffic in the city should be reduced and minimised, and the biodiversity in the nature of the city should be protected (URL 2).

In terms of infrastructure policies, bicycle paths should be created as an alternative to motorised vehicle use in the city, and bicycle parks should be designed at the stops of

public transport vehicles. Architectural measures should be taken to facilitate the use for all age groups and physically disabled individuals. Plans should be made to facilitate access to health services in the city, and measures should be taken to sustain commercial activities in the city centre (URL 2).

With regard to the urban quality of life policies, the city assets should be improved through plans aiming to reduce the city's dependence on external resources, and green areas should be created in a way to use water resources efficiently. The city should be made more liveable by developing interactive services for the city dwellers and visitors and increasing the use of internet in the city. Pollutants that will harm the city should be identified and minimised, and measures should be taken for social infrastructure by giving importance to sustainable urban planning. Studies should be carried out for the commercial evaluation of local products, supporting the small production sector and activating the natural local trade (URL 2).

In consideration of policies on agriculture, tourism, shopkeepers, and artisans, the relevant products should be protected and patented following a number of studies for the development of agro-ecology. The value of rural areas should be increased by facilitating access to services for those living in rural areas. The catering sector should be developed, and local food and drinks should be sold in public spaces. Traditional and cultural activities should be preserved in the city. Efforts should be initiated to increase the capacity of accommodation facilities. In addition, planning should be made for natural agriculture (URL 2).

In relation to hospitality, awareness, and education, the awareness of the shopkeepers in the city should be enhanced, the city residents should be included in cittaslow decisions, and trainings should be given to educators, managers, and employees on cittaslow themes. Health-related training should also be available. Active cooperation should be ensured between local governments and associations about cittaslow, and local governments should support cittaslow campaigns (URL 2).

Within the framework of social cohesion policies, it is necessary to perform activities to prevent discrimination against minorities living in the city and to encourage the coexistence of different cultures. Studies should be conducted to ensure the adaptation of people with disabilities to social life. Civil society organisations should be established and kept alive, and public participation in politics should be ensured. It is also important for the local administration to take the lead in housing investments for public benefit (URL 2).

In the context of policies related to partnerships, in order for a city to become a slow city, efforts should be launched to support the use of local products and to organise food education programmes for the implementation of nutritional traditions by all food service providers. It is important to create vegetable and fruit gardens in schools and to instil local production awareness in children. Moreover, it is necessary to take measures to protect the products that are at risk of extinction and to support the production of local products unique to the region (URL 2).

Problems such as rapid urban development, population growth, increased traffic, infrastructure, and environmental pollution, depending on contemporary living conditions, negatively affect the living conditions of urban people and reduce the quality of life to a minimum. The fast life in cities, depending on contemporary conditions, also separates urban people from a comfortable and natural life, and public health deteriorates both physically and psychologically. The concept of the slow city, which includes natural and healthy living conditions, is important for healthy development and planned construction in the lives of cities and urban people.

Yeniboğaziçi (2015), Lefke (2015), Mehmetçik (2016), Geçitkale (2018), and Tatlısu (2019), which have gained the cittaslow identity in Northern Cyprus in the last decade, are rapidly developing, urban-living but essentially rural settlements. Yeniboğaziçi village is located very close to the Mağusa district centre on the Mağusa-İskele main road axis, while the other settlements are relatively further away from the centre and cities. According to our research, these settlements, which have their own local products and productions, increase their product diversity after becoming cittaslow and market their products outside,



both through periodic markets, festivals, and cooperatives in their own localities, both to promote themselves and to make economic profits. The fact that the main transportation axes between cities pass outside the cittaslow settlements and that there is no heavy traffic inside the settlements has prevented the need for urgent measures regarding traffic. The fact that the settlements have a low population density, are in rural areas with a rich natural environment, and are far from industries minimises the extent of environmental pollution and facilitates the fight against this issue. Traditional architecture buildings in the centres of cittaslow settlements are restored and preserved, and in some places, old houses are converted into accommodation structures and offered for domestic and international tourism; visits to these places are encouraged.

Cittaslow settlements in Northern Cyprus attract the attention of city dwellers who are quite disturbed by urban problems with their calm, traditional living conditions far from traffic and environmental problems as well as their natural local products and productions, and they are visited frequently, either daily or for short periods in places where accommodation is available. The visits continue an active cycle by providing food, beverages, and accommodation activities with the sale of local products and productions; this increases the business potential in the settlements, increases the economic level, and accelerates their development.

### 2.3. Morphou (Güzelyurt)

Morphou is in the north-west of Cyprus, 40 km away from Nicosia. With its roots going back to the ancient times, the city is known to be established by the people from Isparta, who migrated from Greece. Previously a city within the territories of Nicosia, Morphou, was a town with a predominant Greek Cypriot population compared to the Turkish Cypriots. In 1998, Morphou, which was declared a district, has become a city with an area of 405 km<sup>2</sup> with 3 neighbourhoods and 13 villages (URL1).

The Mediterranean climate conditions of Cyprus are very visible in Morphou where summers are hot, dry, and humid, while winters are mild and rainy. Morphou, which has a flat topography, has become the citrus centre of the island as a place suitable for agriculture due to the climatic conditions. During the British administration in Cyprus (1878-1960), citrus from Morphou were transported to the Famagusta Sea Port by the railway connecting Morphou to Famagusta between 1905 and 1951 for export.

At the times of the Republic of Cyprus, Morphou showed development with the trade of citrus and other agricultural products and experienced changes towards urbanisation. In 1974, the population was displaced as a result of the political situation where Turkish Cypriots were settled in exchange with Greek Cypriots. The name of the city, which was previously Morphou (Omorfo), was changed to Güzelyurt after this date.

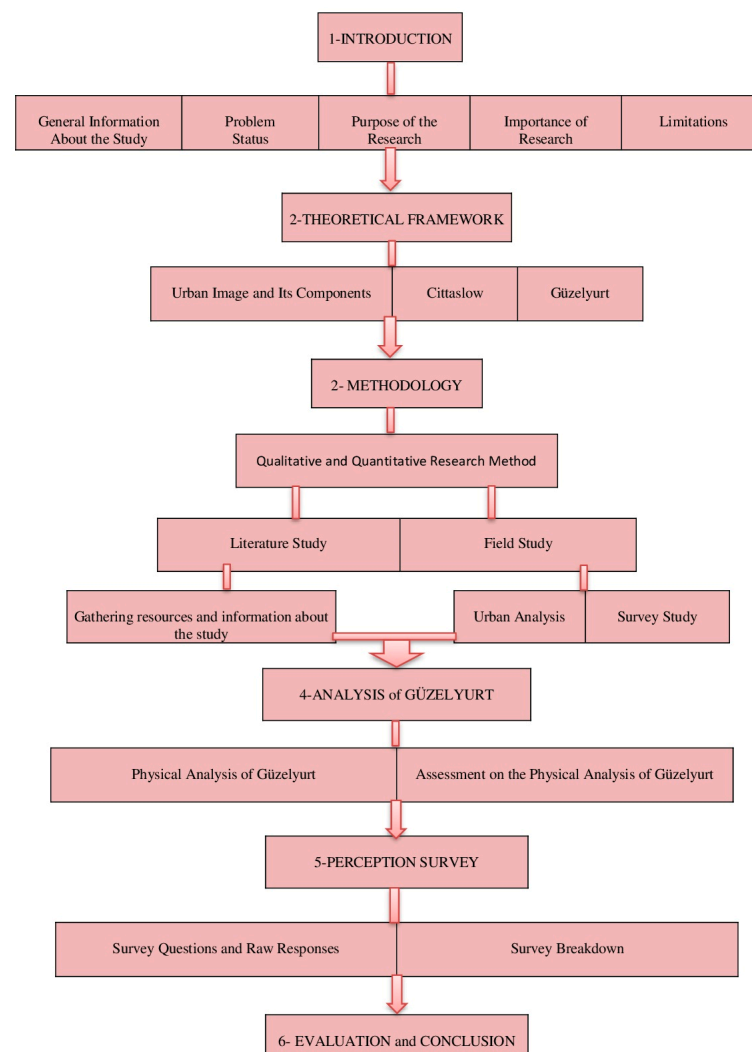
The Middle East Technical University Northern Cyprus campus, located in Kalkanlı village, 7 km from the city, with its approximately 3150 students, and the Cyprus Health and Social Sciences University, with approximately 4000 students, contribute to the continuous development of the city. Today, Morphou continues its development with a population of 25,500 according to the data from 2021 data (URL4; URL5).

## 3. Methodology

Within the scope of our study, qualitative research methods based on the literature review regarding the conceptual basis of our subject, analysis of Morphou as part of our field work, and the quantitative research methods based on our survey activities were all used.

As part of the process, first, we will provide basic information for our study; relevant journal, book, article, and thesis works were reviewed, and literature review was conducted with regard to first urban image and its components, definition of cittaslow concept and associated criteria, history of Morphou and its climatic and geographical characteristics, spatial structure analyses, and survey activity. Afterwards, spatial structure analysis was performed in Morphou, starting with transportation network, streets, and roads; main

roads; texture; use of ground floors in buildings; use of upper floors in buildings; conditions of buildings; building construction systems; floor heights; protected and recommended buildings for protection; and green areas. Furthermore, a survey activity was conducted about cittaslow with the purpose of reflecting the views of city inhabitants about the city structure and services. Slovin's formula was used to determine the number of interviewers for the population of Güzeyurt city, where we conducted the analysis study [23,24]. The questions were chosen based on the physical space and urban service criteria under cittaslow (Figure 1).



**Figure 1.** Research process.

#### 4. Analysis of Morphou

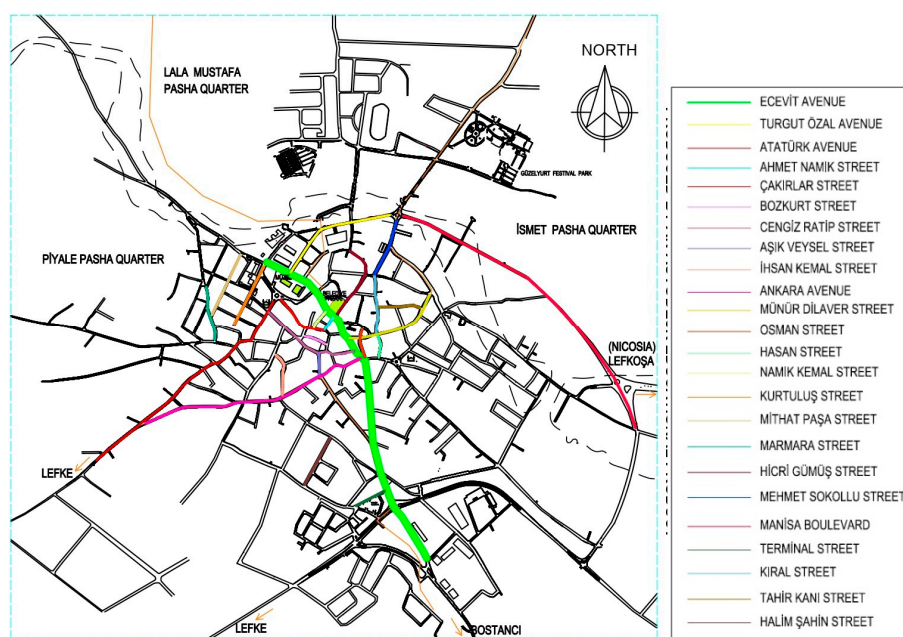
The spatial structure analysis and survey regarding the analysis of the physical structure of Morphou are as follows:

##### 4.1. Physical Analysis of Morphou

The city of Morphou is administratively a district and has a municipality. It consists of three neighbourhoods under the administration of Muktar, which are Lala Mustafa Pasha in the north, İsmet Pasha in the east, and Piyale Pasha in the west. For spatial structure analyses, the following ten features were examined through field studies: the transportation network, main roads, texture plan (occupancy, emptiness), ground floor uses, upper floor uses, condition of buildings, construction systems, floor heights, protected buildings, and buildings recommended for protection and green areas [5,25,26].

#### 4.1.1. Transportation Network, Avenues, Streets, and Roads

The important connections of the city are provided by the roads from Nicosia in the east and Lefke in the south-west. The road to the north-west is the sea connection at a close distance. The METU Northern Cyprus campus, which is close to the city, can be reached by turning north from Nicosia road. The other roads lead to the agricultural areas. The highway of the city meets the road coming from Nicosia. The peripheral roads are connected to the city centre. The roads in the city are radially distributed in all directions and form the boundaries of the urban parts. The north of the city has become a development area with the existing mass construction and has become a part of the city where multi-storey buildings are located. The assessment of the city centre, where the road network is dense in terms of vehicle and pedestrian relations, is important for the future planning of the city (Figure 2).



**Figure 2.** A diagram showing the neighbourhoods, avenues, and streets of the city.

#### 4.1.2. Main Roads

The main roads of the city are the road that connects to Lefke from Piyale Pasha neighbourhood in the south; the two roads from İsmet Paşa neighbourhood in the east, one of which connects to Nicosia and the other to Bostancı; and the northern highway from İsmet Paşa neighbourhood in the east, which connects to the coast via Lala Mustafa Paşa neighbourhood. The most frequently used routes are the road that curves southwards from Nicosia and enters the city after meeting with the Lefke junction. The continuation of that road connects with the coast. The arc part of this route, where it passes tangent to the city centre, has been a bazaar serving the passengers transiting towards the coast since ancient times. The other roads extending within the city are the main road connections of the centre and the residential areas surrounding it. The area defined by the dense road pattern is the city centre. In general, it can be said that there is a rational urban structuring at the scale of Morphou. The northern highway constitutes an important alternative for development areas (Figure 3).

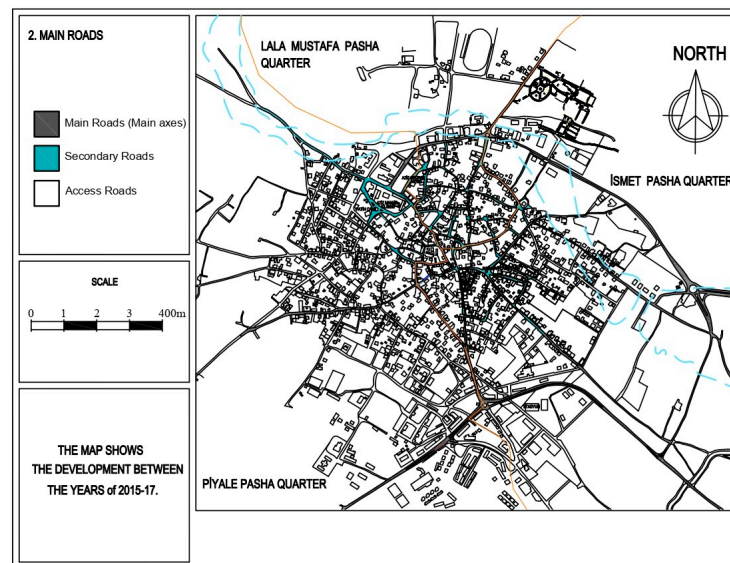


Figure 3. Main roads.

#### 4.1.3. Texture

The old and traditional settlement texture of Morphou still forms the centre of the city. The building stock here totals 1793, out of which 499 are new constructions. The texture consists of buildings in contiguous order in the city centre and in separate order outwards. The construction in recent years consists of more multi-storey buildings than in the past. Although there is limited development in the city centre, which has a narrow and shady street structure of a Mediterranean settlement, a new development area has been formed in the northern part of the city. In the south of the city, around Lefke road, a development based on the previous texture continues. The development seen as multi-storey housing and a small industry is in the form of an unplanned texture development because of user needs. In the city centre, where there is a compact settlement, public buildings, shopping areas, and buildings that need to be protected coexist. Pedestrianisation and transportation will facilitate the use of the area (Figure 4).

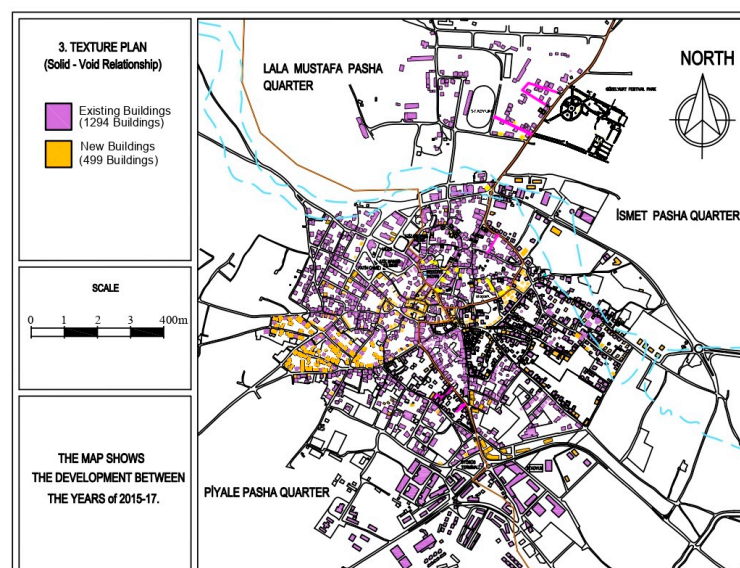
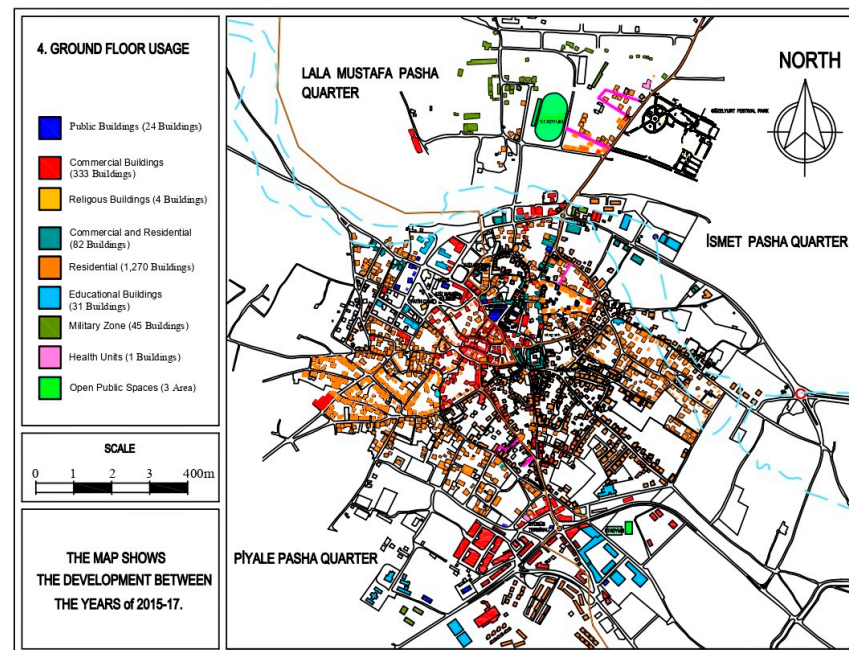


Figure 4. Texture plan (occupancy, gap) map. New additions to the texture are shown in different colours.

#### 4.1.4. Ground Floor Uses in Buildings

Pursuant to the ground floor use of the buildings, trade is concentrated on Ecevit Street, which is the central street of the city, and on the axes of Ahmet Street, Çakırlar Street, Bozkurt Street, Cengiz Ratip Street, and Aşık Veysel Street. It is observed that residential buildings are located around the commercial areas. At the same time, public buildings, religious buildings, healthcare centres, and educational buildings are scattered between commercial buildings and residences. There is also a military post outside and north of the city. Public parks and green areas and Morphou Festival Park have also been identified as development areas and located in the northern part of the city (Figure 5).



**Figure 5.** Ground floor use in the buildings in Güzelyurt.

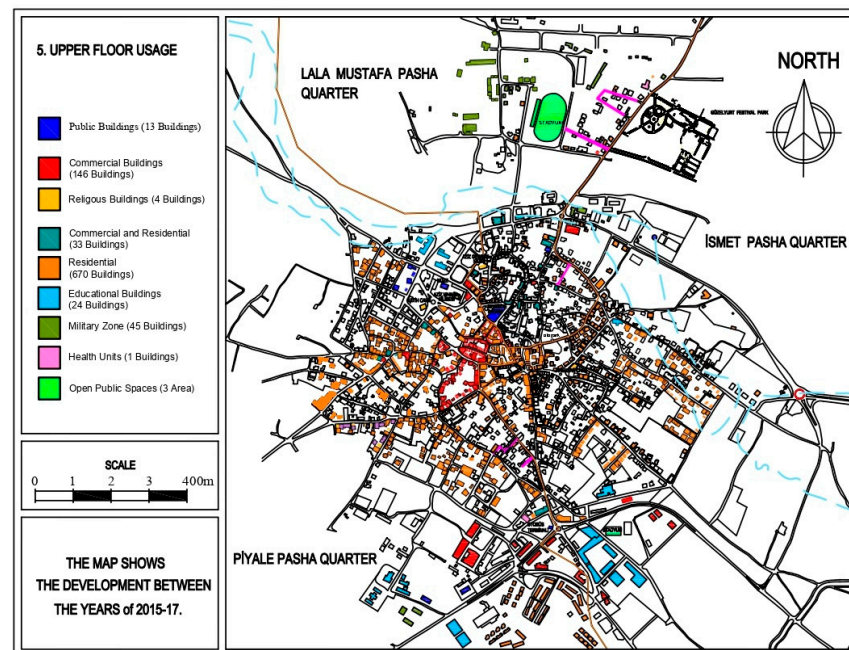
#### 4.1.5. Upper Floor Use in the Buildings

In consideration with our findings, the upper floors of the buildings, mostly in commercial buildings, are located on the axes of Çakırlar Street, Bozkurt Street, Cengiz Ratip Street, İhsan Kemal Street, Aşık Veysel Street, and Ankara Street. The use of upper floors in residential and public buildings is mostly on the parts of these axes that are away from the city centre. Our findings indicated that there are predominantly single-storey buildings in the other areas (Figure 6).

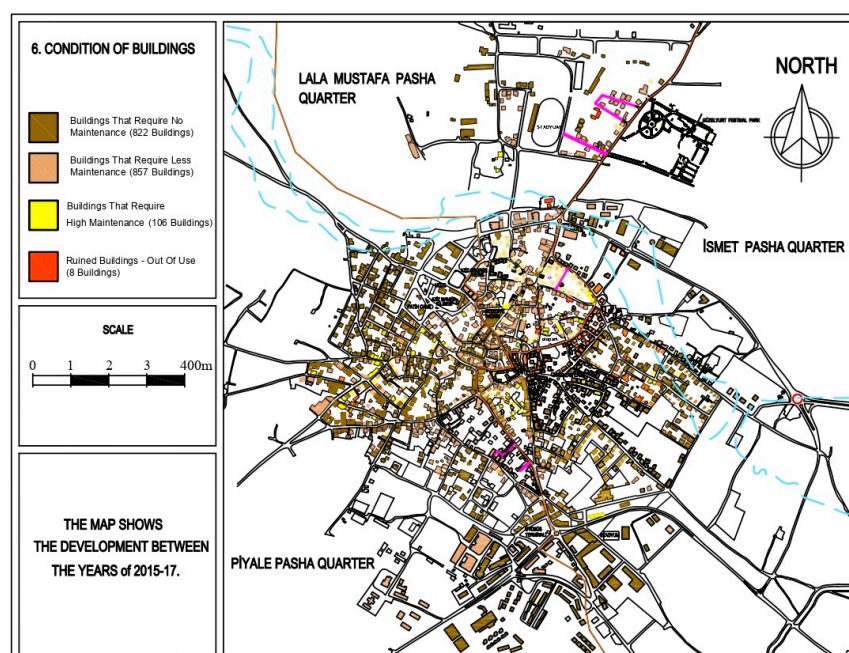
#### 4.1.6. Conditions of Buildings

This criterion seems to be quite controversial and subjective, and it varies based on the circumstances. Considering this dimension, a perspective was developed through the observation of the city in general. The buildings that do not require repair are concentrated in the east and west, while the buildings that need some repair are in the north and south. However, the buildings that are in need of significant repair are located on the side streets of the old settlement areas. There are not many out-of-use buildings in the city, which can be explained by the fact that the buildings are highly used, and the income level is good to a certain extent. As a result, the city buildings are generally in good and acceptable condition (Figure 7).





**Figure 6.** Upper floor use in the buildings in Güzelyurt.

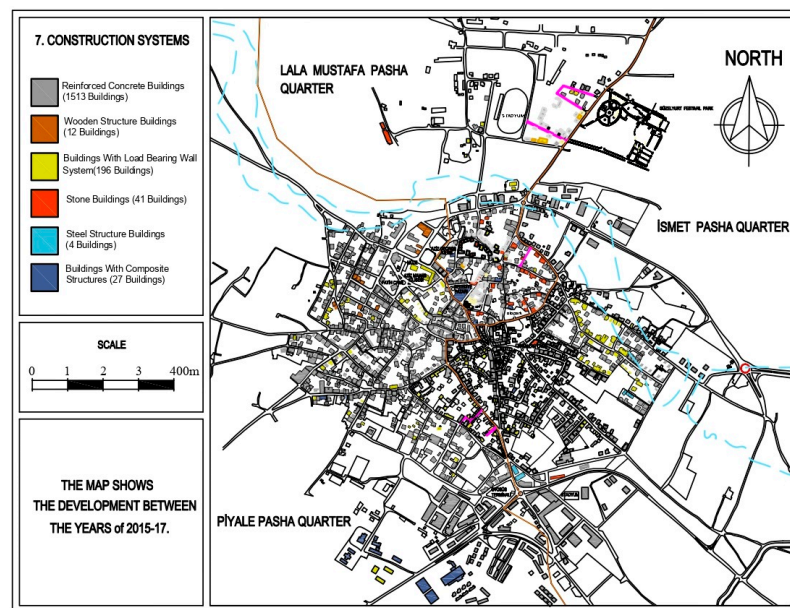


**Figure 7.** Condition of buildings in Güzelyurt.

#### 4.1.7. Building Construction Systems

The buildings are generally reinforced concrete. The building system of the Municipality Market building on Ecevit Street in the city centre is hybrid. Similarly, on the Ecevit Street axis, the Museum building, and St. Mamas Church, which have become the focal point of the city, there are masonry buildings. The city has masonry, stone, and steel frame buildings in general (Figure 8).

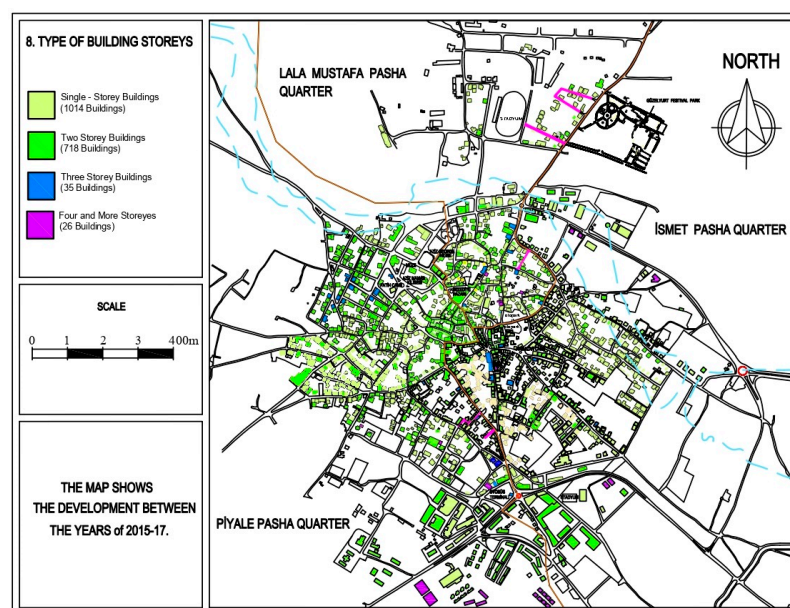




**Figure 8.** Building construction system in Güzelyurt.

#### 4.1.8. Floor Heights

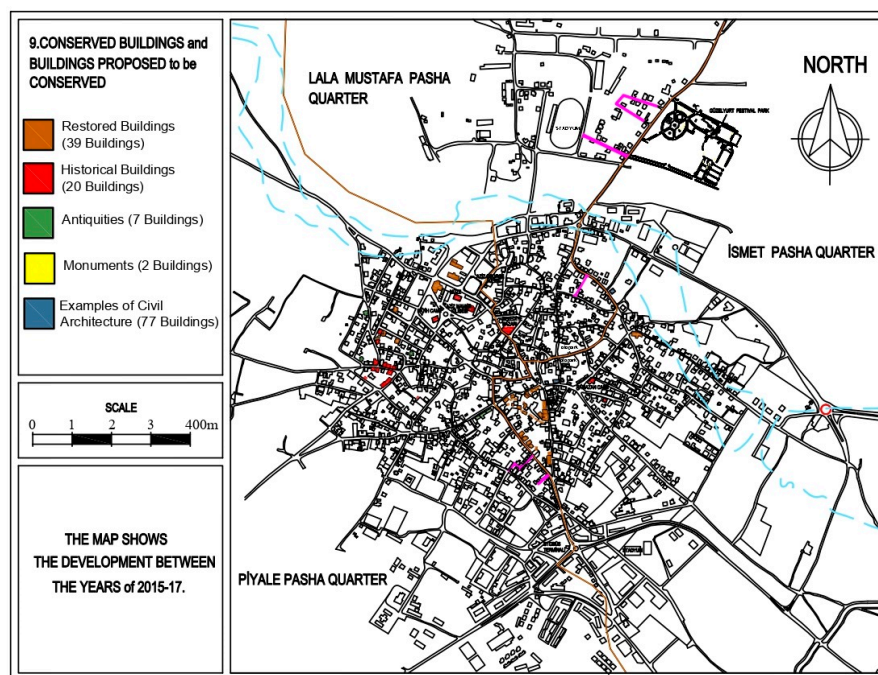
The city generally consists of one- and two-storey buildings. Two-storey buildings located in the commercial and central area of the city are concentrated on Ecevit Street, Münür Dilaver Street, Osman Street, Hasan Street, Namık Kemal Street, Hicri Gümüş Street, Çakırlar Street, Bozkurt Street, and Cengiz Ratip Street. Not so many three-storey buildings are in the south direction on Ecevit Street axis; in the west direction on Kurtuluş Street, Mithat Paşa Street, and Marmara Street; and in the north direction on Hicri Gümüş Street and Mehmet Sokollu Street. Four-storey and higher buildings are located on Manisa Boulevard in the northeast direction of the city. Other four-storey and higher buildings are distributed on Terminal Street near the bus terminal, Ecevit Street, Kırıl Street, Tahir Kanı Street, Hicri Gümüş Street, and Halim Şahin Street, interspersed among low-rise buildings (Figure 9).



**Figure 9.** Floor heights of the buildings in Güzelyurt.

#### 4.1.9. Protected Buildings and Buildings Recommended for Protection

On the axis of M'ünür Dilaver Street', one of the busiest streets of the city, there are civil architectural buildings, and on the axis of Ankara Street and Ecevit Street, there are restored buildings and monuments. At the same time, there are historical buildings and restored buildings on the west side of the city, slightly outside the city centre. The most important of these are the Morphou Archaeology and Nature Museum, which is still used as a museum, and the Church of St. Mamas. The buildings that are still used as the Municipality Marketplace and Business Centre are also important buildings with their construction periods (Figure 10).



**Figure 10.** Protected buildings and buildings recommended for protection in Güzelyurt.

#### 4.1.10. Green Areas

The city is surrounded with green areas. These areas are cultivated lands. There are few public green areas and parks within the city. There is an area belonging to the military in the north and a city park/recreation area provided by the municipality. Apart from these, there is a passive green area in the south of the city. On the other hand, as it can be observed in the texture plan, a scattered and low green cover can be observed flowing from east to west through the city between the buildings and land plots (Figure 11).

#### 4.2. Assessment on the Physical Analysis of Morphou

The city is located on the main axis connecting the east and west of the country and has a very adequate transportation network with its urban axes. Moreover, its connection with the sea makes the location of the city even more important. The northern highway of Morphou majorly contributes to the development areas in the city. The city is mainly composed of low-rise buildings, which are generally old buildings in the city centre, and the bazaar texture of the city is an important indicator of this. In recent years, the city has been developing with multi-storey buildings. In consideration with the findings, public buildings are generally located on the ground floors in the city centre. The analysis concluded that the buildings in the city are generally in good condition. In the old texture in the city centre, the construction system of the buildings is the masonry construction system, but the reinforced concrete frame construction system is dominant throughout the city. The buildings in Morphou are generally low rise with one and two floors. The protected and required-to-be-protected buildings in the city are the most important ones in the city centre,

namely the Municipal Marketplace, Business Centre, Morphou Archaeology and Nature Museum, and St. Mamas Church. The city is surrounded with a green environment, yet it needs active and passive greening except for few spots in the city. The analysis indicated that Morphou has sufficient green areas.

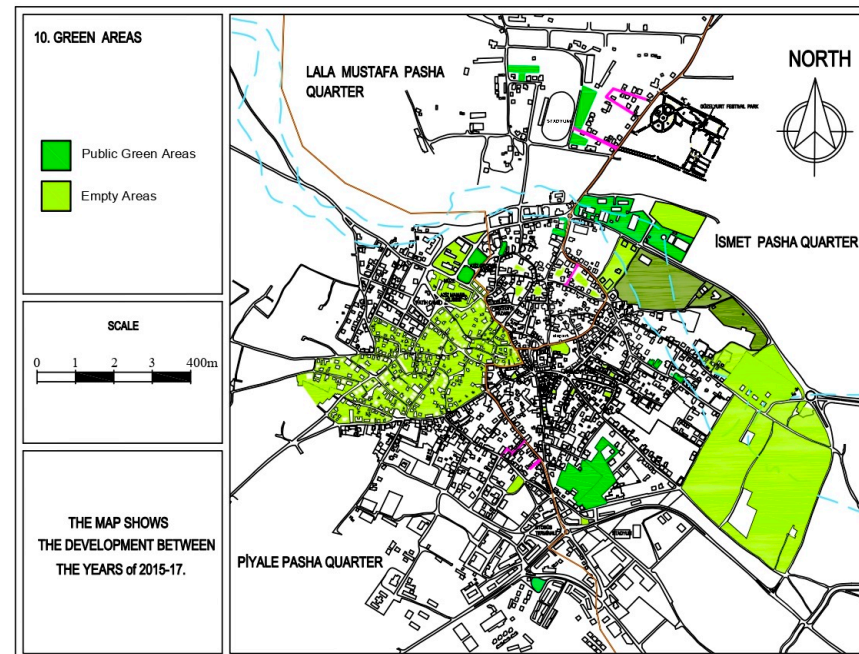


Figure 11. Green areas in Güzelyurt.

## 5. Perception Survey

A perception survey that is composed of 23 questions regarding the urban structure and services was conducted with the users of Morphou, and our study concluded the evaluation of the physical analysis (Table 1). The names of interviewers are not included in the survey. The survey is conducted with Slowin's formula, where 200 samples were used as a sufficient number, with a 5% margin of error for 25,500 population. A 5-point Likert scale technique was adapted for this survey. The seven criteria that include the service expectations of the cittaslow movement on physical space are taken as the basis, respectively.

Table 1. Survey questions and raw responses.

Questions	Positive	Negative	No Idea
Question 1. Do you have any knowledge about CittaSlow?	47	53	-
Question 2: Are waste collected separately in your region?	3	97	-
Question 3 What do you think about waste separation?	68	21	11
Question 4: Are there any energy efficiency measures in public areas?	4.5	65	30.5
Question 5: Do you utilise renewable energy sources in buildings?	32	42	26
Question 6: What do you think about visual pollution in the city?	85	12	3
Question 7: What do you think about traffic-related noise in the city?	86	11	3
Question 8: What do you think about the use of bicycles in the city?	92	3.5	4.5
Question 9: What do you think about pedestrian paths or walkways in the city?	32.5	61.5	6
Question 10: Please indicate your satisfaction with the use of private cars in the city.	64	28	8

Table 1. Cont.

Questions	Positive	Negative	No Idea
Question 11: What do you think about the possibility of public transport outside the city?	38.5	39	22.5
Question 12: Please indicate your satisfaction with public transport in the city.	39.5	43.5	17
Question 13: Please indicate your satisfaction with pedestrian transport facilities in the city.	31	66.5	2.5
Question 14: What do you think about the arrangements for disabled citizens in the city?	39.5	41.5	2.5
Question 15: Please indicate your satisfaction with the accessibility of health services in the city.	54	39	7
Question 16: Please indicate your satisfaction with the self-sufficiency of the city.	54	38.5	7.5
Question 17: Please indicate your satisfaction with public services in the city.	66.5	26.5	7
Question 18: Do you have internet at home?	79.5	20.5	-
Question 19: Is there a continuous monitoring and reduction of harmful pollutants in the city?	5	95	-
Question 20: What do you think about the green areas in the city?	78	20	2
Question 21: What do you think about the distribution of natural and local product shopping areas in the city?	69	26.5	4.5
Question 22: What do you think about the protection of green areas in the city?	85	14	1
Question 23: Are there sufficient venues for traditional and cultural activities in the city?	72.5	24.5	3

### Survey Breakdown

Question 1: Do you have any knowledge about cittaslow?

Only a little more than half of the respondents were aware of the concept of a slow city (cittaslow), and almost half of them had no idea about this concept (Figure 12).

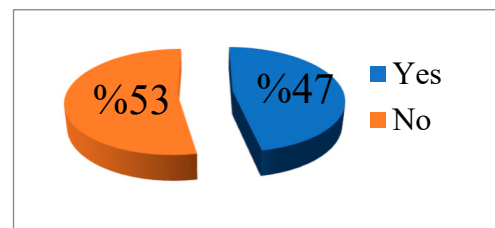


Figure 12. Question 1.

Question 2: Is waste collected separately in your region?

In the Güzelyurt region, where our fieldwork took place, almost all of the respondents stated that there was no waste collection with separation (Figure 13).

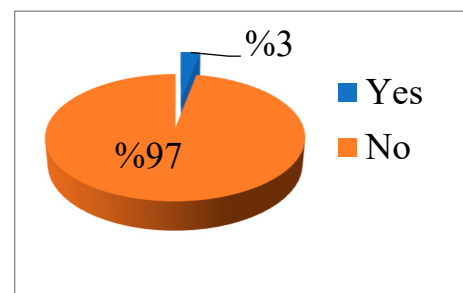


Figure 13. Question 2.



Question 3: What do you think about of waste separation?

The majority of the respondents stated that this should be conducted. Approximately one-quarter of this proportion emphasised that it is very necessary (Figure 14).

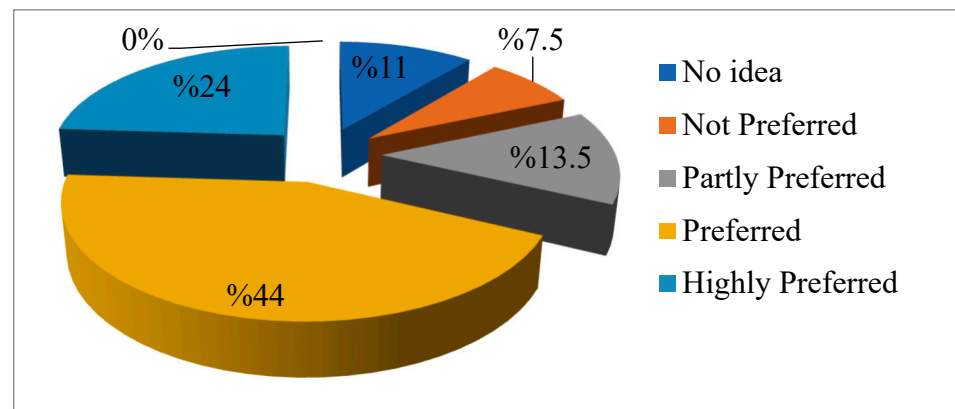


Figure 14. Question 3.

Question 4: Are there any energy efficiency measures in public areas?

One-third of the respondents stated that there is no energy saving in the public areas in Güzelyurt, another third stated that energy saving is achieved, and the last third stated that they have no opinion on this issue (Figure 15).

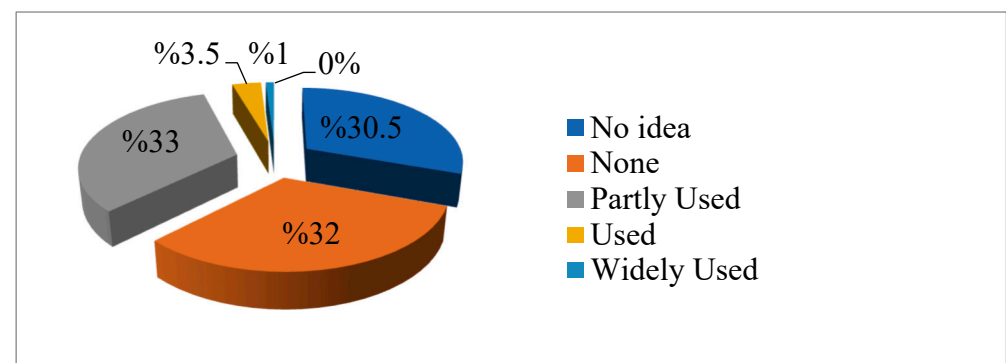


Figure 15. Question 4.

Question 5: Do you utilise renewable energy sources in buildings?

Regarding the utilisation of renewable energy (especially solar thermal electricity generation) in buildings, almost half of the respondents state that they do not utilise it at all, while slightly more than half of the respondents state that they do (Figure 16).

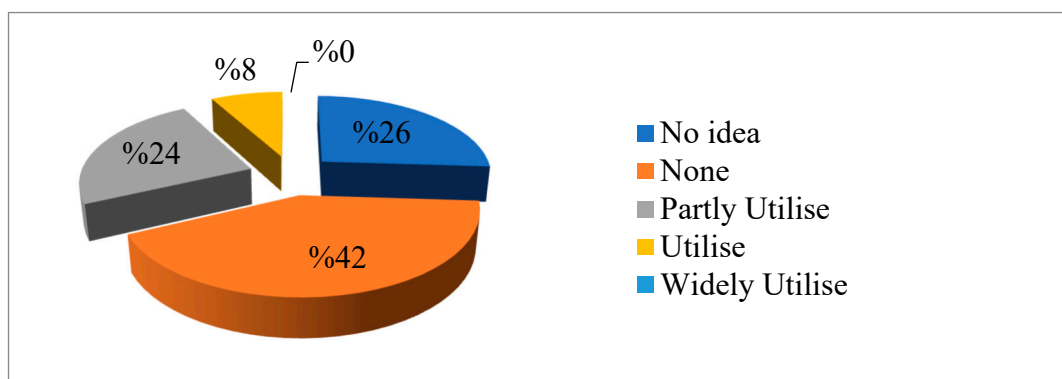


Figure 16. Question 5.

Question 6: What do you think about visual pollution in your city?

The majority of the respondents state that there is a problem, while a small group of respondents argue that there is no visual pollution problem (Figure 17).

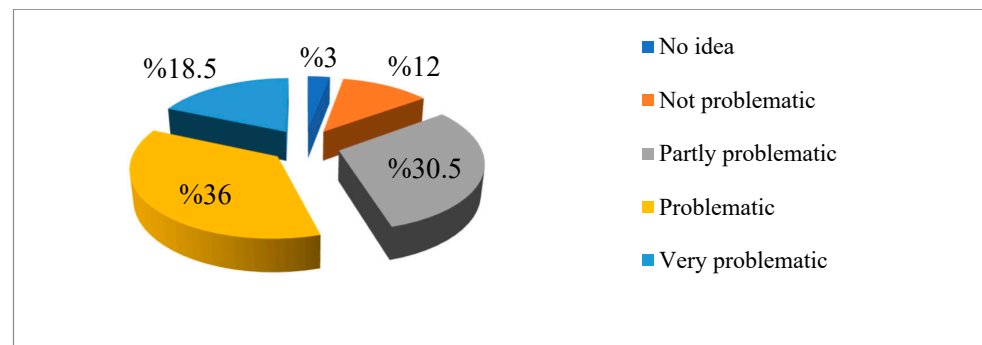


Figure 17. Question 6.

Question 7: What do you think about the traffic-related noise in the city?

The majority of the respondents consider this a problem, yet a very small number of them claim that there is no traffic noise in the city (Figure 18).

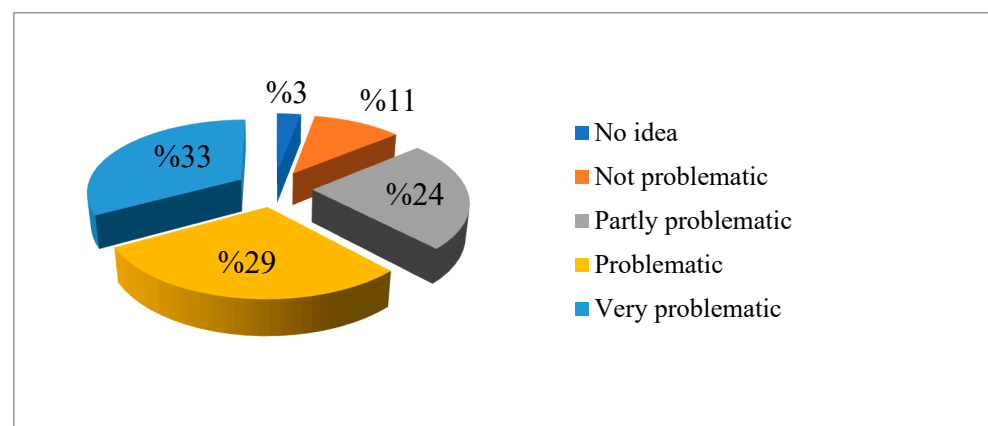


Figure 18. Question 7.

Question 8: What do you think about the use of bicycles in the city?

Almost all of the respondents prefer to use bicycles instead of motorised vehicles for urban transport. About half of the respondents find cycling necessary, and one-third of them find it very necessary (Figure 19).

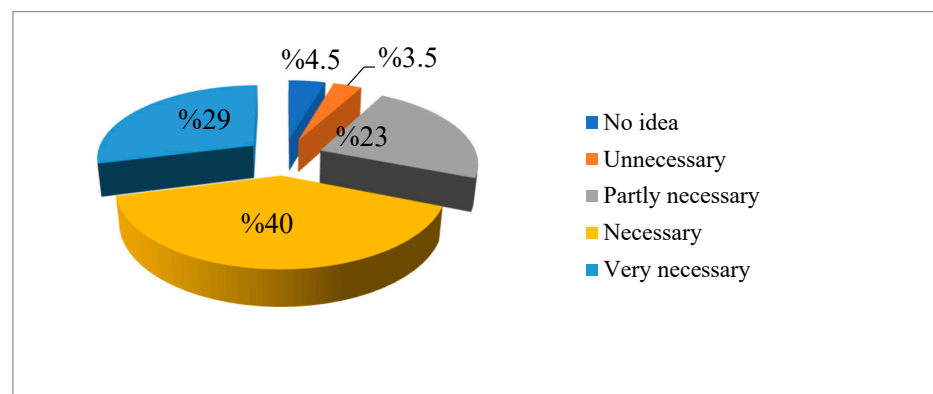
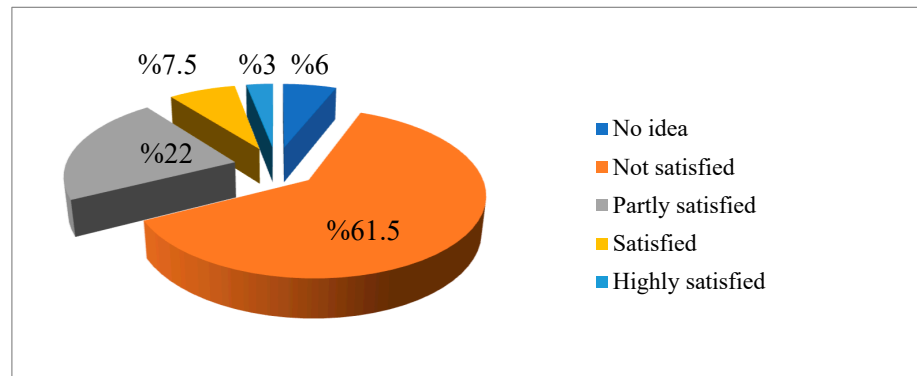


Figure 19. Question 8.

Question 9: What do you think about pedestrian paths or walkways in the city?



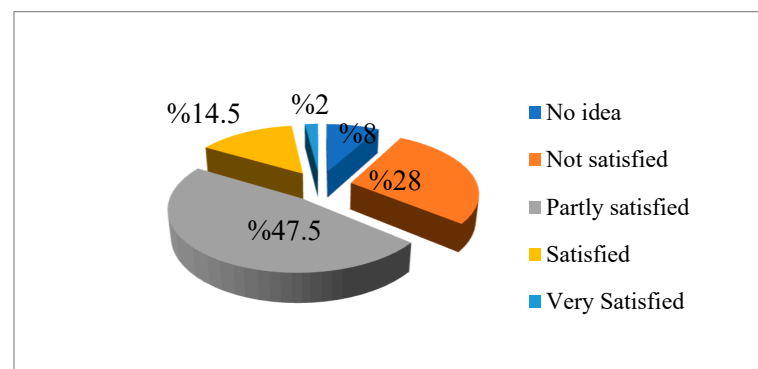
The majority of the respondents were dissatisfied with pedestrian routes isolated from vehicular traffic in the city, while about one-tenth were satisfied (Figure 20).



**Figure 20.** Question 9.

Question 10: Please indicate your satisfaction with the use of private cars in the city.

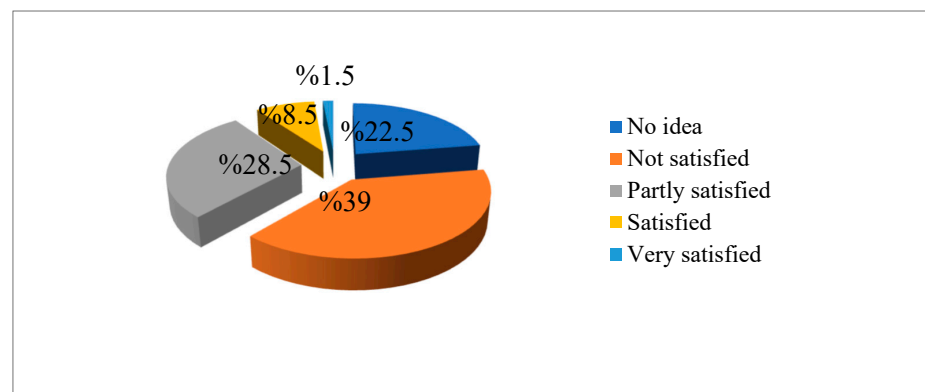
About three-quarters of the respondents stated that they were satisfied with the use of private cars in the city, while one-third of the respondents stated that they were not satisfied at all (Figure 21).



**Figure 21.** Question 10.

Question 11: What do you think about the possibility of public transport outside the city?

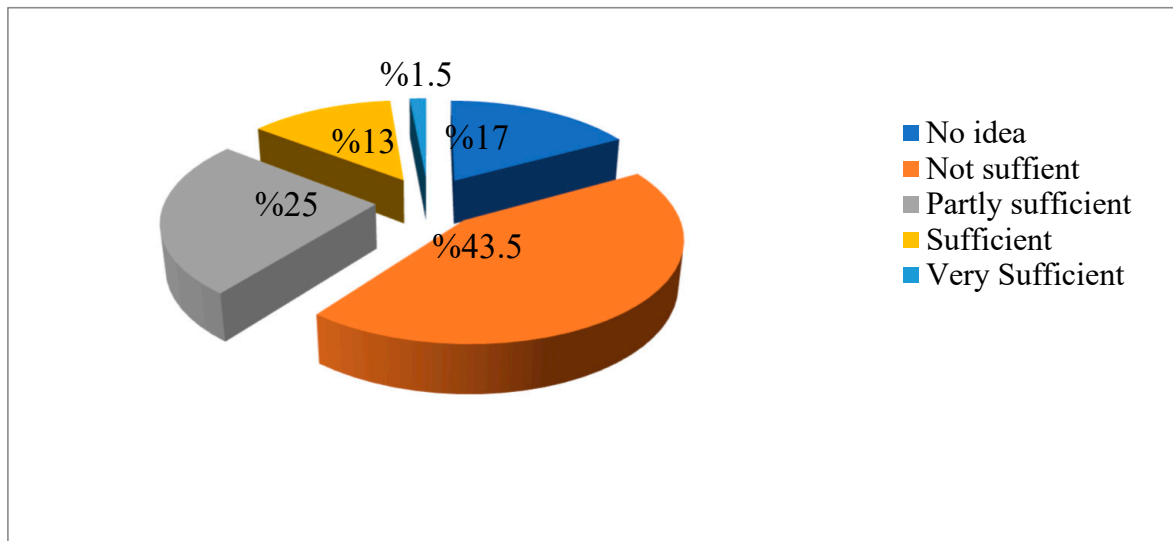
One-third of the respondents were satisfied, while just over half were dissatisfied (Figure 22).



**Figure 22.** Question 11.

Question 12: Please indicate your satisfaction with public transport in the city.

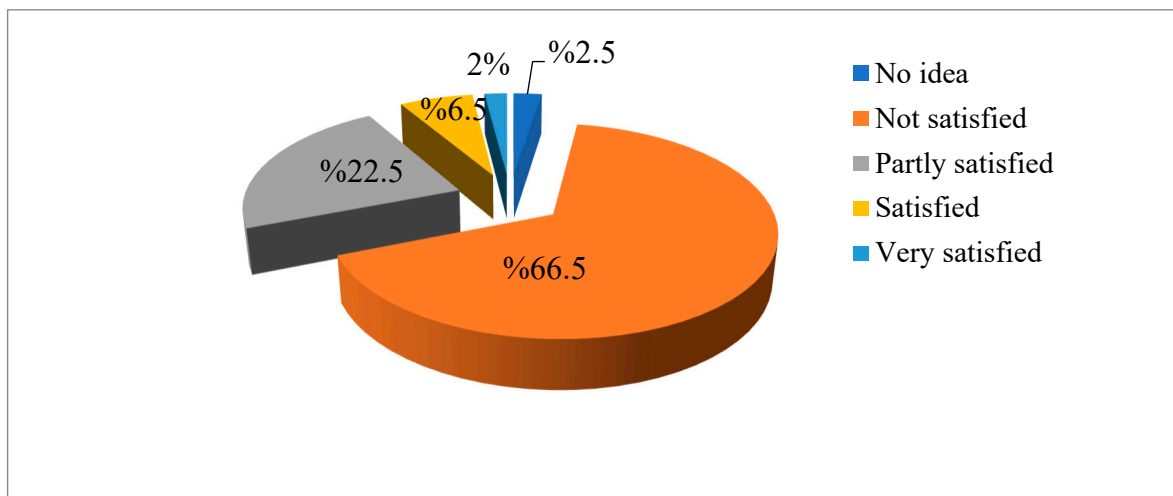
Nearly half of the respondents stated that public transport within the city is not adequate, while slightly more than half of them consider it adequate (Figure 23).



**Figure 23.** Question 12.

Question 13: Please indicate your satisfaction with pedestrian transport facilities in the city.

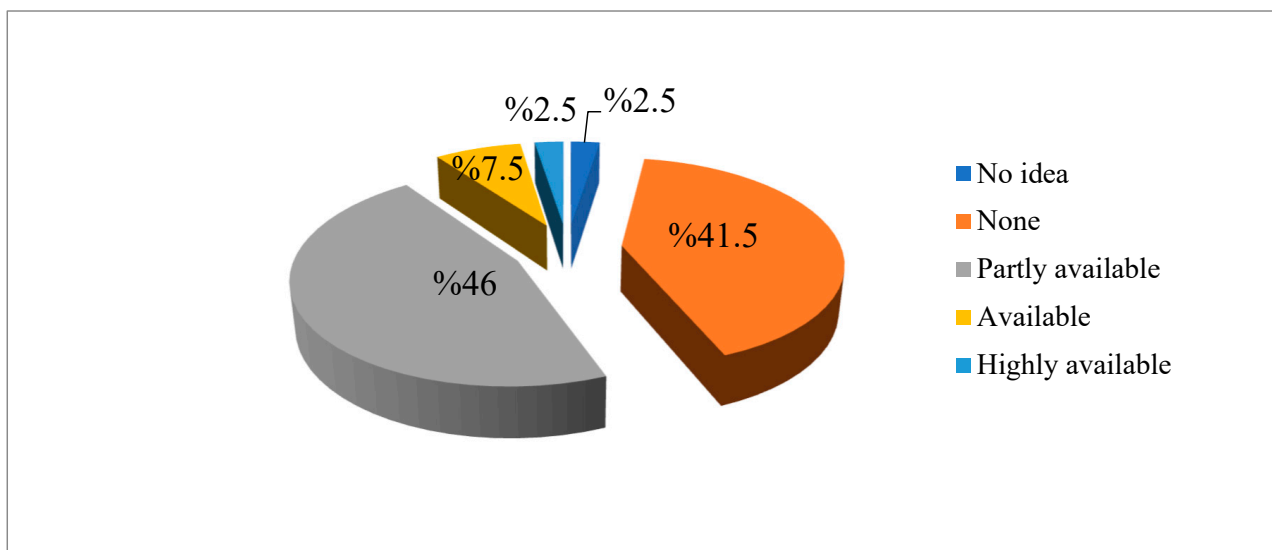
Slightly more than half of the respondents were dissatisfied with pedestrian transport in the city, while one-third of the respondents were satisfied (Figure 24).



**Figure 24.** Question 13.

Question 14: What do you think about the arrangements for citizens with disabilities in the city?

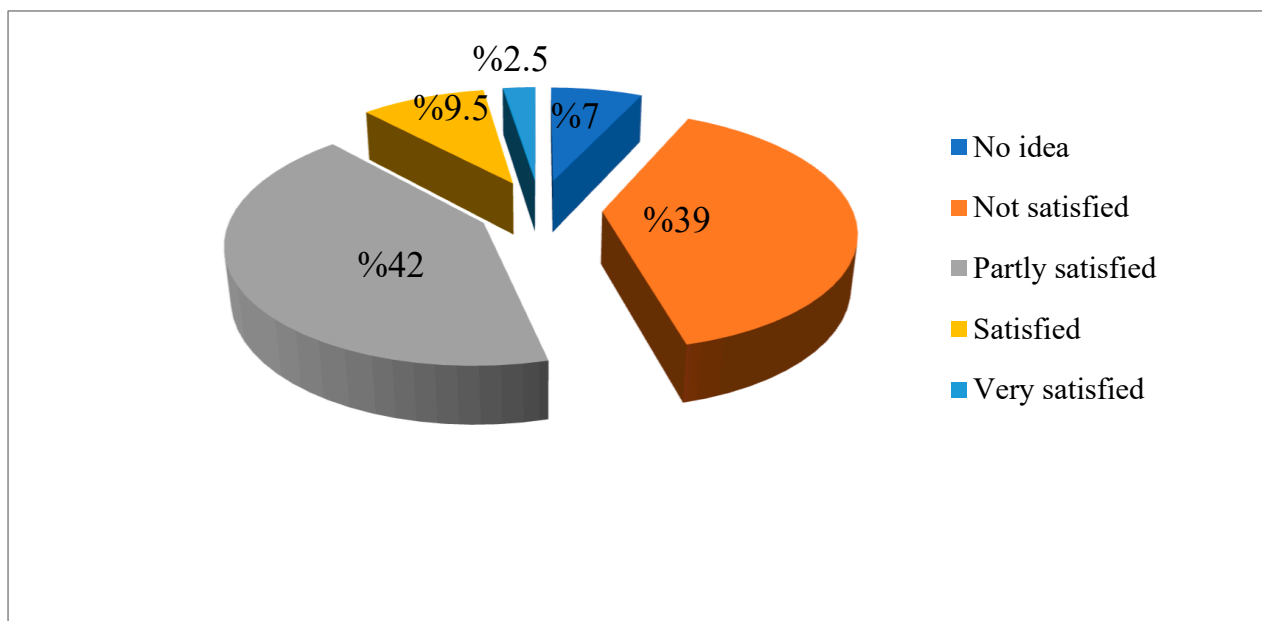
Half of the respondents stated that the arrangements for citizens with disabilities in the city are adequate, while the other half stated that they are not adequate (Figure 25).



**Figure 25.** Question 14.

Question 15: Please indicate your satisfaction with the accessibility of health services in the city.

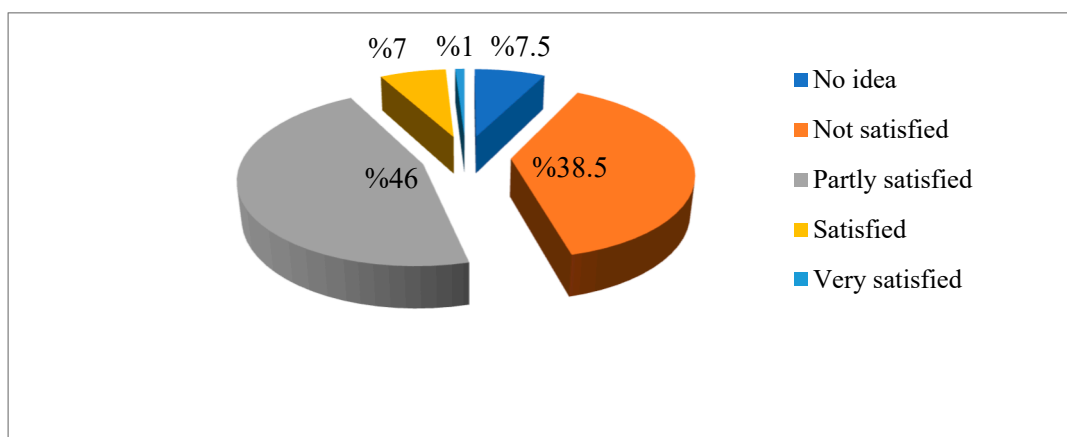
Half of the respondents were satisfied with the accessibility of health services in the city, while one-third of the respondents were not satisfied (Figure 26).



**Figure 26.** Question 15.

Question 16: Please indicate your satisfaction with the self-sufficiency of your city.

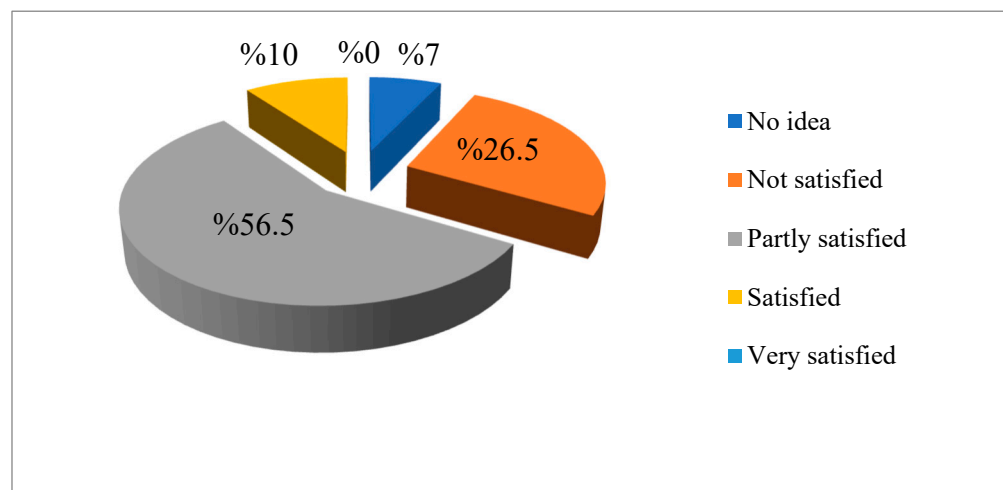
Half of the respondents were satisfied with the self-sufficiency of the city of Güzelyurt, while one-third of the respondents were not satisfied (Figure 27).



**Figure 27.** Question 16.

Question 17: Please indicate your satisfaction with public services in the city.

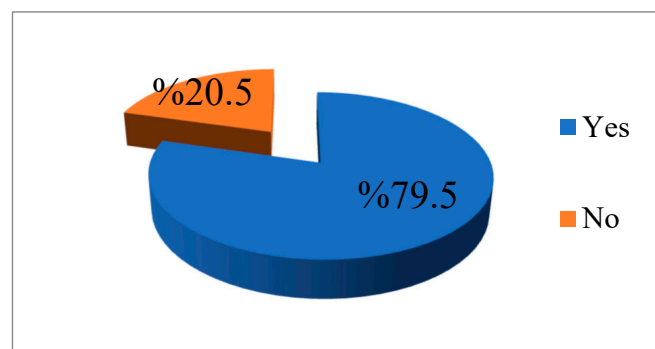
Slightly more than half of the respondents were dissatisfied with the public services of the city, while some of the respondents were satisfied (Figure 28).



**Figure 28.** Question 17.

Question 18: Do you have internet at home?

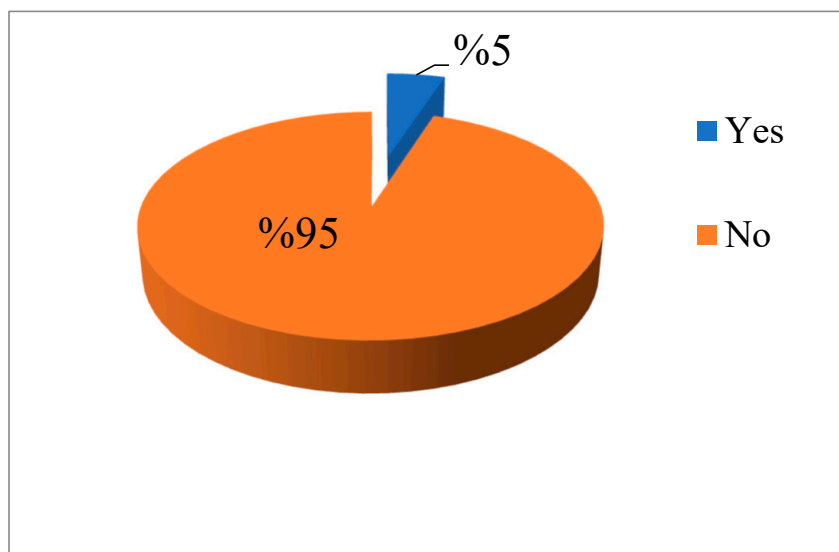
The majority of the respondents answered yes to the question “Do you have internet at home?”, while a small number of the respondents answered no (Figure 29).



**Figure 29.** Question 18.

Question 19: Is there a continuous monitoring and reduction of harmful pollutants in the city?

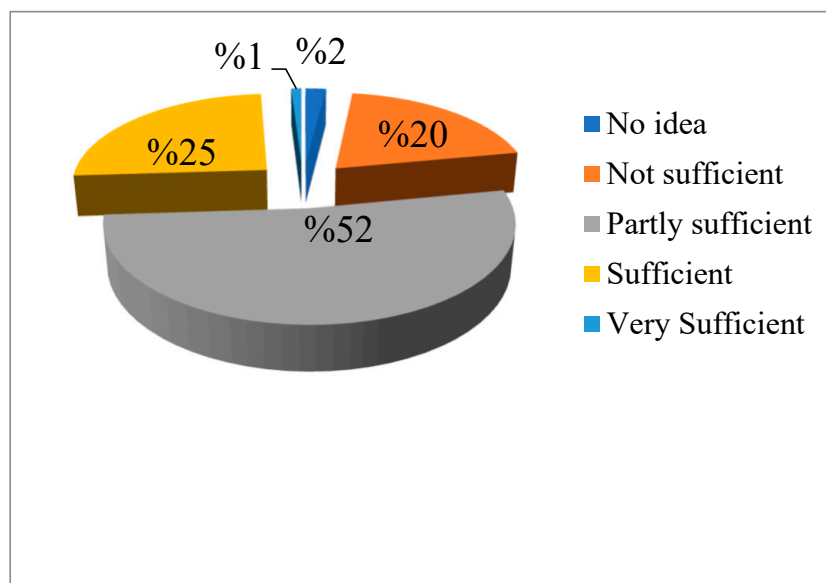
Almost all of the respondents answered no and very few answered yes to the relevant question (Figure 30).



**Figure 30.** Question 19.

Question 20: What do you think about the green areas in the city?

Half of the respondents state that green areas in the city are not sufficient, while one-third of the respondents state that they are sufficient (Figure 31).



**Figure 31.** Question 20.

Question 21: What do you think about the distribution of natural and local product shopping environments in the city?

Regarding the distribution of natural and local product shopping environments in the city, slightly more than half of the respondents state that it is not sufficient, while one-third of the respondents state that it is sufficient (Figure 32).

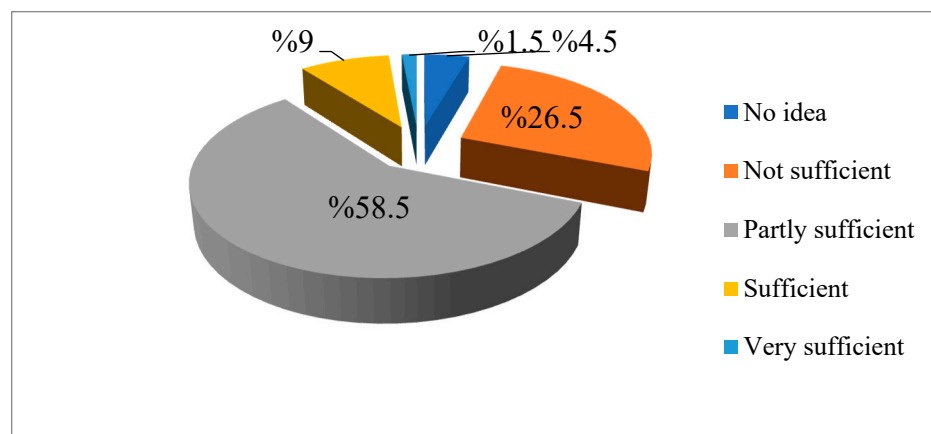


Figure 32. Question 21.

Question 22: What do you think about the protection of green areas in the city?

The majority of the respondents state that it is necessary to protect green areas in the city, while about one-third of the respondents state that it is not necessary (Figure 33).

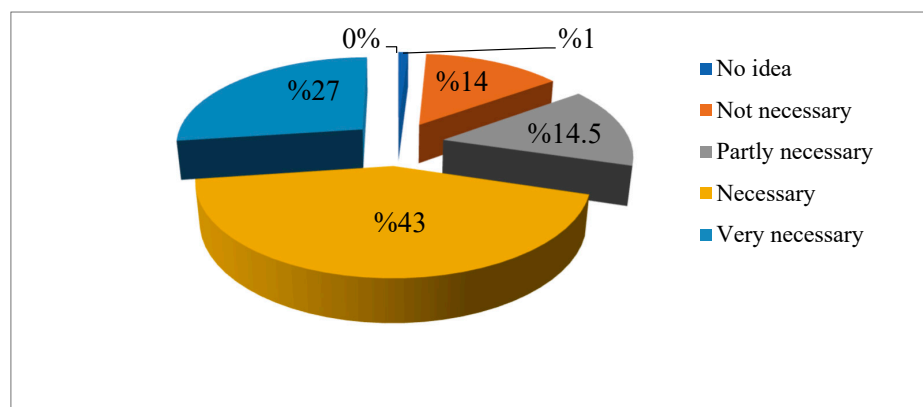


Figure 33. Question 22.

Question 23: Are there sufficient venues for traditional and cultural activities in the city?

While the majority of the respondents state that there are not sufficient venues for traditional and cultural activities in the city, some of the respondents state that there are sufficient venues (Figure 34).

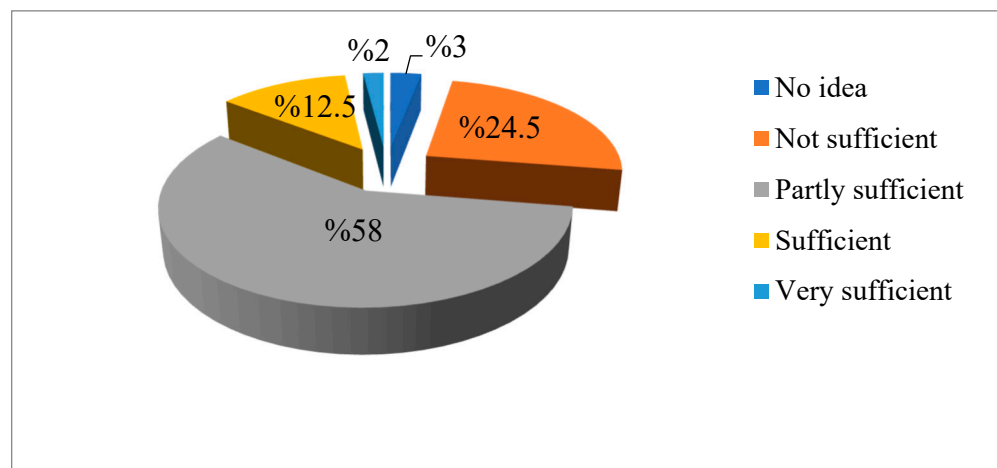


Figure 34. Question 23.



## 6. Evaluation and Conclusions

The outputs from the survey, which has 23 questions that were addressed to the users of Morphou city, are interpreted as follows:

First of all, less than half of the respondents have knowledge about the concept of a slow city, while more than half of them do not at all.

Waste, which is important for the environmental health of Morphou, is generally not collected for sorting purposes.

Almost half of the respondents are aware of the importance and necessity of waste collection and sorting.

There is insufficient energy saving in public spaces in the city, and less than half of the buildings utilise renewable energy.

According to more than half of the respondents, visual pollution creates problems in the city.

Traffic in the city has become a problem according to more than half of the respondents. On the other hand, the majority of the respondents reflected that cycling is necessary as an alternative to motorised vehicle traffic in the city.

The pedestrian routes that will provide pedestrian transport of the city people are not satisfactory.

While the use of private vehicles in urban transportation is almost half- and half-satisfactory, public transport facilities in and out of the city are not sufficient, respectively.

Although the arrangements for individuals with disabilities in the city have not yet reached full sufficiency, they are not considered inadequate.

Accessibility to health services in the city is satisfactory for about half of the respondents. Public services are satisfactory for a little more than half of the respondents. The self-sufficiency of the city with its facilities is evaluated as hesitant.

While the internet, a modern communication system, provides a great deal of coverage in the city, the control of harmful pollutants in the city is almost non-existent.

The green areas in the city are considered largely sufficient; however, it is emphasised that they should be protected.

Moreover, the sale of natural and local products is sufficient to a large extent, and the adequacy of venues for traditional and cultural activities was also mostly approved.

The elimination of deficiencies and inadequate practices in the city of Güzelyurt, which were determined within the scope of the survey questions, is of great importance, as it will make life in the city easier and provide a contemporary quality of life. It is also important for city dwellers to be freed from urban problems and to be brought together with a healthy natural life.

Due to urban problems such as rapid construction, traffic, infrastructure, and environmental pollution, which have emerged due to today's rapid population growth, the negatively affected quality of life of urban dwellers constitutes an unhealthy urban life. For the planned and healthy development of cities, the concept of a slow city, which includes natural living conditions, is becoming important for urban development.

Morphou, which has a topography suitable for agriculture with its ancient foundation and geographical location, has been the citrus district of Northern Cyprus. Despite the physical development in Morphou, which has the characteristics of a town with its population and physical structure, its old texture in the city centre has not yet been completely damaged.

The low-rise old buildings in the historical texture, the historical buildings that need to be preserved, the urban transport axes, and the traditional living make it possible for Morphou to be a slow-city candidate. Additionally, Morphou's close distance to Nicosia, the centre of the island, its close connection with the sea and to other settlements via the surrounding roads facilitate access to the city.

As a result, the people of Morphou, who are aware of clean and healthy environments, would have the opportunity to live in a healthy environment by collecting and sorting other waste in cooperation with the central-local administration with the advantage of not

having any dirty industry in the city. With the geographical location of the city and the effects of the Mediterranean climate conditions, the renewable energy generated through renewable energy sources, such as sun and wind, would be distributed throughout the city through the central grid. The buildings in the low-rise texture of the city can be preserved with restorations due to their good condition. The city centre, where the old texture of Morphou is, intensively hosts businesses, trade, and public services. Except for the north of the city, which is the new settlement area, the dwellings are also around the city centre. Therefore, traffic can be regulated by pedestrianising the axes that are currently open to motor vehicle traffic in the city centre. The green area opportunities of the city are quite sufficient for public open spaces, allowing for the people of the city to integrate with nature. The adequacy of public and local administration services in the city should be increased and maintained, and for accessibility to health services, these services should be organised as polyclinics at the neighbourhood scale as well as the central health unit. Morphou's existing active and rich agricultural activities should be developed in a more planned manner with relevant public administration programmes and support schemes, and its production potential for the whole of Northern Cyprus should be organised accordingly. The development of the necessary government support policies for local artisans and craftsmen to maintain and sustain traditional production with natural local products will ensure the flow of visitors from outside the city and indirectly provide economic inputs. The traditional living culture and hospitality in Morphou, which has not yet transitioned to big city life, would make it an interesting place with its effects on its social life. The unity of the small population compared to the city concept and the characteristics of the agriculture-based production sector would support cooperative organisation in accordance with common interests.

Morphou's geographical location, physical structure, transportation facilities, population, agriculture-based economy, and natural and cultural potential are important qualities for its existence and future development as a slow city. Therefore, the results of all the analyses from our study and the views of the participants clearly show that the city complies with all cittaslow criteria.

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