

**STUDY OF URBAN STREET ATTRIBUTES THAT
SUPPORT WIDELY ACCEPTED LIVABILITY
CHARACTERISTICS WITH SPECIAL REFERENCE TO
SRI LANKA**

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Degree of Master of Spatial Planning Management and Design

Department of Town and Country Planning

University of Moratuwa

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DECLARATION OF THE CANDIDATE AND SUPERVISOR

I declare that this is my own work and the thesis does not incorporate without acknowledgement any material previously submitted for a Degree or Diploma in any other University or institute of higher learning and to the best of my knowledge and belief it does not contain any material previously published or written by another except where the acknowledgement is made in the text.

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The above candidate has carried out research for the Masters Dissertation under my supervision.

Name of supervisor: Prof. Jagath Munasinghe

Signature of the supervisor:

Date:

ABSTRACT

During the recent years of the modern era, streets within cities are being designed giving prominence to commuters' expectations, as a result by now a high number of street design manuals had already been developed to accommodate human expectations and behaviors, thus encouraging the movement of pedestrians, cyclists and public transportation. Preparing these manuals show the widespread paradigm shift in terms of City Street designs [ITDP, 2011, City of Sydney council, 2013, WHO, 2015]. In other words, the prevailing belief that the street is just a channel for vehicular movement is no longer an accepted phenomenon. In the context of Sri Lankan city roads conventionally designs are being carried out giving prominence to motorized vehicular functionality, hence under these circumstances a need has arisen to investigate reasons why road designers' perceiving process had not recognized this need. This study considered two cases to assess to what extent world widely accepted livable street attributes currently being incorporated in Sri Lankan city streets.

Out of the twelve livable street attributes considered, for the pilot study it was revealed only few attributes had been included in the current practices, yet these provisions compared with corresponding world widely accepted attributes concluded, that there exist a knowledge gap, which our planning and design practitioners had not yet realized. Study further warranted the need to characterize and introduce new livable street attributes, not yet in practice in Sri Lankan city streets. The “**Collected Memory Mapping Approach**” was adopted to identify commuter perception and expectations with particular reference to Sri Lanka.

One main objective of this research study was to acquire the knowledge gap needed to qualify street attributes as livable attributes with particular reference to Sri Lankan context. Next objective was to ascertain to what extent world widely accepted livable street attributes are adopted or integrated in to the current Sri Lankan urban street design practices by studying two case studies.

Characterization and introduction of new livability attributes not yet practiced in Sri Lanka were acquired through the “collected Memory mapping approach”. Eventually this research study introduces a paradigm shift to the conventional “**design vehicle**”

concept by bringing forth “ **design User** ’ concept for establishing geometric attributes in planning and designing city streets.

Key Words: Livable attributes, Memory Mapping, design user

DEDICATION

The multidisciplinary collaborative platform developed through this study is dedicated for urban planners, road design engineers, architects , psychologists and sociologists to collaborate together and to deliver livable street attributes by comprehensively understanding human perceptions and expectations with particular reference to Sri Lankan context. This effort certainly will create a paradigm shift to the conventional city street design thinking process being in practice for the last three decades.

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My colleagues with diverse disciplines contributed immensely to understand the degree of complexities and multidisciplinary nature involved in spatial planning and positioning of infrastructure, in fact the multi-dimensional socio-economic interface, an element I had paid poor attention during my professional career as a road infrastructure designer. Friendly and cheerful moments and attitudes of my colleagues made my stay at the department memorable.

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Granie R Jayalath,

11th April 2025,

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