Introduction

Sustainable methods of transportation are walking and cycling. All trips, whether short or long, are associated with walking. The ideal technique for various walking and cycling trips within the city because they do not have any air pollution or noise, the required energy is supplied directly by the person; addition, this method is very economical and low cost of public transportation. In many urban trips, if there is appropriate space, the sidewalk in front of the car is a good alternative. In the present era, and the concept of sustainable development, encouraging walking movement and making more relevant facilities to walk has been considered more. In many countries, walking and cycling as an important component of sustainability is considered in a serious manner.

Materials and methods

At first glance this is done on the concepts of sustainable urban transport, then the effects of walking and cycling as an effective method of non-motorized transport, and also sustainable development strategies to achieve the desired urban form are assessed within Sadeghieh Second square (located in the municipality of Tehran 2) using a mixed model analysis, SWOT and Likert approaches. By applying this strategy we can expand the benefit from its advantages in the country. This research has been carried out by the supports of municipalities of research.

Finding and results

In order to complete the surveys and participation of citizens in decision making, a questionnaire (with unions and employees based on the opinions of 10% of study population) were considered.

Figures 2 and 1. The most noticeable problems when they travel survey implementation and effectiveness of the proposed measures, Source: The authors.

Analysis using the SWOT model: Guidelines for smooth and safe traffic flowing for comfortable walking and driving were investigated using the SWOT model. The diagram in WO strategies aim is to try taking advantage of opportunities to improve internal weaknesses and of all the facilities to be used to empower and improve the situation to prepare the field for smooth and safe traffic flowing for comfortable walking and driving.

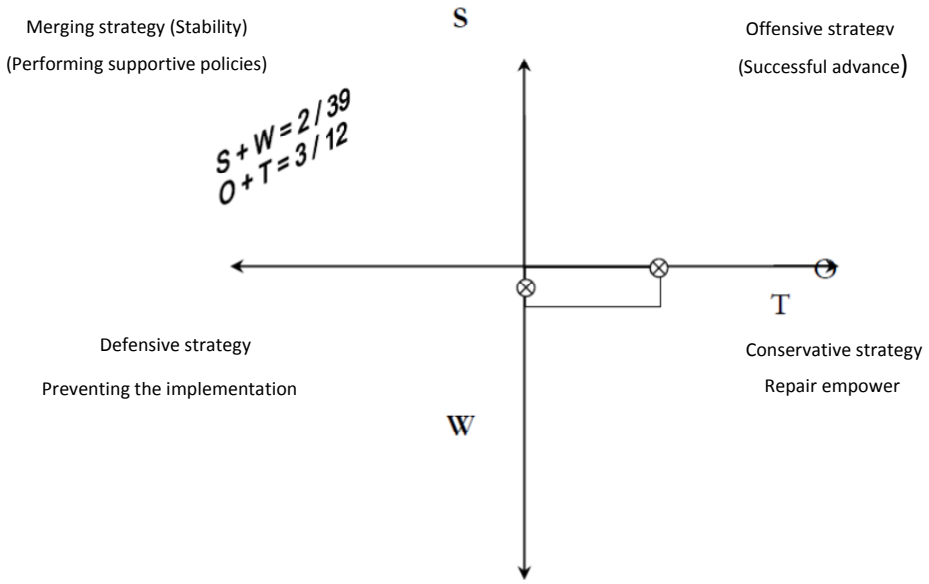

Chart1. Positioning and defining strategies of main subject of study, Source: The authors.

Conclusion

The reality is that the performance of a walking-axis, is based on the different situation and is not following a fixed pattern, so administrative model of a town should not be used for different cities. International experience has shown that successful walking space planning and design will be successful, if in addition to physical factors, the social conditions, cultural, geographical, and even psychological and behavioral model of people to be considered. Thus, planning and organizing systems, we have to identify and analyze the movement and walking space system interaction with other areas of life. Therefore this approach is suitable for use in the old city center, recognizing the importance, role and functions necessary for walking. For organizing this, it is necessary to have a comprehensive approach consisting principles such as compliance with all aspects and standards of pavement like crossing walking infrastructure and equipment in order to enhance pedestrian safety and comfort of residents, strengthening relationships and providing cultural and social fields, Expansion of public transport, handicapped predicted path, bike path towards sustainable urban development steps.

Strategies and approaches to achieve	Criteria and targets	Classification
- Expand the use of green space and natural elements in the environment (eg use of natural elements as a natural barrier to separate walking crossing the roadway)	Environmental compliance based on sustainable development	**Environmental**
- Strengthening of commercial shopping centers and the private sector in the field of large-scale trans regional level	Flexibility and Economic Development	**Economic**
-Increased damage control social and public administration - Increase the participation of the residents belong to a place and culture - The introduction and development of social interaction	Urban livability and increased interaction	**Social**

-Organizing Vision and the urban landscape with a focus on natural and artificial vision - Tissue repair and maintain aging buildings - Designed specifically for road traffic safety and proper Kfsazy Blind (highlighted yellow line) - The location and establishment of appropriate and efficient urban furniture - Traffic and roadway underpass designed to walk and bike path	Visual proportions, Enhancing the quality of urban life, welfare and satisfaction of residents	**Physical and urban furniture**
- Slowing down traffic on nodes, the critical points - Organizing and promoting public transport network - Promote the use of bicycles rather than motor - Improve the management of traffic and transport	Traffic flow and safety, and ease of access	**Grid of streets and transportation**

Table 1. evaluating walking space area design, based on the strengths and opportunities, Source: The authors.

As the results of these studies and to enhance pedestrian safety and ease of movement and the expansion and replacement of non-motorized transportation and sustainable urban development, the following options are recommended:

1- A proposal for a walking overpass and underpass roadway with a bike path and the predicted path of the blind and handicapped.

2 - Temporary ban on cars entering the center of a special survey during the year (such as the purchase of Noruz)

Notes anticipated in the design of the proposals

1) Mode of walking movement design in contrast to the crowded streets of the roadway.

2) The development and use of neighboring adaptability.

3) Loading and unloading of commercial shopping centers.

4) Parking Design

5) 24-hour Sadeghiyeh square walking activity and limiting administrative buildings 6) Making culture and promote the use of bicycles instead of motorcycles and vehicles on short distances between urban mobility.