

A pedestrianization case in the context of public interest: A pedestrianization project in Eminönü historical peninsula (Hobyar neighborhood and surroundings)

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Abstract

Although the concept of public interest is being studied by various disciplines, it doesn't have a specific definition. The lack of understanding the concept brings about conflicts both theoretically and in terms of how it empirically informs our understanding of this resource. As a result, the concept of public interest is not being used correctly because of its ethic and political dimensions.

As generating one of the most important basis for urban planing and urban design, the deficiency of the implementation of public interest causes negative impacts on urban development. The changes forming in the urban space affect the planning and design implementations, and public space is influenced as a result of these issues. Thus, public spaces are not utilized as intended and become inactive or transition spaces. Therefore, local governments try to solve these problems by generating new policies and various applications. Pedestrianization is one of the major tools of these applications.

This thesis emphasizes that the pedestrian spaces are only being used for transit purposes and do not carry or show the characteristics of urban public space and public interest. The area covering the pedestrianization project in Eminönü Hobyar Neighborhood, which is one of the most important historical districts of Istanbul, has been analyzed by survey and observation on site.

The results of the empirical study show that, in the process of designing public spaces; all the participation tools have to be used, the space must appeal to all users and public interest has to be emphasized. The fact that; emerging decisions are only able to provide urban and public benefit to the extent of their effect on urban design implementation tools, surfaces as a reality.

Keywords

Public interest, Pedestrianization, Urban public space, Istanbul, Eminönü.

1. Introduction

The concept of public interest, which may be defined as a legal criterion that meets the needs of the state, respects social benefits and answers social needs while defining the boundaries of ownership rights should form the basis of planning principles and decisions in urban planning activity (Doğanay, 1974).

Considering the historical development of this concept, the idea of public interest was first used during the French Revolution but the origin of the concept of “collective benefit” that was used in its place goes back to the Greek Antiquity and ownership rights were organized in this framework (Bal, 2006). Today, ownership rights are limited with laws and principles of public interest. Considering this concept in legal terms, conformity to laws and public interest are understood synonymously. The Turkish Constitution includes laws drawing the boundaries of public interest and the principles of public and social benefits are legally defined within this framework.

Development plan based on the Turkish Act on Public Works and Construction protect the public interest. This concept is cited as a planning principle and criterion. Urban plans must include spaces, which could be used by the society without any additional cost or restriction. These urban public spaces include general service zones and functions such as roads, sidewalks, squares, parks, green areas, public transport stations and terminals, which may be used by the citizens free of charge. The criteria that may be developed for the concept of public interest include the following (Çalışkan, 2011):

- Areas designated with the principle of public interest should be accessible to all citizens free of charge.
- Such areas should be designated with development plan.
- Such areas should be sustainable.
- Such areas should be accessible to all the citizens in an egalitarian manner.
- Such areas should not acquire political status or quality.
- Such areas should develop with changing conditions of life in the city and should respond to changing needs.
- Such designations should protect ownership rights meanwhile safeguarding public and social benefit.

The concept of public interest may only become a reality only if all public institutions defend it in their implementations following these criteria.

The reflection of public interest on the city are urban public places. Space in general may include natural and landscaped areas, which may be experienced by humans whereas urban spaces include those areas left between the buildings, and bounded by them such as streets, open spaces and squares (Carmona et al., 2003; Gehl and Gemzoe, 2001). The inadequate protection and application of the concept of public interest in urban planning and design lead to negative aspects in urban development.

The transformation due to urban development affect planning and design implementations and these in effect on public spaces. This frequently results in the alteration of the public spaces into transition zones and/or unused areas. Central and local authorities create new policies to solve such problems, the most common of which is the pe-

Access & Linkages		Uses & Activities		Comfort & Image		Sociability	
Reliability	Traffic Data	Fun	Land-use	Safe	Crime Statistics	Diverse	Number of
Continuity	Mode splits	Active	Pattern	Clean	Sanitation	Stewardship	women, children
Proximity	Transit usage	Vital	Property	Green	Rating	Cooperative	& elderly
Connected	Pedestrian	Special	Values	Walkable	Building	Effectiveness	Social network
Walkable	Activity	Real	Rent Levels	Sittable	Condition	Neighborly	Volunteerism
Convenient	Parking Usage	Useful	Retail sales	Spiritual	Environmental	Interactive	Evening use
Accessible	patterns	Celebratory		Attractive	Data	welcoming	Street life
Readable	Understandability	Indigenous		Historic	Comfort for		
Awareness	of signage	Sustainable		Aesthetic	Disabled		
Encouragement		Local Business		Identity	Choice of Materials		
To public		Ownership		Image	Choice for urban		
transportation				Quality	furniture		

Figure 1. The characteristics of urban space.

destrianization of such areas (Appleyard, 1981; Gehl and Gemzoe, 2001). Public interest also concerns improving the quality of life and comfort of all the users. This may only be achieved through the creation of spaces with certain characteristics and conforming to certain criteria, which may answer to all the needs of all the users (www.pps.org).

If all of the four basic characteristics above are met, then the urban spaces become more functional and efficient and acquire an identity. Accessibility defined how frequently an urban space is used or may be used. Therefore, it is important that such spaces are accessible, and the circulation within is easy and comfortable. Pedestrian areas are significant components of urban life, which are intensively used and where the users interact. Pedestrianization allows users to socialize while contributing to their aesthetic pleasure and physical and emotional health. Its environmental sustainability benefits the public (Karabay, 1993).

Pedestrianization of historic urban centers in the 1960s made these areas accessible to all types of users while the rest of the urban areas benefited from its effects (Brambillo and Longo, 1977; Carmona et al., 2003; Gehl and Gemzoe, 2006). However in our country, the implementation of such projects without the necessary plan-

ning and infrastructure and the lack of urban design decisions aimed at all types of users limit the use of these pedestrian zones. Projects not aimed at public interest or social benefit lead to the creation of zones that are unused or used by only certain sub-groups (Suher et al, 1991; Karabay, 1995).

2. Case study – Eminönü Hobyar neighborhood

The case study selected for this purpose is the pedestrianization project for Eminönü Hobyar Neighborhood, which is one of the most important historic centers in Istanbul (Figure 2). This pedestrianization project was initiated and implemented under the supervision of Istanbul Metropolitan Municipality, Istanbul 2010 European Capital of Culture Agency and Fatih Municipality, and includes the urban public spaces in the area defined by Ragıp Gümüşpala, Yeni Cami, Ankara and Aşir Efendi streets. The results of the implementation are evaluated in terms of public and social benefit and the quality and functionality of the areas for the users, also including transportation, function, and its effect on the surrounding areas, criteria in terms of urban design, its aim, and condition of the area before and after pedestrianization and satisfaction of the users.

The project entitled “*Hobyar Neighborhood pedestrianization and traffic circulation*” was implemented based on the decision of the Istanbul Metropolitan Municipality’s Transportation Coordination Center (İBB UKOME) dated June 7, 2010 and numbered 2010/5-3. Vehicles with official, local government, diplomatic and municipal and city police license plates, those belonging to the postal services and banks, fire service vehicles and ambulances retained 24-hour access to the area but no other vehicular traffic was allowed between the hours of 10.00 and 18.00 beginning from January 1, 2011. It is also forbidden to park in the pedestrianized zone.

The project area was evaluated based on the distribution of various functions and production sectors, and six sub-zones were defined (Figure 3).

These are,

1. Evaluation zone



Figure 2. Location of the project area in Istanbul.

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2. Tahtakale
3. Hocapaşa and Alemdar
4. Historic commercial zone (Hanlar)
5. Grand Bazaar (Kapalıçarşı)
6. Bab-ı Ali

The sub-zone defined as the evaluation zone is one of the most important entrance points to the Historic Peninsula of Istanbul. It includes prominent urban public spaces such as the Eminönü Square, the New (Hatice Turhan Sultan) Mosque and the Spice Bazaar (Mısır Çarşısı) as well as housing traditional commercial and retail functions as well as various services, which define its character.

2.1. Visual evaluation

The research focused on the determination of the public priorities and whether the concept of public interest included all levels of the society, which social groups used this area more intensively and how public the urban space became. The pedestrianization of the area was analyzed with different methods and its condition following the implementation was studied. Analyses defined problems concerning the functionality of the public space and user satisfaction based on visual evaluation and surveys with users.

Image analysis of the zone showed that the focal points were close to the public squares and transfer centers while the landmarks were the Spice Bazaar (Mısır Çarşısı), the New (Hatice Turhan Sultan) Mosque and the Central Post Office (Büyük Postane) (Figure 4). The most important obstruction is Main Street that limits pedestrian movement (Figure 5). The streets within the area are interconnected but there are also narrow streets and dead-ends due to its historic character.

Hamidiye and Büyük Postane streets and the roads opening to them appear to be safer in terms of urban design. However there are also old and obsolete areas with more narrow roads and inadequate street lighting within the evaluation zone (Figure 6).

There are areas where the noise levels are too high where the street open to the Reşadiye, Bab-ı Ali and Ankara streets and around the gates of the Spice Bazaar (Mısır Çarşısı). The effect of the wind is felt more at the cross-

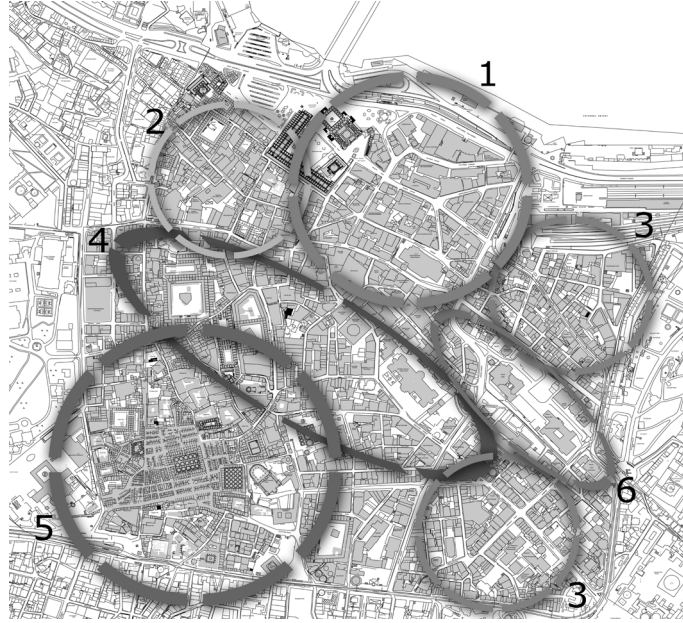


Figure 3. Sub-zones in the study area.

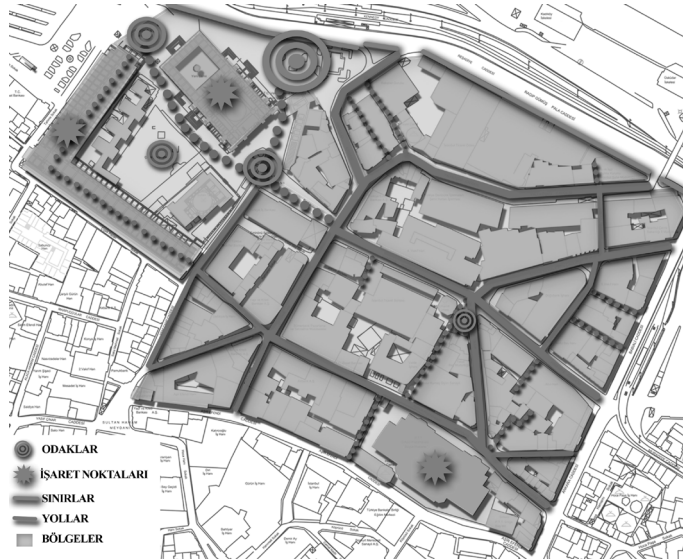


Figure 4. Image analysis.

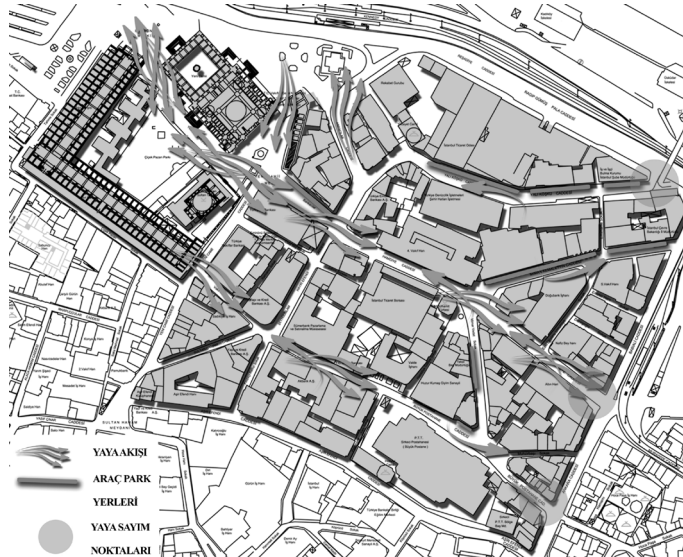


Figure 5. Pedestrian flows and parking areas.

roads and in those areas opening to the squares.

There are important monuments within the evaluation zone, including the Spice Bazaar (Mısır Çarşısı), the New (Hatice Turhan Sultan) Mosque, the 4th Vakıf Han and the Central Post Office (Büyük Postane). These landmarks as well as Eminönü Square, the Bosphorus and Sirkeci Central Station form the focal points of vistas from the area (Figure 7).

Parking zones for vehicles with rubber tires are mostly on and around Yalıköşkü Street. This is probably because the House of Justice, Istanbul Chamber of Commerce and service buildings of the Turkish Ministry of Finance are located in this area, and the entrance of public service vehicles into the pedestrianized zone is allowed. However, the parking spaces are not

enough if the use intensity of the area is considered (Figure 5).

The pedestrian flow is more intense along the continuous Bankacılar and Hamidiye streets. The commercial buildings and hotels along these streets increase the number of users. Other zones of pedestrian intensity include the entrance of the Spice Bazaar (Mısır Çarşısı) and the Central Post Office (Büyük Postane) axis. Pedestrian user counts show that Hamidiye Street is the most intense whereas Yalıköşkü Street is the least intense.

The surveys carried out with user concerning their satisfaction about the area, their perception of the area and their preferences are evaluated under four headings:

2.2. Accessibility and connectivity

Users reach the area with public transportation (ships, trams, buses and minibuses).

Users reach the area in 30-45 minutes (Average is 90 minute).

Users define the accessibility of the area as easy, and this may be considered an advantage.

The vehicular traffic intensity of Istanbul in general and that around the area is considered to be an important problem.

The limitation of public transportation and the necessity of making transfers to reach the area constitutes a secondary problem.

2.3. Uses and activities

The foremost land use type is business and commerce.

Users prefer this area due to its historic character and spatial quality.

Surveys show that use is most intense on the weekdays and around noon.

Frequency of use is everyday and is longer than 4 hours.

The variety of preferred activities including eating and drinking, sight-seeing and shopping is considered to be positive by the users.

The negative aspects include the lack of green spaces, parking areas, service units, and exhibition and entertainment zones and being generally inadequate.

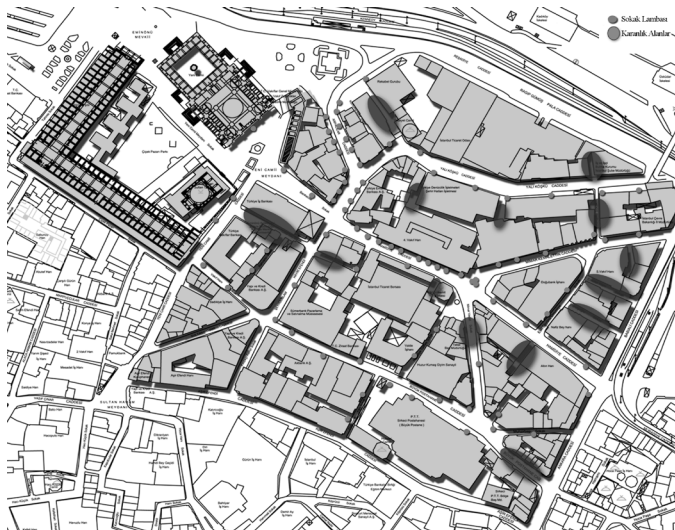


Figure 6. Dark zones.

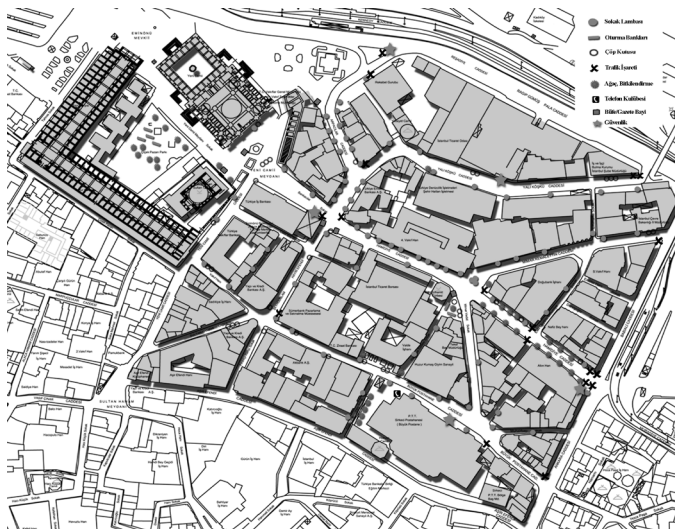


Figure 7. Urban furniture and fixtures.

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2.4. Comfort and image

The historicity of the area is its most important defining character.

Users feel themselves the most comfortable on Postane Street and in the Spice Bazaar (Mısır Çarşısı), the New (Hatice Turhan Sultan) Mosque and Eminözü Square.

The building defined as image elements are the Spice Bazaar (Mısır Çarşısı), the New (Hatice Turhan Sultan) Mosque and the Central Post Office (Büyük Postane).

Users find the quality and number of urban furniture and infrastructure inadequate.

Users mentioned the lack of seats and street lighting, and panels indicating directions and providing information.

The disturbing elements in the area include lack of maintenance, pollution, crowdedness, noise pollution, and the large numbers of street paddlers. The lack of green spaces is also considered as a problem.

2.5. Sociability and communication

Users participate in activities.

Users consider the area important because of its rich historicity and high commercial value.

The other zones most frequently used around the area include Sultanahmet, Süleymaniye, Beyoğlu, the Grand Bazaar (Kapalıçarşı) and Sur-i Sultani.

Users indicated that there have been changes in the area following its pedestrianization.

3. In conclusion

The concept of public interest is very wide and includes multiple functions, and thus acquires different meanings in different contexts and disciplines. The pedestrianization examples in

Europe and America are much more developed in terms of public interest compared to those in Turkey. Such implementations began in the 1960s in the west, mostly in historic urban centers. These implementations included designs for all types of user profiles and contributed to quality of the urban areas. Similar projects in Turkey however are not based on detailed infrastructure and planning activity or on analyzed user profiles, and produce unused areas with low comfort and design characteristics.

The pedestrianization project for Eminönü area, which is one of the most important centers in Istanbul became effective on January 1, 2011, was aimed at supporting the economic and touristic development of the area, improving the use quality of the area and providing a comfortable environment for the users.

The interviews, survey and research carried out in the evaluation zone show that the users were sympathetic to the pedestrianization project implemented in the area. However it was also observed that public participation was not full and its planning remained inadequate and problematic. Visual evaluation of the study area show that public and social benefit and urban public space criteria are not satisfied.

Some changes have taken place since this study was completed in May 2011. Yalıköşkü Street where pedestrian flow was low and which was mostly used as for parking is not part of the pedestrianized zone anymore. Due to the presence of many public buildings which are frequently used and the lack of parking areas in their close proximity, this street serves as an unregulated parking zone.

The restoration of some of the historic buildings in the pedestrianized

Table 1. The positive and negative results of the evaluation zone in terms of public interest.

Positive Results	Negative Results
<ul style="list-style-type: none"> • Voluntary and free of charge • Designed through planning activity • Has not acquired political status • Safeguards ownership rights 	<ul style="list-style-type: none"> • Sustainable development • Equity for all classes of society • Adaptability to changing life styles • Fulfills various needs • Safeguarding public interest and social benefit principles

evaluation area has been completed, and the area has been enriched in terms of urban design elements. Those that were pointed out to be missing during the survey such as information and direction panels and garbage bins have been added. However, the other lacking elements have been added or enhanced.

“Vehicles with official, local government, diplomatic and municipal and city police license plates, those belonging to the postal services and banks, fire service vehicles and ambulances retained 24-hour access” to the pedestrianized area according to the related decision, however their number and navigation through the area disturbs the integrity of the pedestrian zone.

Access to the area from the pier side was only through pedestrian bridges and tunnels but following the recent re-design of the tram station, a pedestrian

crossing with traffic lights and signage was installed. However, because the users prefer this more direct crossing, the tunnels and bridge have become obsolete. The lack of signage and precaution measures on the tramline endangers the safety of the pedestrians trying to cross to the opposite side.

Proposals intended to increase the spatial quality of the pedestrian zone are presented below under four headings:

3.1. Accessibility and connectivity

- The continuity of pedestrian flow must be supported within the area.
- The numbers and timing of the public transport vehicles used to access the area need to be reorganized. Private vehicle access must be prohibited while that of official vehicles needs to be limited.
- The lack of parking places creates

Table 2. The positive and negative results of the evaluation zone in terms of urban design criteria.

	Access & Linkages	Use & Activities	Comfort & Image	Sociability
Positive Results	<ul style="list-style-type: none"> • Continuity • Proximity • Walkable • Convenient • Accessible • Awareness • Encouragement to public transportation • Traffic data • Transit usage • Pedestrian activity 	<ul style="list-style-type: none"> • Vital • Real • Special • Useful • Indigenous • Local business ownership • Sustainability • Supportive to local economy • Local use patterns • Property values • Rent levels • Retail sales 	<ul style="list-style-type: none"> • Privacy • Attractivity • Historic • Identity • Image • Crime statistics • Health statistics 	<ul style="list-style-type: none"> • Diverse • Stewardship • Efficacy • Neighborly • Interactive • Welcoming • Number of women, children and elderly
Negative Results	<ul style="list-style-type: none"> • Reliability • Connected • Readable • Mode splits • Parking usage patterns • Understandability of signage 	<ul style="list-style-type: none"> • Fun • Active • Celebratory 	<ul style="list-style-type: none"> • Safe • Clean • Green • Walkable • Suitable • Aesthetics • Quality and simplicity • Building condition • Environmental data • Comfort for disabled • Choice of materials • Choice of urban furniture 	<ul style="list-style-type: none"> • Cooperative • Social networks • Volunteerism • Evening use • Street life

a chaotic environment around the pedestrian zone. This problem must be solved with the construction of new parking lots, and parking on the pedestrianized areas need to be prevented.

- The chaotic crossings where vehicular traffic is allowed must be rearranged.
- During the pedestrian time period, motorbikes and all types of other motorized vehicles must be prevented from entering the area.
- The traffic circulation and flow must be restructured.

3.2. Uses and activities

- The commercial activities and uses in the area must be developed and supported.
- Those activities, which are lacking in the area, especially those related to the socializing of the users must be promoted.
- The public participation in the area must be coordinated.
- The introduction of a variety of new activities intended for different types of users would lengthen the use span.

3.3. Comfort and image

- The designs for the disabled and the children should be reviewed and their accessibility and use must be made easier.
- The identity and historicity of the area needs to be emphasized.
- Problems of safety must be solved.
- The pedestrianization of the area has increased the perception of the façades of the historic cultural property for the users on the street. This should be supported by the restoration of these buildings, highlighting the historic value of the area and bringing these buildings into use by providing appropriate new functions for them.
- The public spaces could contribute to the spatial quality of the area like open air museums.
- Green areas be provided for the citizens in terms of public benefit.
- Proper maintenance and cleaning must be ensured.
- Appropriate urban furniture and fixtures are necessary, especially

panels providing information.

- These urban elements must be integrated with the public spaces.
- The area must be redesigned as an urban public space, and the materials and urban elements must be adapted to this area.
- The most important elements of the urban space defined as image points in the surveys are the New (Hatice Turhan Sultan) Mosque, the Spice Bazaar (Mısır Çarşısı) and Postane (the Central Post Office) Street. These buildings and their value must be enhanced through urban planning and design.
- The urban elements must be compatible to the identity of the area, and they must be distributed and positioned according to the specific needs.

3.4. Sociability

- The evening use in the area must be further developed; functional adaptations may be necessary to equalize day and night use and to ensure full-day activity.
- The problems arising from lack of participation must be solved.
- Detailed planning and infrastructure work is necessary.
- Street life must be revitalized.

The inaccuracy of the definition of public interest or benefit lets the concept be misinterpreted and misapplied. All tools of participation must be utilized and terms of participation must address spaces all types of users in order to accentuate the concept of public interest in the design of public spaces. The decisions based on tools of participation would be useful to the city and the society if they are effective on the implementation tools of urban planning and design. The pedestrian areas formulated as projects without citizen or user participation generally serve as mere transit zones and do not acquire the characteristics of urban public space. Such projects only create areas without any vehicular traffic, and thus, cannot confirm to the requirements of public interest or benefit.

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Kamu yararı bağlamında kamusal mekanlarda bir yayalaştırma örneği: Eminönü Tarihi Yarımada (Hobyar Mahallesi ve Çevresi) yayalaştırma projesi

Kamu yararı çok işlevli ve geniş bir kavramdır. Genel anlamda kamu yararı tanımını devletin gereksinimlerini karşılayan, toplum yararını gözetken ve toplumun ihtiyaçlarına cevap verebilen, mülkiyet hakkının sınırlarını belirleyen bir yasal ölçüt olarak ifade edebiliriz. Ülkemizde yasal ölçüt olarak tanımlanan kamu yararı, anayasa-da geçen kanunlar çerçevesinde ifade edilmekte ve sınırlanmaktadır. Yapılan düzenlemelerin ne ölçüde kamunun ve toplumun yararına olduğu belirlenmemektedir.

Değişen ve dönüşen kentlerimizde bu süreçlerden en çok etkilenen alanlar kamusal mekânlardır. Kaldırımlar, meydanlar, kent parkları, yeşil alanlar, toplu taşıma istasyonları ve terminal gibi genel hizmete ayrılmış olan alanlar ve fonksiyonlar oluşturulmaktadır. Bu

mekânlarda kamu yararının varlığını, imar planı ile düzenlenmesi, bedelsiz olması, toplumun her grubuna eşit imkânlar sunması, siyasi bir nitelik taşımadan değişen şartlara uyumlu olması ve mülkiyet haklarını koruması ile değerlendirilebilir.

Kamu yararının en önemli amacı kullanıcıların yaşam kalitesi ve konforunu arttırmaktır. Bir mekânın verimli ve etkin kullanılabilmesi için o mekânın erişilebilir olması, farklı kültürel ve sosyal aktiviteler barındırması, kullanıcıların sosyalleşmesine olanak sağlaması, kullanıcıların mekânı rahat ve güvenli bir şekilde kullanması gerekmektedir.

Küreselleşen kentlerimizde araç trafiğinin yoğunlaşması özellikle tarihi alanlarda kamusal mekânların yok olmasına sebep olmaktadır. Bu nedenle en önemli kamusal alanlardan olan yolların yayalaştırılması ile kentlerde sağlıklı kamusal mekânlar yaratılmaya çalışmakta, yayalaştırılan alanlarda mekân kalitesinin arttırılması ile bir-

likte kamu yararı öne çıkarılmaya çalışılmaktadır.

Kamu yararı bağlamında Dünya ve Türkiye örneklerinde de görüldüğü üzere Avrupa ve Amerika'daki yayalaştırma uygulamaları ülkemize kıyasla önde olduğu görülmektedir. Dünyada 1960'lı yıllarda başlayan yayalaştırma düzenlemeleri, ülkemizde ise 90'lı yıllarda uygulamaya başlanmıştır. Yayalaştırma projeleri gün geçtikçe daha çok yaya alanlarına ihtiyaç duyulması ile artarak devam etmekte ve kent düzenlemelerinde önemli bir yer almaktadır. Ancak ülkemizde gerekli plan ve altyapı çalışmaları yapılmadan uygulanan projelerin yeterli olmaması ve kullanıcılara uygun seçimlerin yapılmaması yaya alanlarının gerektiği kadar değerlendirilememesine neden olmaktadır. Kamunun yararını önde tutmayan projeler kullanılmayan ya da belli bir kullanıcıya hitap eden alanlar oluşturmaya başlamaktadır.

İstanbul'un en önemli tarihi alanlarından biri olan Eminönü Hobyar Mahallesi'nde uygulanan yayalaştırma projesi çalışma alanı olarak seçilmiştir. İstanbul Büyükşehir Belediyesi, İstanbul 2010 Avrupa Kültür Başkenti Ajansı ve Fatih Belediyesinin kontrolü doğrultusunda başlatılan ve yürütülen yayalaştırma projesinin Ragıp Gümüşpala Caddesi, Yeni Cami Caddesi, Ankara Caddesi ve Aşir Efendi Caddeleri arasında kalan bölgesinde kentsel kamusal mekanlar incelenmiştir. Proje alanında kamu ve toplum yararı açısından değerlendirmeler yapılmış, mekânı kullananlar açısından alanın kalite ve işlevsel özellikleri incelenmiş, ulaşım, fonksiyon, alanın çevresi ile etkisi, kentsel tasarım açısından kriterleri, projenin amacı, yayalaştırma öncesi ve sonrasındaki durumu ve kullanıcıların memnuniyetleri karşılaştırılmıştır.

Değerlendirme bölgesi olarak adlandırılan alan Tarihi Yarımada'nın en önemli giriş noktalarından biridir. Eminönü Meydanı, Yeni Camii ve Mısır Çarşısı gibi kentsel kamusal alanları da içerisinde bulunduran bölge geleneksel ticaret, perakende ticaret ve çeşitli hizmet fonksiyonlarını bünyesinde bulundurmakta ve diğer alanlardan bu özellikleri ile ayrılmaktadır.

Alanda yapılan çalışmalar sonucunda Hobyar Mahallesi ve çevresi yaya-

laştırma projesinde olumlu ve olumsuz durumların olduğu gözlemlenmektedir. Değerlendirme alanında yapılan görüşmeler, anket ve gözlem çalışmaları sonucunda kullanıcıların alanda uygulanan yayalaştırma projelerine olumlu bir şekilde baktığı anlaşılmaktadır. Ancak kamunun katılımının sağlanamadığı ve sadece plan üzerinden düzenlenen projelerde görüldüğü gibi bu projede de bir takım sorunlar bulunmaktadır.

Çalışma alanında yapılan görsel değerlendirmeler sonucunda kamu yararı açısından incelendiğinde kamu yararı ve kentsel kamusal mekân ölçütlerinin yeterli düzeyde olmadığı görülmüştür.

Çalışma alanının kullanım amaçlarında ortaya çıkan sonuçlarda ankete katılanların çoğunluğunun iş dolayısı ile alanı kullandıkları, bunun dışında alışveriş ve geçiş bölgesi olarak mekânın kullanıldığı gözlenmekte ve alanın kamusal kullanım yönünden eksiklerinin bulunduğu anlaşılmaktadır.

Çalışma alanını kamu yararı bağlamında incelediğimizde proje kamunun bedelsiz ve rahat erişimini sağlayabilmesi açısından doğru ve yerinde bir uygulamadır.

Mekânın tarihi ve turistik değerlerinin algılanması noktasında, alanın sahip olduğu organik dokunun ve içerisinde barındırdığı kültür varlıklarının fark edilebilirliğinin artması yayalaştırma projesi ile sağlanabilecektir.

Alanda yapılan değerlendirmeler ışığında alanın kullanıcıya daha kaliteli bir mekân sunması adına çeşitli önerilerde bulunulması gerekmektedir. Bunları dört başlıkta aşağıdaki gibi sıralayabiliriz;

1. Erişim ve bağlantılar:

Alan içerisinde yaya akışının devamlılığı sağlanmalıdır,

Bölgeye erişimde kullanılan araç sayılarının tekrar düzenlenmesi ve bölgenin özel araç kullanımından arındırılması gerekmektedir,

Alanın çevresinde oluşan karmaşıklık engellemenek adına otopark ihtiyacı karşılanmalıdır,

Trafiğe açık noktalardaki kargaşa giderilmelidir,

Yayalaştırmanın uygulandığı saatlerde motosiklet gibi motorlu taşıtlarında alana girmeleri engellenmelidir,

Trafik sirkülasyonu iyi ve tekrar düzenlenmelidir.

2. Kullanım ve aktiviteler:

Mekândaki ticaret geliştirilmeli ve desteklenmelidir.

Alanda eksikliği gözlenen aktivitelerin ve kullanıcıların sosyalleşebilmesini sağlayacak faaliyetlerin artırılması gerekmektedir,

Mekânda katılım koordinasyonunun geliştirilmesi gerekmektedir,

Her türlü kullanıcıya uygun aktiviteler ile mekânın kullanım süresinin artırılması oldukça önemlidir.

3. Konfor ve imaj:

Engelli ve çocuklar için tasarımların yeniden gözden geçirilmesi ve erişim ve kullanımın kolaylaştırılması gerekmektedir,

Mekânın kimliği ve tarihi değerleri ön plana çıkarılmalıdır,

Mekânın güvenlik sorunu çözülmemiştir,

Alanda bulunan tarihi kültür varlıklarının cephelerinin algılanması yayalaştırma projesi ile arttırılmakta ve projenin devamında cephe restorasyonları ile alanın görselliği ve değerleri öne çıkarılmalı ve aynı zamanda tarihi binalara mekânın imajına uygun fonksiyonlar verilmelidir.

Kamusal alanların açık birer müze olarak mekâna katılımı sağlanmalıdır,

Yeşil alan eksikliğinin öne çıktığı değerlendirme alanında kamunun yararı adına kentlinin kullanıma sunulan yeşil alanlar oluşturulmalı ve bölgenin bu ihtiyacı karşılanmalıdır,

Bakımsızlık ve kirlilik giderilmelidir,

Mekân içerisinde bilgilendirme açısından çeşitli kent mobilyaları kullanılmalıdır,

Alanda yer alan ve kullanıcıların imaj noktası olarak belirttikleri Yeni Cami, Mısır Çarşısı ve Postane Caddesinin plan ve tasarım düzenlemeleri ile ön plana çıkacağı çalışmalar yapılmalı ve hayata geçirilmelidir,

Bölgenin kimliğine uygun bir şekilde tasarlanan kent elemanlarının bölge içindeki konumlarının ve yerleşimlerinin doğru yapılması gerekmektedir.

4. Sosyallik

Alanın akşam kullanımı arttırılmaktadır, gün boyu kullanımının sağlanabilmesi ve gece gündüz kullanımının dengelenebilmesi için fonksiyon değişikliklerinin yapılması gerekmektedir,

Katılım eksikliği giderilmelidir,

Sokak hayatı canlandırılmalıdır.

Tez sonuçlarında belirlenen varsayımlar göstermektedir ki; kamu yararının günümüzde hala kesin bir tanımının yapılamaması kamu yararının yanlış yorumlanmasına ve uygulanmasına neden olmaktadır. Kamu yararının ön plana çıkarılması bağlamında kamusal mekânların tasarlanma süreçlerinde tüm katılım araçları kullanılmalı, katılım koşulları alandan etkilenecek tüm kesimlere hitap edebilmelidir. Katılım mekanizmaları sonucunda ortaya çıkan kararlar kentsel tasarımın müdahale araçlarına etki edebildiği ölçüde kente ve topluma fayda sağlayabilecektir.