

CO-DIAGNOSTICS: ŞEKET ÖZÇELİK STREET

Measuring the Quality of Public Life

CO-DIAGNOSTICS: ŞEVKET ÖZÇELİK STREET MEASURING THE QUALITY OF PUBLIC LIFE

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FOREWORD

Public spaces in cities play a direct role in shaping the quality and inclusiveness of social life. Integrating user experiences into the assessment of public spaces is essential for fostering sustainable, accessible, and liveable urban environments. This Joint Assessment study, conducted as part of the Horizon Europe project Re-Value, seeks to strengthen user-focused data collection and analysis across different areas of the city, thereby providing concrete input for decision-making processes.

This final report presents the findings of a comprehensive public space study assessing quality of life in public spaces on Şevket Özçelik Street, located in the K lt r Neighborhood of the Konak District. Data obtained from on-site observations, surveys, and face-to-face interviews were evaluated using multidimensional criteria, including spatial characteristics, accessibility, thermal comfort, safety, inclusiveness, socio-cultural functions, and digital systems.

The successful implementation of the fieldwork was made possible through the collaboration of various institutions, experts, and community members. We sincerely thank all stakeholders who generously shared their knowledge and experience throughout the process and supported the fieldwork. We hope this publication will inform policies, planning, and design decisions aimed at enhancing the quality of life in urban spaces such as Şevket  zçelik Street and similar areas.

METHODOLOGY

1



To facilitate more effective and manageable observation and survey studies, fieldwork was carried out along Şevket Özçelik Street between Plevne Avenue, Talatpaşa Boulevard, and Nevvar Salih İşgören Street (Figure 1). The fieldwork was scheduled to span one week to enable observation of users and visitors who use the street on different days. A 10-member team from the Izmir Metropolitan Municipality and the Izmir Planning Agency conducted field observations and surveys over seven days, from 9:00 to 19:00



Figure 1: Study Area

Data collection was carried out between 9:00 and 19:00, encompassing both weekdays and weekends. A team of 10 from the İzmir Metropolitan Municipality and the İzmir Planning Agency carried out observations, surveys, and interviews concurrently during the fieldwork.

Data Collection Methods

1. Face to Face Interviews

In-depth interviews were conducted with 19 respondents. Respondents were selected from key stakeholders, including shopkeepers, the neighborhood headmen, school principals, building caretakers, local residents, and visitors. Interviews were conducted with inclusivity in mind, ensuring that the experiences of individuals using assistive devices such as strollers, canes, and wheelchairs were also included. The interview questions were designed to explore the existing challenges of the area, user expectations, and recommendations for improvement.

2. Survey

The survey questionnaire was designed following the People & Public Spaces methodology developed by Gehl Architects¹. The questionnaire included 36 questions in total, structured across six main categories, covering topics from demographic data to spatial experience, accessibility, and perceptions of safety. The questionnaire was administered via both on-site face-to-face methods and digital platforms, engaging a total of 158 respondents. The study adopted a convenience sampling approach, with efforts made to achieve balanced representation among respondents of varying ages, genders, and occupations.

3. Spatial Observations

Spatial observations were conducted based on the Great Public Spaces Evaluation Tool methodology, published by Transport for NSW². In total, 9,309 user observations were carried out, recording aspects such as user density, movement patterns, purpose of use of the area, the functionality of street furniture, and thermal comfort conditions. The observations were carried out at various days and time slots, accounting for temporal variations.

4. Data Analysis and Visual Diagrams

The survey data were evaluated through statistical techniques, including analyses of frequencies, percentage distributions, and cross-tabulations. Face-to-face interviews were analyzed using qualitative data analysis methods, with emerging themes and respondent quotations included in the report. Spatial observations were visualized using maps, diagrams, and photographs. The visual diagrams reveal spatial patterns regarding accessibility, user density, usage types, thermal comfort, and the placement of street furniture (Figures 2–6).

Ethical Approval: *This study received approval from the Scientific Research and Publication Ethics Committee of the Faculty of Science and Engineering at İzmir Institute of Technology, with approval number E-41752998-050.04-2500029932. Informed consent has been obtained from all respondents.*

¹ Gehl&Partners (2023). People& Public Spaces-Usage Patterns of Public Spaces in Munich

² Transport for NSW (2021), Great Public Spaces Evaluation Tool for Public Space and Public Life, Transport for NSW

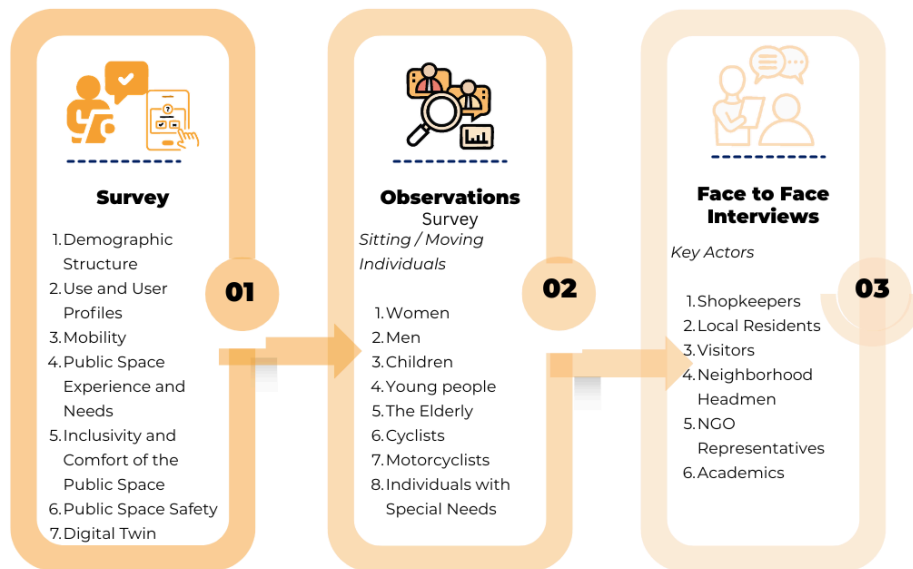
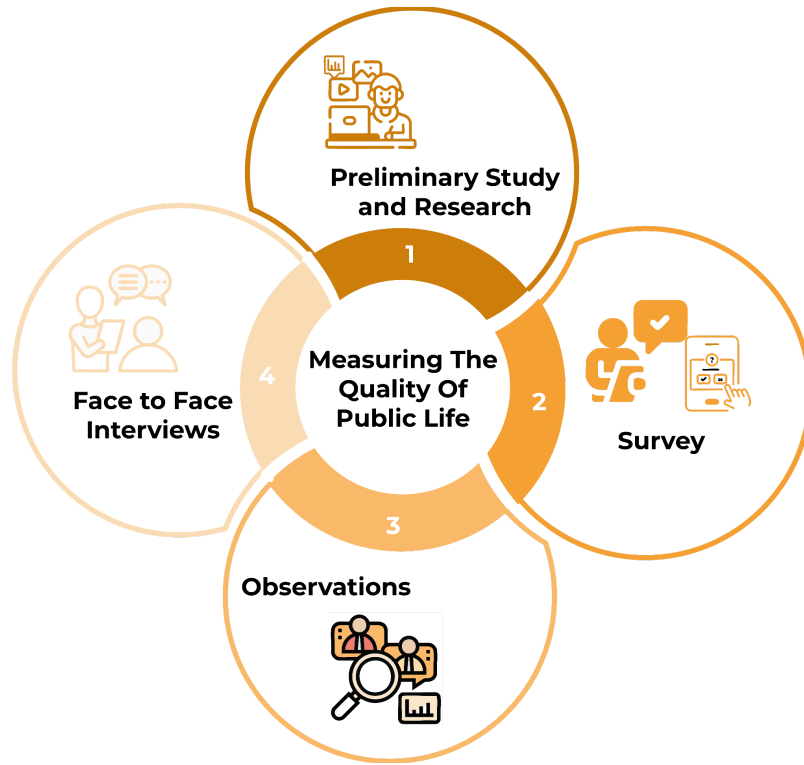
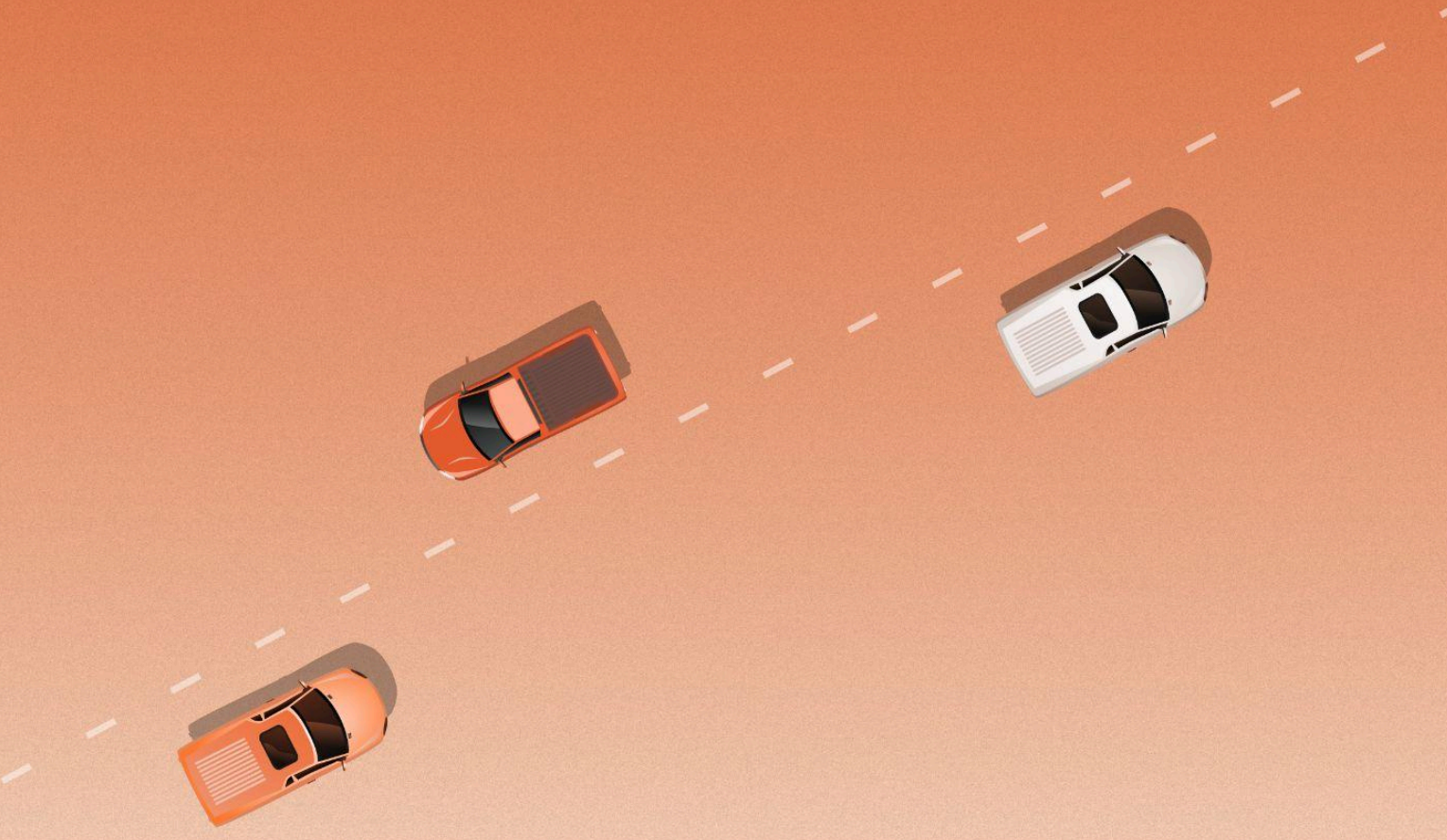


Figure 2: Co-Diagnostics Şevket Özçelik Street: Measuring The Quality of Public Life

SEVKET ÖZCELİK STREET

2



Face-to-face interviews, surveys, and observations were conducted as part of the fieldwork. Face-to-face interviews were held with key stakeholders, including shopkeepers, the neighborhood headman, school principals, building caretakers, local residents, and visitors. Due to the wide visitor profile from different districts, a digital survey was conducted alongside the face-to-face (analog) survey. Distribution of the survey was facilitated via key actors, including alumni and parent-teacher association groups from different schools, local neighborhood groups, and the municipal city council.

2.1. Spatial Observations and Face to Face Interviews

Şevket Özçelik Street is located in Kültür Neighborhood, Konak District, İzmir Province (Figure 3). Şevket Özçelik Street, one of the main pedestrian corridors in the Alsancak area, is heavily used by both visitors and local users due to its proximity to key points such as the ferry terminal, train station, coastal promenade, hospital, and İzmir Metropolitan Municipality. The area is generally used for transit purposes, but it is also a street where local residents frequently spend time. A high percentage of elderly residents in the Kültür Neighborhood, combined with the pedestrian-priority nature of the area, allows older adults to walk safely and enjoy outdoor activities in the sun. The area is also known by local residents as the “rehabilitation route” due to these characteristics.

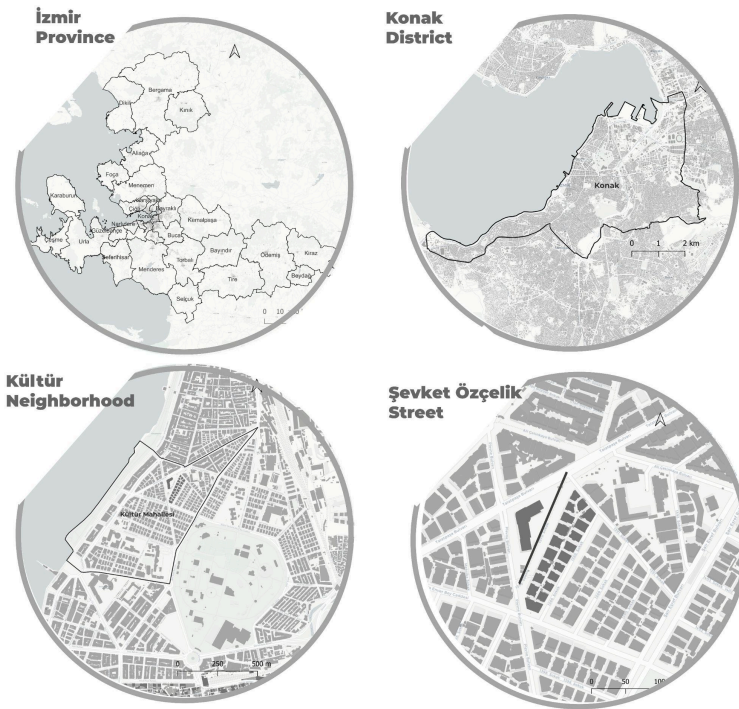


Figure 3: Surroundings of the Area

Şevket Özçelik Street is characterized as a multifunctional public space. The area hosts Gazi Secondary School, the neighborhood headman’s office, and a range of commercial establishments (Figure 4). The area integrates multiple functions, such as food and beverage outlets, retail outlets for shopping, and medical clinics offering healthcare services.

Moreover, the area hosts a range of events and charity bazaars during specific periods. Şevket Özçelik Street, with its multifunctional character, stands out as an important public space for both local users and visitors.

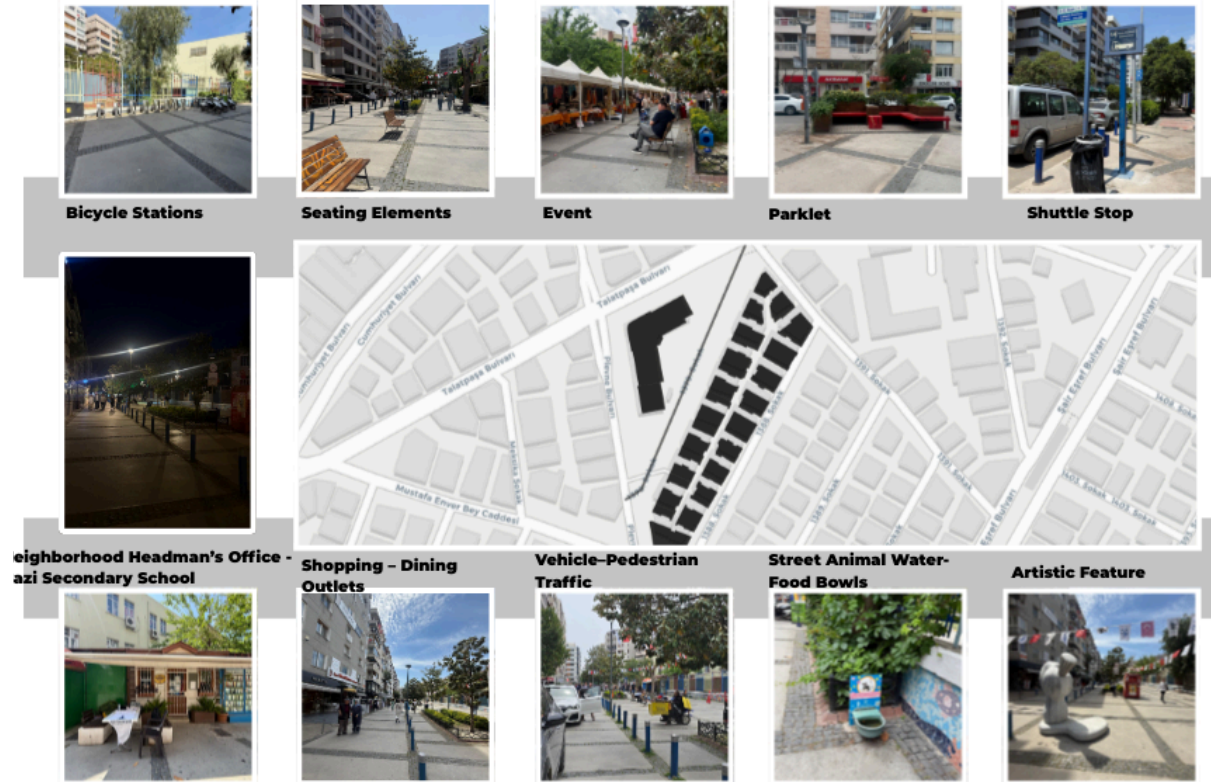


Figure 4: Şevket Özçelik Street and Its Vicinity

Access to Şevket Özçelik Street is provided through various transportation modes, including private vehicles, public transport, and bicycles (Figure 5). There is a ferry pier, bus, tram, and IZBAN stops in the immediate vicinity of the area. Alongside public transit access, the presence of nearby bicycle lanes further improves the area's accessibility. Moreover, insights from the field interviews revealed that some user groups have faced transportation challenges following the discontinuation of minibus (dolmuş) services (Interviews 14, 19).

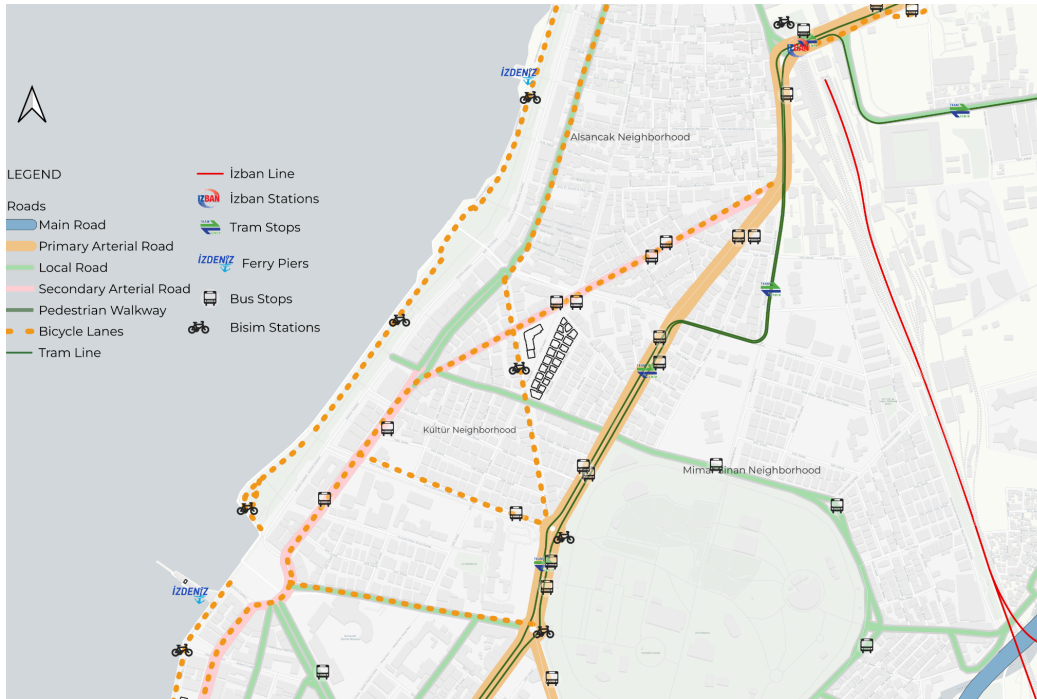


Figure 5: Connectivity

In the hot-climate Konak district, temperatures can reach up to 45 °C during the summer months (Figure 6). Measurements conducted on Şevket Özçelik Street in July 2024 indicated surface temperatures of around 40 °C. A lack of shading elements, especially in the summer months, diminishes thermal comfort and constrains the area’s potential for public use.

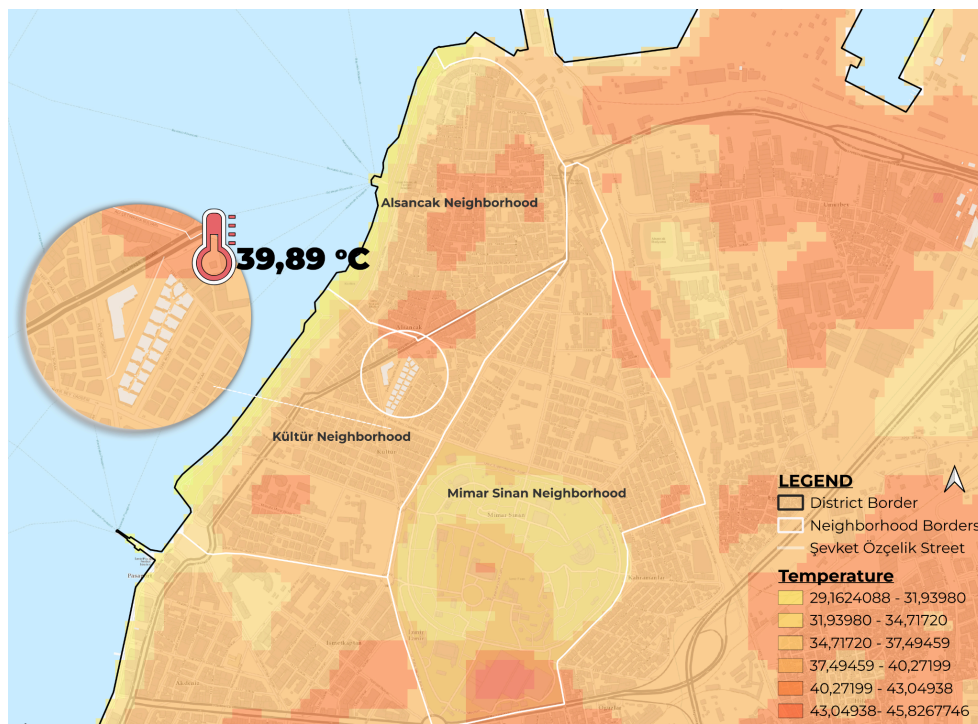


Figure 6: Konak District Surface Temperature Map

(Reference: Created in QGIS using July 2024 Landsat 8 Satellite Image Data.)

Based on spatial observations, the area was found to host a range of urban facilities, such as seating elements, waste bins, boundary structures, animal water and feeding stations, a BİSİM bike station, and an outdoor library. Seating elements and parklets are limited in number, and shading elements are absent from the area. There are various types of waste bins in the area. Maintenance of the animal water and feeding stations is inadequate. Motorcycles are parked at the BİSİM stop. Observations revealed that students who cycle to Gazi Secondary School tie their bicycles to lampposts.



On Şevket Özçelik Street, hygiene problems arise from irregular garbage collection and the disposal of food waste in animal water and feeding bowls.

55-year-old male user from Karşıyaka



Figure 7: Parklet



Figure 8: Seating Elements



Figure 9: Waste Bins



Figure 10: BİSİM Station

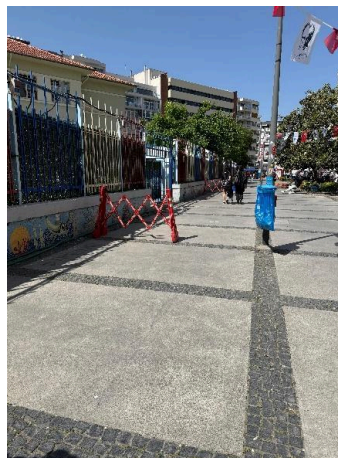


Figure 11: Boundary Structure



Figure 12: Animal Water-Feed Station

In specific parts of the area, the ground is paved with cobblestone surfaces. Due to unevenness or depressions in the cobblestone surfaces, access is limited for people with disabilities and individuals with strollers.

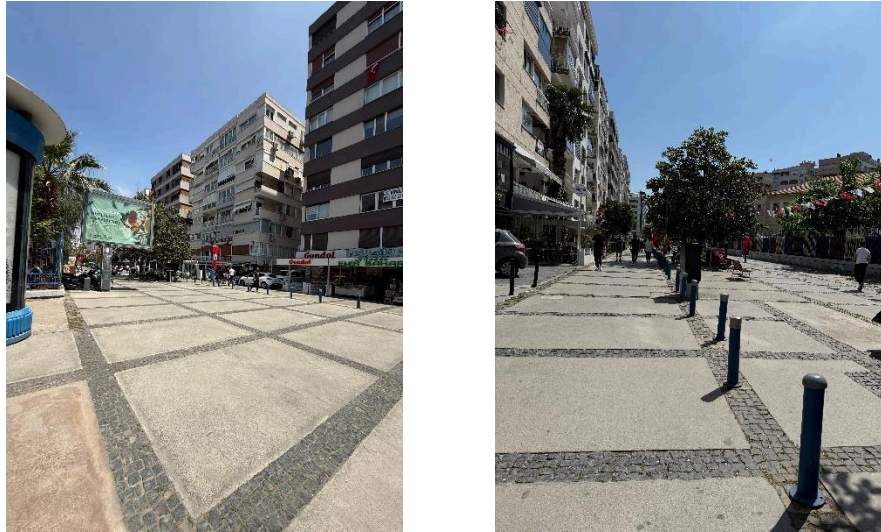


Figure 13: Pavement

Various events such as charity bazaars and concerts are held in the area at certain times. Serving as a socio-cultural meeting point, Şevket Özçelik Street is a hub for socializing for local residents, in addition to hosting events. Field observations indicated that the street serves as a meeting and socializing space for local users. Due to the absence of a children's playground in the Kültür Neighborhood, local users generally spend their time in this area.

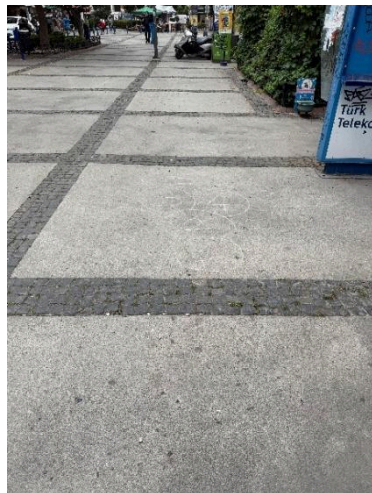


Figure 14: Hopscotch Game Drawn by Users



Figure 15: Charity Bazaar

Spatial observations revealed that motorcycle and bicycle use is high in the area. Uncontrolled use of motorcycles and bicycles on pedestrian walkways poses a risk to pedestrians. Gazi Secondary School in the area uses boundary elements to ensure students can enter and exit the school safely.



Since there is no children's playground in the neighborhood, we use the street as an alternative, but uncontrolled motorcycle use poses a significant risk to children.

37-year-old female user living in Kültür Neighborhood



Figure 16: Night view of the Area



Figure 17: Uncontrolled Bicycle Use

In order to assess the current state of Şevket Özçelik Street and determine user requirements, face-to-face interviews were carried out for 7 days with 19 respondents, comprising 9 male and 10 female users. Interviews were conducted with various key stakeholders who experience Şevket Özçelik Street, including shopkeepers, local government employees, visitors, and local residents. In line with the inclusivity principle, the face-to-face interviews included respondents who use assistive devices, including strollers, canes, and wheelchairs. The face-to-face interviews offered important information regarding the area's existing challenges and the expectations of its users.

Interview No: 1

Demographic Information

Interview Notes



Gender:
Male



Age:
61



Respondent Profile: Local Resident

- The 61-year-old male user reported that, having no home, he typically spends his time on Şevket Özçelik Street and uses the space throughout the day and night.
- He highlighted that during nighttime hours, **individuals using illicit substances are present in the area, and that there is a lack of adequate monitoring mechanisms.**
- He noted that **there are no areas to protect from the heat, especially during the midday hours** in the summer months.
- He also pointed out that **puddles form in front of the florists located at the entrance and exit of the area, especially on rainy days.**

Interview No: 2

Demographic Information

Interview Notes



Gender:
Male



Age:
28



Respondent Profile: Shopkeeper

- According to the 28-year-old male respondent working as a shopkeeper in the area, the boundary between pedestrian and vehicular lanes is not clearly perceived.
- The respondent pointed out the lack of bicycle and pedestrian lanes.
- He noted that the current water and feeding stations for cats and dogs are poorly maintained and require replacement.
- He emphasized the lack of shaded seating elements and insufficient cleaning activities in the area
- He noted that implementing digital tools to improve information accessibility in the area may contribute to a more comfortable and informed user experience.
- He also mentioned the parking problem in the area.

Interview No: 3

Demographic Information

Interview Notes



Gender:
Male



Age:
55



Respondent Profile: Local Resident

- The 55-year-old male user said he felt unsafe in the area due to **homeless people and uncontrolled motorcycle riding.**
- The user stated that the **safety of students was at risk due to motorcyclists.**
- He noted that **temporary boundary elements have been installed** to increase safety at school entry and exit points.
- He reported that **homemade food is placed in the cat and dog feeding bowls in the area, which leads to hygiene problems.**
- He pointed out **the lack of shaded seating elements** where parents could sit while waiting for their children.

Interview No: 4

Demographic Information Interview Notes



Gender:
Female



Age:
37



Respondent Profile:
Visitor

- The female user, who travels from Karşıyaka to Şevket Özçelik Street on weekdays for work, reported experiencing delays due to **insufficient parking spaces and high traffic volumes** in the area.
- The respondent noted that the number of trees in the area is insufficient and highlighted **the need to increase shaded areas**, particularly during the summer months, to provide protection from the sun.
- The respondent requested that the **existing seating be replaced with shaded seating** and further suggested that **single-seat or circular designs should be preferred to prevent use by homeless individuals**.

Interview No: 5

Demographic Information Interview Notes



Gender:
Female



Age:
68



Respondent Profile:
Local Resident

- The female user living on Şevket Özçelik Street reported difficulty using a cane due to depressions in certain areas of the pavement.
- According to the respondent, the **pedestrian walkway is obstructed by various encroachments**.
- She also noted that **street furniture, including children's play areas, bicycle parking facilities, directional signage, and public toilets** are missing in the area.
- She reported the presence of **puddles during rainy weather** and emphasized the lack of storm drains and permeable surfaces.
- She also reported experiencing a significant **lack of shaded areas on hot days** and requested **the installation of a canopy in front of Gazi Secondary School**.

Interview No: 6

Demographic Information Interview Notes



Gender:
Female



Age:
42



Respondent Profile:
Local Resident

- The user said that she comes to Şevket Özçelik Street due to the absence of a children's playground in the neighborhood and emphasized that the area **lacks vibrancy and aesthetic quality**.
- She said that **a small playground for children** could add vibrancy to the area.
- She emphasized that the encroachments of commercial units in the area should be removed and stated that interventions to enhance the vibrancy of the area are needed.
- She stated that although **the number of waste bins in the area is sufficient**, however, **awareness-raising activities** are needed due to littering.

Interview No: 7

Demographic Information

Interview Notes



Gender:
Female



Age:
63



Respondent Profile:
NGO

Representative

- The female respondent who uses Şevket Özçelik Street primarily for transit stated that the most significant problem she encounters in the area is **the lack of shading elements**.
- She emphasized that this significantly **reduces thermal comfort, especially during the summer months**.
- The insufficient number of trees in the area **reduces the cooling effect and limits pedestrian mobility**.
- The respondent generally perceives the area as **dirty**, indicating the need for **better cleaning and maintenance efforts**.
- According to the respondent, **there is a need for public leisure and social spaces that enable users of the area**, especially local residents of Şevket Özçelik Street, **to engage in social interaction**.

Interview No: 8

Demographic Information

Interview Notes



Gender:
Female



Age:
33



Respondent Profile:
Local Resident

- The 33-year-old female user stated that she usually came to the area in the **afternoon to take a walk with her baby**.
- She reported **having difficulty with the stroller due to the pavement**.
- She also pointed out the **lack of shaded seating elements** in the area.
- She reported that there were **people using illicit substances and homeless individuals** in the area in the evening hours.
- She also noted that small children are collecting waste in the area and emphasized the lack of spaces where children can socialize.

Interview No: 9

Demographic Information

Interview Notes



Gender:
Female



Age:
66



Respondent Profile:
Shopkeeper

- The female respondent, who uses the area for work, emphasized **the lack of parking, insufficient green spaces, and the absence of seating and children's play areas**.
- She stated that **the number of seating elements in the area is insufficient** and that they **are not suitable for prevailing climatic conditions**.
- She said that on rainy days, users of the area struggled due **to a lack of sheltered areas**.
- She expressed her desire for **a digital map showing vehicle and pedestrian traffic in the area and the current weather conditions**.

Interview No: 10

Demographic Information Interview Notes



Gender:
Female



Age:
29



Respondent Profile:
Local Resident

- The 29-year-old female user stated that she usually came to the area **to walk her pet.**
- She stated that **there are water and feed stations for street animals in the area, but they are neglected.**
- The respondent generally perceives the area as dirty, indicating the necessity for **better cleaning and maintenance efforts.**
- She said she felt unsafe due to the presence of homeless people in the area in the early morning or late at night.

Interview No: 11

Demographic Information Interview Notes



Gender:
Male



Age:
47



Respondent Profile:
Visitor

- The male user, who comes out a few times a month to take his child to the doctor, **has expressed the lack of comfortable and free seating areas during the daytime hours.**
- He has stated that there is a **lack of shaded seating elements and public restrooms** in the area.
- He said that adding an **information kiosk** to the area could serve as a guide for those unfamiliar with the area.
- The user stated that **the water and feed bowls for street animals are quite neglected because people pour their food scraps into them.**

Interview No: 12

Demographic Information Interview Notes



Gender: Male



Age:
24



Respondent Profile:
Visitor

- The male user, who mentioned that events were held more frequently in the area in the past, emphasized **the need to increase the number of venues for events.**
- The user stated that he could not feel any separation between the pedestrian and vehicle lanes in the area, and suggested that **more informative signs** should be installed.
- He demanded the development of a system that uses **digital systems** to convey users' experiences and requests regarding the area.

Interview No: 13

Demographic Information Interview Notes



Gender:
Male



Age:
37



Respondent Profile:
Visitor/
Academic

- The user expressed **concern about safety**, particularly in the evenings, because of homeless people and individuals using illicit substances in the area. He emphasized the need to **strengthen oversight mechanisms**.
- He noted a **lack of aesthetic quality** in the area, emphasized that the parklets and the section with the florist, particularly along the **connection to Plevne Boulevard**, should be redesigned.
- He stated that the mulberry trees in the area contribute to street litter and emphasized that the **vegetation should be reconsidered, taking into account both maintenance needs and shading effects**.
- He pointed out that the **water and feed bowls for street animals in the green space are currently quite neglected** and stressed the need to create a restricted area similar to a **small dog park**.
- He stated that **puddles** form due to depressions of the pavement and that he had difficulty walking because the ground is **slippery**.
- Noting that the **thermal comfort in the area is quite low**, he said that he had a very hard time during the summer months.
- He emphasized the need to set up **small spaces such as table tennis areas that offer opportunities for socializing**.

Interview No: 14

Demographic Information Interview Notes



Gender:
Female



Age:
57



Respondent Profile:
Local
Resident

- The **female respondent, working as a building caretaker in one of the apartment buildings** on Şevket Özçelik Street identified **irregular pedestrian walkways, lack of green spaces, and insufficient opportunities for social interaction** as the main issues facing the area.
- She stated that the presence of **encroachments on the pedestrian walkway, uncontrolled motorcycle use, and the absence of a designated bicycle lane** create chaos.
- She said that **she had a hard time enjoying the area during the summer at midday hours because there aren't enough trees**.
- She pointed out that the area **only has food and beverage outlets belonging to private businesses and lacks free or affordable places to socialize**.
- She complained that bus **services to the Konak district are insufficient** and suggested **increasing the frequency of existing services or reinstating the minibus routes** that previously operated.
- She said that the statue located at the entrance to the area on Kibris Şehitleri Street did not match the spirit of the area.

Interview No: 15

Demographic Information Interview Notes



Gender:
Male



Age:
39



Respondent Profile:
Visitor

- The 39-year-old male user stated that the most significant problem on Şevket Özçelik Street is **the lack of a clear distinction between vehicular and pedestrian lanes.**
- The user pointed out that pedestrians use the part of the road with vehicle traffic, especially because shops are located on the roadside, and that fast and uncontrolled motorcycle use on the sidewalk **poses a risk to pedestrians.**
- The user stated that **pedestrian and vehicle lanes should be clearly separated physically, and motorcycle traffic should be controlled.**
- He also mentioned that **traffic congestion causes delays on the way to the area and that there is a parking problem.**
- He reported that **thermal comfort is particularly low during the summer months** and emphasized **the need to increase shaded seating and trees, as well as to install a digital display at the street entrance showing temperature and time.**

Interview No: 16

Demographic Information Interview Notes



Gender:
Female



Age:
47



Respondent Profile:
Visitor

- The female user coming to pick up her child from school mentioned that there **are not enough seats in the area and that there is a lack of bicycle parking spaces.**
- She said that students tie their bikes to lampposts due to the **lack of bike parking spaces** around the school.
- There is a **lack of shade** due to insufficient number of trees in the area.
- The user stated that the area **lacked aesthetics** and suggested that **water features and artistic elements should be added** to the area.
- She pointed out the **lack of guidance** and information to help people cope with excessive heat waves in the area.
- She stated that **sharing information such as the coolest routes and temperature data through digital screens during hot weather** would be important both for raising awareness and for enhancing user comfort.

Interview No: 17

Demographic Information

Interview Notes



Gender:
Female



Age:
43



Respondent Profile:
Local Resident

- The female respondent who uses Şevket Özçelik Street for walking reported **feeling unsafe** while walking due to people on bicycles and motorcycles using the pedestrian path.
- She also said that seating areas become unusable during the summer months because of a **lack of shade**.
- She noted that the area **lacks aesthetic appeal**, adding that **encroachments, insufficient signs, lack of shaded areas, and inadequate landscaping** negatively impact the quality of public life.
- The respondent, who **generally finds the area safe**, stated that **she cannot use the area late at night due to the presence of homeless people**.

Interview No: 18

Demographic Information

Interview Notes



Gender: Male



Age:
36



Respondent Profile:
Shopkeeper

- The male respondent, who is a shopkeeper on Şevket Özçelik Street, stated that the **user profile in the area changes**, particularly in the summer months, with residents leaving for their summer homes.
- He stated that there is a problem of **lack of safety** in the area due to the **increase in the number of people using illicit substances**, particularly on weekends.
- He noted that measures should be taken **to prevent motorcycle use**, since vulnerable groups such as the elderly, children, and individuals with special needs frequently use the area.

Interview No: 19

Demographic Information Interview Notes



Gender:
Male



Age:
38



Respondent Profile:
Local Resident

- The 38-year-old male respondent stated that he was **unable to comfortably experience the area during extreme weather events.**
- He stated that on very rainy days, puddles form because of the **lack of infrastructure**, and on very hot days, there is a **lack of shade.**
- He emphasized that **shading elements should be added to the central axis where seating elements are located, the number of trees should be increased, and the ratio of concrete/asphalt surfaces should be reduced.**
- Pointing out that events are frequently held in the area, he suggested that **a designated event space be created.**
- He also said that his child had difficulty riding a bicycle in the area and that the **cobblestones were uneven.**
- The user pointed out that there is a **parking problem** on Şevket Özçelik Street and its vicinity, and also stated that he **has difficulty accessing the Konak area.** He requested that the minibus services that used to operate in the past be reinstated due to the insufficient number of bus services.

2.2. Survey Results

For the survey study, which constituted the second phase of the fieldwork, survey questions were prepared with reference to the study *“People & Public Spaces – Usage Patterns of Public Spaces in Munich”*¹ published by *Gehl Web and Partners* and previously used to measure more than 1,000 public spaces. Designed to evaluate the quality of the public space, the survey focused on **7 key areas: user demographics, usage and user profiles, transportation and mobility, public space experience and needs, inclusivity and comfort, safety in the public space, and the use of digital twin technologies.** In this context, the survey, consisting of a total of **36 questions**, was designed to analyze user experiences and suggestions for the improvement of the public space in a multidimensional and in-depth manner.

When determining the sample for the survey, a convenience sampling method was used, taking into account the visitor profile of the area. The survey was completed with a total of 158 people, including both **face-to-face field surveys and online (digital) survey applications.**

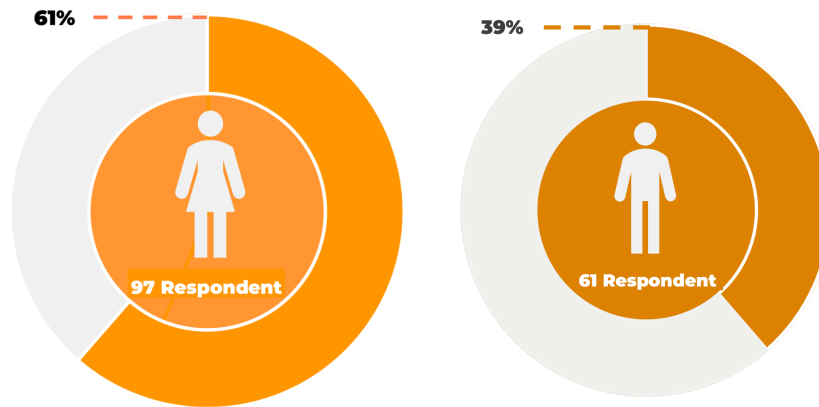


Chart 1: Gender Distribution of Respondents

Chart 1 shows the gender distribution of the respondents. Among the **158 users who participated in the survey, 97 were female and 61 were male.** The fact that **61% of respondents were female and 39% were male** users indicates that female users are more active in this field.

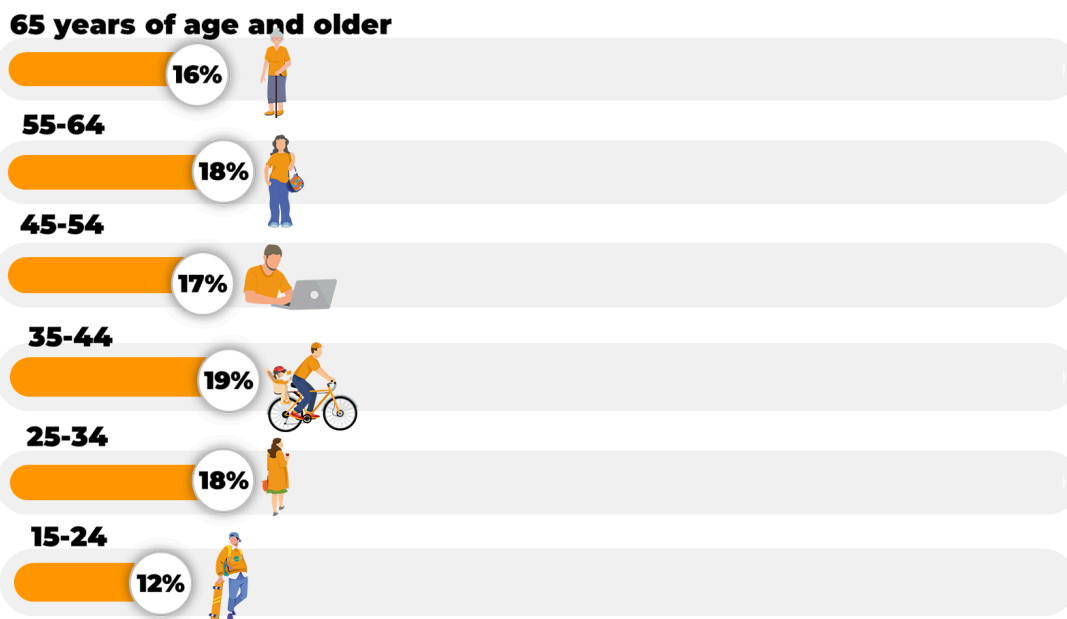


Chart 2: Age Distribution of Respondents

Chart 2 illustrates the age distribution of users who participated in the survey by age group. Among the survey respondents, **19** were aged **15–24**, **28** were aged **25–34**, **31** were aged **35–44**, **27** were aged **45–54**, **28** were aged **55–64**, and **25** were aged **65 and over**. The highest rate of participation, at **19%**, is among those **aged 35–44**, followed by those aged **55–64** at **18%**. The proportions of different age groups are similar, and respondent profiles show a homogeneous distribution.

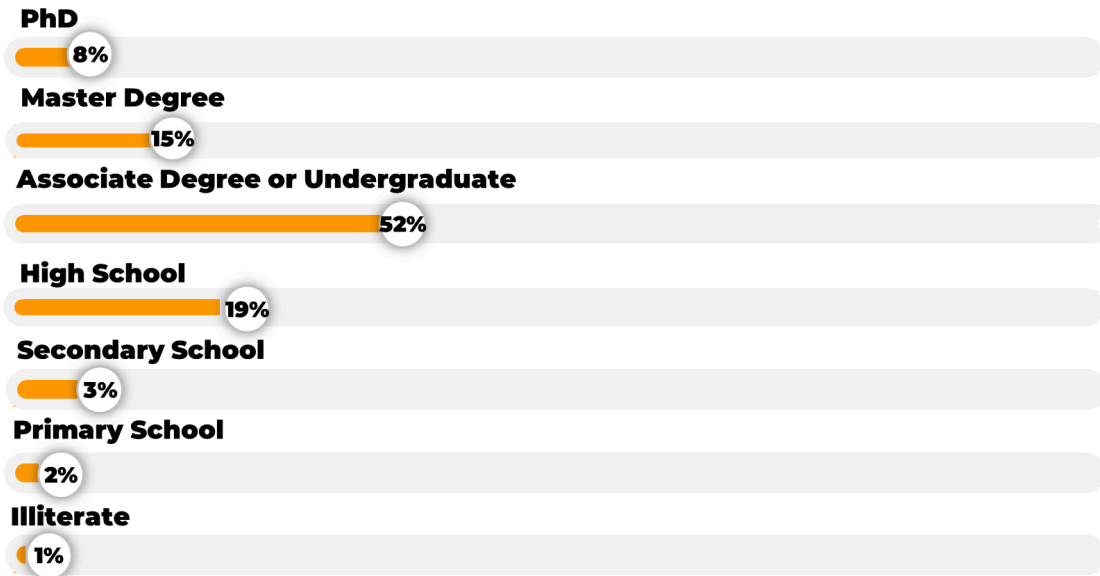


Chart 3: Educational Background of Respondents

Chart 3 presents the educational background of respondents. According to the distribution shown in the chart, **2 respondents are illiterate (1%), 4 are primary school graduates (2%), 4 are secondary school graduates (3%), 30 are high school graduates (19%), 82 hold an associate and/or bachelor’s degree (52%), 24 have a master’s degree (15%), and 12 have a doctoral degree (8%).**

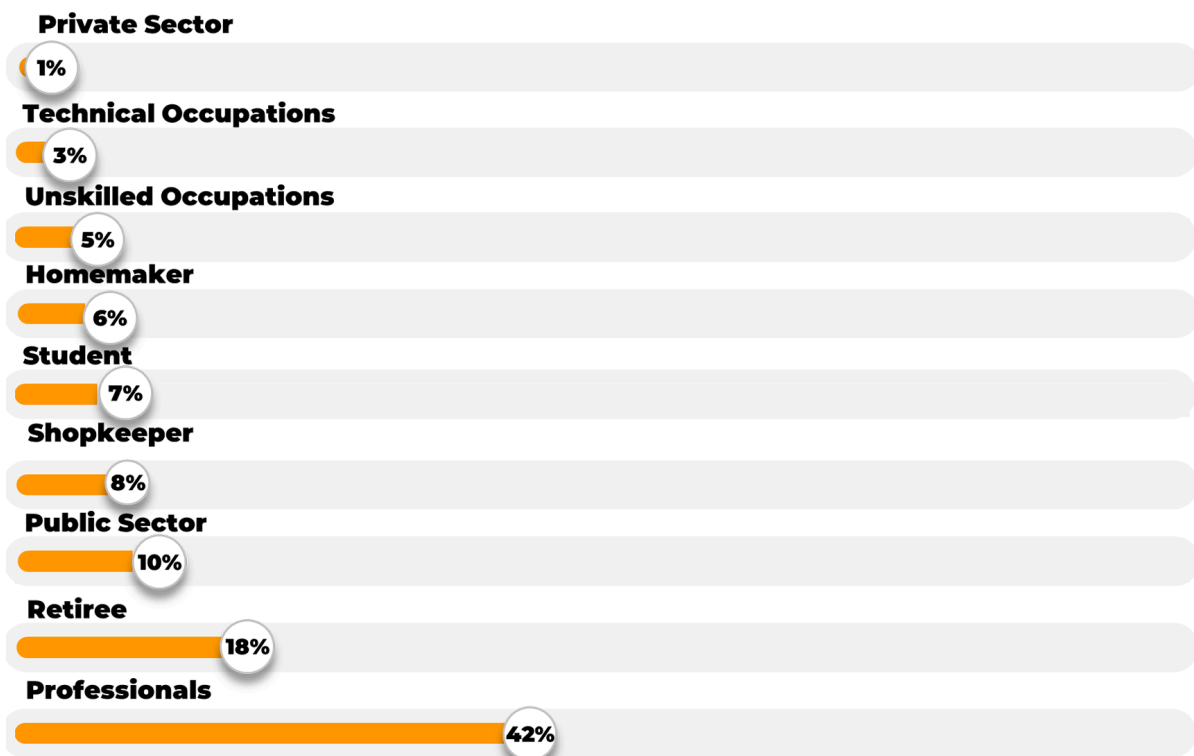


Chart 4: Occupational Distribution of Respondents

Chart 4 presents the occupations of respondents. The occupational distribution of respondents is as follows: 67 professionals (42%), 29 retirees (18%), 16 public sector employees (10%), 12 shopkeepers (8%), 11 students (7%), 9 homemakers (6%), 7 with low-skilled occupations (5%), 5 working in technical professions (3%), and 2 private sector employees (1%). Architects, urban planners, graphic designers, engineers, economists, pilots, and veterinarians are included in the category of professional occupations. Ship-engine technicians, communications technicians, and electrical technicians are included in the technical occupations category, whereas street vendors are included in the occupational groups that do not require qualifications.

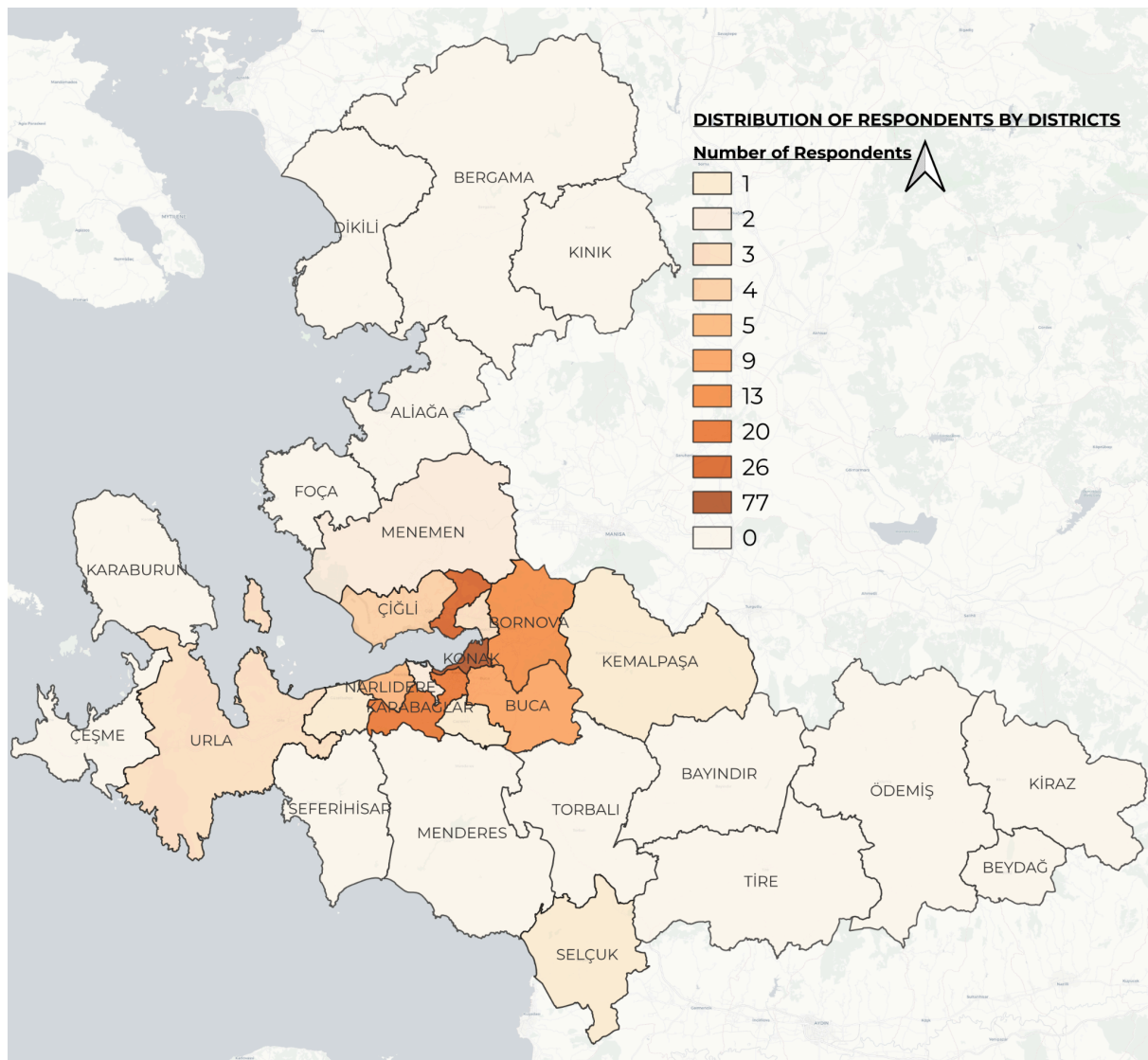


Figure 18: Map showing the Distribution of Respondents by District of Residence

Figure 18 shows the distribution of respondents by their district of residence. The distribution of the 158 respondents by their districts of residence shows that they come from 15 different districts.

The highest participation rate was in Konak with 77 respondents (28%), followed by 26 respondents from Karşıyaka (22%), 20 from Karabağlar (12%), and 13 from Bornova (11%). The lowest participation rates were observed in Gaziemir, Güzelbahçe, Kemalpaşa, and Selçuk, each with 1 respondent. Although the highest participation was from Konak and the surrounding districts, the fact that there were respondents from distant districts such as Menemen and Kemalpaşa, as well as from different districts, demonstrates the high appeal of the area.

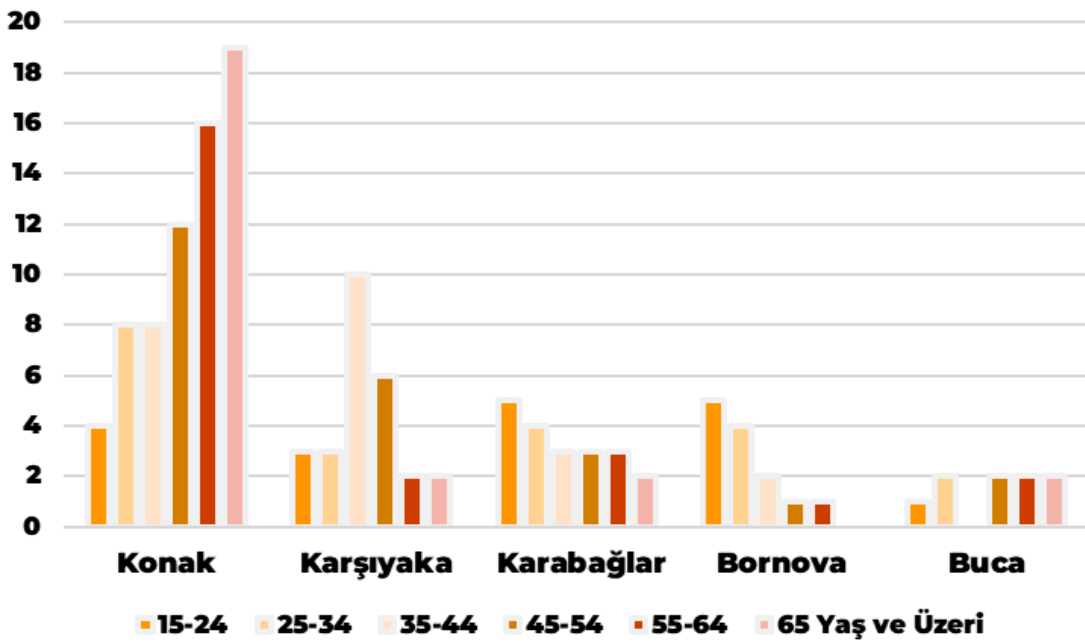


Chart 5: Distribution of Districts with the Most Frequent Visitors by Age

Chart 5 shows the distribution of users visiting Şevket Özçelik Street most frequently from the five districts, by age group. Users from Konak district were predominantly aged 65 and above, while users from Karşıyaka district were predominantly aged between 35 and 44. Users from Bornova and Karabağlar districts were young users aged 15–24.

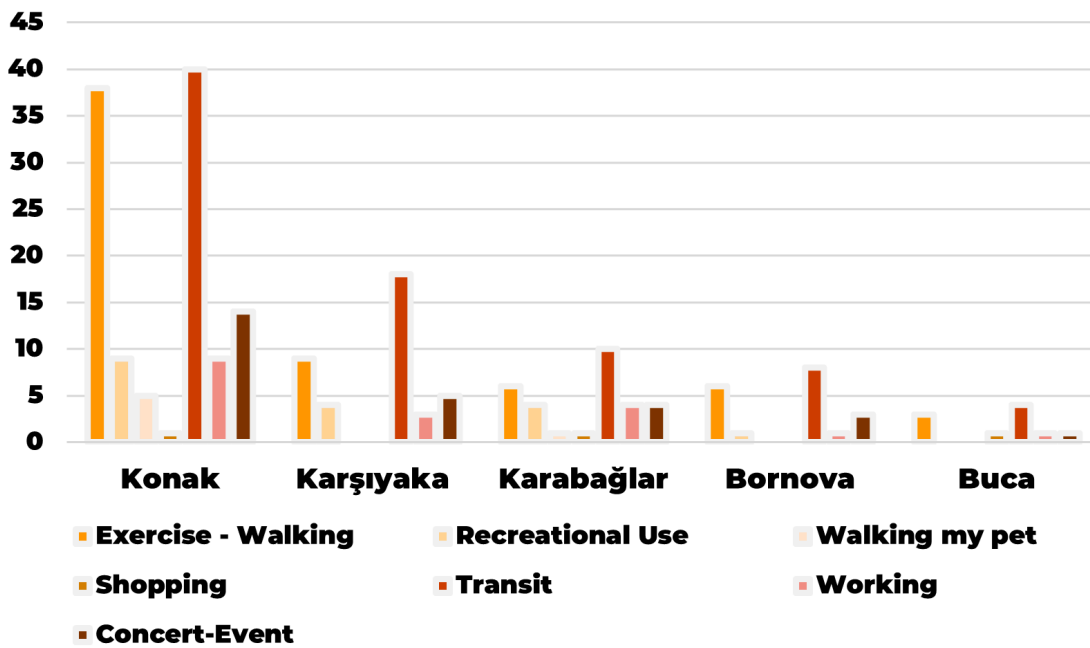


Chart 6: Distribution of Usage Purposes by Districts with the Most Frequent Visitors

Chart 6 shows the distribution of users visiting Şevket Özçelik Street most frequently from the five districts, by their purpose of visit. **34% of users from Konak district use the street for transit, and 33% use it for sports and walking. 46% of users from Karşıyaka district, 34% of users from Karabağlar district, 42% of users from Bornova district, and 40% of users from Buca district use the area for transit purposes.**

The fact that respondents aged 35–44 from Karşıyaka district generally use it for transit purposes indicates that they use it as a route for commuting to work. The concentration of the 15–24 age group from Bornova and Karabağlar districts indicates that young users use the area for socializing purposes as a transit point.



Figure 19: Map Showing the Distribution of Respondents by Neighborhood of Residence

Figure 19 shows the distribution of respondents by their neighborhood of residence. The distribution of the 158 respondents according to the neighborhoods where they reside shows that the highest participation came from Konak district, with **39 respondents from Kültür Neighborhood** and **19 respondents from Alsancak Neighborhood**, and from Karşıyaka district, with **8 respondents from Bostanlı Neighborhood**.

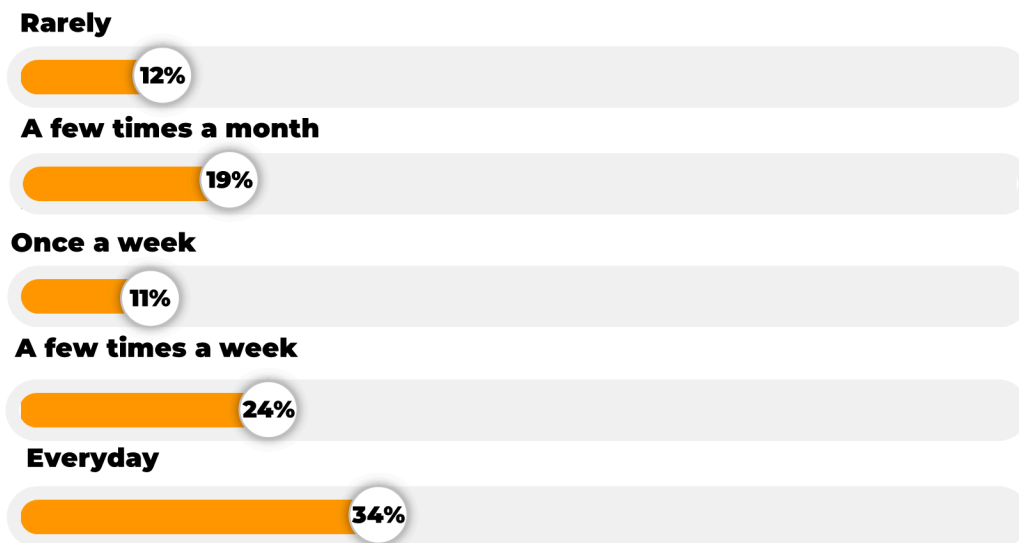


Chart 7: Distribution of Respondents by Frequency of Use of Şevket Özçelik Street

Chart 7 shows the distribution of respondents by frequency of use of the area. Among the 158 respondents, **54 use Şevket Özçelik Street daily (34%), 37 use it several times a week (24%), 18 use it once a week (11%), 30 use it several times a month (19%), and 19 use it rarely (12%).**

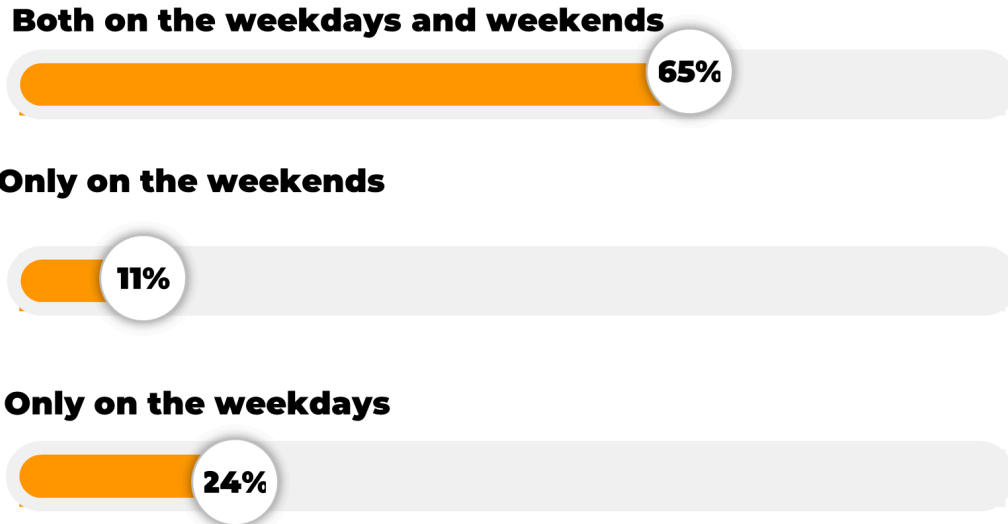


Chart 8: Distribution of Respondents by Days They Visit Şevket Özçelik Street

Chart 8 shows the distribution of respondents by days they visit the area. Out of 158 respondents, **102 visit Şevket Özçelik Street both during the week and on weekends (65%), while 38 visit only during the week (24%) and 18 visit only on weekends (11%).**

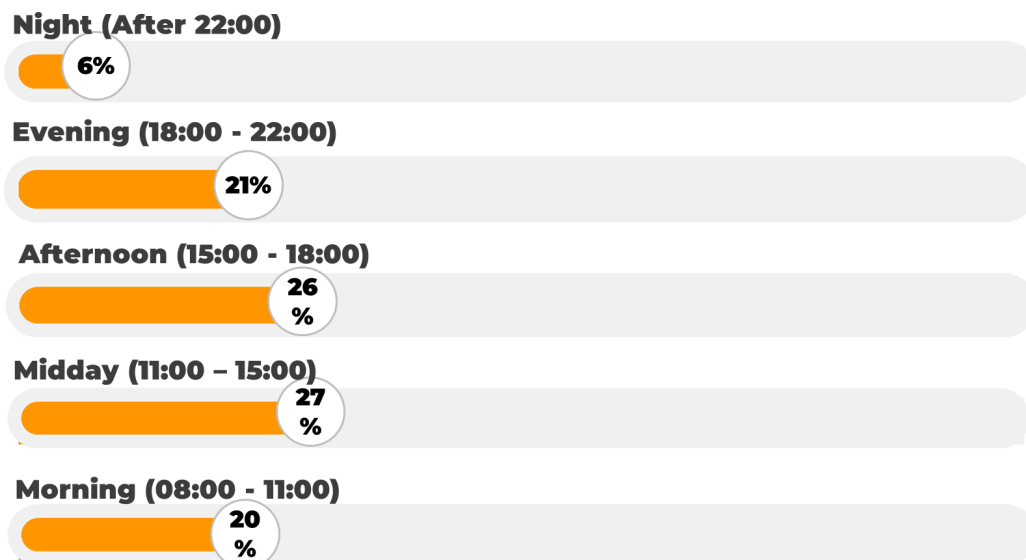


Chart 9: Distribution of Respondents' Visits to Şevket Özçelik Street by Time*

*This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 352 responses

Chart 9 shows the distribution of the time periods during which respondents visit Şevket Özçelik Street. Upon examining the total of **352-time period preferences of 158 respondents**, it was observed that **69 preferred the morning (20%), 96 the afternoon (27%), 90 the evening (26%), 74 the night (21%), and 23 the night (6%).**

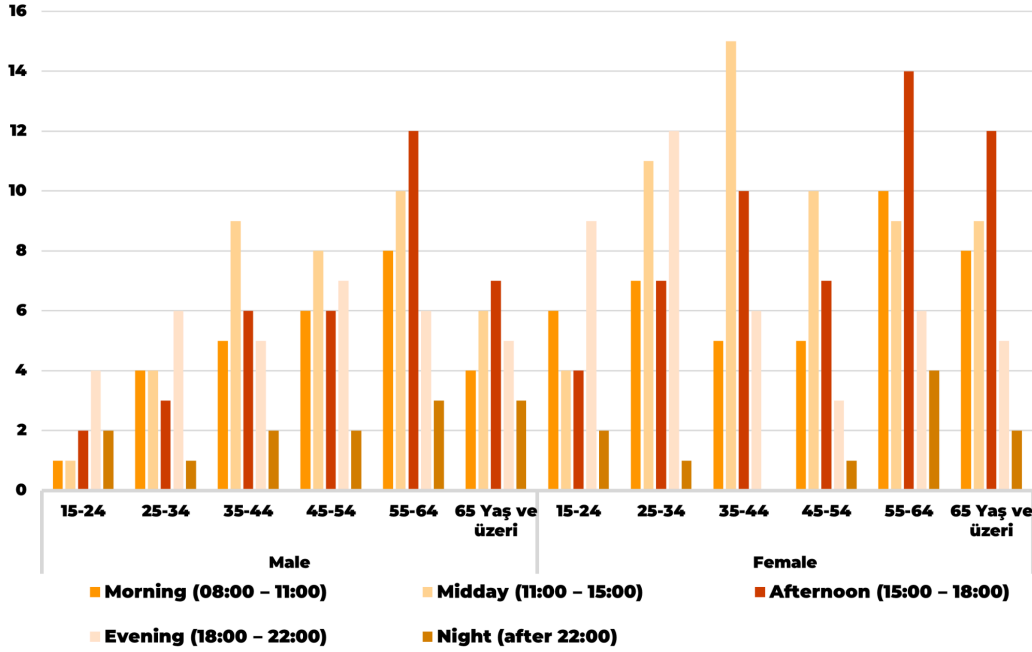


Chart 10: Distribution of Visit Times by Age Group on Şevket Özçelik Street

Chart 10 shows the distribution of the time periods when respondents visit Şevket Özçelik Street by age and gender. **Female and male users aged 15-24 and 25-34 generally prefer to use the area in the evening hours. Female and male users aged 35-44 and 45-54 generally prefer to use it during midday. Female and male users aged 55 and over, on the other hand, prefer to use the area in the afternoon.**

Younger users generally prefer to use the area in the evening, indicating that they choose peak hours for socializing, while active working users aged 35-54 tend to use the space during midday for transit or short-term rest. The elderly on the other hand, prefer to spend time in the area in the late afternoon, when it is cooler and safer.

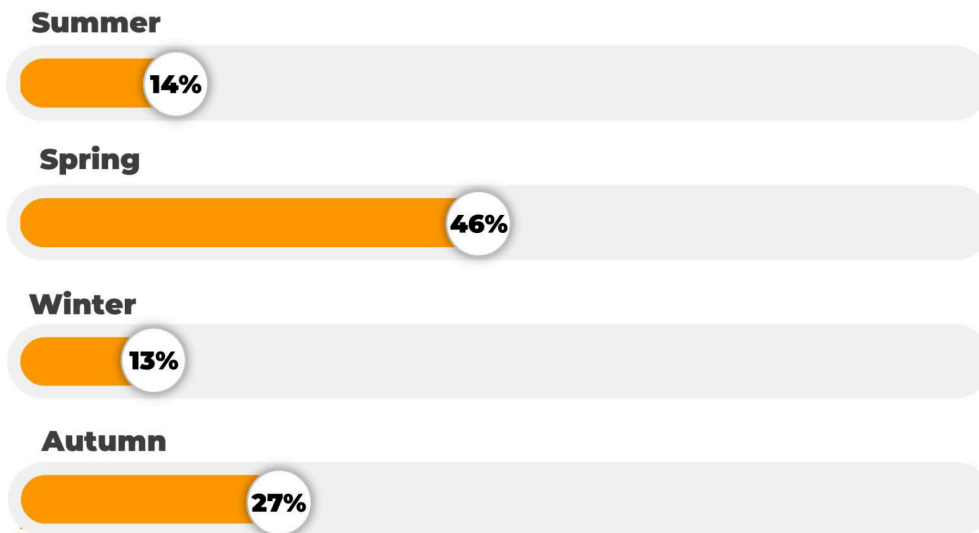


Chart 11: Distribution of Respondents by Seasons They Enjoy Spending Time in the Area *

Chart 11 shows the distribution of the seasons in which respondents enjoy spending time on Şevket Özçelik Street. **129 respondents** reported enjoying spending time outdoors **in spring (46%), 40 in summer (14%), 76 in autumn (27%), and 38 in winter (13%).**

Although summers and winters are less preferred by respondents, the fact that spring is the most preferred season indicates that the use of the area is directly related to climatic conditions. This indicates that extreme weather conditions significantly reduce the area's potential for use.

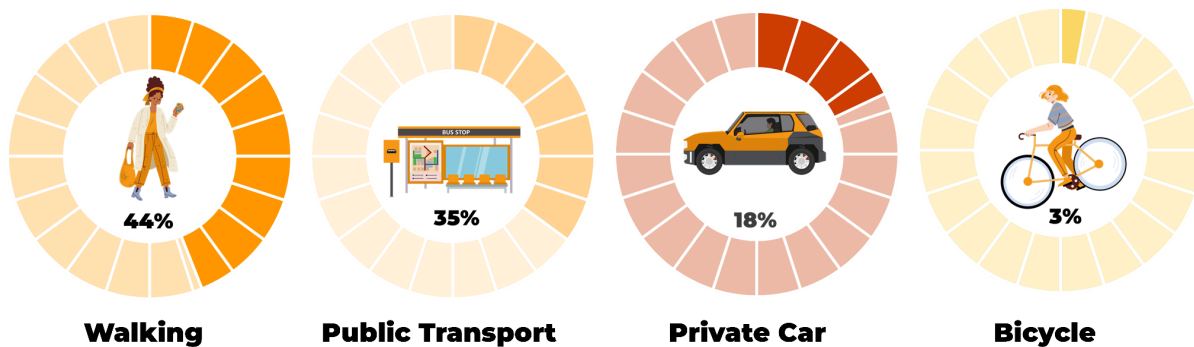


Chart 12: Distribution of Respondents by Means of Transportation They Use to Access Şevket Özçelik Street**

Chart 12 shows the distribution of respondents by means of transport they use to access Şevket Özçelik Street. 33 respondents said they came by private vehicle (57%), 65 by public transport (26%), 81 on foot (11%), and 5 by bicycle (6%).

*This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 283 responses.

**This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 184 responses.

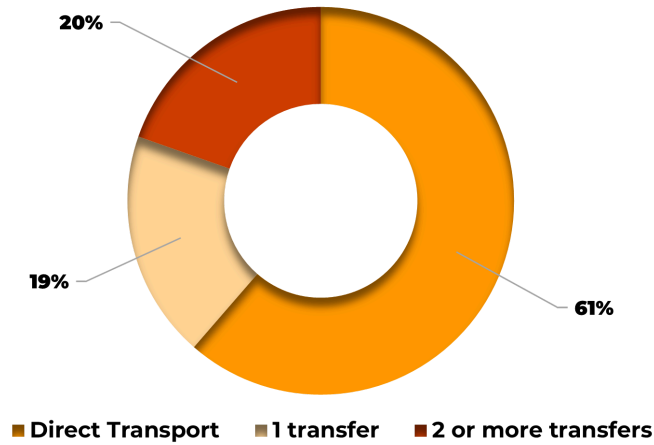


Chart 13: Distribution of Transfers Required to Access Şevket Özçelik Street by Respondents

Chart 13 shows the distribution of transfers required to access Şevket Özçelik street by respondents. **97 respondents come to the area by direct transport (61%), 30 by 1 transfer (20%), and 31 by 2 or more transfers (19%).**

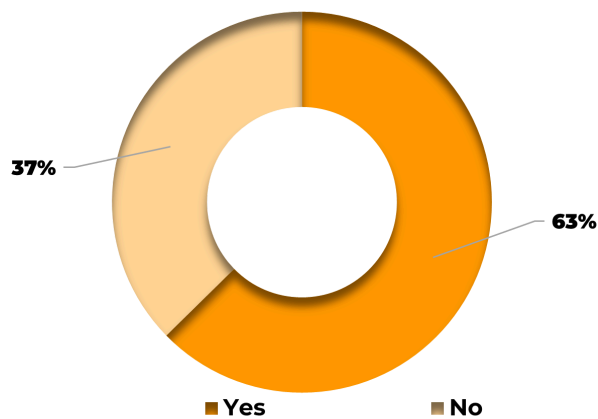


Chart 14: Distribution of Respondents by Car Ownership Rate

Chart 14 shows the distribution of respondents by car ownership rate. Of the 158 respondents, **99 stated that they owned a car (63%), while 59 stated that they did not own a car (37%).**

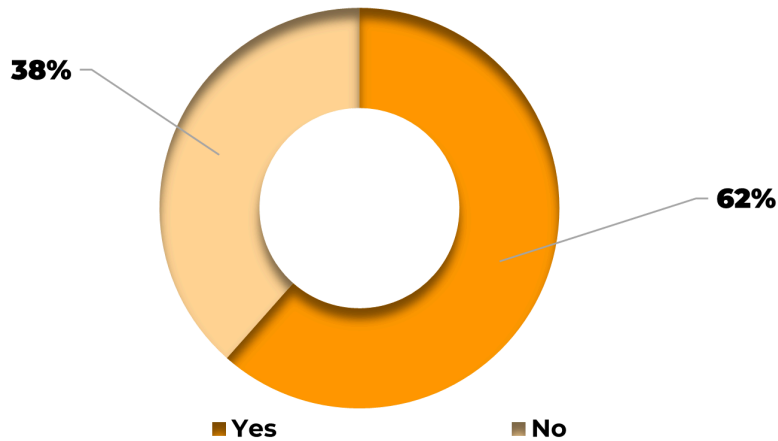


Chart 15: Distribution of Respondents Based on Active Car Use*

Chart 15 shows the distribution of respondents' active car use rates. While **72 respondents (62%) actively use** their cars, **45 respondents (38%)** report that they do not actively use their cars.

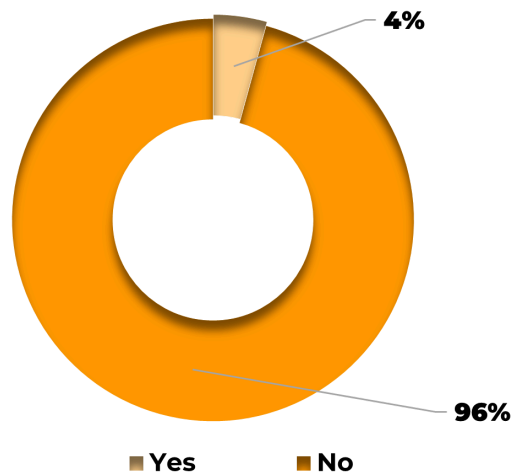


Chart 16: Distribution of Respondents by the Availability of Parking Spaces for Their Cars*

Chart 16 shows the proportional distribution of respondents' ability to find parking space. **5 respondents (4%) were able to find parking for their cars, while 112 respondents (96%) stated that they were unable to find parking.** High levels of user complaints about parking problems are among the key accessibility issues observed in the area (Chart 19) and this was frequently mentioned in face-to-face interviews (Respondents No: 2-4-9-15-19).

* 117 respondents responded to this multiple-choice question.

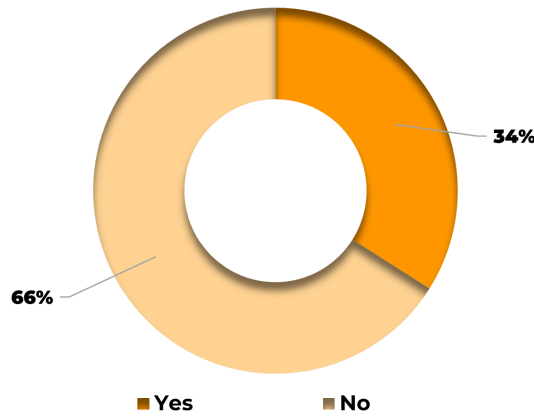


Chart 17: Ratio of Users Considering Using Shared Bicycles or E-Scooters on Şevket Özçelik Street

Chart 17 shows the proportional distribution of respondents who are considering using shared bicycles or e-scooters on Şevket Özçelik Street. **53 respondents said they would consider using shared bicycles and e-scooters in the area (34%), while 105 respondents said they would not consider using shared bicycles and e-scooters (68%).**

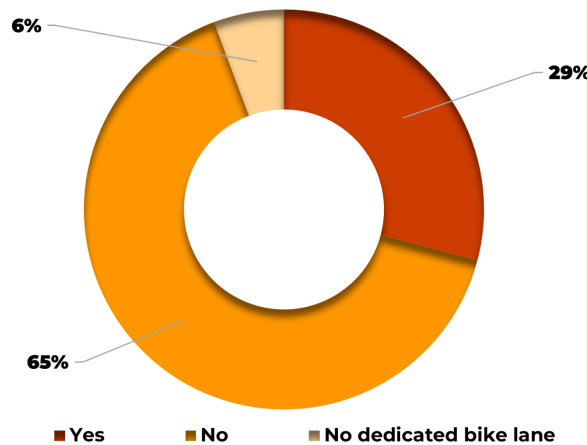


Chart 18: Perceived Adequacy of Pedestrian and Bicycle Lanes on Şevket Özçelik Street

Chart 18 shows the proportional distribution of respondents' perceptions regarding the adequacy of pedestrian and bicycle lanes on Şevket Özçelik Street. **While 46 respondents (6%) believe that the area has adequate pedestrian and bicycle lanes, 103 respondents (65%) stated that pedestrian and bicycle infrastructure is insufficient, and 9 respondents (1%) specifically noted the absence of a bicycle lane.**

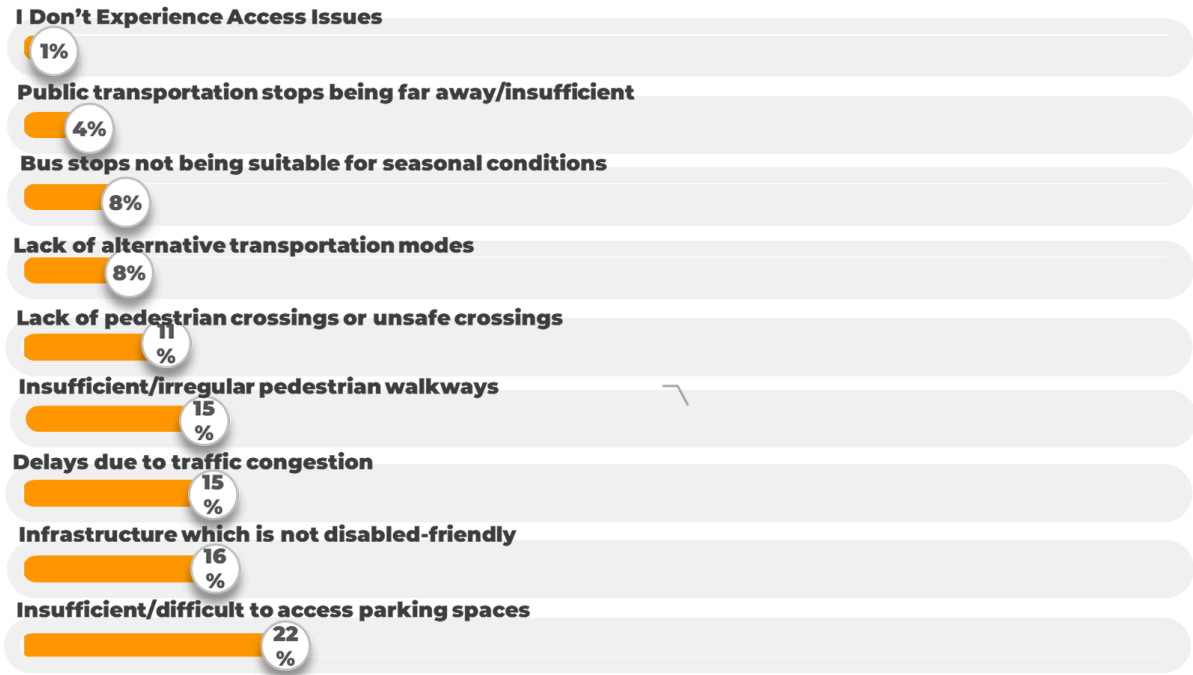


Chart 19: The Main Accessibility Issues Observed by Respondents in the Area *

Chart 19 shows the distribution of the main accessibility issues reported by respondents on Şevket Özçelik Street. The three main accessibility issues observed by area users were **insufficient or difficult-to-access parking, reported by 113 respondents; infrastructure unsuitable for people with disabilities, noted by 79 respondents; and access delays due to heavy traffic, mentioned by 78 respondents.**

* This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 551 responses.

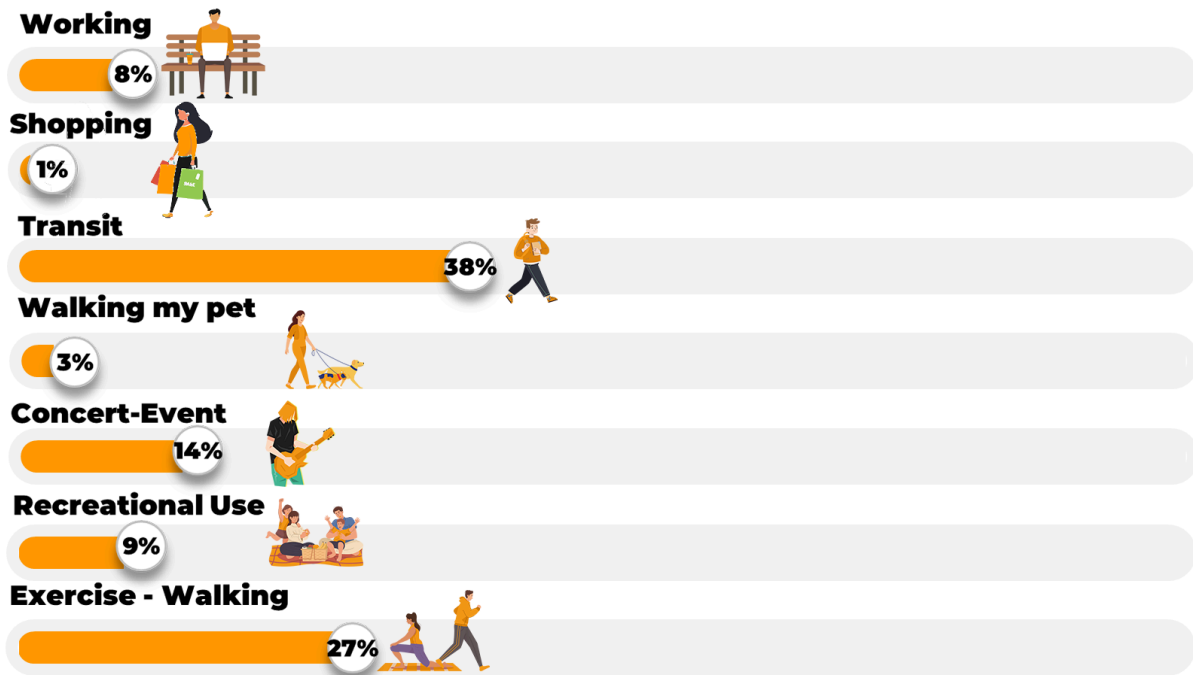


Chart 20: Distribution of Respondents by Purpose of Use of Şevket Özçelik Street*



I usually prefer to take a walk on this street around 17:00 to get some fresh air, as there is insufficient shade during the midday hours. As someone who uses a cane, I feel safe because it is an area closed to vehicle traffic.

66-year-old male user living in Kültür Neighborhood

Chart 20 shows the distribution of respondents by purpose of use of Şevket Özçelik Street. Among survey respondents, **67 respondents (27%) reported using the area for sports or walking**, 21 (9%) for recreational purposes, 35 (5%) for concerts or events, 94 (38%) for transit, 7 (3%) for walking their pets, 3 (1%) for shopping, and 21 for work-related purposes.

*This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 248 responses.

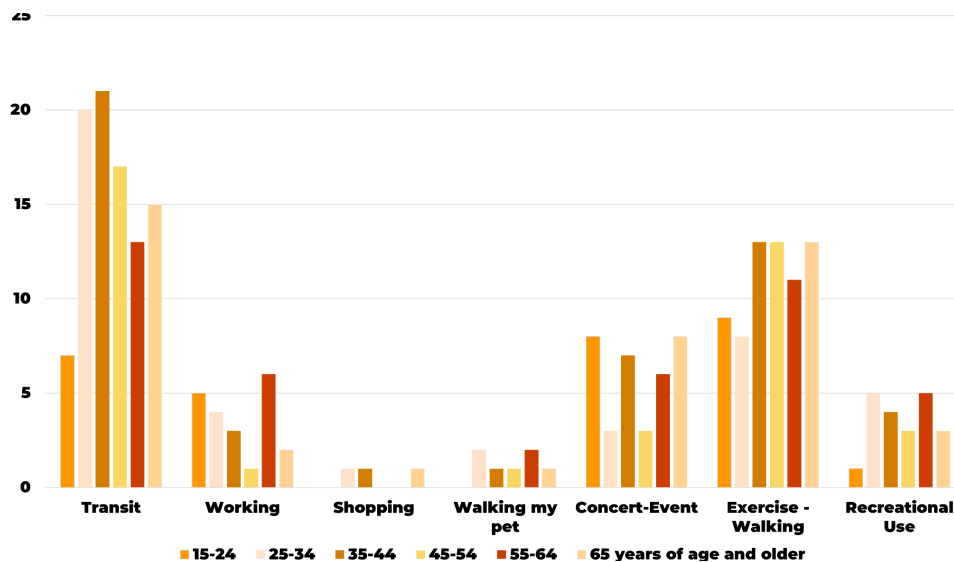


Chart 21: Distribution of Purpose of Use of Şevket Özçelik Street by Age Group

Chart 21 shows the distribution of purpose of use of Şevket Özçelik Street by age group. Respondents **aged 35–54 and 65+ reported using the area primarily for sports or walking; those aged 25–34 and 55–64 for recreational purposes; respondents aged 15–24 for concerts or events; those aged 35–44 for transit; and respondents aged 55–64 for work-related purpose.**

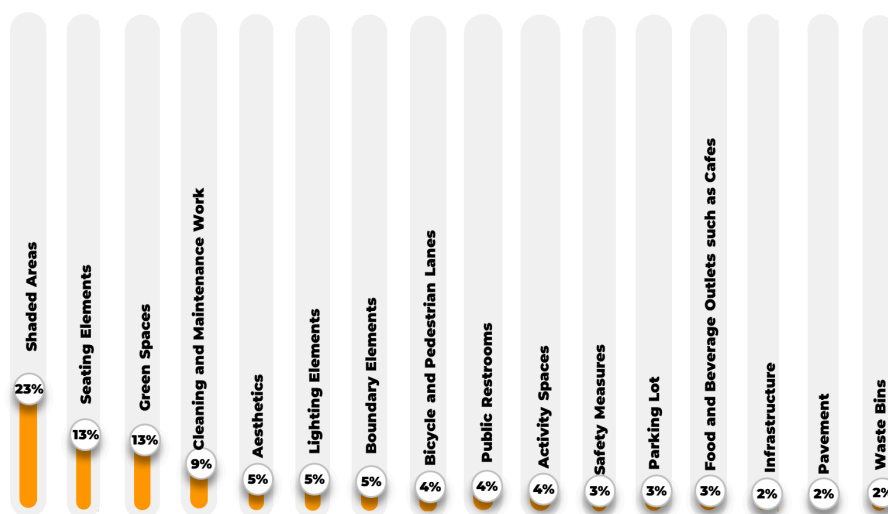


Chart 22: Deficiencies Observed on Şevket Özçelik Street*

Chart 22 illustrates the distribution of deficiencies observed by area users on Şevket Özçelik Street. Among the most frequently mentioned deficiencies, **60 respondents (23%) highlighted the lack of shaded areas, 35 (13%) noted the insufficient number of seating elements, and 34 (13%) indicated a shortage of green spaces.**

* This open-ended question allowed respondents to provide multiple answers, with 158 respondents giving a total of 267 responses.

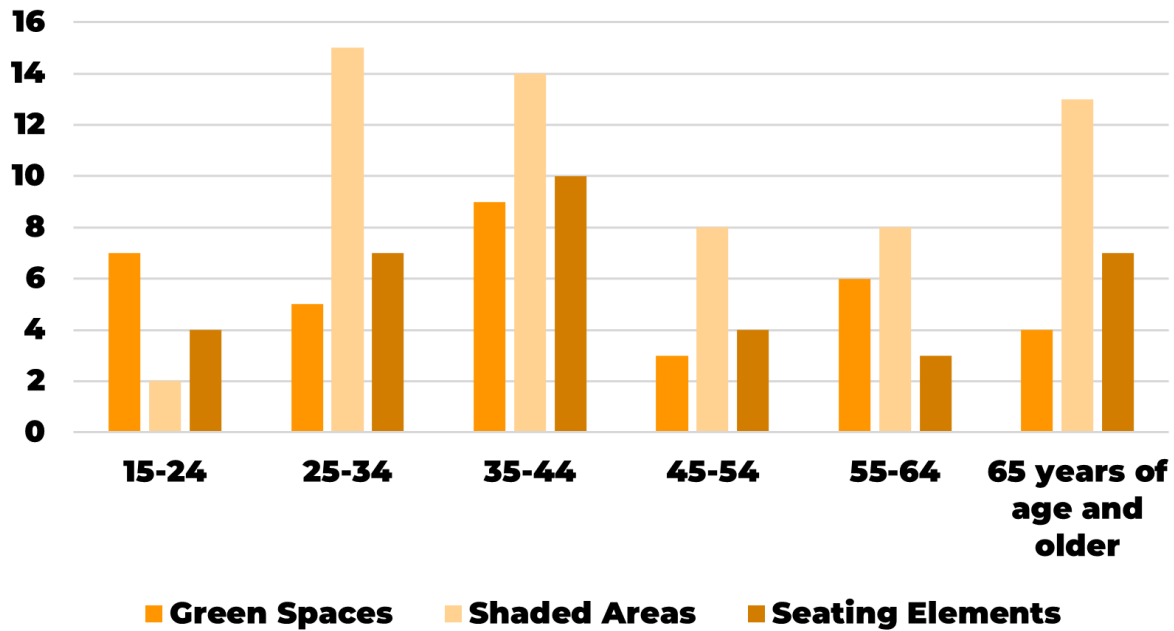


Chart 23: Distribution of Most Reported Deficiencies by Age

Chart 23 shows the distribution of the three deficiencies observed on Şevket Özçelik Street according to age groups. The **lack of shaded areas**, one of the most frequently reported spatial deficiencies, was noted **across all age groups over 25**, with a particularly high concentration among respondents **aged 25–34**. The **lack of seating elements was most frequently mentioned by users aged 35–44**, while the lack of green space was most frequently mentioned by **users aged 15–24**.

*Respondents in the **15–24 age group** frequently use the area for sports or walking (Chart 20) and consistently report a shortage of green spaces, indicating a preference for walking in areas with less concrete and asphalt coverage. Users aged 25–34 and 35–44 frequently use the area for transit purposes (Chart 20) and repeatedly note the lack of seating and shaded areas, emphasizing their desire to sit and relax in a public space that provides thermal comfort.*

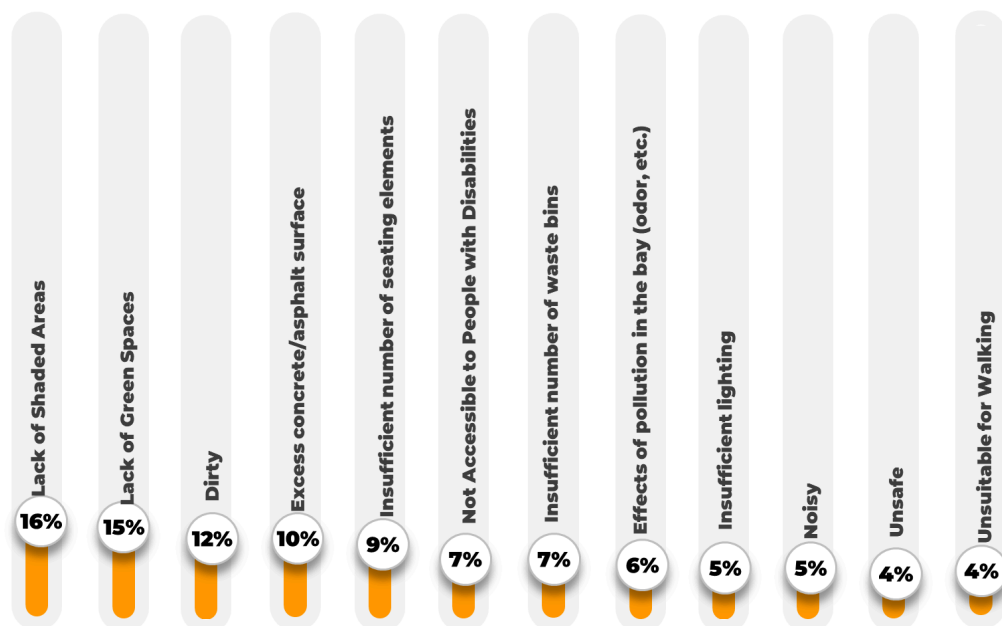


Chart 24: Key Issues Observed by Respondents in the Area*

Chart 24 illustrates the distribution of main problems observed by area users on Şevket Özçelik Street. The main problems most frequently reported by respondents include the **lack of shaded areas** (cited by 115 respondents, 16%), **insufficient green spaces** (cited by 109 respondents, 15%), and **pollution** (cited by 88 respondents, 12%). Subsequently, 74 respondents reported excessive concrete/asphalt surfaces (10%), 66 reported insufficient seating elements (9%), and 55 indicated a lack of accessibility for people with disabilities (7%).

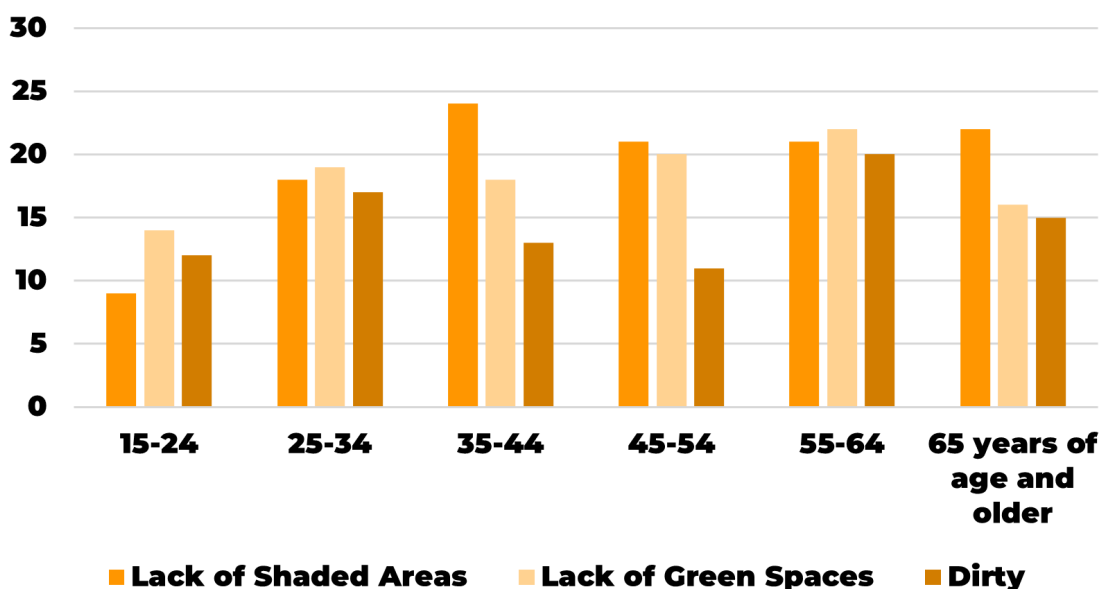


Chart 25: Distribution of Most Mentioned Problems by Age

*This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 737 responses.

Chart 25 shows the distribution of the three deficiencies observed on Şevket Özçelik Street according to age groups. The most frequently cited deficiency is the **lack of shaded areas**, which is observed to be concentrated among users aged **35-44 and 65 and older**. The **lack of green space** was most often reported by respondents **aged 15-34 and 55-64**, particularly in the **55-64 age** group. Whereas, **the pollution issue** was mostly reported by users **aged 55-64**.

These data are consistent with the data on the lack of green space and shaded areas, which are among the main deficiencies observed in the area in Chart 22.

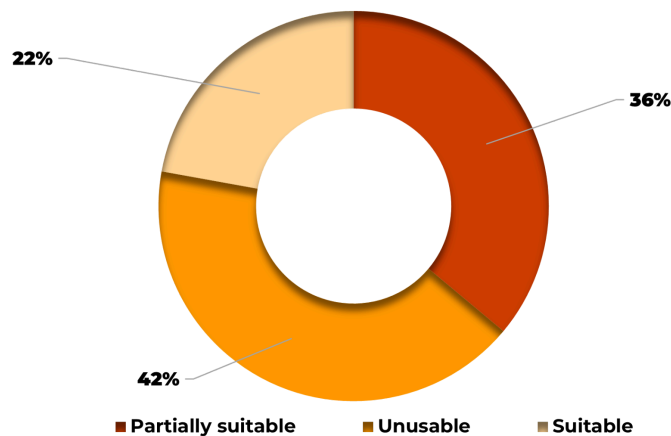


Chart 26: Functionality of the Location and Design of Existing Seating Elements

Chart 26 shows the distribution of the functionality of the location and design of the existing seating elements on Şevket Özçelik Street. The seating elements were found to be suitable by **35 respondents (22%)**, partially suitable by **57 respondents (36%)**, and unusuitable by **66 respondents (42%)**.

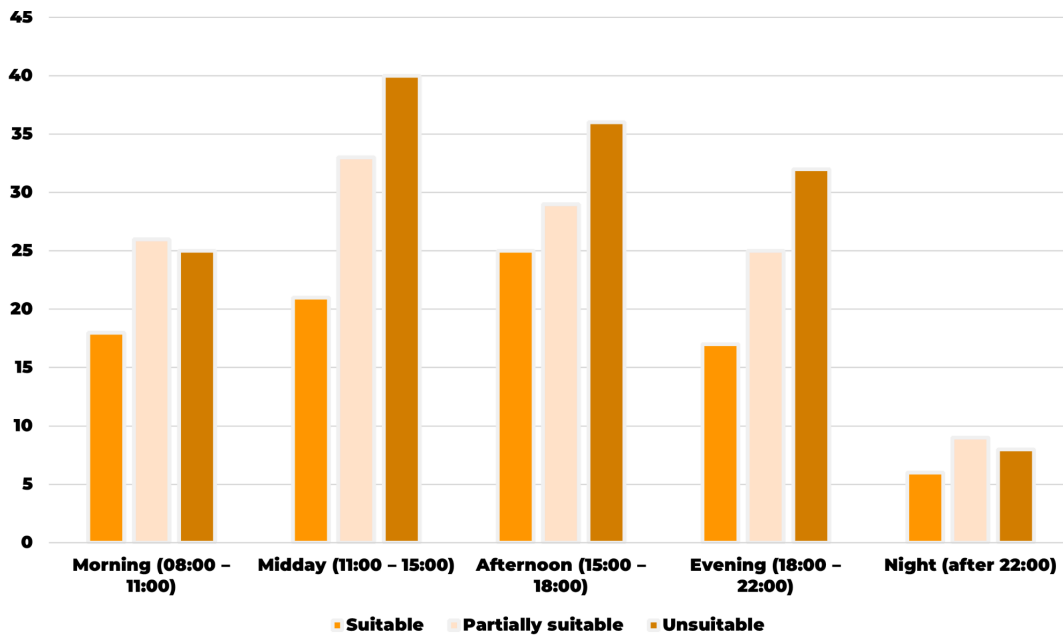


Chart 27: Perceived Functionality of Seating Elements by Visit Time on Şevket Özçelik Street

Chart 27 illustrates the distribution of respondents’ perceptions of the functionality of the location and design of existing seating elements on Şevket Özçelik Street, according to the time periods during which they visit the area. Users who visit Şevket Özçelik Street during the **morning and late evening hours** find the seating elements as **partially adequate**, while those visiting at noon, in the afternoon, and **early evening view them as unsuitable**.

*The fact that respondents present in the area **primarily during midday hours (11:00 –15:00)** rated the **seating elements as unsuitable** indicates that these elements **fall short in terms of thermal comfort and shading** during the hottest hours of the day. These findings are consistent with the face-to-face interviews conducted in the field, in which respondents expressed a demand for climate-sensitive street furniture (Interviews 2, 3, 4, 8, 9, 11, 15, 17, 19).*

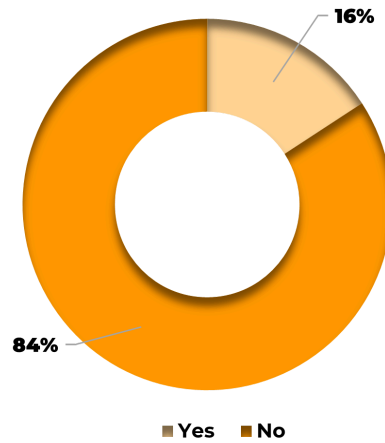


Chart 28: Rate of Assistive Device Use Among Respondents

Chart 28 illustrates the distribution of respondents' use of assistive devices in the study area. Of the 158 respondents, **133 experience the area without using an assistive device (84%), while 25 move with an assistive device (16%).**

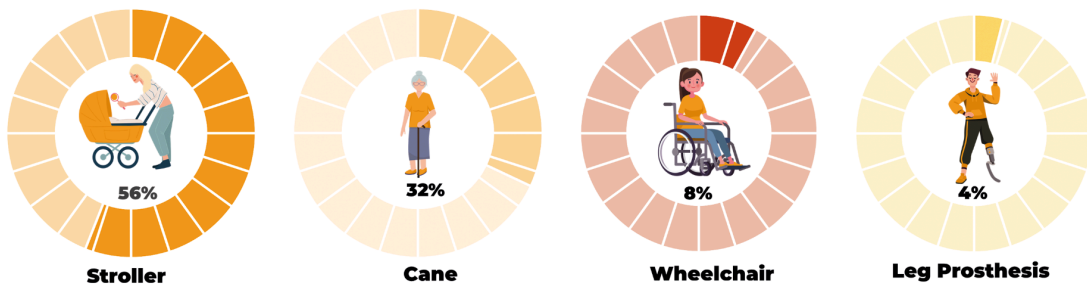


Chart 29: Distribution of Respondents by Type of Assistive Device Used

Chart 29 illustrates the distribution of respondents by type of assistive device used in the study area. Of the 25 respondents using an assistive device, 14 use a stroller (56%), 8 use a cane (32%), 2 use a wheelchair (8%), and 1 use a leg prosthesis (4%).

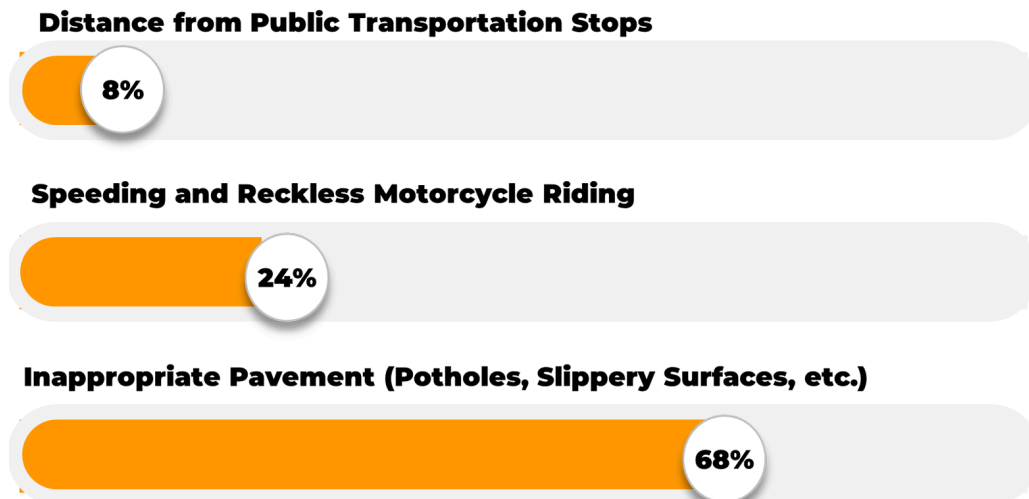


Chart 30: The Most Challenging Issues for Individuals Using Assistive Devices on Şevket Özçelik Street

Chart 30 shows the distribution of the most challenging issues for individuals using assistive devices. Among the **25 respondents using assistive devices**, **17 indicated issues with unsuitable pavement (68%)**, **6 with fast and uncontrolled motorcycle use (24%)**, and **2 with the distance to public transportation stops (8%)**.

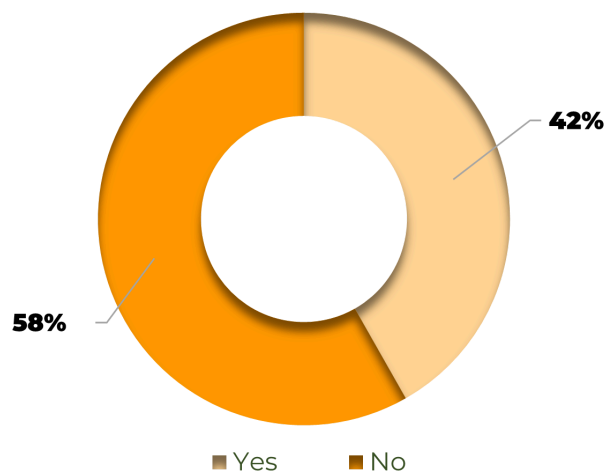


Chart 31: Rate of Respondents' Usage of Şevket Özçelik Street Under Extreme Weather Conditions

Chart 31 presents the distribution of respondents' usage of Şevket Özçelik Street under **extreme weather conditions**. Among the 158 respondents, **92 reported being unable to use the area during extreme weather events (58%)**, whereas **66 reported being able to use it (42%)**.

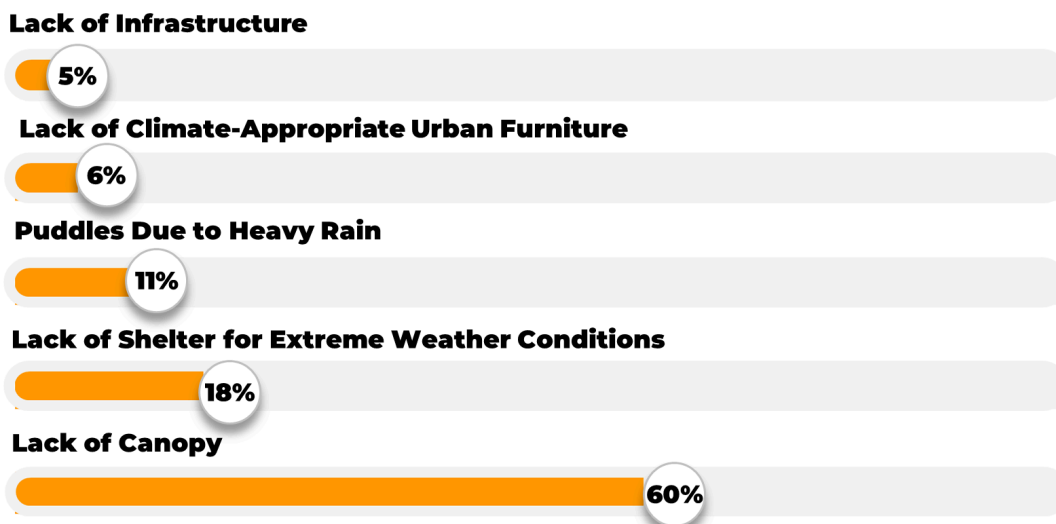


Chart 32: Reasons for Not Being Able to Use Şevket Özçelik Street During Extreme Weather Events *

Chart 32 presents the distribution of reasons why respondents could not use Şevket Özçelik Street under extreme weather conditions. The most frequently reported problem among respondents is the **lack of overhead canopies, cited by 65 respondents (60%)**. Among the respondents, **20 emphasized puddles resulting from heavy rainfall (18%), 12 the lack of sheltered areas during extreme weather events (11%), 6 the absence of climate-sensitive street furniture (6%), and 6 insufficient infrastructures (5%)**.

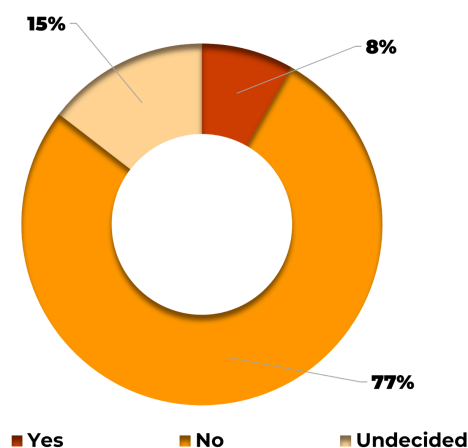


Chart 33: Adequacy of Shaded Areas on Şevket Özçelik Street

Chart 33 presents the distribution of respondents' views regarding the adequacy of shaded areas on Şevket Özçelik Street in summer. Among the 158 respondents, **122 indicated that shaded areas are insufficient (77%), 23 were uncertain (15%), and 13 reported that shaded areas are adequate (8%)**.

*This open-ended question allowed respondents to provide multiple answers, with 90 respondents giving a total of 102 responses.

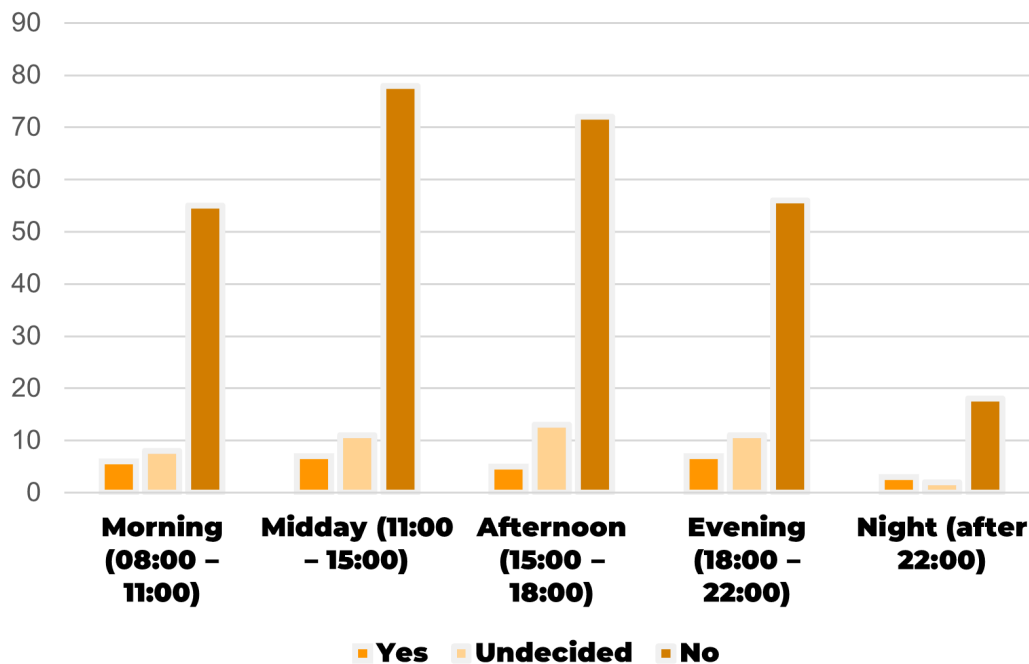


Chart 34: Distribution of Respondents' ability to find Shade on Şevket Özçelik Street according to Time of Visit



I have trouble finding a shaded area while waiting for my child to get out of school. I have a hard time, particularly when it's hot, because there aren't enough trees and shaded seating areas on the street.

39-year-old female user living in Kültür Neighborhood

Chart 34 illustrates the distribution of respondents' opinions on the adequacy of shaded areas on Şevket Özçelik Street during the summer months, according to the time of their visit. **The lack of shade areas is a significant problem across all time periods.** The vast majority of respondents answered "no" during the **midday (11:00 -15:00) and afternoon (15:00 -18:00) hours**, indicating that they could not find sufficient shaded areas during these periods.

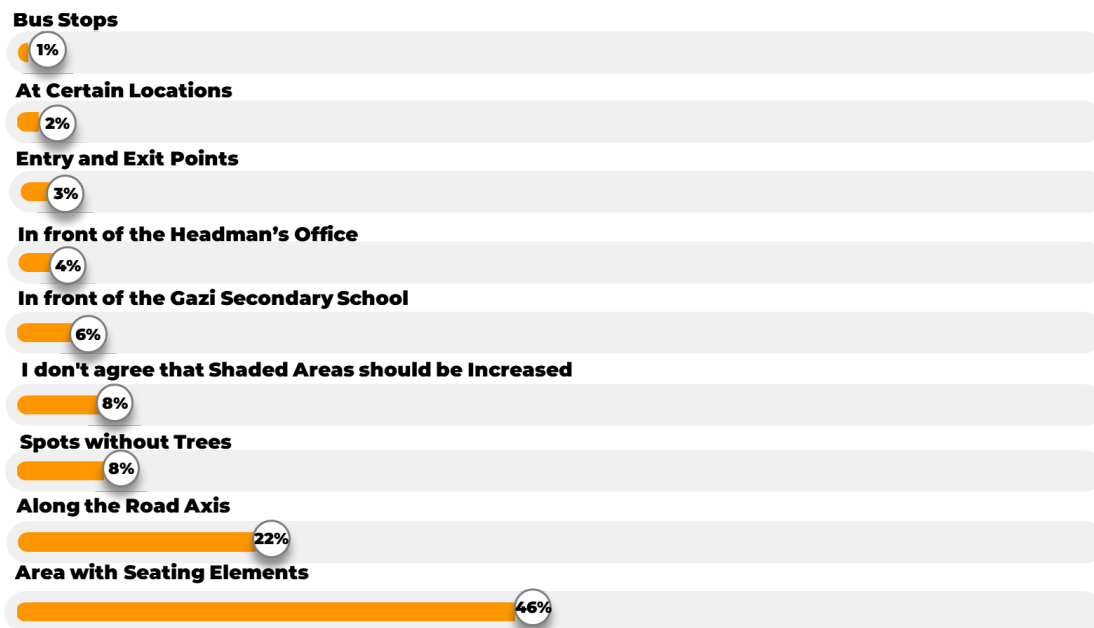


Chart 35: Locations on Şevket Özçelik Street Where Shaded Areas Need to Be Increased*

Chart 35 shows the distribution of locations pointed out by respondents as needing more shaded areas on Şevket Özçelik Street. **76 respondents (46%) emphasized the need for more shaded areas in locations with seating elements, 36 respondents (22%) along the street axis, and 13 respondents (8%) in areas without trees.**

The perception of seating elements as largely unsuitable during midday hours (Chart 26), together with the highlighted need for shaded areas in zones with seating elements, demonstrates that insufficient thermal comfort adversely impacts the quality of public life.

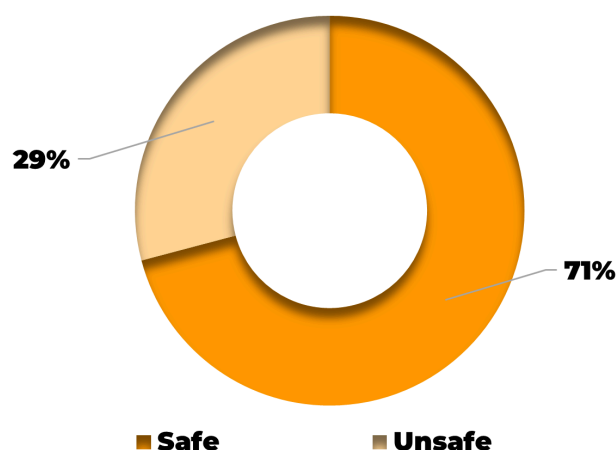


Chart 36: Distribution of Opinions Regarding the Safety of Şevket Özçelik Street

*This open-ended question allowed respondents to provide multiple answers, with 158 respondents giving a total of 164 responses.

Chart 36 shows the distribution of respondents' opinions regarding the safety of Şevket Özçelik Street. **46 of the respondents (29%) perceive the area unsafe, whereas 112 of them (71%) find the area safe.**

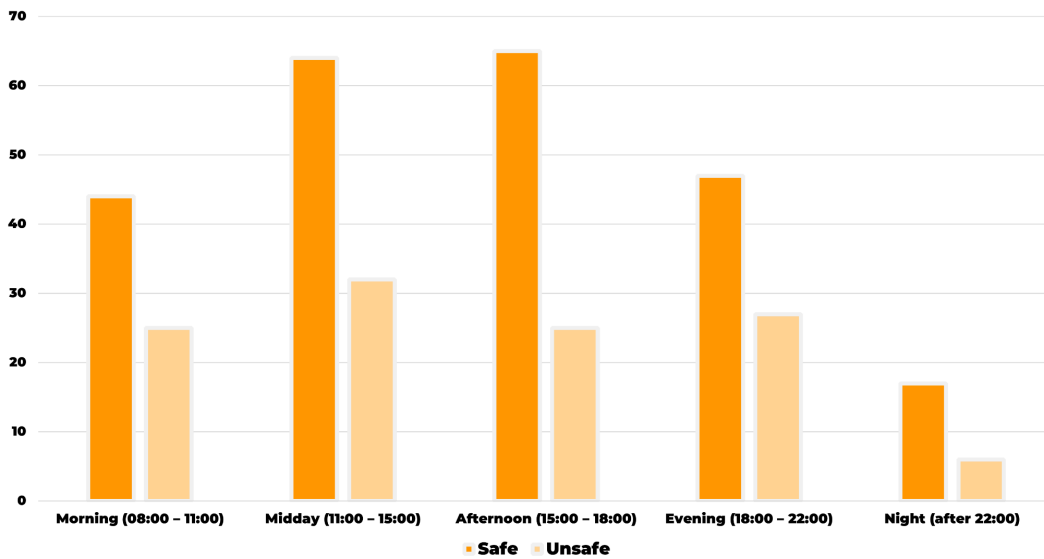


Chart 37: Distribution of Respondents' Perceptions of Safety According to the Time Periods during which they visit Şevket Özçelik Street

Chart 37 illustrates the distribution of respondents' perceptions of safety according to the time periods during which they visit Şevket Özçelik Street. The results indicate that respondents generally perceive the area as **relatively safe throughout the day, with midday (11:00–15:00) and late afternoon (15:00–18:00) identified as the periods of highest perceived safety. The perception of safety decreases significantly at night.**



Chart 38: Reasons for Safety Concerns regarding the Area *

* This open-ended question allowed respondents to provide multiple answers, with 47 respondents giving a total of 64 responses.

Chart 38 shows the distribution of respondents' reasons for safety concerns regarding Şevket Özçelik Street. Findings on perceived safety indicate that the primary cause of insecurity cited by respondents is the absence of monitoring or enforcement mechanisms, mentioned by **16 respondents (30%)**. Repeatedly cited causes of concerns for safety **include the concentration of homeless individuals, the presence of illicit substance users, and the lack of activity in the area during nighttime hours.**

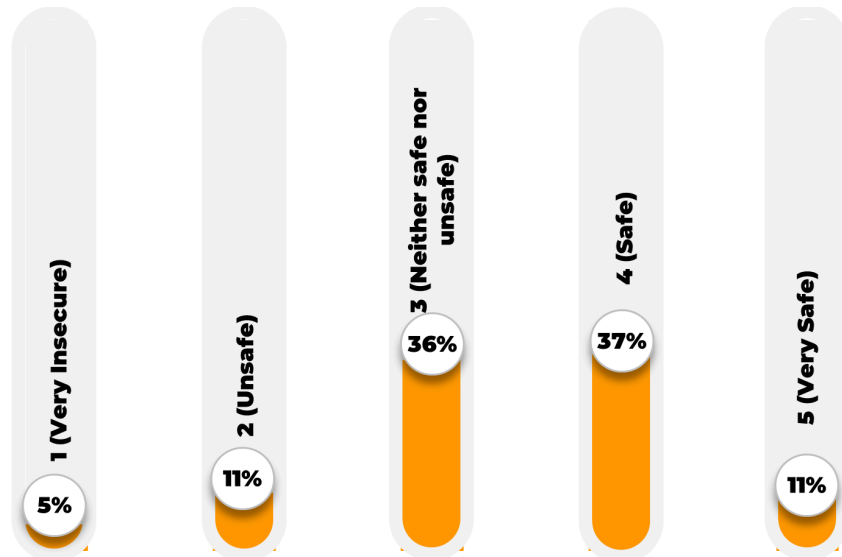


Chart 39: Safety Level of Şevket Özçelik Street According to Users (1-5 Scale)

Chart 39 shows the distribution of respondents' assessments of the safety level of Şevket Özçelik Street on a scale of 1 (lowest) to 5 (very safe). The findings related to the safety level of the area indicate that **7 respondents feel very unsafe, 18 feel unsafe, 56 feel neither safe nor unsafe (36%), 59 feel safe, and 18 feel very safe.**

“While Şevket Özçelik Street is safe during the day, it makes me feel unsafe in the evening because of people using illicit substances and homeless people.

27-year-old female user living in Konak

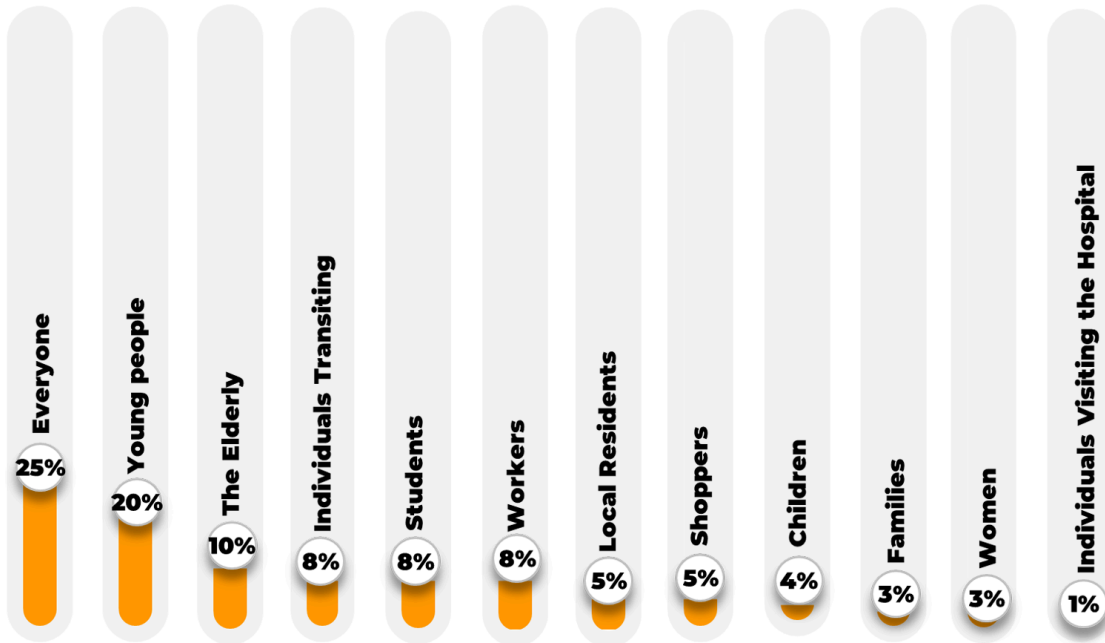


Chart 40: Profiles of Users Who Frequently Use Şevket Özçelik Street*

Chart 40 shows the distribution of profiles of users frequently using Şevket Özçelik Street. **Young people and elderly individuals are among the most frequent users of the area.** These groups are followed by individuals who use it for transit, students, and working people.

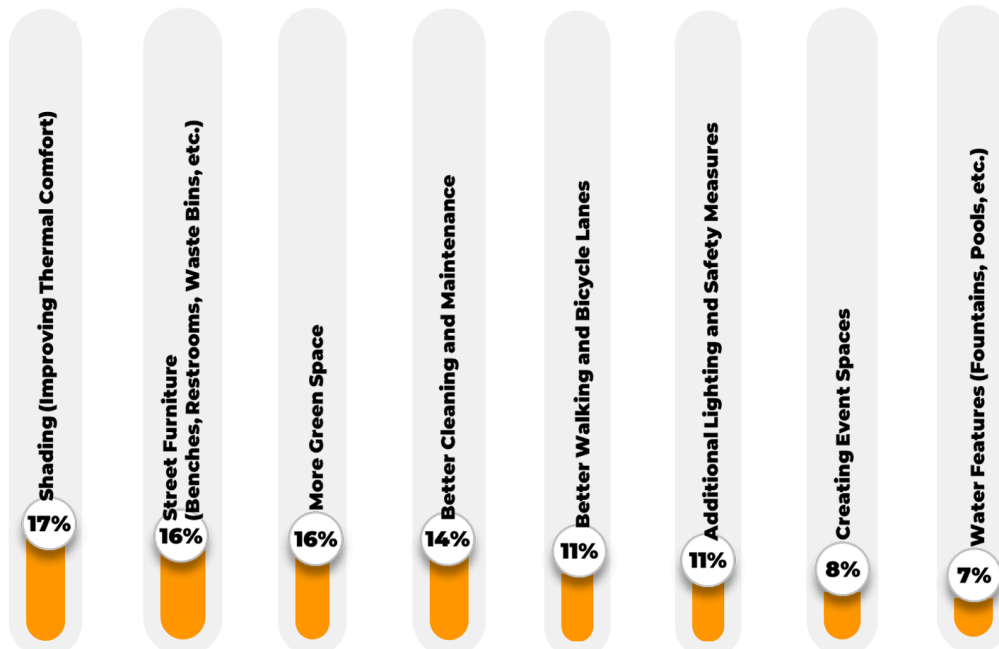


Chart 41: Distribution of Respondents By Desired Changes in the Area**

* This open-ended question allowed respondents to provide multiple answers, with 158 respondents giving a total of 203 responses.

** This multiple-choice question allowed respondents to provide multiple answers, with 158 respondents giving a total of 679 responses.

Chart 41 shows the distribution of changes desired by respondents to make Şevket Özçelik Street more attractive. The changes most desired by respondents to make the area more attractive are **shaded areas to improve thermal comfort, followed by street furniture, more green space, and better cleaning and maintenance.**

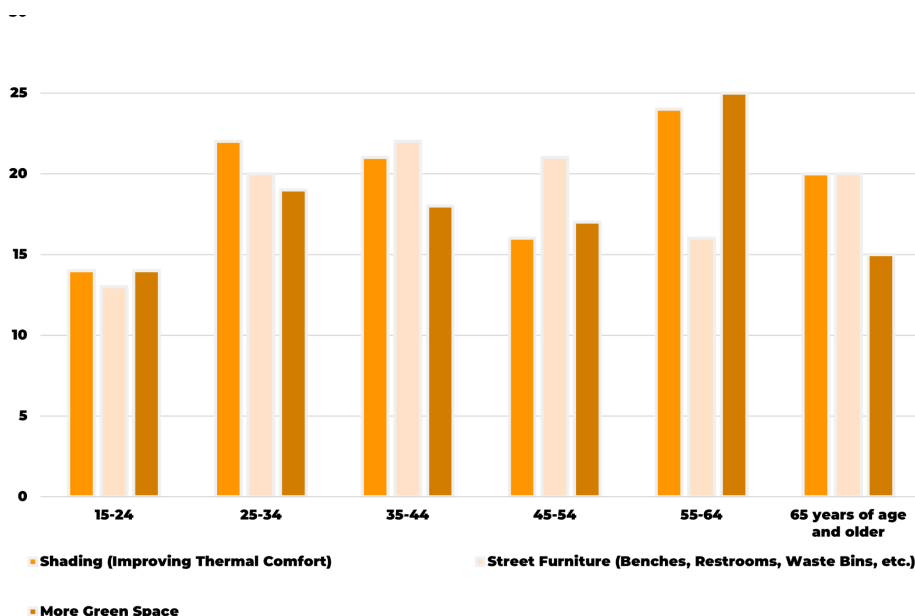


Chart 42: Distribution of Changes Most Desired by Respondents in the Area by Age

Chart 42 shows the distribution of the changes most desired by respondents to make Şevket Özçelik Street more attractive, by age. The distribution of shaded areas, one of the most frequently mentioned ways to make the area more attractive, is concentrated among users aged **55-64 and 25-34**. Addition of **street furniture** is concentrated among users **aged 35-44**. **More green space** is most desired by users **aged 25-34 and 55-64**.

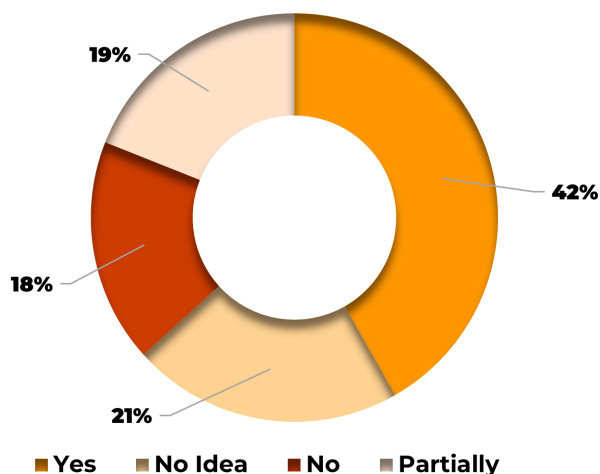


Chart 43: Distribution of Respondents' Perceptions Regarding the Contribution of Digital Systems to Solving Problems in the Area

Chart 43 shows the distribution of respondents' opinions regarding the contribution of digital systems (artificial intelligence, simulation, etc.) to the problem-solving process in the area. 66 respondents believe that problems can be solved **more quickly with digital systems (42%)**. However, **30 respondents (18%) partially agree, 28 respondents (18%) disagree, and 34 respondents (21%) have no opinion on the matter.**

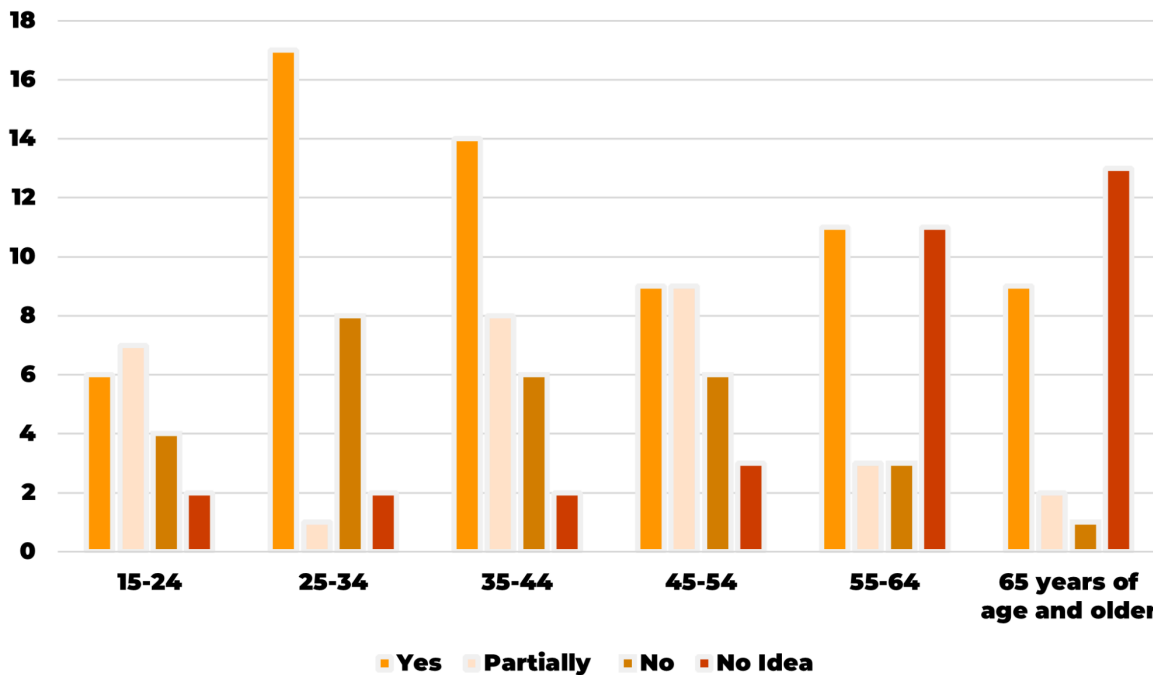


Chart 44: Distribution of Respondents' Perceptions Regarding the Contribution of Digital Systems to Solving Problems in the Area by Age

Chart 44 shows the distribution of respondents' opinions regarding the contribution of digital systems (artificial intelligence, simulation, etc.) to the problem-solving process in the area, by age. Findings indicate that confidence in digital systems as a means of more rapidly addressing local issues is most pronounced among respondents in the 25–34 age group. This shows that young people have a higher level of confidence in the problem-solving capabilities of digital systems. Findings show considerable diversity in views regarding the effectiveness of digital systems in addressing problems among respondents in the 55–64 age group. Within this age group, the proportions of respondents who believe that digital systems can contribute to problem-solving and those who hold negative views toward these systems are equally high. It is noteworthy that respondents aged 65 and over lack confidence in digital systems. ***This trend indicates an increasing tendency to distrust digital solutions among the elderly.***

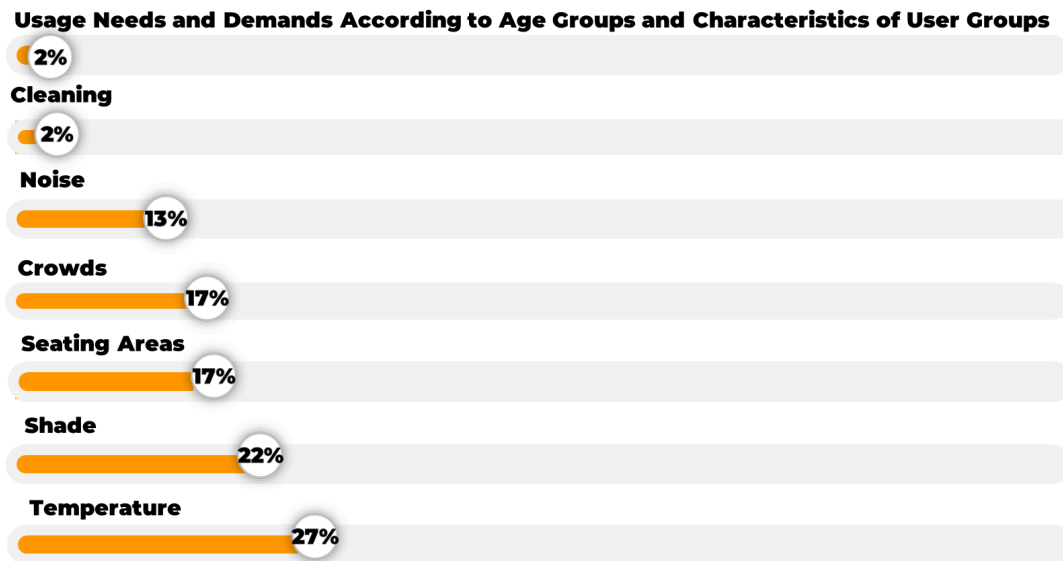


Chart 45: Distribution of Data to Be Collected to Make the Area More Livable *

Chart 45 shows the proportional distribution of data demanded by respondents to be collected to make the area more livable. Among the data types most frequently requested to be collected by respondents are **temperature data, cited by 84 respondents (27%), shading data, cited by 70 respondents (22%), and data on seating areas, cited by 55 respondents (17%).**

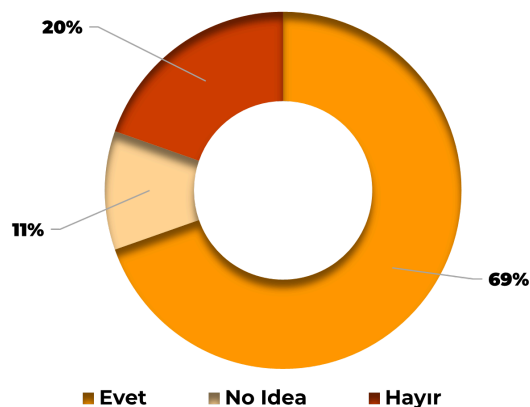


Chart 46: Respondents' Willingness to Use a Digital Map if Available

Chart 46 illustrates the distribution of respondents' likelihood of using a digital map in their daily lives if such a system were available in the area. Of the 158 respondents, **110 stated they would use a digital map in the region (69%) if such a map were available, 31 stated they would not use it (20%), and 17 respondents stated they had no opinion on the matter (11%).**

*This open-ended question allowed respondents to provide multiple answers, with 129 respondents giving a total of 318 responses.

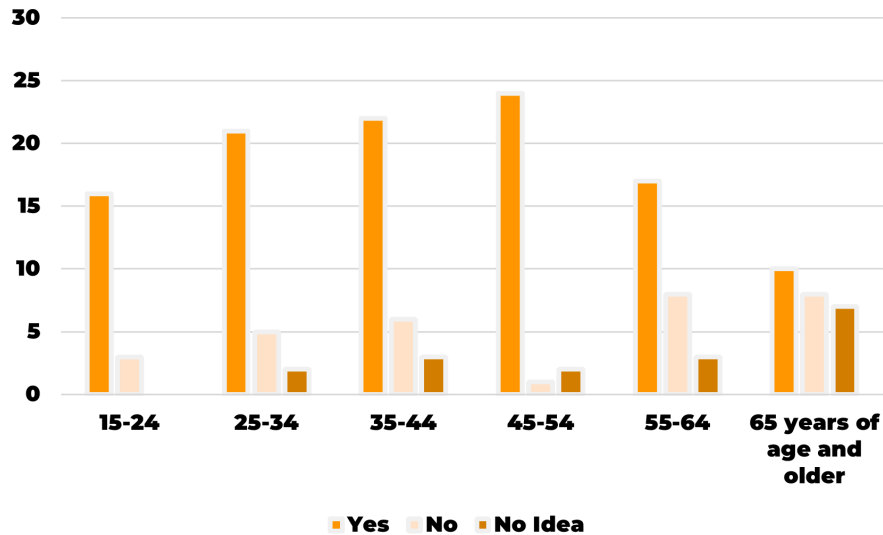


Chart 47: Distribution of Respondents’ Willingness to Use a Digital Map if Available by Age

Chart 47 illustrates the distribution of respondents’ likelihood of using a digital map in their daily lives if such a system were available in the area, by age. The use of digital maps is concentrated among the **45-54 age group**. The **likelihood of using digital maps decreases among users aged 65 and over, and the “I have no opinion” response increases.**



Chart 48: Distribution of Data Respondents Want to See Digitally*

Chart 48 shows the proportional distribution of data respondents want to see digitally. Among the data types respondents most wish to see on a digital map are **current temperature conditions, indicated by 108 respondents (21%), and pedestrian movement patterns along with the coolest/most comfortable routes, indicated by 85 respondents (17%).**

* A total of 148 respondents provided 518 answers to this multiple-choice question.

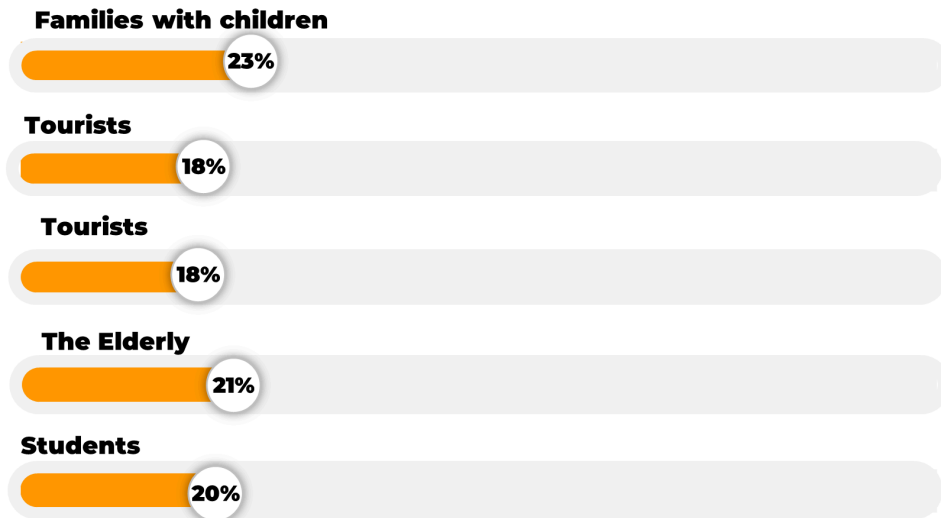


Chart 49: User Profiles Where Digital Information Will Be Most Useful*

Chart 49 shows the distribution of user profiles that respondents think will benefit most from digital information. Respondents believe that families with **children, the elderly, and students will benefit the most.**

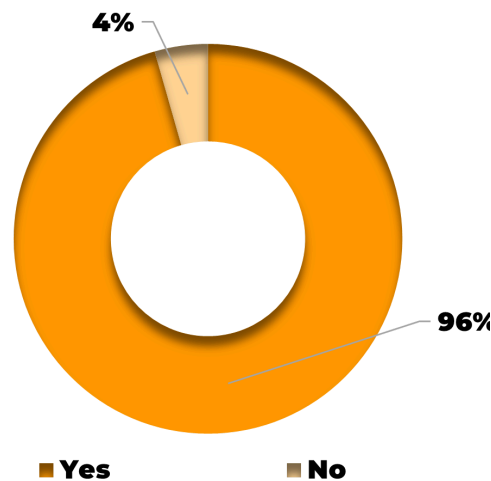


Chart 50: Respondents' Demands for the Expansion of Participatory Processes in Public Spaces in Izmir

Chart 50 shows the respondents' demands for the expansion of participatory processes in public spaces in İzmir. While **151 respondents demanded the expansion of participatory processes (96%), 7 respondents stated that they did not want this (4%).**

*A total of 158 respondents provided 418 answers to this multiple-choice question.

2.3. Observations

In the third phase of the fieldwork, observations were conducted using the “**Great Public Spaces Evaluation Tool for Public Space and Public Life²**” developed by **Transport for NSW (2021)**. In the first 2 stages of the 3-stage observation study, a count is taken to calculate the number of users in the area, while in the third stage, personal observations are noted throughout the day.

The counting exercise was conducted at different time intervals throughout the day: **09:00–11:00., 12:00–14:00, 15:00–17:00, and 18:00–19:00.** Observational counts were carried out for various user groups, namely **women, men, children, young people, elderly, cyclists, and individuals with special needs**, distinguishing between users **moving and those who were seated**. In the study, in accordance with the methodology, 5-minute observations were conducted at the start of each hour, and these counts were multiplied by 12 to estimate the average number of users per hour.

To accurately capture user movement, the counting exercise was conducted simultaneously at two different entry and exit points of Şevket Özçelik Street (Figure 1). A total of **9,309 users** were observed during the observation study conducted between 9:00 and 19:00 for **7 days**.

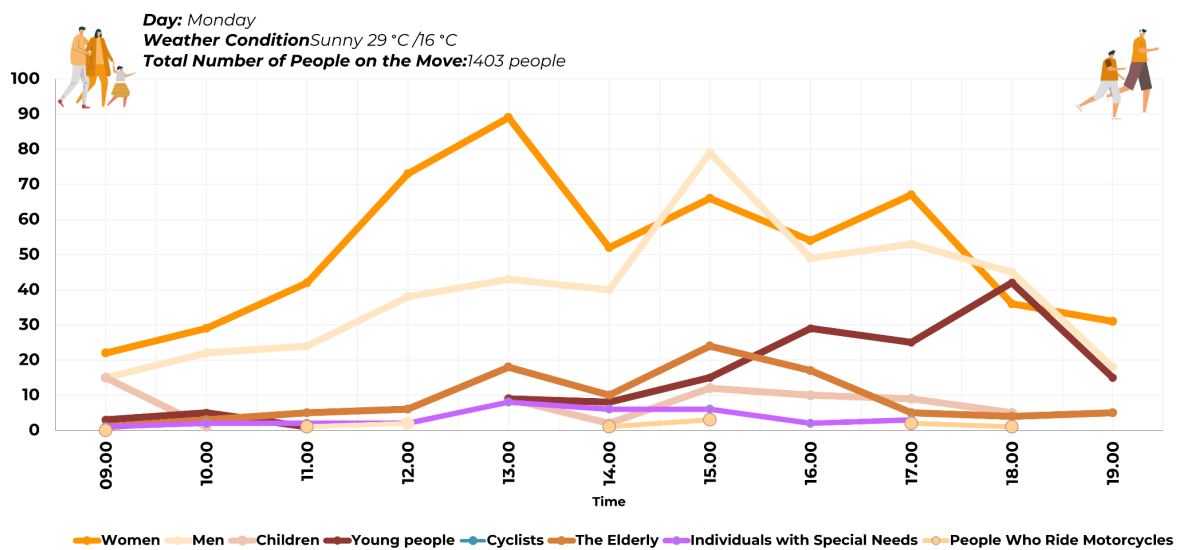


Chart 51: Distribution of People on the Move on Monday

As a result of the counting exercise conducted on a **sunny Monday** between 09:00 and 19:00, a total of **1,403 people were observed moving** within the area. An examination of the hourly distribution of user profiles indicates that the highest levels of activity in the area occur between **13:00 and 15:00**. An analysis of gender distribution shows that both female and male users were observed in the area throughout the day, although the presence of female users was more pronounced. Observations indicate that the highest level of movement for female users occurred at 13:00, whereas male users exhibited peak activity at 15:00

The mobility of young users increases significantly in the late afternoon (16:00–18:00). The elderly was most frequently observed in the area at 15:00. The peak presence of children in the area at 09:00 and 15:00 corresponds to typical school arrival and departure times.

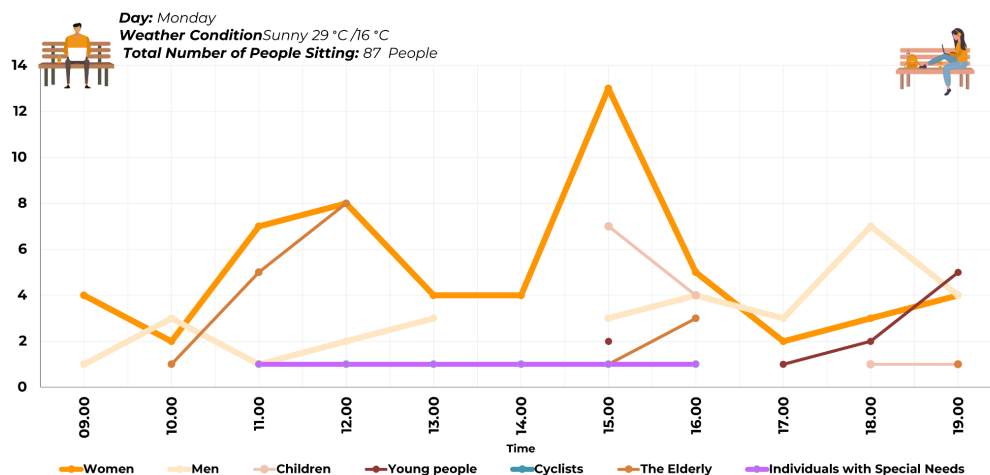


Chart 52: Distribution of People Sitting on Monday

When the people sitting on Monday were examined, it was observed that there were a total of **87** people in the area. An analysis of the hourly distribution of user profiles shows that the number of seated users **peaks between 15:00 and 16:00**. The noticeable decrease in the number of seated users during midday can be associated with sensitivity to thermal comfort conditions. Young users were observed in the area after 17:00.

A total of 1,490 people were observed on Monday. It has been found that the number of users peaks at 15:00, both for individuals who are moving and those who are seated. Locals walking their pets, students running late for school, and parents were observed in the area in the morning hours.

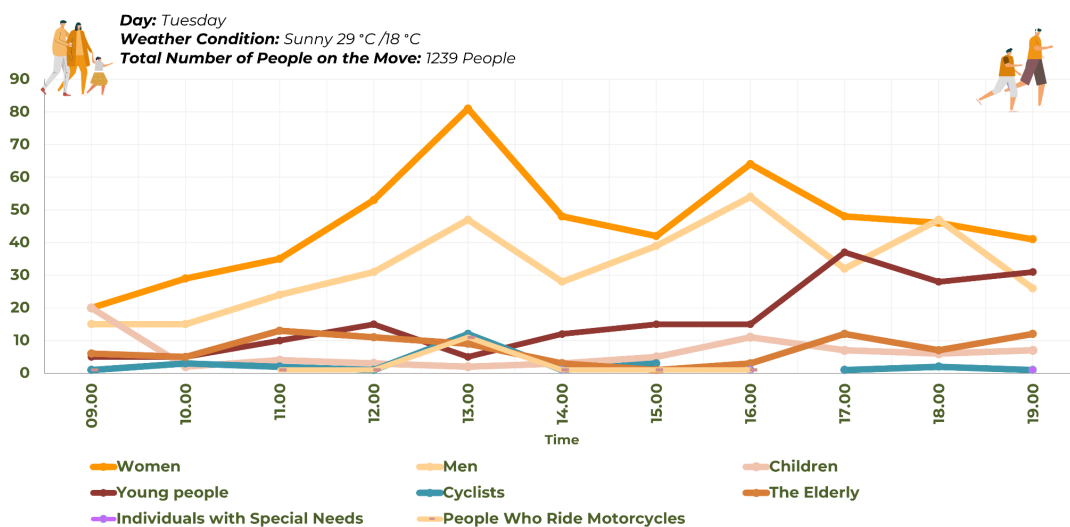


Chart 53: Distribution of People on the Move on Tuesday

As a result of the **counting exercise conducted on a Tuesday with weather conditions similar to Monday**, between 09:00 and 19:00, a total of **1,239 people were observed moving** within the area. An examination of the hourly distribution of user profiles indicates that the highest levels of activity in the area occur **at 13:00**. Observations indicate that the highest level of movement for female users occurred at 13:00, whereas male users exhibited peak activity at 16:00. The number of young users increases after 16:00. The peak presence of children in the area at 09:00 and 16:00 corresponds to typical school arrival and departure times. Cyclists are seen every hour, while motorcyclists are observed between 12:00 and 16:00. Observations indicate that the elderly adults were present in the area at all times of the day, with notably higher concentrations around 11:00 and after 16:00.

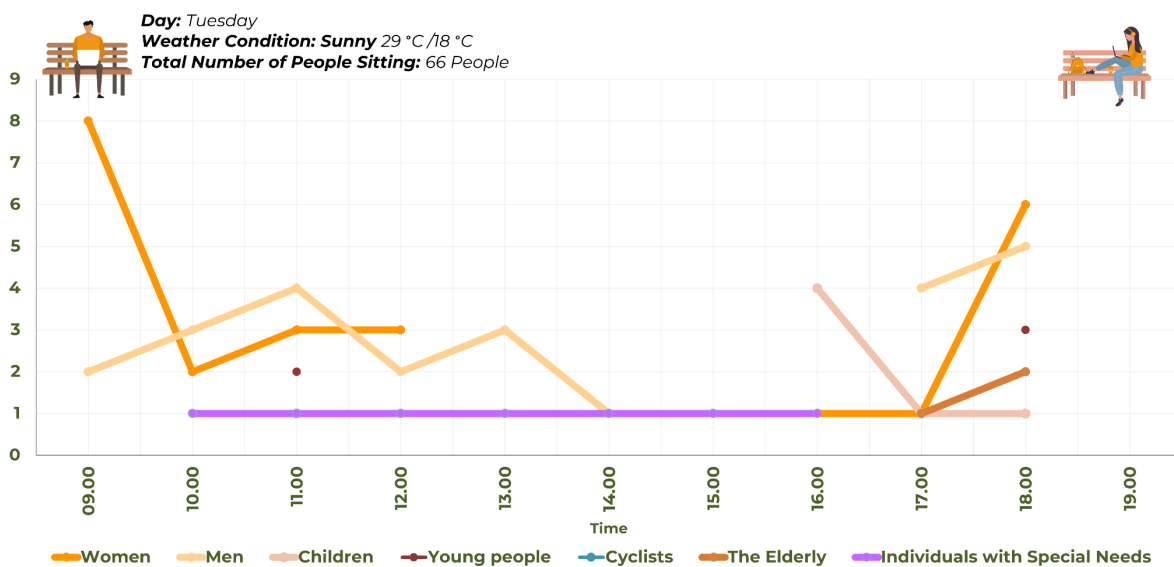


Chart 54: Distribution of People Sitting on Tuesday

On **Tuesday**, it was observed that there were a total of **66 people sitting** in the area. The hourly distribution of user profiles shows that the **highest activity occurs between 9:00 and 10:00 and after 16:00**. Findings indicate a marked decrease in area usage during midday hours as a result of high temperature conditions.

On Tuesday, a total of 1,305 people were observed, with the highest concentration of moving users at around 01:00 and the highest concentration of seated users at around 18:00. It has been observed that individuals, particularly the elderly, take walks in the area after 16:00.

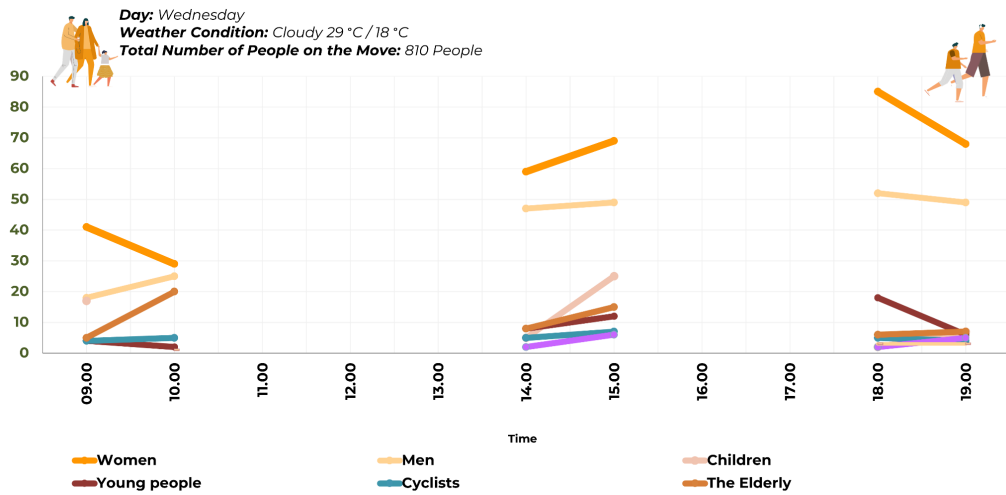


Chart 55: Distribution of People on the Move on Wednesday

Due to the charity bazaar held in the area on Wednesday, the observation study was conducted between 9:00 and 10:00, 14:00 and 15:00, and 18:00 and 19:00. As a result of the counting exercise conducted in **three different time slots**, a total of **810 people were observed moving** within the area. Observations indicate that user density among both women and men peaks at 14:00 and 15:00 relative to other hours of the day. According to counts conducted at the same time on Monday and Tuesday, there has been an increase in the number of users. It is believed that this is due to the charity bazaar held in the area.

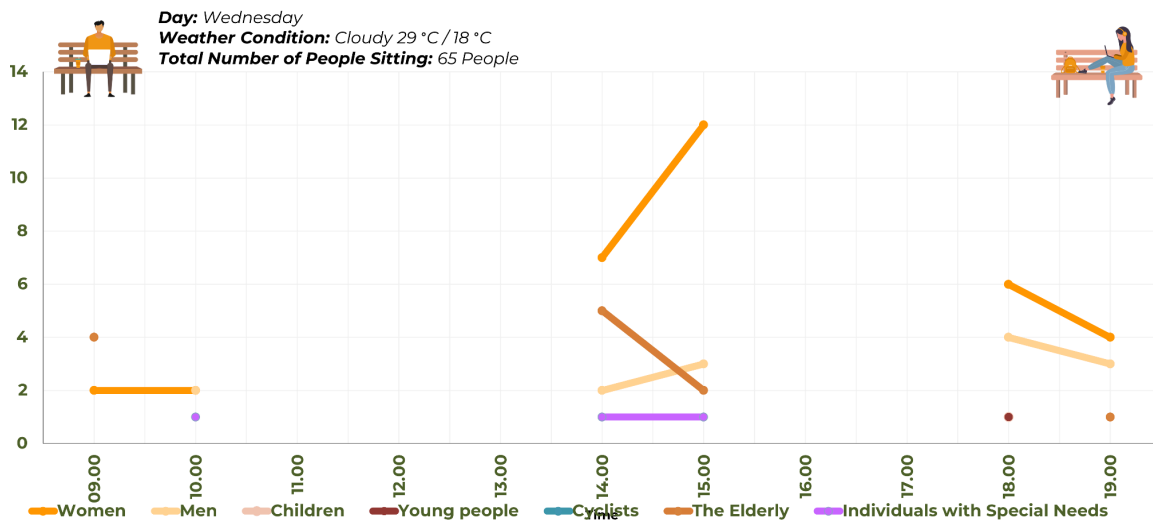


Chart 56: Distribution of People Sitting on Wednesday

On **Wednesday**, observations conducted between 9:00 and 10:00, 14:00 and 15:00, and 18:00 and 19:00 recorded a total of **65 seated individuals** in the area. It is noteworthy that female users use the seating areas more frequently between 14:00 and 15:00. Observations indicate that, within the same time intervals, the elderly demonstrated a comparatively higher preference for sitting.

A total of **875** people were observed between 9:00 and 10:00, 14:00 and 15:00, and 18:00 and 19:00 on Wednesday. Observations indicate that the area is predominantly occupied by individuals attending the site for charity bazaar related activities.

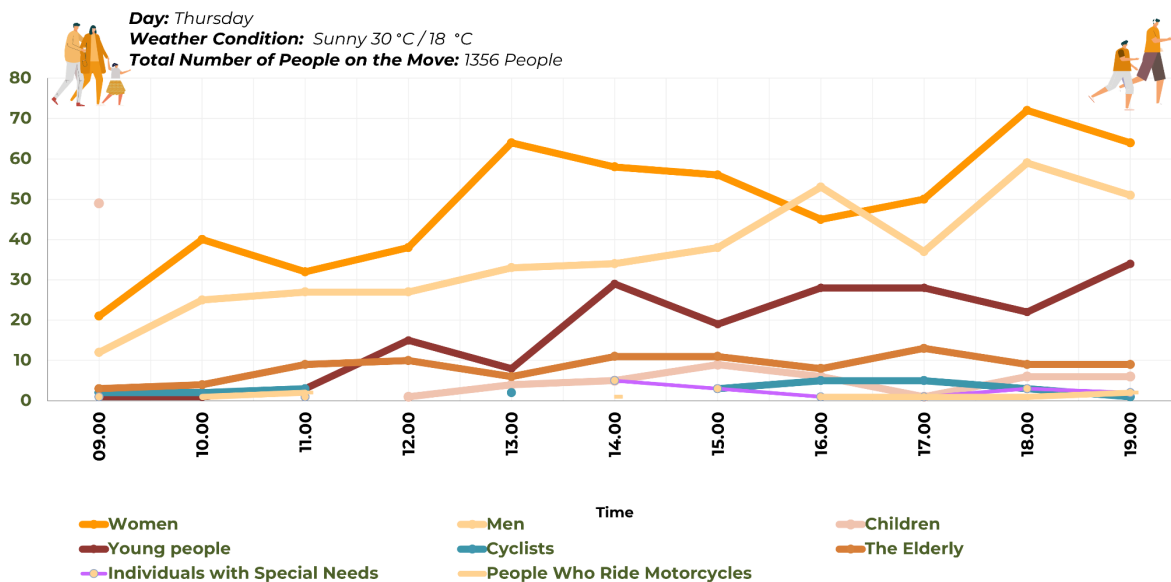


Chart 57: Distribution of People on the Move on Thursday

As a result of the counting exercise conducted on a **sunny Thursday at 30 °C** between 09:00 and 19:00, a total of **1,356 people were observed moving** within the area. Examination of hourly user distributions reveals **peak presence of male users at 16:00** and of **female users between 13:00 and 14:00**. Observations indicate that **youth presence peaks at 14:00 and 19:00**, whereas **bicycle and motorcycle users show increased activity after 15:00**. Observations indicate a relatively consistent presence of the elderly across all hours of the day.

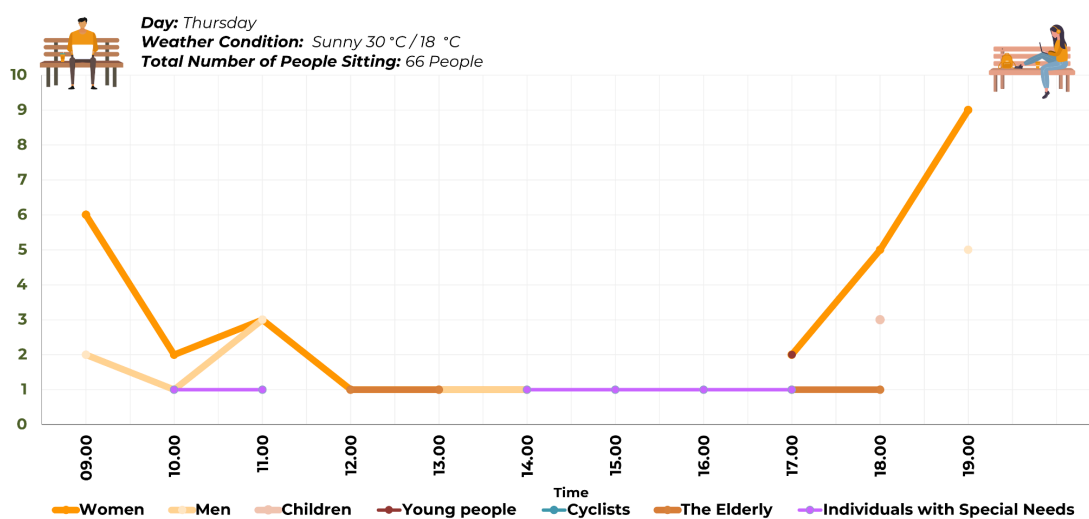


Chart 58: Distribution of People Sitting on Thursday

On **Thursday**, it was observed that there were a total of **66 people sitting** in the area. The hourly distribution of user profiles shows that the highest number of seated individuals was observed at 19:00 **The highest concentration of male and female users was observed at 19:00**

In total, 1,422 people were seen in the area on Thursday. Users who are on the move generally prefer to spend time at 18:00, while those who are seated prefer to spend time at 19:00.

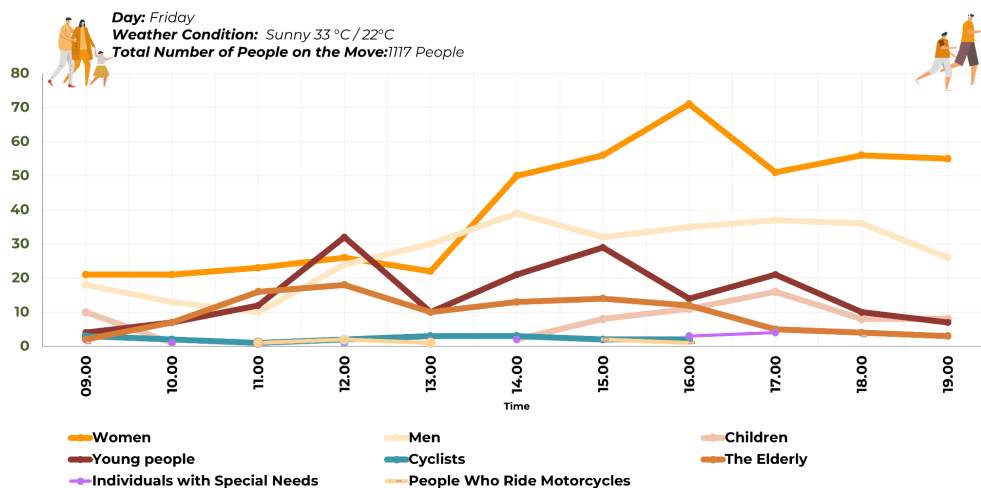


Chart 59: Distribution of People on the Move on Friday

During the **hottest observation day, Friday**, a total of **1,117 individuals were observed moving** in the area between 09:00 and 19:00. An examination of the hourly distribution of user profiles indicates that the **highest levels of activity in the area occur at 16:00**. A high number of young people were observed between 11:00 and 12:00, women at 16:00, and men at 14:00

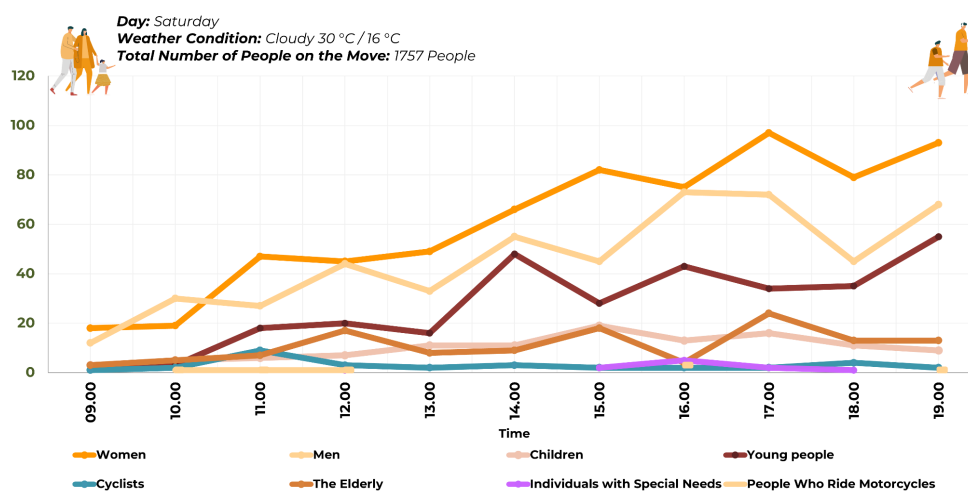


Chart 60: Distribution of People Sitting on Friday

On **Friday**, it was observed that there were a total of **67 people sitting** in the area. An examination of the hourly distribution of user profiles indicates that the **peak time for people sitting in the area is 12:00**. The number of users shows a significant drop during the midday hours.

A total of **1,184 people** were observed on Friday. The number of users dropped during midday due to the extremely hot weather.

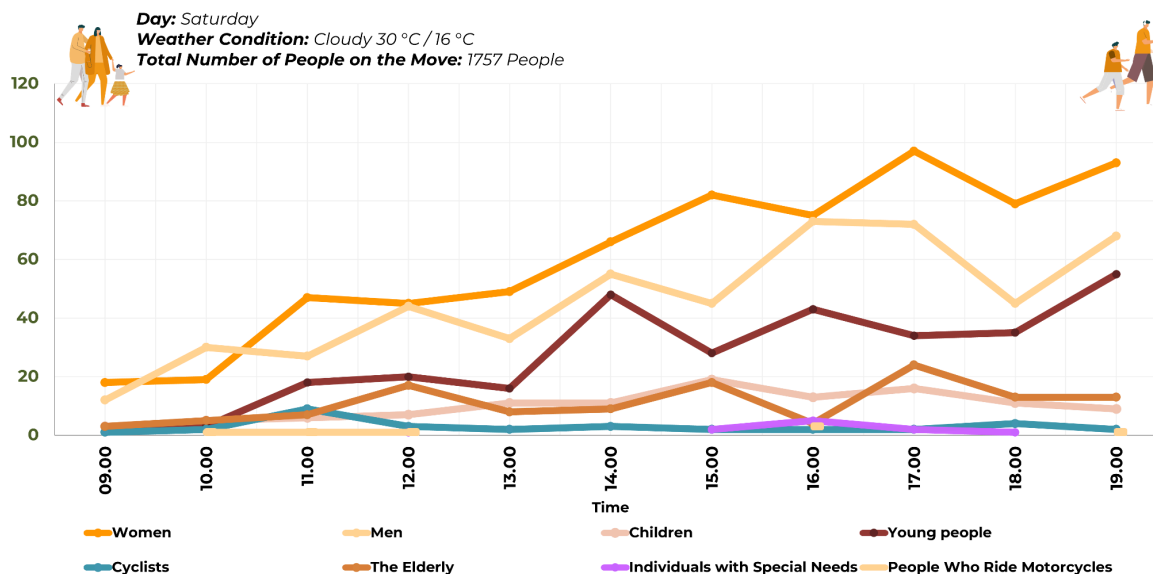


Chart 61: Distribution of People on the Move on Saturday

As a result of the counting exercise conducted on a **sunny Saturday** between 09:00 and 19:00, a total of **1,757 people** were observed moving within the area. An examination of the hourly distribution of user profiles indicates that **the highest levels of activity in the area occur at 17:00**. The increase in the number of young users after midday was observed to be related to weekend socializing tendencies. Observations indicate a continuous rise in female user presence over the course of the day, with the highest concentration recorded at 17:00

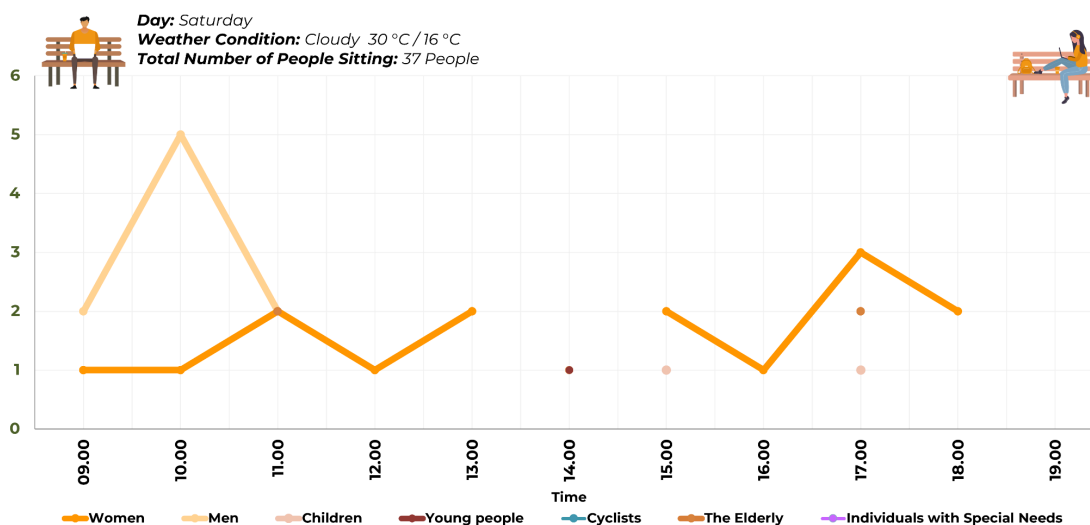


Chart 62: Distribution of People Sitting on Saturday

On **Saturday**, it was observed that there were a total of **37 people sitting** in the area. An examination of the hourly distribution of user profiles indicates that the **peak time** for people sitting in the area is **17:00** Peak presence of **male users was observed at 10:00 and of female users at 17:00**

A total of **1,794** people were observed on Saturday. Observations indicate that Saturday recorded noticeably higher numbers for all user profiles in comparison with other days of the week.

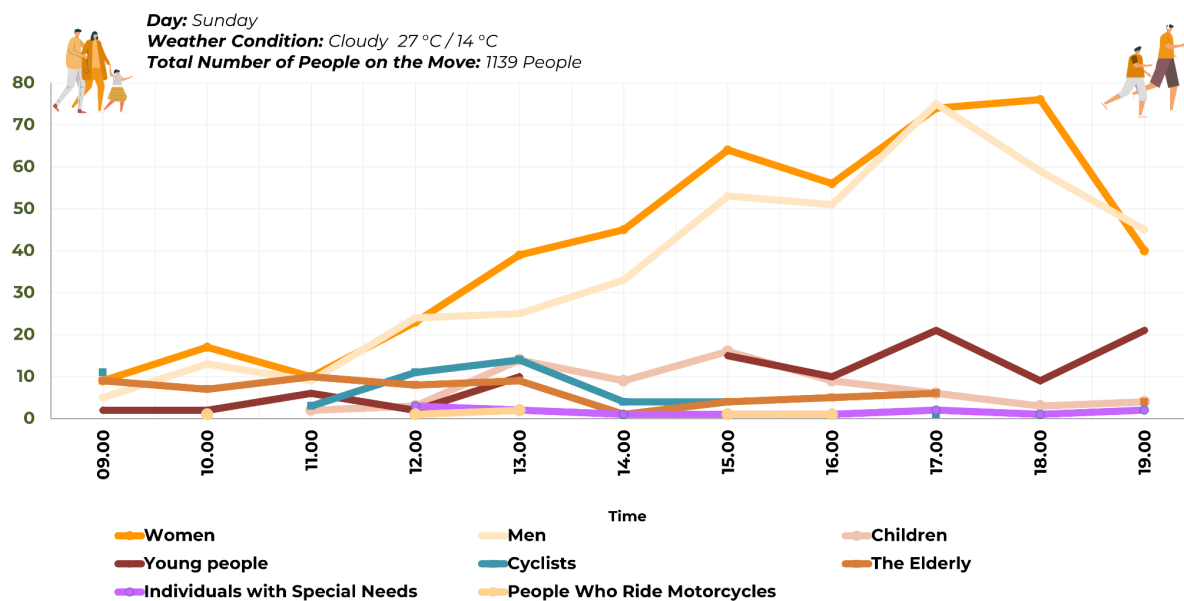


Chart 63: Distribution of People on the Move on Sunday

As a result of the counting exercise conducted on a **cloudy Sunday** between 09:00 and 19:00, a total of **1,139 people** were observed moving within the area. Examination of hourly user distributions reveals peak presence of **male users at 17:00 and of female users at 18:00** **Young people and the elderly were observed at almost every hour of the day.**

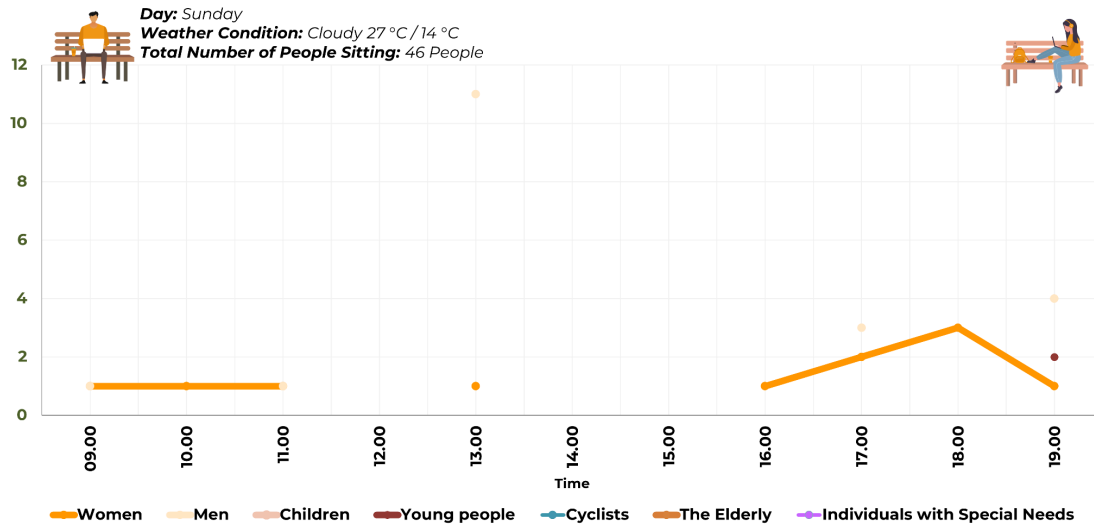


Chart 64: Distribution of People Sitting on Sunday

On **Sunday**, it was observed that there were a total of **46 people sitting** in the area. Observations indicate that women comprised the most prominent group exhibiting seated behavior, especially during the morning (09:00 –11:00) and evening (16:00 –19:00) periods.

A total of **1,185** people were observed on Sunday. On Sunday, after 17:00, the user profile began to change, with observations indicating the presence of individuals using illicit substances in the area.

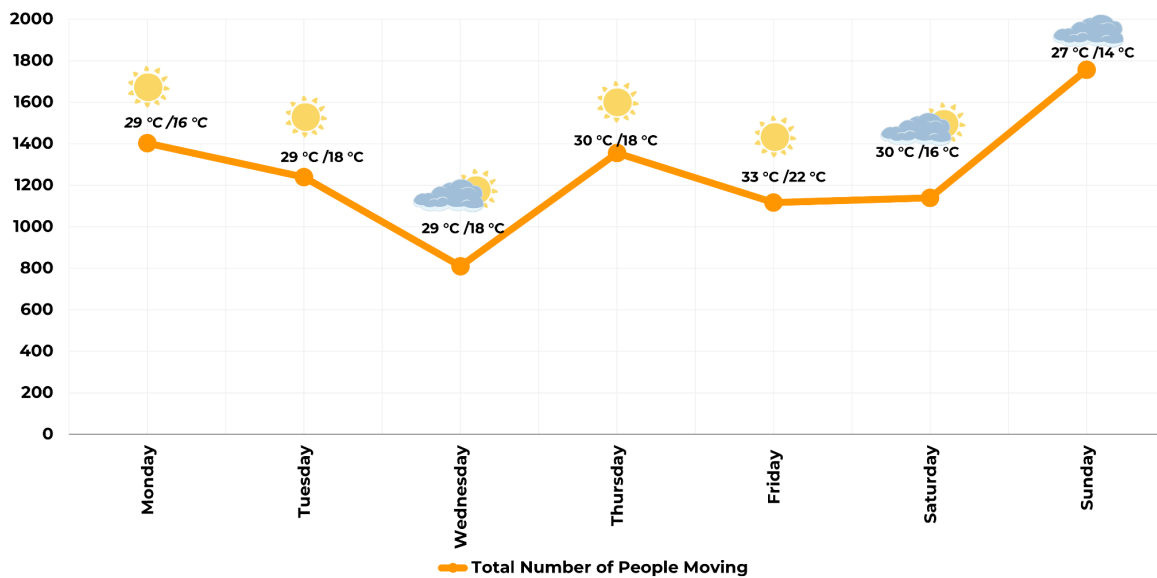


Chart 65: Distribution of Total Number of Moving Users Over 7 Days

Over the seven-day observation period, a total of 8,836 moving users were recorded. An analysis of daily user numbers indicates that Sunday was the busiest day of the week, with a total of 1,757 users, while Wednesday recorded the lowest number at **810 users**.

On Wednesday, counting was conducted during three specific periods (morning, midday, and evening) due to a charity bazaar, which contributed to the lower overall count compared to other days. A decline in user numbers was also observed on Friday, the hottest weekday. Observations indicate that Sunday recorded the highest user density on Şevket Özçelik Street, due to relatively cooler conditions (27 °C) and the weekend holiday.

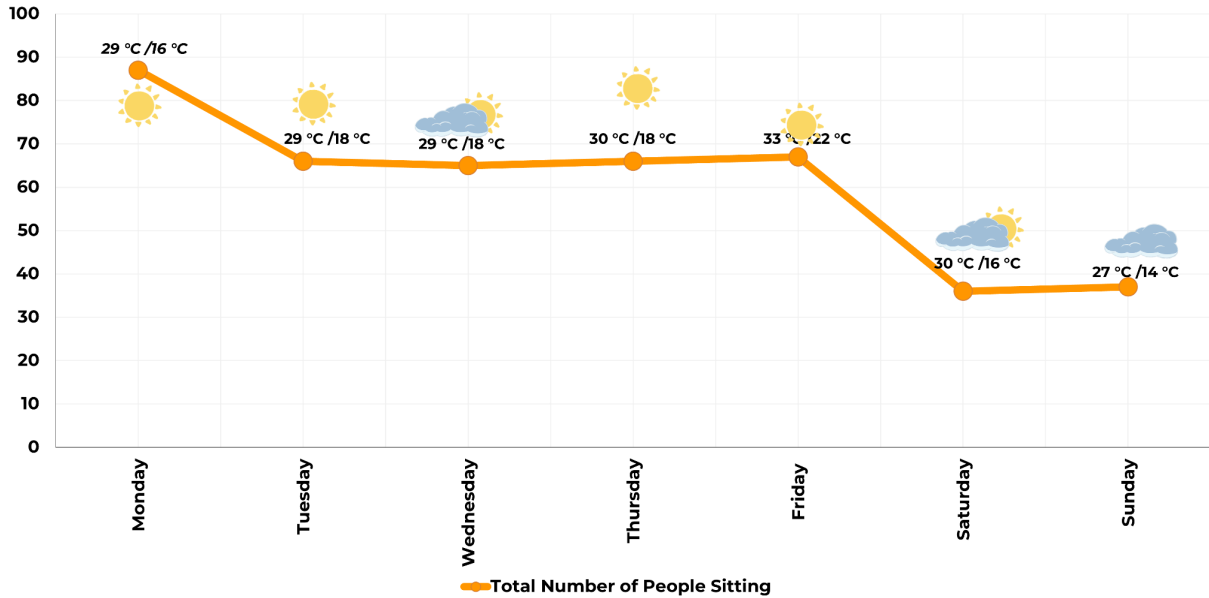
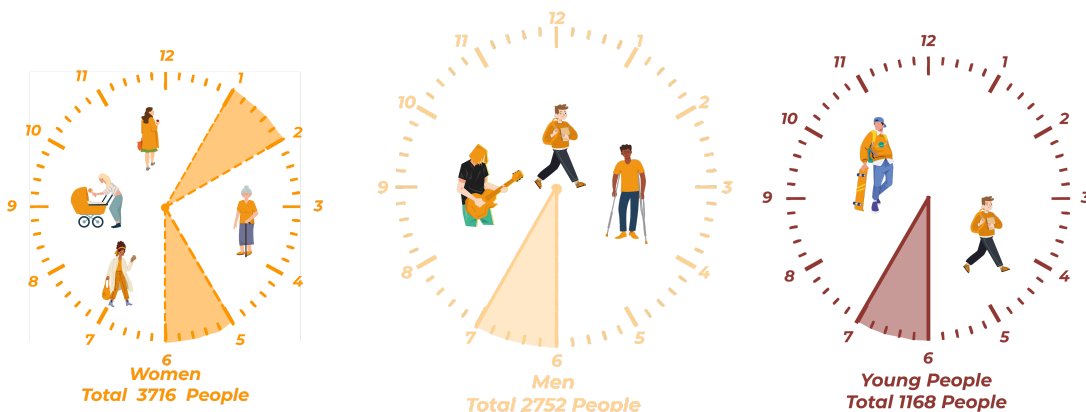


Chart 66: Distribution of Total Seated Users Over 7 Days

Over the seven-day observation period, a total of 473 seated users were recorded. While the number of seated users during weekdays remained relatively consistent, a noticeable decrease was observed during the weekend. This decline may be attributed to users being more mobile on weekends, as well as the active use of seating areas by parents waiting for their children at Gazi Secondary School during weekdays.



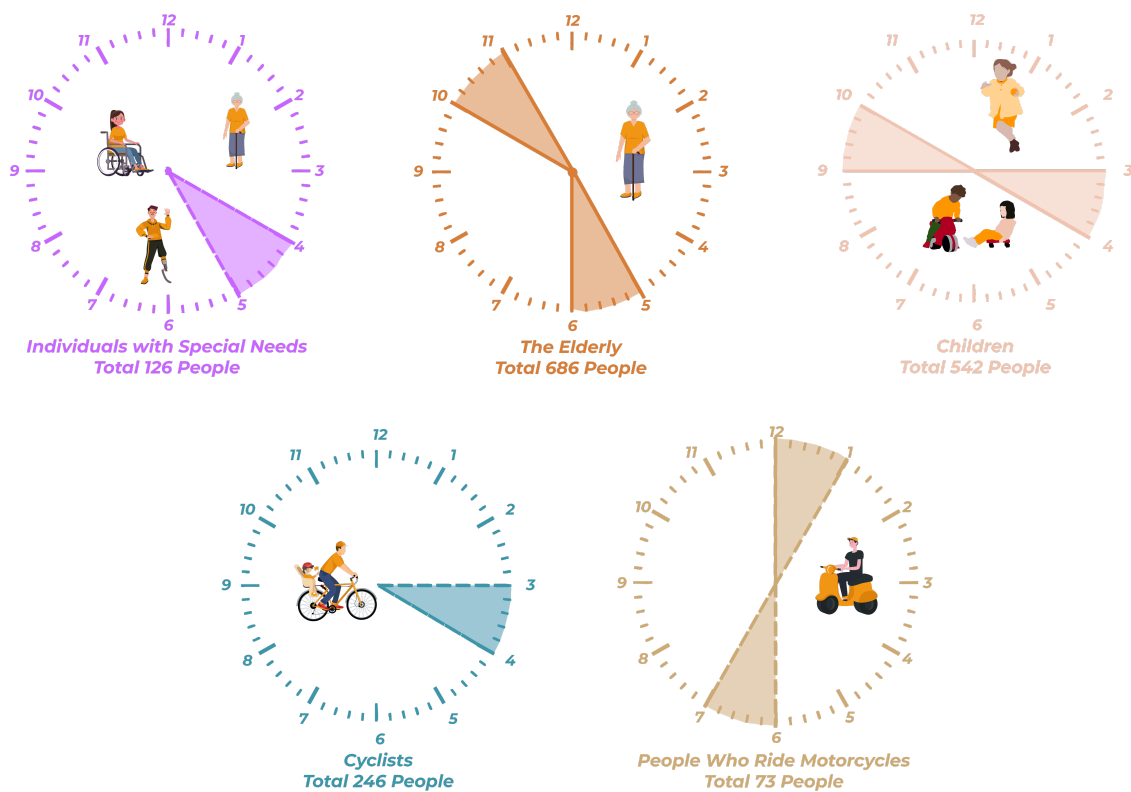


Chart 67: Time Periods When Different User Profiles Are Most Frequently Observed

As a result of the observation study conducted over 7 days, a total of 9,309 users were observed, including 2,752 male users, 3,716 female users, 542 children, 1,168 young people, 686 elderly individuals, 126 users with special needs, 246 bicycle users, and 73 motorcycle users. The most frequently recurring time period was determined by examining the total values obtained from user profiles on an hourly basis as a result of the observation. Female users were observed to be most concentrated between 13:00–14:00 and 17:00–18:00, while male users peaked between 18:00–19:00. The highest presence of children was observed between 09:00–10:00 and 15:00–16:00, coinciding with school arrival and departure times. Young people were observed most frequently between 18:00 and 19:00, cyclists between 15:00 and 16:00, the elderly between 12:00 and 14:00, and individuals with special needs between 13:00 and 14:00. The time periods in which individuals from more vulnerable groups, such as the elderly and those with special needs, are most frequently observed coincide with time slots when thermal comfort is relatively higher. Motorcyclists were observed most frequently between 12:00 and 1:00 and between 18:00 and 19:00

These findings correspond with the responses of female, male, young and elderly respondents when compared with the cross-tabulation of age and gender for the survey question on “the time period during which you use the area most frequently” (Chart 10).

RECOMMEN- DATIONS FOR PUBLIC SPACE

3



The fieldwork for measuring the quality of life on Şevket Özçelik Street and identifying needs was completed by surveying 158 people, conducting face-to-face interviews with 19 people, and observing 9,309 users. For a better understanding of trends in how the space is used, the most frequent visiting times by age group, the purposes for which the space is used, elements perceived as lacking, key issues encountered, requested changes, and perceptions regarding digital systems were analyzed (Table 1). Table 1 presents a summary of these data compiled by age group.

Age Distribution	 15-24	 25-34	 35-44	 45-54	 55-64	 65 years of age and older
Trends in Area Use	15-24	25-34	35-44	45-54	55-64	65 years of age and older
Most Common Time Zone	Evening (18.00-22.00)	Evening (18.00-22.00)	Midday (11.00-15.00)	Midday (11.00-15.00)	Afternoon (15.00-18.00)	Afternoon (15.00-18.00)
Most Common Use	*Exercise-Walking, *Concerts, Events	*Transit	*Transit	*Transit	*Transit *Exercise-Walking	*Transit *Exercise-Walking
Most Frequently Mentioned Deficiencies	Green spaces	Shaded Areas	Shaded Areas	Shaded Areas	Shaded Areas	Shaded Areas
Most Frequently Mentioned Key Issues	Lack of Green Spaces	Lack of Green Spaces	Lack of Shaded Areas	Lack of Shaded Areas	Lack of Green Spaces	Lack of Shaded Areas
Most Frequently Mentioned Suggestions	*More Green Space, *Shading (Thermal Comfort)	Shading (Thermal Comfort)	*Street Furniture (Benches, Restrooms, Waste Bins, etc.) *Gölgelik (Thermal Comfort)	Street Furniture (Benches, Restrooms, Waste Bins, etc.)	*More Green Space, *Shading (Thermal Comfort)	*Shading (Thermal Comfort) *Street Furniture (Benches, Restrooms, Waste Bins, etc.)
Most Common Perceptions Regarding the Role of Digital Systems in Solving Problems	Partially	Yes	Yes	Yes Partially	Yes Fikrim Yok	No
Most Common Digital Map Usage Trend	Yes	Yes	Yes	Yes	Yes	Evet

Table 1: Trends in the Use of Area by Age Group

According to the survey results, all age groups use the area at similar rates, with the highest visitation observed among users aged 35–44. Young users aged 15–24 primarily use the area for sports, walking, and concerts/events. Users aged 25–54 most frequently use the area for transit purposes, while those aged 55 and above utilize it for both transit and sports/walking. The 15–24 age group most often reported a lack of green spaces, whereas other age groups highlighted the insufficiency of shaded areas. Regarding key issues, users aged 15–34 and 55–64 emphasized the inadequacy of green spaces, while those aged 35–54 and 65+ cited the lack of shaded areas. While users aged 15–24 and 55–64 demand more green spaces and shade to make the area more appealing, users aged 35–44 and over 65 request street furniture and shade, users aged 25–34 request shade, and users aged 45–54 request street furniture.

In conclusion, it was observed that users aged 15–34 predominantly requested the integration of green and shaded areas, whereas users aged 35 and above primarily emphasized the need for increased street furniture and the incorporation of shading elements in these spaces.

Perceptions of digital systems vary by age group, revealing a digital divide; among users aged 55–64, responses were evenly split between “I agree” and “No opinion,” whereas respondents On the other hand, the fact that respondents from all age groups generally tended to say they would use digital maps indicates, a need for digital systems in the area despite age-related differences in perceptions of digital systems.

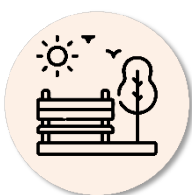
Strategies recommended based on the results of the fieldwork are as follows:



Strategy 1- An Inclusive and Safe Street

Şevket Özçelik Street, a pedestrian-priority street, is used collectively by diverse age groups, genders, and individuals with varying physical and social needs.

Inclusive design guidelines should be developed to accommodate the requirements of different user groups, such as people with special needs, the elderly, and cyclists. Measures should also be implemented to prevent the intermingling of pedestrian and vehicular lanes and to reduce uncontrolled motorcycle use within the area. Recommendations include clearly delineating pedestrian and vehicular lanes, implementing traffic calming measures, regulating motorcycle usage, and providing appropriate pavement to facilitate comfortable mobility for individuals with special needs and the elderly. Chicanes, a traffic-calming measure, offer multiple benefits including reducing motorcycle speeds, increasing green coverage, minimizing encroachments, and mitigating the urban heat island effect ^{3,4}. In addition, it is recommended that the poorly maintained water and feeding stations currently in the area be replaced to better accommodate street animals, which are natural co-users of the urban space alongside people.



Strategy 2- A Street with Robust Urban Infrastructure

Findings from the field study indicate that area users face multiple challenges, such as water pooling during rainfall, the lack of rainwater drains, inappropriate pavement, extensive concrete/asphalt coverage, and insufficient green and blue infrastructure. To address these issues, drainage systems should be enhanced at points prone to water accumulation. Furthermore, problematic pavement should be replaced with permeable surfaces. Permeable surfaces which, owing to their porous and water-retentive properties, effectively mitigate surface and ambient temperatures ⁵. Future interventions should also incorporate comprehensive rainwater management strategies.

³Yu, K. Y., O'leary, R. Los Angeles Urban Forest Equity: Design Guidebook. 2024, 1-31.

⁴Keith, L. Meerow, S. Planning For Urban Heat Resilience. Apa(American Planning Association). 2022.

⁵Giorio, M., Paparella, R. Climate Mitigation Strategies: The Use Of Cool Pavements. Sustainability. 2023, 15(9), 7641.



Strategy 3- A Street with Urban Aesthetics

The field study revealed that users perceive a lack of aesthetic elements in the area, **including signage, informational panels, water features, and artistic installations and they also complain from encroachments.** The absence of urban aesthetics not only diminishes the attractiveness of the space but also weakens spatial memory and negatively affects users' physical and mental well-being ⁶. Artistic elements that align with the identity of the area should be incorporated, and signage coherence should be ensured. It is recommended to reorganize street furniture such as seating elements, tree pots, lighting, and waste bins in an aesthetically and functionally coherent manner. Additionally, a designated event space for charity bazaars held in the area and a small children's playground should be created.



Strategy 4- A Street Where Thermal Comfort is Provided

According to the survey, 58% of users avoid the area during extreme weather events, and **77% reported the absence of shaded spaces.** In areas with low thermal comfort, design interventions that enhance urban comfort, such as overhead canopies, should be increased. The area should incorporate shaded and vegetated street furniture, including shaded walking and cycling paths, bus stops, and seating elements. Water features, such as drinking fountains, water curtains, and misting systems, should also be integrated into the area. Street trees and landscaping should incorporate climate-resilient plant species.



Strategy 5- A Street Evolving with Digital Systems

During the field study, respondents frequently mentioned that there is a need for digital systems in Şevket Özçelik Street. Users reported that they would utilize a digital map providing environmental data, particularly current temperature, pedestrian activity, and the coolest/most comfortable routes. Accordingly, the development of a digital map containing climatic information is recommended.

The matrix below presents urban design recommendations identified in line with the defined strategies:

⁶Ma, H., Li, J., & Ye, X. (2025). Deep learning meets urban design: Assessing streetscape aesthetic and design quality through AI and cluster analysis. *Cities*, 162, 105939.

Elements of Urban Design	Strategy 1 - Inclusive and Safe Şevket Özçelik Street	Strategy 2 - Şevket Özçelik Street with a Robust Urban Infrastructure	Strategy 3 - Şevket Özçelik Street with Urban Aesthetics	Strategy 4 - Şevket Özçelik Street Street Where Thermal Comfort is Provided	Strategy 5 - Şevket Özçelik Street Evolving with Digital Systems
Public Restrooms	X				
Lighting Elements	X		X		X
Wi-Fi / Charging Stations					X
Shaded Seating Elements	X		X	X	
Eco-friendly Seating Elements	X		X	X	
Drinking Water Fountain			X	X	
Bicycle Park		X			
Bicycle Lane	X	X			
Pedestrian Walkway	X	X			
Activity – Performance Venue			X		
Cat and Dog Shelter	X				
Animal Water-Food Station	X				
Kiosks	X		X		
Information Boards	X				X
Boundary Elements	X	X			
Shaded Bus Stops	X	X		X	
Playground	X				
Permeable Surface		X		X	
Surface Painting			X	X	
Soft Ground		X		X	
Pergola / Canopy		X		X	
Rain Swale		X		X	
Biological Retention Areas (Rain Gardens)		X		X	
Gutters		X		X	
Planting Street Trees and Carbon-Sequestering Plants	X	X	X	X	
Mist Spraying			X	X	
Water Curtains			X	X	
Traffic Calming Measures (Chicanes)	X	X		X	
Artistic Features			X		
Digital Map					X

Table 2: Urban Design Elements Proposed for Şevket Özçelik Street

Table 2 presents a matrix developed based on the five main strategies for Şevket Özçelik Street, providing a holistic evaluation of 30 different urban design elements that can be implemented in the area. As part of the inclusive and safe Şevket Özçelik strategy, urban design elements and physical interventions tailored to the needs of users of different ages are proposed, including traffic calming measures, bicycle and pedestrian lanes, informational panels, shaded seating elements, cat and dog shelters, street animal water and feeding stations, and boundary elements. Under the Şevket Özçelik Street strategy, which focuses on

robust urban infrastructure, the implementation of permeable surfaces to reduce impervious areas and address infrastructure challenges, together with nature-based solutions like rain swales and rain gardens, is prioritized. The Şevket Özçelik Street strategy, which integrates urban aesthetics, seeks to design the area with a holistic approach, incorporating artistic elements, water features, surface paintings, seating elements, and green spaces that reflect its identity. Within the Şevket Özçelik Street strategy aimed at providing thermal comfort, the microclimate is regulated through design features such as street trees, overhead canopies, misting systems, water curtains, permeable surfaces, shaded seating elements, and rain swales, all functioning to provide shade and cooling. Enhanced with digital systems, the Şevket Özçelik Street strategy includes technological infrastructure that improves access to information on the microclimate and transportation, provides user guidance, and supports data-driven management processes. It is recommended to integrate elements such as a digital map, Wi-Fi/charging stations, and digital information panels within the area. This matrix, specifically created for Şevket Özçelik Street, is intended to improve the quality of public life of the area.

