İstanbul
An accessible city - a city for people
EMBARQ Turkey - Sustainable Transportation Association

EMBARQ Turkey - Sustainable Transportation Association aims to improve quality of life in the cities by creating sustainable solutions for urban transportation problems which threaten environment and human health more and more each day. It is a non-profit, research and implementation based non-governmental organization. It is affiliated with WRI (World Resources Institute) which is established in order to raise awareness in sustainable use of world’s limited resources and it is a member of EMBARQ Network which operates in the field of sustainable transportation through a total of 6 centers, namely Turkey, Mexico, Brazil, India, China and Peru.

EMBARQ Turkey - Sustainable Transportation Association cooperates with local authorities and creates solutions for urban transportation problems, providing necessary local or foreign expert support for the implementation of these solutions. It develops projects to reduce air pollution, eliminate negative effects of transportation on the quality of life and create safe, accessible and clean public spaces. It implements these projects in cooperation with local authorities.

The study was funded with support from Bloomberg Philanthropies.
introduction

If there is a notion of urban culture in Turkey, Istanbul has the biggest share for the emergence of this notion. We know that the Historical Peninsula which is also known as “Old Istanbul” is considered as the world’s oldest metropolitan area by historians. This unique area which hosts cultural heritage of not centuries but millennia is in fact a great value, which is to be protected for whole world.

Nowadays, it is impossible to talk about an urban culture that contradicts with environmental consciousness. Istanbul has been growing without any regard for its historical and cultural features, sea and unique nature for many years and it still bears the burden of this negative process. As we all know Istanbul has to absorb high levels of domestic migration every year; nearly population of a city in the world scope is added on the population of Istanbul, all with their own traditions, education levels and habits.

Therefore I think that Historical Peninsula Report, prepared by distinguished, world-known Gehl Architects with their methodology tested and yielded in different countries, gives a significant and valuable contribution to conservation of Istanbul. In Istanbul where unplanned or wrongly planned city formations as well as a crowded traffic complicate urban life, I believe increasing consciousness on urbanization is our biggest assurance. We are pleased to see the same consciousness in local authorities as well as in public opinion and local public platforms. We appreciate the efforts by both Istanbul Metropolitan Municipality and district municipalities in order to increase urban life quality.

Historical Peninsula has a key mission and it is a decisive symbol in the process of increasing life quality and giving Istanbul back again to its residents. Potentially Historical Peninsula have features and possibilities for every resident of this city, which can contribute to increasing life quality to higher levels. However, the Peninsula where pedestrians are seen as secondary elements and vehicle traffics as primary, is not able to offer these features and possibilities neither to residents, nor to visitors under these circumstances.

The report you are going to read offer simple yet effective and viable suggestions to change the current situation. It draws attention to current and potential problems. The research, enriched by examples from various cities throughout the world, aims to fulfill unique functions of Historical Peninsula. Istanbul’s future and a sustainable increase in urban life quality are closely related to the creation of common mind and cooperation between numerous stakeholders like residents of Istanbul, local authorities, urban development experts and government foremost. I firmly believe that this work is a very important step towards creating common mind and harmony.

Best Regards,

Ayşe Canan Ediboğlu
EMBARQ Turkey – Sürdürülebilir Ulaşım Derneği
Head of Executive Committee
introduction

It is quite well known, “most livable cities” lists are put together and published every year. The criteria considered for these lists include some important factors such as traffic, public transportation and air pollution.

As EMBARQ Turkey, we are working on solutions that will increase the quality of life in our cities with the support of EMBARQ Network’s expertise and knowledge.

We have been conducting a research with Gehl Architects for some time in Historical Peninsula of Istanbul, a region which embraces a unique historical and cultural heritage. Jan Gehl, a very famous Danish city planner, is known as the one who has increased the life quality of Copenhagen which is among the top ten of the most livable cities list.

It is an occasion for delight and honor for us to see that Istanbul as a unique city with its natural beauty, location, as well as historical and cultural values it possesses, attains the value it deserves. This research we conducted with Gehl Architects provides an important and valuable infrastructure for all the Istanbul-related projects we are aiming to realize in the future.

It provides enlightening information for us and all our stakeholders who strive to solve inner city transportation problems without giving any harm to environment.

This project, which is exciting for Gehl Architects as it is to us, undoubtedly gains more meaning and value with the contribution of our stakeholders. I would like to extend my sincere gratitude to Fatih Municipality Mayor Mustafa Demir who supported us from the beginning, Ertuğrul Öflüz who was the previous Deputy Mayor and appointed as GIS General Manager of Ministry of Environment and Urbanisation and Bora Selim who is a member of Municipal Council.

From now on, we will be locked on for the practices that will transform the results of the research into sustainable transport projects and applications.

As part of this process, we have started new researches in order to analyze satisfaction level in the area due to economic and environmental effect of pedestrianization and regulations applied in Historical Peninsula.

We hope to conduct similar researches in other cities and historical centers, in cooperation with universities and other non-governmental organizations.

We hope and believe that this project, which combines a vision focused on increasing life quality with the sac gensis cultural and social structure of Historical Peninsula, will be a reference for other cities of Turkey.

Best Regards,

Arzu Tekir
EMBARQ Turkey – Sürdürülebilir Ulaşım Derneği
Director of EMBARQ Turkey

introduction

Istanbul’s Historic Peninsula is one of the most important urban areas in the world: an area of extraordinary beauty where 8,500 years of human history and culture embrace the sea. Unfortunately, today this area is being strangled by unsustainable transport infrastructure. The chaotic network of old, narrow streets that gives the area its charm also makes it challenging to access the historic sites and to pass through the city walls to walk along the seashore. Happily, the local administration has been pedestrianizing streets. However, this by itself isn’t enough. What is needed is an encompassing transport plan for the area as a whole.

The imbalance in the use of the Historic Peninsula needs to be addressed in a sustainable manner. The resident population of 55,000 explodes into 2.5 million users every day thanks to the influx of students, business owners, shoppers, tourists and worshippers. This puts undue strain on the area, especially the transport system, which is forced to accommodate more travelers in one day than the total population of most European cities.

We are dedicated to working with the local administration and stakeholders in developing solutions that will protect the area from the ravages of unsustainable transport, and ensure that the Historic Peninsula is accessible to all people now, and for the next 8,500 years.

This report will be an important tool in this work.

Sibel BULAY
EMBARQ Turkey – Sürdürülebilir Ulaşım Derneği
Member of the Board
Introduction
The Introduction gives a general overview of the study and the Gehl Architects’ approach and methodology.

Analysis
The Analysis includes assessment of the physical conditions provided for public life and pedestrian in the historic peninsula. It includes issues related to the quality of the public realm as well as surveys of how selected streets and squares are used in terms of walking and spending time in the city.

Recommendations
The Recommendations outlines the overall vision(s) based on the findings in the analysis. It identifies a set of recommendations for long term strategies as well as concepts for immediate actions. The Recommendations is supplemented by a range of best practice examples for the qualitative principals outlined in the strategies to set standards for future implementations and initiatives.

Appendix
The Appendix encompasses collected data from the public life surveys conducted during 2010.
Gehl Architects - Ideology and methodology

With the human dimension as a starting point and by looking at the city from eye level, Gehl Architects have for over a decade, worked to improve city environments in Denmark and abroad.

Gehl Architects's approach

Gehl Architects seek to address the aspects of urban quality from a people’s first perspective. The objective is to create a stronger coherence between the life in the city, and the environment in which people live, work, and travel. Gehl Architects’ approach has for over a decade, worked to improve city environments in Denmark and abroad.

Gehl Architects has developed an approach to urban design that places people at the centre of the planning process. Our philosophy is based on over 40 years of research conducted by Jan Gehl on how public life can be carefully considered in the design of places and spaces. Professor Jan Gehl has been heading the Centre for Public Life Research at the School of Architecture in Copenhagen, and has pioneered research related to people in cities ever since the 1960s.

Since 2000, Gehl Architects has translated this research into principles for sustainable urban development. Gehl Architects use the analysis of people and public life as a basis for design, rather than the traditional architecture methodology of focusing on buildings first from the standpoint of empirical data, we then analyze cities on how to develop urban qualities to support lively, healthy, sustainable, attractive and safe city centers, districts, and urban spaces. The higher quality public realm welcomes both citizens and visitors to enjoy and interact with the overall living being in a more people-friendly environment.

Gehl Architects has previously been advising cities worldwide in making their city a place for people. These considerations go hand-in-hand with traffic and mass transit considerations and aims at introducing a new mindset with decision makers, educators and citizens in general.

Background for the Survey

1.6 million inhabitants

London - 2009

2 million inhabitants

Melbourne - 1991 and 2004

3 million inhabitants

Paris - 2006

8 million inhabitants


5 million inhabitants

Kopenhagen - 2004

5 million inhabitants

Christchurch - 2001

0.9 million inhabitants

Istanbul and Paris - 2006

1.6 million inhabitants

The Public space & public life survey has proved to be a relevant and most workable tool for a number of cities. The survey aims at presenting very complex problems in a simple and pedagogical form.

The Public space & public life survey creates a common mind set with decision makers, educators and citizens in general.

Istanbul - Public Space & Public Life Survey

In June 2006 Gehl Architects was invited to conduct a Public space and public life survey in Istanbul. The survey includes mapping of the major potentialities and challenges of the historic peninsula experiences in its present state and a survey of the public life taking place in selected areas.

A working tool

Gehl Architects has developed the Public space and public life survey methodology as a working tool, which can be adapted to several contexts. The survey aims to make people more visible and bring public life into focus in order to form a basis for developing strategies and policies and relate to a process to improve the urban quality.

Most cities have rather precise statistics about vehicular traffic flows and parking patterns. Just the information concerning commercial activities is in general rapidly out-dated, whereas it is very difficult to get information about changes of activities, and information about people moving and staying in the city - no such systematic collected information is generally available.

The Public space and public life survey has proved to be a relevant and most workable tool for a number of cities. The survey aims at presenting very complex problems in a simple and pedagogical form.

The Public space & public life survey created a common mind set with decision makers, educators and citizens in general.

The outlined Public space and public life methodology has been used for the Istanbul survey, so that it is possible to obtain the current situation on the historic peninsula with other cities.

Public space & public life survey in Istanbul

This survey includes mapping of pedestrian traffic in addition to registration of mapping activities occurring in selected locations in the historic peninsula during a summer weekday and a summer Saturday. Additional surveys have been made on a Sunday and on a weekend day.

Look for supplementary information in the Analysis and Data sections.

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**Introduction - Background for the Survey**

**Study area - The historic peninsula**

The focus of the Istanbul Public Space and Public Life survey is the central part of the historic peninsula bounded to the east by Atatürk Boulevard in the north and Mustafa Kemalpaşa Street in the south, including the waterfront along the coast of the Golden Horn and the Marmara Sea. The core study area is supplemented by selected areas to the east including the Theodosian land wall.

**Definition of the study area**

The core study area comprises approximately 5,040,000 m². The outline and main focal points have been identified in collaboration with (EMBARQ), and Fatih municipality.

The survey encompasses a representative selection of streets and connections, squares and parks within the study area, that enables to investigate network, coherence and urban quality within the area. All areas comprise common as well as individual issues, and together provide a broad aspect of the challenges and potentials of Istanbul today. The survey focuses on the human dimension in the city, and the various aspects regarding the public realm and relationship between vehicular traffic and pedestrians - pinpointing the current and potential framework of public life.

Hereafter the study area is referred to as the historic peninsula.

The historic peninsula holds the oldest settlements of Istanbul, and one of the oldest in the world, dating more than 8000 years back. As recent findings have dated a settlement in the neolithic period in the 7th millennium BC. Hereafter the generally idea of the city began with the greek settling of the city Byzans in the 7th century AD, and founded as a port city and the second eastern capital of the Roman empire. In 1453 the city was conquered by the Ottomans, and until the beginning of the 20th century became the Ottoman empire. Thus the study area represents a vital part of Istanbul’s historic and cultural legacy.

**Comparing Istanbul to other cities**

Studies of other cities will be used for comparison with the Istanbul findings to provide insight and valuable references for this survey. The comparisons are based on similar studies carried out in cities in Europe, North America and Australia.

- **Istanbul** (Central part of the historic peninsula) (5,040,000 m²) 156 residents per hectare (2010)
- **Londra** (Congestion charging zone) (2002) 24,700,000 m² 40 residents in the city center (2001)
- **New York** (Midtown) 1,150,000 m² 40 residents per hectare (Greater London) / 60 residents per hectare (Greater New York) / 120 residents per hectare (Greater Manhattan) (10 million residents in the metropolitan area)
- **Copenhagen** 1,096,000 m² 140 residents in the city center (2008) 60 residents per hectare (Central Copenhagen) / 120 residents per hectare (Greater Copenhagen) (1.2 million residents in the metropolitan area)
- **Melbourne** 2,030,000 m² 120,000 residents in the city center (2006) 60 residents per hectare (study area) / 120 residents per hectare (in the metropolitan area)
Overview of Analysis

Part 1
CITY QUALITIES

POTENTIALS

A FANTASTIC SETTING
The city centre of Istanbul is situated on a peninsula surrounded by water and beautiful views.

IMPRESSIVE TOPOGRAPHY
The seven hills of Istanbul offer magnificent views, highlighting its monuments and creating a unique skyline.

A PRESENT HISTORY
Istanbul is an extraordinary city with a rich historical past, still present in the public realm. The modern landscape has been shaped by the historic peninsula and the areas outside the walls.

CHALLENGES

TRAFFIC CONGESTION
Due to the city centre being on a peninsula, the city is constantly congested with vehicular traffic. Main arteries as well as access points are narrow and frequently used.

STEEP GRADES
In specific areas, steep grades form a challenging pedestrian landscape, particularly for people with disabilities, people with prams, or the elderly.

HISTORIC WALLS FORM BARRIERS
The historic wall structures represent significant barriers in terms of integrating the central city area with the waterfront and in terms of integrating the historic peninsula with the areas to the west outside the wall.

With time the walls have been disregarded in terms of maintenance and inappropriate utilisation of surroundings.

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INTRIGUING STRUCTURE
The urban structure is layered and builds around old trading routes, concerns for the topography and stand in sheer contrast to the grandness of the monuments.

FANTASTIC MONUMENTS
Mesquites, palaces, city walls, aqueducts. Istanbul is rich in fabulous historic monuments representing focal points for the city centre and holding a great potential as unique ‘storytellers’.

SENSORY EXPERIENCES
Colours, smells, textures, sounds, breezes from the sea. Istanbul stands out as a sensory explosion magnifying visitors.

LACK OF LEGIBILITY
Due to the maze-like appearance of the street network, the city centre is complex to comprehend, to orientate in and to access.

TICK-OFF TOURISM
Tourists tend to collect monuments from their checklist and neglect the remaining splendours of the city.

Many monuments suffer under disrespectful use of surroundings and introvert appearance.

NEGLECT AND DECAY
Thousands of years of history has worn down various parts of the city. The introduction of somewhat uncontrolled vehicular traffic has caused a particular significant detriment to the public space, including intrusive traffic infrastructure. As bold and uncoordinated signage and urban elements have entailed a degradation of the visual environment.
A unique situation

The exceptional silhouette of the historic peninsula reveals a powerful symbolism and emphasis on the topography by the consistent location of the monumental buildings as landmarks on the city’s natural hill tops.

A characteristic natural setting

The historic peninsula is staked by a scenic location bounded by the waters of the Golden Horn, the Sea of Marmara and the Bosphorus Strait. The sites provide the peninsula with a distinct identity and constitute an all-pervading appeal, and an immense recreational potential for the city’s residents and visitors. At the same time the sea forms a barrier as access to the peninsula is limited to the two bridges that span across the Golden Horn. That is crucial that the land-water interface and the water body is treated and developed in a way that support the water as a connector rather than a divider, and permit the public life to benefit from this great potential.

Challenging ground

The geographical basis of the peninsula entails both blessings and challenges. The contours of the landscape provide the city with magnificent views, and even from the inner part of the peninsula it is possible to catch a glimpse of the sea. However in places unfortunate developments block up the view. In addition the steep streets entail difficult access for certain groups.

Nexus between landscape and built form

The unique silhouette of Istanbul towards the Golden Horn is fitted with an iconic mosque. Never before in the history of the world has anywhere developed a city that has been designed to be experienced from the sea. Especially the six hills facing north were celebrated as landmarks with domes and minarets creating the unique silhouette of Istanbul. Thus the seventh southward hill lost its importance in the overall city design and therefore its potential to provide the city with magnificent views.

Focal points for the urban development

The great imperial mosques replaced the roman monuments forming the natural basis for the urban development of the city. These mosque complexes not only defined religious but also political, social and cultural centers, hence they made up urban focal points and key urban spaces.

The Ottoman monuments on the 6 hills facing the Golden Horn

1. Blue Mosque
2. Nuru Osmaniye Mosque
3. Suleymaniye Mosque, Beyazıt Mosque and Janissary Mosque
4. Fatih Mosque
5. Yavuz Sultan Selim Mosque
6. Mihrimah Mosque
7. Şehzade Mosque

The Ottoman structures marked the city’s history and were designed to reiterate an interesting cityscape, and by supporting a sense of place and identification. On the other hand the steep streets also compose challenges when moving around the city.

When the Ottomans conquered the city in 1453 it was recreated to re-entrench their own culture. Based on the former roman urban structures and components, the ottomans located their most prestigious buildings on the hill tops. Given that the city was designed to be experienced from the Golden Horn, especially the six hills facing north were celebrated as landmarks with domes and minarets creating the unique silhouette of Istanbul. Thus the seventh southward hill lost its importance in the overall city design and therefore its potential to provide the city with magnificent views.

The exceptional silhouette of Istanbul towards the Golden Horn is fitted with an iconic mosque.
Theodosian wall

In the nature of a defense, the historic wall composes a both huge potentials and challenges. adding identity and character to the cityscape. ourish through the ages.

complex and elaborated fortification systems ever built. The former city walls of Istanbul crossing the peninsula as well as sea walls. The remaining historic wall structures hold the reminiscences of the city's growth outlining the boundaries of the city over the years.

Walls from coast to coast

The historic city walls running across the peninsula from the Golden Horn to the Marmara sea, framing the city along the coastline represent some of the most from west. The barrier effect is additionally increased on the city towards the wall in place of canals and intricate in the form of waterways and canals creating a poor interface between the city and the wall. This picture is furthermore enhanced by the large scale structures dominating the border land towards the wall from the west. The city side is equally experienced as a backside affected by the highway infrastructure forming long straight barriers parallel to the wall. Similarly, the sea walls comprise barriers with only limited gateway and access points. The areas along the sea walls together with the railway make up a no-man's land gateway and access points. The areas along the sea walls together with the railway make up a no-man's land gateway and access points. The areas along the sea walls together with the railway make up a no-man's land gateway and access points.

Disputed restoration

The walls of Istanbul have been replaced several times and numerous additions and modifications have been made throughout history. Thus large parts of the sea walls were demolished by the building of the railway, just as parts of the land wall were taken over by the heavy infrastructure framing long stretches of the wall. Similarly, the sea walls comprise barriers with only limited gateways and access points. The area along the sea walls together with the railway make up a no-man's land separating the city from the water. The historic wall complexes create unique sceneries separating the city from the water. Walls from coast to coast.

Sea wall at Kennedy Street

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Naval New York, Manhattan Midtown 1 km

New York, Manhattan Midtown 1 km

Great variation in urban experiences Natural anchor points Fantastic human scale proportions

Enclosed areas act as barriers Lack of interaction between functions and the public realm.
The monuments as focal points

The peninsula holds a strong cultural heritage in terms of a range of distinguished monuments including historic buildings. All are part of the city’s special allure and characteristics, and act as focal points on the mental city map.

Valuable historical monuments

The monuments comprise fantastic and popular visitor destinations rooted in the specific history of Istanbul, from the overwhelming remains of ancient Roman, Oriental and current traditions.

The historic attractions can be divided into two categories, one type to look at, for example The Bazaar; and another to act in, for example the Bozdoğan Aqueduct.

Still some of the monuments are situated in a distance combined with weak linkages that call for a strategic network to connect them to the central city area.

A lack of interaction

Unfortunately some of the monuments are experienced as isolated and detached from the surroundings with a weak interface due to enclosed facades and surrounding walls, for example the Büyük Postane, the University, Hagia Sophia complex and the university. Especially the Topkapı Palace suffer from the topographic setting, the palace walls and only few entrances connecting to the city. Thus more of the monuments appear quite introverted and without any interactive with the surroundings.

There are a lot of stories to be told in connection to the monuments. However, the communication to the public is experienced as very one-dimensional, backward and poor patchwork of surroundings.

Poor loosening of surroundings

Invasive parking

Building structures

Area

Carpark

18

spaces on a regular basis during tourist visits clutter the very forecourt. Parking takes up much valuable space around the Blue Mosque and Sultan Ahmed Grand Mosque.

A wide range of monuments

Historical monuments

Analysis - City Qualities

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A city related to water

Few city characteristics or landmarks can match the presence of water. Throughout history water has been one of the strongest and most attractive city features attracting and fascinating people of all kinds and ages.

Water as a starting point

Water is a city’s identity. It is a city divided by water and it was founded on the basis of water as a sport city. Water played a vital role in the organisation of the city and the functions in ancient times, when social activities like bathing were part of the everyday life in the public spaces.

Iconic and symbolic water elements

People in Istanbul have an acute and visible relation to water due to both religious and social traditions. Thus, the city has strong traditions for water in the public realm and a range of water elements are encountered around the city in the form of cold water drinking fountains – çeşmes, hamams, contemporary fountains in squares and parks, historical open and subterranean water systems, and the traditional water fountains at the mosques.

The fountains, originally associated with the mosques, frame the Turkish traditions of steam bath and ritual learning as well as a professional social aspect acting as meeting places. Integrated into study life the fountains used to be and still are centres for wellness and body culture as well as gathering and socializing.

Water – a must and a pleasure

In a climate with hot summer periods an instant access to cold drinking water is a basic necessity and the city’s numerous cold water fountains – çeşmes have throughout times provided the citizens with refreshing water. Hence the çeşmes occur as a frequent and characteristic feature in the streetscape. They are found in various layouts ranging from elegant and prominent positions to more simple designs integrated in the building foreground. Sadly many fountains presently appear to be in poor condition and without running water.

More contemporary and traditional water fountains are located in some of the city squares and parks bringing ambience and underlining the recreational character. Regarding maintenance and service a situation corresponding to the çeşmes goes for some of the park fountains. Especially the fountain in the Bosphorus Aqueduct park appears to be in a deplorable state. Generally the fountains represent 'water-to-look-at' and attract people of all kinds and ages.

Distribution of çeşmes and major fountains

Source: Fatih municipality, 2010, and survey in selected streets by Gehl Architects.
An imbalanced city

The historic peninsula offers a diversity of functions but unfortunately the different functions are clustered in a way that create large monofunctional areas. The distribution of functions in addition to a high focus on business has contributed to a city out of balance.

Over-commercialised areas

To promote density and city activity many different functions and activities must be present to invite and accommodate different use groups and ensure presence both day and night.

The historic peninsula is remembered for a number of uses dominated by single purpose activities promoting commercial functions. Especially the large share of business and commercial activities leave the inner district active during daytime and deserted at night. The commercial activities encompass both formal and more informal business entailing a substitution of street traders active in some areas after hours and on Sundays. In total 61,000 merchants are entered within the Municipality.

Residents in residences

Having residents in the city centre is an advantage to any city since residents contribute to the city utility during day and night. Furthermore residents support a sense of belonging and local ownership entailing personal attachment to the care of the city.

The peninsula has a large population of approximately 45,000 people (2010) concentrated in two districts located on the fringe of the study area. A fact having the rest of the city centre predominantly irrelevant, and creating a general perception of a city without residents. Even though the number of residents per hectare works towards the numbers of cities like Melbourne and Copenhagen. The disparity is furthermore stressed by the high population density due to the size of the residential areas. Although the inhabitants are concentrated in certain areas these areas encompass other functions such as local service and retail, and thus promoting mixed use and diversity. However few attractions for locals are registered.

User imbalance

The historic peninsula represents an extraordinary population profile given that approximately 230,000 people occupy the city daily. Exceedingly high volumes of people skills commute into the city to be engaged in trade education and tourist activities, a fact that leads to a share load on the public transport system as well as the city’s infrastructure - bridges, streets and parking facilities. All in all a constant causing a slightly negative effect on the environment and the city’s overall sustainability.

The tourist city

Istanbul and in particular the historic peninsula is a popular destination for tourism all year round, including both overnight guests as well as day trips to tourists. The high occurrence of key tourist attractions in and close to Sultanahmet has boosted a corresponding high concentration of honets and other tourist facilities generating a tourist city. In this part of the peninsula tourists have the great advantage of a high degree of presence and visibility for the benefit of a lively tourism economy. However overnight guests to the tourism are seasonal causing a more severely populated district in the winter period. The Fatih district accommodate 6,683,460 tourists bed-nights a year corresponding to an average of 18,330 overnight guests per night. The average duration of a tourist visit is 2.4 days. Comparing the nighttime population of the historic peninsula with the overnight guest display a share of locals on approximately 25% to the inhabitants’ 75%.

A university city

In general students make up an important stimulus promoting tourism functionality. Especially the large number of students tends to use the city more creatively and intensively.

The historic peninsula is fortunate to have a significant number of students attending the Istanbul University. Approximately 51,000 students reside in the central area, primarily in local universities, which add to the long day presence of the central location causing a great potential for the city, compelling crucial investments in order to create a synergy effect.

Given that both the Istanbul University and the Commeres University are situated behind enclosed buildings the students lack of interaction with the environment and benefit from the great potential to enhance the city’s multipolarity.

Unfortunately only few students live within the historic peninsula - 12% of the total number of students are accommodated in student residences. Thus the city has the opportunity to gain from a strategic contribution to supplement the user and city life profile.
A challenged visual environment

Aesthetic qualities and the visual environment are natural parts of the general perception of the city quality. What we touch and look at in distance and close by forms our urban experiences. The visual environment in the historic peninsula - in more places - tells the story of a city not being carefully looked after.

Poor visual and aesthetic coordination

The visual environment expresses the state of the city and communicates to the visitors “This is our city, welcome!”

The vocabulary includes infrastructure and urban elements such as street furniture, paving, planting, lighting etc., besides the overall treatment of the public realm, that is the layout of roadway, footways, open spaces - spatial definition and treatment - scale and design. Making a beautiful visual environment is also about a careful addressing and enhancing of the specific qualities in a given space.

The public realm is full of features and information in order to make traffic work, secure pedestrian safety, traffic, ease wayfinding, and to provide lighting at night and other services to the city’s users. These urban elements have developed to an extent where they eliminate the street space in some areas of the historic peninsula, creating a confined, unpleasant and cluttered urban landscape. Allowing causing a negative impact on and a severe pollution of the visual environment.

The current situation in some places, for example in the close surroundings to many of the great historic monuments, demonstrates a lack of holistic approach and thinking. Obstructive and dominating traffic infrastructures as pedestrian bridges, flyovers and inappropriate car parks, caracterize collections of urban elements in random locations, poor quality and low standards of maintenance speak for them selves. A need is a common concern for otherseness and coordination in terms of overall layout, detailing and choice of materials is noticeable.

Humans have an inherent need for sensory stimulus tied to our senses and to our natural way of experiencing the surroundings at walking speeds. During the last decades of traffic and urban planning initiatives in the historic peninsula these basic natural needs of people have apparently not been given high priority or consideration in more places. Hence the city experienced at eye level by the large number of people passing in the historic peninsula every day is neglected to a great extend.

A high focus on accessibility for the automobile traffic has created a general devaluation of the urban environment in terms of difficult accessspaces and dominating infrastructure blocking views and allowing to expansion movements. Whenever we have tried to create the symbolic surroundings cities an urban and visually attractive zone for urban quality.

Public spaces and buildings form a live book for an stripping urban environment and visual height.

The vocabulary includes infrastructure and urban elements such as street furniture, flyovers, pedestrian bridges, monuments and important public spaces. These spaces are a crucial part of the city’s identity and need to be maintained and high quality degradation the visual environment.

Intrusive traffic infrastructure and features usually obstruct the public space. Monuments and important public spaces suffer under accumulated urban elements. Poor maintenance and low quality degradation the visual environment.

Intrusive traffic structures

Traffic, ease wayfinding, and to provide lighting at night and other services to the city’s users. These urban elements have developed to an extent where they eliminate the street space in some areas of the historic peninsula, creating a confined, unpleasant and cluttered urban landscape. Allowing causing a negative impact on and a severe pollution of the visual environment.

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Overview of Analysis

Part 2

WALKABILITY

POTENTIALS

PLEN'TY OF PEDESTRIANS

Istanbul enjoys a significant number of people on foot. These people living life on the streets and promote a sustainable and healthy transport mode.

CHALLENGES

CROWDED FOOTWAYS

In specific streets footways are too narrow and crowding conditions appear, which deteriorate the walking experience substantially and exclude certain user groups.

PARKING ON FOOTWAYS

Footways are frequently used for parking often forcing pedestrians onto the road. This autonomous driving behaviour represents significant challenges to families with children, to the elderly and the disabled.

POORLY MAINTAINED FOOTWAYS

Lack of maintenance results in broken pavements, lack of street lights etc. When conditions for walking are poor it signals a lack of respect and care for the people who have to walk everyday.

DIFFICULT CROSSINGS

To increase capacity for the congested vehicular traffic, compromises have been made in the pedestrian landscapes in terms of pedestrian bridges & subways as well as a lack of proper crossing facilities.

POTENTIALS

INTERESTING WALKING ROUTES

Due to the topography and the urban structure, Istanbul has a number of interesting streetscapes constantly offering a varied walking experience.

LIVELY DURING THE DAY

During the day plenty of merchants and visitors perform a fascinating pulse of activity. No street is found empty – everywhere there is people.

SUCCESSFUL TRAM

The tram is immensely popular with the locals. The tram has furthermore led to a successful closure of the eastern part of the main street, providing a peaceful atmosphere to this part of the historic peninsula in general.

UNCLEAR PEDESTRIAN NETWORK

A clear pedestrian network has not been developed. There are only few significant walking routes and the connections between them are poor.

PERCEIVED UNSAFETY AT NIGHT

During the night the central city area appears absolutely deserted. The lack of residents, the closing off of the Grand Bazaar and adjoining streets and the general lack of activity make passers-by uneasy.

INSUFFICIENT PUBLIC TRANSPORT

Apart from the commuter train and bus service at the waterfront; there is really only the tram service all of the inner-city area. Thus the tram is constantly over-crowded and insufficient to cater for the needs present.
Pedestrian movement on a summer weekday

The pedestrian counts were undertaken in a selection of streets throughout the historic peninsula. The survey includes a wide range of routes covering peripheral as well as central city streets in connection to public transport nodes, waterfront promenades and links to tourist and visitors destinations.

Concentration of pedestrians
The survey includes the pedestrian flows at selected locations between 8 am and 6 pm. The pedestrian survey indicates a quantitative hierarchy of pedestrian movements in selected streets. The average diagram depicts the pedestrian volumes within the surveyed streets and connection. The survey shows high numbers of pedestrians in some areas whereas other areas experience rather sparse pedestrian traffic.

The most prominent pedestrian traffic occurs in the central and northern part of the study area - primarily entrances and streets connecting to major visitor destinations and public transport. Whereas the more local and service oriented streets such as the southern part and around the city wall experience quite low number of pedestrians throughout the day.

The busiest streets
The most busy places are found around the Galata Bridge - in the Hippodrome Street pedestrian underpass connecting the northern waterfront to the centre, on Beşiktaş Street next to the ferry terminals and on the very bridge including both top deck and lower deck. In addition many pedestrians are found around the Grand Bazaar - at the Beşiktaş entrance to the Bazaar and on Yenikapı Street close to the Bazaar and public transit. The Galata Bridge and ferry Terminals comprise key gateways to the peninsula from the Golden Horn, and the Grand Bazaar represents a popular visitors destination connected to a public transport hub.

Descending evening traffic
The evening traffic correspond to the daytime pattern with most pedestrians in the northern and central parts of the peninsula. Like in many other cities most of the surveyed streets experience a decrease in the pedestrian traffic density during the evening running around 7-8 pm when the Bazaar and many shops close. The high number of commuters engaged in predominantly commercial activities further imply an enhancement of this pattern when leaving the peninsula in the evening. It is evident that the streets, leading to the Bazaar after closing hour becomes almost deserted due to the lack of evening activities in this area.

Rise in pedestrian numbers
It is notable that some surveyed streets experience an increase in pedestrian intensity after hours among others Sultanahmet Park, which because of its status as a major tourist destination benefits from a vibrant evening street life. Likewise in the streets Abdi Ipekçi Street and especially Capa Sokak with restaurants and hotels more pedestrians are observed at night. Also on Adrian Wessels Rasim Boulevard next to the History Shopping Mall that includes restaurants and entertainment, more pedestrians are observed at night. Although Kennedy Street and the waterfront promenade in the south attract a low number of people throughout the day, a notable increase in pedestrian activity is experienced in the evening when people concentrate in the park.

Note: Evening traffic on a summer weekday can be accessed on page 103 in the Data Appendix.

Analysis - Walkability

Daytime pedestrian traffic on a weekday

Analysis - Walkability

Total amount of pedestrian traffic for each connection between 8 am and 6 pm

Weather:

Thursday, July 15, 2010

Sunny and 30-35°C
**Pedestrian movement on a summer Saturday**

When comparing the pedestrian traffic on a Saturday with a weekday there is no significant changes in the movement pattern. The highest concentration of pedestrians is found in the central and northern parts of the peninsula on key streets and connections and the lowest numbers occur in the more local streets and areas in the periphery.

The most busy streets on a Saturday
Like on a weekday the highest number of pedestrians are recorded mainly and in the Galata area.

Minor increase in pedestrian traffic
The survey indicates that more people are walking on a Saturday, when comparing to a weekday. More than half of the streets surveyed experience an increase in the pedestrian traffic volumes on a Saturday.

When looking at the streets with the highest increase of pedestrian traffic it is noticed that Kennedy Street and the waterfront promenade in the southern area experience a considerable rise in walking traffic on a Saturday suggesting the recreational value and use of the waterfront.

Like on a weekday the pedestrian traffic volumes on a Saturday evening start to decrease in most streets after about 7-8 pm.

**Saturday-night effect**
When comparing the total number of pedestrians on a Saturday evening to a weekday a certain "Saturday-night effect" appears - about four times more people are found walking on a Saturday than on a weekday.

Like on a weekday some of the surveyed streets experience an increase residential traffic in the evening. The areas with increased pedestrian activity on a Saturday evening are somewhat similar to a weekday evening. Sultanahmet area, Ahlan Menekes Boulevard near Vezneciler Shopping Mall and the waterfront park and the restaurant street Çapar z Sokak seem to be especially affected.

When comparing the total number of people recorded walking on a Saturday evening to a weekday the total number has increased by almost 25%.

**Note:** Evening traffic on a summer Saturday can be accessed on page 107 in the Data Appendix.
Comparison to other main streets

A comparison of the Divan Yolu Street - Yenikapı Street - Ordu Street to other main streets surveyed around the world shows that the historic peninsula’s main street experience almost the same amount of pedestrians.

An important city street

Divan Yolu Street constitutes a key link within the historic peninsula connecting primary destinations such as Grand Bazaar and Taksim Square. The closure of the street to through traffic has resulted in great improvements for pedestrians. Thus it is notable that not more people are found, also taken into account the large number of people staying in the city every day.

The evening pedestrian traffic volumes on Divan Yolu is corresponding to other main streets, but whereas other streets experience a decrease in pedestrian traffic, on a Saturday evening Divan Yolu Street becomes somehow busier.

The most busy connection

When comparing the pedestrian underpass at Ragıp Gümüşpala Street underpass to prominent main streets around the world the number of people squeezed through the underpass is exceptional.

Corresponding patterns

When comparing pedestrian traffic on a summer weekday to a weekday out of high season a similar movement pattern emerge with the highest number of pedestrians found in the central streets.

However more people are recorded in the Galata Bridge area on their way in or out of the city. Even though this is an increase that can be expected at a key entrance to the peninsula.

The streets close to the university experience a remarkable increase in pedestrian traffic, indicating the university students’ great potential to promote lively streets.

Analysis - Walkability

Daytime traffic on a weekday out-of-season

Theodosian Wall

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Patterns emerging from the pedestrian traffic survey form the basis for some overall conclusions describing the flow of pedestrians in the historic peninsula throughout the day.

**Significant patterns**

The busiest connections

The Ragıp Gümüşpaşa pedestrian underpass, Haydarpasa Street, the Galata Bridge, Haydarpasa Street and Caddebostan Street are the most busy streets and connections surveyed at all times. These of them are located adjacent to the Golden Horn waterfront in connection to public transport, heavy terminals, important urban squares and vital visitor destinations. Just as the Galata Bridge and the underpass form key access to the peninsula. The other two streets are located close to Beyazıt Square, the Grand Bazaar, the university and public transport.

Busy Saturdays

Many of the streets surveyed become more busy on Saturday. This rise in pedestrian traffic is primarily recorded on streets in connection to central city destinations. Kennedy Street, the waterfront park promenade and Çâşap Sokak to the south show a significant increase in pedestrian numbers indicating the recreational aspect of waterfront park with playground and cafes including the seafood restaurants. The Ragıp Gümüşpaşa underpass represents a very busy pedestrian connection in a crowded space, and it becomes even more overcrowded on a Saturday when the number of pedestrians increases by 51%.

Evening traffic - Change of pattern

Most of the streets experience a decrease in the pedestrian traffic volumes in the evening after hours. Especially in streets connecting to the Grand Bazaar the pedestrian activity drops drastically, and they become almost deserted. It is notable that in some of the surveyed routes the pedestrian traffic increases during the evening. These routes link to schools and other visitor destinations like restaurants and cinemas. The southern waterfront promenade stands out with more pedestrians counted between 6 pm and 10 pm than between 8 am and 6 pm. However the general low number of pedestrians along the waterfront indicate a more local character and relation.

**One of the key attractions of the historic peninsula springs from a vibrant public life. The lively streets with outdoor cafes, and colourful and sensuous shopping form essential parameters to promote an attractive city. However at times the narrow streets and the huge numbers of pedestrians passing compose an unfortunate mixture causing crowding and unpleasant walking experiences.**

The ability to walk straightforward and unobstructed is critical aspects of a city’s accessibility and walkability. The possibility of central streets in the historic peninsula is often restricted due to intense pedestrian traffic and limited physical space.

**Crowded streets and footways**

Crowded footways and footpaths are critical for the walkability of an area. Footpaths are mainly designed to accommodate pedestrian movement, and they should have enough capacity to bear the foot traffic. In the historic peninsula, the footpaths are usually narrow and overcrowded, which can hinder pedestrian movement and make walking unpleasant.

**Clustered traffic and footpath capacity**

The footpaths in the historic peninsula are often clustered, meaning that they are narrow and have limited capacity. This can lead to overcrowding, especially during peak hours when the foot traffic is high.

**Pedestrian traffic flows**

Pedestrian traffic flows throughout the day can be observed in the diagram. The footpaths and streets in the historic peninsula experience a significant increase in pedestrian traffic during the evening, especially on streets connecting to the Grand Bazaar.

**Analysis - Walkability**

PeDESTRIAN TRAFFIC FLOWS ALL DAY - SELECTED LOCATIONS

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Time</th>
<th>Pedestrian Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yeniçeriler Street</td>
<td>8 am - 6 pm</td>
<td>Low</td>
</tr>
<tr>
<td>Reşatpaşa Street</td>
<td>8 am - 6 pm</td>
<td>Low</td>
</tr>
<tr>
<td>Galata Bridge</td>
<td>8 am - 6 pm</td>
<td>Low</td>
</tr>
<tr>
<td>Nuruosmaniye Street</td>
<td>8 am - 6 pm</td>
<td>Low</td>
</tr>
</tbody>
</table>

The pedestrian traffic flows indicate that the footpaths and streets in the historic peninsula experience a significant increase in pedestrian traffic during the evening, especially on streets connecting to the Grand Bazaar. The footpaths and streets in the historic peninsula are often crowded, which can make walking unpleasant.

**Analysis - Walkability**

**Key connections experiencing crowding most of the day or both a weekday and on Saturday**

- **Ragıp Gümüşpaşa Street pedestrian underpass**
- **Yaşar Kemal Street - grand bazaar underpass**
- **Çâtap Sokak**

**Comparison**

Comparison of pedestrian movement pattern throughout the day.

- **Weekday**
  - 8 am - 10 am: Low
  - 10 am - 12 pm: Low
  - 12 pm - 2 pm: Low
  - 2 pm - 4 pm: Low
  - 4 pm - 6 pm: Low
  - 6 pm - 8 pm: Low
  - 8 pm - 10 pm: Low

- **Saturday**
  - 8 am - 10 am: Low
  - 10 am - 12 pm: Low
  - 12 pm - 2 pm: Low
  - 2 pm - 4 pm: Low
  - 4 pm - 6 pm: Low
  - 6 pm - 8 pm: Low
  - 8 pm - 10 pm: Low

**Analysis - Walkability**

**Widespread crowding**

Key connecting experiencing crowding most of the day or both a weekday and on Saturday.
A survey of ‘Age & Gender' was performed on selected locations to determine the presence of different user groups in the public realm. A representative section of pedestrians passing through the day was classified into age groups and adults by gender.

Few children and seniors who use public spaces are recorded in the study, however the middle-aged group covers the largest age range, however the 15-65 age group includes middle-aged adults and senior age groups between 0-7 years and seniors over 65 years in the streets.

A comparison of the distribution of children and seniors shows, that children account for the largest share. The share of children varies during the day. However, compared to other cities, more children are recorded in Istanbul, and they appear to stay longer into the evening. The presence of seniors also varies, but they seem to follow the pattern of many other cities, staying home at night. The city’s challenging topography poses a difficulty for the seniors combined with the lack of proper resting options along the streets. A masculine dominance.

The recordings show a distinct pattern in distribution of gender in the 15-65 age group. Men are few exceptions overrepresented at all times. At most locations the male part of the pedestrians recorded accounts for nine times the amount of women.

Negligible female share at night

Nuruosmaniye Street represents one of the key connections to the Grand Bazaar and a linkage to the Sultanahmet area. The recordings at this location reflect the general pattern showing a significant majority of men at all times—roughly three times more than women. After closing hour around 7 pm this imbalance becomes even further enhanced, and at 8 pm the male share by far exceed the female part by almost three times as many men.

The survey indicates that women for some reason feel uncomfortable and deselect this route at night.

Two cases

A gender-neutral connection

The Rüpp-Gümüşpala Street underpass stands out as the most equal place compared to gender. In this location the male part in averages represents approximately 46% and the female part approximately 44%. The survey suggests that the underpass represents the most diverse of all locations surveyed with the largest share of children and women as well as some seniors recorded. This seems to us in keeping with the fact that the underpass comprises a key access point to the peninsula. Thus people are left with few alternatives to enter the historic peninsula but to pass through the pedestrian subway.

A lively connection during daytime leading to the Grand Bazaar, however after closing hour around 7 pm this imbalance becomes even further enhanced, and at 8 pm the male share by far exceed the female part by almost three times as many men.

The Ragıp Gümüşpala Street - underpass

Approximately 46% men and 44% women during daytime

Approximately 48% men and 42% women at 8 pm
The city as a traffmachine

The historic peninsula presents itself with a wonderful skyline facing the sea. However, pedestrians entering are met with a completely different reality. A harsh traffic environment tells the story of a city that through the years has prioritised vehicular traffic over pedestrians.

Uninviting and confusing entry points
The heavy infrastructure surrounding the peninsula creates a complicated landscape for pedestrians to manoeuvre in when entering the city. The key entry points appear overpowering by vehicular traffic, and are alarming and difficult for pedestrians. Little is done to accommodate pedestrians basic need for safe and convenient crossing conditions. Little consideration is given to the fact that some of these entry points are rather stranded at intersections and forced to take inconvenient detours or at worst crisscross illegally exposing them to danger.

Traffic-related barriers
While facilitating vehicular movement the sole streets – Atatürk Boulevard, Esenener Street, Yavuz Sultan Selim and Zeytincililer Street – constitute heavy barriers for the historic peninsula, and effectively restrict access to otherwise navigable areas as well as to the waterfront.

Congested streets
Over the years vehicles have entered the historic peninsula increasing numbers resulting in traffic congestion and the clogging of the streets. Especially the five-grain structure of narrow streets suffer from overwhelming additionally stressed by the high number of tourist buses infringing the streetscape.

Inconvenient commuting
The fact that many people commute by car to the peninsula contribute substantially to the present unfortunate situation and entail much strain on the infrastructure. This pedestrians have to put up with or a poor traffic dominated walking environment intensely polluted with a high noise level, fumes and annoying vibrations.

As a response to these challenges an extensive implementation of pedestrianisation schemes has been initiated. In February 2011 the Fatih pedestrianisation project encompassed closure of 78 selected streets, mainly near Grand Bazaar between 10:00 am and 6:00 pm with a system of flexible barriers that permit access for service vehicles besides other vehicles. This has definitely been a significant step in the right direction towards creating a more pedestrian-friendly city. The street name in the streets is quantified. It has changed drastically in a positive direction towards a more peaceful pedestrian environment. Nevertheless the street layout and design still need to reflect this new pedestrian priority.

Unfortunately, the current situation remains in a state of flux and the implementation is still tentative. Pedestrians have to put up with the constant stress of congested streets and the resulting environmental strain on the physical environment.

1% of London’s residents have advice for traffic improvements?
10% of London’s residents are concerned about traffic congestion.

a system of freeways

Major traffic infrastructure layout and noise levels in selected locations

Analysis - Walkability

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Inconvenient commuting
The fact that many people commute by car to the peninsula contribute substantially to the present unfortunate situation and entail much strain on the infrastructure. This pedestrians have to put up with or a poor traffic dominated walking environment intensely polluted with a high noise level, fumes and annoying vibrations.

As a response to these challenges an extensive implementation of pedestrianisation schemes has been initiated. In February 2011 the Fatih pedestrianisation project encompassed closure of 78 selected streets, mainly near Grand Bazaar between 10:00 am and 6:00 pm with a system of flexible barriers that permit access for service vehicles besides other vehicles.

This has definitely been a significant step in the right direction towards creating a more pedestrian-friendly city. The street name in the streets is quantified. It has changed drastically in a positive direction towards a more peaceful pedestrian environment. Nevertheless the street layout and design still need to reflect this new pedestrian priority.

Unfortunately, the current situation remains in a state of flux and the implementation is still tentative. Pedestrians have to put up with the constant stress of congested streets and the resulting environmental strain on the physical environment.

1% of London’s residents have advice for traffic improvements?
10% of London’s residents are concerned about traffic congestion.
An indistinct pedestrian network

Istanbul has a great potential in the form of an abundance of fine grain structures providing ample and exceptional urban experiences and numerous options of routes, but walking in the streets of the historic peninsula the absence of an overall legible coherent pedestrian network is evident.

The historic city spine

The historic spine of the city early days composed the key east-west route. Together with Odunpazarisi and the city’s major linking karaköy square to moscow. The route links to some of the major city destinations, and serves large numbers of pedestrians during both day and night. As part of the ongoing pedestrianisation of the historic peninsula the Divan Yolu Street is reserved for public transport and pedestrians creating a notably improved and traffic calmed street environment. However a continuing high focus on the street as an armament with only few places for resting neglect the staying character of the street. From Bahariye Kasr in continues in less apparent course towards the Golden Horn. However is second linked to the waterfront, and is not experienced as part of a larger network.

The stimulating fine grain

The areas north and south of Divan Yolu Street are characterised by an enigmatic complex of narrow streets. This fine grain fabric represents a great potential of experiences along with numerous options and flexibility when moving around in the city. However these urban structures often constitute a uniform maze, where it is easy to get lost. This is enhanced by the fact that many streets lack street signs. In addition the narrow streets frequently suffer from severe congestion during daytime - involving both large numbers of pedestrians and vehicle traffic - which also contributes to the lack of orientation.

Weak connections

A high quality pedestrian network is characterized by pleasant and coherent routes linking key destinations, and connecting the various districts of the city. In general the connections linking north and south from Divan Yolu appear weak and less accessible. In the present state of the city an overall legible network guiding people around in the peninsula is absent. Thus some of the key historic and great amenities suffer from the lack of direct and accessible connections to benefit from their inherent potentials.

Few nighttime routes

Large parts of the historic peninsula are comprised by monofunctional commercial activities. Hence the daytime bustling Grand Bazaar area at night completely changes personality and becomes less discovered. When fewer ‘eyes’ are present on the street, the real and perceived risk of crime increases. Subsequently these popular streets are avoided after closing hours. This fact is clearly reflected in a confined nighttime pedestrian network with routes closely related to the tram line and to popular visit destinations like the Bahariye Kasr and nearby restaurant streets.

Missing links to the waterfront

The waterfront promenade comprises a strong counterpart to the dense and busy city streets, a recreational route providing fantastic views and fresh air. However the waterfront is perceived isolated from the pedestrian network due to the strong impact from the busy traffic streets surrounding the peninsula. The waterfront is divided in detail on p. 42-43.

The critical walking distance

Research has shown that 1 km is a generally acceptable distance for most people to walk to use the city facilities, but if the route is climbing - interesting and of good quality - many people happily walk much longer.

The illustration on the right depicts how far one potentially can reach within 10 - 20 minutes of walk.

Analysis - Walkability

Reasonable walking distances

Pedestrian routes and walking distances

Walkable urban environments

- Walkability

Walkable urban environments

Features of fine grain structure:traffic that significantly improves the pedestrian environment.

The fine grain structure provides a walking path that is safe and enjoyable.

Weak north-south connections and options. Results in lack of orientation and poor navigation - lacks of street signs.

Missing links to the waterfront - lacks of connection.

Analysis - Walkability

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Complicated crossing

For the comfort of pedestrians and to ensure good connectivity throughout the city it is crucial that people can cross the streets frequently in an easy and convenient manner. In the historic peninsula pedestrians experience several challenges when having to cross the streets.

Inconsistent crossing design
The issue of crossings is intrinsic to a well-functioning and safe urban environment as well as for pedestrian accessibility. Pedestrians are currently met with much inconsistency in the form of a wide range of crossing designs: flyover, underpass, crossings with or without signals, and crossings with or without marking. Altogether, this creates confusion and road capacity for vehicle traffic generating potentially complicated crossing circumstances for pedestrians.

Difficulties crossing
Troublesome and inconvenient crossings for pedestrians are frequently the case. The crossings along Atatürk Boulevard, Kennedy Street and Büyükada Street exemplify the worst instances here. First of all these crossing force people to cross the street either under ground or elevated bridges. A second problem is the uncomfortable design of the streets entering the city centres or getting to and from the waterfront. Especially for people with disabilities these complicated crossings compose own hurdles to overcome. Long distances between the crossings add further difficulties to the pedestrian accessibility.

Most of the present pedestrian crossings are situated with far more than 200 m in between. Neglecting pedestrians need for adequate crossing possibilities, the crossing design and (lack of) markings - meaning people randomly crossing the street instead of the formal crossings to follow directions - and get to key destinations.

Lack of pedestrian prioritisation
Lack of pedestrian prioritisation is also a major issue. Slip lanes for vehicular traffic at street intersections along with crossings without signals or marking or with only half-way marking produce confusing and sometimes unsafe crossing situations for pedestrians. Weak markings in crossings due to poor maintenance enhance this picture. Additionally frequent occurrence of high herbs without ramps plus raised refuges and median strips to a generally low pedestrian priority.

A challenging crossing
The pedestrian underpass at Ragıp Gümüşpala Street, connecting to the Galata Bridge forms a key link to the peninsula. It demonstrates a range of issues concerning an inconvenient and unpleasant crossing. It stands out that people at this important entry point are forced under ground and hence have to walk several meters to cross the street. Thus the underpass composes a strong bottleneck, carrying the highest number of pedestrians recorded, as most people tend to go from a generally low pedestrian priority. The crossing at Aksaray underpass is a blocked焖omestically frequent occurrence of high herbs without ramps plus raised refuges and median strips to a generally low pedestrian priority.

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Pedestrian blessings and challenges

The streets of Istanbul offer numerous experiences, that appeal to the senses and enrich the soul. A widespread human scale, exciting spatial sequences and a colourful and vibrant streetlife all contribute to a good and stimulating urban environment. However the pedestrian accessibility and usability is affected by a range of factors.

Easy and comfortable walking requires space to walk freely without being deterred by physical elements, parked cars, vehicular traffic or other people.

The ongoing process of pedestrianisation of the historic peninsula has reduced the traffic related pressure on several streets in selected areas, yet many streets still suffer from the negative effects due to the high priority given to vehicular traffic.

Considering the high numbers of pedestrians walking about in the central areas, it is essential to improve walkability and provide increased accessibility and convenience for pedestrians.

Hardtopography

Due to the topography the historic peninsula is characterised by steep stairs, and various adaptations to the landscape affecting the pedestrian environment on different levels. Together with the ancient narrow walk streets with stairs compose barriers in terms of enclosed areas and difficult access throughout the city.

The accessibility is furthermore challenged by a somewhat complicated and irregular layout of the footway. In addition the walking scenario is influenced by an extensive lack of lighting options in terms of public benches along the streets, ... also for cyclists

Just as the landscape causes difficulties for pedestrians, it causes difficulties for cyclists, and one hardly sees any cyclists in the streets.

Another serious contrast to the development of a cycle culture is the oversupply of dedicated cycling infrastructure and facilities making cycling a daunting activity.

Analysis - Walkability

A challenging walking environment

Walking is a natural and simple mode of transportation, but there is more to walking than just transportation. Walking is a natural and simple mode of transportation, but there is more to walking than just transportation.

Walking is a flexible and serious way to go about the city, and in a comfortable pace experiencing the surroundings - fine details, beautiful buildings, intriguing views and not least other people.

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An undeveloped public transport system

Regardless of our means of transportation we all end as pedestrians, when we get off our bike, leave the car or get off the bus, train or tram. Thus it is crucial that the public transport system in terms of routes, interchange nodes and stops closely relate to key destinations, and are well connected to a high quality pedestrian network.

A popular mode of transportation

A high number of people commute work in the historic peninsula by public transport. The current public transport system servicing the city centre can be divided into two types: - a number of bus routes, some running through former ferry routes with limited connections. More of a network is required to accommodate the many users, and to present an alternative to the private car.

New routes and rail line

Two new public transport lines are planned to ease public transport congestion. More of a network of stops on both bus and tram lines often result in congestions and routes through the historic peninsula leads to a heavy strain on the current public transport system in terms of routes, interchange nodes and stops. Thus it is crucial that the public transport system is well connected to a high quality pedestrian network.

Overloaded public transport

The current bus and ferry system - including the planned new lines - have success in serving high numbers of people onto the historic peninsula, however once arrived one has to struggle for the bus.

The lack of options and routes through the historic peninsulas leads to a heavy strain on the central bus and tram lines often resulting in competition at stops and congestions suffering from overcrowding.

Water transport

Ferries are widely used as a transport mode for commutes to get to the historic peninsula. Ultimately the ferry terminals are separated from the main pedestrian network and suffer from poor legibility and difficult pedestrian accessibility.

Weak connections to public transport

The perimeter services are affected by various complications encountered when trying to enter the city or reach the bus stops or tram stations. The wide street layout of ferryland street, Bagdat-Gümüşü street and the steep streets lead to a heavy strain on the current public transport system in terms of routes, interchange nodes and stops.

Poor accessibility

In general the current public transport network is inadequate to accommodate people with special needs - disabled, senior, and children - at stops and high stops lead to many public transport platforms. The closure of Divan Yolu Street to through traffic has significantly improved the possible lines for informal transport. However, with the current traffic flows this is the design of tram stops with 50 metres long structured platforms, comprising unnecessary barriers obstructing desirables.

The tram is a popular mode of transportation

An undeveloped public transport network

Heavy strain on key stops and lines

Large areas without access to public transport

Difficult connection to stops and stations.

67% of Istanbul’s residents are satisfied with the services, 57% is with the train and 37% with the ferries.*

An analysis of walkability

Analysis - Walkability

Public transport in corridors

Future rail line

Existing line

Ferry

Bus

Existing tram

Existing rail line

Public transport in corridors

Source: Nilüfer השנה, 2013

Public transport hubs as islands

It is essential to arrive in an inviting and welcoming place. It should be easy to orientate, and comfortable and safe to walk towards the planned destinations. A strong transit hub identity enhances a ‘sense of place’ indicating that you have arrived in an important place in the city.

Weak points of arrival

Entering a public transport hub in the historic peninsula is often a mixed experience. Although located in an inner setting blessed with fantastic views and in a vibrant urban context it has generally failed to capitalize on these amenities. Overall the transit hubs appear indifferent and without stimulating features. A lack of information makes it difficult to orientate and to locate information regarding routes, arrivals and departures, but also local oriented information to visitors is missing.

A traffic oriented design

The layout of most of the hubs reflect a heavy preference to vehicular traffic leaving pedestrians and public transport passengers to navigate in a confusing and small landscaped. This landscape consists of pedestrian islands with lighting designed for cars and not people. Additionally to the high focus on the traffic functionally the hubs provide only few real amnesties such as public benches and other facilities to enrich the place. This emphasizes the hubs as monofunctional transit spaces.

Public transport hubs

Due to space constraints the local authorities and stakeholders have to make difficult decisions regarding station layout with regard to: space for traffic, noise and fumes.

Lack of integration

At all the transit hubs are poorly integrated in the public realm with maladapted and difficult pedestrian links to surroundings, and small connections to other transport modes. Thus the transit hubs appear isolated closed in an unsightliness. To general the transit hubs lack active edges and overlapping functions to provide presence and passive surveillance supporting a general sense of safety.

PUBLIC TRANSPORT HUBS

The key points have been identified representing a range of challenges:

1. Bus terminal at Ragıp Gümüşpala Street
2. Ferry terminal at Reşit Bey Street
3. Stop at Ordu Street
4. Bus terminal at Ordu Street
5. Ferry terminal at Kennedy Street - Naghipa
6. 4 lane car access abolished new design

Scene settings

Low-legibility and lack of character

Difficult access - especially for people with special needs

Low visibility - short and narrow plat- forms, lack of comfort

Lack of safety due to traffic

Limited and difficult information concerning public transport innovation and routes

Analysis - Walkability

1 Bus terminal on Ragıp Gümüşpala Street

Challenges

- Poor legibility
- Difficult access
- Poor orientation, lack of overview and signage
- Interrupted pedestrian passage
- Insufficient movement to and between platforms
- Crowding at peak hours
- No public benches but waiting facilities
- Lighting out of scale
- Weak interface to surroundings - narrow square, ferry terminal, hotel etc.
- Lack of active edges to support a lively place
- Noise and fumes

3 Sirkeci train station and tram interchange

Challenges

- Complicated access to train station
- Poorly marked crossing
- Interrupted pedestrian passage
- Poorly marked crossing
- Insufficient movement to and between platforms
- No public benches but waiting facilities
- Lighting out of scale
- Weak interface to surroundings - narrow square, ferry terminal, hotel etc.
- Lack of active edges to support a lively place
- Noise and fumes

5 Bus terminal on Kennedy Street and Vansper ferry terminal interchange

Challenges

- Difficult access
- Interrupted pedestrian passage
- Poor legibility
- Poor orientation, lack of overview and signage
- Complicated pedestrian landscape – pedestrian islands
- Unway connection from ferry terminal to bus terminal
- Poor legibility
- Limited lighting out of scale
- Lack of active edges to support a lively place
- Complicated connection to future transit centre

Source: Floor measurements are carried out by LdB Environment and supported by Thomas O. Brümmer
Analysis - Walkability

Missing feeling of safety
The general perception of safety is a vital factor in creating a vibrant city both day and night. People need to feel safe to spend time in the public realm. Perceived safety might not be the same as real safety, and it relates closely to the experience of an inviting and friendly urban environment.

A dark city by night
To support an attractive and pedestrian-friendly city by night it is important to ensure a well-lit public realm. The present lighting situation reveals that rather large areas in the peninsula have low or almost no street lighting. Poor and insufficient lighting of the public realm enhances a feeling of insecurity due to a missing ability to orientate and read the surroundings, as well as to recognize known or new areas.

In the central city areas of the peninsula, the streets are completely dark at night. The remaining street lighting is sporadically placed and not oriented toward the pedestrian. The street lighting system supports the streets at night as a dark empty tunnel. The residents must tolerate insecurity, the less people are inclined to even stand on the streets.

Atatürk Boulevard area the current prioritisation is striking. The residential areas to the north and to the south suffer from poor and scattered street lighting. The everyday residents must tolerate insecurity, the less people are inclined to even stand on the streets.

In general the evening is crucial for the vitality of a city. As mentioned before many of the public spaces - streets, squares and parks - as potential destinations and the tram line. This, together with the lack of residents in the central areas, create a city when large areas appear deserted and dark at night magnifying a feeling of insecurity. Hence these areas act as barriers within the city that give people a general feeling of avoiding these streets.

Lack of maintenance
Many of the public spaces - streets, squares and parks - are sensitive to and a direct result of poorly maintained environments.

Street lighting out of human scale
Lighting in the city serves various purposes, and the overall street lighting should address both the vehicular traffic and the pedestrian to ensure general traffic and safety but also to support a pleasant pedestrian environment.

The residential areas in the peninsula appear in poor conditions due to a lack of maintenance and repairs. Deserted areas at night magnifying a feeling of insecurity. Hence these areas act as barriers within the city that give people a general feeling of avoiding these streets.

Lack of evening activities
Kievian urban quality consultants Gehl Architects have found that night magnifying a feeling of insecurity. Hence these areas act as barriers within the city that give people a general feeling of avoiding these streets.

Experience indicates that poor visual quality affects the general feeling of safety, and particularly women are sensitive to and affected by poorly maintained environments.

The general perception of safety is a vital factor in creating a vibrant city both day and night. People need to feel safe to spend time in the public realm. Perceived safety might not be the same as real safety, and it relates closely to the experience of an inviting and friendly urban environment.

88% of Istanbul’s residents are worried about being robbed or physically attacked*.

*Source: ‘URBAN AGE ISTANBUL CONFERENCE, NOVEMBER 2009’.
INTENSE NEED FOR SEATING

People in Istanbul enjoy their city and happily bring chairs or use the outdoor cafes to enjoy their city. Frequently streets are occupied by people enjoying their tea and observing the bustling street life.

MANY CHILDREN

Compared to other cities Istanbul have a significant amount of children visiting. These children represent a welcome variety to the usual user groups and infuses the city with their laughs, play and talk.

POTENTIALS

A GOOD CLIMATE

Istanbul is blessed by the mediterranean climate offering wonderful summers and mild winters. Excellent conditions for a outdoor life.

LACK OF PUBLIC BENCHES

The streets in Istanbul experience a severe lack of resting options in terms of public benches. Thus outdoor life in the streets is severely compromised.

LACK OF FACILITIES FOR CHILDREN

The many children are constantly disappointed by the lack of facilities for them within the city centre's urban open spaces.

NOISE AND FUMES

Istanbul is challenged by a traffic congested city centre infringing the public realm, causing serious problems with noise and fumes. Thus outdoor life in the streets is severely compromised.

CHALLENGES

BARRIERS AT THE WATERFRONT

The waterfront is difficult to access due to the ring road, the sea wall and the viaducts. Crossing are sparse. The spaces along the water are underdeveloped.

UNINTEGRATED PARKS

Parks appear as isolated islands either with difficult access or closed off to the public, e.g. the university park, or in the form of mosque grounds having such a significant religious meaning that they are underused as retreats for people wanting to rest in a peaceful spot.

UNEXPLORED PUBLIC SQUARES

Squares appear not to be part of the usual vocabulary and thus are leftover bits and pieces with no individual character or identity, e.g. Beyazit Square.

CHALLENGES

FANTASTIC LOCATIONS

The public spaces have significant potentials in terms of their setting, their history and their adjacent monuments.

POTENTIALS

UNINTEGRATED PARKS

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CHALLENGES

Part 3

RECREATION

PART 3
Staying activities on a summer weekday

Staying activities were recorded in a selection of public spaces within the peninsula. The survey encompasses 14 locations representing different types of public spaces. The activity survey provides information on what kind and how many activities take place in selected spaces.

What do people do on a summer weekday? The study includes the number of staying activities over a period between 6 am and 10 pm, besides the distribution and type of activity. The diagram shows the average number of activities registered between 6 am and 10 pm within each surveyed space. Thus the graph depicts a snapshot of the activities taking place at any given moment during a summer afternoon showing where the people ‘migrate’ to be found.

The good climate and the many visitors create a fine basis for a thriving outdoor urban life.

Many central active places in general high levels of activity are found in most of the public spaces located in the centre, although limited seating options and activity offers are provided. People travel in the most widely used space. Populated mostly by commuters and people waiting, indicating that this is not a place for pleasure staying. The squares close to New Mosque, Spice Bazaar and the waterfront are all well attended holding a range of different activities, but mainly standing and sitting. The Sultanahmet square has a high number of visitors including many tourists during the day. The different type of space create an area of great spatial complexity however they all provide the same types of offers and are more or less used in the same way.

Also Beyazıt Square surrounded by the university, Beyazıt Mosque and close to Grand Bazaar experiences a high number of people engaged in different staying activities.

Minor activity attractors in the Selimiye Station forecourt and the adjacent park a minor number of activities is recorded. Considering the central location and a substantial pedestrian traffic, a higher number could be expected. However the spaces are of a somewhat low quality with limited invitation to stay - not a single bench can be found in the park.

Also the waterfront park and especially the City Wall park experience low activity levels. These destinations represent more recreational green spaces at city level.

The limited number of users registered indicates a more local use and a lack of common awareness and rank of these places on the mental map, possibly due to the character and extent of the current activity offers. It is evident that the physical distance and the orientation producing steep streets also constitutes a vital challenge to invite people to use these places.

Analysis : Recreation

Analysis : Recreation

Summer weekday: Average number and distribution of staying activities recorded at 12 noon, 2 pm and 4 pm

Date of survey: Thursday, July 3, 2014.

Weather: Sunny and 30-32°C

Where do people stay on a weekday?

Many active places in the peninsula.

Many activities dominate in most spaces. Almost none physical activities or children playing. Some places do not invite for staying. Poor or weak pedestrian connections to some spaces.

Many semi-public activity attractors.

The Sultanahmet square has a high number of visitors including many tourists during the day. The different type of space create a fine area of great spatial complexity however they all provide the same types of offers and are more or less used in the same way.

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Analysis : Recreation

Analysis : Recreation
### Staying activities on a Saturday

A survey of staying activities on a Saturday indicates a general rise of activities occurring when comparing to a weekday. However a similar pattern of activity distribution appears.

More staying activities on a Saturday
Most of the central spaces, besides the waterfront park, experience more people engaged in stayngary activities on a Saturday compared to a weekday. The space to stay is distributed across the majority of the 1 public spaces surveyed.

A corresponding activity distribution

The urban spaces in connection to Spice Bazaar, New Mosque and the waterfront continue to be the most active areas followed by Sultanahmet and Beyazıt. Whereas the above-mentioned places plus the waterfront park experience more activity on a Saturday, fewer people are found in the Sulebiki Sultan area and in City Wall park. A result indicating: the City Wall park’s low status as a city destination and attraction. A similar situation applies to the Sulebiki area which miss out on a potential increase in Saturday pedestrian traffic due. Limited diversity in staying activities

The distribution of activity types on a Saturday resembles the weekday situation with standing and secondary seating as the predominating activities. Although the waterfront park only counts about 3% of the recorded activities in total, it demonstrates a diversity in use representing a wide range of activities.

#### STAYING ACTIVITIES ON A SATURDAY

A total average of 3,484 activities were recorded between 12 am and 4 pm.

<table>
<thead>
<tr>
<th>Activity Type</th>
<th>Percentage</th>
</tr>
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<tbody>
<tr>
<td>Lying down</td>
<td>22%</td>
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<tr>
<td>Commercial activities</td>
<td>15%</td>
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<tr>
<td>Fishing</td>
<td>9%</td>
</tr>
<tr>
<td>Waiting for transport</td>
<td>9%</td>
</tr>
<tr>
<td>Children playing</td>
<td>8%</td>
</tr>
<tr>
<td>Sitting on outdoor cafes</td>
<td>7%</td>
</tr>
<tr>
<td>Cultural activities</td>
<td>4%</td>
</tr>
<tr>
<td>Sitting on benches</td>
<td>3%</td>
</tr>
<tr>
<td>Sitting secondary</td>
<td>3%</td>
</tr>
<tr>
<td>Sitting on folding chair</td>
<td>2%</td>
</tr>
<tr>
<td>Standing and secondary seating</td>
<td>1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Percentage</th>
<th>No. of People</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>691</td>
</tr>
<tr>
<td>15%</td>
<td>523</td>
</tr>
<tr>
<td>9%</td>
<td>281</td>
</tr>
<tr>
<td>7%</td>
<td>213</td>
</tr>
<tr>
<td>6%</td>
<td>176</td>
</tr>
<tr>
<td>4%</td>
<td>117</td>
</tr>
<tr>
<td>3%</td>
<td>87</td>
</tr>
<tr>
<td>2%</td>
<td>44</td>
</tr>
<tr>
<td>1%</td>
<td>25</td>
</tr>
</tbody>
</table>

#### Comparison: Staying activities on a Weekday and a Saturday

Total average of 3484 activities out of 691, 523 people and 44.

<table>
<thead>
<tr>
<th>Activity Type</th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lying down</td>
<td>19%</td>
<td>20%</td>
</tr>
<tr>
<td>Commercial activities</td>
<td>14%</td>
<td>15%</td>
</tr>
<tr>
<td>Fishing</td>
<td>3%</td>
<td>6%</td>
</tr>
<tr>
<td>Waiting for transport</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Children playing</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Sitting on outdoor cafes</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Cultural activities</td>
<td>5%</td>
<td>3%</td>
</tr>
<tr>
<td>Sitting on benches</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Standing and secondary seating</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Where do people stay on a Saturday?

The Table Wall Park, between Sirkeci Station and Hipodrom and Taksim Wall Park.

#### Date of survey:
Saturday, July 17, 2010

#### Weather:
Sun and 30-35°C

#### Summer Saturday Average number and distribution of activities recorded:
at 12 pm, 2 pm and 4 pm

- **N**: New Mosque
- **Sa**: Sultanahmet
- **Sh**: Sirkeci
- **Bo**: Beyazıt Transit
- **Ka**: Kapalıçarşı
- **Hr**: Hippodrom
- **By**: Beyazıt
- **Sh**: Sultanahmet
- **Yc**: Yeni Cami
- **Sk**: Sirkeci
- **Ac**: Atatürk Mac.
- **Nd**: Deniz Kenarındaki Park
- **Th**: Theksean Wall Park
- **Mr**: Mısır Çarşısı
- **Aq**: Aktarma Parkı

**Where do people stay on a Saturday?**

<table>
<thead>
<tr>
<th>Date of survey:</th>
<th>Summer Saturday Average number and distribution of activities recorded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, July 17, 2010</td>
<td>at 12 pm, 2 pm and 4 pm</td>
</tr>
</tbody>
</table>

**Weather:** Sun and 30-35°C

*Gehl Architects · Urban Quality Consultants · Gl. Kongevej 1 · DK 1610 Copenhagen V · Denmark · www.gehlarchitects.dk*
Staying activities at the waterfront on a Sunday

An additional survey was conducted in the southern waterfront park to investigate the park’s performance on a Sunday.

A popular Sunday destination
It’s interesting to see how the waterfront park comes alive on a Sunday. The average number of activities recorded between 12 pm and 4 pm are more than tripled compared to a Saturday and accounts for more than half times the activity level on a weekday.

Picnics and playing
The park is a recreational potential fully manifest itself when looking at the activities taking place. Secondary seating, games and ballfields, compared almost half of the activities recorded in average between 12 pm and 4 pm. However, the park frame active staying the activities as well. The share of people engaging in physical activities, including running and children playing represents about a fourth. The survey perceives the importance of recreational public spaces to accommodate a more active lifestyle and children natural need for play and action.

Increasing activity during the day
The activity pattern shows a significant increase in activities starting around noon towards the evening and continuing into the night. At 8 pm a total of 623 activities were recorded corresponding to 6 times the number of activities found at 12 am.

Events staging of the public spaces
Events can create festivity and add a bit of spice to the public realm and thus contribute to more urban intensity. Besides adding layers to the urban vibrancy, events can be important factors in supporting a cultural embedding of the public life.

A seasonal city
Events can be arranged under various guidelines such as special days, themes or festivals. Standard is a range of festivals and events during the year celebrating cultural and religious occasions and special days along with national anniversaries. The different seasons bring various recurring events creating traditions and involving the public spaces in new way.

Majority of summer and fall activities
The activity calendar shows that leisure is most active during the spring, summer and autumn.
Open spaces are underperforming

The open spaces compose a vital part of a city’s recreational potential. The opportunity to stay, interact and enjoy the city adds important dimensions to public life. Depending on the outdoor spaces the public life can take different forms, and the public life can be accommodated through a careful design of the public spaces.

Scattered open spaces

The open spaces cover a wide range of public space squares - and are widely scattered across the city, with functional and visual linkages between them. A fact emphasizing the need for a stage of attractive links to connect the open spaces and create a strong public space network.

Limited offers for recreation

The scarcity shows that people are generally willing to spend time in the open spaces. Taking into account the size of the city and the high number of people visiting the historic peninsula every day only limited spaces are presently allocated for staying and resting. The park zone is not only a place to relax, it becomes a tourist zone simply exciting people to keep on moving. However the mosque grounds represent another aspect of the city’s recreational potential and supplement corresponding to the mosque complex’s original status as social and cultural center.

Missed opportunities

Most of the public spaces are situated in strategic locations in the scenic and urban centers, and in connection to some of the key city destinations, access points and historic landmarks. However these obvious opportunities and potential are generally not utilized to create unique spaces with great attraction value. The most spaces suffer from poor interaction with surrounding amenities and functions. With few exceptions both squares and parks broadly appear with little mutual variation.

Uniform offers and use

Due to the fact that most of the public spaces offer little variation in use, except from some playgrounds in the parks, they are predominantly experienced as sitting and lying areas without any use for people to become a tourist zone simply exciting people to keep on moving.

The waterfront square

The waterfront square and the Gazi Gamepale Square are positioned as the main entrances to the Beyazıt Square and the waterfront square are experienced as induction and floating spaces with a poor spatial delimitation. In addition the Beyazıt Square and the waterfront square are both difficult to access due to lived differences and the surrounding traffic bariers.

Majority of green spaces

The open spaces mainly consist of parks of varying green character from the lush green of Gazi Gamepale Park to the Hippodrome’s and Memleket Atı Grey Park’s mix of green and hard surfaces. The parks hold a much needed haven from the bustling streets.

In different ways most of the parks suffer from difficult access due to enclosing walls - Gazi Gamepale Park and open spaces connected with weak connections - the parks revet the Beyazıt Aqueduct, and mase of the waterfront parks.

Equally the university park appears separated from the public life due to the enclosing walls. However it holds a great potential to become a green match to the Beyazıt Square.

Extensive focusing of a number of smaller green spaces within the city center and along Gazi Gamepale Street, and in some parks make them currently less accessible and usable.

Analysis: Recreation

Well distributed open spaces

Analysis: Recreation

Open spaces - Squares and parks

Area sizes are estimated by Gehl Architects

Large parts of the waterfront parks were during the study occupied by ongoing construction work.

Open spaces on the historic peninsula: 434,000 m²

Urban open spaces from 100% to 40%.

100% - On-site

50% - On-site and vicinity

20% - Vicinity

10% - Vicinity and larger area

5% - Larger area
An unexploited waterfront

The historic peninsula contains a wide range of merits making up its unique identity, and the waters of Istanbul have ever since the dawn of time played a crucial role for the city. The waterfront holds a huge potential to become a key asset enhancing the city atmosphere and attraction.

Untapped possibilities

A vacant and inviting waterfront is an important element in a city’s language but also beneficial to the image of the city as a whole.

It has been stated that the historic peninsula benefits from a fantastic proximity to the water, but at present several aspects of the waterfront are insufficiently exploited in this privileged environment.

A disconnected waterfront

Various elements separate the city from the water: Kennedy Street and Rüppel-Gümüşsuyu Street both consist several traffic conflicts with limited pedestrian crossing possibilities and the quay only provide selected viewpoints. Although of great narrative and iconic value the two seas along some sections block off the waterfront with only a few access points. The historic peninsula is closed off by Topkapı Hill and the railway grounds, altogether creating both physical and visual barriers leading to a poor stitch between the city and the water. There is furthermore enhanced by the fact that many access routes exist which provide the linkages consist of underpasses, gateways and pedestrian bridges.

Disrupted waterfront walks

Walking along the waterfront should be a most fascinating experience but is currently unfortunately influenced.

The waterfront promenade between the fish market in Karaköy and the Sarayburnu Park is a popular spot for Sunday strollers and anglers along Kennedy Street, but it is highly affected by the vehicular traffic with fumes and high noise levels.

The promenade terminates close to the Sarayburnu Park and from here until the ferry terminals at Rüppel-Gümüşsuyu Street is, however, not so direct or attractive to the pedestrian as a result of the ferry terminals creating a stressful atmosphere. Passing under the Golden Bridge the experience of a promenade declines completely and people must be very observant to be able to notice the continuation after the bus station. Besides poor legibility the waterfront connection to the local roads and parks in the west is of pedestrian quality.

Underuse of attractive spaces

Much所需 located spaces along the water is presently taken up by functions blocking off the public access and not contributing to an inviting or attractive waterfront, e.g. large surface car park or parking in relation to the ferry centers. At the same time they disrupt the urban environment and entice more traffic to the congested historic peninsula. Although an important function, the bus terminals currently do not contribute with any positive effect to the waterfront experience.

Underdeveloped existing dimension

Outside the waterfront parks public benches can only for found along selected stretches. Hence the public spaces along the waterfront are not in need of existing spaces to sit. The public spaces along the waterfront generally appear run down and less attractive, and few recreational activities are offered aside from commercial and a playground and fitness station in the southern waterfront park.

Lack of interaction

The waterfront has difficulties interacting with the water hence no specific water related activities are provided, and in particular relation to or celebration of the water is noticeable.

Similar to the most of the existing buildings along the northern waterfront appear quite intrinsically with enclosed facades and surroundings the business university, Zindan Han Hotel and the Sępçeli Kasrı - International Press Center - as the most prominent. However these functions and the public realm have great potentials to enrich and facilitate from each other.

The ferry terminal and the fishing industry to the south are perceived as enclosed and inaccessible to the public.

Analysis: Recreation

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The ferry terminal and the fishing industry to the south are perceived as enclosed and inaccessible to the public.
Lack of public seating

Resting is an integrated part of the pedestrian activity pattern. Good quality seating gives people the option to pause and rest in order to enjoy the public life and be able to walk further. Thus seating along streets transforms the streets from mere transit spaces to places for recreation and socialising.

The best of all worlds

A city should be a live meeting place where invite people to take pleasure in the amenities and social dynamics of the city. Seating is a vital component of a friendly, city-taking good care of it's citizens and visitors. To provide good quality seating a range of factors must be taken into account: high comfort, nice views, the microclimate and not least the possibility to watch other people just as the right arm is needed for an ideal sitting situation.

A well-developed sitting tradition

Kept: to enjoy enjoying the sun and letting life pass by as an essential aspect of the Turkish culture. Liking a public urban activity in Istanbul, and you find people sitting almost everywhere. Research is striking: how many public benches are found along the streets of the historic peninsula. According to a culture of bringing you own chair has developed, and people sitting on private stock and chairs is a common street scene.

Lack of benches in the streets

Approximately 4-5 seats on public benches are recorded in selected streets, squares and parks. Compared to other cities, Istanbul has a fair number of public benches. Generally only few are located in the streets to offer a proper rest for the large amount of people walking the streets every day. Especially due to the challenging topography of Istanbul it is essential that ample opportunities to sit and rest are provided in the streetscape. Unfortunately no benches are found in connection to the street.

Neuromancer Street stands out as an exception to the rule. In this recently refurbished and pedestrianised street easy seats are recorded. 170 metres corresponding to approximately 56 seats per 100 metres. Hence this street offers the visitor a maximum of advantages: an attractive streetscape with an abundance of comfortable sitting options, a nice microclimate and a view to the street life.

Extensive secondary sitting

Most of the public benches are located in the adjacent squares and parks, with a majority of park benches. A fact that has led to ineffective secondary resting in streets and squares where people sit in ‘whatever’ they can find: steps, ledges, niches or on the ground. The scarcity of benches stands out when comparing the relatively low number of public seating on e.g. Besiktas Square to the recorded number of ‘people sitting secondary’. This imbalance becomes even more distinct as the enclosed university park holds numerous of attractive and available seats.

Different types of seating appeal to different users, and a well equipped urban space can provide different ways of sitting. However predominant secondary seating is a symptom of a lack of benches - of a city without want.

Analysis: Recreation

Resting is an integral part of the pedestrian activity pattern. Good quality seating gives people the option to pause and rest in order to enjoy the public life and be able to walk further. Thus seating along streets transforms the streets from mere transit spaces to places for recreation and socialising.
A strong outdoor cafe culture

Outdoor cafe seating is a large contributor to the liveliness and spirit of the public realm. The possibility to sit outside having a meal or a tea, and at the same time being able to both observe and be a part of the public street life has a strong appeal to people worldwide.

Widespread outdoor cafe seating

Istanbul has a great outdoor cafe culture covering different types of bar-restaurants to more modest and informal tea serving places with only a few seats. Approximately 1,600 seats on cafes and restaurants are recorded in selected streets, squares and parks.

Comparatively other cities in the Nordic countries often offer a fairly low number of seats on outdoor cafes.

Many small outdoor cafes

Several smaller cafes bring ambience to many of the streets surveyed. The often informal character of the outdoor serving adds colour and diversity to the streetscape. However in many cases the outdoor seating takes up so much space neglging the need for the walking space leading to crowded footways. Not many outdoor cafes have the Grand Bazaar atmosphere.

Outdoor seating in clusters

The distribution of the outdoor serving area show a picture of specific streets and areas with a significant high density of outdoor seats including: Sefah Sultan, Vakıfcan bisr and Adilep Sultan in Fatih district area, Gülhane Park along with Divan Yolu street next to the Ayvaplavros road, Çapar Sokak close to the Fishmarket in the Karaköy area besides a stretch along the water front from a large number on the waterfront square next to the Galata Bridge and in the adventure park. Most of the current cafe seating along the waterfront has an ornamental character.

Although outdoor seating makes up a substantial contribution to the liveliness of the public realm it is important to note that cafe seats can never replace public benches as one have to pay to enjoy the service.

The number of seats in outdoor cafes per hectare

<table>
<thead>
<tr>
<th>City</th>
<th>Number of seats/ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>İstanbul</td>
<td>4-9 seats/ha</td>
</tr>
<tr>
<td>Melbourne</td>
<td>5 seats/ha</td>
</tr>
<tr>
<td>Melbourne 2009</td>
<td>4-9 seats/ha</td>
</tr>
<tr>
<td>Melbourne 2010</td>
<td>5 seats/ha</td>
</tr>
<tr>
<td>Istanbul 2010</td>
<td>10-15 seats/ha</td>
</tr>
<tr>
<td>Istanbul 2010</td>
<td>16-29 seats/ha</td>
</tr>
<tr>
<td>Istanbul 2010</td>
<td>30-89 seats/ha</td>
</tr>
<tr>
<td>Istanbul 2010</td>
<td>90-149 seats/ha</td>
</tr>
<tr>
<td>Istanbul 2010</td>
<td>150+ seats/ha</td>
</tr>
</tbody>
</table>

Outdoor serving areas create ambiance and lively public spaces

Outdoor seating dominates in some areas

Few waterfront cafes

The water composing a fantastic scenery for outdoor seating although only few cafe seats are found along the water.

Hüdavendigar Mosque and a stretch of Atatürk Boulevard south of Divan Yolu street near to the Divan Yolu district.

Also the tea garden in Gülhane Park offers a great number of tradition seating and in an additional benefit a world class view of the Bosphorus.

A number of small outdoor cafes along Selahaddin and Divan Yolu street.

The utmost honour of outdoor seating: the Grand Bazaar atmosphere. Another aspect of this scenario is that the extension commercial seating offerings and size on less occupy the footways forcing people to walk in the street. Fixed outdoor seating arrangements priority on the main avenues sharing the experience of the buildings ground floor.

Cafes around the corner

It is visible that Divan Yolu Street and Divan Yolu in the primary commercial only accommodates a moderate number of outdoor servings. However Divan Yolu Street is characterised by frequent side streets housing cafes and restaurants just around the corner providing refreshments and outdoor seating to the many people passing along Divan Yolu Street.

Few waterfront cafes

The water composing a fantastic scenery for outdoor seating although only few cafe seats are found along the water.

Analysis: Recreation

Number of seats at outdoor cafes in selected squares, parks and streets

Outdoor cafes are registered along selected streets and in selected squares and parks.

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Number of seats at outdoor cafes in selected squares, parks and streets

Outdoor cafes are registered along selected streets and in selected squares and parks.
I have a dream for Istanbul to show that you can do it in another way, and I think it is possible by encouraging people that they can bike, walk or even ride a horse inside the city. I want to blend locals with the tourists making everybody benefit from each other, and making it a living and vibrant place for everybody.

Kevser ÜSTÜNDAĞ
Professor dep. City and regional planning, Mimar Sinan University of Fine Arts

Transportation in the future should be planned so that it is equal for everyone to be able to get to work, or school where ever it is they need to go.

Until now, we have paid a high price for all the cars and the individualistic way of transport we have today in Turkey. The attitudes need to change to be able to change this traffic culture. We need to think of all the transport modes together, connected, as a whole system, especially at the points of interchange. For instance if people want to bike to the historic peninsula but can’t take it onto the ferry. Also people complain about the topography when discussing biking in Istanbul. But we have 5 smaller islands outside of Istanbul where they have no cars and therefore bike a lot, and here no one complain about the hills. I would like to bring something from these island into Istanbul.

A big issue is the level of tourism in the historic parts of the city. It is highly concentrated in some parts reaching levels where you only will see tourists or people connected to the tourism. This makes it less vibrant and alive and less interesting to visit for local Turkish people which is bad for tourists who does not get to meet the local people.

I want to spread out the touristic area, making it larger, incorporating all of the historical peninsula and adding local functions to the parts today based only on tourism. If this was the case and some new public spaces was made allowing different people meet and start to accept each other, I would like to live here. I would like to have a house with my wife and raise our child here in the historic peninsula.

Recommendation: Vision

Voices of Istanbul

‘I have a dream...’

Erhan OFLAZ
Former Deputy Mayor of Fatih Municipality, Istanbul

We should continue to learn about the history of the area as architecture is an ever more precious, and the residents of the area and people from all over the world should continue to enjoy the historic peninsula in setting that is in harmony with its culture, in history. It’s natural surroundings and the delicious city that embraced it all.

Sibel BULAY
Member of the Board

My dream is that children continue to play when children played thousands of years ago...

Sibel BULAY
Member of the Board

I have a dream that children continue to play where children played thousands of years ago...

Recep CETIN
Urban planning student

Recep CETIN
Urban planning student

My dream is that children are able to save the historic fabric of the Historic Peninsula for future generations!

“Sultanahmet gives me a sense of peace... It was the capital city of four Empires, and today it gives me a sense of peace. It needs to be protected for future generations. We are working on unearthing the archaeological finds of the many different civilizations that were here at one time. My hope is that this study will result in an important project that will help move the dreams into the future.”

“The concept of a network of public spaces for different purposes and the idea of people meeting in those spaces is the key to solving our transportation issues where traffic can be reduced significantly.”

My dream is that children continue to play where children played thousands of years ago...
A city for people

More cities across the world recognise the economic driver, that an active and diverse public life brings to the central areas. Public life is gradually identified as an economic driver, that increases real estate values, makes businesses prosper and city centres flourish.

Putting people and people’s needs first is a priority that leads to the general focus and achieves the number of positive results on the one side. As such, in Copenhagen, people’s needs have been identified and actions taken to make the city more attractive and healthy.

Sustainable cities

Sustainability in cities is closely linked to the transport issues. A sustainable transport system is focusing on walking and cycling as well as a high public transport system. These three major modes of transport are the fundamental parts of a long term sustainable transport system. Finding a reasonable balance between vehicular traffic and these three is essential.

Healthy cities

In a city where people are able to walk and cycle, even for longer distances, and where walking and cycling is enjoyable and attractive, the general public health increases and facilities for health care are saved. In cities like Copenhagen, where 33% cycle to work every day, 4% walk, 26% drive their car and 33% catch public transport, it is generally found, that people live 7 years longer, their general health condition is improved, and there are substantial amounts saved for the health care system.

Attractive cities

Cites that invite people to walk and cycle to spend time in the public spaces need to focus on the quality level of the public spaces in terms of being able to invite people to walk or cycle to spend time. Unattractive spaces attract very few people, often the ones who need a rest, like the elderly and families with children. Attractive spaces attract a variety of users, who take joy in experiencing the city and a number of city events and performances start to take place in the public spaces.

Liveable cities

Cites with people in them at various times of the day, walking, cycling, running, sitting, shopping, selling, buying, playing and all the other activities, that people perform are essential in creating cities, where a wide variety of people enjoy to come and where they take pride in being.

Sustainable city

Attractive city

Liveable city

Safe city

Healthy city

A change of mindset

The historic peninsula is an unique composition of topography, an intriguing street structure, a homogenous built form, grand monuments, artwork, waterfronts etc. Today the experience of the historic peninsula is jeopardized by an invasion of vehicular traffic causing great detriment to the experience of the historic peninsula and to the quality level of the area as a whole.

Unique potentials

The historic peninsula has a number of extra-ordinary potentials, that are unique in their quality, that are and in the way they create a synergy across the peninsula. These potentials need to be further developed and made accessible to visitors as described in the following pages.

Challenges

The historic peninsula faces a number of challenges, as described on the previous pages. Most importantly in the invasion of vehicular traffic into every street, lane and square of the city. Istanbul is the world’s biggest and busiest transport hub with an average walking speed of 6 km/h and an eye level at 1.7 m. Thus the basis for the work on the historic peninsula should be the bioclimatic point of departure regarding microclimate, behaviour and configurations in the plan space.

Recommendation: Vision

Vision

The historic peninsula is the kernel for the pulsating city. People perform in the peninsula special events and performances start to take place in the public spaces. The predicted increase in vehicular traffic, with the planned Mansions Tunnel, in the historic peninsula and especially on Kennedy Caddesi – more than 60,000 vehicles an unacceptable system, that will inevitable result in even worse conditions for public life.

Way forward

A collected and shared vision for the historic peninsula needs to be developed, that can unite various actors working in the area.

How should the historic peninsula be experienced, what are the aspirations for residents, commerce and tourism. And more importantly, how can an integrated transport network support this vision, thinking holistically about public transport, walking, cycling and vehicular traffic?

In the coming pages a set of strategies is presented, that looks at archetypes the potentials of the historic peninsula and enables people to experience it and appreciate it.

Create an ‘accessible city’

The historic peninsula was to be a fabulous city, with people living in the peninsula and people perform in the peninsula special events and performances start to take place in the public spaces. The predicted increase in vehicular traffic, with the planned Mansions Tunnel, in the historic peninsula and especially on Kennedy Caddesi – more than 60,000 vehicles an unacceptable system, that will inevitable result in even worse conditions for public life.

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In the coming pages a set of strategies is presented, that looks at archetypes the potentials of the historic peninsula and enables people to experience it and appreciate it.

Create an ‘accessible city’

The historic peninsula was to be a fabulous city, with people living in the peninsula and people perform in the peninsula special events and performances start to take place in the public spaces. The predicted increase in vehicular traffic, with the planned Mansions Tunnel, in the historic peninsula and especially on Kennedy Caddesi – more than 60,000 vehicles an unacceptable system, that will inevitable result in even worse conditions for public life.
Recommendation: Strategies

Create a better balance between road users

Create an enjoyable city

Create a city with a strong public life pattern

Recommendation: Strategies

Create a city for people - an accessible city

A pedestrian oriented city
- Promote traffic calming
- Promote walking
- Promote public transport
- Promote cycling

A unique and recreational city
- Promote a great waterfront
- Promote attractive public spaces
- Promote an integrated history

A diverse and inviting city
- Promote multifunctionality
- Promote a variety of activities

A pedestrian oriented city

Create a city with a strong public life pattern

Create an enjoyable city

Create a better balance between road users

A unique and recreational city

A diverse and inviting city
Recommendation: Strategies - A pedestrian-oriented city

Promote traffic calming

Restrict the negative traffic impact.

- The peninsula is currently car-dominated and many streets serve as traffic corridors for accommodating incoming traffic. Throughput action must be taken to lower the present amount of vehicular traffic to support urban quality and reduce noise and dust.

A comprehensive traffic study and analysis should be carried out to determine who drives into and through the peninsula and for which purpose.

- Reduce traffic volumes and create a better balance step by step through a high priority to pedestrian use.

Investigate a congestion charge area in the peninsula to regulate traffic volumes entering the peninsula.

- An environmental impact assessment (EIA assessment) and a social impact assessment are recommended in connection with the planned vehicle tunnel south of Haydarpasha.

Address present traffic barriers and downscale wide streets, e.g. Büyükada Square, Bagdat Street, Kennedy Street, Atatürk Boulevard, Delta Street and Sultanahmet Street.

- Reinforce speed limits to improve safety.

Investigate relocation of the ferry from Kennedy Street to an appropriate route in the central city area. Besides valuable space at the waterfront is occupied by parking in connection to the ferry.

- Encourage a change in traffic culture to regular the current behavior addressing intrusive driving and parking.

Minimize the impact of tourism traffic.

- Tourist buses have a severe impact on the streets and squares in the peninsula today. Narrow streets around the Grand Bazaar and in Sultanahmet are used as bus routes. Squares such as Galatahane are used primarily as a parking space for tourist buses causing deterioration to the area as a whole.

- Develop an overview of the current tourist bus movements in the historic peninsula and the future forecasts. Unravel specific needs and challenges of the tourist industry in terms of moving tourists between destinations.

- Investigate alternative ways (other than buses) to get tourists from the cruise terminal to the historic peninsula, e.g. via ferries.

- Convey alternative ways of moving tourists within the historic peninsula, e.g. via micro-buses, lightbus, by foot or by cycling (on future cycling facilities).

- Increase the information level in streets on wayfinding, ease orientation and encourage tourists to walk shorter distances and experience more of the city.

- Fold out the public transport infrastructure to visitors. Simplify information on routes, ticketing, transportation modes etc.

- Simplify the ticketing system for public transport. Introduce 24-hour tickets, integrated ticketing for lightbus with buses, metros, trains etc.

Develop a parking policy for the historic peninsula.

- Parking is currently a visually dominating, space consuming feature, which increases the general traffic levels in the historic peninsula. Cars are parked everywhere, on footways, in squares, in parks, around mosques, at the waterfront - wherever space is available. The peninsula should primarily be replenished by foot and your private car left outside.

- Generate an overview of the current parking patterns in the historic peninsula.

Identify public spaces where parking is causing severe deterioration to the experience of the space, the monuments and the surroundings.

- Develop a long term plan to reduce on-street parking along key streets and connections, and remove parking from prominent urban spaces. E.g. in Sultanahmet especially around the Blue Mosque, at Iskelesi Square, at Cemberlitas Square and at the waterfront.

- Investigate setting up of a parking ring at the outskirts of the historic peninsula, e.g. along Atatürk Boulevard and/or at the outer city wall, where parking structures can be built.

- Locate high efficient parking structures in relation to key entry points, and ensure close links to walking routes, and between parking and public transport to ensure a smooth transition zone.

- Promote high visual quality and integration with the public realm with active ground floor functions.

Ensure a legible and information parking system, where drivers can easily find available parking spaces in structures.

Control the level of parking in the historic peninsula through pricing. Let the level of pricing follow the level of demand to ensure that parking spots can always be found as long as you pay for it.

The ferry service across the Galata Bridge is suggested relocated inside the proposed congestion charge area to restrict the number of vehicles entering the historic peninsula.

The peninsula charge should include the incoming vehicles from the car ferry as traffic and traffic should be directed out of the historic peninsula to the sea or north.

The proposed bicycle service from this is foreseen to have a severe negative impact on the waterfront environment and is therefore suggested as an impact reducing measure generating:

- Further separation of the city from the water
- More traffic into the peninsula
- Developing changes to the waterfront park

The Sihas-Harem car ferry is suggested relocated outside the proposed congestion charge area to restrict the number of vehicles entering the historic peninsula.
Recommendation: Strategies · A pedestrian oriented city

Promote walking

Develop a strong pedestrian network!

At present the historic peninsula lacks an overall legible network of walking routes to bring more of the city into play. A network of appealing, comfortable and continuous walking routes constitutes people to walk and experience the peninsula.

Create an expanded and accessible entry points to the historic peninsula.

Ensure connectivity and restore missing links.

Strengthen north south connections to the waterfront, select connections to enhance important stages, e.g. Cimbergs Boulevard and Hanoover Street as links to Grand Boulevard.

Upgrade existing pedestrian crossings with signals and markings.

Clear obstacles from crossings and remove dip lanes along Hauge Gammelgade Street and Kennedy Street.

Replace pedestrian underpasses and bridge with new crossings at grade.

Ensure direct, clear and simple pedestrian crossings at grade at key intersection and at strategic locations to accommodate diverse flows.

Provide dedicated pedestrian signals at traffic intersections.

Limit pedestrian waiting times at crossings.

Ensure accessibility for all - seniors, physical impaired, parents with small children and pets etc.

Reduce level differences, and avoid high kerbs and steps in footways.

Wider footways where needed.

Introduce dedicated zones for walking and for street furniture.

Provide wide drop kerbs at intersections.

Ensure well maintained pedestrian friendly surfaces.

Reduce clutter and street elements on footways to ensure free-walking space.

Avoid unnecessary footway interruptions by taking footways across minor road sides.

Develop attractive and safe routes.

Ensure sufficient and attractive street lighting.

Support climatic protection and provide sufficient drainage at transections.

Ensure active and lively ground floor footways along walking routes.

Investigate how to reduce impact of dominating metal shutters and promote more active ground floor footways after hours.

Promote invitational to stop and rest along pedestrian routes.

Support and enhance the existing spatial experiences and human scale along pedestrian routes.

Develop recreational routes fine for promenades in connection to the city amnesties e.g. the waterfront, the sea wall and the outer city wall.

Integrate connections with the overall walking network in the historic peninsula.

Develop distinct street characters!

A new set of street typologies could be identified to improve the legibility of the walking network and to indicate a hierarchy and a variety of use of the various streets.

Introduce a well defined street hierarchy defining street layout and usage to support a good balance between street users.

Support a development of different street identities and characters to enhance variation and legibility contribut-

ing to a sense of place.

Create a city offering different types of experiences. Pedestrian priority needs to be stepped up in all streets, and good conditions for walking ensured.

A vocabulary of new streets types can be developed in terms of pedestrian streets, pedestrian priority streets and city streets supporting all means of transportation.

Transform ring roads and header streets into dignified green boulevards with good conditions for walking and cycling.

Ensure that streets are not only for transport, but also serve as meeting places and cater for a wide range of more recreational activities.

Improve orientation and wayfinding!

When arriving at and moving around in the historic peninsula visitors should be able orientate themselves and find their way to key destinations as well as local places and treasures.

Develop an integrated wayfinding system introducing both streets signs, and narrative elements to guide people around in the peninsula.

Provide easily read maps and directions to guide visitors.

Develop and implement a range of easy recognizable urban elements along key routes. E.g. characteristic benches, art, jogging, lighting, greenery etc.

Make use of the topographic setting to create special places for orientation.

Preserve and enhance access to important destinations and local neighbourhood focal points.

An overall pedestrian network and street hierarchy

SAS Architects · Urban Quality Consultants · Gl. Kongevej 1 · DK 1610 Copenhagen V · Denmark · www.sasarchitects.dk

Recommendation: Strategies · A pedestrian oriented city
Refine the public transport system!

Promote public transport / Promote cycling

Recommendation: Strategies - A pedestrian-oriented city

Promote safety and comfort for cyclists. Develop accessible and safe cycle parking facilities at strategic locations, e.g. Beyazıt Square and at the university.

Introduce cycle events and ‘closed-streets’ on Sundays to draw attention to cycling.

An expanded public transport network

Cycling routes principles

Promote public transport should be an attractive and strong alternative to the use of private cars. An expanded public transport network could provide more accessible options and promote further linkages.

Focus on transfer and interchange in the historic peninsulas and develop fine transit nodes.

Rethink the public transport system and develop a system of dedicated city routes and suburban routes.

Introduce two tram loops to service the central part of the historic peninsula as well as the periphery.

Remove the heavy rail service from Yenikapı to Taksim and use it for other purposes.

Supplement the tram network with electric service buses across the historic peninsula.

The outer ring could be supplemented with single bus routes along Kennedy Street, Rüya Gümüşpala Street and Atatürk Boulevard.

The tram lines could act as sidewalks in the city supporting safe routes at night.

Remove bus routes from the central part of the historic peninsula and reduce number of routes on Kennedy Street and Rüya Gümüşpala Street.

The bus terminals on Rüya Gümüşpala Street and Dik political could be relocated to the outside of the historic peninsula possibly in connection to key entry points to the historic peninsula to reduce the present negative impact on the surrounding environment.

Public transport mode including stops and interchanges need to be upgraded to promote access for all, safety, comfort and visual quality.

Develop a system of easily accessible information system regarding routes, waiting times etc. possibly also providing locally related information.

Promote frequent stops with steps, 300-400 m intervals and ensure placement of stops in relation to important places such as hubs, nodes and key destinations.

Cycling routes principles

Investigate possibility for an additional stop on the planned rail line at Beyazıt Square to create a new access point to the important central locations.

Rethink design of tram platforms to integrate better with the city and reduce barrier effects. A more flexible payment system could be implemented.

Promote frequent stops with locally related arrival times etc. possibly merged into a new central terminal to intensify the transport and keep attractive spaces clear for more recreational use.

Introduction cycling routes and facilities!

Cycling could be supported as an alternative mode of transportation in relation to commuting, for shorter distances within the historic peninsula including transport of smaller goods as well as for recreational purposes.

Alongside a traffic calming scheme for the historic peninsula cycling could successfully be introduced along the natural calmed areas in terms of dedicated cycle facilities in connection to selected streets, e.g. Kennedy Street, Rüya Gümüşpala Street, Jakobkapı Street and Ordu Street.

Develop recreational cycling routes in connection to the waterfront promenade and along the sea wall running the former railway tracks.

Support commuter cycling to the historic peninsula by establishing cycle lanes along feeder streets, e.g. Adnan Menderes Avenue Rüya and Rüya Gümbalkı Street linking to strategic focus points, e.g. Beyazıt Square and the university.

Atatürk Boulevard and Atatürk Bridge, Galata Bridge and the connecting metro bridge should also provide cycle facilities.
Promote traffic calming

A people focused planning process
Put people first!

Pedestrians are first priority
Designated crossing space
Dropped kerbs
Medians as stopover
Dedicated signals

Recommendation: Toolbox - A pedestrian oriented city

People friendly parking

Parking in-kerb - with at most 1 foot in the car - minimizes a gap of landing cars but devalues, encroaches long stretches of parked cars. Street level separation changes car behavior. Copenhagen, Denmark

Parking information system

Well organized parking

Parking structures - more than just parking!

Well organized parking

Well lit streets and connections

Walking friendly paving

Walking friendly paving

Safe crossing

Recommended crossing space

Dedicated signals

Dropped kerbs

Pedestrians are first priority

Free space for walking

Comfortable walking

Well in streets and connections

Well lit streets and connections

Parking structures - more than just parking!

Well organized parking

Parking in-kerb - with at most 1 foot in the car - could be a way of keeping cars low, devalues and encroaches for pedestrians. Copenhagen, Denmark
Recommendation: Toolbox - A pedestrian oriented city

Promote walking

City spine

Main street and commercial link

Principle sections

City boulevard

Green connector

At a green street suitable for all users of transport (bikes, walking, public transport, etc.) cycling and motor traffic. Promenade with designated cycle lanes support the soft road users. Numerous opportunities for public seating in rest and relaxation. Calm street planting and green median add character and make informal crossing.

City street

Urban connector

At a short street suitable only walking, public transport, cycling and motor traffic. Promenade with dedicated space for walking and cycling access to roads. Bike lanes, bus lanes and dedicated pedestrian and cycling space through access to roads. Calm street planting and green median add character and make informal crossing.

Fine grain street

Pedestrian connector

A pedestrian street or a street with limited vehicle access on one side of the pedestrian. A highly ‘pedestrian’ surface allows the pedestrian to experience the immediate environment and a multitude of activities. Plenty of opportunities for the public existing and taking. Small scale trees and low hedges give character to the environment.

Promote walking

Waterfront esplanade

Blue-green connector

A street facing a strong connection between the city and the waterfront - conducive for walking, cycling, public transport and occasional traffic. Bike lanes for walking and cycling dedicated to each lane separate the soft road users. Numerous opportunities for public seating in rest and relaxation. Bicycle, carriageway and internal crossing and trees and features add to character and the exceptional environment.

Waterfront promenade

Foreshore walk

A coast waterfront street or coastal waterfront access on one side of the pedestrian. A highly ‘waterfront’ surface allows the pedestrian to experience the immediate environment and a multitude of activities. Plenty of opportunities for the public existing and taking. Small scale trees and low hedges give character to the environment.
Promote walking

Wayfinding systems - New ways to find one’s way

- Easily read signs and guides
- Communicate information
- Promote walking
- Routes and connections - Different identities to enhance orientation and legibility
- Green elements

Recommendation: Toolbox - A pedestrian oriented city

- Marking on the pavement emphasizes direction and wayfinding. Lyon, France.

- A vertical green wall at a school building adds life and brings a green touch to an otherwise urban environment. Paris, France.

- Trans and Borders are creating panels to create an interactive map. Amsterdam, Netherlands.

- Movable small scale planters emphasize direction and identity. Place de la Bourse, Lyon, France.

- A vertical green wall at a school building adds life and brings a green touch to an otherwise urban environment. Paris, France.

- Distinct surfaces and characteristic paving

- Wooden surfaces evoke a pedestrian feel. Tokyo, Japan.

- Pedestrian areas provide a pedestrian feel. Tokyo, Japan.

- Artistic mark making in an innovative design. Tokyo, Japan.

- A vertical green wall at a school building adds life and brings a green touch to an otherwise urban environment. Paris, France.

- Recognizable design elements

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- Well planted, clearly marked urban areas are crucial to keeping both citizens and tourists oriented. Sydney, Australia.

- Maps with wayfinding principles and栗子 and clear information are preparing a wayfinding HOW far you can get within 15 minutescentre, 10.

- Streets and roads sign guide visitors to important destinations. Miami, France.

- Wayfinding—New way orientation and wayfinding. Lyon, France.

- Alphabet sign:

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- Alphabet sign:
Recommendation: Toolbox - A pedestrian oriented city

A strong public transport system

- Accessible information
- Public transport network
- Ticketing waiting facilities
- Legible transport hubs with high urban quality and a strong identity

Promote cycling

- A good environment for cyclists
- Signs providing route information
- Dedicated cycle facilities
- Highlight at intersections
- Accessible cycle parking
- Trespass along the route
Recommendation: Strategies - A unique and recreational city

Promote a great waterfront

Make the waterfront a true city attraction!

The waterfront should be a fantastic place for people, easy accessible and covering public spaces of high quality inviting people to enjoy the water in its many aspects.

Create a continuous waterfront promenade linking all activity nodes along the waterfront edge. Ensure accessibility along the waterfront edge. Avoid densification, disruptions and closed off views.

Ensure visual contact along the waterfront promenade.

Ensure a high quality waterfront promenade with a high level of maintenance, street furniture, lighting, entrances etc.

Develop more space for recreation and introduce public functions to support the waterfront as an attractive and lively place during daytimes and the evening.

Upgrade the possibilities for physical contact with the waterfront, through steps boardwalks, sliding planes into the water, pontoons on the water, boat berths etc.

Introduce more water related activities and functions e.g. sailing, rowing clubs, kayaks, swimming and bathing, water parks, etc.

Celebrate and exploit existing sites to support the experience of being on a promenade.

Introduce water-related elements to the public realm in the historic peninsula referring to the surrounding water and emphasizing Istanbul’s identity as a waterfront city.

Recognise and feature the waterfront history.

The waterfront parks should generally be upgraded in terms of more variation in layout and activity offers. Connect the city to the waterfront.

In order to retain an increased and appreciation of the waterfront, people needs to be offered direct and legible walking links to actually get them.

Improve accessibility to the waterfront by upgrading important walking links leading to the water. Ensure that routes go from somewhere to somewhere. Avoid interconnections, long waiting times, lack of crossings, lack of penetration through the sea wall.

Link waterfront routes back into the overall pedestrian network.

Signpost waterfront routes along the main street and ensure connected, legible routes.

Ensure attractive routes with activities along support active ground floor frontages, residents, lighting, good quality paving to make use of the routes.

Strengthen views to the waterfront, wherever possible, along walking links.

Create clear arrival points, where at the waterfront.

Reduce barriers separating the city from the waterfront, the railway track, the sea wall and Kennedy Street.

Investigate possibilities for creating more access points through the sea wall.

Downscale Ramp Garnipzali Street and Kennedy Street and improve crossing possibilities.

Develop focus areas.

A range of target areas along the waterfront have been identified as points of specific interest in terms of linking the various parts of the waterfront and in terms of promoting more attraction and recreational values.

Bring an overriding waterfront concept to enhance an overall green recreational identity with sequences of more urban character including public transport and other city functions.

An important aspect of completing the waterfront is to keep a sensitive approach when shaping the city and the water together and not overload any new development areas with building structures.

1. Investigate the possibility of opening Kendirli ferry terminal to the surroundings and improve visual and physical contact between the ferry terminal and the bus terminal to strengthen a sense of place and create a distinct transport hub identity. Strenght links to the coming transit centre for new metro and rail lines east of Ataköy Boulevard are crucial.

2. The railway line running in parallel with the sea wall is suggested merged and the railway track connected into a recreational adventure trail for pedestrians and cyclists in connection to the remaining sea wall and additionally creation of local spaces for recreation. Potential building opportunities along the rail line tracks need to be studied in greater detail.

3. The military area suggests used for a new leisure park focusing on sport and physical activity. Strong links to the surroundings need to be provided.

Investigate new access points through the sea wall.

4. The Sarıyer/Park should form the specular view of the Golden Horn and Bosphorus Strait and comprise an attractive completion of the Galata Park promenade.

5. The smaller ferry terminals to the north are suggested merged to a new central terminal located at Reşadiye Street.

6. The area around the Gâtalı bridge is suggested developed into a great Waterfront in the peninsula celebrating views and water. Here the city kisses the water through a grand square linking the water with the city.

7. The area west of the Galata Bridge - currently bus terminal and car park – is suggested developed into a new multifunctional area celebrating Istanbul’s maritime history - a modern version of a maritime and city museum is suggested including e.g. outdoor workshops and archiving of historic ships, as well as storytelling of the grand past.

The waterfront path to the west is suggested upgraded to host and embrace the new cultural and meeting educational activities.

8. The common university area is suggested opened up towards the surroundings along with an upgrading of the outdoor spaces for the students and staff members.

Investigate the possibility for people to experience the active fishing harbour.

Sanayi 500, Buyukdere, Istanbul

The area east of Atatürk Boulevard are crucial.
Promote attractive public spaces

Develop attractive public spaces for urban recreation

The existing public spaces need a refresh to release their full potential. They should be seen as living frames for the recreational public life and act as strong connectors to the city’s dynamics. In their current layout, they often fail to represent cores in the urban fabric.

- Local amenities should be added to enhance attraction.
- Enhance the recreational dimension and provide a wide range of stopping options and recreational opportunities along streets, squares and parks for staying or passing.
- Develop public spaces as platforms for meetings and social interaction, relaxation and enjoyment.
- Develop a public space network and ensure green spaces in terms of attraction, pedestrian connections.
- Reduce clutter in the public realm to improve functional and visual quality.
- Provide high seating comfort, fire conditions for smoking, hearing and talking.
- Ensure easy access and safe movements.
- Promote soft and lively edges to stimulate a sense of activity and presence.
- Create attractive spatial experiences and support the human scale.
- Make the best of the climatic conditions and support an attractive microclimate.

Introduction elements to provide shelter and shade where needed:
- Introduce more public seating and ensure a good balance between public seating and commercial seating.
- Introduce more interactive features to enhance public space usability and invite people to engage in the public realm.
- Remove parking from attractive open spaces, e.g. Beşiktaş Square and Cemberlitaş Square.
- Investigate relocation of petrol station from Seaside Park.
- Ensure a network of versatile public spaces, fulfilling a wide range of different functions ranging from passive to active recreation.
- Develop a hierarchy of spaces.

A public space hierarchy should be identified to promote strong identification and more targeted investments for urban life.
- Promote distinct and individual public space identities.
- Support variation in design and character.
- Develop and cultivate the city characteristics to promote specific and attractive attractions.
- Ensure variation of scale and significance by creating a public space hierarchy.

Develop a range of spaces coming large spaces for gatherings to intricate meeting places indicating City space - Neighbourhood space and Local hot spots.
- Introduce more small scale neighbourhood public spaces and local spaces to embed local recreation.
- Strengthen existing local green spots - Keep the village green!
- Create strong overall concepts for the public spaces, squares and parks to support strategic urban design, considering urban life, functions and design.
- Create better access to parks and green areas, e.g. the university park.
- Investigate possibilities for more visual contact and possible new access points to Topkapı from Galata Bridge.

Promote links and access to the mosque gardens to enable passers-by to experience the spiritual atmosphere.

Develop overall long-term city strategies to enhance visual delight!

1. Green strategy
   a. Introduce street trees along selected streets. Prominently along the boulevards and major street corridors and in the green squares, underlying the flow of the pedestrian traffic.
   b. Introduce more umbrella shaped squares and supplement planting in parks. Make use of flowering trees to strengthen the individual characteristics.
   c. Introduce green elements in squares - flower beds, portable green units.
   d. Introduce greening at crossings, on walls, from balconies, on rooftops.

2. Lighting strategy
   a. Street lighting, hour by hour supports events at urban thoroughfares along the evening.
   b. Square lighting programmes strengthening individual characteristics.
   c. Introduce lighting programmes telling stories from the past, or elegantly interpreting cultural patterns.

3. Art strategy
   a. Strengthen the appearance of historical artefacts, statues, sculpture etc.
   b. Develop art strategies for important squares or streets, aiming at developing or strengthening specific characteristics. All art objects along a specific street are carefully developed by a selected group of artists to enhance the area’s characteristics and enhance the overall ambience of the place.
   c. Develop a vocabulary of art elements, that serve as dual functions, e.g. seating elements, pavilions, kiosks, lighting, bicycle stands, drinking fountains etc.
   d. Introduce mural paintings on blank building gables to emphasize the story telling and to enliven the street ambience.

4. Street design manual
   Develop a catalogue of selected street furniture to be used on the main streets of the historic core.
   a. Street furniture: benches, lighting posts, rubbish bins etc.
   b. Signage, road signs, wayfinding
   c. Pavement, different types of paving for various types of streets.
   d. Outdoor seating/furniture, chairs, tables, umbrellas can be designed by the municipality to reach a uniform quality level and even colour code. Furniture can be rented out as a part of the licensing of outdoor spaces.

5. Recreation strategy
   a. Urban playground for all ages
   b. Informal meeting and socialising
   c. The city meets the water
   d. The city heart - A great gathering place
   e. The city park - A lush and quiet garden

6. The waterfront
   a. Market square - Outdoor shopping
   b. Mosque square - View and rest
   c. Marine area - Playing & picnic
   d. Fishermans wharf - Market and sea food heaven
   e. Recreational harbour - Sailing & swimming
   f. Local retreat - play and rest
   g. Local square - View and rest
   h. The city harbour - A great gathering place
   i. The city park - A lush and quiet garden
   j. The waterfront park - Sailing and relaxation
   k. The seafront park - Scenic views and recreation

Recommendation: Strategies - A unique and recreational city

A public space hierarchy

The city heart - A great gathering place

Recommendation: Strategies - A unique and recreational city

A unique and recreational city
Recommendation: Strategies - A unique and recreational city

Promote an integrated history

Celebrate history and monuments!
The perimeter builds an exceptional view of historical landmarks composing urban fabric stories in the form of reconstructions and re-enacted visual profiling and a better integration with the surroundings should be developed to support the history and monuments. Monuments and the surrounding area should be made legible, making the history more accessible.

- Strengthen the monuments as powerful destinations and urban focal points.
- Improve accessibility to the monuments from adjacent public realms.
- Ensure connections to pedestrian networks.
- Enhance the varied sequence around monuments and historic buildings.
- Relax layout of monument surroundings in terms of use and design.
- Remove parking from prominent locations nearby the monuments, e.g. the Blue Mosque, the Bodrum Aqueduct, and the Archaeological Park.
- Introduce thematic routes to map and study the monuments and provide attractive public waiting options.
- Upgrade visual contact and interface with the built structures and functions.
- Improve the story telling.
- Unfold and display stories related to the monuments in the public realm improving signage and communication.
- Accentuate the history and make it more accessible, intelligible and visitable.

Locations could be the historic city walls and the archaeological excavations and remnants etc.
- Promote more interaction between the monuments and the surroundings to support a more integrated and legible history map.
- Let the monument surrounding introduce and reveal the remnants either to the cowards.
- Respect and support vistas to monuments.
- Bring out the hidden and forgotten!
- Create a comprehensive map of monuments and historic remnants.
- Develop a sense of walking tours – 150 things you didn’t know about Istanbul.
- Develop programs for enlightening of monuments.
- Introduce thematic routes to accommodate different experiences and link the city in new ways, e.g.

Strategic routes (parazines), Van route (alternative shopping and workshops), food route (the Sullenah kitchens), mages route (Buildings, gardens and cemeteries) etc.
- Celebrate the historic spaces and develop a long term plans for upgrading and restoration.

A
- Emphasize access points.
- Remove parking from entrance to Galata Park.
- Investigate re-opening of closed gates to Topkapi Palace from the park.
- Investigate landscape and new openings in the outer palace wall from Alemdar Street.

B
- Address barriers - walls and fences - in large Sofia to improve interface with surroundings and connect to city network.
- Remove parking and create new access points to the Blue Mosque.
- Design a zone of transition and create synergy between the Blue Mosque, the Museum and the Atase Bazaar.
- Clear up the Hippodrome area and recreate a spatial interpretation of the historic Hippodrome.
- Develop a more attractive and accessible interface to the Basilica Cistern.

C
- Design new openings in the sea wall.
- Design a route of adventure and experience along the sea wall. Upgrade spaces close to the wall.
- Create a better connection to Little Hagia Sophia by upgrading network and providing new openings in the sea wall.

D
- Remove parking from Camlibel Square.
- Improve connection between Hase Dogu city and the Grand Bazaar.
- Enhance access points to the Grand Bazaar and create a new link from the city network.
- Clear up and make visible colonnade on Orta Street.

E
- Consider to open the university park to public during afternoons and weekends - using all four gates. Investigate possibility for public access to Beyaz Tower.
- Upgrade and make access points - gates - more clear and inviting.

G
- Create a better connection to Beyazit Square.
- Clear up pedestrian parking from Beyazit Square create, design a complete and active interface to surrounding building and functions.
- Clear up and make visible water remnants at Rup Guzlsul otoman and accessible.

H
- Remove parking from aqueduct surroundings.
- Support access and movement along the entire seaboard.
- Make the archaeological site more accessible part of the park visits and highlight the history of the site.
- Remove, fence or obscure square parking to reduce negative effects.

Strategies - A unique and recreational city

Celebrate Historic Hans!
A significant structural element of the rural core of the historic peninsula is constituted by the Hans. The Hans are remnants of the past and hold a wonderful contrast of calm and quiet along the busy streets in the heart of Istanbul. This is a unique and recreational city where Hans can unfold and become legible and accessible.

Introduce a Hans regulation aiming at preserving the existing places.
- Map and study in detail the existing Hans to get an overview of each location, architectural values, size, current use, current building stocks, current over use, etc.

- Build a folder about the Hans for the wider audience to support the understanding of the social Hans hold.

- Develop a programme for funding the preservation and upgrading of the Hans.
- Encourage a residential programme for the Hans aiming at getting more residents to live in the central core area by offering residence at upper floors of Hans.

- Encourage greenways in the Hans.
- Encourage multiple uses of the Hans for recreational, public purposes as well as for events, outdoor serving etc.

- Make the Hans more legible from the sea routes by clearing entrance ways from signage, goods, rubbish and temporary building structures.

C
- Create an interpretative panel at the entrance to the Hans.
- Enhance and extend Hans paths around the Hans.
- Encourage the state, current owner, a new of exact location, map and study.

D
- Design new signs.
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.

E
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.

F
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.

G
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.
- Encourage Hans to support the Hans.
Recommendation: Strategies · A unique and recreational city

Promote a great waterfront

The waterfront - a place for people
A public route and continuous walk

Connections to the waterfront
Water references

Activating the water
Public seating - an accessible option

Close water contact
Public seating - an accessible option

Gehl Architects · Urban Quality Consultants · Gl. Kongevej 1 · DK 1610 Copenhagen V · Denmark · www.gehlarchitects.dk

Recreation and enjoyment
Public seating - an accessible option

Well located, moveable, comfort. Barcelona, Spain.

Ortak yaşam alanlarını daha cazip hale getirin
Recommendation: Strategies - A unique and recreational city

Promote attractive public spaces

Strong urban space identity
A powerful design concept

Hierarchy in use and sense
Large gathering and activity spaces - City wide attractions

Characteristics of elements
Iconic surfaces - A beautiful floor

Intimate meeting places - Local retreats

Soft and lively edges
Activity and interaction. Captain the edge

Green enrichments
Citywide protection

Illuminating the city
Coordination of even lighting

Promote attractive public spaces
Recommendation: Strategies - A unique and recreational city

Promote attractive public spaces

Delight and adventure
Art as invitations

No to hospitals, up-cycling parks. The children are involved in art and play. Oslo, Norway.

As the city ‘heals up’, making it a unique and recreational environment. Paris, France.

Public art can re-engage a sense of place, attract visitors and stimulate local activity. Sydney, Australia.

A unique and recreational city

Landmarks and focal points

Oslo, Norway.

Art can bring focus to a park, building or event. Bilbao, Spain.

Sculptures can form a simple base for enjoying city life. Copenhagen, Denmark.

Cordoba, Argentina.

Making history more visible and accessible

New windows to history

Outlines in the paving reflect the structure between the urban wall and the former coast. Malmö, Sweden.

Grates covering sewers can be beautifully designed and share the stories of the city. Drammen, Norway.

Temporary initiatives

A regonal history of coal and steel production can be experienced and inscribed in public life-memory in an important aspect of the urban identity. New York, USA.

Art can enrich the urban fabric and shape new social spaces. Bilbao, Spain.

A new connect is created through the combination of old and new. Amsterdam, Holland.

Staging of historic narratives

A regional history of coal and steel production can be experienced and inscribed in public life-memory in an important aspect of the urban identity. New York, USA.

Strategies - A unique and recreational city

Melbourne, Australia.

Inspect the city’s cultural heritage and the actual pavement. Melbourne, Australia.

The former wall is opened as an art museum retrieving the artful past in time. Sydney, Australia.

Verona, Italy.

Promote an integrated history

Streets as windows and story-teller.

Promote an integrated history

A city map creates a reminder of the larger context. Venice, Italy.

Edited covering screen can be beautifully designed and have the stories of the city. Florence, Italy.

A unique and recreational city

Promote attractive public spaces

Art as invitations

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Promote multifunctionality

Support a better distribution of functions!

Currently the historic peninsulas suffer from large areas of monofunctional and single character use. To redress this situation:

- More mixed-use and multifunctionality should be encouraged within the peninsulas to support a better balance reducing the over-commercialisation and touristic domination.
- Introduce new public life-generators in terms of more widespread and better distributed housing along with more culture and sport.
- Capitalise on adjacent city functions!

The surrounding cultural, historical and educational functions could be celebrated to balance the present commercial dominance in most public spaces, and to refine and develop the public space identity and character.

- Allow ready functions to spill over and add new layers to the public spaces.
- Let activities provide inspiration for new patterns of use.

Integrate local city functions in the public space layout to embed culture and history immediately adjacent to surrounding functions.

Promote a ‘safe’ city!

A general perception of safety can be addressed by promoting people presence and inviting more people to spend time in the city both day and night to support ‘passive surveillance’ and eyes on the streets.

- One way to encourage eyes on the street is to maintain a flow of people in the streets all day. An important aspect is to support an overlap of different activities in time and space. An activity that provides random activity in the city would have a better safety perception.

A network of active nighttime ‘safe’ routes linking to key destinations and public transport could be developed. New evening activities could be concentrated along these routes.

Promote attractive ground floor frontages along ‘safe’ routes and avoid metal shutter closing of shops off at night.

- Ensure well lit streetscape and a high level of maintenance.
- To encourage people to stay and pass through the Bazaar area at night is an important key to link the city together.
- Divan Yolu Street must as the primary corridor should be supported by enhancing active functions both day and night.
- The suggested frequently running tram lines support the ‘safe’ routes at night providing an active Venetian!

Develop focus areas and supply with more functions!

A range of focus areas have been identified to potentially supplement the historic peninsulas with new functions to promote diversity and broaden the existing activity pattern.

- The area between Yenikapi Park and the railway is suggested used for new residential developments.
- The military area east of Yenikapı is suggested used for public recreational purposes focusing on sport and informal physical activities for a variety of user-groups also allowing for passive recreation.
- Strong connections to both are vital.
- Railway grounds north and west of Gülhane Park are suggested developed to a new cultural quarter with the Sirkeci stations as a culture and contemporary art centre and Sirkeci Park as a sculpture park. The area could also include new residential developments - student housing.
- The Bazaar area requires a broader urban basis and a wider range of activities should be supplemented by functions supporting a lively city district both day and night. A long term plan for introducing a wider range of activities should be developed. A map with student housing is suggested integrated in the existing structure, on top of shops or possibly in the older complexes.
Recommendation: Strategies - A diverse and inviting city

Promote a variety of activities

Create invitations and facilities for all user groups!

A diverse and attractive city should be open and inviting to people at all ages, comprising many and varied activities to promote a good balance of use. Presently, the central open spaces in the historic peninsula offer only limited invitations to stay, interact and enjoy the pleasures of the city.

- Develop pedestrian public spaces and make the city more intriguing and diverse.
- Provide multiple invitations for a wider range of users and make the public life more vibrant.
- Different types of public spaces should be identified to accommodate different use and activities - some fixed others more flexible.
- Develop public space programs ensuring a wide range of activities.

Piers Water leisure
Pause and relaxation
Events and socialising
Student life and public recreation
Play and fun

Plan for various use!

The public spaces should provide invitations addressing both the various times of day as well as the different seasons, permanent and temporary:

- Plan and consider for 24/7-365 city life. It is important to consider the different aspects of the climate, change of season and weather.
- Promote activity all day and all year round.
- Promote alternative use of the city spaces.

More events and temporary use could contribute to create a more dynamic and surprising city environment.

Introduce a formal outdoor market adjacent to the Spice Bazaar.

* Plan for both the necessary activities - the things people have to do - and the optional activities - the things people do because they feel like it.

Touch the water
Views and water access from low decks, stairs or floating elements. Public seating and outdoor serving and refreshments. Playful water elements.

Learning and exchange
Museums, museum exhibitions and workshops. Outdoor activities: old boats and learning activities related to the city’s maritime background - historic, cultural and geographical origens. Public seating. Outdoor study and recreational facilities for students and staff at the university.

Shopping and outdoor serving
Farmers market and specialities. Public seating and outdoor cafes and restaurants.

Scents, colours and pleasure
Flower market. Tea salons and outdoor serving. Delightful planting.

Peace and relaxation
Public seating, outdoor cafes and play areas. Children’s play and scenic, water and lighting features.

Student life and public recreation
Outdoor student and staff facilities for lunch, studying, a game of chess or potasque. A relaxing green hang with public access. A place promoting interchange between education and public life.

Events and socialising
The city heart. A large gathering space for events, festivals and meetings but also offering public seating and more intimate places for conversing and refreshments. Places for children to play and adults to socialise.

Play and fun
Playgrounds and adventures for all ages - swings, climbing walls and interaction water element relating to the adjacent Playful public seating.

Performance and art
Culture and contemporary art centre - auditorium and gallery. Stage for outdoor performance - theatre, music and dance. Outdoor contemporary art exhibitions - sculptures and art installations. Public seating and outdoor cafes. ‘The Orient express’ hotel in old train wagons.

Peace, rest and culture
A quiet green heaven, flourishing with trees and flowers - land art, children’s play and cafes. Closely related to the original historic and cultural surroundings.

Outdoor outdoor activities
Outdoor cultural events. A new hyperdrome staging the history - annual racing event, skating in the area, urban exercise and children’s play. Public seating, outdoor cafes and restaurants. Historic and religious celebrations and commemorating communication to visitors.

Fitness and resting
Physical activities for all ages - sport fields and fitness tracks. Public seating and places for rest and relaxation.

Water leisure

Seafood heaven
An active fishing harbour accessible for people to visit and watch. A waterfront with fish market cafes and restaurants, and public seating.

Recommendation: Strategies - A diverse and inviting city
Recommendation: Strategies - A diverse and inviting city

Promote multifunctionality

Mixing functions and activities

- Feeling of safety
- Meeting and waiting facilities, pedestrian pick up points, etc. Copenhagen, Denmark.
- Outside meeting places in combination with diverse activities and solutions for all age groups. San Francisco, USA.
- High quality design that makes the streets presentable as a meeting place for pedestrians. New York, USA.

Creating keys on the street

- Housing provide presence and living atmosphere in combination at their location. Copenhagen, Denmark.
- A diverse and inviting city has to be experienced on foot, on rollers and bikes. San Francisco, USA.
- Students bring life and atmosphere into the cultural and social realm. New York, USA.
- Streets and squares can act as extension to the public realm. Copenhagen, Denmark.

Side by side activities - active and passive recreation, sport and playgrounds

- Public spaces where activities like go-carting, running and games support a lively city. Copenhagen, Denmark.
- Mouth of the street is the characteristic of a lively city. Copenhagen, Denmark.
- Active public spaces offer a choice of activities. Copenhagen, Denmark.
- Quiet reflection in calmness environment. New York, USA.

Recommendation: Strategies - A diverse and inviting city

Diverse invitations to attract all user groups

Creating a good balance inviting all ages

- Place is to select a location which both offers physical and social activity as well as serves as a meeting place. Copenhagen, Denmark.
- Physical activity and movement to manage with the public realm invigorated in the public space by knitting together.
- Playground objectives in the public realm and courtyard, art and design. Copenhagen, Denmark.
- A diverse and colorful variety of activities can attract most elderly people.
- Diverse invitations to attract all user groups.
- Physical activity and movement to manage with the public realm invigorated in the public space by knitting together.

Planning for the time and season

- Blankets at cafes makes it easy to extend the time for outdoor seating. Copenhagen, Denmark.
- A wide range of activities can take place in the public realm in the daylight. Copenhagen, Denmark.
- Special events and occasions are important for the identity, character, image, quality, attractiveness and international reputation of Copenhagen, Denmark.
- Streets and squares can act as extension to the public realm. Copenhagen, Denmark.

Temporary use and events

- Exhibitions use public space in the public space bringing new knowledge and understanding to the public.
- Copenhagen, Denmark.

Events and festivities

- A wide range of activities can take place in the public realm in the daylight.
- Copenhagen, Denmark.
- Streets and squares can act as extension to the public realm. Copenhagen, Denmark.
- Outlook towards and being living environments and urban spaces. San Francisco, USA.

Planning a diverse and inviting city

- Students bring life and atmosphere into the cultural and social realm. New York, USA.
- Streets and squares can act as extension to the public realm. Copenhagen, Denmark.
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Enhancing the urban spaces of your traced borders and the transitional areas

- Enhancing the urban spaces of your traced borders and the transitional areas.
- Explosion, culture and social part of the solution.
- Copenhagen, Denmark.

Promote a variety of activities

- Meeting and waiting facilities, pedestrian pick up points, etc. Copenhagen, Denmark.
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Planning a diverse and inviting city

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The purpose of the public life studies was to examine how public spaces are used. Providing information on where people walk and stay either as part of their daily activities or for recreational purposes.

Method

The method for collecting this information has been developed by Gehl Architects and used in previous studies worldwide, for example in New York, Sydney, Melbourne, Adelaide, Wellington, Christchurch, London, Copenhagen, and a number of provincial cities in UK and Scandinavia. The survey took place during summerdays with fine sunny weather in July 2011 and during a day out of season in November 2011. The data was collected on weekdays (Tuesday, Thursday, Friday), a Saturday and a Sunday - selected locations for the pedestrian traffic study.

Data collected

Pedestrian traffic
Staying activity (behavioural mapping)
Age and gender

Study locations

The positions for the pedestrian traffic countings have been chosen to provide the best possible overview of the pedestrian area. The areas for recordings of staying activities are equally chosen with the intention to achieve knowledge of the study area as a whole.

Pedestrian traffic counts

An vehicular traffic volume data is typically available, pedestrian traffic counts have been conducted to provide comparable figures for pedestrian usage, allowing for a clearer understanding of how street usage is prioritized. Pedestrian traffic counts are also essential in understanding the hierarchy of streets, as well as how pedestrian usage varies throughout the day and evening hours.

The pedestrian traffic counts were carried out at selected locations by counting pedestrians for 10 minutes every hour between 8 am and 10 pm. The count results were subsequently extrapolated to produce an hourly estimate. The survey was conducted in selected locations every second hour between 10 am and 6 pm. Activities recorded include, but are not limited to, sitting on benches, physical activities such as children playing, as well as commercial activities, such as pedestrians or sidewalk merchants. The number of people and type of activity was registered on a map (standing, sitting, playing, walking, and the various types of activities were subsequently consolidated).

Survey dates and conditions of the surveys:

- Thursday, July 14, 2011, 8 am to 10 pm.
- Friday, July 15, 2011, 10 am to 12 pm.
- Tuesday, November 1, 2011, 8 am to 10 pm.
- Tuesday, November 2, 2011, 8 am to 10 pm.

Pedestrian counts locations:

A. Galata Bridge
B. Rüştü Eren Park
C. Okay Street
D. Hüsrev-bey Square
E. Büyük Piyasa Street
F. İkмелar Street
G. Taksim Square
H. Divanyolu Street
I. Adapık Street
J. Waterfront promenade
K. Kervanserai Street
L. Cihangir Street
M. Yesilciftlik Street
N. Maral Oturan Street
O. Çedirler Street
P. Özdinç Street
Q. Venue Street
R. Hekimoğlu Street
S. Adnan Menderes Vatan Boulevard - east
T. Adnan Menderes Vatan Boulevard - west
U. S 19 Street
V. Sultanahmet Square

Staying activity survey locations:

1. Waterfront square – Rüştü Eren Park
2. Spore Basin square
3. Yeni Mosque square
4. Beyazıt Square
5. Özdinç Street
6. Özdinç Street - bus terminal
7. Waterfront park
8. Sultanahmet Square
9. Atatürk Park
10. Theodosian Wall Park
11. Sokullu Station Restauran and Sinan Pasa Park
12. Million Stone Park
13. Hippodrome Square

Appendix - Public Life data

Survey locations
Pedestrian movement on a summer weekday

DAYTIME

Pedestrian traffic between 8 am and 6 pm
Total amount of pedestrians for each connection
Date of survey: Thursday, July 15, 2010
Weather: Sun and 30-35°C

EVENING

Pedestrian traffic between 6 pm and 10 pm
Total amount of pedestrians for each connection
Date of survey: Thursday, July 15, 2010
Weather: Sun and 30-35°C
Pedestrian movement on a weekday out-of-season

**DAYTIME**

- Pedestrian traffic between 8 am and 6 pm
- Total amount of pedestrians for each connection
- Date of survey: Thursday, November 02, 2010
- Weather: Sun and 13-18°C

**EVENING**

- Pedestrian traffic between 6 pm and 10 pm
- Total amount of pedestrians for each connection
- Date of survey: Thursday, November 02, 2010
- Weather: Sun and 13-18°C

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**Appendix**

- Pedestrian traffic

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**Theodosian Wall**

**Historia Mall**

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Pedestrian movement on a summer Saturday

**DAYTIME**

Pedestrian traffic between 8 am and 6 pm
Total amount of pedestrians for each connection
Date of survey: Saturday, July 17, 2010
Weather: Sun and 30-35°C

**EVENING**

Pedestrian traffic between 6 pm and 10 pm
Total amount of pedestrians for each connection
Date of survey: Saturday, July 17, 2010
Weather: Sun and 30-35°C

Appendix - Pedestrian traffic

Pedestrian traffic

- Theodosian Wall
- Historia Mall

Appendix