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Evaluation on Accessibility in Historical Environments in Turkey: Ankara Ulus Environment Example

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Abstract

Historical environments bear traces of the past and have cultural and historical importance. These places are essential to respect the past, understand history, and preserve cultural heritage. However, many historic neighborhoods face accessibility issues. Accessibility is a fundamental concept that refers to the ability of people to be present and participate effectively in any space. This principle has an importance that cannot be ignored in every academic discipline in its own field of specialization and there is a need to take this principle into account in all kinds of production processes. The most problematic spatial area for this participation to be ensured through universal access is the historical environmen which form a unique part of cultural identity with their characteristic structures and distinctive features. Therefore, accessibility is crucial to ensure the preservation of cultural heritage and the active participation of society in. Problems in these areas restrict access to these spaces for people with disabilities, pregnant women, people with strollers and the elderly, and have a negative impact on the visitor experience. In this study, the Turkish Grand National Assembly / War of Independence Museum located in Historical Ulus, the Turkish Grand National Assembly Museum, Is Bank Museum, Ankara Social Sciences University Campus, and Hacı Bayram Veli Mosque and its surroundings were evaluated. The evaluations were supported with visuals, according to the criteria specified in the Accessibility Guide prepared by the Ministry of Family, Labor and Social Services. The study found attempts to improve accessibility for individuals with disabilities, but correct practices were largely absent. Issues such as dimensional errors, improper material selection and structural inadequacies were common. These problems are summarized in the evaluation section. This study aims to demonstrate that historical buildings can be made accessible by addressing access issues with solutions like tactile surfaces, markings, and ramps.

Keywords:
Accessibility, Historical ulus city center, Historical environment, Historical buildings.

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INTRODUCTION

Historic buildings and open spaces face challenges when it comes to accessibility. Structural obstacles such as narrow doorways, steep stairs, unsuitable toilets, and uneven floors make it difficult, and sometimes impossible for individuals with disabilities to experience the historical environment (Altın & Güngör, 2022). Regarding historical buildings and areas, some restrictions arise at the intervention point. We must pay attention to historical buildings and areas and remember that everyone has equal rights to visit these areas. It is a reality that we cannot intervene in historical buildings and areas like new buildings. However, this does not mean that there will be no intervention in these areas. Just as requirements such as lighting, heating-cooling, and vehicle roads are appropriately integrated in line with modern needs, the needs of disabled individuals should be met as much as possible. When it comes to modern needs, the idea that these needs are necessities comes to the fore. With the same motivation, it should be remembered that each of us is a disabled candidate and that every step taken regarding accessibility is necessary for all of us. When disability is mentioned, many people think of congenital conditions that continue throughout life. However, disability does not have to be permanent; sometimes, short-term disability may occur due to injuries or surgeries. In addition, many applications required for accessibility also provide great convenience for pregnant women, strollers, and the elderly.

It is crucial to make historical places available to increase their awareness. In this context, every individual's ability to visit historical buildings and areas will raise awareness of these values. Carrying out restoration works without considering accessibility is to argue that the past can only be transferred to the future by healthy individuals. Even if this is not done consciously, this result is reached through practice. Even if it is not said in words, people with disabilities are discriminated against and pushed out of society through practices. Creating accessible spaces should be considered part of an important public service provided to society (Evcil, 2018) (S. Vardia, R. Khare, & A. Khare, 2016). According to Şolt, accessibility should ensure that social life is open to everyone. This statement not only means making buildings and environments physically accessible but also includes architectural solutions designed and implemented in ways that offer equal opportunity to all members of society (Şolt, 2019).

Ulus and its surroundings, Ankara's most visited historical region, were selected for this study. Within the scope of the article it is aimed to determine the level of access to five designated points in the historical region. The first stop of the preferred areas is the most visited II in line with 2022 Culture and Tourism Data. The Grand National Assembly of Turkey Museum and the First Grand National Assembly of Turkey / War of Independence Museum are located on the same axis, the Is Bankas Museum, the Ankara Social Sciences University Campus located next to it and the Hacı Bayram Veli Mosque and its surroundings as a continuation

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of the campus. These areas were preferred because they are close to each other and have structures and areas that host many visitors. According to Ankara's Culture and Tourism Report for 2022, prepared by the Provincial Directorate of Culture and Tourism of the Governorship of Ankara, Ankara will host 8,404,052 domestic and foreign visitors in 2022. Also, December 31, 2021 TUIK figures, there are 5,841,180 people with disabilities in Turkey, including 3,337,922 women and 2,503,258 men. According to these figures, approximately one in 14 people in our country is considered disabled (T.C. ASHB, 2021). After the February 2023 earthquake in Turkey, these figures are likely to have increased. When we consider these figures in the context of Ankara, an average of 600,000 disabled people visited (T.C.Ankara Valiliği, 2022).

In addition, the diversity of functions offers the opportunity to be evaluated by three disability conditions: Physical (orthopedic) Disabled, Visually Impaired and Hearing Impaired. Within the scope of the study, it was evaluated how much access was considered for disabled individuals to these structures and areas. It is essential to identify faulty practices and deficiencies, but since it will be instructive to indicate how to compensate for these faults and deficiencies and what the correct practices should be, some suggestions are presented in the tables under the heading of suggestions. With this, it aims to offer practical suggestions, considering the difficulties in historical buildings. Otherwise, they will remain as correct but unimplementable suggestions.

Restrictions: For work carried out inside public buildings, it is necessary to obtain building access permission from each institution. The process of obtaining these permits can be quite time-consuming. For this reason, the evaluations within the scope of the study focused on the accessibility situation to the building entrances. It is surrounded by the Ulus district, the oldest historical country in Ankara, visited by a single person every day. All inspections and evaluations will be carried out within the specified area. This range, product range, and focus were determined considering the challenges and time constraints presented by permits.

ULUS ENVIRONMENT AND HISTORICAL IMPORTANCE

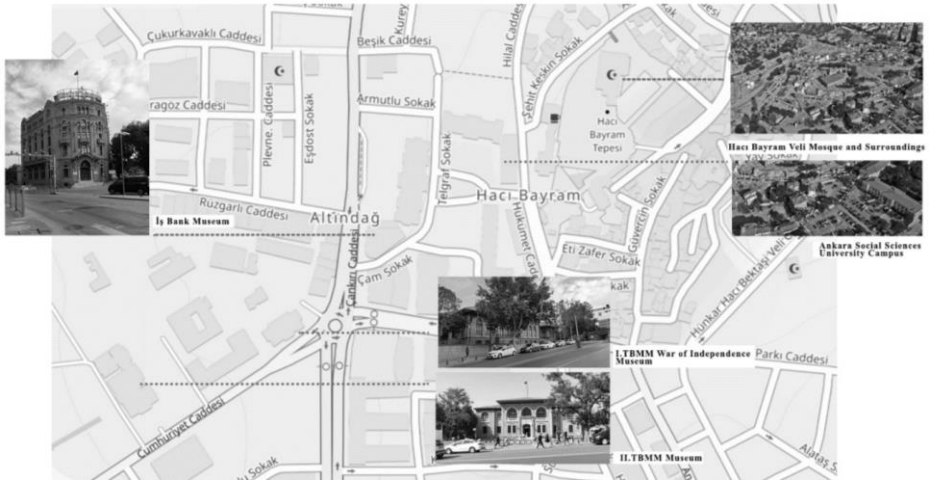

Figure 1. The Structure Examined Within the Scope of the Study

Ankara stands out as a city that offers the oldest traces of our civilization's history. Traces of these civilizations can be found in and around Ulus Historical City Center, the historical center of Ankara. This center was included in the first plans of Ankara and had great historical importance.

Ankara, known as "Avkupa Ankyra" in the Roman Empire, hosted many civilizations, including the Hittites, Phrygians, Lydians, Persians, Greeks, and Galatians, until it came under the rule of the Roman Empire. After the Roman domination, it came under the domination of the Turkish Akhis in 1127, and in 1414, it came under Ottoman domination (Konur, 1997), (Fidan, 2007).

Ankara, which has always had an important position both commercially and politically due to its geographical location throughout all the civilizations it has experienced, was chosen as the capital after the establishment of the Republic. Thus, Ankara took on the role of decision and control center and entered the process of organization and institutionalization (Altaban, 1987).

According to Dinçer, Ulus Square is one of Ankara's most essential and first squares. At the same time, Ulus Historical City Center is Ankara's oldest social, administrative, and political living space (Dinçer, 2014). Ulus Square and the surrounding buildings reveal the city's history and architecture, reflecting different periods of architectural styles from the Ottoman Era to the present day. These buildings have hosted memories for Ankara residents and visitors to Ankara and have an essential place in urban memory. Although some deterioration has occurred due to neglect, these buildings maintain their economic value because they maintain their durability and usability (Tunçer, 2013). (Ankara's annual visitor numbers are given above.)

ACCESSIBILITY ASSESSMENT IN HISTORICAL ENVIRONMENTS

Historical environments and buildings are essential structures that carry the traces of humanity from past to present and symbolize cultural heritage. However, regarding accessibility, historic buildings and open spaces have many obstacles that make their use problematic for individuals with disabilities. These obstacles include structural issues such as narrow doorways, steep stairs, unsuitable toilets, and uneven floors. Therefore, accessibility in historical environments is an important issue today.

Accessibility is a fundamental principle that everyone has the right to experience and use their environment (Altın & Güngör, 2022). Historic buildings are often protected by strict rules and regulations to preserve their original design and texture. Therefore, intervening in historical buildings is a process that requires care. However, this should not mean that the needs of disabled individuals will be ignored. On the contrary, finding solutions for accessibility in historic environments is vital to preserving cultural heritage while enabling more people to experience it. This section documents the current status of the areas studied with

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photographs. T.R. of these areas. The problems were identified, and suggestions were presented, taking into account the criteria specified in the Accessibility Guide prepared by the Ministry of Family, Labor, and Social Services.

The First Grand National Assembly of Turkey (Turkish Grand National Assembly) War of Independence Museum, which will be examined within the scope of the study, was built in 1920. Today, it serves as a museum. Documents, photographs, and objects from the War of Independence period are exhibited. II. The Turkish Grand National Assembly Museum was built in 1961. Today, it serves as a museum displaying the historical and political memories of the Turkish Grand National Assembly. Is Bank Museum was built in 1929. Today, it is a museum displaying essential information about the founding period of Türkiye Is Bank. There are periodic exhibitions. Ankara Social Sciences University Campus, which includes historical buildings such as the First Prime Ministry Building and Ankara Governorship, was transferred to the university in 2013. Hacı Bayram Veli Mosque is one of the historical mosques of Ankara and has a deep-rooted history dating back to the Ottoman period. Hacı Bayram Veli Mosque is still used as an active place of worship.

The requirements mentioned in the Circular No. 2020/3 on Accessibility Monitoring and Audit Forms and the Accessibility Guide are stated below. Considering these requirements, the problems of the buildings within the scope of the study were identified and recommendations were presented.

Parking lot: The markings of parking spaces reserved for disabled people should be designed in a way that everyone can easily see, understand, and read them. The material used for these markings must be durable, easily cleaned, repairable, and replaceable when necessary. In addition, accessible parking spaces should be protected from weather conditions if possible, precautions should be taken for snow or ice conditions, and these areas should even be located in a closed structure (T.C., 2020) (Koç, 2020).

Ramps and slip tactile/Dot tactile paving: The floor must be covered with a material that is level, firm, durable, and non-slip in both wet and dry conditions (T.C., 2020) (Koç, 2020).

Stairs ans slip tactile/Dot tactile paving: Escalators are not considered an accessible solution. Additionally, staircases with spiral steps are not accessible due to difficulty in use. Sensible warning surfaces must be provided at the beginning and end of all stairs in buildings open to public use, except for buildings specified by legislation (T.C., 2020) (Koç, 2020).

Lifts: Buildings with more than one story should have elevators for accessibility. All buildings open to public use must have accessible elevators under the relevant legislation. In residential buildings, it is mandatory to have accessible elevators depending on the number of floors determined by the legislation (T.C., 2020) (Koç, 2020).

Floor coverings: All walking routes must be equipped with a flat, solid, durable, and non-slip coating. These surfaces must be designed to be non-slip, whether wet or dry. This design must comply with the TS 13882 standard, which determines pedestrian walking surfaces' classification rules and necessities (T.C., 2020). Generally, any surface, such as padded floors, makes maneuvering difficult for people in wheelchairs or with walking difficulties. Tactile floors and guide tracks are produced in accordance with the Construction Products Directive and meet the Necessities (T.C., 2020) (Koç, 2020).

Voice cues and guidance: Regardless of the type of use of the building, there should be sufficient number and characteristics of directional and informative signage. Especially in buildings open to public use, there should be informative signs warning against hazards, directing to areas and informative signs to ensure safe and unassisted use of buildings and all equipment in the building (T.C., 2020) (Koç, 2020).

I. TBMM/ War of Independence Museum Accessibility Assessment

Figure 2. The Structure Examined Within the Scope of the Study

Parking lot (PL- CODE.3.1)

Problem: There is no accessible parking space in current use.

Suggestions: There is no accessible parking space in current use. However, vehicles can come close to the entrance. There is sufficient space for disabled parking. This situation suggests that disabled individuals will have ease of use during their visits. However, marking accessible parking spaces is a must for awareness. There is no obstacle to marking in the existing structure and its surroundings. At least one accessible parking space must be placed. A sign indicating disabled parking can be added to the vehicle entrance. There is enough space at the garden entrance (Figure 4).

Ramps and slip tactile/Dot tactile paving (RP- CODE.3.1)

Problem: The pavement is inclined down to road level. However, it creates a problem because the combination of road and pavement is

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broken. There are three steps to the ticket office. There is no ramp. Access to the museum is by stairs only (Figure 3).

Suggestions: There is an area for a fixed ramp to the ticket office. Likewise, there is space for a ramp on the left side of the museum entrance. However, in such buildings, if the ramp length is not visually preferred due to the floor height, a solution can be provided by having a Scewo (Stair Climbing Wheelchair) (Figure 8).

Stairs and slip tactile/Dot tactile paving (SC-CODE.3.1)

Problem: There are no warning surfaces in front of the stairs. There are no anti-slip strips on the stair steps. Handrails must be uninterrupted, as seen in the image. The applications need to be corrected. The staircases in front of the ticket office are projected. This situation causes people with muscle disorders to get their feet stuck on protrusions (Figure 5).

Suggestions: Anti-slip strips should be added to the stairs, and warning surfaces should be added in front of the first and last steps. The risers of the steps of the stairs in front of the box office should be renewed so they are free of protrusions. Handrails per standards: They should be uninterrupted, in Braille alphabet, and of appropriate size on both sides of the stairs.

Lifts (LF-CODE.3.1)

Problem: No malpractice related to the elevator has been detected.

Suggestions: An alternative to our Ramp and Guide/Warning Traces suggestion, a disabled lift can be added to the left side of the building entrance.

Floor coverings (FC-CODE.3.1)

Problem: Some areas have guide and warning marks on the pavement. However, it has been determined that it was not done consciously. The guide tracks coincide with delay covers and grills at some points. There are gaps in some places. Non-slip material was chosen for the floor of the museum garden. There are grills when entering the museum garden. It poses a problem for wheelchairs and visually impaired canes.

Suggestions: Guide and warning surfaces should be added at necessary points. Grilles should be covered with suitable material, or grills suitable for disabled people should be preferred (Figure 6).

Voice cues and guidance (VG- CODE.3.1)

Problem: Points such as parking lots, ticket offices, and pedestrian crossings must be marked to be understood.

Suggestions: Necessary markings should be added to the parking lot, stairs, ramp, ticket office, and building entrance. The purpose of the signs is to enable individuals to enter the building from the street quickly

Figure 3. Ramps

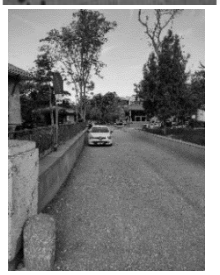

Figure 4. Suggested Area for Disabled Parking Lot

Figure 5. Stairs and Handrall

Figure 6. Rainwater Gratibg Suitable for Disabled Use (URL2, 2023)

Figure 7. Floor Covering and Guide/ Warning Marks

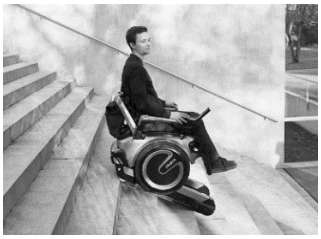

Figure 8. Scewo: Stair-climbing Wheelchair

II.TBMM Museum Accessibility Assessment

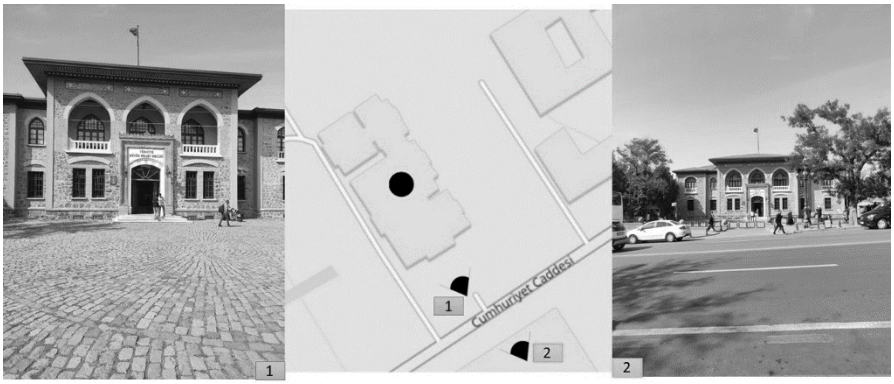

Figure 9. II. TBMM Museum and Its Surroundings

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Parking lot (PL- CODE.3.2)

Problem: There is no accessible parking space in current use, and when necessary, there is a vehicle gate to the entrance where vehicles can be taken. This situation suggests that disabled individuals will have ease of use during their visits. However, marking accessible parking spaces is a must for awareness.

Suggestions: There is no obstacle to marking the existing structure and its surroundings. At least one accessible parking space must be placed. A sign indicating an accessible parking space can be added to the vehicle entrance. Disabled parking can be placed on the left side of the entrance.

Ramps and slip tactile/Dot tactile paving (RP- CODE.3.2)

Problem: Ramps have been added to the sidewalks corresponding to the building entrance. Ramps are included in the standards; It does not comply with the article "Vegetation should be done on the side surfaces of one-way inclined ramps."

There is a level difference between the road and the ticket office of the museum. There are only stairs in this part. However, disabled citizens can approach the building from the entrance where they take their vehicles (Figure 11). As seen in the pictures, portable ramps have been added to the gift shop, ticket office, and museum, but to reach these places, an individual must first go down the stairs. With this application, it is observed that something was thought of, but the plot from the sidewalk to the entrance to the building still needs to be considered. As a result, other existing ramps are unimportant for disabled individuals who cannot go down the stairs.

Suggestions: The area where vehicles can enter can be turned into a corridor up to the ticket office with the necessary dividers for people with disabilities, age groups, and baby strollers. In this way, access to the area is easily achieved.

Stairs and slip tactile/Dot tactile paving (SC- CODE.3.2)

Problem: There are no warning surfaces in front of the stairs. There are no anti-slip strips on the stair steps. Handrails must be continuous. The image shows that the application is faulty (Figure 11).

Suggestions: Anti-slip strips should be added to the stairs, and warning surfaces should be added in front of the first and last steps. Handrails following standards: They should be uninterrupted, in Braille alphabet, and have inappropriate dimensions on both sides of the stairs.

Lifts (LF- CODE.3.2)

Problem: No problem with the elevator has been detected.

Suggestions: As an alternative to our suggestion in the Ramp and Guide/Warning Traces section, a disabled elevator can be added to the stairs.

Floor coverings (FC- CODE.3.2)

Problem: Some areas have guide and warning marks on the pavement. However, it was determined that it needed to be done more consciously. The guide tracks coincide with delay covers and grills at some points. There are gaps in some places. Non-slip material was chosen for the floor inside the museum, but there are many gaps between the cobblestones applied to some parts. These gaps cause difficulty in walking, even for individuals without disabilities (Figure 12).

Suggestions: Guide and warning surfaces should be added at necessary points. Due to the harmony of the cobblestone historical building with its surroundings and location in a small area, it will no longer be difficult for disabled individuals with gap-free applications.

Voice cues and guidance (VG- CODE.3.2)

Problem: Points such as parking lots, ticket offices, and pedestrian crossings must be marked to be understood.

Suggestions: Necessary markings should be added to the parking lot, stairs, ramp, ticket office, gift shop, and building entrance. The purpose of the signs is to enable individuals to enter the building from the street without difficulty.

Figure 10. Ramps

Figure 11. Staircase and Handrail

Figure 12. Floor Covering and Guide/ Warning Marks

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Isbank Museum Accessibility Assessment

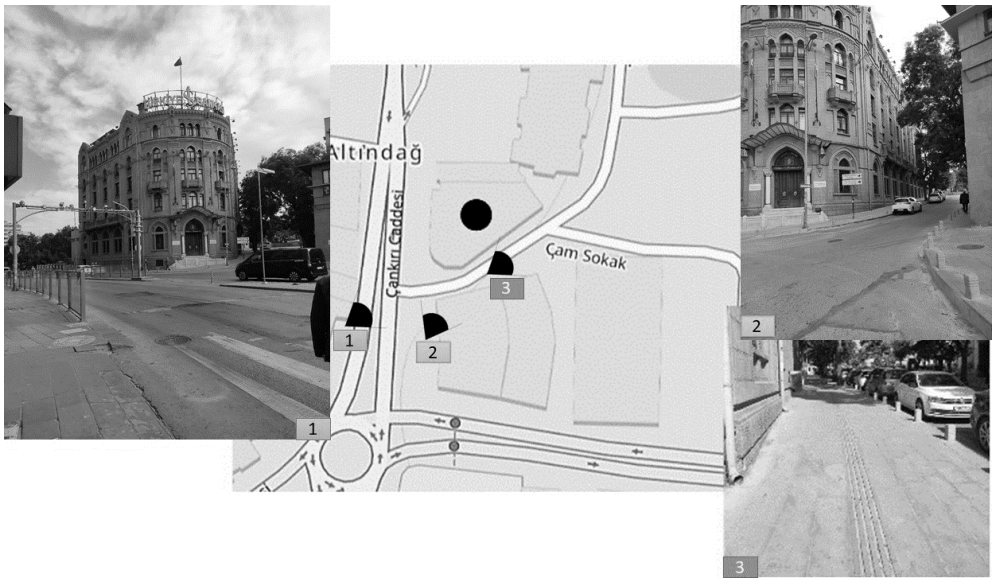

Figure 13. Is Bank Museum and Its Surroundings

Parking lot (PL- CODE.3.3)

Problem: There is no accessible parking space in current use.

Suggestions: There is no obstacle to marking the existing structure and its surroundings. At least one accessible parking space must be placed. A sign indicating an accessible parking space can be added to the vehicle entrance. There is a parking area to the right of the entrance. Accessible parking spaces can be placed in this section.

Ramp and slip tactile/Dot tactile paving (RP- CODE.3.3)

Problem: Ramps have been added to the sidewalks corresponding to the building entrance. Ramps are included in the standards; It was applied as a ramp inclined in three directions. However, there is an application error since a rainwater channel was added. The pavement has a guide and warning surfaces, but the warning surface needs to be placed correctly. In addition, the stimulating and guiding surfaces should be contrasting to the ground color and be noticeable. Currently, it is applied in the same color as the pavement.

Suggestions: A portable ramp can be added to the building entrance when necessary. The water channel in front of the sidewalk ramp should be removed. Guide and warning surface colors should be changed.

Stairs and slip tactile/Dot tactile paving (SC- CODE.3.3)

Problem: There are no warning surfaces in front of the stairs. There is no handrail (Figure 15).

Suggestions: Stimulating surfaces should be added before the first and last steps. There are different alternatives for stimulating surfaces (Figure 16). Surfaces that are visually compatible with the structure should be preferred. Handrails per standards: They should be uninterrupted, in the Braille alphabet, and of appropriate size on both sides of the stairs (T.C., 2020).

Lift (LF- CODE.3.3)

Problem: No problem with the elevator has been detected.

Suggestions: It is not thought that the building needs an elevator outdoors. Access is possible with a portable ramp.

Floor coverings (FC- CODE.3.3)

Problem: Some areas have guide and warning marks on the pavement. However, it was determined that it needed to be done more consciously. The guide tracks sometimes need more continuity at some points. Its color does not comply with standards (Figure 17).

Suggestions: Marble material was chosen for the museum stairs. As seen in the pictures, it covers a relatively small area. It is thought that if there are handrails on the stairs, it will not pose a problem in sunny weather. However, the risk of slipping on the ground is high in rainy weather. In such cases, a solution can be provided with non-slip carpets on the stairs.

Voice cues and guidance (VG- CODE.3.3)

Problem: Points such as parking lots and pedestrian crossings must be marked to be understood.

Suggestions: Necessary markings should be added to the parking lot, stairs, ramps, and building entrances. The purpose of the signs is to enable individuals to enter the building from the street quickly

Figure 14. Building Entrance

Figure 15. Staircase and Handrail

Figure 16. Stimulating Surface Alternative

Figure 17. Floor Covering

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Ankara Social Sciences University Campus Accessibility Assessment

Figure 18. Ankara Social Sciences University Campus and Its Surroundings

Parking lot (PL- CODE.3.5)

Problem: There is disabled parking in current use. It was determined that there were no markings. Floor paints are faded and very difficult to notice (Figure 19).

Suggestions: There is no obstacle to marking the existing structure and its surroundings. Markings should be placed in the disabled park, and the ground drawing should be renewed correctly.

Ramps and slip tactile/Dot tactile paving (RP- CODE.3.5)

Problem: Ramps have been added in places on the campus, but some buildings cannot be accessed (Rectorate Building). The existing ramps were not built consciously. Some ramps do not have curbs, handrails, warning surfaces, and guide tracks. Some of them need help to provide the required slope and landing distance. Some ramps have obstructions such as maintenance hole covers, and there is a level difference between the road and the ramp, and they do not end at the road level. There is a water trough at the ends of some ramps (Figure 21).

Suggestions: Another problem encountered regarding accessibility is the idea that there is no need for accessibility in buildings or areas used by personnel. There may be disabled, temporarily disabled, and pregnant people among the working personnel. Considering this situation, ramps should be added to all buildings, especially the rectorate building. Water gutters should be removed from the parts corresponding to the ramp. The campus is conducive to the addition of ramps.

Stairs and slip tactile/Dot tactile paving (SC- CODE.3.5)

Problem: There are no warning surfaces in front of the stairs. There are no anti-slip strips on the stair steps. Handrails must be continuous. The image shows that the application is incorrect (Figure 20).

Suggestions: Considering that it is only possible for some stairs to open outdoors in a historical building to comply with the standards, efforts should be made to ensure that at least one staircase meets the

required standards as much as possible. Some stairs are difficult to use, even for individuals without disabilities. Blind individuals should be warned by at least warning surfaces on such stairs. If there are no guide tracks on these stairs, they will not be used by blind individuals, but they will be informed that they are an element that needs attention.

Anti-slip strips should be added to the stairs, and warning surfaces should be added before the first and last steps. Handrails following standards: They should be uninterrupted, in the Braille alphabet, and have appropriate dimensions on both sides of the stairs.

Lifts (LF- CODE.3.5)

Problem: No problem with the elevator has been detected.

Suggestions: Considering the costs, it is essential to provide a real solution. In areas with many buildings in a single structure, such as a campus, it is only possible to add elevators to some buildings. In such cases, having a Scewo (Stair Climbing Wheelchair) will be the solution. Adding a disabled information center closest to the campus entrance and asking for help when needed is a feasible and sustainable solution.

Floor coverings (FC- CODE.3.5)

Problem: No warning surfaces or guide traces were found on the campus. Floor materials were generally chosen appropriately, but many gaps exist between the cobblestones applied to some parts. These gaps cause difficulty in walking, even for individuals without disabilities (Figure 22).

Suggestions: Guide and warning surfaces should be added at necessary points. Cobblestone was used in a specific area. It is thought that its replacement will maintain the integrity of the campus. In areas such as campus, guide tracks can be used to a minimum by adding Braille-embossed visually impaired maps at the entrance. This will not affect the stimulating surfaces.

Voice cues and guidance (VG- CODE.3.5)

Problem: Points such as parking lots, pedestrian crossings, and canteens must be marked to be understood.

Suggestions: Necessary markings should be added to parking lots, stairs, ramps, canteens, and building entrances.

Figure 19. Disabled Parking lot

Figure 20. Staircase and Handrail

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Figure 21. Ramps

Figure 22. Floor Covering

Accessibility Assessment of Hacı Bayram Veli Mosque and Surroundings

Figure 23. Hacı Bayram Veli Mosque and Surroundings

Parking lot (PL-CODE.3.6)

Problem: It has been observed that there is disabled parking and markings.

Suggestions: There appears to be disabled parking. Signage is available and located close to the elevator. The floor paint needs to be renewed regularly, which is noticeable in the current situation (Figure 28).

Ramps and Slip Tactile/Dot Tactile Paving (RP- CODE.3.6)

Problem: No warning surfaces appear to have been added in front of the ramps. As seen in the image on the right, a ramp was not added to the sidewalk to the right of the elevator but was added to the one to the left (Figure 24).

Suggestions: Ramps that can be arranged must be made per the standards. Considering that it is not possible to renew some ramps, in such cases, disabled citizens should be directed to the elevators with audio and visual signs.

Stairs and slip tactile/Dot tactile paving (SC- CODE.3.6)

Problem: There are no warning surfaces in front of the stairs. There are no anti-slip strips on the stair steps. Handrails must be continuous. Some step risers are protruding. Sliding material is used in some stairs (Figure 25).

Suggestions: Anti-slip strips should be added to the stairs, and warning surfaces should be added in front of the first and last steps. Handrails following standards: They should be uninterrupted, in Braille alphabet, and have appropriate dimensions on both sides of the stairs. It is obvious that there are too many stairs in the existing area and not everyone can be made up to standard. In such cases, disabled individuals should be directed to the correct stairs with audio and visual signs.

Lifts (LF- CODE.3.6)

Problem: There are many elevators, but some elevators need help. As seen in the image on the right, there is an elevation and a grill in front of the disabled elevator (Figure 26).

Suggestions: It is currently impossible to adapt all elevators to disabled people. Our recommendation is to direct disabled individuals to the elevator that has access to all floors. This elevator's necessary markings and problems can be solved and made accessible.

Floor coverings (FC- CODE.3.6)

Problem: Slippery floor material was used in some areas. No guiding or warning traces were found (Figure 27).

Suggestions: Guide and warning surfaces should be added at necessary points. Contact with disabled individuals in areas where slippery flooring materials are used should be minimized. However, as in the current example, many places used by disabled individuals have slippery surfaces. Such floors should be replaced when costs allow. Care should be taken to keep the areas that cannot be changed or those that have to be used for a while longer dry, and non-slip carpets should be added when necessary (rainy weather, winter months) to prevent slipping. However, this is a temporary solution. These types of carpets present some difficulties depending on their type. Another more practical solution is to use anti-slip solutions.

Voice cues and guidance (VG- CODE.3.6)

Problem: Points such as parking lots, ticket offices, and pedestrian crossings must be marked to be understood.

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Suggestions: Necessary markings should be added to the parking lot, stairs, ramp, accessible toilet (no accessible toilet, but it is written here with the assumption that it will be added), and the building.

Figure 24. Ramps

Figure 25. Staircase and Handrail

Figure 26. Lifts

Figure 27. Floor Covering and Guide / Warning Marks

Figure 28. Disabled Parking Lot

CONCLUSION AND RECOMMENTATIONS

It is observed that something is being done for disabled accessibility in the places examined within the scope of the study. However, correct applications are almost non-existent. In general, the problems encountered in applications appear as incorrect and incomplete applications (Table 1). Accessibility is an area that requires expertise. Experts must complete the project phase, and the same experts in the field must control the manufacturing. In new building construction, it is normal for differences between the project and the site, and they have intervened in the field appropriately. However, when it comes to accessibility, this situation poses a problem. The situations encountered should be evaluated by experts and re-projected if necessary. It should be remembered that this subject needs to be studied very sensitively. One of the solutions is for relevant institutions to create accessibility units within their bodies, train the personnel in these units, and send them to field studies. It is a reality that it will take time for social consciousness to form.

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Table 1. Classification of Problems Encountered within the Scope of the Study

	Problems	Solution proposals			
		Partial repair	Addition of special reinforcement	Replacement/addition of auxiliary equipment	Major renovation
I.TBMM/ War of Independence Museum (.CODE. 3.1)	Measurement error		SC, RP		
	Application error	FC			
	Material unsuitable				
	Lack of marking	RP	RP	PL, SC, FC, RP	
	Lack of structural elements	RP, SC	SC, VG	LF	
II. TBMM Museum (.CODE. 3.2)		Partial repair	Addition of special reinforcement	Replacement/addition of auxiliary equipment	Major renovation
	Measurement error				
	Application error	FC			
	Material unsuitable			FC	
	Lack of marking			PL, SC, FC, RP	
	Lack of structural elements		VG	LF	
Is Bank Museum (.CODE. 3.3)		Partial repair	Addition of special reinforcement	Replacement/addition of auxiliary equipment	Major renovation
	Measurement error				
	Application error				
	Material unsuitable				
	Lack of marking			PL, SC, FC, RP	
	Lack of structural elements		SC, VG	RP, SC	
Ankara Social Science University Campus (.CODE. 3.4)		Partial repair	Addition of special reinforcement	Replacement/addition of auxiliary equipment	Major renovation
	Measurement error	RP, SC		PL	
	Application error	RP			FC
	Material unsuitable			FC	
	Lack of marking			PL, SC, FC	
	Lack of structural elements		SC, VG	LF	
Hacı Bayram Veli Mosque and Surrounding (.CODE. 3.5)		Partial repair	Addition of special reinforcement	Replacement/addition of auxiliary equipment	Major renovation
	Measurement error				
	Application error	RP	RP	SC	
	Material unsuitable	FC		FC	
	Lack of marking			RP, PL, SC, LF, FC	
	Lack of structural elements		RP, SC, VG		

Legend: Parking Lot (PL), Rams (RP), Staircase (SC), Lifts (LF), Floor Coverings (FC), Voice Cues and Guidance (VG) (... Code 3.1-5)

With correct practices, the process of creating social awareness will accelerate. At this stage, institutions, architects, designers and engineers have a responsibility. Architects, designers and engineers who cannot raise awareness about correct practices cannot be expected to carry out project and site control correctly. Even if services are procured during the project design phase, the personnel who control the institutions must be conscious and knowledgeable. The first stage is to train the relevant personnel in the institutions. At the same time, we must recognize that historical sites present particular challenges and that it is only possible to comply with some standards, like new buildings. However, there can be more to be done. Suppose the best-case scenario is to consider what can be done and what technology can be used, considering the current

formation. In that case, solutions can be offered with suitable materials, applications, and new technologies. When it comes to historic buildings and environments, the perfect implementation should not be aimed for, and efforts should be made to make them accessible at the maximum level.

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