

“YAŞLI DOSTU KENT: AMASYA”





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“AGE FRIENDLY CITY: AMASYA”



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1. INTRODUCTION

1.1 Reason

The population of the world is getting older. This social phenomenon which was important for Europe and Japan as of the end of 20th century emerges as an economic and social problem for almost all countries in the world except for Africa. While the rate of old population (65 and older) to the total population today is 10% according to World Health Organisation (WHO), this rate is expected to be more than 16% in 2050. Old population in our country, which is 7,1% today, is expected to be more than 20% in 2050. According to Turkish Statistical Institute data, rate of old population (65 or older) to total population in Amasya province was 5,21% in 1980 and this increased to 7,9% in 2000 and to 11,4% in 2010. This rate in the city centre of Amasya is 12,44%. Considering the average of Turkey, which is 7,1%, it can be seen how important is the rate in Amasya. Increase in the old population in Amasya is faster than the average of Turkey. In addition to that, as stated in the Current Situation and Analysis Report of Yeşilirmak Basin Development Project, old dependence in all cities in the TR 83 region is higher than Turkey average. (Yeşilirmak Basin Development Project, 2006)

This demographical change shall bring forward many social problems. Besides the decrease in the number of the people in producing population, different matters which came along ageing are the problems of not only Amasya and TR 83 region but also Turkey and global world.

Global ageing problem prompted United Nations and many other international institutions. Whole world's attention is attracted to the phenomenon of ageing in the World Ageing Meetings which was held in Vienna in 1982 and in Madrid in 2002 by the United Nations. Various recommendation decisions relating to starting infrastructure work, improving infrastructure, joint studies between countries and regions were taken about residence, income, intergenerational solidarity, social relations, social heritage, and safety of the old people about these people whose number will reach 2 billion in 2050. (<http://www.un.org>)

After these decisions, all countries had to develop an organisation method for the old people. In this context, concepts such as Age Friendly Society and Age Friendly City gained importance. "Age Friendly City" phenomenon is a program accepted by World Health Organisation (WHO) in 2006 and it is an international effort which aims active and healthy ageing in societies. (<http://www.who.int/ageing>)

The reasons why “Age Friendly City” concept emerged are the fact that old age ratio in world population and old population are increased, that old people will play important roles in societies and the necessity for active policies related to demographic ageing. “Age Friendly City” expresses a comprehensive and accessible urban environment which supports active ageing. Age Friendly City expresses clean, safe, viable and sustainable urban environments in which old people have the opportunities and environment to live in accordance with the other segments of the society. With all these features, “Age Friendly City” is the urban environment in which arrangements are made and precautions are taken for the benefit of all the people living in the city, especially for the children and disabled people.

In 2006, 33 cities from 24 countries assembled to determine urban elements which will provide active and healthy ageing and as a result, “Global Age Friendly Cities Guide” is created. WHO created “Global Age Friendly Cities Network” in order to make the concept of Age Friendly City concept globally. (<http://www.who.int/ageing>)

Age Friendly Cities Guide includes fields of study in the process of being an Age Friendly City and also a check list. Cities evaluate themselves according to the measures in this guide and are obliged to make necessary arrangements. All city administrations in the world can apply to World Health Organisation for becoming an Age Friendly City on condition that they guarantee to make the arrangements according to the measurements in this guide. In the check list which is mentioned above are these topics: a-) Outdoor Space and Buildings, b-) Transportation, c-) Housing, d-) Social Participation, e-) Respect and social inclusion, f-) Civic participation and employment, g-) Information and Communication, h-) Community and Health Services. Each city which meets the requirements under these topics may join the Age Friendly Cities Network as an Age Friendly City.

1.2 Objective and Scope of the Project

The Project is about examining the possibility of Amasya to become an Age Friendly City according to these developments and carrying out necessary response, organisations and precautions which are necessary for this purpose. “Age Friendly City Project”, as it can be understood by its name, is a comprehensive project which will cover many subjects and concepts, consider all social and urban dynamics, participate in these and which cannot be separated from the society. This Project is based on the “Global Age Friendly Cities Guide” which is prepared by WHO. It includes various subproject packs relating to the topics stated in that guide. All these subtitles can be included in “Age Friendly City Amasya Project” as subproject topics.

First of all, the potential of Amasya to become an Age Friendly City according to the “Global Age Friendly Cities Guide” and needs for that should be determined within the context of main project pack. In other words, analysis constitutes an important part of the project. Later, within the context of greater Project pack, it is determined which strategy is to be applied for creating required conditions and what organisational or institutional structures are to be actualized. Later, detailed and concrete project studies can be made about these topics.

These project studies are formed according to the topics of the check list which is included in the Guide prepared by the WHO. For example, Project packs such as handling outdoors or new residence areas according to certain criteria, making new arrangements in transportation system and a concrete age friendly village Project can be included in the frame of greater project. Naturally, all these subprojects must be included in the greater “Age Friendly City Amasya”.

Since each living thing will be aged certainly, the societies which take care of their children and old people can be safe in the future by respecting the past. With this project, this is aimed at the widest perspective.

With creating a model in Amasya in order to take precautions against the increase in the old population which will be an important problem for our country and including the concept of healthy ageing in this model, “**Age Friendly City Amasya**” model will set an example for other cities. The original model which will be formed according to the effectiveness and applicability of the Project will be acceptable by the local city planners and for cities on both national and global scale.

1.3 The Output of the Project

With the determination of the potential of Amasya and precautions to be taken for being an Age Friendly City, economical and social development and improvement of Amasya will be possible. Especially with new employment sites economical structure will develop and with the studies old people from all around the world will visit here and stay, thus with the help of tourism activities which aim indirect cultural cohesion, both economical and social development will be enabled.

All subprojects and responses will not be only for the old people, people from all age groups and also disabled people will benefit from these. For example, improving the quality of water and air will protect children and please the people who are worried about the environment. Subjective life qualities of families will increase after the old people in their homes have adequate service and support and they will be more sensitive.

All improvements in the transportation will provide a great comfort for the people from all age groups and especially disabled people. It is important for the society that old people have more social functions and civic participation at the level of social participation. Besides, local economy will have the opportunity to develop and improve when the old people participate in producing and consuming actively. As a result, social development will be based on social justice. If the other subprojects results positively, the Project will set an example for other cities to become an Age Friendly City and Society and social and economic concerns which will occur as a result of ageing will be replaced by living in healthy societies with plans and programs. Societies which are secure determined their life quality.

2. OLD AGE AND THE DEVELOPMENT OF “AGE FRIENDLY CITY” CONCEPT

2.1 The concept of Old Age and Its Characteristics

World Health Organisation defines old age as the decrease in or the loss of the ability of adapting to environmental factors. However, ageing starts with the birth of human beings and continues until his death. It is found out that the life of human beings is in the genes, recent researches showed that longer the “telomere” which accommodates the chromosomes, longer the life.

However, reasons caused by us or the lack of governmental services such as our bad habits (alcohol, smoking, malnutrition), air pollution, environmental pollution, passive life, bad hygiene, lack of protective health service shortens this time period. It is said that average human life can be 120-140 years if we live well since our birth, choose a healthy life and take the best health services and provide a clean and hygienic environment and if our telomere permits. (Hussin J, Roy-Gagnon M-H, Gendron R, Andelfinger G, Awadalla P,2011 / M.A. Babizhayev & Y.E. Yegorov, 2010 / Takubo et al., 2010 /Paul, 2011 / Fraga, 2009)

With ageing, physical, mental and psychosocial inadequacies occur in people. Old individuals are not strong in terms of physical, mental, psychological and social aspects as before, even they may lose their autonomy and become dependent.

Thus, old age has many aspects such as chronological, biological, psychological and social:

1) Chronological Ageing: It can be stated as birth age or calendar age. Generally, people whose chronologic age is 65 or more are accepted as old. However, this definition is not enough to describe the general health and physical condition or psychological or mental capacity of the people in that stage.

Chronological Ageing:	Birth age or calendar age
	65-74 (Younger Old)
	75-84 (Old)
	85 and more (Too Old)

2) Biological (Physiological) Ageing: Functional loss in the tissues, organs based on the decrease in the number of cells or cellular deformation is the basic cause of biological ageing. White hair, wrinkled skin are the signs of biological ageing.

As the age advances, motor abilities become weaker, activity is decreased and loss of strength is observed in the muscles. Therefore atrophy is developed in the muscles. Because of lack of calcium in the bones, osteoporosis occurs. Faintest fall or crash may crack the bones. As a result of biological ageing, osteoporosis is observed in most of the old people.

The biological age of the person is also stated as the body age. Many factors such as life style and habits of the person (alcohol, smoking, and malnutrition), environment, passive life, hygiene, protective health services affect the biological ageing process.

3) Psychological Ageing: Mental, memory and emotional functions of the person may be damaged because of ageing. Yearning for the past, feeling insecure about the future, not succeeding and feeling of inadequacy are common psychological manifestations.

4) Social Ageing: Old people lose most of their power and ability in their social and working life and in their social relations. They cannot adapt in a group or society easily, they cannot use their abilities in the society properly.

To make a short evaluation: Old people experience these four aspects of old age differently because of the personal differences.

2.2 Increasing Old Population in Demographic Process and Results

It is statistically found out that world population is getting older except for some Middle and South African countries whose population grow rapidly. (<http://www.un.org/esa>) The problem that population is getting older is about to become the most important social problem for the countries all around the world. This problem has become prominent in developed countries, especially in Europe and Japan already.

According to WHO, while the rate of old population to total population is 10% today, this is expected to be more than 16% in 2050 (<http://www.un.org/ageing>). The rate in developed countries, which is 7-10% today, is expected to be 33% in 2050 (<http://www.un.org/ageing>).

As it can be seen in the figure 1, while the countries where population over 65 years old reach high levels are a few European countries and Japan as of 2000, it is observed that this rate is going to increase in most of the world, including a few African countries as of 2050 (See Figure 2.2.1)

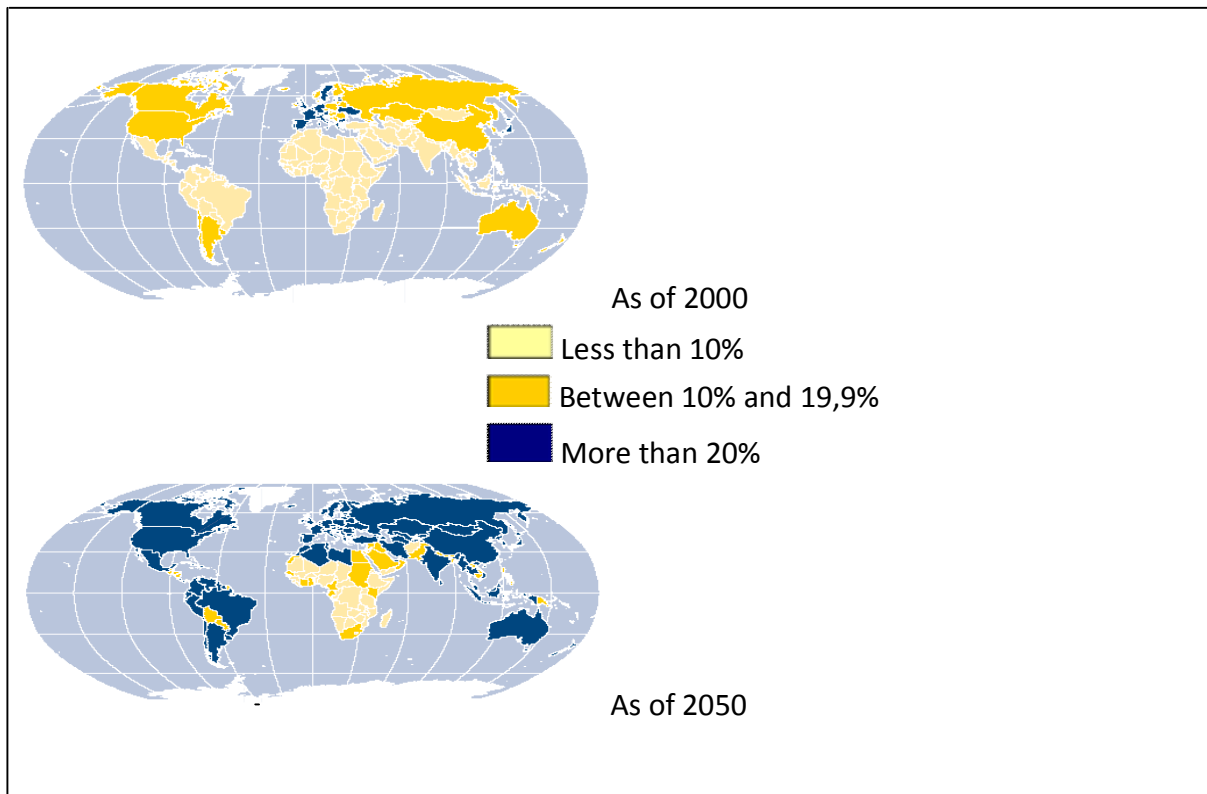


Figure 2.2.1 Old Population (65+) Rates in Countries in 2000 and 2050

Source: Lehr, Ursula, 2009, (www.fundacionyuste.es)

The frequency of chronic diseases increase as the world population becomes older and with the process of ageing. In developed countries, old population constitute 50% of the hospital acceptance and 40% of health expenses. This high rate directed developed countries to periodical, effective, low cost health and social care services which are based on applicant satisfaction, rather than institutional and inpatient arrangements (<http://ekutup.dpt.gov.tr/nufus/yaslilik/eylemla-i.pdf>).

In addition to social health problems, there are problems about integration of the old people into the society and their relations with the society. It is necessary that old people live in the society without considering themselves as burden and without losing their hope. Besides these, deficiencies in various employment fields because of old age cause labour loss and decrease in productivity in social production and life.

Since ageing population is a global problem, United Nation's approach to this problem is important. Whole world's attention is attracted to the phenomenon of ageing in the World Ageing Meetings which was held in Vienna in 1982 and in Madrid in 2002 by the United Nations, various recommendation decisions relating to starting infrastructure work, improving infrastructure, joint studies between countries and regions were taken about residence, income, intergenerational solidarity, social relations, social heritage, safety of the old people about these people whose number will reach 2 billion in 2050. (<http://www.un.org>)

2.3 Approaches in the World about Old Age

On the international level, World Health Organisation (WHO) approved “Ageing and Health” program in 1995 in order to enable healthy ageing throughout the world. (<http://www.unescap.org>). This program deals with both advanced age and ageing comprehensively and recommends and supports planning and researches which aim for healthy ageing rather than focusing on the health problems caused by ageing. What is important is to determine strategies and precautions for a better ageing. Good ageing means lower risk of disease and dependence, higher physical and mental function and hanging on life actively (Bowling, Dieppe, 2005).

All countries in the world are making projects in the fields of education, research, social and political organisation about ageing. All countries develop a form of organisation for ageing and they have to. In this context, concepts like “Age Friendly Society” and “Age Friendly City” gain importance.

Age Friendly Society, where old aged people can actively;

- ✓ Realize their capacity, abilities and what they can give,
- ✓ Response to their needs and choices,
- ✓ Respect their ideas and life style,
- ✓ Protect the fragile ones,
- ✓ Encouraging participation in every field and moment of the society;

Societies which include every kind of policy, service, organisation and structure related to that are called as age friendly societies (<http://www.ncaop.ie>)

Matters about **Age Friendly Urban Accommodation** and services are these: (<http://www.phac-aspc.gc.ca>)

1. Participation of the Old in the Social Life

- ✓ Creating positive opinions about the old people in the minds of people living in the city,
- ✓ Providing each kind of information during the old people’s life activities,
- ✓ Arranging public and private transportation according to old people,
- ✓ Arranging indoor and outdoor places where the old people live according to their life.

2. Organising Health Services of Old People

- ✓ Creating places and programs where the old people can rest and build social relations,
- ✓ Organising various activities and programs to improve the physical and mental health of the old people,
- ✓ Social support and help for the old and the poor,
- ✓ Making health services accessible and affordable,
- ✓ Providing clean air and water.

3. Providing security and freedom for the Old

- ✓ Providing proper, affordable accommodation for the old,
- ✓ Organising the residences according to the life style of old people,
- ✓ Designing streets and buildings which will not threaten the safety of the old people,
- ✓ Designing roads and traffic signs according to the safety of the old people,
- ✓ Secure, accessible and affordable public transport for the old people,
- ✓ Providing daily home service and care for the old people,
- ✓ Supporting people who are taking care of old people at home,
- ✓ Locating and organising banks, stores and public offices as the old people can reach easily,
- ✓ Strengthening neighbourhood relations and making sure that neighbours take care of the old people,
- ✓ Protecting the old people against harassment and burglary,
- ✓ Planning how to help and protect the old people during natural disasters,
- ✓ Creating job opportunities in order to enable old people participate in social and business life,
- ✓ Providing flexible working conditions for old people.

An Age Friendly Society is Beneficial for people from all age groups. For example;

- ✓ Improving the quality of water and air protects the children and pleases the people who are worried about the environment.
- ✓ Families are happier when the old people in their homes get adequate support and service. Improvements in the transportation are beneficial for people from all age groups and especially for the disabled people.
- ✓ Socializing of old people and their participation in services about citizenship are positive developments for the society. In addition, local economy may have the opportunity to grow and expand with the active participation of old people in consumption.
- ✓ The needs of the increasing old population will create new employment fields for the young people.

2.4 Age Friendly City Concept

“Age Friendly City” is an international endeavour which is organised by WHO and in which environmental and social factor are evaluated in order to enable active and healthy ageing in societies within the frame of Age Friendly Environments Program which was accepted in 2006. (<http://www.who.int/ageing>)

The increase in the rate of old age in world population and the importance of the roles that old people play in the societies are included in the reasons why age friendly city concept is emerged.

Age Friendly City Amasya

The most effective politic approach about demographic ageing is considered to be the creation of age friendly cities. Since the structures of cities include required economical and social infrastructure to be age friendly and since they lead smaller communities, the studies of WHO about the subject focus on urban areas and urban environment.

Age Friendly City means the comprehensible and accessible environment which supports active ageing. In 2006, 33 cities from 24 countries assembled to determine basic urban elements which will enable active and healthy ageing and as a result, "Global Age Friendly Cities Guide" is created. In order to improve this program, WHO formed "Age Friendly City Global Network". Member cities of this network and their populations are given in the table below (Table 2.4.1). (<http://www.who.int/ageing>)

When Table 2.4.1 is examined, it can be seen that cities from all parts of the world and from different population groups can be members of this network. Istanbul from Turkey is one of these cities with its population which is more than 10 million.

As it can be observed on the table, there are no criteria of population, degree of development or geography required to be members of the "Age Friendly City Global Network". Cities from all countries in the world can be the member of this network and make commitments and carry out studies to be an "Age Friendly City".

As of the beginning of 2007

City and Country	Population	City and Country	Population
Mexico City (Mexico)	35.000.000	Udiapur (India)	550.000
Tokyo (Japan)	35.000.000	TrablusŞam (Lebanon)	500.000
Shanghai (China)	19.000.000	Himeji (Japan)	480.000
New Delhi (India)	18.000.000	Halifax (Canada)	380.000
London (England)	15.000.000	San Jose (Costa Rica)	350.000
Istanbul (Turkey)	13.000.000	Geneva (Switzerland)	200.000
Moscow (Russia)	11.000.000	Ponce (Port Rico)	195.000
Rio (Brazil)	10.000.000	Sherbrooke (Canada)	150.000
Ruhr District (Germany)	5.300.000	Saanich (Canada)	110.000
Melbourne (Australia)	3.700.000	Kingston (Jamaica)	100.000
Nairobi (Kenya)	2.200.000	Udinese (Italy)	100.000
Amman (Jordan)	2.000.000	Mayaquez (Porto Rico)	95.000
Edinburgh (Scotland)	1.200.000	Tuymazy (Russia)	70.000
Islamabad (Pakistan)	900.000	Dundalk (Ireland)	35.000
Portland (A.B.D.)	600.000	Portage (Canada)	13.000
La Plata (Argentina)	600.000	Melville (Australia)	6.000
Cancun (Mexico)	580.000		

Table 2.4.1 Cities which are members to Age Friendly City Global Network and their population

Sources: <http://www.who.int>, <http://www.un.org>.

Basic duties of Age Friendly City Global Network are:

- ✓ Provide communication between the participants and World Health Organisation and among themselves,
- ✓ Making the exchange of information and good applications easier,
- ✓ Encourage and expand appropriate, sustainable and low cost endeavour to make the life of old people easier,
- ✓ Providing technical support and training opportunities related to the subject.

(www.who.int/ageing/Brochure)

In order to be an Age Friendly City, a certain process is to be followed. These are:

(<http://www.who.int/ageing>)

A. Planning (1-2 Years)

- i. Creating various mechanisms in order to include old people in the cycle of Age Friendly City,
- ii. Evaluating the possibility of the city to be age friendly with its outline,
- iii. Preparing an action plan for 3 years which cover the whole city according to evaluation results,
- iv. Determining indicators for the monitoring process.

B. Application (3-5 Years)

Completing the first stage and cities submit their action plans to World Health Organisation for review and support on condition that plans do not exceed two years after joining the network. They have 3 years for application after the approval of WHO.

C. Evaluating the situation (End of 5th Year)

After the first period of application, cities offer their development/ plans to the WHO according to the indicators they stated in the first stage.

D. Continuing Development/Improvement Stage

If the situation and the action plan match, cities are taken to the stage of continual development. In this stage, cities have to prepare a new action plan for a time period up to 5 years. This status of this new plan will be re-evaluated at the end of second application period. Cities will secure the continuation of their membership in the network with application cycles.

In terms of the criteria to be an Age Friendly City, there is a checklist. These factors are also fields of research for the Age Friendly City. The factors included in the Age Friendly City checklist are indicated as below (See Figure 2). Under each title, factors which should be in the age friendly city are listed. (See 2.4.1) A city must fulfil these criteria in order to be an Age Friendly City.

(<http://www.who.int/ageing>)

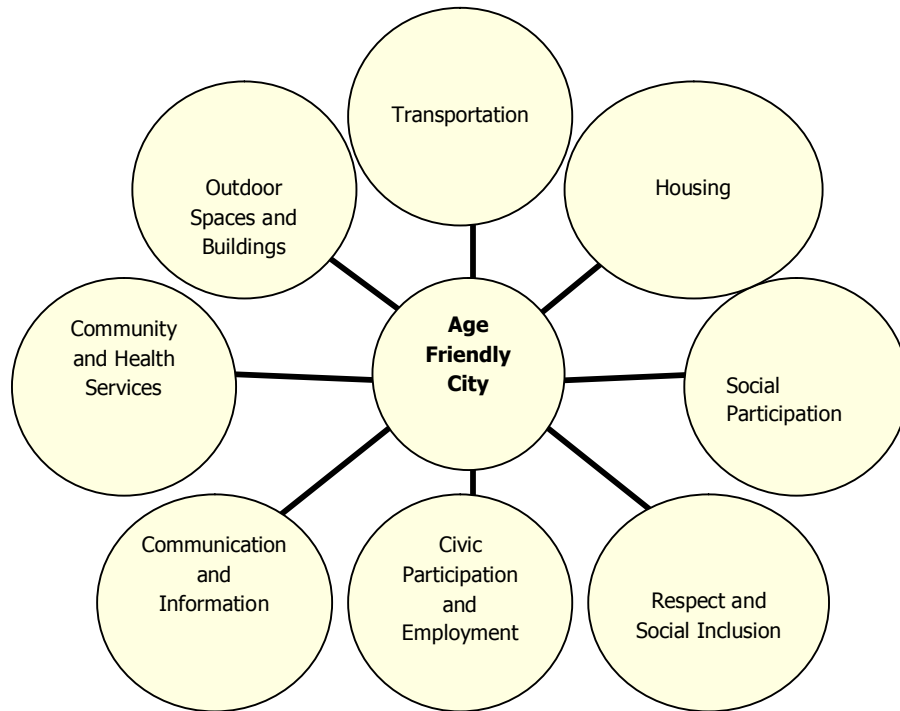


Figure 2.4.1 Factors in the Age Friendly City Checklist
Source: Who Age-Friendly Cities Checklist, 2006, (<http://www.who.int>).

2.5 Age Friendly Cities Checklist

An Age Friendly Cities Checklist is prepared by WHO in order to evaluate the possibility of our society to be age friendly. Evaluations must be done according to this checklist. This list is as follows (http://www.who.int/ageing/publications/Age_friendly_cities_checklist.pdf)

Outdoor spaces and buildings

- ✓ Public areas should be clean and pleasant.
- ✓ Green spaces and outdoor seating should be sufficient in number, well-maintained and safe.
- ✓ Pavements should be well-maintained, free of obstructions and reserved for pedestrians.
- ✓ Pavements should be non-slip, should be wide enough for wheelchairs and have dropped curbs to road level.
- ✓ Pedestrian crossings should be sufficient in number and safe for people with different levels and types of disability, with nonslip markings, visual and audio cues and adequate crossing times.
- ✓ Drivers should give way to pedestrians at intersections and pedestrian crossings.
- ✓ Cycle paths should be separate from pavements and other pedestrian walkways.
- ✓ Outdoor safety should be promoted by good street lighting, police patrols and community education.
- ✓ Services should be situated together and accessible.

Age Friendly City Amasya

- ✓ Special customer service arrangements should be provided, such as separate queues or service counters for older people.
- ✓ Buildings (public and private) should be well-signed outside and inside, with sufficient seating and toilets, accessible elevators, ramps, railings and stairs, and non-slip floors.
- ✓ Public toilets outdoors and indoors should be sufficient in number, clean, well-maintained and accessible.

Transportation

- ✓ Public transportation costs should be consistent, clearly displayed and affordable.
- ✓ Public transportation should be reliable and frequent, including at night and on weekends and holidays.
- ✓ All city areas and services should be accessible by public transport, with good connections and well-marked routes and vehicles.
- ✓ Vehicles should be clean, well-maintained, and accessible, not overcrowded and have priority seating that is respected.
- ✓ Specialized transportation should be available for disabled people.
- ✓ Drivers should stop at designated stops and beside the curb to facilitate boarding and should wait for passengers to be seated before driving off.
- ✓ Transport stops and stations should be conveniently located, accessible, safe, clean, well lit and well-marked, with adequate seating and shelter.
- ✓ Complete and accessible information should be provided to users about routes, schedules and special needs facilities.
- ✓ A voluntary transport service should be available where public transportation is too limited.
- ✓ Taxis should be accessible and affordable, and drivers should be courteous and helpful.
- ✓ Roads should be well-maintained, with covered drains and good lighting.
- ✓ Traffic flow should be well-regulated.
- ✓ Roadways should be free of obstructions that block drivers' vision.
- ✓ Traffic signs and intersections should be visible and well-placed.
- ✓ Driver education and refresher courses should be promoted for all drivers.
- ✓ Parking and drop-off areas should be safe, sufficient in number and conveniently located.
- ✓ Priority parking and drop-off stops for people with special needs should be available and respected.

Housing

- ✓ Sufficient, affordable housing should be available in areas that are safe and close to services and the rest of the community.
- ✓ Sufficient and affordable home maintenance and support services should be available.
- ✓ Housing should be well-constructed and should provide safe and comfortable shelter from the weather.
- ✓ Interior spaces and level surfaces should allow freedom of movement in all rooms and passageways.

- ✓ Home modification options and supplies should be available and affordable, and providers should understand the needs of older people.
- ✓ Public and commercial rental housing should be clean, well-maintained and safe.
- ✓ Sufficient and affordable housing for frail and disabled older people, with appropriate services, should be provided locally.

Social participation

- ✓ Venues for events and activities should be conveniently located, accessible, well-lit and easily reached by public transport.
- ✓ Events should be held at times convenient for older people.
- ✓ Activities and events should be attended alone or with a companion.
- ✓ Activities and attractions should be affordable, with no hidden or additional participation costs.
- ✓ Good information about activities and events should be provided, including details about accessibility of facilities and transportation options for older people.
- ✓ A wide variety of activities should be offered to appeal to a diverse population of older people.
- ✓ Gatherings including older people should be held in various local community stops, such as recreation centres, schools, libraries, community centres and parks.
- ✓ There should be consistent outreach to include people at risk of social isolation.

Respect and social inclusion

- ✓ Older people should be regularly consulted by public, voluntary and commercial services on how to serve them better.
- ✓ Services and products to suit varying needs and preferences should be provided by public and commercial services.
- ✓ Service staff should be courteous and helpful.
- ✓ Older people should be visible in the media, and should be depicted positively and without stereotyping.
- ✓ Community-wide settings, activities and events should attract all generations by accommodating age-specific needs and preferences.
- ✓ Older people should be specifically included in community activities for “families”.
- ✓ Schools should provide opportunities to learn about ageing and older people, and involve older people in school activities.
- ✓ Older people should be recognized by the community for their past as well as their present contributions.
- ✓ Older people who are less well-off should have good access to public, voluntary and private services.

Civic participation and employment

- ✓ A range of flexible options for older volunteers should be available, with training, recognition, guidance and compensation for personal costs.
- ✓ The qualities of older employees should be well promoted.
- ✓ A range of flexible and appropriately paid opportunities for older people to work should be promoted.
- ✓ Discrimination on the basis of age alone should be forbidden in the hiring, retention, promotion and training of employees.

- ✓ Workplaces should be adapted to meet the needs of disabled people.
- ✓ Self-employment options for older people should be promoted and supported.
- ✓ Training in post-retirement options should be provided for older workers.
- ✓ Decision-making bodies in public, private and voluntary sectors should encourage and facilitate membership of older people.

Communication and information

- ✓ A basic, effective communication system should reach community residents of all ages.
- ✓ Regular and widespread distribution of information should be assured and a coordinated, centralized access should be provided.
- ✓ Regular information and broadcasts of interest to older people should be offered.
- ✓ Oral communication accessible to older people should be promoted.
- ✓ People at risk of social isolation should get one-to-one information from trusted individuals.
- ✓ Public and commercial services should provide friendly, person-to-person service on request.
- ✓ Printed information – including official forms, television captions and text on visual displays –should have large lettering and the main ideas should be shown by clear headings and bold-face type.
- ✓ Print and spoken communication should use simple, familiar words in short, straightforward sentences.
- ✓ Telephone answering services should give instructions slowly and clearly and tell callers how to repeat the message at any time.
- ✓ Electronic equipment, such as mobile telephones, radios, televisions, and ATMs and other machines, should have large buttons and big lettering.
- ✓ There should be wide public access to computers and the Internet, for no or minimal charge, in public places such as government offices, community centres and libraries.

Community and health services

- ✓ An adequate range of health and community support services should be offered for promoting, maintaining and restoring health.
- ✓ Home care services should include health and personal care and housekeeping.
- ✓ Health and social services should be conveniently located and accessible by all means of transport.
- ✓ Residential care facilities and designated older people's housing should be located close to services and the rest of the community.
- ✓ Health and community service facilities should be safely constructed and fully accessible.
- ✓ Clear and accessible information should be provided about health and social services for older people.
- ✓ Delivery of services should be coordinated and administratively simple.
- ✓ All staff should be respectful, helpful and trained to serve older people.
- ✓ Economic barriers impeding access to health and community support services should be minimized.
- ✓ Voluntary services by people of all ages should be encouraged and supported.
- ✓ There should be sufficient and accessible burial sites.

- ✓ Community emergency planning should take into account the vulnerabilities and capacities of older people.

2.6 Ageing Process in Turkey

Policies encouraging fertility which were applied after the foundation of the Republic were given up 30 years later and as a result there has been an apparent decrease in the fertility rate. It is anticipated that the rate of old population to total population will be 20% in 2050. Turkey is one of the countries where ageing process is fast.

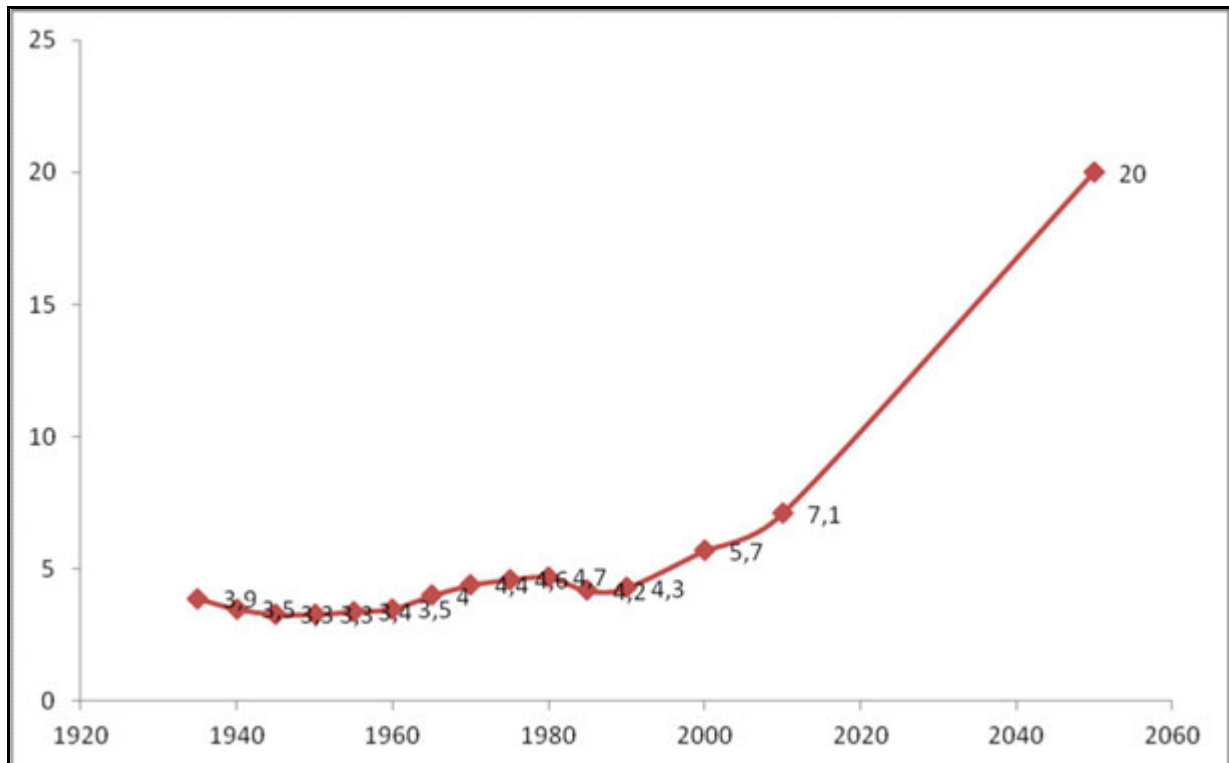


Figure 2.6.1 The Rate of Old Population to Total Population According to Years in Turkey

In developed countries there are many researches regarding the influence of ageing population on the socioeconomic structure and projects which help old people live without being separated from social life. For our country, it is essential that rapid ageing process is evaluated well and that necessary precautions are taken before it turns into a problem.

3. GENERAL CHARACTERISTICS OF AMASYA

3.1 Geography

Amasya is located in the inner part of Middle Blacksea Region. Surface area of the province is 5690 km². Its altitude is 1.150 m, city center is 412 m. Neighbour cities are; Çorum (92 Km.) Tokat (114 Km.) Samsun (131 Km.) Yozgat (196 Km.).

1. Main mountains; Akdağ (2062m.), Tavşan Mountain (1200m.), İngöl Mountain (1884 m.), Kosacık Hill (1200m.), Kırklar Mountain (1910m.), Karaman and Lokman Mountain (800m.), Ferhat Mountain (780m.).

2. Plains; Amasya has plains which are irrigated by the tributaries of Yeşilırmak, ponds and dams. Some of them are; Geldingen (484 km² 470 m), Suluova (400 km² 151 m), Merzifon (311 km² 755 m), Gümüşhacıköy (54 km² 760 m) plains.

3. Rivers; Yeşilırmak River runs through Amasya. Its spring is in Köse Mountain of Sivas, it enters into the province from south, it merges with Çekerek Spring coming from Yozgat. After leaving Amasya, it merges with Tersakan Spring coming from Ladik Lake and runs into the Blacksea from Çarşamba, Samsun.

4. Lakes; The only natural lake of the province is Borabay Lake in Taşova District. It is a set lake in Taşova District, Gölbeyli town, which is 63 km from city center, it has an altitude of 1050 m, and its area is 900x300m and it is 30m deep. There are facilities around this lake which is a natural wonder. The forest around the lake adds up to its beauty.

5. Dams and Dam Lakes; There is no big dam in Amasya. There are small ponds which are used for irrigation.

6. Forests; There are Akdağ and Kara Ömer Mountains in the North of the province. On these mountains, from 600 to 1200 meters there are trees such as calabrian pine, oak, black pine, beech and juniper.

7. Geomorphologic Structure; Mountains and valleys draw attention on the outlook of Amasya. There are plains and straits throughout Yeşilırmak Valley.



Figure 3.1.1 Political Map of Amasya Province, Source: Gürbüz Yayınları, 2002

Source: (<http://www.cografya.gen.tr/tr/amasya/>), Activity Report of Amasya Governorate, 2007

3.2 History

Amasya is one of the oldest settlements of Anatolia with its history of 7500 years. The history of Amasya goes back to 4000 BC. According to Strabon, a Greek historian from Amasya, it is named Ameseia because it was founded by Amasis, an Amazon.

Hitits, Asurians, Pontus Kingdom, Romans, Danişments, Mongolians, İlhans, Selçuks and Ottomans reigned here. The old arches which bring water to the town after Ferhat dug the mountain in the famous legend. Ferhat arches are made by Ferhat for his love for Şirin according to the lore. During Ottoman reign, many princes (sultan's sons) are educated in the city and became the governors of the city. For that reason, Amasya is known as the city of princes.

At the first days of National Independence War, Mustafa Kemal Paşa has prepared Amasya Notice here (21 June 1919). Negotiations between the representatives of Istanbul government and the representatives of Anatolian and Rumeli resistance organisations were held here (Amasya Protocol 20-23 October 1919).

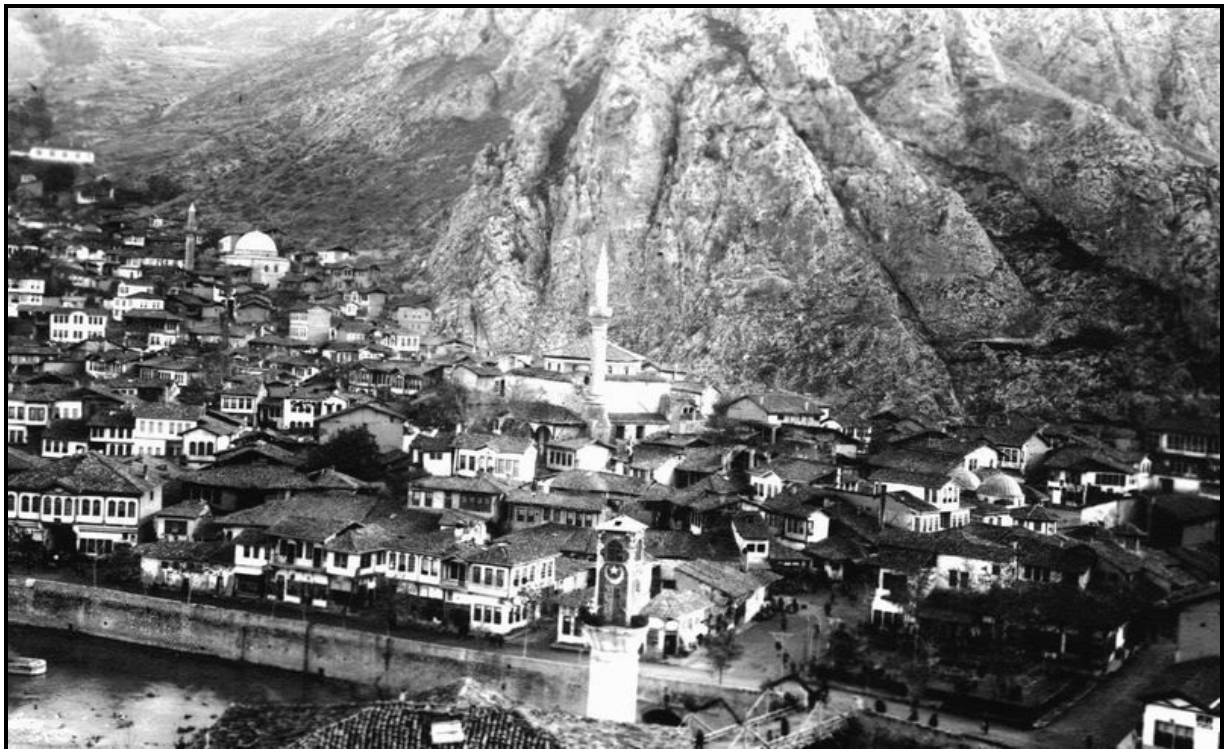


Figure 3.2.1 Amasya Historical View

Source: Amasya Municipality Stratejical Plan 2010-2014, Finkel 2007, <http://amasya.bel.tr>

3.3 Climate

There is a transition climate between Black Sea climate and continental climate in Amasya. Summers are not dry as continental climate and not rainy as Black Sea climate. Winters are not warm as Black Sea climate and not hard as continental climate.

Age Friendly City Amasya

This transition climate is named as “Back Black Sea Climate” in the Climate Atlas of Turkey which was published by General Directorate of Meteorology.

The driest months are July and August and the rainiest season is spring. The average number of rainy days in city centre is 110 annually. Average temperature is 14 °C in the city centre, 11 °C in Merzifon, 12 °C in Suluova, 14 °C in Taşova, 10 °C in Gümüşhacıköy and 12 °C in Göynücek. The average relative humidity is 57% in the city centre.

Amasya	Jan	Feb	Mar	April	May	June	July	August	Sept	Oct	Nov	Dec
Average Values in Long Years (1975 - 2010)												
Average Temperature (°C)	2,5	4,4	8,4	13,6	17,8	21,6	24,1	23,9	20,1	14,7	8,3	4,3
Average Highest Temperature (°C)	6,8	9,5	14,5	20,2	24,8	28,5	31,0	31,1	27,7	21,7	14,2	8,4
Average Lowest Temperature (°C)	-1,2	0,2	2,7	7,1	10,6	14,1	16,5	16,4	12,7	8,5	3,5	0,7
Average Sunlight Time (hours)	2,1	3,1	4,6	5,8	7,6	9,1	9,8	9,4	7,7	5,0	3,2	1,9
Average Number of Rainy days	11,8	10,9	12,2	13,4	12,6	8,7	4,0	3,4	5,1	8,2	9,8	12,4
Average Amount of Rain (kg/m²)	45,4	35,3	43,2	59,3	51,1	37,6	17,5	10,8	21,4	40,0	47,1	53,9
Average Temperature (°C)	2,5	4,4	8,4	13,6	17,8	21,6	24,1	23,9	20,1	14,7	8,3	4,3
Highest Temperature (°C)	21,3	21,8	31,2	35,8	37,5	41,8	45,0	42,2	40,3	36,0	29,7	22,9
Lowest Temperature (°C)	-21,0	-20,4	-15,3	-5,1	0,1	4,8	8,5	8,8	3,0	-2,7	-5,6	-12,7

Table 3.3.1 Meteorological data of Amasya

Source: General Directorate of Meteorology (<http://www.dmi.gov.tr>), <http://amasya-abdulhalim.blogspot.com>
Province Private Administration of Amasya Governorate 1/1000.000 Scale Landscape Map Research

3.4 Demographic Structure

In 1927, the population of Turkey was 13.648.270 and the population of Amasya was 115.191. On that date, Amasya was the 51st biggest city among 63 cities. According to census in 2000, it is the 53rd among 81 cities.

According to the databank of Address Based Population Registration System (ADNKS) of 2007, it is the 54th among 81 cities. While the number of people per square kilometres in Amasya was 21 in 1927, it raised up to 64 people in 2000. This number was 58 in 2007.

Age Friendly City Amasya



Figure 3.4.1 Number of people per Km² in Amasya

Amasya	Age Group	Total	Male	Female
Central District	00-04	8.881	4.550	4.331
	05-09	9.301	4.819	4.482
	10-14	10.879	5.586	5.293
	15-19	11.286	5.651	5.635
	20-24	22.462	16.859	5.603
	25-29	11.116	5.986	5.130
	30-34	10.445	5.242	5.203
	35-39	9.736	4.787	4.949
	40-44	8.879	4.470	4.409
	45-49	9.072	4.539	4.533
	50-54	7.297	3.672	3.625
	55-59	6.615	3.336	3.279
	60-64	5.633	2.754	2.879
	65-69	3.977	1.841	2.136
	70-74	3.378	1.453	1.925
	75-79	2.697	1.237	1.460
	80-84	1.453	554	899
	85-89	412	157	255
90+	116	31	85	
	Total	143.635	77.524	66.111

Table 3.4.1 Population Data in Amasya According to Age Groups

Source: TÜİK 2010 ADNKS, OKA Current Situation Analysis for TR 83 Region

3.5 Administration (Political Borders)

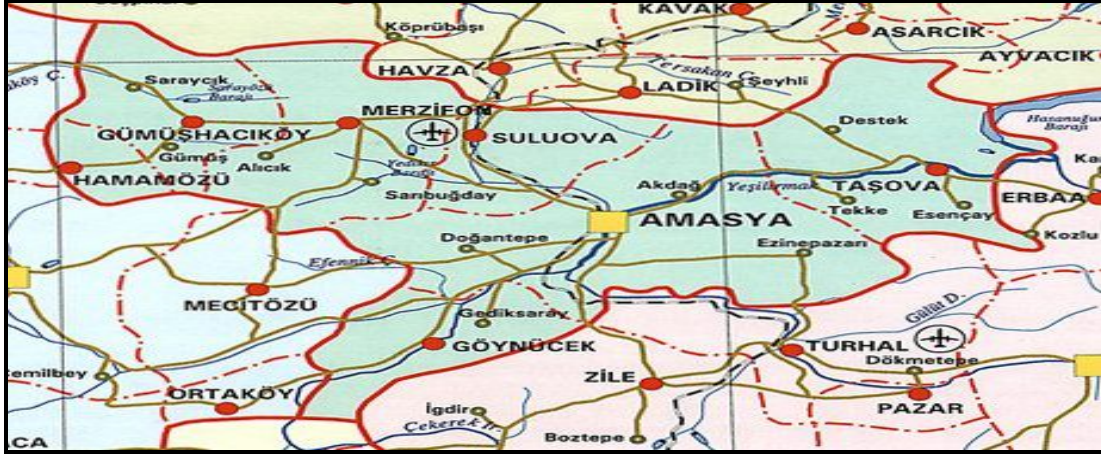


Figure 3.5.1 Political Borders of Amasya, Source: (<http://www.amasyaturizm.net>)

3.5.1 Towns and Villages

There are 101 towns and villages in Amasya. These are generally named after their geographical position and economical resources. In time these names changed or softened because of the living aspect of the language.

The Name of Town/Village	The Name of Town/Village	The Name of Town/Village	The Name of Town/Village	The Name of Town/Village
Abacı	Çivi	Kapıkaya	Küçükkızılcıca	Şeyhsadi
Ağılönü	Dadıköy	Karaali	Mahmatlar	Tatar
Aksalur	Damudere	Karaçavuş	M.Çiftliköyü	Toklucak
Aktaş	Değirmendere	Karabrahim	Musaköy	Tuzluçalı
Akyazı	Direkli	Karakese	Ormanözü	Tuzsuz
Alakadı	Duruca	Karaköprü	Ortaköy	Ümük
Albayrak	Elikteke	Karataş	Ovasaray	Vermiş
Ardıçlar	Eskikızılcıca	Karsan	Özfındıklı	Yağcıabdal
Avşar	Fındıklı	Kayabaşı	Saraycık	Yağmur
Aydınca	Gökdere	Kayacık	Sarayözü	Yavru
Aydınlık	Gözlek	Kayrak	Sarıalan	Yaylacık
Aydoğdu	Halifeli	Keçili	Sarıkoz	Yeşildere
Bağlarüstü	Hasabdallı	Keşlik	Sarılar	Yeşilöz
Bağlıca	İbecik	Kızılcıca	Sarımeşe	Yeşiltepe
Bayat	İlgazi / İlyas	Kızılkışlacık	Sarıyar	Yıkılğan
Beke	Çavuşköy	Kızseki	Sazköy	Yıldızköy
Beldağı	İpekköy	Köyceğiz	Selimiye	Yolyanı
Boğazköy	Kaleboğazı	Kutlu	Sevincer	Yuvacık
Boğazköy	Kaleköy	Kuzgeçe	Sıracevizler	Yuvaköy
Böke	Buduklu	Çatalçam	Çengelkayı	Çiğdemlik

Table 3.5.1.1 The Towns and Villages in Amasya, Source: www.amasya.bel.tr, www.amasyaturizm.net

3.5.2 Districts

Amasya (Central), Göynücek, Gümüşhacıköy, Hamamözü, Merzifon, Suluova and Taşova.

Göynücek: Founded on the rock which is towards the Çekerek Valley which is 8 km away from the district which is founded on Çekerek River Valley.

Gümüşhacıköy: 70 Km to Amasya, 18 Km to Merzifon, 23 Km to Hamamözü and 35 Km to Osmancık. The town centre is on the highway which connects Middle Blacksea Region to Istanbul.

Hamamözü: Founded on the east and north skirts of İnegöl Mountains. Arkut Bey thermal spring is an important recreation and picnic area. Kahramanlar İçmesi is known to be good for intestine parasites.

Merzifon: It is 49 km away from the central district. After Kara Mustafa Paşa of Merzifon became the Grand Vizier, Merzifon experienced radical changes in terms of town planning.

Suluova: Suluova, which is located in the inner parts of Middle Blacksea Region, is in 25 km west of Amasya central district. Western part of Suluova is connected with Merzifon Plain. Tersakan is the most important river of the district.

Taşova: Yeşilirmak runs through the district which is 55 km away from Amasya. Taşova is on the western side of the fertile plain which begins in Koyulhisar in the east and includes important big districts such as Reşadiye, Niksar and Erbaa. There is Erbaa district of Tokat on the eastern side of the district, Amasta and Ladik District of Samsun on the west, Çarşamba District of Samsun on the North and Turhal District of Tokat on the South. (<http://amasya.bel.tr>)

3.5.3 Quarters

Amasya city centre consists of 27 quarters. These quarters vary in size and population.



Figure 3.5.3.1 Quarters of Amasya

The biggest quarters in population are Şeyhcui and Yazıbağları quarters. Şamlar quarter comes after. Gökmedrese and Ellibeşevler quarters draw attention with their size and population. The population of Hızırpaşa and Bayezidpaşa quarters are over three thousand.

No	Name of the Quarter	No	Name of the Quarter
1	Akbilek	15	İhsaniye
2	Bahçeleriçi	16	Kirazlıdere
3	Beyazıtpaşa	17	Kurşunlu
4	Çakallar	18	Mehmetpaşa
5	Dere	19	Nergiz
6	Ellibeşevler	20	Pirinççi
7	Fethiye	21	Savadiye
8	Gökmedrese	22	Sofular
9	Göllü Bağları	23	Şamlar
10	Gümüşlü Yakutiye	24	Şehirüstü
11	Hacı İlyas	25	Şeyhcui
12	Hacılar Meydanı	26	Üçler
13	Hatuniye	27	Yüzevler
14	Hızırpaşa		

Table 3.5.3.1 Quarters of Amasya Central District, Source: Amasya Municipality (<http://www.amasya.bel.tr>)

3.6 Socioeconomic Structure

3.6.1 Agriculture

Agriculture is on the top of Amasya economy and constitutes an important part of GNP. 146.948 people from 29.390 farmer families live by this industry. Monetary value of plant and animal production in 2009 was 1.098.919.807 TL. 73,17% of this was generated from plant and 26,83% was from animal production.

Total area of the province is 5.701 km² and 44,4% of this, in other words 253.029 hectares are agricultural fields. 171.896 hectares are dry and 81.133 hectares are wet agricultural fields.

The ecology of Amasya is variable and diversified. This variety and diversity in the ecology create many alternatives for agriculture. Because of these characteristics, growing of various types in terms of both culture plants and natural flora is possible. The main products grown in the province are; field products such as wheat, sugarcane, onion, sunflower and poppy as well as fruits like apple, cherry, peach and vegetables which are consumed generally in the domestic market. Recently vegetable agriculture is moved to closed areas from open fields and the number of greenhouses made of plastic covers increased.



Figure 3.6.1.1 Amasya Misket Apple

Source: Amasya Province Strategic Plan 2007-2011, OKA Current Situation Analysis for TR 83 Region

3.6.2 Livestock

The livestock in Amasya is about 1,5% of the animal existence of Turkey according to 2001 data. Livestock raising is a developed industry in Central and Suluova Districts in Amasya and a great amount of meat is produced. Most of the meat which is produced is sold to other provinces (Ankara, Istanbul, Samsun, Trabzon, Ordu, etc.). Raising livestock for milk has developed recently.

Climate conditions and rich flora of the region create a great potential for livestock. In 2009, companies purchased 12.350 tons of milk from Amasya.

Source: (<http://www.amasyatso.org.tr>)

Type of the animal	Amount (Pieces)
Cattle	136.851
Sheep & Goat	106.626
Poultry	1.162.215
Beehive	14.850

Table 3.6.2.1 Animal Existence in Amasya (2009),

Source: <http://www.amasyatso.org.tr>

3.6.3 Forestry

Total forest area in Amasya, which constitutes 34% of total area, is 191.422 ha. 117.401 ha of this area are woods and 74.021 ha are coppice forests. 57.175 ha of the woods consist of normal forests and 60.226 ha consist of damaged forests. 21.346 ha of coppice forests are normal, 52.675 Ha of coppice forests are damaged forests.

Forested Areas		Open Area
191.422,0 Ha	%34	%66



Figure 3.6.3.1 Forest View from Amasya, Source: Amasya Province Strategic Plan 2007-2011

3.6.4 Industry

The development of industry in Amasya began with the construction of railroads in 1930. If we look at the development of Amasya since that day, we can see that the development became possible with only governmental investments. Yeni Çeltek Coal Plant provided energy for the sugar factories in the region, with the Sugar Factory founded in Suluova, food industry started to develop in the region and as a result of this milk, oil and sugar factories are founded.

While there were 19 business enterprises and 1.611 employees in Amasya manufacturing industry according to 1932 data, there are 876 business enterprises and 3.795 employees according to 2002 TÜİK data. The most striking characteristics of Amasya Province is that there are too many small enterprises but a few large enterprises.

Age Friendly City Amasya

Sector	With current price of 1987 (billion TL)	With current price of 2000 (trillion TL)	2000 (billion TL with current price of 1987)	Share of the Country	
				1987	2000
Agriculture	112	138	145	0,8	0,8
Industry	33	35	30	0,2	0,1
Mining and Quarry	8	4	3	0,5	0,3
Manufacture Industry	23	28	24	0,1	0,1
Electricity Gas and Water	2	3	3	0,1	0,1
Services	156	297	244	0,4	0,4
GDP	301	470	419	0,4	0,4

Table 3.6.4.1 Share of the Country, Source: OKA Current Situation Analysis for TR 83 Region

3.7 Health Sector and Health Services

3.7.1 General Situation

There are 5 State Hospitals (in Central District, Merzifon, Suluova, Gümüşhacıköy and Taşova Districts), 1 District Hospital in Göynücek, 1 Tuberculosis Dispensary, 1 Centre for Maternal and Infant Health and Family Planning, 1 Centre for Mouth and Dental Health, 1 Oncological Research Centre, 41 Family Health Centres (95 Family Doctor Units), 7 Community Health Centres and 66 sanatoriums. There is 1 bed per 465 people. There are 296 doctors who are working with the Ministry of Health, 140 of them are experts and 156 are practitioners.

Note 1: Population growth rate, fertility rate, crude fertility rate and crude mortality are calculated data and are calculated as of the end of December 2010 as below.

INSTITUTIONS OF THE MINISTRY	NUMBER
State Hospital	6
Community Health Centre	7
Tuberculosis Dispensary	1
MIHFP Centre	1
Oncologic Research Centre	1
Family Health Centre	41
Sanatorium	66
Total	123
INSTITUTIONS OTHER THAN MINISTRY	NUMBER
5 th Main Jet Base Hospital	1
Total	1

Table 3.7.1.1 Health Institutions, Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

Age Friendly City Amasya

CENTRE AND DISTRICTS	HOSPITAL	SANATORIUM		MIHFP	TUBERCULOSIS DISPENSARY	COMMUNITY HEALTH CENTRE
		WITH BUILDING	WITHOUT BUILDING			
CENTRE	1	21		1	1	7
GÖYNÜCEK		8				
GÜMÜŞHACIKÖY	1	9				
HAMAMÖZÜ		2				
MERZİFON	1	7				
SULUOVA	1	4				
TAŞOVA	1	16				
TOTAL	5	67		1	1	7

Table 3.7.1.2 Numbers according to Districts, Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

While crude fertility rate in Amasya was 13,1% in 2000; it decreased to 5,39% in 2011. General fertility rate was 48,6% in 2000, but it is 22,12% in 2011. Crude mortality rate is 2,5% in 2011 while it was 3,1% in 2000. Population growth rate decreased to 2,8% from 10%.

YEARS	CRUDE FERTILITY RATE(0%)	GENERAL FERTILITY RATE(0%)	CRUDE MORTALITY RATE(0%)	BABY MORTALITY RATE(0%)	MOTHER MORTALITY RATE(000%)	DEAD BIRTH RATE(0%)	POPULATION GROWTH RATE(0%)
2000	13,1	48,6	3,1	19,7	67,8	12,2	10
2001	12,1	45,2	3	16,9	24,5	9,1	9,6
2002	10,2	37,8	2,9	17,7	28,9	11,9	7,3
2003	10,5	39,1	2,6	12,5	28,4	8,5	7,9
2004	10,3	38,8	2,5	16,3	58,9	6,2	7,8
2005	11,3	42,6	2,7	14,5	107	14,5	8,7
2006	11,5	43,6	2,8	11	54	11,8	8,6
2007	12,02	46,38	2,47	13,47	81	7,52	9,58
2008	11,10	41,51	1,70	13,92	0	8,35	9,40
2009	11,19	44,14	3,58	9,93	83	6,62	7,61
2010	11,59	47,54	5,85	9,02	25,77	9,28	5,74
2011 (First 6 months)	5,39	22,12	2,5	11,07	0	8,86	2,89

Age Friendly City Amasya

Table 3.7.1.3 Birth and Population Growth,

Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

3.7.2 Health Personnel

While the number of doctors in Amasya was 298 in 2008, it decreased to 289 in 2011. While the number of patients per expert doctors was 2762 in 2008, this number is 2480 in 2011. As of September 2011, the number of computerized tomography is 2, the number of Ambulances is 24, the number of midwives is 313 and the number of nurses is 591. As of the end of September 2011, there are 42 dialyzers in private and 41 in state hospitals.

BRANCH	2008	2009	2010	2011
Doctor	298	306	321	296
Expert Doctor	119	131	140	135
Number of People per Expert	2762	1060	2391	2391
Practitioners	179	175	181	154
Number of People per Practitioner	1836	1853	1850	2146
Dentist	26	27	32	40
Nurse	518	518	522	591
Midwives	294	288	324	313
Health Officer	533	525	528	525
The Number of First Step Examining	784361	962276	880289	-

Table 3.7.2.1 Numbers for Health Services

Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

3.7.3 Pharmacies

CENTRAL DISTRICT	Centre	41
	Aydınca	1
	Ezine pazarı	1
	İpekköy	1
	Kayadüzü	1
Merzifon		30
Suluova		12
Gümüşhacıköy		11
Taşova		6
Göynücek		2
Hamamözü		1
TOTAL		107

Table 3.7.3.1 Numbers of Pharmacies Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

3.7.4 Statistics for Health Institutions

SERVICES	Amasya State Hospital	Merzifon State Hospital	Suluova State Hospital	Gümüş Hacıköy State Hospital	Taşova State Hospital	Göynücek District Hospital	TOTAL
Number of Polyclinics	445091	180276	78749	48461	54454	13079	820110
Inpatients	12691	6048	1265	945	1552	1269	23770
Death	234	92	13	8	17	-	364
A Class Surgery	32	38	11	0	0	-	81
B-C Class Surgery	3474	1607	428	33	0	-	5542
D-E Class Surgery	3334	4530	844	114	58	108	8988
Normal Birth	511	236	30	8	3	-	788
Intervented Birth	20	2	0	0	0	-	22
Number of Beds	426	180	50	25	25	14	720
Population per Bed	337	384	950	992	1325	853	465
Bed Occupation Rate	70,22	72,68	54,93	114,07	131,27	-	86,46
Average Number of Hospitalization	4,33	4,20	3,74	5,44	4,10	-	4,29

Table 3.7.4.1 Statistics for Health Institutions

Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

Note: The number of polyclinic examinations in the Centre for Mouth and Dental Health as of the end of June 2011 is 57.653. Total number in the province is 101.006

The number of people per doctor is 1131 and the number of sanatoriums without midwives is 5. In September 2011, 170 people applied for Green Card and 167 of them got their green cards. There are 75.338 people in the province who have green cards as of the end of September 2011.

Vaccination rates in September 2011; DaBT-İPA-Hib (5 Mixed Vaccine) 3 99%, MMR (Measles-Mumps-Rubella) 99%, Hepatitis B1 99%, BCG 99%.

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Districts	2005	2006	2007	2008	2009	2010	2011 (January-June)
Centre	5566	2803	1882	1253	1323	1304	598
Taşova	2289	1994	1349	815	696	617	294
Suluova	1738	832	991	943	1100	1247	407
Merzifon	2924	1565	1007	727	891	811	513
Gümüşhacıköy	1948	1042	900	628	789	563	190
Göynücek	1569	753	522	484	409	433	245
Hamamözü	758	341	215	140	147	125	78
Total	16792	9330	6866	4990	5355	5100	2325

75.553 people have green card in Amasya as of the end of June 2011.

Source: (<http://www.amasyasm.gov.tr>), Amasya Province Strategic Plan 2007-2011

3.7.5 Health facilities and Health Personnel

There are 1734 health employees in health institutions in Amasya. There are 9 employees working in Centre for Family and Infant Health and Family Planning and 178 employees in Family Doctor Unit.

Directorate of Health	85
Hospital	1169
Tuberculosis Dispensary	9
112 Emergency Service	66
MIHFP Centre	9
Community Health Centre	103
Village health Houses	58
Family Doctor Unit	178
Mouth and Dental Health Centre	57
Total	1734

Table 3.7.5.1 Number of Health Personnel, Sources: www.amasyasm.gov.tr, Amasya Province Strategic Plan 2007-2011

3.8 Transportation

Amasya is connected to Samsun, Çorum and Tokat with state roads. Transit road direction is on the state road with control no 100-17,100-18 and 100-19 (Europe – Iran Transit Road). There is no settlement without roads in Amasya and 90% of the village roads are asphalted. There is no problem in transportation both in summer and winter. About 140 intercity buses come to Amasya bus station daily. It is possible to find bus on every hour to neighbour cities such as Samsun and Çorum. (Source: Amasya Province Strategic Plan 2007-2011)

3.8.1 Railroad

Amasya is on the Sivas-Samsun railroad, it is 261 km away from Sivas and 130 Km away from Samsun. There are 2 railroad terminals (Amasya-Hacıbayram) and 6 stations (Kızılca, Kayabaşı, Eryatağı, Boğazköy, Suluova, and Hacıbayram) in the Province.

Source: Amasya Province Strategic Plan 2007-2011

3.8.2 Air Transport

There is an airport in Merzifon District. It is 46 km away from Amasya city centre. Turkish Airlines launched flights between Istanbul and Merzifon on 20 June 2008. Air transportation is also possible from Samsun which is 130 km away.

Source: Amasya Province Strategic Plan 2007-2011

3.8.3 Sea Transport

The nearest sea port is in Samsun Province which is 130 km away.

Source: Amasya Province Strategic Plan 2007-2011

3.9 Housing Specifications



Figure 3.9.1 Views From Amasya Houses

When the central district is examined in terms of housing and accommodation, it can be seen that there are three different layers. First one is the old settlement of the city; these are 1-2 floor buildings. These structures are generally wooden and most of them require maintenance and repair. When the size of these structures is considered, this is a negative situation in terms of standards.

Transportation is a big problem for these structures which are located on sloppy areas. In some of these areas, transportation is possible with step streets and this causes a big problem for the old and disabled people. The second one is the development areas of the city; the buildings in these areas are generally concrete buildings and 4-5 floor buildings and used as residence.

These buildings cause no problems in terms of standards. The entrance to these buildings is with steps and there is no ramp, this constitutes a problem for the disabled people. The third one is the commercial residence area in the city centre; the lower floors of these buildings are used for commercial purposes and upper floors are residences.

Most of the historical structures are in these areas. The structures in this area are generally 3-4 floor concrete buildings. There are no problems in terms of size. Entrance to these buildings is partially with steps.

Source: (<http://www.amasya.bel.tr>)

3.10 Outdoor Areas, Recreational Areas and Historical Places

3.10.1 Amasya Castle and Rock Tombs



Figure 3.10.1.1 Amasya Castle.

Amasya Castle

It is located on the sharp rock named Harşane Mountain which is on the north of the city and Yeşilirmak. The castle has 4 gates, a well named Cilanbolu, cistern and dungeon. There is an underground stairway which goes up to Yeşilirmak and rock tombs, which date back to 3rd century BC 70 m below the castle and ruins of bastions and mosque.

Source: <http://amasya-abdulhalim.blogspot.com>, Amasya Province Strategic Plan 2007-2011

Rock Tombs

There are 5 ROCK tombs carved in the rocks which are like walls on the skirts of Amasya Castle. They are carved off the main rock and linked to the rock blocks with stairs. There are 18 big and small rock tombs in Amasya valley. According to the information provided by the famous historian Strabon who was born in Amasya (63BC – 5AD), the rock tombs belong to Pontus Kings.

Source: <http://amasya-abdulhalim.blogspot.com>, Amasya Province Strategic Plan 2007-2011

Ferhat Channel



Figure 3.10.1.2 Ferhat Channel

Source: <http://amasya-abdulhalim.blogspot.com>, Amasya Province Strategic Plan 2007-2011

It belongs to the Late Hellenistic – Early Roman period. It was built to provide water for the Antic Amasya. Rocks were carved, tunnels are opened and it is built according to water scale system. It is subjected to the famous “Ferhat and Şirin Legend” and it is known as Ferhat Channel.

Source: <http://amasya-abdulhalim.blogspot.com>, Amasya Province Strategic Planı 2007-2011

3.10.2 Medresas of Amasya

Bimarhane (Darüşşifa)

It is the only piece of work which reached today from İlhanlı era. It was built in the name of Sultan Mehmet Olcaytu and his wife Ilduz Hatun in 1308. Famous doctors have worked in Bimarhane and educated students and healed patients.

One of them is the famous doctor and surgeon of Fatih Sultan Mehmet era, Sabuncuoğlu Şerefeddin who was born in Amasya in 1385. Sabuncuoğlu Şerefeddin has written three important works named *Akrabadin*, *Cerrahiyetü'l Hâniyye* and *Mücerreb-Nâme* in this

environment which very appropriate for scientific studies and served as a doctor and educated students in his homeland.



Figure 3.10.2.1 Bimarhane (Darüşşifa), Source: (<http://amasya-abdulhalim.blogspot.com>)

Sultan Bayezid II Social Complex

The complex which was built in the name of Sultan Bayezid II in 1485-86 consists of mosque, medresa, shrine and fountain. It is thought that the two trees which are on the same level with the two minarets are as old as the complex.



Figure 3.10.2.2 Sultan Bayezid II Complex Source: (<http://amasya-abdulhalim.blogspot.com>)

Haliliye Medresa

The medresa which is in the Gümüş town of Gümüşhacıköy District was built in 1413.

Büyük Kapu Ağası Medresa

It is across the Beyazıt Paşa Mosque on Şamlar Quarter. It is also known as Büyük Ağa Medresa. It was built in 1488 by Abdülmûminoğlu Hüseyin Ağa who was the chief eunuch of Sultan Beyazid II.



Figure 3.10.2.3 Büyük Kapu Ağası Medresa, Source: (<http://amasya-abdulhalim.blogspot.com>)

3.10.3 Mosques and Social Complexes of Amasya

Burmali Minare Mosque (1267) and Gökmedrese Mosque (1237-1247) were built in Seljuk era and worth seeing. The other important mosques of Amasya are Gümüşlü Mosque, Bayezid Paşa Mosque, Yörgüç Paşa Mosque, Sofular Abdullah Paşa Mosque, Şirvanlı (Azeriler) Mosque, Abide Hatun Mosque and Halifet Gazi Kümbeti.

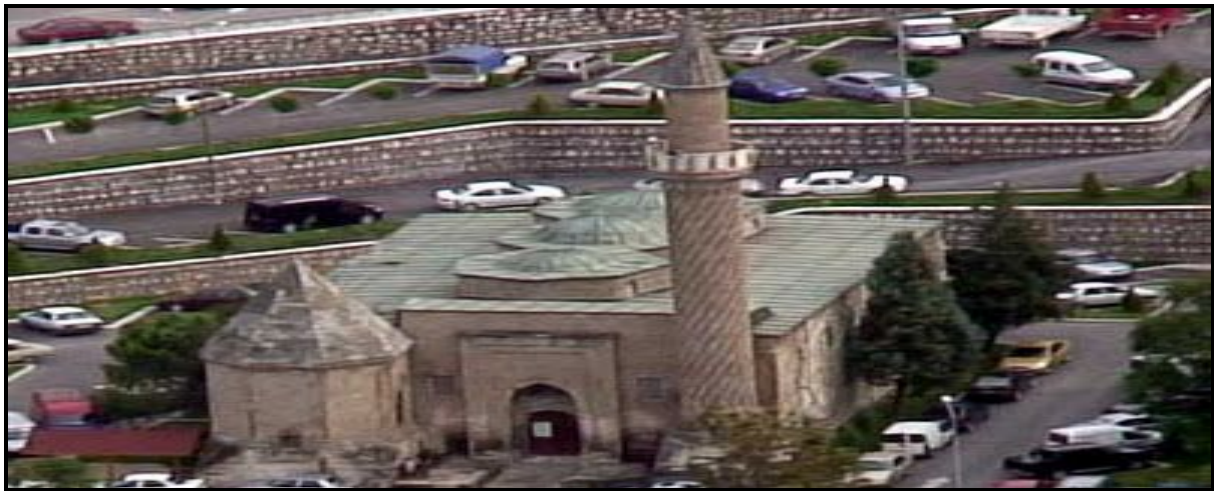


Figure 3.10.3.1- Burmalı Minare Mosque (Central District), Source: (<http://amasya-abdulhalim.blogspot.com>)

It was built between 1237-1247 by Vezir Ferruh and his brother Haznedar Yusuf during the reign of Seljuk Sultan Gıyaseddin Keyhüsrev II. Classic octagonal Seljuk dome which is attached to the front wall on the left side of the entrance and spiral minaret are the most striking characteristics of the mosque.

3.10.4 Inns, Baths and Bazaars of Amasya

Ezine Han

It is on the left side of the road in Ezinepazar town which is on the 35th km of Amasya-Tokat main road. It was built by Mahperi Hatun who was the wife of Seljuk Sultan Alaaddin Keykubad.



Figure 3.10.4.1 Ezine Han, Source: (<http://amasya-abdulhalim.blogspot.com>)

Taşhan

It is in Dere Quarter, it was built in 1758. Today, this inn is highly damaged and under reconstruction.



Figure 3.10.4.2 Taşhan, Source: (<http://amasya-abdulhalim.blogspot.com>)

Kumacık Bath

It is in Bayezidpaşa Quarter and it was built in 1495.

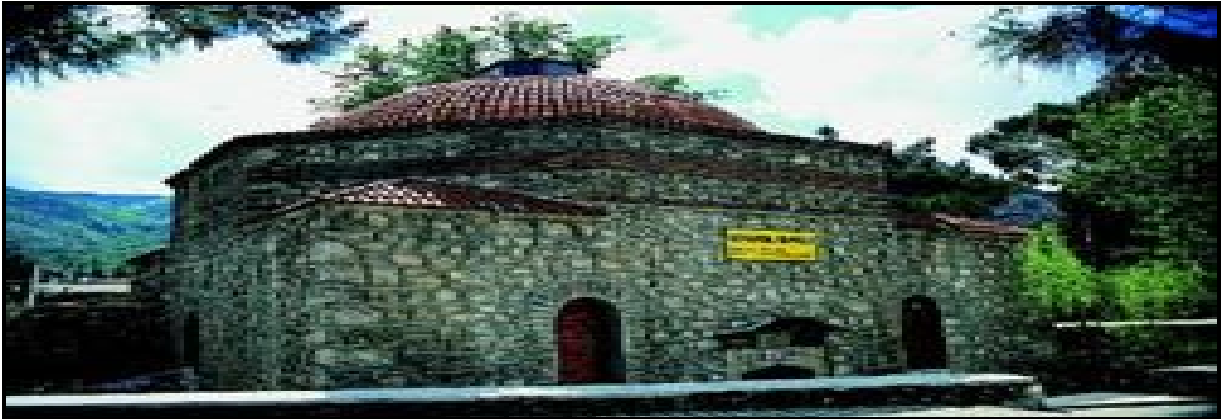


Figure 3.10.4.3 Kumacık Bath, Source: (<http://amasya-abdulhalim.blogspot.com>)

Bedesten

It is in Merzifon district. It is a 350 years old bazaar which was built in the era of Kara Mustafa Paşa.



Figure 3.10.4.4 Bedesten, Source: (<http://amasya-abdulhalim.blogspot.com>)

Old Bath

It is in Merzifon district. According to its epitaph, it was built in 1678.



Figure 3.10.4.5 Old Bath, Source: (<http://amasya-abdulhalim.blogspot.com>)

3.10.5 Thermal Springs of Amasya

Terziköy Thermal is the most important thermal spring in the province. The other important thermal springs are; Gözlek Thermal, Hamamözü (Arkut Bey) Thermal, Ilisu and Beke Thermals.



Figure 3.10.5.1 Amasya Thermals

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA, 2011.

Terziköy Thermal

It is in the southern part of Amasya and beyond adjacent field. It is 30 km away from city centre. Types of use: Drinking and bath cures. It is said that it is beneficial for rheumatoid, stomach, intestine, kidney and urinary tract diseases and nutritional disorder.

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA,2011

Beke Village Thermals

It is a village which is 3 km away from the main road between Mecitözü and Amasya. There is a hot water spring in the part of the village which towards Çorum. The temperature of the water is 30-40 degrees. A group of faculty members from Amasya University has found out that radon gas level in the water is low. The water is also used for drinking.

While the bath here is in the borders of Çorum province, Beke village is in Amasya. Even though the bath which belongs to Roman period is partly damaged, ladies bath is still in good condition and it is used. With the help of the perfect ventilation which was built then, there is no water condensation and dripping.

Annual painting is enough for the ceiling. There is a 4-layer pool system in the bath. First level is the ladies bath, second level is the gentlemen's bath, and in the third level there is a pool which contains Roman columns. There are human figures on these columns. The last pool is the draining pool. When the draining outlet on the bottom is closed, water comes out from the window shaped opening on the front.

At the lowest part, there is an irrigation pool. Water is collected in this pool and it was used for irrigation even back in the Roman period. It is still used. A deep river bed which is thought to be a fault line is covered with trees. Because of this and the slope of the land, a graded organisation shall never block the view.

The area can be a protected area with its historical bath. According to the talks of the villagers, the water of the bath is good for skin diseases and good for stomach and intestine spasms if it is drunk. It is also stated that the water is good for broken bones.

Oxygen rate in the area is quite high. It is estimated that the area is 400 m higher than Amasya.

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA,2011



Figure 3.10.5.2 Beke Thermal

Gözlek Thermals

Water temperature of Gözlek Thermal Facility which has two stars and is on the 22nd km of Amasya-Göynücek road is 39.5 °C. There are cafeteria, restaurant, closed swimming pool, personal cabins, Turkish Bath, cure baths and an hotel with 17 rooms and 34 beds and 4 apartments (42 beds total) and a picnic area in the facility.

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA,2011



Figure 3.10.5.3 Gözlek Thermal Facilities

Hamamözü Thermal Facilities

It is located in Hamamözü district which is 90 km away from the central district. Water temperature is 42.5 °C. There are swimming pool and Turkish Baths in the Old Bath (Phone: 787 60 30) which is still active and 3 Star Gimpaş Hotel (63 rooms, 136 beds)

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA,2011

Ilisu Thermal

It is 63 km away from the central district and located in Ilisu village of Göynücek district. Water temperature is 25 °C. There is no facility or accommodation opportunity.

Source: (<http://www.termalturizm.info>), Health Tourism Report BAKA, 2011

3.10.6 Bird Observation Areas in Amasya

Yedikır Dam

It was built on Tersakan Spring between 1982 and 1985 for irrigation. Roach, pike and carp fish live in Yedikır Dam. It is one of the rare lakes which are appropriate for hook fishing.



Figure 3.10.6.1 Yedikır Dam, Source: (<http://amasya-abdulhalim.blogspot.com>)

3.10.7 Museums and Historical Places in Amasya

3.10.7.1 Museums

Amasya Museum

The modern building of Amasya museum was built on 22 March 1977 and opened for visit on 14 June 1980. It contains archaeological findings which belong to 12 civilizations which lived in Copper Era, Hittite, Urartu, Phrygia, Scythian, Persian, Hellenistic, Roman, Byzantine, Seljuk and Ottoman periods.

It serves to the culture and tourism of our country as the most modern museum in the region. Stone pieces which belong to Hittite, Hellenistic, Roman, Byzantine, Ilhan, Seljuk and Ottoman periods are exhibited in the garden of the museum. Mummies in the museum are exhibited in a tomb in the museum garden which belongs to the Seljuk era. There are 8 mummies in the museum.



Figure 3.10.7.1.1 Amasya Museum

Source: (<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>), Amasya Province Strategic Plan 2007-2011

Hazaranlar Konağı Ethnography Museum

Hazaranlar Konağı which is the most beautiful manor among Yalıboyu houses is one of the most beautiful examples of Ottoman civil architecture. It has been used a museum-house in which ethnographic pieces are exhibited since 1984.



Figure 3.10.7.1.2 Hazaranlar Konağı Ethnography Museum

Source: (<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>), Amasya Province Strategic Plan 2007-2011

Şehzadeler Museum

Amasya Şehzadeler Museum is one of the 67 registered manors which are known as Yalıboyu Houses which was built in 1800s and destroyed in 1986 by the owner. The building which was rebuilt in 2007 by Amasya Governorate was opened to visit in 2008 as Private Şehzadeler Museum of Special Provincial Administration.



Figure 3.10.7.1.3 Şehzadeler Museum, Source: (<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>), Amasya Province Strategic Plan 2007-2011

Alpaslan Museum

It was built by Alpaslan Municipality and it has been active since the foundation of the municipality. Archaeological and ethnographic pieces and coins which belong to Hellenistic, Roman, Seljuk and Ottoman periods are exhibited in the museum.



Figure 3.10.7.1.4 Alpaslan Museum, Source: (<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>), Amasya Province Strategic Plan 2007-2011

Milli Mücadele Museum and Convention Centre

It was rebuilt as the original of Saraydüzü Casern where Amasya Circular which was the first written document issued by Mustafa Kemal Atatürk which lead to the Republic.



Figure 3.10.7.1.5 Milli Mücadele Museum and Convention Centre,
Source:(<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>), Amasya Province
Strategic Plan 2007-2011

3.10.7.2 Historical Places

King Rock Tombs

Rock Tombs which belong to Pontus Kings who used Amasya as Capital from 333 BC to 26 AD are carved in the rocks on the southern skirts of Harşena Mountain.

There are stairs and road carved in rocks among the rock tombs which are reached after passing through narrow streets of Hatuniye Quarter and crossing the railroad. It is known that there are 21 tombs in Yeşilirmak Valley, but only a few survived. Tombs are located over the city. Melik Ahmed Danişmend Gazi who conquered the city in 1075 has removed Pontus ruins in the tombs. It is also known that Christian monks secluded themselves in these caves.



Figure 3.10.7.2.1 King Rock Tombs,
Source: (<http://www.amasyakulturturizm.gov.tr>), (<http://amasya05.wordpress.com>)

4. THE POTENTIAL OF AMASYA TO BE AN AGE FRIENDLY CITY

4.1 Age Friendly City Amasya Research

Within this research, the potential of our city to become an “Age Friendly City” is evaluated using different research techniques together. The city’s being appropriate for living and ageing for the old people is the main concern of this project. An age friendly city is not only a physically well planned city, there are also socioeconomic, social and human aspects. For that reason, different research techniques are used for healthier evaluation.

4.2 General Objective of the Research

The general objective of the research is to determine the potential of Amasya to become an “Age Friendly City” according to the criteria of World Health Organisation (WHO).

4.3 Specific Objective of the Research

These specific objectives are included in order to evaluate the current situation of Amasya to become an Age Friendly City and determine the potential;

- 1) Evaluating outdoor areas, structures and buildings with regard to the old people,
- 2) Evaluating internal transportation in Amasya with regard to the old people,
- 3) Evaluating housing aspects in Amasya with regard to the old people,
- 4) Determining social participation of old people in Amasya,
- 5) Determining social inclusion and respect in Amasya with regard to the old people,
- 6) Determining the participation of old population in employment and their position in employment,
- 7) Evaluating information and communication in Amasya with regard to the old people,
- 8) Evaluating health services in Amasya with regard to the old people and researching for old care features.
- 9) Determining subproject packs in the process of becoming an Age Friendly City,
- 10) Within the frame of this project packs determining fields of activity and activity areas which require investment in these subproject packs for Amasya to become an Age Friendly City.

4.4 Research Methods and Techniques

One to one questionnaire technique of quantitative research method, observation method and photographing technique and desk research method are used in the research. In addition, representatives from various institutions and organisations are interviewed and data collected. With one to one questionnaire technique, 65 years and older people and 18 years and older household heads that are living in Amasya are interviewed. Representatives of the institutions and organisations which are presented in Appendix1 are interviewed with in-depth interview technique. Data is collected from 26 quarters in Amasya with observation method and photographing technique.

4.5 Research Sampling

Considering the main mass is not homogenous in terms of gender, age, education, income and housing, multilevel sampling technique is preferred in order to increase the ability of sample to represent the main mass with certain quota.

Randomly chosen 420 people who will represent 65 and older people living in Amasya city centre constitute our first sampling. Reliability of our first sample is 95% and chances for mistakes are +-%5. Randomly chosen 1022 people who will represent household heads constitute our second sampling. Reliability of our second sample is 95% and chances for mistakes are +-%3.

4.6 Sampling Details

4.6.1 Household Heads Sampling Details

The people to be interviewed in the houses are determined by filtering with the question “Are you the person who earn the most amount of money? (Or are you the household head?)” And people under 65 years are interviewed.

Age range (n=1022)	Percent
18-24	4,31
25-34	20,16
35-44	22,60
45-54	29,55
55-64	23,39
Total	100

Table 4.6.1.1

Age range of the people participated in the research are indicated in Table 4.6.1.1.

Gender(n=1022)	Percent
Male	87,96
Female	12,04
Total	100

Table. 4.6.1.2

Genders of the people participated in the research are indicated in Table 4.6.1.2

Age Friendly City Amasya

Education (n=1022)	Percent
Literate	1,57
Primary School	32,00
Elementary School	13,41
High School	32,68
University or higher	19,67
No education (Not Literate)	0,68
Total	100

Table 4.6.1.3

Educational status of the people participated in the research are indicated in Table 4.6.1.3

Marital Status (n=1022)	Percent
Married	84,05
Divorced	1,86
Widowed	3,82
Single	7,93
Not Stated	2,35
Total	100

Table 4.6.1.4

Marital status of the people participated in the research are indicated in Table 4.6.1.4

Housing (N=1022)	Percent
House Owner	62,72
Renter	32,58
Not a house owner but does not pay rent	4,70
Total	100

Table 4.6.1.5

Housing status of the people participated in the research are indicated in Table 4.6.1.5

Age Friendly City Amasya

Employment (n=1022)	Percent
Not working/Unemployed	8,32
Worker	19,77
Officer	18,00
Farmer	1,86
Tradesman	32,58
Temporary/Without insurance, working per piece	3,03
High income self employment (Company, facility owner, etc.)	1,27
Professional (Doctor, Lawyer, Architect, etc.)	0,78
Working at Office – Private Sector	3,03
Retired	11,35
Total	100

Table 4.6.1.6

Employment status of the people participated in the research are indicated in Table 4.6.1.6

Income (n=1022)	Percent
0-999 TL	33,95
1000-1499 TL	29,16
1500-1999 TL	16,34
2000-2499 TL	9,30
2500 TL and more	11,25
Total	100

Table 4.6.1.7

Income status of the people participated in the research are indicated in Table 4.6.1.7

Social Security (n=1022)	Percent
Yes	91,78
No	8,22
Total	100

Table 4.6.1.8

Social security status of the people participated in the research are indicated in Table 4.6.1.8

Age Friendly City Amasya

Is there any person over 65 years old in the house? (n=1022)	Percent
Yes	18,30
No	81,70
Total	1022

Table 4.6.1.9

Table 4.6.1.9 indicates whether there are 65 years old or older people in the houses of the people participated in the research.

Number of Children (n=1022)	Percent
None	16,63
1	15,26
2	37,38
3 and more	30,72
Total	100

Table 4.6.1.10

Number of the children of the people participated in the research are indicated in Table 4.6.1.10

Age Friendly City Amasya

Name of the Quarter Interviewed	Frequency	Percent
Akbilek	75	7,34
Bahçeleriçi	128	12,52
Beyazıtpaşa	37	3,62
Dere	13	1,27
Ellibeşevler	94	9,20
Fethiye	21	2,05
Gökmedrese	23	2,25
Göllübağları	11	1,08
Hacıilyas	25	2,45
Hacılar Meydanı	107	10,47
Hatuniye	3	0,29
Hızırpaşa	69	6,75
İhsaniye	27	2,64
Kirazlıdere	35	3,42
Kurşunlu	26	2,54
Mehmet Paşa	22	2,15
Nergiz	3	0,29
Pirinççi	9	0,88
Şamlar	19	1,86
Şehirüstü	35	3,42
Sevadiye	15	1,47
Şeyhcuı	161	15,75
Sofular	9	0,88
Üçler	25	2,45
Yüzevler	30	2,94
Total	1022	100

Table 4.6.1.11

Data related to how many people from which quarter participated in the sampling is indicated in Table 4.6.1.11

4.6.2 Sampling Details for Individuals over Sixty Five (65)

In our research with the old people, our filtering question was the age question. In this research, individuals who are older than 65 years are interviewed.

Age Range (n=420)	Percent
65-69	41,43
70-74	25,95
75-79	20,48
80-84	9,52
85 and older	2,62
Total	100

Table 4.6.2.1

Age range of the people participated in the research are indicated in Table 4.6.2.1

Gender (n=420)	Percent
Male	63,81
Female	36,19
Total	100

Table 4.6.2.2

Genders of the people participated in the research are indicated in Table 4.6.2.2

Education (n=420)	Percent
Literate	20,71
Primary School	45,48
Elementary School	7,38
High School	5,71
University and Higher	5,24
No Education (Not Literate)	15,48
Total	100

Table 4.6.2.3

Educational status of the people participated in the research are indicated in Table 4.6.2.3

Age Friendly City Amasya

Marital Status (n=420)	Percent
Never Married	1,19
Married	68,81
Divorced	0,71
Widowed	29,29
Total	100

Table 4.6.2.4

Marital status of the people participated in the research are indicated in Table 4.6.2.4

Employment (n=420)	Percent
Not retired, still working	5,24
Retired, not working	73,57
Retired but still working	5,48
Not retired, not working	13,57
Live by Veteran, Old, Disabled Payment, etc.	1,19
Housewife	0,95
Total	100

Table 4.6.2.5

Employment status of the people participated in the research are indicated in Table 4.6.2.5

Housing (n=420)	Percent
House owner	75,24
Renter	15,00
Lives with relatives or children	5,95
Not house owner but does not pay rent	3,81
Total	100

Table 4.6.2.6

Housing status of the people participated in the research are indicated in Table 4.6.2.6

Age Friendly City Amasya

Income (n=420)	Percent
0-599 TL	20,24
600-999 TL	52,38
1000-1499 TL	17,86
1500-1999 TL	3,57
2000 TL and more	5,95
Total	100

Table. 4.6.2.7

Income status of the people participated in the research are indicated in Table 4.6.2.7

Social Security (n=420)	Percent
Yes	89,05
No	10,95
Total	100

Table 4.6.2.8

Social security status of the people participated in the research are indicated in Table 4.6.2.8

With whom do they live in the house (n=420)	Percent
Alone	14,05
Wife/Husband	44,05
Wife/Husband and children	26,19
Mother and Father	0,24
Relatives	5,00
Big Family (Mother, father, children, grandchildren)	10,48
Total	100

Table 4.6.2.9

Table 4.6.2.9 indicates whom the people participate in the research live with.

Number of Children (n=420)	Percent
None	3,57
1	5,71
2	16,67
3 and more	74,05
Total	100

Table 4.6.2.10

Number of children of the people participated in the research are indicated in Table 4.6.2.10

What do they think about their health? (n=420)	Percent
Very bad	5,00
Bad	19,29
Not good not bad	36,67
Good	33,10
Very good	5,95
Total	100

Table 4.6.2.11

Evaluations about the health of the people participated in the research are indicated in Table 4.6.2.11

Do they have health problems which limit their daily activities?	Percent
No	57,86
Yes	42,14
Total	100

Table 4.6.2.12

Table 4.6.2.12 indicates whether the people participated in the research have health problems which limit their daily activities.

Age Friendly City Amasya

Name of the Quarter Interviewed	Frequency	Percent
Akbilek	29	6,90
Bahçeleriçi	50	11,90
Beyazıtpaşa	15	3,57
Çakallar	1	0,24
Dere	7	1,67
Ellibeşevler	38	9,05
Fethiye	9	2,14
Gökmedrese	10	2,38
Göllü bağları	4	0,95
Hacı İlyas	11	2,62
Hacılar Meydanı	43	10,24
Hatuniye	1	0,24
Hızırpaşa	27	6,43
İhsaniye	10	2,38
Kirazlıdere	16	3,81
Kurşunlu	12	2,86
Mehmetpaşa	9	2,14
Nergiz	2	0,48
Pirinççi	3	0,71
Şamlar	9	2,14
Şehirüstü	11	2,62
Sevadiye	6	1,43
Şeyhcuı	66	15,71
Sofular	4	0,95
Üçler	11	2,62
Yüzevler	16	3,81
Total	420	100

Table 4.6.2.13

Quarter based distribution of the people participated in the research is indicated in Table. 4.6.2.13

4.7 Findings

4.7.1 Outdoor Areas and Buildings Extent

4.7.1.1 Evaluations of Household Heads

Household heads are demanded to evaluate the **outdoor areas and buildings** in Amasya according to the criteria below and considering the people in 65+ age group.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are the pavements designed as to provide easiness in walking?	45,30	53,62	0,88	0,20	100
Are the pavements maintained regularly? (Repairing broken, cracked pavements, snow blowing etc.)	50,98	48,24	0,59	0,20	100
Are there crosswalks designed for safe crossing?	33,27	66,05	0,29	0,39	100
Do the drivers let pedestrians walk in crossroads or crosswalks?	32,88	65,95	1,08	0,10	100
Does your city have an adequate street lighting system?	74,76	24,46	0,59	0,20	100
Do the people in your city feel safe about snatching or robbery? (Do you think that there is enough police patrol?)	80,72	18,30	0,88	0,10	100
Are there enough and appropriate (for old and disabled people) public toilets in your city?	21,92	75,15	2,94	0,00	100
Are there enough benches to sit in green fields or city centre?	65,56	33,56	0,49	0,39	100
Are there arrangements which are designed for old people in Public or Private Buildings (Wheelchair ramp, automatic door, etc.)?	29,26	66,05	4,50	0,20	100
Are there different queue systems or special desks for old people in Public or Private buildings.?	15,36	79,26	5,28	0,10	100
Does the noise and flow of traffic irritate people?	73,87	25,73	0,39	0,00	100
Is the air of your city clean in all seasons of the year?	56,95	42,76	0,29	0,00	100

Table. 4.7.1.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Bypass road should be out of the province / Roads need maintenance
Environmental cleaning needed
In winters coal pollution / Coal smell / Air pollution / Exhaust gases
The smell of yeast factory is disturbing
More Sub/Over crossings / crossings should be appropriate for pedestrians
Environmental planning required
More green fields/parks
Poor lighting / No lights / Number of light posts is low
Benches need maintenance / More benches are needed / Benches should not be wooden
More job opportunity should be created / The number of addictive in the streets increased
Coal distributed for help should be of more quality
Home care for the sick
Cars are parked on the streets / There is park problem / Parking on the pavements
Solution for traffic
More crosswalks / More traffic lights
Unnecessary costs, pavements are renewed frequently
No security / Security cameras are needed / Not enough police patrol
Fast driving / Speed bumps are needed
Buildings need maintenance / Damaged buildings
Pavements are high / pavements should be appropriate for the disabled people
Pavements need maintenance / Tradesmen occupy pavements / Narrow pavements
More toilets / Free toilets / Toilets for disabled people are needed
Natural gas should be more common
Noise / Horn sounds coming from bypass road are disturbing
Arrangements for the old and disabled people are required in institutions
Respect for the old / Wheelchairs are required
Specific points for old people to withdraw their salary
Additional roads are needed / Street roads should be improved
Cleaning is required / Graveyard needs cleaning / There are too many flies because of dirt
More garbage containers are required
Better service is needed / Municipality services are inadequate / Infrastructure is inadequate
Historical buildings should be restored
Care houses / Nursing homes are required
Institutions which cause pollution in the city should be moved out of the city
Fruit market / Limekiln / cargo companies should be removed
Pubs should be moved out of the city
Voice warning in traffic lights is needed / traffic lights are not working
There is no elevators in over crossings

Table. 4.7.1.1.2

4.7.1.2 Evaluation of the Old People

65 years old and older people are demanded to evaluate the **outdoor areas and buildings** in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are the pavements designed as to provide easiness in walking?	56,67	40,95	2,38	0,00	100
Are the pavements maintained regularly? (Repairing broken, cracked pavements, snow blowing etc.)	62,62	33,81	3,57	0,00	100
Are there crosswalks designed for safe crossing?	42,86	53,10	4,05	0,00	100
Do the drivers let pedestrians walk in crossroads or crosswalks?	47,14	51,19	1,43	0,24	100
Does your city have an adequate street lighting system?	85,95	12,62	1,43	0,00	100
Do you feel safe about snatching or robbery in your city? (Do you think that there is enough police patrol?)	82,38	16,19	1,19	0,24	100
Are there enough and appropriate (for old and disabled people) public toilets in your city?	31,43	59,52	9,05	0,00	100
Are there enough benches to sit in green fields or city centre?	70,95	25,71	3,10	0,24	100
Are there arrangements which are designed for you to enter in Public or Private Buildings (Wheelchair ramp, automatic door, etc.)?	32,38	58,10	9,52	0,00	100
Are there different queue systems or special desks for old people in Public or Private buildings.?	17,62	69,76	12,62	0,00	100
Does the noise and flow of traffic irritate people?	51,90	47,14	0,95	0,00	100
Is the air of your city clean in all seasons of the year?	71,67	28,10	0,24	0,00	100

Table. 4.7.1.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Bypass road should be out of the province / Roads need maintenance
Environmental cleaning needed
In winters coal pollution / Coal smell / Air pollution / Exhaust gases
The smell of yeast factory is disturbing
More Sub/Over crossings / crossings should be appropriate for pedestrians
Environmental planning required
More green fields/parks
Poor lighting / No lights / Number of light posts is low
Benches need maintenance / More benches are needed / Benches should not be wooden
More job opportunity should be created / The number of addictive in the streets increased
Coal distributed for help should be of more quality
Home care for the sick
Cars are parked on the streets / There is park problem / Parking on the pavements
Solution for traffic
More crosswalks / More traffic lights
Unnecessary costs, pavements are renewed frequently
No security / Security cameras are needed / Not enough police patrol
Fast driving / Speed bumps are needed
Buildings need maintenance / Damaged buildings
Pavements are high / pavements should be appropriate for the disabled people
Pavements need maintenance / Tradesmen occupy pavements 7 Narrow pavements
More toilets / Free toilets / Toilets for disabled people are needed
Natural gas should be more common
Noise / Horn sounds coming from bypass road are disturbing
Arrangements for the old and disabled people are required in institutions
Respect for the old / Wheelchairs are required
Specific points for old people to withdraw their salary
Additional roads are needed / Street roads should be improved
Cleaning is required / Graveyard needs cleaning / There are too many flies because of dirt
More garbage containers are required
Better service is needed / Municipality services are inadequate / Infrastructure is inadequate
There is no marketplace / We want market
Drivers should respect the old people

Table. 4.7.1.2.2

4.7.2 Transportation

4.7.2.1 Evaluation of Household Heads

Household heads are demanded to evaluate the **transportation services** in Amasya according to the criteria below and considering the people in 65+ age group.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are the social places in your city (hospital, mosque, shopping centre, etc.) easily accessible?	87,96	11,55	0,49	0,00	100
Is there an extensive transportation network in your city? Is access to everywhere easy?	80,92	18,10	0,98	0,00	100
Is public transport affordable?	32,97	63,01	4,01	0,00	100
Is the frequency of public transport enough?	74,27	23,29	2,35	0,10	100
Are public transportation vehicles designed considering the old and disabled people?	12,13	84,74	3,13	0,00	100
Are public transport stops safe enough for weather conditions? (Lighting, rain-sun shelter)	51,57	46,97	1,47	0,00	100
Are there enough security applications in public transport stops? (Private security, police patrol, etc.)	15,66	82,58	1,76	0,00	100

Table. 4.7.2.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Transportation is expensive / Tariff per distance should be applied
Transportation services are not enough, buses should go everywhere
There must be regular time application in transportation
Tickets should be sold in each stop
Transportation vehicles should be appropriate for the old, they should be low and without steps
Minibus drivers should treat the old people better
Drivers should be educated and respectful, they should obey speed restrictions and be careful in the stops
Drivers take off before the old people sit
Stops require maintenance / Lighting is needed in stops
Stops should be wider and provide more shelter
Cars should not park in the bus stops
There is no security in the stops / Security cams are needed in the stops
There must be security cams on specific points and streets
More police patrol
Air conditioners do not work / Air-conditioned vehicles are required
Coal must be distributed less and more cleanly, thus air pollution should be decreased
Traffic is busy since the bypass road is not built
The water collected in the pits on streets on rainy days disturb pedestrians
Unnecessary asphalt construction should be ceased
Number of stops should be more
The frequency of public transport should be more
We want charter taxi and bus to our quarter
Number of public transport vehicles should be more
Public transport should be more frequent between 07.30 and 08.30
Transportation at night is not enough
Roads should be broadened
There are too much people in public transport
Sub and over crossings and escalators
Public transportation vehicles are too old, they should be renewed
Solution for car park problem
Road construction works cause accidents, precautions should be taken and roads should be improved
Traffic lights are not enough
Bypass road should not pass through the city

Table. 4.7.2.1.2

4.7.2.2 Evaluations of the Old People

65 years old and older people are demanded to evaluate the **transportation services** in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Can you easily reach the social places in your city (hospital, mosque, shopping centre, etc.)?	86,90	12,14	0,71	0,24	100
Is there an extensive transportation network in your city? Is access to everywhere easy?	81,90	15,71	2,14	0,24	100
Is public transport affordable?	49,05	44,05	6,67	0,24	100
Is the frequency of public transport enough?	80,00	14,76	5,00	0,24	100
Are public transportation vehicles designed considering the old and disabled people?	25,24	70,24	4,29	0,24	100
Are public transport stops safe enough for weather conditions? (Lighting, rain-sun shelter)	64,05	31,43	4,29	0,24	100
Are there enough security applications in public transport stops? (Private security, police patrol, etc.)	25,00	71,19	3,57	0,24	100

Table. 4.7.2.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Transportation is expensive / Tariff per distance should be applied
Transportation vehicles should be appropriate for the old, they should be low and without steps
Minibus drivers should treat the old people better
Drivers should be educated and respectful, they should not drive fast
Drivers do not stop at the bus stops
Drivers take off before the old people sit
Stops require maintenance / Lighting is needed in stops
Stops provide more shelter, when there are 3 people in the stop, the 4 th one gets wet
Cars should not park in the bus stops
There is no security in the stops / Security cams are needed in the stops
There must be security cams on streets
There should be security on specific points
More police patrol
Coal must be distributed less, air is polluted
Traffic is busy since the bypass road is not built
The water collected in the pits on streets splash onto us
Unnecessary asphalt construction should be ceased
Number of stops should be more / we do not have bus stops in our quarter
The frequency of public transport should be more
We want charter taxi to our quarter
There is no bus going to our quarter
Number of public transport vehicles should be more
Buses should be more frequent, it comes once in every two hours
Public transport should be more frequent between 07.30 and 08.30
Transportation at night is not enough
There are too much people in public transport
Sub and over crossings and escalators
Traffic lights are not enough
Giving seat to old people in buses
Bus seats are not good (for health)

Table. 4.7.2.2.2

4.7.3 Housing

4.7.3.1 Evaluation of Household Heads

Household Heads are demanded to evaluate the **housing condition** in Amasya and **the house they live** according to the criteria below and considering the people in 65+ age group.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough and appropriate government supported housing for the old people with low income?	14,77	75,73	9,30	0,20	100
Is the house you live in located in a proper and safe location in terms of old person's access to social services?	65,17	34,54	0,29	0,00	100
Is the house you live in adequate for an old person who is 65 or older to move easily and meet his other needs?	56,75	43,05	0,10	0,10	100

Table. 4.7.3.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

There should be elevators in buildings
There should be fire exit in buildings
There should be toilets appropriate for the old people
Houses should have car parks
Housing is expensive, the number of building cooperation should be increased and TOKİ should build more houses
Houses should be built with affordable bank loans / Rents are expensive and there is housing problem
New houses should be appropriate for the old people
There should be ramps for wheelchairs on the entrance of houses
The number of sanatoriums should be more
Employment for old people

Table. 4.7.3.1.2

4.7.3.2 Evaluation of Old People

65 years old and older people are demanded to evaluate the **housing condition** in Amasya and **the house they live** according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough and appropriate government supported housing for the old people with low income?	14,76	67,38	17,86	0,00	100
Is the house you live in located in a proper and safe location in terms of access to social services?	78,57	20,24	1,19	0,00	100
Is the house you live in adequate to move easily and meet your other needs?	78,10	21,43	0,48	0,00	100

Table. 4.7.3.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

There should be elevators in buildings
There should be toilets appropriate for the old people
Housing is expensive, the number of building cooperation should be increased and TOKİ should build more houses
Houses should be built with affordable bank loans / Rents are expensive and there is housing problem
New houses should be appropriate for the old people
There should be ramps for wheelchairs on the entrance of houses
Natural gas should be more common
The number of sanatoriums should be more
Employment for old people
Houses with easy access should be built / They should be close to hospitals and shopping centres
The governments do not pay attention to the old people / Care houses for old people should be built

Table. 4.7.3.2.2

4.7.4 Respect and Social Inclusion

4.7.4.1 Evaluations of Household Heads

Household Heads are demanded to evaluate the **social Inclusion of the old people and respect for old** in Amasya according to the criteria below and considering the people in 65+ age group.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Considering the attitude towards the old people, is your society kind, respectful, helpful and tolerant enough?	14,77	75,73	9,30	0,20	100
Are there enough intergenerational activities or entertainment programs which the old people can participate with their families or alone?	65,17	34,54	0,29	0,00	100
Is public-association-charity support easily accessible for the old people in need?	56,75	43,05	0,10	0,10	100
Are the old people treated respectfully in public transport and have seats?	14,77	75,73	9,30	0,20	100

Table. 4.7.4.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

People should respect the old
Young people should be educated
More culture and art activities for the old
Theatre, cinema / Entertainment for the old
We don't get help, regular and fair help is required
Nursing homes are needed
There should be special seats in transportation / Special buses
No security precautions on the roads
Children without tickets should not get on the bus
People do not give seats to the old
Associations etc. are required
Old people should be cared at home

Table. 4.7.4.1.2

4.7.4.2 Evaluation of the Old People

65 years old and older people are demanded to evaluate the **social inclusion of the old people and respect for old** in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Considering the attitude towards the old people, is your society kind, respectful, helpful and tolerant enough?	71,67	27,86	0,48	0,00	100
Are there enough intergenerational activities or entertainment programs which the old people can participate with their families or alone?	12,62	79,29	8,10	0,00	100
Is public-association-charity support easily accessible for the old people in need?	38,10	47,14	14,76	0,00	100
Are the old people treated respectfully in public transport and have seats?	74,52	22,62	2,62	0,24	100

Table. 4.7.4.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

People should respect the old
Young people should be educated
More culture and art activities for the old
Theatre, cinema / Entertainment for the old
We don't get help, regular and fair help is required
There should be special seats in transportation / Special buses
There should be no political discrimination
No security precautions on the roads
Children without tickets should not get on the bus
People do not give seats to the old

Table. 4.7.4.2.2

4.7.5 Social Participation

4.7.5.1 Evaluation of Household Heads

Household Heads are demanded to evaluate the **social and leisure time activities for old people** in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough social and cultural activities in which the old people can participate?	6,26	86,99	6,75	0,00	100
Are there enough social and cultural activities which the old people can afford?	5,38	87,28	7,34	0,00	100
Are there enough lifelong learning programs?	14,48	74,95	10,57	0,00	100
Are there places like course-hobby houses where old people can participate in activities together?	9,20	82,58	7,83	0,39	100

Table. 4.7.5.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Culture houses should be opened / Cultural activities should be organised / Associations should be found
Social activities should be organised / Courses / Hobby houses
Literacy classes are needed
More nursing homes / Care house
Free entertainment
Open areas, parks and walking paths
Places to chat
Old people should get more attention
Free trips
Increase in the salaries of the old people
A patrol or security in bus stops
Places for sports activities
Library
More job opportunities for the old
Old people should get married

Table. 4.7.5.1.2

4.7.5.2 Evaluation of the Old People

65 years old and older people are demanded to evaluate the **social and leisure time activities for old people** in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough social and cultural activities in which the old people can participate?	10,00	80,24	9,76	0,00	100
Are there enough social and cultural activities which the old people can afford?	6,67	80,95	12,38	0,00	100
Are there enough lifelong learning programs?	14,05	68,81	17,14	0,00	100
Are there places like course-hobby houses where old people can participate in activities together?	10,00	65,71	24,29	0,00	100

Table. 4.7.5.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Culture houses should be opened / Cultural activities should be organised / Associations should be found
Social activities should be organised / Courses / Hobby houses
Literacy classes are needed
More nursing homes / Care house
Free entertainment
Open areas, parks and walking paths
Places to chat
Old people should get more attention
Free trips
Increase in the salaries of the old people
A patrol or security in bus stops
Rehabilitation centres for the old
Religious programs
Pubs should be removed out of the city

Table. 4.7.5.2.2

4.7.6 Information and Communication

4.7.6.1 Evaluation of Household Heads

Household Heads are demanded to evaluate the **sources of communication which provide information related to the society** in which the old people live according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Can old people get clear and instant information about Amasya?	43,93	47,75	8,02	0,29	100
Are visual media and press designed as the old people can easily understand?	36,79	57,24	5,68	0,29	100
Are there any auxiliary personnel who help old people in government offices?	28,67	67,32	4,01	0,00	100
Are there any devices or machines with large buttons which are designed for the old people?(Mobile phone, ATM etc.)	13,89	80,43	5,68	0,00	100

Table. 4.7.6.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

There should be auxiliary personnel who will serve the old people
Old people should be privileged / They should not wait in queues
Special desks for the old people
There should be private departments for the old in all institutions
Old people should be educated in technology
Old people should get instant and enough information
Deficiencies in communication should be improved
Appropriate devices for the old should be produced
Device with large buttons / Large letters
Voiced ATM devices
Better financial opportunities for the old
Providing easily accessible services for the old
Respectful personnel
Visual media and press should be appropriate for the old
More ATM devices
Technology in Amasya should be improved

Table. 4.7.6.1.2

4.7.6.2 Evaluation of the Old

65 years old and older people are demanded to evaluate the **sources of communication which provide information related to the society** in which they live according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Can you get clear and instant information about Amasya?	53,81	41,19	4,76	0,24	100
Are visual media and press designed as the old people can easily understand?	44,29	47,14	8,57	0,00	100
Are there any auxiliary personnel who help you in government offices?	41,90	52,14	5,71	0,24	100
Are there devices or machines with large buttons which are designed for the old people?(Mobile phone, ATM etc.)	13,57	76,43	10,00	0,00	100

Table. 4.7.6.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

There should be auxiliary personnel who will serve the old people
Old people should be privileged / They should not wait in queues
Appropriate devices for the old should be produced
Device with large buttons / Large letters
Providing easily accessible services for the old
Respectful personnel
Subtitles in televisions are too fast, we could not read
Announcements of the municipality are not clear, not understood

Table. 4.7.6.2.2

4.7.7 Civic Participation and Employment

4.7.7.1 Evaluation of Household Heads

Household Heads are demanded to evaluate the **civic participation and employment** of old people in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Do the old people have enough opportunities to participate in volunteering activities?	13,70	78,67	7,63	0,00	100
Are there enough full time job opportunities for the old?	3,72	93,15	3,13	0,00	100
Are there half time job opportunities for the old?	5,97	90,22	3,82	0,00	100

Table. 4.7.7.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Increase in pensions
Opportunity to work at home for the old / Easy jobs
Government should pay salary to the old
There should be an activity field in Amasya
Courses that the old can participate
Help for the old
More nursing houses / Care houses
Associations etc should be found and recreation areas should be built

Table. 4.7.7.1.2

4.7.7.2 Evaluation of the Old

65 years old and older people are demanded to evaluate their **civic participation and employment** according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Do you have enough opportunities to participate in volunteering activities?	20,48	74,52	5,00	0,00	100
Are there enough full time job opportunities for the old?	5,24	90,00	4,76	0,00	100
Are there half time job opportunities for the old?	4,76	90,00	5,24	0,00	100

Table. 4.7.7.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Increase in pensions
Opportunity to work at home for the old / Easy jobs
Courses that the old can participate
More nursing houses / Care houses
We want associations etc and recreation areas

Table. 4.7.7.2.2

4.7.8 Community and Health Services

4.7.8.1 Evaluation of Household Heads

Household Heads are demanded to evaluate the **community and health services** for the old people in Amasya according to the criteria below.

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough health services (hospital, doctor, physical rehabilitation expert, etc.) for the old?	80,43	16,24	3,33	0,00	100
Are the health services easily accessible?	82,78	15,56	1,66	0,00	100
Are there enough nurses and is long care service provided?	59,78	28,96	11,25	0,00	100
Are there catering, cleaning and maintenance services for the old care houses?	44,81	36,79	18,40	0,00	100

Table. 4.7.8.1.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

Health services should be free
People can benefit from private hospitals / Private sanatoriums should be built
We want better health service
We are satisfied with the health services
Special care should be provided for the old
Old people should be provided with care at home / Cleaning should be done
Special hospitals for the old / the old people should be taken care of
Hospital personnel should be increased / The number of doctors should be increased
Appointment system should be improved / Old people should not wait in queue
There should be special seats for the old in the buses
Private courses for the old
Pensions are not enough
Parks should be built in the quarters
We are disturbed by the pubs
Special food houses for the old / Food should be distributed to homes
Sanatoriums are not enough, there should be more
Old people should be encouraged to involve in sports activities
Fair treatment to everyone, they are not just, no political discrimination
Usage of medicines should be less
There is no nursing home in Amasya / Care houses should be opened
Bus service to the hospital
There are not experienced doctors or professors at the hospitals
Doctors and the personnel at the hospitals do not take care of the old people

Table. 4.7.8.1.2

4.7.8.2 Evaluation of the Old

65 years old and older people are demanded to evaluate the **community and health services** for them in Amasya according to the criteria below

	Yes	No	I Don't Know	I Don't Want to Answer	Total
Are there enough health services (hospital, doctor, physical rehabilitation expert, etc.) for the old?	82,38	16,43	1,19	0,00	100
Are the health services easily accessible?	84,52	15,00	0,48	0,00	100
Are there enough nurses and is long care service provided?	62,62	29,05	8,10	0,24	100
Are there catering, cleaning and maintenance services for the old care houses?	39,05	46,43	14,29	0,24	100

Table. 4.7.8.2.1

Other Opinions and Recommendations about the Subject (Qualitative Findings)

People can benefit from private hospitals / Private sanatoriums should be built
We want better health service
We are satisfied with the health services / Municipality is taking care of us
Special care should be provided for the old
Old people should be provided with care at home / Cleaning should be done
Special hospitals for the old / the old people should be taken care of
Hospital personnel should be increased / The number of doctors should be increased
Catering is provided
Appointment system should be improved / We should not wait in queue
There should be special seats for the old in the buses
Private courses for the old
There are not experienced doctors or professors at the hospitals
Doctors and the personnel at the hospitals do not take care of the old people
We are disturbed by the pubs
Special food houses for the old / Food should be distributed to homes
Fair treatment to everyone, they are not just, no political discrimination
There is no nursing home in Amasya / Care houses should be opened
Bus service to the hospital

Table. 4.7.8.2.2

4.7.9 Physical Evaluation of the City

4.7.9.1 Akbilek Quarter

The population of Akbilek quarter is 6704 as of 2010 and the density of population is 27,81'ha. When the outdoor areas and buildings in Akbilek quarter are evaluated according to age friendly cities criteria;



Figure 4.7.9.1.1

Although the green fields and outdoor areas are cleaned regularly, accessibility to those areas are not enough. In addition to this, benches in green fields and outdoor areas are not enough and this constitutes a problem for the old people when their participation in the activities in those places is considered.



Figure 4.7.9.1.2

When the access to the buildings in the quarter is considered, it is determined that designs which take the disabled people into consideration are applied however these applications are not enough. Disabled entrance are not appropriate for the standards. As it can be seen on the picture above, slippery material used on the entrance of a commercial building is dangerous for old people. It is observed that access to service buildings in the quarter and urban furnutire design are not apporropriate for the disabled people.



Figure 4.7.9.1.3

The fact that there are not enough precautions related to pedestrians and drivers on the crossroads and especially that there is no pedestrian ways are also cause problems for the traffic.



Figure 4.7.9.1.4

The stair system in most parts of the quarter which is located on a sloppy topography makes the transportation of disabled people in the city impossible.



Figure 4.7.9.1.5

Pavements are neglected and surface coating and ramps are not enough for the transportation of old and disabled people and make their social participation harder.



Figure 4.7.9.1.6

Traffic signs are not visible for both pedestrians and drivers. The fact that the traffic lights are not working and the precautions taken for the level crossing in the quarter are not enough cause great danger in terms of safety.



Figure 4.7.9.1.7

The design of the bus stops in the quarter is not appropriate for seasonal conditions. Stops and vehicles are not enough in terms of safety, comfort and accessibility and they are not suitable for the use of old and disabled people.



Şekil 4.7.9.1.8

Most of the buildings in the quarter have 5 floors. The fact that most of the buildings do not have elevators and that the entrances are not suitable for the disabled cause great problems in terms of living.

4.7.9.2 Bahçeleriçi Quarter



Figure 4.7.9.2.1

The population of Bahçeleriçi quarter was 11902 in 2010 and the density of population was 63,4 ha. The park in the Bahçeleriçi quarter is not sufficient in terms of sitting element and it is not satisfactory for the people. Pavements are not wide enough and since trees and light posts narrow down the pavements, it became impossible to transport.



Figure 4.7.9.2.2

The entrances of government buildings are not suitable for the disabled people. Even though there is a car park for disabled people on the entrance of the primary school, it is not accessible since there is no ramp on the pavement.



Figure 4.7.9.2.3

Garbage containers are not enough and since these containers block the pedestrian walking because of their location and lack of walking roads cause great safety problems.



Figure 4.7.9.2.4

There are no private transportation systems in Bahçeleriçi Quarter and present roads and traffic light system are not safe and accessible. Pedestrian ways are not enough and present ones are not visible.



Figure 4.7.9.2.5

Pavements are neglected and they lack ramps which are necessary for the use of disabled people and these pavements are not wide enough for wheelchairs. Houses are in good condition and in a safe environment.



Figure 4.7.9.2.6

4.7.9.3 Beyazıdpaşa Quarter

The population of Beyazıdpaşa quarter was 3530 in 2010 and the density of population was 82,36 ha. It accommodates two different textures in terms of functionality. These two textures are separated by Mehmet Varinli Street which goes through the city centre.

These textures are housing texture and city texture which contains governmental, commercial and historical buildings. There are no outdoor areas which can be used functionally in the housing texture; the basketball court is the only outdoor area of the quarter. There is a wide outdoor area which is allocated as a car park but it is not organised. This can be planned and arranged for the use of the residents of the quarter. Streets are part of social environment in this quarter



Figure 4.7.9.3.1

Most of the roads in the housing texture are earth roads; this causes problems in terms of utility. It is an important deficiency that there are earth roads in the city.

The roads in the other texture of the city are asphalted and there are pavements. Despite the fact that these pavements are wide enough and in good condition, they are useless since commercial units on these roads use pavements as exhibition areas. There are no problems in terms of accessibility in this neighbourhood where the literacy of is low.



Figure 4.7.9.3.2

The integrated situation of old and new houses creates a negative view. Especially the fact that new buildings are 4-5 floors and the old ones are 1-2 floors damages the outlook of the quarter. There are stairs on the entrances of new buildings and this is a problem for the old people.

Since the entrances of the old buildings are on the same level with the road, there is no such problem here. Old buildings require maintenance and repair. Also the sizes of these buildings are below the life standards.



Figure 4.7.9.3.3

4.7.9.4 Çakallar Quarter

The population of Çakallar Quarter was 492 in 2010 and the density of population was 4,27 ha. It is the most different quarter in Amasya in terms of types of houses.

Although the quarter has two development directions, the structures on the quarter which is located on a new development area recently are safe and luxurious and appeal to people from higher income groups. This quarter is different from others in terms of income levels. While the other quarters appeal to people from middle-low income groups, this one completely appeals to people with higher income. There is a park in the quarter for common use.

This park also has the overview of the city. The n quarter is 300-400 metres above the river level and it is located over the city. The structures are generally 1-2 storey buildings and they have gardens and yards. The density of construction is low and it has a good position within the nature. The most important deficiency in the quarter is that there are no garbage containers.



Figure 4.7.9.4.1

In terms of transportation, walking distance is up to 20-25 minutes and because of the inclination is it difficult to go up and down. For that reason, the people living in those houses have their own vehicles and use their vehicles for transportation. Since it is a developing area, some of the roads are asphalted but some are earth roads. Pedestrians use the road for walking on these roads which do not have pavements.

Building entrances are not arranged for the disabled people. Car parks are different than the other quarters and are generally built in the parcel or on the entrances of the buildings. This is a positive situation when compared to other quarters.



Figure 4.7.9.4.2

In terms of the characteristics of the houses, sizes of the buildings are above the standards per person. Their entrances are not on the main road, there is a second road which is connected to the main road. Accommodation opportunities are suitable for life and have advantages.



Figure 4.7.9.4.3

4.7.9.5 Dere Quarter

The population of Dere quarter was 1064 in 2010 and the density of population was 19,8 ha. Dere quarter has 3 different characteristics. First, the middle part of the quarter where schools and public offices are located. Second one is the upper part of the quarter where 1-2 storey wooden houses are located. Third one is the lower part of the quarter where 4-5 storey houses and commercial units are located. Between the middle and lower parts of the quarter is Atatürk Street which is the main transportation connection of the city.

Since the outdoor areas in the area are not organised and not enough, people generally use sides of the roads, in front of their house and outdoor areas. The quarter which is located on the upper side of the city does not have any reinforcements. In the lower part of the quarter, the park is the common utility area.



Figure 4.7.9.5.1

The quarter has differences in terms of transportation. The roads in the lower part of the quarter are asphalted and there are pavements and these pavements are more functional than the other quarters. In the middle part of the quarter, the roads are partially asphalted and some roads are cobblestone. The pavements here are not functional, they were built in an unorganized manner and without any purpose and for that reason it is observed that people do not use these pavements. Since the upper part of the quarter is sloppy, vehicles could not go there and transportation is possible with stair streets. There are problems with the entrances of the buildings in the entire quarter and there are no ramps. The upper part of the quarter has transportation problems. The people living in this part of the quarter, where there are no commercial units, have to walk for about 10 minutes to the city centre for shopping.



Figure 4.7.9.5.2

The upper part of the quarter has many problems for the old and disabled people, because climbing up the stair streets is difficult for them, lack of ramps adds up to the problem. The sizes of the buildings in this quarter are below the life standards. Wooden houses reflect the oldest texture typology of the city, most of the buildings require maintenance and repair.

The structures in the lower part of the quarter are concrete and in good condition. Since there are no gardens or yards which belong to those structures, people go to the banks of the stream which flows through on the south of the quarter and use this area as recreation-retirement area. Since the stream is not covered, it causes danger in terms of safety.



Figure 4.7.9.5.3

4.7.9.6 Ellibeşevler Quarter

The population of Ellibeşevler quarter was 8817 in 2010 and the density of population was 35,61 ha. The buildings in the quarter which is on the development were built after 2000s and later. It is an area where mass housing sites are located. Structures are generally 5 storey concrete buildings. It is located on the northern part of the city and on the banks of Yeşilirmak. Besides newly organised areas, there are areas on which trees are planted but they are not organised for use yet. If these areas are organised, they can satisfy the needs of the quarter.



Figure 4.7.9.6.1

There are modern garbage containers for different types of garbage, it sets an example. The quarter which is located on the banks of the river has a great advantage; however the potential of the river is not evaluated. The road by the river is only for motor vehicles; the road which can be designed as bicycle and walking path is not organised so.

Trees are planted in the middle of the pavement by the road and thus it became useless; besides, there are no benches on this pavement, the view of the river is not evaluated. The area which could have been evaluated with a simple design and which might have a great potential for the city is not evaluated.



Figure 4.7.9.6.2

The roads in the quarter and the roads which provide entrance into the quarter are about 8-10 m wide and they are functional. All the roads in the quarter are asphalted and designed according to the modern city planning. Lighting posts satisfy the need of the quarter.

Although the quarter is developing and located on a plain area, walking and bicycle roads are not included. Despite the broad outdoor areas, there is no square as well. Car parks are allocated in some of the parcels, but generally cars are parked on the streets. Considering the width of the roads, this is not a problem.



Figure 4.7.9.6.3

Although the pavements are generally 2 metres wide, some pavements are narrowed down to half a metre and this makes those pavements useless.

While there are ramps on some pavements, this application is not seen on some pavements. This is considered as a deficiency. Although the stairs of the park in the quarter are in good shape, the lack of ramp is a problem.



Figure 4.7.9.6.4

The buildings in the quarter are in good condition. These buildings which were built in 2000s and later generally include balconies and yards which are 2-3 m wide. The sizes of these buildings which appeal to the upper-middle class do not constitute problems in terms of standards.

The entrances of the buildings are generally with stairs but there are no ramps. Although some of the buildings which are required to have elevators according to housing applications do not follow this rule, there are elevators in most of the buildings.



Figure 4.7.9.6.5

4.7.9.7 Fethiye Quarter

The population of Fethiye quarter was 1911 in 2010 and the density of the population was 103,72 ha. The houses in the quarter which is on an inclined ground are generally 1-2 storey wooden houses and for one family. The quarter which has a view of the city is founded on the narrowest area of the city.

It is also one of the oldest quarters in the city. The buildings in the quarter generally have gardens. The people living in the houses with gardens use these areas for gathering or for their art while the people who do not have gardens generally sit in front of the building or on the side of the street and use these areas for gathering.

Housewives and old people who are not accustomed to living in flats use the gardens and streets for socializing because of the lack of gathering, recreation areas in the quarter. One of the basic reasons behind this misuse is culture; it is observed that the present recreational areas and benches on the quarter are not used.

This situation causes safety problems for children, old people and housewives. Although commercial units in the quarter satisfy the need of the quarter, there are problems about transportation since the access to the buildings on the upper part of the quarter are provided with stair streets.

There are trees on parcels and roads, this is a positive aspect in terms of visuals and city planning with retiring and shading features.



Figure 4.7.9.7.1

Transportation and accessibility are very important in the quarter which is founded on an inclined area. Most of the streets are stair streets in this quarter where vehicle traffic is almost none and these streets are only for pedestrians.

The length of these stair streets is up to 50-100 metres, thus the number of the steps is even more. This causes problems for people of all age groups, especially for the old population.

There are pavements on the existing roads, however these pavements are partially functional since they are narrowed down or damaged. Although car parks are created on the streets, these do not satisfy the needs of the quarter. One of the most important deficiencies in the quarter is the lack of lighting devices.



Figure 4.7.9.7.2

The size of the buildings on the area where there are wooden and one storey buildings generally, is less than 25 m² per person and this is problematic in terms of standards. However, considering that generally old and retired people live in the quarter, we can say that the number of the people living in each house is below the standards. Therefore, the problem in the size of the buildings is resolved in that sense.

The entrances are problematic for the old people and it is clear that the entrances are built without considering the old people. Considering that the entrances of these buildings are on the stair streets, we can say that solution for that problem is harder.



Figure 4.7.9.7.3

4.7.9.8 Gökmedrese Quarter

The population of Gökmedrese quarter was 2049 in 2010 and the density of population was 29,14 ha. When Gökmedrese quarter is examined according to the concept of age friendly city, it has deficiencies in terms of active retirement and socializing places which are among the most important criteria of the concept.



Figure 4.7.9.8.1

When designing outdoor areas, access without barriers is not considered. The entrances and the indoors of public places are not organised according to the disabled people.



Figure 4.7.9.8.2

The coatings on the pavements on the main street going through the centre of the quarter are not slippery and they are wide enough for wheelchairs and designed with ramps. However, the pavements in other places are neglected; they are not designed according to disabled people and they create an unsafe environment.



Figure 4.7.9.8.3

Gökmedrese quarter is located on an inclined area. Accessible systems are required for connecting outdoor areas. Despite that requirement, the streets in the quarter are designed according to stair street access system and the transportation of disabled people is neglected.



Figure 4.7.9.8.4

Although the connection between pedestrian and vehicle roads is easily visible, pedestrian crossings are not supported with visual and voiced warning systems from which different disability groups can benefit and they do not enable disabled people cross easily. Traffic lights are not working; this makes pedestrian and vehicle traffic more difficult and ignore the security factor in transportation.



Figure 4.7.9.8.5

The buildings which are close to utilities are in good condition and built according to the climate and geography of the location, however, the buildings on the outer circle of the quarter are not in accordance with security, comfort and geographical characteristics.

4.7.9.9 Gümüşlü Quarter

The population of Gümüşlü quarter was 256 in 2010 and the density of population was 51,2 ha. This quarter is the most important quarter d because of its location in the centre of the city. It is one of the most important quarters where the potential of tourism is evaluated with the designs and arrangements for tourism in the area where some historical structures are also located.

The historical structures in the area and outdoor areas around these structures are evaluated functionally and it is one of the mostly used areas. This area which may be called as the heart of the city is also the area where commercial units are intense. This area includes important areas such as city square and walking road.

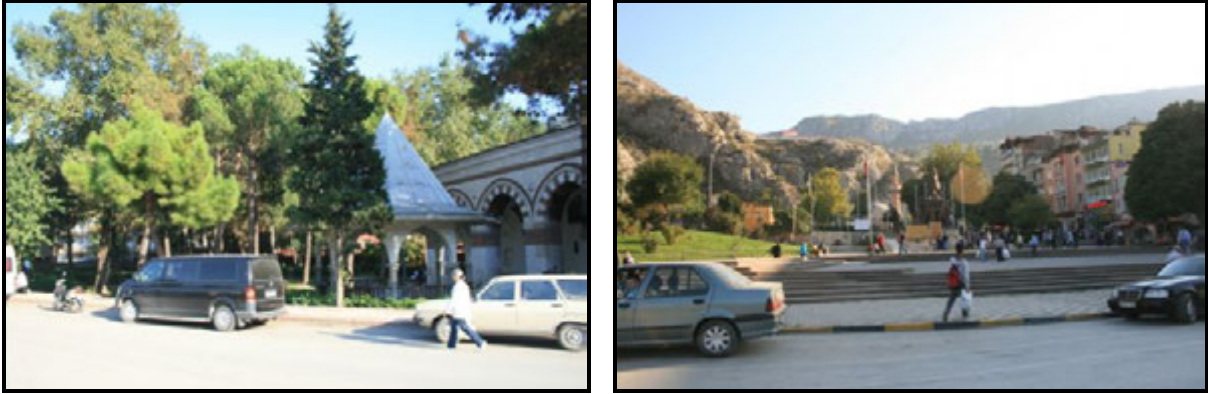


Figure 4.7.9.9.1

There are walking roads, retirement-recreation areas in the quarter which is located on the banks of the river. These are the entertainment areas which the city residents used most. The walking road and the street which is the second degree transportation network of the city are separated with landscaping elements and it is well designed. Thus, it is isolated from the vehicle road and the area became more useful.

If designs and arrangements are applied all along the river bank, the potential of the river would have been evaluated and become an important wealth for the city. The quarter which has no problems in terms of lighting is one of the safest quarters. Garbage containers are located on almost every 50 metres and the number of these containers is sufficient.



Figure 4.7.9.9.2

The width of the roads in the quarter is 8-10 metres and they are asphalted. Pavements are about 2 metres wide and they are functional. The pavements in the quarter are in a good condition which can set an example for other quarters. There are ramps on these quarters where necessary.



Figure 4.7.9.3

The quarter is suitable for bicycles; however this opportunity is not taken and this is problematic. Car parking areas are allocated on the streets and this cause no problems considering the width of the roads. There are problems on the main roads which are busier than the other quarters since there are no crossings or traffic lights.



Figure 4.7.9.4

The structures in the area are generally 3 storey buildings and the entrances are used for commercial purposes and the upper floors are used for housing. These concrete buildings are in good condition. The entrances are with stairs and there are no ramps just like the other quarters and there are problems about this. The sizes of these structures are appropriate for the standards.



Figure 4.7.9.5

4.7.9.10 Hacıilyas Quarter

The population of Hacıilyas Quarter was 2366 in 2010 and the density of the population was 55,15 ha. Considering the texture of the city, this quarter is the centre of the city. There are studies about the promoting the city and tourism. There are many historical structures in this area. The surroundings of these historical structures are organised and they are in good shape. They are among the best examples in the city.

As a result of arrangements on the outdoor areas, old and disabled people have the opportunity to move freely. The quarter has the largest landscape area in the city; the outdoor areas are the most frequently used areas by the residents of the city.



Figure 4.7.9.10.1

The area where the statues of Ottoman Princes are also located is useful and functional for people of all age groups. The study which was meant for the promotion of the city and tourism should go beyond its purpose and cover the people living in the city.

If this designs, which sets an example, is applied along the river, it will become an important potential for the city. The most important deficiency in the area is the lack of bicycle paths. Probably it is the only safe area where people can walk around at nights.



Figure 4.7.9.10.2

Natural stones are used for the road coating of the area which is diversified in terms of coating. This is an important work for the texture and the culture of the city. This quarter is the place where the most important applications and arrangements took place about transportation in the context of age friendly city. It is the quarter with fewer problems about urban furniture, security, lighting, pavement, road coating, ramp and garbage and it sets an example.



Figure 4.7.9.10.3

There are no problems about the height of pavements and the design of the ramps; however barricades are put in order to prevent the cars parking on the pavements, it looks like a right arrangement, but it is not.

Instead of these barricades, increasing the height of pavements can be another solution for that problem and raising awareness of the people is considered to be the most important solution. Thus, long term solutions can be found instead of temporary solutions.



Figure 4.7.9.10.4

There are generally 2 storey concrete buildings in the quarter which are attached to the road and their TAKS readings are close to 1. The entrances of the buildings are generally on the pavements and this does not create problems for disabled people. The sizes of the structures are not problematic according to the standards.



Figure 4.7.9.10.5

4.7.9.11 Hacilarmeydanı Quarter



Figure 4.7.9.11.1

The population of Hacilarmeydanı quarter was 10034 in 2010 and the density of the population was 22,07 ha. Although the public areas are clean and in good condition in terms of age friendly city, it does not satisfy the transportation necessities of the disabled citizens.



Figure 4.7.9.11.2

Although the outdoor areas are cleaned regularly, the number and quality of urban furniture is not sufficient.



Figure 4.7.9.11.3

Bus stops are not suitable and safe for the seasonal conditions and they are not sufficient in terms of comfort and security. There are not enough seats. They do not enable the transportation of disabled people and the lack the required signalling and information system. There are no pavements on most of the streets. The coatings are neglected and cause problems for transportation



Figure 4.7.9.11.4

Although there are ramps on the pavements, physical deformations on the coatings and the height of pavements make the transportation and social participation of the disabled people.



Figure 4.7.9.11.5

The lack of pedestrian roads on the locations where the vehicle road and walking road cross each other causes problems in terms of traffic and security.



Figure 4.7.9.11.6

The houses in the quarter are generally 3, 4, 5 storey buildings and there are no elevators in these buildings. This makes the social participation of the old people more difficult.



Figure 4.7.9.11.7

The entrances of the buildings are not suitable for the disabled people and restrict movement.

4.7.9.12 Hatuniye Quarter

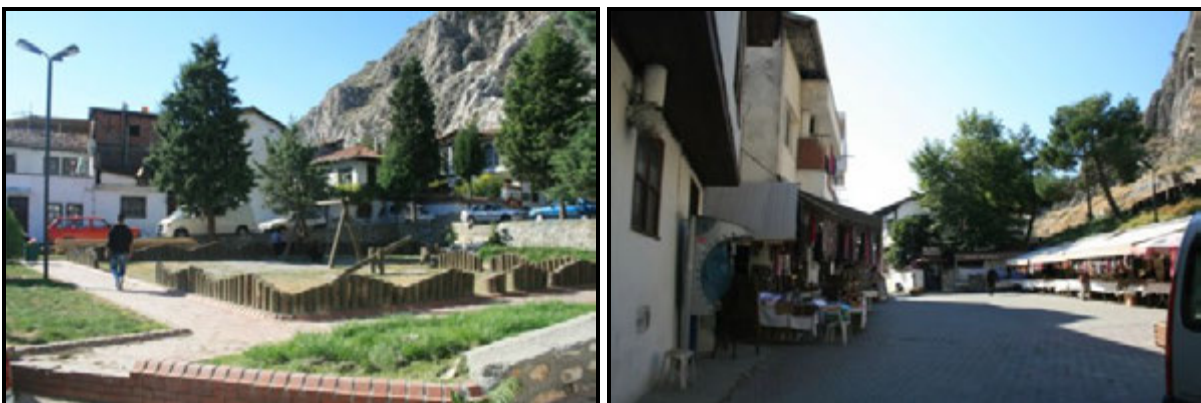


Figure 4.7.9.12.1

The population of Hatuniye quarter was 310 in 2010 and the density of population was 19,17 ha. There are almost no sitting groups on outdoor areas. Public areas are not accessible for the disabled people. Places for activities and gathering which will enable social participation are not safe and suitable for climate conditions.



Figure 4.7.9.12.2

There are not many pavements on the streets and the existing ones are not wide enough for the use of pedestrians. Thus, pedestrian and vehicle traffic are not separated and thus participating in a safe daily life and transportation is impossible. The entrance of underpass is not suitable for the disabled people and not on the size of human standards.

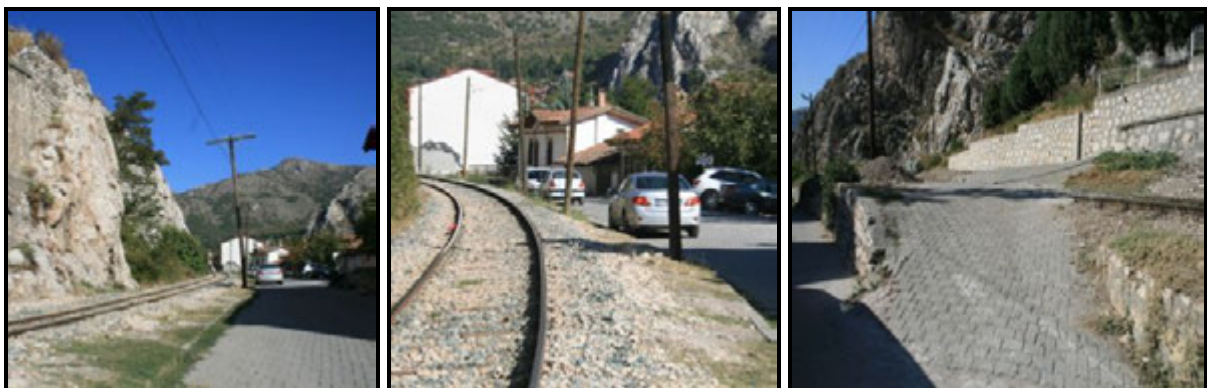


Figure 4.7.9.12.3

There are no precautions for the railroad passing by the quarter and this is problematic for the safety of the residents of the quarter. There are arrangements which separate the railroad and the vehicle road and the required signals are omitted. The level crossing does not have enough visual and auditory signals and this creates a dangerous environment.



Figure 4.7.9.12.4

Shops and houses are located together in the quarter. Houses are generally 2 storey buildings; they are in good condition and satisfying. However, the streets are narrow and this is problematic about the use of day light.

4.7.9.13 Hızırpaşa Quarter



Figure 4.7.9.13.1

The population of Hızırpaşa quarter was 6317 in 2010 and the density of population was 37,32 ha. Green fields and outdoor areas are not located on safe and retiring areas and the number of urban furniture is not enough. Required arrangements for the access of disabled people to these areas are not made and thus, social participation is ignored.

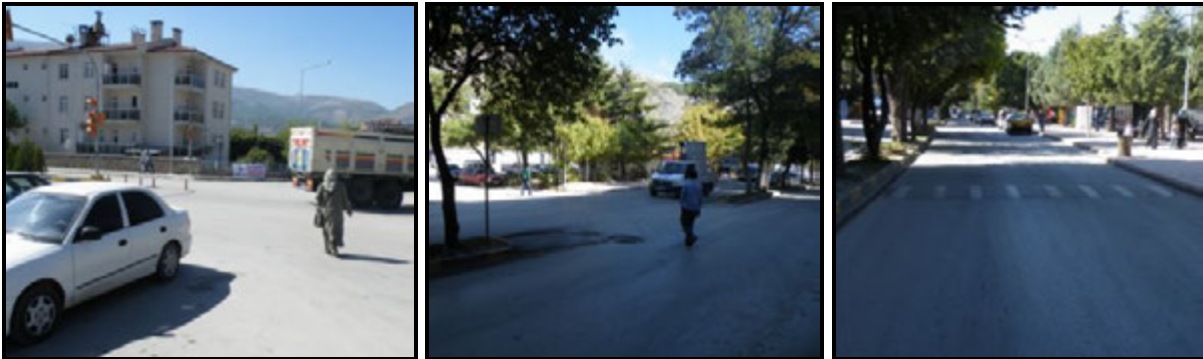


Figure 4.7.9.13.2

Lack of pedestrian roads and that the existing ones are not visible create problems in pedestrian and vehicle traffic and makes transportation harder.



Figure 4.7.9.13.3

The roads and traffic signalling are not safe. Traffic lights are not active as the other quarters. Pavements are in good condition and designed with ramps. However, the barriers on the pedestrian crossings cause problems for the disabled people.



Figure 4.7.9.13.4

Bus stops on the main road where the utilities are located are safe, in good condition and have enough seats; however the stops in the quarter are generally on the contrary. The intercity transportation system lacks the special transportation system which is necessary for the disabled people and public transportation vehicles are not suitable for the use of old and disabled people.

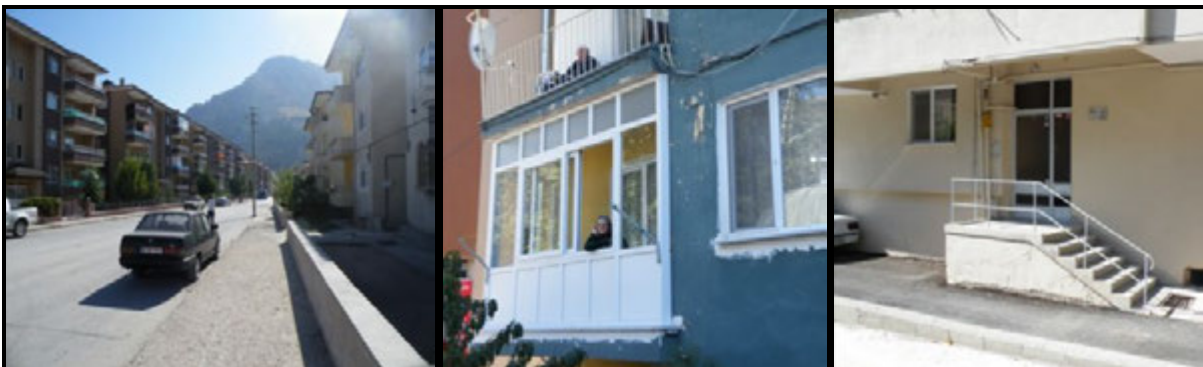


Figure 4.7.9.13.5

The houses in the quarter are generally 5 storey buildings and most of these buildings do not have elevators and the entrances of these buildings are not arranged for the disabled people and make participation in daily life difficult.

4.7.9.14 İhsaniye Quarter



Figure 4.7.9.14.1

The population of İhsaniye quarter was 2405 in 2010 and the density of population was 44,9 ha. Public areas are clean and satisfying but there are no ramps in the entrances of buildings.



Figure 4.7.9.14.2

Bus stops are safe, comfortable and have enough seats and they are satisfying. However, pavements are not wide enough. Lighting posts and other signals on the pavements are narrowing down the pavements and this makes the transportation of disabled people almost impossible.

Since there are no precautions are taken which will separate the railroad and the vehicle and pedestrian roads, this cause great danger in terms of safety.



Figure 4.7.9.14.3

Pedestrian underpass is neglected and not suitable for the human standards. The transportation of disabled people is limited since there are no ramps on the pavements and their social participation is almost impossible. There is not an arrangement which enable the transportation of the disabled people in the stair street system on inclined areas.

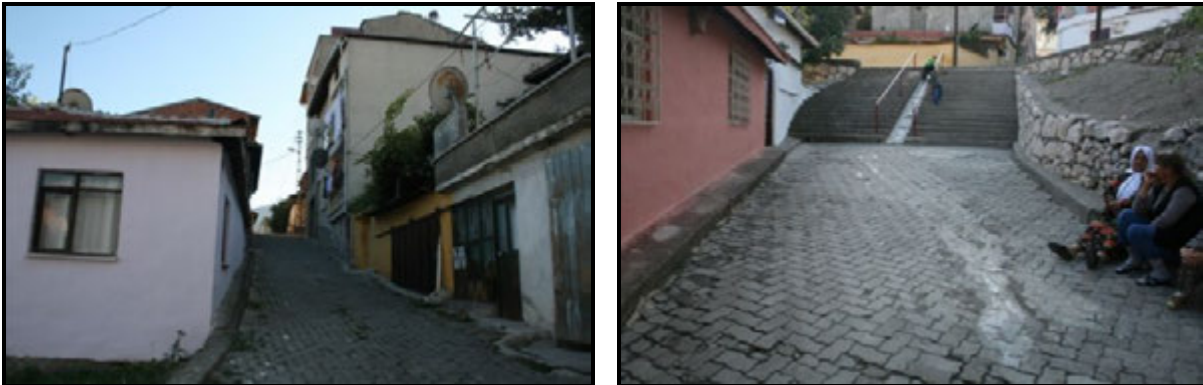


Figure 4.7.9.14.4

Housing is not suitable for the geographical conditions of the quarter and they are neglected and not comfortable. Sometimes houses are flooded because the draining is not good in the streets.

4.7.9.15 Kirazlıdere Quarter

The population of Kirazlıdere quarter was 3170 in 2010 and the density of population was 26,83 ha. The quarter which is located on the northern part is founded on development area. The accessibility is problematic since the public buildings in this area are far from the other parts of the city.



Figure 4.7.9.15.1

There is a developing housing area on the north of the area where houses are 1-2 storey buildings. Areas are organised for people to sit in the area where health institutions are also located. A channel is going through the quarter and this channel is covered and became safe. There are bridges over the channel and these bridges are problematic for disabled people since there are no ramps. There is a bus stop in the quarter, this stop is made of wood and not sheltered enough.



Figure 4.7.9.15.2

There are garbage containers on almost every 50 metres and the quarter sets an example for that. There is park in the quarter and it is functionally in good condition. The bus station of the city is in this quarter. It is also an area where car washing shops are located.



Figure 4.7.9.15.3

The transportation in the quarter is better than most of the other quarters. There are not many problems regarding inclination, width of the roads, road coatings and pavements, etc. The concrete structure of the pavements causes problems for disabled people. There is no area allocated as car park, cars are parked on the streets.



Figure 4.7.9.15.4

There are ramps on the pavements; this is a sign of positive development.



Figure 4.7.9.15.5

Since it is a newly developing area, there are buildings under construction. The buildings are concrete and diversified as 2-3-4 storey buildings. The heights of the storeys are different in the quarter and this causes a negative outlook in the quarter.

There are no problems about the sizes of the buildings according to the standards. There are problems on the entrance of some buildings for disabled people because of the stairs.

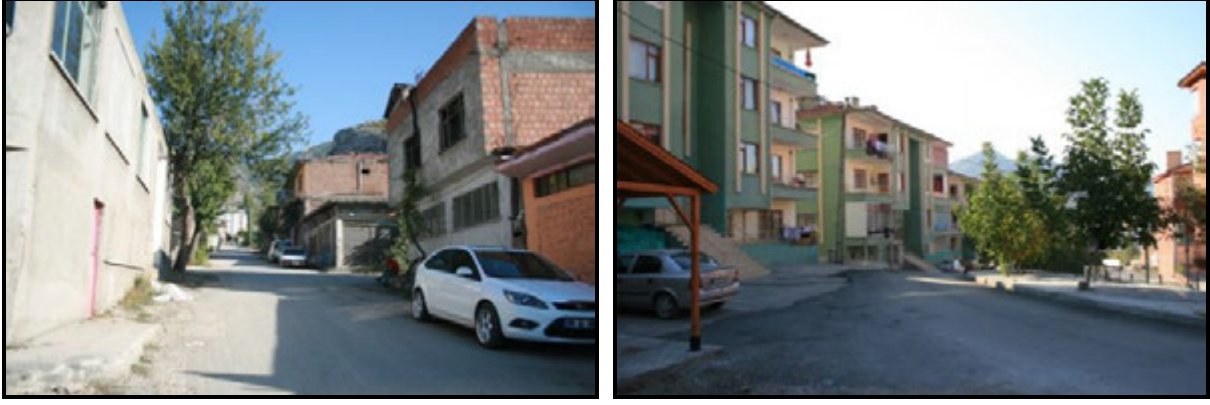


Figure 4.7.9.15.6

4.7.9.16 Kurşunlu Quarter



Figure 4.7.9.16.1

The population of Kurşunlu quarter was 2637 in 2010 and the density of the population was 63,29 ha. There are no outdoor areas in Kurşunlu quarter which is without barriers and which enable mobility. There are also no places for active retirement and social participation.

The area in the quarter which is used for these purposes is neglected and not sheltered. There is no sitting groups and other urban furniture in the area. People who are older than 60 years and disabled people cannot access to the outdoor areas safely.



Figure 4.7.9.16.2

Outdoor areas are neglected and not suitable for physical and mental health. They are not clean and satisfying.



Figure 4.7.9.16.3

Pavements which separate the pedestrian and vehicle roads are not wide enough and the pavement coatings are not suitable for the old and disabled people. There are no ramps on these pavements. There are no arrangements for the old and disabled people in the intercity transportation system. No precautions are taken for the railway system which is going through the quarter; there are no crossings or signalization.



Figure 4.7.9.16.4

The houses are not in good condition. In addition to not being located in a comfortable and safe environment against climate conditions and natural threats, indoor areas and building surfaces limit movement.

4.7.9.17 Mehmetpaşa Quarter

The population of Mehmetpaşa quarter was 1986 in 2010 and the density of population was 78,13 ha. The buildings in the quarter which are generally 2 storey buildings built in the 1980s, are generally concrete. The most important characteristic of this quarter is that it has a square. At the same time, there are park, playground and sports area.

It is an example in terms of outdoor areas. Despite the fact that the park in the quarter is small, it is important because of the seats in it. Garbage containers are put in every 50 metres; there are no problems about that. Since the houses in the quarter do not contain gardens and yards, people use the streets for socializing.

There are many historical and touristic structures in the quarter. However, these structures are isolated from the quarter with walls and fences, thus it is a negative situation for old and disabled people.



Figure 4.7.9.17.1

Most of the roads in the quarter are coated with cobblestone. There are no pavements on the streets; we can say that this is not problematic considering the traffic. There are not enough commercial units in the quarter and it is a problem in terms of accessibility. There are not problems with the entrance to buildings since the entrances are on the same level with the road. It is an important improvement that the same coating is used throughout the quarter. There are no car parks in the quarter; cars are parked on the streets. It is also observed that there is not much vehicle usage in the quarter.



Figure 4.7.9.17.2

There is no standard in the number of the floors of the houses in the quarter; it varies among 1 and 3. Thus, the appearance of the quarter is diversified. It is determined that most of the buildings require maintenance and repair and there are problems about integrity.

The sizes of the buildings are below the standards in the quarter. People use the streets for socializing since the buildings have no gardens or yards and people spend most of their time here.

4.7.9.18 Nergiz Quarter



Figure 4.7.9.18.1

The population of Nergiz quarter was 292 in 2010 and the density of population was 13,89 ha. Outdoor areas are clean, well organised and accessible but there are no retirement and socializing places for old people.



Figure 4.7.9.18.2

The entrances of public institutions and urban furniture (ATM) are not arranged for the access and independent use of disabled people.



Figure 4.7.9.18.3

Although the pavements enable the access of disabled people with ramps on some locations, this situation is not considered generally. The roads are not safe because of the lack of pedestrian roads and traffic signalling system is not reliable because of the lack of visible traffic signs.

4.7.9.19 Piriñçi Quarter

The population of Piriñçi quarter was 618 in 2010 and the density of population was 34,97 ha. The quarter which is founded on the development area has some common characteristics with Ellibeşevler quarter. These two quarters are attached to each other. There are generally concrete 5 storey buildings. There are no outdoor area arrangements in this quarter.

Some of the potentials which were not evaluated in Ellibeşevler quarter are partially evaluated here. There are sitting-retirement areas on the riverside. There are some broadened areas on the pavements which are on the river side and there are benches on this area. These outdoor areas are considered as a deficiency for winter.

There are 1-2 m gardens in the parcels. There are garbage containers on every 50 metres and it is thought that there are no problems about that.



Figure 4.7.9.19.1

Pavements are included in the quarter where the roads are 8-10 m wide. Some pavements are problematic since they are concrete and some are not functional because they are not wide enough. Most of the pavements do not have ramps and the existing ramps are not completely functional since they are not designed well or they are damaged. Car parks are allocated on the streets; there is no other car park. There are enough lighting posts, no problems about lighting.



Figure 4.7.9.19.2

The buildings which appeal to upper-middle income class are concrete and designed for more than one family. The entrances of these buildings with gardens and balconies are provided with stairs. Since there are no ramps on the entrances, this is problematic for the disabled people.

Considering the sizes of the buildings, it is observed that there are no problems in terms of standards. Although it is determined that most of the buildings include elevators, there are some buildings without elevators.

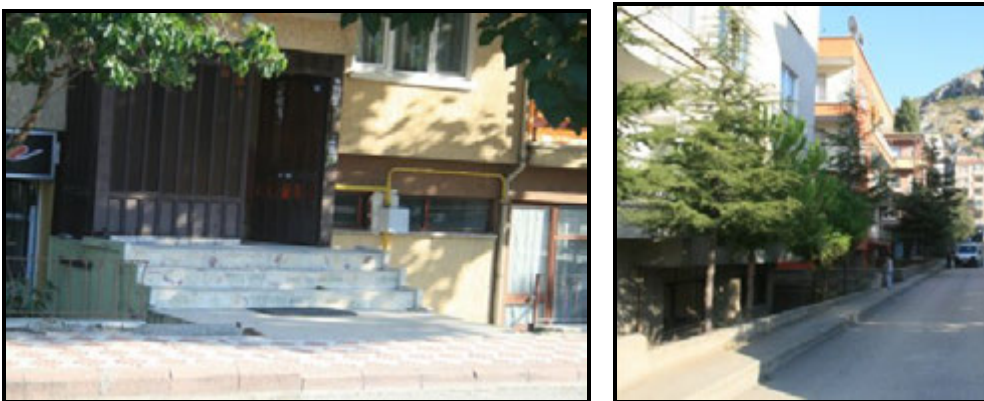


Figure 4.7.9.19.3

4.7.9.20 Savadiye Quarter

The population of Savadiye quarter was 1311 in 2010 and the density of population was 61,99 ha. The houses which appeal to lower-middle classes are divided into two groups;

wooden and concrete. There is a mosque in the quarter and despite the wide yard of the mosque; lack of benches constitutes a problem.

Besides this, there is an area which is used as a square; if this area is organised, it will be functional. Landscape elements in the parcels add up to the beauty of the quarter. The roads are clean thanks to the garbage containers which are located on every 50 metres



Figure 4.7.9.20.1

The roads are coated with cobblestones just like Mehmetpaşa quarter. However, the damaged texture of these cobblestones is a negative situation in terms of functionality and visuals. Some of the roads are not used by vehicles since they are narrow; it is possible to take this as a positive improvement.

There are no pavements on the first degree roads and the other roads in the quarter. People use the streets as a part of their social lives as in many other quarters.



Figure 4.7.9.20.2

There are many buildings in the quarter which have the old texture of the city, these structures are small according to the standards and require maintenance. The entrances of these buildings are on the same level with the roads, thus it is thought that old and disabled people would have no problems about the entrances. Since there are no gardens or yards, the streets are part of social environment.



Figure 4.7.9.20.3

4.7.9.21 Sofular Quarter

The population of Sofular quarter was 704 in 2010 and the density of population was 39,33 ha. The structures are 1-2 storey wooden buildings in the quarter which is next to Dere quarter. There are restored buildings or buildings which were collapsed and rebuilt.

There are buildings under construction in the quarter which is on the development area. One of the most advantageous aspects of this quarter is that there is a park which is easily accessible for everyone. Residents of the quarter use this area for purposes such as sitting-retirement and picnic.

This functional park satisfies the needs in the quarter. The entrance of the park is with stairs and disabled people encounter problems since there is not a ramp. Another positive aspect of the quarter is that there are many landscape elements.



Figure 4.7.9.21.1

It is advanced in transportation when compared to many quarters. Most of the roads are asphalted or coated with cobblestone. Pavements are generally included in the quarter. Although these pavements are not wide enough or well designed, they are better than the pavements in many quarters. In addition, pavements are concrete and not coated.

The widths of the roads are in accordance with the standards and there is no problem encountered here. Lack of lighting posts and garbage containers draw attention in the quarter. No car parks are seen in the quarter and it is observed that vehicle usage is not much.



Figure 4.7.9.21.2

The sizes of the buildings in the quarter are below the standards. Most of the buildings need maintenance. Most of the buildings have gardens while some do not. Therefore, people use the streets and outdoor areas as sitting-retirement areas as in many quarters.

This situation which is defined as a universal problem is a potential for the city. In this way, the streets become the parts of social life just like they were throughout the history. Resolving the above mentioned safety problem is to close the streets for vehicles and make these areas pedestrianised.



Figure 4.7.9.21.3

4.7.9.22 Şamlar Quarter



Figure 4.7.9.22.1

The population of Şamlar quarter was 1724 in 2010 and the density of population was 35,35 ha. Active retirement and socializing places for the old people in the quarter are not suitable for the climate conditions, safe and comfortable and they are not sufficient. There are no arrangements for the access of old and disabled people to public places.



Figure 4.7.9.22.2

Considering safe transportation which is necessary for the use of outdoor areas, the lack of pedestrian roads causes problems.



Figure 4.7.9.22.3

There are no private and governmental road systems which enable old and disabled people in the quarter access to outdoor areas and participate in daily life. Over crossings are not designed for the use of disabled people. In addition to these, traffic signs are not visible.



Figure 4.7.9.22.4

Although there are ramps on the quarters, the fact that pavement coatings are neglected and lack of necessary arrangements which provide access to the buildings on inclined surface for the disabled people causes safety problems in terms of accessibility.



Figure 4.7.9.22.5

Indoor areas in the houses in the quarter are designed without considering the mobility factor and lack of elevators in the buildings make the social participation of the old and disabled people harder.

4.7.9.23 Şehirüstü Quarter



Figure 4.7.9.23.1

The population of Şehirüstü quarter was 2572 in 2010 and the density of population was 400,83 ha. There are no places for active retirement and socializing in Şehirüstü quarter. Outdoor areas are neglected and lack arrangements which climate conditions require and urban furniture and thus create an unhealthy environment.



Figure 4.7.9.23.2

Since the quarter is located on an inclined area, stairs are considered as solution to the connection problem of the outdoor areas. However, there are no arrangements to help the transportation of the old and disabled people. This is problematic in terms of social participation.



Figure 4.7.9.23.3

Urban furniture is too few and they are neglected and unhealthy. Pavements are not wide enough and coatings are neglected and problematic for the transportation of the disabled people. This makes social participation impossible.



Figure 4.7.9.23.4

There are no ramps on the pavements and public or private transport system in the quarter.



Figure 4.7.9.23.5

The houses are designed and located in such a manner that they benefit from daylight on a minimum level and they are neglected and unsafe. There are no arrangements on the entrances of the buildings for the access of disabled people and indoor areas are not suitable in terms of mobility.

4.7.9.24 Şeyhcui Quarter

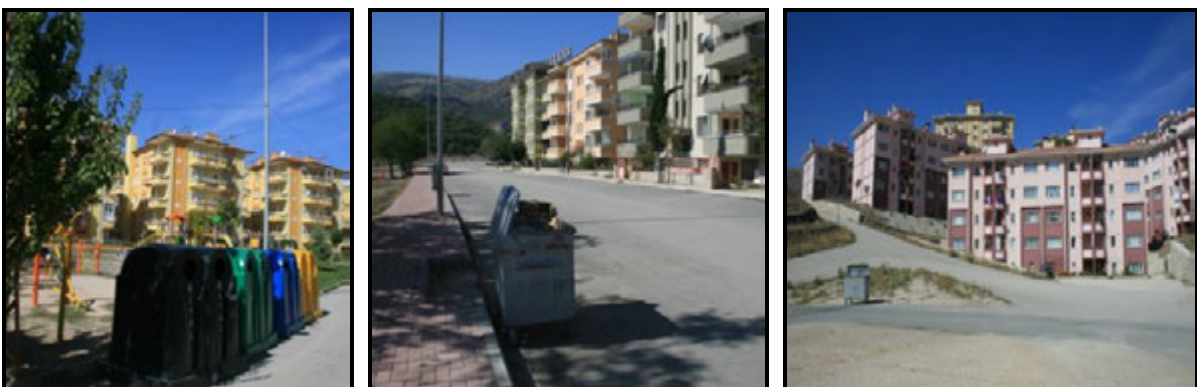


Figure 4.7.9.24.1

The population of Şeyhcui quarter was 15416 in 2010 and the density of population was 41,99 ha. Besides clean urban furniture, the location and quality of urban furniture are not

adequate. Garbage containers are not accessible and security factor is ignored. There are no retirement and socializing areas in the quarter.



Figure 4.7.9.24.2

The stair systems on the entrances of the buildings which are located on an inclined area do not have necessary arrangements for the transportation of disabled people. Lack of pedestrian roads is problematic in terms of accessibility.



Figure 4.7.9.24.3

Pavements are not in good condition and they are not allocated only for pedestrians; there are objects on pavements which limit access; and they lack ramps for the access of disabled people. Pedestrian crossings on divided highways are not wide enough for wheelchairs.



Figure 4.7.9.24.4

Bus stops are not suitable for climate conditions and they do not provide enough shelter, comfort and safety. There are not enough seats. These stops are not suitable for the access of disabled people and they lack required signalization and information systems.

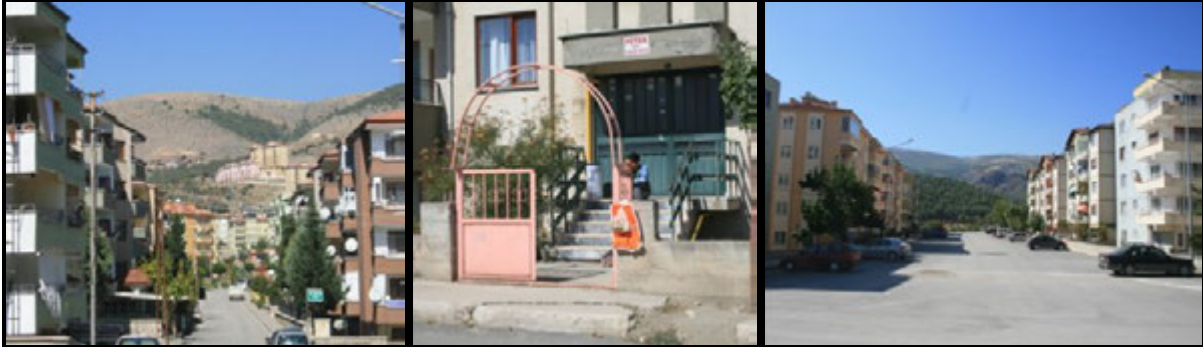


Figure 4.7.9.24.5

There are generally 5 storey buildings which were well built and located on a position which is safe against every kind of natural threats and climate conditions. Most of these buildings do not have elevators and this is problematic in terms of access and social participation of old and disabled people.

4.7.9.25 Üçler Quarter



Figure 4.7.9.25.1

The population of Üçler quarter was 2336 in 2010 and the density of population was 90,68 ha. There is not enough gathering and socializing areas which support active retirement and social participation in the quarter and existing outdoor areas are not sufficient in terms of accessibility and lack urban furniture.



Figure 4.7.9.25.2

Outdoor areas are neglected and unhealthy and they are not enlightened well. This also creates an unsafe environment.



Figure 4.7.9.25.3

The streets are narrow and lack pavements; therefore vehicle and pedestrian traffic is unorganised and unsafe. The coatings on the streets are neglected and are threats for the transportation of disabled people.



Figure 4.7.9.25.4

The crossings on the outdoor areas are not suitable for the use of old and disabled people and cause problems in terms of their social participation.



Figure 4.7.9.25.5

Houses are neglected and they are not located on safe areas which are close to the utilities and the rest of the community. They are not safe and comfortable against weather conditions and natural events. Indoor areas limit mobility.

4.7.9.26 Yüzevler Quarter

The population of Yüzevler quarter was 1920 in 2010 and the density of population was 170,67 ha. The quarter which is located in the centre of the city is founded on an area where inclination is low (0-5%). The buildings are 4-5 storey and they are used for housing and commercial purposes. Lower floors are shops and the upper floors are houses. The use of surface is high in the quarter where construction is intense.

Since there is no distance between the roads and neighbour gardens, TAKS readings are relatively high (≈ 1). There are no outdoor green fields, recreation and gathering places in the area. Since stores use pavements for exhibition, pedestrians' mobility is limited and this creates a negative outlook. Thus, these public areas become dysfunctional because of private use by the individuals. Since there are not many garbage containers in the quarter, they do not satisfy the needs of the residents.



Figure 4.7.9.26.1

Roads in the quarter are asphalted but these asphalt roads are damaged in time as a result of the improvement works. Pavements are built, but they are not functional since they are neglected and they are not built properly. It is observed that pedestrians do not use these pavements; this is an indicator of the lack of social awareness as well as dysfunctional construction of the pavements. Since the electricity and lighting posts are located on the pavement, the mobility of pedestrians is limited and this does not look well. Car parks are formed on the streets; these car parks narrow down the streets and limit the mobility of the cars.

Although there are ramps on the pavements, they are not enough for the use of old, disabled people and baby carriages and bicycles. There are no pedestrian crossings on the roads where traffic signs are not located. There are no pedestrian roads where old and disabled people can move comfortably. This situation limits the ability of old and disabled people to shop, wander around the city comfortably and also their social participation.



Figure 4.7.9.26.2

Houses are concrete and designed with balconies. These buildings which are thought to be built between 1980 and 2000 are generally 5 storey buildings and they do not have elevators. This situation is problematic for people from all age groups but especially for the old people. People sit on the entrances of the buildings and use these areas instead of gardens since there are no gardens or yards in front of buildings.



Figure 4.7.9.26.3

4.8 The Strengths and Weaknesses of Amasya on the Way of Being an Age Friendly City

The Strengths

- The city has a deep-rooted history,
- The examples of civil architecture have been protected,
- The city is a member of the Association of Historical Cities,
- The city is chosen as a pilot city in the scope of encouragement of tourism,
- The city has a university,
- There aren't squatter settlements in the city,
- The drinking water is provided from a natural resource,
- The whole city is provided with drinking water,
- Public social and cultural activities are organized in the cultural centre of the municipality,
- There are conservatories where artistic activities are organized within the municipality,
- The city is provided with natural gas,
- Internet access is provided for the whole city and town
- The Merzifon Airport is opened for public flights
- There are thermal facilities in the region,
- The public hospitals are fully-equipped,
- The crime rate and attempt in the town and city are low,
- The respect for old that comes from our tradition and grandparents is still high
- Humidity and heat poses advantages for olds.

The Weaknesses

- The city and town is situated on the first degree seismic zone,
- The foreign tourists that come to the city choose Samsun for accommodation,
- The land value and cost of nationalization are extremely high,
- The topography of the city causes settlement difficulty,
- The in-town air pollution is high,
- The unplanned urbanization and the problems it causes
- Urban transportation and parking area problems,
- The buildings in the city centre are old,
- The current thermal facilities are inadequate and lack of promotion
- Entrepreneurship and service sector are poor,
- The sports facilities for olds are highly poor,
- Organic agriculture production is low,
- The increasing unemployment problem,
- There is no qualified manpower on old care.

Source: Amasya Strategic Plan, 2006, Municipality of Amasya Strategic Plan, 2005

4.9 The Strengths and Weaknesses of Amasya Being an Age Friendly City in direction of the Opinions of Old People and Household Heads

The strengths, weaknesses and improvable fields matrix made in direction of the opinions of household heads and old people are formed in line with the evaluation criteria in the Table 4.9.1 and Table 4.10.1.

Strengths		Weaknesses
Outdoor Areas and Buildings		
The streets have adequate lightning system.		The pavements are not designed in terms of walking ease.
The urban safety is reassuring.		The pavements are not regularly maintained.
		The pedestrian crossings are not suitable for safe crossing.
		The drivers do not give the right of way to pedestrians.
		There are not enough public toilettes.
		The buildings in the public and private fields lack of adjustments for accessibility.
		The counters and separate queue system special to olds in the public and private buildings are not adequate.
Transportation		
There isn't transportation problem in the public places within the city.		The cost of public transportation is not in reasonable level.
The far-reaching transportation network is in a highly good situation.		The public transportation vehicles are not suitable for olds and disabled people.
The public transportation vehicles work quite often.		The public transportation stops are not adequately protected according to weather condition.
		The public transportation stops do not have adequate techniques to provide safety.
Housing		
The housings are generally suitable and safe for the olds to access to social services.		The number of adequate and suitable subsidized housing for low-income olds.
Participation to Social Life and Respect for Olds		
The behaviours and attitudes of the society to olds are in a good level.		Not enough intergenerational entertainment programs are organized to which old people can participate alone and with their families.
The respect for olds in public transportation is satisfactory.		The social aids of the public-association-donation organizations for elders in need are not adequate.
Social Participation		
		Not enough social and cultural activities are organized for elders.

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		Affordable social and cultural activities for elders are not organized.
		Lifelong learning programs are not in an adequate level.
		There are not adequate numbers of places like classes -hobby houses where elders can attend together.
Information and Communication		
		Elders are not provided with up-to-date and clear information on Amasya
		The written and visual media are not designed in such a way that elders can easily understand.
		Elders cannot easily handle their works in government agencies.
		Devices like ATM, cell phones etc. are not designed for easy-use of elders.
Civic Participation and Employment		
		There are not enough opportunities for elders to perform voluntary services.
		There are not full-time job opportunities for elders.
		There are not part-time job opportunities for elders.
Community and Health Care Services		
Health care services for elders are satisfying.		Nurses and periodic care services are provided for elders are not enough.
Elders can easily get health care services.		Food distribution, cleaning and care services for old people's house are not adequate.

Table 4.9.1 Strengths and Weaknesses in direction of Being an Age Friendly City

The average of the positive evaluation of household head and elders on each criterion is taken and accordingly 60 points and below is determined as weakness, 70 and above as strength, 60-70 points as improvable fields

4.10 Improvable Fields

Outdoor Areas and Building Dimensions	
✓	The number of benches in the green fields and parks may be increased.
✓	Various regulations may be made on traffic density and noise.
✓	The air of the city may be ameliorated on each season of the year.
Housing Dimension	
✓	The housing may be ameliorated for the use of people older than 65.

Table 4.10.1 Improvable Fields

5. SUB-PROJECT PACKAGES THAT WILL SUPPORT THE AGE FRIENDLY CITY AMASYA

It is possible to extract many Project packages for the 8 main titles in the Age Friendly Cities Guide and to put them into effect. To begin with what kind of projects can be made in line with these guide and criteria can be sum up in the following 3 titles:

1. Projects on Living Places and Environment

Primarily, the criteria stated in the titles in the guide such as Outdoor Areas and Buildings, Transportation, Housing etc. can be evaluated within this group of projects. Projects such as the evaluation and revision of the current city plan and transportation plan (if any) in this direction, the determination of the convenience of the required legal administrative process within this scope, housing designing for elders and determination of the criteria of these designs, re-revision of the measures taken for the traffic and pedestrians, re-evaluation of the traffic sign and boards in favour of elders, outdoor designing by taking the use of elders into account and determination of the criteria of these designs will be evaluated under this title.

2. Social Life and Participation Projects for Elders

The criteria in the titles in this guide such as Social Participation, Participation in the Social Life and Respect for Elders in the Society, Information and Communication, Participation in the Labour Force can be the issue of this group of project.

Projects such as the participation of elders in social life and the services provided for elders and the quality of these services, training the personnel serving the elders, benefiting from the labour force of the elder population primarily in line with their experiences, media and communication in order elders to explain freely their opinions in the society and to be informed on all kinds of social events and news immediately can be evaluated within this group.

3. Projects on Health Care Services and Social Services

Projects on health care services provided for elders and elderly care services, projects on elderly consultation services, projects such as broad old people's village or campuses which also give international service are considered within this group.

5.1 Projects and Field of Investment That Can Be Developed within the Scope of Age Friendly City Amasya

5.1.1 Health Tourism

Medical tourism or medicine tourism can be defined as touristic activities occurring due to the high medical fees in foreign countries and as a result people in those countries go to

foreign and generally far countries and benefit from the low medical fees and higher quality services in those countries.

As the world population increases, the life quality increases, health care service fees increases in some countries, people have tended towards countries where they can benefit from higher quality and relatively cheaper services. And the fact that the elderly population increases proportionally has also been a factor that increases the medical tourism.

The factors which have important role in the development of health tourism can be sum up as followings:

- ✓ To avoid long lasting waiting list
- ✓ To get higher quality and quicker service
- ✓ To reach treatments requiring high medical technology
- ✓ To lower health care costs
- ✓ The need for various treatment environments for chronic patients, elders and disabled people
- ✓ The tendency to make touristic and cultural activities while cured

In health tourism, 50%, 70% and in some cases even 80% of cost saving is achieved in medical fees in those regions. The most important factors in the development of this kind of tourism are; beside the low medical fees, the developing medical technology, low transportation costs and internet marketing in those countries. Fields of medical tourism are highly various. It should be determined in which of the thermal tourism, elder and disabled tourism, medical tourism and even advanced technology treatments within the medical tourism, infertility, eye diseases, plastic surgery services the investors are interested.

5.1.2 Medical Tourism

Medical tourism gained importance as the result of the increase of importance people give to their health. Singapore, Philippines, UAE and India are main countries that want to increase the medical tourism potential and incomes. Singapore plans to withdraw 1 million patients and gain 1,8 billion Dollars of income in 2012. Dubai founded a new “health town” for Asian patients.

Within the scope of medical tourism, Nigeria that sends patients abroad spends 2 billion Dollars annually for the health expenses abroad. And Japan sends its employees abroad for even small health problems and send elders to the senior centres abroad.

5.1.3 Thermal (Spa) Tourism

Cure and treatments made within the scope of thermal tourism can be cited as; spa treatment, cure, peloides (therapeutic mud and clay), balneotherapy. Various countries make huge investments in thermal tourism. In 2000, Germany provided treatment services to 10 million people in total 69 million days in its thermal facilities.

Germany and Hungary provide nearly 8,5 million, Russia 8 million, France 1 million, Switzerland 800 thousand foreign patients annually with thermal treatment services. Treatment with therapeutic water has been very common in Anatolia since ancient times. Turkey is situated on an important geothermal zone.

There are around 1500 mineral rich thermal sources in Turkey. With this fact Turkey is the 7th country in the world in terms of source richness and potential. The total investment capacity of the facilities in Turkey correspond to 1 million 365 thousand beds. Considering that the world population grows 2% older each year, the potential of thermal tourism can be better understood. Serious investment and facilities in the field of thermal tourism in which elders are mainly interested will enable our country to be an important destination for our neighbours, EU and Middle East countries.

Despite the fact Amasya has a highly important potential in terms of thermal tourism there are serious deficiencies in its facilities and service delivery. Terziköy, Gözlek, Hamamözü districts and the village of Beke can be re-planned as an important health and thermal tourism centre within this scope. A balneology laboratory can be found in Amasya in order to make the balneological measurements of the water resources in Turkey.

5.1.4 SPA, Elder and Disabled Tourism

In 2010, 24% of the world population consists of 60 and above age group. This number is around 110 million people in Europe. The interest of this group is mainly in countries with warm weather and clean nature. There are more than 500 million disabled people on earth according to the data of the United Nations. Various services can be provided in clinic hotels, recreation fields and nursing houses. And Spa-Wellness services are quiet popular nowadays. It is a treatment method made by professionals in order to relax the body, relieve the ache and pains by using water and various aromatic cures.

With the climate, geography, hospitality, regional closeness and tourism potential of our country, better and more economical care services and holiday village for elder opportunities within the framework of specific projects can be provided for especially the (healthy) European elders between 65-75 ages. Such projects will be a more economical and comfortable service for the elders of Europe and a huge health tourism income for our country. A geriatric care centre may be opened in Amasya within this scope.

5.2 Various Service Projects

5.2.1 Campuses for Elders

With the new implementations it can be provided that the elders in the world and Turkey come to Amasya and accommodate there and participate in both economic and social development with the indirect tourism activities of the relatives of elders. A time sharing property like system can be realized within this scope.

Tourists periodically coming may accommodate in these campuses for 2-3 months and go back to their countries after they have been treated with a specific cure treatment in the thermal facilities. A “Campus for Elders” project for foreign and local elders who are socio-economically in good condition can be realized within this scope. The “Campus for Elders” should not be far from the city. The places and dormitories in which university students will accommodate should be thought in the same campus, the communication between the elder and young should absolutely be provided and a common life field should be formed.

We think that all sub-projects and interventions should not only made for only elder but also for people at all ages and for disabled.

5.2.2 Elder Care and Health Service

The experiences of developed countries, studies in our country, the family and cultural structure of Turkish society show that “Care Model Based on Society” can be applied.

In the Care Model Based on Society;

1. Supporting the strengths of the elders,
2. Caring the elders in the environment they wish,
3. Providing family support,
4. Taking the biopsychosocial and individual oriented (care model special for each individual) approach as basis
5. Avoiding approach that will isolate the elders from the society are very important.

And besides, the group that gets service is asked to play an active role in shaping the service they receive. And also the people receiving service are planned to be a part of the service after a short time. The education of the society should begin at very young ages. In Turkey, the health care service for elders is made like providing service for the elder that comes. Instead of this, delivering health care service to where the elder is should be the main object. Considering the structure of our health system, we can sum up what needs to be done in order to deliver health service for elders as followings:

In the first step

- ✓ Give healthy life style attitudes
- ✓ Vaccination
- ✓ Basic treatment of systemic illnesses
- ✓ Home visit and home care
- ✓ Individual oriented and individual special care
- ✓ Protecting and developing the health of the individual (for example things to be done in order to prevent the home accidents, falling...) and providing a fully wellness psychologically, physically and socially is mainly important.

These services are provided by Family Doctor and personnel (family health care personnel – nurse – midwife – health officer – in preference those who are educated in geriatrics).

In the Second Step

The second step services can be provided by a geriatric interdisciplinary team. The following profession groups are part of interdisciplinary team.

- ✓ Geriatrist
- ✓ Geriatric Nurse
- ✓ Social Service Expert
- ✓ Dietician
- ✓ Pharmaceutics
- ✓ Physiotherapist
- ✓ Psychologist
- ✓ Paediatrician
- ✓ Prothesis Orthesis Technician
- ✓ Special training experts such as Logopedia, Ergotherapy etc.
- ✓ Home economists

In this phase it is important that the standards have been formed. Proved and scientifically validated and safe practices should be made and this way the standards should be protected, developed, improved constantly.

The elders should be priority treated and gain functionality with their equity in their own environment as much as possible by taking care model based on society as basis.

One of the aims of the first and second step should be to prevent the access to the next step.

While the second step tries to prevent the elders to be in the situation of requiring advanced and private corporate care on the other hand it enables those who are in this situation to be placed in suitable places.

In the Third Step

It should be understood as corporate care. The problems that are not possible to be handled in the first and second steps, situation requiring continued inpatient treatment, complications should be managed integrated and in coordination with the family doctor responsible for the patient within the third step.

The treatments and interventions should be entered in the records of the family doctors responsible for the patient in order to provide continuity and integration. Hence, the current limited health sources will be used more efficiently.

Various Care Service Examples

Home Care Services

Include cleaning, washing the clothes, ironing services, drug intake, shopping, social and psychological support.

Home Servitude Services

Include non-medical services such as cutting nails, shaving, bathing, feeding etc.

Home Health Services

Include health services such as nursing services, rehabilitation services, speaking therapies etc.

Daily Care Services

These services help elders to develop themselves in social, cultural and educational fields and spend their free time. The main duties of these services are activities like doing daily activities, transportation services, sports activity, nutrition, rehabilitation services, diet, legal and financial services, holiday and picnic organizations etc.

Feeding Services

Elders cannot cook their meal. These people prepare meal for elders and help them to eat.

House Restoration Services

These people handle small scaled works of elders. They repair things like door, window, key, electricity, water, installation etc.

Telehealth Services

As elders live alone, in case of an emergency they can press a button and ask for help. This system is connected to the telephone of the elder and it sends a warning to the telehealth centre in case of an emergency.

5.2.3 Information Centres for Elders

As we aim to take care of the elders in their house as much as possible without taking them away from their environment and by meeting their needs, some “Information Centres for Elders” should be opened within this scope. Elders can meet, spend their free times, organize meetings, create a platform for discussion, read newspaper-magazine, perform common activities, and benefit from computer and internet in these centres. And education seminar and informing meetings are also made for elders.

5.3 Projects and Fields of Investment related to Geothermal Resources

5.3.1 Greenhouse Cultivation

Other than various energy sources, geothermal energy is also used in heating the greenhouses and especially in heating greenhouses where ornamental plants are cultivated. There are around 10.000 decares of geothermal greenhouses in the world and 635 decares in Turkey.

65% of greenhouses in Turkey are located in Antalya, 21% in Mersin, 7% in Muğla, 2% in İzmir and 1% in Istanbul and 4% in other cities. The production, export and employment rate in the greenhouses in the Aegean region where geothermal resources can be found increased despite the crisis. Within the scope of a project prepared in the Sorgun district of Yozgat, a greenhouse heated with geothermal energy was constructed in a total area of around 50 decares and tomato cultivation is made in this area. The greenhouses heated with geothermal energy should also be supported with suitable projects in Amasya.

5.3.2 Organic Agriculture

Organic agriculture is a kind of a certified agricultural production made without using chemical fertilizer, disinfestations, hormone and additives and by controlling each phase of it. The trade volume in the world is currently 11 billion Dollars and this number is expected to be 100 billion Dollars in 10 years. Exportation is made to 33 countries. An annual average of 28.000.000 Dollars export was recorded in 2006-2008.

The demand for ecological agriculture that started from the 1970s in the world caused the European companies to demand ecological products from the companies in Turkey and therefore ecological agriculture started in our country from 1984-1985. While the organic agriculture production was 310.000 tons in 2002, this number reached to 530.000 tons in 2008.

Amasya provincial and district agriculture directorates trained 311 farmers in 10 seminars in 2007, 172 farmers in 8 seminars in 2009 on organic agriculture and as a result of these trainings 27 farmers entered in the organic agriculture production scope.

These farmers produce and market organic products in a total area of 720 decares, 363 decares of which is used for fruit growing. The organic agriculture activities should be supported and the number of producer should be increased.

5.3.3 Floriculture

The ornamental plant sector in Turkey is a sector creating 95% high added value and high employment. 25 thousand people are employed only in the exportation part of the sector and around 300.000 thousand people are indirectly employed in the sector. The annual exportation rate of the Netherlands is 4 billion Dollars. 350.000 people work in this sector in the Netherlands. The ornamental plant production in our country is made in open area, under cover and in greenhouses. There are many negative ecological conditions in terms of production inland. Therefore one of the most important problems in cultivating ornamental plants in greenhouses is considered as heating. Floriculture in greenhouses heated with thermal water should be supported in Amasya.

5.3.4 Aquarium Fishery

While the trade volume of aquarium fishery in the world is 7 billion Dollars, it is around 10 million Dollars in Turkey. The aquarium fishery can be made in thermal regions. Occupational therapy fields can be created for elders with this.

5.4 Projects and Investment Fields within the scope of Long Living Amasya

Even if the word “anti-ageing” means to prevent getting old, it is impossible to prevent this with the current scientific level. Everyone will get old and die. It is impossible to avoid this. However, it is possible to “live healthy” and expand the human life. Therefore, it is more appropriate to understand the word “anti-ageing” as living healthy. Scientific research showed that there are some main reasons that cause the person to get old earlier and quicker.

These Reasons Can Be Listed as Followings

- ✓ Malnutrition and Poor Nutrition
- ✓ Obesity
- ✓ Diabetes Mellitus
- ✓ Atherosclerosis
- ✓ Hypertension
- ✓ Smoking and Drinking
- ✓ High Cholesterol and Homocystein
- ✓ Inactiveness (Not Exercising)
- ✓ Sleep Disorder
- ✓ Stress
- ✓ Depression
- ✓ Pollution
- ✓ Hormonal Disorders

Studies made on animals showed that by only lowering the calorie rate, life span of animal is 60% expanded and the ageing process was slowed. However, there isn't a practical way to continuously lower the calorie rate in humans. But it is also a widely known fact that adequate and balanced nutrition in humans lowers the risk of many disorders like obesity, diabetes and cancer. And the studies also show that the long hunger period during the night sleeps extend the life span. Therefore, the dinner should be made at an earlier time in the evening and no food should be eaten before sleeping.

Experiments made on mice showed that gene mutations also accelerate the ageing process. Therefore the genetic structure of the person is one of the main factors that determine the life span of the human.

Another mechanism related to ageing is the autophagia mechanism. The worn and weathered parts of the cells are removed with autophagia. Therefore, harmful substances for the cells are cleared off. But autophagia mechanism slows down with ageing. And accordingly, autophagia stimulating drugs are currently use in the anti-ageing treatment.

It has been seen that elders in the Okinawa island of Japan live longer and that the number of elder above the age of 100 is 4 times bigger than it is in western societies. It has been observed that these people consume less meat, eat less meal, consume more sea food, eat more fruit and vegetables, live away from stress and are more active. Therefore, nutrition with natural foods, clean environment and a stress-free life slow down the ageing process.

The long life span in Okinawa is mainly to the life style of the habitants. For example, it was observed that the life span of the people who migrated to America from Okinawa is shorter than those who stayed at the island. And on the contrary, it was observed that the Chinese who came to the island live longer. It has been observed that exercising is a part of the inhabitants of the island and they start the day by doing tai-chi and karate in the morning.

It was determined Okinawa is the place where cholesterol and homocystein level which leads to atherosclerosis is the lowest in the world. Almost no cases of breast and prostate cancer are observed. An institute wanted to make researches for prostate cancer but couldn't find any case of prostate cancer and later had to cancel the research.

However the new generation started to live away from this lifestyle. They started to watch the advertisement and smoke and consume more American style fast foods. It is expected that this change will lower the life span on the island. Of course the future scientific studies will show this.



Figure 5.4.1 Source: Müftüoğlu and Karakurt, National Geographic Türkiye “The Secret of Long Living” November 2005

According to Dr. Karasu, “anti-ageing” is a ‘life’ style. It includes measures taken in order to decrease the negative effects and disorders that come with ageing and practices made in order to lower or erase the factors causing ageing.

The countries are looking for new practices especially in the scope of health tourism. Singapore, Thailand, India and Central European countries try to attract especially middle and advanced aged individual from North America, Europe and Arabic countries with the promise of a healthy life in the modern living complexes they constructed.

Due to the geographical location of Turkey, it shouldn’t send especially the Europeans to the Far East. Our country can produce model projects on long-age villages, anti-ageing and healthy ageing and be a pioneer in this field.

(Prof. Dr. Çimen Karasu; Chairman of the Board of Directors of Anti-Ageing and Aesthetic Medicine Society)

5.4.1 Natural and Balanced Nutrition

Projects that will make “anti-ageing” a lifestyle in Amasya and support healthy and balanced nutrition can be realized within this scope and this can be made by organizing training seminars and presenting our traditional food culture in cooperation with university, Provincial Directorate of Health and private sector.

5.4.2 Fighting against Obesity

One of the ways of creating a healthy society and provide healthy ageing is the fight against obesity. Obesity is on the way of being an epidemic issue worldwide. (Caballero 2004).

The obesity rate has increased incrementally for the last 2 decades. 16% of children at the age of 6-11 and again 16% of adolescents are obese (fat). Obesity brings many health problems with the disorder itself (insulin resistance, metabolic syndrome, hypertension, hyperlipidemia, trombosis, kidney diseases, musculoskeletal system diseases, neurologic complications, psychological problems, hepatitis etc). (Philippas & Lo 2005).

The fact that cases of Type 2 diabetes and cardiovascular disease increase, leads to death even in childhood and adolescence (Watt, et al. 2005). The Ministry of Health General Directorate of Basic Health Services has started a “Healthy Nutrition and Active Life Program” related to the Fighting against Obesity and Balanced Nutrition.

A Project may be started in University, Provincial Directorate of Health, Provincial Directorate of Culture and Sports, Amasya in coordination with this project.

5.4.3 Lifelong Health and Sports

One of the milestones of the fight against obesity and active ageing is to be able to make lifelong healthy living and exercising a part of our lives. This can be achieved by adopting this lifestyle with a social education model with which families’ education should be made starting from the childhood. The families may be against this kind of a model by putting forward the probable illnesses that may occur as the children sweat and cool.

Sports is the pioneer of many positive developments such as sharing, making friends, participating in social life, controlling anger, refraining offensiveness in children and young. Sportive children and young become less ill and recover quicker than their peers. As they benefit from the dynamism of this age in youth, they stay away from alcohol and smoking. Sportive young eat healthily and properly as they pay attention to what they eat and drink and to their sleep.

People in Japan start doing sports at an early age and sport is adopted as a lifestyle. The children start their lessons after making cultural-physical exercises for half an hour. Ministries of National Education, Culture, Sports, Science and Technology have tried very hard to encourage the young to do sports lately. The objective of this move is to engrain the society in lifelong sports, endear physical education lessons, and increase the success level in sportive field. (GUI Yiangbo HE Zhilin LI Jianguo 2003), (Sun Jin-Rong, 2003), (Sun Jin-Rong, 2004)

Sports enable the adults to be hale and hearty and develop self-confidence. As the sportive adults get rid of the daily stress, they can save their physical and mental health for longer years. The risk of heart and blood pressure diseases which start at the middle age is lower for these adults. As they stay away from smoking and alcohol, the ageing process slows down. As they are away from the monotonous daily life and get rid of their problems and anger with sports, their family lives are healthier.

Not only provides the sports to continue the physical abilities of elders it also affects their mental condition positively. The sportive elders catch depression which is very common in those years less often and they do not feel themselves alone and unhappy. As they keep their physical capacity for very long time, they catch osteolysis, heart and vascular diseases less than their peers. As they are loved by the society thanks to their healthy structures, they participate more in the social life. They become known and loved people in the society. And this is very important within the scope of the participation of elders to social life in “Age Friendly City Amasya” project.

As the major part of our health problems is connected to our inactiveness, we need to make activeness a part of our daily life.

As a conclusion; sports is a hobby that facilitate and increase the quality of the lives of people at all ages. The experts state that physical inactiveness play an active role in many illnesses such as heart, high blood pressure being in the first place and that in order to be healthy lifelong sports is must. Regular, middle scaled physical activities are important for the prevention and treatment of illnesses such as heart disease, obesity, insulin independent diabetes, high blood pressure.

As our object is healthy and active ageing; a common project may be started with university, Provincial Directorate of National Education, Provincial Directorate of Youth and Sports. This pilot scheme can also be an example for other cities.

6. RESOURCE PROCUREMENT (FINANCING)

Considering that this project will be operated under the leadership of the Municipality of Amasya, three categories of financing can be suggested.

6.1 Local Financing Resources

The donations of the local people, merchants and businessmen made to the separate budget formed specially for this project by the municipality, the contribution of the municipality from its own budget, contribution of the Special Provincial Administration, contribution such as land allocation etc., starting practices like “Affinity Card” in association with a big bank and sharing the commissions gained by the bank as a result of the shopping made by the inhabitants of Amasya.

For example; Axess-Galatasaray High School Association card of Akbank, Worldcard-Fenerbahçe Sports Club card of Yapı Kredi Bankası, Bonus-Galatasaray Sports Club card of Garanti Bankası etc.

6.2 Domestic Financing Resources

Donations collected and contributions made by the Locals of Amasya Organizations in Ankara and Istanbul (list of these organizations can be found in www.edef.org.tr)

In case Special Provincial Administration and/or Municipality make investments like Rest Home for Elders/Care House, Recreational Facility for Elders, Physiotherapy Centre, Handicraft Centre, they can benefit from Provincial Bank Loans.

Only 3 and more stars Hotels, Rest Houses and Hospitals with 100 and more people capacity can benefit from the investment incentives made by the private sector and/or Municipality in Amasya. These incentives are tax rate cutting and the contribution of the government to premiums of the Social Security Institution.

6.3 Foreign Financing Resources

6.3.1 EU Assistances (Donation)

EU pre-accession assistance in the period of 2007-2013 will be allocated with the name of Instrument for Pre-accession Assistance-IPA. The main objective of IPA in order to harmonize with the Acquis Communautaire; is to incrementally harmonize the member and potentially member countries with the policies and standards of the EU and to prepare those countries to the Structural Funds and Cohesion Fund from which they will benefit after their membership.

There are categories of member and potentially member countries within the scope of IPA Program. Turkey, together with Macedonia is determined as member countries. The assistances within the scope of IPA are divided into five. These are;

- (1) Transitional period assistance and institutional structuring,
- (2) Cross border cooperation,
- (3) Regional development,
- (4) Developing the human resources,
- (5) Rural development,

The factors in order to apply the IPA Program are determined with the “Commission Application Regulation” number 2499/2007 dated 12.06.2007. The Memorandum of Prime Ministry number 2001/41 that determine the missions of the corporate actors taking place in the management of the funds donated to our country by the European Union will be revised in line with IPA that will be in force in the period of 2007 – 2013. The studies related to the memorandum still continue.

1. Transitional Period Assistance and Institutional Structuring

The Financed Project Fields are;

- ✓ Harmonization with the EU Acquis and institutional structuring,
- ✓ Participation in the Community Program and Agencies,
- ✓ Empowering the State of Law and democratic institutions,
- ✓ Public administration and assisting economical reforms,
- ✓ Protecting and developing human rights and fundamental freedoms
- ✓ The projects on developing the civil society will be primarily financed.

2. Cross Border Cooperation

Financed Fields are,

- ✓ Small scaled sub-structure boosting the financial activities (strengthening the cross border social and cultural relations in fields like environment, tourism etc.),
- ✓ The projects on providing technical assistance services that assist common financial and environmental planning will be primarily financed.

3. Regional Development

Protecting the environment, developing the substructure and health projects are awarded under this title.

4. Developing the Human Resources

The programming studies within the scope of the component in subject are made under the title of Operational Programming for Developing Human Resources.

5. Rural Development

The preparations for the Plan of IPARD still continue. The programming studies will start with the operation of Agriculture and Rural Development Support Institution responsible for the implementations and payments in the name of the agency of IPARD within the cities listed in the Plan of IPARD. Therefore, there isn't a programming calendar related to the 5th component in the current situation. Financed fields are;

- ✓ Restructuring and renewing the agricultural enterprises,
- ✓ Processing and marketing agricultural products,
- ✓ Rural substructure,
- ✓ Diversification of the rural economy,
- ✓ Producer groups,
- ✓ Environment friendly production methods,

6.3.2 World Bank Assistance

World Bank loans are Project Loans issued through a negotiating bank. Even if the Agriculture sector and Energy sector have become prominent until so far, Rural

Development, Transportation and Health investments can also reach long term investment loans via this resource. Municipalities and Special Provincial Administrations in our country benefit from the World Bank Loans quite often.

The World Bank aims to support the growth of small and medium sized enterprises and contribute in decreasing the deficit between big companies and small and medium sized enterprises and the development difference among the regions with separate projects.

Small and medium scaled enterprises can use 100.000 - 2.5000.000 Euros of investment or working capital loan within this scope. The loan period is 5 years with 1 year non-refundable for working capital loans and 7 years with 2 years non-refundable. Loans with very low interest loans offer huge opportunities for SMEs/ entrepreneurs considering to increase their capacity or to make new investments.

7. GENERAL EVALUATION AND CONCLUSION

7.1 General Evaluation

Within the scope of the Age Friendly City Amasya project, the potential of our city, Amasya on the way of being an “Age Friendly City” has been evaluated by using various research methods in terms of eight main dimensions and sub-criteria suggested by the World Health Organization (WHO). Data subject to this evaluation have been collected with questionnaires made with individuals at the ages of 65 and above and household heads and with the physical analyze of the city.

Considering the opinions of the household heads related to Outdoor Areas and Buildings (Table.4.7.1.1.1), we can see that they stated with a high percentage of 80,72% that people can feel safe against events like pick pocketing/robbery. And similarly, they shared with a percentage of 74,76% that the city has an adequate street lighting system. One of the main criteria that we need to evaluate at this term is the opinion that public and private buildings do not have separate queue systems or special counters for elders. Household heads share this opinion that this criteria is not provided with a percentage of 79,26%. Other criteria against which measures should be taken are respectively; constructing adequate and appropriate public toilettes, traffic density and noise, automatic gates and access ramps for wheelchairs, facilitating the entrance to public and private buildings, re-designing the pavements, pedestrian crossings and crossroads by giving particular importance to safety.

Considering the opinions of the individuals in the age group of 65 and above related to the Dimension of Outdoor Areas and Buildings (Table.4.7.1.2.1), we can see that they stated with a percentage of 85,95% that the town has an adequate street lighting system, with a percentage of 82,38% that people can feel safe against events like pick pocketing/robbery.

One of the most important criteria that we need to consider in parallel with the views of the household heads is the opinion that public and private buildings do not have separate queue systems or special counters for elders. Individuals in the age group of 65 and above shared with a percentage of 69,76% that this criterion is not provided. Other criteria against which measures should be taken are respectively; constructing adequate and appropriate public toilets, traffic density and noise, automatic gates and access ramps for wheelchairs, facilitating the entrance to public and private buildings, re-designing the pavements, pedestrian crossings and crossroads by giving particular importance to safety.

Considering the physical conditions of the Dimension of the Outdoor Areas and Building, we can see that the green fields are quiet under the standards in proportion with the population number. Many quarters do not have open public places such as parks, playing fields for children etc. Looking at the result caused by the abovementioned situation; we can see that people usually use the doorsteps, roadsides, empty fields as fields to socialize. And the children made the streets playing fields and they use these fields as recreational sports fields.

There are no pedestrianized fields in the city and therefore all the streets and roads serve for the use of vehicles, so within this scope some of the streets in the quarters which have vehicle + pedestrian roads and which are 7 meters and under can be pedestrianized and brought into the use of people. Thus, children who use the streets as playing fields and other age groups who use them as socializing and entertaining fields can easily use these fields without safety problems. Public monuments are generally compounded and isolated from the rest of the city. It will be an appropriate implementation to cancel these and evaluate those buildings in integration with recreational fields. Thus elders and disabled people will have the chance to easily visit these monuments and safely benefit from these recreational fields.

The Hacıilyas Quarter should be taken as an example and especially the coastal sides of the Yeşilirmak River should be designed this way and brought into the use of the city. Lighting systems are not adequate for the city in general; there are quarters to be taken as example on this issue. Two of those quarters can be listed as Hacıilyas and Gümüşlüyakutiye. Considering the waste disposal in the city we can see that there is not a big problem on this issue, containers situated on around each 50 meters in quarters are not adequate in some of the quarters.

Considering the opinions of the household heads related to transportation (Table.4.7.1.2.3), we can see that they state with a high percentage of 87,96% that they are able to transport easily. And similarly, they shared the view that the city has a broad transportation network with a percentage of 80,92%. At this point we need to pay attention to the view that the public transportation vehicles are designed regardless of the convenience of getting on and getting off the vehicles for elders. Household heads shared the opinion that this criterion is not met with a percentage of 84,74%. Some of the most important criteria against which

measures should be taken are respectively; designing the bus stops in accordance with the weather conditions, bringing implementations in order to provide safety and lowering the prices.

Considering the opinions of the individuals in the age group of 65 and above related to Transportation (Table.4.7.2.2.1), we can see that they share the view that transportation is easily made in social places with a high percentage of 86,90%. And similarly, they shared the view that the city has a broad transportation network with a percentage of 81,90%. At this point we need to pay attention to the view that the public transportation vehicles are designed regardless of the convenience of getting on and getting off the vehicles for elders. Elder individuals shared the opinion that this criterion is not met with a percentage of 70,24%. Some of the most important criteria against which measures should be taken are respectively; designing the bus stops in accordance with the weather conditions, bringing implementations in order to provide safety and lowering the prices.

Considering the transportation infrastructure; we can see that roadway width and pavement differ greatly in the city. Even if in the large part of the city the roads are asphalted, natural stone pavements, artificial stone pavements and paving Stones are used in some of the fields. While the roads in the quarters can be natural stone pavement, the main streets can be asphalted, this can be an example. If different road textures are used in the city, the city may not have an identity. A huge part of the road textures in the quarters are worn, it is important to fix this and to use the same road texture. Looking at the pavement factor, these applications are generally unsuccessful in the city in general. While some of the pavements are too narrow, some of them are left in concrete structure. Similarly, ramp using in the access to the road from the pavements is too low. It is very important for the pedestrian transport compound to determine a pavement texture and width and to construct ramps where necessary.

Even if there are traffic lights in some parts of the city, the fact that these lights are out of use pose problems for the pedestrian and vehicle traffic safety. For a safe transportation it is important to put these devices in use in important and necessary places. Especially there are no pedestrian crossing lines in the main streets where the pedestrians are common and this poses a big problem. Obstacles should be used in specific parts in the road and slow down the vehicle traffic and pedestrian crossing lines should be made where necessary. Considering the physical structure of the town, we can see that it is highly suitable for bicycle riding but there are no bicycle roads in the town. It is very important to build a bicycle road along the river.

Considering the opinions of the household heads related to housing dimension (Table.4.7.3.1.1), we can see that they share the view that their houses are in a suitable and safe location for elders to reach social services with a percentage of 65,17%. On the other

hand, they stated with a high percentage of 75,73% that there are not adequate number of convenient subsidized housing for low income elders. This is an issue against which the government should take measure. And also the percentage of the view that the housings should be designed so as to provide movement ability for individuals in the age group of 65 and above is 43,05%.

Considering the opinions of elder individuals related to housing dimension (Table.4.7.3.2.1), it was determined that the only criterion against which measure should be taken is to build adequate number of convenient subsidized housing.

Examining the housing dimension physically, it can be seen that there are generally three different textures in the city. One of them is the old settlement areas; these areas are generally made of housing texture of 1-2 floors buildings. These buildings are generally made of wooden and many of them need restoration. Considering the size of these buildings, it can be seen that they pose problem in terms of the standards. Access is a main issue for these buildings generally built on slopping. Access is made by stairway streets in some of these areas and this pose a big problem for elders and disabled people. Secondly, the developing areas of the city; the buildings in those areas are made of concrete and are 4-5 floored in average and function as housing. Considering the size of the buildings, it can be seen that they do not pose any problem in terms of the standards. Access to these buildings is generally made through stairways and there are no ramps. This pose problem for disabled people. Thirdly, commerce + housing areas in the centre of the city; in those areas the first floors of these buildings are used for commerce and the upper floors for housing. Large parts of the historical places are located in these areas. The buildings in these areas are mostly 3-4 floored concrete buildings. There isn't any problem in terms of their size. The access to the buildings is partially made through stairways.

Considering the opinions of the household heads related to Participation to Social Life and Respect for Elders (Table.4.7.4.1.1), we can see with a percentage of 75,73% that not enough respect and tolerance are shown for elders. Examining the views of the individuals in the age group of 65 and above, we can see that there are no activity-entertainment programs for elders to participate alone or with their families with a percentage of 79,29%.

Considering the social participation in line with the views of both household heads and elder individuals, we can see that they stated no criterion is adequate and suitable. Activities for elders, lifelong learning programs, classes and hobbies and the likes should be immediately realized.

Considering the opinions of the household heads and elder individuals related to Information and Communication issue, we can see that no criteria are adequately met. Providing an easy way for the elders to benefit from written and visual media, employing

personnel to help the elders easily perform their duties in government agencies, designing servers and devices with big buttons considering the use of elders should be made.

Considering the opinions of the household heads and elder individual related to the Civic Participation and Employment issue, we can see that almost no criterion is fully met. It is seriously important to provide enough opportunities for elders to perform voluntary activities and to offer them full time and part time job opportunities.

Considering the opinions of both household heads and elder individuals related to Social Support and Health Care Services, we can see that the view that the criteria of providing adequate health service and to access these services easily is met, is shared with a percentage of 80-84%. Even if this result is satisfying it's observed that criteria on care services are not adequately met.

7.2 Conclusion and Suggestions

In conclusion; with the researches made and determination of the relevant data, it can be observed that the qualification for being an "Age Friendly City" for Amasya is suitable for the criteria listed by the World Health Organization (WHO) in terms of both the natural life conditions and the population structure of Amasya. Within this scope, some of the life standards required by this Project should be raised and reorganized with the Project packages within the framework of the urban transformation projects of Amasya. As a conclusion in accordance with this short statement;

1. Amasya (urban and rural areas included) should be ameliorated in terms of transportation opportunities,
2. International flights should be made from the Airport of Merzifon,
3. Dual return line via railbus should be constructed for the access line between the Airport of Merzifon and Amasya and the line of Merzifon, Suluova and Amasya should be decreased in both distance and time,
4. Increasing the pedestrian Access opportunities and solving the parking problem within the city should be taken into consideration as a serious Project,
5. A specific accessibility hinterland should be determined and a healthier city structure should be aimed with a pedestrianization project,
6. The historical structure of Amasya should be protected by creating density lowering attractiveness and tourism values increasing opportunities,
7. With the satellite city connections to be built in integration with elder population of Turkey and the world to Amasya, the development of the city should be aimed by creating suitable common environment for both the current population and elder population,
8. The development of service sector, commercially and functionally should be

9. Later, in the phase of constructing and managing the facilities to be made in line with these projects, providing services by taking models like RCI Model (Resort Condominiums International) or Joint Stock Company model to be found jointly by the university, Local Self-Government and Non-Governmental Organizations or a Resort Hotel or Dormitory Management as a pyramid to this structure should be evaluated,
10. Amasya should be turned into a city suitable for elders and disabled people with the rehabilitation projects foreseen in the "Evaluation" part,
11. The projects on providing health services for elders, elder care services, elder consultation services and social services for elders should be broadly dealt in such a way to also provide international services and brought into effect with the joint projects to be made by the Municipality of Amasya, University of Amasya, Provincial Directorate of Health and Provincial Directorate of Social Services and the current projects should be revised and rehabilitated,
12. The Medical Faculty of Amasya should be rapidly organized and develop especially in the fields of geriatric and physiotherapy and rehabilitation, encouraging the health investments by attracting people to elder or disabled tourism and medical tourism,
13. Opening branches to train personnel for elder care in the University of Amasya,
14. Founding a balneology laboratory within the University of Amasya,
15. Opening the Terziköy, Gözlek, Hamamözü and Beke Spas to thermal and health tourism and if necessary encouraging by granting free treasury land,
16. Starting home care services for elders and disabled people considering the importance that local governments will gain in the future,
17. The local governments should start tele-health and tele-care services used in the care of elders,
18. The local managements should found consultation centers for elders,
19. The public services should start a service that will give priority to the elders,
20. Our "Age Friendly City Amasya" Project should be taken into consideration for determining criteria and creating application sub-titles.

It is a fact that the abovementioned issues should be evaluated as a sub-project title and that continuing the project will contribute in the financial development and in increasing employment of Amasya. The "Age Friendly City Amasya" project in general, is in fact a development project. This project is a pilot application that can be adapted in Turkey. Various issues can be developed in line with the opportunities of each city and the example of Amasya can be leading in terms of the development of other cities.

Annex 1. List of the Interviewed and Data Gathered Agencies and Institutes

During the studies of research the following agencies and institutes were interviewed and data were gathered.

- Provincial Directorate of Culture and Tourism
- Amasya Representative of the Union of Engineers and Architects
- Elma Kent A.Ş
- Amasya Branch of Altınokta Association for Blinds
- Amasya Tourism Association
- Amasya City Council
- Municipality of Gümüşhacıköy
- Hamamözü Thermal Facility Management
- Bakraç A.Ş
- Aydoğanlar Breeding Farm
- Oğraç Brick Plant
- Municipality of Amasya
- Kahvecioğlu Konağı Oteli (Hotel)

Annex2. Questionnaire Form for Household Heads

Demography Section

D.1. How old are you? (SINGLE ANSWER)

	-	TERMINATE THE CONVERSATION
18-24	1	CONTINUE
25-34	2	
35-44	3	
45-54	4	
55-64	5	

D.2 Are you the one who earn the most money (or household head) in your house?

Yes	1	
No	2	TERMINATE THE CONVERSATION

D.2 Mark the sex of the interviewee.

Male	1
Female	2

D.3 May I learn your educational status?

Literate	1
Primary School Graduate	2
Secondary School Graduate	3
High School Graduate	4
University and Above	5

D.4 May I learn your marital status?

Married	1
Divorced	2
Spouse died	3

D.6 May I learn your housing situation?

Owner	1
Renter	2
Not the owner but doesn't pay rent either	3

D.7 My I learn your working condition or profession?

Doesn't work/Unemployed	1
Worker	2
Civil Servant	3
Farmer	4
Merchant	5
Temporary/ Uninsured, part-time worker	6
High income self-employer (Owner of a company, facility etc.)	7
Professional profession (Dr., Lawyer, Architect etc.)	8
Office worker- private sector	9

D.7 May I learn your monthly household income?

0-999 TL	1
1000-1499TL	2
1500-1999TL	3
2000-2499TL	4
2500TL and more	5

D.8 Do you have any social insurance?

Yes	1
No	2

D.9 Is there an individual at the age of 65 and above who lives with you in your house?

Yes	1
No	2

D.10 Do you have any children? If yes, may I learn how many?

No	1
1 child	2
2 children	3
3 and more children	4

Age Friendly City Amasya

Outdoor Areas and Buildings

Q.1 I will ask you to evaluate the outdoor areas and buildings in Amasya in terms of the following criteria by taking the individual at the age group of 65 and above into consideration.

	Yes	No	Didn't want to answer	Doesn't know
Are the pavements designed as to provide easiness in walking?	1	2	3	4
Are the pavements maintained regularly? (Repairing broken, cracked pavements, snow blowing etc.)	1	2	3	4
Are there crosswalks designed for safe crossing?	1	2	3	4
Do the drivers let pedestrians walk in crossroads or crosswalks?	1	2	3	4
Does your city have an adequate street lightning system?	1	2	3	4
Do you feel safe about snatching or robbery in your city? (Do you think that there is enough police patrol?)	1	2	3	4
Are there enough and appropriate (for old and disabled people) public toilets in your city?	1	2	3	4
Are there enough benches to sit in green fields or city centre?	1	2	3	4
Are there arrangements which are designed for you to enter in Public or Private Buildings (Wheelchair ramp, automatic door, etc.)?	1	2	3	4
Are there different queue systems or special desks for old people in Public or Private buildings.?	1	2	3	4
Does the noise and flow of traffic irritate people?	1	2	3	4
Is the air of your city clean in all seasons of the year?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Transportation

Q.2. I will ask you to evaluate the transportation services in Amasya in terms of the following criteria by taking the individual at the age group of 65 and above into consideration.

	Yes	No	Didn't want to answer	Doesn't know
Can you easily reach the social places in your city (hospital, mosque, shopping centre, etc.)?	1	2	3	4
Is there an extensive transportation network in your city? Is access to everywhere easy?	1	2	3	4
Is public transport affordable?	1	2	3	4
Is the frequency of public transport enough?	1	2	3	4
Are public transportation vehicles designed considering the old and disabled people?	1	2	3	4
Are public transport stops safe enough for weather conditions? (Lightning, rain-sun shelter)	1	2	3	4
Are there enough security applications in public transport stops? (Private security, police patrol, etc.)	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Age Friendly City Amasya

Housing

Q.3 I will ask you to evaluate the housing situation in Amasya and the house you currently live in, in terms of the following criteria by taking the individual at the age group of 65 and above into consideration.

	Yes	No	Didn't want to answer	Doesn't know
Are there enough and appropriate government supported housing for the old people with low income?	1	2	3	4
Is the house you live in located in a proper and safe location in terms of access to social services?	1	2	3	4
Is the house you live in adequate to move easily and meet your other needs?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Participation in the Social Life and Respect for Elders

Q.4 I will ask you to evaluate the participation in the social life and respect for elders in Amasya in terms of the following criteria .

	Yes	No	Didn't want to answer	Doesn't know
Considering the attitude towards the old people, is your society kind, respectful, helpful and tolerant enough?	1	2	3	4
Are there enough intergenerational activities or entertainment programs which the old people can participate with their families or alone?	1	2	3	4
Is public-association-charity support easily accessible for the old people in need?	1	2	3	4
Are the old people treated respectfully in public transport and have seats?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Social Participation

Q.5 I will ask you to evaluate the social and free time activities for elders in Amasya in terms of the following criteria .

	Yes	No	Didn't want to answer	Doesn't know
Are there enough social and cultural activities in which the old people can participate?	1	2	3	4
Are there enough social and cultural activities which the old people can afford?	1	2	3	4
Are there enough lifelong learning programs?	1	2	3	4
Are there places like course-hobby houses where old people can participate in activities together?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Age Friendly City Amasya

Information and Communication

Q.6 I will ask you to evaluate the sources of communication that provide you with information on the society you live in, in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Can you get clear and instant information about Amasya?	1	2	3	4
Are visual media and press designed as the old people can easily understand?	1	2	3	4
Are there any auxiliary personnel who help you in government offices?	1	2	3	4
Are there devices or machines with large buttons which are designed for the old people?(Mobile phone, ATM etc.)	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Civic Participation and Employment

Q.7 I will ask you to evaluate the issues on performing civic duties and employment in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Do you have enough opportunities to participate in volunteering activities?	1	2	3	4
Are there enough full time job opportunities for the old?	1	2	3	4
Are there half time job opportunities for the old?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Social Support and Health Care Services

S.8 I will ask you to evaluate the issues on social support and health care services in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are there enough health services (hospital, doctor, physical rehabilitation expert, etc.) for the old?	1	2	3	4
Are the health services easily accessible?	1	2	3	4
Are there enough nurses and is long care service provided?	1	2	3	4
Are there catering, cleaning and maintenance services for the old care houses?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Annex3. Questionnaire Form for Household Heads

Demography Section

D.1. How old are you? (SINGLE ANSWER)

	-	TERMINATE THE CONVERSATION
18-24	1	CONTINUE
25-34	2	
35-44	3	
45-54	4	
55-64	5	

D.2 Are you the one who earn the most money (or household head) in your house?

Yes	1	
No	2	TERMINATE THE CONVERSATION

D.2 Mark the sex of the interviewee.

Male	1
Female	2

D.3 May I learn your educational situation?

Literate	1
Primary School Graduate	2
Secondary School Graduate	3
High School Graduate	4
University and Above	5

D.4 May I learn your marital status?

Married	1
Divorced	2
Spouse died	3

D.6 May I learn your housing situation?

Owner	1
Renter	2
Not the owner but doesn't pay rent either	3

D.7 My I learn your working condition or profession?

Doesn't work/Unemployed	1
Worker	2
Civil Servant	3
Farmer	4
Merchant	5
Temporary/ Uninsured, part-time worker	6
High income self-employer (Owner of a company, facility etc.) §	7
Professional profession (Dr.Lawyer, Architect etc.)	8
Office worker- private sector	9

D.8 May I learn your monthly household income?

0-999 TL	1
1000-1499TL	2
1500-1999TL	3
2000-2499TL	4
2500TL and more	5

D.9 Do you have any social insurance?

Yes	1
No	2

D.10 Is there an individual at the age of 65 and above who lives with you in your house?

Yes	1
No	2

D.11 Do you have children? If yes, may I learn how many?

No	1
1 child	2
2 children	3
3 and more children	4

D.12 Can you evaluate your health condition by giving 1 to 5 points?

Very Bad	1
Bad	2
Neither good nor bad	3
Good	4
Very Good	5

D.13 Do you have any health problem limiting your daily activities?

No	1
Yes	2
Write	

Age Friendly City Amasya

Outdoor Areas and Buildings

Q.1 I will ask you to evaluate the outdoor areas and buildings in Amasya in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are the pavements designed as to provide easiness in walking?	1	2	3	4
Are the pavements maintained regularly? (Repairing broken, cracked pavements, snow blowing etc.)	1	2	3	4
Are there crosswalks designed for safe crossing?	1	2	3	4
Do the drivers let pedestrians walk in crossroads or crosswalks?	1	2	3	4
Does your city have an adequate street lighting system?	1	2	3	4
Do the people in your city feel safe about snatching or robbery? (Do you think that there is enough police patrol?)	1	2	3	4
Are there enough and appropriate (for old and disabled people) public toilets in your city?	1	2	3	4
Are there enough benches to sit in green fields or city centre?	1	2	3	4
Are there arrangements which are designed for old people in Public or Private Buildings (Wheelchair ramp, automatic door, etc.)?	1	2	3	4
Are there different queue systems or special desks for old people in Public or Private buildings.?	1	2	3	4
Does the noise and flow of traffic irritate people?	1	2	3	4
Is the air of your city clean in all seasons of the year?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Transportation

Q.2. I will ask you to evaluate the transportation services in Amasya in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are the social places in your city (hospital, mosque, shopping centre, etc.) easily accessible?	1	2	3	4
Is there an extensive transportation network in your city? Is access to everywhere easy?	1	2	3	4
Is public transport affordable?	1	2	3	4
Is the frequency of public transport enough?	1	2	3	4
Are public transportation vehicles designed considering the old and disabled people?	1	2	3	4
Are public transport stops safe enough for weather conditions? (Lighting, rain-sun shelter)	1	2	3	4
Are there enough security applications in public transport stops? (Private security, police patrol, etc.)	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

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Housing

Q.3 I will ask you to evaluate the housing situation in Amasya and the house you currently live in, in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are there enough and appropriate government supported housing for the old people with low income?	1	2	3	4
Is the house you live in located in a proper and safe location in terms of old person's access to social services?	1	2	3	4
Is the house you live in adequate for an old person who is 65 or older to move easily and meet his other needs?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Participation in the Social Life and Respect for Elders

Q.4 I will ask you to evaluate the participation in the social life and respect for elders in Amasya in terms of the following criteria .

	Yes	No	Didn't want to answer	Doesn't know
Considering the attitude towards the old people, is your society kind, respectful, helpful and tolerant enough?	1	2	3	4
Are there enough intergenerational activities or entertainment programs which the old people can participate with their families or alone?	1	2	3	4
Is public-association-charity support easily accessible for the old people in need?	1	2	3	4
Are the old people treated respectfully in public transport and have seats?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Social Participation

Q.5 I will ask you to evaluate the social and free time activities for elders in Amasya in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are there enough social and cultural activities in which the old people can participate?	1	2	3	4
Are there enough social and cultural activities which the old people can afford?	1	2	3	4
Are there enough lifelong learning programs?	1	2	3	4
Are there places like course-hobby houses where old people can participate in activities together?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Age Friendly City Amasya

Information and Communication

Q.6 I will ask you to evaluate the sources of communication that provide you with information on the society you live in, in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Can old people get clear and instant information about Amasya?	1	2	3	4
Are visual media and press designed as the old people can easily understand?	1	2	3	4
Are there any auxiliary personnel who help old people in government offices?	1	2	3	4
Are there any devices or machines with large buttons which are designed for the old people?(Mobile phone, ATM etc.)	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Civic Participation and Employment

Q.7 I will ask you to evaluate the issues on performing civic duties and employment in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Do the old people have enough opportunities to participate in volunteering activities?	1	2	3	4
Are there enough full time job opportunities for the old?	1	2	3	4
Are there half time job opportunities for the old?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

Social Support and Health Care Services

Q.8 I will ask you to evaluate the issues on social support and health care services in terms of the following criteria.

	Yes	No	Didn't want to answer	Doesn't know
Are there enough health services (hospital, doctor, physical rehabilitation expert, etc.) for the old?	1	2	3	4
Are the health services easily accessible?	1	2	3	4
Are there enough nurses and is long care service provided?	1	2	3	4
Are there catering, cleaning and maintenance services for the old care houses?	1	2	3	4

Do you want to add any opinion and suggestion on this issue?

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