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### **A STUDY ON THE DETECTION OF PHYSICAL DISABILITIES IN UNIVERSITY-CITY COOPERATION: OSMANCIK BARRIER MAP**

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#### **EXTENSIVE SUMMARY**

##### **Introduction**

Disability is a universal issue. Approximately 15% of the world's population, and 12.29% of the population of Turkey has several obstacles (TUİK, 2002). Disability concept defines; physical or mental impairment which severely limits one or more major life activities of the individual; the record of such a disorder or those considered to be such a disorder (Burnett ve Baker, 2001, p.5). With the increase in the world population, the number of people with disabilities is increasing too day by day.

Accessibility is the basic condition for being able to participate in life, use other rights, and live independently (Tural, 2014, p.170). According to the United Nations Children's Rights Convention, different developmental periods of children need to be observed by the State, so that equal and appropriate recreational places and recreational opportunities for children should be provided (Severcan, 2015, p.5) and these environments should be accessible. While the rights of the disabled are protected by law, it is a duty of conscience to ensure participation of people with disabilities in the social and public arena, other than legal obligations. Unfortunately, neither disabled people nor unhindered individuals act consciously on this issue. For this reason, the universities that are the science nest have a great duty to raise public awareness. In this context, the aim of this study is to describe the current situation of Osmancık county within the scope of disability concept.

In accordance with this purpose it was aimed that to re-evaluate the county in terms of accesibility in the university-city cooperation; to inform Osmancık people and increasing the awareness of them about accessibility and to determine the conformity of Osmancık county with the standards of unhindered cities and determination of their deficiencies if there is.

##### **Method**

As the study area, Osmancık, the only county whose population is growing regularly (Yazıcı, 2012), was selected. In the county center, 13 main neighborhoods where the living areas are concentrated are included in the research. The number of registered disabled people living in the county is 254. The working team was 60 people, created on the basis of volunteerism. The working group was trained in social and technical content related to disability and accessibility. The working team is divided into groups of four or five, based on the physical breadth of the neighborhoods.

Observation forms consisting of 91 questions were used to determine the conformity of the Osmancık county with the physical accessibility standards. The study area was individually examined and photographed in terms of accessibility standards through working groups. In order to make the necessary inclination measurement during field work "Bubble Level" program is used. Unbreakable meters were used for length measurements. Due to the fact that Osmancık Municipality works within the scope of accessibility in the reporting process, a second volunteer team of 9 people has renewed the fieldwork and reported the changes. Based on the two field works, the advantages and disadvantages of the urban environment regarding the accessibility of the disability were determined and a report was prepared by describing the accessibility status of Osmancık county.

### **Findings**

There are more than 40 public institutions in the county carrying the public service purpose. From this institutions only Municipality, County Governorship, İnönü Zaferi Elementary School, Osmancık State Hospital and Osmancık Ömer Derindere Vocational School have disabled parking area. Public buildings often have differences in elevation in their entrances to the building. These differences are solved with a staircase or ramp. However, it is observed that the accessibility of the disabled is being taken into consideration in newly built public buildings.

The density of pedestrian pavements is considered as low pedestrian density 0,3 (pedestrian / m<sup>2</sup>). Observations showed that there are very few pedestrian sidewalks in the city center of Osmancık County that provide these conditions. While sidewalks are double-sided in streets and streets with dense pedestrian usage within the county, sometimes they are located unilaterally and sometimes not at all in the streets where usage density is relatively low.

Osmancık is located at a transition point position connecting the Black Sea to the West. The crosswalks at the junctions with the county center of the D-100 highway passing through the county are appropriately warned with warning signs and signs. The points where the school passages are located in the county are warned by ground lines and signs.

There are public parking lots at various points within the county borders. Especially parking areas allocated to disabled vehicles in the parking areas located in the county center are striking. Disabled car parks are located in a separate location from other car parks. Disabled parking areas are indicated by location lines.

Generally, playgrounds in urban parks are not suitable for use by children without disabilities, except for recreational areas projected and completed by the municipality in the near future. The primary problem with these urban parks is that the appropriate ramp solutions to overcome the pavement in front of the parking spaces have not been implemented or are implemented incorrectly. It should be noted that the new parks built by Osmancık Municipality are suitable for the disabled. Game groups are designed to be used by children with disabilities as well. Ramps are used to reach parking areas. The inclination, the length of the ramps, and the fences that must be found beside the standards. Between the ramps 150x150 cm of motion is left on the turns.

### **Discussion**

As a result of this study, neither public institutions nor social areas are sufficient in terms of unhindered urban standards. In this study, the part related to transportation from sidewalk level to public institutions and organizations has been discussed and it has been understood that most of the public institutions and organizations in the county do not have the physical conditions suitable for the accessibility of the obstacles. Observations have shown that individuals with orthopedic disabilities who want to receive services are experiencing problems with access to these institutions primarily. Because the entrances of the buildings are not straight and there is often no ramp application for those who do not have the ability to use ladders. It is understood that the ramp applications found are not generally suitable for the standards. On the other hand, in the majority of the streets and main streets in the county center, the sidewalks are either not in the required width or the floor structure is broken or there is no pavement. It has been understood that existing pavements are not suitable for standards such as width, height and density. It has been found that ramp-like structures are created with a difference in elevation when the pedestrian pavements need to be ramped at the intersection with the vehicle and it is not suitable for a person sitting in a wheelchair or a mother with a baby car. Of course, this planning mistake about ramps is not just unique to Osmancık.

Observations have shown that taxis are a highly preferred means of transportation, especially when transporting villagers. Taxis, however, are not eligible for barrier-free access. At this point, Osmancık Municipality can cooperate with the Osmancık Chauffeurs and Transporters Chamber of Crafts to ensure that the appropriate number of commercial taxis meet the accessibility standards and are available to the physically handicapped individuals.

Disability and handicap are two important interrelated concepts that reveal issues that can be ignored in moral and political sense (Brownlee and Cureton, 2009, p.1). The provision of political accessibility requirements is, of course, mandated by the legislator to the municipality. However, when we look at the moral point of view, the empathy ratings of non-disabled individuals are as important as those of the municipality. The public and private sector institutions' disability awareness is not just enough to achieve equal living standard in the city. At the same time, individuals must have a sense of disability in everyday urban life. In addition to the lack of physical accessibility encountered during the examinations, the public also seemed to be unconscious in this regard. Unfortunately, on the pavements to be built within the framework of the standard, it is the indication of this unconsciousness that it is preferable to position the materials of the county tradesmen on the pavements.

Making a city viable for unhindered individuals is primarily a result of respect for the right to life. The environment in which the individual lives has a great influence on the level and experience of disability. The inaccessible environment creates another set of disability by creating a set of priorities for participation and integration (DER, 2011, p.4). Inadequate physical conditions make disabled people lock themselves home, preventing them from trusting themselves and benefiting from all these opportunities; even though they have the right to equal education and living with other individuals. Studies have been observing the Osmancık Municipality is working to ensure these requirements with available resources, and in this way realizes a new activity every day.

The literature shows that just experienced the same problem in all urban and rural space of Turkey in general, not just in Osmancık county. Especially during the last two years, municipalities have accelerated their studies on accessibility and availability. It can be said that society considers this consciousness as a new one. It can be said that society reaches this consciousness newly. It is hoped that the deficiencies identified within Osmancık by this study will be resolved soon in the direction of Osmancık Municipality's conscious works.