



## The Importance of Mapping Natural and Cultural Routes in Rural Tourism: Bartın Case

Sevgi GÖRMÜŞ<sup>1\*</sup> Erdoğan ATMIŞ<sup>2</sup> Hikmet Batuhan GÜNŞEN<sup>2</sup> Nuri Kaan ÖZKAZANÇ<sup>2</sup> Mustafa ARTAR<sup>3</sup>

<sup>1</sup>Bartın University, Faculty of Forestry; Inonu University, Faculty of Fine Arts and Design, Department of Landscape Architecture

<sup>2</sup>Bartın University, Faculty of Forestry, The Department of Forest Engineering

<sup>3</sup>Bartın University, Faculty of Forestry, The Department of Landscape Architecture

\*Corresponding Author:

E-mail:sevgigormus@gmail.com

Received: March 18, 2017

Accepted: June 15, 2017

### Abstract

In this study it is aimed to develop a route planning which will evaluate the diversity of natural assets and original cultural accumulation in the province of Bartın where nature based tourism has not yet matured. During the process of determining the natural and cultural corridors in Bartın, primarily the identification and evaluation of regional and local identities has been emphasized. Within this scope; it was tried to establish a cooperative model in which the relevant public institutions, local governments and non-governmental organizations co-exist. Priority studies in which data on the determination of values are obtained includes detailed field studies, face-to-face interviews, focus group meetings and printed publications. Bartın Province which is specialized in regional identity of Western Black Sea Region with local identity and original values has been effective in the creation of spatial design of routes. In addition, route spatial design is done via partnership, conservation and revivals, thematic approach, rural development, alternative tourism, local participation, holistic promotion and local activities. Thematic values and geographical thresholds are taken into account by a holistic route approach while networking features has been proposed. With the "network route" design approach, 6 main routes (Parthenios, Amastris, Kromna, Bartın Küre, Ulus Küre and Karaca) and alternative routes (32 sub routes) connected to these routes, route focal points and external links are determined. It is expected that the routes will make significant contributions to the objectives of protecting the cultural values and the rural development of many destinations that are mentioned as priority targets for the future of Bartın.

**Keywords:** Route planning, Network route design, Western Black Sea, Bartın

### INTRODUCTION

Just as the urban areas, the rural areas are spaces in which people live and work. In rural areas, the basic activity of the rural economy is agriculture. However, both the recreation and tourism industries have become ever-increasingly job-creating sectors in these areas. The changes related with the rural area at the governmental level and the highlights on tourism within rural policies reflect the strategic goals towards widening the basis of rural economy.

The rural tourism is conceptualized as a combination of recreation and tourism, which have an importance in terms of economic activities in rural areas. The rural tourism can flourish only if it is sensitive to social and environmental factors. The administrative success of this type of tourism depends whether the rural area and the structure of rural society are perceived sufficiently. The concept of cultural and natural route determines the areas of value in connection with the recreation and tourism values within the cultural and natural resources of rural, and helps to learn the cultural and natural structure by offering recreation and tourism activities in rural. Indeed, tourism is a sector which has positive, neutral and negative effects on natural areas [1, 2]. The recreation and tourism activities based on only natural resources lead several problems concerning the sustainability of these resources over the short-term. Therefore, the recreation and the tourism should be grounded according to the susceptibility/sentiments of the relevant value areas, the environmental quality, suitability of the services provided and the management capacity. Within this scope, while planning the recreation and the tourism sectors, not only the natural landscapes but also the cultural landscapes should be considered. In recent years, one of the holistic approach that integrates the natural and cultural landscape areas/values is route planning.

The route is a network system which gathers multiple

natural and cultural values through an integrated approach, and allows to form new meanings or to reveal an existing meaning thanks to this integration [3, 4, 5]. In the latest years, across the world and Turkey, route planning has become one of the most significant tools, which is used for diversifying and developing tourism. The routes such as the Viking Route, the Napoleon Route, the Don Quixote Route, the Ceramics Route in Europe, as well as the Lycian Way, the Hittite Trail, and the Evliya Çelebi Way in Turkey [6] foreground both the historical and cultural values of non-touristic residential areas, and support the rural development by drawing attention to these residential areas as touristic places.

The Routes basically represent a more comprehensive physical character and meaning rather than a single monument, a historical place or a natural landscape area. In other words, the route is a system which comprises of multiple historical and natural areas, and gains a new meaning thanks to this integration [7, 8]. From this perspective, it can be said that this definition reveals also the integrity of a cultural route.

Being more discussed recently in our country, 'the tourism routes' topic has developed as a sector that concerns the natural and cultural heritage. When considering the potential effects of tourism sector on heritage sites, it can be seen that the route planning requires a holistic analyze, design, implementation and management process.

In abundant areas in terms of cultural and natural heritage, planning the routes and networks in a regional scale, protecting and serving the values of these areas through a holistic approach is regarded as an important tool for directing effective sectors. In addition to that, the process of planning and implementation of a regional route can potentially transform to an effective tool for drawing public attention and mobilizing civil society towards several

issues such as unplanned urbanization, flee from rural areas, destruction of cultural heritage, uncontrolled mining, hydroelectric power plant and dam building, deforesting.

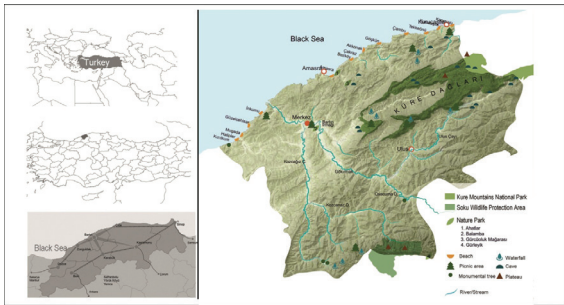
There is a need of studies in which nature and culture themes are embraced especially with their values materialized as a rural identity, and a new and holistic vision, interpretation and evaluation for each city are provided. The prioritized aim of this study is to analyze natural asset diversity of Bartın province together with its distinctive cultural richness, and to propose a "route planning" construct for the whole province accordingly.

The route planning is an important need for highlighting the natural and cultural values and developing tourism in Bartın and its vicinity. This study aims to meet this need, and by means of that, it is intended to unite the natural and cultural heritage assets within Bartın province and to establish a sustainable tourism approach based on the natural and cultural values.

## THE MATERIALS and the METHOD of the STUDY

Located in the western Black Sea Region, Bartın province is surrounded in the north by 59 km coast line of Black Sea, and in the east Kastamonu province, in the southeast Karabük province, in the west Zonguldak province are settled (Figure 1). Its surface area is 2099 square kilometers. According to 2015 data; the total population of the province is 190708 [9].

In the province, there are 4 districts (Centrum, Amasra, Ulus and Kurucasile), 4 town, and 265 villages in total. 41% (77827) of Bartın's population inhabits in the city and district center, the remaining 59% (112881) lives in towns and villages. Nearly all of the villages in the province (260) are legally considered as a forest village. In the forest villages, 58% of the population of the province, namely 109,471 residents live [10, 11]. Between the years of 1990-2000, Bartın ranked the fifth last among other provinces countrywide in terms of annual population growth rate. In this period, the main reason of a population decrease in Bartın is emigration to nearby and big cities due to a decline in the employment at coal mines in Zonguldak and Amasra. After the year of 2011, the population slightly grew. Between 2011-2012 and 2012-2013, it increased by 6.1% and 3.7% respectively. At that time, while the population of the city increased, the rural population decreased significantly. During the years of 2011-2015, it is observed that the rural population in all districts continued to decrease.



**Figure 1.** The location of Bartın Province, its relation with the nearby cities and its main natural resources

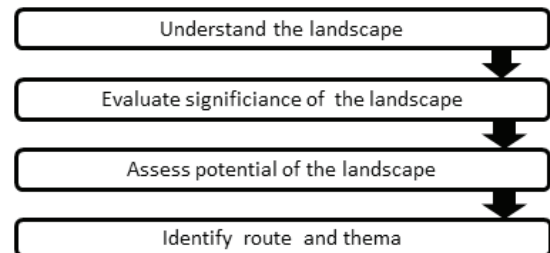
The primary sectors in the economy of Bartın are agriculture, service and industrial sectors. In 2000, 71.28%

of economically active population (97044 people at age 15 and above) was employed in agriculture, 10.77% in industry and 17.95% in service sector. However, as a result of the migration from rural areas to other cities, especially in agricultural sector the employment decreased significantly in this period until 2011. In 2011 economically active population decreased by 30% to 68000 people, and most part of the population in agriculture transferred to service and industrial sectors (37% in agriculture, 37% in service, and 26% in industry). Likewise the year of 2000, also in 2011, while the women were mostly employed in agriculture, the men mainly worked in service and industrial sector [12]. When considering that the agricultural sector consists of sub-sectors agriculture, forestry and fishery, the half of the province zone is covered with forests, and 58% of the population consists of forest peasants, it can be said that the significant part of those who are employed in agricultural sector actually comprise of forestry workers.

Since Bartın didn't take a role in the heavy industrialization process, it was less affected from the negative environmental impacts of the industry. Therefore, its natural beauty could be survived without any loss until now. In Bartın, a city in which the tourism is considered as an important income source, it's known that there is a huge difference between the number of city visitors and the number of touristic accommodation. The significant proportion of these visits is day-trips and unregistered accommodations. Besides to its historical and natural beauties like Amasra district, in other settlements such as İnkümu, Güzelcehisar and Çapraz, the touristic activities intensify only in summer, leading to restrict the number of tourists who visit Bartın. Indeed, there is a need for extending the tourist season to all year-round.

Within the scope of this study, it is aimed to integrate natural and cultural landscape areas by "route planning" in Bartın province where the nature based tourism has not matured yet. Also, the route planning was designed without focusing on conservation areas and natural assets, instead by paying regard to the values of these areas.

In the study, the assessments in the scope of a "corridor" setup which was developed by concentrating on the stages of regional landscape analysis/local landscape analysis and includes all elements of the landscape, was integrated with the route planning. The route planning setup was built upon ideational and spatial linkages of the landscape layers. The precondition of the route planning is to analyze the natural assets and the cultural heritage diversity in a comprehensive and detailed manner. Through these analyzes, the local identity and the values that generate it are understood individually, the associated problems and its potentials are assessed, and the results of it were included to the route planning (Figure 2) [9].



**Figure 2.** The process of route planning

During the process of determining natural and cultural corridors in Bartın, first of all, the local and regional identities were located and evaluated. At this point, by beginning with the upper scale, the Western Black Sea Region where Bartın province locates was investigated historically, and its regional value of resources was listed. Being characterized within the identity of Western Black Sea region, the local identity and the distinctive values of Bartın province was explored in order to provide input for route planning. Thus, an interactive learning and consultation method was developed for this purpose. Within the scope of this interactive learning and consultation technique, several meetings were organized between the interest groups and the experts, and the experts and the local executives. The meetings of interest groups/experts were constructed in order to comprehend spatial, social, and cultural knowledge/experience and the expectations, whereas the meetings of local executives/experts were organized in order to assess spatial knowledge and planning. The acquired data was conceptualized as theme and factor (Figure 3).

The meetings of the interest groups and the experts are of significance for evaluating the approach of local interest groups and the possible roles they may play regarding this issue. During this period, six "meetings" were took place with the participation of NGOs and the representatives of the private sector in Bartın (Figure 4).

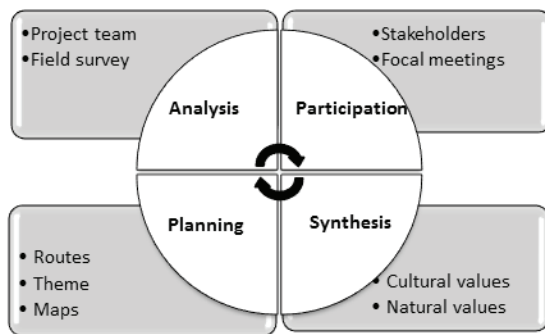


Figure 3. The stages of the study



Figure 4. Interest groups and expert meetings

## FINDINGS

### Primary Route Principles

In order to support the objectives of Eco-Route Bartın and guide the implementation processes, six conceptual elements should be adopted as primary route principles. These principles, namely aspects which should be take into consideration for spatial creation of the route, will be effective on identifying and prioritizing the stages of the route and its components (settlements, archeological sites, natural sites, individual structures, etc.), in short while transforming the route stages and the whole route into a productive and sustainable system [9].

**Partnership:** One of the major benefits and as well the requirements of the route planning is to allow a horizontal collaboration in a regional-scale. Indeed, gathering of local agents who share a common inheritance and environment, and building a functional operation mechanism between them are highly crucial. By this way, while continuity of the management and implementation processes can be achieved, the integration of local agents would be strengthened as well.

**Preservation and revival:** By thinking carefully about Bartın's natural and cultural richness, the Eco-Route approach should respect the natural and cultural heritage in every implementation area. Only through this way, the impacts of sectoral development and economic activities on natural and cultural resources can be balanced and a province-wide revival program based on heritage can be actualized.

**Thematic approach:** When developing an approach based on heritage protection, it's very important to bring a thematic standpoint derived from regional values as well. Thus, new paths or new focus alternatives that bloom with local themes can be created on the Eco-Route path.

**Rural development:** Fostering local economy is one of the basic targets in regional planning, and as well an issue which is dealt in the route studies. Within a route system, new areas of activity especially for rural people can be defined. Therefore, it should be regarded in any case that the prospective route promotes rural development.

**Local participation:** During the route implementation processes, ensuring local participation is essential in terms of sustainability of the project and positive feedbacks to local people. Several attempts should be launched both for preservation and development of regional heritage and adoption of the Eco-Route system.

**Local activities:** The Eco-Route should both serve the non-resident visitors through province-wide alternative tourism activities, and include a year-long activity program for local people. By locally organizing trainings, seminars, trips, tournaments, thematic events like festivals for Bartın residents, and maintaining these activities in long-term can enable to strengthen the awareness and the sense of ownership of local people regarding the region they live in.

### The route planning

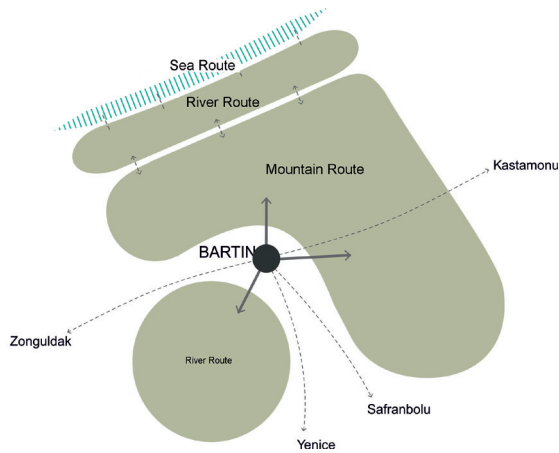
After analyzing all values of the region subject to route planning, it is very important to assess these values through a holistic perspective. At the assessment stage, the relevant topics which will be included to the route are sorted out from natural and cultural data block obtained during the research process. Sorting out of regionally/province-wide collected data for route planning prepares the substructure of the route setup at the next stage.

A region which is understood in terms of its general



character and components can divide into sub-regions upon concentration of values and featured specific themes. At this point, it's also possible to create new alternatives and scenarios in the route setup. An assessment process through this approach allows defining the right themes concerning the region, and revealing the problems the route can solve [13].

The “thematic approach” in regional assessment determined how the resource values that is defined for Bartın and spread over a wide frame, is utilized. The intertwined values within the landscape areas of the province are discussed through the themes grouped under Nature and Culture topics. The province-wide distribution of the route themes shapes also the scope of the province-wide route setups. Thereby, it is revealed that Bartın's natural and cultural corridors can be studied under the Sea, Coast, Mountain, and River themes (Figure 5).



**Figure 5.** Themes and Clustering Areas

When analyzing all values owned by Bartın with regards to the route planning, various themes that can be grouped under nature and culture topics arise. These themes are accepted as basic values in identifying proposed routes.

**Natural Themes:** Shaping the life style, the production traditions and the historical progression of Bartın from past to present, the Nature is one of the fundamental features which distinguishes Bartın from others as a set of values spread over whole province. The nature of Bartın can be summarized as 5 themes in identifying the Eco-Route paths.

- Mountains and Valleys
- Rivers and Waterfalls
- Caves and Rocks
- Forests
- Wild Life

**Cultural Themes:** In the planning of Eco-Route Bartın, the set of cultural themes is a value system which integrates with the natural landscape of the province. The tangible cultural heritage and the life style of the province are considered as basic values which will enrich the route paths. The cultural heritage themes can be summarized under 5 main topics.

- Archeology
- Traditional civil architecture
- Religious buildings
- Rural life style
- Intangible cultural heritage

### The Spatial Route Setup

It's possible to mention 3 design models in the spatial setup stage of the route planning which pays regard to regional identity factors: linear route, circular route and network route (Figure 6) [14]. Reflecting the spatial form of the route, the design model should be identified by determining and analyzing the local characteristics of the region subject to planning.

Resimlerin orijinali gerekiyor.

**Figure 6.** Types of spatial route setup [14]

The spatial route setup consists of 6 basic route and engaged alternative paths which reflect the real projection of the abovementioned values and the concluded general setup scheme. These paths are explained in terms of general definition, dissimilarities and components. The routes are also visualized by an illustration format which focuses on the natural and cultural themes and the potential activity areas.

It's important to take into account all together the natural, cultural, historical and social aspects which constitute the Bartın's identity. In this manner, a province-wide holistic presentation and the promotion strategies can be realized. Since making local identity visible and comprehensible is acknowledged as one of the main objectives of the presentation and promotion strategy; it can be said that the Eco-Route can be helpful for strengthening the image of Bartın.

The chief factor that orients the spatial setup of the Eco-Route Bartın project is doubtlessly the natural and cultural diversity of the province. In such a manner to take advantage of this diversity which pervades every part of the area; “a network-featured holistic route setup” is proposed, considering the thematic values and the geographical thresholds. The natural and cultural values of Bartın and its districts are provided in Table 1.

The “Network route” design for route planning is deemed functional in the lack of the routes based on physical division analyzes of a region or historical events. In network routes, rather the regional continuity, the local themes enable the totality. The multi-option path structures render the mobility of visitors more flexible and abundant.

The main components of the proposed network route setup for Eco-Route Bartın: 6 main routes and sea routes, alternative routes, route focuses, outer links.

Together with the sea route lying along the coast, 6 main route of the Eco-Route (Figure 7) allow to see the values which reflect the natural and cultural identity of Bartın. Thematically defined routes are as follows: The Parthenios Route, the Amastris Route, the Kromna Route, the Bartın-Küre Route, the Ulus-Küre Route, and the Karaca Route. The alternative routes are also offered as the routes that pass through alternative landscape areas between/within main routes and/or provide by-pass links.

**Table 1.** The natural and cultural heritage in Bartın (the inventory outline of the natural and cultural heritage of Bartın province is generated by referring [15]).

	Natural Heritage	Cultural Heritage
City Center	Çöme Mountain Pass, Kaya Waterfall, Çöpbey Waterfalls and Caldrons, Zoni Upland, Güzelcehisar lava pillars, Bartın stream, caves, elements of structural geomorphology, natural landscape, beaches (İnkum, Güzelcehisar, Mugada, Kızılkum)	Historical houses, bridges, mosques, Aya Nikola Church, religious tombs, Odalar Yeri historical ruin, wooden building architectures, filigree works, rug-carpet and fabric weaving, traditional building architecture, wooden and metal works, transhumance, Arasta Women's Bazaar, bathhouses, Tepecik Hıdırellez festivals
Amasra	Amasra (Amastris) Marina, Çakraz Beaches, Gürcüoluk Cave, Rabbit Island, waterfalls, bays	Historical heritage (Castle, church, monastery, monument, historical bazaar, covered bazaar, museum from Hellenistic, Rome, Byzantine, Genoese, and Ottoman period), traditional building architecture, characteristic boat workshops, Kuşkayası road monument, Çekiciler Bazaar, bridges, religious buildings, fishery, wood carving, mining, sea festival.
Kurucaşile	Kurucaşile (Kromna) Marina and Beach, Gökçekale Bay, Tekkeönü and Kapısu Yu Beaches, Gölderesi, Karaman, Akperi rocks, waterfalls, caves and beaches	Boat workshops, wood carving, Kromna Castle and ancient ruins, cutlery works, furniture works, collective fishery, feast, wedding and engagement (betrothal) traditions
Ulus	Küre Mountains National Park, Drağna Valley, waterfalls, forestry products, uplands, Uluyayla and caves, Ardıç Upland, Ulukaya Waterfall and Canyon, Aksu Waterfall, natural vegetation, plateau and mountainside around Yukarıdere	Filigree works, linen weaving, wooden building architecture, wood carving, transhumance, Köklü monastery, religious tombs, Yedi Ocaklı (seven oven) mill, flax harvest, forestry, dancer boys, festivals, and other activities.

The Parthenios Route: Having "River and coast" features as a thematic group, this route lies to inner forests and rural landscape by tracking the Bartın stream that focuses on Bartın city center and Bartın coasts, and shows how the natural beauties of Bartın intertwine with residential areas. Being in very few cities of Turkey, the forests which luckily begin immediately after the city center can be seen and various activities such as trekking in the forest, cycling, photography, etc. can be performed on this route. The route, a path in which at one side the sea shore, at the other side the forest can be seen, allows to catch sight of the rural village life, rural landscape, the Bartın stream and its vicinity inwards north line (Figure 8).

**Figure 7.** The main route and alternative routes

The distinctive themes of the Parthenios Route: The coexistence of river, sea, mountain and coast landscape, the Bartın stream, ancient marine zone, İnkumu, Güzelcehisar, Mugada and Kızılkum shores, sea daffodils and aquatic birds. However, the focuses of the route are Bartın ancient marina, Gürgenpınarı, 25. Well, İnkum, Güzelcehisar, Mugada, Kızılkum, Hacıosmanoğlu, Çakırömerağa, Çeştepe Tumulus. Accessed by walking, bicycle, motorbike, minibus, or private car, the Parthenios Route allows to perform several activities like photography, landscape watching, wild life and bird watching, gastronomy experience, swimming, climbing, amateur line fishing, camping, orienteering, picnic, boat tours, gathering natural products, cycling, trekking.

The Amastris Route: Listed under the 'river, sea, coast and mountain' thematic group, the Amastris Route extends from Bartın city center to Amasra. It continues along the right coast of the Bartın stream, enters into the forest at the pass location, and then reaches to Amasra over Tarlaağzı and Gümü villages along the coast towards the east. Following this route, the path heads from Amasra to the Bird's Rock Road Monument, namely the beginning of the ancient road which lies from Bartın to Bolu. Having not a transportation access normally, the forest land between Boğaz villages and Tarlaağzı distinguishes with its solitude (Figure 8).

The distinctive themes of the Amastris Route: History, nature, coast, natural forest and hard coal. The focuses of the route are the Bartın Orduyeri Bridge, Topluca, Gavurpınarı, Tarlaağzı, Gümü, the Bird's Rock Road Monument, the Covered Bazaar, and the Amasra Castle.

Accessed by walking, bicycle, motorbike, minibus, or private car, the Amastris Route is suitable for several activities like photography, landscape watching, wild life and bird watching, gastronomy experience, swimming, climbing, amateur line fishing, camping, orienteering, picnic,

boat tours, gathering natural products, cycling, trekking.

The Kromna Route: Listed under the coast, mountain and sea thematic group, the Kromna Route is an observation route that connects the village settlements in the buffer zone facing the Black Sea of Küre Mountains National Park to Kuruçaşile district at the coast, and lies from Kuruçaşile to Amasra at the coast line. In addition to features of interior areas which reflect the various characteristics of forest and valley landscape, it also includes ancient settlements at the coast and remarkable cultural elements. It's also a route on which caves and waterfalls are intensively seen (Figure 8).

Featuring distinctive themes such as valley landscape, ancient settlements, bays, Küre Mountains National Park, rural architecture, karstic structure, waterfalls and caves, the route has various route focuses like Çamaltı, İnpiri, Çakraz, Akkonak, Gökçün, Hisarköyü, Kuruçaşile, Kapısıyü, İlyas Passage, Kaleköy, İncivez, Gölderesi, Kavaklı village, Gergece waterfall, Gürcülük cave, boat manufacturing workshops.

Same as the other routes; accessed by walking, bicycle, motorbike, minibus, or private car, the Kromna Route stands out with several activities like photography, landscape watching, wild life and bird watching, gastronomy experience, swimming, climbing, amateur line fishing, camping, orienteering, picnic, boat tours, gathering natural products, chestnut harvest, cycling, trekking.

The Bartın-Küre Route: Listed under the mountain thematic group, the Bartın-Küre Route allows observing the most beautiful examples of karstic structure which lies from Bartın, Küre Mountains National Park to Arıt basin. Being nearly surrounded by the National Park and partly reached into it, the path is one of the best routes one can observe the wild life and the beautiful colors of the autumn. The distinctive themes of this route stand out as Küre Mountains National Park, wild life, valley landscape, karstic structure, uplands, mountain landscape, Fırınlı Castle, watching points, civil architecture examples, and Çöme mountain pass. The focuses of the route are Çöme mountain pass, Zoni upland, Karadere valley, Gürdek rocks, Üçdiş, Söğütlü Visitor's Center (Figure 8).

Same as the other routes; accessed by walking, bicycle, motorbike, minibus, or private car, the Bartın-Küre Route allows to perform several activities like photography, landscape watching, wild life and bird watching, gastronomy experience, climbing, camping, orienteering, picnic, gathering natural products, gathering mushrooms, cycling, and trekking.

The Ulus-Küre Route: Listed under the mountain and river thematic group, the Ulus-Küre Route offers rich landscape options such as Pınarbaşı, Azdavay from Bartın, Küre Mountains National Park, and canyon, waterfall, cave, upland, forest, Ulus brook from Kastamonu line passage road. The route draws attention with its examples of rural and civil architecture, the colors of autumn, and its cultural values. Standing out with the colors of autumn, rural and civil architecture examples, canyons, valleys, uplands, caves, antique ruins, mills, religious tombs and watching points as distinctive themes, the path's route focuses are as follows; Ulus, Aşağıçerçi, Kirazcık, Ulukaya waterfall and canyon, Kemerli cave, Aşağıçamlı, Kozanlı, Yukarıdere, Şirinler, Soğucak passage, Uluyayla, Eldeş line (Figure 8).

The featured activities on the Ulus-Küre Route are; photography, landscape watching, wild life and bird watching, gastronomy experience, climbing, camping, orienteering, picnic, gathering natural product, gathering

mushroom, cycling, transhumance, trekking with riding.

The Karaca Route: Featuring the mountain and river themes, the Karaca Route is a hybrid route which includes nature, mountain, gastronomy experience, valley landscape and especially wild life on its path starting from Bartın city center. The Çobanoğlu Pond on the route is the biggest closed wetland of the province and suitable for different activities as well. The line on the road link of Yenice Forests is abundant in terms of flora and fauna. As distinctive themes; rich wild life, valley landscape, agricultural landscape, mountain landscape, streams and waterfalls, forest, uplands, acoustic landscape, mills, and religious tombs attract attention. The focuses of the route are; Derbent village and Kirazlı Bridge dam, Yedi Ocaklı mill, Bahçecik, Zafer, Kirsinler, Bağdatlı, Aksu waterfalls, Gezen upland, Kokurdan upland, Sökü Wildlife Protection and Improvement Area, On Emirler, Yenikişla, Şarköy, Başoğlu, Çeştepe, and Bartın (Figure 8).

The proposed activities on the Ulus-Küre Route are; photography, landscape watching, wild life and bird watching, gastronomy experience, climbing, camping, orienteering, picnic, gathering natural product, gathering mushroom, gathering chestnut, cycling, trekking, transhumance.

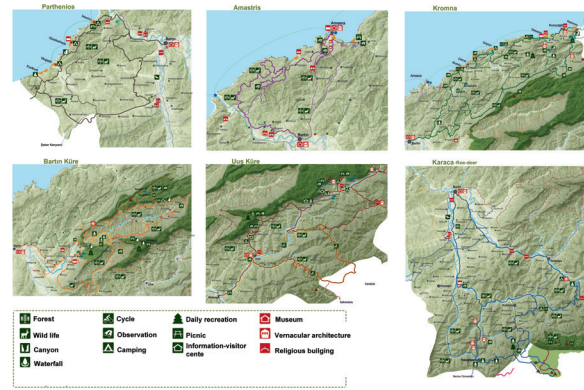


Figure 8. Six main routes

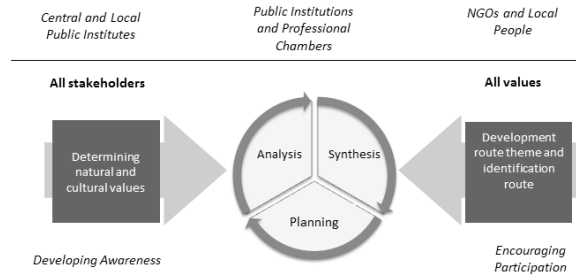
## DISCUSSION and CONCLUSION

When considering that one of the basic targets of the Eco-Rota Bartın project is to create alternatives integrated with nature in rural zone to Amasra-based touristic activities, province-wide expanded identity values of Bartın is a significant potential. A route planning and implementation process that follows specific principles is extremely important for identifying the routes which utilize cultural and natural heritage as its main resource, and planning the future of this heritage.

The local authority should mainly take a part in administrative organization which is responsible for implementation process of the route. While managing the route studies mainly fed by local resources, the local organs in charge of preserving and developing these resources should be assigned. The management structure should allow gathering the local residents and the workers together, and allow them to bring their responsibilities on common inheritance to common projects. By this way, the implementations can be adopted by local shareholders and made sustainable. Starting with local scale up to international collaborations, the widely-expanded relationship between actors can be conducted in the form of financing partnership, sponsorship, consultancy, volunteering.

The primary shareholders who are expected to play

a role and form a partnership in the implementation and management processes of the Eco-Route Bartın can be classified as follows (Figure 9):



**Figure 9.** The Route Planning Model Proposal

In this study, a management model in which from the governorship of Bartın to corresponding public institutions, establishments for service delivering to villages, the village headmen (mukhtar) collaborate with other public institutions, professional chambers and NGOs is proposed. For a model just consists of bureaucrats, it would be very difficult to achieve.

Considering the potential of Bartın, especially in the rural area it's possible to strengthen the eco-tourism, the upland tourism and outdoor sports by integrating with the route studies. By this way, on-site employment and the targets of economic and social revival for the rural can be achieved. Besides, distributing the concentration of tourism activities to inner areas and relieving the pressure on the coast will be other outcomes of the route planning.

## ACKNOWLEDGEMENT

This article was wrote down under the project “Eco-Route Bartın: Mapping the Natural and Cultural Corridors (TR81-15-Yöresel-0069)” which is financed by the Western Black Sea Development Agency (BAKKA). We thank to BAKKA for its support. Furthermore, we would like to thank to Esra Karataş (ÇEKÜL Foundation) for her support.

## REFERENCES

- [1] Budowski, G., 1976. Tourism and Environmental Conservation: Conflict, Coexistence or Symbiosis. *Environmental Conservation* 3: 27–31.
- [2] Higginbottom K., Tribe A., Booth R., 2003. Contributions of Non-consumptive Wildlife Tourism to Conservation Nature-based Tourism, Environment and Land Management. Edited by R. Buckley, C. Pickering and D.B. Weaver. CABI Publishing, UK.
- [3] Durusoy, E. 2013. From An Ancient Road to A Cultural Route: Conservation And Management Of The Road Between Milas And Labraunda /Tarihi Yoldan Kültürel Rotaya: Milas ve Labraunda Arasındaki Yolun Korunması Ve Yönetimi ODTÜ, Fen Bilimleri Enstitüsü, Mimarlık Bölümü, Restorasyon Anabilim Dalı Yüksek Lisans Tezi.
- [4] Karataş, E., 2011. “The Role of Cultural Route Planning in Cultural Heritage Conservation: The Case of Central Lycia.” ODTÜ, Fen Bilimleri Enstitüsü, Mimarlık Bölümü, Restorasyon Anabilim Dalı Yüksek Lisans Tezi.
- [5] EICR, 2017. Mission. European Institute of Cultural Routes. <http://culture-routes.net/the-institute/mission>. Accessed on 22.06.2017.
- [6] CRS, 2017. Culture Routes in Turkey-Long Distance Hiking Trails for All. Culture Route Society can be reached

from <http://cultureroutesinturkey.com>. Accessed on 01.04.2013

[7] UNESCO, 2017. Further information about the “World Heritage Convention for the Protection of the World Cultural and Natural Heritage of UNESCO” can be obtained from: <http://whc.unesco.org/archive/convention-en.pdf>. Accessed on 21.06. 2017.

[8] AICOMOS, 2017. 2001 Making Tracks Making Tracks. From Point to Pathway: the Heritage of Routes&Journeys. <http://www.aicomos.com/2001-making-tracks/>, Accessed on 22.06.2017.

[9] Görmüş, S., Atmış, E., Özkazanç, N.K., Günşen, H.B., Artar, M. 2016. Ekorota Bartın: Doğal ve Kültürel Koridorların Haritalanması. Bartın Üniversitesi Yayınları No: 26, Orman Fakültesi Yayınları No: 11. Stil Matbaacılık, İstanbul.

[10] TÜİK, 2015. Republic of Turkey Turkish Statistical Institute Address Based Population Registration System Results. <http://tuikapp.tuik.gov.tr/adnksdagitapp/adnks> Accessed on 11.11.2015.

[11] GDF, 2015. Republic of Turkey General Directorate of Forestry, Official Forestry Statistic 2014, Ankara, TURKEY.

[12] TÜİK, 2013. Population and Housing Census 2011. Republic of Turkey Turkish Statistical Institute, Ankara, TURKEY, p. 304.

[13] ÇEKÜL, 2015. Kültür Rotaları Planlama Rehberi. Tarihi Kentler Birliği Kılavuz Kitapçıklar Dizisi 3. İstanbul.

[14] UNWTO, 2015. World Tourism Organization Global Report on Cultural Routes and Itineraries, Affiliate Members Report: vol.12, s. 38.

[15] Turoğlu, H. and Özdemir, H., 2005. Determination of Ecotourism Potential in Bartın City. *Eastern Geographical Review*, 10(13): 97-116.