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Istanbul SUMP Stage II - Implementation Plan

TR14SR306 - NEAR/ANK/2022/EA-RP/0082

Capacity Development Workshop #1 Report

Date: 04/06/2024

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REPORT INFORMATION SHEET

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	END RECIPIENT OF ASSISTANCE	CONSULTANT	CONTRACTING AUTHORITY
NAME	İstanbul Metropolitan Municipality	Deutsche Gesellschaft für Internationale Zu-sammenarbeit (GIZ) GmbH – International Services	Ministry of Transport and Infrastructure (MoTI), Directorate General for European Union Affairs and Foreign Relations (DGEUAFR), Department of European Union Investments (EUID)
ADDRESS	Osmaniye Mahallesi Çobançeşme Koşuyolu Bulvarı No:5 34568 Bakırköy/İSTANBUL TÜRKİYE	Aziziye Mah. Pak Sok. No. 1/101 06680 Çankaya / ANKARA TÜRKİYE	Hakkı Turayliç Caddesi No:5 B Blok Kat: 5 Emek Çankaya / Ankara / TÜRKİYE
TELEPHONE	+90 212 449 4000	+90 312 466 70 80	+90 312 203 10 00
FAX	+90 212 449 48 78	+90 312 467 72 75	+90 312 212 11 48
CONTACT PERSON	Mr. Barış YILDIRIM	Ms. Başak İSBİR-KARAMAN	Dr. Tijen İĞCİ
E-MAIL	baris.yildirim@IMM.gov.tr	Mr. Melih MOL basak.isbir@giz.de melih.mol@giz.de	tijen.igci@uab.gov.tr
AUTHORS	Team Leader Mr. Shaleen SRIVASTAVA (GIZ) Project Director Ms. Başak İSBİR-KARAMAN (GIZ) Project Manager Mr. Melih Mol (GIZ) Project Implementation Manager Mr. Murat ÖLMEZ (GIZ) Project Assistant Ms. Tuğba ÖZSOY (GIZ) Jr. Consultant Ms. Serra OKÇU (GIZ) Mr. Wolfgang BACKHAUS (Rupprecht Consult) Mr. Otar NAMSADZE (Rupprecht Consult)		
DESIGN	TAT		
DATE OF REPORT	31.10.2024		

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1. BACKROUND AND SCOPE

Istanbul SUMP Stage II, in line with Istanbul SUMP Stage I, aims to analyse the current mobility and transport situation, develop an activity-based transport model, detail the policies and actions to be implemented, and prepare a project pipeline for the SUMP, mainly related to transport systems, taking into account the following principles

- Sustainable mobility - ensuring greater accessibility through sustainable transport modes;
- Integration of all modes of transport - making use of multimodal transport solutions;
- Promoting non-motorised transport - walking and cycling;
- Ensure co-operation between institutional units and provide capacity building where necessary;
- Involving citizens, stakeholders and underrepresented groups;
- Define long-term vision and clear SUMP implementation plan through pilot projects;
- Monitoring and evaluation to ensure effective implementation and secure project implementation

Capacity building workshops aim to increase knowledge and common understanding of SUMP approach and its implementation among IMM departments and key stakeholders identified by Methodology for Stakeholder and Citizen Engagement study conducted under Istanbul SUMP Stage II project.

2. CAPACITY BUILDING WORKSHOP #1 PROGRAM

Capacity Building Workshop was held on June 4, 2024, at Point Hotel Taksim. The program started with registration at 9:00 am. The event continued with the opening speech at 10:00 am, followed by a presentation titled Introducing Sustainable Urban Mobility Planning (SUMP) by Dr. Wolfgang Backhaus. This was followed by a presentation by urban planner Ersoy Pehlivan on Istanbul's past and current experiences in mobility and the path to future perspectives. The afternoon session ended with a Q&A session where participants could pose questions and discuss the topics in depth.

After lunch break, the participants participated in focus group discussions in the afternoon session. In this session, recommendations and strategies for urban mobility planning were explored in depth. Following the discussions and working groups, there was a short coffee break at 15:00 and the event continued with a forum session at 15:15, where participants had the opportunity to engage in a general discussion on the topics covered throughout the day. Finally, at 15:50, the event was concluded with closing remarks.

Time	**Program**	**Presenter**
09:00 - 10:00	Registration	-
10:00 - 10:30	Opening Speech	Melda Horoz, IMM
10:30 - 11:10	Introducing Sustainable Urban Mobility Planning (SUMP)	Dr. Wolfgang Backhaus, Rupprecht
11:10 - 12:00	Istanbul's Past and Current Experiences in Mobility and Path to Future	Ersoy Pehlivan, Urban Planner
12:00 - 12:15	Questions and Answers	All participants
12:15 - 13:30	Lunch Break	-
13:30 - 15:00	Small Group Discussions	All participants
15:00 - 15:15	Coffee Break	-
15:15 - 15:50	Reflections from Group Discussions	Moderators of group discussions
15:50 - 16:00	Closing Remarks	-

Table 1: Capacity Building Workshop Program

3. EVENT SESSIONS

3.1 Opening Speech

The opening speech was made by Melda Horoz, IMM Transport Planning Department Manager. She stated that the capacity building workshops within the Sustainable Urban Mobility Plan Stage - II Implementation Plan Project will strengthen the participants and that they think that everyone involved in the project will make more efficient contributions. Melda Horoz shared information about the project and thanked everyone who participated in the workshop.

Figure 1: Opening Speech by Melda Horoz, IMM Transportation Planning Department Manager

3.2 Introducing Sustainable Urban Mobility Planning (SUMP)

Figure 2: Presentation on the Introducing Sustainable Urban Mobility Planning (SUMP) - Dr. Wolfgang Bauhaus

"Introducing Sustainable Urban Mobility Planning (SUMP)" was presented by Dr. Wolfgang Bauhaus. The 12 steps of Sustainable Urban Mobility Planning (SUMP) were discussed in detail in the presentation.

3.2.1 Steps of Sustainable Urban Mobility Planning (SUMP)

Stage 1: Preparation and Analysis

1. Set up working structures
2. Determine the planning framework
3. Analyse the urban mobility situation

Stage 2: Strategy Development

4. Build and jointly assess scenarios
5. Develop a vision and strategy with stakeholders
6. Set targets and indicators

Phase 3: Measure Planning

7. Select measures packages with stakeholders
8. Agree actions and responsibilities
9. Preparation for adoption and financing

Phase 4: Measure Planning

10. Manage implementation
11. Monitor, adapt and communicate
12. Review and learn lessons

3.3 Istanbul's Past and Current Experiences in Mobility and Path to Future

Figure 3: Presentation on the Istanbul's past and current experiences in mobility and path to future - Ersoy Pehlivan

"Istanbul's past and current experiences in mobility and path to future" was presented by Ersoy Pehlivan. The aim of the program was to examine the impact of decision-making processes in mobility on the city's development in three different timeframes and to provide a simple overview of Istanbul's experiences in mobility and path to the future for the afternoon session. The presentation covered Istanbul's past, present and future major transport interventions, the current state of the sector and global trends. Participants were also consulted to shape the vision of a more accessible and resilient Istanbul in 2030.

3.4 Focus Group Discussions & Forum

Participants were divided into 5 focus groups on **Challenges in Istanbul's mobility sector, Governance and institutional cooperation, Resilience in mobility, Stakeholder engagement, and Data availability and needs**. In each focus group, a facilitator managed the process as a moderator.

Each group shared the results of the discussions held within their focus group with the other participants. Questions were posed and meetings were held on relevant topics. In addition, additional suggestions from the participants were taken into consideration

3.4.1 Challenges in Istanbul's Mobility Sector

Figure 4: Discussions of the Focus Group on Challenges in Istanbul's Mobility Sector

Figure 5: Output Presentation of the Focus Group on Challenges in Istanbul's Mobility Sector

In the focus group on Challenges in Istanbul's Mobility Sector, it was emphasized that factors such as Istanbul's growing population, hilly structure, and automobile-oriented urban planning lead to many challenges in the mobility sector. Problems such as lack of pedestrian infrastructure, routing problems in public transportation, and inadequate maintenance of transportation vehicles and stations have been identified as making safe and comfortable transportation difficult in the city. The fact that the automobile still has a shorter average journey time and continued investments in parking lots make public transportation unattractive. In addition, the cost criterion comes to the forefront in the selection of the location of rail system stations, and this is said to make it difficult to locate the stations where the city needs them. To address these challenges, it was suggested that steps should be taken to manage population growth, improve pedestrian infrastructure, develop public transportation systems, use investments more effectively, and prioritize pedestrians and cyclists in urban planning. Particular emphasis was placed on the situation in high traffic areas, for example on Bağdat Street.

3.4.2 Governance and Institutional Cooperation

The Governance and Institutional Cooperation focus group, focusing on governance levels, institutions and departments to lead change in mobility in Istanbul, addressed relevant issues with the participation of various actors. Challenges such as inter-institutional disconnects, lack of coordination of similar projects in the same field, cost and time loss came to the fore during the meeting. Legal problems and management changes were also among the issues discussed. Deficiencies in decision-making processes and disconnects in communication between stakeholders were emphasized. Among the proposed solutions, steps such as the establishment of an impartial audit system, active participation of local governments, improvement of task and process definitions, solving problems during the planning process and ownership of the project by the management were suggested. In addition, the importance of laws and regulations was emphasized and the necessity of raising awareness was emphasized.

Figure 6: Discussions of the Focus Group on Governance and Institutional Cooperation

Figure 7: Output Presentation of the Focus Group on Governance and Institutional Cooperation

3.4.3 Resilience in Mobility

The topics addressed in the Resilience in Mobility focus group are: Measures to be taken for Istanbul in the face of natural and man-made crises (earthquakes, pandemics, extreme heat waves, landslides, tsunami risk, forest fires, severe storms, excessive snowfall); strengthening rail systems and alternative public transport routes; preparing post-disaster rapid response scenarios; implementing inclusive, digital and carbon-free neighbourhood solutions; developing strategies for post-crisis normalization; use of digital platforms; planning and operational changes based on meteorological forecasts; preserving robust road systems; making buildings resilient through urban transformation; reducing the use of individual vehicles; the need to increase public participation; making the public transport system prepared for the climate crisis; population growth and deficiencies in governance coordination were identified as the main factors challenging resilience in the sector.

Figure 8: Discussions of the Focus Group on Resilience in Mobility

Figure 9: Output Presentation of the Focus Group on Resilience in Mobility

3.4.4 Stakeholder Engagement

Among the issues addressed in the Stakeholder Engagement focus group, communication deficiencies were at the forefront; especially encouraging the active use of social media and informing the public by moving away from technical language were suggested. It was also emphasized that internal coordination should be strengthened and cooperation with local actors such as mukhtars and district municipalities should be increased. Ensuring continuity in project processes, strengthening feedback mechanisms and encouraging the participation of various social groups are also among the important recommendations. By emphasizing these points, it is thought that the effective inclusion of stakeholders will ensure the successful implementation of the projects.

Figure 11: Discussions of the Focus Group on Stakeholder Engagement

Figure 10:
Output Presentation of the Focus Group on Stakeholder Engagement

3.4.5 Data Availability and Needs

Among the topics addressed in the Data Availability and Needs focus group, the first one started with the definition of data and mobility data. It was stated that each institution collects its own data, but there is no specific institution for mobility data. It was emphasized that intervention in user preferences is insufficient due to the inability to analyze the data well. It was stated that comfort data is important for mobility, but it is not known how to collect it. The difficulties of collecting up-to-date and clean data in a big city like Istanbul were mentioned, and it was stated that administrative problems were encountered while conducting surveys. It was also emphasized that the timeliness of the data and the cleaning of the data after collection is critical. The issue of data sustainability was also mentioned. Finally, it was suggested that access to data should not be restricted and that data should be open source.

Figure 12: Discussions of the Focus Group on Data Availability and Needs

Figure 13: Output Presentation of the Focus Group on Data Availability and Needs

4. ANNEXES

4.1 Workshop Evaluation Survey Results

A survey (MentiMeter) was administered at the beginning of the event to assess the expectations of the participants, and an evaluation survey was also conducted at the end of the workshop based on participant satisfaction and the outcomes of the workshop. In the Workshop Evaluation Survey at the beginning of the event, participants were asked to rate the extent to which their field of work overlaps with mobility as weak - medium - strong and to mark how familiar they are with the SUMP process as Not familiar with SUMP - Slightly familiar - Completely familiar. The results are as follows:

Figure 14: Graph of similarity of participants' fields of work and Mobility topics

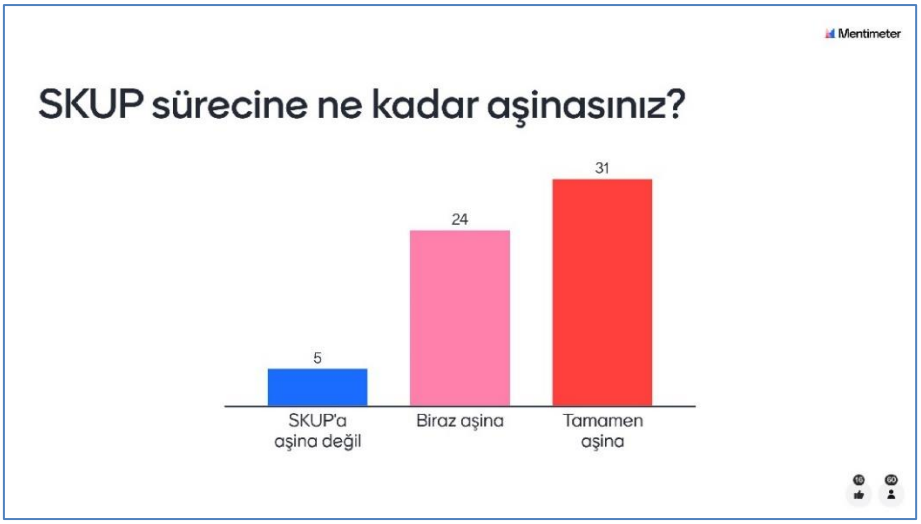

Figure 15: Measurement graph of participants' familiarity with the SUMP process

Around 50% of the participants felt that the connection between urban mobility issues and their field of work was strong, and had a similar familiarity with the SUMP process.

In addition, participants were asked to keyword the biggest challenges faced in the process of developing sustainable urban mobility in Istanbul. The results are as follows:

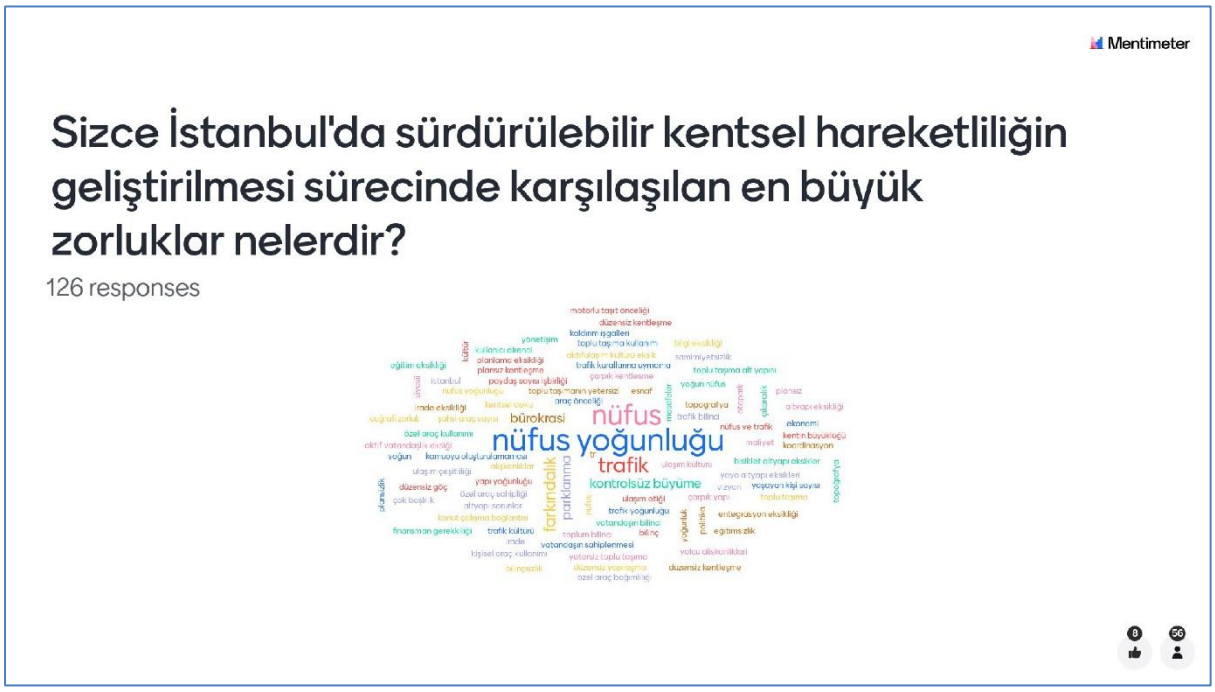

Figure 16: Key words representation of the biggest challenges in the development of mobility

In the evaluation survey conducted at the end of the workshop, the satisfaction levels of the participants and the evaluations regarding the usefulness of the workshop were scored between 1-5. In addition, according to the results of the survey, the participants indicated the topics they would like to be addressed in future workshops and their suggestions on how to improve face-to-face trainings. The results obtained are as follows:

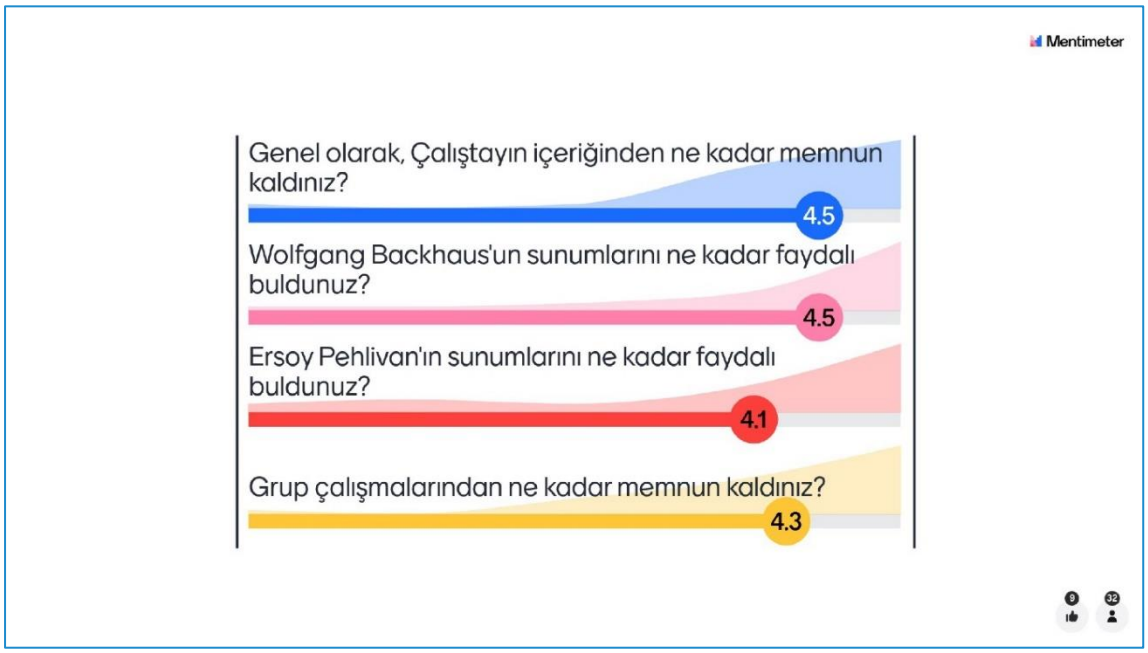

Figure 17: Capacity Building Workshop Evaluation Results

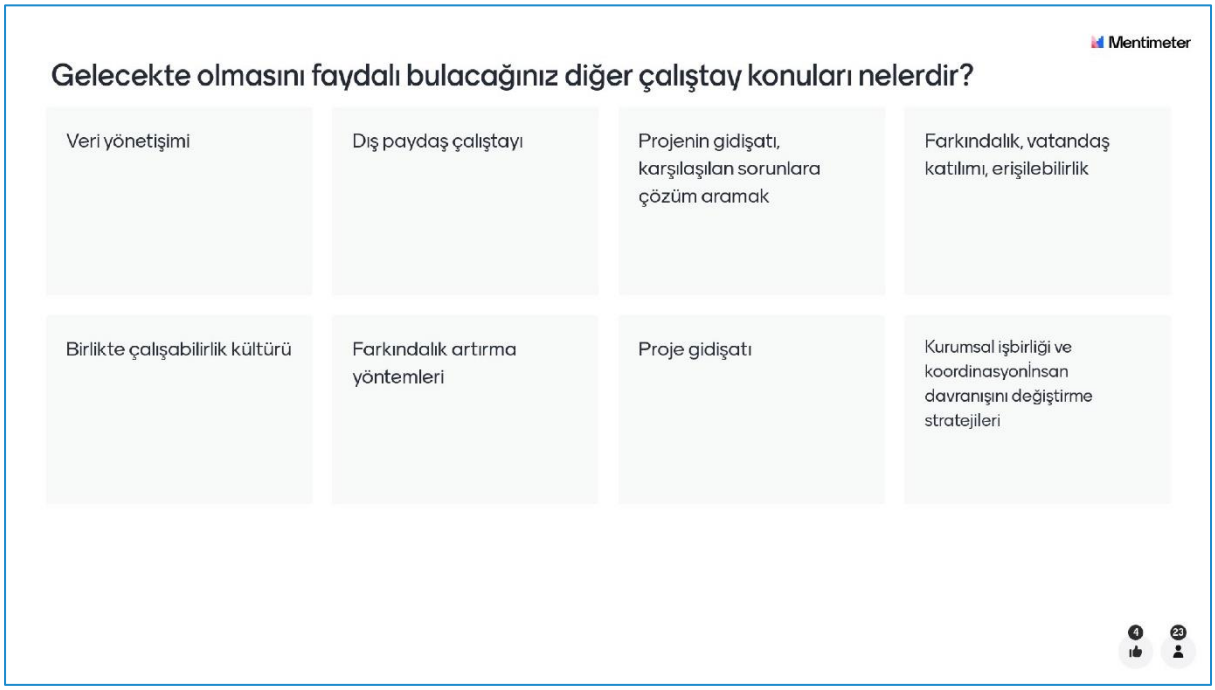

Figure 18: Answers to the question 'What other workshop topics would you find useful to have in the future?' page 1

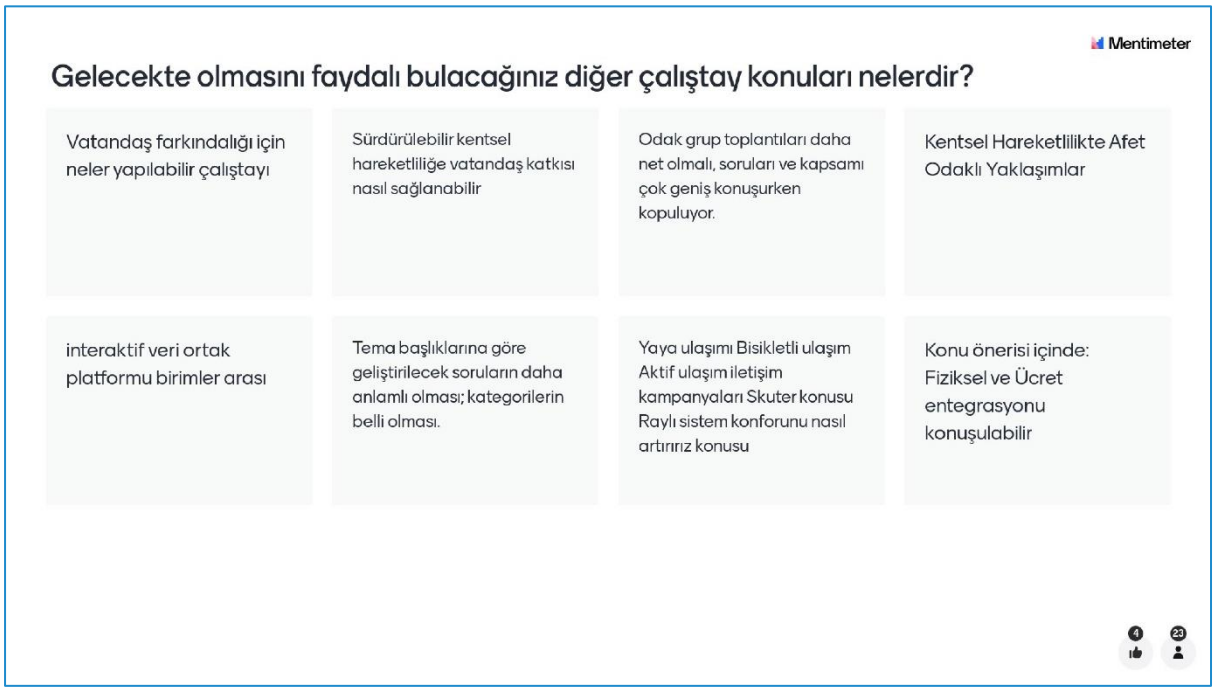

Figure 19: Responses to the question 'What other workshop topics would you find useful to have in the future?' page 2

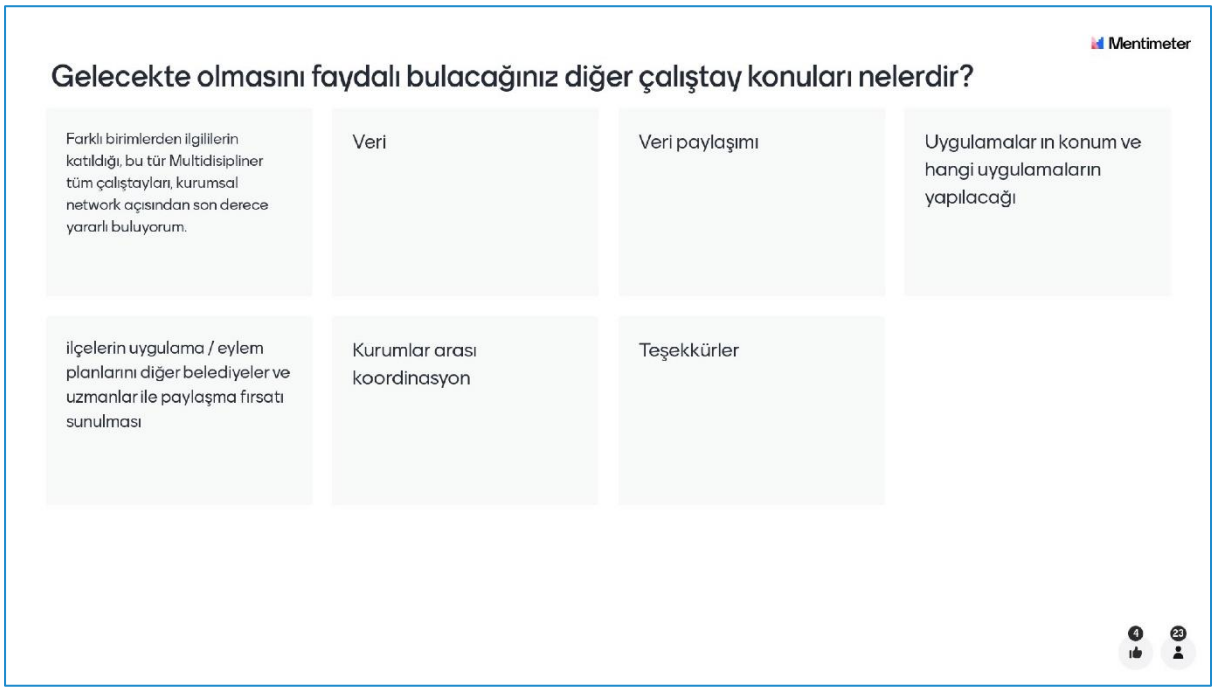

Figure 20: Answers to the question 'What are other workshop topics that you would find useful to have in the future?' page 3

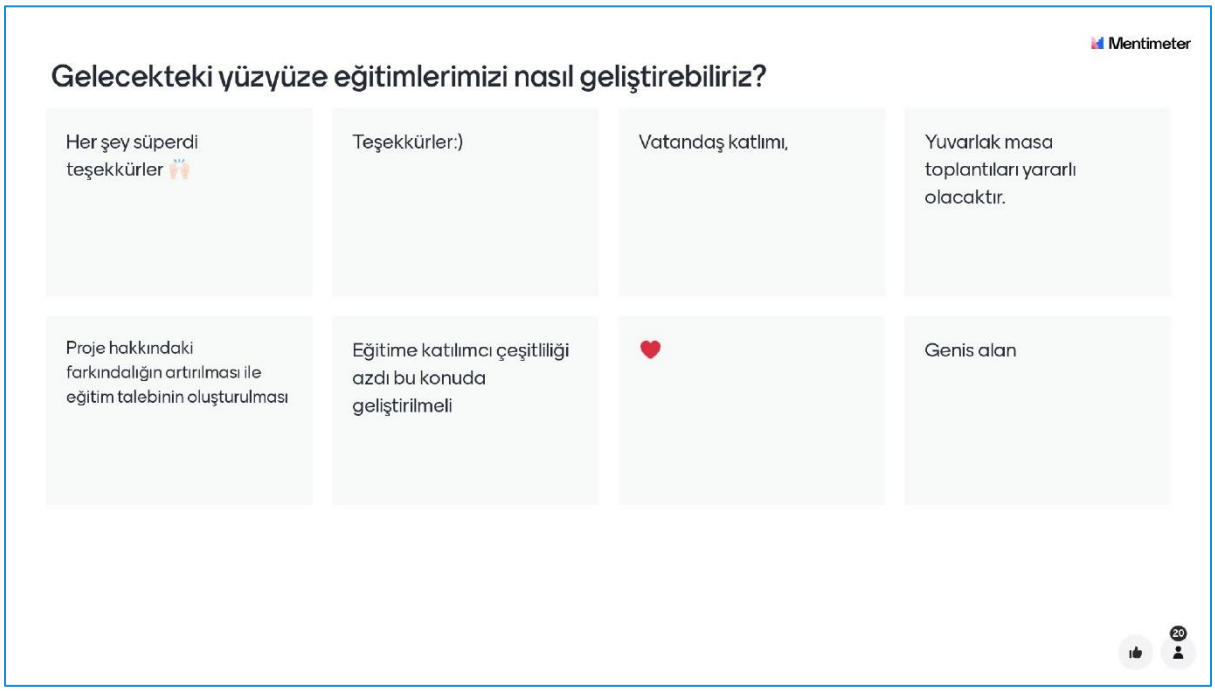

Figure 21: Answers to the question How can we improve our future face-to-face training? page 1

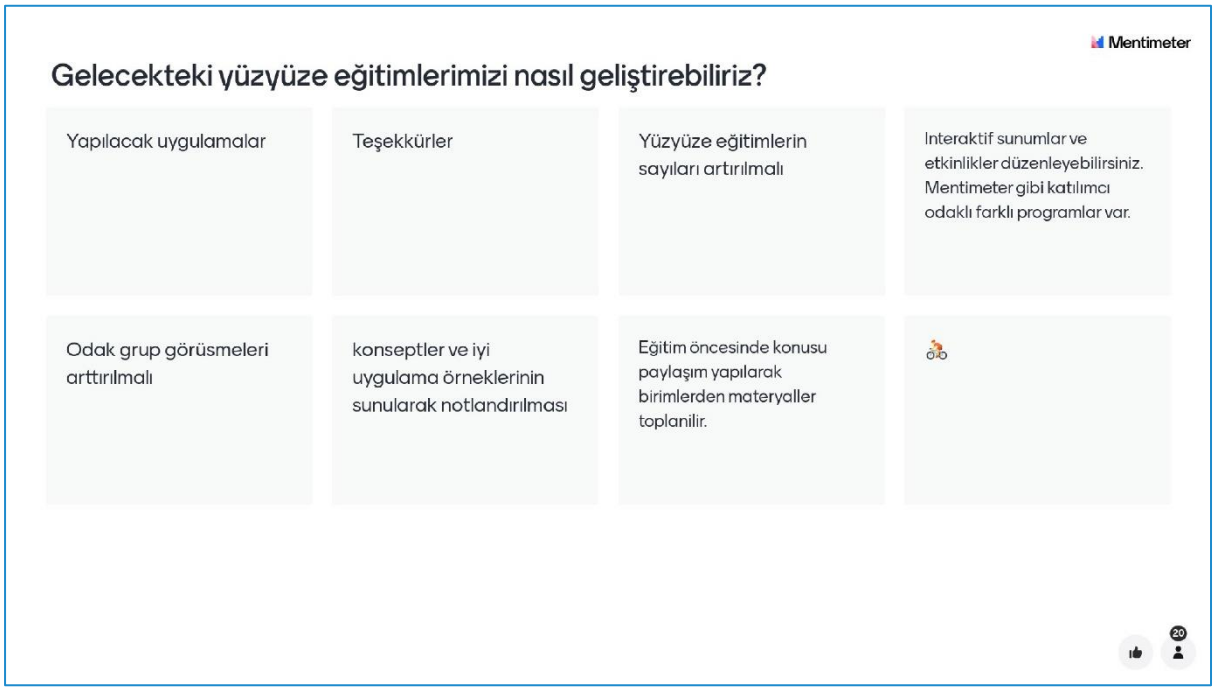

Figure 22: Answers to the question How can we improve our future face-to-face training? page 2

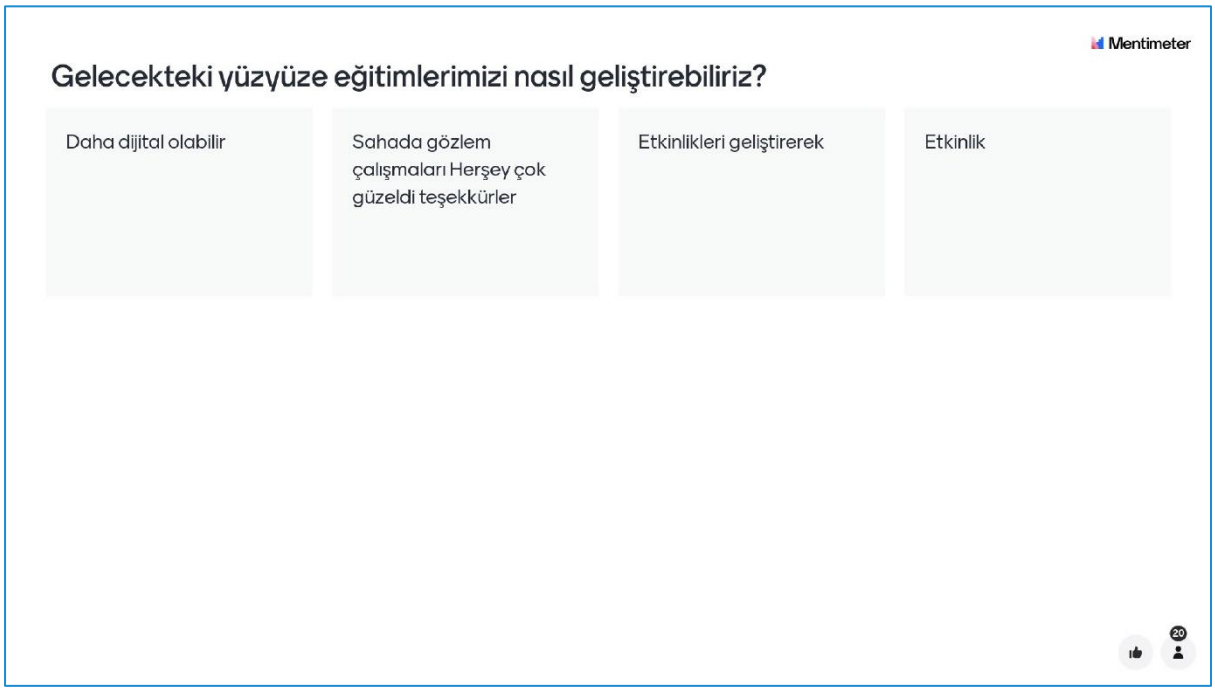

Figure 23: Answers to the question How can we improve our future face-to-face training? page 3

4.2 Participant List

The list of participants attending the Capacity Building Workshop is presented below:

	Name-Surname	Title	Institution
1	Kazım Çınar	Assistant Manager	IMM Environmental Protection Department
2	Nilgün TEZCAN	Urban Planner	IMM Transportation Planning Directorate
3	Tevfik Furkan Doğan	Project Coordinator	IMM Smart City Branch Directorate
4	Yasemin CEBİR	Administrative Office Clerk	IMM Women and Family Services Department
5	Sümeyye Yasintimur	Open Data and Projects Chief	IMM Smart City Branch Directorate
6	Recep KAHRAMAN	Strategy Unit/Assistant Expert	ISPARK Project Directorate
7	Alper Aşıkoğlu	Engineer	IMM Environmental Protection Department
9	Güneş Ece Albayrak	Urban Planner	IMM Transportation Planning Directorate
10	Haluk Gerçek	Retired Faculty Member/Prof.Dr.	ITU
11	Melda Horoz	Branch Manager	IMM Transportation Planning Directorate
12	Kübra Yücel Yönlü	Sociologist	IMM Transportation Planning Directorate
13	Melike Önyılmaz	Assistant Urban Planner	IMM
14	Meral İlhan	Construction Engineer	Maltepe Municipality
15	Selen Kırılmaz	Transportation Planning Unit Responsible	IMM Bimtas
16	Semih Ertürk	Urban Planner	IMM Bimtas
17	Cem Taş	Gendarmerie	Istanbul Provincial Gendarmerie Command
18	Barış ÇİMENCİ	Director	IMM
19	Onur Hasten	Traffic Engineer	ISBAK AS.
20	Ersin Kaya	Geology Engineer	IMM
21	Seda Özdemir	Assistant Manager	IMM Transportation Planning Directorate
22	İlknur Yücel	Assistant Manager	IMM Transportation Planning Directorate
23	Eray Öztrük	Urban Planner	IMM Transportation Planning Directorate
24	Ayşe Cansu Turan	Urban Planner	IMM
25	Necla Topaloğlu	Industrial Engineer	Department of Disaster Affairs

26	Deniz Aksakal	Urban Planner	IMM Transportation Planning Directorate
27	Orhan Akıcı	Branch Manager	IMM
28	Orhun Biçer	Map Engineer	IMM
29	Fatma Nur Yavuz	Assistant Manager	IMM
30	Afet Yurtseven Ünlü	Assistant Urban Planner	Urban Design Directorate
32	Serap Çetinkaya	Branch Manager	IMM
33	Ahmet Taner Avlamaz	City And Regional Planner	IMM Transportation Planning Directorate
34	Zehra Başulaş	Infrastructure Planner	IMM
35	Berfin Bulur	Cultural Heritage	IMM
36	Ayça Gölardak	Statistician	IMM Transportation Planning Directorate
37	Zeliha Çetin Aktürk	Logistics Specialist	IMM
38	Büşra Merve Duman	Assistant Urban Planner	IMM
39	Erinç Ezgi Yıldız	Upm	IMM
40	Damla Silahsızoğlu	Urban Planner	IMM Traffic
41	Ege Nasuh Günayar	Ief	IMM Traffic
42	Esin Çakmak	Statistician	IMM
43	N. İpek Şahin	Chief	IMM Transportation Planning Directorate
44	Hülya Karaoğuz	Chief	IMM Transportation Planning Directorate
45	Bahadır Şahin	Urban Planner	IMM Transportation Planning Directorate
46	Dilara Öztaşkın	Urban Planner	IMM Transportation Planning Directorate
47	Özlem Gürbüz	Transportation Engineer	Umraniye Municipality
48	Can Nurkan Akbal	Strategy General Manager	Kadikoy Municipality
49	Tülay Mesutol	Chief	IMM Transportation Planning Directorate
50	Melis Coşkun	Urban Planner	IETT
51	Aybüke Tüylüoğlu	Urban Planner	IETT
52	Nurseli Şanlı	Urban Planner	IETT
53	Selda Y. Burma	Urban Planner	Directorate of Tourism
54	Mert Yaman	Urban Planner	Kadikoy Municipality
55	Algı Bayhan	Director	IETT
56	Emre Sert	Transportation Coord. Sb. Md.	IMM
57	Melih Yılmaz	Urban Planner	Fatih Municipality
58	Levent Gür	Disaster Mitigation Manager	AKOM
59	Şeyma Savaş	Urban Planner	Umraniye Municipality

60	Hande Nur İpek		IMM
61	Yalçın Kaya	Business Development Chief	IMM City Lines
62	Büşra Balcı	Urban Planner	Fatih Municipality
63	Müveddet Esentürk Piliç	Deputy Director	IMM
64	Eray Işık	Environmental Engineer	IMM Climate Change Directorate
65	Seyhan Özçelik	Urban Planner	IMM
66	Emine Hasaltun	Urban Planner	Beylikduzu
67	Hanife Canan Çerçi	Urban Planner	IMM Bicycle Chief
68	Şilan Dinçsoy	Urban Planner	IMM Pedestrian Chief
69	Ümit Başaran	Urban Planner	IMM
70	H. Kübra Zengin	Assistant Civil Engineer	IMM
71	Cihan Şehla	Urban Planner Vice President.	Beylikduzu Municipality
72	Uğur Temel		Istanbul Provincial Gendarmerie Command
74	Ayşenur Atagün	Urban Planner	IMM
75	Emre Sak	Civil Engineer	IMM
76	Murat Yıldırım	Office Worker	IMM
77	Tugay Tatlıdil	Urban Planner	IMM
79	Mert Sancak	Survey Project And Mapping Supervisor	Başakşehir Municipality
80	Fatih Topkara		Istanbul Provincial Gendarmerie Command
81	Ezgi Kundakçı	Researcher	IPA
82	Sibel Candan	Transportation Planner	TBB
83	Yaşam Ulusoy Şenoğlu	Engineer	IMM Parks and Gardens
84	Nesrin Özdemir	Urban Planner	IMM UKOME
85	Kevser Üstündağ	Urban Planner	MSGSU
86	Can Hodoğlu	Environmental Engineer	IMM LOTEM
87	Burak Biricik	Transportation Engineer	IMM Transportation Planning Directorate
88	Burak Yıldız	Urban Planner	IMM Transportation Planning Directorate
89	Ahmet Köse	Engineer Chief	IMM Transportation Planning Directorate
90	Emrah Kolay	Kbs Chief	IMM GIS Directorate
94	Çetin Bayazıt	Construction Engineer	IMM Transportation Planning Directorate
95	Başak Boztaş	Urban Planner	IMM Transportation Planning Directorate
96	Hale Ercaz Külekçi	Urban Planner	IMM Transportation Planning Directorate

97	Pınar Gemici	Architect	IMM Transportation Planning Directorate
98	Ebru Yılmazlar	Architect	IMM Transportation Planning Directorate
99	Doğukan Oto	Map Engineer	IMM
100	Özlem Nur Girit	Urban Planner	IMM
101	Melisa Güngör	Urban Planner	IMM
102	Burcu Soygüzeloğlu	Urban Planner	GTU/Rupprecht
103	Otar Nemsatze	Consultant	Rupprecht
104	Wolfgang Backhaus	Directing Manager	Rupprecht
105	Ersoy Pehlivan	Sr. Urban Planner	Rupprecht
106	Selm Irazca Geray	Translator	
107	Barış Yıldırım	Translator	
108	Murat Ölmez	Project Implementation Manager	GIZ Ins.
109	Nurkız Yapıcı	Jr. Project Manager	GIZ Ins.
110	Serra Okçu	Jr. Consultant	GIZ Ins.

Table 2: Participant List

4.3 Presentations

ANNEX 1

ANNEX 2

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Introducing the Sustainable Urban Mobility Planning (SUMP)

Istanbul SUMP Stage II – Implementation Plan

1st Workshop

04.06.2024

REPUBLIC OF TÜRKİYE
MINISTRY OF TRANSPORT
AND INFRASTRUCTURE

İSTANBUL SKUP

ISTANBUL METROPOLITAN MUNICIPALITY

SECTORAL OPERATIONAL PROGRAMME FOR TRANSPORT

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Starting Point

What are our best strategies to create a better transport system for our citizens and economy?

How can we develop coherent long-term strategies while coping with daily demands?

REPUBLIC OF TÜRKİYE
MINISTRY OF TRANSPORT
AND INFRASTRUCTURE

İSTANBUL SKUP

ISTANBUL METROPOLITAN MUNICIPALITY

SECTORAL OPERATIONAL PROGRAMME FOR TRANSPORT

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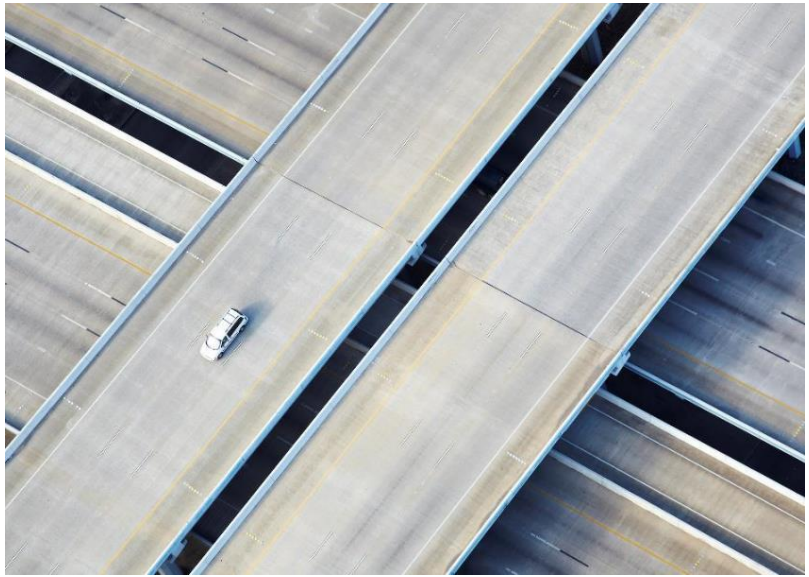
Widen your perspective

Technical infrastructure, modes and organisation

+

Interaction of stakeholders and decision-making



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İSTANBUL SKUP

ISTANBUL METROPOLITAN MUNICIPALITY

SECTORAL OPERATIONAL PROGRAMME FOR TRANSPORT

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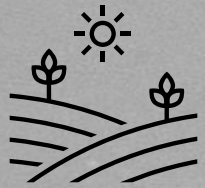
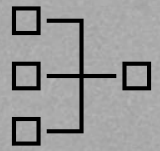
Take up the challenge



Sustainable: focus on mobility needs of present and future generations at the municipal and regional level.

Strategic: establish a process on the local / regional level within the administration, not just a plan.



Integrated: mobility planning establishes a variety of links between different transport policies, with other departments, neighbouring communities, national planning, different planning timeframes

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Approach mobility planning systematically

- Create local working structures
- Build on local planning practices
- Work together
- Develop a locally well-adapted plan and not a "perfect plan"

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The concept of SUMP

A SUMP is an integrated, strategic, long-term transport strategy with clear goals and targets that aims at better accessibility and quality of life for the city and its functional urban area.

✓ Sustainable: the mobility needs of present and future generations are met at the municipal and regional level.
✓ Strategic: a process is in place, not just a plan.
✓ Integrated: mobility planning has established a variety of links (spatial, sectoral, temporal).

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The framework document for sustainable urban mobility

- Usually, SUMP is represented by a concrete strategic document, seldomly called SUMP as such
- Each city is asked to find its own language and branding of the process and document
- SUMP is based on already existing processes and planning documents e.g., transport master plans
- The SUMP provides general orientation and specific input for sectoral mobility planning


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Regional plans, municipal strategies, urban development plans

Alignment of aims

Sustainable Urban Mobility Plan

Strategic coordination of mobility aspects

Different traffic plans	Public transport plan	Noise action plan	Clean air plan	Energy action plan (SECAP)	Other sectoral plans of the municipality

Operational land use / zoning and implementation plans

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The SUMP cycle

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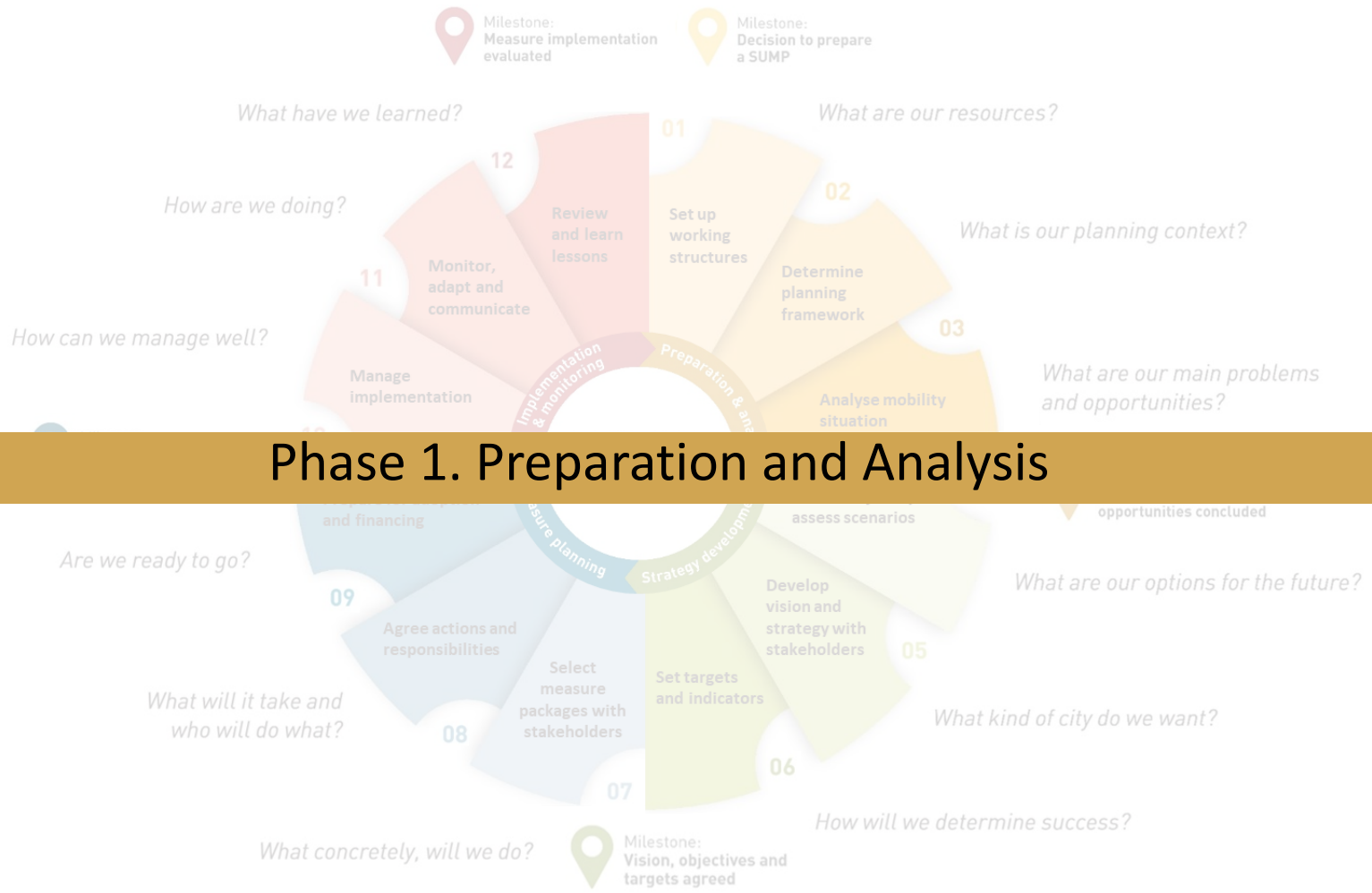

Phase 1. Preparation and Analysis

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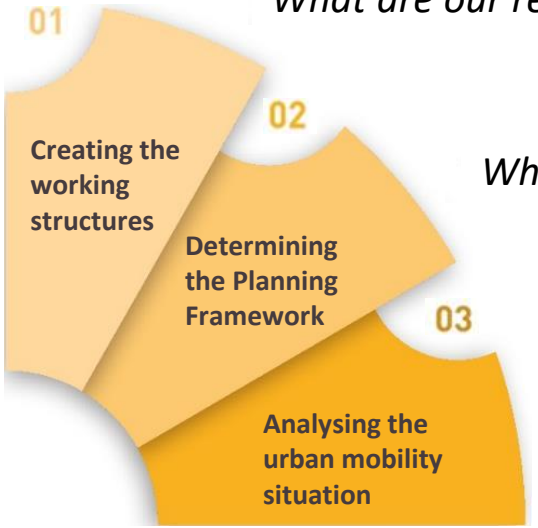
Phase 1: Preparation and analysis

Phase 1 is a starting point of SUMP cycle with overall aim to commit to improvement of existing mobility situations.

Milestone:
Decision to prepare a SUMP

What are our resources?



What is our planning context?

What are our main problems and opportunities?

Milestone:
Analysis of problems and opportunities concluded

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Phase 1: Key questions

Questions to raise when starting the vision development are:

- **What are our resources?**
- **What is the current conditions and context?**
- **What are the main problems to be solved ?**

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Step 1. Creating the working structures

- Political decision must be made to start the process
- Mandate ensured to set up working structures within the city administration
- The process along hierarchies with respective ownerships should be defined
- Project management group is created
- Resource needed for management of the process are put in place
- Rules for internal and external communication are set
- Active risk assessment is done

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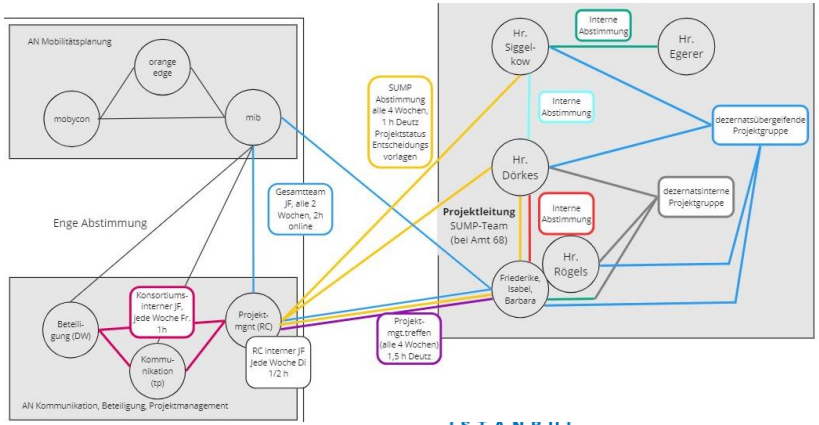
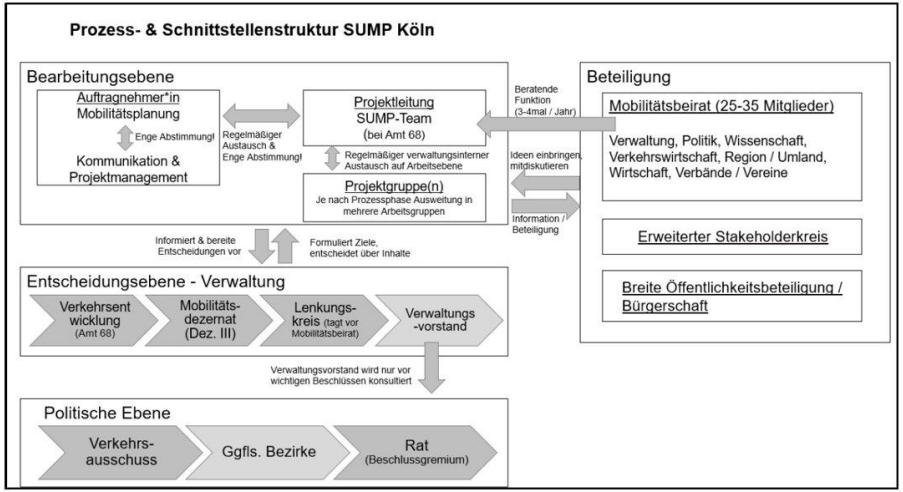
Step 1. Creating the working structures

Good practice example
SUMP Cologne





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Step 2. Determining the planning framework

Framework is set by overseeing:

- Legal environment
- Interaction with units within the city administration having mobility and transport links
- Stakeholder mapping

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Step 3. Analysing the urban mobility situation

Clear problems that should be solved are defined including:

Quantitative description of the transport system:

- Infrastructure,
- Modes,
- Organisation

Qualitative description through:

- Interactions with stakeholders,
- Citizen engagement.

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Step 3. Analysing the urban mobility situation

Good practice example
Stakeholder participation

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Key takeaways from SUMP Phase 1

- ✓ Local ownership of the planning process is achieved
- ✓ Work together is committed
- ✓ The resources (personal, competencies, budget) available are defined
- ✓ Local planning practices are considered
- ✓ Detailed mobility analysis is performed
- ✓ Engagement with stakeholders is happening
- ✓ Communication with the public is enhanced

Phase 2. Strategy Development

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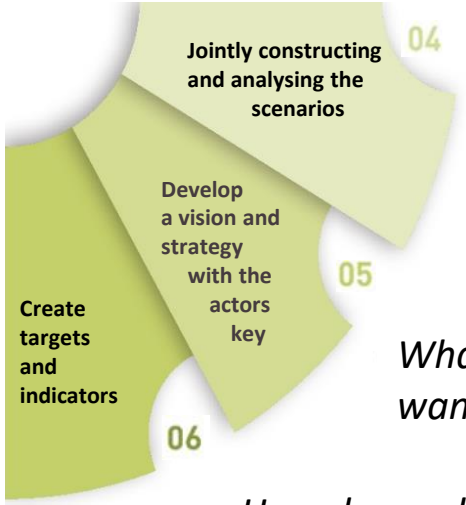
Phase 2: Strategy Development

Phase 2 builds upon the diagnosis of the existing conditions and starts with a **vision**, setting **objectives** and **targets**, and evaluating different **scenarios**.



What are our options for the future?

What kind of city do we want?

How do we determine success?

Milestone:
Vision, objectives and agreed goals

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Step 5. Develop vision and objectives with Stakeholders + Step 6. Set indicators and targets

The Sustainable Urban Mobility Plan should be based on a long-term vision for transport and mobility development for the entire urban agglomeration, which covers all modes and forms of transport: public and private, passenger and freight, motorised and non-motorised, moving and parking. A vision provides a qualitative description of a desired urban future and serves to guide the development of appropriate planning measures.

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Key Questions in step 5 and 6

Questions to raise when starting the vision development are:

- **What kind of city do we want to live in?**
- **How will people move within the city in 20 years time?**
- **What good practice examples could we inspire ourselves from other cities?**

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Step 5. Develop vision and objectives with Stakeholders + Step 6. Set indicators and targets

The vision for mobility should:

- Consider perspectives beyond transport and mobility, e.g. health, quality of life, land use, energy crisis
- Strengthen local identity and collective ownership
- Be formulated and consolidated in a co-creation process together with stakeholders
- Set priorities and orientate further decision making for medium (5-10 years) and long term (+15 years)

Strategy phase	Action	Main aspects
Vision	Identify baseline for vision developmer	Identify main problems and challenges
		Evaluate the impact of external factors on mobility (as a result of the conditions analysis)
		Best practices review
	Drivers of change	Identify main drivers of change
	High-level (strategic) objectives	Predefined: economic efficiency, environmental impact, accessibility, safety, quality of urban space.
	Operational objectives	Formulate operational objectives linked to (one or several) strategic objectives
	Targets and indicators	Formulate targets and indicators linked to operational objectives
	Vision formulation	Formulate draft vision concepts and factsheet
		Validate draft vision concept and factsheet during consultations with the working group
		Present vision concept and factsheet to the wider audience

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Step 5. Develop vision and objectives with Stakeholders + Step 6. Set indicators and targets

*"Achieve a **sustainable, safe, integrated, smart, inclusive** and **accessible** transport system , connecting **people** and places, supporting **economy, environment** and **quality of life** in the **functional urban area**."*

Preliminary vision for sustainable mobility in Chisinau, Moldova

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Step 5 and Step 6

Good practice example
KPI database

Mobility and accesibility - mobility behaviour	Modal shares	Modal shares by trip purpose i.e. work, education, shopping, health, recreation etc.
		Modal shares by mode
		Modal shares by social groups i.e. by income (optional)
	Travel time and speed	Average travel time by trip purpose/ mode
		Average speed on roads of different modes (at peak hours)
	Trip length	Average trip length (ATL) frequency distribution (for all modes including walking, cycling, public transport, private car)
		Mode wise ATL disagregated by social groups
Mobility and accesibility - transport infrastructure	Density of roads, junctions	Road space (per hectare or skm)
		Kernel density of roads
		Density of junctions
	Pedestrian network	Area of footpath
		Area of footpath more than 2m wide
		Area of footpath encroached upon (by type of encrochment)
	Cycling network	Road length with segregated bike lanes
		Total length of bike lanes in km
		Junction with priority for cyclists
		Number of bicycle parking (racks) available
	Parking facilities	Number of total/ on street/ off street/ parking unit available for each mode
		Parking fee charged for each transport mode
	Public transport network	Kernel density of PT stops/ routes
		Frequency per mode
		Ticket prices and system per mode
		Vehicle/km per mode
		Annual PT passenger kilometer travelled (estimation of the total distance travelled over a year by public transport passengers)
		Annual PT patronage (total nr of passengers transported by PT modes over a year)
		Affordability: average cost of PT trips (the average cost for PT users can be estimated by dividing annual revenue by the annual passenger kilometers travelled for each PT mode)

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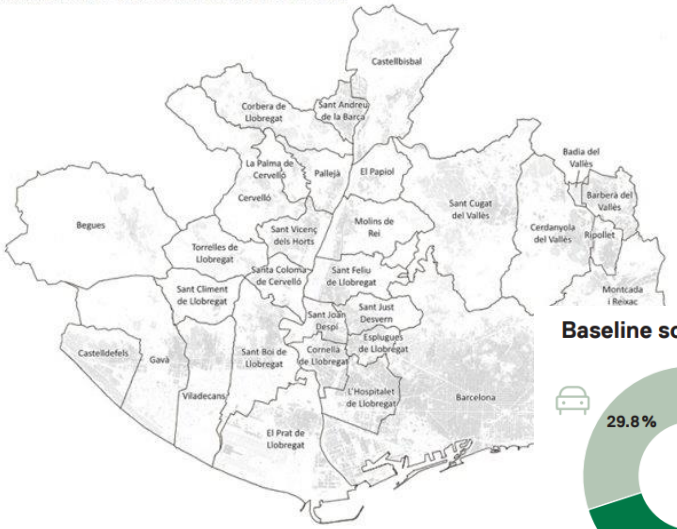
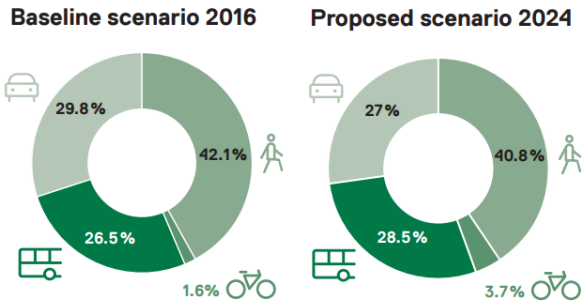
Step 5 and Step 6

Good practice example
Barcelona Metropolitan Urban Mobility Plan 2019-2024

Mapa 1 Municipal boundaries in the metropolitan area of Barcelona





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Step 5 and Step 6

Good practice example
Barcelona Metropolitan Urban Mobility Plan 2019-2024

Table 5 Summary of strategic principles and objectives

Strategic objective 1. **Healthy mobility**	1.1. Reduce accidentality associated with mobility and transport
	1.2. Reduce the effects of mobility on atmospheric pollution
	1.3. Reduce the effects of mobility on noise pollution
	1.4. Promote active mobility and exercise
Strategic objective 2. **Sustainable mobility**	2.1. Reduce energy consumption and greenhouse gas emissions (GHG) from passenger and freight transportation
	2.2. Promote modal transfer to sustainable and democratic modes of transport
	2.3. The transfer to low emission vehicles (LEV)
	2.4. Reduce the impact of the transport system on the ecological functionality of the landscape and strengthen green infrastructures for active mobility
	2.5. Commitment to an urban settlement model promoting sustainable mobility
Strategic objective 3. **Efficient mobility**	3.1. Reducing congestion and improving the efficiency of public transport
	3.2. Improving the integral quality of public transport services
	3.3. Promoting a more efficient distribution of freight
Strategic objective 4. **Equitable mobility**	4.1. Guarantee accessibility to public transport
	4.2. Ensure the affordability of public transport

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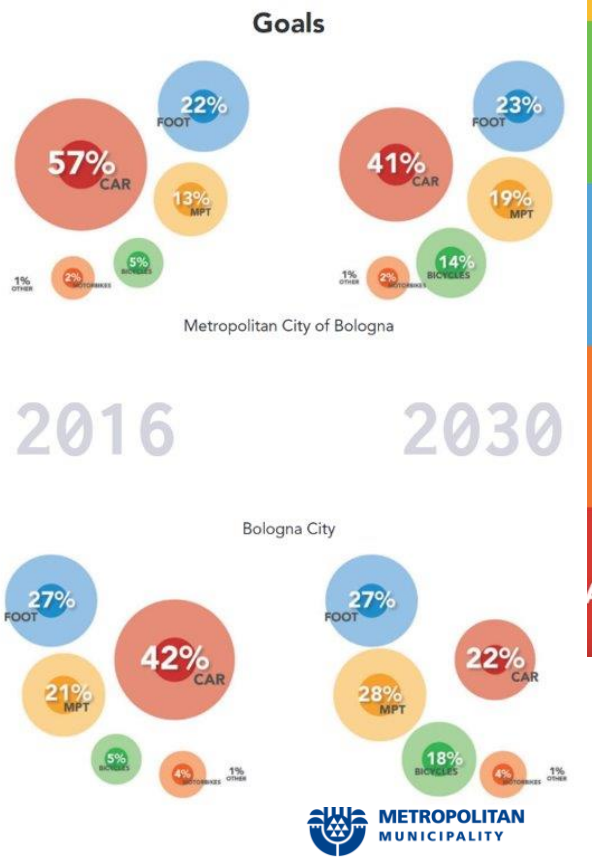
Step 5 and Step 6

Good practice example
PUMS Bologna Metropolitana 2040

The objective of SUMP Bologna is the reduction of traffic emissions by 40% until 2030 compared to 1990 levels.



ACCESSIBILITY | To ensure a high level of accessibility to **facilities, services and transport networks**

CLIMATE PROTECTION | To observe international **climate protection** objectives

AIR QUALITY | To observe international **air quality** objectives

HIGHWAY SAFETY | To reduce the **road accident** rate of **50%** by **2020**

LIVABILITY AND QUALITY OF LIFE | To boost the **cohesion** and **appeal** of the metropolitan territorial system and its international role

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Step 5 and Step 6

Good practice example
PUMS Bologna Metropolitana 2040

Tactical urbanism intervention: new public space for children in Via Procaccini, Bologna (photo by Margherita Caprilli)

2030
+ active mobility

City 30
30 km/h will become the new speed limit within inhabited areas, with the exclusion of the main road network

54%
+239.000
JOURNEYS+185%

+ 1.000.000 km
by bicycle

440.000
Number of daily journeys that by 2030 will no longer be made by car but walking, cycling, or using public transport

38%
+167.000
JOURNEYS+46%

+ 2.000.000 km
by bus, train and tram

300€
Annual cost of the pass for public transport in Bologna

721€
Annual cost of the pass for sub-urban public transport (10 zones)

8%
+34.000
JOURNEYS +6%

+ 50.000 km
on foot

4.000€
Average annual cost for car maintenance and usage

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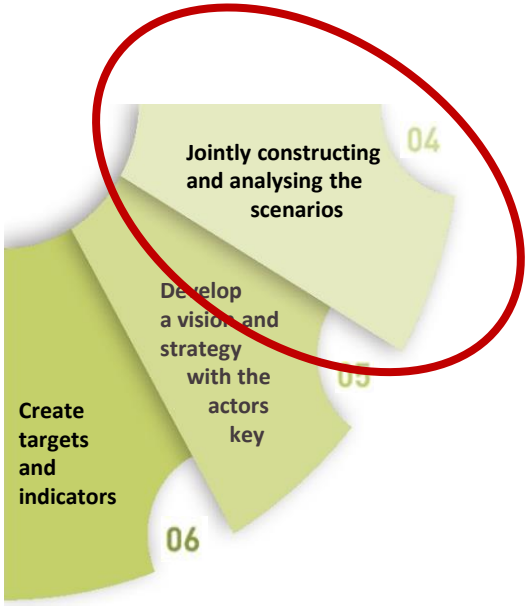
Step 4. Build and jointly assess scenarios

In the planning process, scenarios come after the vision and goals for urban mobility are established.

A mobility scenario is a description of a specific set of future developments relevant to urban mobility. It includes the likely effects of external factors as well as strategic policy priorities

Different scenarios should be elaborated and validated with key stakeholders.



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Step 4. Build and jointly assess scenarios

The diagnosis and goals show where we are and where we want to go. The scenarios should tell us how to get there.

Reference (Business-as-usual) Scenario

- Based on current, dominant trends, existing policies, and likely futures if no significant changes or interventions occur.
- A projection of how the mobility system would evolve without any major disruptions
- Extrapolate trends into the future (sensitivity analysis)

Key Drivers for change

- Technological advancements
- Demographic shifts
- Policy changes
- Environmental and climate change factors
- Energy crisis
- Social trends
- Economic factors
- Safety and security aspects

Set of alternative scenarios

- Focus on different strategic policy priorities (e.g. public transport, active mobility)

Tools:

- Model-based simulations (using algorithms)
- Qualitative methods (expert judgement, past performance of local measures, benchmarking)

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Step 4. Build and jointly assess scenarios

Business-as-Usual Scenario

- is designed to capture the certain future
- is used to create predictions
- includes main projects that are:
  a) in implementation or
  b) are in advanced planning /sure to be implemented

Possible Scenarios

Goals

Envisioned and wished conditions in future years

1. Increase traffic safety
2. Minimise congestion
3. Reduce transport emissions
4. …

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Key takeaways from SUMP Phase 2

- ✓ Future long-term vision is created
- ✓ City's objectives and goals together with stakeholders and citizens is defined
- ✓ Key performance indicators and targets defined
- ✓ Reference scenario developed
- ✓ Alternative scenarios are assessed and most efficient one that would fulfil the vision and reach targets is selected
- ✓ All the outcomes in the strategy part of the SUMP are consolidated

Phase 3. Measure Planning

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Phase 3: Measure Planning

Are we ready to start?

How long will it take and who will do what?

What is concrete terms we will do?

In phase 3, planning processes moves from strategic to operational level by focusing on concrete measures for achieving goals and targets

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Step 7. Select measure packages with key stakeholders

A measure is **a broad type of action** that is implemented to contribute to the **achievement of one or more policy objectives in a SUMP**, or to overcome one or more **identified problems**.

Examples range from land use, infrastructure, regulation, management and service measures to behavioural, information provision and pricing measures

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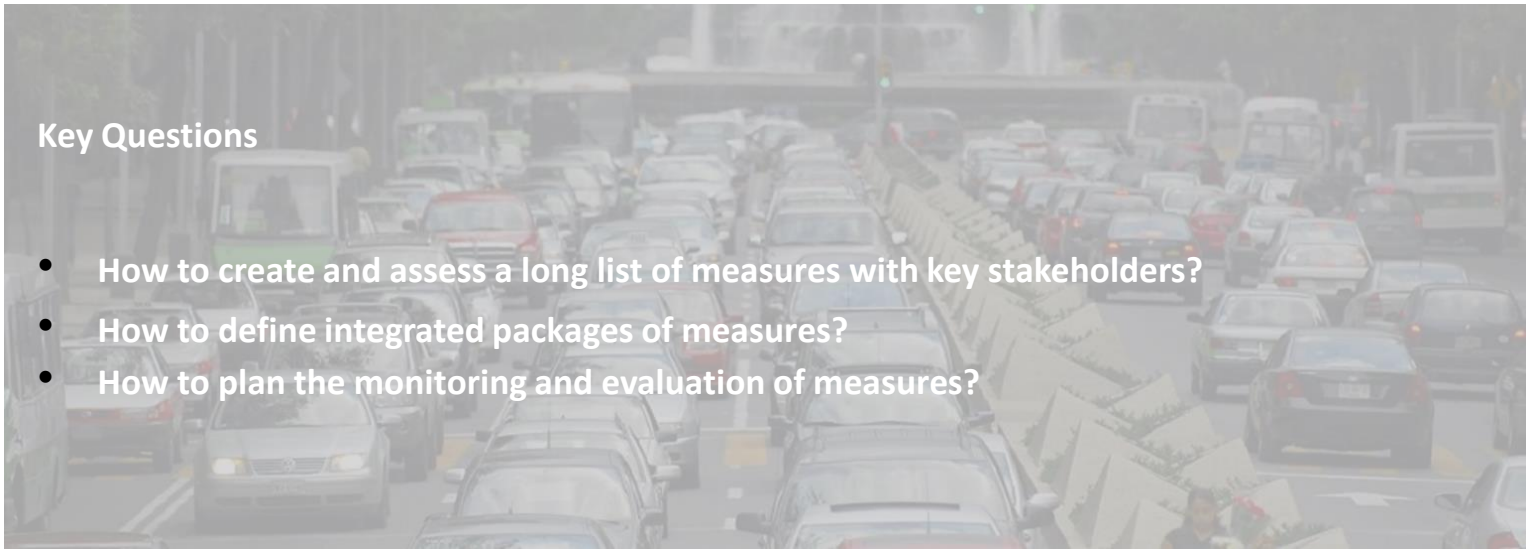
Step 7. Select measure packages with key stakeholders



Key Questions

- How to create and assess a long list of measures with key stakeholders?
- How to define integrated packages of measures?
- How to plan the monitoring and evaluation of measures?

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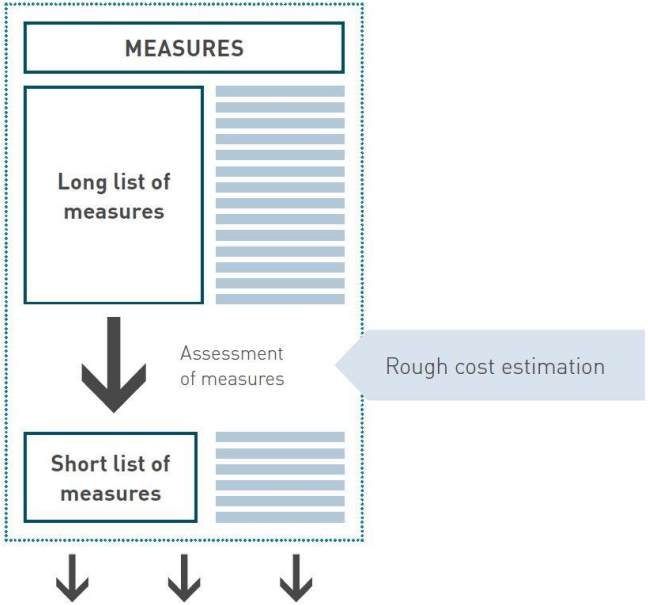
Step 7. Select measure packages with key stakeholders

- Define long list of potential measures by involving stakeholders in the process
- Ensure a mix of investment, operational and organizational measures for all relevant transport modes and consider short, medium, long term effects
- Assess the long list of measures looking at their effectiveness, acceptability and economic feasibility to arrive at a short list of measures



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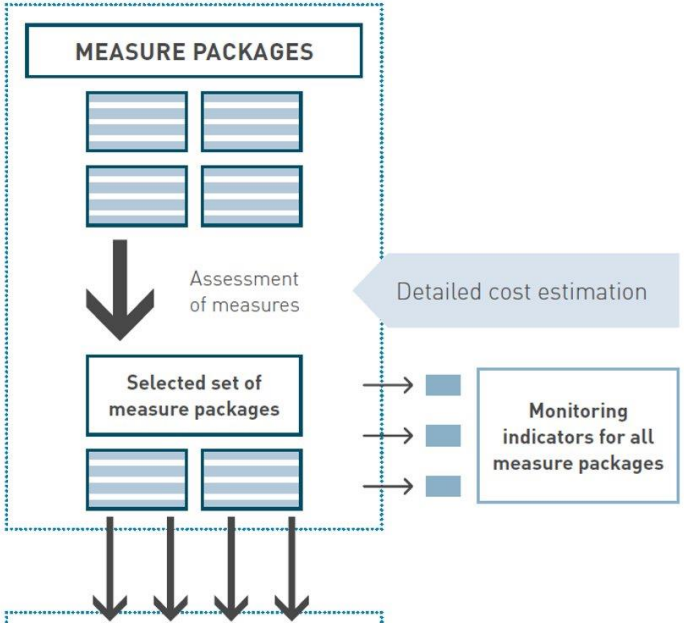
Step 7. Select measure packages with key stakeholders

- Group measures based on various criteria and their effectiveness
- Integrate measures in sectoral planning and policy documents
- Test and appraise alternative measure packages for feasibility, cost effectiveness and expected impacts
- Make final selection of measures



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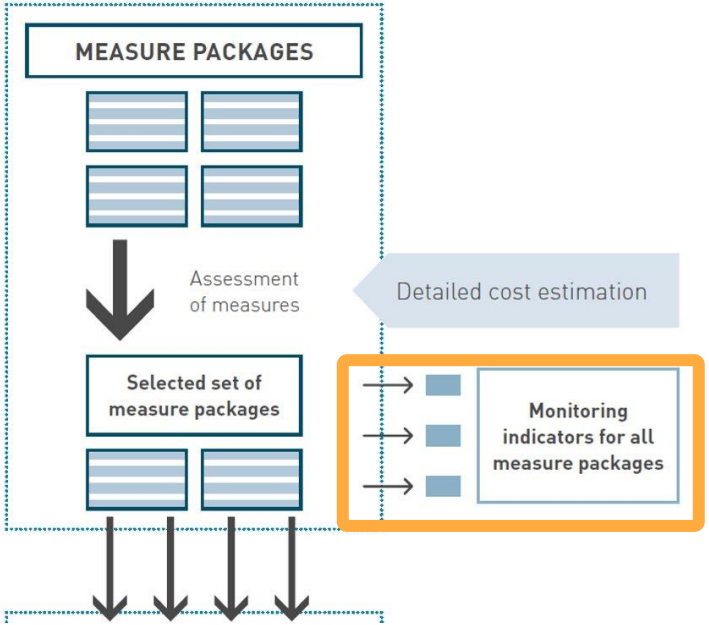
Step 7. Select measure packages with key stakeholders

- Define quantitative and qualitative indicators to asses the impacts
- Establish baseline values and target values for progress tracking
- Monitor the output indicators for the implementation
- Assign responsibilities and allocate budget



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Step 7. Select measure packages with key stakeholders

Example of an impact assessment of measures.

Effectiveness assessment scale from -2 to 2;

-2 = the measure imposes a clear risk on the achievement of the objective,
0 = the measure has a neutral effect,
2 = the measure clearly contributes positively.

SUMP indicators	Definition	Base-line	Target	Measuring area	Data collection method	Measuring frequency	Respon-sibility
Traffic fatalities (road safety)	Number of deaths within 30 days after the traffic accident as a corollary of the event per annum caused by urban transport per 100,000 inhabitants.	4	decrease	Area of mu-nicipality #1, #2 and #3 (covering most of the func-tional urban area)	Police accident report	Continually (indicator value calculated from police database annually)	Police
...							
Measure indicators	**Definition**	**Base-line**	**Target**	**Measuring area**	**Data collection method**	**Measuring frequency**	**Respon-sibility**
People injured in traffic close to schools (measure: create traffic-calmed zones in front of schools)	Number of people injured in traffic acci-dents with 300m radius of schools per annum per 100,000 inhabitants.	25	decrease	300m radius of all schools in municipality #1, #2 and #3	Police accident report	Continually (indicator value calculated from police database annually)	Police
...							

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Step 8. Agree on Actions and responsibilities

Key Questions

- How to describe actions?
- How to identify funding sources and assess financial capabilities?
- How to agree on priorities, responsibilities and timeline?
- How to ensure wide political and public support?

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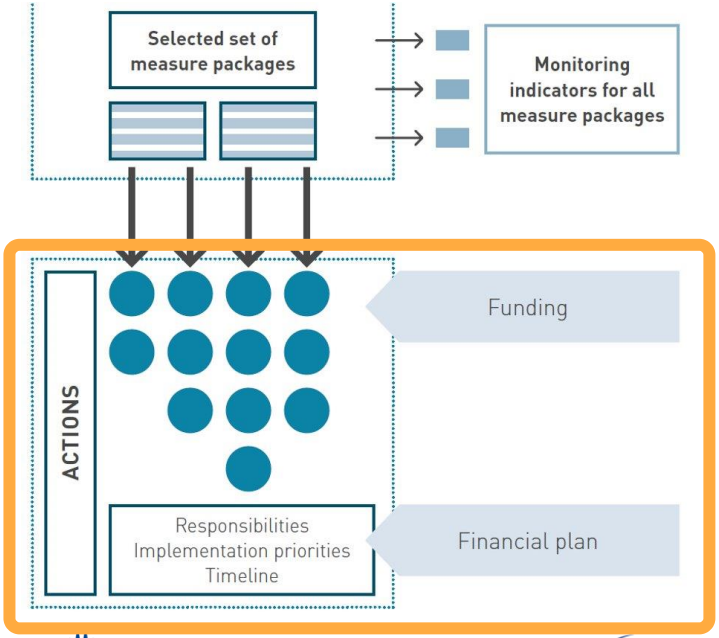
Step 8. Agree on actions and responsibilities

- Break down measures into actionable steps considering the location, timing, users and intensity of use
- Define links between different actions in order to identify most efficient implementation ways
- Assess the financial needs and potential revenues and define financial instruments
- Assign clear responsibilities for stakeholders and ensure wider political support though wider engagement



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Step 9. Prepare for adoption and financing

Key Questions

- How to develop financial plans and agree on cost sharing?
- How to finalise and assure quality of SUMP document?

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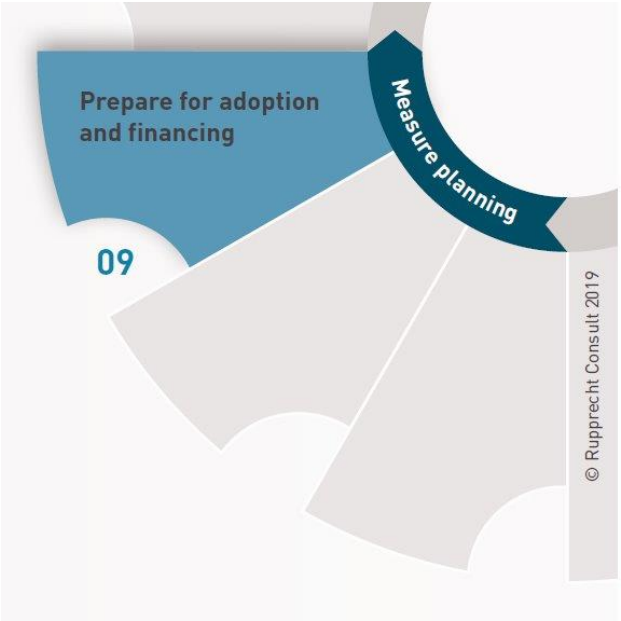
Step 9. Prepare for adoption and financing

- Coordinate with other institutions to explore possibilities for joint funding of measures
- Assess the potential for private sector investor involvement.
- Develop financial projections and a detailed financing plan and allocate financing to all actions
- Through wider engagement, compile and finalise the SUMP document



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Step 9. Prepare for adoption and financing

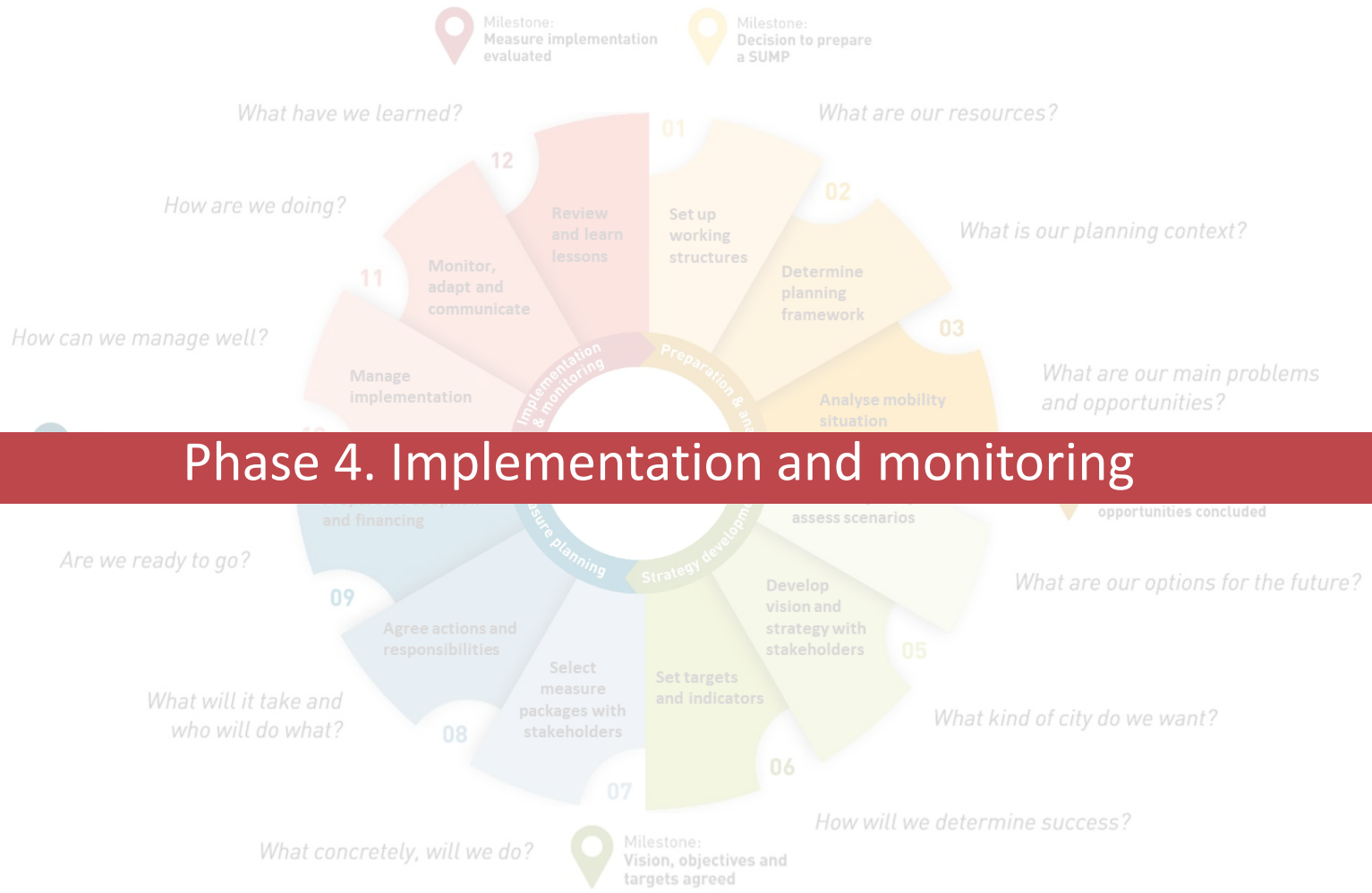
Good practice example
Vienna, Austria

Metro Tax was introduced in Vienna in 1970 posing EUR 2 tax per week and per employee.

In 2016, Vienna has collected nearly EUR 67 million

Key takeaways from SUMP Phase 3

- ✓ List of measures is created
- ✓ The measures to enhance efficiency, acceptability and feasibility are appraised
- ✓ Packages of Measures and monitoring plan and evaluation are developed
- ✓ Action plan is created
- ✓ Funding sources are defined
- ✓ Responsibility and timeline are defined and allocated.
- ✓ Wide political and public support is ensured
- ✓ Financial plans are developed
- ✓ SUMP Document is finalised



Phase 4. Implementation and monitoring

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Phase 4: Measure Planning

What have we learned?

How are we doing?

How can we manage it?

Phase 3 focuses on the implementing the measures and related actions defined in SUMP with continues monitoring and evaluation.

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Step 10. Manage Implementation

Key Questions

- How to coordinate the implementation of the actions?
- How to purchase good and services?

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Step 10. Manage Implementation

- In implementation phase, tasks are handed over to technical departments
- The clear management procedures and responsibilities are defined
- Core team monitors progress, anticipates potential problems and risks
- Regular communication is enhance and regular meetings are conducted to evaluate progress
- Suitable procurement methods and timeframes, detailed procurement specifications are defined and tenders announced

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Step 10. Manage Implementation

Good practice example
Brno, Czech Republic.

The city of Brno has developed a SUMP monitoring tool for the preparation of the action plan. This tools contains information of all investments of the action plan and stakeholders can use the tool to manage the implementation of the SUMP

© Author: Lukáš Báča , City of Brno, collected by Rupprecht Consult
© Image : Kateřina Nedvědová, City of Brno

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Step 11. Monitor, adapt and communicate

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Step 11. Monitor, adapt and communicate

- Indicators defined in step 7 are measured towards progress
- Underperformed measures are revised and adjustments are made
- Adjustments are made to new technological, legal or political changes
- Measures that are not effective are modified or completely stopped.
- Communication and engagement with stakeholders affected by measures is enhanced and possible negative effects mitigated
- Public and local authority are regularly updated

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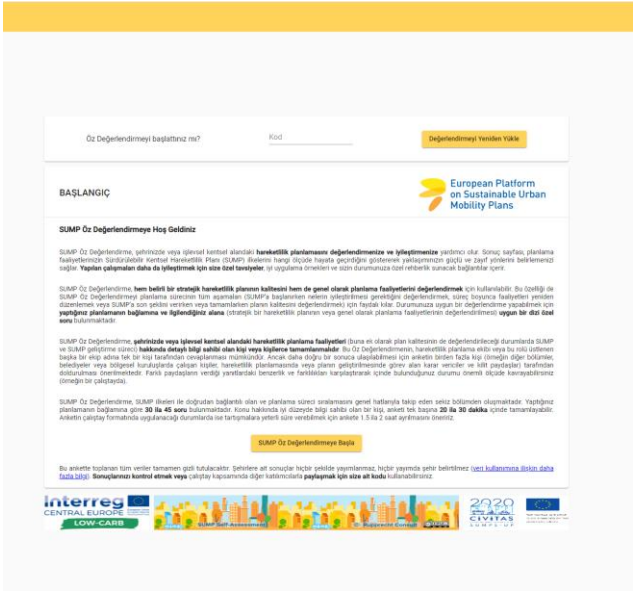
Step 11. Monitor, adapt and communicate

Good practice example
SUMP self assessment tool

Free online Self assessment tool designed for local authorities and practitioners allow to assess the quality of a specific strategic mobility plan and assess planning activities in general. The results provide personalised guidance, resources and suggestions



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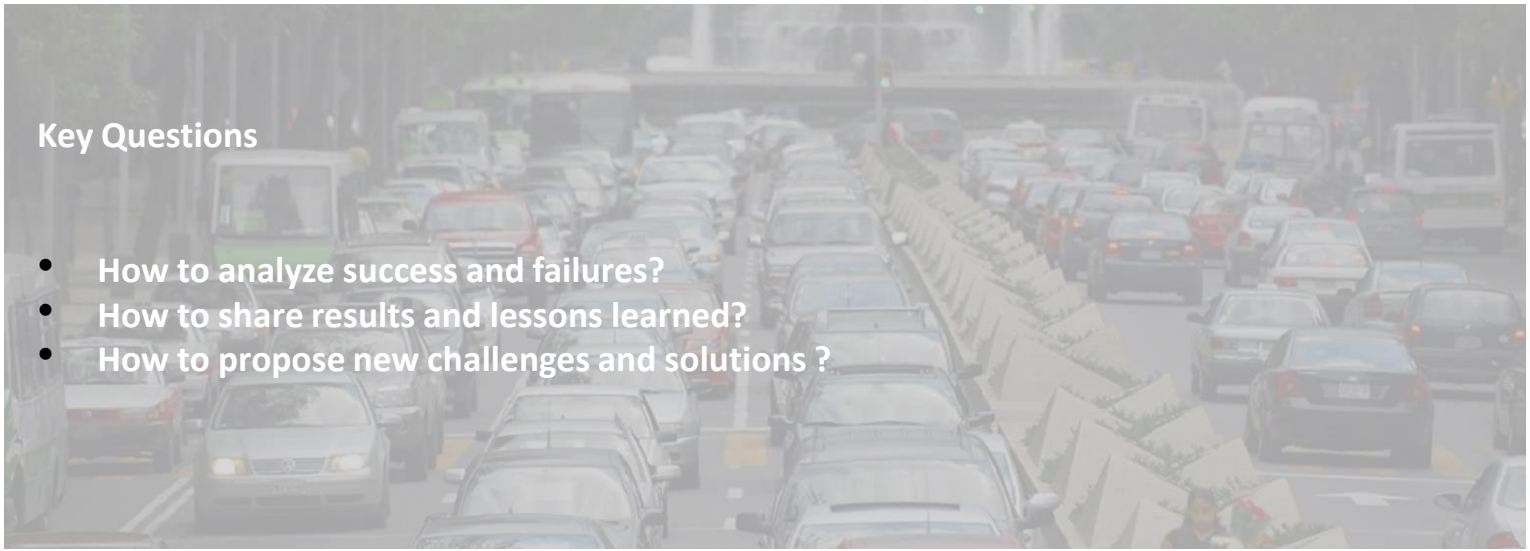
Step 12. Review and learn lessons



Key Questions

- How to analyze success and failures?
- How to share results and lessons learned?
- How to propose new challenges and solutions ?

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Step 12. Review and learn lessons

- Assess both successes and failures reflecting on entire process using participatory observations, focus groups or interviews
- Critically evaluate stakeholder and citizen involvement
- Evaluate boarder impacts of implemented measures
- Define key lessons learned by emphasising the success stories and mistakes
- Get prepared to develop the next generation or second phased of your Sustainable Urban Mobility Plan

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Step 12. Review and learn lessons

Good practice example
Istanbul SUMP Stage II – implementation Plan

After adoption of SUMP, Istanbul has started the second stage process that is related to implementation of SUMP. Within this project, various pilot projects will be prepared for the further implementation.
These pilot projects are diverse and include projects related to cycling, low emission zones, resilience and others

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Key takeaways from SUMP Phase 4

- ✓ Effective management and responsibilities are needed
- ✓ Continues monitoring and progress assessment is important
- ✓ Public opinion through active dialogue is vital
- ✓ Success and failures must be reviewed

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Key Takeaways

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- SUMP is a process
- Modernisation of the planning processes is one key feature.
- The involvement of policy-makers and stakeholders in combination with citizen participation in the planning phase has proven to be effective.
- Clear guidance from higher levels of government helps effective planning and measure implementation.
- A regional planning approach, is important for the realisation of larger infrastructure (measures).
- Setting up the monitoring of measures requires specific attention.
- Bridging the gap between planning and implementation should start early.
- Organisational structure should be maintained after SUMP completion to facilitate implementation and monitoring.

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Thank you for your attention

Dr. Wolfgang Backhaus
RUPPRECHT CONSULT - Forschung & Beratung GmbH, Köln (Cologne)/ Germany
www.rupprecht-consult.eu

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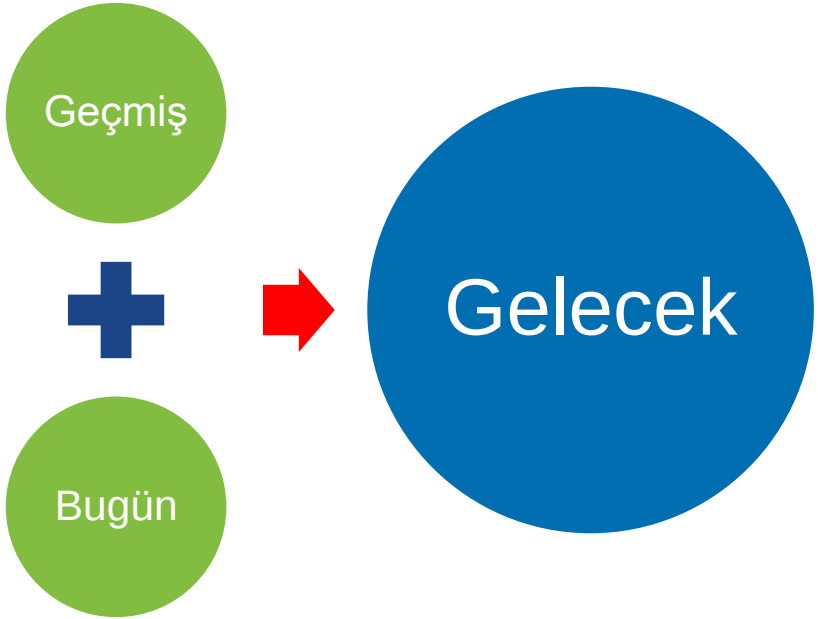
Ersoy Pehlivan
Y.Şehir Plancısı
Rupprecht Consult



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BUGÜNKÜ PROGRAMIMIZIN AMACI

- Hareketlilikteki karar süreçlerinin şehrin gelişimine etkisini 3 farklı zaman diliminde birlikte incelemek
- Öğleden sonraki oturum için İstanbul'un hareketlilik sektöründeki deneyimleri ve geleceğe dair ipuçları ile ilgili basit bir temel oluşturmak

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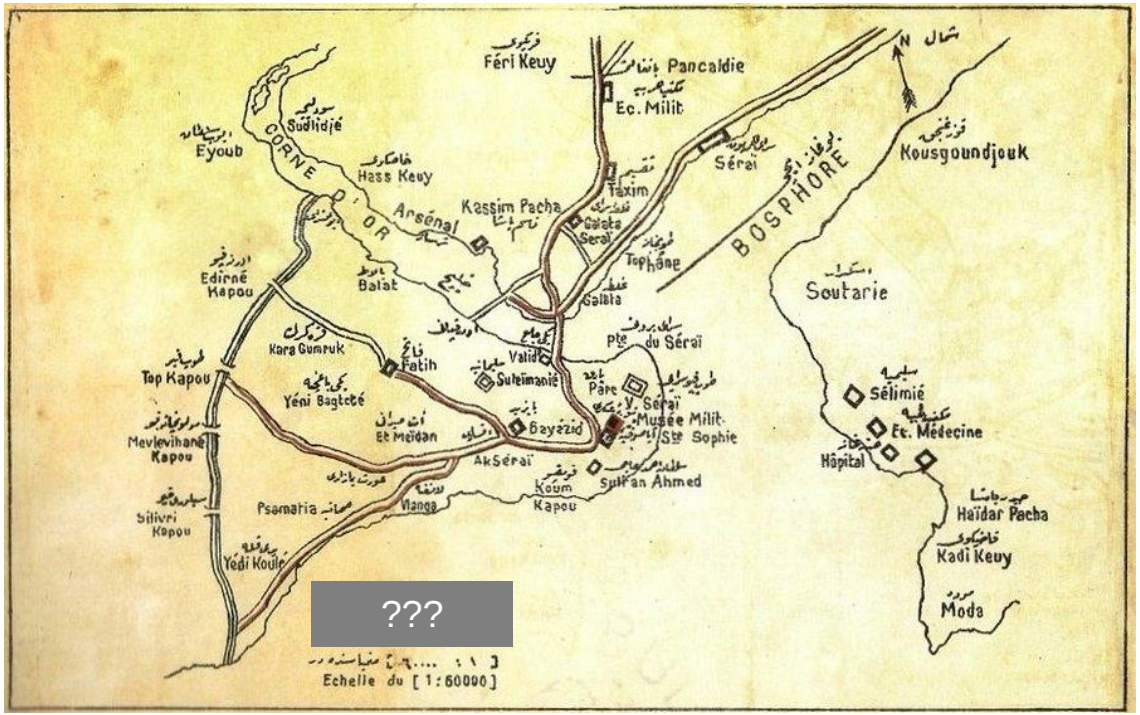
TAHMİN YARIŞMASI

Bu harita neyi gösteriyor olabilir?



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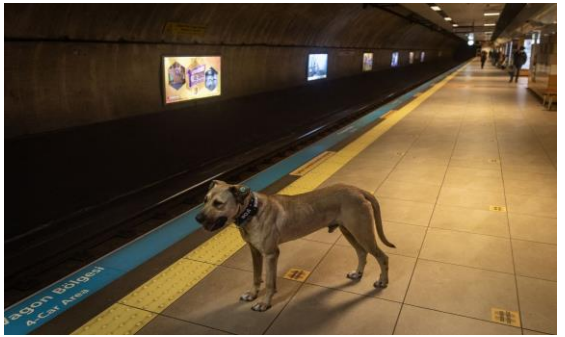
TAHMİN YARIŞMASI

Bu İstanbul aşığını tanıyor musunuz?



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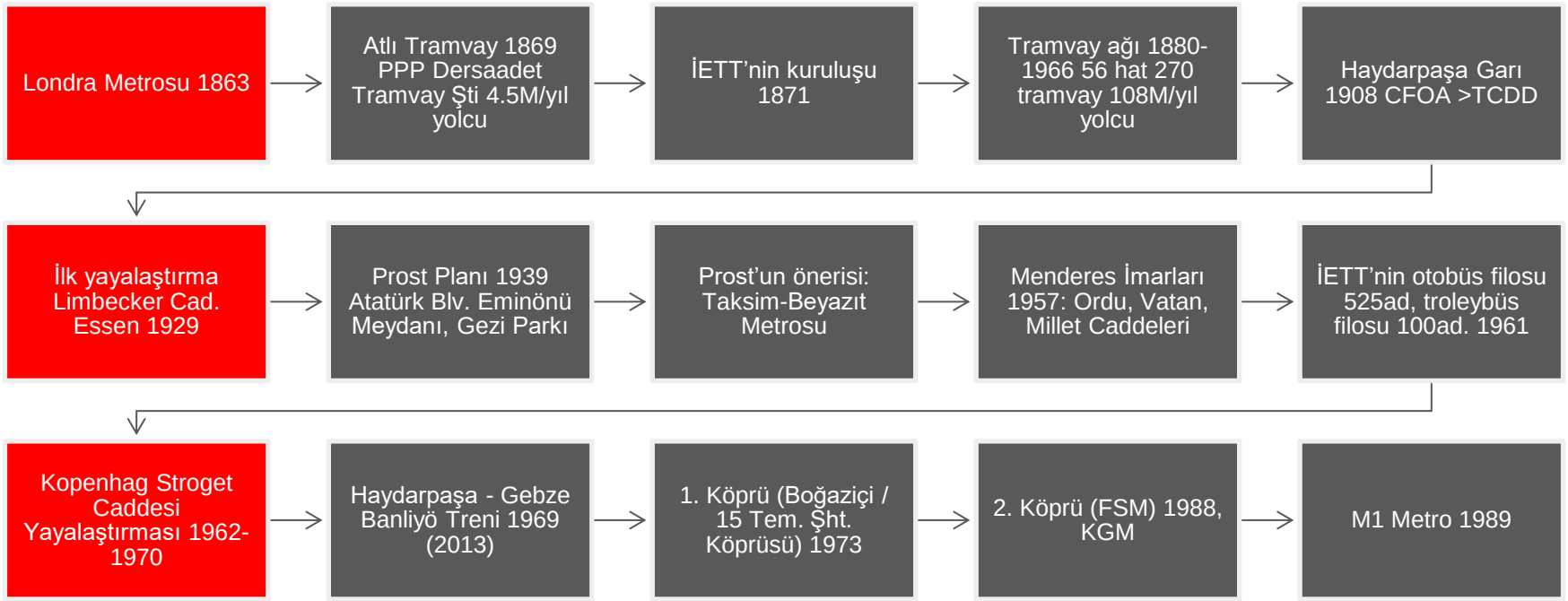
GEÇMİŞ-1



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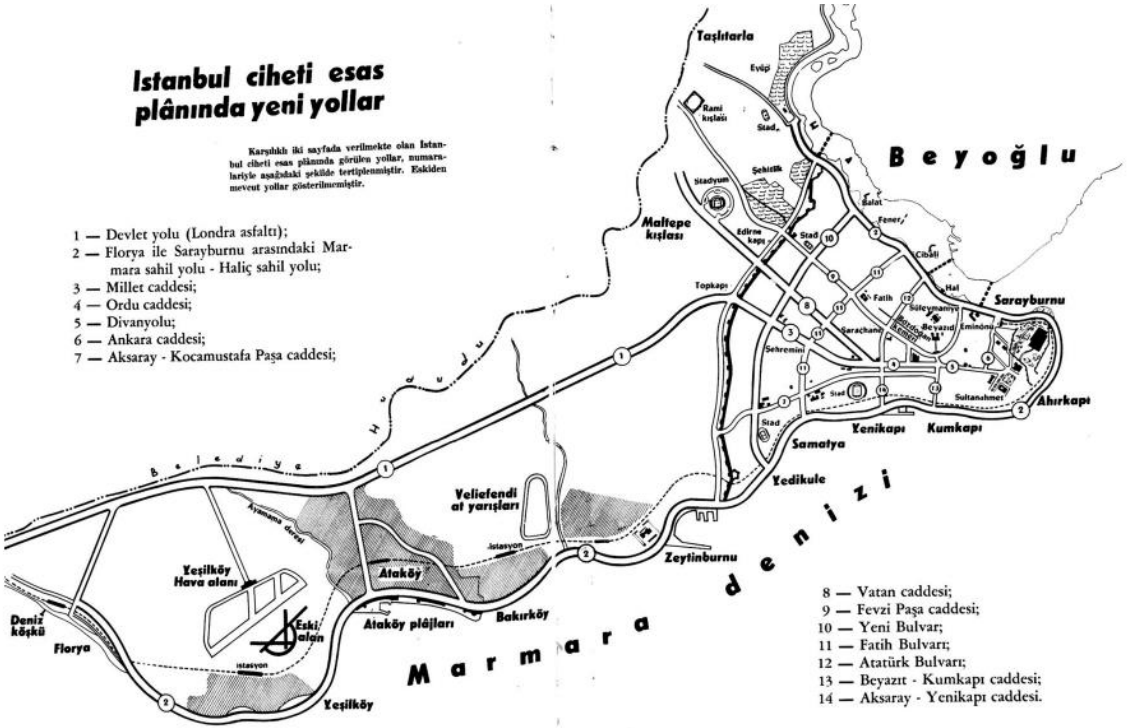
Istanbul ciheti esas plânında yeni yollar

Karşılıklı iki sayfada verilmekte olan İstanbul ciheti esas plânında görülen yollar, numaralariyle aşağıdaki şekilde tertiplenmiştir. Eskiden mevcut yollar gösterilmemiştir.

1 — Devlet yolu (Londra asfaltı);
2 — Florya ile Sarayburnu arasındaki Marmara sahil yolu - Haliç sahil yolu;
3 — Millet caddesi;
4 — Ordu caddesi;
5 — Divanyolu;
6 — Ankara caddesi;
7 — Aksaray - Kocamustafa Paşa caddesi;



8 — Vatan caddesi;
9 — Fevzi Paşa caddesi;
10 — Yeni Bulvar;
11 — Fatih Bulvarı;
12 — Atatürk Bulvarı;
13 — Beyazıt - Kumkapı caddesi;
14 — Aksaray - Yenikapı caddesi.

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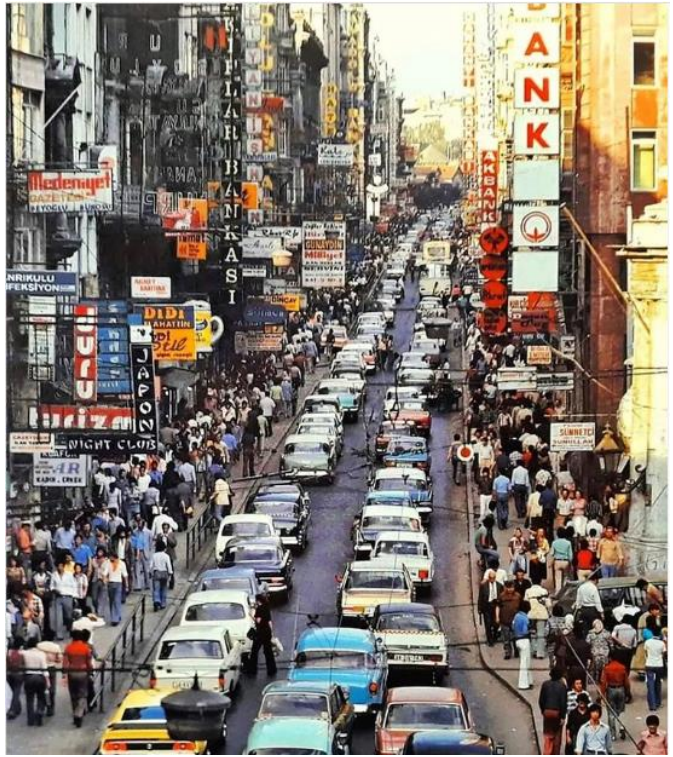

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GEÇMİŞ-2

İstiklal Caddesi'nin araç trafiğine kapatılması 1990 → Trafik Kontrol Merkezi 1997 / 2003 / UYM 2018 → Taksim-4 Levent Metrosu (M2) 2000 → AKOM 2002 İBB → Alibeyköy Sel 2004 → İMP 2004 (2050'de 20M) → İDO (1987-2012) 2005

UKOME 2006 (2020 Rvz) İBB → EDS 2007 İBB → Metrobüs 2007, y.700 araç, 52km, 288M yolcu/yıl, İETT → İUAP 2007-2011 (UL.PLA & JICA) → Londra LEZ 2008-2012, GLA, TfL → Basın Ekspress Sel 2009 → İÇDP 1/100bin 2009

New York Yeni Sokak Tasarımları 2009-2013, NYC-DOT → 7 Tepeye 7 Tünel Kâğıthane-Piyalepaşa, Bomonti-Dolmabahçe 2010 → SUMP Konsepti 2013 EU ELTIS → FSM 2015 Serbest Geçiş HGS → Toplu Taşımada Ücretsiz Bisiklet ve Skuter Yolculuğu, 2015 İETT İBB → YSS Köprüsü 2016 → Avrasya Tüneli 2017 70bin araç/gün.ort

İGA 2018 (tam kapasite 2020) 76 M yolcu → Graben Caddesi, Viyana'nın ilk yaya bölgesi, 2018 → Marmaray 2013-2019 Halkalı-Gebze JBIC TCDD 200M yolcu/yıl → Londra ULEZ (Yüksek Derecede Düşük Emisyonlu Bölge) 2019, GLA, TfL → Yeni SUMP Konsepti 2019 EU ELTIS

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GEÇMİŞ-İUAP 2011

Genel Hedef

Gelecekte motorlu araç trafiğinin azaltılması, toplu taşıma altyapısının iyileştirilmesi ve trafik talebinin özel araçlardan toplu taşıma araçlarına teşvik edilmesiyle kent içinde hareketlilik ve erişilebilirliğin artırılması sonucunda daha yaşanabilir bir kentsel çevrenin oluşturulması.

Alt Hedefler

1. Toplu taşıma hizmetlerinin geliştirilmesiyle özel araç kullanımının düşük düzeyde tutulması.
2. Kısa vadede artan araç trafiğine cevap verebilecek yol ağının iyileştirilip geliştirilmesi; uzun vadede ise planlı kentsel gelişimi destekleyecek hızlı ağ alt yapısının oluşturulması.
3. Trafik talep yönetiminin iyileştirilmesi ve mevcut yolların daha verimli kullanımının sağlanması.

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GEÇMİŞ

2004:
İBB sınırlarının tüm illeri kapsayacak şekilde genişletilmesi,
İBB'nin İstanbul'da ulaşım planlamasından sorumlu tek otorite olması,
İBB'nin Trafik Kontrol Merkezi'ni kurması
+ Tüm eyalet genelinde birleşik ulaşım planlaması, gerçek zamanlı izleme yoluyla iyileştirilmiş trafik yönetimi, taşıma modları arasında gelişmiş koordinasyon
- Bürokratik verimsizlikler, daha geniş bir alanı yönetmek için kaynakların zorlanması

2007:
Türkiye'nin ilk Hızlı Otobüs (BRT) sistemi olan Metrobüs sisteminin faaliyete geçmesi
+ Seyahat sürelerinin azalması, uygun maliyetli ve hızlı uygulama
- Yetersiz kapasite, sık bakım gereksinimleri

2009:
Ücret ödemede kullanılan akıllı kart, İstanbulkart'ın tanıtılması
+ Kullanışlı ve birleşik ödeme yöntemi, ulaşım planlaması için daha iyi veri toplama
- Yüksek ilk uygulama maliyetleri, erişilebilirlik zorlukları

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GEÇMİŞ

2012:

Asya yakasının ilki olan M4 Metro hattının hizmete açılması,
Metrobüs mevcut uzunluğunun 52 kilometreye ulaşması
+ Bağlantıların gelişmesi, erişimin kolaylaşması
- Yoğun talep nedeniyle aşırı kalabalık

2013:

Marmaray hattının hizmete açılması
+ Avrupa ile Asya arasında kesintisiz demiryolu bağlantısı, karayolu trafik sıkışıklığının hafifletilmesi, ekonomik aktiviteyi artırma
- Yüksek inşaat ve bakım maliyetleri

2016:

Yavuz Selim Köprüsü ve Avrasya Tüneli olmak üzere iki yeni karayolu ile Boğaz geçişinin açılması
+ Ek geçişler ile mevcut köprülerdeki sıkışıklığın azaltılması, iyileştirilmiş yük taşıma verimliliği
- Ormansızlaşma dahil olmak üzere birçok çevresel kaygı, yüksek inşaat maliyetleri

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GEÇMİŞ

2020-… :
COVID-19 Pandemisi

+ Trafik sıkışıklığının geçici olarak azaltılması, mobilite hizmetlerinde hızlandırılmış dijital dönüşüm
- Toplu taşıma finansmanını etkileyen ekonomik kriz, toplu taşıma güvenliğinin sağlanmasındaki zorluklar

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Stroget Caddesi, Kopenhag, DK

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Graben Caddesi, Viyana, AVU © C.Stadler/Bwag

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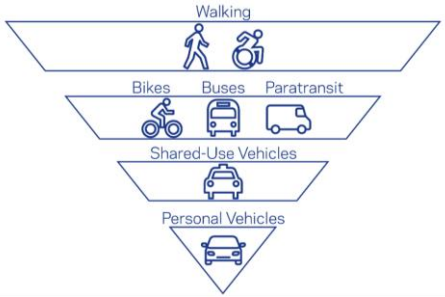
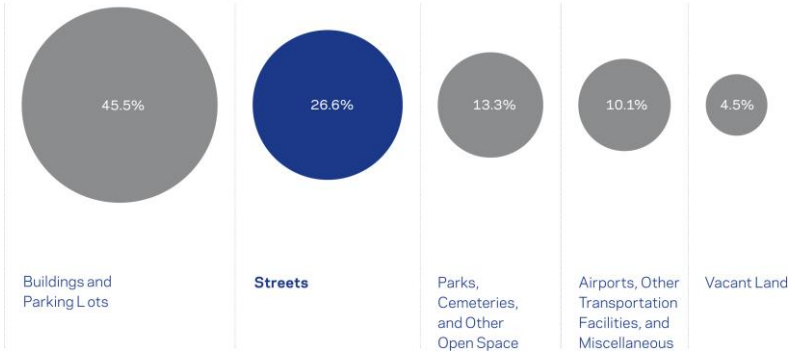
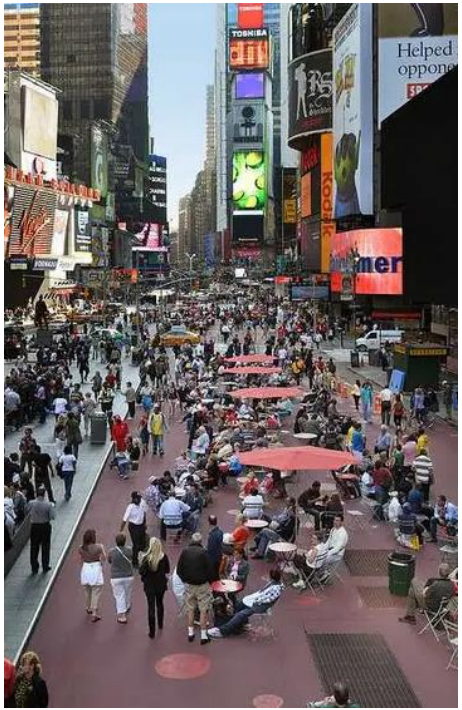


Percent of New York City Land Area by Use

Streets make up over 25% of the city's land area. (Source: PlaNYC Sustainable Stormwater Management Plan, 2008)





https://www.nycstreetdesign.info/

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BUGÜN

Bisiklet Şefliği 12/2019 İBB → AnneKart 07/2020 675bin anne, 57M ücretsiz geçiş/yıl İBB → İstanbulSenin İBB → Covid-19 Pandemisi süreci

↓

İstanbul SKHP-I 2019-2021 İBB, FCDO → Otopark Ana Planı Revizyonu,Otogar (Alibeyköy Pilot) ve P+R Alanları 2022, İBB → Bisiklet Yolu VE Park Alanları, Velodrom, e-skuter, 2022, İBB → İstanbul 2040 Ulaşım Ana Planı Güncellenmesi, 2023, İBB

↓

Ulaşım Talep Tahmin Modelinin Revize Edilmesi, 2023, İBB → Yaya Ulaşımı Ana Planı, Taktiksel Şehircilik, Güvenli Okul Bölgeleri, Parklet, 2022-2025, İBB → Toplu Ulaşım Odaklı Gelişim (TOD), Afet Lojistik Planı, Heliportlar, Hastane-itfaiye İstasyonları Erişimi, 2022-2025, İBB → İstanbul SKUP-II 2023-2025 AB, UAB, İBB

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Ulaşım Ana Planı - Sürdürülebilir Kentsel Ulaşım Planı

UİP

- Trafik odaklı
- Karayolu ve demiryolu projeleri

SKUP

- İnsan odaklı
- Kapsayıcı, katılımcı, ulaşım türlerini entegre eden projeler

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İstanbul SKUP'un Vizyonu

> İstanbul SKUP; sürdürülebilir ve dayanıklı bir gelecek için İstanbul'un eşsiz coğrafyası ve tarihi değerleriyle uyumlu, güvenli, entegre, erişilebilir ve ödenebilir hareketlilik seçeneklerinden oluşan karma bir yapı sunan, insan ve çevre odaklı, yenilikçi ve kapsayıcı bir ulaşım sistemini hedefler.

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İstanbul SKUP'un Amaçları

1. Erişilebilir, ödenebilir, entegre ve kapsayıcı bir ulaşım sistemine sahip olmak

2. Çevresel olarak sürdürülebilir bir ulaşım sistemine sahip olmak

3. Ekonomik olarak sürdürülebilir ve dayanıklı bir ulaşım sistemine sahip olmak

4. Ulaşım ve yolculukların emniyetini ve güvenliğini arttırmak

5. Trafik hacimlerini, sıkışıklığını ve otomobil bağımlılığını azaltmak

6. Toplu taşımaya geçişi teşvik etmek

7. Aktif türlere geçişi teşvik etmek (yürüyüş ve bisiklet)

8. Kompakt ve çok merkezli gelişmeyi destekleyen bir ulaşım sistemine sahip olmak

9. En az düzeyde olumsuz etkiye sahip verimli bir kentsel lojistik sistemine sahip olmak

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Düşük Karbona Geçiş

- Besleyici Bisiklet Güzergâhları
- Düşük Salım Bölgeleri (DSB'ler)
- E-bisikletler ve E-Skuterler
- Metrobüsün Karbonsuzlaştırılması
- Toplu Taşıma Otobüs Filosunun Karbonsuzlaştırılması
- Trafik Sakinleştirme
- Yaya Güzergâhları
- Yayalar ve Bisikletliler için Kavşak İyileştirmeleri

Kesintisiz Aktarma ve Entegrasyon

- Deniz Ulaşımının Geliştirilmesi-Filonun Yenilenmesi
- Gerçek Zamanlı Yolcu Bilgisi ve Açık Verinin Genişletilmesi
- İstanbul Ağ Yönetimi Kontrol Merkezi
- İstanbulkart'ın minibüsleri de kapsayacak şekilde genişletilmesi
- Minibüsler için Besleyici Güzergâhlar: Arnavutköy İlçesi
- Otobüs Hizmetleri İyileştirme Programı
- Otobüs Şeritleri
- Park et Devam Et Alanları
- Raylı Sistem Ağının Genişletilmesi
- Transfer Merkezleri Sistemlerinin Oluşturulması – Yaygınlaştırılması

Trafik Tıkanıklığının Azaltılması

- İnşaat Malzemeleri Konsolidasyon Merkezleri (İKM)
- Kurumsal Hareketlilik Yönetiminin Uygulanması
- Mahalle Hareketlilik Hizmet Merkezleri
- Mahalle Sakinlerinin Otopark İzni Planı
- Otomatik (Otopark) Ödeme Sistemlerinin Uygulanması
- Otopark Düzenlemelerinin Bütüncül Bir Yaklaşımla Ele Alınması
- Otopark Yaptırımlarının Yeniden Organizasyonu
- Tıkanıklık Fiyatlandırması

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GELECEK

SKHP-1 Istanbul Uygulama Aşamasının Gelecek Etkileri:

Kısa ve Orta Vadeli Planlar:

Elektrikli araçların teşvik edilmesi ve toplu taşıma otobüs filosunun ve metrobüsün karbondan arındırılması
Maliyet etkinliği esas alınarak çeşitli demiryolu projelerine öncelik verilmesi
İstanbulKart'ın minibüs işletmesine entegre edilmesi

Orta ve Uzun Vadeli Planlar:

Sürdürülebilir hareketlilik için entegre ulaşım stratejilerinin geliştirilmesi
Günümüzde günlük yolculukların %40'ını oluşturan yürümeyi teşvik eden projelerin geliştirilmesi
Ulaşım aracı olarak bisikletin yaygınlaştırılması ve altyapının geliştirilmesi
Otopark yönetimi için uygun bir yasal çerçevenin geliştirilmesi
Akıllı mobilite çözümlerinin uygulanması
Motorsuz ulaşımı teşvik edecek yeşil ve açık alanların geliştirilmesi

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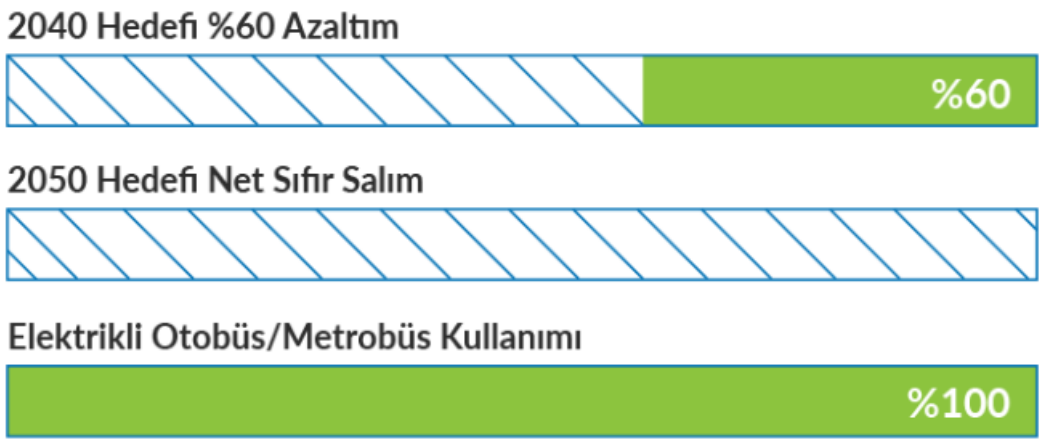
Ulaşım Kaynaklı Karbon Salımı:



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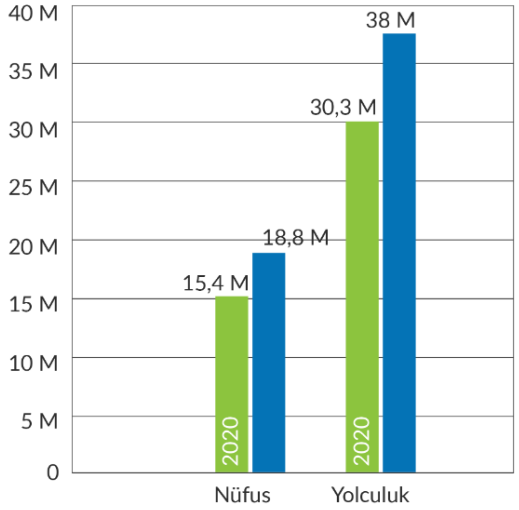

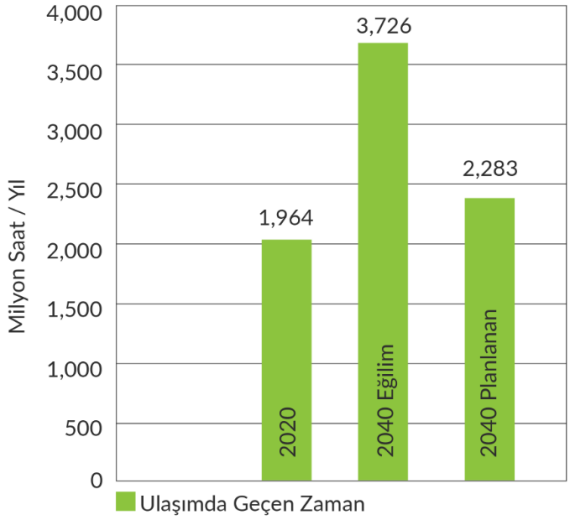

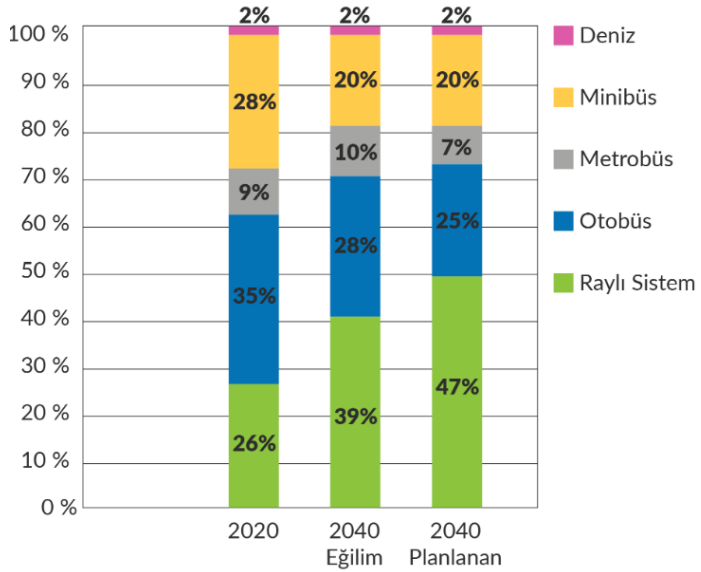

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GELECEK

İstanbul'un kentsel hareketliliğinin geleceğine ilişkin iyi örnek uygulamaları

Toplu taşımanın elektrifikasyonu (Amsterdam, Hollanda)

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GELECEK

İstanbul'un kentsel hareketliliğinin geleceğine ilişkin iyi örnek uygulamaları

Bisiklet altyapısının geliştirilmesi (Kopenhag, Danimarka)

Ayrılmış, sürekli bisiklet yollarının sağlanması

Bisiklet servis istasyonlarının kurulması

Kullanıcı güvenliği ve konforunun artırılması

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GELECEK

İstanbul'un kentsel hareketliliğinin geleceğine ilişkin iyi örnek uygulamaları

Okula Bisikletle Gitme Kampanyası [Bike to School Campaign] (Vancouver, Kanada)

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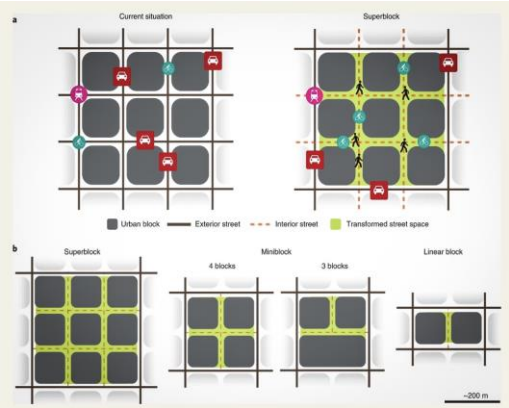
Superblock Konsept (Barselona, İspanya)



The Green Axes projesi, Barselona, İSP

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GELECEK

İstanbul'un kentsel hareketliliğinin geleceğine ilişkin iyi örnek uygulamaları

Mikro-mobilite noktaları [microMobility Points] (Budapeşte, Macaristan)

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GELECEKTEKİ ANA ZORLUKLAR

- Nüfus artışı
- Kentin genişlemesi
- Kentsel altyapı yatırım ihtiyacı
- Kentsel yoksulluk
- Afet riskleri (iklim krizi ve deprem)
- Sağlık riskleri (Pandemi)
- Yönetişim

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2030’da İstanbul’da günlük rutininizde nasıl bir hareketlilik hayal ediyorsunuz?

Salı günü 09:00 gibi
Cuma günü 20:00 gibi
Cumartesi 23:00 gibi

Kullanıcı kodu 1: 69 85 02

Kullanıcı kodu 2: 68 68 99 97

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TEŞEKKÜRLER!

Ersoy Pehlivan
Y.Şehir Plancısı
Rupprecht Consult

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