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## **Istanbul SUMP Stage II - Implementation Plan**

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

### **Healthy Streets Workshop - 1 “Pelinli Street Design Workshop”**

**Date: 17.09.2024**



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## REPORT INFORMATION SHEET

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## 1. BACKGROUND 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

It is aimed to inform the public about the content of this project, to establish contacts with citizens and stakeholders and to ensure the involvement of stakeholders in the process.

It is planned to carry out Healthy Street design studies in 15 regions of Istanbul with pilot scale applications within the scope of Istanbul SUMP Stage II Implementation Plan Project activities. The first contact was established with stakeholders at the information meeting held on 25 April 2024 and feedbacks were received on the Healthy Streets practices that can be carried out in Istanbul. Within the scope of the Healthy Streets Pilot Project, Healthy Streets Workshops are organised to involve citizens and stakeholders in the design process. The first of these workshops is Pelinli Street Healthy Street Workshop. In this event, the Istanbul SUMP Stage II Implementation Plan Project was presented to the relevant stakeholders and citizens living in the region, and the opinions of stakeholders and citizens on the current situation for the design of Pelinli Street Healthy Street, which will be designed within the scope of Activity 5.4, were collected and their ideas on possible design alternatives were received.

## 2. EVENT PROGRAM

Pelinli Street Design Workshop was held as planned on 17 September 2024 on Alpay İzer Street, which intersects Pelinli Street perpendicularly. For this purpose, Alpay İzer Street was closed to vehicle traffic throughout the day and transformed into an event area. Boards with examples of best practices, a map showing the current situation and boards with proposed projects were placed on the street.

The event started at 10:00 with the registration and introduction of the participants. Between 10:15-10:30, opening speeches were made, followed by the examination of best practices within the scope of



healthy streets between 10:30-11:00. From 11:00 to 11:30, a field trip was organised in Pelinli Street and the participants were able to observe the current situation. After the walk, a session was held between 11:30-12:00 where the current situation was evaluated, and solution suggestions were discussed. In the last part of the workshop, the opinions of the residents of the neighbourhood were started to be taken as of 12:00 and the opinions were continued until 18:00. The workshop enabled important steps to be taken for the redesign of Pelinli Street in accordance with the concept of healthy streets.

<b>Event</b>	<b>Time</b>
Registration and Introduction	10:00 - 10:15
Opening Speech	10:15 - 10:30
Examination of Best Practices Within the Scope of Healthy Streets	10:30 - 11:00
Pelinli Street Site Visit	11:00 - 11:30
Evaluation of the Current Situation	11:30 - 12:00
Evaluation of the Solution Suggestions	11:30 - 12:00
Taking Opinions of Neighbourhood Residents	After 12:00

*Table 1: Pelinli Street Design Workshop programme within the scope of Healthy Streets*

### **3. OPENING SPEECH**

At the beginning of the event, Miray Özkan, Stakeholder and Participation Specialist, provided the participants with an overview of the purpose and scope of the event. Following this, Melda Horoz, Transport Planning Branch Manager of Istanbul Metropolitan Municipality, delivered an opening speech in which she emphasized the issues of transport planning and sustainability of urban transport. Finally, Didem Koryürek Armutlu, Mukhtar of Kartaltepe Neighbourhood, shared her views on the problems and participation processes of the neighbourhood from a local perspective.



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Figure 1: Image taken during the opening speech of Miray Özkan, Stakeholder and Participation Specialist





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Figure 2: Image taken during the speech of Istanbul Metropolitan Municipality Transport Planning Branch Manager Melda Horoz



Figure 3: Image taken during the speech of Didem Koryürek Armutlu, Mukhtar of Kartaltepe Neighbourhood

#### 4. EXAMINATION OF BEST PRACTICES WITHIN THE SCOPE OF HEALTHY STREETS

In order to inform the participants and neighbourhood residents about the 'Healthy Street' concept, boards with explanations about the 'Healthy Street' concept and "Best Practices" were placed at the entrance of the street. Following the opening speeches, Sertaç Erten, Pedestrianization Projects Team Specialist, gave a guiding speech on "Best Practices". After the speech, participants were given 15 minutes to analyse these examples in detail. (*Annex 1, Healthy Streets Best Practices Presentation*)





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Figure 4: A photograph taken during the examination of “Best Practices” within the scope of Healthy Streets



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## 5. PELİNLİ STREET SITE VISIT



*Figure 5: A moment recorded during a walk on Pelinli Street*

After analysing the best practice examples, the participants were divided into two groups and a 30-minute walk was organised on Pelinli Street, where the design study would take place. Before the walk, participants were given printed sheets with a map of Pelinli Street so that they could mark their experiences. During the walk, it was observed that disabled people had difficulty in using these areas due to the physical barriers on the pavements and this situation was recorded. After the walk, the participants returned to the street where the event was organised to evaluate the street design in terms of accessibility and user experience.



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## 6. EVALUATION OF THE CURRENT SITUATION



Figure 6: A photograph of participants documenting their experiences on Pelinli Street

After the walk on Pelinli Street, the participants were asked to mark their experiences during the walk on the current map of Pelinli Street and write them down. The participants marked the location where they had the experience with flags on the map and transferred their observations in written form on the map. The flags were divided into **3 categories** according to their colours. Accordingly, **green flags** represent areas that should be preserved in their current state, **yellow flags** indicate problematic areas for pedestrians and **blue flags** indicate problematic areas for vehicles.

When the evaluations of the participants about the current situation are considered, it is observed that the **problems** come to the forefront. It is possible to group the problems identified by the participants as follows:

### Problems for pedestrians:

Problems related to the lack of level crossings and signs, defective cobblestones, narrow and irregularly wide pavements came to the fore. In addition to these, dangerous intersections and turns, lack of pedestrian guidance for children and signs taking up space on the pavements were among the other important problems faced by pedestrians.



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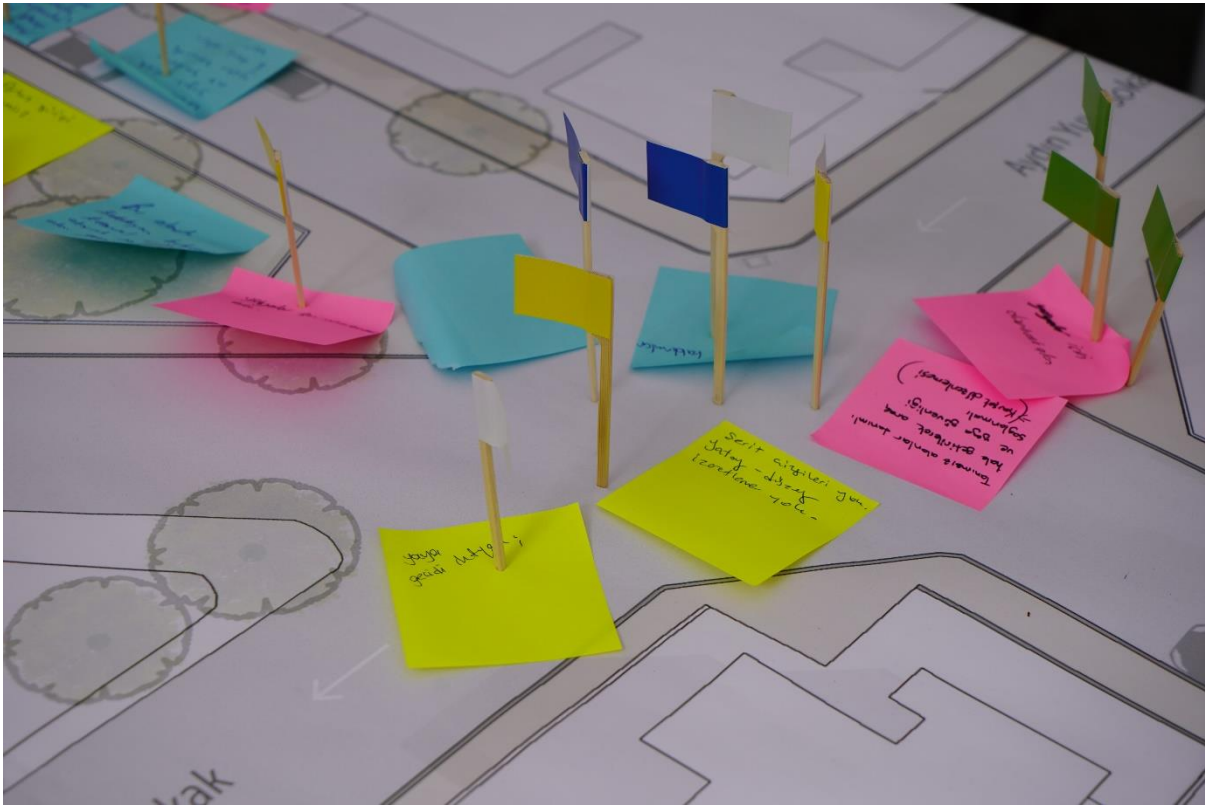


Figure 7: The board where the participants show their experiences on Pelinli Street on the map and express them in writing

### Problems in urban furniture/public spaces:

In urban furniture and public spaces, the lack of resting areas and not meeting the need for shade have come to the fore as important problems. In addition to these, inadequate utilisation of squares that have the potential to be expanded and the cutting down of trees were also listed among the noteworthy problems.

### Problems faced by the disabled:

The lack of guide roads for the disabled and the lack of continuity of the existing roads are considered as a major problem. In addition, the lack of sufficient ramps, the existence of irregular paving stones and signboards in the middle of the pavements were also listed among the difficulties faced by the disabled in terms of accessibility. High pavements and the elevation difference between the pavement and the road were among the other important problems.

### Parking problems:

Among the parking problems, undefined parking areas, parking on roads and street corners were identified as the most common problems encountered. Parking of vehicles on pavements and excessive

slopes at the car park entrances and exits of apartment buildings are also considered to cause significant problems by causing pavement occupation.

### Public transport problems:

In public transport, non-compliance of minibus drivers with the designated routes is considered among the most important problems.

### Traffic problems:

Among the problems related to traffic, the existence of rubbish bins on the road and dangerous junctions stand out. In addition to these, it was stated that the lack of a bicycle lane makes cycling difficult.

## 7. EVALUATION OF SOLUTION PROPOSALS



Figure 8: A frame from the presentation of the Solution Proposals to the participants

Three solution proposals were presented by the design team. Design team representative Batuhan Akkaya explained the three design alternatives and the main differences between them in detail. After



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the presentation, the participants were asked to share what they found positive/negative about the three different proposals and the following feedbacks were received.

The first of the proposals is 'Minor Adjustments'. The Minor Adjustments proposal includes narrowing the road width at intersections, converting some of the car park spaces into public pockets with pedestrian stops, protecting the existing parking spaces, maintaining the existing road and sidewalk width, and widening the pavements at intersections to create seating areas.



Figure 9: Proposal 1 – Minor Adjustment

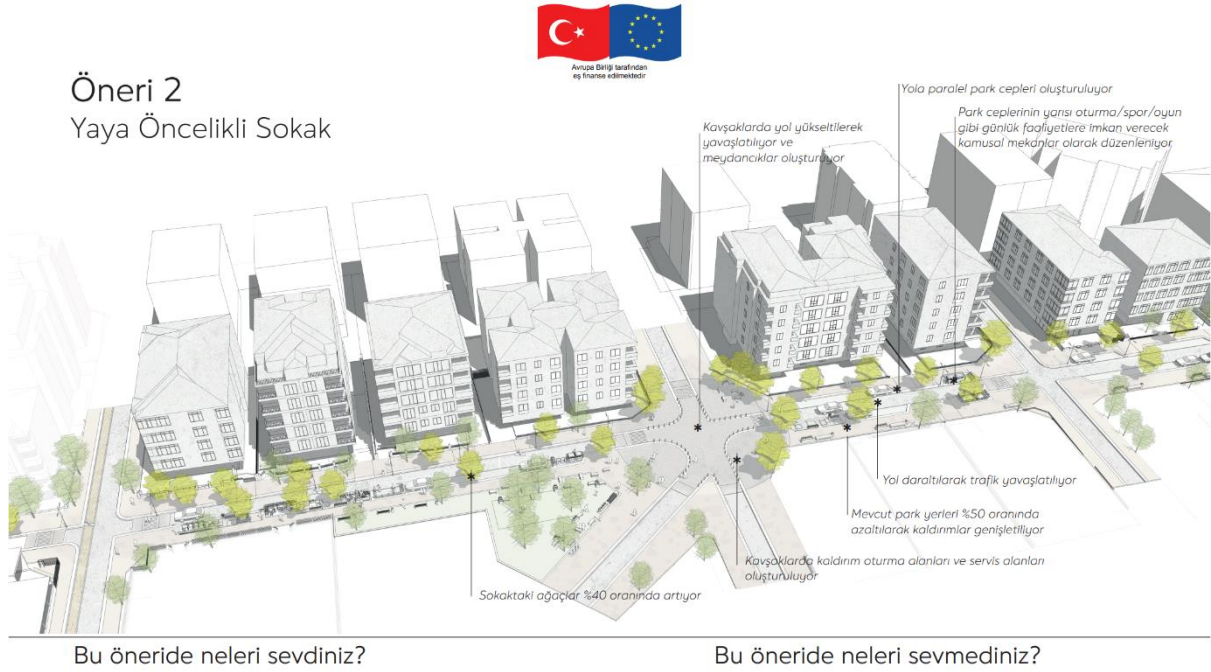
The feedback received for the first proposal 'Minor Adjustments' is as follows:

- It was stated that stops can be useful for pedestrians, but it was emphasised that attention should be paid to commercial areas and pedestrian safety.
- The proposal for narrowing the intersection was found positive in terms of pedestrian safety.
- It was emphasised that sidewalks should be widened.
- It was stated that making the turning angles harder at the intersections would make it difficult for vehicles to manoeuvre, which would pose a danger to pedestrians.
- It was criticised that vehicle traffic cannot be reduced with the existing road width and on-street parking cannot be prevented.



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The second design proposal is '**Pedestrian Priority Street**'. The Pedestrian Priority Street proposal includes; slowing down the vehicles by raising the road at the intersections and creating squares, creating parking pockets parallel to the road, arranging half of the parking pockets as public spaces that will allow daily activities such as sitting / sports / games, reducing the traffic by narrowing the road, decreasing the existing parking spaces by 50% and widening the sidewalks, creating sidewalk seating areas and service areas at the intersections, and increasing the trees on the street by 40%.



Bu öneride neleri sevdiniz?

Bu öneride neleri sevmediniz?



Figure 10: Proposal 2 – 'Pedestrian Priority Street'

The feedback received for the second proposal "**Pedestrian Priority Street**" is as follows:

- The narrowing and widening of the cross-sections of the pavements was found to be positive, but it was stated that it was insufficient for some areas.
- Concern was expressed that narrowing the road would increase traffic density.
- It was emphasised that reducing on-street parking without creating a nearby car parking area would not be appropriate in inter-modal transfer zones.
- It was emphasised that a square should be created.
- It was stated that pavement heights should be considered for disabled and baby strollers.
- The suggestion of establishing vehicle speed limits was welcomed positively.
- It was stated that the idea of creating shadow areas was liked.



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- The suggestion of creating seating areas with road widening at intersections was approached positively.

The third proposal is the '**Green Corridor**'. The Green Corridor proposal includes arrangements such as slowing down the vehicles by raising the road at the intersections and creating squares, removing parallel parking except for temporary drop-off and pick-up areas, creating a green corridor that continues along the entire street instead of the removed car parks, creating sports / play / sitting / eating and drinking areas within the green corridor, slowing down the traffic by narrowing the road, reducing the existing car parks by 85% and widening the pavements, creating pavement seating areas and service areas at the intersections and increasing the number of trees on the street by 90%.

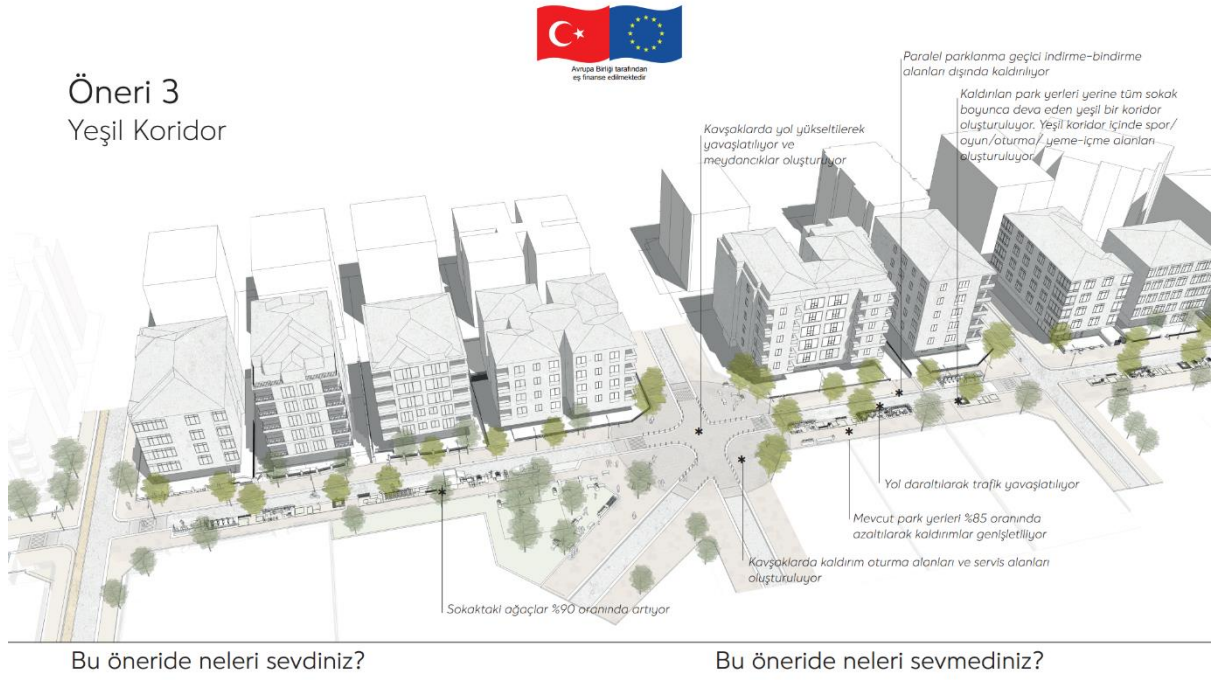


Figure 11: Proposal 3– 'Green Corridor'

The feedback received for the third proposal "**Green Corridor**" is as follows:

- Concerns were expressed that the complete pedestrianisation of the street may disrupt the residential texture and cause the increase of commercial units.
- Concerns about circulation were expressed.
- It was stated that narrowing the road in this street where vehicle traffic is intense is not realistic.





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## 8. TAKING OPINIONS OF NEIGHBOURHOOD RESIDENTS



Figure 12: A photo taken during the consultation with the residents of the neighbourhood

In addition to the current situation evaluations of the participants walking on Pelinli Street, the opinions of the neighbourhood residents and street users passing by Alpay İzer Street throughout the day were also taken and various problems were identified.

Firstly, it was emphasised that there is a lack of green space on the street and that the existing trees should be protected.

It was stated that the narrow and broken pavements, the signs and electricity poles in the middle of the pavements, and the difficulty of walking are important problems especially for pedestrians. It was also stated that the lack of necessary directions for pedestrian crossings and the lack of road markings have a negative impact on pedestrian mobility. Access difficulties of disabled people were emphasised and it was added that the pavements are not suitable for baby strollers. Complaints were made about the lack of bicycle lanes and the lack of awareness of traffic rules regarding bicycles by the public.

It was stated that there is irregular and incorrect parking. It was mentioned that vehicles are parked on pedestrian crossings and disabled ramps and vertical parking is used, and the need for car parks created by some intensively used facilities and the metro station was emphasised. It has been stated that irregular parking on street corners poses problems for both pedestrians and vehicles, and that large vehicles unloading goods in commercial areas park in the middle of the road and disrupt traffic. On the other hand, demands were also expressed that on-street parking should continue. It was emphasised that inspection problems should be solved in this regard.

On Pelinli Street, it was emphasised that frequent accidents, especially at intersections, cause concern in terms of traffic safety. For this, it was suggested that there should be bumps and visible signs at the



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intersection entrances. It was also stated that micro-mobility vehicles move in the opposite direction and this creates danger. It was also mentioned that accidental entries to the opposite direction are also intense. In addition to these, it was stated that after the removal of the speed bump on Pelinli Street, there was an increase in traffic accidents as the vehicles exceeded the speed limits.

## 9. ANNEX

### 9.1 Participation List

The list of participants attending the Pelinli Street Design Workshop is presented below:

	SURNAME	NAME	TITLE	INSTITUTION
1	Bakı	Ayça	Member	Barrier-Free Access Association
2	Çolak	İpar	Member	Barrier-Free Access Association
3	Atasever	Figen	Civil Engineer	IMM - Transport Planning Branch Directorat



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4	Albayrak	Güneş Ece	Urban Planner	IMM - Transport Planning Branch Directorat
5	Oto	Doğukan	Geomatics Engineer	IMM - Transport Planning Branch Directorat
6	Mutlu	İzzet	Urban Planner	IMM - Transport Planning Branch Directorat
7	Horoz	Melda	Urban Planner	IMM - Transport Planning Branch Directorat
8	Tunca	Eda	Officer	IMM - Transport Planning Branch Directorat
9	Erdoğan	Doğucan	Social Service Expert	IMM-Women and Family Services Branch Directorate
10	Sancak	Safa Nur	Architect	IMM - Transport Planning Branch Directorat
11	Güngör	Melisa	Urban Planner	IMM - Transport Planning Branch Directorat
12	İpek	Hande Nur	Participation Expert	IMM - Transport Planning Branch Directorat
13	Tezcan	Nilgün	Urban Planner	IMM - Transport Planning Branch Directorat
14	Sak	Emre	Civil Engineer	IMM - Transport Planning Branch Directorat
15	Baştan	Nurcan	Engineer	IMM - Transport Planning Branch Directorat
16	Gülhan	Feride	Consultant	TÜKODER
17	Ramazan	Öztürk	Social Service Expert	TOFD
18	Çakır	Büşra	Social Service Expert	TOFD
19	Alemdar	Akif	Office Staff	IMM - Transport Planning Branch Directorat
20	Koryurek Armutlu	Y. Didem	Headman	Kartaltepe Mukhtar's Office
21	Dışpınar	Cemal	Retired	
22	Altunkaya	Sevinç	Social Media Manager	IMM - Transport Planning Branch Directorat
23	Erünsal	Neriman	Civil Engineer	IMM - Transport Planning Branch Directorat
24	Hodoğlu	Can	Environmental Engineering	IMM- Logistics Management and Terminals Branch Directorate
25	Güven	Kaya	Tofd Dir.	TOFD
26	Murat	Kınay	Tofd Dir.	TOFD
27	Öztaşkın	Dilara	Urban Planner	IMM - Transport Planning Branch Directorat
28	Yıldırım	Murat	Office Staff	IMM - Transport Planning Branch Directorat
29	Şahin	İpek	Architect	IMM - Transport Planning Branch Directorat
30	Karakaş	Gökhan	Neighbourhood Resident	
31	Yavuz	Yiğit Can	Research Assistant	Gebze Technical University



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32	Karuman	Batuhan	Neighbourhood Resident	
33	Erhan	Pelin	Neighbourhood Resident	
34	Özkan	Miray	Stakeholder and Engagement Specialist	GIZ
35	Mesutol	Tülay	Chief	IMM - Transport Planning Branch Directorate
36	Çelik	Rabia	Sociologist	IMM- Public Transport Services Branch Directorate
37	Kurnaz	Şeyda	Engineer	IMM- Public Transport Services Branch Directorate
38	Boyras	Gizem	Office Staff	IMM- Public Transport Services Branch Directorate
39	Bayrakçı	Betül	Office Staff	IMM- Public Transport Services Branch Directorate
40	Şen	Sibel	Dentist	Dentist Sibel Sen Office
41	Aksoy	Yıldız	Assoc. Dr.	İstanbul Medeniyet University
42	Taşkın	Büşra Merve	Urban Planner	IMM - Transport Planning Branch Directorate
43	Güler	Ayça	Staff	Kindergarden
44	Beytekin	Mehmet	Self-employment	TİC
45	Polat	Nurullah	Retired	
46	Şentürk	Enes	Neighbourhood Resident	
47	Atik	Ece	Doctor	
48	Sevginer	Pınar	Doctor	
49	Okçu	Serra	Jr. Consultant	GIZ
50	Özsoy	Tuğba	Project Assist	GIZ
51	Camcıgil	Haluk	Transport Planner	GIZ
52	Öztek	Meryem	Student	
53	Canande	İbrahim	Retired	
54	Şengül	Cebraail Kafkas	Insurer	
55	Oğuz	Mustafa	Fair Organisation	
56	Atagün	Ayşenur	Urban Planner	IMM - Transport Coordination Branch Directorate
57	Gökbudak	Aycan	Statistician	IMM - Transport Planning Branch Directorate
58	Sapmaz	Ezgi	Urban Planner	Istanbul City Council
59	Üstündağ	Mustafa Samet	Mechanical Engineer	IMM Traffic Branch Directorate
60	Akkaya	Batuhan	Urban Planner	GIZ
61	Kaya	Gülfidan	Tradesmen	
62	Şeker	Şenol	Retired	
63	Köse	Emcay	Doctor	
64	Bayramin	Metin	Pharmacist	Pharmacy
65	Yaprak	Şükran	Housewife	
66	Yaprak	Hüseyin	Self-employment	
67	Ceyhan	Şeref	Retired	



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68	Aytaç	Özge	Trainer	
69	Gürkan	Harun	Teacher	MEB
70	Köseli	Merve	Social Service Expert	
71	Taş	Nazlı	Neighbourhood Resident	
72	Zorlu	Nursel	Neighbourhood Resident	
73	Aryapar	Ayten	Neighbourhood Resident	
74	Kanıtürk	Ali		Bakırköy City Council
75	Erten	Sertaç	Plot Project Specialist	GIZ
76	Tek	Merdan Ali	Neighbourhood Resident	
77	Silahsızoğlu	Damla	Urban Planner	IMM Traffic Branch Directorate
78	Zorlu	Zeynel	Designer	
79	Doğan	Sibel	Urban Planner	IMM Transport Coordination Branch Directorate
80	Özdemir	Nesrin	Urban Planner	IMM Transport Coordination Branch Directorate
81	Ölmez Saylam	Gizem	Urban Planner	Istanbul City Council
82	Fidanboy	Melihcan	Office Manager	GIZ
83	Biricik	Burak	Ulaşım Mühendisi	IMM - Transport Planning Branch Directorat
84	Kundakçı	Ezgi	Urban Planner	IPA
85	Mutlu	Oktay	Engineer	IMM- Infrastructure Coordination Branch Directorate
86	Avlamaz	A. Taner	Urban Planner	IMM - Transport Planning Branch Directorat
87	Yücel Yönlü	Kübra	Sociologist	IMM Disabled Persons Branch Directorate
88	Şat	Beyza	Academician	Özyeğin University
89	Sert	Mustafa	Driver	IMM - Transport Planning Branch Directorat
90	Altıntop	Fatih	Environmental Engineering	IMM- Infrastructure Coordination Branch Directorate
91	Yıldırım	Güneş	Construction Technician	IMM - Transport Planning Branch Directorat
92	Yazgan	Ege	Industrial Designer	Pedestrian Association
93	Dağlı Tok	Pınar	Lawyer	
94	Özdemir	İbrahim	Lawyer	
95	Ekmekçi	Mahir	Retired	
96	Kalaoğlu	Meva	Neighbourhood Resident	
97	Kırat	Murat	Neighbourhood Resident	
98	Alem	Sarper	Neighbourhood Resident	
99	Kalkan	Tacetin	Retired	Private Company

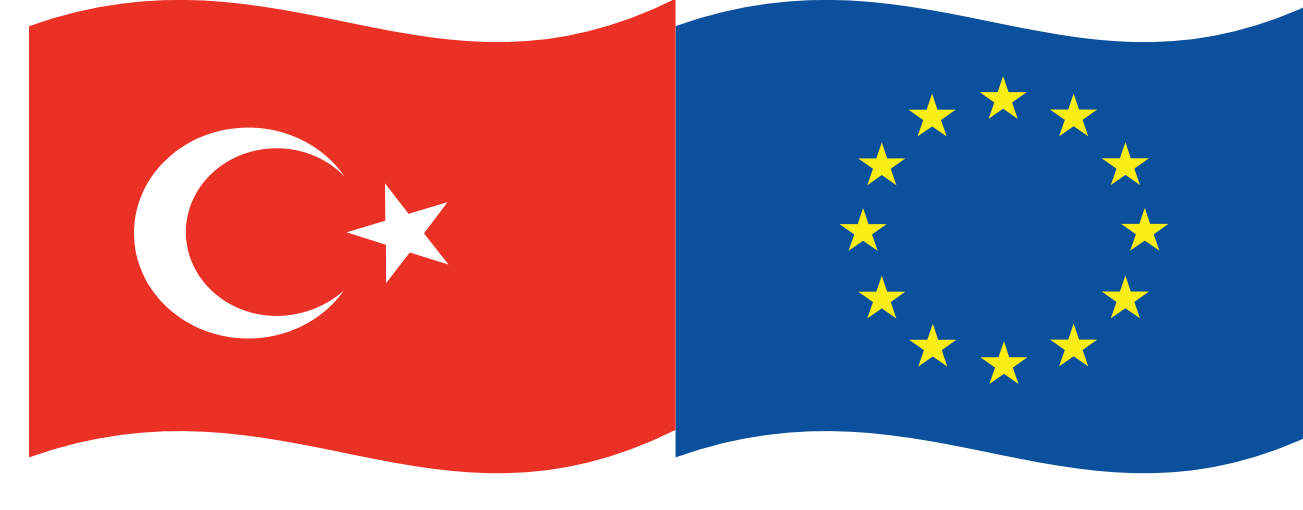
Table 2: List of participants of Pelinli Street Design Workshop



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## 9.2 Healthy Street Best Practices Presentation

### [ANNEX 1](#)



Bu proje Avrupa Birliği ve Türkiye Cumhuriyeti tarafından finanse edilmektedir.

### Her kesimden yayayı içine alan

Sağlıklı sokaklar, tüm kentlilerin erişimine açık, yaya dostu, sosyal etkileşimi teşvik eden ve topluluk ruhunu güçlendiren kamusal alanlardır.

### Daha temiz havaya sahip

Hava kirliliğini azaltmak, tüm toplum için önemli bir fayda sağlar ve sağlık eşitsizliklerini de azaltmaya katkıda bulunur.

### İçinde kendini rahat hissettiren

Sokaklarda motorlu araç trafiğinin baskısı azaltılarak ve kaldırımlar ile bisiklet yollarının durumu iyileştirilerek yürüme ve bisiklete binme teşvik edilebilir.

### Bir şeyler yapmak ve izlemek için çekici olan

Sokakları daha keyifli hale getirmek insanların buraları daha sık kullanmasını teşvik eder. Güzel manzaralar, estetik binalar ve sokak sanatı, sokakları daha çekici hale getirebilir.

### Güvende hissettiren

İnsanlar trafikte tedirginlik hissetmemeli veya kişisel güvenlikleriyle ilgili endişeler taşımamalıdır



### Karşıdan karşıya kolay geçilen

Güvenli ve engelsiz bir şekilde her an erişilebilen yollar ve sokaklar, insan için öncelikli tercih olmalıdır. Bu imkanlar, hem yürüyüşe teşvik ederek hem de toplulukları bir araya getirerek bağları güçlendirir.

### Gölge ve kapalı alanlara sahip

Sokakları herkesin rahatça kullanabilmesi, şiddetli rüzgarlardan ve yağmurdan, yakıcı güneşten korunabilmesi için gölgelik ve korunaklı alanlara ihtiyaç vardır.

### Durmak ve dinlenmek için mekanlar sunan

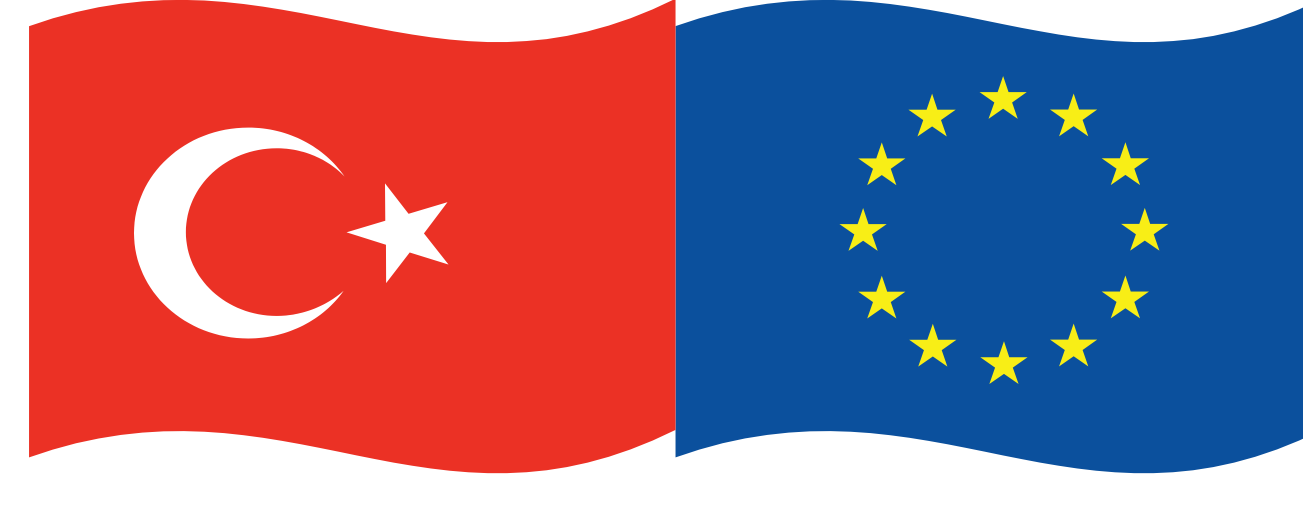
Dinlenme noktaları, sokaklarda daha fazla zaman geçirilmesini teşvik eder. Bu durum, toplumsal ve ekonomik canlılık sağlar.

### Daha az gürültülü

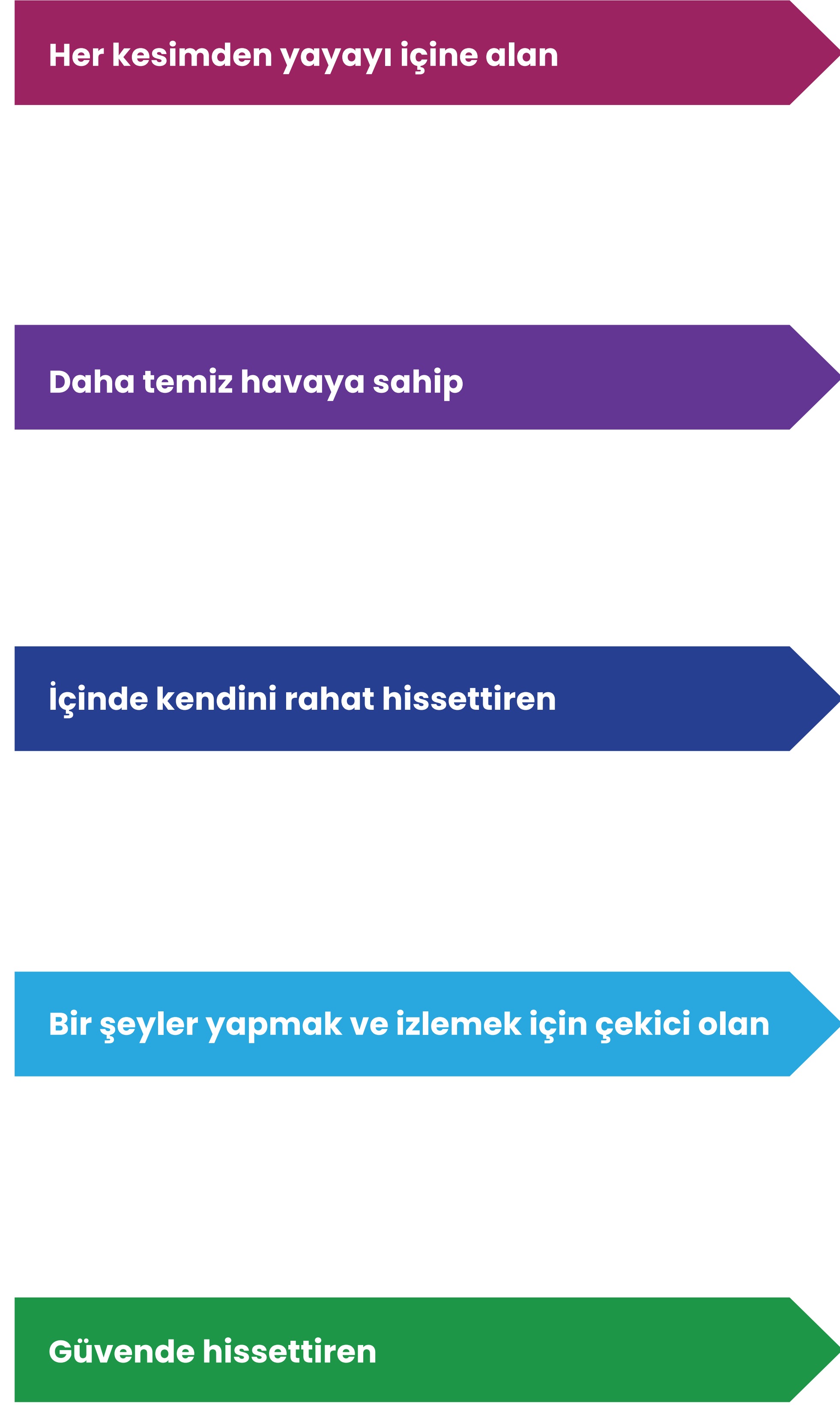
Motorlu taşıtların neden olduğu gürültü kirliliğinin azalmasıyla, sokaklar daha sakin ve huzurlu bir atmosfere kavuşur. İnsanların iletişimi ve etkileşimi artar.

### Yürümeyi, bisikleti, toplu taşımayı tercih ettiren

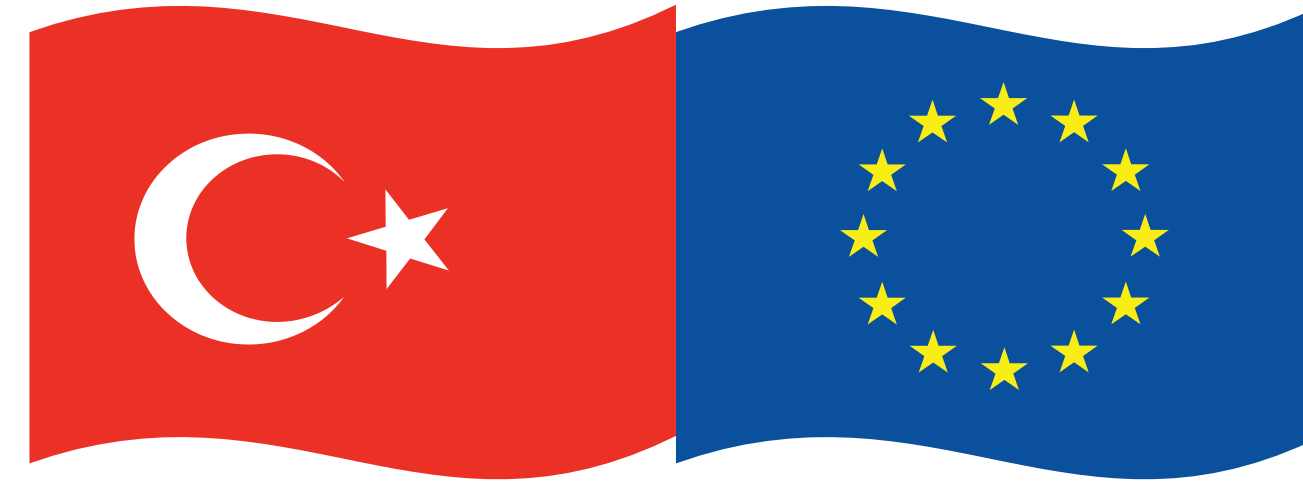
Yaya ve bisikletli sayısındaki artış, ancak motorlu araçların sayısı ve egemenliği azaltılarak gerçekleştirilebilir.



Bu proje Avrupa Birliği ve Türkiye Cumhuriyeti tarafından finanse edilmektedir.







Bu proje Avrupa Birliği ve Türkiye Cumhuriyeti tarafından finanse edilmektedir.

## Nørrebrogade, Kopenhag | DANİMARKA



**Büyükşehir Nüfusu:** 2,4 milyon

### Nørrebrogade Caddesi

**Uzunluk:** 2,2 km

**Bağlam:** Ortaçağ şehir merkezini 20. yüzyıl (savaş sonrası) banliyölerine bağlayan ana yol

### Temel Özellikler:

- Aktif bir ticari zemin kat kullanımı mevcut.
- 2022 'de günde 41.000 yolcu ile Danimarka'nın en yoğun otobüs hattı olan 5C'ye ev sahipliği yapıyor.
- 2009 'da Nørrebrogade'in üç aylık bir süre için geçici olarak otomobillere kapatılmasıyla ilgili provalar yapıldı ve bu denemeler daha sonra kalıcı değişikliklere dönüştürüldü.

**Daha temiz havaya sahip:** Özel araç erişiminin kısıtlanması ile emisyonlar düşmüştür

**Karşıdan karşıya kolay geçilen:** Araç trafiğinin azalması, caddenin geçilmesini kolaylaştırmıştır

**Daha az gürültülü:** Araç trafiğindeki azalma, sokaktaki gürültü seviyesini düşürmüştür

**Yürümeyi, bisikleti, toplu taşımayı tercih ettiren:** Yaya trafiğinde %65 ve bisiklet trafiğinde %60'lık bir artış gerçekleşmiştir

**Güvende hissettiren:** Daha az araç ve yeni sokak aydınlatması ile, insanlar kendilerini daha güvende hissetmeye başlamışlardır

**Bir şeyler yapmak ve izlemek için çekici olan:** Nørrebrogade halka açık ve aktif bir zemin kat kullanımına kavuşmuştur

**İçinde kendini rahat hissettiren:** Bisiklet ve yürüyüşü tercih edenler artmış, bu da sokağı daha rahat ve keyifli bir hale getirmiştir

ÖNCE



SONRA



Gece güvenliğini artırmak için yeni aydınlatmalar

Otobüs adaları sayesinde bisikletliler ve otobüs yolcularının daha güvenli ve konforlu bir şekilde binışı

Otobüs trafiğinde % 5 artış

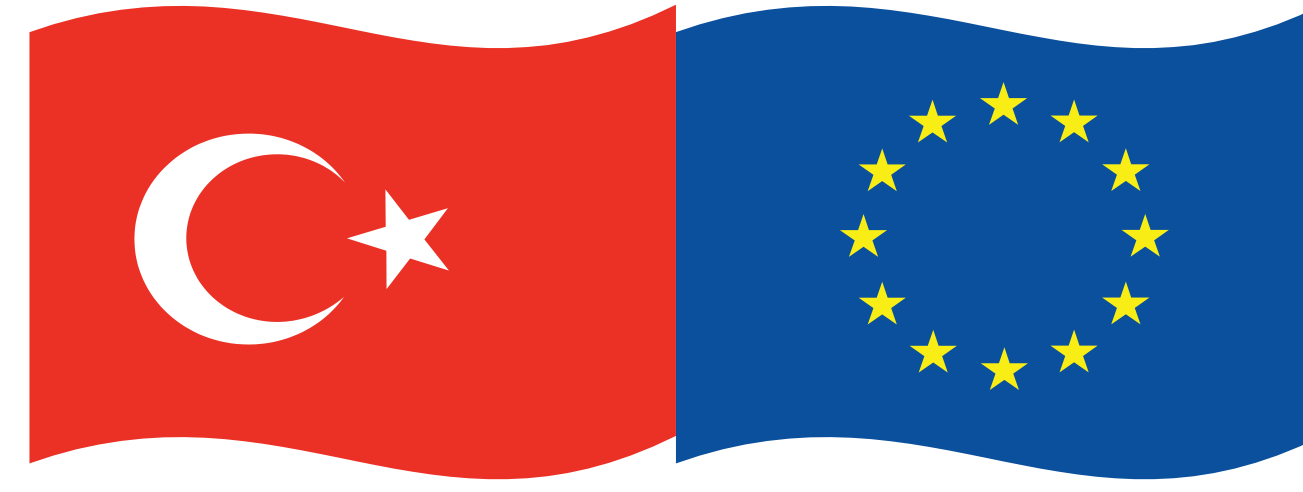
Kısıtlı özel araç ve motosiklet erişimi

İyileştirme sonucunda bisiklet trafiğinde % 60 artış

Araç trafiğinde % 57 azalma

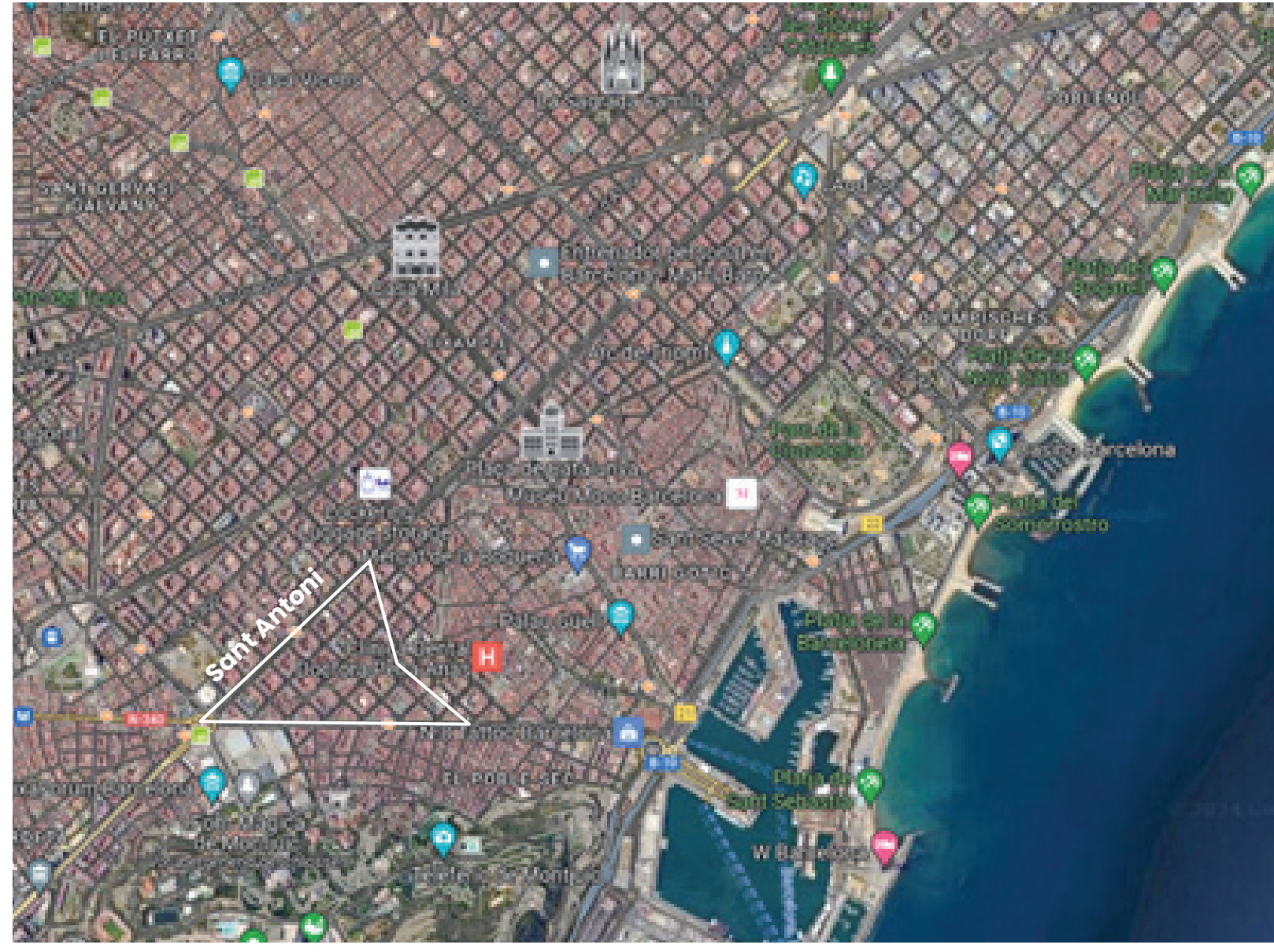
Araba şeritlerini ortadan kaldırarak sokak alanı daha iyi kullanılabilir mi?





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## Süperbloklar, Barselona | İSPANYA



**Büyükşehir Nüfusu:** 5,4 milyon

### Sant Antoni

**Büyükölç:** Eixample ilçesinde 100 ha.lık bir mahalle

**Bağlam:** Turistik ve merkezi bir bölge

#### Temel Özellikler:

- Eixample, Barselona'da nüfus yoğunluğu en yüksek yerleşim bölgesi.
- Barselona'nın 20. yüzyılda geçirdiği kentsel dönüşümün temelini oluşturan bir şehir reform projesi olan ve kentin caddelerini geniş ve dik açılı bir ızgara düzeninde yeniden düzenlemeyi amaçlayan Plan Cerdá'nın bir ürünü.
- Toplu taşıma sistemi ile güçlü bağlantıları olan bir alan.

**Daha temiz havaya sahip:** Yayalar tarafından geri kazanılan bazı kavşaklarda NO2 seviyeleri %33 oranında düşmüş

**Her kesimden yayayı içine alan:** Yaşlı-dostu yerler yaratmak için yeni banklar yerleştirilmiş

**Gölge ve kapalı alanlara sahip olan:** Yeşil alanlar ve saksılar eklenmiş

**Durmak ve dinlenmek için mekanlar sunan:** 23.709m<sup>2</sup> (= 5 standart futbol sahası) yeni yaratılan kamusal alanla birlikte mahalle yaşamında iyileşme sağlanmış

**Daha az gürültülü:** Gürültü kirliliği de gündüz 4,1 desibel ve gece 5,3 desibel azalmış

**Yürümeyi, bisikleti, toplu taşımayı tercih ettiren:** Kirliliğin önemli ölçüde azalması ve kentsel yeşil alanların artmasıyla yayaların ve bisikletliler daha güçlü aktörler haline gelmişler

**Güvende hissettiren:** Süper blokların yol güvenliğini artırdığı kanıtlanmış

**Bir şeyler yapmak ve izlemek için çekici olan:** Mahalleliler arasında daha fazla etkileşim olmuş

**İçinde kendini rahat hissettiren:** Daha rahat ortam ve streste azalma gerçekleşmiş

ÖNCE



SONRA



Araç trafiğini yavaşlatacak şekilde daraltılan şerit genişlikleri

Modüler bordürlerle araç trafiğinden ayrılmış bisiklet şeritleri

Yeni oluşturulan araçtan arındırılmış oturma alanları

Dar şeritlerde sıkı dönüş yapan araçlar için daha kolay ve daha akıcı bir trafik akışı

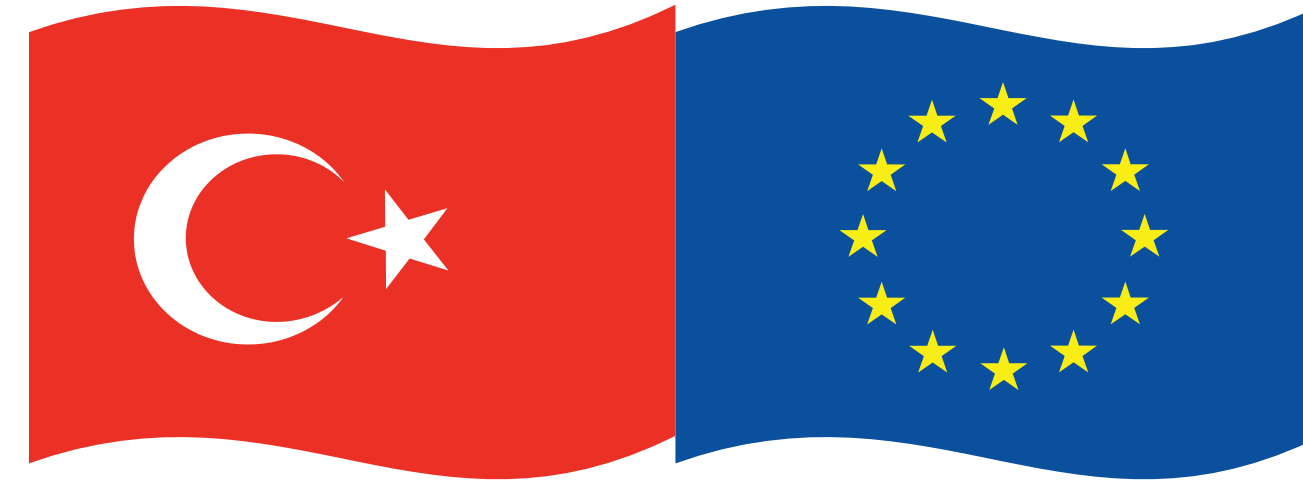
Şeritlerden geçen otomobil sayısında azalma

Yüzey işaretleri ve sokak mobilyaları kullanarak genişletilmiş yaya mekanları ve daha fazla yaya güvenliği

Oturma yerleri, yeşil alanlar ve diğer sokak mobilyaları ile zenginleştirilmiş kamusal açık alanlar

Hava kirliliği ve kentsel ısı adası etkisi nasıl azaltılabilir?





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## Paseo Bandera, Santiago | ŞİLİ



**Büyükşehir Nüfusu:** 7 milyon

### Bandera

**Uzunluk:** 1,2 km

**Bağlam:** Önemli tarihi binalara, müzelere, mağazalara ve finans kurumlarına ev sahipliği yapan bir sokak

### Temel Özellikler:

- Yeni metro hattının inşası nedeniyle 5 yıl kapalı kalmış sokağın kötü durumda olması (çok sayıda park edilmiş araç, yükleme ve boşaltma, trafik nedeniyle, yayalar için yüksek risk).
- Sürdürülebilir kentsel hareketlilikten yararlanmak isteyen, kaliteli kamusal alanlar sunmayı hedefleyen bir bölge.

**Karşıdan karşıya kolay geçilen:** Yalnızca yayalar ve bisikletlilere açık sokak

**Durmak ve dinlenmek için mekanlar sunan:** Yeni eklenen banklar ve oturma alanları ile dinlenme alanları yaratılmış

**Daha az gürültülü:** Gürültü kirliliği de gündüz 4,1 desibel ve gece 5,3 desibel azalmış

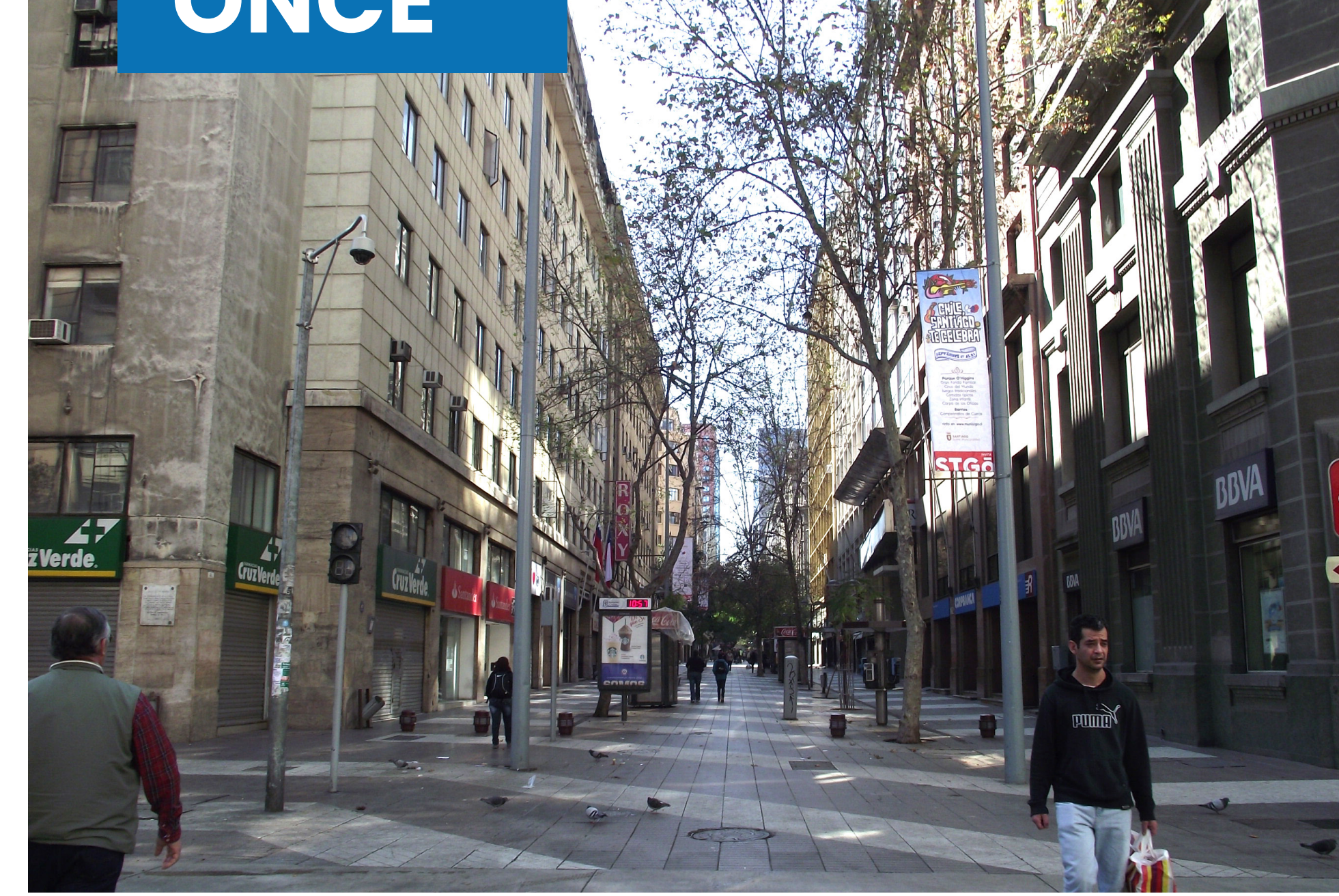
**Yürümeyi, bisikleti, toplu taşımayı tercih ettiren:** Motorlu trafiğin yasaklanması ile birlikte yürümek ve bisiklete binmek daha güvenli ve rahat hale geldi. Yeni inşa edilen metro hattı ise toplu taşımayı cazip hale getirerek insanların tercihini bu yönde kullanmasını sağlamış

**Güvende hissettiren:** Daha az araba, daha fazla kamusal alan ile sosyal kontrol sağlanmış, sokaklarda vakit geçirmek daha güvenli hale gelmiş

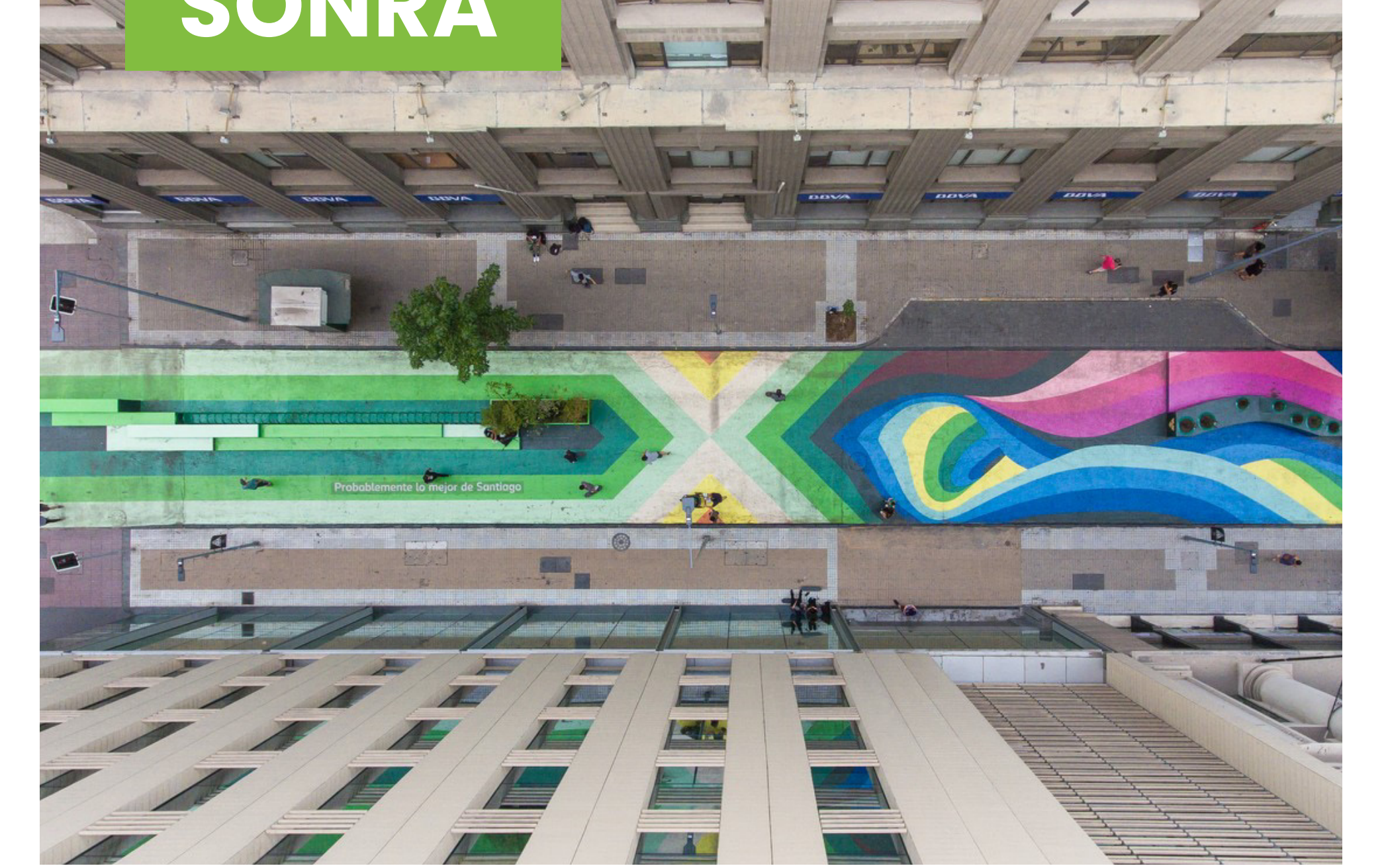
**Bir şeyler yapmak ve izlemek için çekici olan:** Kentsel mobilyalar, plaj sandalyeleri, yeni bitkisel düzenlemeler ve renkli sanat eserleriyle çekici bir açık alan yaratılmış

**İçinde kendini rahat hissettiren:** Daha fazla insanın yürümesi ve bisiklete binmesi ile sokağa canlılık gelmiş. Trafikten kaynaklanan stres de azalmış

### ÖNCE



### SONRA



Gölge için yeni yeşil alanlar ve saksılar

Herkes için bir şeyler sunan bu mekan, ailelerin, çocukların ve gençlerin bir araya gelip eğlenebileceği bir ortam yaratıyor

Sokak mobilyaları, resimler ve bisiklet rafları kamusal alanın kalitesini artırıyor



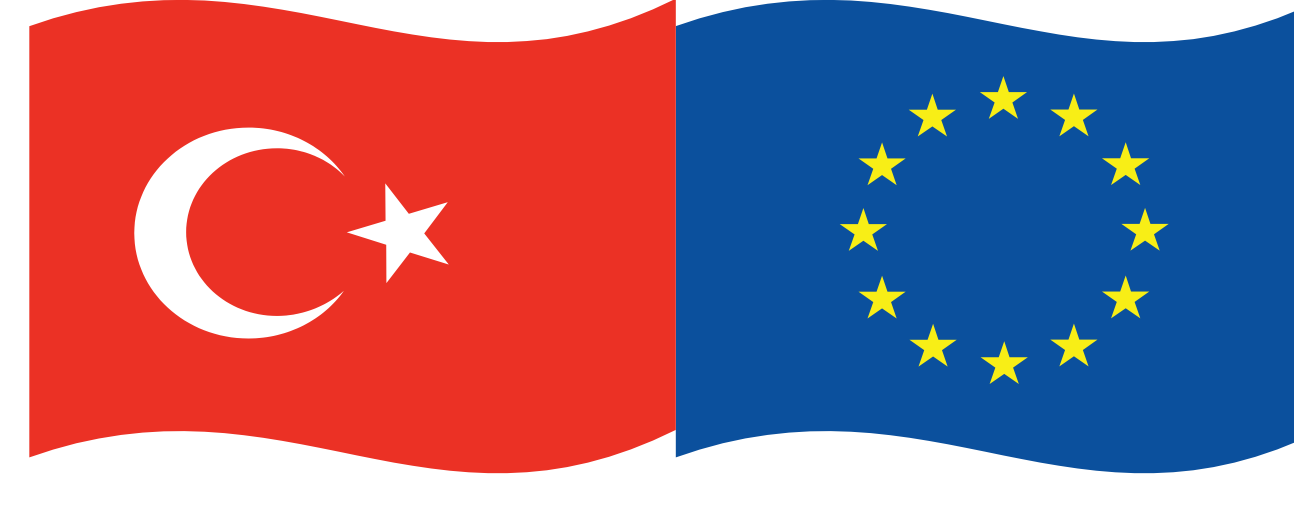
Daha fazla insan yürüyor ve bisiklete biniyor

Paseo Bandera'yı daha çekici hale getiren ve insanları burada daha fazla zaman geçirmeye teşvik eden eşsiz sokak sanatı

Eğlenceli ve kullanımı cazip oturma olanakları

Vatandaşın destek var mı? Bu, müdahalenin kalıcı olup olmayacağı kararını nasıl etkileyecek?





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## Orford Yolu, Londra | İNGİLTERE



**Büyükşehir Nüfusu:** 14,8 milyon

### Orford Yolu

**Uzunluk:** 600 m

**Bağlam:** Viktorya dönemi demiryolu boyu sıra-evler banliyösü

#### Temel Özellikler:

- Walthamstow Köyü'nün "ana caddesi", aktif ticari ve esnaf vitrinleri ile canlı bir atmosfere sahip, şehrin kalbinde yer alan bir ticaret merkezidir.
- Londra merkez ilçelere kıyasla daha düşük aktif seyahat, daha yüksek araç kullanımı.
- Büyük oranda mikro işletmelerin olduğu sokak (10 'dan az çalışanı olan).
- Hanehalkı geliri Londra ortalamasının biraz altında.

**Daha temiz havaya sahip:** Hava kalitesini artırmak için, yeni yeşil alanlar eklenmiş ve motorlu trafik azaltılmış

**Karşıdan karşıya kolay geçilen:** Daha az araç trafiği, yolun karşısına geçmeyi daha güvenli hale getirmiş

**Daha az gürültülü:** Daha az motorlu trafik ve daha fazla bisiklet ile keyifli bir atmosfer yaratılmış

**Yürümeyi, bisikleti, toplu taşımayı tercih ettiren:** Sokak parklanmasının azaltılması ile alışveriş caddesi daha cazip hale gelmiş

**Güvende hissettiren:** Yaya çarpmalı trafik kazaları azalmış

**Bir şeyler yapmak ve izlemek için çekici olan:** Gezinmeye, alışverişe ve arkadaşlarla buluşmaya elverişli bir Orford Yolu yaratılmış

**İçinde kendini rahat hissettiren:** Yayalar için daha geniş kaldırımlar sunarak, keyifli bir alışveriş deneyimi sunulmuş

### ÖNCE



### SONRA



Yerel işletmeler ve dükkan sahipleri için artan ekonomi

Sık ve güvenli bisiklet park yeri

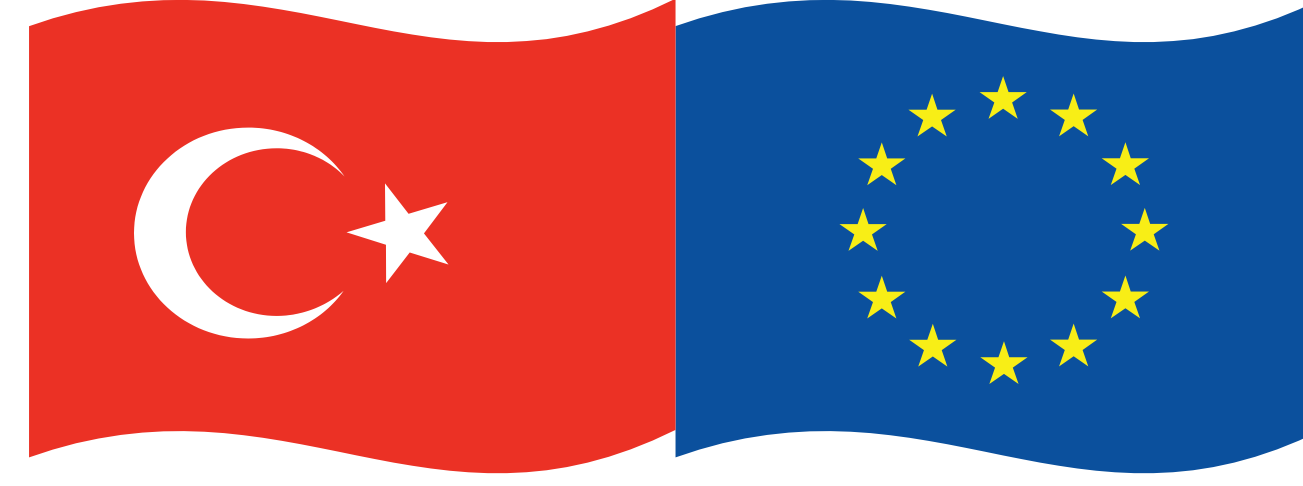
Geniş kaldırımlar ve yayalar için daha fazla alan

Gürültü azaltma ve daha temiz hava

Karşıdan karşıya geçerken güvenlik koşullarını iyileştirmek için araç trafiğinin yasaklanması

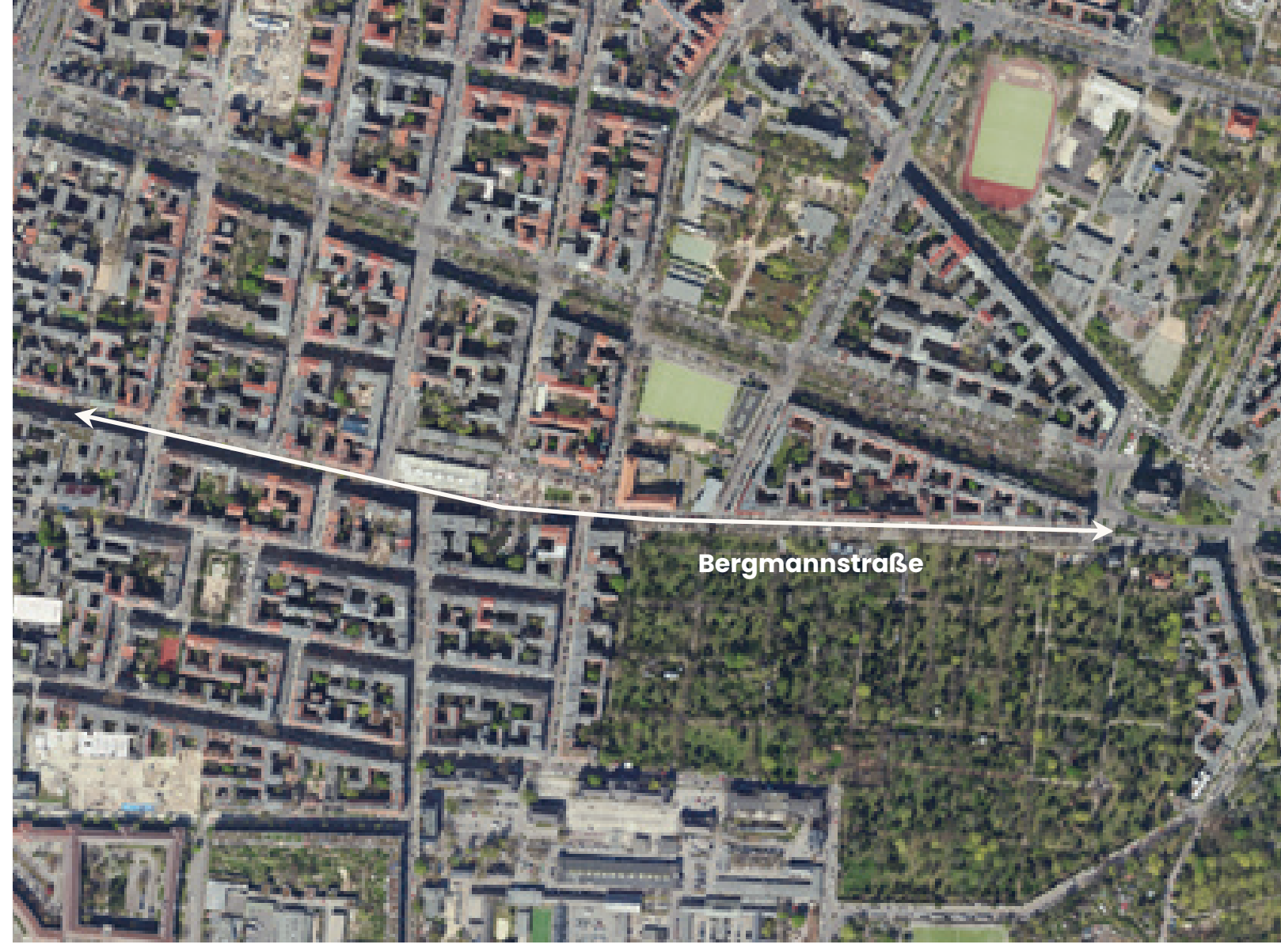
Konut alanlarını transit kullanan trafiğin miktarı ve hızı nasıl azaltılabilir?





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## Bergmannstraße, Berlin | ALMANYA



Büyükşehir Nüfusu: 6,1 milyon

### Bergmannstraße

Uzunluk: 1,3 km

Bağlam: Tipik 1800 'ler Berlin kentsel gelişimi

#### Temel Özellikler:

- Bulunduğu mahallenin ana alışveriş caddesi .
- Vitrinler, kafeler ve küçük ama popüler mağazalar yer alıyor.
- U - Bahn servisi ile Gneisenaustraße'ya paralel işliyor.

**Karşıdan karşıya kolay geçilen:** Sayısı azaltılmış trafik şeritleri ve trafik medyanı daha kısa, daha az tehlikeli geçişler sağlamış

**Gölge ve kapalı alanlara sahip:** Geçmişte otopark olarak kullanılan alan, ağaç gölgelikleri ile kafelere keyifli bir ortam sağlamış

**Daha az gürültülü:** Motorlu trafikteki azalma, gürültü kirliliğini önemli ölçüde azaltmış

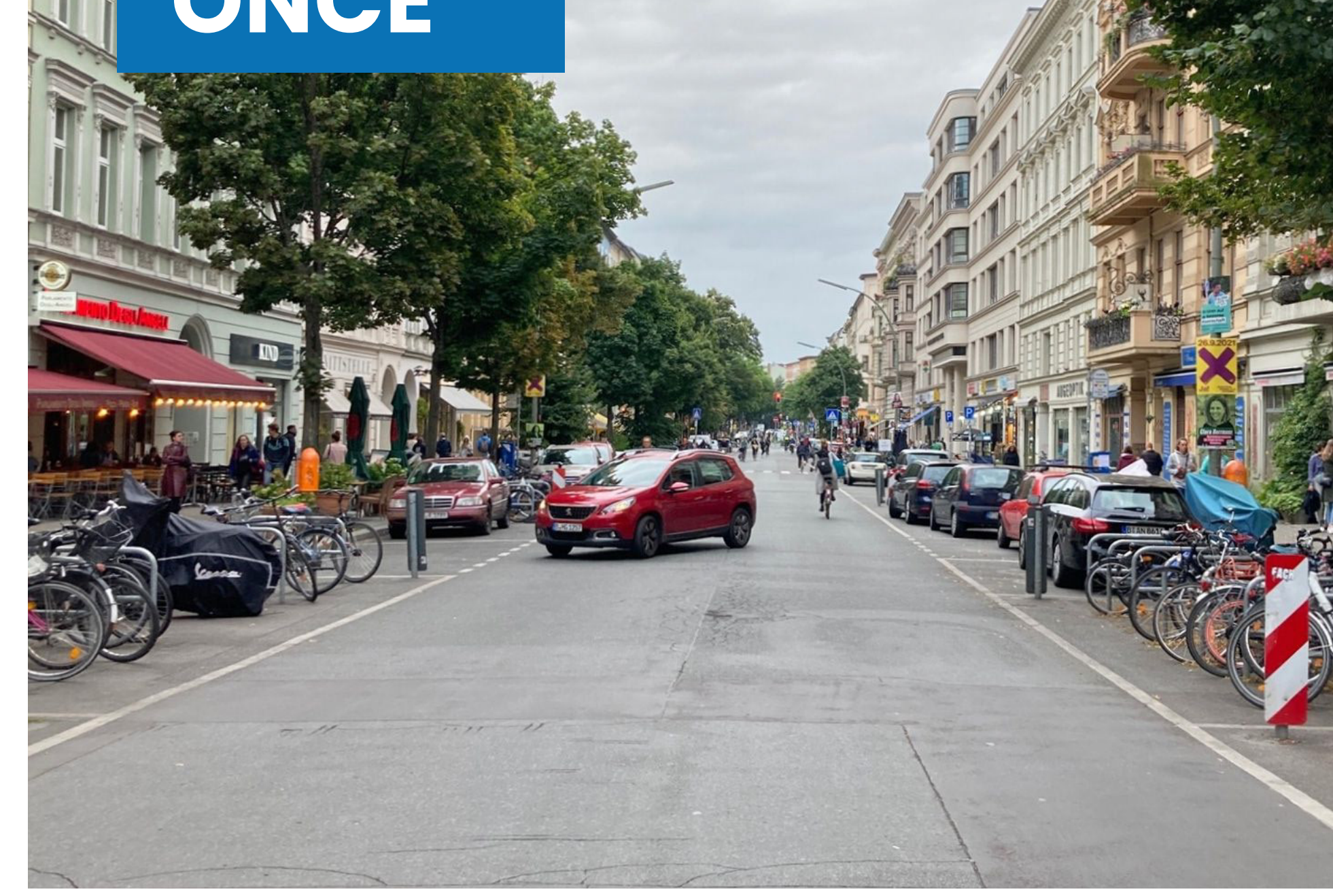
**Yürümeyi, bisikleti, toplu taşımayı tercih ettiren:** Daha güvenli, daha geniş, daha konforlu bisiklet yolları, bisikleti daha pratik bir seçenek haline getirmiş

**Güvende hissettiren:** Daha az araba ve daha fazla insanla, güvenlik algısı artmış

**Bir şeyler yapmak ve izlemek için çekici olan:** Caddedeki dönüşüm, yerel mağazaları ve kafeleri destekleyerek sakinlere Bergmannstraße'de vakit geçirmek için daha fazla neden sunmuş

**İçinde kendini rahat hissettiren:** Araç trafiğinin artık daha hafif olduğunu bilen yolcular caddenin karşısına daha rahat geçebiliyor

#### ÖNCE



#### SONRA



Motorlu araç trafiğinin tek yönlü ve tek şeride sınırlandırılması, gürültü kirliliğini önemli ölçüde azaltarak daha sakin ve huzurlu bir ortam yaratıyor

Ayrılmış, geniş, iki yönlü bisiklet yolları

Yaya geçitlerinden önce yerleştirilen hız tümsekleri, güvenliği sağlar

Bitki kutuları yeşil alan yaratırken aynı zamanda şerit genişliklerini de azaltıyor

Çevredeki Metro istasyonlarına yürüyerek ve bisikletle erişim nasıl daha çekici hale getirilebilir?

