

Morang M. (2017). Yay, transit! Available from: <http://transit.melindamorang.com/>. [Accessed 27th April 2017].

Najwyższa Izba Kontroli (Supreme Audit Office) (2014). Informacja o wynikach kontroli: ochrona powietrza przed zanieczyszczeniami, p.22. Retrieved from: <https://www.nik.gov.pl/plik/id,7764,vp,9732.pdf> [Accessed 14.05.2017]

Oddział Warszawski Stowarzyszenia Architektów Polskich (Warsaw Department of Polish Architects Association) (2015). Centra Lokalne. Studium koncepcyjne dotyczące centrów lokalnych w Warszawie. Retrieved from: <http://sarp.warszawa.pl/wordpress/wp-content/uploads/2015/11/CENTRA-LOKALNE-OW-SARP-2015-wersja-elektroniczna.pdf> [Accessed 27th April 2017]

Olszewski P., Dybicz T., Śleszyński P. (2013). Proponowane miary dostępności czasowej w transporcie publicznym. Przegląd Komunikacyjny, 12, 10-17.

Public transport accessibility level from: <https://en.wikipedia.org>. [Accessed 27th April 2017].

Ritter, B. J. (2014). When and where: Spatiotemporal analysis of dynamic public transit accessibility along the Wasatch Front (Doctoral dissertation, The University of Utah)

Transport for London (2010). Measuring Public Transport Accessibility Levels, PTALs, Summary. Retrieved from: <https://files.datapress.com>. [Accessed 27th April 2017].

Transport for London (2017). Accessibility & connectivity. Retrieved from: <https://tfl.gov.uk>. [Accessed 27th April 2017].

Transitland (2017). Feed Registry. Retrieved from: <https://transit.land/feed-registry/>. [Accessed 27th April 2017].

TomTom Traffic Index (2017). Retrieved from: http://www.tomtom.com/en_gb/trafficindex/list?citySize=LARGE&continent=ALL&country=ALL [Accessed 22th May 2017]

Urząd m.st. Warszawy (Warsaw City Council) (2006). Studium uwarunkowań i kierunków zagospodarowania przestrzennego m.st. Warszawy ze zmianami. Retrieved from: http://bip.warszawa.pl/Menu_przedmiotowe/ogloszenia/plany_zagospodarowania/Studium.htm [Accessed 27th April 2017]

Urząd m.st. Warszawy (Warsaw City Council) (2015). Plan zrównoważonego rozwoju transportu zbiorowego dla m. st. Warszawy z uwzględnieniem publicznego transportu zbiorowego organizowanego na podstawie porozumień z gminami sąsiadującymi. Retrieved from: http://transport.um.warszawa.pl/sites/default/files/0198_uch_zal.pdf.pdf. [Accessed 27th April 2017].

ID 1683 | RECLAIMING STREETS AS PLACES OF DIALOG: CAR-FREE SUNDAYS IN ISTANBUL AS AN EXPERIENCE OF SOCIAL DIMENSION OF TRANSPORTATION

Kevser Üstündağ¹; Arzu Erturan Topgül¹

¹Mimar Sinan Fine Arts University

kevser65@gmail.com ; arzu.erturan@msgsu.edu.tr

1 INTRODUCTION

In parallel with the economic, environmental and social problems in the world, tendency for alternative and sustainable transportation approaches have increased. As a solution to these problems, people-centred and sustainable transportation policies are developed on the bases of their successful and permanent results in long term. This study, discusses streets as spaces of dialog by focusing on social dimension of transportation. Existing trend changes in transportation, which considers human movements and accessibilities as their focus rather than vehicles are questioned in local scale. In this context, the study introduces experience of Istanbul in Turkey concerning the social dimensions of transportation in order to reclaim the streets as public spaces for dialog. The study conveys the experiences of Carfree Sundays events in Istanbul in order to discuss the reflections of people-centred transportation approach and its socio-spatial effects on streets.

Based on these ideas, "Street Belongs to Us Organisation" was founded in 2010 as a non-profit organization, which focuses on people-centred cities and streets for a livable future in Turkey. This organization was involved in different projects, campaigns, interviews, events, workshops to make citizens aware of the transportation problems and alternatives, different usages of public spaces in terms of peoplecentred and livable cities. The main project of "Street Belongs to Us Organisation Once in a Month" - Carfree Sundays organized by 'Street Belongs to Us Organisation' in Istanbul aimed to produce long-term solutions for traffic culture. In addition to this, another main objective was providing information, governance and communication networks where all the actors of the process are included. Collaboration with other organizations such as municipalities, local residents, NGOs, sponsors, and local initiatives to achieve efficient participatory urban processes was the main structure of this project. This experience indicates that change in transportation can help reclaiming street as places for dialog, interaction and communication as well as a fundamental parameter of transportation network.

2 SOCIAL DIMENSION OF TRANSPORTATION

The city has a complex and comprehensive structure, composed of various parameters. Transportation network connects the relations of all those parameters in functional, economical, environment social ways. Transportation network as a basic connector plays an important role in shaping spatial and social structure of the city. Therefore transportation should be handled not with only physical but also with its social dimension. The fundamental focus in solutions of transportation should be on human individuals and their accessibilities. Within this context, social dimension of transportation and its significance will be discussed under this topic.

Transportation is the function transferring an object, goods or human beings from one point to another. Accessibility is to reach a place, which is the target. The difference between those two terms is important in terms of approach to the transportation. Nowadays, movement of vehicles from one point to another has become an objective; hence that has caused the development of cities being depended upon vehicles. This approach, which is defined as vehicle-centred, although providing solutions in short terms, has not been able to resolve the accessibility problem of the individuals for long term. On the contrary, ignoring the potentials of walking (pedestrians), which is the most original and economical perspective hence it is finishing up the resources of the city. In this model, vehicle is being considered as the central element of movements and it prolongs the durations of trips as well as this model where human scale is underestimated, causes health problems by increasing the noise and air pollutions as environmental factors and finally causing the irreversible destructions. This car-oriented approach has been clearly accepted as unsustainable in transportation literature. This brings us to develop sustainable approaches and solutions for transportation.

The term of sustainability, as a conception, which became increasingly important in world politics and prevalent for transportation policies, represents the effort to fulfil the transforming needs and to present solutions for their complications by moderate and foresighted use of existing natural resources. The concept of sustainability consists of three primary dimensions: economy, ecology and community. Therefore, it can be argued that a sustainable transportation system has to be environmentally - sensible, economical and socially aware. But in sustainable transportation discussions, mostly the social dimension is missing or weak. In addition to this sustainability dimension, in this understanding transportation is realized only by engineering and technical approaches and not being shared by inhabitants ignoring that it is a public service.

Transportation should be handled from social point of view rather than with its physical dimension. Therefore, transportation requires not only engineering field as profession, but also collaboration of different disciplines, administrators, citizens and civic associations. It has to be focused on human being rather than vehicle in searching the solutions for improving the quality of social life, while speculating on long-term study solutions instead of providing solutions for short-term conditions. Such a situation obliges us to produce transport solutions both human oriented as well as sustainable.

In order to fill this gap, new approaches such as 'Organic Transportation', which this paper is based on, have occurred. Developed as an alternative solution for existing problems of urban transportation, the approach towards organic transportation concentrates on human mobility with a special focus on bodyoriented transportation types such as walking or cycling and with regards to tools of mass

transportation and automobile use. Instrumental for creating a sustainable society, organic transportation seeks not only physical but also social transformation in order to attain sustainability. While relying on human-oriented and sustainable approaches towards transportation, organic transportation takes principles of environmental consciousness, social multi-dimensionality and affordability of sustainable transportation into account and is also based upon the principal need for human mobility. Beyond mentioned accounts, organic transportation is influenced by the organic structure of existing network of systems, which enables it to overreach theories and conceptions by being physically present in and alongside current urban structures.

Components of urban milieu to be exact, to provide urban solutions derived from the needs of a city and transform cities into healthy living environments. In accordance to this conception, organic transportation lays its most crucial emphasis on human mobility and passenger accessibility. It promotes public health through the instrumental prevalence of body-oriented accessibility opportunities, whilst encouraging public use of urban spaces through the integration of pedestrians and bicycles into the urban transportation system.

Last but not least, the goal of organic transportation is to preserve and carry the natural, historical and cultural milieu of cities into the future. Organic transportation claims that without social transformation adequate spatial transformation cannot be archived. (Galychyn O., Üstündağ K., 2017).



Organic transportation does not only encompass physical regulations or technical and infrastructural analysis, but it also enhances aspects of management and governance, socio-cultural dimensions, institutional regulations and the enactment of tracking and educational organizations, indicating towards a multi-dimensional and multi-disciplinary process, as shown in Figure 1.

Figure 1: Multi-Disciplinary Structure of Organic Transportation

Organic Transportation approach considering human individual in central position offers equal accessibility solutions for all, which aims to sustain healthy communities and a balanced urban life. Therefore, such an approach considers the accessibility as base and supports public transport systems, as well as giving priority to pedestrians and cyclist in the city.

Considering the individuals who are inevitably join the transportation network in streets as soon as they leave from their domiciles, the importance of individual preferences becomes quite understandable. Each and every intervention in city's transport system has an impact on daily life of individuals. In order to achieve sustainability for the society in this intervention, the individual also resumes some responsibilities. Persistence of personal preference in driving a car has undesirable impact on transportation system of the city. In order to get rid of above described vicious circle, the necessity of creating a social awareness seems rather obvious.

One of the key characteristics of Organic Transportation is locating people in the centre of the solution process and strengthens governance. In this approach, the human being who is the basic subject of transportation – pedestrian in transportation system- has to be included in the process of solution. In addition to this, his/her responsibility in solving the problems becomes rather clear and visible. In order to involve individuals to solution process, street scale in a crucial starting point in this approach.

The street, which is the spatial part of a daily life, is the fundamental parameter of transportation network. Jane Jacobs claims that the streets are the living rooms of the city. In Organic Transportation approach, streets are not only the spaces where accessibility is obtained more so they are the public places where socialization initiates. In other words, streets are public spaces where people come together and create a

place for dialog. As a basic urban unit, streets are our first steps from our houses to the public life. They connect other public spaces to each other and provide a platform for social interaction. Streets are places in which we defend our rights and the key origin for bottom-up actions.

Nowadays streets are left to the vehicles eliminating the human beings hence losing their original public space qualities. In order to reclaim the streets for the use of citizens a process has commenced where by above mentioned, engineering and technical solution are considered together with social dimension. The problematic of regaining the streets by citizens is creating a model which the society is included in the process and is environmentally, economically and socially friendly, to reach the basic objectives of making the city more livable. This need triggered a movement in the world under different names such as Reclaim the Streets, Carfree Sundays, Ciclovía, Own Your Streets (Raahgiri) etc.

The picture above (Figure 2) illustrates an image from Bogota in 2013, and the picture below (Figure 3) shows Mumbai's 'Raahgiri'- Own Your Street events in 2014 organised by Equal Streets Movement. In these examples around the world, it is obvious to claim that there is a tendency for change towards livable and healthy transportation systems. For a permanent change, bottom-up based actions are needed crucially. These actions should involve different decision makers, actors, NGO's, stakeholders in the process of solution. In this context, a success story from Turkey will be given in terms of a bottom-up action for reclaiming streets as a part of an 'Organic Transportation' approach in the following topic.



Figure 2 : Carfree Sunday Events from Bogota | Figure 3: Carfree Sunday Events (Raahgiri) from Mumbai

3 RECLAIMING STREETS AS PLACES OF DIALOG

Cities in the World are shifting their agendas from vehicle-oriented transportation towards sustainable, people-centred approaches and implementations. This change focuses on human scale and starts from city streets and aims to increase the quality of life. This process of change is composed of different components such as economic, ecological, social, political and cultural dimensions. In this context, transportation is no longer just an engineering profession; it has become a socio-cultural discipline at the same time. This point of view led different disciplines to work in collaboration and create new solutions to transportation problems. Within this scope, municipalities, NGO's, inventors, universities and local residents are developing projects.

Based on these ideas, "Street Belongs to Us Organisation" was founded in 2010 as a non-profit organization, which focused on people-centred cities and streets for a livable future in Turkey. This organisation involves in different projects, campaigns, interviews, events and workshops to make citizens aware of the transportation problems and alternatives, different usages of public spaces in terms of peoplecentred and livable cities. The 'Street Belongs to Us' Organisation is working in collaboration with other organisations such as municipalities, local residents, NGOs, sponsors, and local initiatives to achieve efficient participatory urban processes.

The background of the NGO goes back to 2007. Myself, Kevser Üstündag, have initiated such a first example in Turkey based upon my personal studies at City and Regional Planning Department in Mimar Sinan Fine Arts University. In 2007, this idea has started as a pilot project of '7th Towards World Carfree Cities Conference', which was held in Istanbul. As the social dimension of transportation, "Street Belongs to Us Once in a Month" events were organised in order to reclaim streets for people. In 2010, my colleague Arzu Erturan and a core group enhanced this initiative in order to get a legal entity as an NGO.

The first project of the NGO was an event series named “Street Belongs to Us Once in a Month”. These events had started as the pilot projects of the 7th Carfree Conference in 2007. Events were organized to show people how to reclaim streets as public spaces for a livable neighbourhood and city. The main purpose was to reclaim streets as people-centred places and to show the alternative usages of the street in order to revitalize street culture by closing the street to vehicular traffic for one day. In this context, the main aims of the project were; achieving livable streets for livable cities, encouraging the participation of the local people in the solution process, creating a platform for dialog between different actors, emphasizing accessibility for all, discovering and experiencing alternative modes of public space, creating people-centred public spaces, and spaces specifically for people and not only for cars.

Within the scope of “Street Belongs to Us Once in a Month” events, various activities were organised in order to revitalize street life for different groups such as paintings for children, picnic with neighbours, yoga/pilates workshop for grown-ups, bicycle tours for bikers, music for everyone, street games etc. Figure 4 demonstrates the activities took place on the street. In these events, neighbours had chance to spend time together, communicate and develop or improve their dialog. And Figure 5 demonstrates the change in the street before and after the event. It can be clearly seen that carfree streets provide peoplecentred space to interact, socialize and create dialog between residents and different stakeholders.



Figure 4: Images from Street Belongs to Us Once in a Month Events



Figure 5: Before and After the Street Belongs to Us One in A Month Event in Istanbul.

“Street Belongs to Us Once in a Month” events were based on people-centred approach and aimed to build a governance and communication network that allows a co-solution process of different actors starting from local street residents. It’s a bottom-up movement involving different actors such as municipalities, local residents, NGOs, universities, public institutions, media, civil initiatives and creates a participatory process. By raising awareness of different actors about people-centred streets, these events

aimed to start the change in transportation by strengthening the social actions and active citizenship. These events were organised to inspire other transportation cases to create a bottom-up, participatory process. Main collaborators of the events are illustrated in Figure 6.



Figure 6: Collaboration with different stakeholders

During the organisation of these events, different actors contributed such as Sisli, Besiktas, Kadikoy, Beyoglu, Fatih, Sariyer, Beykoz, Uskudar Municipalities from Istanbul; the Greater Municipality of Istanbul and its Department Traffic, Department of Parks, Department of Gardens and Green Areas; Government of Istanbul. Suat Ayoç Traffic Victims Association, Turkish Traffic Safety Association, Turkey Pedestrian Association, Bicycle Association, Alternative Life Association, The Spinal Cord Paralytics Association of Turkey, Turkey Disability Association were some of the NGO's that have contributed to the events. A radio programme was run by members of the NGO at Acik Radyo (Open Radio) and various brochures were printed to support these organisations.



Figure 7: Images from activities organised at Street Belongs to Us Once in a Month Events

After Istanbul experience, in 2014, 'Street Belong to Us Once in a Month' events' effects spread to other cities and took place in Sinop, a middle-sized city in Black Sea Region of Turkey. In collaboration with Sinop Sustainable Development Association, Sinop Municipality, Sinop Association of Development of Woman's Labour and locals of Sinop, 5 different streets were reclaimed as people-centred public spaces. In 2015, during the organisation of the 6th event, training sessions were organised for the local collaborators in order to enable them and sustain the effect of the events. Local collaborators had successfully completed these trainings and had right to organise 'Street Belong to Us Once in a Month' events in Sinop. This occurred as an important step for the NGO in terms of making a lasting impact.

4 CONCLUSION

The 'Street Belong to Us Once in a Month' events set out principles of good practice for a social action based event in streets with the participation of citizens. These events raised the awareness of street culture, public space and livable streets. They were organised in 12 different streets in Istanbul in collaboration with different municipalities and NGOs. As a physical outcome, three of these streets were permanently changed into pedestrian-friendly streets by the municipalities. Local authorities permanently changed Abdi İpekçi Street, Atiye Street from Sisli Municipality and Iskele Street from Kadikoy Municipality. Abdi İpekçi Street and Iskele Street became more pedestrian friendly with a slowed traffic and widened sidewalk, while Atiye Street was closed to vehicle traffic and pedestrianized. As a result, 'Street Belong to Us Once' was declared as a successful case study by ELTIS¹.

'Street Belong to Us Once in a Month' events raised awareness of local governments and residents about people-centred streets. This can be both seen in the physical change of three streets made by local authorities in Istanbul and social change achieved in Sinop to sustain the events by local NGOs and residents. This indicates 'Street Belong to Us Once in a Month' events have not one day but long-term permanent effects. On the other hand, these events created a platform for dialog between different actors in a city in order to reclaim streets as people-centred places. In addition, it can be deduced from 'Street Belong to Us Once in a Month' that is much more likely to achieve both physical and social changes in transportation when people have opportunities to get involved into to solution processes and be part of a it. As long as city residents are a part of the solution, they will be the closest supporter and follower of urban issues.

BIBLIOGRAPHIC REFERENCES

- Costa Lobo, M., (2000), Location Guideline, Urban Design Symposium, Mimar Sinan Fine Arts University, Istanbul.
- Donald Appleyard (1981), *Livable Streets*, University of California Press (Berkeley)
- Ernish, E., Harrison, P., Yuwan, J., (1998), *Transportation Alternatives, Streets For People-Traffic Calming In Your Neighborhood*.
- Galychyn, O, Ustundag, K., (2016) *Organic Urbanism: Human-oriented Design for Metropolises*, The International Conference on Green Urbanism, Rome, Italy.
- Jacobs, Jane, (2011), *Büyük Amerikan Şehirlerinin Ölümü ve Yaşamı / The Death and Life of Great American Cities*, Metis Press, Istanbul, Turkey.
- L. Schiller, Eric C. Bruun and Jeffrey R. Kenworthy, (2010), *An Introduction to Sustainable Transportation, Preston Policy, Planning and Implementation*, Earthscan Publications, London, UK.
- Ustundag, K. (2012), *Organic Transportation Approach for a Sustainable Society: Yalova Experience*, Greenage Symposium, Mimar Sinan Fine Arts University, Istanbul. 8
- Ustundag, K., (2003), *Human-oriented Integrated Urban Transportation Planning Model*, PhD diss., Mimar Sinan Fine Arts University, Istanbul.
- William Black, (2010), *Sustainable Transportation-Problems and Solutions*, The Guilford Press, New York, USA.
- Galychyn O., Üstündağ K., (2017) *Organic Urbanism: Human-Oriented Design for Metropolises*, *Procedia Environmental Sciences*, Vol: 37:396-407, doi:10.1016/j.proenv.2017.03.005.
- www.sokakbizim.org, Street Belongs to Us Association (20.05.2017).

¹ ELTIS facilitates the exchange of information, knowledge and experiences in the field of sustainable urban mobility in Europe. For the case go to <http://www.eltis.org/discover/case-studies/streets-belong-us-istanbul-turkey>