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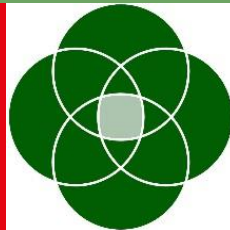
Incorporating Gender Equality and Social Inclusion (GESI) in Sustainable Urban Mobility Plans

2024 CTS Symposium

18 July 2024

**UWE
Bristol**

University
of the
West of
England

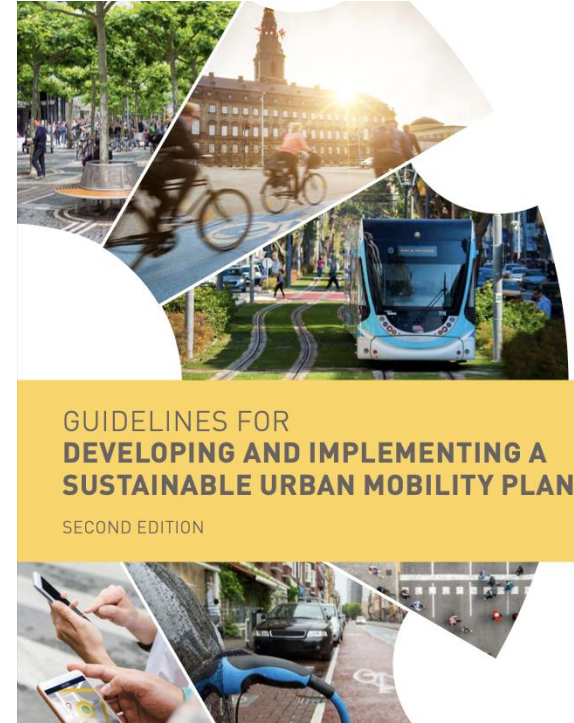


Centre for
Transport &
Society

- A brief introduction to SUMP
- Istanbul SUMP process
- Learning from the Istanbul SUMP
- Discussion

Sustainable Urban Mobility Plans

- A European Union initiative (2013) to support / improve the development of Urban Mobility Plans across the Union.
- “A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life”.
- It builds on existing planning practices and takes consideration of integration, participation, and evaluation principles.



UK FCDO Global Future Cities Programme

- Three cities – six projects

ISTANBUL SUMP 2019-2022

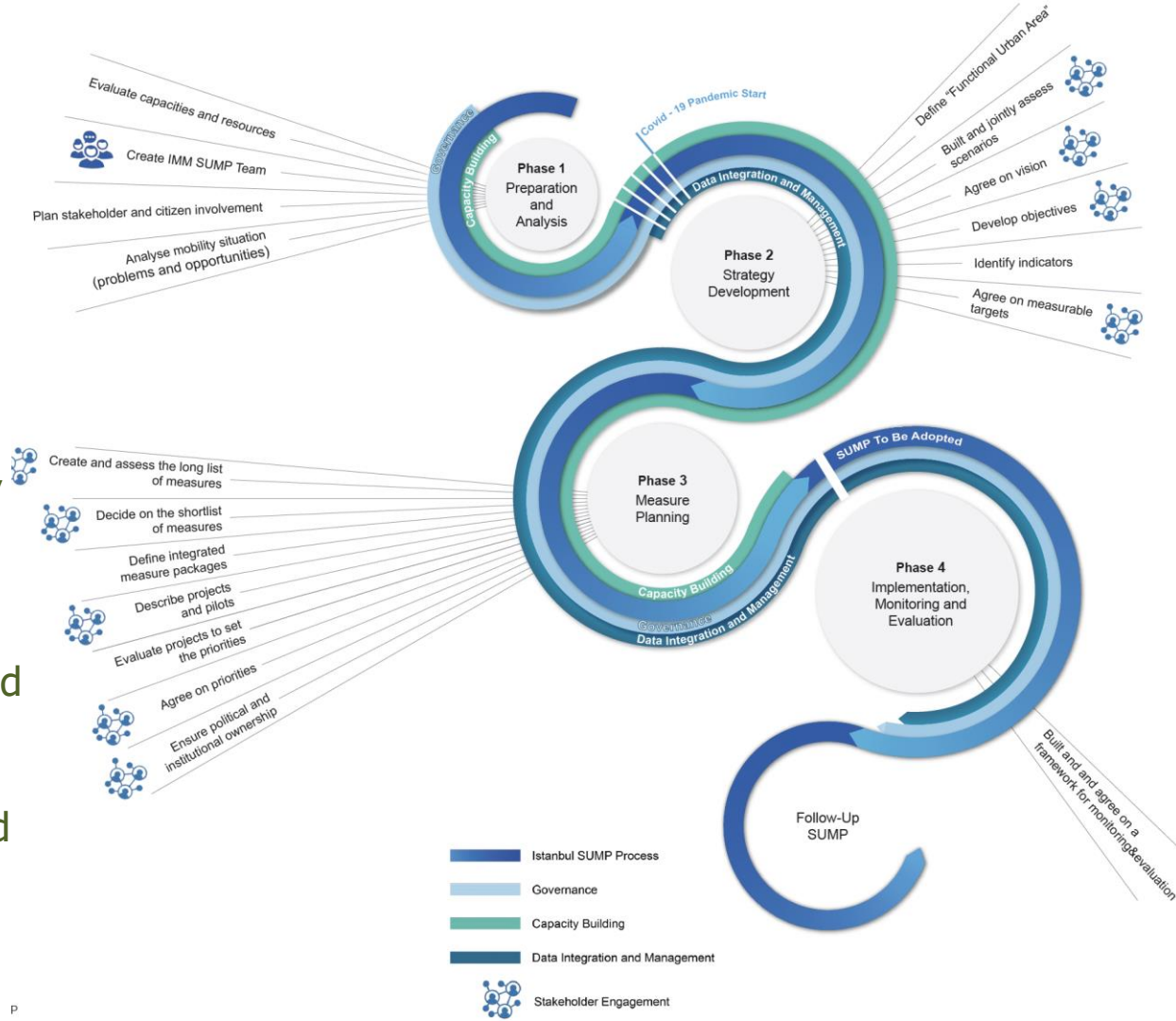
- Commissioned by the UK FCDO to Arup Turkey and UK offices
- In partnership with UNHabitat
- Istanbul Metropolitan Municipality as the main beneficiary



Eight GESI groups

- ✓ Women
- ✓ Youth / children
- ✓ Older people
- ✓ Individuals living with a disability
- ✓ Ethnic minorities
- ✓ Refugees
- ✓ Visitors/tourists/business people
- ✓ Low income groups / unemployed individuals

Local context – 17 less represented groups in transport



Stakeholder engagement plan

Participation ladder – level of participation



Empower

Collaborate

Include

Consult

Inform

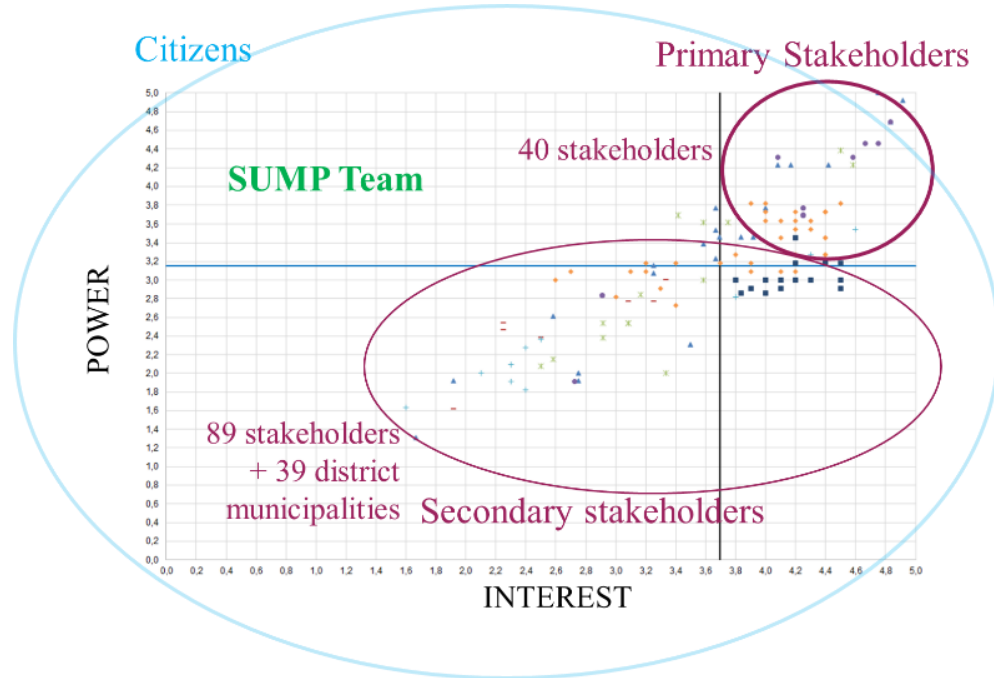


13 January 2020
3 February 2020

Stakeholder
Engagement Strategy
Workshop

-IMM SUMP Team
-Executives

Stakeholder mapping



A collaborative exercise to determine the power/interest of stakeholders

Stakeholder engagement



Stakeholder Engagement Strategy Workshop
 - IMM SUMP Team
 - Executives



The Future of Istanbul: Vision and Scenarios
 - Internal & External Stakeholders

Least Represented Groups Workshop and Interviews
 2 June 2020



Vision, Objectives, Indicators and Targets Workshop
 - Experts
 - IMM SUMP Team



Policy Measures Expert Workshop
 - Experts
 - IMM SUMP Team



Policy Measures Workshop
 - NGOs
 - District Municipalities
 - Professional Chambers
 - Private Sector
 - IMM SUMP Team



Implementation Plan – Sectoral Workshops for Core Projects
 - IMM SUMP Team
 - IMM Departments
 - Affiliates



Implementation Plan – Core Projects Prioritisation Workshop
 - IMM SUMP Team

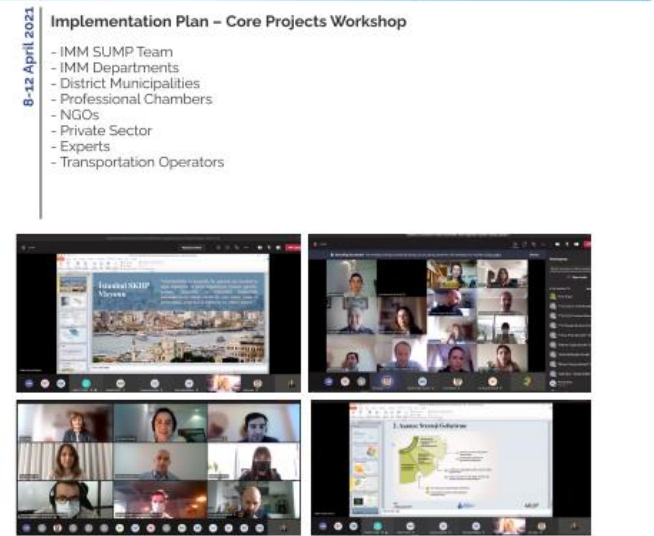
GESI & Social Impact Assessment Workshop
 21 May 2020



The Future of Istanbul Transportation Expert Workshop
 - Experts
 - IMM SUMP Team



Implementation Plan – Core Projects Workshop
 8-12 April 2021



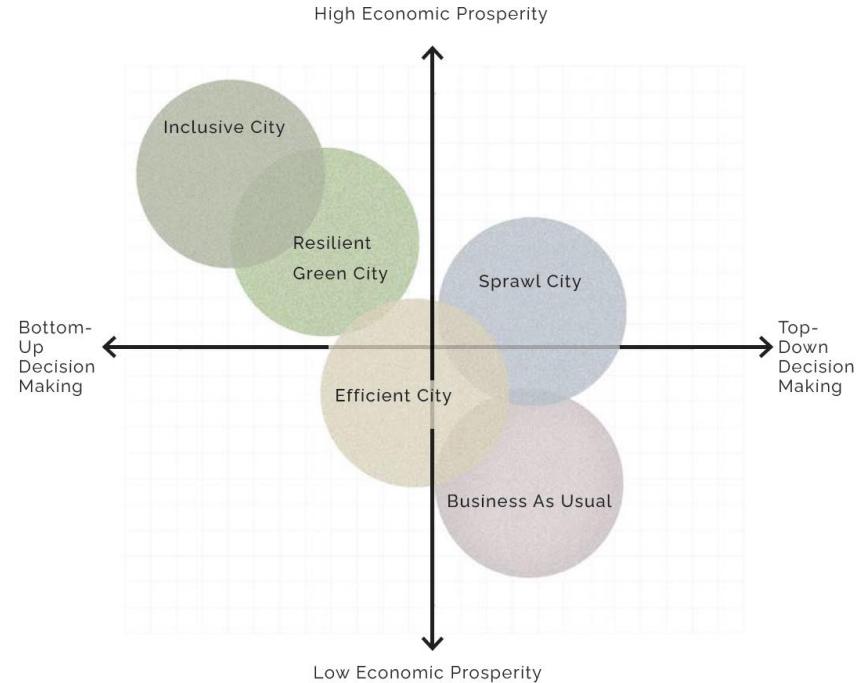
Implementation Plan – Core Projects Workshop
 - IMM SUMP Team
 - IMM Departments
 - District Municipalities
 - Professional Chambers
 - NGOs
 - Private Sector
 - Experts
 - Transportation Operators

Vision and scenario development



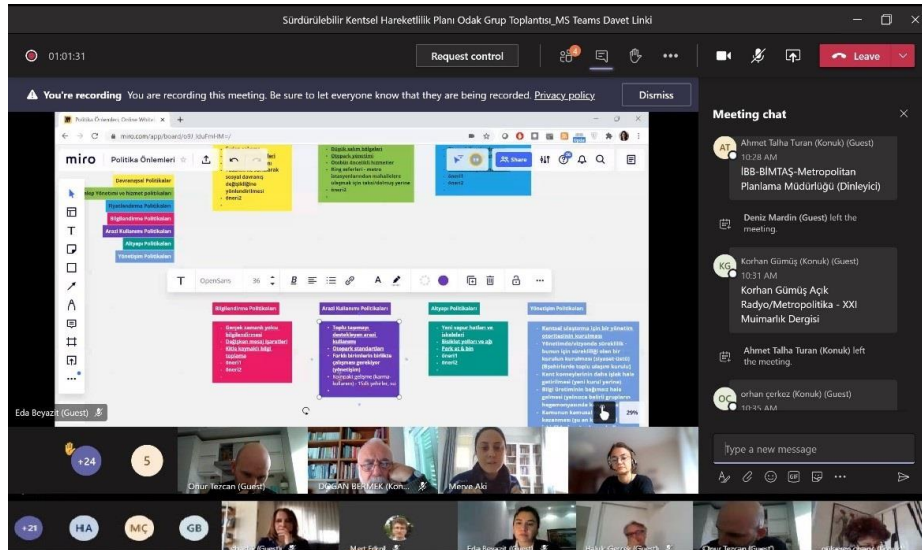
Discussing trends, uncertainties, barriers and a collective vision for Istanbul's transport

6 workshops & 3 interviews with hard-to-reach groups



Istanbul SUMP Scenarios

From objectives to measures and interventions



Focus groups: Policy measures

3 focus groups, 9 workshops
and 17 break-out rooms over
200 stakeholders

79 Policy Measures

59 Policy Measures
and 8 Measure
Packages

26 Core Projects

3 SUMP Themes
and 4 Cross-
Cutting Themes

Developing and Selecting SUMP Core Projects

Step 1 - Long List of Measures

A longlist of measures and interventions was developed based on an analysis of the local transport situation, on professional expertise and on international best practice, along with focus group meetings with IMM units and stakeholders.

Step 2 - Short List of Measures and Measure Packages

The most effective measures were selected based on their contribution to the SUMP objectives and their relevance to the current IMM pipeline of projects. Complementary and synergetic measures were defined, and all shortlisted measures were combined into eight measure packages.

Step 3 - Core Projects

Core projects were selected from the 175 projects which were recommended in a number of stakeholder workshops for 59 policy measures. They were evaluated and grouped according to the shortlist of policy measures determined in Step 2. IMM units were consulted about current priorities and potential locations. The core projects were appraised either quantitatively or qualitatively.

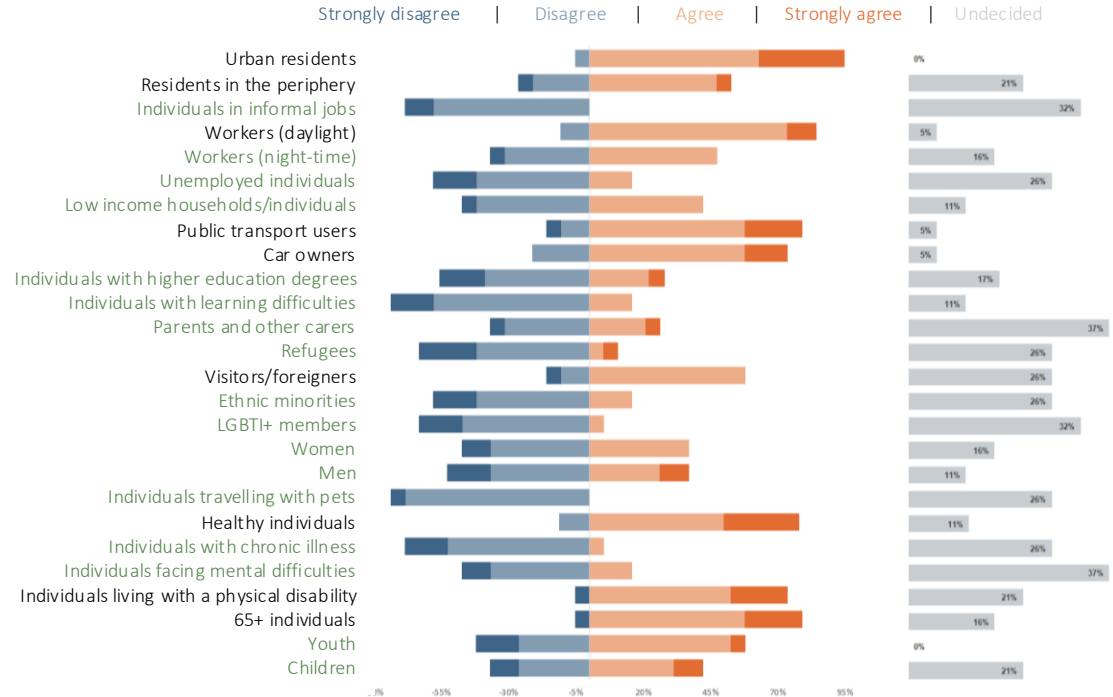
Step 4 - SUMP Themes

By analysing the measure packages (from Step 2) 26 core projects were grouped under three main SUMP Themes. In addition, four cross-cutting SUMP themes were determined that were relevant to all core projects. This process is illustrated in Figure 15.

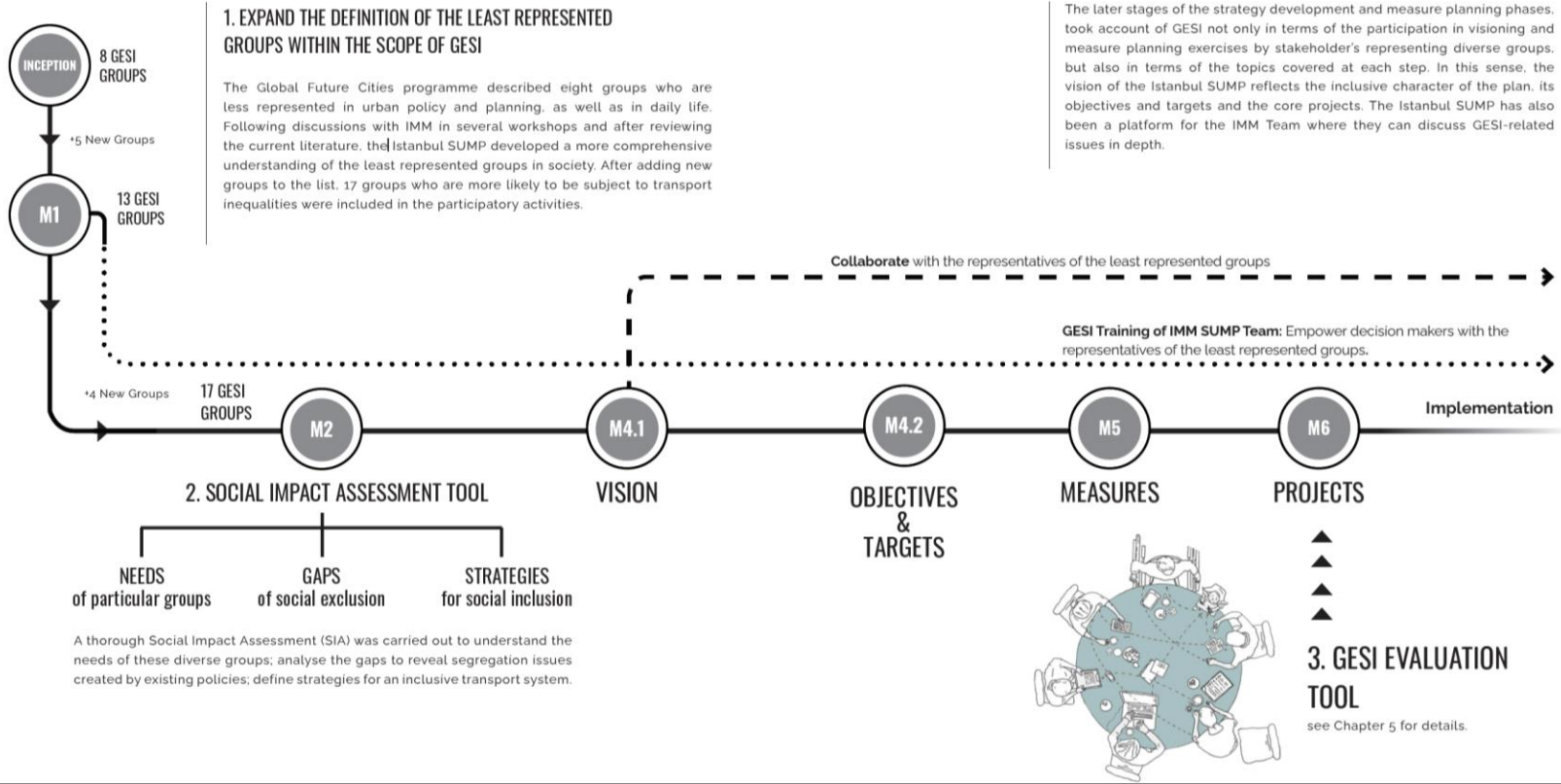
Developing a GESI evaluation tool

1. Evaluating transport-related inequalities
2. Capacity development regarding GESI groups and objectives – *training*
3. Deciding on GESI priorities – deciding on the key criteria interventions should address
4. Evaluating the interventions

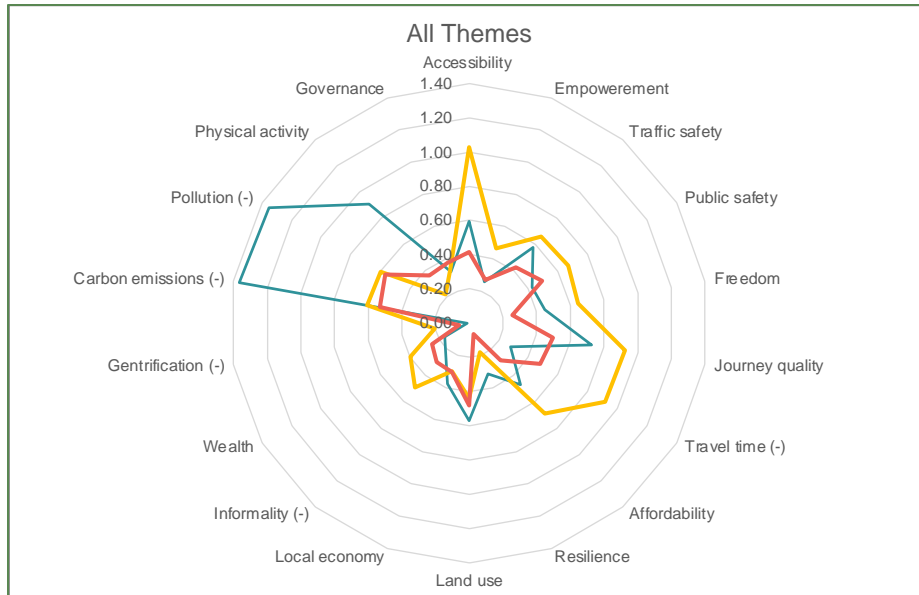
To what extent IMM's transport policies consider the groups below?



Developing a GESI evaluation tool



Evaluating and prioritising the projects



All Scores Combined

A methodology was developed to arrive at a combined score. This procedure combines BCR, MCA, SDG and GESI scores, along with scores from stakeholder workshops. Since scores have different characteristics and ratings, they were standardised and weighted each assessment method. These weights were determined by the Project Team. Combined scores take a maximum value of 1.0.

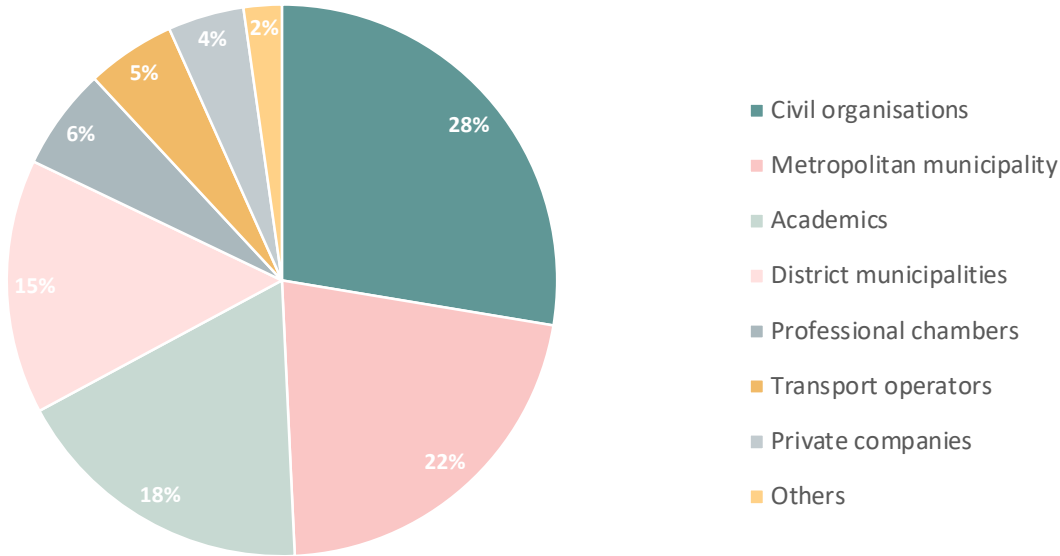
Table 11 shows the combined scores and ranks projects accordingly.

Project	Combined Score
Rail Network Extension	1.00
Extension of Transfer Centres	0.99
Low Emission Zones	0.95
Cycle Feeder Routes	0.95
Passenger Sea Transport- Fleet Renewal	0.91
Istanbul Network Management Control Centre (INMCC)	0.90
Bus Lanes	0.88
Pedestrian Routes	0.84
Extension of Parking Regulation	0.84
Traffic Calming	0.78
Implementation of Institutional Mobility Management	0.76
Junction Improvements for Pedestrians and Cyclists	0.75
Neighbourhood Mobility Service Centres	0.73
Extension of Real Time Passenger Information and Open Data	0.73
Bus Service Improvement Programme (BSIP)	0.64
Istanbulkart Extension to Include Minibus Operations	0.62
Park and Ride Facilities	0.61
Minibus Feeder Routes: Arnavutköy District	0.59
Congestion Charging	0.59
E-Bikes and E-Scooters	0.57
Construction Materials Concentration Centres (CCCs)	0.55
Residents' Parking Permit System	0.54
Decarbonisation of Metrobus	0.50
Decarbonisation of The Public Transport Bus Fleet	0.49
Introduction of an Automated Payment System for Parking	0.48
Reorganisation of Parking Regulation Enforcement	0.47

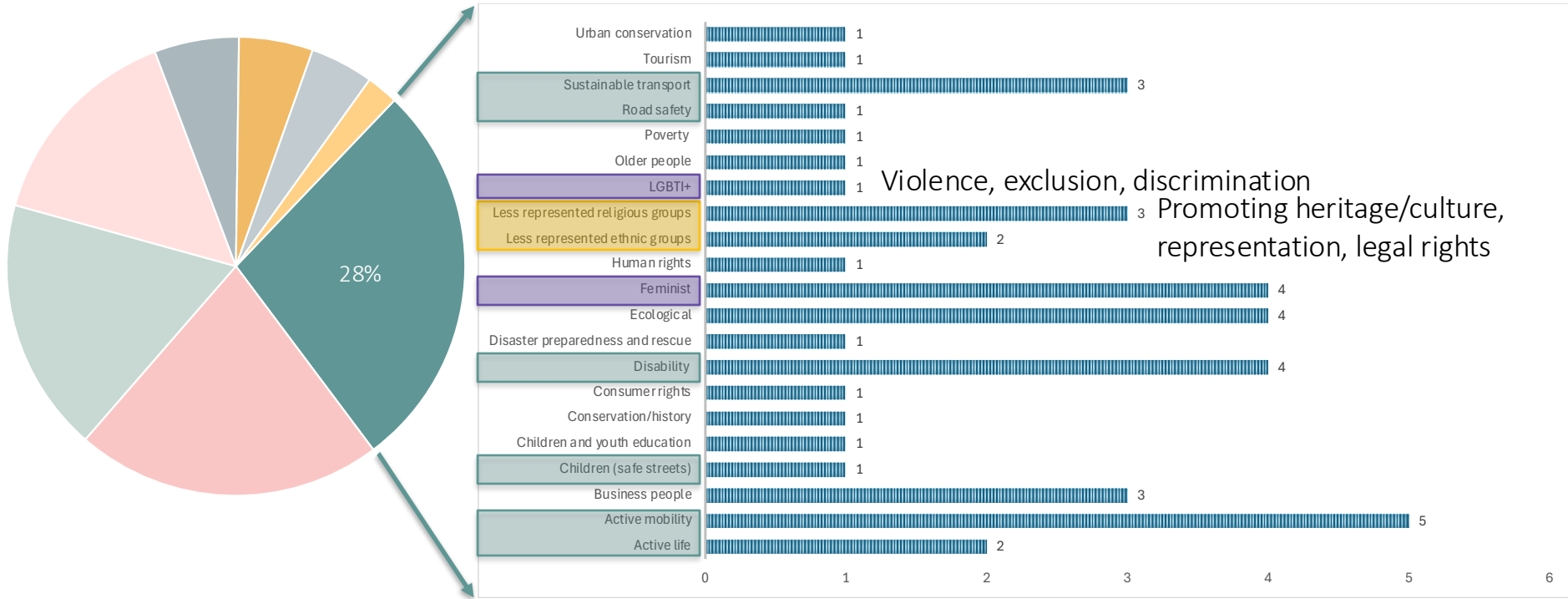
Learning from the Istanbul SUMP

Lessons learned

Distribution of the stakeholder groups participating in the Istanbul SUMP



Lessons learned



Lesson #1 each stakeholder (*has the potential to be*) an antagonist in their field with their constructed identities based on their struggles

Lessons learned

Milestones	Potential stakeholders	Primary stakeholders	Secondary stakeholders
Inception	168	40	128
M1 – Stakeholder Participation Plan	153	34	119
M4 – Scenario and vision development	186	113	73
M6 – Implementation Plan	Representatives of different sectors \geq 200 stakeholders		

#Lesson 2 exploring the impacts of higher levels of participation (*not only in numbers but also at every step*) – a lesson taught by the pandemic when we're not constrained by funding

Lessons learned

#Lesson 3 spending more time at every step, making sure all voices are heard & asking the right questions to unpack the needs and wants



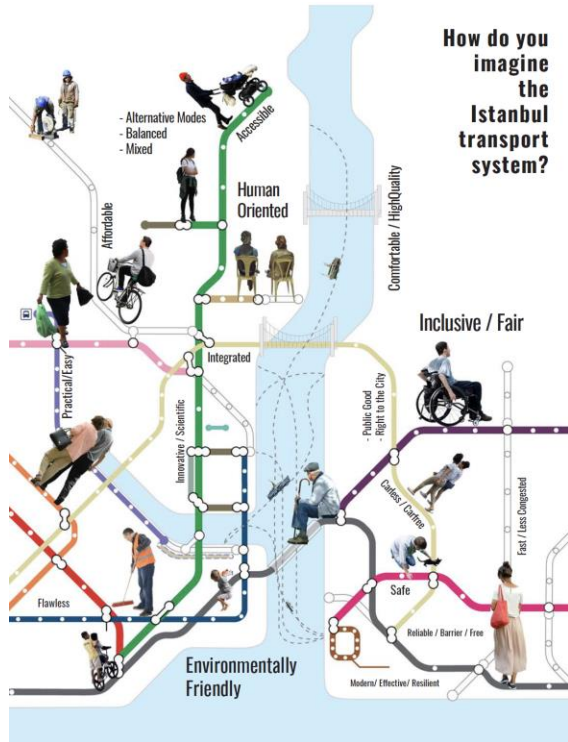
Lessons learned

100%

Meeting GESI criteria

- More emphasis needed on GESI priorities from the start
- Follow-up interventions /plans to consider these priorities

Discussion



How do you imagine the Istanbul transport system?

- The key question addressed here is whether (*and how*) SUMP's are (can be) used as mechanisms, **not to 'diversify'** transport policy but to ensure the **'diversity' of voices** within it (*borrowing from Laclau and Mouffe, 1985*).
- Discussing whether and how SUMP's become a collective exercise of democratic rights.
- Exploring **how polyphonic** SUMP's can be by bringing together diverse stakeholders, often with conflicting views, so that they do not aim to create an ideal city/transport system but establish an approach for reconstructing transport policy based on the alliances of different groups.

Special thanks to the project team

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ISTANBUL SUMP REPORT:
<https://surdurulebilirulasim.istanbul/en/home-page/>