

Application Form

CATEGORIES IN WHICH YOU WANT TO APPLY THE EXPERIENCE

1: TYPE OF EXPERIENCE: *choose the most important element (choose only one element which you consider the most outstanding of your practice).*

A) Deliberation Citizen assembly / deliberation workshop / lottery / legislative theater / participatory planning	x
B) Decision Participatory budget / referendum / consultation / participatory process with vote	
C) Citizenship Citizenship / community action / permanent council / civic education / associationism / other initiatives to reinforce local democracy	

2: TYPE OF GOVERNMENT: *choose one only.*

A) Up to 50,000 inhabitants (towns, small cities, rural areas).	
B) Cities between 50,000 and 250,000 inhabitants.	
C) Cities between 250,000 and 1,000,000 inhabitants.	x
D) Large cities or urban areas of more than 1,500,000 inhabitants.	
E) Supralocal, regional, provincial governments	

Experience data: *complete the information below in a clear and concise manner.*

Title of the experience: Women Accessing Public Transport Project (TOPUK)
Name of the city or region: MALTEPE ISTANBUL
Inhabitants of the city or territory:
Country: TURKEY

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Institution presenting the candidacy: T.C. MALTEPE MUNICIPALITY		
Website of the experience or institution: www.maltepe.bel.tr		
Profiles in social networks of the experience or the institution: https://www.facebook.com/maltepebeltr https://twitter.com/maltepebeltr https://www.instagram.com/maltepebeltr		
Start date of the experience: 06.2022		
End date of the experience: 11.2022		
Budget of the experience: € 3.680		
Type of candidacy <i>(mark with an X in the right column)</i>	New experience	X
	Innovation on an existing experience	X
	Continuity of an experience	
Type of experience <i>(mark with an X in the right column, you may choose more than one)</i>	Participatory budgeting	
	Participatory planning	X
	Standing council	
	Workshop / meeting for diagnosis, monitoring, etc.	X
	Public hearing / forum	X
	Poll / referendum	
	Assemblies / Citizen juries / Deliberation spaces	
	E-government / Open government / Digital platforms	
Citizen initiative	X	

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	Other (specify):		
Objective of the experience <i>(mark with an X in the right column, you may choose more than one)</i>	To achieve higher levels of equality in terms of participation		X
	Including diversity as a criterion for inclusion		X
	Community empowerment		X
	To empower non-organised citizens		
	To increase citizen's rights in terms of political participation		
	To connect different tools of participation within a participatory democracy "ecosystem"		
	To improve the effectiveness and efficiency of the mechanisms of participatory democracy		X
	To improve the quality of public decision-making through the mechanisms of participatory democracy		X
	To improve the evaluation and accountability of the mechanisms of participatory democracy		
To improve any public policy through the active participation of the public			
Territorial area <i>(mark with an X in the right column, you may choose more than one)</i>	All the territory	Local	X
		Regional	
	District		
	Neighbourhood		X
	Governance		
	Education		

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Thematic area <i>(mark with an X in the right column, you may choose more than one)</i>	Transport	X
	Urban management	
	Health	
	Security	X
	Environment / Climate change and/or urban agriculture	
	Civic associations, grassroots and new social movements	
	Culture	
	Housing	
	Job creation	
	Decentralization	
	Local development	
	Training / learning	
	Economy and/or finances	
	Legal regulations	
	Social inclusion	X
All		
Other (write the topic)		
Sustainable Development Goals (SDG) associated with the practice <i>(mark with an X in the right column,</i>	SDG 1 - No poverty	
	SDG 2 - Zero hunger	
	SDG 3 - Good health and well-being	

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<i>more than one option can be chosen, you can also add the specific target)</i>	SDG 4 - Quality education	
	SDG 5 - Gender equality	X
	SDG 6 - Clean water and sanitation	
	SDG 7 - Affordable and clean energy	
	SDG 8 - Decent work and economic growth	
	SDG 9 - Industry, innovation and infrastructure	
	SDG 10 - Reduced inequality	X
	SDG 11 - Sustainable cities and communities	X
	SDG 12 - Responsible consumption and production	
	SDG 13 - Climate action	
	SDG 14 - Life below water	
	SDG 15 - Life on land	
	SDG 16 - Peace, justice and strong institutions	
SDG 17 - Partnership for the goals	X	

PART 2: DESCRIPTION OF THE EXPERIENCE

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Fill in the following fields clearly and concisely. You can add links, images or graphics if you consider it appropriate.

Context:

In a **maximum of 300 words**, present the cultural, geographical, historical, institutional and socioeconomic context of the city, region or territory in which the experience takes place.

The name of the project is “Toplu Ulaşım Ulaşan Kadın Projesi” (Aka. TOPUK) Which can be literally translated as “The Women Accessing Public Transportation Project “TOPUK” meaning “heel” in Turkish.

The project aims to identify the problems women face in accessing public transportation points through participatory methods and create solutions together with policymakers, and implement the emerging ideas with the tactical urbanization method in a pilot region. As a rights-based tactical urbanization practice in Maltepe, TOPUK is one of the few projects to benefit from the Micro-Grant Program supported by the European Union and given by the “Türkiye Sustainable Urban Transportation Network (KAVŞAK)”. TOPUK project has been implemented with the partnership of Maltepe Municipality EKA Creative Studio, IMM Department of Transportation, Istanbul Technical University- ITU Istanbul ON Urban Mobility Laboratory, and Sokak Bizim Derneği (“Streets Are Ours” Association). Project is funded by European Union (EU).

The project methodology was designed to accommodate participatory methods. From the determination of the problems to the implementation of the application, the local community, especially women, were involved in the process via different means. One goal in developing the project content was to solicit the opinions of both experts and the local community in different phases of the project. In line with this approach, the project was designed and completed in three phases: analysis, design, and implementation



Figure 1. TOPUK’s three phases: the participatory workshop and model installation (left), the design marathon (middle), and the implementation activity (right)

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Precedents:

*Explain the precedents and origins of the experience: if it is the innovation of an existing experience, what are its origins; if it is a new experience, what are the antecedents in participation in your city, region or territory. You can also indicate if you have been inspired by experiences in other cities/countries. (In a **maximum of 300 words**).*

Other examples of street experiments and tactical urbanism was held in the Maltepe. Zümrütevler Tactical Urbanism Project and the Tactical Pedestrian Priority Play Street are both tactical urbanism projects focused on child friendly urban environment and our municipality gained great experiences with the implementation of these two projects.

The Zümrütevler neighbourhood, located in the northern part of Maltepe, is not as socio-economically advanced as the district's coastline. Zümrütevler Tactical Urbanism Project aimed to achieve a safe and secure public square which was inclusive, sustainable and accessible to all. As a result of traffic calming in the area and interventions that have increased the amount of space allocated for pedestrians, the public space now contains a play area, banks, trees, trash bins, and a beautiful landscape for children and their caregivers, the elderly, and other users.



Figure 2. Zümrütevler Tactical Urbanism Project - Before (left), After (right)

A second one, The Tactical Pedestrian Priority Play Street project aimed to create Istanbul's first pedestrian priority streets with elements of play, and it is designed to be conducted through public rehearsal, as in Zümrütevler. The project promotes the idea of shared spaces where motorised vehicles and children's playgrounds can coexist, as the municipality believes the city needs such mutualist approaches to fulfil the need for public spaces.



Figure 3. The Tactical Pedestrian Priority Play Street project - Before (left), After (right)

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Objectives of the experience:

What is the objective listed in Part 1 that you think is the most important, and indicate other outstanding objectives of the experience. (In a **maximum of 100 words**).

Other than the objectives indicated above in part 1, following key objectives can also be highlighted:

- **Empowerment of active citizenship:** Project aims inclusion of the users of the public space via Analysis Phase: Participatory Workshop and Design Phase: Design marathon with participatory methods
- **Inclusion and gendered mobility:** Projects approaches to the urban mobility issues with the gender based analysis methods, especially against male dominated urban area use and prevention of female exclusion.

Methodology:

Describe the methodology of the experience: phases of the process, participation channels. (In a **maximum of 300 words**).

The main phases can be listed as the following;

1. Analysis Phase: Participatory Workshop and model installation.

a public workshop was held to examine preliminary research results and elicit residents' opinions regarding women's public transport issues in the case area. The workshop began with a survey gathering the participants' initial perceptions of everyday public transport problems. Workshop discussions focused on the problems connected to the public transportation stations faced by women in the streets, followed by an elaboration of these problems and possible solutions. The data obtained from the survey, workshop discussions, and model installation were visualised and reported to steer the next phase.



Figure 4. Participatory Workshop and model installation

2.Design Phase: Design marathon with participatory methods:

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A two-day workshop to derive solutions from the findings of root cause analysis with the participation of 45 people from diverse backgrounds; Interior design architects, students, fresh graduates from industrial design departments. Following a brief introduction on tactical urban planning methods, participants dispersed into small discussion groups to play and learn together. Afterwards they split into 8 sub-groups to kick off the project with the mentors from the stakeholders -co-applicants of the project. An open call for a two-day design marathon targeted undergraduate and graduate students and recent graduates of all universities in Istanbul, the proposed projects were collectively evaluated by the marathon participants and the designated jury, a method which pinpointed the favoured individual design features of each proposal.



Figure 5. Design Marathon

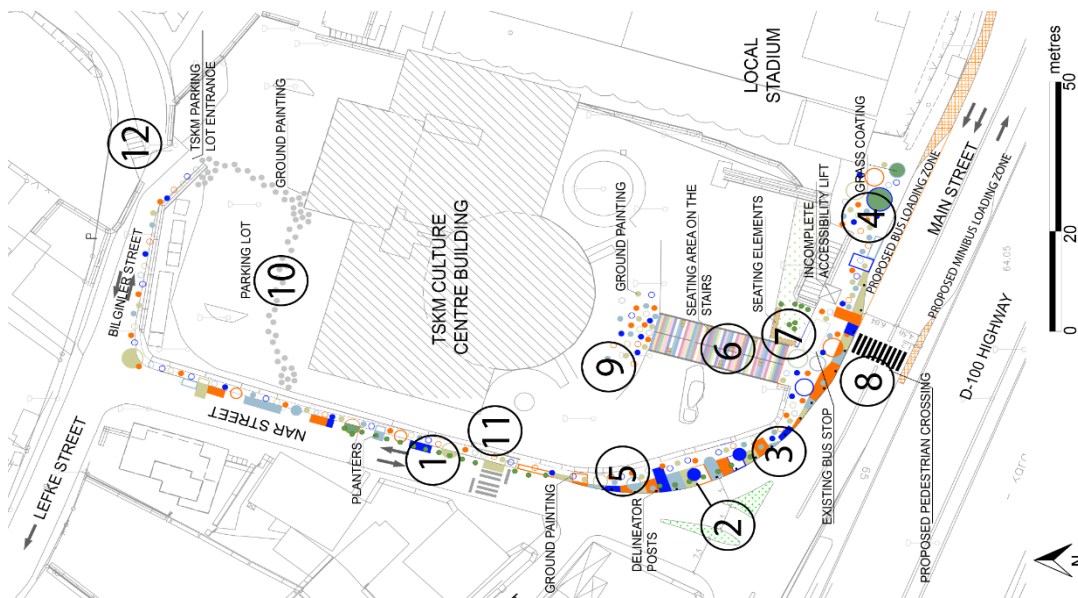


Figure 6. Final Project of the Design Marathon

3. Implementation Phase:

This phase consisted of the logistical planning of the street experiment implementation and efforts to ensure the broad participation of the local community using the project area and its



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vicinity. Volunteers from the partner institutions, design marathon participants, and the local community came together to transform the area.

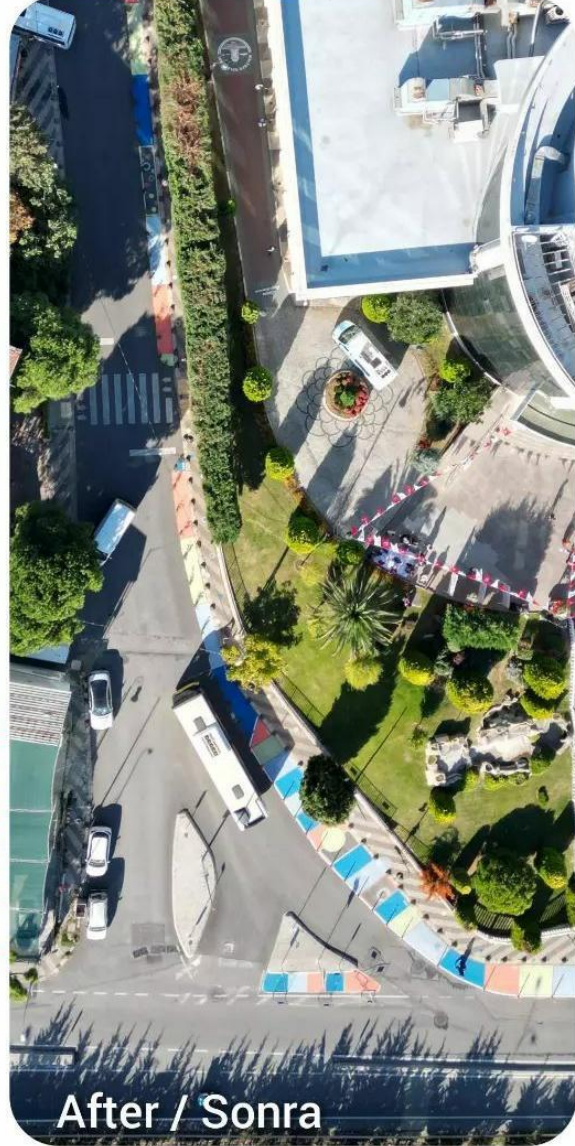


Figure 7. Implementation

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Innovation:

*Explain what you consider as the most innovative aspect(s) in the practice. (In a **maximum of 150 words**).*

The participants were also asked to express their views and suggestions on a 1:100-scale site model by using pins, sticky notes, and figurines of trees, people, roads, and pavements. During the week that followed the workshop, the model was openly exhibited at the cultural centre to gain understanding of its associated problems and acquire suggestions from the visiting community under the moderation of designated municipality experts. Elements such as pavements, driveways, cycling paths, carparks have been converted to a 1/100 scale-site model which enabled participants to visualize the pain points to identify in the overall experience and to have their say on the potential improvement alternatives. These tools helped us achieve a high quality participation which sooner helped to obtain best user experience data the design phase of the project. The key innovation in this application is to allow people with no technical expertise to participate in designing process.



Figure 8. 1/100 model and design tools

Inclusion:

*Point out the importance of including as many groups and diverse populations as possible, and how you have achieved it. (In a **maximum of 150 words**).*

The project methodology was designed to accommodate participatory methods. From the determination of the problems to the implementation of the application, the local community, especially women, were involved in the process via different means. One goal in developing the project content was to solicit the opinions of both experts and the local community in different phases of the project. It was thus decided that the transformation of the surroundings of a specific public transport stop would serve as the main purpose of the project.



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Communication:

What has been the strategy and communication channels of the experience for engaging the population. (In a **maximum of 150 words**)

- Social media posts (Each project partner managed its own communication – The key visual can be viewed below.)
- Emailing to respective networks of project partners



Figure 9. Social Media post of each tree phases of the project

Articulation with other actors:

Explain how the experience was articulated with different actors and simultaneous or pre-existing processes. What roles did these participants assume? Explain the degree of success of this articulation. (In a **maximum of 150 words**)

The partnership consisted of five different stakeholders: the Municipality of Maltepe as the district municipality, IMM as the metropolitan municipality, İstanbulION as a university research centre, EKA Creative as a private firm, and Sokak Bizim as a non-governmental organisation (NGO) Municipalities were responsible from implementation and regulation of the project phases as public authorities. University is main research partner. NGO is the main

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actor with the collaboration of civil participation and EKA is the applicant and financial coordinator of the project.

Evaluation:

*What evaluation mechanisms have been implemented? Develop whether the citizenry has participated in the evaluation of the practice. (In a **maximum of 300 words**).*

The municipality has already transformed the street in the rear of the cultural centre to better organise the traffic flow around the area and restarted the construction of the lift in front of the building to ensure better access by the end of the 2022. A 30 km/h speed limit on Nar Street has been proposed and a no-parking zone created in order to increase safety and the visibility of the pavement near the metro station and the bus stop. **One week after the implementation, the project area was monitored by local municipality officials, and physical changes at street level were photographed in order to reveal any adjustments in local community's—particularly women's—mobility behaviour, as well as the efficiency of the street-level interventions.**



Figure 10. Simultaneous implementation and observation

Impacts and results

*Describe the impacts and results of the process. How many people have participated, and what are their profiles? What have been the impacts on public policies, the functioning of the administration, and the citizenry? (In a **maximum of 300 words**).*

Results can be summarized in 3 themes;

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The final design to be implemented consisted of a series of interventions; from the widening of the pavement through ground painting in order to make pedestrian access safe and comfortable to the placement of sustainable urban furniture able to meet the needs of pedestrians and the addition of moving green elements to make walking more enjoyable. Following 10 design decisions offered by the eight work groups of the design marathon:

- 1. Traffic calming:** Intervention through the narrowing of the intersection of Nar Street and Main Street in order to reduce the speed of vehicles in the area. This proposal also eliminated the problem of cars parking on both sides of the street;
- 2. Material placement for safety:** Easily Applicable and temporary materials to ensure pedestrian-vehicle safety along the extended pavement afterwards;
- 3. Pavement widening through ground painting:** Widening of the pavement through painting designs with vibrant figures and colours to be applied to the pavement and asphalt surfaces in order to emphasise the expanded pedestrian areas;
- 4. Continuity of ground painting:** Extending the ground painting to the subway exit to emphasise the public space feature of the pedestrian areas;
- 5. Seating elements for recreation/socialisation:** In addition to narrowing the roads seating units for pedestrians to spend time in the painted parts;
- 6. Seating elements for resting:** Seating units on the stairs in front of the culture centre building;
- 7. Seating elements for the active use of the green space:** Seating units should be placed with the aim of revitalising the grass area behind the bus stop located south of the centre;
- 8. Additional pedestrian crossing:** A new pedestrian crossing to facilitate access to the illegal minibus stop located on Main Street;
- 9. Sustainable design for seating units:** Seating unit design using recycled materials;
- 10. Additional ground painting for pedestrians:** Surface of the pedestrian trail be painted in the parking lot to the north of the cultural centre building in order to ensure pedestrian safety.

PART 3: EXPERIENCE SUMMARY

*A summary of the experience: origins, objectives, operation, results, monitoring, and evaluation. (Do not hesitate to repeat aspects that have already been written before. This summary will be shared on the digital platform for open evaluation and in the publication of the award). (In a **maximum of 500 words**).*

Since urban planning requires too much expertise, benefiting from participatory methods in urban planning is relatively difficult, in this regard TOPUK is almost an unprecedented example of this experience. The methodologies applied throughout the project can shed a light on further urban planning attempts.

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This project focuses on improving gendered mobilities and promoting more inclusive streetscapes that cater to the needs of women as part of the greater society. While the primary objective of the case study is to improve access to public transport, the underlying understanding that our mobility experiences are holistic and should be handled as such has resulted in design ideas concerning recreation, socialising, general safety, and comfort in street experimentation. In the TOPUK project, these objectives were undertaken through a clear project methodology and process employed by a balanced multi-stakeholder partnership. Participatory planning and design processes are essential in achieving these goals as well, as they ensure that women's voices and experiences are incorporated into the street design process, leading to more inclusive and accessible public spaces for all.

The findings of this project reveal some points that may be helpful in steering future street experiments work in Maltepe and elsewhere. Among these are adopting a more egalitarian approach in selecting target groups for participatory events, employing team building activities among project partners and other relevant stakeholders in order to increase the efficiency of the decision-making process, and adopting a more systematic approach to the feasibility of design decisions in the short, medium, and long terms starting from the beginning of the planning phase. This way, the success of street experiments can be further ensured along with systemic change in urban mobility away from motorised traffic dominance and strategies that prioritise the needs of women in urban transport planning.

Even though the case intervention was not 'women-only', the participatory processes successfully incorporated women's insights into the neighbourhood into design and implementation. One possible criticism might be the lack of a more women-inclusive participatory process design, in which one or more of the participatory events could have been tailored exclusively to women instead of the general public. However, having acknowledged that "interventions to improve access to city services and amenities for one will likely benefit the other", participants from both the local community and the project actors strove for a street experiment inclusive of all. In this sense, we are inspired by the call for the "feminist reimagining of public spaces as inclusive, caring, comfortable, sociable, and playful". Regarding this point, it might also be worth mentioning that in most cases, as women constitute half of society, their mobility needs address those of society as a whole. Therefore, gender mainstreaming street experiments can be the way forward in creating more inclusive streetscapes.



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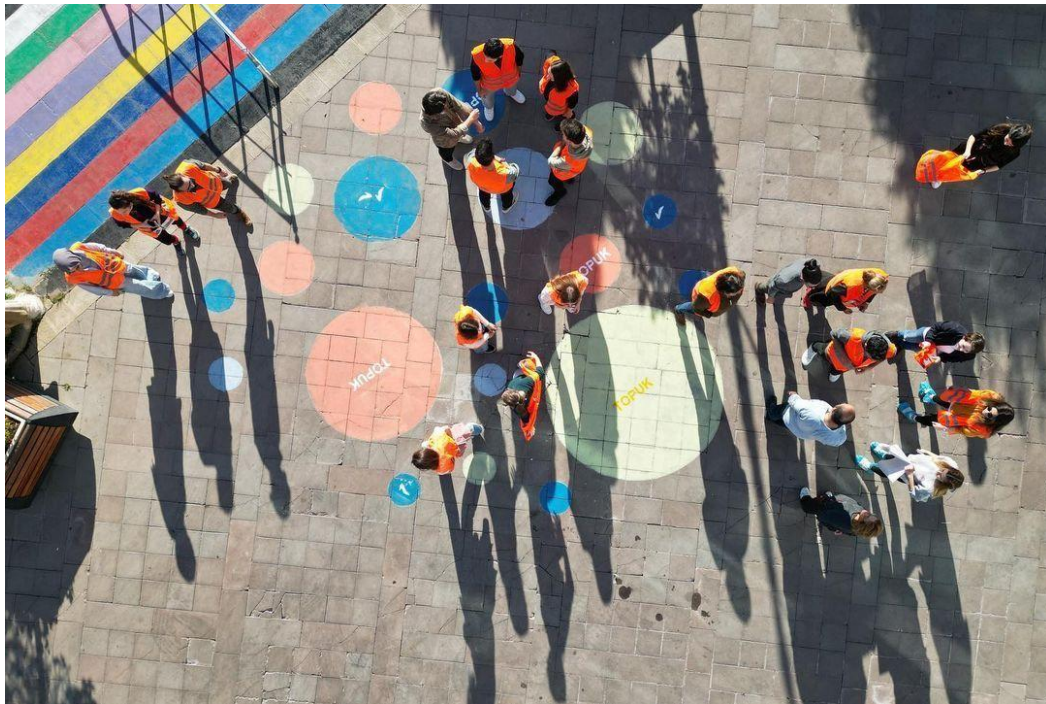


Figure 11. Aerial view from implementation day



Figure 12. Aerial view from implementation

We invite you to share annexes that allow you to better illustrate your experience: videos, photographs, documents... These can be sent through a file transfer service, such as WeTransfer, Dropbox or Google Drive.



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Thank you for participating!