Istanbul SUMP Vision

The transportation situation was studied in detail before Istanbul SUMP's vision was produced. The vision and objectives were developed by ensuring strong communication (the most important element of the process) with a wide range of stakeholders. Uncertainties that the city may face in the future were also taken into account and the vision for the Istanbul SUMP that came from this process is:

"An inclusive and innovative transport system, focusing on people and the environment, providing the right mix of safe, integrated, accessible and affordable mobility alternatives, compatible with the unique geography and historical values of Istanbul for a sustainable and resilient future."

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Istanbul SUMP Objectives

The Istanbul SUMP vision is based on nine key objectives that must be achieved as the plan progresses. These objectives are presented in Table 2.

Table 2: Istanbul SUMP Objectives

1	Have an accessible, affordable, integrated and inclusive transportation system.
2	Have an environmentally sustainable transportation system.
3	Have an economically sustainable and resilient transportation system.
4	Improve the safety and security of transport and travelling.
5	Reduce traffic volumes, congestion and automobile dependency.
6	Stimulate the modal shift to public transport.
7	Stimulate the modal shift to active modes (walking and cycling).
8	Have a transportation system that promotes compact and polycentric development.
9	Have an efficient city logistics system with minimal negative impact.

Indicators selected to monitor progress in achieving the objectives of Istanbul SUMP, and their baseline data and target year (2040) values are presented in Table 3.

Table 3: Istanbul SUMP Objectives, Indicators and Targets Table

Objective 1

Have an accessible, affordable, integrated and inclusive transportation system.

Indicators	Baseline Data	Targets (2040)
Percentage of the poorest quintile (lowest 20%) of the population's household budget spent on transportation	8.3% (TurkSTAT, 2019)	5% (poorest quintile)
Percentage of jobs accessible within 30 min of PT travel time	Average 7.8% (Transport model analysis, 2020, ITM)	30%
Percentage of population within 15 min travel time by public transport or 10 min travel time by active modes to rail transit and BRT stations	67% (Istanbul average, based on BRT stations and 15 min PT travel time.)	30% increase
Percentage of rail transit and BRT stations with step-free access	Rail systems 100% - 2020 BRT 75% (2020)	100% compliance
Percentage of buses that are wheelchair accessible, and have provision for the visual and hearing impaired	%100 (2020, for wheelchair accessibility only).	100% compliance
Percentage of bus stops that are wheelchair accessible, including streets within 250 m radius of bus stops	Data not available.	50%-100% compliance
Average travel time to and from work or an educational establishment, using any mode of transport	Work trips: 41.9 min School trips: 23.3 min (2012, Household Travel Survey Data)	Work trips: 30 min. School trips: 15 min.

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Objective 2

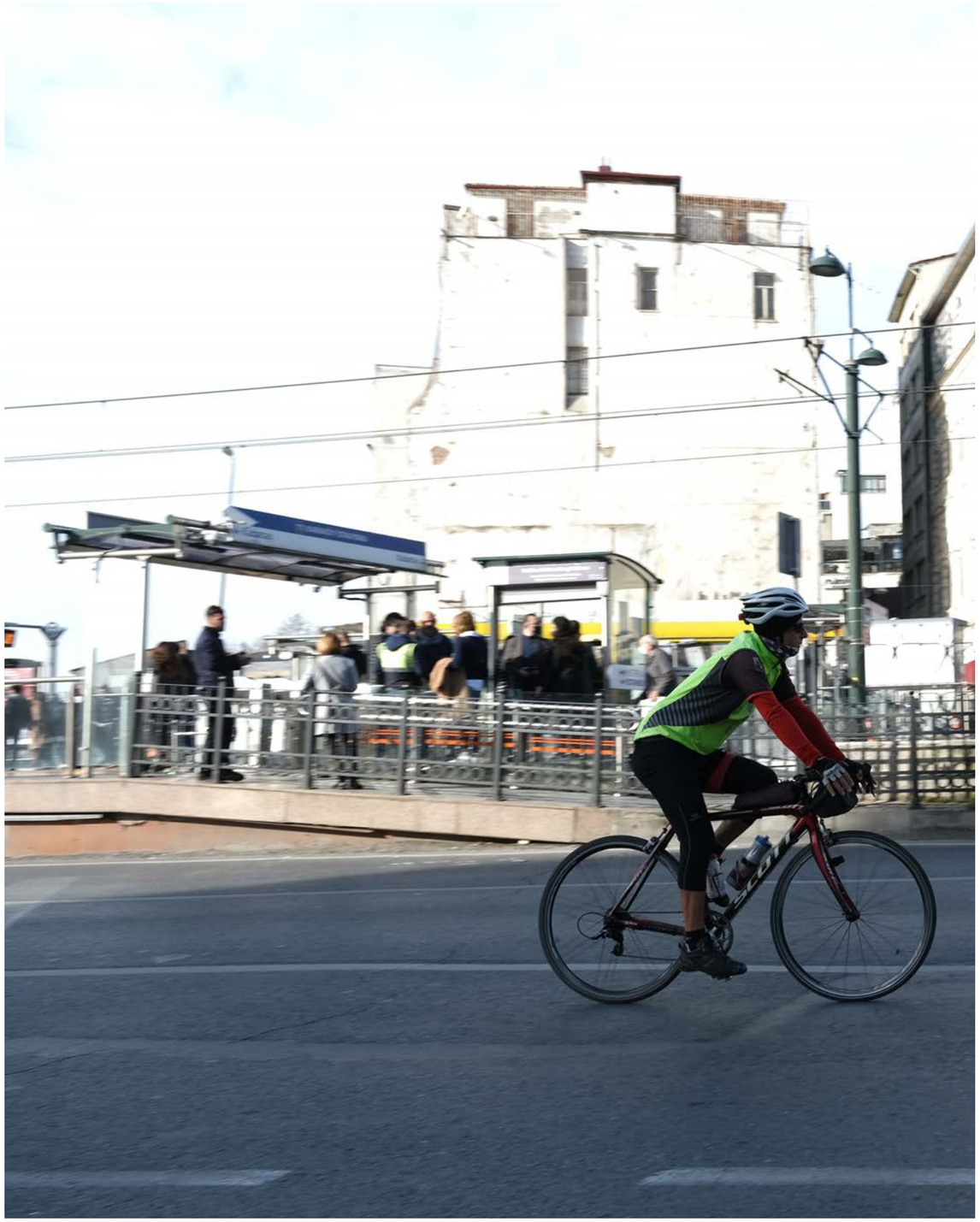
Have an environmentally sustainable transportation system.

Indicators	Baseline Data	Targets (2040)
Per capita well-to-wheel GHG emissions by all urban area passenger and freight transport modes	GHG =0.92 tCO_2 eq per capita (2021, Revised Istanbul Climate Action Plan)	60% reduction
Share of electric, hybrid, hydrogen vehicles used in the PT fleet	3.59% for Buses – 2020. Rail is electrified already.	100% for buses and rail.
Share of electric, hybrid, hydrogen cars and taxis	0.05% of taxis in Istanbul (2020) 0.2% of cars in Turkey (2020)	50%
Percentage of population affected by different urban transport noise levels	<55 dBA - 67% 55-59 12% 60-64 9% 65-69 6% 70-74 3% >75 0.3% (Noise Level Action Plan, 2019).	Total affected over 65 dB decrease by 75%, Total affected over 55 dB decrease by 50%

Objective 3

Have an economically sustainable and resilient transportation system.

Indicators	Baseline Data	Targets (2040)
Cost recovery (revenue/cost) ratios of PT operators	Metro 0.6 (2020)	Maintain minimum of: 0.8 for metro 0.6 for bus 0.9 for ferries



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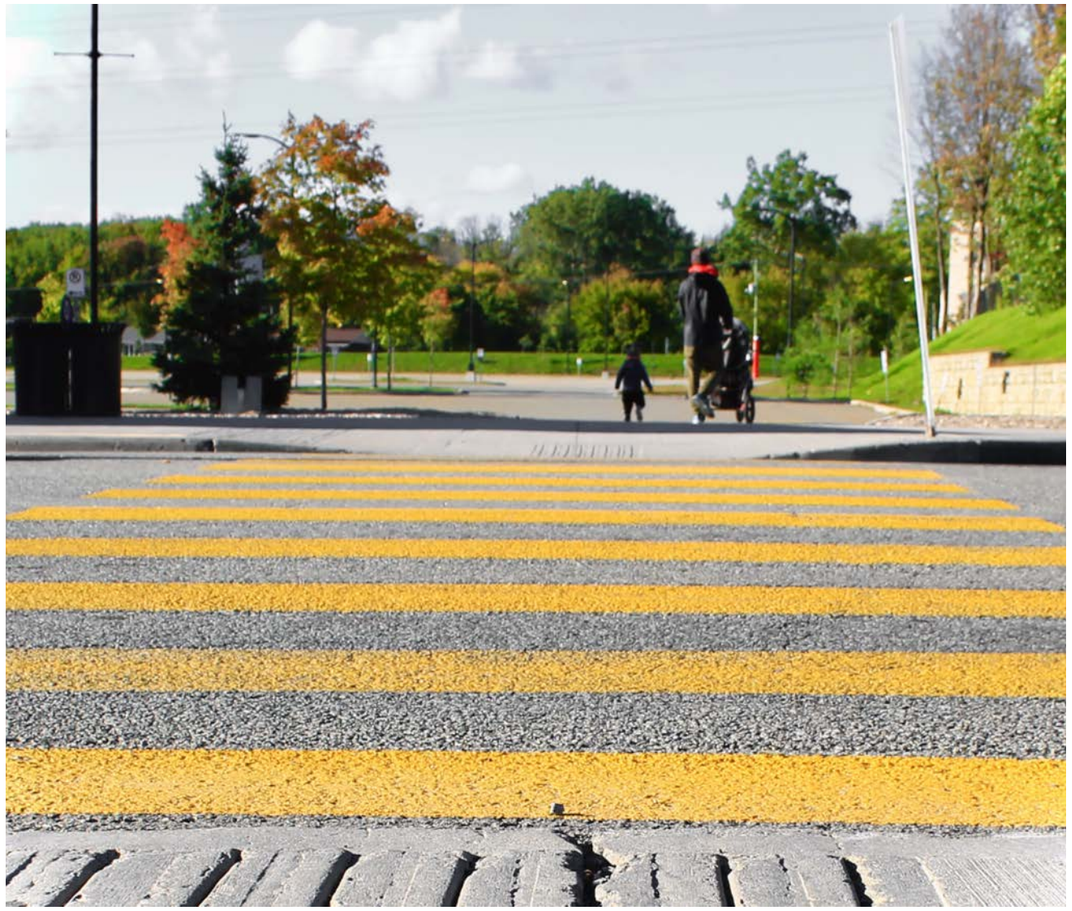
Objective 4

Improve the safety and security of transport and travelling.

Indicators	Baseline Data	Targets (2040)
Per capita fatalities	2.3 per hundred thousand (2019)	Zero fatalities in traffic accident in central areas (mixed-use) 60% reduction in main arterials
Per capita serious injuries	1.4 per thousand (2019)	70% reduction



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Objective 5

Reduce traffic volumes, congestion and automobile dependency.

Indicators	Baseline Data	Targets (2040)
Delays in road traffic during peak hours compared to off-peak travel (private road traffic)	1.37	15% reduction
Sum of weighted averages of vehicle traffic during peak hours over 10 representative corridors	7.811 veh/hour	40% reduction
Sum of reductions in on-street and off-street vehicle parking spaces removed in 10 representative central areas	To be considered after the completion of Parking Master Plan	80% on-street and off-street parking spaces removed

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Objective 6

Stimulate the modal shift to public transport.

Indicators	Baseline Data	Targets (2040)
Share of PT in total modal split	28% (IMM Transport Report, 2017)	35%
The perceived satisfaction of using public transport	81% for rail (2019) 67.8% for bus (2019)	85%-90% for rail transit and sea, 75%-80% for bus
Percentage of the IMM budget allocated to public transport investments	30.7% (2020)	To be defined after the completion of the current and under construction projects

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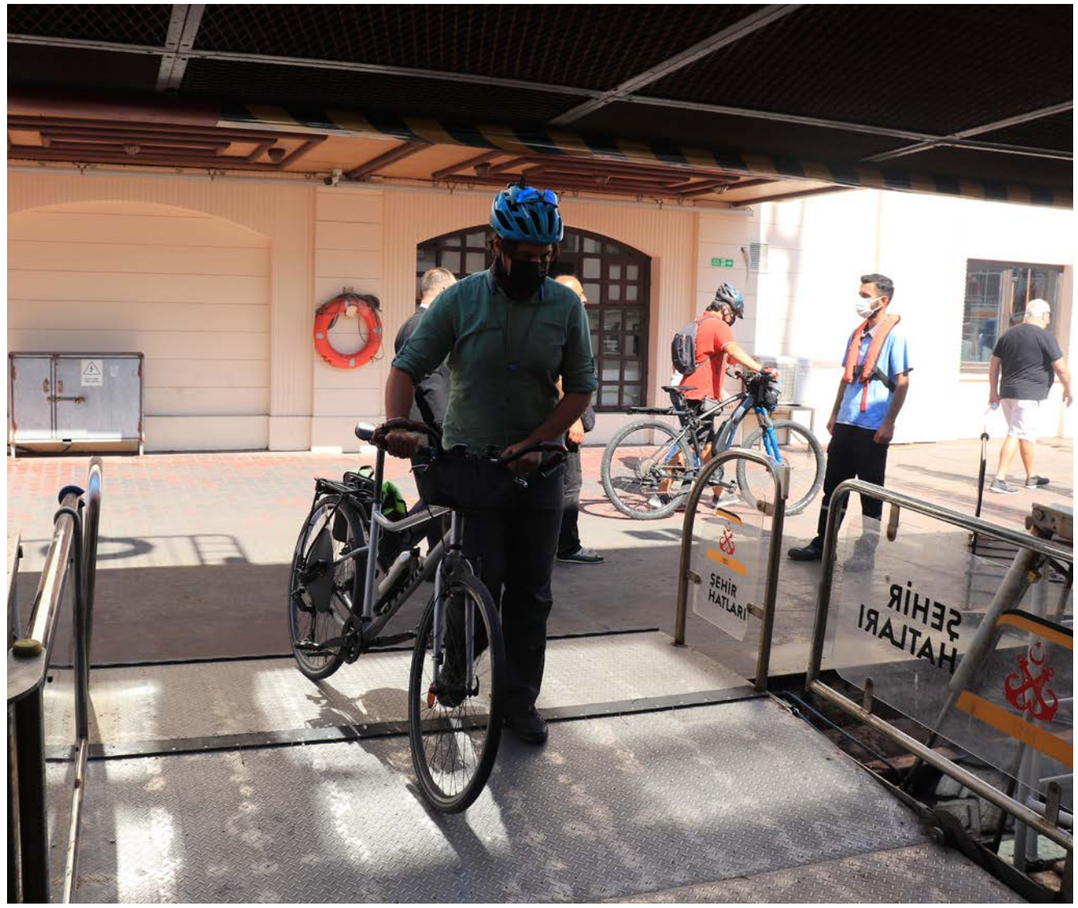
Objective 7

Stimulate the modal shift to active modes (walking and cycling).

Indicators	Baseline Data	Targets (2040)
Percentage of trips made by active modes	Walk 40.5% (ITM, Peak hour) Bicycle 0.07% (2012)	Walk 45% Bicycle 5%
Walkability index	To be defined after completion of the project that is defined in Pedestrian Master Plan	To be revised and published every 2 years after the completion of proposed project in the context of Pedestrian Master Plan and it is recommended to develop targets accordingly
Length of a dedicated cycle infrastructure	374 km (2020)	3,680 km



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Objective 8

Have a transportation system that promotes compact and polycentric development

Indicators	Baseline Data	Targets (2040)
Average trip lengths for work, school and other trips	Private Vehicle: 47.2 min (ITM Data) Subscription Bus: 56.6 min (ITM Data)	20% reduction for each mode
Percentage of trips made by active modes	Walk 40.5% (ITM, Peak hour) Bicycle 0.07% (2012)	Walk 45% Bicycle 5%

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Objective 9

Have an efficient city logistics system with minimal negative impact.

Indicators	Baseline Data	Targets (2040)
Percentage of truck traffic to overall traffic in selected central areas for daytime hours (07:00–19:00)	To be calculated after selecting areas by participatory methods	50% reduction

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