





**Emerging issues in your region:
specific challenges, examples to highlight,
references to info sources**

New Urban Poverty - affordability and accessibility of housing, public space and transport; informal settlements, re-emergence of slums

IN OUR AREA WE HAVE TWO STATES THAT ARE OECD (TURKEY AND ISRAEL) AND THE REST ARE IN TRANSITION: BASICALLY WE HAVE NOT REALLY, IN GENERAL, POOR COUNTRIES, BUT INSIDE WE HAVE EXTREME INCOME DIFFERENCES...

WE HAVE, ESPECIALLY IN THE WESTERN BALKAN STATES, SITUATION OF POST-SOCIALIST ADMINISTRATIONS → TRANSITION TOWARDS PROPER MARKET MECHANISMS NOT YET COMPLETED (INEFFICIENT SOCIAL DISTRIBUTION)

HOUSING

1. IN TURKEY THERE IS A DEVELOPED MARKET ECONOMY. STATE IMPORTANT ACTOR (COOLABORATION WITH PRIVATES) TO PROVIDE AFFORDABLE HOUSING (TOKI).
2. PRIVATE COMPANIES DEVELOPMENT FOR NEW HOUSING AREA (AFFORDABLE FOR YOUNG PEOPLE IF BUILT OUSIDE THE CITY).
3. SOME OF THE AREAS DEVELOPED BY TOKI ARE IN DISASTER RISK PRONE AREAS
4. DEPRIVED AREAS VULNERABLE TO EARTHQUACKE RISK (IN THE CITY CENTER/TARLBASI): THEY (PRIVATE-PUBLIC PARTNERSHIPS) BUILT MODERN AND DISATER RESISTEN HOUSING (ACTRACTING HIGH INCOME PEOPLE), BUT THESE AREAS ARE CURRENTLY POPULETED WITH LOCAL COMMUNITIES HAVING LOW INCOME (MARKET DRIVEN URBAN DEVELOPMENT, WITHOUT CONSIDERING NEEDS OF LOCAL COMMUNITIES...NEED FOR MORE SOCIAL CENTRIC APPROACH, LOCAL COMMUNITIES HAVE NO VOICE IN COUNTERACTING THESE PHENOMENONS)
5. HOUSING AFFORDABILITY IN ISRAEL...(WE ARE NOT TALKING ABOUT PALESTINE, PLANNERS LOOK JUST AT ISRAEL). ISRAEL HAS EXTREMELY DENSE AREAS (NEAR THE SEA, DENSE AS SINGAPORE). VERY HIGH PRICES (LIKE NY).
6. MIDDLE INCOME FAMILY ARE GETTING PROBLEMS TO AFFORD PROPER HOUSING.
7. IN ISRAEL ARE REVIEWING HOUSING POLICY IN ORDER TO ADDRESS HOUSING POLICIES— PUBLIC HOUSING TO BE RE-INTRODUCED...BUT CURRENTLY HOUSING IS MARKET DRIVEN
8. IN ISRAEL INFORMAL SETTLEMENTS ARE TOLLERATED IN BEDUINS AREAS...AND OTHER MINORITIES IN TURKEY









PUBLIC SPACE

- IN EASTERN BALKANS POST SOCIALIST COUNTRIES WE HAVE A HERITAGE OF “MODERNISTIC PUBLIC SPACE” THAT THEY HAVE NO MORE SENSE IN A POST ORE LATE INDUSTRIAL SOCIETY.

How to re-contxtualize these empty and abandoned public spaces?

- IN TURKEY THERE ARE REGIONAL DEIFFERENCES IN AMOUNT OF AVAILABLE PUBLIC SPACE. PUBLIC SPACE VERY LIMITED IN BIG CITIES (ES. INSTANBUL, ANKARA)
- SHOPPING MALLS ARE HAVING THE FUNCTION OF PUBLIC SPACE...BUT THEY ARE PRIVATELY MANAGED. THE CITY FABRIC NEEDS TO RECONNECT THE CURRENT PUBLIC SPACES AND PROVIDE ADDITIONAL ROOM FOR THEM.

TRANSPORTATION

IN TURKEY CAR OWNERSHIP IS HIGH AND THE FUEL IS EXPENSIVE, TRAFFIC CONGESTION IS PARTIALLY ADREESSED (THIS IS A TOPIC IN PROGRESS IN TURKISH PLANNING...CURRENT STUDIES ARE NOT ENOUGH EFFECTIVE).

THERE ARE SOME MAJOR PUBLIC WORKS UNDERGOING (THIRD BRIDGE ON THE BOSFHORUS), ...IT IS TO CHEK IF THERE IS A NATIONAL STRATEGY

ENVIRONMENTAL IMPACTS OF TRAFFIC CONGESTION IS CONSIDERED IN SEVERAL STUDIES...TO CHECK IF THERE ARE SPECIFIC POLICIES



Demography – ageing, health, wellbeing, migration,
shrinking cities



Climate change adaptation and mitigation (reduction of CO2 emissions), change to non-motorised and e-transport, resource efficiency, disaster risks – natural and man-made, resilience to climate change



Urban Governance – multilevel governance, uncontrolled growth/urban sprawl, cities, metropolias, cities and regions, cross-border, PPPPs, change management, participatory planning



Technology, innovation, Big Data: openness of the data, use of big data in urban planning and management, digital divide

