URBAN PROJECTS' IMPLEMENTATIONS TOWARDS A EUROPEAN
CITY: A CASE ANALYSIS OF ESKİŞEHİR GREATER MUNICIPALITY

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APPROVAL

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ABSTRACT

URBAN PROJECT IMPLEMENTATIONS OF ESKİŞEHİR GREATER MUNICIPALITY TOWARDS A EUROPEAN CITY

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This thesis analyzes the projects' implementations of Eskişehir Greater Municipality in European City context. In this thesis, Regional and Urban Policies of European Union and their historical bases are discussed, moreover; projects of Eskişehir Greater Municipality are examined in accordance with these theoretic parts and with principles of a European City. The thesis also seeks to answer the questions such as why Turkish cities have an aim to be a European City and what should be accomplished to satisfy the conditions of European City.

Keywords: European City, European Union Urban Policy, Eskişehir Greater Municipality, Urban Project' Implementations

ÖZ

ESKİŞEHİR BÜYÜKŞEHİR BELEDİYESİ'NİN AVRUPA KENTİNE
YÖNELİK KENTSEL PROJE UYGULAMALARI

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Bu çalışma, Eskişehir Büyükşehir Belediyesi'nin kentsel proje uygulamalarını Avrupa Kenti kapsamında incelemiştir. Bu çalışmada, Avrupa Birliğinin bölgesel ve kent politikaları ve bunların tarihsel temelleri ile; Eskişehir Büyükşehir Belediyesi'nin kentsel proje uygulamaları, bu yazınsal bölümlere ve Avrupa Kenti prensiplerine göre incelenmiştir. Bu çalışmada ayrıca, neden Turkiye'de birçok kentin Avrupa kenti olma amacı taşıdığı ve Avrupa Kenti olabilmek için kentlerin ne gibi koşulları sağlaması gerektiği gibi sorular yanıtlanmaya çalışılmıştır.

Anahtar Kelimeler: Avrupa Kenti, Avrupa Birliği Kent Politikaları, Eskişehir Büyükşehir Belediyesi, Kentsel Proje Uygulamaları

To My Family

ACKNOWLEDGMENTS

TABLE OF CONTENTS

INTRODUCTION

When the industrial revolution has been defused by a new revolution namely "the informational revolution" (Castells 1992), the urban regeneration actions regained their importance, but in different forms. The old patterns of regenerating cities, which begun in late 1800s in several parts of the world, were replaced by new approach, this new approach is mainly adopted as an urban policy rather than to be serial actions for immediate solutions of the problematic parts of urban areas. In respect to this new approach, the urban policy is defined as renovation of the environmental, social, economic, and the physical structures of the city, which could dysfunction in their present situation. By this way, urban regeneration implementations mean more than a physical change in city; they cover the new terms like sustainability, governance, partnership, exchange of good practice and social inclusion.

The basis of those new urban implementations, recently applied by many developed countries especially in Europe, could be explained by the theories of David Harvey, Manuel Castells and especially Roger Keil. According to Harvey, new technologies bring in change in economic structures. This causes a paradigm shifts in history if this change gradually happens (Harvey 1990). In these terms, the shift from Fordist production to Post-Fordist production has caused two main changes: decentralization of production and increase in importance of information. In case of first change, the exact spaces for production have no more needed as Fordist mode required for mass production, and the expanded turnover times in companies, independent from spaces, increased the consumption in targeted society. In case of second change, the diversification and specialization of products according to culture, life style patterns and taste of consumer, brought in specialized information. Those changes resulted in implications in cities such as; the areas, covering factories within Fordist production, are refined because of needless of mass production, time and space. Consequently, the meaning of these areas for the inhabitants is also lost, in addition; large proportion of people, highly specialized within Fordist mode of production that could not be applied in other positions, is left unemployed. First, those areas that are left by inhabitants who were identified themselves with those factories begin to deprive. Second, large proportion of people, excluded from

new mode of production arena: Post-Faradism, found themselves in social segregation and dependently spatial segregation. In other words, the places, once defined with the term of "production", rapidly begin to be defined with the term of "consumption". Thus, Attracting new consumers and groups to the city to revitalize the economic structure became the first attempt of the new urban regeneration implementations. Harvey stated that the creation of a material physical infrastructure for production, circulation, exchange and consumption is always repeated. The built environment that was produced by the accumulation and organization of capital is rebuilt many times for the better conditions. In this direction, the urban regeneration activities become a necessity in developing economies of the cities (Harvey, 1990).

According to Castells, similarly, technological information is the base of all other major structural transformations. Castells stated,

> The coming of a technological revolution centred on information technologies, the formation of global economy, the transition to a new society, the informational society; that, without ceasing to be capitalist, replaces the industrial society as the framework of social institutions.[1]

Therefore, the production and accession of information become the major motivation of cities in competition for being attractive for better economic conditions. Urban regeneration, based on technological innovation and improvement in all parts of the urban life, is realized through information and knowledge. On the other hand, inequalities in obtaining information and accessing to knowledge caused imbalance developments among and within regions and nations.

In addition, as a different point, he also stated

> Urban life muddles through the pace of history. When such pace accelerates, cities - and their people - become confused, spaces turn threatening, and meaning escapes from experience. In such disconcerting, yet magnificent times, knowledge becomes the only source to restore meaning, and thus meaningful action.[2]

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[1] Manuel Castells, European cities, the informational society, and the global economy, Amsterdam conference, April 1992, pp: 1- 2

[2] Manuel Castells, European cities, the informational society, and the global economy, Amsterdam conference, April, 1992, p: 2

In this sense, the new conditions in cities cause the loss of sense of citizenship, and make residents ignorant to their environment. Another issue could be deduced from arguments of Castells that, the pushing forces of cities due to the meaninglessness of spaces result in unplanned suburban areas. Moreover, those parts left by former residents are occupied by new groups that could not keep up with the new informational age. That social segregation afterwards, turns into spatial segregation, and the meaning of those localities are lost. He underlines that the size of a city in terms of population is not important; he supports the idea that the notion of the city in itself should be protected through decentralization of power and resources, and relatively empowerment of local authorities in an age, he expressed,

> In which identities are plural and flows of information and power are global and certainly are not controlled by the government[3]

In this direction, Roger Keil's ideas about those issues and why reconciliation of cities is crucially needed have to be discussed. He underlines the role of cities in the new technological and informational age in following words:

> Cities, and particularly large, core cities of the global economy, play a major role in providing the political, economic, social, and. cultural conduits of globalization. Cities are important sites of the formation of post - national states[4]

Globalization, inescapably, effects many urban sites, this finds its manifestations in migration and settlement patterns; policing and social control mechanisms; social services provisions; environmental regulations; schools and education patterns...etc. He evaluates the city's landscapes according to three projects (his usage); the third project seems to meet the need of new urban policies. When reconciling the cities the all aspects such as, social, physical, environmental, economic, technological, should be given equal importance. To achieve such development, he underlines the third way urbanism, in which different and unexpected coalitions are formed to make cities regain their identities for all inhabitants and to achieve balanced development of them in the new global economy with convenient social urban policies. Social movements in cities lost their

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[3] Manuel Castells, *Urban sustainability in the information age*. This is a transcript of a lecture at the 'Sustainability and the Information City' conference at University College, London, 2000, p: 120.

[4] Keil, R., Third Way Urbanism: Opportunity or Dead End?, Social Transformation & Humane Governance, April – June (25) 2000, Issue 2, p: 2.

importance in 1990s, when a shift occurred from left wing politics to right wing politics in local governments. In these sense, while Castells asserts that cities are areas of consumption not of production, Keil theorizes that shift is directly related with the global capital (his usage) and the new age, which fit well into the right wing politics that he calls the Neoliberal Project.

The Neoliberal project is defined by Keil as; it combines the freeing of urban economies to the world market with the most conservative social policies politically possible. Neoliberals are often anti-immigrant and always anti-marginal. The defining strategy of the Neoliberals is both destruction of existing local economies and conservation of traditional hierarchical, patriarchal, and exploitative structures. He states that they imagine a city with a commercialized street life, suburbanized inner cities (e.g., Times Square in New York City), weak urban government, home ownership over rental housing, low residential property taxes, private instead of collective consumption, law and order, invisible poverty and homelessness, controlled public spaces, and managed segregation on various scales (Keil, 2000). In such a city, what Castells defined as meaninglessness of space, uncontrolled flow of information (actually under control of economy), spatial segregations, ignorance to the city by the inhabitants, inevitably, occurs. In fact, the social control of public spaces the Neoliberals defined is not for all but just for powerful people in the economic spheres of the city; it is one sided – negative social control. This social control and being lost in a commercialized city make people unwilling to involve in social movements, which weakens the implementations of the social policies in urban life.

On the other hand, in the Progressive Project, he describes left wing politics in local governments, in which social policies are given more importance in cities. He defines Progressive project as in many ways the counter image of the Neoliberal one. The main features of Progressive politics as practiced in these cities include attacks on the legitimacy of absentee-owned and concentrated private power on the one hand, and on non - representative city councils and city bureaucracies on the other. These attacks led to programs emphasizing public planning as an alternative to private power, and to grassroots citizen participation as an alternative to council-dominated representation. In most respects, these new programs produced a flood of institutional inventions (Clave, 1987 in Keil, 2000). This Progressive politics mainly dominated late 1980s when social state was well established. He continues with the example of USA, in which the emergence of Progressive cities occurred as growth politics were to be in decline, industrial employment stopped growing; the demography of the inner cities changed

dramatically; and while transfer payments of central governments to cities continued, the composition of local ruling coalitions have changed. Furthermore, gentrification has created problems in the inner parts of the city aggravating the conditions of urban poor. On the other hand, Keil underlines the success' of Progressive politics in environmental-justice issues, citizenship struggles, progressive-identity movements, community economic development, the reconciliation of urban and suburban politics, as well as advocacy for the homeless and against poverty (Keil, 2000).

Third Way Project, as named by Keil, has an aim to combine Neoliberal Project and Progressive Project mentioned above, and tries to create a shift from rightist centre to the leftist middle. He defines the Third Way as; it is both a product of independent, social-democratic, liberal, and moderate environmental urban politics and a contested area located in a field of tension between Neoliberal and Progressive projects. This new Third Way Project is characterized by most prominently, ecological modernization (sustainability and smart growth), entrepreneurialism, cultural modernization, and modest (his usage) feminist politics. To make cities globally strong and economically attractive, they underline the entrepreneurialism[5] for the cities rather than commercializing them. Moreover, urban design is often seen as a means through which to produce social solutions (Lehrer and Milgrom, 1996, in Keil, 2000). Differing from the Neoliberal project, third way accepts social difference and integrates it into the vision of social engineering through urban design, but within the identity of conservatism. On the other hand, Keil states that the Progressive model, as well as the Neoliberal model came with a specific form of environmental building. In this direction, he takes the attention of those who concern themselves with urban matters to the question of whether the Third Way comes with a distinctive built environment (Keil, 2000).

In the light of those arguments, the changing conditions in cities, meaninglessness of spaces, social exclusion (due to the paradigm shifts and neliberal politics) and dependently increasing deprived areas of cities, and loss of identity of cities for their residents, required interventions. Such interventions can be named as new urban policies and new modes of cities, in many developed countries, which are dominated by third way (project) urbanism.

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[5] It covers innovative projects, effective use of city's cultural, natural, historical heritages and resources, promoting new business areas to make city attractive in global economy.

As a continuation of above mentioned theoretical arguments and implementations, several actions, initiatives and policies have been produced by different organizations, nations and cities, with the idea that *renewed, more effective and efficient, comprehensive, integrative, participatory, coordinated, cooperative, sustainable* and immediate actions[6] should have to be taken besides government interventions. The first and the most effective ones are the UN-Habitat Conferences, many times underline the expression that *cites are dynamic centres of creativity, commerce and culture, but undercut by environmental problems.* (UN-Habitat backgrounders, 2002)

Dispositions and actions, to be implemented in the light of the recent arguments on challenges and opportunities of cities due to the global effects and paradigm shifts (to be discussed deeper in following chapters) expounded in Habitat Agenda and supported with Local Agenda 21.

European Union, having been extremely aware of those challenges of the global and informational age and the rapid urbanization, has also been implementing urban policies to cope with the enlargement problems[7], to sustain social and economic cohesion, and for balanced development. Joining of those new members the Union might cause several problems, and might threaten the cohesion of Union. Therefore, European Union has been implementing urban and regional policies to regenerate European cities to be more competitive in global economy, and it tries to extend its impact as a united power in the world. In this sense, a term "European City" is tried to form and, became a target for many municipalities in developing countries, especially in Turkey.

When the close relations have begun between European Union and Turkey at the end of the 1990s, "European city" as a concept started to be used by many cities to indicate civilized and modern levels to be attained, in Turkey. In addition, there are also legal arrangements such as, municipality reform and urban transformation draft codes were intended to widen the action field of municipalities to make cities more competitive in global economy to assist national economy, and to adapt Turkish conditions to European Union. Rather than state initiatives, individual city initiatives gained importance with widening concepts of Habitat Agenda and Local Agenda 21. Because of those

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[6] http://www.unhabitat.org/campaigns/tenure/legal/van_dec.htm 11/17/2003

[7] Information about the enlargement problems of EU are to be mentioned in page 16 in detail.

developments, Eskisehir Greater Municipality is initiated some projects and implementations through city with an aim of "Eskisehir, as a European city".

This thesis could reveal that social and the spatial differences might counterwork; hence prevent the EU urban policy applications in Turkey as a whole. It also might reveal the problems of those local governments, which have targets to be a European city, in Turkey with a specific focus on Eskisehir Greater Municipality. However, this thesis could provide a path for many Turkish municipalities that have target of furthering the understanding of the urban issues and management.

1.1. Statement of Purpose

In 1999 when the local elections resulted in favour of Democratic Leftists Party (DSP) whose candidate was Mr. Yılmaz Büyükerşen, Eskisehir started to change rapidly with environmental, social, cultural, technological and innovative projects. It was stated many times by Eskisehir Greater Municipality, those projects has been executed to attain the European city conditions. In this direction, the focus of Eskisehir Greater Municipality in this thesis is based on the fact that despite the economic crises occurred after the 17 August Great Earthquake in 1999 in Turkey; Eskisehir Greater Municipality is the only municipality that has funded by foreign investments especially by European Investment Bank, guaranteed by Treasury Ministry. Besides, Eskisehir is also unique in terms of fund style, due to the fact that; municipality's projects are funded as a 'pack' that is composed of under three distinct projects, rather than just one project as it was always in EIB. Furthermore, Eskişehir Greater Municipality gives great importance to social projects, related with its left wing perspective. This also supports the ideas of Harvey[8] that there is a curial need for reconciling policies designed to change the spatial form of the city with policies affecting its social process. In this direction, Eskişehir is also an important city for achieving urban policies considering and executing social and spatial projects together, and developing them parallel to economic, technological, environmental aspects of the city. On the other hand, the refining of some areas (factories, city cemetery and public transporters' reparation areas) and moving them outside of the city also make Eskişehir an important city. The transforming of those areas into recreation lands is crucial because, it is supporting the ideas of Castells that the regaining the meanings of spaces for the citizens and Harvey that areas once defined as a production areas are

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[8] Harvey, D., Social Justice and the City, London, Arnold, 1973.

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changed into consumption areas due to the rapid economic and technological changes, in the city.

Consequently, in relation with their slogan: "Eskisehir as a European city", the main aim of this thesis is to explore the implementations of Eskisehir Greater Municipality, assumed to begin with the fist election of Mr. Yılmaz Büyükerşen in March 1999. While exploring this issue, the accordance between projects' implementations of Eskişehir Greater Municipality and European Union urban and regional policies' themes and applications will be the main regard as a mean to understand conditions of Turkish cities in the period of accession.

In this context, implementations are not considered as environmental and physical rehabilitations, but different fields of actions, which are based on sustainable development, governance, partnership, exchange of good practice.

1.2. Methodology

The methodology of this thesis is based on *qualitative* information through in-depth interviews with decision makers, mayor and public, and through published documents and CD records of Eskisehir Greater Municipality. In addition, methodology includes collecting information through the analysis of reports, actions and initiatives, and released documents in web sites of European Union on urban policy to understand what European city is.

In the case analysis on Eskisehir Greater Municipality's implementations, first, the six decision makers were selected according to the snowball technique, which means most related and responsible persons in projects and implementations were interviewed. Four of which were deliberately selected and directly appointed by Mr. Yılmaz Büyükerşen, the mayor of Eskisehir Greater municipality, independent from municipality organization schema. They work as independent units as *Presidency* of *Urban Development Projects* of which general director were interviewed, *Presidency of Project Information and Communication* of which general director and public relations manager were interviewed, *Presidency and Coordination of Social Projects* of which general director was interviewed. One of the other two people is *President of Presidency of Real Estate an Expropriation*, and the other works under the Presidency of Real Estate an Expropriation as *leading city planner*. In addition, the Mayor of Eskişehir Greater Municipality, Mr. Yılmaz Büyükerşen was also interviewed. The detailed information about Decision

makers can be seen in Appendix D, in the table of demographic information, and case analysis chapter of the thesis.

The twenty-five public respondents were also interviewed by the similar technique, but selected according to which projects people of Eskisehir mostly benefit or use, and affected by. In this direction, people, who are in such recreation areas built in the term of Mr. Yılmaz Büyükerşen's management, as *Haller Building, Great Park*; people who shop in *Public Bazaar, Bakery*; people who use public transporters and people who expect to use *EsTram,* in addition, people who are in public works (*dolmus and taxi drivers*) were randomly interviewed to explore for and against to the implementations of Eskisehir Greater Municipality. The detailed information about public respondents can also be seen in Appendix D, in the table of demographic information and in case analysis chapter of the thesis.

The deep interviews with decision makers and directed questionnaires to public respondents were held approximately between 01/01/2004 – 01/03/2004, and the interview with Mayor, Mr. Yılmaz Büyükerşen was conducted on 11/03/2005. The questions directed to respondents were open-ended. The decision makers interview from was composed of approximately 62 questions that were directed in their offices; and the public interview form was composed of 24 questions that were directed in the field where the forms were given to manager or the responsible person of a place to be filled by the comers or customers of those areas.

The limitations of the case analysis are the time that research was made. Interviews with decision makers were conducted just before the local elections (local election date: 28 March 2004). Because of that reason, decision makers were highly unreachable. However, even reachable ones had limited time to get information and to have an interview. In this respect, the author of the thesis is aware that the case analysis on municipal officials might not reflect the overall self-perception of the Eskisehir Greater Municipality about 'Being a European City', but could give a general framework.

1.3. Organization of the Thesis

In this direction, Eskisehir Greater Municipality will be examined in respect to the three stages: first stage is composed of European urban and regional policy and their origins; those chapters will cover historical background of urban policy's implementations of Europe and current policies of European Union in addition to the origins of those policies.

The second stage is composed of brief presentation of projects and implementations in Eskisehir; this chapter covers implementations of Eskisehir Greater Municipality with a target of being a European city. In this chapter, projects were divided in to four to be concordant with EU urban policy implementations: first section is composed of physical and environmental implementations, second section is composed of economic implementations, third section is composed of innovative and technological implementations, fourth section is composed of social, fifth section is composed of cultural implementations.

The last stage is covering the perceptions of "European city" of municipal officials, exactly the decision makers and mayor, and the public opinions about the implementations to measure the partnership and the governance principles of European Union urban policy, before the conclusion of the thesis. The author of the thesis is aware of that it was needed more comprehensive analysis to understand deeply the Turkish city conditions, but this thesis could provide the clues for the progress of Turkish cities under accession period through the analysis of Eskisehir Greater Municipality.

CHAPTER II

URBAN POLICY IN EUROPEAN UNION CONTEXT

> There are no levels or standards to be a European city, but standards to be a civilized city. As you attain them, you already classified yourself fit in to European conditions.[9]

In this chapter, European Union's urban policy, which thematically and structurally constitutes the basis of implementations and urban policy of Eskisehir Greater Municipality, will be examined. European Union (EU) does not take urban policy as separated policy for itself, rather it is dealt under the regional policy as an issue, however, recent arguments about changing roles in economic adaptation, challenges and new opportunities of cites caused by globalization directed European Commission focus on urban policy and regeneration itself. Several papers and reports, and actions that are supported by European Union's funds started to directly deal with urban issues in European settings. Yet, to understand urban policy, it is better to start with historical background of urban policy through regenerating the cities, and current regional policy in European Union.

2.2.1. Progress and Formation Urban Policy in European Union

The European Union urban policy, which partly includes specifically the regeneration of cities, is constituted according to *sustainable economic* and *social development*, and *environmental protection*. The debate on cities in need of regeneration starts with the perceived effects of the new widening globalization trends in the world. Its residents assume Cities basic settlements where, opportunities and challenges of this new trend highly felt.

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[9] Policy maker (pre.urb.dev.pro.) in Eskisehir, case study of the current thesis, 2004

According to Couch, Fraser and Percy, (2003) who are the first to work on European urban regeneration in detail analysis with example cases, urban regeneration, is a field of public policy and concerned mainly with[10];

1. Regrowth of economic activity where it has been lost (economic sustainability)
2. Restoration of social functioning where there has been dysfunction, and of social inclusion where there has been exclusion (social sustainability).
3. Restoration of environmental quality or ecological balance where it has been lost (environmental protection)

In this respect, urban regeneration is matched with urban policy of European Union, and motivation behind the reconsideration of the urban issues in Commission.

In Couch, Fraser and Percy's (2003) research, European urban regeneration has been differed in content according to years that it has been applied. British cities are first to be exposed by regeneration. Thus, European urban regeneration history has started in Britain cities in 1968s when the social dysfunction, which covers weakness of public service, is arisen in some cities. Governors had been tried to bring those basic public services in to adequate level in those regions of cities in deprivation.

From late 1960s through mid-1970s, regeneration necessities and implementations increased in whole Europe. In those years, specific sensitive programs, such as housing and slum clearance, which covered by area improvement, mainly constituted regeneration processes.

By the mid-1980s, the cities were rapidly changing in economic sense. On the one hand, service sector was growing and cities were becoming the centres of new employment, on the other hand, traditional industrial structure was loosening and large part of people was becoming jobless in cities. Unemployment and urban deprivation had increased, and governments of nations had taken some measures, like either giving local authorities more active role, or partnership with private sector to revitalize those areas to be derelict (Couch, C., Fraser, C., Percy, S., 2003).

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[10] Couch, C., Fraser, C., Percy, S., Urban Regeneration in Europe, 2003, Blackwell Science Ltd.

Subsequently, by the 1990s, new trend in urban regeneration and urban policy formation period begun, this includes maintaining and improving existing urban areas assumed to be beneficial, and getting them attractive for their residents. Those regeneration programs, by the 1990s, were the government initiatives, which were developed through new ideas like that city is a place of consumption, not a production so, attracting the new groups would bring new economic activity and growth for the city. Other concept, which was developed in those years, was "event city". This means getting city an international meeting area by advertisements. The last and the most supported idea was the "sustainability", which is still on the heart of the urban issues debate. (Couch, C., Fraser, C., Percy, S., 2003)

2.2.2. Regional Policy

Recently, based on those arguments above, European Union structured comprehensive policies for urban areas and human settlements. To sustain cohesion in all levels throughout the Europe, Union makes its policies according to regions. Member states decide regional partitions according to economic social and location differences, and apply their own policy in accordance with EU regional policy below.

The aim of the regional policy is quick implementation, to form reachable and reliable databases, exchange of adaptable experiences among the urban areas that have similar characteristics in the same region, which is also used by other regions and Member States, and to reduce imbalances and disparities among regions more effectively. The legal aim is to keep cohesion; however, urban activities are also supported thematically and financially under the regional policy.

Lately, Directory of Regional Policy in EU executes regional policy, which covers many Actions and Issues. Besides urban issues; Environment, Research and innovation, Information society, Businesses, Employment, Fisheries, Agriculture, Tourism and culture, Competition, Spatial planning, Enlargement, Peace and The most remote regions are the other issues processing under regional policy, some of which overlap with urban scope. The following is giving a short summary of what regional policy approach is in European Union.

2.2.2.1. Structural Approach

i. Three Priority Objectives

For the economic cohesion throughout the Europe, EU has prepared three "Objectives"[11], which are supported by the structural funds, for relatively "legging behind"[12] regions,

i.i. Objective 1: It is an aid program, which covers areas, regions behind in development level. This means that, if a region needs aid, its per capita GNP should be below 75 % of the Community average.

Outermost regions: The four French overseas departments: Guadeloupe, French Guiana, Martinique, Réunion, and Azores, the Canaries and Madeira suffering from major structural backwardness are also supported by Objective 1, as outermost regions. Moreover, Northern Ireland (PEACE II programme) is the special case dealt under the objective 1.

i.ii. Objective 2: It is another aid program, scope of which is designed for relunching of regions in conversion, especially in economic conversion. Clearly, the regions, which are affected by industrial decay, have weakness in rural areas, and are highly dependent to service sector.

i.ii.iii. Objective 3: It is an aid supports education, training and employment policies and systems for adaptation of people to more effective working conditions. Mainly, it covers all actions directed to upgrade man's skill at work.

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[11] European Commission, The Programming of The Structural Funds 2000-2006: An Initial Assessment Of The Urban Initiative Brussels, 14.6.2002, COM (2002) 308 final

[12] "Lagging behind," means that regions qualify for special help if their per capita gross domestic product (i.e. the value of total economic output divided by population) is below 75% of the EU average. Europe's Agenda 2000, Strengthening and widening the European Union, Draft of Commission, information brochure for the general public on Agenda 2000, Priority Publications Programme 1999, X/D/5, Final version 31.8

2.2.2.1.1. Financial Instruments for Regional Solidarity

2.2.2.1.1.1. The Structural Funds for Member States

Those funds administered by the Commission are put in to order of Member States to manage and guide the targeted urban area in need.

European Union Structural Fund: EUSF was found after the devastating floods, which hit Central Europe in August 2002[13], to respond to major disasters. It finances the areas in the case of major natural disasters, and considered as such if the estimated cost direct damage is over € 3 billion. A neighbouring Member State or accession country that is affected by the same disaster can also be provided with this aid without reaching the amount of € 3 billion

European Regional Structural Fund: ERDF's principal objective is to promote economic and social cohesion within the European Union through the reduction of imbalances between regions, and between social groups. It was set up in 1975 and grants financial assistance for development projects in the poorer regions. It was the largest structural fund in EU.

European Agricultural Guidance and Guarantee Fund: EAGGF contributes to the structural reforms of agricultural sector and to the development of rural areas. It is divided into two sections: the Guarantee section finances price support measures and export refunds to guarantee farmers with stable prices; the guidance section grants subsidies for rationalization schemes, modernization and structural improvements in farming.

European Social Fund: ESF is main financial instrument, allows the Union to realize the strategic objectives of its employment policy. ESF has been established in 1960, and providing financial assistance for vocational training, retraining and job creation schemes. Main concern is youth and women employment.

Financial Instrument for Fishers Guidance: FIFG is the specific fund for the structural reform of the fishers' sector in Europe.

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[13] www.europa.eu.int/comm/regional_policy/, 13.04.2004

The COHESION Fund: It was set up in 1993 to provide financial help for projects designed to improve the environmental development, transportation and infrastructure to Member States, of which per capita GNP is below 90% of the Community average. By this way, it directly contributes to sustainable development within Member States, and it is concerned as well as strengthening the cohesion in the European Union. It was designed only for Ireland, Greece, Spain and Portugal.

2.2.2.1.1.2. The Pre-Accession Financial Instrument

It is assumed that enlargement will challenge the cohesion of European Union. Because, 1/3 of EU's population will increase, 25% of which live in areas that GDP per capita is lower than 75% of community average. 40% of income of new comers will be less than European Union average, thus 5% GDP of European Union will decrease. Inequalities and structural weakness is expected results in cities and regions[14].

Therefore, Pre-Accession Financial Instruments were designed to help candidate countries to carry out the reforms required. The pre-accession financial instruments provide help to candidate countries to adapt their standards, especially their industrial and environmental standards, in order to be able to comply with Community legislation when they join Union. It first starts with PHARE program, which had only covered Poland and Hungary, afterward, thirteen Central and Eastern European Countries (Albania, Bosnia-Herzegovina, Bulgaria, the Czech Republic, Estonia, Former Yugoslav Republic of Macedonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovakia and Slovenia (CEECs) were added.

Those programs cover mainly the fallowing sectors (COM (2002) 308 final):

- Infrastructure (energy, transport, telecommunication)
- Development of the private sector and assistance for business
- Education, training and research
- Environmental protection and nuclear safety
- Agricultural restructuring

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[14] www.europa.eu.int/comm/regional_policy/, 04.05.2004

PHARE: It was launched in 1989 after the collapse of the communist regimes in central and Eastern Europe. It is intended to help CEECs reconstruct their economies. Between 1997 and 1999, it was modified better to meet requirements of accession and to prepare the countries for the Structural Funds. Its activities concentrate on two main areas: institutional building and investment support. It already finances many projects in areas that will be covered by Structural Funds after accession is reached, including cross-border co-operation schemes.

Pre-accession Structural Instrument: ISPA has been funding transport, infrastructure and environmental schemes in all the CEECs since early 2000, along the same lines as the cohesion fund model has. It provides direct financing for environmental projects to help CEECs apply directives for heavy investments and transport projects that are directly connected to the ten pan-European corridors[15] identified in these countries.

Structural Aid Program for Agricultural and Rural Development: SAPARD is the special accession programme for agriculture and rural development. It has also been in operation since 2000 by helping applicant countries prepare for the common agricultural policy of EU, in particular, for European standards of food quality, and consumer and environmental protection.

Mediterranean Environment Development Aid: MEDA is an aid program finances Mediterranean countries to protect coastal environment of Mediterranean Sea, including Turkey, Cyprus and Malta.

2.2.2.1.2. Community Initiatives

Those are support programs[16], set up to complement Structural Funds' operations in specific problem areas. Community initiatives are drown up by the Commission, coordinated and implemented under national control. Each initiative is financed by only one fund and has a unique purpose in European Union.

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[15] Intensive technical cooperation between the national experts of the various countries and the Commission has led to the identification of several corridors by giving priority to freight transport, as agreed by the Pan-European Conferences in Crete in 1994 and Helsinki in 1997. It was directly related with the fact that the links between the EU Member States and the candidate countries are poorly developed. White Paper, European Transport Policy for 2010: Time to Decide, Brussels, 12.9.2001, COM (20013) 70 final

[16] See the reference section.

INTERREG: it was set up in early 1990s. It promotes cross-border, trans-national and inter-regional cooperation, which means the creation of partnership (which implies the closest possible cooperation between the commission and the appropriate authorities at national, regional or local level in each Member State from the preparatory stage to implement of the measures (COM (2002) 308 final)) across border to encourage the balanced development of multi-regional areas.

EQUAL: This initiative is combating inequalities and discrimination on the labour market. Main issue is the social inclusion of disadvantageous groups (women, disabled and youth population) to the market economy.

LEADER+: It is promoting innovative strategies for sustainable development; it aims to bring together those actives in rural societies and economies to look at new local strategies for sustainable development. Clearly, it tries to make actors in rural areas be aware of sustainable vision and produce their own solutions.

URBAN: It supports innovative strategies to regenerate cities and declining urban areas. URBAN is divided in to two periods: URBAN 1 is designed for the period of 1994 – 1999, and URBAN 2 is for the period of 2000 – 2006. Second part has relatively wider scope than that URBAN 1 has, including exchange of information and good practices of cities.

2.2.2.1.3. Innovative Actions

To improve the quality of the regional strategies, the commission intends to support the latest ideas, which are not adequately exploited. Innovative actions are expected to provide the regions with the scope for experimentation, which they sometimes lack but need to meet challenges of the information society and to make their economies more competitive (COM (2002) 308 final). Recently, because of the new trends in European urban structure, innovative actions are relatively more active in middle-sized cities that are in take-off process in Europe.

Besides those funds, of which guidelines and areas are precisely defined, there is another fund, namely *The European Investment Bank (EIB)*, which is open to all countries that are either expecting accession or neighbouring in need of financial help that is decided by the Bank Managers for development.

2.2.2.2. Thematic Approach

Programs, initiatives and funds under the structural part of the EU regional policy support the subjects under thematic approach.

2.2.2.2.1. European Spatial Development Perspective

ESDP, which is adopted in May 1999 by the Ministers of the Member States responsible for regional planning, aims to improve the coordination of national policies through partnership in this field. It works based on three key principles[17]:

• Ensuring the development of a balanced and polycentric urban system and close relationship between cities and countryside
• The assurance of equal access to knowledge, infrastructures and transportation
• Sustainable development, intelligent management and conservation of nature and cultural assets

2.2.2.2.2. Disadvantageous Regions:

Developments of legging behind regions, regions in conversion, and remote regions (those under objective 1 and objective 2, explained in page 17) that are mentioned above have great importance and area of interest for European Union.

Disadvantageous urban areas[18] suffer from a combination of economic, social and urban problems. In order to define more accurately the suffering populations, community selected 29 areas that URBAN Community Initiative programmes have been executed, and prepared indicators from similarities of those areas. Indicators based on,

1   The unemployment rate among the active population;

2   The widespread breakdown of family structures (single parent families) increased by,

3   Poverty and lack of opportunity; the foreign population, when this leads to dysfunctions.

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[17] http://europa.eu.int/scadplus/eg/en/lvb/g24401.htm, 08.10.2004

[18] Towards Balanced and Sustainable Development of the Territory of the European Union, Agreed at the informal Council of Ministers responsible for Spatial Planning, Potsdam, May 1999.

2.2.2.2.3. Specific Areas:

European Union has described which areas to be supported by Community Initiatives and provided financial help through Structural Funds.

Those areas are:

- Rural areas
- Frontier areas: community actions for regions bordering the candidate countries
- Urban areas: problem areas, cities and towns which have been in regeneration, and which have been under decay
- Coastal areas: by improvement and integrated management within Member States and between neighbourhoods

2.2.2.2.4. Social Groups at Risk:

European Union has described some groups, who suffer from social exclusion in all aspects of life, as at risk, and they should have been supported by positive discrimination. Those are mainly women, immigrants, and people live in poor conditions.

2.2.2.2.5. Local Authorities:

EU ensures networks and representation of local authorities vis a vies the Union. EU is giving great importance to local authorities in both decision-making and implementation of new strategies for sustainable economic and social development, and environmental protection. Consequently, local authorities are encouraged for innovative actions and supported by programs and financial aids. Moreover, constituting networks for experimental sharing and exchange of good practice are also prior to European Union in case of local authorities.

2.2.2.3. Other Community Policies and Areas of Interest[19]

Sustainable development: it refers to a form of economic growth, which satisfies society's needs in terms of well being in the present and future life of human. It supports the assumption that developments must meet today's needs without threatening and

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[19] www.europa.eu.int/comm/regional_policy/ 03.01.2004

endangering the projects of future generations.[20] Clearly, it means the effective and efficient use of resources of present life for well-being without risking future generations' well being. Recently, it is the paramount goal during the whole process of urban projects' implementataions and in each item of urban issues in EU. (European Sustainable Cities Report, 1996)

Trans-European Networks: In order to exploit the full potential of the single market created for whole Europe, Community is contributing towards the sustainable development of Trans-European networks, which cover cross-frontier infrastructures in the field of transport, energy, communication and environment. By this way, citizens of recent and citizens of future generations would have equal access to market economy.

Statistics: They cover common classification of territorial units for statistical purposes (Nomenclature of Territorial Statistical Units - NUTS). It is the main source of the program called URBACT[21], processing under URBAN II, and which creates great opportunity for ESDP in sustainable development projects.

2.3. Urban Policy

> The urban question… is at the heart of economic, social and territorial change. Cities are a key location for the pursuit of a strategy... [22]

Urban is not precisely defined; however, agglomeration should have at least 10,000 in habitants before it is called as *Urban* in European Union context.

As it was mentioned before, European Union Commission has begun to give more emphasis to urban issues. Reasons for that on the one hand, some cities are depressed by urban decay and all challenged by negative effects of globalization that might damage the European Union's cohesion, which in terms planned to be most competitive knowledge-

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[20] The Programming of the Structural Funds 2000-2006: An Initial Assessment of the Urban Initiative, Brussels, COM (2002), 308 final

[21] Program allows towns and cities involved in the URBAN initiative to exchange experience and best practice.

[22] Unity, solidarity, diversity for Europe, its people and its territory - Second Report on Economic and Social Cohesion, European Commission (2001) p: 6.

based economy in the world by 2010[23]. On the other hand, cities are not only institute an identity for its citizens but also, create opportunity for more and better jobs, innovation, entrepreneurship and economic advancement for strengthening the internal market and its competitiveness in global market. In addition, cities are basic units to achieve environmental sustainability and protection by partnership and co-operation at all levels in EU.

Then, the first striking action was taken by redefining the concept of 'urban' thematically by Commission. Henceforth, cities and towns are assumed not to operate as closed systems but, to be dependent on and to have responsibilities towards their rural hinterlands. Cities are defined as motors for regional, national and European development. With depends on this definition, Commission stressed the need for coordinated policy efforts throughout the European Union to promote this role of cities, and addresses the complex, widespread socio-economic and environmental problems to be worked out European cities are confronted. (COM (1998) 605 final)

2.3.1. Challenges of Cities, released by European Commission

It is better to continue with the challenges of cities, which are deduced from, communications, initiatives and reports of European Union to be expounded in this chapter later, and which directly attracts Commission's regard.

As it was mentioned before both in Habitat Agenda and Local Agenda 21, ongoing urbanization process, which is exceeding its estimated growth in population (UN, 1999)[24] attracts migrants[25], poor people and people from rural area in which traditional employment decline. Large cities are becoming main source of prosperity and

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[23] Cities of Cohesion A Stronger EU-Intervention in Large Urban Areas (2002): The Cities for Cohesion group is made up of a number of cities, large urban areas and regions. The group is informal and co-operates on issues linked to the urban agenda through its Brussels offices.

[24] It is defined as the rate at which a population is increasing (or decreasing) in a given year due to a surplus (or deficit) of births over deaths, expressed as a percentage of the base population, United Nations, *World Urbanization Prospects, The 1999 Revision*. www.wikipedia.org/wiki/urbanization 08.10.2004

[25] It was said, in 1990, an estimated 2,1 million persons entered into the Member States from abroad, while almost 1 million people left the EU. Apart from Ireland, all Member States are experiencing immigration. Estimates for the period 1987-1991 suggest that two thirds of immigrants have moved into large industrial agglomerations and capital cities. Communication from the Commission: Towards an Urban Agenda in the European Union, COM (97) 197 final

joblessness; in addition, service sector is not as expand as expected because of public expenditures' limitations and single sectoral economies in lots of cities, especially in small-sized peripheral cities. (European Commission Report, 2001)

Another threat is that with liberation of market and globalization, Europe is challenged by worldwide competitiveness. To provide the European Union to increase its economic competitiveness by abolishing obstacles to trade, investments and labour mobility through creating an integrated economy for whole Europe, European Monetary Union (EMU) is agreed[26]. Thus, cities forced to be more dependent, but autonomous to be most attractive to compete for investments in global market economy. However, it is not relevant for all European cities, which are weakened by global effects. Some cities are still dependent on resource-based industry in regional economy connected with traditional agricultural sector. In addition, they are in difficulties in adapting themselves to the new economic trends, the information and technical society, which corrupts the cohesion of EU.

Due to the investments and entrepreneurship, diverse employment is increasing in urban areas, most of which are under threat of social disparity. Better-qualified, educated people have access to labour market, but contra parts have been experiencing poverty, homelessness, social isolation, bad housing and crime. Those cause spatial segregation[27] with social exclusion, which are also caused by cultural and linguistic diversity[28] (European Commission Report, 2001).

In chain reaction, those, who are experiencing social exclusion, are more concerned with urban problems and become indifference to their natural and physical environment. Those are affecting the cohesion, sustainable development of the European Union and bringing in imbalances in the urban system.

Besides, physical and environmental problems are plumed in urban areas; private car using, transport problems, traffic congestion, solid waste, wastewater, industry, pollution are the main issues in urban decay. In relation, physical and cultural heritage of buildings,

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[26] The Law on the Implications of the Euro was enforced in 20 February 2000.

[27] As it mention before, In ESDP context, segregation is not seen as a threat by itself till it comes together with social exclusion (ESDP, European Commission, 1999)

[28] Examples can be seen in Kutlu, Ü.Z. (2002) "Turkey as a Waiting Room: Experiences of Refugees in Turkey", Unpublished M.S Thesis, METU, Ankara.

public spaces and urban design, and green spaces are important elements in urban quality, which also in turn down. Moreover, as Habitat Agenda stresses (UN, Habitat Agenda, 1996), significant roles of cities as dynamic centres of creation, leisure, learning and culture for its inhabitants, loosing their characteristics by environmental problems. (COM (97) 197 final)

Other important issues to reconsider urban areas are the urban management and partnership. Fragmented power in urban structure causes loss of sense of citizenship, and results in practical difficulty of actions, plans and initiatives, which results local authorities to be unable to work out on urban problems. Moreover, public participation, which is one of the main concern of European Union in both application and decision-making, is at risk. (COM (2002) 308 final)

In addition to those designations, ESDP has also scenarios.[29] According to the perspective, one third of population lives in metropolitan areas, some of which has saved its global importance. Despite the fact that cooperation between cities has been increasing, competition between them is also in rise due to the diverse economic activities. High density in population of urban areas, growing land consumption and unplanned settlement result in urban sprawl, which also results in high use of private transport, energy consumption and costly investment in infrastructure.

Those are accompanying with social segregation: poor and immigrant people stay inner cities and live in large housing complexes; rich people settled to suburban, peripheral areas. This segregation is largely connected with unemployment, environmental problems, and social exclusion mainly due to the ethnic and cultural differences.

Finally, traffic noise, pollution, waste are growing environmental problems need immediate focus, and historic fabric destruction negatively affects economy and sustainable development. (European Commission, ESDP, 1999)

Those alerts make European Union to consider urban issues more comprehensive and earnest. There were several initiatives, which constitute the history of urban policy, and are directly related to compose an urban policy for European cities. Urban policy progress

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[29] Towards Balanced and Sustainable Development of the Territory of the European Union, Agreed at the informal Council of Ministers responsible for Spatial Planning, Potsdam, May 1999.

was started with 1990 "The Green Paper on the Urban Environment" (COM (1990) 218 final) which was first to present a comprehensive review of challenges that the urban environment has been facing. It is also first to propose an extensive approach and series of actions at the European level, stressing the importance of the development of a continuous co-operation and integration both horizontally and vertically between policies. After that, Commission, in 1991, established The EU Expert Group on the Urban Environment under ESDP. The Group[30] is independent and composed of national representatives and independent experts from member states (COM (2004) 60 final). The focus of expert group is later bounded with sustainable development, sustainable urban development in particular. Later, The Sustainable Cities Project was launched in 1993 (COM (2004) 60 final). The main aim of this project is to support new ideas on sustainability and to constitute a sustainable development perception in European urban areas. It encourages a wide exchange of experience between and within all levels of local authorities, stresses to disseminate good practices on sustainability at the urban level throughout the European Union. Besides, it tries to formulate recommendations for the EU institutions and all levels of authorities. In 1996, the EU Expert Group released "European Sustainable Cities Report" in support of the Local Agenda 21 (EC, European Sustainable cities Project, 1996). The report provided a detailed framework for regional and local actions and guidance to local authorities, with identifying how urban management can be achieved, how policy integration can be made, what is eco-system[31] thinking is. It has also emphasized the importance of cooperation and partnership as the basic principles for progressing towards sustainability in urban areas. In 1997, "Towards an Urban Agenda in the European Union" has been released (COM (97) 197 final). It was focussing on the economic, social and environmental challenges facing European towns and cities, and emphasizing the need for an urban perspective in EU policies. Communication aims to restore the role of cities as places of social and cultural integration, as sources of economic prosperity and sustainable development, and as a base of democracy. This was followed by "Sustainable Urban Development in the European

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[30] Its main tasks are defined as to consider how future town and land use planning strategies are in consistent with environmental objectives; to advise how the Commission could develop the urban environment dimension within Community environment policy; and to consider how the Community could further contribute to the improvement of the urban environment. European Sustainable Cities Report, Expert Group on the Urban Environment, European Commission, Brussels, March 1996, Executive summary

[31] Detailed information is given on page 59 of the thesis.

Union: A Framework for Action" report on 1998 (COM (1998) 605 final), which is assumed first to take a true sustainable development approach by highly referring to European Sustainable Cities Report, and which would constitute the basis of present thematic approach with four interdependent policy aims:

- Strengthening economic prosperity and employment in towns and cities;
- Promoting equality, social inclusion and regeneration in urban areas;
- Protecting and improving the urban environment towards local and global sustainability;
- Contributing towards good governance and local empowerment

Afterwards, in 1999, ESDP has produced "Towards Balanced and Sustainable Development of the Territory of the European Union". In this report, which highly supports the "Sustainable Urban Development in the European Union"[32], fallowing issues are emphasized:

a) Development of polycentric and balanced[33] urban system, and strengthening of the partnership between urban and rural areas;
b) Promotion of integrated transport and communication concepts, which support the polycentric development of the European Union territory, and equity of access to infrastructure and knowledge;
c) Development and conservation of natural and cultural heritage through good management, which can be contribute to natural and cultural plurality of cities and towns in EU.

The gathering of Informal Ministerial for Ministers who are responsible for regional and spatial planning, that held in Tampere in October 1999[34] fallows the ESDP's report. In this meeting, they asked how to go forward with urban question and agreed 20 action

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[32] ESDP, Towards Balanced and Sustainable Development of the Territory of the European Union, European Commission, 1999

[33] Detailed information is given on page 60 of the thesis

[34] Ministry of the Interior, Finland, Urban Exchange Initiative III: Urban Development Through Expertise, Research and Information Informal meeting of the Ministers responsible for Spatial Planning and Urban/Regional Policy of the European Union, Tampere, October 1999. Edited by Göran Aldskogius, Urban Policy in the Structural Policy of the European Union Working Paper 21, Umeå University, Centre for Regional Science, CERUM, Sweden, 1991

plans, one of which dedicated to urban applications and co-operation. After that, in 2001, the EU Expert Group produced the report "Towards more sustainable urban land use: advice to the European Commission for policy and action"[35].

2.3.2. Why European Union Commission Deals With Urban Issues?

With help of those initiatives above, urban become the main issue for Commission because of the reasons below:

In Europe 80% of population, having been consumers of energy and natural resource, generating waste, living in towns and cities, and they all suffer from disaster, economic, social and demographic change. On the other hand, cities constitute visions of communication, creativity, innovation and cultural heritage for this population. (Com (1998) 605 final)

Urban issues are important for improvement of economic and social cohesion in addition to innovative activities, sustainability, successive enlargement, and more balanced Europe, which can be achieved only through local capacities, strong single market economy and environmental protection.

Urban areas are the local entities, which are assumed by Commission directly contribute to balanced and participatory European Union in cohesion through governance.

2.3.3. Commitments, Actions and Programs of Commission on Urban Challenges

Therefore, as accord with those regards, Commission takes comprehensive steps. Firstly, it emphasizes the promoting employment and economic competitiveness in global arena, this is supported by Innovative Actions, ESF, Cohesion Fund, and Employment Issue under Directory of Regional Policy, which assumes that widening service sector in private sector and tourism, can create new jobs.

Secondly, commission emphasizes economic and social cohesion, which is directly undertaken by Cohesion Fund, Objective 1 and 2, which help to improve alternative transport systems, such as railways and bicycle roads and motor-driven. Moreover,

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[35] Expert Group on the Urban Environment, towards more sustainable Urban Land Use, Advice to the European Commission for Policy and Action, January 2001.

Objective 3 helps to improve human resources, social inclusion and multi-cultural education. UPP works for urban segregation; URBAN works with neighbourhoods based on partnership in deprived urban districts besides of reclamation of derelict lands and improvement of the treatment of urban wastewater; and INTERREG finances actions in deprived urban neighbourhoods and fosters the exchange of knowledge and good practice.

Thirdly, commission emphasises the significance of transport and trans-European networks. Commission, having known that good transport means high competitiveness for a city, tries to improve peripheral and core integration by sustainable, improved, widened and affordable transport, which also supplies equal access to life. In addition to telecommunication facilitations, Trans-European transport networks (TETNs) directly deal with improving access to cities, which generate employment, allow exchanges between cities and regions, connect cities to each other, and provide people with greater choice, lower price in market.

Finally, Commission emphasizes the sustainable life for future and present lives of citizens and effective use of natural resources. Sustainable Cities Project, ESDP, URBAN, LEADER+ and EQUAL directly and other initiatives are indirectly undertake those issues. To support Commission emphasises, exchange of experience and good practice, participatory and integrated approach, partnership and co-operation is undertaken by URBAN AUDIT, URBACT, and INTERREG programs, and Euro stat project, which is the database for local level statistical information. (COM (97) 197 final)

Commission also encourages the national innovative programmes and sustainable projects. In addition, Commission tries to constitute a euro codes for construction, European Common Indicators for urban environments. It also has forced local authorities to have comprehensive transport plan and environment research plan for the city as a whole.

2.4. Initiatives Directed To Urban projects' implementations

2.4.1. URBAN Initiatives for the Period of 2000-2006

URBAN was founded to improve man's habitat and to deal with isolation, poverty, inclusion, and physical and social entourage. In other words, it is prepared to solve the

problems of poor living conditions and regenerate derelict, problem and decaying urban areas and neighbourhoods.

URBAN, in general, is targeting on small areas, which provides more detailed, local and comprehensive analysis of cities. It focuses on social inclusion and integration of minorities; deals with natural and physical environment and economic cohesion; works in local partnership and; provides exchange of experiences and best practice between cities. (COM (2002) 308 final)

URBAN covers some 2.2 million people across Europe living in 70 urban areas in crisis. Some Euro 730.000.000 is devoted to tackling with the main problems these areas face.[36]

2.4.1.1. URBAN I Program

URBAN is one of the structural funds, as it was mentioned before a community initiative. It was lunched in 1994 as URBAN 1 at first, after the UPPs (urban pilot projects) which is the origin of it. (UPPs covered 33 urban areas and processed in 1989 – 1993 to regenerate derelict areas of small cases. (EU, Regional Policy, Brochure, 2003)). URBAN 1, which is still in process, included 118 European Union cities with active local partnership. It is designed to make additional contributions to OBJECTIVE 1, 2 and 3 by focusing on the economic and social regeneration of cities and neighbourhoods in crises.

2.4.1.2. URBAN II Program

The second part is considered for the period of 2001 – 2006, and named as URBAN II. It has been directed to regenerate depressed urban areas, to increase job opportunities, to diminish segregation and lack of social amenities, to improve housing conditions and run – down urban fabric similar to URBAN 1. However, it has a particular focus on social inclusion, employment, and entrepreneurship.

Differing from I, in URBAN II, the local participation is given a great importance; nations should have encourage the local administrations to implement actively URBAN projects in targeted areas that are decided in advance by Member States with the

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[36] Partnership with the Cities, The URBAN Community Initiative, European Union, Regional Policy, Brochure 2003

guidelines[37] of European Union commission. Contrary to URBAN 1, selection criteria are transparent and open to local applicants who could monitor the process. All selected cities are in difficulty described as disadvantageous regions. In URBAN II, cities are selected by Member States according to either decentralized decision making by which every nation selects its regions in accord with its cota in commission, or common community framework, which covers community guidelines for selection, or objective criteria, which covers nine criteria and three of which selected region, has to fulfil. (COM (2002) 308 final)

In addition, implementation limitations in URBAN 1 are diminished. Rather than covering 10, 0000 inhabitants, level of the programs gain importance in URBAN II.

Moreover, the application for finance and administration is also simplified, which provides quick execution. Programmes are financed only by ERDF rather than both ERDF and ESF as in URBAN 1. This widened the scope of ERDF and facilitated the process of implementation.

URBAN AUDIT (COM (97) 197 final) under URBAN II project is used for systematic information to all cities whether covered by URBAN or not. Evaluation and monitoring the programmes are also facilitated according to URBAN AUDIT indicators of quality of life (see the Appendix D).

In short, URBAN programs in general, are different from other initiatives that are also dealing with urban issues under the Directory of Regional Policy. It is an integrated approach by including on the one hand, environmental, social and economic policies together, on the other, community, nation and local level together with giving greater role to local communities. It focuses small-scale areas, which provide more comprehensive analysis as it is compared to other initiatives. It is more flexible in selection of cities as mention above, and more flexible and simplified in implementation and administration.

Because the large part of the ERDF fund for URBAN is used for physical and environmental regeneration, which takes the higher priority in URBAN itself, it is, in one respect, the name of regeneration of cities in European Union. The second large part is

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[37] The Programming of the Structural Funds 2000-2006: An Initial Assessment of the Urban Initiative, Brussels, June 2002, section 3.1For guidelines, COM (2002) 308, final section 3.1.

used for entrepreneurship and employment and the third part is allocated for social inclusion. Simply, URBAN is a surgery for problem areas.

2.4.2. Example Case For URBAN: Strasbourg

Because, Eskisehir Greater Municipality likens Eskisehir to Strasbourg[38] and takes this city as a model for Eskisehir, Strasbourg is selected to be example case of European Union urban policies. In Strasbourg,[39] urban regeneration case has been included four districts inhabited by 37,000 people. They are Nehouf, the Southern Rhine Port area, and West and South Meinoi that are deprived economically and socially, and which have lack of access to main public services. Three major priorities[40] were detected in regeneration process:

- Encouraging access to jobs, economic development and training, which were expected to attract new business, entrepreneurs, 3, 35 million € was allocated
- Improving the quality of everyday life, 2, 29 million € was allocated
- Restoring the link between neighbourhoods, upgrading the spaces between residential buildings, 3, 53 million € was allocated.

Remain was allocated to technical assistance.

The European Union's ERDF funds France total 102 million € in national level and contributes € 9.7 million for the regeneration of Strasbourg urban area processed under Urban II Community Initiative. (www.europa.eu.int/comm/regional_policy/, 28.09.2004)

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[38]N. Sophie, Land Use and Transport Planning in the Strasbourg Urban Area, www.europa.eu.int/comm/regional_policy/, 26/04/2004

[39] Strasbourg has total 423,500 inhabitants 250,000 of which lives in urban centres. Industrial area is located on north southwest. It has a trend of decentralized territory, which means higher educations, research centres and labs are gathering in techno-parks outside the major city centre.

Urban II Programme: EU to contribute € 9.7 million to development of Strasbourg urban area in France, Brussels, December, 2001, www.inforegio.cec.eu.int/urban/

[40] http://www.inforegio.cec.eu.int/urban/ successful stories, 08/03/2004

2.4.2.1 Objectives and Plans

Strasbourg urban mobility master plan would be developed for two-wheeled vehicles, and it would be improved to promote the public transport in addition to restrict the use of private car driving in city centre. New business would be attracted. No reduction of green space and parklands would be allowed. It has observed that new central areas were in development, which supports polycentric urban design, and due to which new sports and cultural centres are needed to build for improvement of social inclusion.

For the transportation in details, banning transit traffic flows from the centre, which requires by-pass roads; extension of pedestrian areas and extended cycle tracking network; improved public transport supply were in project in addition to the new tram services, which have 26 trains, 18 stops, and which work in every four minute with minimum 21 kph speed. The bus network, to be restricted around the tram service route but, a cross section at the square; parking policy, which limited toll parking for non-residents and special all day long parking regulations for residents of the city centre, were in consideration too.

2.4.2.2. Development Procedure

It has implemented in co-ordinated way with different levels of local authorities, and in partnership with different local agencies like universities, job associations, and inhabitants.

Analysis of process was to be implemented by involving citizens through public surveys, which would investigate for and against to tram services before it starts. During the implementation, new public survey was to be directed, which was informative rather than a debate. The third public survey, which was also informative about how to use the tram service and what measures were taken for undesired occasions, was to be directed when the tram service fully on operation.

2.4.2.3. Evaluation

As a conclusion, urban regeneration in Strasbourg, especially for transport systems, resulted in increase in the use of public transport in city centre but no decrease in the private car driving.

Transport plan and tram also resulted in modification of private building on routes. Few of their original use were changed. The most of buildings' facade were modificated, which were on the route of tram. Green areas and parklands were extended in the city centres, which limited the private car parking. However, new private car parks were designed in suburban areas to promote the reduction of private car driving in city centre.

Because of the increasing access to inner city with good public transport, house rents also increase in quarters outside the city centres, which bring in economic development and reduction of social exclusion.

The most beneficial results were the coordinated and integrated operation of urban regeneration and creation of an approach to urban Strasbourg within local authorities and agencies.

CHAPTER III

THE BASIS OF EUROPEAN UNION URBAN POLICY

> It is a matter of accessible, applicable modelling criteria, which will not be rejected when it is understood (by people of the city)[41]

After given the current urban policies of European Union, in this chapter, the basis and the origins of European Union Urban policy and the trends that affected it, will be examined. Those bases are *Habitat Agenda* and *Local Agenda 21*, which extremely stress the *governance*, *exchange of good practice*, *empowerment of local authorities* and *sustainable development* in all manners to tackle with the urban problems. The strongest initiative in European Union, *European Sustainable Cities Project* to follow the commitments and actions of what Habitat Agenda and Local Agenda 21 revealed will also be examined in this chapter.

3.1. New Trends in Urban Issues throughout the World, Affects European Union's Urban Policy and Its Activities

Recently, cities are challenged by global effects in the world as being economic motors of nations as it was mentioned before. Those earlier urban initiatives, as in Europe, begun to be incapable of solving problems in case of equal distribution of resources and basic services, environmental protection, and equal economic and social developments. Because the world population increases in urban areas and so in European Union, because the local authorities are the closest entities[42] to public; *renewed, more effective and efficient, comprehensive, integrative, participatory, coordinated, cooperative, sustainable*

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[41] Decision maker (ge.dir.Pro.inf), case study of the current thesis, 2004

[42] Local Agenda 21, UN Conference on Environment and Development (UNCED), June 1992, Rio de Janeiro.

and immediate actions[43] should have to be implemented besides government interventions. This new *approach*, is adopted by many developed countries and so by European Union for cohesion.

In this context, urban issues and cities in particular, are undertaken by different parts and institutions of urban residence besides governments. This brings all levels of society in together such as local governments at the top, universities, NGOs, public, entrepreneurs, private sector, states, unions...etc, briefly, everyone, whether part of an organization or not.

3.1.1. United Nations HABITAT initiative

As having been a renewed approach to urban issues to cope with sustainable development problems, The United Nations Centre for Human Settlements (UNCHS - Habitat) was established in Nairobi, Kenya in 1978, two years after the Habitat I Conference. Habitat works for the formulation and implementation of the human settlements programs of the United Nations. Habitat provides its research and technical analysis capacity to assist Governments in improving the development and management of human settlements (UN-Habitat backgrounders, 2002).

Since the cities have significant role in development and they attract migrants from rural areas due to the advanced social and economic structures (it results in increase in poverty, poor housing conditions, environmental degradation and mismanagement of resources), and because of growing world urban population; UN-Habitat decided to have a second conference. This conference essentially focuses on cities. Main motivation of meeting was that cites are dynamic centres of creativity, commerce and culture, but undercut by environmental problems. (UN-Habitat backgrounders, 2002) *Habitat Agenda[44],* which was released there after the *Habitat II[45]* conference in Istanbul in Turkey on 3-14 June 1996, and agreed by 171 countries, has been emphasizing the goals, commitments and

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[43] http://www.unhabitat.org/campaigns/tenure/legal/van_dec.htm 11/17/2003

[44] The Habitat Agenda Goals and Principles, Commitments and the Global Plan of Action, http://www.unhabitat.org/declarations/habitat_agenda.htm, 11/13/2003

[45] Report of the United Nations Conference on Human Settlements (Habitat II), Istanbul, 3–14 June 1996

actions -with an aim of improving- of first attempt of the UN, *Habitat I Conference*[46] that was held in Vancouver in Canada 31 May - 11 June 1976. Differing from agreement of Habitat I, it is emphasizing the three key issues: importance of *governance*, participation and partnership, *exchange of best practice* to assists governments to have -as a third issue- *sustainable economic and social development*. In addition, it is stressing the inadequate leadership, corruption and mismanagement in cities to respond those key issues, especially in developing countries. (UN-Habitat backgrounders, 2002)

Habitat Agenda emphasizes the threatening effects of rapid urbanization, which requires comprehensive economic and social programs. In connection with the three key issues above, it underlines the promotion of literacy and education, improvement of general health of states, greater access to social services, and cultural political and religious participation. It also underlines the democratization by involving the civil actors in all levels of progress and through public-private partnership, and decentralized participatory planning and management that give greater role to local authorities and important elements for successful urban future (UN Habitat Agenda, 1996).

Habitat Agenda repeatedly highlights the assumption that "Cities and towns are engines of growth and incubators of civilization, and facilitated the evaluation of knowledge, culture, tradition, industry and commerce"[47]

3.1.1.1. Challenges of Cities, released by UN-Habitat

Habitat Initiatives put the human beings at the core of their concern. Hence the cities are the settlements that people directly face with the problems resulted by imbalance development related with rapid urbanization and globalization, UN released the Habitat Agenda as a framework for local authorities and nations. The challenges of cities[48] to be worked out are revealed in Habitat Agenda. Those are:

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[46] The Vancouver Declaration On Human Settlements, United Nations Conference, Vancouver, Canada, 31May – 11 June 1976,

http://www.unhabitat.org/campaigns/tenure/legal/van_dec.htm, 17/ 1/2003

[47] http://www.unhabitat.org/declarations/habitat_agenda.htm, 13/11/2003.

[48] http://www.unhabitat.org/declarations/habitat_agenda.htm, 13/11/2003

- Inadequate financial resources to implement Habitat Agenda, because of economic backwardness or conversions in some developing countries
- Lack of employment opportunities because of loosening traditional economic structure and lack of training facilities
- Spreading homelessness and expansion of squatter settlements
- Increase in poverty and widening precipice between poor and rich, because of unequal distribution of services and imbalanced market economy
- Growing insecurity and increase in crime rates related with lack of access to mainstream of city life
- Inadequacy and deterioration of building stocks, services and infrastructures, related with social exclusion
- Lack of health and educational facilities
- Improper land use because of weak urban planning and management
- Rising traffic congestion due to insufficient good transport projects
- Increase in population
- Lack of green spaces, and destruction of ecosystems
- Inadequate water supply and sanitation, especially in developing countries because of lack of good management, and environmental decay
- Uncoordinated urban development and lack of communication between and within cities
- Increasing vulnerability to both natural and human made disasters
- Social exclusion, especially for immigrants, women and youth population
- At last, lack of legal, institutional, financial, technical, and human resources to respond adequately to rapid urbanization many local authorities face. (UN Habitat Agenda, 1996)

Those challenges are essentially deduced from early initiative, Vancouver Declaration, Habitat I. However, they are widened in Istanbul Declaration, Habitat II, in which lacking importance of family protection; lack of consideration of specific conditions of some countries like Ireland, Afghanistan in implementation of Habitat Agenda; incredible rates of poverty; lack of shelter for all are underlined. In addition, commitments of formation of full progressive realization and awareness of rights, and conservation, rehabilitation and maintenance of buildings, monuments, open spaces, landscapes, settlement patterns of historical, cultural, architectural, natural, religious and spiritual were also in consideration in Habitat II conference. (UN Istanbul Declaration, 1996)

"Declaration on Cities and Other Human Settlements in The New Millennium, August 2001"[49], was the follower and the supporter of the Habitat Agenda. in this declaration, inadequate awareness of economic roles of cities in global world with public-private partnership, and global terrorism for human settlements especially for urban areas are priory important challenges; strengthening the small enterprise is additional essential commitment. (UN General Assembly Resolution[50], 2001).

3.1.1.2. Actions, Determined in Habitat conference in August, 2001

After expounding those challenges, Declaration on Cities and Other Human Settlements in The New Millennium identified renewed targeted actions to cope with them. Those are to:

- Promote to implement Habitat Agenda wider throughout the world.
- Protect and support family, which is the base of sense of social inclusion, especially in developing countries. Promote poverty eradication; encourage social and economic policies directed to housing needs of families and their individual members, in particularly children.
- Promote integrated approaches to support poverty eradication, and sustainable solution of debt burden of developing countries.
- Promote the international cooperation and burden sharing.
- Promote the financial help for developing countries in difficulty from developed countries, more specifically, promote to institute World Solidarity Fund for poverty eradication.
- Improve the full and open dissemination of information and best practice.
- Empower poor and vulnerable people.
- Empower local authorities, NGOs, partners with legal framework for effective decentralization in both urban and rural settlements.
- Promote networks to enable all partners to play an equal role, moreover, strong and accountable public institutions for good urban management

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[49] Declaration on Cities and Other Human Settlements in the New Millennium, United Nations General Assembly Resolution, 9 June 2001. http://www.unhabitat.org, 14/11/2003.

[50] UN, General Assembly Resolution, 1 January 2002, http://www.unhabitat.org 13/11/2003

- Ensure transparent, responsible, accountable, just, effective and efficient governance of cities and other human settlements

- Promote development of mechanisms and foster legal, financial and administrative planning, coordination instruments, and voluntary practices in society.

- Reduce the vulnerability of human settlements to natural and human made disasters such as wars and conflicts

- Promote gender equality and reforms giving women full access to all spheres of life as men have

- Promote innovative approaches for shelter and poverty, and sustainable development. Promote projects for upgrading the slums and affordable housing for poor and homeless population

- Promote projects and programs to fight against AIDS/HIV

- Increase and intensify the role of youth in civil society

- Abolish violence to women, children and elderly people and reduce urban crime

- Promote access to safe drinking water, sanitation, waste management and sustainable transport, which is also accessible for all including disabled people

- Promote sustainable environmental planning and management, and sustainable consumption and production patterns

- Integrate those actions with Local Agenda 21[51] by adapting it for the own city.

- Translate best practices into policies, and promote monitoring and evaluating the performances for the progress of Habitat Agenda as whole. (UN, Declaration on Cities and Other Human Settlements in The New Millennium, 2001)

However, those actions are valid mostly in all urban areas, Habitat Agenda, having known that cities are different in case of economic, social and administrative structure, and location, is designed as a framework, a menu or procedure for actions to deal with urban problems, rather than to be applied as a whole of Habitat Agenda (UN, Nairobi, Kenya, 2003).

Recently, Habitat initiatives try to tackle with problems due to the rapid urbanization by overemphasizing sustainable development in all aspects of human settlements and eradication of poverty through global campaigns and programs[52].

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[51]Agenda 21, detailed action plan agreed in UN Conference on Environment and Development (UNCED), June 1992, in Rio de Janeiro.

In short, main aim of Habitat Agenda is, by repeatedly emphasizing, worldwide, integrative, comprehensive, participatory, co-operational, coordinated, effective and efficient urban management approaches and planning strategies. Besides, strengthening the local authorities, and, with a deep understanding of power of the city as an organizing agent for national development and sustainability by putting human beings at the core are another targets of it. (UN General Assembly Resolution, 2001).

3.1.2. Local Agenda 21

Another initiative, which is also the follower of the Habitat I, and directly contributes to constitute European Union urban policy, is the Local Agenda 21. The origin is based on Earth Summit, UN Conference on Environment and Development that held in Rio in June 1992.

After the Habitat I Conference, the importance of local authority in tackling with urban problems was reconsidered in Local Agenda 21, and expressed in following words:

> Most of the goals agreed to in Rio can become reality only through local action in cities where environmental threats are increasingly concentrated.[53]

Local Agenda 21 is essentially the process of developing partnerships between local governments and other sectors. International Council for Local Environmental Initiatives (ICLEI) also facilitates capacity at the local level, which is in process of development through the Local Agenda 21 Initiative[54]. (European Sustainable Cities, Report 1996)

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[52] Campaigns and programs can be seen at www.un.org

[53] Cities of Today Cities of Tomorrow,

 www.un.org/cyberschoolbus/habitat/index.asp (1), 8/10/2004.

[54] In September 1990, representatives of more than 200 local authorities from all parts of the world founded the International Council for Local Environmental Initiatives (ICLEI). As a network of local authorities, ICLEI facilitates the exchange of experience between cities, towns and counties and disseminates examples of good environmental practice throughout the world. European Sustainable Cities Report, Expert Group On The Urban Environment, European Commission, Brussels, March 1996

3.1.2.1. What is Agenda 21

Agenda 21, by not legally-binding, is a detailed action plan, which encourages nations to implement those actions with a specific focus on local governments. It invites governments to prepare urgent national strategies for sustainable development and requires them to submit progress reports to the UN Commission on Sustainable Development (CSD), which was established in 1993 to monitor progress in implementing the agreement.

Agenda 21 not only concerns with the physical environment, but also, world trade, poverty, population growth, health, and international cooperation and coordination. There are 40 chapters, each of which includes objectives, guidelines for developing of a framework for action, necessary institutional conditions, and the means of implementations including finance.

Most parts of Agenda 21 are allocated to urban environment such as the promotion of sustainable urban economies, land use and management, integrated transport and spatial planning. (European Sustainable Cities Report, 1996)

3.1.2.2. Local Agenda 21, As a Guideline

Local governments are given a paramount role in implementation of the Agenda 21 commitments. Because all cities have distinctive conditions, values and priorities, each city should adopt and constitute its own Local Agenda 21, in local partnership, co-operation through governance within the urban area of implementation.

Governance is the key element, repeated in Local Agenda 21 for implementations of actions. It has four aims in general, to promote governance, which are:

1. Participatory process with public to promote the implementation of Local Agenda 21 in local authorities
2. To promote co-operation among NGOs, private entrepreneurs and local authorities to empower local authorities in national level
3. To promote the exchange of good practice and information between local authorities
4. To promote the programs, which highly integrate women and youth in to decision, planning and implementation processes for social inclusion.

Due to the adapting Agenda 21 for owned location with a high exchange of good practices and due to the 28. Chapter, it was named as Local Agenda 21.

Local Agenda 21, chapter 28, says, "Local authorities are the closest entities to public to implement sustainable development". Transparent decision making during the implementations and programs are highly important in Local Agenda 21, which assumed not to be a technical program for someone by someone independent and unaware from each other; but a framework for local authorities. (Local Agenda 21, 1992)

Local Agenda 21 includes strategic and long-term plans, co-operational and participatory actions for the problems in sustainable development. In this context, there are three commons and priorities as to be guidelines for implementing Local Agenda 21. Those are:

- Promote formation of a city council, in which all inhabitants in city will be equally represented. Promote balanced representation for all, whether they are a member of an organization or not
- Promote constitution of work-groups, in which women and youth will actively participate. Disabled residents also to be represented in those work-groups, which ensure the cities' priorities and attributes, and which would be in co-ordination with each other.
- Promote supportive mechanism, which is instituted to co-ordinate, implement, monitor and evaluate Local Agenda 21 in city. (Local Agenda 21, 1992)

Local Agenda 21 encourages local authorities to define present situation, priorities and problems of the cities, which are connected with environmental, social and economic development. It also encourages to prepare realistic, short and long term targets to be monitorable, to arrange budget for those actions, to reconsider their present plans that are implemented in the context of Local Agenda 21, to share the responsibilities among local partners, in addition to prepare time table for all those plans for evaluation and monitoring.

In short, Local Agenda 21 is designed for sustainable development, protection of environment and carrying capacity of ecosystems, and for life quality promotion and governance both in horizontal and vertical levels. It is assumed that Local Agenda 21 will directly contribute to democracy. (Local Agenda 21, 1992)

3.2. European Union Context

European Union, in default, agree with the important role of cities as motors of economic development, and as dynamic centres of culture creativity and commerce, but undercut by environmental problems, which is stressed in UN-Habitat Backgrounders, 2002 and in early chapters. It also put the sustainable development with good urban management as called governance in to core.

European cities are much diversified; it is assumed that different projects and actions are implemented because of both legal and organizational differences among Member states. Rather than homogenize the actions for sustainable development, Expert Group and European Union Commission encourage and celebrate innovative actions in solving the urban problems that are identified in both Habitat Agenda and Local Agenda 21. Moreover, they promote those successful actions to be exchanged between local authorities (ESDP, European Commission, 1999)

European Spatial Development Perspective (ESDP), in "Towards Balanced and Sustainable Development of the European Union" report (ESDP, European Commission, 1999), directly refers to Habitat Agenda and Local Agenda 21 with the words of *"thinking global acting local"*. However, ESDP is giving rather more helpful picture of European present urban system than Habitat Agenda draws for world. It underlines the new trends, which challenge European urban system[55], and which are mostly in correspondence with what Habitat Agenda revealed for human settlements in general.

First, relative to the world's general urban development, European urban population is highly dense in medium sized-cities due to the cultural differences and polycentric feature of Europe. Depends on equal rights in accessibility and similar areas of competence, cooperation between those cities is increasing. Nevertheless, different political administration and remoteness of some areas can have negative effects on cooperation and coordination.

On the contrary, suburban patterns in rural areas can result in corruption of the rural activities, high use of private transport and weakness of infrastructures. Second,

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[55], Towards Balanced and Sustainable Development of the European Union, *New Trends in European Urban System,* ESDP, European Commission, May 1999.

competition between cities and regions for investment is also in rise but peripheral areas and areas that depend on single sector economies do not start at same points, and needs more attention for sustainable and balanced development. On the other hand as a third, cities know how to exploit their economic opportunities and potential can promote the worldwide competitiveness of European Union, which should be supported by exchange of best practice as Habitat Agenda encourages. Fourth trend that ESDP pays attention is continuing urban sprawl. Growing number of household, demand for residential accommodation and building land is continuously rising, which can results in urban sprawl in case of uncontrolled growth. Increasing social segregation is not a threat for itself in ESDP report but social exclusion occurs when disadvantage, unemployment and social stigmatization come together in those areas segregated, which in addition are generally characterized by cultural and ethnic differences. The last issue in this report was the improvements in the quality of urban environments. However many Member States takes precautions against noise, air and water pollution, traffic congestion, waste production, excessive water consumption and diminishing of historic fabric of cities; there is still need for focus and urgent actions for environmental problems. (ESDP, European Commission, 1999)

Importance of local authorities in implementation of sustainable economic development programs is also admitted by European Sustainable Cities Project, which is launched in 1993 by Expert Group. (EC, European Sustainable cities Project, 1996) Expert Group, having been an important initiative that directly follows the commitments of Habitat Agenda and Local Agenda 21 in urban issues, puts the fallowing principal aims:

- To contribute to the development of thinking about sustainability in European settings, as it emphasized in Habitat Agenda as to promote to form a general vision of sustainability for follow–up actions throughout the world

- To foster a wide exchange of experience in Europe, like exchange of best practice in Local Agenda 21 and Habitat Agenda among local authorities to implement and improve sustainable economic development.

- To disseminate best practice about sustainability at local level, as the ICLEI and UN Habitat programs does by providing local authorities with guidelines, and as in Local Agenda 21 which can be adaptable for each cities.

- To formulate recommendations to influence policy at European Union, Member State and regional level, as in Habitat Agenda, expected reports from cities and countries to evaluate and monitor the implementation of Local Agenda 21.

Moreover, in Report of Expert Group "Towards Balanced and Sustainable Development of the European Union", six key issues of policy areas[56], which are expanded version of three key issues of Habitat Agenda, are defined.

Those are; first one is *Natural resources, energy and waste*, which stresses the resemblance of cities with natural systems in case of production and specifically consumption. Second one is *Socio-economic development*, which underlines the imbalances within cities and between regions and cities in case of life quality. Third one is *accessibility*, which means to have the right of all access to city's mainstream of life. Fourth one is *spatial planning*; in which effective land use in cities is promoted. Fifth one is *urban regeneration*, in which urgent need to ensure the reuse of redundant, derelict or contaminated lands are underlined. The recycling of previously developed land and in some cases existing buildings, retention of green field sites, and protection of countryside, open space and wildlife are defined as priory targets. Last one is *urban cultural heritage, leisure and tourism*, which expresses that the attraction of tourists to historic cities or a cities with special architectural interest positively affects the economic and social development, and cultural heritage of city. It also forms the cultural identity for its inhabitant, (European Commission, 1999)

In addition to Sustainable Cities Report, Hanover Conference (2000), in which 250 municipal leaders from 36 European countries and neighbouring regions participated, and which is itself and example of exchange of good practice and cooperation, covers a statement of,

> We have committed our local authorities to engage in Local   Agenda 21… and have joined… the European Sustainable Cities & Towns Campaign… the International Council for Local Environmental Initiatives (ICLEI)… in cooperation with the European Commission and its Expert Group on the Urban Environment.[57]

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[56]Targeted Summary of the European Sustainable Cities Report for Local Authorities, *Policy Areas - Key Issues,* Expert Group on the Urban Environment European Commission, 1996.

[57]Third European Conference on Sustainable Cities & Towns, The Hanover Call of the European Municipal Leaders at the Turn of the 21st Century, 9-12 February 2000. P: 1

For those reason, European Union urban policy and regeneration programs are directly focused on sustainable urban development within governance and exchange of good practices in correspondence with commitments, goals and actions of both Habitat Agenda and Local Agenda 21. Thus, European Union explicitly follows the three key issues of Habitat Agenda, and principles of Local Agenda 21.

In general, Habitat Agenda and Local Agenda 21 constitute the basis of European Union Regional and Urban Policy. Moreover, incapability of early regeneration programs gives the reasons why European Union Commission directs its attention to urban issues. Those are also, as expected, the basis of urban projects' implementations of Eskişehir Greater Municipality.

3.3. The Principles of a European City, as a Guideline

With the lights of those explanations above, an operational definition of European city could be structured. In this respect, the implementations of Eskisehir Greater Municipality could be examined according to this definition, which can also constitute a framework for the cities that have same target of being a European City in Turkey.

The first and the most important principle of the European City is the Promotion of Local Governments' Actions. This is actually a guideline for nations and directly related with the spreading ideas of Local Agenda 21 and Habitat Agenda. The European Union promotes local governments' actions for better, effective and efficient solutions for the development problems of cities because; Union supports the idea that *"local authorities are the closest entities to citizens"*. To realize this principle, Union strongly recommends nations to simplify their administrative and implementation procedures. By this way, local authorities would be empowered, and problems would be solved through local initiatives with partners that directly face those problems in owned city.

The following important principle of a European City is the Governance. Generally, it concerns with not only the public administrations and official state, regional and municipal institutions that formally manage public affairs; but also encompasses the activities of many other political and social groups. Governance[58] is the sum of many

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[58] Cities of Today Cities of Tomorrow, www.un.org/cyberschoolbus/habitat/index.asp   (5), 8/10/2004

ways individual citizens and institutions, both public and private, manage their common affairs. In this direction, municipalities should be in touch and cooperation with public, private sector and NGOs. This means that, as it was explained under the Habitat and Local Agenda initiatives, every persons and units in society has the equal right to be represented in decisions about the targeted city. In addition, municipality should also have partnerships with regional and national administrations. By this way, the bridge between residents and the decision makers of the cities would be strengthened, and good management would be provided through local solutions with local partners for local problems. As another issue, transparent, responsible, accountable and just management/administration would be provided, and the sense of citizenship could be strengthened through this participatory decision mechanisms. Furthermore, European Union strongly recommends the ideas of Local Agenda 21 that supports the actions enable all partners to play equal roles to promote governance.

The third important principle of the European City is the Exchange of Good Practice, which means the local governments should share their successful stories with other local governments. This principle is highly connected with networks between cities, regions and nations. Cities should inform other cities about their successful experiments and projects. It could be provided through a database that is composed of personal information of cities and their implementations. So that, other cities that have similar targets could benefit. In addition, this principle is also supportive for the expression of that "*cities and towns are not closed systems, but to be dependent on and have responsibilities to their hinterlands.*" If governors of the cities support this principle with the principle of governance, the coordinated and integrated, effective and efficient urban policies could be constituted. Coordinated and integrated urban policies would also support the sustainability principle of European City that will be explained later in this section. By this way, it is maintained that the citizens of the city would support the implementations in such a period.

As a fourth principal, Partnership is highly important for European Union, which provides effective and efficient management for local authorities, and facilitates implementation's processes. In this direction, Partnership[59] was defined as the closest possible cooperation between the commission and the appropriate authorities at national, regional or local level

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[59] COM (2002) 308 final

in each Member State from the preparatory stage to implement of the measures. In this respect, partnership means the most convenient cooperation between local authorities and other municipalities, sub-municipalities, state initiatives, state institutions, private sector, public or NGOs for the most appropriate, effective and efficient way of executions of projects from the beginning.

The other principle of the European City is the Innovative Actions. As it was defined before, innovative actions mean producing latest ideas, which are not adequately exploited. The local governments, to cope with new informational age, should develop new ideas, and improve and adapt them for their local environmental characteristics. While municipalities have been experimenting innovative ideas, those should be economically supported and environmentally safe. By this way, this principle is highly connected with the other principle, which is Promotion of Diversity. Those, unique but adaptable innovative actions, would protect the specification of the cities and multiply the solutions for similar problems. However, this principle should have been supported by the equal access of all local partners to knowledge and information.

As a sixth, a European City should include the Sustainability principle. Sustainability is defined differently by many organizations. Most commonly used one is sustainable development.

> Sustainable development means improving the quality of life while living within the carrying capacity of supporting ecosystems."[60]

> Sustainable development is development that delivers basic environmental, social and economic services to all residents of a community without threatening the viability of the natural, built and social systems upon which the delivery of these services depends.[61]

In this direction, if a city has a target of being a European City, the projects and implementations should be sustainable. In other words, those projects should be respectful

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[60] Edited by, European Sustainable Cities Report, Expert Group on the Urban Environment, European Commission, Brussels, March 1996. Edited from, United Nations Centre For Human Settlements, Sustainable Cities. UN Press Release 29 August 1990. P: 21.

[61] Edited by, European Sustainable Cities Report. Expert Group on the Urban Environment, European Commission, Brussels, March 1996. Edited from, International Council for Local Environmental Initiatives, Local Agenda 21, Participants Handbook, Local Agenda 21 Model Communities Program, and Local Environmental Initiatives, 1994, ICLEI Toronto, p: 21

to future generations' eco-systems environments and life strategies while improving the current city environment.

After those administrative properties, a European City should meet some environmental principles. The first environmental principle is the <u>Balanced and Polycentric Urban Development</u>. As it was mentioned before, a polycentric and balanced European urban system[62] implies a decentralised territorial development with several urban centres of gravity at European level It also implies a large number of dynamic cities and towns and of urban clusters, well distributed on the European territory and also in the more peripheral and rural parts of the Europe. In other words, it means creation of a more than one centre in the city and maintaining the distribution of services equally throughout the city. By this way, both the default city centre would be relieved and outskirts of the city of the people would benefit the same openings. In this respect, every parts of the city have the same opportunities as well as development levels.

This principle highly connected with the principle of <u>Equal Access to Knowledge, Infrastructure and Transportations.</u> The transportation units like light rail systems, subways, buses and other mass transportation units should be easily reachable at reasonable prices for the each citizen. As well, the each citizen should equally benefit infrastructural units like electricity, water. Every citizen living in the city should be informed equally about the implementations and future projects, which make this principle to be connected with the governance and the partnership principles.

The third environmental principle of a European city is the <u>Eco-System Thinking</u>[63]. Ecosystem thinking means the city is a complex system, which is characterised by flows as continuous processes of change and development. It regards aspects such as energy, natural resources and waste production as chains of activities that require maintenance, restoration, and stimulation in order to contribute to sustainable development. It is highly connected with sustainability principle. Eco-system thinking requires being aware of the carrying capacity of the environment that was defined in the Local Agenda 21. In other words, the natural circulation of the environment should have not been ceased. Natural

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[62] Towards Balanced and Sustainable Development of the Territory of the European Union, Agreed at the informal Council of Ministers responsible for Spatial Planning, Potsdam, May 1999

[63] Communication from the Commission, European Union, "Services of General Interest in Europe", 1996.

environment should have not been overloaded by uncontrolled industrial and urban development. This principle is directly related with provisions of reduction of private car using, transport problems and traffic congestion especially in city centres, and industrial, solid and water waste eliminations. Professionally prepared mass transportation plan for the targeted city, moreover, energy saving and reduction of air and noise pollution in mass transportation through light rail or subway systems, solid and waste water management are the strong recommendations of European Union for the cities that have a vision of levelling their urban conditions with Europe.

The another environmental principle to be a European city is conservation of natural and cultural heritage; monuments, open spaces, landscapes, settlement patterns of historical, cultural, architectural, natural, religious, and spiritual areas. In this respect, cultural heritages like historical house types, building styles, religious buildings from early times, specific mines, art crafts or any other customs specific to that city, in addition; natural heritages like landscapes of lakes or rivers, special flowers, geographical property or any other natural environments should be protected by local governments. Moreover, a European City should have promoted and advertised those cultural and natural heritages, and might have arranged international festivals that are signified with one of those heritages to be more competitive in global economy. This is also identified with the term of "event city". This principle is also supportive for the most repeated aim of EU: being competitive in global arena.

Besides, Adequate Water Supply for every citizen in the city, as it was also mentioned in Habitat Agenda, through good management and elimination of environmental decay, furthermore, Reduction of Vulnerability to Natural Disasters like earthquakes, floods, and human made disasters like wars are the most important responsibilities of the governments that desire to attain a European city conditions. In this direction, infrastructural rehabilitations gained importance in terms of necessity.

The last issue for the framework in defining the European City is the promotion of social projects; social principles should also be met. A European City should always have to execute projects directed to Social Inclusion of youth, women and disabled people, projects directed to Eliminate Social Segregation in the city, which is also supported and could be actualized by the principle of Polycentric urban development. Projects that are directed to diminish inequality in society, or projects that are directed to support the poor population in the city are also other projects that EU highly supports, and expects from local governments. By this way, those projects might reduce the urban problems for those

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people who are more concerned with them, and help them to regain the sense of citizenship, which would help urban environment to be protected and developed.

Furthermore, for not being an official responsibility of local governments in Turkey, Increasing Job Opportunities is another principle in defining a European city. Indirect contributions such as municipal commercials, factories or initiatives like opening new recreation areas, or projects to attract new groups through promotion of cultural or natural heritage of the city, or attracting entrepreneurs might be alternative ways to increase job opportunities in the city.

On the other hand, Improving Housing Conditions through projects like mass real estate at reasonable prices or in appropriate refund conditions is the other principle of the European City. Moreover, Improving General Health with the help of central state through opening new and full operative hospitals and health centres, or through projects that promotes sportive activities in quarters, which is also supportive for the principle of social inclusion is striking responsibility of a governor of a European City.

CHAPTER IV

ESKISEHIR AS A EUROPEAN CITY

> City does not mean just infrastructure; from now on, young people in their villages are using stages from tractor-trailers and establishing village theatres for their own written plays [64]

Eskisehir is changing rapidly in case of social, economic, physical infrastructures and fabric, and consciousness of compatriot since 1999 when Mr. Yılmaz Büyükerşen has been elected as a Mayor of Greater Municipality of Eskisehir.

In this chapter, to understand deeper those changes, at first, historical background and present structure of Eskisehir will be examined briefly. Then, major implementations of current Mayor of Eskisehir Greater Municipality; Mr. Yılmaz Büyükerşen whose slogan is "Eskisehir as a European city." will be examined for the later analysis of whether they are in accordance with EU urban policies and European City definition.

The projects examined below are presented in a structure that is composed of five issues, which are the main components of comprehensive urban policies and urban projects' implementations of European Union. Those issues are Physical and Environmental implementations, implementations directed to Economic Development, Innovative and Technological implementations, Social Implementations, and Implementations directed to Cultural Development.

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[64] Mainstream newspapers of Turkey, Milliyet, "Eskisehir as a European city," subjected interview of Mr. Yılmaz Büyükerşen, Greater Mayor of Eskisehir. 18/01/2003.

4.1. Eskisehir, the Present Structure

Eskisehir is located in North West of Anatolian region with covering 13.653 km², which means one eight of Turkish national territory[65].

In 2000 general population census, Eskisehir population has declared as 706.009: 79 % of which live in urban areas and remains live in rural areas. Annual population growth rate has stated 9.61 ‰, annual urban population growth rate has stated 1.41 ‰, and annual rural growth rate has stated 9.52 ‰ (DIE, 2000). Accordingly, population density of the city and its conurbation area is 51 persons per meter, and population density within urban borders is 195 persons per meter.[66]

For the economic structure, Before German entrepreneurs founded Locomotive and Repair Workshop in 1864 and which has given under the control of Turkish Republic State Railway (TCDD) in 1924, Eskisehir's economy was mainly based on agriculture. After foundation of Republic, in 1933 Sugar factory, in 1965 Sümerbank printed cotton industrial factory and dependently Machine factory were founded. In 1969, this machine factory has been made independent from Sümerbank. Those factories constituted the base of Eskisehir's economy and industry for years. Besides those public sector initiatives, there were also private initiatives founded in city. Those are; Soil industry, Flour and Flour product industry, Tree industry, Cement and Cement product industry, Steel goods industry and Machine industry. Moreover, F-16 Jet engine factory (TUSAŞ) was founded in 1987. (Eskisehir Greater Municipality web page, 2004)[67]

For the employment structure in general, unemployment rate is 8.4 %, on the other hand, while the unemployed women rate is 10.1 %, unemployed men rate is 7.7 % as expounded in 2000 census for Eskisehir[68]. Besides, urban unemployment rate for men is 9.1 % and for women is 21.1 % (DIE, 2001). By the end of the 2003, 25.012 people of

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[65] www.eskisehir-bld.gov.tr 26/11/2004

[66] www.eskisehir.gov.tr 26/11/2004, Also see the annexes for more information

[67] www.eskisehir-bld.gov.tr 26/11/2004

[68] State Statistic Institute, 2000 census

active population[69] are unemployed, 19.645 (%78, 5) of which are men and 5.367 (%11, 5) of which are women. Furthermore, 89.735 of the whole population are attending to primary schools, 28.754 of population are attending to technical and non-technical high schools.[70]

There are two universities. Those are Anatolia University, which is founded in 1958 as an advanced school and transformed in to university in 1982, and Osmangazi University, which is separated from Anatolia University and gained its independence in 1993.[71]

Eskisehir Municipal Administration is composed of three municipalities; namely Municipality of Odunpazarı (Justice and Progress Party, AKP), Municipality of Tepebaşı (AKP) and Greater Municipality (Democratic Leftist Party, DSP).

Current Mayor of Grater Municipality, Yılmaz Büykerşen (DSP) has been elected for the second time in 2004 local elections. DSP has 49,7 % of votes in Eskisehir.

4.2. Urban Projects' Implementations in Eskisehir

Different main departments in Eskisehir Greater Municipality manage projects in Eskisehir. Those departments are; Presidency of Urban Development Projects, Presidency of Project Information and Communication, Presidency and Coordination of Social Projects, which have founded during the term of Mr. Yılmaz Büyükerşen, and Presidency of Real Estate and Expropriation. Big projects like EsTram and Porsuk Project, which goes beyond the capacity of Eskisehir Greater Municipality itself, have been awarded to foreign and native firms for their executions. Some parts of those projects are still in process.

4.2.1. Financial Structure of the Projects

For the year of 2004, government appropriated 205 trillion Turkish Liras fund for Eskisehir, which means 65, 6 % increase in allocation according to the previous year. In

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[69] At least 12 year-old population that are not physically and physiologically handicapped, www.die.gov.tr 27/09/2004

[70] www.eskisehir-bld.gov.tr 26/11/2004

[71] www.eskisehir-bld.gov.tr 26/11/2004

this way, Eskisehir is regarded within eight cities that take the highest fund rates.[72] In addition, 110 million € is appropriated for Eskisehir Greater Municipality by European Investment Bank (EIB) for the construction of a new light rail system (LRT) named as EsTram, and rehabilitation of amenities in conjunction with the River Porsuk that runs through the city. A part of the funds is allocated to Eskisehir Water and Sewerage Administration (ESKİ) for the rehabilitation and extension of water supply, wastewater and storm water infrastructure in 2001. It is said that while the transport component is the first LRT project to be financed by EIB in Turkey, the Bank has already financed seven water projects with similar environmental scope as the water component in Eskisehir since 1995[73]. Moreover those projects are also financed by North Scandinavian Investment Bank (NIB) for 25.000.000$ and NKE Finance Agency for 32.220.000$.[74] Self-resources of municipality that is 16.467.094, 75$ are also in use for projects.[75]

4.2.2. Projects in Implementation and in Draft

Related to financial appropriations above, urban projects' implementations of Eskisehir Greater Municipality, implemented or to be implemented, will be examined according to 5 issues, as it was mentioned before; physical and environmental, economic, social, innovative & technological, and cultural & touristy.

4.2.2.1. Physical and Environmental Projects' Implementations[76]

4.2.2.1.1. Urban Development Projects

Urban development projects cover three major schemes, which are called *components*: component 1 is EsTram, Light Rail Transport (LRT); component 2 is Rehabilitation of amenities in conjunction with the river Porsuk and replacement, reconstruction and rehabilitation of industrial installations affected by the earthquake; and component 3 is rehabilitation and extension of water supply, wastewater and storm water infrastructures.

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[72] www.eso-es.net 26/11/2004

[73] www.eib.org/news/ 11/03/2004

[74] www.eskisehir-bld.gov.tr 26/11/2004

[75] Also, see the appendixes for more information.

[76] www.eskisehir-bld.gov.tr 26/11/2004

With those components, the main aim is to increase the life quality in the city, and to attain European standards[77]. Second component also covers the improvement of fire department, and preparation of city mobility/transportation plan.

A unit, namely "Project Application Unit", which would work for coordination and monitoring of applications of both Eskisehir Greater Municipality and Eskisehir Water and Sewerage Administration in the direction of three components, was established. Unit would manage Investment Pack and its other various supportive sub-schemes, in connection with EIB. The personnel appointed and subjected to this unit are highly qualified and experienced in professions of technical, financial, engineering and accountancy.

4.2.2.1.1.1. Component 1: EsTram

Union of words of Eskisehir and Tramway forms the name. It is, having been as an alternative to cars that run with petroleum, designed to solve the public transport problems in the central parts of Eskisehir by sustainable and modern way as in European cities[78].

EsTram, which has 16 km double rail line to run, will cross the regions of northwest southeast and southwest northeast of Eskisehir. Whole system was established on the 50-acre land that includes stops in every 600m, reparation, control and administrative buildings, and a depot for off-times. Planned rail lines are designed as the skeleton currently, but in years, it is projected to expand the railway network throughout the city.

The quarters that EsTram cannot reach are also in consideration through arranging ring tours; those midi buses will transport public to the nearest EsTram stops.

Project is executed by Bombardier that is a railway production firm and by Yapı Merkezi, which formerly executed light subway of Istanbul, subway of Izmir and light railway transport of Istanbul.

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[77] www.eskisehir-bld.gov.tr 26/11/2004

[78] www.eskisehir-bld.gov.tr 26/11/2004

The reasons of implementing LRT project are defined by Municipals[79] as:

1. It is alternative to petroleum that is scarcely found in Turkey, and it is a step to make city independent from petroleum
2. Its environmentally safe, no dangerous waste for both air and soil included
3. Its capacity for carrying passenger is much higher than other transport means, and capacity can be increased according to demand by additional modules
4. It is alternative to traffic congestion, old styles buses and Dolmus (shared taxies), and solution for environment pollution
5. It is helpful for blind or deaf people for being informative by its announcements and signs about stops
6. It facilitates disabled people's life; in addition, even people with bicycles can get on to the EsTram

Besides, EsTram project was rewarded by International Association of Public Transport (UITP)[80] with "World Rail Transport Reward for 2004" in the conference on LRT in Germany Dresden within 12 finalist city, some of which are Zurich, Brussels, Dresden Rotterdam by the reasons of:

1. being a sustainable transport project
2. being environmentally sensitive
3. being used latest technology in railway construction,
4. being comprehensive and integrated project from design, education and construction to full operation
5. being completed in 24 months and started its test drives
6. being high-tech management
7. regarding urban development characteristics of city

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[79] www.eskisehir-bld.gov.tr 26/11/2004

[80] UITP was founded in 1985, it has over 2000 thousands members that are serving in public transportation throughout the world including IETT, Istanbul Transport, Izmir subway transport establishments, cities of London, Paris, Lyon, Berlin, Frankfurt, Hamburg, Roma, Milan, Tokyo, New York San Francisco…etc www.eskisehir-bld.gov.tr 13/06/2004

4.2.2.1.1.2. Component 2: Rehabilitation of Amenities in Conjunction with the River Porsuk and Replacement, Reconstruction and Rehabilitation of Industrial Installations Affected by the Earthquake

4.2.2.1.1.2.1. River Porsuk Project

Most important aims of this project, which begun in 2001, are to purify the river bad and regenerate it Porsuk River as it was 35 years ago. It is reported that no live existence could exist except harmful bacteria and viruses in Porsuk River, the bottom of which is full of swamp (European Safety and Cooperation Organization Report, 2000),.

At first, project was only defined as above, afterwards, recreation of north and south watering canals, bridges and dams on river both inside and outside the city borders, and reduction of possible risks of natural flood of Porsuk were also added to the Project scope. Those new added schemes and possible counsellor positions would be awarded to bid later.

Recently, riverbed purifying has been completed; the environmental regeneration and landscape implementations that would cover 12 km of Porsuk located inner city are started to process of application. The riverbed is stabilized through compressing by natural material, which means no cement product will be used. By this way, it is prevented from becoming covered with moss, and if it is necessary, it will be possible to reach the riverbed for purification again by work-machines even after very long years. In addition, the projects for rebuilding and widening the pedestrian and vehicle bridges to protect against possible earthquake damages are also in preparation.

For the effective implementation, technical staff and public improvement commission members, having been trained in terms of town planning for the both Porsuk River rehabilitation and EsTram project, are sent to St. Petersburg to collect information and to observe how St. Petersburg Municipality deals with the river purification issue.

By the end of 2004, the inner urban settlement rehabilitation of Porsuk River completed and test drives of river transportation by boats on completed parts of Porsuk is planned to be on the go. When the project is totally completed, which will be end of 2007; those boats will be in operation on 12 km of Porsuk that runs through inner city.

The most important issue after rehabilitation of Porsuk River that, even storm water will not fall in to the river (chapter 6, case study, 2004), which means wastewater, solid waste

and storm water would be totally under control, and cleansing installations would be in full operation

4.2.2.1.1.2.2. Projects directed to Promote Planned Urbanization

Eskisehir Greater Municipality made radical and permanent changes of rules and regulations of zoning and development planning. It is first to be in history of Eskisehir, they also prepared environment plan with 1/25000-scaled covering outside of Eskisehir Greater Municipality conurbation area, in coordination with related municipalities and institutions. Municipality presented it with research reports and draft plans to Ministry of Environment.

After the Earthquake on 17 August 1999 and with regarding warnings of Ministry of Public Works and Housing, Regulatory Zoning and Development Plans previously prepared in 1986 according to reports of which geological etudes were based on observation, overhauled. This new 1/5000-scaled plan is prepared according to data extracted from scientific[81] drillings, and approved by Directory General of Disaster Works. During the process of new zoning and development plan preparation, some areas in the city are temporarily banned for construction.

Another change that Eskisehir Greater Municipality made is expanding the conurbation area from 18000 hectare to 80000 hectare, this new conurbation area was pictured by satellite photographs. In addition, 1/5000-scaled thematic and numerical geographical map that covers the inner parts of the city and presents physical structure of the city is registered, and is being monitored by computer technology.

Moreover, after 17 August Earthquake, it was made some changing in regulations on legal structure of zoning and development plans. Some measures, like obligatory surface etude, new regulations on strengthening the buildings in addition to visual arrangements such as obligations of plastering the flanks of building and painting building that are located on arteries, were taken.

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[81] www.eskisehir-bld.gov.tr/projeler 26/11/2004

4.2.2.1.1.2.3. Laboratory of Surface Etude and Quality Control of Building Project

This laboratory, which has accepted as a model for other districts of Turkey by World Bank[82], is serving for determination of kind of surface, carrying capacity and possible safety height of buildings through samples that are directly taken from the ground to be built edifice on. After resolutions, enduring building suitable for surface is determined before construction begins. In addition, public can also apply to laboratory for inquiring whether their houses are resistant to possible earthquakes, and whether it is built in accordance with the new technical regulations on construction policy.

4.2.2.1.1.2.4. Project of Preparation of Eskisehir Topographic Earthquake Maps

Eskisehir Greater Municipality and Eskisehir Anatolia University, together, are first to prepare "Scientific Geological Etude Reports and Maps for Eskisehir". Those are also approved by Directory General of Disaster Works and Ministry of Public Works and Housing in the context of protective actions against earthquake, especially after 17th of August Gölcük-Adapazarı, 12th of November Düzce and 3rd of February Afyon earthquakes.

The project has had two stages: first stage was financed by Anatolia University Research Fund, and covered delivering the first part of the geological etude studies to Eskisehir Greater Municipality. The second part was decided to finance by Eskisehir Greater Municipality at first, but later, this part is also awarded to Anatolia University Revolving Fund. This second part of the project covered preparation of maps and spots of it to be accorded with the formats of Directory General of Disaster Works through resolutions that are to be base to zoning and development plans. The maps, having been approved by both Directory General of Disaster Works and Ministry of Public Works and Housing, now are on full operation.

By this way, this new plan paves Eskisehir Greater Municipality way to improve the urban zoning and development plans and improve construction sectors, and investments in new areas. In addition, this plan is an important source for zoning and development plans and for new housing and building areas to be opened in terms of resistant and safe building with reduction of the risks of possible earthquakes.

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[82] www.eskisehir-bld.gov.tr/projeler 26/11/2004

Later, it is expected sub-municipalities to overhaul their 1/1000-scaled urban zoning and development plans in accordance with new Eskisehir Topographic Earthquake Maps. If there is any contradiction occurs between zoning and development plans and topographic earthquake maps, later will be the essential source.

4.2.2.1.1.2.5. Mass Transportation Plan

Building of new light railway system and its construction period revealed the incapability of present urban mass transport plans because many main roads are banned to car traffic. Thereupon, Eskisehir Greater Municipality decided to prepare mass transport plan for whole city based on the overhauled urban zoning and development plans and topographic earthquake plans. The project is awarded to Istanbul Technical University, Transport and Transporters Centre. At the end of the 2003, the plan that has foresight towards 2020 was completed and delivered to Eskisehir Greater Municipality. Plan covers pedestrian, bicycle and vehicle road traffic, and determination of dense roads in use.

According to the findings of the plan, inner city is exposed to too much car traffic, which are also parking untidy in centre in addition to decrease in urban quality, where once dense flow of pedestrian was replaced by priority of car flow. According to recommendations, in correspondence with the trend in EU, pedestrian priority would be sustained in central parts of the city, where public density is very high. Moreover, even some roads would be closed to car traffic in city centre, where includes shops and markets but has narrow streets and roads, and adjacent buildings. In this context, it is planned to build ring roads enclosing this area, which is also expected to reduce the private car driving in city centre.

The applications based on urban mass transport plan are started.

4.2.2.1.1.2.6. Fire Department Regeneration Project

It was understood that fire department and its cars are incapable of effective working especially in terms of insufficient length of ladders that can just reach up to 16m, after the accident of Kanatlı flour factory fire in 1999. In addition, fire ladders that cannot be opened in straight way but with an angle were causing fire cars to be away from the fire area. In this direction, Eskisehir Greater Municipality has bought new technological fire cars, which have different water shedding techniques, and of which ladders can be opened up to 48m in straight way. This means can reach up to 18th flat of buildings in case of fire.

4.2.2.1.1.3. Component 3: Rehabilitation and Extension of Water Supply, Wastewater and Storm water Infrastructure

Wastewater and storm water infrastructures have been executed together with Porsuk Project as it was mentioned above. For the drinking water, in 2001 special spring water supply of Eskisehir namely "Kalabak" has expanded through rehabilitation of spring and carrying pipeline, which is 65 years old, by own resources of Municipality in 6 months. By this way, both quality and amount are increased and drinking water need is met estimated for the next 50 years; in addition, new springs are found during the investigations of ESKİ. Previously, Kalabak water was running through the pipeline made up of cast iron with a 10 cm-radius; new pipeline was made up of polythene that healthy and resistant pipeline, and has no affect on smell and taste of water.

Furthermore new depot was built with a carrying capacity of 1000 tone, which provides Municipality to market this water to, recently, throughout the Turkey and, Britain, Germany, Belgium, North Cyprus Turkish Republic (KKTC), Iraq and Georgia by means of bottling factory establishment. As well, Eskisehir Greater Municipality took the licence of Kalabak water and registered it officially to form a trademark in addition to approval of water quality control by Ministry of Health.

Besides, to cheapen the use water, Eskisehir Greater Municipality has established a factory that produce "clever water meter" by which owners has receive no monthly bill. This meter works with a filling card like natural gas meters' filling cards. These new meters are also being marketed to other cities that are interested in.

4.2.2.1.2. Köprübaşı Regeneration Project

Köprübaşı is very important centre for Eskisehir since the earlier times of the city. Mostly used and popular shopping centres, main institutions and large part of Porsuk with two bridges are located in Köprübaşı. Therefore, this project was designed for landscaping of 12 km of River Porsuk through unbending edges from constructed environment and transforming them in to recreation areas with parks. Designing a public square, which requires refining of some buildings on the line of regeneration area is also in consideration. In this direction, to protect the rights of property owners in this area, Eskisehir Greater Municipality is offering quadruple price for title deeds, which to be distributed just to those property owners to help them have modern shopping centres on the same roads.

4.2.2.1.3. Project of Constructing Underground Railway Line for State Railways

The railway that belongs to State Railways has a level crossing in the city centre and is dividing city in to two. In Eskisehir, having been a central station both for public transport and carriage of industrial goods and agricultural products throughout Turkey, the mainstream life is being ceased due to the dense traffic on railway in many times a day. Despite the fact that project actually should be executed by State Railways Administration, Eskisehir Greater Municipality takes this responsibility and prepared a plan to pass the railway through underground. By this way, both risks of accidents would be reduced and railway would be improved for the plan of fast train project of Government between Istanbul and Ankara through Eskisehir. In the direction of reduction of environmental pollution and truck traffic in town, construction of a station for carriage trains that are loading and unloading industrial products, outside of the city near the organized industrial area follows the underground railway project.

4.2.2.1.4. Renovation of Streets and Roads

In previous municipalities, building of parking lots under apartments subjected to the body of the current plan was not executed; rather those places have constructed as mini markets or groceries. Therefore, the parking problem of Eskisehir has been unhappily grown. In this direction, Eskisehir Greater Municipality encourages the entrepreneurs to construct folded parking lots by giving financial supports to reduce the untidy car parking on roads and streets and dense population of them in town.

Moreover, in the context of "Eskisehir as a European city", many pavements of arteries and main roads were renewed with regarding disabled people. Ramps for disabled and embossed designs for blinds were built on the beginning of the pavements in streets. For renewal project of streets and pavements of roads, Eskisehir Greater Municipality used patterned and colourful bitumen technique and its materials on pavement stones; in addition, Technical Department of Municipality continuing its research on colourful asphalt to be implemented next year (2005). Furthermore, Eskisehir Greater Municipality has built some lock stones on roads to prevent damages on asphalt and pavements in case of need to dig for any breakdown in cable TV or natural gas line, and located grids on bottom of the trees to get them grow in comfort.

In accordance with urban transport plan, İsmet İnönü and İki Eylül main roads are banned to car traffic and redesigned only for pedestrians to shop and travel easily. In addition,

unhealthy and damaged trees were replaced by grown-up, nice smelling lime, decorative plum and chestnut trees in accordance with town landscape. Another project under this heading is to dry mud sources with different technique of asphalting in whole town area.

4.2.2.1.5. Modernization of Taxi Stations

New original and patented station buildings that are produced in Urban Furniture Factory of Eskisehir Greater Municipality replace old taxi station buildings. With the new buildings, taxi drivers also started to dress uniforms up, which will be obligatory when the whole replacement is completed. It is said that with uniformity and buildings, taxi drivers reached to European condition in which taxi stations are standard through the European Cities[83].

4.2.2.1.6. Other Projects

Besides implementations above, project of town bazaar, which covers renewals in terms of infrastructures and rebuilding of 443 stationary sections including electricity and water infrastructures, is completed with a name of Market Bazaar. In bazaar, public can follow the prices of foods, pulses and fishes by mean of digital information tables located various places of bazaar. In addition, Police and Consumer Rights offices are located for information and consultation inside of the bazaar in addition to regeneration of parking lot with a capacity of 400 cars.

The project of moving the brothels, which are so closed to housing area, outside the city according to the urban zoning and development plan is also in consideration. This new area is provided by Treasure Ministry within legal terms, and project was approved to implement.

Furthermore, with the new application in cemeteries, computer system was established to help public to find the location of graves to be visited, within 20 seconds.

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[83] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

4.2.2.2. Implementations Directed to Economic Development

4.2.2.2.1. Re-opening of Cement Factory

Eskisehir Greater Municipality İmar İnşaat & Ticaret Ltd. Company, which was gone to bankrupt, was reopened as Anonymous Company. This company produces superstructure and infrastructure materials for both Eskisehir municipalities and neighbouring municipalities with ISO 9001 international Quality Certificate.

Annual production capacity is 60000 tones, daily production amount of company is 200 tones, which is just one third of actual production capacity, and it has 130 continual employees in production and land works.

Company that started production in April 2000, is first to use fibber mesh product in its cement products to increase the strengthening of cement. Besides of main products such as; cobblestone pavements, border stones, cement vases and pipelines for waste in addition to colourful runner moulds with elastic fabric and prefabricated walls in various patterns and size concordant with environment, there are 30 kinds of materials has been produced in factory. By this way, Eskisehir Greater Municipality both economizes its own budget and markets those products to other neighbouring municipalities for cheaper prices.

4.2.2.2.2. Urban Furniture workshop

Eskisehir Greater Municipality has founded differentiated workshops to produce necessary furniture for city landscape within the structure of Eskisehir Greater Municipality Kent Dizayn Ltd. Company. Estimated twenty kinds of furniture, designs of almost which belongs to Büyükerşen with observation of European cities' applications[84], and which are patented, are being produced in those workshops. Patented production gives Eskisehir Greater Municipality opportunity to marketing those designs to other municipalities, and prevents them to be imitated by other companies.

In those workshops, decorative pools and statues, illuminative poles with various size and features especially for Porsuk Project and for landscapes like junctions and squares, border parapets used in green park lands, banisters for Bridges to be regenerated under

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[84] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

component 1 projects, kiosks put in various parts of city for information, vendors of newspaper, bread…etc, and vases as in candlestick shaped gained approval of public[85] have been produced.

4.2.2.3. Innovative and Technological Implementations

4.2.2.3.1. Green Areas and Parks

Eskisehir Greater Municipality is transforming the area that was once cemetery but was moved out of the city by previous municipalities and abandoned to decay, in to large green area. This would be covered with trees and plants, would include recreation areas, walking ways, playgrounds with full of pedestals and statues.

According to the project that was started in 2001, the area was divided in to three sections: Grand Park, Monument Park and Service Park. First, the area was purified then covered with productive soil with 50 cm thickness to be prepared for planting; afterward, automatic irrigation system was established, and electronic valves were installed to control by Park office only. While constructing irrigation system, drainage and illumination infrastructures were also prepared. Almost 50 kinds of 5000 trees and estimated 10 tones grass seeds were planted. In Grand Park, two ponds, one of which is 1200m² and other is 900m² in addition to symbolic tomb of Yunus Emre with a pool as waterfall apparent including 260 small and 40 large fountains are located.

As for now, just Grand Park was opened to public; the other sections are still in process of construction and planting.

4.2.2.3.2. New Cleaner Machines

Eskisehir Greater Municipality imported machines that are capable of automatic garbage collecting, street sweeping and snow ploughing with two apparatuses; one of which has 120 Lt garbage collecting capacity and the other has 90 Lt clean water capacity. Automatic water repulse during the sweeping and automatic emptying of garbage to containers are other specialities of product.

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[85] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

In addition, the machines are small enough to run through pavements and narrow streets, and snow ploughing is performed without damaging the asphalt or coats of roads.

4.2.2.3.3. Regeneration of Public Transport Buses

Eskisehir Greater Municipality Reparation and Service Department recommended[86] that transforming and renewing of those buses and trucks that are in use since 1982, in terms of engines, appearance and inside designs in workshops of Reparation and Service Department would be economic for Eskisehir Greater Municipality budget; rather than sending them to garbage. In addition, if the reparations exceed the capacity of Municipality, those tasks would be awarded to bid.

In this direction, old buses were repaired and renewed to increase the quality of public transport. In addition, 8 new buses in 2002 and 7 new ones in 2003 were bought and begun to serve in town to meet increasing public transport need due to the recently opened new housing areas.

Furthermore, female drivers and conductors were employed for buses as it was in European cities expressed in Eskisehir Greater Municipality web page[87]. Capital for new employment and purchasing new buses was provided by Kenttaş Ltd. Company, which is one of the companies of Eskisehir Greater Municipality. By this way, both life spans of vehicles were prolonged and no extra burden was loaded to municipality budget.

4.2.2.3.4. Urban Information System

Urban information system was composed of three projects: establishing network system between sub-municipalities and greater municipality, renewing of numeric system for addressing and registering of immovable goods through giving each inhabitant a town-dweller number.

To actualise this urban information system, an online network was established through fibber optic cables between Eskisehir Greater Municipality, Odunpazarı Municipality and Tepebaşı Municipality.

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[86] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

[87] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

In this direction, urban database was open to common use in condition of authority to access, if Directory of Title Deed and Cadastral, Administration of Justice, Safety Office, Turk Telecom and Botaş demand to be added to this network later; it would provide important facility for both official affairs of inhabitants and in relations of those offices with each other.

The other issue is that, according to DİE statements[88], Eskisehir is one of the four cities that have a worst addressing system. Due to this resolution of DİE, addressing system was renewed in the first stage of preparation of Eskisehir geographic information system, and numeric maps of city were transferred in to computer technology.

Moreover, it was stated that property and environment taxes were being gathered through declarations of taxpayer. If taxpayer did not apply to Municipality related with goods, it was impossible to determine and register those immovable goods. By this urban information system project, accurate and complete inventory of the city was established; immovable goods are determined and registered to computers. In addition, it was started to give "city town-dweller numbers" together with "citizenship numbers" to inhabitants to be base to MERNIS[89] project of Directory General of Population and Citizenship Works.

4.2.2.3.5. Computerization of Headman Offices

To integrate Headmen in to urban information system, all headman offices are provided with computers. Each of them participated in training programs to learn how to use program of Headman Administration System and Windows 98 operating system with printer, in which personal information of town-dwellers are downloaded and by which all headman office affairs can be executed.

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[88] It was extracted from DİE pilot project implementation on general census of industrial and business offices in cities, 2002. After pilot project application, which included Eskisehir, it was stated that official addressing was much discordant with observed addressing in field according to other pilot cities. Project would be implemented for all cities in 2003.

[89] This Project was designed to establish a network throughout the directories and ministries to facilitate and speed up the public affairs. Main aim is to reach same and accurate information about a citizen that is needed for official works in all levels of administrations through one personal citizenship number.

With this new system:

1. Accurate electoral roll could be prepared
2. Effectiveness, efficiency and success in public work would increase
3. Information flow would be accelerated
4. Needed existing data could be reached easily
5. Updating of information are facilitated
6. Labour force and time wasting due to the bureaucratic obligations are prevented
7. Computers are also presented to the service of inhabitants who do not have computer.

4.2.2.3.6. Presidency of Projects Information and Communication Centre (BİLEM)

This centre is designed for giving any information that a citizen can ask about present projects and projects to be implemented and services of Eskisehir Greater Municipality.

BİLEM is serving in historical building of Tepebaşı Municipality in Köprübaşı, which is restored by Greater Municipality with the approval of Committee of Protecting Natural and Cultural Existences. In BİLEM, which is open everyday from 10 am to 22 pm except Sundays, information about projects in process and planned to be processed are presented through cine visions and large screens. Besides, small-models of Köprübaşı Project, Midas Shopping Centre planned to be built on land of Municipal public transport vehicles old workshops, small-models of Shopping Centre and Hydrotherapy Centre planned to be built on land of old interurban bus terminal are also presented.

Furthermore, in BİLEM, demands, complaints and comments coming from citizens are transmitted by means of computers connected to online urban information network to related authorized people in Eskisehir Greater Municipality. It is provided citizens with immediate response that can be either printed out or explained, and provided public with high satisfaction.

4.2.2.4. Social Projects

The Presidency and Coordination of Social Projects subjected directly to Presidency work within partnership with both public and chambers. The most important projects directly designed for poor are Medicine Support Project, Stationary and Book Support Project, Food and Coal Support and Clothes support Project that is the most striking one.

4.2.2.4.1. Medicine and Drug Support Project

This project is executed in cooperation with Pharmacists Association. Unneeded drugs are collected from public, which was reached 15000 boxes, checked by doctors that are provided by Pharmacists Association, and redistributed to people in need.

4.2.2.4.2. Stationary and Book Support Project

Families in economic difficulty, who has school-aged children, are provided with stationary and books that are also collected through civil initiative; public brings unneeded books and excess stationary to Municipality. In addition, students could replace books directed to previous class with books of new class without paying any money.

4.2.2.4.3. Food and Coal Support

The Presidency and Coordination of Social Projects also supports equally determined families in economic difficulty with good quality of coal and food since 2001 in winters in addition to social aid packs covering food and tents for poor to break their fast during the Ramadan month.

Moreover, due to the increase in demand in small restaurants for poor, new restaurants were opened and capacity was increased in addition to application of home service for people unable to come due to the physical disability. Likewise, carrying cups made up of plastic were replaced with metal portable food containers.

4.2.2.4.4. Cloth Support Project

Poor people provided with clothes collected through public initiative by Greater Municipality, Clothes Support Store, since two years. Up to now 11000 poor people has been dressed up. With this project, unneeded clothes are collected as clean and ironed, and grouped according to size, age, sex and type. Poor people coming with appointment can "choose" according to their need and daily cota from store.

4.2.2.4.5. Mass Housing Estate Project

Some disadvantages occurred during the mass housing estate project like that some bidders gave up the project then municipality had awarded project to another bidder, in addition, the government recourses for credit has been ceased due to the 17 August

Earthquake. However, Eskisehir Greater Municipality has completed the housing estate projects, which cover 6160 houses, and 684 houses of which were directly constructed by Eskisehir Greater Municipality between 1999 and 2001.

4.2.2.4.6. Municipal Hospital

Full-organized Hospital, some equipment of which was provided from a cognizant in America, was designed for retired people, insolvent elderly people, besides guilds, and opened in 2003. Despite all requirements have been fulfilled; doctors, nurses, servants and management personnel have not been provided by government yet.

4.2.2.4.7. Cheap Bread Project

The small bread factory located in Sultandere, which became incapable of meeting the public need, is replaced by new technologically full organized tunnel bakery with a daily production capacity of 120000 loafs of breads. Through this factory, both capacities have increased and price has decreased.

This new factory was also designed as a bread factory by previous municipalities but, because of the financial depression and being damaged due to the 17 August Earthquake, it could not be actualised. After reparation and scraping old machines that are replaced by new ones, factory has been working on full operation.

Many bread seller kiosks that are produced in Eskisehir Greater Municipality urban furniture factory, are placed in various areas of city, and disabled or needy people are employed for the management of those kiosks to create a job opportunity.

4.2.2.4.8. "Each Home is a Workshop" Project

To utilize the labour force in housework, and to turn them in to account in economy, Eskisehir Greater Municipality has been arranging courses including sewing, embroidery, patch working, jewellery designing, wooden painting and wearing, ready-made clothing, withered flower designing during the nine months in a year. End of the every three months, certificates approved by Education Ministry are given to those successfully completed the section.

Recently, by the end of the 2004, more than 5000 people planned to educate by those programs; in addition, it is planned to open a centre for those people attending to courses to sell their products.

4.2.2.4.9. The Projects of Courses for Unemployed to be acquired in Profession

The aim of this project is to provide training for young people, and to provide them professional skills to assist family economy. Project covers people, whose families are in economic depression. Besides, project provides young people, who will take the university exam, with the courses including topics of physics, chemistry, mathematics, Turkish, and English. Project also supply children and adults with courses including topics of painting, computer, ceramics, marbling, batiks, first aid, traffic, environment, birth control, psychological protection, speech and parents' education.

Disabled people are also in consideration in terms of being supported by university-exam preparation courses, foreign language, and candle design, office management in addition to bridge and chess courses.

There are 12 classrooms, ceramic workshops, computer laboratory, library, study room, meeting and rest rooms in education and training centre of Eskisehir Greater Municipality.

4.2.2.4.10. "Sports Units for Each Quarter" Project

Eskisehir Greater Municipality has been establishing sports units in various quarters of Eskisehir in case of allocation of free lands in those quarters to Eskisehir Greater Municipality for 5 years.

It was said that[90] in modern European countries, opening recreation areas for sports in each quarter is one of the essential tasks of Municipalities. In addition, it is supported to establish sport committees composed of voluntary members of quarters to arrange collective sport activities.

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[90] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

4.2.2.4.11. Projects for Disabled People

First, employment priority is given to disabled people for management of newly founded public bread seller kiosks. Secondly, Eskisehir Greater Municipality has changed the regulation of building and construction through special physical arrangements in the entrances of buildings, fire stairs, earthquake shelters and parking lots. With those new regulations, critical common used elements such as elevators, stairs should be arranged according to disabled people. In addition, parkland allocation for disabled people in parking lots, new arrangements in toilets and elevators have been made compulsory for builders in public areas.

Moreover, there is a computer exported from Europe[91], which is able to tell and write any document, book or newspaper, and connect to web service with special keyboard designed for blind and/or deaf people at the entrance of Municipality building in addition to printer that can print any document in brail alphabet format. In addition to the computer unit that is in use 6 days in a week, the next step of Eskisehir Greater Municipality is to establish an Internet café for blind people.

4.2.2.5. Implementations directed to Cultural Development and Tourism

4.2.2.5.1. Urban Progress Foundation

'Urban Progress Foundation' to sustain Cultural and art life of Eskisehir has been established in 2001, so the city gained a union-strength to realize all kinds of national or international cultural and art activities.

The Urban Progress Foundation is established to accelerate the actions to make Eskisehir Cultural and art centre of Turkey by participation of Eskisehir Greater Municipality, Governorship, Anatolian University, Osmangazi University and Zeytinoğlu Education, Science and Culture Foundation, under the execution of Mr. Yılmaz Büyükerşen.

The Urban Progress Foundation has undertaken The International Eskisehir Festival, which is executed since 1985, in 2001 to bring world together with Eskisehir as an art and science city. Besides its educational and industrial achievements, festival aims to

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[91] www.eskisehir-bld.gov.tr/haberler/ 26/11/2004

introduce different cultural developments to public to provide the expansion with national and international level cultural activities.

4.2.2.5.2. Show Concert and Exhibition Palace Project

One of the important investments about making Eskisehir the art and science centre of Anatolia is, "Show, Concert and Exhibition Centre Project".

The most modern art centre of the city, which will meet all kinds of national and international level cultural and art activities, had been replaced the project of former periods construction designed to be built a marriage ceremony saloon, but could not be completed on time.

This building is aimed at facilities like opera, ballet, theatre, and symphony concerts, exhibitions, scientific meetings and other art displays to be executed in convenient locations, which are under installation with technical equipments.

Show, Concert and Exhibition Palace, for which required financial support was provided in 2003, with a 600 people capacity concert hall, a 600 people capacity theatre hall and having multi purpose of use for meeting and exhibition halls is planned to be finished in the summer of 2004. In addition, constructing car parking lots under and on the ground around the Show, Concert and Exhibition Palace is planned to prevent the car-parking problems in the future. In further, the EsTram network is in consideration to be extended to this place.

4.2.2.5.3. Municipality Art Centre

The second floor of car parking building on Ikieylül Street is converted to theatre and Symphonic Orchestra Concert Hall as well as two halls and two Fine Arts halls. By this way, Eskisehir has gained an important cultural art centre, and The Eskisehir Symphony Orchestra conducted opening with mini concert on 25 January 2002.

Moreover, many handcrafts and artistic works are in exhibition by "each home is a workshop project" of Eskisehir Greater Municipality in this building.

4.2.2.5.4. Symphony Orchestra

Eskisehir Greater Municipality Symphony Orchestra was established in 2001 to make Eskisehir an important cultural and art centre of Turkey.

In the long term of date, orchestra is planning to maintain an archive about unrecorded or less sound recorded compositions to represent Eskisehir at International Festival as well as in the future national and international organizations.

There are 45 musicians employed in Symphony Orchestra. Time to time the native and foreign conductors and soloists are invited. The Anatolian University cooperation with State Conservatory has been assumed an important mission to spread the love of classical music in Anatolia.

4.2.2.5.5. Old Market Place New Youth Centre: "Haller"

The old Fruit and vegetable market place building on Bağlar Street, which is planned to demolish by former greater municipality administration, is re-built and transformed in to youth centre building through inspiration of Covent Garden in London and Flower Market Place in Hamburg.

It is also aimed to relief the car density in the city centre, and to be alternative to Porsuk Boulevard that is highly popular among young population in the city.

By this project, for the reasons of protecting and developing historical and cultural heritage, Eskisehir Greater Municipality has been given the "Union of Historical Cities Award" in 2002.

This Fruit and vegetable market place building was built in 1930. However, it was refined in 1998 for the reasons that the market was moved out of the city, and the building was badly damaged on 17 August 1999 great earthquake. After that, building was planned to transform in to youth centre by workings of Mr. Yılmaz Büyükerşen and Mr. Erkan Uçkan the architecture, rather than being demolished.

Now, this building with 34 stores, a synthetic ice dance-floor, bars and entertainment places is aimed to decentralize the city, and to spread shopping centres to new areas rather than the city centre.

4.2.2.5.6. Odunpazarı Historical Houses

The old historical houses ignored for years are being restored. Mr. Erkan Uçkan, assistant of the Secretary General of Eskisehir Greater Municipality, stated that one the most important project is "to protect and develop historical fabric and houses of Odunpazarı" to create Eskisehir as city of twenty first century of Europe.

The first stage is to renew and restore the front houses of Odunpazarı that face Atatürk Boulevard through facade arrangements and effective land using to protect traditional fabric. After completion the project, houses will be benefited as guesthouses, small restaurants, coffees and cultural centres without abolishing the feeling of oldness and history of old life styles such as from furniture to windows.

By this project, on the one hand, culture of the old Odunpazarı, which is the oldest settlement in Eskisehir, could be revitalized; on the other hand, both Odunpazarı quarter will be economically improved and new centre could be created, which means the decentralization of the city.

4.2.2.5.7. Phaetons

Phaetons, which were the major transportation vehicles in 1970s, are one of the most important icons of the city, and re-gained as for being a part of historical and cultural fabric of Eskisehir. Some of the Phaetons were inspired from that are in Vienna, and designed to use for weddings and various organizations.

Besides Porsuk River, Odunpazarı Houses, Kalabak spring water and old Market place building, such projects are aimed to keep the historical identity of city as it was said that as same as in European cities.

4.2.2.5.8. Five-Starred Hotel

The construction and the management of the hotel were undertaken by Anemone Tourism Trade A. C. that was established its seventh hotel around Turkey, after two years long negotiations with Tepebaşı and Eskisehir Greater Municipalities. After being opened in 2004, hotel would be benefited also for congress and social activities.

4.2.2.5.9. "Midas" The Huge Shopping Mall

It is planned to build on the municipality old car garage and reparation workshop area that is approximately 60.000 m² on the main road of Bursa and Ankara. The Midas shopping centre will be composed of four main parts that are covering entertainment centres, cinemas, shops and a plaza that will be modified and constructed according to demands of investor.

Inexistence of car parking problem in addition to much frequently usage of this main road makes this project more attractive for investors. Now project is standing for investors to start.

4.2.2.5.10. Hydrotherapy Centre

When the interurban terminal was moved out of the city, it was planned to build a hydrotherapy centre by Eskisehir Greater Municipality through considering the nearness of the place to hot water sources on this refined area. The centre will also include a hotel and a shopping centre like Galleria, Capitol in Istanbul.

Eskisehir Greater Municipality town council approved the project, and called Odunpazarı Municipality to prepare a 1/1000 plan in accordance with the 1/5000 urban zoning and development plan, but it is still unprepared by Odunpazarı municipality.

4.2.2.5.11. City Guidebook

Eskisehir Greater Municipality has provided public and tourist with a comprehensive map called "City Guidebook from A to Z" which is the first in Turkey in terms of being most extensive helping map.

The guidebook, which was inspired from London, citizens and tourists can found any place that they want to reach in shortest way; in addition, the street names were also indexed according to the alphabetic list. The book is on sale in BİLEM.

CHAPTER V

ANALYSIS OF CASE STUDY

> It is not much in number in world of cities, of which a river runs through inner parts, and those cities always go beyond and are more important as compared to the others. [92]

As it was mentioned in introduction chapter, "being a European City" is at the heart of almost all urban development projects and individual cities' urban executions in Turkey. Eskisehir is one of those cities that use 'The European' term in its urban projects' implementations. The main of this thesis, also mentioned before, is to explore the urban projects' implementations and urban renewal works of Eskisehir Greater Municipality in accordance with European Union urban policy and European City framework that was given in chapter two.

Dependently, in this chapter, deep interviews with the projects' managers and directors, who are specially appointed by Mayor Mr. Büyükerşen, are analysed based on the argument of "Eskisehir as a European city" in the first part. Decision makers in Eskisehir Greater Municipality use many times the concepts of 'EU standards', and 'The European'; the main aim is to explore the 'EU standards and the European' in the eyes of Eskisehir Greater Municipality, and to explore how decision makers and directors perceive European city.

In addition, second part is allocated to interviews with public respondents to explore for and against to implementations of Eskisehir Greater Municipality, and to explore whether governance, partnership and participatory management principles are in application from decision process to implementations of Eskisehir Greater Municipality. This second part

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[92] Case analysis of the current thesis, policy maker named Mr. S. (ref: pre.urb.dev.pro.)

about public respondents would give the idea about communication between public and decision makers and directors of municipality.

Table 1. The statutes of principles of becoming a European City for Eskişehir Greater Municipality's Projects

Principles	Working	Non- working
Innovative actions	√	
Sustainability	√	
Social Projects	√	
Eco-System Thinking	√	
Adequate Water Supply	√	
Invulnerability to Disasters	√	
Conservation of Natural, Cultural and Historical Wealth	√	
Equal access to infrastructure and knowledge	√	
Balanced and Polycentric urban development	√	
Equal access to transportation		×
Participatory management		×
Governance		×
Partnership		×
Exchange of Good Practice		×
Promoting Local governments		×

The European City Principles, extracted in Chapter 2, are summarized above in the context of urban project implementations of Eskişehir Greater Municipality, which will be supported by detailed information from case studies. The table aims to give brief information extracted from whole thesis, about urban projects' implementations of Eskişehir Greater Municipality in accordance with European City Principles. However, for the principles of Balanced and Polycentric urban development, Equal Access to Transportation, Equal Access to Infrastructure and Knowledge, public respondents think differently from decision makers, who assert that those principles work well. Public respondents' assertion on Balanced and Polycentric Urban Development is that the urban projects are directed to conventional city centre not to outskirts of the city, which directly related to Equal Access to Transportation that EsTram is aimed at city centre. Moreover, they also reject the opinion of decision makers that Participatory Management exists. Public respondents agree with that their opinions about urban projects' implementations were not asked, and they were not well informed about those projects executed in the city, despite the information centre called Bilem of Eskişehir Greater Municipality.

Furthermore, incoordination and incooperation with NGOs, unions, government institutions, public, chambers and other cities in Turkey is showed that Governance and Partnership principles are non – working principles in Eskişehir Greater Municipality's implementations. In addition, because of the insufficient support and encouragement in Turkey, and inexistence of an establishment like URBACT, Eskişehir Greater Municipality could not cooperate with other Turkish cities, which have similar targets and similar urban projects' implementations. This directly abandons the principle of Exchange of Good Practice in implementations of the Eskişehir Greater Municipality. The other non – working principle, Promotion of Local Governments is directly related with the constitutional and the local conditions of Turkey, which could not be solved in the context of Eskişehir Greater Municipality. On the other hand, other principles are proved to be working through descriptive parts and the case analysis of this thesis. The projects mentioned in third chapter in the sections of projects directed to environmental and physical development, social projects, technological projects, cultural and tourist projects and projects directed to economic development of the city verify that Innovative actions, Sustainability, Social Projects', Eco-System Thinking, Adequate Water Supply, Invulnerability to Disasters, Conservation of Natural, Cultural and Historical Wealth, Equal access to infrastructure and knowledge, Balanced and Polycentric urban development are working principles in the management and the urban projects' implementations of Eskişehir Greater Municipality.

The table given above is detailed in the next section, and supported with interviews with Public respondents, decision makers and Mayor.

5.1. Analysis of Deep Interviews conducted with Policy Makers

As it was mentioned in methodology section of introduction chapter, those deep interviews were conducted approximately between 01/01/2004 – 01/03/2004 in the offices of respondents, in Eskisehir Greater Municipality building. Respondents were asked sixty-two questions; up to direction of interview, respondents gave some extra information.

Mainly, deep interviews with decision makers are analysed according to issues below:

1. Information about historical structure of implementations and projects in Eskisehir
2. Information about EU's urban policy and European City
3. Information about projects

4. Thematic structure
5. Financial structure
6. Partnership
7. Economic development and progress
8. Public Participation, Communication with city of the people, and inclusion of disadvantageous group
9. Plans in consideration
10. Sustainability and stability of the projects
11. Information about state urban policy, limitations of the work scope of municipality, and individual city assessments in Turkey
12. Comments on Eskisehir as a European city

During the analysis, except some striking ones due to the positions and authorization levels of respondents obtained in municipality, the social differences are not indicated for being irrelevant with the issues to be analysed in and scope of this thesis.

5.1.1. Demographic composition

2 of the 6 respondents are women, and the rest of them are men. In terms of age composition, the average is 45. The oldest respondent is Mr. S. who is 62 years old, and the youngest one is Mrs. P. who is 27 years old. Generally, respondents are from Eskisehir except two, who are from Kütahya and Sarıkamış (district of Eskisehir)

5.1.2. Education Levels and Job Positions of Respondents in Municipality

The oldest respondent, Mr. T. was a Professor in Osmangazi University; he has worked as a president of Ankara (ASKİ) and Eskisehir (ESKİ) water department formerly. In the mean time, he is the President of Urban Development Projects Presidency in Eskisehir Greater Municipality for six years. Mr. T has graduated with an MS degree, and has been working in Eskisehir Greater Municipality for twenty years, for five years of which he has been working as President of Real Estate and Expropriation. Previously, he was the President of Zoning and development Presidency of municipality. Mr. G. has also graduated from university and has been working in Presidency and Coordination of Social Projects of municipality as a President for four years. Previously he has worked as a general directory assistant in Turkey Education Volunteers Cognizant. Mr. L. has graduated from university too. He has been working in municipality for one year from the opening of the Presidency of Project Information and Communication Centre (BİLEM).

He has been working there as a General Director before he was the General Director of Marmaris TV and Eskisehir Local TV. Besides, he has worked in various jobs like clerk, meerschaum stone seller, and present shop dealer, Boza, (thick fermented grain drink) shop dealer. Mrs. P. and Mrs. R. have graduated from university. Mrs. P. has been working in Presidency of Real Estate and Expropriation of municipality as a leading city planner for three years. She has just started her career in Eskisehir Greater Municipality. Mrs. R. has been working in Presidency of Project Information and Communication Centre (BİLEM) as Public Relations Manager for four years. She has previously worked in municipality in same position, but after her retirement, Mayor Büyükerşen has offered her to work in BILEM, again in same position.

5.1.3. Information about History of Implementation and Projects in Eskisehir

In this section, the process of decision-making and implementations of current municipality were examined in addition to previous municipalities' implementations. According to the respondents, actual implementations in Eskisehir were started with the first election of Mr. Yılmaz Büyükerşen in 1999 there after the great earthquake of 17 August. One except; Mrs. P. (ref: lea.cit.pla.)[93], all respondents know about which projects in implementation, and which are planned to be implemented in addition to what kind of process is followed to determine the projects that Eskisehir is in need. Each respondent told the projects as same as that was expounded in previous chapter, with a specific focus on Urban Development Projects pack. Mrs. P; (ref: lea.cit.pla.), who has the lowest position among them, expressed her ideas that she is just doing her duties and knows just what she is told. She stated:

> There are differentiated departments in Eskisehir Greater Municipality, for example; planning department just reports new trends in housing or new necessities in city in case of physical structure. We offer recommendations to municipality; decision makers produce solutions and report us.

Others were deliberately appointed by the Mayor Mr. Yılmaz Büyükerşen, and have top positions in both projections and implementations. Therefore, they have knowledge about the process of implementations and projects of municipality that are in consideration. In

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[93] Eskisehir Greater Municipality, Leading City planner

terms of how to decide projects and to determine priorities, Mr. S. (ref: pre.urb.dev.pro.)[94]
Stated:

> Just after the election of Mr. Yılmaz Büyükerşen, Oğuz Babiroğlu,
> president of Management Department, and his team from Sabancı
> University, were invited to Eskisehir for the conferences of research and
> decision on behalf of Eskisehir, and shared opinion process was
> established.

Mr. S. (ref: pre.urb.dev.pro.) also stated that in those conferences, this established team
was started to work on capacity and potential of Eskisehir, the needs of her, and solutions
to be produced. In case of expressing the scope of partnership, Mr. S. (ref:
pre.urb.dev.pro.) also stated:

> Almost everyone, who had opinion about those subjects were invited
> besides Babiroğlu and his team to those conferences to form a
> brainstorming. First meeting was much crowded, then the second, and
> third had very low participation because of the reason that many
> participants could not go forward what they told in first meeting.

After the resolutions, projects were determined and classified in terms of finance and
technical feasibility, and then priority of projects determined. Those projects were Porsuk
River rehabilitation, EsTram, and Drinking water and wastewater rehabilitation assumed
to be deduced from the participant conference of shared opinion.

When Mrs. R (ref: pub.rel.man.)[95] is asked about whether public participation occurred or
not during the conferences before the implementations, she stated:

> As a municipality management, you know the needs; it is reciprocal
> (between people of the city and municipality). What we know is people
> demand modern urban atmosphere. We cannot apply referendum and ask
> people whether they want EsTram project or not, or whether they want
> Porsuk River to be purified or not. We cannot put a ballot box in town to
> determine the actual needs. However, it does not mean that public is not
> inquired; rather we do this by means of public opinion researches and
> observations. There is a reality: Porsuk must be purified; this is not the
> more than a scientific reality. At the end, when it was understood by
> people, the general idea was that Porsuk must be purified.

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[94] Eskisehir Greater Municipality, President of Presidency of Urban Development Projects

[95] Public relations Manager of Eskisehir Greater Municipality

Mrs. R. (ref: pub.rel.man.) strongly defends the idea that public participation exists; maybe not actively but public opinion was taken in to consideration. In addition, like Mrs. R. (ref: pub.rel.man.), respondents generally advocates that scientific one is always superior, demanded, and should be actualised, even, sometimes public cannot see. In this direction, scientifically determined projects had the priority such as Porsuk Project. In this respect, respondents define the scientific one as a need, as a necessity, and as an application that produce solutions for environmental pollution and public health threat.

In addition, related with the idea that public participation exists not in personally but representatively in to those conferences, Mr. S. (ref: pre.urb.dev.pro.), added:

> This shared opinion process revealed the needs through participation of NGOs, universities, civil servants, industrial and trade guilds, which were composed of 300 – 400 people, and which represented the public itself...

General opinion among respondents is that; it was a shared, participant process of determining the plans and projects of Eskisehir, and those were definitely deduced from the scientifically inquired needs. In addition, the common view was established also in time of beginning of those regeneration activities in city, which was given the date of election of Mr. Yılmaz Büyükerşen and after the great earthquake of 17 August. Moreover, according to respondents, not having been used the terms directly, governance and participatory management is in application for Eskisehir Greater Municipality's implementations through shared opinion conferences. However when the answers of public respondents analysed, it could be deduced that the communication between public and municipality is highly weak.

For the previous municipality's implementations, shared view is that there were no comprehensive and regenerative activities until Mr. Yılmaz Büyükerşen's municipality. Mr. T. (ref: pre. rea.est.exp.)[96] stated

> Except some rehabilitation like expanding of main arteries of city and sewer system improvement, and sustaining of current order, we could not come across the big projects directed to whole city regeneration in previous municipalities.

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[96] Eskisehir Greater Municipality, Presidency of Real estate and Expropriation, President

In this direction, Mrs. R. (ref: pub.rel.man.), having been worked with previous municipalities, gives detailed information about the implementation of them. She expressed her ideas as:

> For a long time, Eskisehir's municipalities have not produced urban development projects. In 1980s, it was started to deal with urban issues. In 1984, first urban zoning and development plan for Eskisehir was prepared. After completion of this plan in 1989, the current municipality began to apply this plan in city. They improved sewer system according to the plan, and expand the main arteries, which bring in refining of some buildings in the city. After that, construction sector was accelerated. Until 1999 when was the election of Mr. Yılmaz Büyükerşen, there was no comprehensive projects directly deal with urban regeneration.

Now, it was mentioned in previous chapter, plan was overhauled in accordance with recently prepared earthquake plan, and geological etudes on plot base researches.

In sum, all respondents agreed on that it was the first time in history of Eskisehir to start implementations of comprehensive urban projects within participatory process with powerful actors in city. This seems to support governance and partnership principles, but just at the beginning of the implementations. After projects were started, those principles were no more maintained, as Mr. S. stated that it is time to execution not expressing opinion. This give the idea that governance and partnership principles are not on full application as European Union recommends. The analysis of interviews with public respondents' part also proves that those principles are weak, even, non - working in implementations of Eskişehir Greater Municipality.

5.1.4. Information about EU's Urban Issues and Regeneration Projects

This section takes the significant importance because it is composed of the mean of the statement of "Eskisehir as a European city", the mean of the EU urban standards for Eskisehir Greater Municipality's implementations, and the definition of renewal in general for the city.

All respondents have an idea about the 'European city' in subjective way, however; they do not know the themes that constitute EU urban policy. The general view is that projects of Mr. Yılmaz Büyükerşen, who is assumed to follow European Union standards, were seen highly reliable according to those authorized people. Rather than municipality initiatives, the projects were seen as Mr. Yılmaz Büyükerşen's initiatives.

For the question of what is 'European city' Mr. S. (ref: pre.urb.dev.pro.) stated

There are no limits or standards to be a 'European city', but for civilized living. As you attain them, you can classify yourself fit in to European standards.

He assumes that there are no legal standards for being a European city, except unified EU engineering applications. Another respondent Mr. T. (ref: pre. rea.est.exp.) is differentiated the 'EU city' from 'European city'. He said:

It is different to be 'European Union' city from being a 'European city'. 'European city' is more like a city, in other words; smells like urban. For Mr. Yılmaz Büyükerşen's slogan, it does not mean that every municipality should resemble the city like EU city in the process of accession; rather I perceive it more psychological, independent from the accession process of Turkey. Of course, there is a general definition of urban according to academician; they can define it correctly. However, rather than quality, geographic location, size, density or population; when I see the monuments, tramway, square in a place, I feel I am in a city, and I think that secondary relationships are in process sociologically. European city is related with a tendency of reading as "Urban" while in city. In this direction, 'European' is not related with continental speciality, it is directly related with modern urban area in physical, social and cultural terms.

In this respect, Mr. T. has defined European city as modern or civilized city, independent from European Union. Despite he is a city planner, he defines city physiologically. He asserts that trying to define such concepts is not suitable. Like Mr. T., Mr. G. (ref: pre.soc.pro.)[97], expressed his ideas about 'European city':

In Europe, light rail systems are used in towns, and public health is very important; in addition, very huge parks are established in city centres different from our two-benched gardens. Now, we are establishing huge parks, green areas, constructing LRT, and purifying Porsuk River that is very harmful for public health. Because of that reasons we are becoming a 'European city'… Actually, rather than being a 'European city', which is very pretentious speech, Eskisehir is being a modern urbanized city.

On the other hand, other respondent, Mr. L. (ref: ge.dir.pro.inf)[98], having been agreed with respondents above, defines 'European city' differently, he said:

It is the matter of advancing your mind, world perception, point of view, acting patterns and main patterns that constitute your personality to

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[97] Social Projects Presidency and Coordination, President of this Department

[98] Eskisehir Greater Municipality, General Director of Bilem

> European standards; more accurately, combining them with patterns that are adopted in different parts of the world besides Europe.

He also maintains the opinion of which European standards for Eskisehir means to catch up the time of 1800s. He explained it like that; in 1890, when the railway was first established, different minorities were living in peaceful way in Eskisehir. Those immigrant people, coming from different parts of northeast world, Europe, Asia and Balkans, bring their distinguished cultures, technology and life patterns to Eskisehir. In other words, they bring in Eskisehir a level of development. In those years, variety of people had been settling in Eskisehir, such as people, who were reading Balzac, going out for opera, theatre, using advanced technology in agriculture and handicraft, Jews, Armenians, who were trading Meerschaum stone, Germans, Swedes and French people, who were coming for technical jobs. Such a cosmopolite population of Eskisehir also brought high quality in life standards like theatres coming from Istanbul, foreign shops and firms. In those times, a lot of European customs, applications and life patterns were in process in Eskisehir's mainstream of life. After industrialization and foundation of republic, republic balls had been arranged in municipality building, and everyone, even from villages, had come to those balls with tuxedos. In addition, Porsuk Hilton construction and first state opera and ballet building construction were started in those years in Eskisehir. In this direction, Mr. L. (ref: ge.dir.pro.inf) stated: "In those conditions, Eskisehir was as European city as Selanik was."

In this course, Mr. L. (ref: ge.dir.pro.inf) also stated: "Europeanization of the city is at least to catch up the line at the end of 1800 of Eskisehir; this was the actual indicator."

Mr. L. is one who told about European City most. He defines European city specifically for Eskisehir as compared to other respondents. Moreover, he tried to attract attention to speciality of Eskisehir in 1800s. Another opinion about European city belongs to Mrs. R. (ref: pub.rel.man.), she stated:

> European city means heightening the life quality in terms of facilitating the present situation and future of life. More importantly, it is rather an economic development and environmental improvement.

Afterwards, respondents were asked about whether there is a procedure of EU for the cities, for implementation of urban projects, or for candidate countries to reconsider their urban areas in the context of EU urban policy. The common view is, except Mr. L. (ref: ge.dir.pro.inf.) who mentioned about the European Local Authorities' Provisions, that

there is no sanction for candidate countries or no policy implementation in accordance with EU urban policy. On this subject Mr. G. (ref: pre.soc.pro.), stated:

> There is no sanction now, but we know that European Union would have some demands from candidate countries (in accession period). Those implementations, in process in Eskisehir, will be demanded after the full accession of Turkey. Therefore, we are preparing city (Eskisehir) to join Union. I mean; Eskisehir is being prepared for the EU 10 years before.

In this respect, respondents could define European city, but consider it in terms of civilization and modernization. Actually, "European" is only a slogan, however; the main aim is to advance Eskisehir's urban environment as modern as European cities have. On the other hand, they have no exact information about the European Union urban policy themes or regulations about cities.

When the respondents were asked about what is the meaning of regenerating the city, they gave different but coherent answers. The general idea is, rather than physical change in the appearance, the ultimate goal is to create more modernized city perception. Actually, regeneration must include mental regeneration, they stated. On the other hand, Mr. T. (ref: pre. rea.est.exp.) has little different opinion than the others; he sees the cities as a place of force demonstration. According to him, cities are the power indicators of the governors since the age of empires. If a person has power, s/he can display her/his power in city. Governors still display their force in cities but, patterns that they use has changed. He stated,

> In European cities, the society produces excess value, which can be directly transmitted to city implementations. In Turkey, it can be actualised only in past 10 years. If you have money, you are powerful, which can be demonstrated in city arena. If people do not perceive your power the reason for this is the city; actually, this is the art of the battle. No intentional act (implementation for the regeneration of the cities) is occurring; rather, it is an epidemic, one city implements something, then the other one fallows and also actualise this implementation, and it goes like this (like a chain reaction). If you go to the one the European city, you may be impressed by the magnificence of the city, and you may admire to the governors. A governor of such a city always desires to be admirable, which can only be actualised through implementations in city. (The only aim is to be admirable)

He is different from other respondents in respect to his opinions about regeneration, rather than requirement for depressed areas, he agrees on the idea that regeneration is a force demonstration of city managers. On the other hand, in terms of regeneration Mr. L. (ref: ge.dir.pro.inf.), stated:

> Maybe through official institutions, directives and legal arrangements, or obligatory arrangements, you can modernize; organize a city to some extent. By this way, you may cause some refining, regeneration, restructure, and some different formations (in the city).
>
> However, if city (people of the city); if society do not accept them and could not produce acting manners according to those reformations that you actualised, even, could not perceive what was happen; those will just be limited to your presidency term.

In addition, Mr. L. (ref: ge.dir.pro.inf.) also mentioned about that regeneration is very popular in Turkey but not in Europe because, regeneration is no more needed in those cities; everything is already in their appropriate positions. He stated:

> Always 'we' imagine to be regenerated. Westernisation, Europeanization are not the "new" actually, Europeans have never dealt with matters like those that we have, because they are already themselves (European). Europeanization is our very big problem since the time of Tanzimat (the age of political reforms that are made in Ottoman Empire).

Mr. L. merges the ideas of Europeanization and regeneration, and assumes there are no such urban regenerative activities in European cities, however; the URBAN initiatives and ESDP have directly dealt with urban renewal projects for derelict areas.

It can be supported that the slogan of "*Eskisehir as a European city*", is not said in precise terms. All respondents agree on that it was a little pretentious usage. However, it is thought to be reasonable to use the term "European" to indicate the modernized and urbanized cities in defining terms due to the facts that Europe is in its paramount age in the world and close relations between Turkey and EU has begun. Moreover, usage of "European" brings also another dimension; it is the common view of respondents that in Europe, infrastructure problems were solved; historical fabric was already started to protected; rivers run through the city and squares have been already arranged long times ago. In addition, the governors do not have to risk any fabric or any building, or do not have to refine or redesign any built area due to the transportation plans. European Cities just make small differences and rehabilitations, especially in social terms, and try to maintain sustainable and environmental projects in cities. Nevertheless, in Turkey, the cities have been constructing their infrastructures recently, and constructions of squares are newly started. The cities in Turkey are at the very beginning,

In these terms, the main aim of Eskisehir Greater Municipality is to jump the first stage of urbanization that European cities passed long years ago. Additionally, it was explained by the respondents, Eskisehir is developing and reaching the modern urban standards faster

than any other Turkish are doing. In this direction Mr. L. (ref: ge.dir.pro.inf.), continues with the words:

> If we say that 'Eskisehir as a Dubai', it will be different; if we say that 'Eskisehir as a Tokyo', it will be still different; or 'as a New York'… all have different associations in mind. Consequently, most adoptable, most agreeable and the most popular term in society to be identify our position is the Europeanization. It does not mean that Dubai, or New York are not modern or urbanized in defining terms.

Respondents also agreed on that, local initiative is more important than any label like Europeanization. Local authorities should solve their problems with their own ways, with a deep understanding of origin of the problem. Respondents also complained about that, first world concepts do not solve the third world urban problems because of the different characteristics of the cities. Even, one solution in resembling city cannot work for another one. In this direction, the respondents concurred that bringing a model without changing it, is not properly works rather; it should be modified for the city to be implemented. In this way, local action gains importance as European Union urban policy engages and European Union strongly supports. On the other hand, the idea that 'European city' conditions cannot be actualised only with local authority initiative, which can only give the conditions but can not force public to adopt action manners for those conditions, if they are not accepted, can be deduced from the arguments of decision makers. Therefore, it is a matter of applicable modelling that should be pleasant by every town-dweller. It means governance and partnership is highly desirable but weakly and hardly applied principles in Eskisehir Greater Municipality.

Likewise, Mr. L. (ref: ge.dir.pro.inf.) has expressed his ideas as sum and support of the other respondents' ideas, he stated:

> If you think like European, if your approach, world perspective, life perception, the way of relationships, decision mechanisms, evaluations matured, in addition, if your mind become rich through distinguished and different cultures, if your mind is multidimensional, unprejudiced, tolerant and has critical glance; you can regard yourself as European, even, in a simple village house made out of adobe, by using cooking stove rather than a fireplace. That is the matter.

In other words, according to respondents, 'Europeanization' or a 'European City' is just an acting manner directly related with mind and perception. European city means that people of the city live in humane conditions. 'Eskisehir as a European City' is an

imaginative slogan and introduces urban projects' implementations to public in best way. It is selected due to the being trendy handling by public.

5.1.5. Information about Projects

This section includes the knowledge of the respondents about projects, to support the third chapter of this thesis.

5.1.5.1. Thematic Structure

As respondents questioned about the structural features of the projects, all of them are well informed about executions of their departments, but some know more than the department's executions because of their top position in municipality.

The common point among respondents is that Eskişehir Greater Municipality is applying different regeneration implementations as compared to other cities of Turkey because, municipality follows the agreements and the norms, internationally adopted throughout the world. Stuff in projects is highly qualified; in addition, the projects have scientific bases, and integrative and comprehensive components. This perception shows again, rather than European, world agreements like Habitat Agenda and Local Agenda 21 have taken as guidelines for the decision makers. As interview continues, respondents generally stated that Eskisehir is in accordance with world organizations' regulations that constitute the base of European Union urban policy. However, as it is seen in interview with Mayor, the ultimate guide is defined as the humane life standards, as he states differently from his assistant decision makers above.

Another common view of respondents is that technical or non-technical stuff is highly qualified and good at what they deal with in ongoing projects. Mr. S. (ref: pre.urb.dev.pro.) states,

> Project Management Unit was established related with applications of urban development projects. There are, a counsellor in this unit and a consensus, which is composed of foreign and native firms. If they decide that extra professional aid is needed for the specific part of the project, new experts are employed during the implementations. In addition, an engineer consultant group is appointed as supervisor and as a controller, and they manage the relationships of project group with other institutions of municipality, as it is in international projects in the world.

Additionally, Mr. L. (ref: ge.dir.pro.inf.) said that scientific thinking should be integrated with the local thinking, which support the spreading ideas of the Local Agenda 21. Supporting the ideas of Mr. S., he followed as

> It is not the subjective evaluations of bureaucrats or elected people, it is a scientific process of projects. For example, if the matter is earthquake risks, Earthquake analysis, ground analysis, topographic analysis is needed, so we can employ professors from Istanbul Technical University. For another issue like settlement of quarters, demographic properties of them, unemployment situation…etc., who deals with them? Aegean University Sociology department, so we can employ professors from this university. Like this, while the projects are planned, and prepared to execute; earnest institutions and stuffs are provided through scientific determinations.

The opinion that, projects have been formerly researched planned and prepared with experts and professionals, also shared by decision makers before the executions. However, after the projects started, new projects to be executed were realized like Kalabak spring water marketing, bread bakery renewal.

In relation, the decision making process of projects and determination of priorities were also inquired. Mr. S. (ref: pre.urb.dev.pro.) was expressed his opinion in first part under the historical background of projects through shared opinion process. However, according to Mr. T. (ref: pre. rea.est.exp.), academic approach to the problems of specific area could not solve them in many times. He stated,

> Porsuk River project was beyond a technical (scientific) decision. Köprübaşı is unique in the world… because of that reason, Porsuk River is very important (for people of the city). In this direction, the priority of Porsuk is a political matter; you cannot solve this matter in technical ways. The local authorities should be decision makers (rather than acting according to general rules of international agreements) on this issue. You can be a successful city planner or engineer, you can be very good at your profession, but when you come to Eskisehir, you cannot understand the technical significance of Porsuk. I mean that there is a sub consciousness, which gives importance to historical properties of Eskisehir and Eskisehir in general. In this way, I assumed municipalities as the representatives of this sub consciousness. In this sense, priority of Porsuk project is political. Because of that reason, I use the word of sub consciousness.

However, Mr. T. (ref: pre. rea.est.exp.) does not oppose to the idea that local authorities may not produce solution as scientific and detective as academicians do. He agrees on that local powers execute the solutions in problem area with the specific helps of academicians like in definition of problem. This also supports the empowerment of local authorities and recommendations of Local Agenda 21. He said

At the end, we understood that firstly, local people should be involved in (decisions and implementations), secondly local technical people should be involved in (decisions and implementations), but these are not applied in Turkey. I concur that we need academicians; I cannot deny it. While we (decision makers) only feel the problem, academicians perceive and define the problem. However, they cannot understand the specification of the area or produce (direct) solutions, which is my job.

By this way, Mr. T. supports the principle of partnership contextually with his expressions. According to Mr. L. (ref: ge.dir.pro.inf.) all process that is made up of decisions, determination of priorities and implementations, is scientific in exact meaning (his usage), which are based on international regulations. He continues,

The international norms mean EU norms, especially the Local Administrations' Provisions. Those are very known issues throughout the world. I mean that Europe tried and experienced what we do now many years ago, and reached criteria, adopted and improved them. However, we just realised them through Habitat organizations and especially Local Agenda 21. Through Local Agenda 21, it was understood that many matters and conditions are inferior, and in very bad situations in Turkey. It is realised what standards should be in cities as it is in developed countries. Now, it is not enough to realise and know; we should implement them. I mean that it was nonsense to take the Porsuk project separately; you should take in to account the relations of land, city, industrialization, culture, environment and even transportation. You should evaluate project as a whole.

In this direction, not only Mr. L. (ref: ge.dir.pro.inf.) but also other respondents have a common idea that projects should be evaluated as a whole and should be considered in relation with other projects and issues in city. In this respect, respondents also support the comprehensive and integrated approaches to urban issues.

Mrs. R. (ref: pub.rel.man.) follows the opinions of above and stated that those projects to be implemented and are being implemented are planned many years ago by Mr. Yılmaz Büyükerşen while he was rector of the Anatolian University, and during his membership of many organizations. She said

Mr. Yılmaz Büyükerşen, preceding his all positions, is a scientist. He knows trends of the world, trends of Europe; he knows very well the local authorities, and their scope of work. He knows the structure of the society (Eskisehir' society) because he is from Eskisehir. (He is native). He knows the needs of the city and the society… Professor has made those researches and got that information many years ago. He has scientific studies on those issues while he was professor and rector in university.

In this way, with the addition of the definition of Mrs. P. (ref: lea.cit.pla.)[99] That, Eskisehir has a different point of view in perception of municipality, all respondents agree on that both Mr. Yılmaz Büyükerşen's decisions and implementations of projects in Eskisehir are very scientific, and they are in accordance with international agreements like Local Agenda 21. Furthermore, all respondents concur that projects should be considered comprehensively and in integrity with other projects of the city. As another issue, mentioned before, it is common opinion that stuff is highly qualified in projects and participatory process is followed in each stage of projects.

In relation, Mrs. R. (ref: pub.rel.man.) supports that local technical stuff is already employed in urban issues as against to Mr. T.'s ideas that involvement of local partners is not strong enough, she stated

> Mr. Yılmaz Büyükerşen gives great importance to the matter of employment and working of local people. If the stuff, formerly employed in municipality, is competent, Professor activates them, provides economic saving, and prevents loss of human resources. In addition, if there is no qualified technical stuff for specific projects, he also employs this stuff from university or employs very expert people.

For the motivation behind the projects, only one reason that was stated by all respondents is the 'need'. The 'need' is defined as diminishing environmental and urban pollution, and protecting public health. The Porsuk Project, EsTram Project, Water Sewerage Project or Renewal of fire department, are definitely deduced from the ideas of environmental saving and public health protection, and they are very essential needs of both society and the city. In addition, to emphasise the uniqueness of Eskisehir in case of the motivation behind the projects, Mrs. R. (ref: pub.rel.man.) said, "Transforming and improving… the main motivation behind the projects is that."

Besides, most encountered problem during the implementations was defined as land property as Mr. G. (ref: pre.soc.pro.) stated

> Land property causes very serious problems, for example landscape of Porsuk; we have to execute refining of some buildings due to the prepared plan, and the decisions were approved by legal institutions. However, nationalization of lands and some legal restrictions in private property, and some economic bounding are delaying our implementations. We are

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[99] Eskisehir Greater Municipality, Leading City planner

> still in wait… In general, we encounter with problems in implementation process, not in decision process

In sum, all respondents support the ideas that implementations are in accordance with worldwide regulations of global organizations and agreements; projects and stuff is highly scientific. On the other hand, one respondent supports that local partners and people should be involved more in urban projects' implementations. All respondents agreed on that however local empowerment is desired, it could not be actualised due to the some reasons like property problems.

5.1.5.2. Financial Structure

Except one, Mrs. P. (lea.cit.pla.) the youngest one, all respondent also have information about financial structure of projects, but Mr. S. (ref: pre.urb.dev.pro.) did not want to give detailed information about this part of the projects. He just mentioned

> First time in its history, European Investment Bank (EIB) financed a 'pack' of development projects; hitherto they fund just one action or project. It was the unique implementation in EIB.

Another respondent, Mr. G. (ref: pre.soc.pro.) stated about financial parts of the projects

> EsTram and Porsuk River projects have been financed with foreign funds, first 5 years no payback, the debt was fragmented to pay back in 20 years with a 2, 5 % interest.

The respondents did not say much about the financial parts of the projects due to the political reasons that they put forwarded, However, in fourth chapter, the financial structure of the projects were mentioned in detailed. This information has been expressed in web page of Eskisehir Greater Municipality, after the code of 'right to get information' and after the local elections.

5.1.5.3. Partnership Information

In this section, it was questioned detailed whether Eskisehir Greater Municipality works with partners, cooperates with private or public initiatives, or NGOs in specific projects besides decision-making process. The basic argument is that Eskisehir Greater Municipality, in natural, work with other administrative initiatives like ministries and sub-municipalities but NGOs are definitely assumed not to be partners of Eskisehir Greater Municipality. On the other hand, it was expressed by the decision makers that municipality gives information and provides help for the other municipalities in Turkey,

which partly supports the partnership principle. In addition, the self-establishments of Eskisehir Greater Municipality like cement factory, Kenttaş, or bakery were mentioned as partners. Despite those information are released even in web page, Mr. S. (ref: pre.urb.dev.pro.), again, assumed those issues to be confidential of municipality and only said "Municipality can not do everything by itself"

In terms of sub-municipality relations, all respondents, except Mrs. P, agree on Eskisehir Greater Municipality works in harmony with sub-municipalities apart from some problems in daily works. Mrs. P. (lea.cit.pla.) stated

> Mostly, we have problems with Muttalip municipality. For example, a factory will be established; we do not give permission according to our zoning and development plan. Although, the founder goes to Muttalip municipality, gets land within this municipality borders, takes all the legal permissions, and made them approved by the municipality and establishes the factory that is not permitted by Eskisehir Greater Municipality. Each construction or building is affecting us, our plans. The aim of our upper-scaled plans, which provides us full control on the city, is to prevent the uncontrolled development of that Muttalip municipality.

As it was questioned whether greater municipality has relationship with other initiatives besides ministries, municipalities, with September 9 University Institute of High Technology, Osmangazi University, Anatolian University, Istanbul Technical University, Mrs. R. (ref: pub.rel.man.) stated

> Eskisehir Greater Municipality has already a member of Healthy Cities Project, and Mr. Yılmaz Büyükerşen is one of the founder members of the European Local Administration' Provision.

For the partnership and cooperation with NGOs, except Mrs. P, who knows nothing about this subject, majority thinks that NGOs are useless in Turkey. On the other hand, the most optimistic view about NGOs came from Mr. S. (ref: pre.urb.dev.pro.) he said,

> NGOs 'should' exist, and be widespread, it is necessary to listen to everyone that has an opinion; there should be profitable ones among them. It is necessary to abolish the perception (of people of the city) that "I had an opinion but they did not listen to me". However, it should be accepted that there is an appropriate time to express your opinion. The time of research and decision conferences in Eskisehir was the exact time to explain the ideas, it would be beneficial to join those conferences and explain own ideas on Eskisehir for the people of the city.

On the other hand, Mr. G. (ref: pre.soc.pro.) and Mr. T. (ref: pre. rea.est.exp.) are most pessimistic about NGOs' actions in Turkey especially in Eskisehir. Mr. T. (ref: pre. rea.est.exp.) stated

> Once, I joined a convention about the factory area planned to establish out side of Eskisehir on highway to Ankara, it was beneficial. However, in general, NGOs are not related with organization or society (as it is indicated in the name), I am a little bit exaggerating; those NGOs are either masturbating that means they do nothing except satisfying themselves or, expecting political self-interest in Turkey. In this country, there is no NGO… For example, a man coming from an NGO and says that they do not have a green area or park. If we accidentally build a green area according to the zoning plan on 'his' land, he objects, and demands me to deal with this issue in appropriate ways. There is no NGO in Turkey and it is impossible to be also (because they do not know the reality of the society). Because the reality of Turkey is not taught in schools, even "I" learned the reality in municipality not in university. In this direction, if it were accepted that there is NGO in Turkey, it would be far away from reality.

On this subject Mr. G. (ref: pre.soc.pro.), Social Projects Coordinator of Eskisehir Greater Municipality, having been supporting the ideas of Mr.T., said

> Unfortunately, there is no NGO in Turkey and in Eskisehir. In addition, it is impossible to be in coordination with those NGOs and state in Turkey. Nevertheless, it is very important in Europe; NGOs in Europe are very powerful in all stages of State and public administration. In Turkey, for example; environment chamber comes and offer me that it is necessary to plant trees in such an area, however; the main aim of the environment association is already planting those trees in the insufficiency and incapability of the state or municipality, right? NGOs are different in Turkey, I cannot understand.

In these respects, all respondents agreed on that partnership and cooperation with NGOs should be applied theoretically, but it is impossible in Turkey because of the wrong structure of those NGOs. Hence, municipalities are obliged to do everything with their own resources, which is insufficient for the whole city. The respondents were also inquired whether there is relationship with foreign or native municipalities in terms of sharing ideas or experiences to measure exchange of good practice. Mr. S. (ref: pre.urb.dev.pro.) stated

> I went to Strasbourg and Tunisia on behalf of Eskisehir Greater Municipality to research and bring the good experiences of those world examples, and transmitted my observations to municipality. Now, those visits were very useful in recent projects.

In addition, Mr. L. (ref: ge.dir.pro.inf.) said about foreign partnership

It is impossible to be inspired just from one city, but I know that Strasbourg and Vienna are the most admired cities by Mr. Yılmaz Büyükerşen. Time to time, he goes those cities and takes ideas for his implementations in Eskisehir. I mean that it is impossible to create and implement projects as it as in those cities; copy is already not possible in structural, economical and financial terms. However, you can liken the bridges' designs. However, the aesthetic problems, model, still are always inferior to the structural, radical, strong implementations that bring in permanent solutions for Eskisehir.

In addition, Mr. L. (ref: ge.dir.pro.inf.) also mentioned about relations with other municipalities of Turkey. He said that authorised person from Denizli Municipality had came to BİLEM, and asked Mr. L. (ref: ge.dir.pro.inf.) to give a briefing about public informing and BİLEM, additionally, a person responsible from sewerage system in Samsun municipality had came Eskisehir and taken information about BİLEM and EsTram. At last, municipal people from Kayseri had also communicated with Eskisehir Greater Municipality and taken information about EsTram. Besides, the capital city of Tataristan; Kazan, has selected Eskisehir as a friend city. In this context, exchange of good practice exists to some extent, but this sharing has never got an official or organized form.

5.1.5.4. Economic Development and Progress

In this section, whether changing the image of the city causes economic development, the most effective regenerative activity in city to be locomotive in economic sense, and the potential of Eskisehir in economic progress, were questioned.

In this direction, general view that municipality do not have to directly provide employment opportunities for the local people but, indirectly like through new settlement areas, new shopping areas, new economic sectors or regeneration activities such as Porsuk and EsTram, it can create new employment opportunities.

In addition, all respondents agree on that most important project to be the locomotive of the city is the rehabilitation of River Porsuk and purification of riverbed. However, thermal water facilities to be developed are also assumed to bring in great economic development, and the university students are accepted as the basic motivator of the progress of the city for years.

In terms of contribution of changing the image of the city to economic development, Mr. S. (ref: pre.urb.dev.pro.) stated

Only changing the appearance cannot help economy to develop. Those projects in Eskisehir should be thought comprehensively. Physical change provides people to live in civilized environment; such an environment brings in social change and cultural change. By this way, our people will be happier. (Because of that reason projects should be considered as united)

On the other hand, Mr. G. (ref: pre.soc.pro.) thinks that changing the image of the city will definitely contribute to economic development; and he said,

For example; with the Porsuk project, many new enterprises will be realized; new transportation system will be in operation, which will provide also remote transporting of quarters though river. Another most important issue Light rail system, the expenditure of those systems are minimum, because it runs with electricity not with fuel oil, there will be no cost for the wheels, no money will be spent for the asphalting, it is an enduring system… In addition, thermal water opportunities, new hotels, and recently established hospital, and shopping centre to be built (on Bursa highway) will provide local people economic development and employment opportunities.

As they asked about what was done for the economic development of the local public in Eskisehir, in addition to Mr. G.'s (ref: pre.soc.pro.) ideas above, Mr. S. (ref: pre.urb.dev.pro.) and Mrs. R. (ref: pub.rel.man.) have also the same opinion on that creating employment opportunity is not one of the fundamental tasks of municipality. Mr. S. (ref: pre.urb.dev.pro.) said

It should be indirectly, the created urban environment must transform the city in to environment of employment opportunity.

Mrs. R. (ref: pub.rel.man.), agrees with Mr. S. (ref: pre.urb.dev.pro.) but gives a little more detailed information on this issue. She stated that Eskisehir Greater Municipality creates indirectly employment opportunities through social projects like workshops and "Each Home is a Workshop" Project for women, and courses for unemployed to be acquired profession for young people. In addition, she gave the example of the cement factory, in which all of the working people are from Eskisehir; all of them are local people of Eskisehir.

As it was asked whether it is possible to create an individual city that economically highly developed and independent from the state economy, Mr. T. (ref: pre. rea.est.exp.), having been counter to other respondents, said

This is the time of surviving process of cities, I mean that surviving city or withstanding city is very lucky (they are so far away from being self-sufficient economically).

For the economic potential and future progress of Eskisehir in terms of economic development, Mr. T. (ref: pre. rea.est.exp.) said

> Air Force Servicing and Supply, Tusaş, Tülomsaş, Sugar factory are carrying the city in economic sense now, they definitely bring money to city. On the other hand, university students are composing a great basic economic sector for Eskisehir. I mean; the urban atmosphere is attracting students. Sometimes we do not consider them but they are very effective in some issues. "They" determine the quality of such a space, even they do not know the space before. They can evaluate and catch up the quality of such a place by instincts… Today, Eskisehir owed too much to university students; the engine power behind the Porsuk project was university student. As a default, university students are economically paramount sector in Eskisehir. Higher the quality of the Porsuk River means higher the quality of the students

He mentioned also about that students from high-income groups also prefer to come and attend to Eskisehir universities. In addition, he mentioned about the organized industry, which is the progressive power of cities and an incubator of large enterprises, but problem in Eskisehir and Turkey due to the EU supports for small and middle-sized enterprises. He said

> Except Sarar, no small enterprise could transform itself in to large enterprise. I mean that if organized industry of Eskisehir would wake and struggle, rather than having 100 small-scaled enterprises, we would have four large-scaled enterprises, and it would be much more beneficial for the economy of Eskisehir. Sometimes I feel like I do not want another gift from European Union except not casting a shadow on us.

Another issue that was mentioned before is the thermal facilities of Eskisehir to be a progressive economic power. Mr. L. (ref: ge.dir.pro.inf.) explained the greater opportunity of Eskisehir in terms of thermal tourism. He said

> Since Frig hegemony, Eskisehir was remembered with its Turkish baths. After 1700s, the Meerschaum stone was also added to this reputation. After industrialization and urbanization, the economic roles of both baths and Meerschaum stone had decreased. Later then, the projects at those times and the regenerative projects in these times are directly focused on heightening the quality of the standards of the city like transportation solutions, housing solutions…etc. I mean that projects are directly regarding urban life. However, thermal projects are planned not only for urban life or for the city, but also planned for out of the city and directed to tourism. For example, in Europe there are third generation tourists, so to say who want to both have medical aid for the old age problems in

thermal hotels and have fun in different places. As a municipality if we establish such a place and make its reputation widespread, and if we can show that, it is profitable, it will be leading enterprise for the other baths' managers in Eskisehir, who cannot use their establishments effectively. In addition, we can create a tourist, a different tourist city. Moreover, when we attract the tourists for the thermal, than we can also show around Eskisehir, show Odunpazarı restored houses, any other things that we want… (The matter is to make tourist come Eskisehir for one reason)

Mr. L. (ref: ge.dir.pro.inf.) explained the historical economic background of Eskisehir, which has a different potential from any other city has in Turkey in terms of location, geographical position, economic facility, self-resources, culture, remoteness...etc. Besides, he underlined the advantage of the normal limits (his usage) of Eskisehir in terms of that; population did not exceed the capacity of growth or that are no uncontrolled construction or settlement in Eskisehir. In addition, city is not multicultural that can create cultural conflict. In other words, he expressed that progress and development of Eskisehir are under full control of Eskisehir Greater Municipality that differs from Bursa, Istanbul and Izmir.

At last, Mrs. R. (ref: pub.rel.man.) stated, "Economic development will trigger the cultural, social and environmental development, and public and urban education."

In sum, all respondents think about Eskisehir as being a big economic potential. Those are thermal hotel project, Porsuk Project, new shopping centre, landscapes, and five-stared hotel. In addition, they agree on that despite it is not the fundamental duty; Eskisehir Greater Municipality creates employment opportunities for local people.

5.1.5.5. Public Participation, Communication and Inclusion of Disadvantageous Groups

In general, no respondent mentioned about the disadvantageous groups in society and their equal representation. Only Mr. G. (ref: pre.soc.pro.) stated

> There is a town council in cities, it includes people from all kinds of groups to be represented in society, and there are representatives from each party in town council.

In this direction, respondents took the disadvantages group like counter party members or reactive groups.

Moreover, when respondents asked about how to communicate with public, all of them have given the example of BİLEM, monthly newspaper of "Şehir" that is distributed

homes for free, and web page of Eskisehir Greater Municipality that is assumed to give comprehensive information about implementations in the city. To define how BİLEM works Mr. L. (ref: ge.dir.pro.inf.) said:

> It is not a desk that is designed to show what municipality did for the city; but to determine all expectations of town-dwellers from the municipality, which also cover recommendations, demands, complains and malfunctioning applications and solutions for them. Essentially, it is a communication centre; different communication sources are being provided by BİLEM. We collect information from visitors according to their cultural, educational and financial differences, and family structure to determine and understand the public opinion; register some resolutions deduced from that information; and present them to presidency in statistical forms if it is possible.

As another point, Mr. T. (ref: pre.rea.est.exp.) has expressed that at the beginning, he was against the idea of BİLEM, and he believed that it would not work. However, his opinion has changed, he said

> Six months after the establishment of BİLEM, I understood I was wrong. After the establishment of BİLEM, the general view of public about Eskisehir Greater Municipality has changed. For going home, in general, I prefer to get on public buses and I listen to what is being talked for six months, those conversations about Eskisehir Greater Municipality is highly softened.

On the other hand, as it will be seen in public interview analysis, Bilem is not as spread among public as municipal officials think. The public participation to Bilem is not high as municipal officials consider, when it is looked to analysis of public respondents. It is both sided problematic, because public says that they know nothing about the projects in Eskisehir, projects are not introduced to them; on the other hand, decision makers think that they introduce but public is not interested in as they expected. Municipality is not successful in introducing such an organization to public. In this direction, communication between public and Eskisehir Greater Municipality is weak, as well, contextually expected participation is not occur as European Union urban policy brings forward.

For the public participation actively, and reactions of some groups in society, except one respondent, Mr. T. (ref: pre.rea.est.exp.), all respondents think that all projects are realized according to public wishes and demands. According to Mr. S. (ref: pre.urb.dev.pro.), those research and decision conferences at the beginning of the implementations were the participation conferences to determine the general demand and wishes. He continued ideally:

> Shared opinion process was formed with the participation of 300-400 people that were represented the public itself. Chamber of commerce, representing very large part of public; chamber of industry, representing large part of working people; environment association, bringing environment issue; university, bringing academic accumulation; other public institutions, and municipality institutions… All representatives had come those conferences, and none of them participated by force. Now, I think that each person in Eskisehir is pleased and satisfied with those projects in implementation.

To be supportive of Mr. T., Mr. G. (ref: pre.soc.pro.) also mentioned about the public opinion questionnaires applied before the projects started like in European cities (his expression). He also mentioned that those questionnaires have showed that people, who are questioned about the projects, appreciated the projects. This part is also in conflict with public responses about this issue, because except one, no public respondents assert that their opinions were asked about the city implementations.

On the other hand, Mr. T. (ref: pre.rea.est.exp.), having been supporter of the public opinion about the public participation, has opposite idea that the public opinion and the real demand could never be determined because, the public and the decision makers are "speaking the different languages". In this direction, he said

> Even the central state does not ask public about implementations to be demanded or not. More importantly, decision makers do not know the technique of inquiring the public opinion; I mean that the other part that is being questioned must understand the question as that is understood by owner of the question to make it possible to ask a question. Same measurements should be used between public and decision makers.

As another issue, reaction groups in general are defined as opposition parties, or composed of individuals that are politically in counter part. Those reactions are considered by respondents as normal and necessary by nature of the regime. In addition, general view of that sometimes public can be very impatient about the results of implementations are also expressed by respondents. However, Mrs. R. (ref: pub.rel.man.), thinks that some reactions highly unreasonable. She said,

> Sometimes a group or individual shows reaction to such an application, but we realise that they do not have sufficient information, even about the project that they are against to. Such reactions are baseless and out of category. I mean, If I do not like or approve something, I should know at least, why it was done like this or for what purpose it was done…etc. That is to say, I should be able to say that I do not like this I like that. They have never offered an alternative one; they just prefer to be opposite. There is a saying that I like much: "having and idea before having information" that exactly defines what the position of those reactions is.

However, to repeat, it is understood that communication between public and municipality is weak. In its ideal terms that European Union put forwarded, participatory management is not in application for the urban projects' implementations of municipality.

5.1.5.6. Featuring Plans and Tourism

When the respondents asked for featuring plans, general attitude was not to give information due to the coming local elections. Mr. S. (ref: pre.urb.dev.pro.) said, "Due to the elections, it is one month early to answer such a question."

On the other hand, Mr. L. (ref: ge.dir.pro.inf.) mentioned about some future projects of Eskisehir Greater Municipality; those are green areas project that is planned to realize around the Porsuk River, playgrounds on those green areas, botanic parks, cultural centre, and mass housing estate. In addition, he also mentioned about the project of building underground tunnel for the state railway that runs through the downtown, however; he said, "this problem should be belonged to the government and state railways". This plan is very connected with the principle of the European City that decreasing the vulnerability to natural and human made disasters.

Moreover, respondents agree on that Eskisehir can be definitely included in tourist route with good organizations and partnership with cities and towns in regions, and with integrative actions. The most attractive projects of the city are defined as recently restored Odunpazarı Houses, Meerschaum stone and Thermal facilities, which should be promoted. In addition, Mrs. S. stated that the airport in Eskisehir should be activated and used for foreign tourism. However, he complained about the disintegration of cities and universities to arrange good organizations. He said

> I think the universities are ignorant to each other; the Anatolian University and Osmangazi University, which are the two great universities in city, have almost no integration with each other. Dumplupınar University is just 50 minutes far away, as if there is no such a university, they are very unaware of this university. In addition, there is Kocatepe University in 1 hour 15 minutes far away… In Porsuk Dam, we can arrange some sport facilities that bring those universities in together, there can be arranged sport games. The only greater municipality is Eskisehir Greater Municipality in this geographic region (it is expected Eskisehir Greater Municipality to make such arrangements)

In this respect, respondents agree on that the exchange of good practise and cooperation between cities and universities should be provided. Nevertheless, these are not applied not only in Eskisehir Greater Municipality but also in other municipalities and organizations.

5.1.6. Sustainability

In this section, respondents considered sustainability as a continuity of the projects. In this direction, all, except one: Mrs. P. (ref: lea.cit.pla.), respondents certain about that projects could never be ceased or reversed or stopped, because as Mr. S. (ref: pre.urb.dev.pro.) states, treaty of the projects in execution was signed between Municipality as an Institution and European Investment Bank, and approved and guaranteed by Treasury Ministry. In addition, it is also agreed that only changes that the new municipality can make are some interventions in social projects, applications, or functions. But to emphasise the difficulty to realize big changes in executions or applied projects, Mr. T. (ref: pre. rea.est.exp.) said

> If new comers -municipalities- remove a monument from such a place, they have to place a new one, for example, Melih Gökçek could place a monument of teapot on the place of old monument that he dislikes. They have to replace at least, put a new monument. If you place new one, it has also a cost price, I mean that some projects are not easily abolished. On the other hand, I have been working here for 15 years; I can say that it is easier to sustain projects in Eskisehir municipality whatever party is elected due to the speciality of Eskisehir, as compared to Istanbul or Ankara.

In addition, Mrs. R. (ref: pub.rel.man.) expressed her opinion through denoting the primary meaning of sustainability, she said

> Now, the more urban development projects are healthy and beneficial for lots of people, the harder other municipalities abolish them. If you heighten the life quality to some extent, it is hard to reverse it, you encounter with a public pressure.

In these conditions, respondents do not mention Porsuk Project, water rehabilitation project, and EsTram Projects in terms of Sustainability; they prefer to understand this question in terms of stability of the projects. Therefore, information about the sustainability of the projects will be based on the information that was given in previous chapter in Urban Development Projects.

5.1.7. Information of State Urban Regeneration Applications in Turkey, and individual City Assessments

In this part, respondents were asked about state policies that are directed to urban projects' implementations, municipal rights; they also asked about other cities in Turkey trying to be a European city. In these terms, common view of all respondents, except Mr.

T. (ref: pre.rea.est.exp.), that there is no special aid programmes for urban projects' implementations or regeneration activities of cities, or there is no procedure or code in state level for urban regeneration activities. About this issue, Mr. S. (ref: pre.urb.dev.pro.) said

> State does not work for cities to have better conditions, but provides environment with information for local authorities to produce projects with their financial and technical facilities (to make cities to be better).

Mr. S. always answered questions in ideal conditions. So, not legally in reality but ideally, state provides environment for the city managers to improve their cities. Moreover, Mr. L. (ref: ge.dir.pro.inf.) expressed his ideas in terms of thematic changes in Turkey but he did not mention about actions in preparation by state. In principle, he was sharing the same ideas with Mr. S. (ref: pre.urb.dev.pro.) He said:

> Now, we know that present government was working on it (extension and improvements of municipal rights) seriously… there are also earnest developments, improvements and evolutions due to the political conjuncture of Turkey (relations with European Union), in the field of local authorities, local initiative, actually, in the field of public interest. At the heart of discussions, there is local authorities' law reform.

On the other hand, Mr. T. (ref: pre.rea.est.exp.) mentioned about the 'Draft Code of Urban Transformation', which planned to be legalised by the end of the 2004. However, he is unsatisfied about this code and explained it through the idea that those codes were prepared by unrelated people, who are experts in unrelated different disciplines. So the result and the code deduced from shared opinion, which is not crossing but has equal distances to individual ideas, are unconnected with reality. He followed as:

> Recently, I went to Abant, Ministry of Housing and Public Works has arranged a meeting of which participants were influential people in society and were academicians from different universities. If you read the heading (of this code), it is an urban transformation draft code; if you open it, it is the amnesty of illegal zoning and development. It is in fashion to use the terms of urban transformation, urban regeneration in Turkey. It is like a trademark clothes; this new code liken the boy coming from outskirt quarters, but is dressing trademark clothes up. I mean that if amnesty of illegal construction and zoning is that boy, this is such a code to be dressed up.

At the end, respondents are not satisfied with the regulations in Turkey, even, with the newly prepared ones. When it was questioned whether those regenerative experiments in individual cities result in preparation of urban polices in state level, respondents took the question as, is Eskisehir Greater Municipality an example for other cities in Turkey. In

this direction, Mr. S. (ref: pre.urb.dev.pro.) said that Kayseri is likening them, and Konya consulted Eskisehir Greater Municipality for information about their trams to be renewed. This gives clues about the sharing of experiments between cities; informally, Eskisehir Greater Municipality is sharing its good experiences with other cities in condition that they apply them and ask for help. Nevertheless, in European Union context, which strongly recommends establishing shared database and association for cities to exchange good implementations, this cooperation is not sufficient, and should be extended and improved.

Another issue was the municipal rights that were inquired in this section; all respondents agree on that the municipal rights given them by state are not enough, especially in legal terms. They asserted that constitution has conflicts about the municipal applications in the field of authority. In some parts, decisions that should be made by local authority are left to state in constitution, which resulted in unhealthy implementations. In this direction Mr. T. (ref: pre.rea.est.exp.) said

> There are too many limitations, especially in stuff employment. For example in need of official employment, state employs stuffs through general state examination. State appoints an official to Eskisehir from for instance Samsun. I begin to benefit from this new official just after the training, which takes at least one year for my own city. Nevertheless, after expire of obligatory duty, they runaway. If the decision to employ were left to municipality, I would prefer to employ an official from my own city, and I would work more comfortable. In addition, the body of the current laws in projects and implementations, and administrative law are limiting and sometimes locking us. Administrative law is much complicated, and open to interpretation deliberately;, purpose of interpretability is to empower the central state. For example: municipality A consult for an issue, they give positive answers, on the other hand, municipality B consults for the same issue they give negative answers… People, never gone out of their ivory towers, are interpreting those laws, which are assumed excellent, and then it results in nonsense verdicts.

In addition, Mr. G. (ref: pre.soc.pro.) also supports Mr. T. and thinks that it is necessary to change some laws. He underlined that municipalities has no sanction power. Besides Mr. G.'s (ref: pre.soc.pro.) opinions, Mr. L. (ref: ge.dir.pro.inf.) also expressed approximately same ideas especially about conflicts in authority scope of municipalities, he said:

> It is (a) simple (example); control and supervision of food producers and sellers in city belong to Ministry of Agriculture. It is impossible to accept such a nonsense application; we cannot inspect the health of the food for the city of the people.

107

Moreover, Mrs. R. (ref: pub.rel.man.) believes that with the new municipality code, property problems will be solved and municipalities will act more independently. She said,

> Municipality law was arranged and prepared in 1930s. It was perfect for the years it was prepared, but the world has been changing, humanity has been improving; in this context, some codes can become insufficient through years.

In this respect, all respondents share the same idea that municipal rights given by codes are insufficient in addition lock and limit the action fields of municipalities. On the other hand, except Mr. T., who thinks that nothing will change, even with new laws; respondents are hopeful from new regulations and draft codes.

When respondents were asked about evaluation of other cities trying to attain European City conditions in Turkey, the common view is that Eskisehir is much more distinguished and successful in terms of periods of completion of projects, financial resources, and perception of administration. Only Mr. T. (ref: pre. rea.est.exp.) evaluates the other cities in different way as compared to other respondents; he believes that evaluation of the city should be done after several visits to this city, which do not have to cover academic perception. In this direction, for Bursa, Ankara and Istanbul, he said,

> Bursa is bad, Ankara is bad, in addition, I hate Istanbul; they say "the world city" for Istanbul but it is exactly the catastrophe. Istanbul was worse in 80s, 90s, now she is getting better, she is going through bad from worse. Ankara was better than terrible before, but now she is worse than terrible. However, those ideas are not deduced from specific categories of academic perceptions, rather; I go to a city and leave her, and then think about what remained in my mind. I cannot formulise it in scientific terms. Besides, Ankara city is upsetting me, even, I cannot stand seeing Kızılay; in addition, there is a building there (the Red Crescent building), it is a disaster, awful! It is like ox dirt. I wonder where the academicians, professors, intellectuals of Ankara were when this building was being constructed… it is not only suffocating Kızılay, but also suffocating Ankara. Simply, it is 'bad'.

On the other hand, Mr. L. (ref: ge.dir.pro.inf.), was more moderate about other cities in terms of that cities should be evaluated according to their own dynamics. He said

> Such an evaluation like 70 % of Bursa has been europeanised, but Eskisehir has been Europeanised on the proportion of 40 %, is impossible and unhealthy in terms of units of measurement.

In short, all respondents evaluate Eskisehir as being different from other cities of Turkey. In terms of the implementations and point of view, sustainability of applications and common understanding of municipals on duty, which belong to different parties, Eskisehir has always developed in consistent terms. On the other hand, respondents think about Eskisehir as a city, development of which under full control of municipality as compared to Bursa and Istanbul.

5.1.8. Comments on Eskisehir as a European city

In this last section, although, it is discussable whether they were objective or offensive, respondents were asked to assess Eskisehir Greater Municipality in general terms. The common views are those, either Eskisehir is European city or almost a European city as compared to other cities in Turkey. In addition, some respondents supported the idea that some characteristics of Eskisehir should be improved such as: university and aeronautics, and some heavy industry as Mr. S. (ref: pre.urb.dev.pro.) said

> Eskisehir is a city of aeronautics. The first and only civilian Aeronautics Advanced School is in Eskisehir in addition to first civilian aeronautics museum in Turkey. Because of that reason, aviation should be very important in Eskisehir.

In addition to determinants of Mr. S. (ref: pre.urb.dev.pro.), Mr. T. (ref: pre.rea.est.exp.) also mentioned about characteristics of Eskisehir that make her privileged and distinctive as compared to other cities again. He said

> In terms of demographic structure, Eskisehir is very special city: crime rates are very low, general education level is higher than national average, and she is the best city in terms of income rates. The poorest people of the city are richer than that of Turkey, and the richest ones of the city are poorer than that of Turkey. In this respect, she has a normal distribution of curve. This demographic structure is somehow affecting people. I mean, oriental tricky is very low in Eskisehir. However, regionalism is also very low in Eskisehir; associations, related with town-dweller consciousness, rarely exist. As for the municipal evaluation, I think municipality knows and is aware of the needs of the city and demands of the public. They are successful in meeting the real demands of city… They have ability to "guide" public, rather than to manipulate, they offer alternatives to public to discover their desires.

In addition to the comments of Mr. T. (ref: pre. rea.est.exp.), Mr. G. (ref: pre.soc.pro.) is also very satisfied about implementations in Eskisehir, and said that Eskisehir will be very successful on the project of 'Eskisehir as a European city'.

As opposed to public respondents' views, municipal respondents believe that Eskisehir Greater Municipality highly meets the demands and the desires of public, and can perceive the needs of city exactly.

Besides above, Mr. L. (ref: ge.dir.pro.inf.) maintains his ideas, that Eskisehir just regaining its situation as it was in 1800s, he said

> The perception of Europeanization in my mind is much different from that of people who are uncultured, uneducated due to the economic reasons; and distinct than that was brought by Turkish labourers that once gone for employment to European countries, besides hair-drier, mixers, shampoos. I mean that "Being a European" became a concept that is signifying the idea beyond the westernisation or modernization. That is the matter.

At last, in addition to similar ideas of Mrs. R. (ref: pub.rel.man.) who mentioned about the success of creating financial resource of Eskisehir Greater Municipality, which makes it distinctive, Mr. L. (ref: ge.dir.pro.inf.) also stated

> Eskisehir Greater Municipality had to europeanise its logic, thoughts and foreseeing acting manners. It did; at least, it realized it on the base of project and implementations. Now, Eskisehir Greater Municipality has the same standards as the European municipalities have.

In this direction, the last part of the interview with the decision makers and directors shows that they are highly satisfied with the vision of Eskisehir; in addition, they think that Eskisehir Greater Municipality is very successful in meeting the needs of people and the city. However some properties of city especially some economic potentials are not used effectively.

Finally, all respondents assert that Eskişehir is rapidly being a European city that is defined as modern, liveable and humane city. This idea has a same direction with that of Mayor as it will be seen in the next section; however, in opposite direction with that of public respondents. In some respects, not only the communication between public and decision makers, but also communication between Mayor and decision makers is weak especially in terms of thematic structures of the projects.

5.2. Interview with Mayor of Eskisehir Greater Municipality

The interview was conducted with mayor of Eskisehir Greater Municipality, Mr. Yılmaz Büyükerşen[100] in his office in Eskisehir Greater Municipality building on 11/03/2005. The issues of reasons behind the projects; understanding of European city concept; projects in accordance with sustainability principle; cooperation and communication with other cities, institutions and NGOs to measure partnership principle were researched. In addition, communication between Public to test governance principle and projects directed to polycentric urban development were inquired to examine the accordance of projects' implementations with those principles.

At first, when the motivation behind the projects in execution and the projects in plan were asked, the Mayor has stated that all of those are made to build a liveable city that is highly protected against the negative effects of earthquake. Second motivation is to build a city highly competitive among Turkish cities with her historical and cultural facilities, and her industry. To reduce the negative effects of the possible earthquake, he stated that the zoning and development plans were revised according to the geological etudes on plot base researches. By the way, he also stated that the previous plans were designed based on the information that was given by Bank of Provinces, which has provided insufficient information that was like deduced from secondary school's geography study book. Therefore, the composition of settlement in Eskisehir was on areas that are actually either productive agricultural lands or lands that are under the great risks of earthquake. In this condition, it could be said that the cooperation between state institutes is highly weak, which is resulted in erroneous urban development, and also resulted in uncoordinated and incomprehensive urban policies. He said:

> There were made unserious constructions through unserious workings with unserious plan; on the other hand, the sound parts of the city were excluded (from the development plans).

Moreover, he also stated that when he was first elected for that position, he was thinking that the city has no major problems related with her infrastructure; however, he realized that it should also be renewed and be strengthened as the other decision makers stated. On the other hand, the other motivation that he was underlined the environmental factor. Especially Porsuk Project is an environmental project that was designed to purify the

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[100] The curriculum vita of Mayor Mr. Yılmaz Büyükerşen is given in Appendix B, Text 1.

river, to relief the edges from the buildings to create recreation areas and to provide transportation by riverboats. In addition, he also stated that the mobility and the transportation problems have reached their pick point when he was elected, and he supported the idea of that cheaper, effective and efficient mass transportation systems have to be preferred, which was EsTram. The other reason he stated that the historical background and places of Eskisehir was ignored, especially the areas called ancient Odunpazarı. Finally, he stated that his municipality designed projects directed to diminish the one-centred urban composition as being supportive of the polycentric urban development. Haller youth Centre, Porsuk Project, Midas Huge shopping Mall are the projects that have aim to realize the creation of more than one centre in city, and to relief the old centre of the city. To summarize the city situation when he was first elected, he said, "Consequently, a city, appearing like small-town, was created".

Mayor Mr. Yılmaz Büyükerşen was supportive of the idea that cities should be considered with every little element that is composed of her. In other words, he thinks that a city should be considered as an undivided entity with her cultural, artistic, natural, industrial, economic, social, physical and historical elements. Each element should be given the equal importance and each should be improved synchronous. He said,

> Local authorities do not consider cities as a whole in terms of development… Urban development is not one directional development, it includes various variables, and these variables should be examined together as integrated. Dependently, it should be prepared a comprehensive plan, which covers all those variables. Because this perspective is not adopted, municipalities always remain behind of the needs of the city.

Related with this issue, he stated that migration from rural to urban resulted in increase in basic needs of city, such as housing, business areas, expansions and improvements of sewerage and water supply. Those increasing needs forced municipalities to produce immediate solutions for those problems, rather than revising the zoning and development plans as a whole. In other words, he stated that the plans are accorded to the existing formation of the city. He said

> When the migration from rural areas increase, social necessities; mobility, job areas and shelter gain importance. This time, municipalities modify zoning and development plans for immediate solutions for those problems, rather than dealing with plans comprehensively

He also stated that because the municipality service areas are not well defined in zoning plans, plans are easily distorted, and areas are allocated to urgent needs; the cultural and social recreation areas are ignored. He said:

> If you look at the zoning and development plans, the areas of social services, technical and cultural equipments are located on the paper of the plan. However, because municipalities do not invest in those areas and equipments due to finding solutions for increasing needs of the city through modifying the plans, decisions about transformation of those areas in to other areas (like housing, industry and commerce) are made easily.

For the European City, Mayor Mr. Yılmaz Büyükerşen did not define it with clear words; however, while he was mentioning about the projects and motivation behind these projects, time to time, he referred the European City principles in non-academic terms. He said

> Why do we use the concept of "European City? While European Cities have the historical wealth, the cities that have developed through time should have the same conditions. If an urban perspective, directed to develop 'urban life' and to increase urban life standards exists, we thought that we should adopt it and should reach those standards to make our people happy. It is possible through that both we should adopt a comprehensive perspective for the city, and in parallel; we should think how to meet the needs of the city.

He mentioned of some properties of European City. According to him, first, projects should be directed to environmental rescue; second, projects should be directed to cultural and social facilities; and third, projects should be directed to historical wealth promotion to catch up with the European city standards. He said about European city:

> We think of a city in which people live in European standards. It means, first, making a city that has no problems in infrastructures, which should be long lasting. As a second, improving of the environment (natural environment), Porsuk is one of those projects… Consequently, while we are realizing those (mentioned above), not only we produced projects that have an aim to reduce negative effects of the earthquake, but also we decorate city with monuments that make people happy, and we try to take people's attention to city landscape.

When he was asked about what is European city according to him, what should be included in a European city? He mentioned specifically about those: first, a city should have a polycentric urban development. City should be rescued from one-centred and one-directional/one-axis development; the dense populated, mostly used areas should be dissipated for the relieving of those areas from environmental, air and noise pollution.

Second, the pedestrians should have the priority as compared to the vehicles, which means, if it is necessary, some roads and streets should be banned to car traffic because, Mayor thinks that people should shop or go around and meet their needs without having restlessness or fear of car traffic in city centres. He said:

> We improved the pavements, and we realised that roads and streets should be arranged for pedestrians, we tried to adopt this point of view.

On the other hand, he also mentioned about the ring roads, which would also solve the traffic congestions and problem of density in city centre.

Moreover, he also mentioned about the reduction of air and water pollution, reduction of traffic congestion and density, arrangement of effective and efficient transportation and mobility systems. In addition, he mentioned about the improvement of use and drink water that are equally supplied to each citizen of the city, purifying of rivers or lakes in city and providing transportation systems and recreation areas to people of the city as it is in Strasbourg. Last, he underlined the preferring environmentally safe transportation systems that are independent from petroleum like EsTram. He said:

> We believe that the mobility and transportation systems that are based on petroleum within and between cities must be replaced by the transportation and mobility systems that are not based on petroleum, and they should be preferred in a country that has not petroleum resources.

Furthermore, he also mentioned about preferring environmentally safe heating systems in buildings, protecting natural resources and wealth of urban environment. Furthermore he emphasized the programs that are directed to improve lives of women, disabled and poor population of the city; and improvement of cultural facilities in the city.

In this direction, he definitely mentions about the principles of the European City, but he does not use the terms exactly. However, it could be deduced from the analysis that Mayor Mr. Yılmaz Büyükerşen has been thematically executing projects in accordance with European Union urban policy. When he was asked specifically about why municipality uses the concept of 'European City' he said:

> Recently, European Union demands us some improvements related with our administrative, political and legal structures; however, they will still demand some additional standards. Especially, they will say that our cities do not fit in their standards, our garbage dump is like savage, our sewer system is not in accordance with theirs, and we have air pollutions in our cities. In addition, they will say that we have lacking cultural facilities. Because, you see that each one has symphony orchestra, city

theatre, and concert halls if you look at European Cities. We are building all of them in equal importance through our programs recently.

He stated that the demands of European Union about Turkish cities above should be met, and projects directed to improve these conditions should be executed synchronous and parallel to each other. He repeatedly underlined the idea that cities should be considered undivided entities, and each elements of her should be given equal importance. On the other hand, to prove and to legitimise that the projects in Eskisehir are accorded with the themes of European city, he indicated the approval of the European Investment Bank and Scandinavian Investment Bank for the projects that they present for finance. Mayor said:

> The norms are obvious, and our projects are in accordance with those norms. If the projects are not in accordance with the norms, they do not support and fund our projects… Because it is an international development bank, it does not let you to use this money as you wish. They should believe in what you will do for the city's projects to be implemented. They take in to account whether those single small projects would support the improvement of the city if all (single projects) were considered as whole. We also take in to account them because criteria were determined.

For the principles of Sustainability, Partnership and Governance, Mayor Mr. Yılmaz Büyükerşen has stated the similar opinions that other decision makers stated before. For the sustainable principle, he stated that the projects of Porsuk and EsTram are sustainable projects. Porsuk Project is sustainable because it purifies Porsuk. Project is not just for the citizens living presently in Eskisehir but also for future citizens who will live in Eskisehir. On the other hand, the relieving the edges of Porsuk River through 12 km, will be benefited both by present and future citizens of the city. Mayor, as a sustainable project due to being environmentally safe and economically efficient, also considers the EsTram. He said:

> Sustainability principle… For example, in which years and how much EsTram might provide investment opportunities in addition to which directions it should be sustained for further needs be calculated in feasibility reports. I mean; each constructed railway line has a capacity to finance the other line that will be constructed after it.

To indicate sustainable principle in the projects, he fallowed as,

> We determined and projected the direction of expansions of business sector, expansions of housing; we projected the needs of educations and new needs in culture and art in the city, for 50 years.

He was also asked whether people of the city are participating to decisions about the city or whether there is a good communication between decision makers and public to measure the governance principle. He gave the similar answers that other decision makers gave before. He mentioned about the 'research and shared opinion conferences' before the projects determined and executions of them started. Despite the opposite opinions of public respondents, He underlined that these conferences has great participation from NGOs, universities, chambers, associations, municipal officers and unions, which are composed of 300 – 400 people who are the representative of public. He said

> Projects are executed according to the demands and the needs of the people of the city. By the way, as a university, we formerly underlined those needs, we recommended what should be done for the city, and we arranged seminars called "Towards 2000s" and "Future of the City after 2000s. However, the governor did not care us; they were just participating to opening ceremony, and after that they were not participating any more; in addition, they have said that rather than giving advice to us, give us money. They have no such a vision related with urban environment. We have been printing our discussions as books; we announce our resolutions to public, press and newspapers. When I was elected as a mayor, and arranged the research and shared opinion conferences, we saw that not local governors, but local people, people of the city adopted our opinions, adopted our previous recommendations. (Because of that, projects are executed according to demands of the people of the city).

When he was asked about partnership principle, the cooperation between cities and between NGOs or any other institutions, Mayor Mr. Yılmaz Büyükerşen stated that municipality has no cooperation with anyone I mentioned except universities. Despite the words of Mr. T., who said that Eskisehir Greater Municipality cooperate with other cities, Mayor said that municipality has no cooperation with other cities. On the other hand, he also highlighted that there cannot be a cooperation or partnership with NGOs because of the distorted structure of the establishment and wrong understandings of them. He gives the example of that when these conferences were held, various NGOs participated and they signed the agreement to maintain their position to oppress central state about the issues discussed in conferences. However, after conferences finished, NGOs have disappeared. He defined the NGO in followings,

> The NGOs in Turkey has established on distorted base. NGO, not in general, is composed of 3 – 5 people who are not much successful in their job careers, and generally, an occupation chamber supports them. NGOs just announce (something) to local press, public; they are just against (to every thing), and they always just demand (something) from state institutions. They do not intend to act actually; that is it… In these conditions, the cooperation (with NGOs) is impossible.

Mayor was also asked about the sufficiency of the given municipal legal rights to municipalities. He thinks that the Municipality Law is unhealthy. He followed as, with the new law, the remote neighbouring villages are connected to Eskisehir Greater Municipality as a quarter, while he could not solve the problems of the current urban borders of Eskisehir yet. On the other hand, the loans that were borrowed from EIB (European Investment Bank) are just for the projects that are designed for the borders of Eskisehir Greater Municipality. He said

> There are no given legal rights to municipalities. At the end, municipalities are still under ward ship. Despite the new arrangements in municipal laws, we have to inform and take permissions from city governorship for all of our actions, including budget allocations. We have to account for all of actions to governorship. On the other hand, the Greater Municipality law is a law of deformation rather than being a law of reformation. It resulted in 18 trillion Turkish Liras income decrease in my municipality.

At last, it can be deduced from the analysis of interview with Mayor Mr. Yılmaz Büyükerşen, he is structurally following the provisions that were put forwarded through Local Agenda 21 in terms of building liveable cities, despite he has said that he do not follow them theoretically. He always underlines the idea that comprehensive correct action is more important than creating hardly applied ideas. He said

> I do not think that those (Local Agenda 21 and Habitat Agenda) could get great successes that make societies happier, make whole of society much happier in Turkish cities. Many people already come together, meet, and discuss the new needs and necessities (of societies) in the context of Local Agenda 21; however, all are bounded up to ability to find resource. If you could not find resource (finance), you could do nothing. Moreover, after, you leave disappointed society behind.

He also asserts that trying to follow up the provisions and recommendations of Local Agenda 21 is impossible in terms of time and finance. Besides, due to the rapid changes in needs and demands of Turkish societies, Local Agenda 21 could not meet those needs and demands. He also mentioned about that Mayors who tried to apply those recommendations has lost in the next elections in Turkey, he stated

> In my opinion, (when it is encouraged to follow Local Agenda 21), it causes (gives chance to) municipalities, which try to apply provisions of Local Agenda 21, to follow and act in populist politics.

He declared that he is just thinking in the specificity of Eskisehir and people of Eskisehir. Moreover, the recommendations of Local Agenda 21 are somehow included in the

projects of Eskisehir Greater Municipality. Especially, the most important recommendations of Local Agenda 21, which were social inclusion and equal access to social services and knowledge, are realized through social projects of Eskisehir Greater Municipality.

At last, he repeated his understanding of European City as:

> If you execute right/proper projects that are well examined by investment banks, it is possible to be funded. (The reason of finding) Our funds and finance (chance of finance) are based on our accurate feasibility reports… I assert and try to prove that it is possible to create a city that has European city standards without being a member of the European Union.

Finally, the approach used by Mayor Mr. Yılmaz Büyükerşen and his projects are in accordance with the European Union urban policy themes and applications, however, he do not use the terms, the definitions of principles, exactly. Besides, while his assistant decision makers insist on that projects of Eskişehir Greater Municipality is at first in accordance with international agreement and norms, Mayor explicitly stated that he do not deliberately act according to Local Agenda or any other international norms. This does not mean that projects of Eskişehir Greater Municipality are in accordance with those international norms and urban policy of European Union Practically. On the other hand, it will also be observed below in the analysis of Public respondents' interviews, some principles, especially partnership with public, and governance that are asserted by Mayor as working principles, are not working properly. The Bilem, which is founded to realize this communication and partnership, is not known by public. The recognition of such a unit should also be important, however, municipality seems to disregard the recognition of it to public. In addition, the outlook for the implementations is not well developed, this supports the opinion that the communication between public and decision makers is weak for Eskişehir. The ideas of him about NGOs are also striking in terms of participatory management and governance principles; he deliberately prefer not to cooperate with such organizations because of his idea that those organization were grounded on a distorted base in Turkish conditions. However, not all NGOs are grounded on a distorted base, municipality could cooperate with international organizations like International Council for Local Environmental Initiatives (ICLE), International local Administration Union East Mediterranean and Middle East District Organization (IULA-EMME), United Cities Organization, World United Cities and Local Administrations Organization (FMCU-UTO) for both sharing good experiences with foreign cities and strengthening their local power. In addition, his assertion that there is no coordination

with other cities in Turkey, which have similar targets, also brings a non – working statute to the principle of exchange of good practice. It is not the preference of Mayor but related with the conditions in Turkish Cities. However, his opinions about this issue are in conflict with the ideas of Mr T. The good communication between municipalities of cities and cooperation with municipalities of foreign cities might overcome such a problem. On the other hand, the overall perspective is that Eskişehir Greater Municipality is working in accordance with the urban policies of European Union in terms of applications and thoughts of Mayor.

5.3. Analysis of Interviews conducted with Public Respondents

In the case analysis, the public respondent's part aimed to measure reachableness of the projects, and the governance principle that European Union found out for the success of urban policies. As it was mentioned in introduction chapter, those public interview forms were given to respondents in mostly used urban areas that are covered by urban projects' implementations of Eskisehir Greater Municipality. Twenty-four questions were asked to people, who work or come as customers, to Bakery, Haller Youth Centre, Taxi stations, Dolmus stops, and Green Park.

5.3.1. Sex and Age Composition

Fifteen out of the twenty-five public respondents are women; the rest of them are men. The average age among respondents is 39. The oldest respondents are 13. Respondent[101], who is 63 years old; the youngest respondent is 22. Respondent who is 23 years old. Except six respondents, who are from Elazığ, Çifteler (district of Eskisehir), Gümüşhane, Ankara, Kastamonu, and two of whom from Germany, all respondent are from Eskisehir.

5.3.2. Job Positions and Education

Respondents have various job positions. One respondent is expert in BİM, one respondent is biologist, one respondents is chief in export department in private company, one is clerk, two of them are customer agents, four respondents are dolmus driver, one is economist, one is engineer, two of them are housewives, four of them are market

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[101] Numbers indicates which respondent is referred in Appendix B, demographic table. More information can bee seen at that table.

managers, one is nurse, two of them retired from state institutes, two of them is taxi driver, one is taxi station manager, and other one is teacher.

In terms of education levels, eight of the respondents were graduated from high school; one was graduated from military high school. Four of them are graduated from Professional High school, five of them were graduated from secondary high school, and the rest of them are graduated from university. High school and the university are the most repeated graduation level among respondents.

5.3.3. Information about Urban Regeneration, History of Implementations and Projects in Eskisehir

In this section, at first respondents were asked about the meaning of the renewal of a city. Common idea is the "modernization" but, some respondents took the question as specific for Eskisehir, and stated that regeneration means for Eskisehir is doing what is necessary, putting taxes to good use, solving the traffic problems, and opening new housing areas and improving existing ones. On the other hand, one of the respondents is highly against the idea of regeneration of Eskisehir, she (18.)[102] said

> Eskisehir cannot be regenerated or restructured; only some little arrangements on the appearance can be realized. Those workings in city look like making up eighty-year old women with an aim of beatifying her.

Besides, some respondents stated that regeneration in general means facilitating the mainstream of life, modernizing the appearance, abolishing the dysfunction, increase in liveable places and socialization, effective use of time, decrease in noise and environment pollution, infrastructure improvements, and order itself.

One respondent, who is the oldest one (3.) among them, also stated

> Regeneration means that my children and grandchildren would live in beautiful city.

In addition to this general definition of regeneration of a city, another one defines regeneration in different terms, he (23.) said

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[102] Numbers indicates which respondent is referred in Appendix B, demographic table. More information can bee seen at that table.

Regeneration should include all kinds of initiatives, arrangements, structure, rebuilding and renewal to meet the needs of growing population. However, while doing those actions, if inhabitants of the city get in troubles, there is no reasonable explanation for this.

It was observed that the answers were distinguishing according to education levels and professions, for example; taxi drivers mainly underlined the traffic problems, and said that regeneration mainly means solving the traffic problems and noise pollution. Low-level educated people were highly against to Eskisehir Greater Municipality's activities in city in the name of regeneration. In general, all respondents have an idea about regeneration and definitely connect it with modernizing the city in social, physical, cultural and economic levels.

When respondents were asked about beginning time of those regeneration projects in Eskisehir, and about whether there were similar regeneration projects in previous municipalities, the half of the respondents whose education level is lower than others are, do not know when the regeneration projects were started. The other half gave different answers; some of them agreed on that regeneration activities started with Mr. Yılmaz Büyükerşen. On the other hand, some of them concurred that it was already started in the terms of Selami Vardar[103] and Sebahattin Günday[104]. Respondents, who agreed on the idea above, stated the same implementations as decision makers expressed about the previous municipalities.

In terms of what was done in previous municipalities, some informed respondents underlined the widening and the renewal of the main roads and arteries. The others expressed the regeneration activities like used-water purifying, establishing parks, green areas, landscape works, and folded parking lots. However, one respondent (11.) was against the idea that previous municipalities implemented regenerative activities, he said, "municipal management should not be just paving (renewal of the pavements)."

General idea is that either there were no such regenerative activities or there were just renewals of appearance of pavements and roads. On the other hand one respondent (25.) expressed his idea by underlining that public was highly disturbed by the implementations

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[103] He was elected as mayor for the years between "1986 – 1991".

[104] He was elected as mayor for the years between "1973 – 1977".

of Eskisehir Greater Municipality as compared to previous municipal implementations. He said,

> There should be some public works in previous municipalities but I did not notice, because they did not affect the mainstream of city life (daily works of people of the city).

For the information about the recent activities of Eskisehir Greater Municipality, respondents generally mentioned about the physical projects of municipality. The most given answers were EsTram and rehabilitation of Porsuk, which are the projects that are executed in the centre of the city, consequently public always faces, and observes the improvement of them.

Almost all respondents have some information about projects in implementation by Eskisehir Greater Municipality. The commonly stated ones are, landscape of city centre, rehabilitation of spring water "Kalabak", asphalting of remote quarters and streets, renewal of public transportation buses, monuments, planting, restoration of Odunpazarı historic houses and renewal of jewellery centre. One respondent (14.) who is supporting the implementations of Eskisehir Greater Municipality, stated that

> Artistic activities in city increased, monuments and parks have changed the appearance of the city. Most importantly, Eskisehir has been saved from mud, and it is started to give environment purity much more importance.

On the other hand, one respondent (1.) is highly against the executions of urban projects' implementations in the city, and stated that the recent activities of Eskisehir Greater Municipality as a fault, he said.

> They narrowed the roads for the 'modern' appearance; EsTram rotation has passed through the main arteries of the city, which are already insufficient, and some roads have been banned to car traffic. Especially female-shaped monuments were placed in the middle of the roads, and I do not understand why monuments of important Turkish people were not placed…

Respondents, who support the implementations of Eskisehir Greater Municipality, mentioned the projects mostly they encounter when they go to the city centre. The other respondents, who do not support the implementations of Eskisehir Greater Municipality, said that those projects of Eskisehir Greater Municipality are far away from the actual demands of the city of the people.

When respondents were asked about the critical regeneration projects in Eskisehir to be most beneficial in economic sense, answers were highly different. Besides EsTram and rehabilitation of Porsuk River, some respondents underlined the importance of the thermal facilities of Eskisehir, and stated that they should be improved. Some respondents expressed the importance of the industrial development and stated that investments should be made outside of the city centre for balanced development. In addition to relieving of mass transportation and upper passages for level crossings, recently opened housing areas were assumed critical projects by respondents. In this respect, public respondents have similar opinions with decision makers about economically most beneficial projects in the city.

5.3.4. Information about Urban Perspective of European Union, and about European city

In this section, the respondents were inquired about European city and the characteristics of it in addition to what extent Eskisehir Greater Municipality is realized their European city image.

In this direction, respondents gave some properties that are representing the European city, those are planned urbanization, resistant infrastructures, healthy sewerage system, ordered traffic, subway preference, clean and well-kept environment. In addition, they also underlined the balanced levels of education and income, and high working population. Those properties are the most important ones in European City definition. In addition, some respondents emphasized the consciousness of town-dweller and comfortable living standards in city. A respondent (12.) said

> European city does not mean beatifying the city; a consciousness should also be created to protect those initiatives. As it is in European cities, if it is necessary, individuals polluting the environment or damaging the state property should be punished.

In this respect, respondents are also aware of the importance of the sense of citizenship for a city. If it is demanded that implementations should be protected, sense of citizenship should be constituted. This idea is highly connected with the principles of participatory management and social inclusion, and giving spaces their meanings for the inhabitants.

Moreover, some respondents think that those projects just covered the centre of the city. According to them, European city means balanced urbanization and improvement of all parts of city, which is also stated in urban policy of European Union. They stated that

outskirts should also be in consideration in Eskisehir, when those implementations are executed.

The other issues that are stated by respondents are protecting the historical fabric and restoration of old valuable buildings, establishments of green areas, and just, civilized and equal living standards. Accordingly, one of the respondents (18.) said, "Before being a European city, first, we should be European individuals."

Despite the fact that they do not express their ideas in academic terms, they know what European cities are or at least what a modern city should be as one of the respondents (20.) said, "I do not like to use European, rather; it should be civilized".

On the other hand, one respondent (23.) thinks very different and is against to the idea of European city, he said:

> Being a European city"… a concept that is only used by closed-minded people. Those concepts such as European city, Asian city or American city are the expression of divisiveness. According to me, it should be better to construct liveable cities that are in coherent with the customs, culture and traditions of the society rather than copying other kinds of cities. Our own culture is much better than the culture of nations in European continent."

As for the question of to what extent, Eskisehir has reached the European city level, except a few, most of the respondents think that Eskisehir is far away from the concept of European city. Even, some respondents think that the completed parts of projects are nothing except from hoodwinking. In this direction, one of the respondents (12.) expressed his ideas through:

> Eskisehir is experiencing unplanned Europeanization, while outskirts of the city are flooded to mud; it is thought to have fun on gondolas through Porsuk River

This part of the analysis should be evaluated with the part of the information of public respondents about implementations of Eskisehir Greater Municipality because, as decision makers stated in the first part of the analysis, evaluation of Eskisehir in terms of European City requires information about implementations of Eskisehir Greater Municipality. In this respect, many respondents have just mentioned about the physical changes of the city, and evaluated Eskisehir Greater Municipality with unfinished projects. Such an evaluation causes dissatisfaction among respondents. On the other hand, technological implementations to facilitate public affairs, social implementations even

outskirts of the city, and decentralization efforts of Eskisehir Greater Municipality to disseminate recreation areas throughout the city have never been mentioned by public respondents. This gives the idea that expected communication and the flow of information between municipality and public, in both-sided, is not as strong as that European Union recommends.

5.3.5. Information about Projects in Eskisehir: in terms of Progress and Economic Development

When respondents were asked about whether they are pleased with the new conditions of Eskisehir, most of them answered in positive ways even, some of them stated that they are too much pleased with the new appearance of Eskisehir. On the other hand, some of them, admiring the new appearance, also unpleased with uncompleted situation of Porsuk rehabilitation project, and with traffic problem. This opinion is in conflict with the opinions in previous part because, public have insufficient information about projects in Eskisehir, in addition; they stated that Eskisehir is far away from the idea of Eskisehir as a European city. On the other hand, they like the new appearance of Eskisehir, which is actualised by Eskisehir Greater Municipality for the aim of Eskisehir as European City. However, a few of the respondents highly unpleased with the implementations of Eskisehir Greater Municipality in terms of that they think some of the projects are unnecessary and unreasonable. A respondent (23.) stated that public does not grow impatience, he said:

> People of this city are highly disturbed by the implementations of Eskisehir Greater Municipality; in addition, I think EsTram is an unplanned project, and it seems like a production of unprofessional team.

When respondents were asked whether those projects bring in economic development for the city, some of them exactly agreed on that those projects caused some economic revival. On the other hand, most of them think that those projects in Eskisehir either made no change or caused reverse change that means they decreased the input of Turkish liras to the city (23.). Moreover, the self-sufficient city in economic terms is impossible according to the most of the respondents. The most effective way of reviving the economy is tourism, which could only be possible through good advertising of the city with good management through promoting especially the thermal facilities of Eskisehir. One respondent (1.) who is much against the implementations of Eskisehir Greater Municipality said:

You cannot attract tourist by monuments. If Eskisehir wants to attract tourists, there should be established natural hot spring resorts, and historical, cultural and artistic values should be reconsidered and advertised for both native and foreign tourists.

This idea is also maintained by decision makers of Eskisehir Greater Municipality. Thermal hotel project is in consideration in addition to ongoing project of restoration of Odunpazarı historic houses that in coherent with respondent's idea of promoting historical values of the city. Therefore, to repeat, respondent does not have much information about the implementations and future projects of Eskisehir Greater Municipality.

5.3.6. Comments on Projects in case of Serviceable and Participatory Process in Decisions

In this last section, when respondents were asked about to what extent they benefit those projects and implementations in Eskisehir, some of the respondents stated that projects are still in process, so they could not benefit yet. After completion, they expect to benefit mostly from EsTram and Porsuk as a recreation area. On the other hand, some of the respondents stated that, they do not benefit the projects in Eskisehir because, projects were gathered in conventional centre in general, not surrounded the city. In relation, one respondent (19.) said, "Unless they do not introduce and display the projects to us, we could not benefit them." However, there is BİLEM in Köprübaşı that is designed to inform public about projects, so the idea that projects are not introduced seems not much valid. Some respondents, benefiting from projects, stated that mostly they utilize the projects of rehabilitation of drinking water, social projects (they do not use the term of 'social projects'), environmental arrangements and projects covering landscaping the city. General idea is that the projects are still in process, so they could not benefit as a whole. Nonetheless, completed ones do not cover the whole city, just gathered in centre.

The most appreciable projects are the rehabilitation of Porsuk River and EsTram projects. In addition, the creating green areas, restoration of Odunpazarı Historic houses, planting trees, projects directed to disabled people, rehabilitation of drinking water, renewal of pavements, and artistic activities are the other appreciable projects respondents stated. However, two respondents (1. and 18.) are highly against to the implementations of Eskisehir Greater Municipality, and agreed on that there are no projects to be appreciated in Eskisehir.

Conversely, projects assumed by some respondents to be unnecessary are the monuments those are placed in needless places according to them. In addition, a respondent (24.) also argued about the monuments, he said that instead of placing monuments he would prefer building of a municipal hospital without being aware of that it was already built. Moreover, some taxi drivers and dolmus drivers think that EsTram project is waste of time and money, and EsTram rotation is totally wrong; if it is need and must be constructed, it should be passed through the outside of the city centre. This idea is opposite to the arguments of relieving the city centre and reducing both noise and environmental pollution that are mostly encountered in down town. Besides, some respondents are against the action of changing the names of the roads and street, planting palm trees, recently constructed huge middles of roads; in addition, one of the respondents (19.) think that boats to be used on Porsuk River is too big.

The main reason behind those arguments is that especially construction of EsTram project is interrupting mainstream of the city life and highly disturbing the people of the city. On the other hand, they do not know that EsTram is a different project among the other similar projects implemented in different cities of Turkey, which is completed even earlier than first projection of completion time.

For the participation of public, they were asked about whether their opinions were asked before and during the implementations. The most of them, actually 18 in 25, gave negative answers. One respondent said that a separate research should also be made about whether those implementations are the demands of the public. In this direction, if municipality asked their opinion, some said that they would say their ideas especially on EsTram and monuments. One respondent stated his opinion to indicate those implementations are executed independently from public opinion through,

> What he (Mr. Yılmaz Büyükerşen) says is immediately implemented, he works like both architect and labourer, but of course, he is definitely sure of that he is doing good job.

On the other hand, Mr. S. (ref: pre.urb.dev.pro.), decision maker, stated that there were shared opinion conferences before those implementations were decided and started. As mentioned before, those conferences were composed of 300-400 people from NGOs, guilds, municipality and universities. Also, Mrs. R. (ref: pub.rel.man.) stated that it is impossible to ask each person separately. On the other hand, one respondent said that a questionnaire was conducted before those implementations started.

As respondents were inquired about whether those projects; regenerative activities are implemented according to the demands and the needs of people of the city, the most of them agreed on those projects are definitely executed according to the needs and demands of public, despite they answered the question of whether their opinions were asked in negative terms. In this direction, it could be deduced from analysis that municipality could know and understand the sub-consciousness of the society as Mr. T. (ref: pre. rea.est.exp.) mentioned before. Alternatively, one respondent (1.) said:

> Those projects can just meet the demands and needs of elite class, but lower classes were ignored…instead of construction light rail system, I wished the new factories were opened.

This idea was the actually answered by the expressions of Mr. S. (ref: pre.urb.dev.pro.), he said:

> Creating employment opportunity is not one the fundamental tasks of the municipalities in legal terms rather; municipality contributes indirectly to employment opportunities.

On the projects and implementation, common view of the public respondents is supportive for the idea that Municipality takes public demands and needs into consideration. However, no ones know about the shared opinion conferences that were held in 1999.

Finally, The most striking problem is the insufficient communication between inhabitants and the decision makers. This means that the flow of information between public and the municipality is weak. Most of the public respondents appreciates and supports the implementations of Eskisehir Greater Municipality, but do not have enough information about them. It seems to be cooperative and integrative working and acting with public is not working in Eskisehir city, even, BİLEM is not known by many public respondents. In this way, governance principle of European City is weak in urban projects' implementations of Eskisehir Greater Municipality. However, many of the respondents appreciate the implementations of Eskişehir Greater Municipality, they are unpleased with the unfinished projects in the centre of the city. On the other hand, respondents who are against to the urban projects' implementations of Eskişehir Greater Municipality assert mostly the imbalanced development of the city, which means that the projects were gathered in conventional city centre. Moreover, the disturbing of the inhabitants is the other problem that is stated by those people. If the communication is strengthened and the cooperative acting with public is realized, those people who are against to urban projects'

implementations of Eskişehir Greater Municipality might be satisfied with the projects because, , most of the respondents actually think positively about the development of Eskişehir city that is held by Eskişehir Greater Municipality.

CONCLUSIONS

> I assert and try to prove that it is possible to create a city that has European city standards without being a member of the European Union.[105]

As it was stated in introduction and the following chapters, Eskisehir Greater Municipality has started serial urban projects' implementations since 1999 when Mr. Yılmaz Büyükerşen was elected for the mayor position of greater municipality. After that, those regenerative activities and implementations have been executed in the context of *Eskisehir as a European city*.

During the thesis, main aim was to explore implementations of Eskisehir Greater Municipality since 1999 in accordance with European City Principles that are deduced from European Union urban and regional policy themes and applications, as a mean to understand conditions of Turkish cities in the period of accession.

To examine this, first, the reasons of the recent urban projects' implementations were explained through Harvey and Castells' theories, which are decentralization of production and increase in importance of information. Refining of old areas once defined with the term of production causes loss of meaning of these areas by their citizens, and results in derelictions due to the meaningless. In time, spatial segregation of those areas turns in to social segregation. On the other hand, changes in technologies result in changes in economies; therefore, cities that desire to be competitive in world economy give more importance to knowledge and technology. Second, the Keil's ideas that enlighten the urban policy of European Union and the new trends in the world to protect cities against to the negative effects of globalization and rapid urbanisation were examined. Keil's theory on Third Way Urbanism has explained the renewed urbanism applied by many

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[105] Mayor Mr. Yılmaz Büyükerşen, case analysis of the current thesis, 2004.

developed countries and the reconsiderations of the urban issues especially in European Union Commission, which has asserted that comprehensive urban policies were needed in European Union that planned to be most competitive knowledge-based economy in the world by 2010.

In this direction, *renewed, more effective and efficient, comprehensive, integrative, participatory, coordinated, cooperative, sustainable* and immediate actions were adopted by many developed countries to revitalize the cities that are defined as *dynamic centres of creativity, commerce and culture, but undercut by environmental problems*. On the other hand, the globalization process also brings that cities should not be considered as single entities; those should be evaluated in all manners and within regions. Therefore, the developing countries were started to be encouraged to implement Habitat Agenda and Local Agenda 21 throughout the world. With the widening concepts of governance, exchange of good practice, sustainable economic and social developments, and the most importantly local authorities' priorities of Habitat Agenda and Local Agenda 21, European Union also have taken some actions to sustain cohesion and to diminish imbalances through Europe due to the enlargement of union with the new comers from developing countries.

With the leadership of European Union Commission, several actions, initiatives, and reports were prepared to sustain cities' economic, social and cultural roles for the inhabitants in the globalizing world, and against to its negative affects in the European Union. The strongest initiatives: The Sustainable Cities Initiative that mostly follows the Habitat Agenda and Local Agenda 21, and Community Initiatives, especially URBAN, were also examined during the thesis.

Eskisehir is one of the cities of Turkey, which started out with a vision of 'Eskisehir as a European city', as other cities of Turkey did. The differences of Eskisehir to be analyzed in this thesis are coming from financing manner by EIB and likening to Strasbourg. Eskisehir is first to be funded by European Investment Bank for a 'pack' of projects covering EsTram, Light Rail Transportation (LRT); rehabilitation of amenities in conjunction with the River Porsuk and replacement, reconstruction and rehabilitation of industrial installations affected by the earthquake; and rehabilitation and extension of water supply, wastewater and stormwater infrastructures. Other projects were funded by the self-resources of Eskisehir Greater Municipality that are also mentioned before. On the other hand, refining and transforming implementations in some parts of the city as explained in introduction chapter, and the left wing perspective of municipality, which is

directly related with giving social and cultural projects great importance, are also other reasons for the selection of Eskişehir for this thesis.

In these contexts, the question of "is Eskisehir being a European city" tried to be answered according to those theoretical and descriptive parts of this thesis, which should be supported by case analysis that is composed of interviews of decision makers, Mayor and public respondents. Case analysis was mainly based on the self-perception of Eskisehir Greater Municipality about being a European city; the public part aimed to measure reachableness of projects, participatory management and governance principle.

In the case analysis, it was extracted that the decision makers thought a concept of the European city a pretentious usage, rather; the "European" concept was used to indicate the modernization and planned urbanization of Eskisehir city. In relation, it was also accepted by the decision makers that Europeanization was used independent from continental specialty. The most striking definition was that Europeanization means to re-catch up the conditions of Eskisehir in 1800s. In this direction, the perception of the Eskisehir Greater Municipality about the question of "is Eskisehir being a European city" is answered through that, it was definitely accepted that Eskisehir is modern, urbanized and civilized city, and her development is under full control of municipality as compared to other Europeanizing cities of Turkey. Mayor Mr. Yılmaz Büyükerşen was also asked the same questions; his answers were significantly different from the other decision makers. He asserts that the European city standards could be caught up through comprehensive and proper urban policies without being a member of the European Union. On the other hand, as it was deduced from the analysis, he is following the themes of European Union urban policies through his applications in the city, despite he uses no precise terms of European Union. According to him, Eskisehir city, for the improvement of which cultural, artistic, natural, industrial, economic, social, physical and historical elements are given equal importance and are synchronous dealt with, is itself attaining the European city standards. By this way, municipality seems to adopt the *renewed, more effective and efficient, comprehensive, integrative and coordinated* urban policy perspective.

Public respondents also gave answers about the definition of European City principles of it as similar as decision makers stated. However, they think that Eskisehir is far away from being a European City in these conditions as opposite to decision makers. They saw Eskisehir is just at the beginning of 'being a European city', but generally optimistic

about the development path of, and hopeful about the projects under execution in, the city.

To examine the accordance of the implementations of Eskişehir Greater Municipality with European city principles, it should be looked at the working and non-working principles that are deduced from analysis of public, decision makers and mayor's interviews, and descriptive and theoretical parts of the thesis. The working principles that decision makers assert, and that descriptive parts of implementations support according to the definition of European City are; Innovative actions, Sustainability, Social Projects, Eco-System Thinking, Adequate Water Supply, Invulnerability to Disasters, Balanced and Polycentric Urban Development, Conservation of Natural, Cultural and Historical Wealth and Equal access to infrastructure and knowledge. Those principles are especially seen in physical and environmental, economic, social, technological and cultural projects of Eskisehir Greater Municipality in the city, which were also mentioned in chapter four.

For the physical and environmental projects, urban development projects aim to meet the sustainable principle, which is also asserted by decision makers to be included in projects, through construction of EsTram and purifying of Porsuk River. EsTram was aimed to be an alternative to petroleum usage and was expected to reduce private car driving in city centre. As Mr. G. stated that municipality would save both economically and environmentally through reduction of pollution with EsTram in addition to cheapening the public transport. Besides, EsTram project was rewarded by International Association of Public Transport, with "world rail transport reward for 2004", in the conference on LRT in Germany Dresden. Porsuk River project, which is accepted as a paramount project by decision makers, is an environmental project in the context of public health with an aim of purifying the river, and being beneficial for the river transportation on 12 km of Porsuk River. Those projects are also coherent with the principle of eco-system thinking due to be environmentally safe and economically efficient. Especially Porsuk Project is highly connected with the principle of the conservation of natural resources in urban environments. In addition, reconsideration of mass transportation plan of Eskisehir with an aim of relieving city centre, which is the main source of environmental pollution, is the other major project directly supported by European Union as sustainable project. Moreover, preparation of topographic earthquake maps to reduce the possible effects of earthquake is the other project, which is stated by municipals and mentioned in descriptive part of the projects, designed to meet the principle of invulnerability to natural disaster. Those projects, with drink, use and wastewater improvements and renewal of the

pavements, roads and streets also meet the principle of equal access to infrastructures, stated in Habitat Agenda. Sustaining the general health of the city and economic revitalizing of some areas and city centre are also consequences of the projects of EsTram and Porsuk.

Projects directed to economic development: re-opening of the cement factory and opening of urban furniture factory aim to produce furniture of Eskisehir in cheaper prices. This brings economic sustainability and development for the city by marketing those products both in country and abroad. On the other hand, those projects provide local people new employment opportunities and an expansion of the market, which results in economic progress for them.

For the social principles of European city such as the social inclusion of disadvantageous groups, Eskisehir Greater Municipality, designed projects like "each home is a workshop" and "courses for unemployed to be acquired profession", directed to women and youth population. Moreover, new drivers for both EsTram and buses are women employees in addition to disabled people in bread and newspaper kiosks. Sport centres in quarters, social projects directed to poor population, and roads, street and building arrangements in addition to special computer in municipality building for disabled people match with the principles of social inclusion and equal access to mainstream of city life, as stated in European Union themes.

The other issue of European Union, extracted in European city principles, is the innovative actions, which can be highly observed in Eskisehir Greater Municipality's projects. The old marketplace building was reconstructed as a youth centre that was also has an award; in addition, the old cemetery was transformed in to the huge green area with several big ponds. Those projects also support the objective of polycentric urban development in European Union urban policy. The other projects like connection of the offices of municipalities through computers, which facilitated the public affairs, and urban information system are the other innovative and technological projects of Eskisehir Greater Municipality.

Furthermore, in terms of conserving the buildings and historical places, the most striking project of municipality is the restoration of Odunpazarı houses, and partially Porsuk River Project, which is the most important icon for Eskisehir. Moreover, the other cultural foundations of municipality to heighten the life standards like theatre and municipality art

centre, are supportive for the themes and recommendations of both Habitat Agenda and European Union as Mayor Mr. Yılmaz Büyükerşen stated.

Additionally, Eskisehir is becoming highly competitive city among the other big cities in terms of developing economy and attracting new groups to the city through tourist projects like thermal hotel projects and the new huge shopping centre called "Midas" located entrance of the city. By this way, Eskişehir takes the first step for the main objective of European Union to make the cities globally competitive.

On the other hand, some principles of European City are either partly working or not working in Eskisehir Greater Municipality. Some of those principles asserted by decision makers to be exist, but rejected by public respondents. As well, some of them are non-working deduced from theoretical parts and the case analysis of this thesis due to the conditions of Turkey.

One of the rejected principles by public respondents, which are asserted by decision makers, is Balanced and Polycentric urban development. Public respondents do not agree with the idea that projects are distributed through various parts of the city rather than gathered in conventional city centre. According to public respondents municipality targeted to improve the centre of the city but ignored the outskirts of the city. In these conditions, the equal access to transportation such as EsTram, and mainstream life of the city is not realized according to public respondents. The other rejected point of public respondents is the participatory management, which is also supported the idea that governance principle is not working properly. Public asserts that their opinions about city, and their decisions, especially about EsTram, are not asked. The other rejected principle is the equal access to knowledge; respondents agreed on those projects were not introduced correctly to them despite the fact that there is BİLEM establishment in Köprübaşı central place.

Furthermore, the main indicator of European city: the governance principle is not as strong as European Union recommended in Eskisehir. It was also extracted from the case analysis of public interviews, public is not well-informed about projects of Eskisehir Greater Municipality, even because of that reason, many public respondents think that some implementations are unreasonable and unnecessary. Furthermore, banning of other public transports on main arteries of the city due to the full operation of EsTram caused extreme reactions among city's people, which resulted from the fact that public was insufficiently informed before and during the projects. On the other hand, the

participatory conferences called "research and shared opinion conferences" that were held in 1999 in Eskisehir seem to include representations of society before those implementations started as Mayor and other decision makers stated in the context of governance principle. However, the inexistence of cooperation and coordination with other institutions, chambers, unions, and central state as Mayor stated also cause governance principle to work improperly.

Likewise, some principles could not be realized due to the outside reasons, those are Partnership with NGOs and with other cities, Exchange of Good Practice, and Promotion of Local governments.

It was stated in the case analysis that it is impossible to act together with those organizations, due to general conditions, dysfunctioning and weakness of NGOs in Turkey in the perception of Eskisehir Greater Municipality's decision makers. As Mayor Mr. Yılmaz Büyükerşen stated that those NGOs in Turkey has grounded on a distorted base. On the other hand, it is also stated by decision makers that partnership and cooperation with other cities for the similar problems are inexist. However, this does not arise from unwillingness of municipality, but it is directly related with the insufficient communication among Turkish cities, and political conflicts.

As another issue, exchange of good practice depended to the cooperation and partnership with other cities, as a most supported action of Local Agenda 21, Habitat Agenda, and European Union, is not in application in Turkey. In other words, cities, aim to be a European city, are not sharing the good-working implementations with each other. This makes cities to be ignorant to each other as it can also be seen in the case study. On the other hand, as in Harvey and Castells' arguments, in the new age, information and knowledge is highly important for the cities to be compatible in global world. Regional policies could provide sharing of new technologies and good-practises between cities. In addition, because cities are interconnected with each other and their hinterlands, united urban policies would be more effective for the Turkish cities.

As a recommendation, as it is in European Union like URBACT, an organization could be established for the Turkish cities to share their good experiences, and to integrate cities to each other. In addition, it was also observed in and deduced from the case analysis that the language of the decision makers is not same as the language of the people of the cities. This creates misunderstanding and loss of sense of citizenship that Castells underlines with the terms of 'meaninglessness of spaces'. The establishments like BİLEM

should be widespread both in cities and in Turkey to bring together the people of the city, organizations, associations, universities…etc., and to make cities regain their meaning for its inhabitants.

Moreover, another problem that was deduced from case study is the private property, and illegal buildings. Those issues should be solved by good communication with both central state, and ownerships for the implementations of necessary projects in the cities in the context of governance. The widening of the work scope of the local authorities with the coming codes, and the temporary commissions to work for a period of before and after the local elections for totally three or four months, could be a solution for the weak periods of local authorities in those terms.

Those problems, presented in the case of Eskisehir Greater Municipality, might cause production of more comprehensive solutions for the cities that have similar problems in Turkey. In conditions of Turkish cities, the governors should also be aware of the local conditions of their cities. For example, it can be seen in this study, the EsTram project was grounded on the western solutions by the professional team that is not well informed about the local specialities of Eskisehir. Rather this project should have been executed in cooperation with local communities such as private mass transporters, dolmus drivers, bus drivers and other local associations. By this way, rather than theoretically full operative plans, practically suitable mass transportation plans could be created for Eskisehir.

However, despite the some counter opinions of public respondents, Eskisehir could be considered as in accordance with the European Union themes and urban policies in general, except some principles that do not work as European Union put forwarded.

Consequently, Eskisehir highly meets the necessities of European Union urban policy. It is acceptable that Eskisehir is not at risk in terms of negative effects of both rapid urbanization and globalization; but she already takes precautions for the possible future effects of them.

Appendices

APPENDIX A

A.1. Population change in Eskisehir

Year	Urban Population			Total Population		
Year	*Population*	*Annual increase (%)*	*Population*	*Annual increase (%)*	*Urban population ratio*
1950	100,724		276,164		36,5
1960	176,360	5,8	368,827	2,9	47,8
1970	245,905	3,4	368,827	2,2	53,5
1980	343,923	3,4	459,367	1,7	63,2
1990	477,436	3,3	543,802	1,7	74,5
2000	557,028	1,6	641,057	1,0	78,9

Source: www.eskisehir-bld.gov.tr 26/11/2004

A.2. Financial Structure of Projects

A.2.1. Information for Foreign Credit

	EIB	*NIB*	*ABN-AMRO*
Monetary unit	EURO	USD	USD
Interest rate	For each term 0,75 %	1%	0,15 %
Due date	20 years	20 years	12 years
Term for not cash on delivery	5 years	5 years	2 years
Term for capital payback	15 years	15 years	10 years

Source: www.eskisehir-bld.gov.tr 26/11/2004

A.2.2. Self-resources' expenses (30/06/2004)

	Component 1	*Component 2*	*Component 3*	*Total*
EBB	4.525.586,85 EUR	6361.598,90		10.887.187,75 EUR
ESKİ			5.579.909,00 EUR	5.579.909,00 EUR
Total				16.467.094,75 EUR

Source: www.eskisehir-bld.gov.tr 26/11/2004

APPENDIX B

B.1. Table of Decision makers' demographic information.

Name	Sex	Age	Birth Place	Education degree	Job	Work duration	Previous job
(S) ref: pre.urb.dev.pro.	Male	65	Kütahya	Osmangazi University, Professor degree, lecturer	Eskisehir Greater Municipality, Presidency of Urban Development Projects, President	6 years	Lecturer in Osmangazi university, retired from presidency of Ankara drinking water department.
(T) ref : pre.rea.est.exp.	Male	44	Eskişehir	METU, department of city planning M.S. degree	Eskisehir Greater Municipality, Presidency of Real Estate and Expropriation, President	20 years	President of Zoning and Construction department
(G) ref: pre.soc.pro.	Male	45	Sarıkamış	University Degree	Eskisehir Greater Municipality Presidency and Coordination of Social Projects, President.	4 years	Turkey Education Volunteers cognizant, general directory assistant
(L) ref: ge.dir.pro.inf	Female	45	Eskişehir	Graduated from Ankara University, faculty of Public administration	Eskisehir Greater Municipality, Unit of Projects Information Service, Bilem, General Manager	1 years	General director of Marmaris TV and Eskisehir Local TV
(P) ref: lea.cit.pla.	Female	27	Eskişehir	Graduated from Anatolia University department of City Planning,	Eskisehir Greater Municipality, Leading City planner	3 years	Start position
(R) ref: pub.rel.man.	Female	45	Eskişehir	Graduated from Istanbul University department of press and publication	Public relations Manager of Bilem in Eskisehir Greater Municipality	4 years	Retired from Eskisehir Greater Municipality, director of public relations

B.2. Table of Public respondents' demographic information.

Name	Sex	Age	Birth place	Education degree	Job
1.	Male	36	Eskişehir	High school	Market manager
2.	Female	33	Eskişehir	High school	Housewife
3.	Female	60	Eskişehir	Professional High school	Retired Teacher
4.	Male	50	Eskişehir		Dolmus Driver
5.	Male	46	Eskişehir		Dolmus Driver
6.	Male	57	Eskişehir	Professional high School	Dolmus Driver
7.	Male	43	Eskişehir / Çifteler		Dolmus Driver
8.	Female	33	Elazığ	University	Biologist
9.	Male	30	Eskişehir		BİM Expert
10.	Male	25	Eskişehir		Taxi Driver
11.	Male	36	Eskişehir		Taxi Driver
12.	Male	53	Eskişehir	Military high school	Taxi station manager
13.	Male	63	Eskişehir		Retired
14.	Female	45	Gümüşhane	Professional High school	Teacher
15.	Female	28	Eskişehir	Professional High school	Nurse
16.	Female	36	Eskişehir	High school	Clerk
17.	Female	42	Eskişehir		Housewife
18.	Female	40	Eskişehir		Market manager
19.	Male	35	Eskişehir	University	engineer
20.	Male	49	Eskişehir	High school	Marketing
21.	Male	29	Eskişehir	University	Economist
22.	Female	23	Germany	University	Customer agent
23.	Male	28	Ankara	University	Customer Agent
24.	Male	46	Kastamonu	University	Market manager
25.	Male	26	Germany	University	Chief in Export department

B.3. Curriculum Vita of Yılmaz Büyükerşen

Yılmaz Büyükerşen was born in 1936 in Eskisehir, graduated from Public Administration Department of Anatolia University in 1962, and got his PhD in 1966. He became Assistant Professor in 1968, and became Professor in 1976. He has been elected twice as the Dean of Public Administration and Economic Science. He designed Open Education Faculty which means widespread and remote education by TV. In 1982 and 1987, he was appointed as Rector for two times for the University of Anatolia. He worked for the establishments of School of Cinema and TV, Practical Fine Arts High School, Science of Communication Faculty, State School of Music and Art Faculty in Anatolian University, campus of which is designed and planned according to his ideas and projects. Despite that he was elected and appointed for the third time as a Rector, he could not perform because of the legal limitations. He had executed presidency of board of directories in Volunteers of Education cognizant. He is also caricaturist and professional sculpture especially, wax sculpture, some of his wax statues subjected to Atatürk is presented in international exhibitions. He is the Turkish Delegation President of European Local and Regional Congress.

Source: www.eskisehir-belediye.gov.tr 29/01/2004

APPENDIX C

C.1. Loans and Credits Allocated to Eskisehir Greater Municipality

	EIB		*NIB*		*ABN*	
	Allocated credit amount	*Credit used*	*Allocated credit amount*	*Credit used*	*Allocated credit amount*	*Credit used*
Construction of a new light rail system, LRT project	75.000.000 EUR	51.648.902,19 EUR	25.000.000 Dollars	24.449.975,38 Dollars	32.200.000 Dollars	32.200.000 Dollars
Rehabilitation of amenities in conjunction with the river Porsuk and replacement, reconstruction and rehabilitation of industrial installations affected by the earthquake.	11.000.000 EUR	0,00 EUR				
rehabilitation and extension of water supply, wastewater and stormwater infrastructure	24.000.000 EUR	0,00 EUR				
Total	110.000.000 EUR	51.648.902,19 EUR	25.000.000 Dollars	24.449.975,38 Dollars	32.220.000 Dollars	32.220.000 Dollars

Source: www.eskisehir-bld.gov.tr 26/11/2004

C.2. Working Firms and Consultant Firms

	Awarded firm	*Awarding price*	*Due date for project*	*Consultant firm*	*Awarding price*	*Due date*
Component 1	Bombardier Transportation/ Yapı Merkezi A.Ş.	117.887.272,02 Dollars	16/05/2002	Yüksel Project and Louis Berger	Yüksel Project: 1.960.036.023.984 TL Louis Berger: 262.880,00 EUR	12/08/2002
Component 2	In process of awarding to bid			In process of awarding to bid		
Component 3	In process of awarding to bid			In process of awarding to bid		

Source: www.eskisehir-bld.gov.tr 26/11/2004

D. List of Urban Audit Indicators

Quality Of Life Domains	Indicators
I. Socio-Economic Aspects	
1.Population	Total population with distribution by sex and age (13 age groups) Total population change (by sex and age) Percentage of the Population aged below 16 and above the national retirement age - Demographic Dependency Index
2.Nationality	Nationals as a proportion of total population EU nationals as a proportion of total population Non-EU nationals as a proportion of total population
3.Household Structure	Total Number of Households Average size of Households Percentage of households that are one person households Percentage of households that are lone parent households Percentage of households that are lone pensioner households
4. Labour Market and Unemployment	Number of unemployed (ILO Labour Force Survey) Unemployment rate (by sex) Percentage of unemployed who are male/female Percentage of unemployed who have been unemployed continuously for more than one year Percentage of unemployed who are under 25
	Employment/Population Ratios (Male-Female-Total)
	.Activity Rate (Male-Female-Total)
5.Income, Disparities and Poverty	Household income, median and average income for each quintile Male/Female earnings, Full-time/Part-time earnings, median and average earnings for each quintile Ratio of first to fifth quintile earnings
	Percentage of the households receiving less than half of the national average household income Percentage of households without cars
	Number of households reliant upon social security – national definition
6.Housing	Number of homeless people Number of homeless people as a percentage of total resident population

	Average house prices to average annual household income ratio Average weekly social housing rents as a percentage of average weekly household income
	Percentage of dwellings lacking basic amenities Useful living area per person (m2)
	Percentage of households buying or owning their own dwellings Percentage of households that are social housing tenants Percentage of households that are private rented tenants
	Number of conventional dwellings Percentage of households living in houses Percentage of households living in apartments Percentage of households living in "other" dwellings
7.Health	Life expectancy at birth for males and females Infant mortality rate : 0-1 year per 1000 births Low birth weight : Number of children born weighing less than 2.5 kg (or national definition of low birth weight) per 1000 births
	Mortality rate for individuals under 65 from heart diseases and respiratory illness.
8.Crime	Total number of recorded crimes per 1000 population per year Recorded crimes against people per 1000 population per year Recorded crimes against commercial and residential properties per 1000 population per year Recorded crimes against cars (including thefts of and from vehicles) per 1000 population per year
9. Employment	Employment by sector - male/female, part time/full time, by sector (NACE Rev. 1) Percentage change in employment
10. Economic Activity	GDP per capita at city level (if available) or at the regional level
	Number of companies with headquarters in the city quoted on the national stock market Net level of business registrations (new registrations minus deregistration per year) Proportion of net office space that is vacant Number of tourist overnight stays in registered accommodation per year Number of air passengers

II. CIVIC INVOLVEMENT	
11. Civic Involvement	Percentage of registered electorate voting in European, national and city elections. For each of the last three European Parliament Elections; and for each of the last three national elections; for each of the city elections (nearest dates to the last three national elections).
	Percentage of the resident population of voting age eligible to vote Percentage of the eligible electorate registered to vote Percentage of young (aged less than 25 years) eligible electorate voting in city elections Percentage of elderly (above retirement age) eligible electorate voting in city elections
	Percentage of elected city representatives who are women Annual expenditure of the Municipal Authority per resident Annual expenditure of the municipal authority per resident as a proportion of GDP per capita. Proportion of Municipal Authority income derived from: local taxation; transfers from national government; charges for services and "other".
III. LEVELS OF TRAINING AND EDUCATION	
12. Levels of Education and Training (Provision)	Number of crèche places (public and private provision) per 1000 population
	Percentage of students not completing their compulsory education Percentage of students completing compulsory education and achieving the national minimum standard Percentage of students completing compulsory education but not achieving the national minimum standard Percentage of the age cohort (i.e. total number of students registered for the last year of compulsory education in the reference year) that continues education and training after leaving compulsory education
13. Level of Education and Training (Stock)	Number of places in universities and further education establishments located within the above specified boundary per 1000 resident population

13. Level of Education and Training (Stock)	Percentage of resident population -male/female who have completed lower secondary education (ISCED level 2) (International Standard Classification for Education) Percentage of the resident population – male/female - who have completed upper secondary education (ISCED level 3) Percentage of the resident population – male/female - who have completed tertiary education (first stage) not leading to first university degree (ISCED level 5) Percentage of the resident population – male/female - who have completed tertiary education(first stage) leading to first university degree or equivalent (ISCED level 6) Percentage of the resident population – male/female – who have completed tertiary education (second stage) leading to a post-graduate university degree or equivalent (ISCED level 7)
IV ENVIRONMENT	
14. Air Quality and Noise	Winter Smog: Number of days SO2 exceeds 125µg/m3 (24hr averaging time) Summer Smog: Number of days Ozone O3 exceeds 120µg/m3 (8hr averaging time) Number of days per year that NO2 concentrations exceed 200mg/m3 (1hr averaging time) Proportion of the population exposed to outdoor noise levels above 65 dB (24hr averaging time)
15.Water	Number of determinations (total number of annual tests on all parameters on drinking water quality) which exceed the prescribed values, as specified in the Directive 80/778/EEC - 'Directive relating to the quality of water intended for human consumption'
	Consumption of water (cubic metres per annum) per inhabitant
	Percentage of dwellings connected to potable drinking water supply infrastructure Percentage of dwellings connected to sewerage treatment systems
16.Waste Management	Amount of solid waste collected within the boundary (domestic and commercial) tonnes per capita per annum Proportion of solid waste (domestic and commercial) arising within the boundary processed by landfill, incinerator, recycled
17.Land Use	Green space to which the public has access (sq metres per capita) Percentage of the population within 15 minutes walking distance of urban green areas

17.Land Use	Percentage of the urban area unused and in main land uses Percentage of the urban area subject to special physical planning/conservation measures
	Population density - total resident population per square km
18.Travel Patterns	Mode of journey to work : rail/metro, bus, tram, car, cycle, walking Characteristics of all travel by residents (purpose, distance and mode of travel)
	Number of cars registered within the specified boundary per 1000 population Road accidents resulting in death or serious injury per 1000 population Average number of occupants of motor cars
19.Energy Use	Total energy use by fuel type (coal, petrol, electricity, natural gas, fuel oil) and by sector (transport, industry, domestic, commercial [service]) Percentage of final energy consumption by different sectors (transport, industry, domestic, commercial) Electricity consumption per capita (toe) Gas consumption per capita (toe)
	CO_2 emissions per capita
20. Climate/ Geography	Number of days of rain per month (averaged over a year)
	Average number of hours of sunshine per day (averaged over a year)

D. List of Urban Audit Indicators (Continued)

V CULTURE AND RECREATION	
21. Culture and Recreation.	Number of cinema showings and annual attendance per resident Number of cinema seats Number of concerts and annual attendance per resident The number of theatres and annual attendance per resident
	Number of museums and annual visitors per resident
	The number of sports facilities and annual users per resident
	The number of public libraries and total book loans per resident

* Average refers to arithmetic (the sum of indicator scores divided by the number) median is the middle value of the indicator scores.
Source: www.europa.eu.int/comm/regional_policy/ 30/08/2004

APPENDIX E

E. Table of Eskisehir mass transportation main plan

1. English Version of Questionnaires

My name is Hale Babadoğan. I am attending to Master programme of Urban Policy Planning and Local Governments Department in Middle East Technical University. I am preparing my thesis on urban implementations of Eskisehir Greater Municipality with an aim of being a European city. Those interviews with projects managers / you (public) will supply great information source for my thesis. I would like to ask about yourself at first, then I would like to ask about projects and their execution process, at last I would like to ask about your personal ideas about those projects that have a target to make Eskisehir as a European city.

If you ready we can begin.

1.1. Decision Maker Interview Form

1.1.1. Socio-demographic information:

1. Sex: male, female?

2. How old are you?

3. Where are you from? / What is your graduation level?

4. What do you do in Eskisehir Greater Municipality? What is your position?

5. Which projects are you responsible in?

6. How long have you been working at that position?

7. What and where was your previous job? (If it was)

1.1.2. About historical backgrounds of projects:

8. Exactly, when did those projects start in Eskisehir Greater Municipality?

9. Which reasons or needs were motivated you to start to implement those urban projects?

10. Which areas are in priority in projects?

11. Would you please tell me about the latest implementations in the city?

12. Were there any similar urban implementations or urban planning projects in previous municipalities? If yes, could you give information about that? If no, are those existing urban transformation and development projects started with this current municipality?

1.1.3. About European City:

13. What is urban planning according to you?

14. What do you think about urban regeneration?

15. What is your opinion about urban regeneration in the context of European Union?

16. What is your opinion about "being a European City"?

17. What should be the basic features of a European City?

18. Which city in Europe do you think reflects the main features of European city? Why? Where did you get this information? How do you follow developments about those issues?

19. Do you think that European Union has legal arrangements for European Cities? Does it have a draft, recommendation or a code for urban regenerations? If yes, how did you get this information?

20. To what extent do you think those principles are actualized in Eskisehir?

21. Is it right that Eskisehir Greater Municipality is trying to liken Strasbourg city?

1.1.4. About the projects in detailed (the questions are directed according to the profession of the respondents)

22. Eskisehir seems to be in extension process, do you think that those projects are still targeting the city centre despite this extension process of the city? Or are they covering whole city and outskirts in general and in balanced with this extension process?

23. Has Eskisehir Greater Municipality prepared regulations for urbanization of Eskisehir

and for those urban implementations?

24. Which steps do you follow in planning process? What kind of path do you follow? What are the priory implementation areas, and how do you decide them?

25. What kinds of stuff are working in projects? How is your composition of technical stuff? Moreover, how is your composition of social stuff?

26. Changing the image of the city is the most common mean to revitalize the economy of the city. How much close do you think the project of "Eskisehir as a European City" is to this idea? and Why?

27. Urban policy should be a united policy that covering social, economic, physical and cultural implementations. How much close do you think the project of "Eskisehir as a European City" is to this idea?

28. Do you have any partners? Alternatively, do you cooperate with some other institutions while executing those projects? Do you have any financial support from other institutions in the city?

29. From which associations or institutions do you get support?

30. Do you have any partnership with NGOs?

31. Do you have any cooperation or partnership with other cities in Turkey or with foreign cities?

32. How do you finance those implementations?

33. Do you have any problems with sub-municipalities while executing those projects? Are those projects just belong to Eskisehir Greater Municipality or executed in cooperation with sub-municipalities?

34. Do you have any problems with property owners in implementation areas? Do you have such a preference like not to intervene those lands in urban implementations?

35. Economic development is highly important in terms of improving the features of the city; do you have any projects directed to economic development?

36. Do you have any projects directed to create new job opportunities or to enlarge existing ones?

37. What are the critical implementations do you think to be the locomotives of the city?

38. Do you give importance to participation of public to decisions? How do you get public to participate in decisions for the city?

39. Do you have any projects directed to attract the foreign capital or entrepreneur to the city?

40. Do you have any projects directed to promote local people education level?

41. Do you have any projects directed to development of the local businesspersons?

42. Do you think that those projects and implementations are prepared and constituted according to the needs and desires of the city of the people?

43. Do you think that social inclusion of some excluded groups in society is important for the stability of those implementations? Do you have any projects directed to eliminate social exclusion?

44. How do you communicate with public? How do you cooperate with city of the people in general? How do you get public opinion?

45. Does Eskisehir Greater Municipality have printing like newspaper or periodicals? If yes, do you think that public could attain them? If no, why? and what solutions do you develop for that problem?

46. Do you have other featuring, coming projects in short, or long terms?

1.1.5. About Turkey and projects directed to urban and general assessment of Eskisehir:

47. Changing the general physical appearance of the city might be resulted in attracting different groups; did Porsuk Project, Haller Youth Centre Project, Hotel Anemone, pavements directed to disabled, monuments achieve this? Is there any economic vitalization at least? If we think about the acceleration of the circulation of the capital, is it possible to create a city economically self-sufficient?

48. Would Eskisehir be included on the way of tourist rote in terms of cultural heritages? (e.g.: cultural monuments, Mal Hatun, Yazılıkaya, Meerschaum stone, Odunpazarı Historical Houses)

49. Do you think that those projects are stable? Is there any stability guarantee for those projects, if the coming local elections result in disadvantageous to you? Do you have any precautions for this?

50. Are those urban implementations supported with another project directed to stability of those projects and sustainability? Is there any regulation to protect good experiences and works of municipalities?

51. Are there any regulations on state level to support sustainable development and to protect projects assumed highly beneficial for the city of the people? If yes, do you think that this protection is sufficient?

52. There is also a tendency of including reactive groups in decision-making process much more than any other groups are to lessen their reactions, do you have such a tendency?

53. From which groups do you mostly get critics and reactions while executing those implementations? And why?

54. What do you say about transparency of the executions? Were they really executed through transparent process?

55. Do you think that those local urban implementations and urban regeneration activities in individual cities could trigger off central state? Could they pave ways to national or at least regional planning regulations?

56. Is there any regulations directed to urban implementations or urban regeneration projects of central state? Do you know?

57. Do you think that those legal rights and scope of work given to municipalities are sufficient?

58. What do you think about "Partnership"? in other words, cooperation of private sector and municipality, or the closest possible cooperation between the local government and the appropriate authorities at national, regional or other local? Is it valid for the

implementations of Eskisehir Greater Municipality?

59. Eskisehir is defined as a city of industry, agriculture; university and culture in your web site; (www.eskisehir-bld.gov.tr) which quality do you think is the weakest one? And should be improved?

60. How do you assess other individual cities that have a target of being a European city in Turkey?

61. What is your decisive target after all your projects are accomplished? What would be the difference of Eskisehir?

62. If I would like to ask you to assess Eskisehir Greater Municipality in general, what kind of profile could you draw? In terms of European City, succession, participation with public…etc.

2. Public Respondents Interview Form

1. Sex: male ⌐/ female ⌐

2. How old are you?

3. Where are you from?

4. What do you do (what is your job) / what is your graduation level?

5. Exactly, when did those projects start in Eskisehir Greater Municipality?

6. Were there any similar urban implementations or urban planning projects in previous municipalities? If yes, could you give information about that?

7. Would you please tell me about the latest implementations in the city?

8. What are the critical implementations do you think to be the locomotives of the city?

9. What is urban regeneration according to you?

10. What is your opinion about "being a European City"?

11. What should be the basic features of a European City?

12. Which city in Europe do you think reflects the main features of European city? Why? Where did you get this information? How do you follow developments about those issues?

13. Do you think that European Union has legal arrangements for European Cities? Does it have a draft, recommendation or a code for urban policy? If yes, how did you get this information?

14. To what extent do you think those principles are actualized in Eskisehir?

15. Do you satisfy with the new appearance of Eskisehir?

16. Some people think that Eskisehir became like work site, what is your opinion? Do you think that citizens were disturbed too much or they grow impatience?

17. If we think about the acceleration of the circulation of the capital, is there any economic vitalization with those urban implementations?

18. Is it possible to create economically self-sufficient city?

19. Would Eskisehir be included on the way of tourist rote in terms of cultural heritages? (e.g.: cultural monuments, Mal Hatun, Yazılıkaya, Meerschaum stone, Odunpazarı Historical Houses)

20. To what extent do you benefit from those implementations or projects?

21. Which projects do you mostly appreciate?

22. Which projects or implementations do you think that are unnecessary?

23. Do you think that Eskisehir Greater Municipality gives importance to public participation, gives importance to communication between municipality and public?

24. Do you think that those projects and implementations are prepared and constituted according to needs and desires of the city of the people?

3. Mayor Interview Form

1. Which reasons or needs were motivated you to start to implement those urban projects?

2. What is your opinion about "being a European City"? In which mean do you used this slogan?

3. Do you think that European Union has legal arrangements for European Cities? Does it have a draft, recommendation or a code for urban regenerations? If yes, how did you get this information?

4. To what extent do you think those principles are actualized in Eskisehir?

5. Eskisehir seems to be in extension process, do you think that those projects are still targeting the city centre despite this extension process of the city? Or are they covering whole city and outskirts in general and in balanced with this extension process?

6. Urban projects should be a united policy that covering social, economic, physical and cultural implementations. How much close do you think the project of "Eskisehir as a European City" is to this idea?

7. Do you have any partners? Alternatively, do you cooperate with some other institutions while executing those projects? Do you have any partnership with NGOs?

8. Do you have any cooperation or partnership with other cities in Turkey or with foreign cities? Do you have an exchange of practice or information with them

9. Do you give importance to participation of public to decisions? How do you get public to participate in decisions for the city? Do you think that those projects and implementations are prepared and constituted according to the needs and desires of the city of the people?

10. What do you say about the sustainability of the projects? Producing and executing environmentally safe and economic projects with effective management of resources through not risking the future generations' resources are known as sustainable principle. Which projects are produced and executed according to this principle?

11. What do you think about "Partnership"? In other words, cooperation of private sector and municipality, or the closest possible cooperation between the local government and the

appropriate authorities at national, regional or other local? Is it valid for the implementations of Eskisehir Greater Municipality?

12. Do you think that those legal rights and scope of work given to municipalities are sufficient?

2. Turkish Version of Questionnaires

Merhaba,. adım Hale Babadoğan, Ortadoğu Teknik Üniversitesi, Kentsel Politika Planlaması ve Yerel Yönetimler bölümünde yüksek lisans yapıyorum. Kent geliştirme ye yeniden yapılandırma ve planlama projeleri konusunda Eskişehir üzerine bir tez yazmaktayım. Bu sizlerle yapacağım görüşmeler tezimde büyük bir bilgi kaynağı olarak bana çok yardımcı olacak. İzin verirseniz önce size kendinizle ilgili birkaç soru soracağım, sonra projelerin nasıl yürütüldüğü nasıl ortaya çıktığı ile ilgiler sorular soracağım, en son olarak da bu kent geliştirme projeleriyle ilgili sizin genel fikrinizi almak istiyorum.

Hazırsanız başlayabiliriz.

2.1. Yönetici Görüşme Formu

2.1.1. Sosyo-demografik bilgiler:

1. cinsiyet: kadın   / erkek

2. Yaşınız kaç?

3. Doğum yeriniz neresidir? (nerelisiniz) / Bitirdiğiniz okul?

4. Belediyedeki göreviniz nedir? Unvanınız nedir?

5. Projedeki göreviniz nedir?

6. Kaç yıldır bu görevde çalışıyorsunuz?

7. Daha önceki göreviniz neydi? ve nerede çalışıyordunuz? (Varsa)

2.1.2. Projeler ile ilgili genel bilgiler

8. Projeler tam olarak ne zaman başladı?

9. Hangi nedenler ya da ihtiyaçlar sizi kentsel dönüşüm ve planlama projesine itti?

10. Projedeki öncelikli planlama alanları nelerdir?

11. En son yapılan uygulamalar hakkında bilgi verebilir misiniz?

12. Sizden önceki belediyelerde de bu tip planlama çabaları olmuş mudur? Olmuş ise, sonuçları hakkında bir bilginiz var mı? (Yoksa, şu an varolan değişim/ dönüşüm projeleri sizinle mi başladı?)

2.1.3. Avrupa Kenti ve proje konusunda fikirleri:

13. Sizce kentsel planlama nedir?

14. Kentin dönüşümü, yeniden yapılandırılması, yenilenmesi size neler ifade eder?

15. Avrupa Birliği ilkeleri kapsamında düşünürsek, kenti yenileştirmeyi nasıl anlatırsınız bize?

16. "Avrupa Kenti olmak" ne demektir?

17. Bir Avrupa kentinin en temel özellikleri sizce nedir?

18. Avrupa kenti fikrini en iyi veren Avrupa kenti sizce hangisidir? Neden? Bu konuda nasıl bilgi edindiniz? Gelişmeleri nasıl takip edersiniz?

19. Avrupa Birliliğinin Avrupa Kentleri için yasal bir düzenlemesi, kent politikası, bir kent yenileştirme taslağı veya önerisi var mıdır? (Eğer varsa,) Bu taslak nedir? Bu bilgiye nasıl ulaştınız?

20. Siz Eskişehir'de bu anlamda bu ilkelerin ne kadarını gerçekleştirdiğinizi düşünüyorsunuz?

21. Fransa'nın Strassburg kentini ve Viyana'yı örnek aldığınız doğru mu?

2.1.4. Kentsel projelerle ilgili (görüşülen kişinin ilgili alanı esas alınarak sorulmuştur)

22. Eskişehir bir genişleme sürecinde gözüküyor. Sizce yapılan projeler genişleme sürecine rağmen kent merkezini mi hedef alıyor? yoksa genişlemeyle doğru orantılı olarak kent genelinde ve çevresinde de yenilikleri kapsıyor mu?

23. Eskişehir belediyesi olarak kentleşme ve projeler konusunda bir planlama

yönetmeliğiniz var mı?

24. Planlama sürecinde hangi aşamalardan geçiyorsunuz? Nasıl bir yol izliyorsunuz? Öncelikli proje alanları nedir? Bunlara nasıl karar veriliyor?

25. Projede yer alan kadronun görev dağılımı nasıl? Teknik kadronuz kimlerden oluşuyor, sosyal işlerle görevli çalışanınız var mı? varsa bunların görevleri nedir?

26. Ekonomiyi canlandırmanın en kolay yollarından biri de şehrin imajını değiştirmektir. Sizce Eskişehir Avrupa kenti projesi bu cümleye ne kadar yakındır? Evetse neden? Hayırsa Neden?

27. Kentsel politika sosyal, ekonomik, fiziksel ve kültürel değişmeyi de içine alan bütün bir politika olmalıdır. Sizce Eskişehir Avrupa kenti projesi bu cümleye ne kadar yakındır?

28. Bu projeyi ve planlama çalışmalarınızı yürütürken, İş birliği içinde bulunduğunuz özel kuruluşlar var mı? Maddi açıdan size destek olan kimler var?

29. Hangi Kurum ve Kuruluşlardan destek görüyorsunuz?

30. Sivil toplum örgütleriyle bir işbirliğiniz var mı?

31. Başka şehir veya ülkelerden esinlenme ya da onlarla ortak bir çalışmanız var mı?

32. Bu projelerin finansmanı nereden sağlanıyor?

33. Bu projeyi uygularken diğer ilçe belediyeleri ile bir uyumsuzluk yaşıyor musunuz? Projeler sadece Büyükşehir Belediyesinin projeleri mi? Yoksa ortak bir çalışma mı?

34. Planlama dahilinde bulunan alanlarda arazi iyeliği/sahipliği konusunda bir sorun yaşadınız mı? Tercihiniz özel mülk alanlarına girmeme yönünde olabilir mi?

35. Ekonomik kalkınma aslında bir anlamda şehrin iyileştirilmesi ve varolanların korunması açısından büyük önem taşıyabilir. Sizin bu yönde ekonomik kalkınmaya yönelik bir planınız var mı?

36. Yeni iş sahaları açmaya yada varolanları büyütmeye yönelik bir çabanız var mı?

37. Sizce şehrin "lokomotifi" olabilecek kritik yeniden yapılandırılmalar ve projeler nedir?

38. Halkın kentle ilgili kararlara katılımına önem veriyor musunuz? Bunu   nasıl sağlıyorsunuz?

39. Dış sermayeyi, yatırımcıları buraya çekmeye yönelik ne çeşit planlarınız var?

40. Yerel halkın eğitimine yönelik projeleriniz var mı?

41. Yerel esnafın kalkınmasına yönelik bir projeniz var mı?

42. Bu projelerin halkın ihtiyaç ve isteklerine göre oluşturulduğunu söyleyebilir misiniz?

43. Sosyal katılımı sağlamak ve dışlanmış olduğu varsayılan grupları da göz önünde bulundurmak projenin kalıcılığı açısından sizce önem taşıyor mu? buna yönelik bir programınız var mı?

44. Genel olarak halkla iletişimi nasıl sağlıyorsunuz? Kamuoyunun fikrini nasıl alıyorsunuz?

45. Belediyenin kendisine ait basımları yayınları var mı? Varsa halka ulaştığını düşünüyor musunuz? Ulaşamıyorsa neden? Bu konuda ne gibi çözümleriniz var?

46. Gelecekte başlatılması planlanan projeleriniz var mı?

2.1.5. Türkiye ve genel olarak dönüştürme ve geliştirme projeleri hakkında:

47. Şehrin genel, fiziki görünümünü değiştirmek bir bakıma şehri kullanan grupları da çeşitlendirmek ve çoğaltmak anlamına gelebilir. Porsuk'un çevre düzenlemesi, Haller Gençlik merkezi, 5 yıldızlı otel projesi, kaldırımlar, heykeller gibi projeler bunu sağladı mı? Ekonomik bir canlanmadan söz etmek mümkün mü? En azından para dolaşımının hızlanması açısından bakacak olursak, kendi kendine yetebilen ekonomik açıdan kalkınmış bir şehir yaratmak mümkün mü?

48. Eskişehir, kültürel mirası bakımından (Kültürel heykeller ör: Mal hatun, Yazılıkaya, Lületaşı, Odunpazarı evleri) bir turist rotasına dahil olabilecek mi?

49. Önümüzdeki seçimlerin sizin aleyhinize olması durumunda yapılan tüm bu işlerde yeniden düzenlemelerin bir sürdürülebilirlik garantisi var mı? Bu konuda ne gibi önlemler aldınız?

50. Kentsel dönüşüm projeleri, sürdürebilir kalkınmaya, kalıcılığa yönelik bir projeyle

destekleniyor mu? Yani sizin kendi işlerinizi ya da genel olarak belediyelerin yaptıklarını korumaya yönelik bir programınız var mı?

51. Devletin, belediyeler tarafından yapılan kamu yararına olduğu tespit edilen ve sürdürülebilir kalkınmaya yönelik projeleri korumak için bir çabası yada desteği var mı? Siz bunu yeterli buluyor musunuz?

52. Tepki çekmeyi önlemek için tepki vermesi muhtemel grupların projelerin karar aşamasına dahil edilmesi bir tutum olabilir, sizde böyle bir tutum var mı?

53. Bu projeleri yürütürken en çok tepki aldığınız kesim hangisi? Neden?

54. Yapılan projelerin şeffaflığı konusunda ne söylerdiniz?

55. Sizce yerel düzeydeki yenileşme hareketleri ulusal düzeyde de devletin bu konuya daha çok eğilmesi için bir tetikleme yapar mı?

56. Devletin bir kent politikası yada kentleri yenilemeye yönelik bir prosedürü var mı?

57. Belediye olarak size verilen yasal hakları yeterli buluyor musunuz?

58. "Partnership" yani belediyenin yasal hakları ve özel sermayenin birleşimi yada en bir proje başlatılırken yakın yetkili kuruluşla iş birliği hakkında ne düşünüyorsunuz? Eskişehir için geçerli, yararlı bir uygulama olabilir mi?

59. Web sitenizde (www.eskisehir-bld.gov.tr) Eskişehir, sanayi, tarım,üniversite ve kültür şehri olarak tanımlanmış, sizce bu tanımda en zayıf ve en çok üstünde durulması gereken sıfat nedir?

60. Türkiye'de Eskişehir'den başka şehirlerde de Avrupa kenti olma yolunda adımlar atıldı siz bunları nasıl değerlendiriyorsunuz? Hangilerini önemli buluyorsunuz?

61. Bütün bu sizin projelerinizin sonunda istenen nihai hedef nedir? Eskişehir'i farklı kılacak olan şey nedir?

62. Eskişehir Büyükşehir Belediyesini değerlendirecek olursanız nasıl bir profil çıkar? AB kenti, başarı ve halka ulaşma gibi açılardan da değerlendirebilir misiniz?

2.2. Halk Görüşme Formu

1. Cinsiyet: kadın, erkek?

2. Yaşınız?

3. Doğum yeriniz? (nerelisiniz)

4. Mesleğiniz? / Eğitiminiz?

5. Eskişehir'deki bu kent geliştirme projeleri tam olarak ne zaman başladı?

6. Bundan önceki belediyelerde de bu tip kentsel projeler, kent yenileştirme çabaları olmuş mu? Eğer varsa sonuçları hakkında bir bilginiz var mı?

7. En son yapılan değişiklikler, çalışmalar hakkında bilgi verebilir misiniz?

8. Sizce şehrin "lokomotifi" olabilecek kritik yenileştirmeler ve projeler nedir?

9. Sizce kentin yeniden düzenlenmesi, yenileştirilmesi ne demektir?

10. Sizce "Avrupa Kenti olmak" ne demektir?

11. Bir Avrupa kentinin en temel özellikleri sizce nedir?

12. Avrupa kenti fikrini en iyi veren Avrupa kenti sizce hangisidir ? bildiğiniz duyduğunuz kadarıyla.

13. Avrupa Birliliğinin bu konuda yasal bir düzenlemesi bir kent politikası, yenileştirme taslağı, önerisi var mıdır? Bilginiz var mı?

14. Eskişehir'de bu anlamda Avrupa kenti olmanın gerekleri sizce ne kadar gerçekleştirildi?

15. Eskişehir'in yeni görünümünden memnun musunuz?

16. Eskişehir'in "şantiye"ye çevrildiğini düşünenler de var. Sizin fikriniz nedir? sizce gereğinden fazla mı rahatsız edildi halk, yoksa biraz sabırsız davrandıklarını mı düşünüyorsunuz?

17. Bu yapılan çalışmalarla ekonomik bir canlanmadan söz etmek mümkün mü? En azından para dolaşımının hızlanması açısından bakacak olursak.

18. Kendi kendine yetebilen ekonomik açıdan kalkınmış bir şehir yaratmak mümkün müdür?

19. Eskişehir, kültürel mirası bakımından (Kültürel heykeller ör: Malhatun, Yazılıkaya, Lületaşı, Odunpazarı evleri) bir turist rotasına dahil olabilecek mi?

20. Siz bu projelerin veya yeniliklerin, çalışmaların ne kadarından yararlanabiliyorsunuz?

21. En takdir ettiğiniz yenilik, proje, çalışma hangisi?

22. En gereksiz bulduğunuz yenilik, proje, çalışma hangisi?

23. Halkın katılımına halka ve belediye ile arasındaki iletişime önem veriliyor mu sizce?

24. Bu projelerin, çalışmaların halkın ihtiyaç ve isteklerine göre oluşturulduğunu söyleyebilir misiniz?
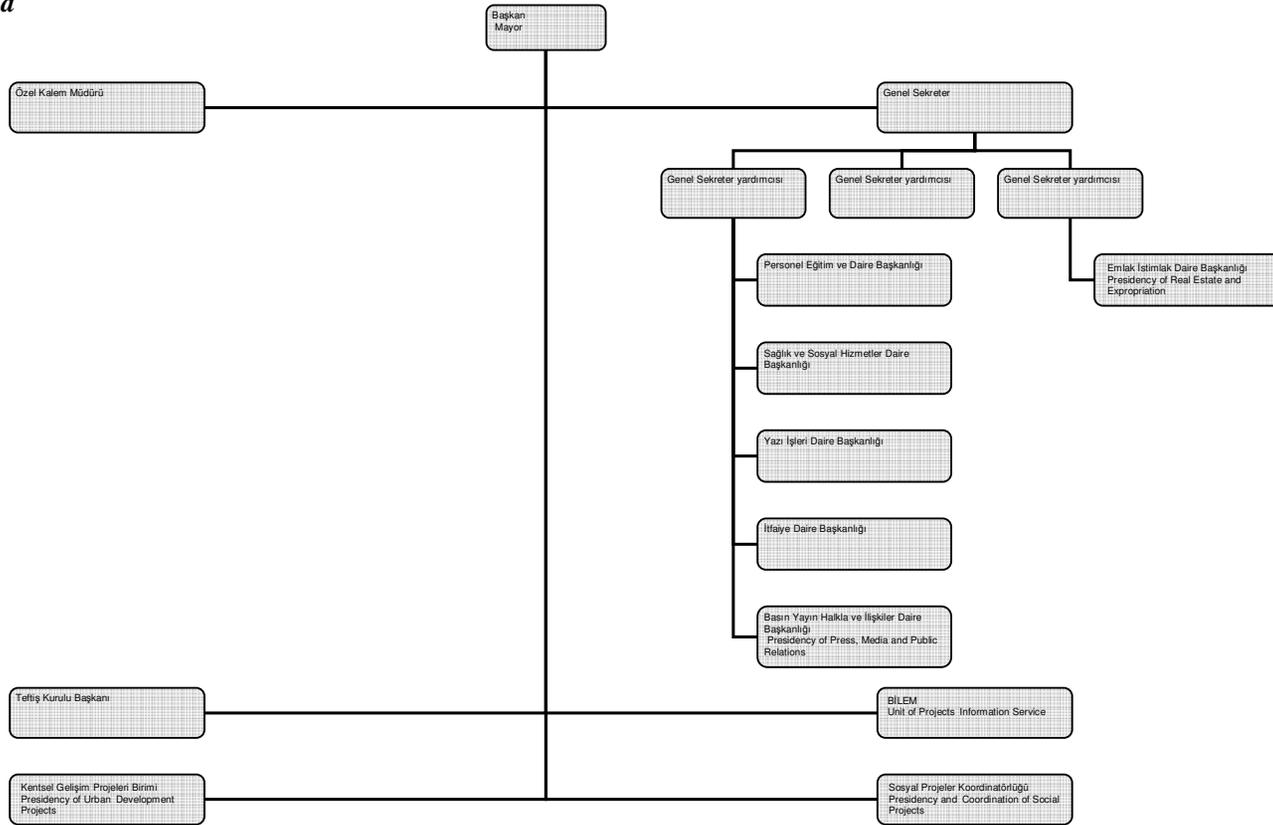
2.3. Başkan Görüşme Formu

1. Hangi nedenler veya ihtiyaçlar sizi böyle kapsamlı kentsel dönüşüm, geliştirme ve planlama projelerine itti?

2. "Avrupa Kenti olmak" ne demektir? Hangi anlamlarda bu sloganı kullanmayı tercih ettiniz?

3. Avrupa Birliliğinin Avrupa Kentleri için düzenlediği ilkeleri, yasal düzenlemeleri, bir kent yenileştirme taslağı veya önerisi var mıdır? (Eğer varsa,) Bu taslak nedir? Bu bilgiye nasıl ulaştınız?

4. Siz Eskişehir'de bu anlamda bu ilkelerin ne kadarını gerçekleştirdiğinizi düşünüyorsunuz?

5. Eskişehir bir genişleme sürecinde gözüküyor. Sizce yapılan projeler genişleme sürecine rağmen kent merkezini mi hedef alıyor? yoksa genişlemeyle doğru orantılı olarak kent genelinde ve çevresinde de yenilikleri kapsıyor mu?

6. Kentsel projeler, sosyal, ekonomik, fiziksel ve kültürel değişmeyi de içine alan bütünlüklü bir projeler olmalıdır. Sizce Eskişehir Avrupa kenti projesi bu cümleye ne kadar yakındır?

7. Bu projeleri ve kentsel çalışmalarınızı yürütürken, İş birliği içinde bulunduğunuz

özel kuruluşlar var mı? Sivil toplum örgütleriyle bir işbirliğiniz var mı?

8. Başka şehir veya ülkelerle ortak bir çalışmanız var mı? Bilgi ve deneyim alışverişiniz var mı?

9. Halkın katılımına, kent ile ilgili kararlarda söz sahibi olmasına önem veriyor musunuz? Bunu nasıl sağlıyorsunuz? Bu projelerin halkın ihtiyaç ve isteklerine göre oluşturulduğunu söyleyebilir misiniz?

10. Projelerin sürdürülebilirliği konusunda neler söyleyebilirsiniz? Çevresel olarak güvenli ve ekonomik projelerin tercih edilmesine, kaynakların doğru kullanılması ve gelecek kuşakların kaynak kullanımını tehlikeye sokmayan projeler üretilmesine sürdürebilirlilik ilkesi deniyor, hangi projelerin bu ilkeyle uyumluluk gösterdiğini, bu ilke göz önüne alınarak yürütüldüğünü söyleyebilirsiniz?

11. "Partnership" yani belediyenin yasal hakları ve özel sermayenin birleşimi yada, bir proje başlatılırken en yakın yetkili kuruluşla iş birliği hakkında ne düşünüyorsunuz? Eskişehir için geçerli, yararlı bir uygulama olabilir mi?

12. Belediye olarak size verilen yasal hakları yeterli buluyor musunuz?

APPENDIX G

Organization Schema

Başkan
Mayor

Özel Kalem Müdürü

Genel Sekreter

Genel Sekreter yardımcısı

Genel Sekreter yardımcısı

Genel Sekreter yardımcısı

Personel Eğitim ve Daire Başkanlığı

Emlak İstimlak Daire Başkanlığı
Presidency of Real Estate and Expropriation

Sağlık ve Sosyal Hizmetler Daire Başkanlığı

Yazı İşleri Daire Başkanlığı

İtfaiye Daire Başkanlığı

Basın Yayın Halkla ve İlişkiler Daire Başkanlığı
Presidency of Press, Media and Public Relations

Teftiş Kurulu Başkanı

BİLEM
Unit of Projects Information Service

Kentsel Gelişim Projeleri Birimi
Presidency of Urban Development Projects

Sosyal Projeler Koordinatörlüğü
Presidency and Coordination of Social Projects

167

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