

# **KONDA**

# **Barometer**

***THEMES***

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***December 2013***

**KONDA**  
ARAŞTIRMA VE DANIŞMANLIK



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# **1. EXECUTIVE SUMMARY**

## **DEFINITION OF THE SURVEY**

The survey which forms the basis for this report was conducted on December 7-8, 2013 by face-to-face interviews with 2274 individuals in 151 neighborhoods and 36 districts of Istanbul.

Istanbul includes more than 20 percent of the national population and the national electorate. In addition, half of the economic activities of the country is carried out in Istanbul. As the local elections are approaching, especially the opposition parties attribute critical importance to the competition on Istanbul Metropolitan Municipality. Due to the economic, cultural and political importance of Istanbul in our lives, we have chosen Istanbul as the theme for the December'13 Barometer Report thereby conducting the survey only in Istanbul.

## **THE DECISION-MAKING PROCESSES THAT THE ISTANBULITES WANT TO PARTICIPATE IN**

Upon the questions as to the interviewees' views on the participation of the Istanbul public in local administration and decision-making processes, it is observed that the Istanbulites mostly want to participate in decisions regarding their own neighborhoods such as construction of new mosques, parks, etc and urban transformation projects. The general administration of Istanbul and decisions that regard the general public in Istanbul such as construction of a mall in Gezi Park come second.

## **SATISFACTION WITH LIFE IN ISTANBUL**

The Istanbulites in general are happy to live in Istanbul. Two third are happy whereas one in every four Istanbulites are not happy about it. In addition, almost two third of the Istanbulites are satisfied with Kadir Topbaş (the current mayor of Istanbul Metropolitan Municipality) and again two third with the services provided by the Metropolitan Municipality. Only one fifth of the Istanbulites are unsatisfied with the metropolitan municipal services.

Half of the Istanbulites anticipate that Istanbul will be a better place for them in the next five years. On the other hand, one fourth has pessimistic expectations for the next five years.

The electorate of the Ak Parti and Kadir Topbaş are the clusters which have the highest rate of optimism whereas CHP and Mustafa Sarıgül electorate are the voters who have the highest rate of dissatisfaction and pessimism.

Difference is observed among clusters of political preferences, religion, religiousness and lifestyle. Those who adopt a modern lifestyle, Alevis and non-believers are highly pessimistic whereas religious people and those who adopt a conservative lifestyle are optimistic. In demographic or cultural clusters, no specific differences are observed with regard to satisfaction level and expectations.



As perceptions and expectations get more optimistic, the preference for the Ak Parti and Kadir Topbaş increase whereas preferences for CHP and Mustafa Sarıgül increase as perceptions and expectations transform into pessimism. Keeping in mind that two third of Istanbulites have positive perception of satisfaction towards life in Istanbul and again three fourth have high hopes for the next five years, the reason for the difference between the two candidates in the starting line is easily understood.

### **URBAN TRANSFORMATION**

30 percent of the Istanbulites stated regarding urban transformation that they are informed about it whereas 32 percent stated that they are partly informed about it. Upon the question whether there are any buildings in their neighborhood that are subject to urban transformation, it is observed that 42 percent of the Istanbulites have urban transformation ongoing in their neighborhood. It is a striking finding that there is a higher rate of urban transformation in the neighborhood of Alevites than Sunnis.

Three fourth of the Istanbulites support the urban transformation projects. It is observed that increase in conservativeness, religiousness and increase in the rate of income and making a living bring about an increase in the support for urban transformation. The most supportive class stands out as the new middle class. Another important finding is that half of the Alevites are not positive about these projects.

### **LIVING IN ISTANBUL VS. LIVING THE ISTANBUL LIFE**

Among Istanbulites, young people and those with higher income can spare more time for going on outings and attending cultural activities but a significant part of the population are in contact with the city life and they live the Istanbul life. Socializing is important for all Istanbulites regardless of lifestyle or demographic features. A significant part of the Istanbulites are happy to live in Istanbul due to cultural, social and economic opportunities that it provides.

Three out of every ten people living in Istanbul were born in Istanbul and others migrated. Those who migrated arrived at Istanbul at the age of 20 on average but this average has been gradually increasing in the past thirty years. Two out of every ten people consider themselves as Istanbulites. The Istanbulite identity is not truly embraced by those who were born in Istanbul and those who live in Istanbul. Especially those whose birthplace or paternal birthplace is the Black Sea or the three Eastern regions, are the ones who identify themselves with their hometowns at the highest rate.

The most striking finding about the Istanbulites is that most of them have visited places such as the Eyüp Sultan sacred site and Sultanahmet (Hippodrome) district and one fourth has been to the Bosphorus and the Taksim Square. More than half of the Istanbulites have visited the Princes' Islands and the Dolmabahçe Palace. As the contact with the city life increases through visits to the important places of Istanbul, the desire of the Istanbulites for participating in the decision-making process about the city increases.

Irrespective of the demographic features, the Istanbulites spare a significant time for meeting their neighbors, friends and relatives whereas one third has no time for entertainment and cultural activities. Half of the Istanbulites spend time in malls at



least once a week but they visit parks, too. It is observed that they adopt the gains of urban transformation such as malls but at the same time they do not abandon their demands for green spaces and their desire for participating in the decision-making process in this regard.

One of the crucial areas to observe for understanding the Istanbulites is transportation. The Istanbulites spend up to 20 hours weekly on the road and two third only use public transportation and one tenth uses only privately owned vehicles. It is clearly observed that those who use public transportation spend less time on the road and also spend less money for transportation. Moreover, one fourth of those who have automobile ownership in their household use only privately owned vehicles.







## **2. PARTICIPATION IN LOCAL ADMINISTRATIVE DECISIONS**

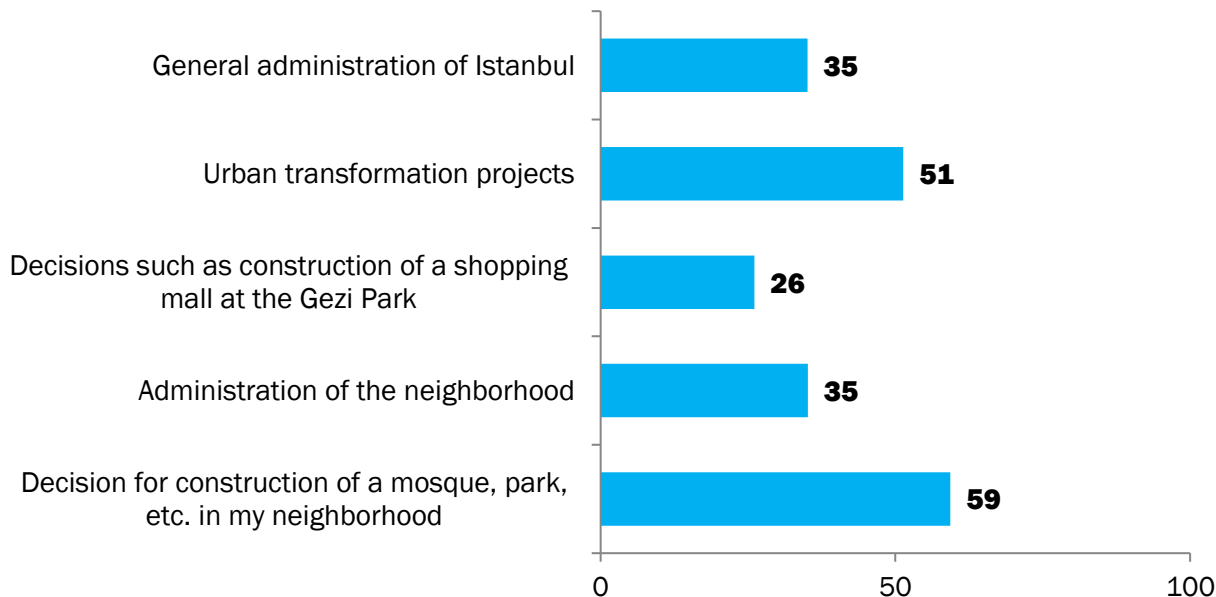
### **2.1. Decision-making processes that Istanbulites want to participate in**

The public reacted heavily on the fact that decisions such as the demolition of the Emek Movie Theatre and replacement of it by a shopping mall, the naming of the third bridge to be constructed on the Bosphorus, the demolition of Gezi Park and the construction of Artillery Barracks in Taksim and urban transformation projects realized in various neighborhoods were made by the government authorities without consulting the public. These reactions created the basis for the Gezi Park Events which rapidly spread through the country eventually becoming a social reaction the impact of which is still relevant and put its mark on 2013. Throughout these events, the necessity for the participation of public within the decision making processes especially in their towns and neighborhoods were repeatedly emphasized and neighborhood forums were formed for holding discussions in these matters. In this month's Barometer Report in which Istanbul and Istanbulites are taken as the subject matter, we asked the Istanbulities their opinion as to the participation in local administration and local decision-making processes.

We asked the interviewees in which of the 5 alternatives they want to participate in the decision making. According to the answers, it is observed that the Istanbulites mostly wish to participate in those decisions that are related to their neighborhoods. Accordingly, the decisions that were chosen at the highest rate are construction of mosques, parks, etc. in neighborhoods at a rate of 59 percent and urban transformation projects at a rate of 51 percent. Participation in decisions that relate to Istanbul in general and the general administration of Istanbul such as construction of a shopping mall in Gezi Park comes second.



### Which of the following decision-making processes do you want to participate in?



In general, it is observed that increase in conservativeness brings about a decrease in the wish for participating in local decision making processes. On the other hand, as the time spent outside of the domiciled district increases, so does the wish for participating in decisions, that is to say, the wish for participating in decisions is higher in those who are in more intensive contact with Istanbul. Those who are more integrated in the social life demand more political participation.

It is observed that those who have urban transformation going on in their neighborhoods wish to be a part of the decision making process at higher levels. This means that those who experience changes in their neighborhood want to have a say in these changes at higher levels.

Those who came to Istanbul for education purposes demand more political participation than those who came to Istanbul for other purposes. This shows the relationship between educational level and the demand for political participation.

A more detailed look at the results shows that increase in educational level, monthly household income and the capacity for making a living bring about a parallel increase in the demand for participation in urban transformation and general administration of Istanbul whereas as conservativeness and religiousness increase, the demand for participating in decisions such as construction of mosques or parks in neighborhoods increase. Accordingly, it is revealed that as the education increases the individuals are more tended to view political participation at a macro level whereas as conservativeness increases they tend to view political participation at a micro level.



### 3. SATISFACTION WITH LIFE AND SERVICES IN ISTANBUL

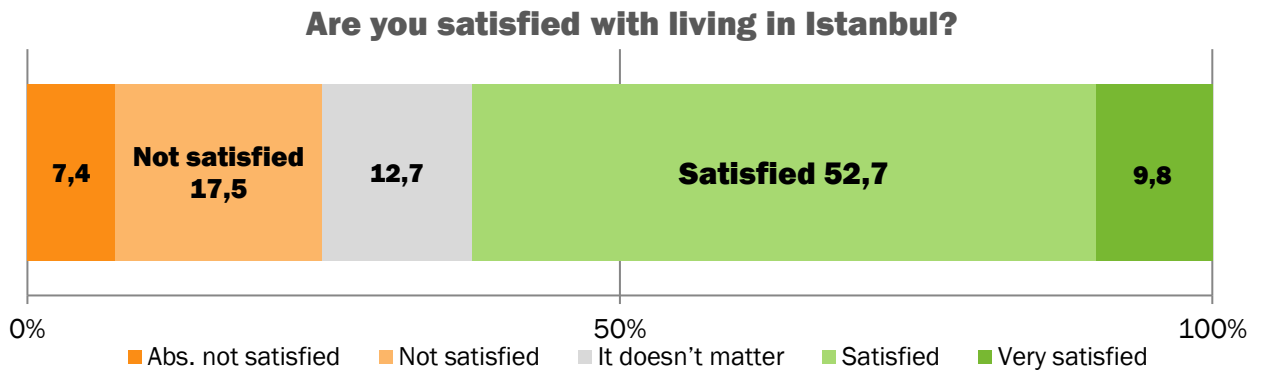
We questioned the satisfaction of the Istanbulites with the life in Istanbul, the Metropolitan Municipality Mayor and the services provided by the Metropolitan Municipality as well as their expectations from life in Istanbul within the next five years.

As a result of the analyses, the basic findings were as follows:

- ✓ *The level of satisfaction does not significantly differ in demographic or cultural clusters so much so that even the differences between economic classes, income level and type of residence do not show a specific difference with regard to satisfaction with living in Istanbul.*
- ✓ *Difference is observed among the clusters of political preferences, religion and religiousness as well as lifestyle clusters.*

#### 3.1. Satisfaction with life in Istanbul

The Istanbulites in general are happy to live in Istanbul. 52.7 percent of the Istanbulites answered this question as happy and 9.8 as very happy. However, one in every four Istanbulites stated that they were unhappy with it.

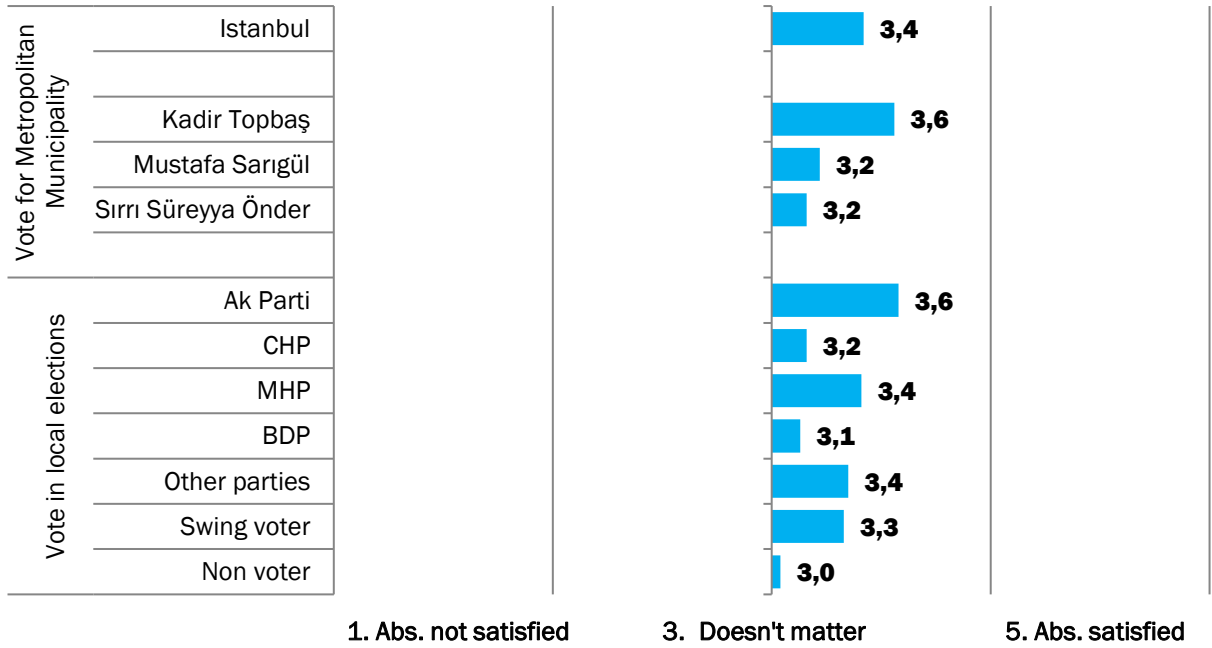


As might be expected, those who will vote for the Ak Parti and Kadir Topbaş are the clusters that are the happiest with life in Istanbul. Although the satisfaction levels of CHP and BDP electorates are relatively lower, they are nonetheless not at the side of dissatisfaction.

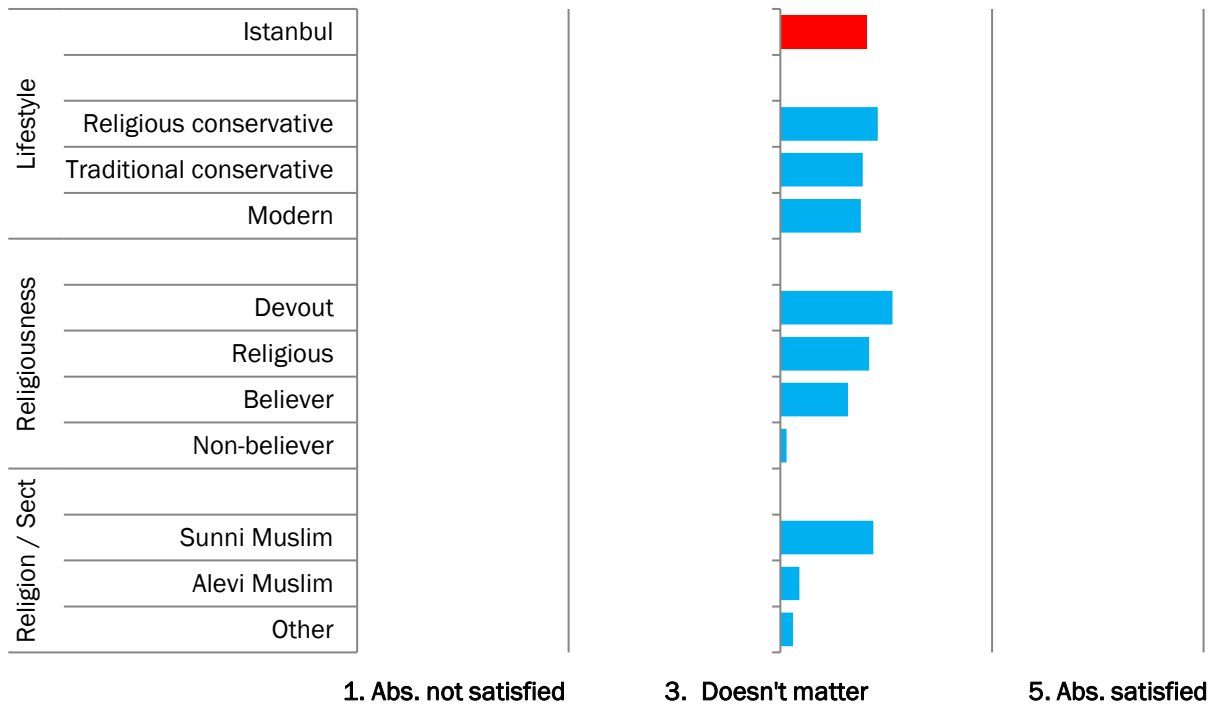
Satisfaction level is similar in almost all lifestyle clusters. Alevis and non-believers are not as happy as the others are but still they are not at the unsatisfied side.



### Are you satisfied with living in Istanbul?



### Are you satisfied with living in Istanbul?

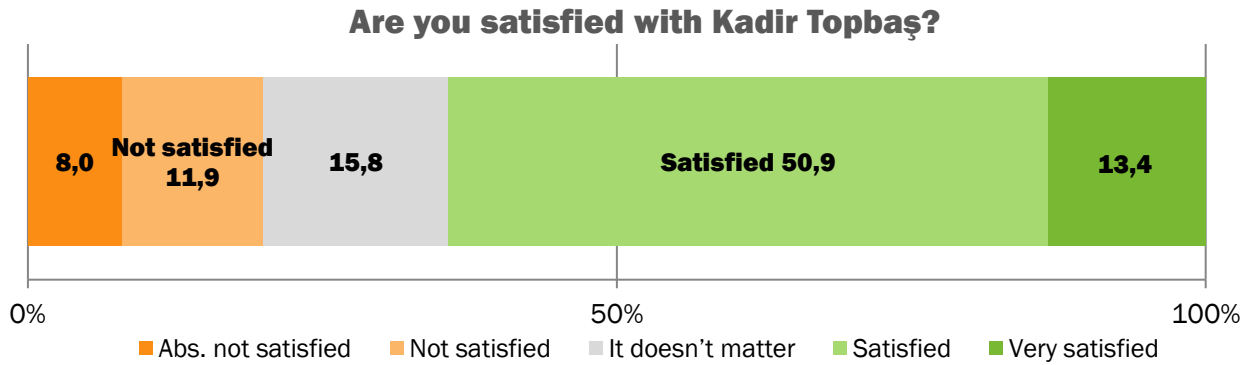




*“Although I cannot attend the activities as much as I want to, it is good to live here so that I can reach them whenever I want and indeed I reach them from time to time. When you visit another city you realize what this city offers you, the favors, the richness.”*

In-depth interview: Female-43-Modern

### 3.2. Satisfaction with the Metropolitan Municipality Mayor



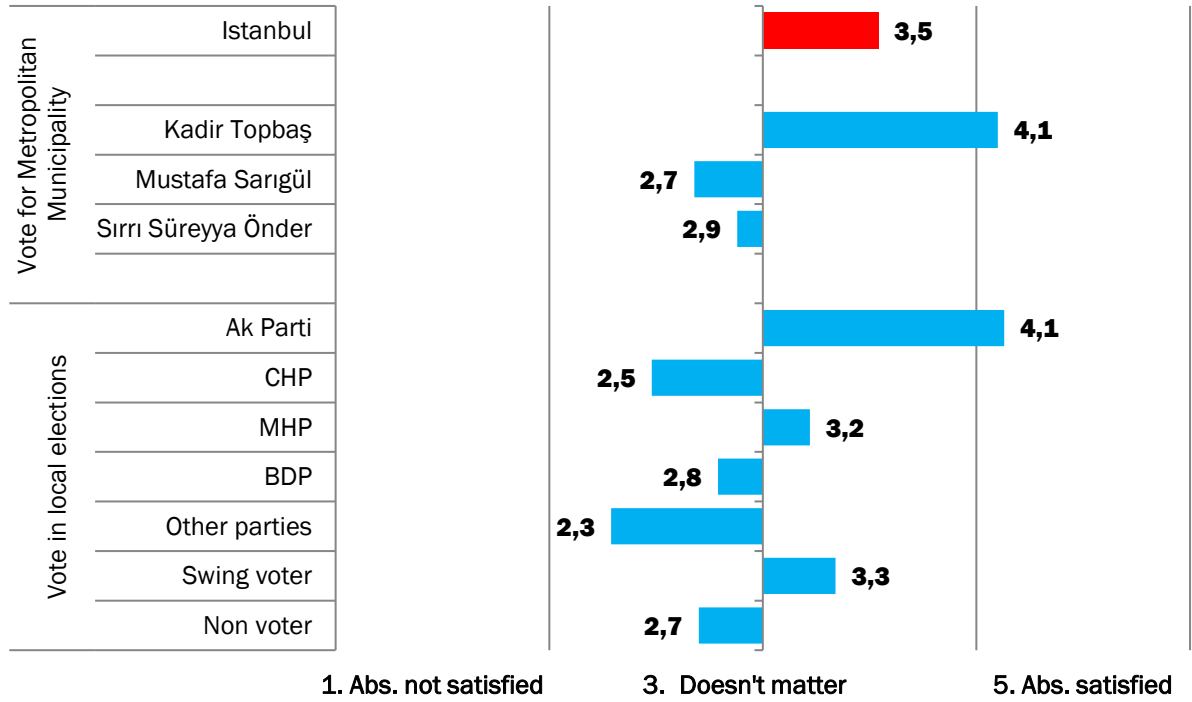
Almost two third of the Istanbulites are satisfied with Kadir Topbaş (the current mayor of Istanbul Metropolitan Municipality) however one in every five Istanbulites is not.

As may be expected, the Ak Parti and Kadir Topbaş electorate are the electorate group that has the highest rate of satisfaction in this regard. Swing voters and MHP voters are also happy with Kadir Topbaş.

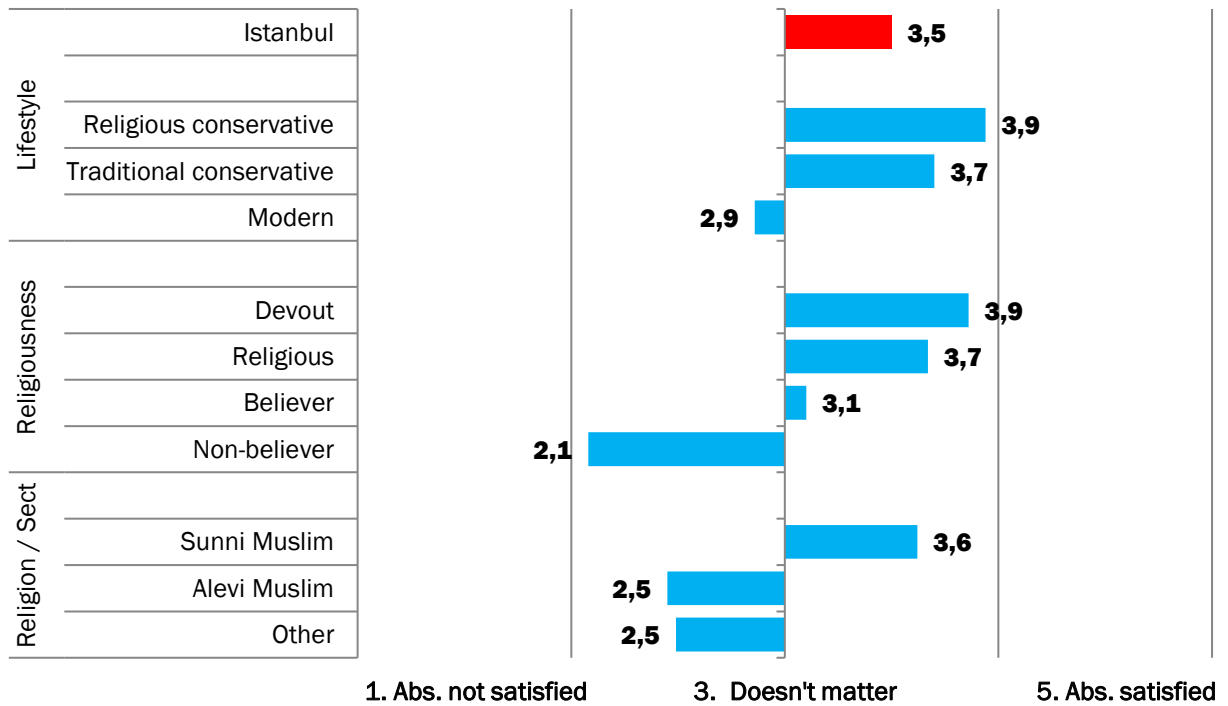
On the other hand, CHP and BDP electorate are unhappy with Kadir Topbaş.



### Are you satisfied with Kadir Topbaş?



### Are you satisfied with Kadir Topbaş?





Those clusters who lead a conservative lifestyle and religious people are happy with Kadir Topbaş whereas those who lead a modern lifestyle, Alevis and non-believers are not.

Women, old people and those with an educational level below high school are more satisfied with Kadir Topbaş than others. Men, young people and those with high education are satisfied but at lower levels.

The viewers of Halk TV and Ulusal Kanal are not satisfied whereas the highest rate of satisfaction is observed in the viewers of Kanal7, Samanyolu and TRT.

The level of satisfaction with Kadir Topbaş does not significantly differ on the basis of differentiation according to economic classes, income level and types of residence.

*“The fact about Istanbul, which is Kadir Topbaş’s doing, is that he is one of the culprits of the bad situation of Istanbul in that constructing roads and bridges everywhere and turning everywhere into concrete is not the solution. I don’t believe that Istanbul needs extra tunnels, metrobuses or cableways. The current ones are sufficient and they are already in certain places such as Eyüp, Levent-Taksim line, and Marmaray has nothing to do with us, it’s in the middle of nowhere. As all is gathered in the centre, there is nothing bad about administration...”*

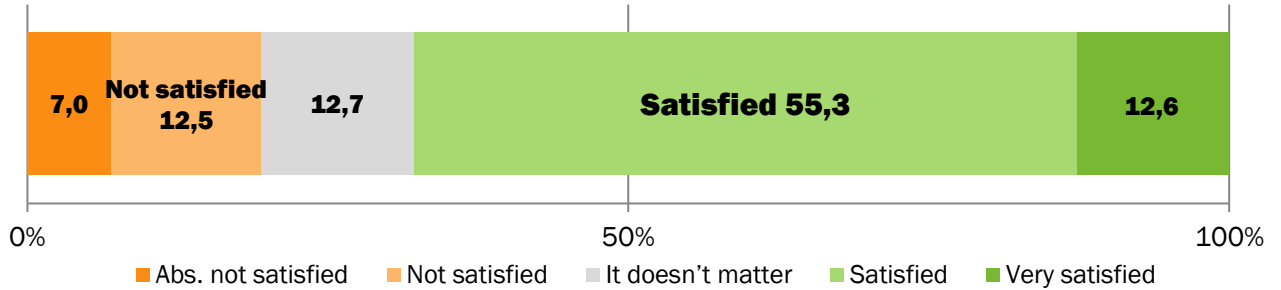
**In-depth interview: Male-27-Modern**



### 3.3. Satisfaction with the Istanbul Metropolitan Municipality

Two third of the Istanbulites seem to be satisfied with the services provided by the Metropolitan Municipality. Only one fifth of the Istanbulites are not happy with the metropolitan municipal services.

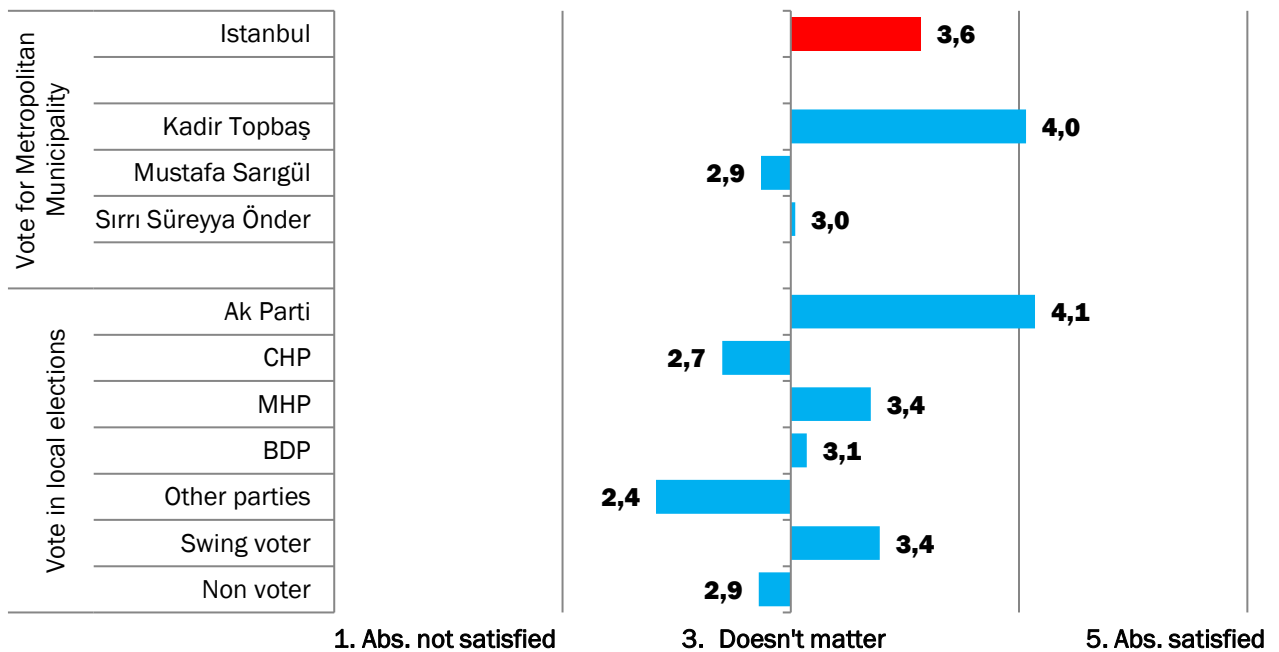
#### Are you satisfied with the services provided by the Istanbul Metropolitan Municipality?



The electorate of the Ak Parti and Kadir Topbaş are quite happy with the services provided by the metropolitan municipality. Although dissatisfaction is observed among the electorates of CHP and Mustafa Sarıgül as well as other parties, BDP and MHP electorates are also happy with the services.

Alevis and non-believers are unhappy with local services whereas other clusters seem to be happy with them.

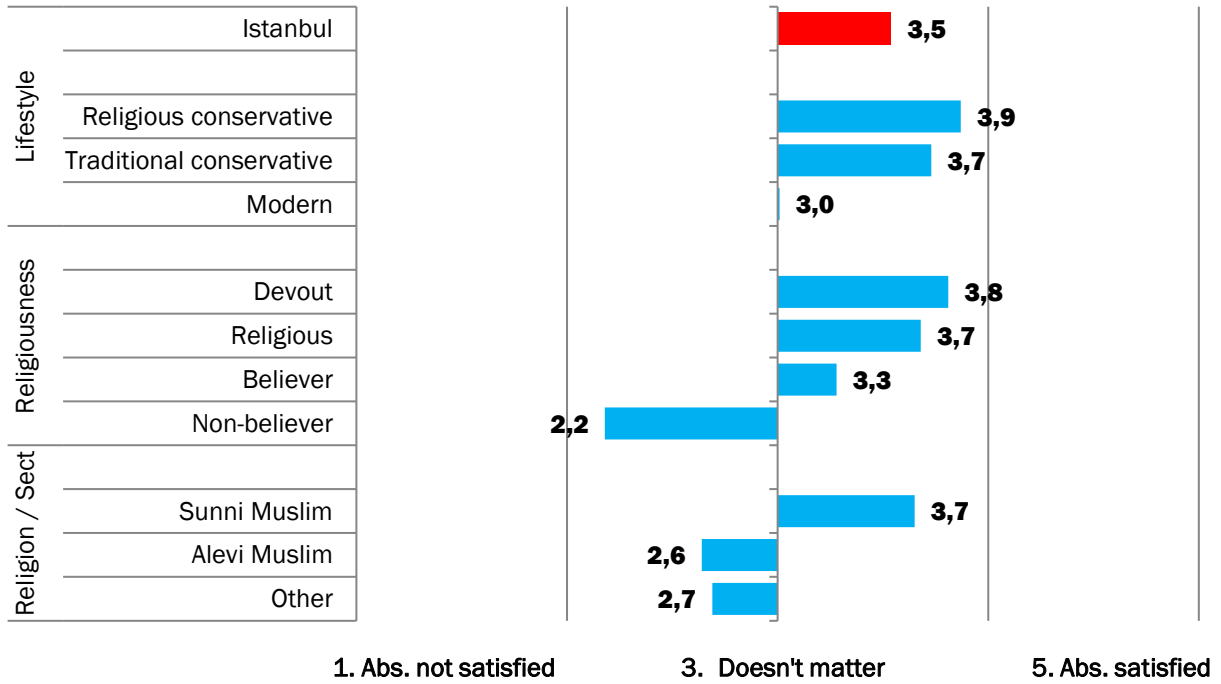
#### Are you satisfied with the services provided by the Istanbul Metropolitan Municipality?





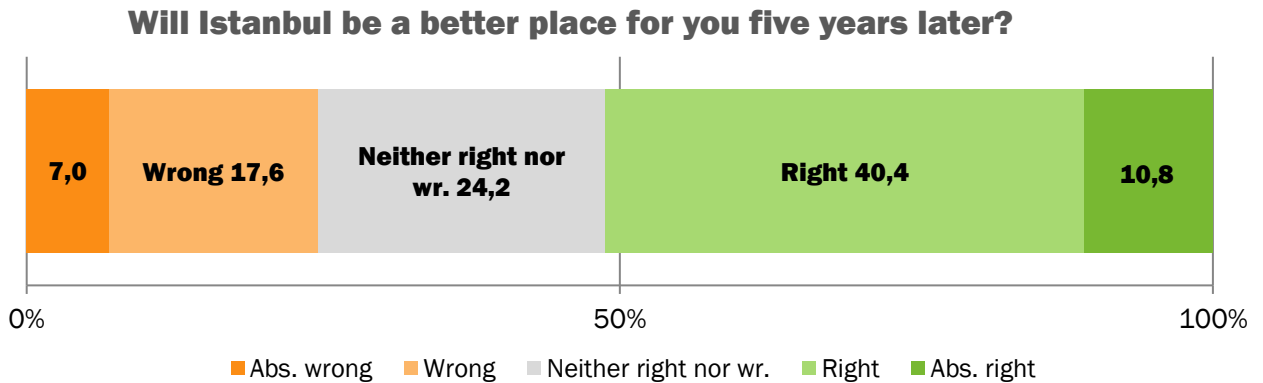


### Are you satisfied with the services provided by the Istanbul Metropolitan Municipality?



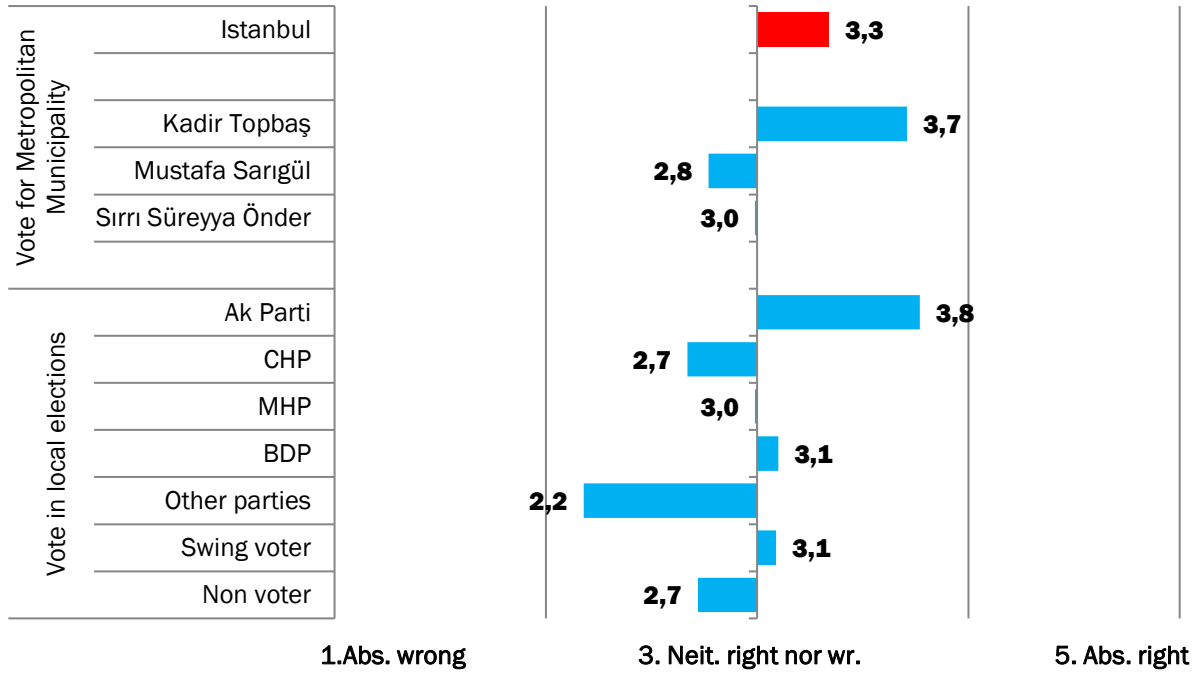
### 3.4. Expectations from Istanbul

Half of the Istanbulites anticipate that Istanbul will be a better place for them in the next five years. On the other hand, one fourth has pessimistic expectations for the next five years.

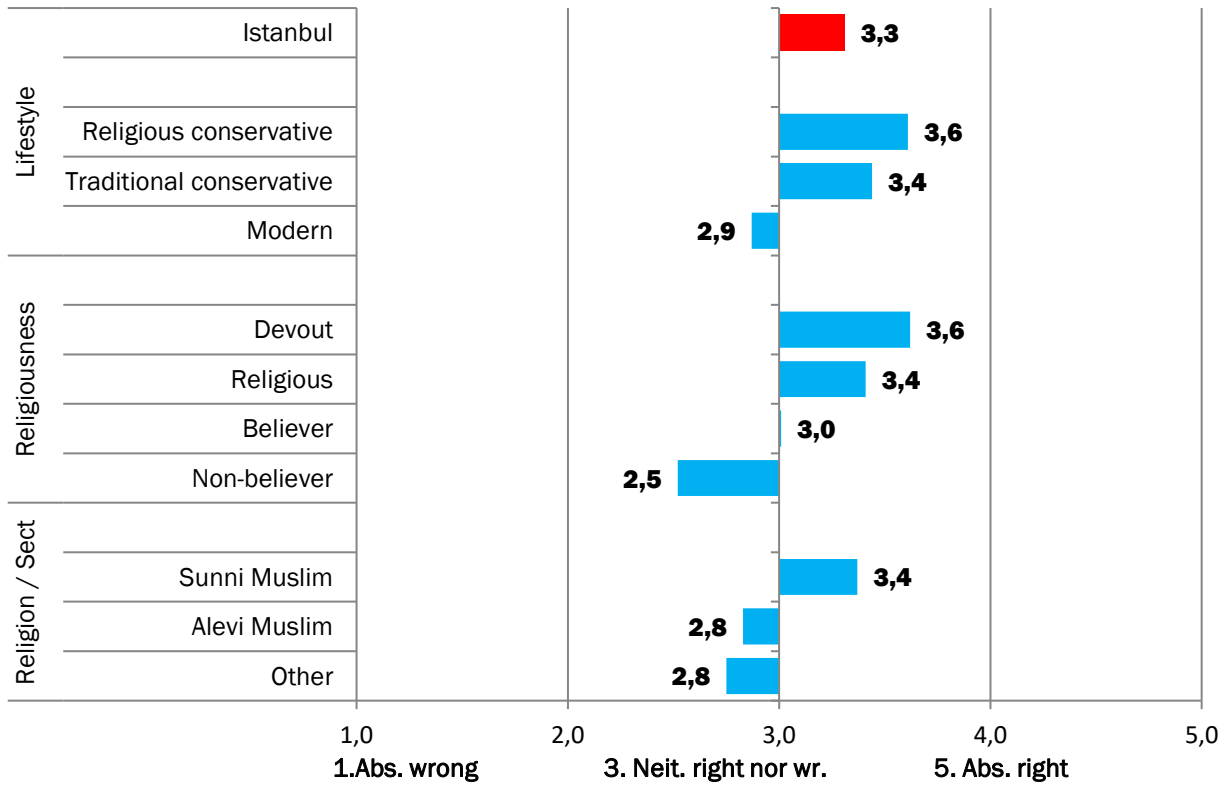




### Will Istanbul be a better place for you five years later?



### Will Istanbul be a better place for you five years later?





The electorate of the Ak Parti and Kadir Topbaş are the clusters which have the highest rate of optimism whereas CHP and Mustafa Sarıgül electorate are the voters who have the highest rate of dissatisfaction and pessimism.

Those who adopt a modern lifestyle, Alevis and non-believers are highly pessimistic whereas religious people and those who adopt a conservative lifestyle are optimistic. The viewers of Halk TV, Ulusal Kanal and CNN Türk are more pessimistic whereas viewers of Kanal 7, Samayolu and TRT are quite optimistic. Income level and differences in economic classes do not differentiate the expectations as all clusters have optimistic ones.

### **3.5. The Effect of Perceptions and Expectations on Life in Istanbul on Political Preferences**

One of the common findings of the Barometer surveys has been that perceptions and expectations are closely linked with political preferences. In view of the differentiation of “optimists” and “pessimists” political preferences radically change.

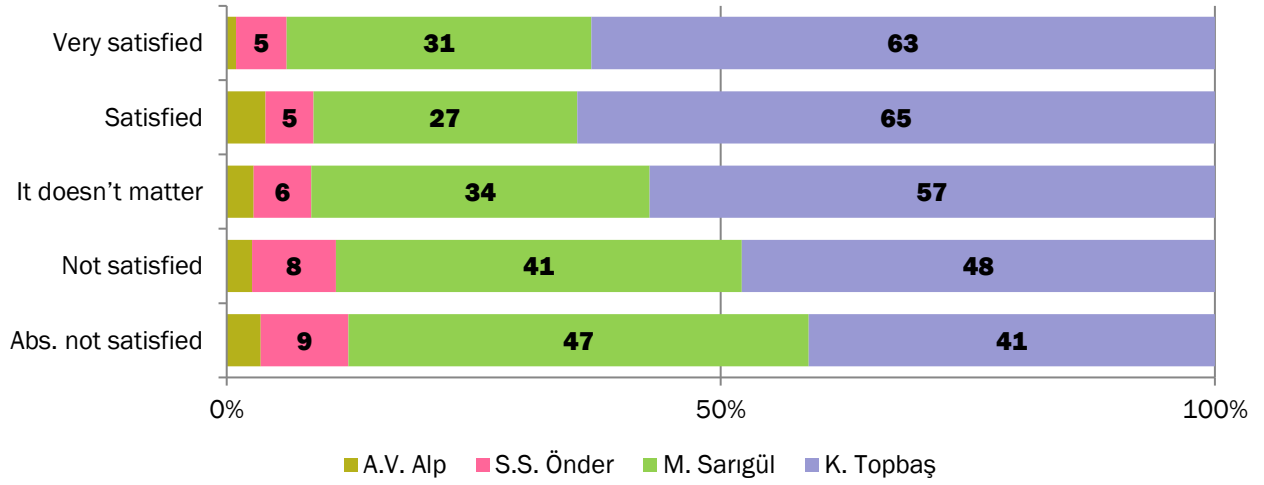
This finding has been confirmed also by the results of the December’13 Barometer survey. The four graphs below show the general political preference and Metropolitan Municipality preference on the basis of perceptions and expectations on life in Istanbul.

- ✓ *As the perceptions and expectations move towards optimism, the preference for the **Ak Parti and Kadir Topbaş** also increase.*
- ✓ *On the other hand, as the perceptions and expectations transform into pessimism, the preferences for **CHP and Mustafa Sarıgül** increase.*
- ✓

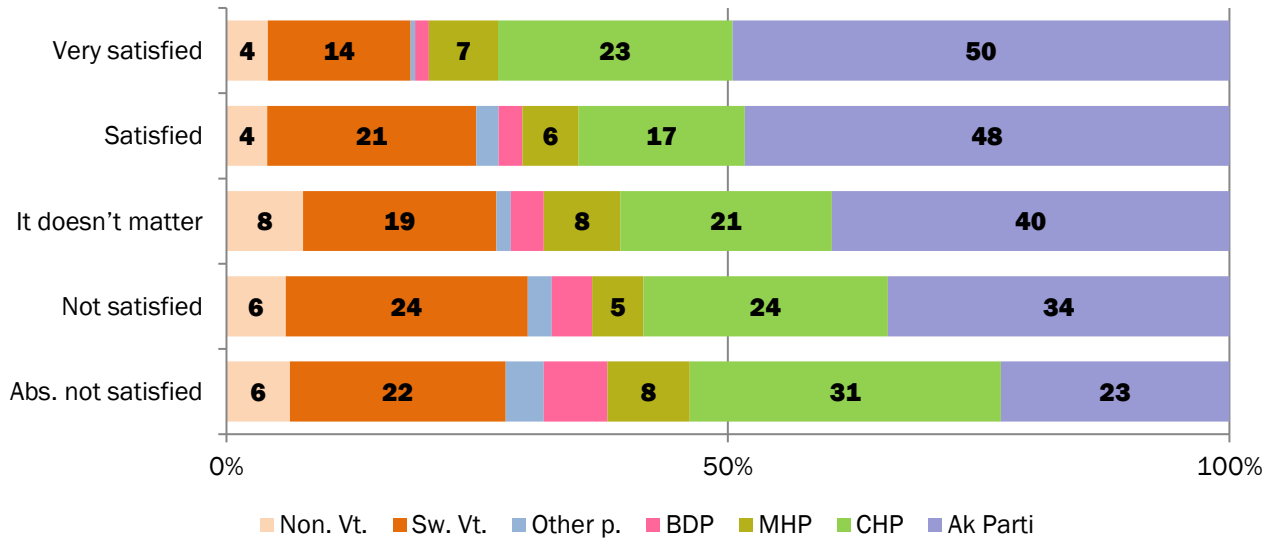
*Keeping in mind that two third of the Istanbulites have a positive perception of satisfaction towards life in Istanbul and again three fourth have high hopes for the next five years, the reason for the difference between the two candidates in the starting line is easily understood.*



### Satisfaction with living in Istanbul and preference for the Metropolitan Municipality Mayor

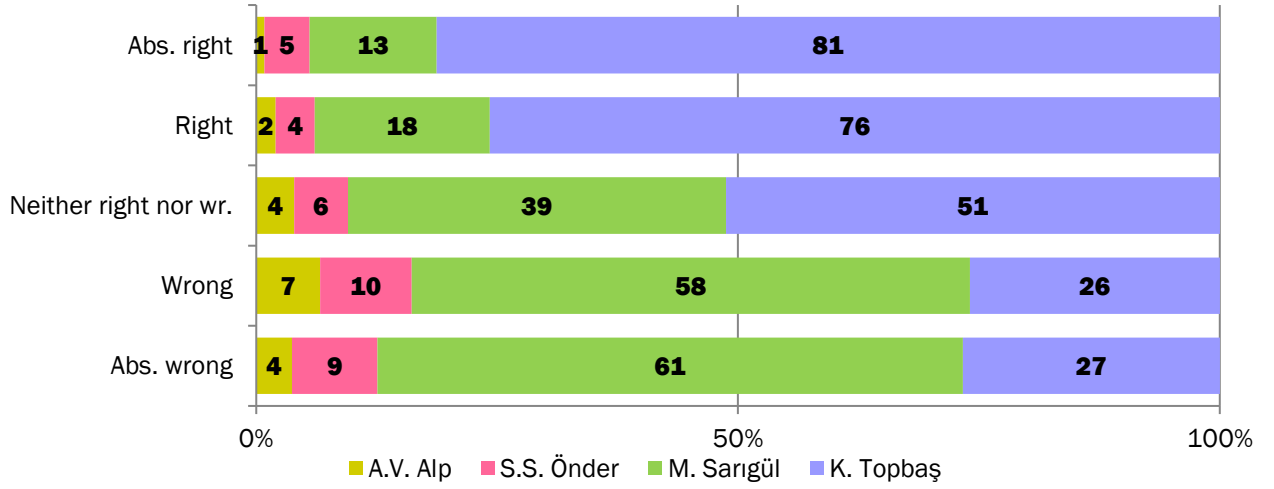


### Political preference and satisfaction with living in Istanbul

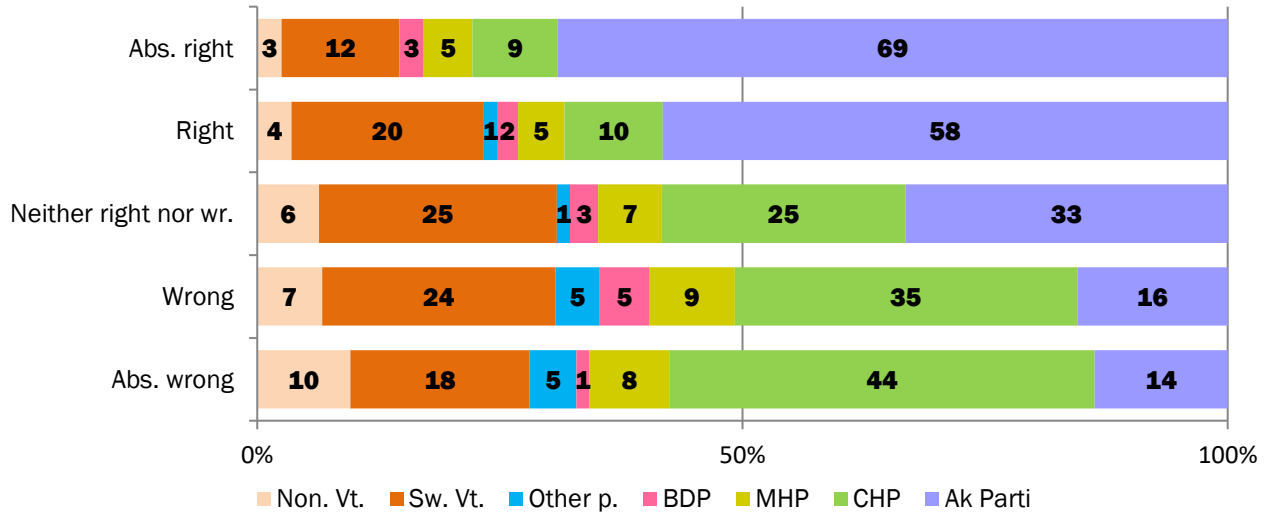




### Mayor preference and the expectation of a better life in Istanbul five years later



### Political preference and the expectation for a better life in Istanbul five years later







## 4. URBAN TRANSFORMATION

As of 2002, the concept of urban transformation was brought into the social life in Turkey by the Ak Parti government which academically is defined as a comprehensive vision and action that tries to provide a permanent solution to the economic, physical, social and environmental conditions of a region that is under change, in order to create solutions for urban problems. In daily life, on the other hand, it is generally linked to concepts such as urban renovation, revitalisation, recreation, rebirth, redevelopment or public improvement, reconstruction, protection and gentrification.

Urban transformation projects as of their start, have led to public debates especially due to the method of implementation and the neighborhoods in which it was implemented. The supporters of urban transformation claim that it is effected in order to create a Turkey that is improved in terms of quality of life, has environment-conscious settlements and brand cities. In addition, they frequently emphasize that these projects also aim to strengthen buildings against natural disasters, especially earthquakes.

*“These are old buildings, I think this process should be accelerated and whoever obtains financial benefit from this process, may he enjoy it. I want these old buildings to be renewed as soon as possible because I’ve been through an earthquake... Firstly, the risk of earthquake.. and also unplanned urbanization. Not here, but I see ill-shaped buildings in some places, slums had been built over each other resulting in really ugly sights. It is necessary to improve them and also against earthquake, because we’ve been through it once...”*

**In-depth interview: Female- 55- Traditional conservative**

Those who oppose to urban transformation basically interpret these projects as polishing up and gentrifying the cities in order to attract more capital and argue that urban transformation is in fact “rental transformation.” The concept of gentrification has become the concept that is most identified with urban transformation projects. The reason for this is that the neighborhoods that are the subject of these projects are mostly poor neighborhoods and the structuring in these areas are effected in a way to satisfy the needs of the employees of senior service sector and as a result the old residents of the neighborhood are forced out. The examples to this situation are the obliged displacement of the residents of neighborhoods such as Sulukule, Tarlabası, Tuzluçayır, Ayvansaray, Ayazma, Gülsuyu, Başbüyük and Küçük Armutlu where poor people and different groups such as Kurds, gypsies and Alevis live.



*“For example, while doing this they smashed Sulukule, I can’t believe it, and how can they do that? Why demolish, why not improve them? Make these buildings habitable, clean them, paint them, change the windows, you name it but Sulukule is one of the historical figures, the most colorful figures of this city... And they smashed it and TOKI will enter this area, and we know what they do when they enter somewhere... Tarlabası is unbelievable, it is a natural movie set...*

*This is a magnificent city, and if urban transformation means to raze the historical texture to the ground and construct new generation 30-40 storey buildings instead, then they should stop it but I am afraid that that is what they will do...”*

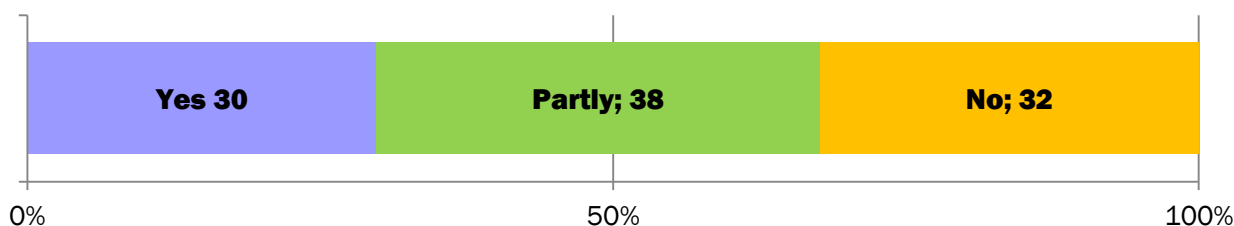
**In-depth interview: Female-43-Modern**

The struggles of the residents and determination of the government anticipate that the discussions on urban transformation shall remain in the agenda of the whole country as well as Istanbul and shall continue to affect their lives for the days to come. Accordingly, we included this matter into our survey this month in order to find out the opinion of the Istanbulites on urban transformation projects that affect their lives.

#### **4.1. Knowledgeableness on Urban Transformation**

Firstly, we asked the Istanbulites whether they are sufficiently informed on urban transformation. The analysis of the answers revealed that 38 percent of the Istanbulites think that they are partly informed, 30 percent sufficiently informed and 32 percent uninformed.

**Do you think that you are sufficiently informed about urban transformation?**



In general, it is observed that these rates are similar in almost all clusters. Although there are slight differences between the rates, differences are nevertheless observed in the following situations: as the educational level and economic class increase and as types of residence get more upscale and as the amounts of rents increase, the rate of those who indicate that they are sufficiently or partly informed on the matter increase whereas as the conservativeness increases, the rate of those who think that they are not sufficiently informed increase. Alevis think that they are insufficiently informed at higher rates than Sunnis do. As the time of travelling within Istanbul and





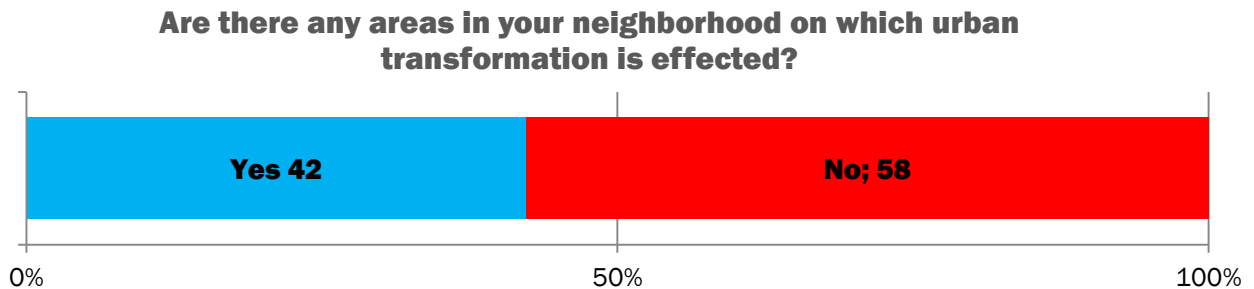
the time spent outside of the neighborhood of residence increase, so does the rate of those who think they are informed on the matter. That is to say, in Istanbul, he who travels much knows much.

40 percent of the Ak Parti and CHP electorate think they are partly informed on urban transformation whereas 37 percent of MHP electorate think that they are informed and 41 percent of BDP electorate indicate that they are not sufficiently informed. Those who indicated that they will vote for the Ak Parti or CHP in the Istanbul Metropolitan Municipality elections, stated that they are partly informed on the matter at a rate of 40 percent.

Those who own a house in Istanbul indicated at higher rates than those who are tenants that they are informed about urban transformation. As may be expected, those who live in neighborhoods in which there are buildings that are subject to urban transformation projects stated at higher rates than those who don't that they are informed on these projects. In addition, those who think that they are informed on urban transformation projects support these projects at higher rates than those who are uninformed do.

## 4.2. Urban Transformation in the Neighborhood

The interviewees were asked whether there are any areas in their neighborhood that are subject to urban transformation projects upon which 58 percent said no and 42 percent said yes. Accordingly, more than half of the Istanbulites were not directly subject to urban transformation projects.

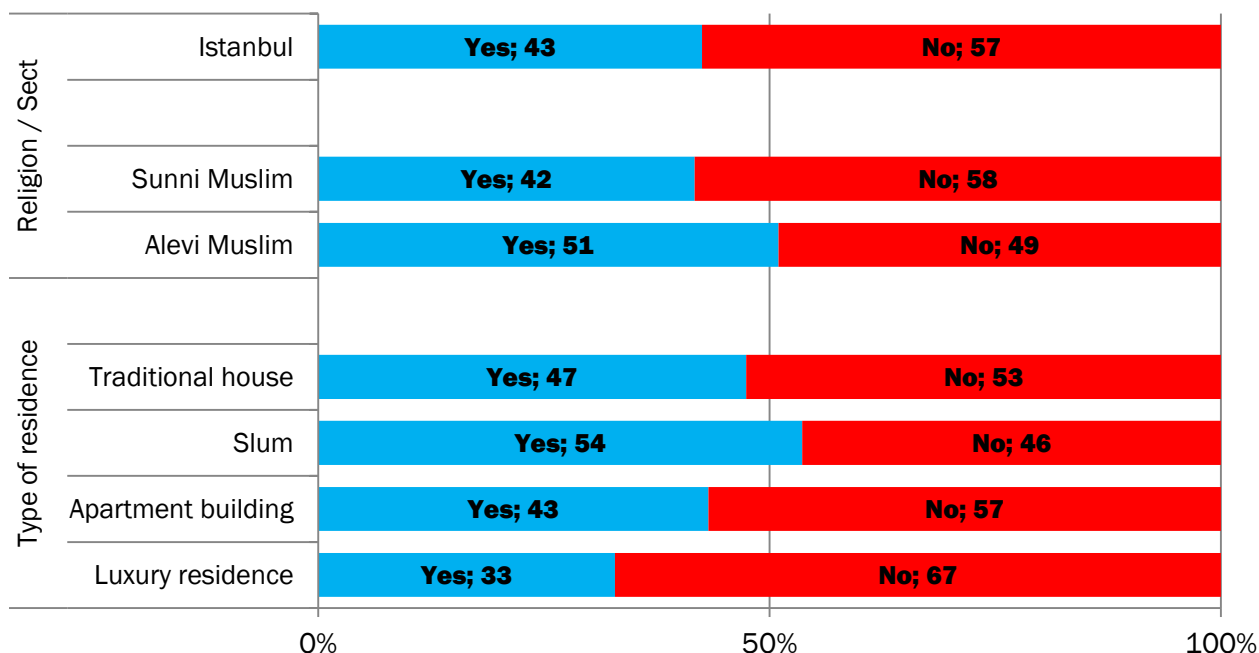


It is a remarkable finding that Alevis living in Istanbul stated that there is urban transformation going on in their neighborhood more than Sunnis did. 51 percent of Alevis living in Istanbul stated that there is urban transformation in their neighborhood. This rate drops to 42 percent among Sunnis. This finding supports the argument that urban transformation projects comprise Alevi neighborhoods at higher rates.

In terms of the types of residence, it is observed that mostly those living in slums and traditional houses state that there is urban transformation in their neighborhood.



### Are there any areas in your neighborhood on which urban transformation is effected?

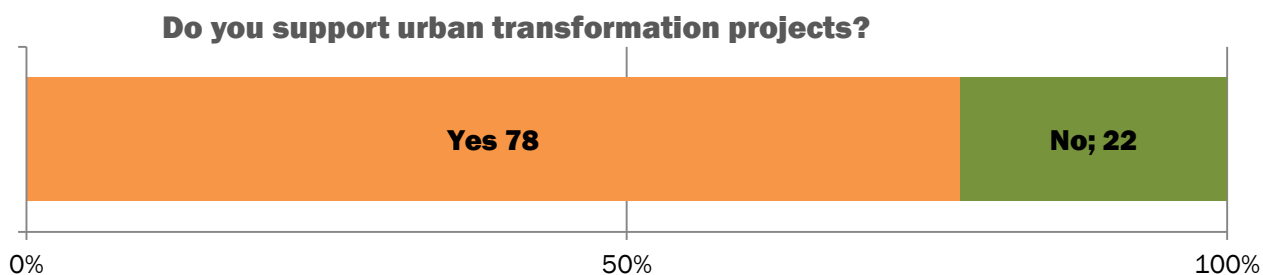


44 percent, i.e. less than half of those who support urban transformation projects, have urban transformation projects going on in their neighborhoods whereas half of those who think that they are sufficiently informed on urban transformation have urban transformation occurring in their place of residence. We may conclude that the state of support or knowledgeable about urban transformation is not connected to experiencing urban transformation directly.

The fact that there is urban transformation projects handled in their neighborhoods, do not have significant effect on individuals' satisfaction with living in Istanbul and Kadir Topbaş and the Istanbul Metropolitan Municipality and their general political preferences.

### 4.3. View on Urban Transformation

It is observed in general that when asked whether they support urban transformation projects or not, three fourth of Istanbulites say yes.

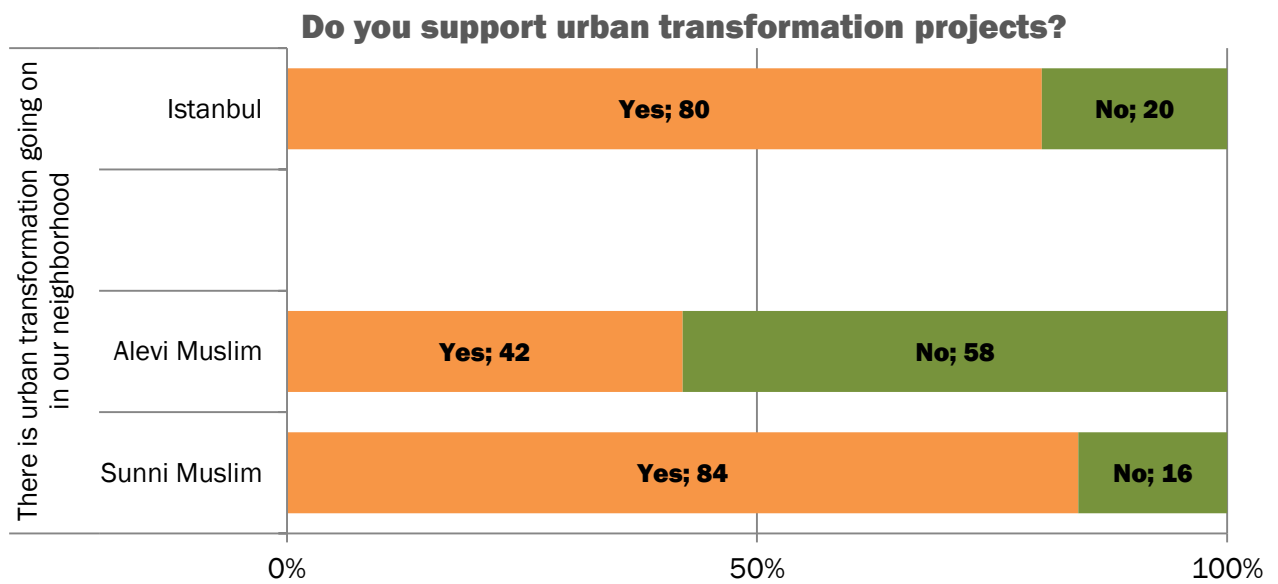


As conservativeness, religiousness, income and state of making a living increase, support for urban transformation also increases. The biggest supporters of urban



transformation are new middle class. It is significant that as the duration of residency in Istanbul increases, the support for urban transformation decreases.

It is a striking finding that 51 percent of Alevi who state that they have urban transformation projects going on in their neighborhoods at higher levels, do not support such projects. A more detailed analysis shows that it is very important that Alevi who experience urban transformation in their neighborhoods are not happy with it which explains the fact that the Alevi neighborhoods are frequently brought into the spotlight with regard to struggle against urban transformation. It is very important that Alevi who are in close contact with urban transformation are not positive about such projects.



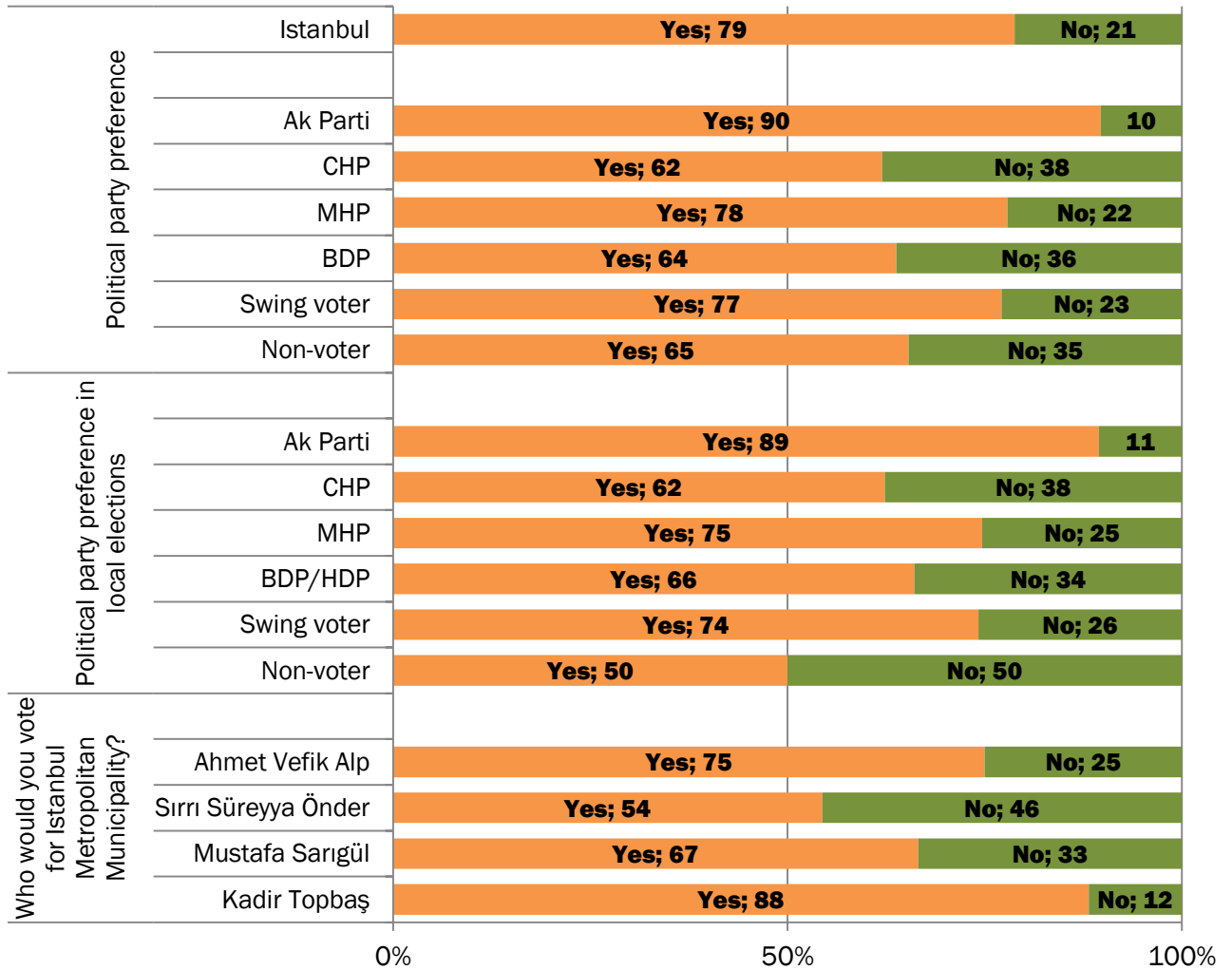
As for the point of view of political preferences, we observe that majority of the electorates of all parties support the projects. The highest rate of support for urban transformation comes from the Ak Parti electorate followed by MHP, BDP and CHP electorates. The objection against urban transformation comes from CHP at the highest rate followed by BDP electorate. 90 percent of those who will vote for the Ak Parti in the elections for Istanbul Metropolitan Municipality support urban transformation whereas 75 percent of MHP electorate, 66 percent of BDP electorate and 62 percent of CHP electorate support it as well. According to candidate preferences, the highest rate of support comes from Kadir Tokbaş supporters as expected whereas the lowest rate of support comes from Sırrı Süreyya Önder supporters. In addition, decrease in the rate of satisfaction with Kadir Topbaş and municipal services brings about a parallel decrease in the support for urban transformation projects.

Among those who prefer pro-government TV channels such as Kanal Türk, TRT, Kanal 7 and Samanyolu for obtaining the news, the rate of support for urban transformation is high whereas the lowest rate of support is observed among the viewers of Halk TV and Ulusal Kanal which are opponents of the government. Accordingly, the close



connection between the Ak Parti partisanship and support for urban transformation projects is observed also in this framework. In summary, the traces of the polarization in the society are also visible in the matter of urban transformation since a direct relation between the Ak Parti partisanship and support for urban transformation is apparent.

### Do you support urban transformation projects?



Among those who prefer pro-government TV channels such as Kanal Türk, TRT, Kanal 7 and Samanyolu for obtaining the news, the rate of support for urban transformation is high whereas the lowest rate of support is observed among those who prefer TV channels Halk TV and Ulusal which are opponents to the government. Accordingly, the close connection between the Ak Parti partisanship and support for urban transformation projects is observed also in this framework.

The fact that there is urban transformation going on in the neighborhood of residence, does not largely affect the opinion of the Istanbulites on this matter whereas



knowledgeableness on the projects does. The greater the knowledgeableness is the higher the support.

*“If urban transformation is conducted honestly, then it is a good thing but if it is done for economic rent then it means the slaughter of cities. If people living in that place are not well-off then it will not be possible for them to live there after urban transformation... This is for sure, but if they will suffocate the city like they did in Ataşehir in the name of urban transformation, then it is a very bad thing. They will suffocate people instead of habitability. There must be green spaces, social facilities, people should be able to see the sky and the trees, there must be empty spaces as well, in short it should be in a way to enable people live comfortably, under the best and healthiest conditions... It must satisfy everyone otherwise it will be a very bad thing if the only aim is to enable contractors and the construction sector earn money.”*

**In-depth interview: Female-54- Traditional Conservative**

*“The problem is that they are the cluster of the society that is not tolerated by the state, that is the slums. Would you want it to happen to you? Perhaps they don’t have that land as their legal property but would you want them to be kicked away from a place they have been living for 30 years and end up homeless as whole families? They not only smash buildings but destroy families. For the sake of modernization, the families are wiped off. It is nonsense because if the families are wiped away, who would care for a luxury residence? I don’t think that the majority are happy with it. As I said, it is a kind of destruction, destruction of human beings and their dreams in the name of the future. It’s not very healthy...”*

**In-depth interview: Male- 27-Modern**



*"I'm against it... There is too much economic rent... I don't find it sincere... We were raised in a neighborhood atmosphere so we cannot identify with the life in apartment buildings or in other words, skyscrapers... Living in an apartment building, I would want to live among people whom I will greet but you can't do that in a skyscraper... Everyone is a stranger to each other, this means Americanization... That's why we are against urban transformation... I love the neighborhood atmosphere..."*

**In-depth interview: Female-42-Modern**



## 5. LIVING IN ISTANBUL vs. LIVING THE ISTANBUL LIFE

### 5.1. Where are the Istanbulites from?

It is a defining and well-known fact that Istanbul received large number of immigrants after 1950's from all over Anatolia which transformed the population dramatically. Moreover, throughout Turkey in general, the urban population surpassed rural population long ago and the fact of immigration from villages to cities has been widely discussed. Immigration to cities is no longer defined by slums because slums have been replaced by apartment buildings in cities, especially in Istanbul. Now in Turkey in general, the new wave of immigration to metropolises comes from other cities. And what is the population of Istanbul like after all these migration movements? Who does it consist of? How many of them were born in Istanbul and how many embrace it as their hometown?

Every three people out of ten who live in Istanbul were born in Istanbul. The rate of those whose paternal birthplace is Istanbul is one in every ten people. Other than those whose birthplace is Istanbul, the intensity are those whose birthplace is the Black Sea Region making one fifth of the city's population and also those whose birthplace are the three eastern regions making again one fifth of the Istanbul population. The rest were born in other regions of Turkey and abroad.

Region	Birthplace	Paternal birthplace	Where are you from?
Istanbul	31.5	10.6	21.0
Western Marmara	3.3	4.2	3.8
Aegean	2.1	2.0	2.0
Eastern Marmara	3.0	3.7	3.3
Western Anatolia	2.8	2.7	2.5
Mediterranean	3.8	3.7	3.9
Central Anatolia	7.3	9.4	8.6
Western Black Sea	12.9	17.8	15.3
Eastern Black Sea	9.6	14.8	13.2
Northeastern Anatolia	8.2	11.0	10.2
Middle Eastern Anatolia	6.3	7.7	6.8
Southeastern Anatolia	6.0	7.4	6.8
Abroad	3.2	5.2	2.7
Total	100.0	100.0	100.0

Although three in every ten people were born in Istanbul, two in every ten answer the question "Where are you from?" as Istanbul. Moreover, not all those who identify themselves as Istanbulites were born in Istanbul. Only two third of those who were



born in Istanbul consider themselves as Istanbulites. 41 percent of those who state that they are Istanbulites were born in Istanbul whereas the rest were born in other regions. Being an Istanbulite is a largely embraced identity and therefore it shows that it does not come from living in Istanbul or even having been born in Istanbul.

Black Sea people make a larger population than Black Sea born people: 23 percent were born in the Black Sea region whereas 29 percent indicate as their hometown the respective city in the Black Sea region, in other words indicate that they are Black Sea people and 33 percent have Black Sea as their paternal birthplace. A similar situation is observed for the three eastern regions but among those who were born in the rest of the regions of Turkey no such identity possessiveness is observed although the low rates make interpretation difficult.

According to the analysis of the birthplaces together with the feelings of identity regarding a hometown, those who claim the identity of their hometown are those from Eastern Black Sea, Northeastern Anatolia and Western Black Sea. Those who are closest to feel like Istanbulites are those who were born in the Marmara region and abroad.

In addition, it should be noted that although the rate of those who were born abroad and are currently living in Istanbul may seem low within the general Istanbul population, it makes about 450 thousand people which is a considerable amount. These people, in fact confirm by way of data the statement that Istanbul is an economic and cultural center of attraction not only within Turkey but also in this part of the world. Although the findings of this survey do not show it, it is felt in daily life and in media that Istanbul receives emigrants from the Balkans, Caucasus, Russian Federation and Turkic Republics, Africa, Europe and recently Syria.

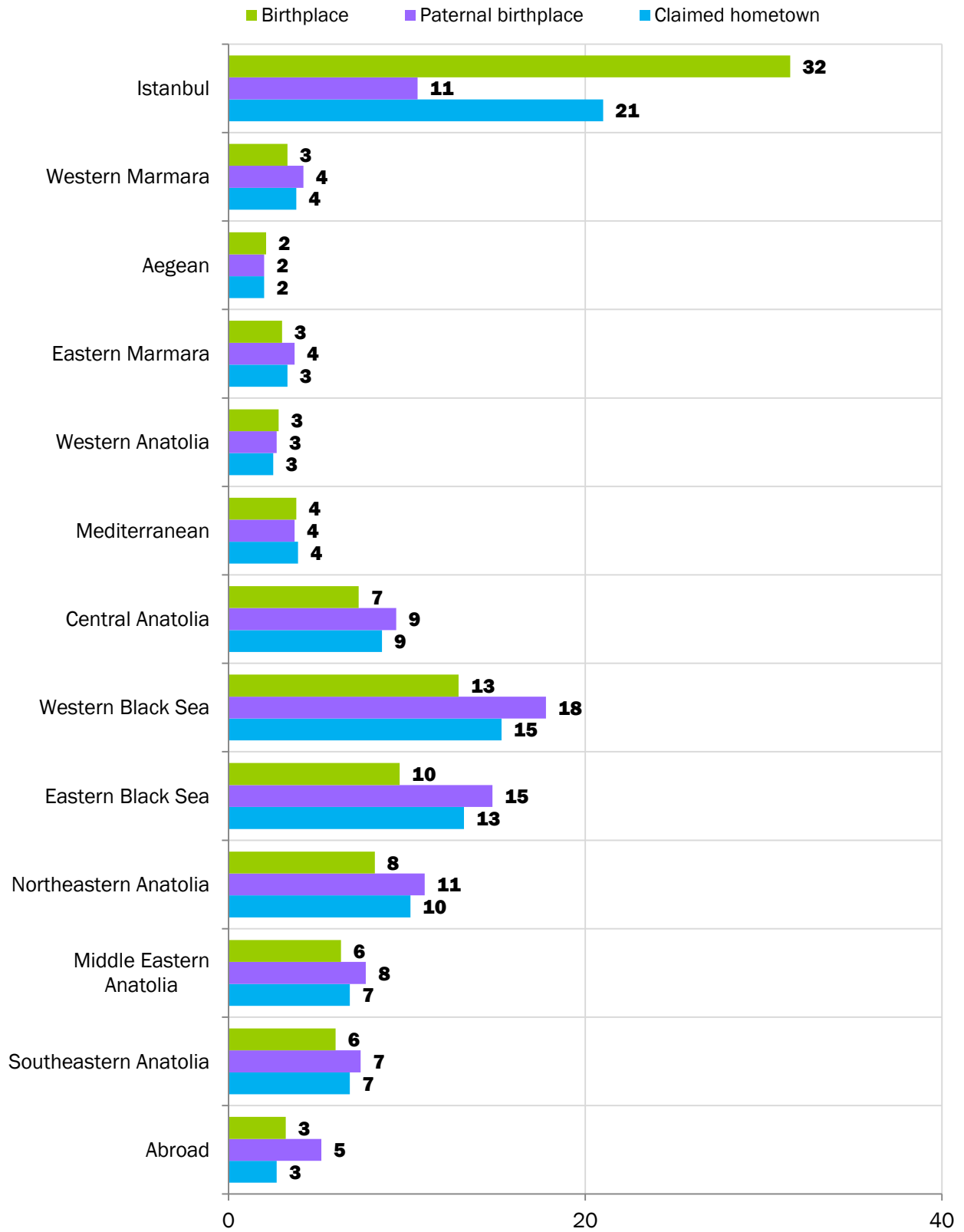
*“There is no such thing as Istanbul customs, everybody in Istanbul has their own customs because there are people from all over the country in Istanbul; you witness others’ customs and there becomes a combination. It’s like a mosaic, for example Urfa nights are organized. It’s a good thing. I like to go to the organizations of people from different cities...”*

**In-depth interview: Female-55-Traditional conservative**





## Where were the Istanbulites born and where are they from?





## 5.2. How long have they been in Istanbul?

One tenth of those who migrated Istanbul has arrived within the past 5 years and they make 7 percent of the population of Istanbul. 75 percent of those who migrated have been living in Istanbul more than 10 years and even 50 percent live in Istanbul more than 20 years. The fact that the rate of recent immigrants is low is an indication of the fact that there is a decrease in the migration rate to Istanbul.

How long have they been in Istanbul? (For those who were born outside Istanbul)	Percentage
1 - 2 years	4.9
3 - 5 years	5.5
6 - 10 years	12.3
11 - 20 years	26.9
21 - 30 years	22.8
30 years or longer	27.4
Total	100

As the duration of settlement in Istanbul increases for immigrants, the probability that they define themselves as an Istanbulite also increases. On the other hand, the average age of recent immigrants is 30 and there is a striking finding that the earlier they have settled in Istanbul the younger their age of settlement is.

	Average age / year
Age of the Istanbulites	40.6
The duration of settlement in Istanbul	23.6
The age of immigration to Istanbul	20.2
Average age of those who were born in Istanbul	35.9



How long have they been in Istanbul?	Average age of settlement in Istanbul
1 - 2 years	30
3 - 5 years	25
6 - 10 years	25
11 - 20 years	21
21 - 30 years	19
30 years or longer	15
Those who settled Istanbul later	20

*“I did not grow up here but I’ve been living in Istanbul for almost 20 years. What does it mean to be an Istanbulite? Of course, it means to experience the atmosphere, the belongings and offers of the city as much as possible and also as an Istanbulite to contribute to them, to take good care of the city... I mean, it is not enough to benefit from what it offers you, you should also with your presence offer something to the city, more than avoiding throwing garbage to the streets... An Istanbulite must have been born here, his/her grandfather should have been born here, like two or three generations and even, as far as I know, sociologically a family should have lived in the same city for seven generations. This is what I understand as the definition of Istanbulite but it must be only a handful of people who have been born here, his family was born here and grandfathers were born and raised here. There must certainly be such data ...”*

In-depth interview: Female-43-Modern

### 5.3. Why did they settle in Istanbul?

Why did you settle in Istanbul?	Percentage
Work, economic reasons	41.2
Education	5.3
Family	20.7
Other	6.5
I was born here.	26.3
Total	100.0



The primary reason for the immigrants to settle in Istanbul is economic such as finding a job, therefore as the idiom says “Istanbul is paved with gold.” At a rate of one half of those who settled in Istanbul due to economic reasons there are those who came to Istanbul for family reasons.

The demographic data shows some expected results such as the fact that family is more influential (27 percent) as a reason for the immigration of females and education is more influential (23 percent) as a reason for the immigration of students. Yet, there are striking differences between those who settled in Istanbul for economic reasons vs. educational reasons. Those who settled in Istanbul for economic reasons have better conditions of making a living and they have higher rates of house ownership. However, those who settled in Istanbul for education have lower rates of house ownership but their incomes are higher. A small cluster half of which is younger than 28 and settled in Istanbul for education benefit from social, entertainment and cultural opportunities offered in Istanbul at higher rates. In other words, the gains of these two groups are quite different.

*“Of course, in the old days, I mean twenty years ago, the opportunities in Istanbul were not available in Anatolia, for example I was working in the village and my village was 58 km. away and in order to send my children to school, I should have lived in the township or I should have left my wife with the children, in short I should have had a connection with the city one way or another. That is why I preferred to settle in Istanbul as all kinds of social opportunities were better here ... Bu today it is not the same as it was twenty years ago, if I were to work in the village now, for example there is natural gas even in my township...”*

**In-depth interview: Male-49-Religious conservative**

*“The advantage is that it is where I earn money, there are job opportunities here... 60 percent of the economy in Turkey runs here... If I could get a job somewhere else, if I was offered better conditions somewhere else, I would go and live there...”*

**In-depth interview: Female-42-Modern**



## 5.4. Home Ownership and Tenancy

Throughout Turkey in general, three fourth of the residences belong to the residents (KONDA Lifestyle Survey, 2008). Home ownership is an important sign of status and means of security. However, home ownership may be considered as more difficult in cities due to both economic conditions and insufficient residency reserves.

68 percent of the Istanbulites indicate that they own at least one home. Half of the residents of Istanbul live in the residences that they themselves own whereas ten percent also own one more home in Istanbul.

Does the house you currently reside in belong to you or a family member? Do you have any other houses in Istanbul other than the one you currently reside in?	Percentage
We are tenants and we do not own any other home.	32.2
We are tenants but we do own another house in Istanbul.	3.4
We own this house and we do not have any other houses.	54.2
We own this house and we do own another.	10.3
Total	100.0

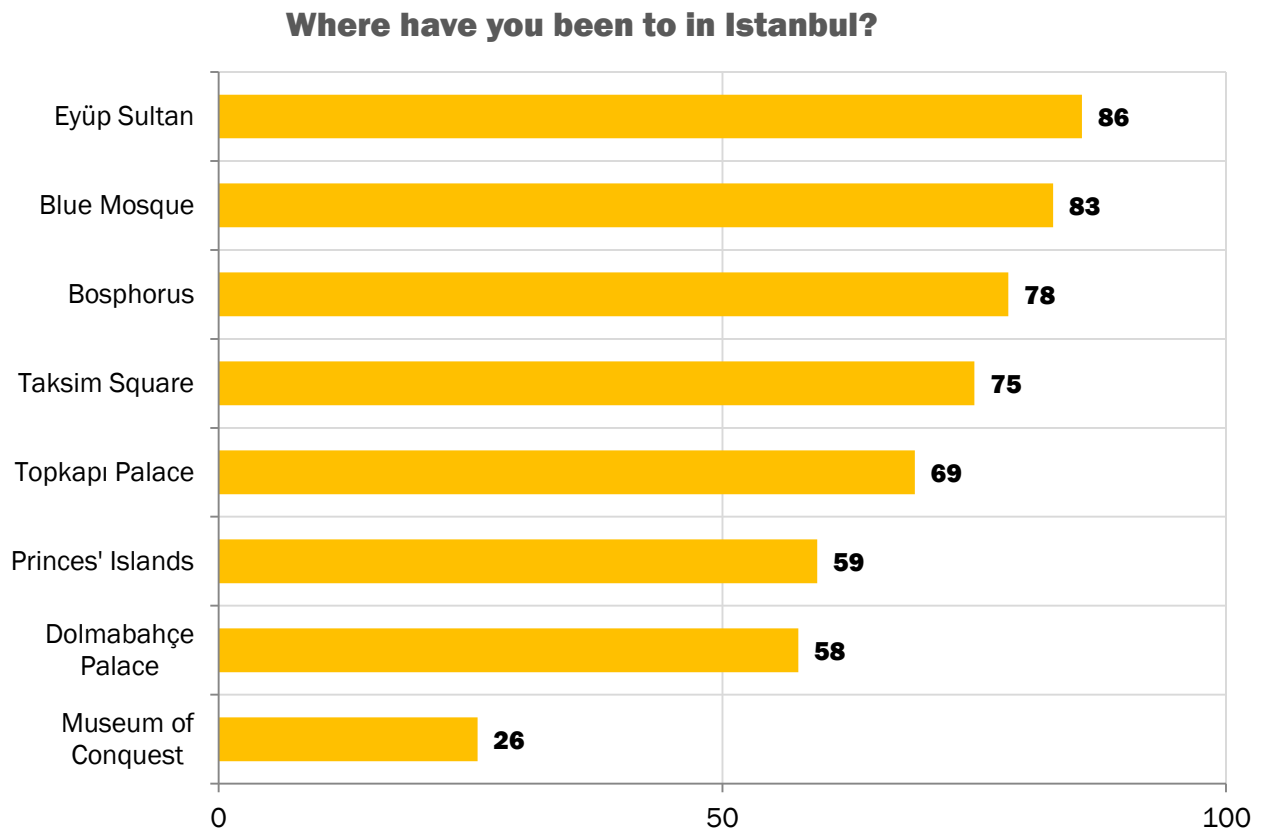
Tenants make one third of the Istanbulites. A small part of these tenants are those with high income (and monthly rent) who are tenants although they own another house. An analysis of monthly rental amounts of tenants shows that one fourth pay less than TRY 500, half of them pay between TRY 500 and TRY 1000 and one fourth pay more than TRY 1000 the average of which makes TRY 644.

Monthly rent	Percentage
TRY 0- 300	5.4
TRY 301-500	16.0
TRY 501-700	24.5
TRY 701- 1000	32.9
TRY 1001 or more	21.2
Total	100.0



Home ownership	Average monthly rent (TRY)	Average monthly transportation costs (TRY)	Monthly household income (TRY)
We are tenants and we do not own any other home.	640	179	2118
We are tenants but we do own another house in Istanbul.	714	201	2984
We own this house and we do not have any other houses.	-	187	2259
We own this house and we do own another.	-	275	2932
Istanbulites	644	195	2306

## 5.5. Places Visited



The findings show that majority of the Istanbulites have visited the most important historical, sacred, social and geographical sites of Istanbul. The mostly visited places of Istanbul are the Eyüp Sultan and the Blue Mosque, both mosques. In addition, three in every



four Istanbulites have visited the Bosphorus and Taksim Square. More than half of the Istanbulites have visited the Topkapı Palace and the Dolmabahçe Palace.

It is worth repeating the finding that the Taksim Square was visited by one in every four people living in Istanbul. The Taksim Square and the Gezi Park were the starting point of the protests that started at the end of last May and spread throughout the country and it is now understood that these places have not been symbolical places for the Istanbulites that they never visit, or could never visit. For most Istanbulites, Taksim Square is a nearby area. Thus, 72 percent of those who stated that they do not want to participate in decisions such as construction of a shopping mall at the Gezi Park have personally been to the Taksim Square (82 percent of those who want to participate).

The rates above primarily show that it is a urban legend that there is a big mass of people who, despite living in Istanbul, never leave their neighborhoods and visit important sites in Istanbul. In spite of the largeness of the population and difficulties in transportation, a considerable part of the Istanbulites have visited important museums and palaces as well as sacred places therefore they personally know Istanbul. 85 percent of those living in Istanbul have been to at least three of the places listed and 17 percent have been to them all.

However, interpreting the rates the other way round, it is a significant finding that there are in fact a considerable number of people who have never been to the places that define Istanbul. 5 percent of those living in Istanbul, i.e. roughly 700 thousand people have never been to these places. 3.5 people have never been to the Taksim Square whereas 3 million people have never seen the Bosphorus.

The more places the Istanbulites have been to, the happier they are to be living in Istanbul. However, pessimism for the future increases in frequent travellers within Istanbul.

Findings as to who visited where, reveals the characteristics of different places on the one hand and the characteristics of different clusters of people living in Istanbul, on the other hand:

- Females, irrespective of their age, have been to these places less than males have. Six in every ten women in Istanbul are housewives and this situation is even more apparent among housewives. This finding marks the deficiencies in the existence of women in public space in Istanbul.
- Young people have been to more places than older people have in general. However, Eyüp Sultan is a destination which is more frequently visited with older age.
- One of the most influential factors in visiting these places is the duration of settlement in Istanbul. The longer people have been living in Istanbul, the higher the probability that they have been to each of these places. However, it is a remarkable finding that even those who have been living in Istanbul only for two years have also visited these places at high rates and that it is not a process that extends over a long period of time.

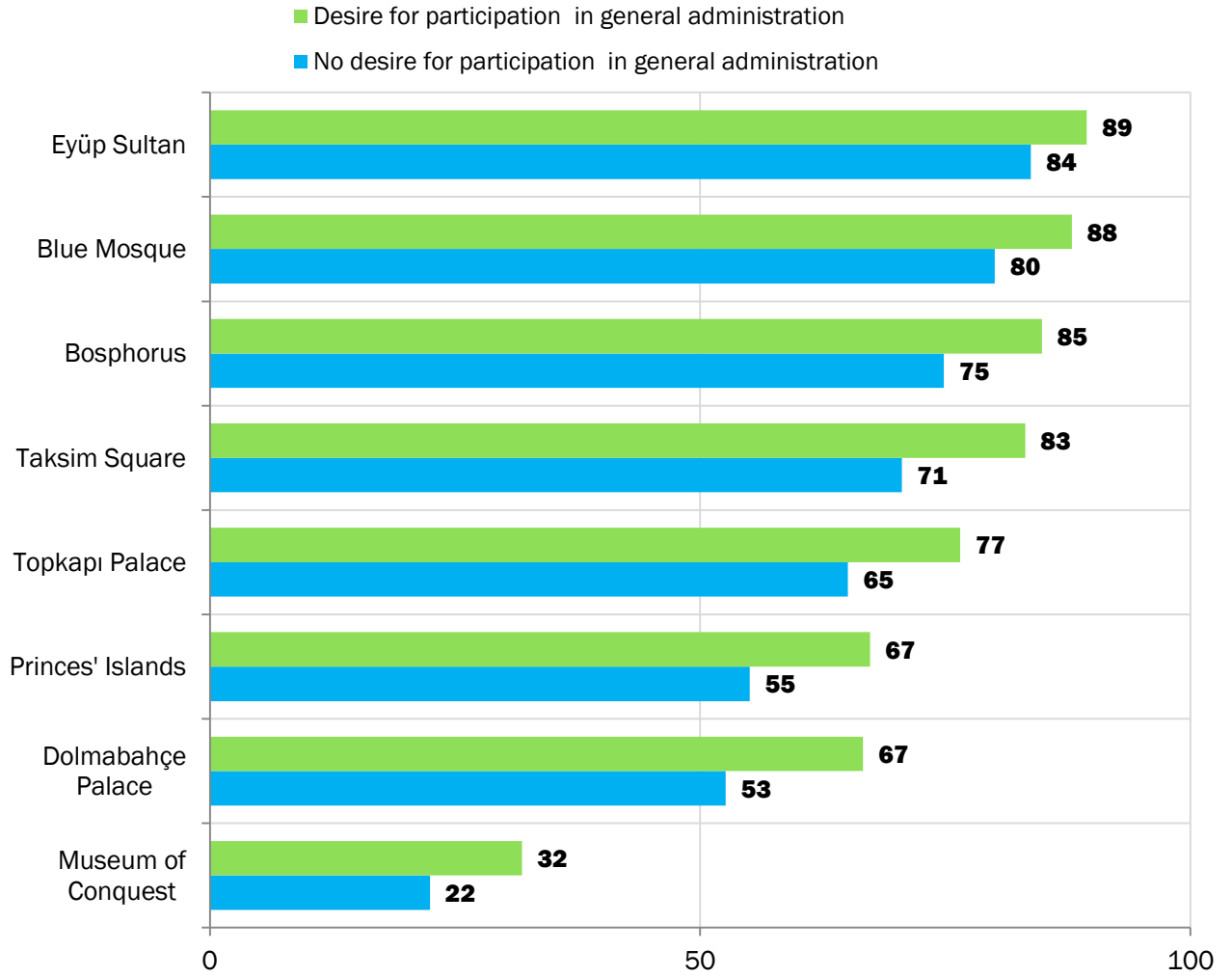


- There are high rates of visit to the Eyüp Sultan and the Blue Mosque in all age groups, lifestyle clusters and education levels. These two sacred places differ from the others by immunity to differentiation of lifestyle. Still, as may be expected, the rates of visit to these two places increase by the level of religiousness.
- There is a higher probability among visitors of the Topkapı Palace to also visit the Dolmabahçe Palace and the Bosphorus whereas the same accounts for Eyüp Sultan and the Blue Mosque as well as the Taksim Square and the Bosphorus therefore there are similarities and matching in these couplings.
- The cluster that differentiates from the others with more opportunities in every survey also differentiates with regard to travelling in Istanbul. Moderns, university graduates and those who do not cover their heads have been to all places except the Eyüp Sultan at higher rates, including the Museum of Conquest.
- However it might be concluded that income is more influential than having opportunities. The increase in home ownership, automobile ownership, the confidence in making a living and household income brings about a significant increase in the rate of visit to all places in the list including the Eyüp Sultan.
- Those who want to participate in the decision-making process regarding Istanbul have visited those places at higher rates. Moreover, those who want to participate in larger administrative decisions are more avid travelers. In other words, there is a clear relationship between being present in public space and visiting various places of Istanbul and the demand for participating in the decision making process about the city, as seen in the graph below.





## Rate of visiting important sites according to desire for participating in administration





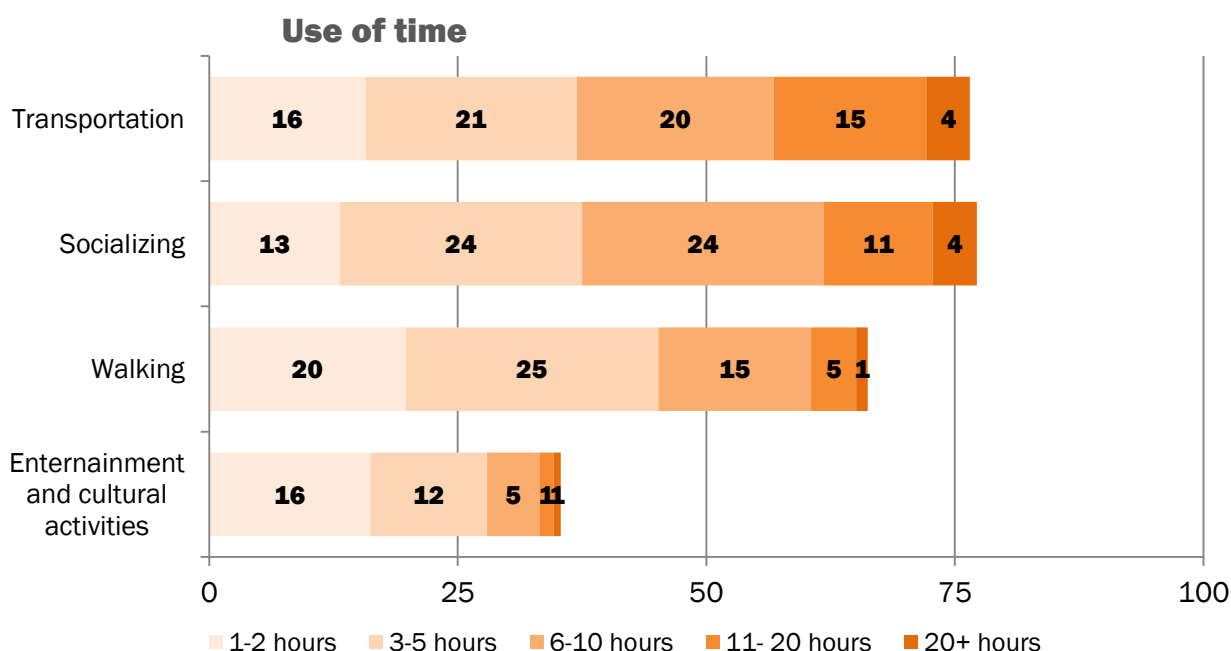
## 5.6. How do the Istanbulites spend their time?

In order to understand how the Istanbulites live, we asked questions as to how much time they spend on certain daily routines and how they spend their spare time as well as the time they spend in certain places. In this way, we are able to exhibit how they spend or how they have to spend their time as a source just like how much of their income they spend on rent or transportation.

Three fourth of the Istanbulites spend at least one or two hours on the road for transportation and 40 percent spend more than 5 hours on the road. 20 percent spend more than 10 hours on the road weekly. Irrespective of the aim of reaching school or work, walking is a part of the half of the Istanbulites' daily life.

It is an important part of the Istanbulites' life to spend their spare time by chatting and socializing with neighbors, friends or relatives. Two in every five people spend at least five hours with others weekly. It should also be noted that there is a segment of almost one fourth that state that they spend no time in socializing.

Two third of those who live in Istanbul can spend no time on cultural or entertainment activities such as concerts, cinema or theatre. Majority of those who can are able to spare 5 hours at most and it is only 7 percent, i.e. 1 million out of 14, who can spend more than 5 hours weekly, in other words who can see both a play and a movie in one week.

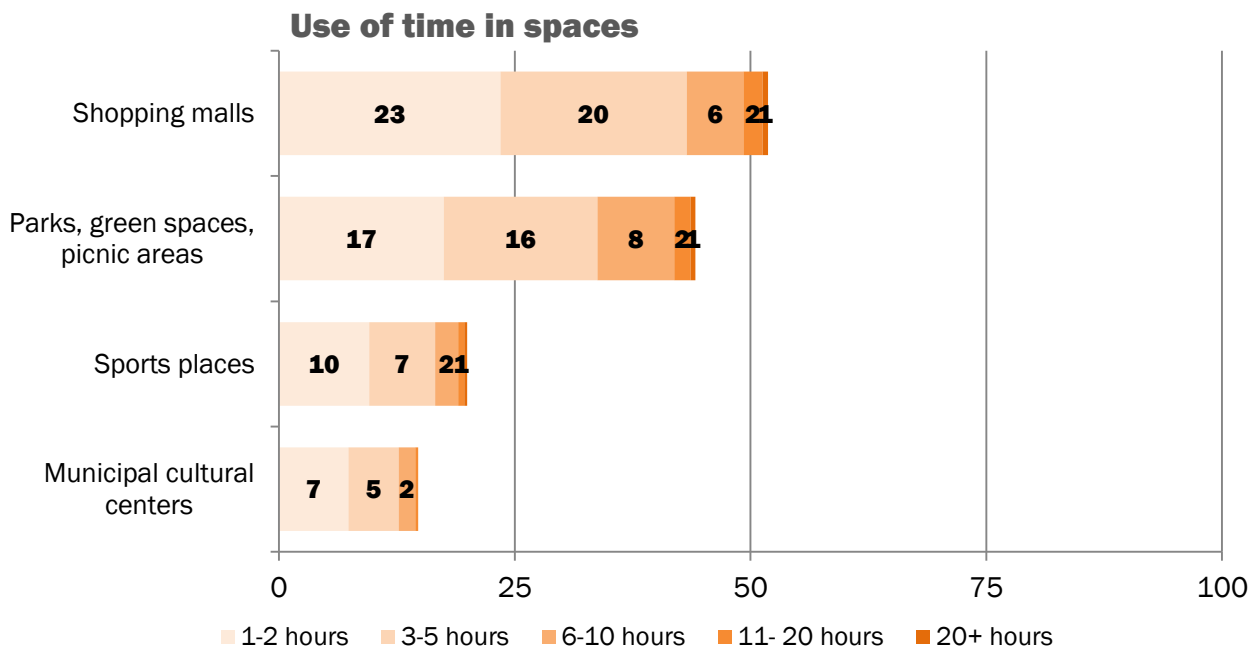


It is observed that those who cannot spare time to socializing are poorer and more deprived in general, however no specific demographic cluster comes to fore.



*“How do I feel? Although I cannot attend the activities as much as I want to, it is good to live here so that I can reach them whenever I want and indeed I reach them from time to time. When you visit another city you realize what this city offers you, the favors, the richness....”*

**In-depth interview: Female-43-Modern**



Living in a city unavoidably means that daily routines are intermingled with certain places. In other words, there is a relationship between how time is spent and where it is spent. Among shopping malls, green spaces, sports spaces and municipal cultural centers, the Istanbulites spend the biggest time in shopping malls followed by green spaces.

One in every two Istanbulities visit malls, places that are intermingled with consumption, at least once a week. Increase in income brings about an increase in the length of time spent in malls. It is observed that malls which are opened in very corner of Istanbul indeed affect daily lifestyle.

In the events that started in the Gezi Park at the end of last May, one of the points of objection was the wiping out of green spaces as well as many other symbolic meanings. The findings show that almost half of the Istanbulites as a part of their daily lives spend time in parks, green spaces and picnic areas which is an explanation for this objection. However, this finding also shows that more than half of the Istanbulites are deprived from contact with nature due to intense construction in the



city. Green spaces are important in that unlike shopping malls, they are not linked to consumption and people from all clusters may exist in this kind of public space.

Playing sports or watching sports games also enable people to join the public space, socialize and connect with the society. Playing sports in places such as artificial turf football fields, stadiums and sports halls is within the daily routines of one in every five Istanbulites. As may be expected, males and young people are more active.

Among the alternatives for spaces used, we included the municipal cultural centers with the aim to understand the impact of the places opened by the Metropolitan Municipality or district municipalities in order to provide social services to the public such as neighborhood houses, theatre halls, artistic or vocational courses such as ISMEK in the lives of Istanbulites. Although 14 percent of the Istanbulites stated that they spend at least one hour in such places and this rate seems low in comparison to other places, it makes 2 million Istanbulites.

Analyzing the use of time and its connection with spaces according to demographic clusters reveals as a primary finding that the differences between the clusters do not lead us to different types of Istanbulites. Yet, some specific tendencies are clearly observed.

Time spent for transportation, entertainment and cultural activities and time spent in shopping malls and outside of the district one resides in change according to the clusters. For example, it is observed that young people and males can and do spend more time for such activities. It is also understood that income level is influential. On the other hand, time spent on socializing and time spent on green spaces and municipal centers do not differ much among demographic clusters. This is best explained by the difference of housewives compared to other clusters. Working people and students spent a lot of time on the road and outside of their residential area in order to work or go to school, on the other hand as for spare time and activities mostly done together with family members, the differences between working and non-working people and students and other neutralize. Moreover, the lifestyle that individuals identify themselves with does not affect their socialization in that all clusters spend 6 to 10 hours on average weekly for chatting with friends and relatives.

Particularly, the frequency of activities such as entertainment, strolling in shopping malls and getting out of the district which may be defined as benefiting from the advantages of living in a city, is mostly affected by educational level and income level (income, making a living, automobile ownership). The duration of settlement in Istanbul seems to have no effect. Lifestyle is also partly influential: People start spending more time on transportation, strolling in shopping malls, entertainment, cultural activities and getting out of the district, from religious conservatives to moderns and as religiousness decreases.



*“ If I feel energetic, I do everything; I can go to the theatre, cinema, concerts. I visit various neighborhoods by ship or metrobus. It depends on my health. That’s why I feel more free, I feel better in Istanbul. In small cities, no matter how modern they are, there is always peer pressure and wrong perceptions but in Istanbul, it depends on where you live. Of course, it depends on the neighborhood but in Kadıköy I feel so free ...”*

**In-depth interview: Female-54-Traditional conservative**

Other than that, some interesting findings about the Istanbulites, although they do not mark general tendencies, are as follows:

- Among the Istanbulites, those who spend the longest time to walking are retired people. 28 percent walk more than five hours weekly and 41 percent walk a maximum of five hours weekly.
- Support for or objection to urban transformation projects affect the ways of spending time minimally but they affect the time spent in shopping malls. Those who support transformation in the residential areas of Istanbul show their support for malls which are a part of the similar order, not only with words but also with actions. The same goes for those who object to urban transformation. 66 percent of those who support urban transformation spend at least an hour weekly in shopping malls whereas among those who object to urban transformation projects, those who ever visit one are at a rate of 42 percent.
- Although at first sight, it is not possible to claim that spending time in different activities and different places increases satisfaction with Istanbul, it must be noted that those who spend more time for entertainment and cultural activities as well as visiting malls are more satisfied with living in Istanbul.
- Those who spend more time in parks state at higher rates that they are satisfied with living in Istanbul, Kadir Topbaş and municipal services.



## 5.7. Transportation

Which of the following means of transport do you regularly use in Istanbul?	Percentage
Bus	61.8
Minibus	37.9
Metrobus	34.4
Subway	33.4
Personally owned automobile	23.3
Tram	18.3
Ship / ferry	12.5
Taxi	7.4
Marmaray	3.8
Commuter train	1.2
Bicycle	1.0
Motorcycle	.8
Total	100.0

Istanbulites ride mostly bus. The other common types of public transportation are minibuses, metrobuses and subway as used by one in every three Istanbulities. Metrobuses which started in 2007 and have become a great novelty in terms of public transportation in Istanbul are used regularly by one in every three Istanbulites which is an important finding. Those who state that they ride Marmaray regularly, which opened about two months ago on October 29 and was expected to serve one million passengers daily, are 4 percent, i.e. about 500 thousand people.

As for privately owned vehicles, it is observed that almost one in every four Istanbulites drive their own automobiles regularly. Although bicycles and motorcycles as privately owned vehicles seem to be very low in rate, it must be stated that very roughly, they are ride by 100 thousand each. As another type of privately owned vehicle, we may consider taxis which are used by about 1 million people in Istanbul and according to some sources there are 18 thousand registered taxi license plates in Istanbul.

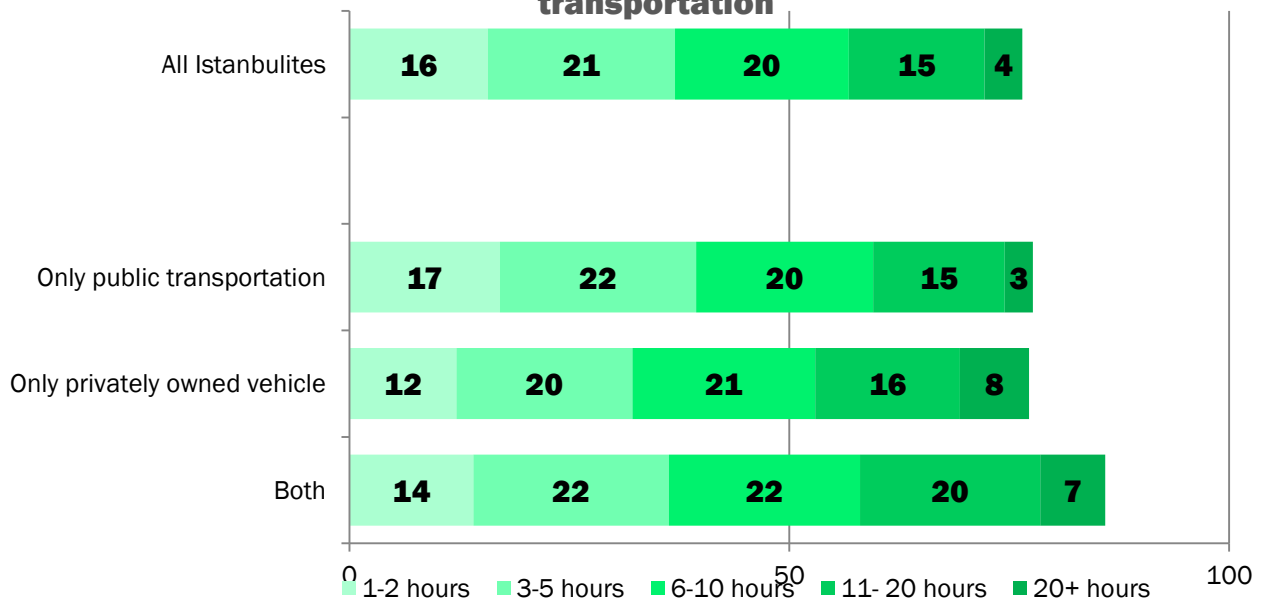
Summarizing the types of transportation that the Istanbulites use as seen in the graph below, two third use only public transportation and one tenth use only privately owned vehicles.



Means of transportation	Percentage
Only public transportation	66.1
Only privately owned vehicle	11.2
Both public transportation and privately owned vehicle	17.2
None	5.5
Total	100.0

The relationship between the type of transportation and the duration of transportation is very explanatory: Those who use only public transportation spend less time on the road than those who use only privately owned vehicles for transportation. The effect of public transportation in decreasing the traffic and the duration of transportation is clearly visible. However, those who spend the most time for transportation are those who use both public transportation and also regularly ride their privately owned vehicles. We may assume that this cluster in general travels more and therefore use public transportation not only out of need but also as a preference.

**Time spent on transportation according to means of transportation**



88 percent of those who use only privately owned vehicles for transportation stated that they own an automobile however in their household, transportation is not conducted only by privately owned vehicles. Only one fourth of those who confirmed automobile ownership in their household use only privately owned vehicles whereas the rest use either only public transportation or both public transportation and privately owned vehicles.



Another finding with regard to transportation of the Istanbulites is the fact that those who prefer privately owned vehicles for transportation not only spend more time in traffic but also spend more money on transportation.

Means of transportation	Average transportation cost (TRY)
Only public transportation	147
Only privately owned vehicle	388
Both public transportation and privately owned vehicle	256
Total	195

*“For example, if rail system passes through here, I wouldn’t drive my car, why would I? My car would stay in the garage and I would get to wherever I want much faster underground. For example, Marmaray opened just over there. I can get to Kazlıçeşme by a five-minute walk.... For example if I need to get to Uskudar, which I sometimes do because I have acquaintances there, I always stuck in traffic at the Bosphorus Bridge. It takes longer than an hour but now, I walk for five minutes, the ride would take about fifteen minutes and I’ll get there in twenty minutes in total, such a great time saving...”*

**In-depth interview: Male-49-Religious conservative**

## **5.8. Living in Istanbul and Satisfaction**

*“Imagining Istanbul as a person, as a woman... I define it as tired and hurt, not resentful but hurt... But it has such great self-sacrifice in its soul that it welcomes spring in its best form... At least tries to, tries to keep up. And of course, there are people and municipalities that try to do good things for this city. I see Istanbul as a city that holds its head high for their sake...”*

**In-depth interview: Female-43-Modern**





As handled in detail in the previous section “Satisfaction with life and services in Istanbul” majority of the Istanbulites are happy with living in Istanbul in general. The level of satisfaction with the Metropolitan Municipality Mayor Kadir Topbaş and the services provided by the municipality is similar and even a bit higher.

An analysis of the satisfaction levels in terms of how the Istanbulites live, on what they spend time and to what extent they can contact with the city life reveals a very explanatory picture: Those with higher income, who more frequently leave their district of residence, who can spend more time on entertainment and cultural activities and who state that they can make a living are happier with living in Istanbul but more critical about the mayor and his services. This cluster “can live the Istanbul life.” However lower classes, those who have fewer opportunities to get out of their district of residence and those who make a living more difficultly are not as happy with living in Istanbul as the others are. Yet, their evaluation of the municipality is rather positive.

It is obvious that the differentiation in the assessments on the municipality is affected by the polarization throughout the country and the positioning according to the government and that the assessments are made in terms of lifestyle and political views. Lifestyle does create a differentiation in the assessment of the municipality although it does not create any with regard to satisfaction with Istanbul.

On the other hand, this might be due to the fact that municipal services appeal to lower classes, lower-income clusters, those who use public transportation and those who cannot spend time on entertainment whereas the clusters which are ready to be critical against the municipality because of their political positions have no direct contact with municipal services or visible services are fewer. This is most apparent in the relationship between the extent of making a living and extent of satisfaction with Istanbul and the municipality. The harder they make a living the less satisfied they are with living in Istanbul and the differences are quite distinct. On the other hand, the more difficulty they have in making a living, the more satisfied they get with the municipality and the mayor. The same relationship, albeit more discreetly, is observed between the income level and the satisfaction level.

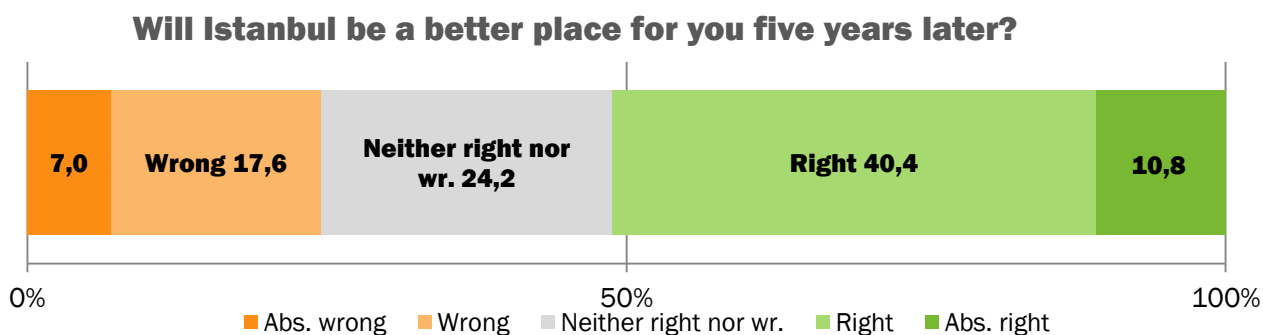
The relationship between transportation and satisfaction also provides clues in this matter: The use of public transportation vs. privately owned vehicles do not affect the extent of satisfaction with the city nor the mayor and his services. Transportation is significant because (according to another survey conducted by KONDA at the beginning of this year) for the Istanbulites, the traffic is the biggest problem in Istanbul and also the matter that the municipality is most successful at.

According to more specific demographic clusters, we observe that young people and students are more satisfied whereas retired people are less satisfied. Even though retired people are better off with regard to making a living compared to housewives, workers and unemployed people, it is observed that they are less satisfied and more hopeless. The fact that retired people are less happy and young people are more



happy shows that it is a common opinion within the whole population of the city that Istanbul is not a good place to spend one's retirement years.

Another cluster that is particularly less satisfied with the services provided by the municipality is those living in slums and traditional houses (rural, village-like areas of Istanbul). This might be considered as a way of expressing by those living in traditional houses, i.e. rural areas that the services are not sufficiently brought to them. As for those living in slums, it must be noted that today slums are not a very common type of residence in Istanbul since slum neighborhoods have been to a large extent replaced by apartment buildings and they make merely 3-4 percent of the total population of Istanbul. In any case, it must be stated that in Istanbul, those living in rural areas and in the existing slum areas feel marginal and left out in terms of municipal services.



The answer to the question “Will Istanbul be a better place for you five years later?” is given as yes by half of the Istanbulites. This question is somewhat affected by the polarization. Those clusters that are known to be pessimistic in many other matters are also pessimistic about this particular issue. The biggest affect is observed through lifestyle. In addition to that, CHP supporters, Alevis, viewers of Halk TV and Ulusal TV partially show the expected pessimism. However, there are also very striking findings in that for example those who are expressly against urban transformation do not anticipate a bright future for themselves in Istanbul. Retired people are also relatively more pessimistic. Yet, those who came to Istanbul with hopes for a job are more hopeful than those who came to Istanbul for education. Those clusters who have levels of optimism higher than the average about their future in Istanbul are the Ak Parti supporters, those who have not voted yet, i.e. the age group of 18-21 and the viewers of pro-government TV channels Samanyolu, TRT and Kanal 7.

Another significant finding is that income level does not affect the hopes on the quality of life in Istanbul but the level of making a living does: Whatever the income is, those who indicate that they have difficulties in making a living are not as sure as those who can make a living whether Istanbul will be a better place five years later.

Satisfaction with life in Istanbul does not differ according to lifestyle but satisfaction with the mayor and municipal services immediately change. This is an indication that the assessments are partially affected by polarization.



*“For me, it is great to take a walk at the sea coast, drinking tea, especially in the evenings... I’ve always found Istanbul beautiful. I wouldn’t want to live in any other city... I didn’t find that so-called gold here but I really love it here... I love the hills, the sea, everything about it... For example, not everybody is a fan of Eminönü but I love to stroll there; the Mahmutpaşa slope, the crowds, I like to go shopping there because many things that you wouldn’t find anywhere else in Turkey, you would find there...”*

**In-depth interview: Female-55-Traditional conservative**





## 6. ISTANBUL BY NUMBERS

In order to provide a wider perspective for the findings of the Barometer survey regarding living in Istanbul, we have included in this section certain data from the Turkish Statistical Institute and the Istanbul Metropolitan Municipality.

### 6.1. Summary Information on Istanbul

Data	Unit	Value
<b>Area (Inc. lakes-118 Km<sup>2</sup>-)</b>	Km <sup>2</sup>	<b>5,461</b>
Anatolian Side (%35)	Km <sup>2</sup>	1,898
European Side (%65)	Km <sup>2</sup>	3,563
<b>Population</b>	Person	<b>13,854,740</b>
Male Population	Person	6,956,908
Female Population	Person	6,897,832
Annual Population Growth Rate of Istanbul (2012)	‰	16.8
Annual Population Growth Rate of Turkey (2012)	‰	12
Rate of Population of Istanbul to Population of Turkey	%	18.3
<b>Number of Districts</b>	Number	<b>39</b>
Number of Neighborhoods	Number	782
Number of Villages	Number	152
Number of Residences	Number	2,291,228

#### POPULATION AND MIGRATION STATISTICS OF ISTANBUL\*

Period	Total population	Immigration	Emigration	Net migration	Net migration rate (‰)
<b>2007-2008</b>	12,697,164	374,868	348,193	26,675	2.1
<b>2008-2009</b>	12,915,158	388,467	348,986	39,481	3.1
<b>2009-2010</b>	13,255,685	439,515	336,932	102,583	7.8
<b>2010-2011</b>	13,624,240	450,445	328,663	121,782	9.0
<b>2011-2012</b>	13,854,740	384,535	354,074	30,461	2.2

#### ANNUAL POPULATION GROWTH AND ANNUAL POPULATION GROWTH RATE OF ISTANBUL (‰) \*

	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Growth(Person)	123,328	217,994	340,527	368,555	230,500
Growth (‰)	9.8	17.0	26.0	27.4	16.8

#### MORTALITY STATISTICS\*

	2008-2009	2009-2010	2010-2011	2011-2012
<b>BIRTH</b>	209,945	213,110	211,874	224,469
<b>DEATH</b>	53,723	52,775	53,109	54,558

\* Turkish Statistical Institute-2013



## 6.2. Transportation

### Rational Distribution of Intracity Transportation

Transportation Type	Share (%)
Highway	81
Rail systems	13.7
Seaway	5.3

### Number of Vehicles

Type of vehicle	Number	Type of vehicle	Number
Automobile	2,116,830	Minibus	62,847
Bus	59,919	Van	585,222
Truck	126,392	Motorcycle	220,731
Privately owned vehicles	6,475	Tractor	21,737
<b>Total Registered Vehicles</b>	3,200,153		

Turkish Statistical Institute - August 2013

### Distribution of Road Network (2013)

General Situation of Highways	Length (Km)
Total Length of Highways	<b>26,882</b>
<i>Main Arterial Roads (IMM)</i>	4,006
<i>Other Roads (Highway Length of All Districts)</i>	21,409
<i>Highways belonging to Gen. Dir. of Highways</i>	1,467
General Situation of Rail Systems	
Current rail systems	<b>137.9</b>
Rail systems under construction	<b>95.55</b>
<i>IMM Rail</i>	28.75
<i>Ministry of Transport</i>	68.8

### Information on Public Transportation (2013)

Data	Number
<b>Number of Buses</b>	<b>6,150</b>
Number of IETT (Istanbul Electric Tramway and Tunnel Establishments) Buses	3,059
Number of Privately Owned Public Buses	2,153
Otobüs A.Ş.	938
<b>Number of Ships /Boats</b>	<b>475</b>
City Lines	27
İDO (Privately owned fast ferry lines)	55
Motor boats	393
<b>Number of Ports</b>	<b>114</b>
City Lines	49
İDO (Privately owned fast ferry lines)	35
Motor boats	30

### Total Street/Main Street /Avenue Numbers and Road Lengths of Districts\*

Districts	Number of Streets (Number)	Number of Main Streets (Number)	Number of Avenues (Number)	Number of Roads (Number)	Road Length (km)
Districts of European Side Total	39279	4092	95	43466	13382
Districts of Anatolian Side Total	24422	2308	47	26777	8027
<b>Total Districts</b>	<b>63701</b>	<b>6400</b>	<b>142</b>	<b>70243</b>	<b>21409</b>

\* Road lengths were measured as the total length of both ways in divided roads. Planned roads were **not included** in the number of roads.



## 6.3. Population, Area, Water and Gas Subscription by Districts

### Istanbul European Side

No	DISTRICTS	POPULATION*	AREA* (Km <sup>2</sup> )	WATER SUBSCRIPTION**		NATURAL GAS SUBSCRIPTION**	
				Residence	Work Place	Residence	Free
1	Arnavutköy	206,299	506.48	66,096	7,217	32,983	4,218
2	Avcılar	395,274	41.92	133,684	12,162	116,768	19,634
3	Bağcılar	749,024	22.40	215,876	30,492	190,860	32,205
4	Bahçelievler	600,162	16.57	193,995	23,566	190,311	35,244
5	Bakırköy	221,336	29.65	89,992	11,848	91,203	41,518
6	Başakşehir	316,176	104.48	104,850	13,947	75,751	33,279
7	Bayrampaşa	269,774	9.54	90,701	20,147	82,775	20,160
8	Beşiktaş	186,067	18.04	87,340	12,357	90,076	47,437
9	Beylikdüzü	229,115	37.74	91,189	7,786	92,996	15,704
10	Beyoğlu	246,152	8.96	89,704	25,574	68,054	35,105
11	Büyükkçekmece	201,077	157.68	97,600	6,784	91,785	13,285
12	Çatalca	63,467	1,040.42	28,832	3,018	154	9
13	Esenler	458,694	18.51	130,762	14,639	116,162	14,928
14	Esenyurt	553,369	43.12	219,341	15,628	176,808	32,999
15	Eyüp	356,512	228.14	125,157	12,091	109,439	14,585
16	Fatih	428,857	15.93	159,249	54,625	133,456	59,971
17	Gaziosmanpaşa	488,258	11.67	153,468	15,389	137,137	12,529
18	Güngören	307,573	7.17	95,114	18,935	94,600	18,024
19	Kağıthane	421,356	14.83	147,628	23,201	126,169	21,645
20	Küçükçekmece	721,911	37.51	244,171	21,117	217,812	31,881
21	Sarıyer	289,959	151.26	104,873	6,747	104,471	23,776
22	Silivri	150,183	869.51	80,689	5,864	53,019	14,285
23	Sultangazi	492,212	36.24	143,162	16,578	127,186	10,951
24	Şişli	318,217	34.98	141,450	33,145	133,869	75,424
25	Zeytinburnu	292,407	11.31	87,480	21,216	78,844	21,096
<b>TOTAL</b>		<b>8,963,431</b>	<b>3,474,06</b>	<b>3,122,403</b>	<b>434,073</b>	<b>2,732,688</b>	<b>549,892</b>
				<b>3,556,476</b>		<b>3,382,580</b>	

### Istanbul Anatolian Side

No	DISTRICTS	POPULATION*	AREA* (Km <sup>2</sup> )	WATER SUBSCRIPTION**		NATURAL GAS SUBSCRIPTION**	
				Residence	Work Place	Residence	Free
1	Adalar	14,552	11.05	15,671	817	5,895	968
2	Ataşehir	395,758	25.87	152,029	21,811	134,006	32,266
3	Beykoz	246,352	310.36	82,355	6,785	78,756	11,913
4	Çekmeköy	193,182	148.02	71,709	6,192	70,045	10,142
5	Kadıköy	521,005	25.07	226,559	32,932	235,508	43,170
6	Kartal	443,293	38.54	161,494	15,976	152,536	24,106
7	Maltepe	460,955	53.06	172,089	15,417	164,231	29,358
8	Pendik	625,797	180.20	215,306	19,466	231,748	35,024
9	Sancaktepe	278,998	61.87	98,404	8,529	82,086	12,640
10	Sultanbeyli	302,388	28.86	79,858	7,688	57,529	6,864
11	Şile	30,218	781.73	24,654	1,809	12,694	2,155
12	Tuzla	197,657	123.86	72,162	9,933	69,961	28,762
13	Ümraniye	645,238	45.30	226,135	31,959	210,121	40,496
14	Üsküdar	535,916	35.34	196,869	17,272	192,742	40,228
<b>TOTAL</b>		<b>4,891,309</b>	<b>1,869.13</b>	<b>1,795,294</b>	<b>196,586</b>	<b>1,697,858</b>	<b>318,092</b>
				<b>1,991,880</b>		<b>2,015,950</b>	

\* Population and area info as of May 2013.

\*\*Subscription info as of end of November 2013.

## Population, Area, Water and Natural Gas Subscription Info of Istanbul



ISTANBUL	POPULATION	AREA (Km <sup>2</sup> )	WATER SUBSCRIPTION**		NATURAL GAS SUBSCRIPTION**	
			Residence	Work place	Residence	Free
Anatolian Side	4,891,309	1,869.13	1,795,294	196,586	1,697,858	318,092
European Side	8,963,431	3,474.0	3,122,403	434,073	2,732,688	649,892
<b>TOTAL</b>	<b>13,854,740</b>	<b>5,343.19*</b>	<b>4,917,697</b>	<b>630,659</b>	<b>4,430,546</b>	<b>967,984</b>
			<b>5,548,356</b>		<b>5,398,530</b>	

\*The total surface area of the Istanbul province is **5461 km<sup>2</sup>** including the European Side lake area (88.65 Km<sup>2</sup>) and the Anatolian Side lake area (28.99 Km<sup>2</sup>).

\*\*Subscription info as of end of November 2013.





## 6.4. Economics

**“23% of the total GDP;  
37% of national industrial production  
63% of national service production  
44% of national tax revenues  
come from ISTANBUL”**

**“IN TURKEY  
54% of the imports,  
47% of the exports are conducted in ISTANBUL.”**

### Exports and Imports \*

Data	Exports (Million \$ )		Imports ( Million \$ )	
	2012	2013 (October)	2012	2013 (October)
Turkey	152,489	124,529	236,545	207,104
Istanbul	76,640	58,473	119,603	112,134
Istanbul/Turkey	50%	47%	51%	54%

\* Turkish Statistical Institute

### 2013 Budgets of Institutions

Local Unit	Budget	Investment	Investment/Budget
IMM Consolidated	22,973,643,000	8,053,022,000	35%
Districts	8,651,971,208	-	-
Special Provincial Administration	460,000,000	318,318,195	69%

## WORKFORCE

Data	Unit	2010	2011	2012
Population at age 15≥	(Thousand persons)	9,633	9,773	9,914
Workforce	(Thousand persons)	4,604	4,773	5,063
Employment	(Thousand persons)	3,947	4,211	4,493
Unemployed	(Thousand persons)	658	562	570
Population not included in the workforce	(Thousand persons)	5,029	5,000	4,851
Workforce participation rate	(%)	47.8	48.8	51.1
Employment rate	(%)	41.0	43.1	45.3
Unemployment rate	(%)	14.3	11.8	11.3

### Sectoral Distribution of Employed People

(2012)

Agriculture		Industry		Service		Total
Thousand persons	(%)	Thousand persons	(%)	Thousand persons	(%)	Thousand persons
26	0.6	1,649	36.7	2,818	62.7	4,493



## 6.5. Health, Environment, Energy, Agriculture

### HEALTH

Year 2013

Data	Unit	Value
Number of Hospitals	Number	226
Number of Hospital Beds	Number	31,733
Number of Doctors	Persons	30,926

### ENVIRONMENT

Year 2013

Data	Unit	Value
Forest land	Km <sup>2</sup>	2,424
Total green area	m <sup>2</sup>	80,024,330
Active green land per capita (World standard 7 m <sup>2</sup> )	m <sup>2</sup>	6.26
Amount of garbage collected	Tons/day	16,000

### ENERGY

#### Consumed Energy \*

Data	Annual	Daily	Consumption per capita	
			Annual	Daily
Consumed Electricity (Year 2011)	32,672,285 ( MWh)	89,513 (MWh)	2,398 (kwh)	6.57 (kwh)
Consumed Gas (m <sup>3</sup> )	5,371,000,000	14,715,000	300	0.82
Distributed Drinking Water (m <sup>3</sup> )*	870,551,280	2,385,072	62.8	0.16

\* Year 2012

### AGRICULTURE

#### Agricultural Land in Istanbul\*

Cultivated Area (Decares)	Area of Vegetable Gardens (Decares)	Area of Fruits and Spice Crops (Decares)	Fallow Land (Decares)	Area of Ornamental Plants (Decares)	Total Area (Decares)
646,443	37,111	27,442	4,976	595	716,567

\* Turkish Statistical Institute - 2012



## 6.6. Education

### Formal Education

Grade	Number of Schools	Number of Students	Number of Teachers	Student/ Teacher
Preschool	2,626	141,795	9,661	15
Primary Education	1,556	946,173	38,008	25
Secondary Education	1,537	963,787	34,901	28
Junior High School	624	542,183	19,797	27
Vocational and Technical Junior High School	693	403,609	18,547	22
<b>Formal Education Total</b>	<b>7,036</b>	<b>2,997,547</b>	<b>120,922</b>	<b>25</b>

Turkish Statistical Institute (2012-2013)

### Nonformal Education

Data	Number of Institutions	Number of Trainees	Number of Teachers
Nonformal Education (Official)	81	485,060	987
Nonformal Education (Private)*	2,256	663,962	21,517
<b>Nonformal Education Total</b>	<b>2,337</b>	<b>1,149,022</b>	<b>22,504</b>

\* Private tutoring institutions, Study centers, Various courses, Distance learning centers etc.  
Statistics of the Ministry of National Education- (2011-2012)

### Higher Education

Year 2013

State Universities	Number	9
Foundation Universities	Number	40
<b>Total Universities</b>	<b>Number</b>	<b>49</b>



## 6.7. Tourism

### Foreign Visitors to Turkey and Istanbul

Data	2011	2012	2013 October
Turkey (Persons)*	31,456,078	31,782,832	31,757,624
Istanbul (Persons)*	8,057,879	9,381,670	8,949,790

\* Entering the country through airway, seaway and border gates.

### Total percentages of foreigners who visited Turkey between January – October 2013:

<i>Germans</i>	11.5%
<i>Russians</i>	5.4%
<i>Iranians</i>	3.6%
<i>French</i>	4.6%
<i>British</i>	4.5%
<i>Americans</i>	4.9%
<i>Italians</i>	4.2%
<i>Dutch</i>	2.7%
<i>Libyans</i>	2.4%
<i>Ukrainians</i>	2.3%
<i>S.Arabians</i>	2.3%
<i>Azerbaijanis</i>	2.2%
<i>Iraqis</i>	2.3%
<i>Spanish</i>	2.0%
<i>Swedish</i>	1.6%
<b>Other countries</b>	<b>43.6%</b>

### Year 2013

Type	Number of Facilities	Number of Rooms	Number of Beds
Facilities with Hotel Operation Certificates			
Location	Europe	368	33,495
	Asia	81	4,895
Facilities with Municipality Certificates			
Location	Istanbul	770	23,588
<b>TOTAL</b>		<b>1,219</b>	<b>61,978</b>
			<b>150,115</b>

**“NUMBER OF HOTEL BEDS IS 150,115.”**

### Information on Airports in Istanbul

Airport	Capacity Person/Year	Total Passenger Traffic (Domestic-International Lines) Year 2012		Total Flight Traffic (Domestic-International Lines) Year 2012	
		Annual	Daily	Annual	Daily
Sabiha Gökçen	25,000,000	14,686,052	40,236	126,043	345
Istanbul Atatürk	38,000,000	45,091,962	123,540	364,322	998
<b>Total</b>	<b>63,000,000</b>	<b>59,778,014</b>	<b>163,776</b>	<b>490,365</b>	<b>1,343</b>

### Cultural Places



Data	Number
Number of Museums	74
Number of Theatre Halls	147
Number of Movie Theatres	647
Number of Palaces	28
Number of Madrasas (Muslim theological schools)	90
Mosques (Historically valuable)	517
Churches (Historically valuable)	164
Sinagogues (Historically valuable)	19





## 7. FREQUENCY TABLES

### 7.1. Profile of Subjects

Gender	Percentage
Female	51
Male	49
Total	100.0

Age	Percentage
Ages 18 - 28	25
Ages 29 - 43	36
Ages 44 and above	39
Total	100.0

Educational Status	Percentage
Below high school	40
High school	15
University	45
Total	100.0

Paternal Educational Status	Percentage
Below high school	84
High school	11
University	6
Total	100.0

Household population	Percentage
1 - 2 persons	18.2
3 - 5 persons	67.5
6 - 8 persons	11.3
9+ persons	3,0
Total	100.0



<b>Birthplace</b>	<b>Percentage</b>
Istanbul	31.5
Western Marmara	3.3
Aegean	2.1
Eastern Marmara	3.0
Western Anatolia	2.8
Mediterranean	3.8
Central Anatolia	7.3
Western Black Sea	12.9
Eastern Black Sea	9.6
Northeastern Anatolia	8.2
Middle Eastern Anatolia	6.3
Southeastern Anatolia	6.0
Abroad	3.2
Total	100.0

<b>Paternal birthplace</b>	<b>Percentage</b>
Istanbul	10.6
Western Marmara	4.2
Aegean	2.0
Eastern Marmara	3.7
Western Anatolia	2.7
Mediterranean	3.7
Central Anatolia	9.4
Western Black Sea	17.8
Eastern Black Sea	14.8
Northeastern Anatolia	11.0
Middle Eastern Anatolia	7.7
Southeastern Anatolia	7.4
Abroad	5.2
Total	100.0

<b>Work status</b>	<b>Percentage</b>
--------------------	-------------------





Public officer	3.5
Private sector	11.1
Worker	6.8
Small retailer	6.5
Industrialist / Businessman	1.2
Self-employed	2.7
Farmer, agriculturalist, stock breeder	.5
Works, Other	8.4
Retired	15.4
Housewife	31.0
Student	6.4
Unemployed, seeking job	4.8
Unemployable	1.6
Total	100.0

Lifestyle cluster	Percentage
Modern	31.8
Traditional conservative	38.6
Religious conservative	29.6
Total	100.0

Head covering status	Percentage
No head cover	34.6
Head scarf	38.5
Hijab	13.0
Chador, purdah	1.3
Bachelor men	12.7
Total	100.0



<b>Religion/Sect</b>	<b>Percentage</b>
Sunni Muslim	90.6
Alevi Muslim	7.3
Other	2.2
Total	100.0

<b>Ethnicity</b>	<b>Percentage</b>
Turkish	83.8
Kurdish	9.9
Zaza	.8
Arab	1.1
Other	4.4
Total	100.0

<b>Religiousness</b>	<b>Percentage</b>
Non-believer	2.9
Believer	25.5
Religious	56.6
Devout	15.0
Total	100.0

<b>Monthly household income</b>	<b>Percentage</b>
TRY 300 TL or less	2.3
TRY 301 - 700	2.1
TRY 701 - 1200	23.8
TRY 1201 - 2000	35.7
TRY 2001 - 3000	20.8
TRY 3001 or more	15.3
Total	100.0

<b>Automobile ownership</b>	<b>Percentage</b>
Yes	36.4
No	63.6
Total	100.0



<b>Economic classes</b>	<b>Percentage</b>
Lower income	9.4
Lower middle class	42.6
New middle class	14.9
Upper income	33.1
Total	100.0

<b>Type of residence</b>	<b>Percentage</b>
Traditional residence	7.2
Slum	3.6
Apartment building	82.0
Luxury residence	7.3
Total	100.0

<b>Which TV channel do you prefer for obtaining the news?</b>	<b>Percentage</b>
Atv	15.1
Cnn türk	3.0
Fox tv	7.3
Habertürk	3.5
Halk tv	5.7
Kanal 7	5.6
Kanal D	17.5
Kanalturk	1.4
Ntv	5.1
Roj tv	7.6
Samanyolu	4.0
Show tv	6.3
Star	9.9
TRT	2.2
Ulusal Kanal	.3
Local Channels	5.4
Other Channels	15.1
Total	100.0



## 7.2. Inhabitation in Istanbul

How long have you been living in Istanbul?	Percentage
1 - 2 years	3.6
3 - 5 years	3.9
6 - 10 years	9.0
11 - 20 years	23.2
21 - 30 years	24.0
More than 30 years	36.3
Total	100.0

What is your answer to the question "Where are you from?"	Percentage
Istanbul	21.0
Western Marmara	3.8
Aegean	2.0
Eastern Marmara	3.3
Western Anatolia	2.5
Mediterranean	3.9
Central Anatolia	8.6
Western Black Sea	15.3
Eastern Black Sea	13.2
Northeastern Anatolia	10.2
Middle Eastern Anatolia	6.8
Southeastern Anatolia	6.8
Abroad	2.7
Total	100.0

Why did you settle in Istanbul?	Percentage
Job, economic	41.2
Education	5.3
Family	20.7
Other	6.5
I was born here.	26.3
Total	100.0



### 7.3. Satisfaction with Istanbul

Are you satisfied with living in Istanbul?	Percentage
Absolutely not satisfied	7.4
Not satisfied	17.5
It doesn't matter	12.7
Satisfied	52.7
Very satisfied	9.8
Total	100.0

Are you satisfied with the Istanbul Metropolitan Municipality Mayor Kadir Topbaş?	Percentage
Absolutely not satisfied	8.0
Not satisfied	11.9
It doesn't matter	15.8
Satisfied	50.9
Very satisfied	13.4
Total	100.0

Are you satisfied with the services provided by the Istanbul Metropolitan Municipality?	Percentage
Absolutely not satisfied	7.0
Not satisfied	12.5
It doesn't matter	12.7
Satisfied	55.3
Very satisfied	12.6
Total	100.0

Will Istanbul be a better place five years later?	Percentage
Absolutely wrong	7.0
Wrong	17.6
Neither right nor wrong	24.2
Right	40.4
Absolutely right	10.8
Total	100.0



## 7.4. Making a Living

Does the house you currently reside in belong to you or a family member? Do you have any other houses in Istanbul other than the one you currently reside in?	Percentage
We are tenants and we do not own any other home.	32.2
We are tenants but we do own another house in Istanbul.	3.4
We own this house and we do not have any other houses.	54.2
We own this house and we do own another.	10.3
Total	100.0

Monthly rent	Percentage
TRY 0- 300	5.4
TRY 301-500	16.0
TRY 501-700	24.5
TRY 701- 1000	32.9
TRY 1001 or more	21.2
Total	100.0

Monthly transportation costs	Percentage
TRY 0-50	27.6
TRY 51-100	26.2
TRY 101-150	12.0
TRY 151- 200	13.3
TRY 201-400	12.0
TRY 401 or more	8.9
Total	100.0

How many people work in this household?	Percentage
1 person	51.5
2 persons	31.7
3+ persons	16.8
Total	100.0

Were you able to make a living last month?	Percentage
Yes and thank god, I even managed to put some money aside.	24.9
I barely made both ends meet.	52.4



Not really.	8.5
No, I could not pay all bills / I am in debt.	14.2
Total	100.0

## 7.5. Living the Istanbul Life

Places visited in Istanbul	Percentage
Princes' Islands	59.4
Eyüp Sultan	85.7
Bosphorus	78.4
Museum of Conquest	25.7
Taksim Square	75.0
Topkapı Palace	69.1
Dolmabahçe Palace	57.5
Blue Mosque	82.8

Transportation	Percentage
0 hour / none	23.5
1-2 hours	15.7
3-5 hours	21.3
6-10 hours	19.8
11- 20 hours	15.4
20+ hours	4.3
Total	100.0

Spending time with neighbors, friends and relatives	Percentage
0 hour / none	22.8
1-2 hours	13.1
3-5 hours	24.4
6-10 hours	24.3
11- 20 hours	10.9
20+ hours	4.5
Total	100.0

Entertainment and cultural activities	Percentage
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0 hour / none	64.6
1-2 hours	16.2
3-5 hours	11.8
6-10 hours	5.2
11- 20 hours	1.5
20+ hours	.7
Total	100.0

<b>Walking</b>	<b>Percentage</b>
0 hour / none	33.8
1-2 hours	19.7
3-5 hours	25.4
6-10 hours	15.4
11- 20 hours	4.5
20+ hours	1.1
Total	100.0

<b>Parks, green spaces, picnic areas</b>	<b>Percentage</b>
0 hour / none	55.8
1-2 hours	17.5
3-5 hours	16.3
6-10 hours	8.1
11- 20 hours	1.7
20+ hours	.5
Total	100.0

<b>Shopping malls</b>	<b>Percentage</b>
0 hour / none	48.1
1-2 hours	23.5
3-5 hours	19.8
6-10 hours	6.0
11- 20 hours	2.0
20+ hours	.6
Total	100.0

<b>Sports places</b>	<b>Percentage</b>
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0 hour / none	80.1
1-2 hours	9.5
3-5 hours	7.0
6-10 hours	2.5
11- 20 hours	.6
20+ hours	.3
Total	100.0

Municipal cultural centers	Percentage
0 hour / none	85.2
1-2 hours	7.4
3-5 hours	5.3
6-10 hours	1.8
11- 20 hours	.3
Total	100.0

How often do you spend time outside the district you reside in?	Percentage
Never	11.0
Rarely	34.6
Sometimes	24.3
Frequently	18.9
Always	11.2
Total	100.0

Means of transportation that are regularly used	Percentage
Bus	61.8
Subway	33.4
Metrobus	34.4
Minibus	37.9
Privately owned automobile	23.3
Taxi	7.4
Ship / ferry	12.5
Marmaray	3.8
Tram	18.3
Commuter train	1.2
Bicycle	1.0



Motorcycle	.8
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Which one of the following decision-making process do you want to participate in?	Percentage
Decision for construction of a mosque, park, etc. in my neighborhood	59.3
Administration of the neighborhood	35.1
Decisions such as construction of a shopping mall at the Gezi Park	26.1
Urban transformation projects	51.3
General administration of Istanbul	35.1

## 7.6. Urban Transformation

Do you think that you are sufficiently informed about urban transformation?	Percentage
Yes	29.8
Partly	37.9
No	32.3
Total	100.0

Are there any areas in your neighborhood on which urban transformation projects are effected?	Percentage
Yes	42.3
No	57.7
Total	100.0

Do you support urban transformation projects?	Percentage
Yes	77.8
No	22.2
Total	100.0