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DYNAMİC NETWORKS and FLOATING NODES.

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THE EVALUATION OF THE DEVELOPMENT OF URBAN AND   REGIONAL POTENTIALS OF İZMIR METROPOLITAN AREA WITH REGARDS TO THE EXPECTED CHANGES IN THE INFORMATION TECHNOLOGY.

Theoretical Background for the Case

When I was a post-graduate student, after reading first a paper with a heading **"Future Urbanisation Patterns: A Long-Range World-Wide View"** in Ekistics (No 175 June 1970) - by John G. Papaioannou and a second one, heading **"A City for Human Development"** in Existics (No 151 June 1968) – by C.A.Doxiadis, and a third one **"Space and the Strategy of Life"** in Existics (No 175 June 1970) - by John B. Calhoun,   now I remember how I'd gained new perspectives in the field of urban planning as a young planner. As I had intended towards two main fields of concern, first one being the **transportation** planning (or **NETWORKS** in general) and the other one is **metropolitan** planning (or **URBAN SPRAWL / SPREAD**), these papers were the documents which were going to effect the way how I should approach in my professional studies.

After reading TAN 1 report, ideas re-embursed

As we all know planning needs as much as long **range perspectives** to look at and to estimate in *TIME* and possibility of **widest area to control** in *SPACE* . That means how space and time is important in manipulating and putting into operations of decision systems i.e. programming, evaluating and solving existing and growing problems related to human settlements. It has always been a fact that urban and regional planners faced with difficulties in coping the spatial effects arising due to the material and social technologies. If planners pace behind such developments they start to loose control of their profession. As the spatially oriented time – speed debate implies, two simultaneous questions; **Where future planning hiding to ? and How to develop it ?** always must be kept in mind, beside the social oriented debate of places–spaces and an economic one about the globilization.   (A. Schneider – TAN1 p.25)

Following questions should be kept in mind, first in order to be able to built up a theoretical framework for looking at the case study area, secondly trying to think about where the future planning hiding to particularly for the same area.

These questions will help in drawing the general outline that will guide how to look at the study area in terms of general topic and the specific head line of the 2nd session of the congress 2001.

- **Question of Typology and Planning Hierarchy.**

 Saying; **"** Planners loosing **control** and our theories and **instruments** does not seem to be valid anymore. **Changing role** of planner and planning is due to the global affairs and centralised policies.**"** (TAN 1) is also valid for Turkey. More over, spatial planners' burden is to think in terms of **order** and in terms of   **functions**. (TAN 1)

There fore the first question that the planners facing with should be related to the typology and hierarchy of the planning affair. (Figure 1.)

A FORMAT TO SEARCH   **Figure 1.**
PLANNING TYPOLOGY & DECISION HIERARCHY

	INTRA	INTER
Urban Networks	x	x
Regional Networks	x	o
National Networks	o	o
Global Networks	o	?

x = Physical, stimulating, pragmatic, adaptive, vectoral approach, poly-centric, deterministic, qualitative, de-centralized.

o = Developmental, policy making, goal seeking, normative, systems approach, theoretical, mono-centric, centralised, quantitative, social and economical, probabilistic.

? = Not subject to the discussions of this paper.
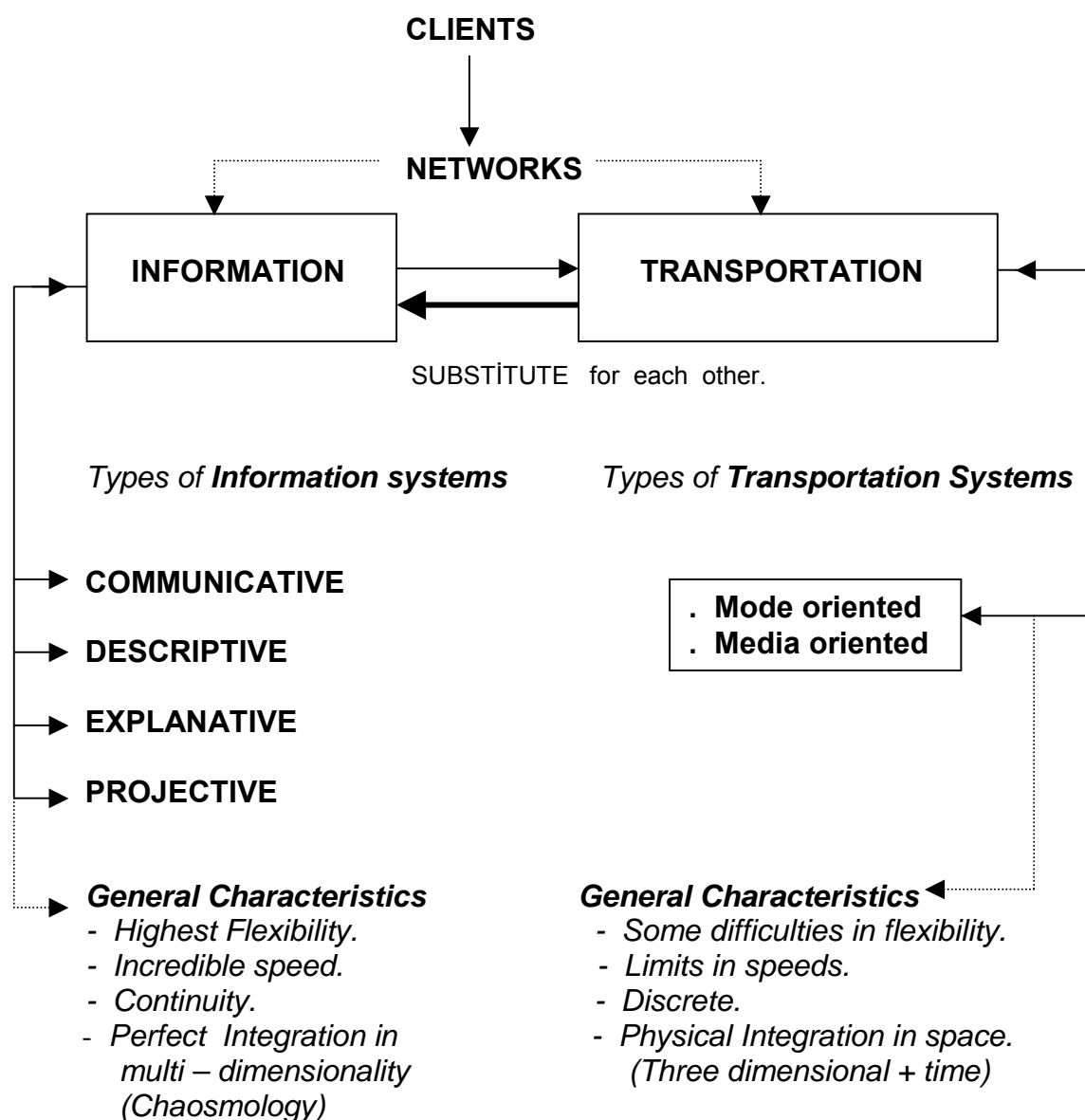

The problem can be solved by understanding and delineating the relations within above matrix. Choosing the outstanding relationships and measuring their parameters should of course be executed by the planner.

- **Question of Methodology**

For the methodology first it is necessary to answer the question as **planning for whom ?** and try to specify the groups as clients of dynamic networks. (Figure 2.)

BUILDING UP THE METHODOLOGY   **Figure 2.**
IN RELATION TO CAPABILITIES OF DYNAMIC NETWORKS

CLIENTS

NETWORKS

| **INFORMATION** | **TRANSPORTATION** |

SUBSTİTUTE for each other.

*Types of **Information systems***   *Types of **Transportation Systems***

COMMUNICATIVE

DESCRIPTIVE

EXPLANATIVE

PROJECTIVE

. **Mode oriented**
. **Media oriented**

General Characteristics   *General Characteristics*
- *Highest Flexibility.*   - *Some difficulties in flexibility.*
- *Incredible speed.*   - *Limits in speeds.*
- *Continuity.*   - *Discrete.*
- *Perfect Integration in*   - *Physical Integration in space.*
   multi – dimensionality   *(Three dimensional + time)*
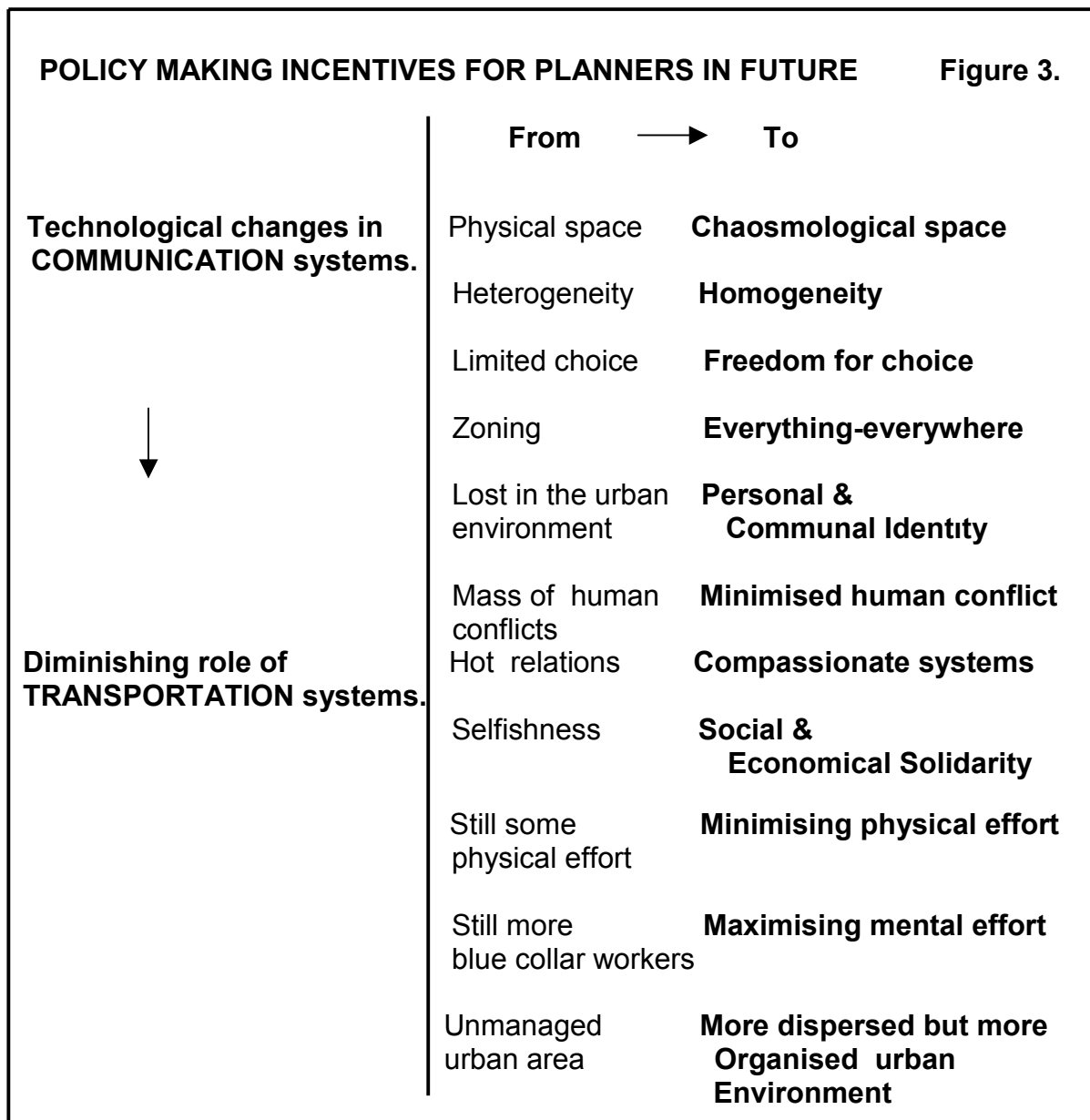   *(Chaosmology)*

Generally speaking, the main assumption is to build up a methodology is something highly dependent on the expected changes in the new network technologies which are absolutely dynamic and the planners' main task is to follow up these dynamic changes. According to the conceptual framework, *nodes* float due to the dynamism of networks,

and so that planners are expected to deal with **networks at the first stage rather than designing of nodes** i.e. it is easier for them to design the nodes after wards, as long as they are able to solve the complexities of networks before hand.

- **Question as how to define the boundaries of Policy Making.**

Due to the changes in the communication systems, the role of the transportation diminishes. By the emergence of multi-nodal global network systems, planners faces with the problem of new and unusual ways in policy making and designing planning strategies. Following is a simple attempt for trying to find planners' incentives within the limits of the policy-making due to the expected changes in communication technology. (Figure 3.)

POLICY MAKING INCENTIVES FOR PLANNERS IN FUTURE   Figure 3.

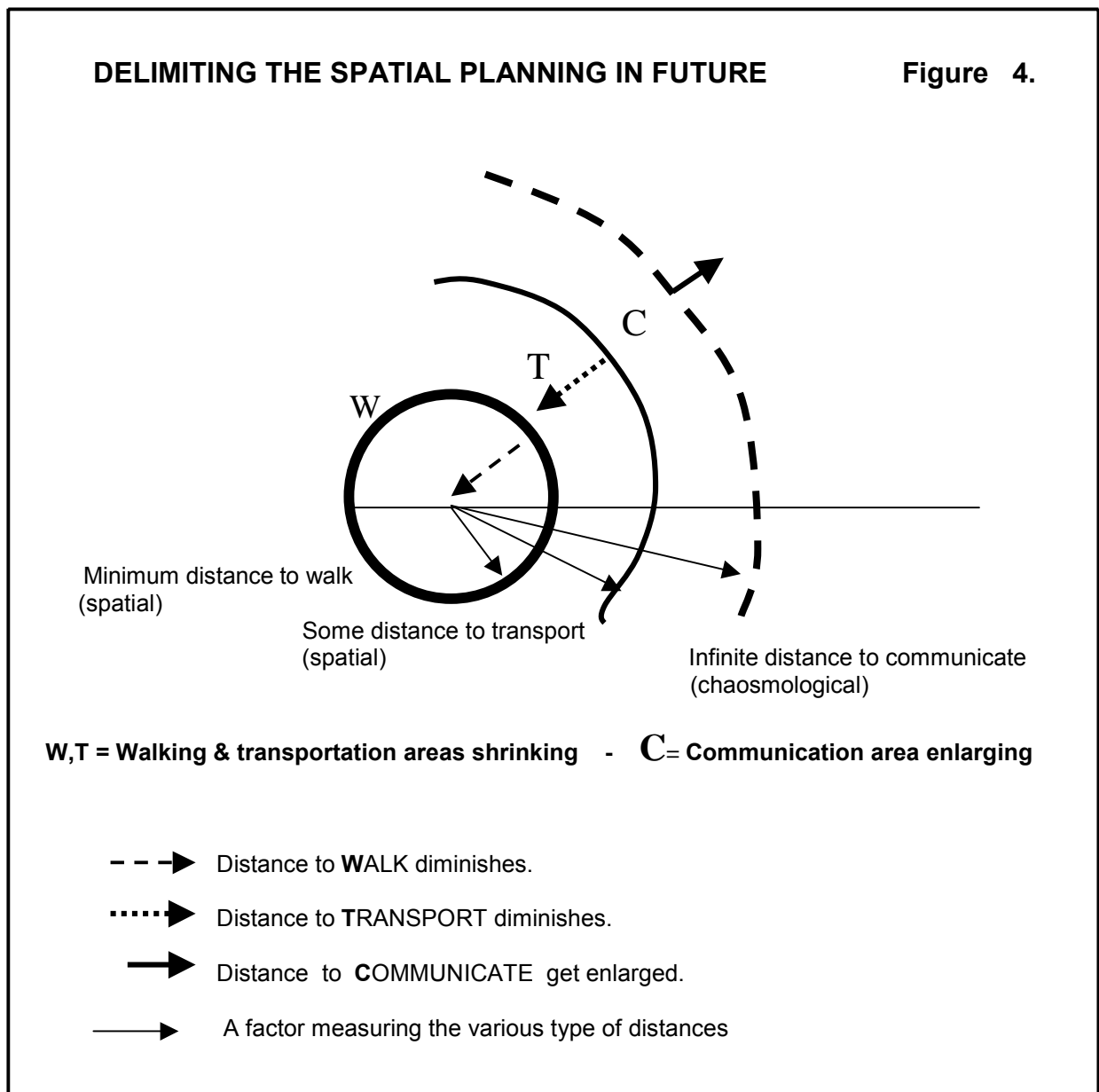|	From ⟶ To	
Technological changes in COMMUNICATION systems.	Physical space	**Chaosmological space**
	Heterogeneity	**Homogeneity**
	Limited choice	**Freedom for choice**
↓	Zoning	**Everything-everywhere**
	Lost in the urban environment	**Personal & Communal Identıty**
	Mass of human conflicts	**Minimised human conflict**
Diminishing role of TRANSPORTATION systems.	Hot relations	**Compassionate systems**
	Selfishness	**Social & Economical Solidarity**
	Still some physical effort	**Minimising physical effort**
	Still more blue collar workers	**Maximising mental effort**
	Unmanaged urban area	**More dispersed but more Organised urban Environment**

The figure demonstrates the factors confronted while moving from one phase to another, for instance it could be assumed that as moving towards more communicative systems, planning policy incentives should be defined in a chaosmological space (Tan 1), giving emphasis on equity with least amount of human conflict and in a compassionate behaviourism.

- **Question of Delineating the Places of Physical Planning.**

As a fourth important appraisal will be to delimit the space in which the planner is going to play a part. That is going to be necessary also for defining the ***professional skills.***

The areas of   **W**, **T**, and **C** should be re-defined for each planning problem in future. (Figure 4.)

DELIMITING THE SPATIAL PLANNING IN FUTURE   **Figure   4.**

C

T

W

Minimum distance to walk
(spatial)

Some distance to transport
(spatial)

Infinite distance to communicate
(chaosmological)

W,T = Walking & transportation areas shrinking   -   C= Communication area enlarging

Distance to **W**ALK diminishes.

Distance to **T**RANSPORT diminishes.

Distance to **C**OMMUNICATE get enlarged.

A factor measuring the various type of distances

The Case Study :   İzmir / Turkey

During the last two decades urban planning affairs in Turkey faced with drastic changes both in terms of legislative and management aspects. This change is something quite consistent with the general political outlook of the country. One can

see the foot prints of global effects on this political change both related to country wide implementations and also together with urban areas. Tele-Citta in Turkey coincided with this era that can also be termed as 2nd pseudo-liberal period. And of course İzmir has also been effected by these new achievements.

One may think that globalization may cause benefits for certain countries depending upon how much they are ready for decreasing restrictions and control on their national borders. If a nation is not capable for resisting the unusual negative effects of emerging world-wide networks of information and knowledge, with rapidly growing international flows of people, goods, money, finance, fashions and all kinds of consumption materials, there would be loses on behalf of that country. Even if one can talk about a least amount of benefit, this can not be the same from one country to another.

As the spatial planners of Turkey, it is quiet difficult to say that these changes are for our countries charity, in today'.

İzmir chosen as a case, being the third largest metropolitan city of Turkish Republic, bearing some peculiarities as far as regional and urban *networks* and *nodes* concerned.

The region is in the western part of Turkey on the way down to the south eastern European Ecumenapolis. There fore the region can be expected to be highly effected by this ecumenapolistic formation, besides her inherit environmental, socio-cultural and economic involvement.

Arche - Citta
İzmir is also well known as by her historical name, "SYMRNA". First settled at the place so called today's "Bayraklı", 3000 B.C. now can be termed as Arche – Citta (scheme 1.) Symrna is also known as the 13th of Ionian cities. (scheme 2.)

After Alexander the Great, 344 B.C. second settlement place for arche-citta were in the down slopes of Pagus Mountain, today's "Kadifekale" and during Hellenistic, Roman and Byzantium periods the very same location persisted as **second arche-citta**. (scheme 3)

Symrna was also conquered by Persians several times. Lived through the periods of Seljucks' and Ottoman Empire.

Early Cine-Citta
During the 18th Century İzmir spreads around second arche-citta but mainly towards north-eastern territory. This growth may be termed as the **starting of cine-citta** (scheme 4). The city being located near by the main export harbour of Egean Region, was dominated by a transportation systems collecting surplus of agricultural products such as tobacco, grapes, figs, cotton. After industrialisation, innovation of steam engines both in sea and rail transport, and prevention of epidemics resulted with a more rapid and smooth increase in the population of İzmir. Rail roads constructed by an intention to serve as much as wider area possible (scheme 5) These evolutions in turn effected the social life. Rail roads in 1856 together with the export harbour caused the city to be major transportation node for the region.

Spatial structure of the core city with her dispersion shows a multi- etnic characteristics. Traditional Turkish people in one side, and the western people immigrated by the influence economic of relationships called "Levantine" on the other, were the new urban social groups of İzmir. That in turn caused the sub-urban growth of the city (scheme 6). Improving commercial relationships of Ottomans with the western world has changed the demographic structure of the city. Regional structure, rich agricultural territory and production pattern (scheme) proves how the metropolitan relations started to influence the form and land use structure of central city (scheme 7).

Mid Cine-Citta

During republic İzmir started to experience with to modern ways of city planning and French Architect **René Danger** was introduced. His plan for the fire place (scheme 8) in 1922 was a stepping stone for city planning activities in İzmir (scheme 9). This was just a piecemeal approach. But was an important achievement for the city.

Later a planning work in the *city whole* was necessitated. In 1948 **Le Corbusier** was invited by the municipality for the preparation of an advisory report. Following are the examples of his typical sketches proposed for İzmir (scheme 10). He examined the whole city of İzmir and discriminated various urban *landuse classifications*. He also prepared some *details* for urban design. Those were all new achievements .
Before 1950 İzmir has reached to a city form almost surrounding all the way round the bay. Corbusier's work and the emergence of new anxieties, caused the search for a new planning approach. And an international competition was held and within the study group for this competition **Sir Patrick Aber Crombie** and **Paul Bonatz** were two of the outstanding names. A new dominant harbour in Punto (Alsancak), a main rail road station in Halkapınar, locatios for industry & university, and a new fair ground were among those asked from the attendants. Winners were a group of Turkish architects leaded by K. Ahmet Aru (scheme 11.) But this plan also turned out to be insufficient due to the changes in the political structure of Turkey after 1950. By looking at the effects on the spatial organisation, that can be termed as *pseudo-liberal period.* The changes between 1950 – 1970 may help in illustrating that reality. (scheme 12)
Situation caused the revision of the plan and in 1958 **Luici Piccinato** was invited. The most important thing that he proposed was to manage a local permanent planning bureau. In 1959 a local bureau established and **Alber Bodmer** was employed as the consultant for that organisation. Most important achievement by the Bodmer's studies was that for the first time İzmir was taken together with the settlements in her near vicinity (scheme 13). Also he prepared detailed design studies for suburbs. These efforts were all during the mid-Cine Citta period of İzmir.

Late Cine – Citta

In 1961 Turkey has introduced with a new constitution, after the planning and construction law in 1958. That was the time for beginning of central planning activities both in terms of national economic and physical development. State Planning Organisation and Ministry of Reconstruction & Resettlement were the main authorities in concern. There were also Departments of Regional and Metropolitan Planning, under the Ministry. In 1963 a synthesis of Aru+Bodmer plans on stage (scheme 14).

At the beginning of late cine-citta period central government has established a local metropolitan planning bureau in 1968. During the preparation studies L. Piccinato came for the second time to İzmir. He prepared and left certain drawings (scheme 15). Studies first started in Ankara, in the department of Regioan Planning (scheme 16). Preparation of analysis and planning proposals were established by a group of Ministry's official architect-planners, in 1/25000 and 1/200000 scales and At the İzmir Greater City Area and İzmir Metropolitan Region levels (scheme 17). During 1972-1976 Danish architect Stefan Ott acted as an advisor to the bureau.

Within these proposals one can make abstractions due to the existing and proposed transportation networks and inter-urban and intra - region nodes and links. Planning strategies for Egean Region (scheme 18), and the planning proposal for İzmir Metropolitan Region can help in presenting the late cine-citta period efforts for İzmir. European ecumanopolis (scheme 19) within national boundaries of Turkey and the formation of İstanbul – Bursa – İzmir megalopolis (scheme 20) may help in understanding how İzmir going to be effected by globilization and period of early tele-citta.

Tele - Citta

As it is mentioned at the very beginning, after 1985 Turkey has faced with changes in last 15 years where the central planning activities collapsed. Even though the country were only in toddling phase by that time in terms of planning, there were of course some quite important central regulations and control mechanisms in action.

Today there is no any more local bureau in terms of metropolitan planning, either authorised by the central government or a substitute of it. It is of course possible now how an haphazard situation exists in İzmir can be proven by the followings, first how serious the natural and the cultural environment needs to be protected and controlled in İzmir Metropolitan Region is ? And how the existing uncontrolled situation permits the partial growths causing the risks on the environment. (scheme 21)

Conclusions

All networks are known to be consisted of nodes and links. Only to look at the *nodes* will not mean anything in terms of planning and decision making processes.
Nodes are those points for production, extraction, trade, exchange, stocks, modifications, warehouse, disposal, junctions or integrations in any kind or assessment. Either one or more of those together.

Links are those lines needed to symbolise the **relations, replacements**, **connections, deplacements,** and **installments** among these points.

Nodes and links should be in *a steady state* for a satisfactory supra condition. Even under the changing conditions, the steadiness shoulb be sustained. Therefore, according to the system's enclosure and its level of hierarchical identity, the characteristics of the nodes and the links of a specific network differs.

Due to globilization, emergence of post-modern understanding and the peculiarities of tele-citta period, changing role of planner and planning makes us all to think about

the future responsibilities. There'll always be short distances to walk, but it will never be possible to put limits for reaching beyond furthest distances because of fast developing new technologies. In this development **communicative information system** technologies versus transportation and in the infinity it is ***assumed*** that communication is going to win *in the majority of human relations and in a larger phase of production.*

 In this paper networks of a chosen CASE STUDY – İZMİR / TURKEY are tried to be analysed in terms of ***inter-urban*** and ***intra-regional*** scales and also in a ***historical perspective*** as the time permitted. What one can see by looking at the case area, globilization is not really some thing new. Only the speed and effectiveness has changed because of the technology.
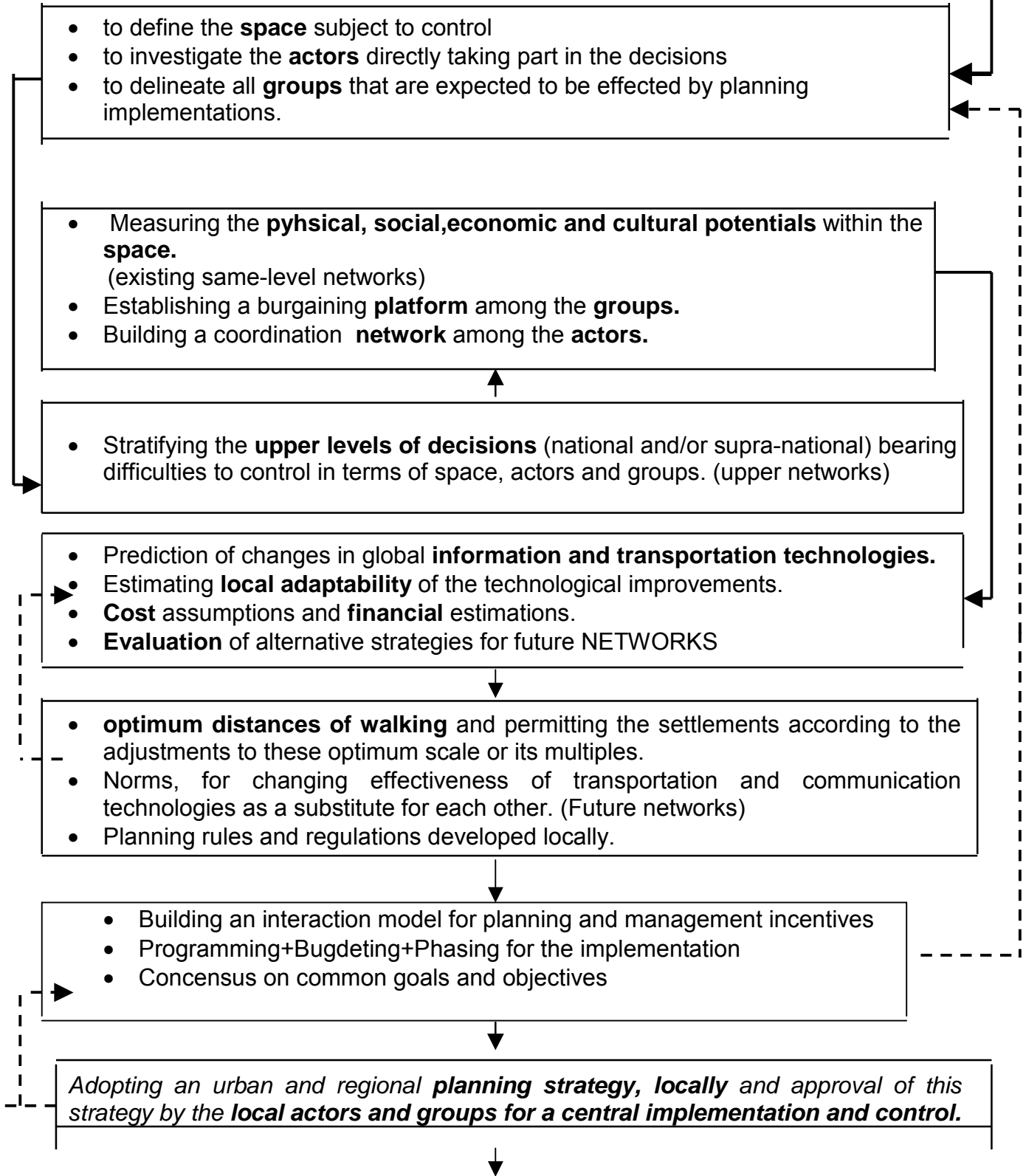
As planners besides improving our capability of **global comprehension**, assuming that our responsibility is first to look after and regulate locally our own national spaces and environments, to **develop new methodologies** is a must for us in order to cope with negative effects of the shrunk in the space . That means also what will be the scale of planning, how capable tools we can have for controlling the environment, what is the capability of looking at future, which policies restricts us, and how is it possible to design counter strategies for our nations' benefit in order to prevent the negatives effects of globilazition. Incentives of the local spatial planners to re-establish new methodologies for future will be rooted on;

- Interregional network analysis with developmental, policy making and goal seeking approaches,
- In client's expectations of highest flexibility, speed, continuity, and perfect integration in multi-dimensionality.
- The need for policies of homogeneity, equity, freedom of choice, compassionate behaviours, social and economical solidarity, mental efforts.

Figure 5.

LOCAL PLANNERS' APPROACH FOR A CHOICE OF ACTION for İZMİR:

- to define the **space** subject to control
- to investigate the **actors** directly taking part in the decisions
- to delineate all **groups** that are expected to be effected by planning implementations.

- Measuring the **pyhsical, social,economic and cultural potentials** within the **space.**
  (existing same-level networks)
- Establishing a burgaining **platform** among the **groups.**
- Building a coordination **network** among the **actors.**

- Stratifying the **upper levels of decisions** (national and/or supra-national) bearing difficulties to control in terms of space, actors and groups. (upper networks)

- Prediction of changes in global **information and transportation technologies.**
- Estimating **local adaptability** of the technological improvements.
- **Cost** assumptions and **financial** estimations.
- **Evaluation** of alternative strategies for future NETWORKS

- **optimum distances of walking** and permitting the settlements according to the adjustments to these optimum scale or its multiples.
- Norms, for changing effectiveness of transportation and communication technologies as a substitute for each other. (Future networks)
- Planning rules and regulations developed locally.

- Building an interaction model for planning and management incentives
- Programming+Bugdeting+Phasing for the implementation
- Concensus on common goals and objectives

*Adopting an urban and regional **planning strategy, locally** and approval of this strategy by the **local actors and groups for a central implementation and control.***

- Establishing a negative entropy mechanism for each spatial planning effort delimited by walking + transportation + communication distances.

There has always been dynamic networks and floating nodes in Western Anatolia by the domiance of İzmir. The missing was a steady state. Now that steadiness should be investigated and sustained.

Keeping in mind these last comments, planning attempts for İzmir in future, should be conceptualised and synthesized by the integrity of figures 1,2,3,4
within the following scheme of analysis, proposal, appraisal, implementation and control system (Figure 5). It should be expected that this will also end up with a new spatial structure; scattered and multi-centred settlement pattern and urban - rural integration.

Acknowledgement :

There are 21 schemes & 5 figures in the paper and the presentation is going to be backed up by a power point program with 42 slides.

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