International Society of City and Regional Planners - ISoCaRP

Cairo University, Faculty of Urban and Regional Planning

UNESCO-MOST – Management of Social Transformations

13th Young Planners' Report

Accessibility and Historic Preservation

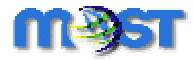**ISoCaRP Congress 2003**
Cairo, Egypt

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13th Young Planners' Report

ACCESSIBILITY & HISTORIC PRESERVATION

**ISoCaRP Congress 2003
Cairo, Egypt
October 2003**

International Society of City and Regional Planners
Association Internationale des Urbanistes
Internationale Gesellschaft der Stadt- und
Regionalplaner
Asociación Internacional de Urbanistas

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Contents

Accessibility & Historic Preservation

ACCESSIBILITY & HISTORIC PRESERVATION

Introduction by the coordinators

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The theme of the Young Planners' Workshop is the relationship between "accessibility" (local and regional) and historic areas of the city which, being at inner locations, normally block accessibility to peripheral new development. Accessibility to the historic area itself may also be hindered by its street pattern, hardly suited to accept vehicular traffic.

The study area was chosen to be Historic Cairo. The site of Historic Cairo covers an area of approximately 4 sq. kms (400 Ha.), and constitutes a unique setting in terms of its historical buildings and urban pattern that evolved through successive periods of Egyptian Medieval history. It includes one of the largest concentration of Islamic monuments in the world, that are mainly concentrated along major pedestrian spines forming dominant 'heritage corridors.' It is located in the heart of Greater Cairo area, and is adjacent to its central business district. Existing land uses cover a wide variety of activities as well as traditional markets such as jewellery, tents and fabrics, perfumes and spices markets.

The prominent urban character, identity, and townscape of the historic area was vandalized by recent traffic routes that have been cut through its physical fabric during the late 19th and early 20th centuries to integrate the 'old city' with the new expansions of Cairo. Recently, under the pressure of large-scale development and traffic congestion within Greater Cairo Region, an elevated road has been constructed over Al Azhar Street that divides the historic area into two north-south sectors. Stretching for about 1.5 kms on this major east-west thoroughfare, the elevated road has aggravated the separation of the historic area into two parts, and created a negative impact on it. Impacts include the visual disruption of the area, air and noise pollution, changes in land use, as well as destroying the texture of the area.

In reaction to accumulated opposition and emphasis on the negative impacts of the elevated road, a new tunnel has been constructed under al "Azhar" street as a substitute for the elevated road. Since the opening of the "Azhar" tunnel two years ago, the future of the elevated road has been a topic of dispute between two interest groups. The first group calls for the removal of the elevated road and pedestrianizing Al Azhar street to enhance the cultural and historic heritage of the area. The second group points out the significance of the elevated road in reducing traffic congestion in the historic city, and hence the easement of vehicular traffic through the whole area, that in turn contributes effectively to preserve overall economic vitality and to maintain tourist activities and their requirements.

The Young Planners' Workshop will address this debate, attempting to resolve the conflict between the two approaches, evaluating their relevant consequences, and selecting optimum solutions that sustain the cultural heritage, and upgrade the socioeconomic characteristics of the area. The main objectives of the Young Planners' Workshop proposed projects include: the integration of "Al Azhar" spine in the historic area, enhancing existing economic activities, improving environmental quality, and conserving the cultural and historical attributes. A main task would be to identify contradictory scenarios and their future possible impacts. Moreover, the study of the historic area, with special emphasis on the elevated road removal debate,

offers an opportunity for the elaboration of contingent planning projects as well as urban design proposals.

Young planners participating in this workshop are expected to tackle a number of questions such as:

- How can accessibility be improved in regard to the delicate urban fabric in the area and environmental concerns?
- How can intervention costs be reduced? How can interruptions to local communities be minimized?
- How can we revive the appearance and importance of the historic area to visitors and the local community?

The Young Planners' Workshop team consisted of 25 members, five of them are Egyptians. They had only 3 days to address the problem. The first day was used to introduce the problem to the team. Ample data about the study area was collected and made available to the team, as well as some informative presentations by invited speakers. Visits to the study area were arranged, followed by brainstorming evening sessions.

The team was then subdivided into four working groups according to their interests, experiences and choices. Each group worked separately, but in close cooperation with other groups. These groups covered various aspects of the problem:

Group 1: Social, Economic, and political aspects
Group 2: Land use planning
Group 3: Transportation planning
Group 4: Urban Design.

ACCESSIBILITY & HISTORIC PRESERVATION

Group 1:
Social, Economical and Political Aspects

Group Members:

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Arie Lengkeek, Netherlands
Brigida Proto, Italy

Contents

- o   Concept: A new definition of the problem might lead to new solutions
- o   Dimensions of the problem
    - -   Physical-economic dimension
    - -   Economic-social dimension
    - -   Social-cultural dimension
    - -   Social-political dimension
- o   Outcome: 4 messages

Concept:
A new definition of the problem might lead to new solutions

Give planners 3 days to work out an assignment, and the definition of the discipline becomes: redefining. Redefining aims at narrowing the distance between the current situation and the conceived aim that has to be realized. That is where we start: a redefinition of the problem, that was originally stated as an opposition between the accessibility of the Historic District and Cairo as a whole, and the preservation of the Cultural Heritage of the Historic District.

Actually, there is no opposition between these two poles- they arise from a dynamic that is basically the same for both sides.

The basic problem is that the dynamics of the Historical District are disconnected from the dynamic of its context, both socially, economically and politically. This reveals itself in space: conflicts between different types of functions and meanings. Solutions of the problems in space have not addressed this disconnection between the externally imposed function and internally generated function. For accessibility, this is visible in the processes that resulted first in the elevated road and then in the tunnel; for Cultural heritage this is visible in the conflicts arising from everyday life in a global cultural heritage area. What we propose, is to use a more integrating approach, that *reconnects on-site function and meaning with off-site demands and pressures.*

To make some propositions for that, we tried to reveal the dynamics behind the spatial processes that are forming parts of the problem.

Therefore we approach the area and the conflicts it contains from four dimensions:

> -a physical-economic dimension
> -an economic-social dimension
> -a socio-cultural dimension
> -a social-political dimension.

Our analysis results in four *messages for planners*- we hope they are addressed well, and will be eventually delivered.

Physical-Economic Dimension

Logically thinking, the problem manifests itself at two scales.

1. The first scale is the Cairo domain. The historical district blocks most of the East-West directed traffic in the Greater Cairo Area
2. The second scale is the Historic Area domain. Congestion, conflicts between pedestrians and cars, and reduced accessibility of the area are deteriorating the quality of life in this important part of the city.
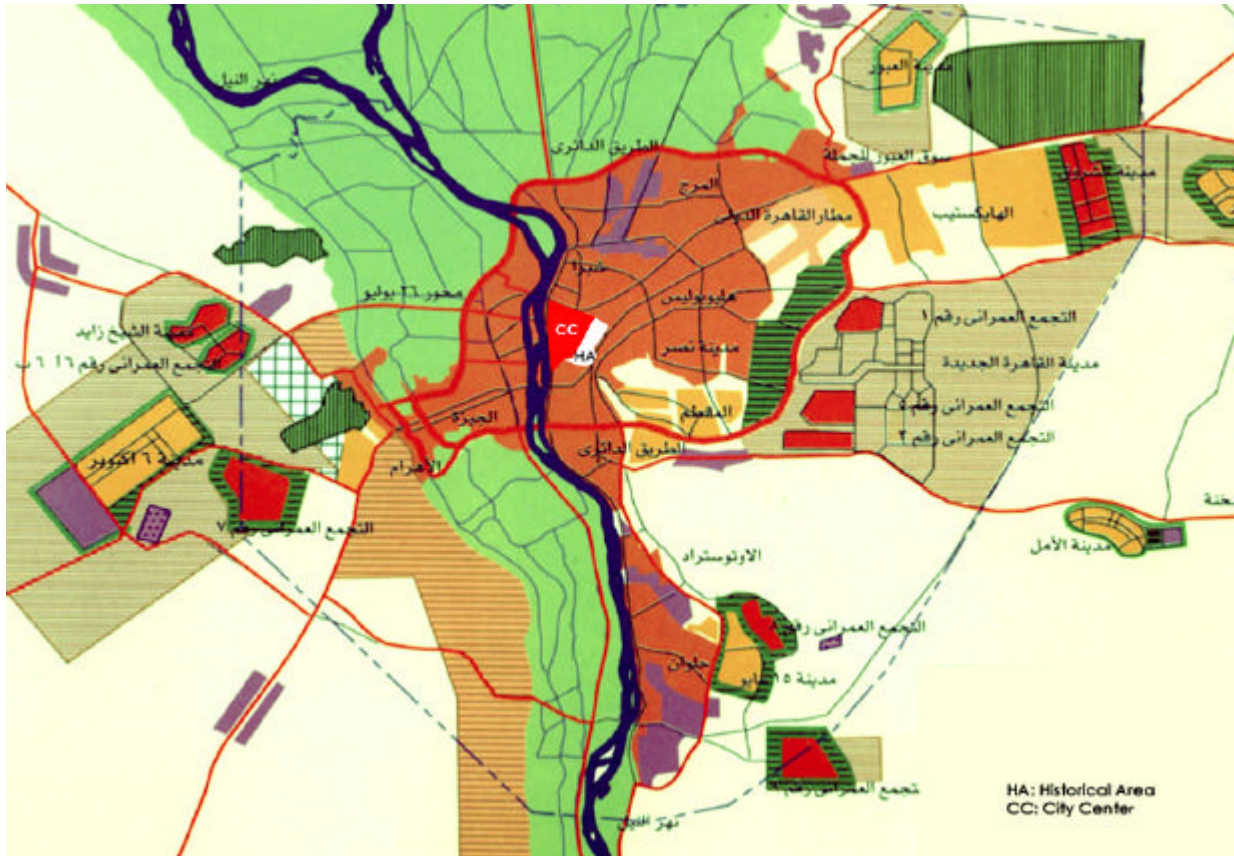
Fig. 1

But what is a proper scale to tackle this problem? In order to find that out, it is instructive to look at the *functional* boundaries of the Historical District- which actually results in yet another redefinition: enlarging the boundaries of the historic district.

Figure 2 shows a map of Central Cairo, with the current definition of the boundaries of the Historical District on it. When this is compared with the map of Cairo in the year 1874 (figure 3), it is clearly visible how the boundaries should be extended. Cairo then consisted mainly of the historic city, with some French extensions to the West. Once extended, the historic district includes the area to the south/west of Port Said Street (figure 4).
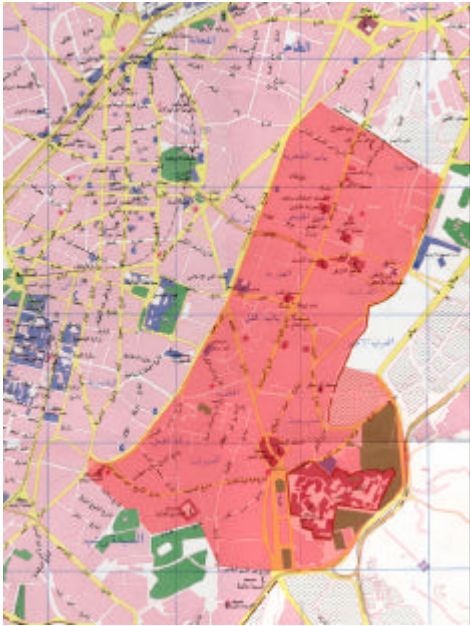
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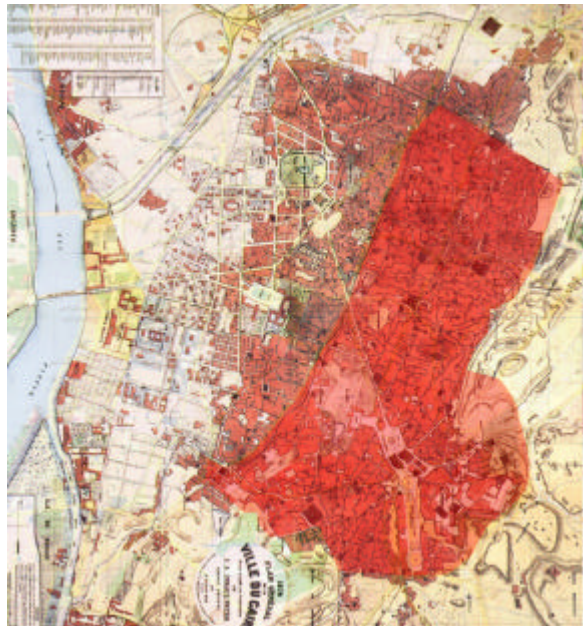
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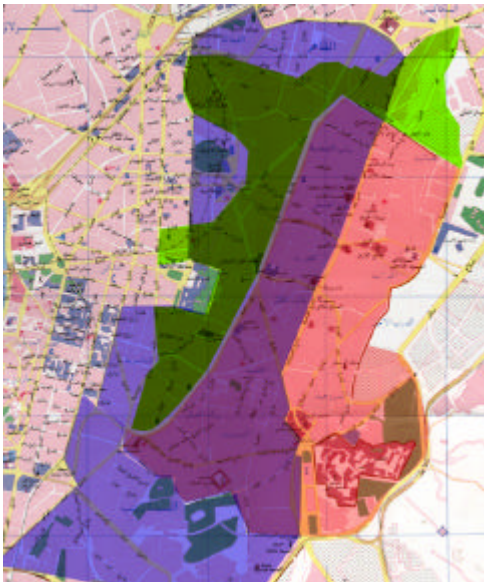
Fig. 4
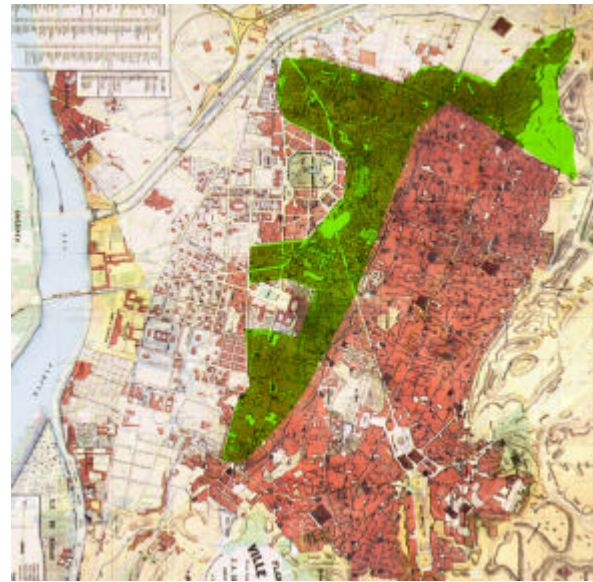
Fig. 5

This is particularly revealing, when we combine this map with a map of the location of the economic activity in Central Cairo that is related to retail trade of physical goods and wholesale (figure 4). This results in a map that shows a certain 'transitional zone', where the historic fabric of the historic district has a particular economic function (figure 5). The transitional zone is arranged around Port Said Street. The traffic generated by the activities in this zone, is the traffic that is routed mainly through the historic district. Not the traffic from the CBD to the East : they use the tunnel.

This also reveals why the elevated road and the tunnel didn't solve the problem in the end: they neglected this transitional zone, so there is a conflict between the current definition and the real problem. So, again: redefining the problem reveals dynamics that can lead to new solutions!

Social, Economical and Political Dimensions

The group approached the given title and description of the problem in a comprehensive and integrated way.

We started with understanding/exploring the true meanings of the words 'Heritage Protection' and 'Accessibility'. While doing so, many revelations came forward. Few of the most important ones remained that there is a vast difference in the definition and perceptions of 'Heritage' by various sections of the society. The Heritage has been 'managed' and 'protected' by the government establishments by way of non-integrative rules and regulations. Our observation highlighted that unfortunately there was no trace of any dynamic and participatory process in this regard. Moreover, the policy and practice of Heritage Protection has been 'Monument based'.

This approach, coupled with many other non linked policies and poorly coordinated actions have resulted in a rather disastrous state of affairs. The high value living cultural heritage of Egypt has in it a treasure of extraordinary value, not only for local people and Egypt but for whole of Humanity. Its relevance varies from deep spiritual aspects to cultural to architectural to traditional living patterns & unique urban morphology. The area is a vibrant living laboratory in many senses.

There have been very few attempts in the past to incorporate the wider aspects linked to 'Heritage Protection' and hence this approach has not really got its due place.

The area is very dense and houses almost 500,000 people while covering an area of approx 3.8 sq kms. The general state of infrastructure is very poor as over the years population has increased many folds while there was no plan or thought to match its growing needs in those terms. It is primarily a very compactly built area with a poor provision of open spaces and other social infrastructure facilities like schools and health centers.

Administratively speaking, this area falls into a varying range of boundaries which are governed by popular elected representatives. This is important to highlight in the context of understanding that there are many 'actors/players' in the arena of 'Heritage Protection' those who need to have, first of all, a very clear common goal and/or understanding of their very own heritage and facilitate the coordinated actions among all.

'The Supreme Council of Antiquities', SCA, is the main body responsible for managing and protecting all the 'listed monuments' in the Egypt. It works under the Ministry of Culture. While there are other Ministries namely, Waqfs (Islamic Endowments), Tourism, Communication and Transportation, Electricity, Water Supply, Housing and others having a strong stake in the whole gamut of Heritage Protection. One can easily get a glimpse of the complexity involved in the whole process and the lack of understanding and coordination towards it.

One of the glaring examples of the grossly isolated approach is 'no-up gradation' of the 'Rent Control Laws' in Egypt. It is rather very odd to discover that these laws were brought with 'socialist principles' and never been changed. Essentially, it intended to protect the tenant from paying higher rents over the years as well as allowing him to stay for longer periods in order to provide a stable accommodation. Due to the highly insignificant benefit to the owners, this law has discouraged them to maintain the buildings. It has brought the maximum damage to the buildings of Heritage value which, obviously, need a good and regular maintenance.

There were examples of people being aware and showing great sensitivity towards protecting their 'Spiritual Heritage' specially old mosques. In one case, people tried to 'restore' the damaged part of a mosque by putting the most expensive building material on it which unfortunately was not at all fitting solution for that. It just reflects that there have been poor communication, awareness and lack of confidence in everyone's part. If the concerned

authorities could have taken people into confidence and established a link with them specially for 'damaging issues' and offered a technical help to restore the building properly, perhaps such unfortunate incidents would not have taken place.

It was also observed that the 'International attention and call for help' towards Egypt's marvelous Heritage has came into existence not so long ago. It was only approx 30 years ago that when a seminar was organized by 'German Archeological Institute' along with UNESCO to highlight the need of protection to the Heritage in Egypt. It was only after that the UNESCO put the sites on its Heritage list. It reflects that it is a rather recent phenomenon to protect the monuments in Egypt and it also hints that with the present level of understanding, approach and practice, it would be rather immature to expect the required sweeping changes in the whole 'Heritage Protection Set up' soon. A lot of awareness, sensitization and capacity building and integrative efforts are required at all levels in order to achieve the desired results in a sustained way. We should not forget that the 'problem can not be solved with the same mind which created it'.

A new shared vision and cooperation are the need of time. Political willingness is equally important in this context.

People have to be integrated in the overall scheme, otherwise the sustainability will always remain in doubt. With the new wave of understanding towards a more 'holistic framework' towards this theme, there is a definitive and timely ray of hope that the people of Egypt along with its Government as facilitator, would be able to preserve the substantial glimpse of 'Vibrant and Rare Heritage of Universal Value' for the generations to come and learn.

This workshop and this group specially, in the given context, on the one hand provided the opportunity for the visiting young planners from various parts of the world, to learn about the critical importance of this part and Traditional Islamic Culture and the challenges it is facing in this rapidly changing world, on the other hand, it also acted as a platform for interaction among us while trying to understand the nature of problem and coming to a set of common messages.

Social-political Dimension

Cairo historical center shows two different dynamics. On the one hand, a global dynamic concerns the main commercial axis and is aimed at the strong support of the touristic attitude of the context. On the other hand, a local dynamic of marginalization and spatial decay concerns the residential areas. A sustainable urban regeneration of the historical center has to acknowledge social actors involved by the previous dynamics and, at the same time, must guarantee the urban livability and the creation of a real community space. Aiming at a bottom-up social learning process capable of including the community in the active preservation of historical center, four topics, related social actors and priorities build the following initial social framework:

1- Elevated road, bridge and tunnel
Local Government
Construction companies
Private car owners
Private/public Transport

Multi-criteria evaluation of efficiency

2- Shared Taxi
Owners
Drivers
Users

Spatial organization of bus stops and open spaces in the transition areas
Integration with public transport
Accessibility vs informal control of residential areas
Young people inclusion in the shared taxi management

3- Souq (Traditional Market)
Rooted private owners
Young private owners
Local citizens
Tourism agencies

To balance interest conflict between tourism and local economy

4- Residential areas
Women
Elderly people
Children
Mosque leaders

Further studies on solidarity networks
To support social-economic role of women in the preservation of the historical heritage

Stemming from these topics, democratic and inclusive decisions can be reached and urban regeneration can start as an incremental and democratic process of consensus building based on the idea that accessibility is a democratic right for every social group and, above all, preservation of cultural heritage means to legitimate urban diversity.
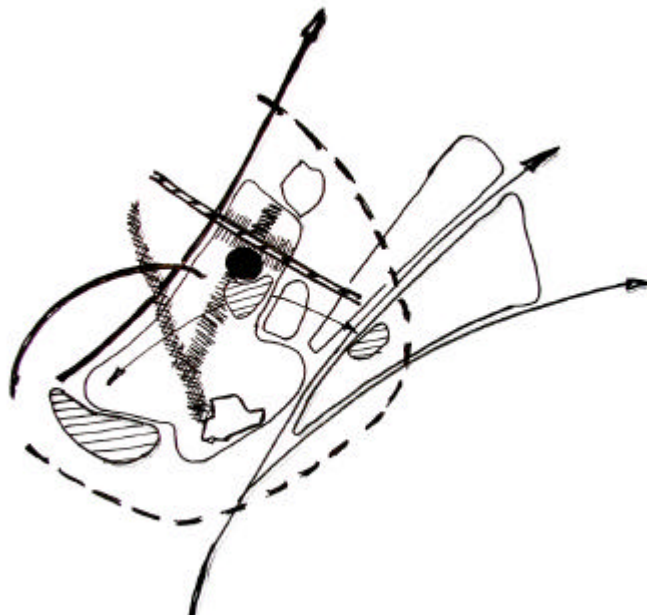
Conclusion

In light of the redefinition of the problem, the social, economic and political issues study group has produced four messages:

MESSAGE 1:
Enhance The Mobility Of Housing

The first message is related to the enhancement of the mobility of housing. As explained in the beginning of this report, the residential pattern in Cairo does not change easily due to the rigid rent system in Cairo. The middle and low income groups, in particular, chose commuting long distances to facing the costs of moving.
From this viewpoint, the study area (historic Cairo) blocks the daily traffic of Greater Cairo. However, the old city of Cairo has been 'there' since the very first times; and thus the problem is created by the 'new Cairo' itself rather than the old one!
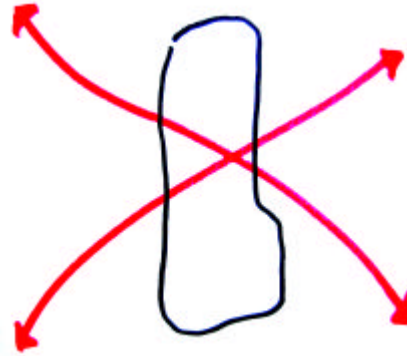Expressed in simplest terms planning, therefore, should focus on a new law pertaining to the Egyptian rent system. In this way, to some extent, the pressure of commuting patterns on Cairo's traffic may be relieved.

MESSAGE 2:
Recognising The Relationship Between Economic Activity And Movement

The second message is based on recognizing the relationship between economic activity and movement. The given study area, in fact, is not an island! It is surrounded by various urban activities and different land uses. When the actual economic activities in and around the study area are examined, the commercial activity zones and the old city overlap. This is shown in the figure below, in which the red and black drawings represent commercial activity zones and historic Cairo respectively.

To this end, any planning approach aiming to increase the accessibility in the study area should consider this situation. In this context, enhancing the Port-Said St. by stronger links to the economic activity zones may help. For the remaining areas, especially the Eastern part of the historic city, local improvement should be implemented.

MESSAGE 3:
Recognising The Importance And Significance Of Religious And Cultural Meeting Points

There are two major religious spots in the study area. The first one is Al-Albeit cemetery in the South. The second spot is the area where Al-Azhar and Al-Hosain mosques are located (see the figure below). These spots attract both local and international interest. Therefore their presence is of special importance in terms of historical heritage. From this point of view, planning should focus on increasing the accessibility of pedestrians to these places.
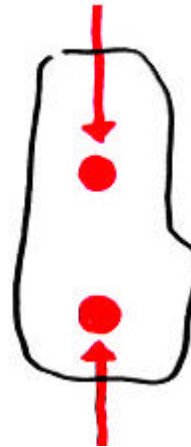
MESSAGE 4:
ACCESSIBILITY AS A HUMAN RIGHT

One of the main problems in this area with respect to accessibility is the fact that the main transportation means of middle and low income groups, that are the shared taxis, are not allowed to enter the historic city. This situation creates discrimination among the high and low income groups in terms of accessibility as well as serious traffic problems around the study area. In this context, planning should focus on facilitating accessibility to old Cairo by different modes of transport for all income groups. Identifying exchange points and creating new spaces to organize the traffic may help to reduce the chaos.
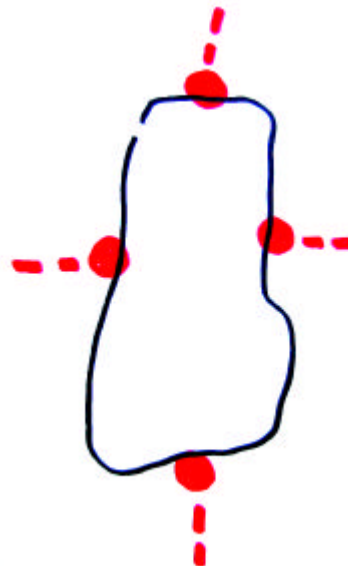
BOTTOM LINE:

A more integrating approach that of reconnecting <u>On-site</u> function and meaning with <u>Off-site</u> demands and pressures, both for accessibility and historic preservation.

ACCESSIBILITY & HISTORIC PRESERVATION

Group 2:
Land Use Planning

Group Members:

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Gisela Mendez, Mexico
Imran Muhammad, Pakistan
Reema Shakra, USA/Lebanon
Ada Yaya Bacoum, Togo

Contents

o Introduction
o Methodology
o Existing Land Use
o Zoning
o Conflicts
o Opportunities, proposals and recommendation

Introduction

The historical center of Cairo is located in the heart of the metropolitan area, having an area of approximately 4 km^2. It contains the largest concentration of Islamic monuments in the world and hosts one of the most traditional bazaars in Cairo. Khan al Khalili was found in the 14th Century and is the main center of social and economic activities of the historical center. During the last century land uses have been changing in response to growing pattern of metropolitan urban development. The introduction of the tourism industry and increasing vehicular mobility inside and outside of the area has been badly affecting the morphology of the site. How then can land use planning help to reduce the pressure around the historical district? In order to find out answers, we need to explore the social-economic dynamics that have been modifying the land uses in the area. With a preliminary analysis we have identified predominant land uses and conflicts between them, in order to understand how planning can reduce pressure on the historic center and enhance the livability of local community.

Methodology

Methodology involved first a reconnaissance of the study area, historic Cairo. An observation technique has been adopted during the survey. Secondly, we reviewed information provided to us by FURP, Faculty of Urban and Regional Planning. We then chose to use SWOT analysis as the technique by which we identified conflicts between land uses. SWOT involves the study of the strengths, weaknesses, opportunities, and threats of each land use found in the area. Emphasis was placed on historical sites, accessibility and environment. Finally, based on this analysis we came up with recommendations and proposals. Refer to Table 1 for more information.

SWOT Matrix	Land uses		
	Historical sites	Accessibility	Environment
Strengths			
Weakness			
Opportunities			
Threats			

Existing Land Use

Existing land uses can be divided into the following categories.

- Residential   (1)
- Commercial   (2)

- Industrial   (3)
- Historical   (4)
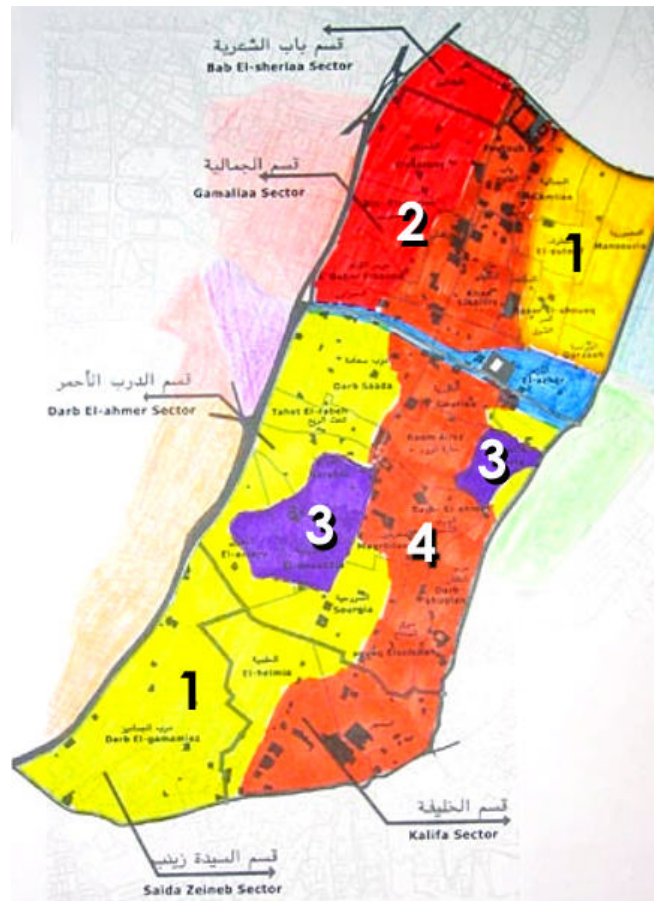
Map 1

Residential
The yellow parts of Map 1 have the highest density of residents in the whole of the study area. The reason behind the concentration of residential densities in the yellow area is due to the rent control system in Cairo. Rent cannot be increased for renters as long as they live in the same apartment. Once they move to another apartment they have to pay the current market price of that place. This system encourages people to live for a long time in the same apartment. Therefore, as the family increases in size the residential density in the area increases as well. A large proportion of this residential area lacks proper infrastructure and services. The building conditions are also not satisfactory in the area. Most of the residents belong to the poor or lower middle income levels. Most of the residents work within the historic district in either the informal sector or the industrial sector.

Commercial
Commercial activities, the red part 3 of Map 1, can be found throughout the area, however, the concentrations of these activities are mainly in the northern part. We can divide commercial activities into two parts. One is wholesale products and the other is retail shops. Retail shops serve the local as well as the international community visiting the area. Some special types of markets can be found in the area like jewelry, handicraft and souvenir markets.

Industrial
Small-scale marble, wood, and aluminum workshops as well as other types are found in close proximately in residential areas. Refer to the purple areas of Map 1. These workshops have negative impacts on the environment.

Roads
Al-Azhar Street provides east west access to through traffic. However, this road cuts the historical area into two separate parts. Major historical sites are found along the North/South road called Mouez Street. The concentration of commercial shops along this street attracts

motorized vehicles, which creates Traffic problems. market streets are also located along the Historical paths, which are used by pedestrians and vehicles alike. This creates problems of safety. In terms of mode of transport, taxis can be found everywhere in the area, as well as private vehicles and buses. Commercial activities also attract heavy vehicles used for loading and unloading, which creates congestion and pollution.
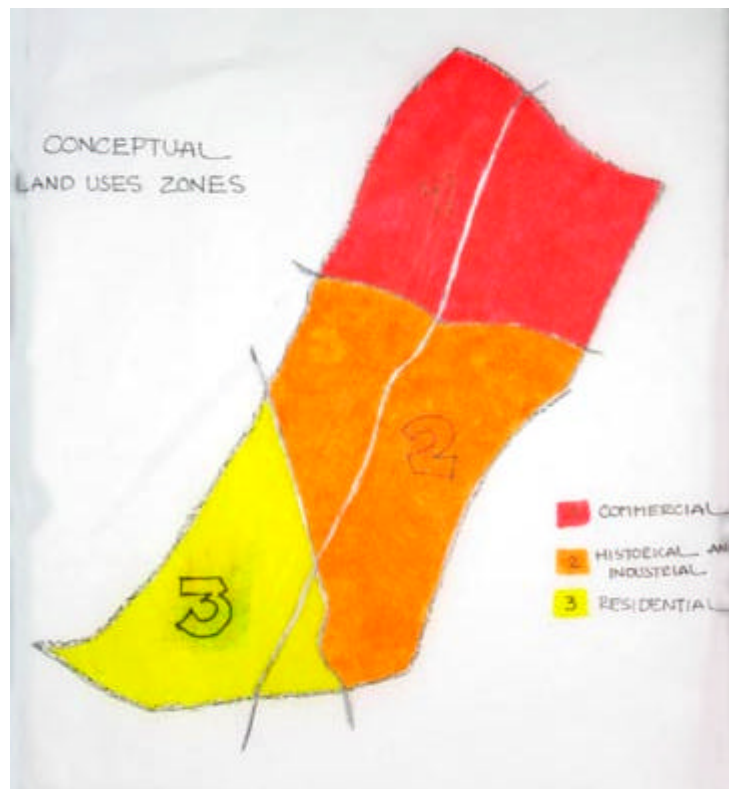
Historical Area

Historical sites, brown area on Map 1, are located along the major roads in the area. Historical sites include a considerable number of mosques, madrassas (religious schools), mausoleums, walls, and gates.

However, due to the intensity of commercial uses along the historical paths historical sites are visually obstructed.

Zoning

Even though land uses are mixed, we can recognize 3 zones characterized by the predominance and impact of a certain land use. (Refer to Map 2).

Map 2

1. **Commercial area (zone 1 in red):** North of Al-Azhar Street, it is the main concentration of commercial activities in the study area. Historically, the commercial area developed along the pathways that connect religious centers from north to south. With the construction of the fly over on Al-Azhar Street, the area was split into two sections, changing the morphology and the continuity of the area, introducing progressively intensive traffic from east to west, and created a transitional zone of loading and unloading services. Currently, these "two" commercial zones are directed to two different markets, national and international tourism in the north, and local consumers in the south. There is also an increasing demand for more commercial activity causing the informal sector to invade the public open spaces of historical sites and historical pathways.

2. **Industrial and Historical Area (zone 2 in brown)**: From south of Al-Azhar Street until Mohamed Ali Street is zone 2. This area contains a great amount of the local commerce, attracting industrial activities at small and medium scale, local traditional workshops for handcrafts on one-hand and aluminum and marble workshops on the other hand. Some of these activities demand larger spaces within residential areas. Due to this need they have occupied the first and second floor of buildings. This has increased the pressure on the environment in terms of air, noise, and soil pollution generated by the industrial activity itself and by the vehicular traffic needed to load and unload goods and supplies. This area also contains the highest concentration of historical sites.

3. **Residential area (zone 3 in yellow)**: South of Mohamed Ali Street is zone 3. This zone has the main concentration of residential areas with high density. There is a lack of proper infrastructure and urban services in this residential area.

Conflicts between Land Uses

Three main conflicts are present in the historical center:
1. Residential vs. Commercial and Industrial Activities
2. Pedestrians Accessibility vs. Vehicular Accessibility
3. Historical Sites vs. Urban Development

Map 3 shows zones of different land uses that pose conflicts. For example the industrial zone, found in purple, can be found along a historical zone, found in brown. This poses a conflict in terms of environmental impact on historical sites in that zone. Another conflict that can be found in this map is the historical zone found in a high-density residential area, yellow zone 3.

Residential vs. commercial and industrial areas

Residential areas located in Zone 1 and 2 of Map 2 are facing the pressure of increasing development of industrial and commercial activities. Residents are moving out and commercial and industrial activities are taking over residential spaces. Because of this dynamic, speculation of land value is increasing, especially for those residents who have a strategic location for commercial and industrial uses. This represents a threat for the maintenance and conservation of buildings, since owners give more economic value to the land than the building itself.

Map 3

Pedestrian accessibility vs. vehicular accessibility

Just by walking around the area one can see that there is a conflict between pedestrian and vehicular accessibility, due to the lack of definition of the limits between both uses. Pedestrians are invading vehicular roads and vehicles are invading pedestrian paths. This has created a) traffic congestion, b) visual obstruction, and c) an interruption of the "souk" experience.

Traffic congestion is most evident along Al-Azhar Street. pedestrians cause traffic congestion by walking along the edge of the street, and by standing on the side of the road waiting for taxis causing the vehicles to slow down.

Those who drive through the area are distracted by pedestrians on the street and cannot safely view the historical sites found along the street. This is the same for pedestrians who must pay attention to vehicles that drive through their paths for reasons of safety rather than looking up and around at the historical sites.

Souks involve people walking around buying handcrafts, employees shouting out prices of their wares, carts pushing through to deliver goods, water splashed out in front of shops, and different types of smells wafting through the area. A car beeping to go through and pushing everyone to the sides of the small street is but a part of this souk experience.

Historical sites vs. urban development
The relationship between historical sites and urban development has been changing in the last century with the intensification of land uses and modification of the surrounding environment. The construction of the Al-Azhar Street denotes the area as a potential zone of industrial and intensive commercial activities
Due to these intensive land uses that have been developing in the area, historical sites are being threatened by uncontrolled urban development. Not only has this created environmental problems but it has also caused a shift of cultural heritage value from the historical sites to the commercial activities.

Opportunities, Proposals and Recommendations

We decided to approach the conflicts by placing priorities within each of the zones according to Map 3. This map show that in the zone colored red, the highest priority should be given to the economic activities in the area. The zone colored green requires that the highest priority should be given to decreasing the environmental impact that the industrial activities have caused in the area. The zone colored yellow refers to the placing priority on improving the needs of the community. Lastly, the zone colored brown is a zone in which the highest priority should be given to conserving the historical sites.

Map 4

The construction of Al-Azhar Street and the impacts of the traffic Increase inside and through the area, are not the only pressures for the historical area. Changing land uses to reduce the traffic and the impact on historical sites may be achieved by the conversion of Al-Azhar Street to pedestrian needs. This needs to be done in phases to enable monitoring and evaluating the performance of the local and metropolitan dynamics, social, economic and political. Developing places for open space in a context that view space as an opportunity to develop an informal commercial use could further expand the informal sector. Is the system (political and institutional) prepared to deal with such a problem?

More information needs to be gathered in order to come up with solutions, such as the internal relationship between residents, the participation of minorities (such as women, children, and older people), their activities and influence in the area, and most importantly, the local perception of the problems. The redefinition of the problems with the participation of the local actors enables the development of real goals and concrete actions. This will effectively minimize the impact on the local community and the historical sites.

The main recommendation will then be the use of a bottom-up approach, so that the community is involved in the definition of the problem and development of policies, programs and projects. It is important to consider the value of the historical sites as well as the economic and social activities since they too are part of the cultural heritage of the historic district.

ACCESSIBILITY & HISTORIC PRESERVATION

Group 3:
Transportation

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Contents

Introduction and Methodology

The workshop started with relevant presentations by local planners and academicians at Cairo University. A guided tour to the site was provided in order to develop a personal sense of the area.

The synopsis document for this workshop complemented the above mentioned inputs, making very clear for these young planners the need for a new and independent perspective for this case.

The apparent contradiction between accessibility and heritage preservation, based on polemic technical solutions (the trough-traffic elevated road), raised a national debate at the highest level.

However, the problem of the case study has been addressed, as we could understand, in a rather simple way, considering the complexity of the socio-political situation and the metropolitan and local dynamics.

Naturally a brain-storming between all groups (and later inside each one of them), made possible a snap-shot strategic diagnoses (SWOT methodology) and a first sketch of the proposed vision for the area.

During this initial phase we focused our attention on the complexity of the stakeholders needs (from the residents and local business to the trough-crossers of the area and all Cairo community).

Besides the diversity of players, a multi-scale approach was considered mandatory in order to address proper action / policies at the adequate level.

The lack of a good public transportation system, the obsolescence of the vehicles and the critical situation of air pollution and noise requires a systemic approach. Some of the most significant problems that are affecting the area have an external origin or cause (trough-traffic; pollution ;…).

The next step was the definition of a vision and a concept for the case study. This process was developed in co-operation with the other groups.

The guidelines for action and some proposals were prepared taking in consideration the importance of time dimension in the process.

The lack of an institutional participatory process in Egypt and the required time from the plan to the decision and its execution was taken in consideration for gradual implementation of actions and policies.
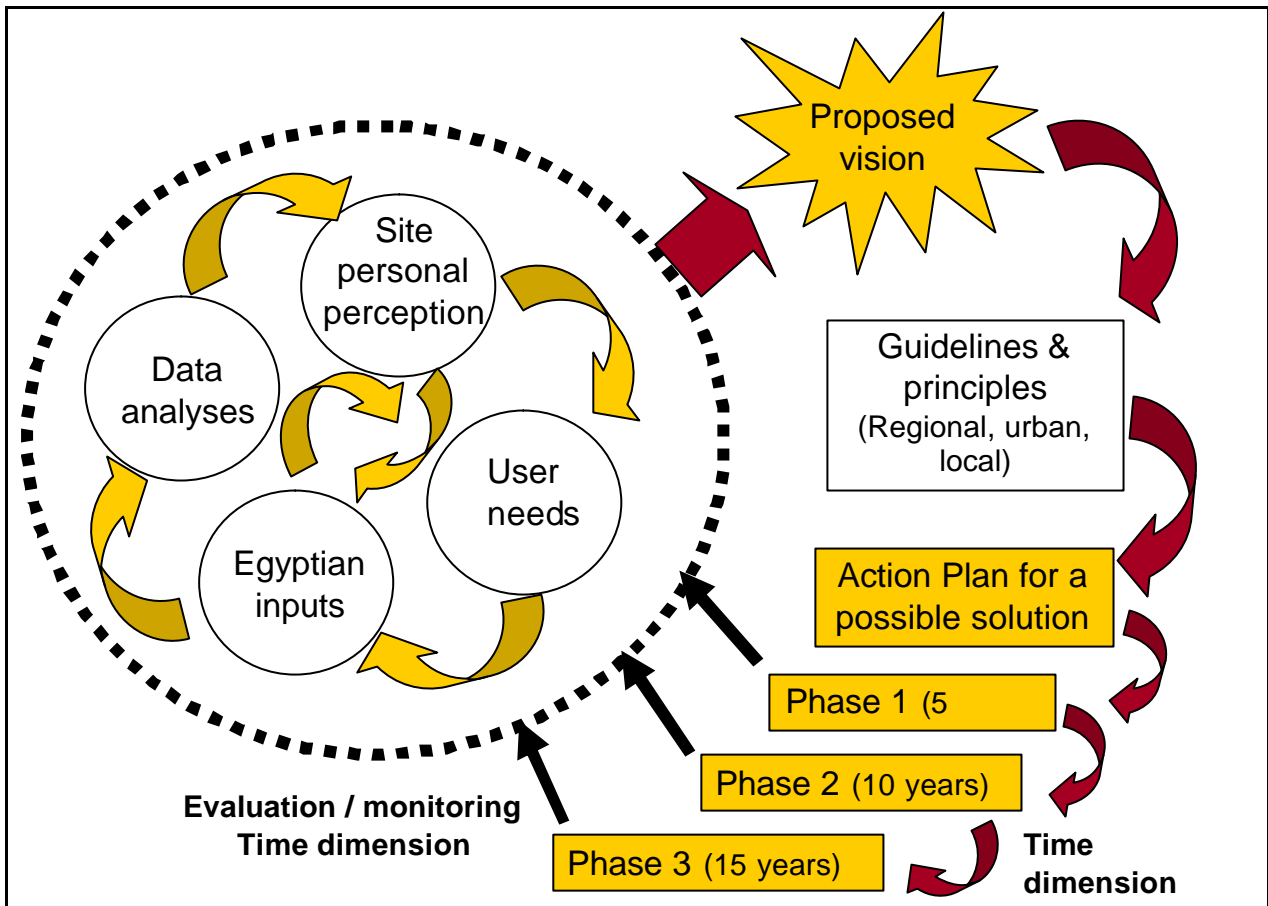
Methodology

Concept and Vision

The proposed vision is a "third-solution" for the case study.
The conflict between the trough-traffic and local mobility; the conflicts between vehicles and pedestrians (sharing the same space in the street); the damage caused by bad transportation solutions and policies to the most symbolic area of Cairo are quite clear.
"Accessibility vs. heritage preservation" are both "no-solutions".
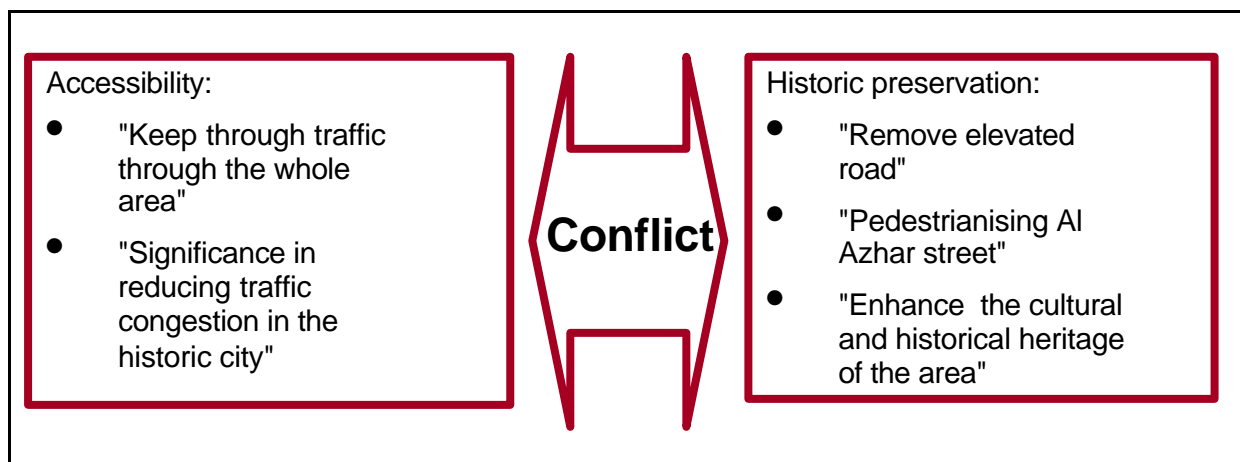
 Problem: chose one "no-solution"?

The vision of the young planners goes on the direction of exploring the possibilities generated by a systemic and sustainable approach to transportation policies and technical solutions that could add value to local heritage.

In addition, accessibility should be understood as a basic human right to choose the way and the mode of access to all parts of the city.

As we see it, the vision for the case study are (and maybe for great Cairo) is: "VAT for culture", i.e. "Value-Adding Transportation for Culture".

VAT for culture

Vision: Value-Adding Transportation for culture

With this concept we mean:
  a) Accessibility should be managed at the metropolitan and local level.
      o At the regional/metropolitan level new laws and plans should encourage the reduction of big flows of traffic through and in the city (housing policy, environmentally friendly public transportation system/modes, land use tax related policies…);
      o At the local level the design of public spaces should keep the atmosphere and "movement" of the place, taking off obstacles for pedestrians, in general, and for people with reduced mobility, in particular.
  b) Each new action should generate new alternatives for accessibility and to improve the urban environment;
  c) Accessibility, in general, and accessibility to culture and symbolic places should be understood as a human right;
  d) The policies and technical solutions should be win-win solutions for the stake-holders (as presented ahead).

The transportation issues within Fatimid Cairo may be understood by considering the requirements of the various groups of people, who use and relate to the area. By articulating the needs of each user group, it is possible to identify commonalities as well as areas of potential conflict of interest. There are five key user groups – residents, commercial operators, visitors, through traffic and the broader community. The needs of each group are summarised in the following diagram.

Residents

I can easily access, by public transport, my job & services
I can walk to the mosque and to daily shops
I can see what is going on the street but people moving outside cannot see me
When I walk outside, streets are safe and clean

Commercial operators

My suppliers have access to my shop
Clients are encouraged by the transportation system to come and stay more time in my shop area

Community

I am proud of my city and my culture and I would like it to be healthy to live in

It is safe and easy to access Fatimid Cairo, by all means of transportation
Once inside Fatimid Cairo, I can walk anywhere keeping my sense of safety & orientation
Streets are clean and they preserve fantastic cultural atmosphere

I like moving in the city, quickly & safely, without disturbing the most symbolic neighbourhood of Cairo

Through-traffic

Visitors

Pedestrian Circulation

Reduce conflict
Increase effectiveness

Traffic Movement

Focusing on Users' Needs

Regional Context:

Fatimid Cairo - the Study Area - is located at the heart of the Greater Cairo Region. The Greater Cairo Region is the most prominent of the seven regions in Egypt. The region, having a population of about 14 millions (2001), is a formation of three major governorates along the Nile River, each having its own self-governing city authority. Cairo, the capital, lies on the eastern side of the river. The second governorate Giza which is situated on the western part of the region whilst in the north is the third governorate Kalubia.

The region and the study area have been pressured by rapid economic development both within itself and from the outer region development. Increasing household income, coupled with increasing rates of car ownership (6 % annually) from370.000 cars in 1987 to 1,2 million in 2001 has brought about greater number of car entering and passing through the region and the Study Area. In 1987, some 1.000.000 trips were made compared to 14.4 million trips in 1992, an increasing ofsome157 % within the 15 year period.

The strategic location of the region plays an important role in attracting major economic activities such as commerce, business, industry, education and tourism. In addition, high rates of employment creation and opportunity has led to rural-urban migration pattern among the population into the regions. In relieving some of this intense use of land and reducing traffic volumes, a number of new satellite cities have been developed around the city to the west, as well as Al-Obour city and New Cairo City to the east. However, the creation of these new cities further pressures and exaggerated the impact of traffic upon the region and the Study Area by generating new and additional east-west, west-east traffic movements in greater masses especially during peak hours.

In general, the traffic patterns and movements can be categorised into three levels. The first level is the regional traffic that enters or passes through the regions /Study Area in east-west direction and vice versa. The second level of traffic is the distributive traffic which enters and

ends in the city area, most of which are intra-city movements especially to the Central Business District. The Study Area also generates and attracts a large percentage of the traffic locally because it is an important retail, tourist attraction centre.

There are two existing metrolines. Metroline 1 crosses the city from north to south but does not serve the Study Area. Metroline 2 has east to south route but only providing two stations at some distance from the Study Area. A newly proposed Metroline3 will be soon under construction and it will provide an easy access to the area but not necessarily constructed under the main street of Al-Azher due to its sensitivity and the need for preservation of the Islamic Cairo.

Citywide, in recent years, the traffic composition has been disproportionately represented by two types of motor vehicle. Some 1,2 million cars produce about 3 million trips per day while 27.000 shared taxis accommodate 3.5 million trips daily. This ever-increasing volume of traffic cannot adequately be accommodated by the ring-road encircling the Region and some of this traffic overflows to distributor and local roads which greatly impacts on the local area including the Study Area of Fatimid Cairo.

Study Area

Islamic Cairo, the Study Area (also known as Fatimid Cairo), covers an area of 3,87 km^2 and has a population of 310.000 (1986) or some 3 % of total population. It is located on the eastern side of the Nile River. The Central Business District (CBD) lies between the River and Fatimid Cairo. The major land uses in the area – retail, small workshops and residences - reflect the strategic location and historical background of the area, and make the area of great interest to visitors from across Egypt and the world. The Study Area houses some 313 Islamic monuments dating back to 7th century, many of which are registered as World Heritage sites.

Islamic Cairo, as the Existing Situation map shows, is bordered to the east by Al-Mansouria Street and Port Said Street to the West. The two major arterial roads linking the northern part to the south of Study Area are Port Said Street and Salah Salem Street. Al-Azhar Street provides connection from the east and links the area to the west through Al-Gauher Al-Kaeed Street. To the north is Gralal Street whist the southern border is delineated by Shiquon Street. Cutting from the north to south in the middle of Islamic Cairo is Al-Mouz Street. East-west through and local traffic are accommodates along the alignment of Al-Azhar Street not only at ground level, but also by an elevated highway (bridge) that brings people to the centre of the area, and by two one-way tunnels which serve mainly traffic.

There are two main buses routes along Gemalia Street and Darb El-Ahmer Street. Smaller and narrower paths branching off these routes are only accessible by pedestrians on foot, small vehicles such as motorcycles and animal-drawn carts. The major activities in the area are largely determined by the predominant land use namely residential, retail, warehousing, small-scale and light industries. The traffic serves purposes such as getting to and from work, shopping, tourist Trips loading and unloading of goods, religious trips to mosques as well as through traffic. Mode composition includes private cars, shared taxis, minibuses, animal-drawn vehicles, service carts and pedestrians.
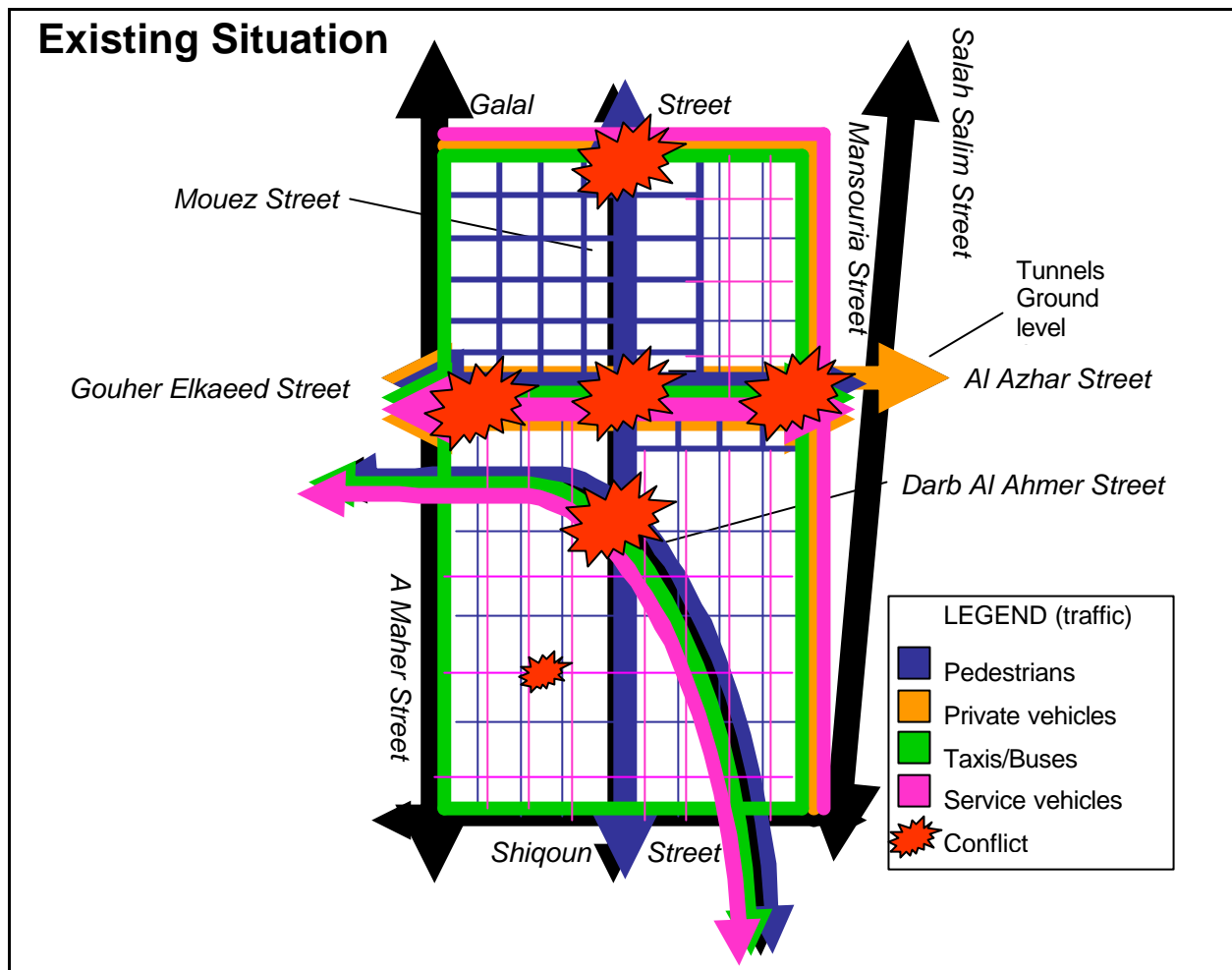
Existing situation

A number of traffic conflicts resulting from the movement patterns of motorised and non-motorised vehicles. They can be divided into two categories namely along Al-Azher Street and along Al-Mouez Street. Along Al-Azher Street two points of conflicts have been identified namely interactions with Al-Mansouria and Port Said Street. The elevated highway (bridge) only divides the community into two, it also serves some through traffic (east-west). Major pedestrian movements along the road are in conflict with both through traffic as well as the shared taxis pickup or drop off activities. Whilst a pedestrian bridge is provided for crossing that section, it also acts as physical barriers to the community by dividing them into two. These elements need consideration especially when it affects the local residents and their day-to-day activities e.g. going to the mosque, undertaking local sorceries and interchanging. Since its opening about two years ago, the two-way tunnel has not resolved much of the conflict since it only serves the through traffic.

Along Al-Mouez Street which is actually considered as the pedestrian "spine" of the area, there exist three points of conflicts: first, on the northern border (Bab Al-Fouthoh), the vehicular traffic in conflict with the pedestrians as well as shared-taxi, buses and loading and unloading activities. The second point of the conflict is at the intersection with the Al-Azher Street whilst the third point is at the intersection with the Darb-El-Ahmer Street.

In addition, pedestrian-vehicle traffic conflicts can also be identified within the smaller sectors of the area, namely along the many narrow paths within and connecting the residential, industrial, retail and workshop landuses. These conflicts, however, are less severe as there are fewer motorised vehicles, and lower volumes of traffic. Since the small paths are too narrow for larger vehicles, the main conflicts are between pedestrians and service vehicles, shared taxis, private cars and animal-drawn carts servicing the area.

Beside traffic conflicts, the Study Area is disorganized in term of traffic management. There exists no formal pick up or drop off points for taxis used that bring many people to the area, and collect shoppers and their purchases. Passengers are dropped off and picked up haphazardly along the two main pedestrian spines. Tourists find the area unfriendly especially in the context of orientation and direction. The commercial / retail sector faces challenges such as difficulties of loading and unloading along these routes, whilst through traffic is hindered by the stop and go nature of traffic movement. The congestion of this bottleneck effect also creates air and noise pollution not in keeping with the area's historic character. On the broader scale, the city suffers from declining quality of air and environment as a whole as a result of these inefficiencies of traffic management.

Proposal

Changes to the transport infrastructure and traffic management of Fatimid Cairo are planned in three five-year phases. The gradual nature of this change recognizes the time required for peoples' habits and practices to adapt to new conditions, as well as affording opportunity for community feedback on, and adoption as necessary of each initiative. It is intended that the improved network will enhance the area´s cultural heritage not only the buildings recognized by World Heritage listing, but also the myriad of traditional activities of Fatimid Cairo. In each phase changes are proposed for pedestrians, public transport, private and service vehicles, with the goal of resolving the existing functional conflicts between local traffic and through traffic. The focus is on restoring pedestrian-dominated access and mobility; consistent with the district's historic importance and its living heritage.

Phase One: Five-Year-Horizon
The focus of the first five year plan is to introduce some systemisation to transportation in the local area, by spatially and temporally dividing the heaviest traffic flows. As the figure of Phase One shows, a key element in this phase is upgrading Galal St., the road to the north of district to provide a route for "through-traffic", particularly large and heavy vehicles that are not accommodated in the tunnels. As well as reducing traffic through Fatimid Cairo, routing moving traffic along the alignment of the city wall serves the reinforce the notion of Cairo´s old city as an island or oasis within the metropolitan area.
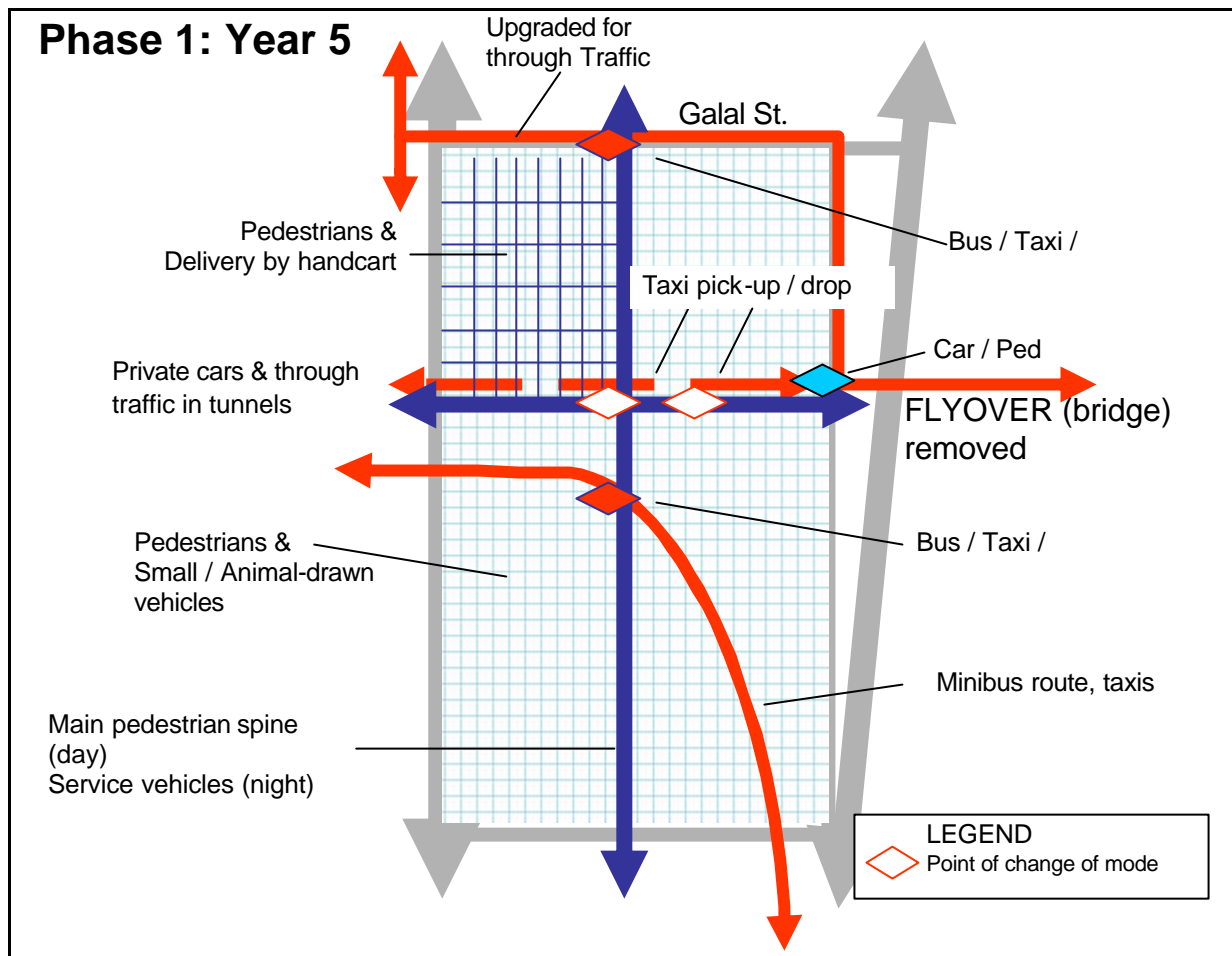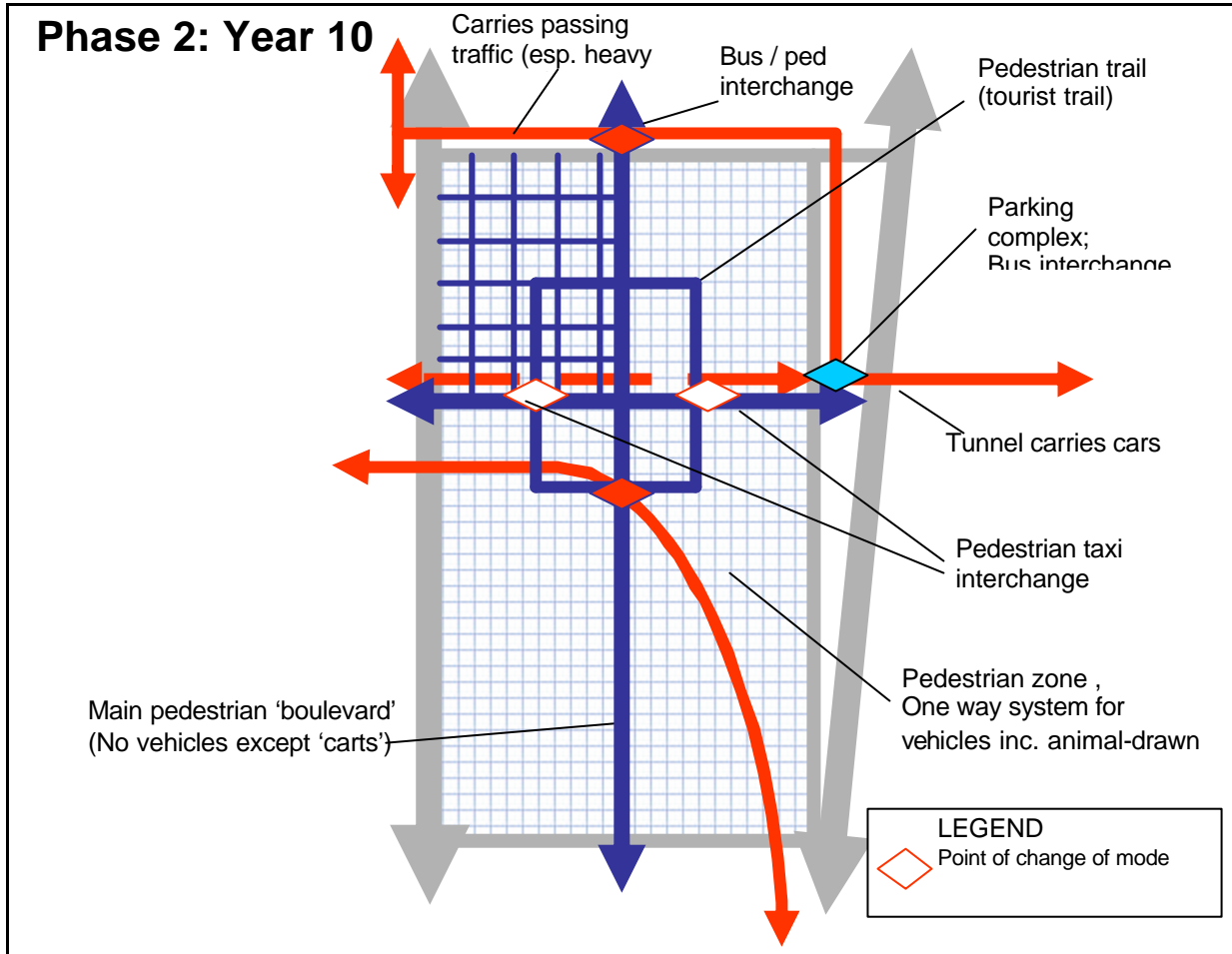
Phase One. Five-year-horizon

Once the upgrade and traffic re-routing is complete, due removal of the flyover will become feasible. This will help to restore the fabric of the area and enable a greater emphasis on resolving local traffic issues at ground level. Al-Azhar Street is to be the focus of pedestrians´ arrival in and departure from the area. Points along the street (at the entrance to the Al Azhar/ Al Hussain mosques; and near the intersection of Muezz Street) are to be identified as taxi / minibus stopping points. Providing facilities for these shared means of transportation will discourage the use of private vehicles by visitors to the area. A multi-storey carpark on currently vacant land to the east of the area on Al Azhar Street will further discourage private vehicles, including hired limousines, from stopping within Fatimid Cairo.

Muezz Street is to be enhanced as the main pedestrian spine of the district, linking existing souks along its length and encouraging access to and movement between many of the area´s Word Heritage buildings. A one-way system for service and small vehicles will provide pedestrians a greater sense of certainty and security as well as discouraging through traffic. This is to be completed by the introduction of a one-way system on main access routes within the residential, industrial and commercial areas to enhance circulation. Vehicles able to use the area during the day will be residents´ private vehicles, animal-drawn carts and shared taxis. The speed of traffic will be limited to reinforce the local access nature of the street. Servicing of the area (particularly loading and unloading of bulk goods – shop deliveries) will be restricted to between the hours of 1:00 a.m. and 7:00 a.m.

The exception to the combination of pedestrian and local vehicular traffic is the area of Khan Al Khalili bazaar north of Gohar Al-Qaid Street, which is to be limited to pedestrian traffic only, with servicing and deliveries by non-motorised handcart.

Phase Two: 10-Year-Horizon
The focus of the second phase is to consolidate pedestrianisation of the area and systemisation of vehicular traffic. The realisation of urban design elements (such as paining, planting and façade improvement) that are relevant to the character and function of each route or area is particularly important in this phase.
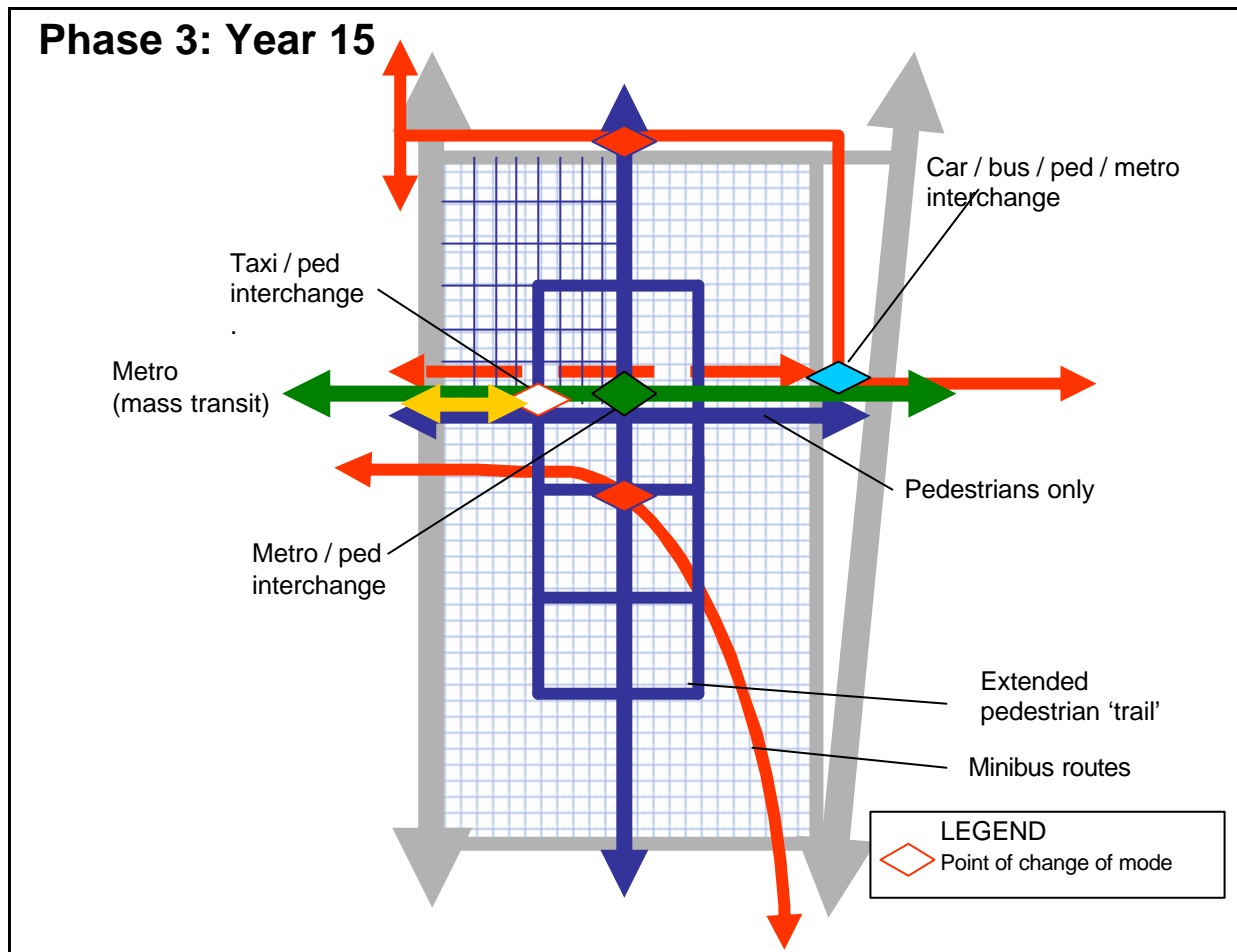

Phase 2: Year 10

Carries passing traffic (esp. heavy

Bus / ped interchange

Pedestrian trail (tourist trail)

Parking complex; Bus interchange

Tunnel carries cars

Pedestrian taxi interchange

Pedestrian zone , One way system for vehicles inc. animal-drawn

Main pedestrian 'boulevard' (No vehicles except 'carts')

LEGEND
Point of change of mode

Phase Two. 10-year-horizon

Pedestrianisation is also enhanced by the development of a "pedestrian trail"- identifying and linking a range of places and activities throughout the area that are of interest to users of the area (either for their function on aesthetics). Encouraging the movement of pedestrian traffic into the areas of Fatimid Cairo away from the existing thoroughfares not only enhances the area´s cultural heritage (facilitating the vibrant streetlife that is critical to it), but disperses the impacts of use and activities throughout the district.

Phase Three: 15-Year-Horizon

After fifteen years of careful transport planning and traffic management, Fatimid Cairo will be a clean, vibrant, pedestrian-orientated environment that supports and enhances a living cultural heritage. The introduction of a metro line, extended from the existing system to facilitate mass movement of people past the district and to bring people in, will enable the district to retain its vibrancy and functionality within an ever-expending metropolitan area. The metro is not intended to replace the function of shared taxis and minibuses within the city's overall transport system however within Fatimid Cairo, the realisation of mass transport below the ground, enhances due pedestrian character of the ground level.

Phase 3: Year 15

Car / bus / ped / metro interchange

Taxi / ped interchange
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Metro (mass transit)

Pedestrians only

Metro / ped interchange

Extended pedestrian 'trail'

Minibus routes

LEGEND
Point of change of mode

Phase Three. 15-year-horizon

Conclusions

The phased plan for changes to the transportation system in Fatimid Cairo will not only resolve the existing conflict between local traffic and through traffic, but more importantly, will provide benefits for all users of the district – residents, commercial operators, and visitors. These benefits are set out in the Figure of Value Adding Transportation below.

Residents	Enhance access to activities
Commercial Operators	Provide universal access to cultural heritage
	Reduce conflict by adding systemisation
Visitors	Open more areas as new cultural attractions
Through-traffic	Offer alternative routes for through-traffic
Community	Disperse impacts of traffic

Benefits of Value-Adding Transportation in Fatimid Cairo

ACCESSIBILITY & HISTORIC PRESERVATION

Group 4:
Urban Design

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Contents

o Introduction
o Approach adopted
o Islamic Cairo: A city of contention
o Proposals and developmental guidelines
o Conclusions

Introduction

The old town of Cairo (Islamic Cairo) represents a special system with valuable and rich cultural landscape, which holds prospects for the future development of economic activities and cultural/heritage tourism. The diversity of this rich heritage spans thousands of years of human activity with examples of traditions that have survived to date. There is a high concentration of buildings of historical and architectural significance that displays a variety of styles. However, in the midst of this historic district, lie a pressing problem of traffic generation and the through traffic from the eastern to the western side of Cairo that distorts the historic, physical and spatial developmental pattern of this old city. As such, the city resembles a sliced fruit with component parts. Not only is accessibility an urgent issue but also, the deterioration of the historic buildings worthy of conservation and/or preservation that results in a decline of the traditional townscape character, as well as, the conflict that exists between accessibility and this historic district. It has become apparent that the existing problems are associated with:

- Lack of appreciation of the value of the historic district;
- Inadequate administrative procedures to ensure the integration of efficient accessibility and the continuity of the historic district; and
- A decline in the economic value of the buildings due to changing economic conditions.

Nevertheless, the city's rich history has become a focal point especially for international tourists and residents, thereby, putting added pressure on local Planners and Development Actors to respond to the changing needs of this community in a coherent manner. Inevitably, this response should bridge the gap between modernisation (in a global sense) and history (traditions) by adequately analysing the city's level of continuity, functionality, connectivity, accessibility, permeability, integration, identification of important lines of communication (axes), and the focal points that should form part of this cultural and physical heritage: the ultimate result being a redesigned city.

Upon considering these issues, the overall aim of this sector *("Urban Design")* is to *provide for a sustainable land use system that will facilitate the issues of competing and conflicting developmental activities.* In so doing, there should be:
- The improvement and upgrade of the existing transportation system making accessibility a major component of this improvement;
- The enhancement, restoration, and conservation and/or preservation of the historical character of the townscape[1], which are critical elements of the city's heritage; and
- To accommodate the concepts of sustainability especially economic, spiritual and tourism.

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[1] These will include sites and structures/buildings of significant historic, spiritual, architectural and archaeological interest which are all critical component f the country's heritage.

Approach Adopted

An appreciation of the developmental 'dictates' and points of departure of old Cairo from a planned city has become essential in formulating ideas that can be further developed for implementation. To achieve this, therefore, a working methodological approach was formulated and adopted, which, followed a series of five steps, and includes: -

- A field trip to the Old Cairo site, where the group got a feel for the issues at hand and the ones that are of utmost importance and requires immediate attention;
- The users of the space[2] were then identified, in order to plan adequately for the residential community while integrating their needs with those of the international/global interest groups;
- Thirdly, the urban spaces and patterns were identified/defined[3] with the aim of highlighting their socio-economic, physical, environmental, political and the spiritual implication to each other, their link to the global market and implications for transformation or renewal of this historic urban district;
- A SWOT analysis followed, highlighting the constraints/potentials of the site, with the aim of alleviating any level of abstractness so that the developmental issues can be dealt with in a comprehensive and integrated manner, which influenced the sustainable drafting of proposals for the area; and
- Finally, the urban design proposal were drawn up for the area with a variety of options that can be used as recommended guidelines throughout the city centre and other places of similar historic issues and quality.

Islamic Cairo: A City of Contention

Islamic Cairo is a distinct and fragile historic district in which very clear lines of vehicular and pedestrian means of accessibility throughout the city and its peripheral regions is of paramount importance to the ongoing informal transformation of the space. This, however, highlights the human dimension that influences the spatial deregulated activities and the negative effects of such. Accordingly, the SWOT analysis (See Table 1) will detail the most urgent issues influencing the development objectives/proposals of this area.

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[2] The users of the space in Islamic Cairo are the residents, the entrepreneurs; the tourist and other visitors; the religious persons, and persons who uses the space to get from the west to the eastern part of Cairo.
[3] Three important urban spaces/patterns were defined/identified and includes: the mixed use zone, the jewellery area, the clothing zone, the tourist sites or Khan El Kalili area, the textile zone and the monumental area

SWOT ANALYSIS	
STRENGTHS	- Historic Area – suitable for tourism development - Proximity to the new city center of Cairo - There is a tunnel that takes through traffic from the western to eastern side of old Cairo
WEAKNESSES	- There is a negative visual impact on the surrounding environment; - High level of air pollution; - Vehicular and pedestrian conflicts is obvious; - Limited parking areas; - The presence of degenerated areas (abandon buildings); - Traffic congestion is very high; - Narrow streets; - Limited open spaces; - Incompatible land uses; - Separation of the city by through traffic.
OPPORTUNITIES	- Mixed uses are present in the area; - High economic and tourism potential; - Proximity and linkages to the existing metro lines; - It can be a linkage point for the east and west Cairo
THREATS	- Low potential for physical change - Overloading of other surrounding streets with traffic.

Table 1:   SWOT Analysis

Proposals & Developmental Guidelines

The proposals presented in this paper are based on examples of existing trends and development issues. Accordingly, these are structured under four broad headings (See Figure 1):-
1. Mixed use zone;
2. Jewellery area;
3. Clothing/Textile zone;
4. The tourist sites or Khan El Kalili area (including the monumental/historic areas)
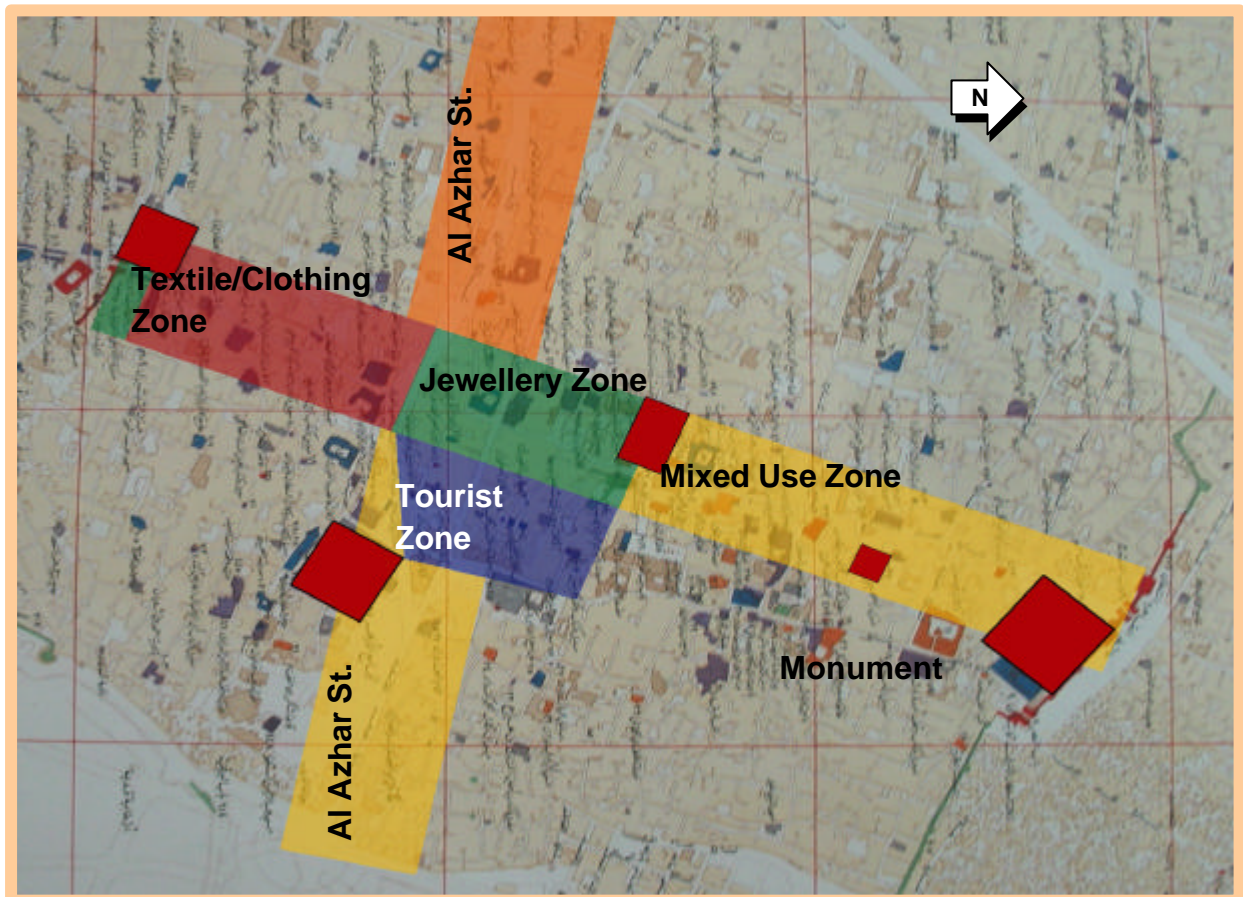
Figure 1: Urban Patterns/Space

The sketches below depict the issues and the recommended actions to be taken in similar cases.

Mixed Use Zone
Guideline: The supply of traffic to this area should be regulated (Refer to Figure 2).

Figure 2: Existing Traffic Conditions

Jewellery Area
Guideline: The development of pedestrian access in the areas with adequate street furniture, façade, and signage is inevitable (Refer to Figure 3a & 3b).

Figure 3a: Existing Façade Conditions

Figure 3b: Proposed Façade

Clothing/Textile Zone
Guideline: Regulating the time of vehicular access to this area to deliver goods and services is critical to the adequate use of the limited space. Therefore, staggering the times of drop off and pick-ups and the size of the delivery vans is crucial (Refer to Figure 4a & 4b).

Figure 4a: Existing pavement

Figure 4b: Proposed pavement

The Tourist Sites or Khan El Kalili Area
(Including The Monumental/Historic Areas)

Guideline: Because the majority of the monuments are located within the tourism site, proper direction through maps,, signage and very lucid paths of access is essential. In light of this, maps, street signage, greenry, lighting, facades that are compatible with the existing architectural character of the city should be explored (Refer to Figure 5a & 5b; 6a, 6b & 6c).

Figure 5a: Existing Accessibility

Figure 5b: Proposed Accessibility

Figure 6a: Existing Space around Monuments

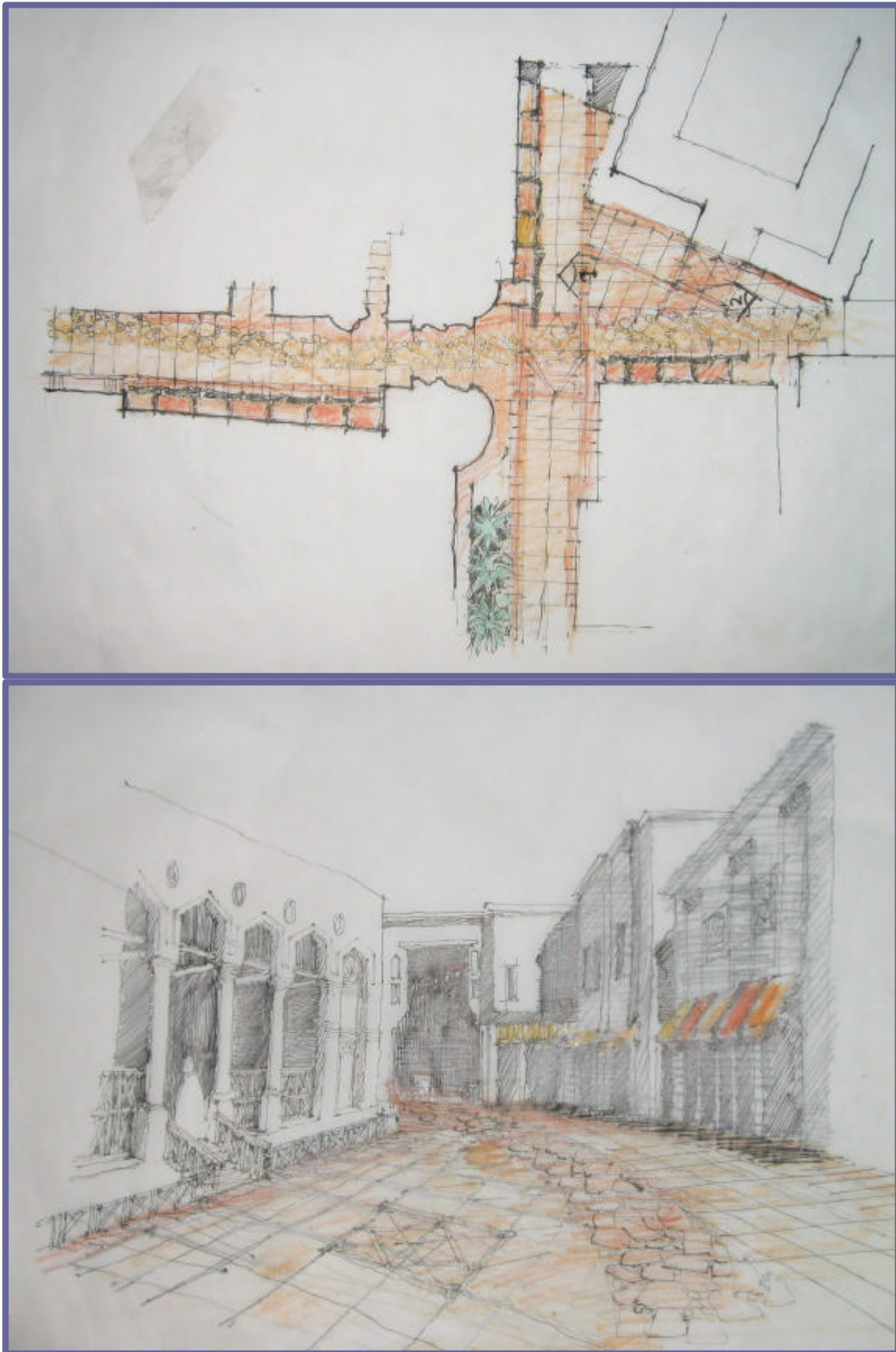**Figure 6b: Proposed Space around Monuments**

Figure 6c: Proposed Space around Monuments

Transportation
(Al Azhar Street)

Guideline: The linking of the various transportation modes and networks to alleviate the traffic congestion currently caused in the city and to apply the time dimension/phasing methods of different modes of transportation to attain a sustainable and efficient **city (Refer to Figure 8, 9a, 9b & 9c; 10a, 10b & 10c).**
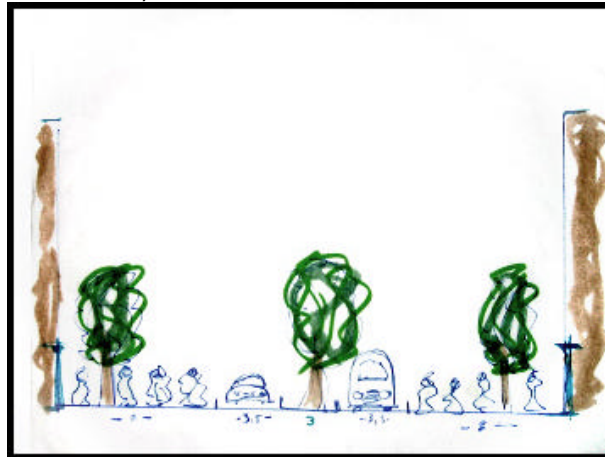
Figure 8: Existing Traffic conditions

Figure 9: **Proposed Traffic conditions**

9a- Phase 1:
(Regulated Traffic, 2 x 2 lanes, Taxis and Mini Buses)

9b- Phase 2:
(Reduced Traffic, 2x1 lanes, Taxis and MiniBuses)

9c- Phase3:
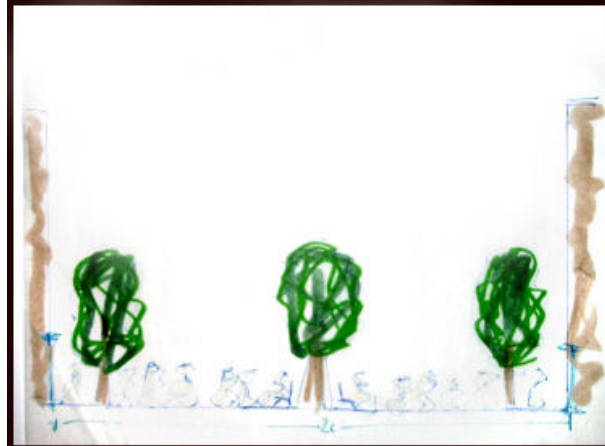(Eliminated Traffic, Pedestrians only, Regulated delivery

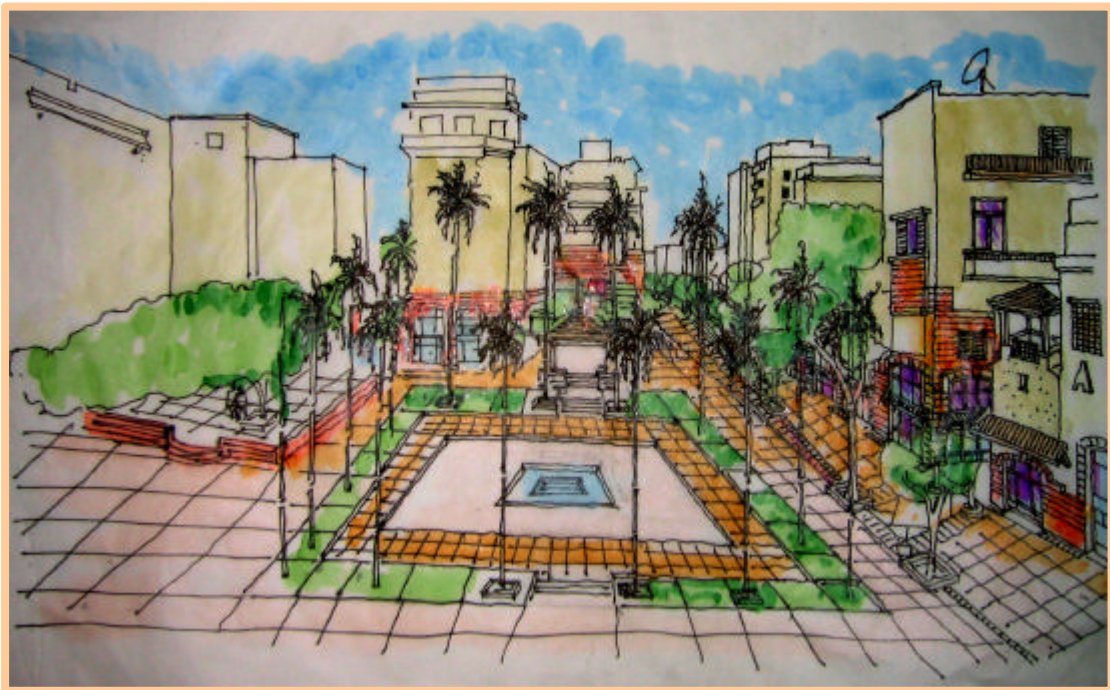**Figure 10a: Connecting Historical corridor and Al Azhar street**

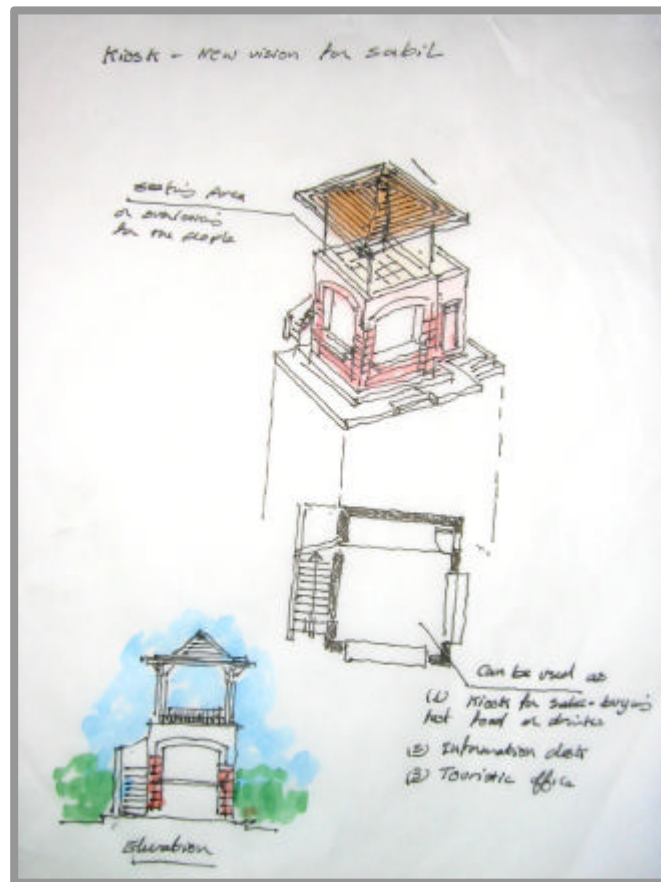**Figure 10b: Proposals (See detail below)**

Figure 10c: Detail

Conclusions

In sum, it is envisioned that the main thrust of urban design will continue to be a development mode, which is responsive to the structure and dynamics of the cultural environment of Islamic Cairo. It is hoped that the use of the basic urban design techniques employed in the development of these proposals will ameriolate and improve the local and global integration of accessibility and the historic district: *the old vs. the new – the built vs. the natural and cultural environment.*

ANNEX

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Presentation of MOST - Management of social transformations

MOST is a <u>UNESCO</u> programme that promotes international, comparative and policy-relevant research on contemporary social transformations and issues of global importance. Created in 1994, it aims to:

- further understanding of social transformations;
- establish sustainable links between social science researchers and decision-makers;
- strengthen scientific, professional and institutional capacities, particularly in developing countries;
- encourage the design of research-anchored policy.

The MOST programme is directed by an <u>Intergovernmental Council</u> and an independent <u>Scientific Steering Committee</u>, and works closely with <u>MOST National Liaison Committees</u>. It is coordinated by the MOST Secretariat at UNESCO headquarters in Paris.

MOST projects and activities focus on issues such as multicultural and multi-ethnic societies, urban development, globalisation and governance.

Additionally, MOST contributes to the United Nations system-wide priorities, such as poverty eradication, governance and indigenous peoples.

The work of MOST

Increasing and sharing knowledge

MOST produces and exchanges knowledge on major contemporary social transformations, via international research networks, expert groups, meetings, conferences, workshops, publications, discussion forums and the <u>MOST Clearing House</u> (Internet).

From research to policy

The programme measures the impact of research on policy, conducts policy-relevant case studies, provides expertise in development initiatives, and shares information on how to design research-anchored policy.

Capacity-building and training

The MOST programme provides training material including pedagogical tools and CD-ROMs; holds training workshops and summer schools in partnership with national institutions and other United Nations agencies; strengthens the institutional and scientific capacity in developing countries through UNESCO/MOST Chairs; and runs a PhD award competition for young researchers from developing countries and countries in transition.

For up-to-date information on meetings, upcoming events, current projects and activities, publications and on-line studies, visit the MOST Clearing House: http://www.unesco.org/most

The International Society of City and Regional Planners (ISoCaRP) is a

global association of professional planners. It was founded in 1965 with the object of bringing together recognized and highly qualified individual planners in an international network.

ISoCaRP is a Non-Governmental organisation officially recognised by the UN, UNESCO and the Council of Europe.

Objectives
- improvement of planning practice through the creation of a platform for the exchange between planners from different countries;
- promotion of the planning profession in all its aspects, notably from the point of view of its identity, the services it can render and the conditions required for it to function;
- promotion of planning research;
- improvement (in theory and practice) of planning education and training;
- provision of information and advice on major planning issues.

Activities
- annual congress dealing with a topical planning theme;
- seminars, conferences, exhibitions and study tours;
- publication of congress reports, seminar reports and case studies;
- workshops and competitions especially for young planners;
- publication of up to date comparative material on planning policies, methods, legislation, etc. on every country, whether represented in the Society or not;
- representation at major international events concerned with planning;
- evaluation of developments and trends in planning practice.

Admission of members
Planners wishing to join the Society should apply for membership to the National Delegation of their country - if there is such a delegation - or directly to the Secretariat, sending a short CV with a request for admission.

Conditions for admission and the qualifications required - experience, creativity, work accomplished, publications, professional conduct - are laid down in the Articles of Association.

Young Planners' Workshop
The Young Planners' Workshop has been organized on the occasion of ISoCaRP conferences since 1991. The objective of this Workshop is to bring together 20-25 young professional urban planners from all parts of the world. It provides them with the opportunity to work together as a closely-knit team on a specific subject, to establish a good hands-on working relationship and achieve results in a very short period of time. The young planners work on a real planning issue which is related to the theme of the Congress.
ISoCaRP is grateful that UNESCO (Management of Social Transformations Programme) sponsors this event. This support enables Young Planners from developing countries to participate in the workshop.