INTRODUCTION

OUR OBSERVATIONS AND IMPRESSIONS

TWO METROPOLITAN REGIONS

IMPLICATIONS

WHAT WILL WE DO NEXT?
Introduction ISOCARP

ISOCARP is a society with 800 members in 80 countries, founded in 1965. Our motto is “Knowledge For Better Cities”. We organise annual congresses, make publications, organise workshops and training programmes and we cooperate with organisations like UNESCO, UN-Habitat & UNDP.
What is a UPAT Workshop?

• Mobilize the extensive planning experience and expertise of ISOCARP members
• Assist cities and regions with projects and policies on spatial planning and urban design
• Interact with stakeholders
• UPAT is tailor made for a specific location, task or topic
• Advantages: Diverse expertise and perspectives
  Intense and creative approach
  Fresh insights and independent advice

• 22 UPAT Workshops worldwide since 2004
Objectives of the UPAT Workshops

- Ensure the basic needs for food, housing, safety, utilities and amenities, education and culture, healthcare and mobility
- Make use of the human potentials, creativity and talent of their inhabitants
- Preserve and restore the natural and cultural assets to ensure livability and modern continuity with the historical past
- Look past the barriers that separate the territories of Israel and the future state of Palestine
- Take the borders of 1967 as borders that are fully open for travel, trade and traffic
- The UPAT team is invited to suggest visions, designs and ideas for Gaza and Central West Bank.
Geo-political Parameters

• **Borders**: 1949 Armistice Line, aka the Green Line is the internationally recognized borders between Israel proper and the oPt - The Gaza Strip and the West Bank, including East Jerusalem

• **East Jerusalem**: the capital for the future Palestinian statehood under the two-state solution framework

• **Israeli settlements**: Illegal under international law and UN resolutions and conventions

• **Palestinian refugees**: lawful right of return to Palestinian refugees in the oPt and the Diaspora ‘right to self determination’

• **Natural resources (water)**: free access to natural resources, especially water
The Gaza UPAT team

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ISOCARP Gaza & West Bank
Urban Planning Advisory Team
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ISOCARP Gaza & West Bank Urban Planning Advisory Team
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WHAT WILL WE DO NEXT?
THANK YOU FOR YOUR ATTENTION

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Our activities and our approach

We saw many places, we met many people in Government, civil society and universities, and we read many documents:

• National Spatial Plan
• Gaza Revised Regional Plan
• Many reports and studies

Our approach:

• Listen and learn
• Understand perspectives and priorities
• Facilitate a long term strategic view
• Focus on the spatial dimension of policy
• Suggest, predict, propose: this is not a plan
• Engage with stakeholders in SWOT analysis
Using **STRENGTHS** to address **WEAKNESSES** and to make the most of **OPPORTUNITIES**, and to mitigate **THREATS**

**SWOT Analysis**

*State of Palestine with full sovereignty*

- **People**
  - Trade
  - Innovation
- **Place**
  - 2 metropolitan regions
- **Culture**
  - Demographics
  - Brain drain
- **Resources**
  - Too many governments
  - Inequality
- **Opportunities**
  - Wrong priorities

**150 ISSUES**

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OUR OBSERVATIONS AND IMPRESSIONS

TWO METROPOLITAN REGIONS
- International and national scale
- Urban scale
- Micro scale

IMPLICATIONS

WHAT WILL WE DO NEXT?
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State of Palestine 2035: a cross road in Middle East

- City
- Port
- Airport
- Overland roads
- Sea roads
- Aerial roads
West Bank
11 Governorates
112 Municipalities

Gaza Strip
5 Governorates
26 Municipalities
Palestine’s Capital Region
1 Metropolitan Government working with national agencies
? Governors and local councils with specific functions

Palestine’s Gaza Coast
1 Metropolitan Government including metropolitan authorities
? Governorates and/or local councils with specific functions
Regional Urban Context

Urbanization levels
PCBS 2015 (quartiles)
- > 83%
- 67 - 83%
- 56 - 67%
- 50 - 56%

*Salfit Governorate is least urbanized at 36%

Urbanization level vs. Population density

Population density, 2011 (persons per sq.km)
Regional Economic Context

**Existing** - Key Areas for Agricultural Activities

- Tulkarm
- Qalqiliyya
- Salfit
- Ramallah & Al-Bireh
- Jericho & Al-Aghwar
- Nablus
- Tubas
- Jerusalem
- Hebron
- Rafah
- Khan Yunis
- Gaza City
- North Gaza

**Potential** - Key Areas for Tourism Activities

- Tulkarm
- Qalqiliyya
- Salfit
- Ramallah & Al-Bireh
- Jericho & Al-Aghwar
- Nablus
- Tubas
- Jerusalem
- Hebron
- Rafah
- Khan Yunis
- Gaza City
- North Gaza

**Potential** - Key Areas for Political, Administrative, Industrial, Digital-IT sector activities

- Tulkarm
- Qalqiliyya
- Salfit
- Ramallah & Al-Bireh
- Jericho & Al-Aghwar
- Nablus
- Tubas
- Jerusalem
- Hebron
- Rafah
- Khan Yunis
- Gaza City
- North Gaza
- ?

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Blue & Green Infrastructure
Rail Network
Public Transport Network

Egypt

Israel

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Bicycle Network

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Agricultural Areas

Egypt  Israel
Vision Gaza
Built up area

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Existing road network
Existing railway network
Proposed railway network
Areas for development

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Ramallah

Present Urban Area
Ramallah

Present Urban Area + Main Roads
Ramallah

Present Urban Area
+ Main Roads
+ Public Transport
Ramallah

Present Urban Area
  + Main Roads
  + Public Transport
  + Green Structures
Jerusalem
Present Urban Area
Jerusalem

Present Urban Area

+ Main Roads

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Jerusalem

Present Urban Area
+ Main Roads
+ Public Transport
Jerusalem

Present Urban Area
+ Main Roads
+ Public Transport
+ Green Structures
Jerusalem

Present Urban Area
  +
Main Roads
  +
Public Transport
  +
Green Structures
  +
Urban Linkages
Jericho

Present Urban Area
Jericho

Present Urban Area
+
Main Roads
Jericho

Present Urban Area
+
Main Roads
+
Public Transport
Jericho

Present Urban Area
+ Main Roads
+ Public Transport
+ Green Structures
Bethlehem

Present Urban Area
Bethlehem

Present Urban Area
+
Main Roads
Bethlehem

Present Urban Area
+ Main Roads
+ Public Transport
Bethlehem

Present Urban Area
 + Main Roads
 + Public Transport
 + Green Structures
 + Urban Linkages
you are in Ramalla
Cities at Eye Level
Short term opportunities

• Livable spaces for competitive cities
• Every journey starts and ends with a walk
• Green and blue urban networks
• Sharing & creating the city
• Place making
Cities at Eye Level
Livable Cities

- The most important scale is the people scale
- A city on the eye level & at 5 km/h
Ramallah, Yaser Arafat Square

Now

After

Illustration: M. Saleh

Cities at Eye Level
Livable Cities
Ramallah, Yaser Arafat Square

Now

After
Cities at Eye Level
Livable Cities

- Pedestrian & cycling priority
- Walkable cities are economically competitive
- Bring people together in their cities
Cities at Eye Level
Walkable Cities

Gaza, former rail line

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Greening the cities

Quality of public realm

Securing space for future use

Green spaces perform environmental urban functions

International examples:
Vienna: 51 %, 8-13 m²/inhab.
Singapore: 47 %
New York: 19,7 %
(2013, world culture report; parkscore)
Cities at Eye Level
Green City

- Water harvesting
- Sustainable management of green spaces
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• Temporary usage (free lots)

• Sharing the city – Identity building

• Community development on neighbourhood scale

• Microeconomic activities

Cities at Eye Level
Shared City

Ramallah

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WHAT WILL WE DO NEXT?
Implications

Example 1: Protecting the port

Gaza Port requires extensive transport and industrial infrastructure on land.

A decision on its location affects

- major freight routes
- retaining land for freight, industry
- controls on interim uses
Implications
Example 2: Urban governance

To maximise the potential of the dynamic metropolitan areas of the State of Palestine, they are likely to be planned and managed as single socio-economic regions. The time to prepare for this is now.

Creating new integrated government structures is not easy -- but promoting existing institutions makes it harder.
Implications

Example 3: Transport spine

The alignment for the main fast long-distance **highway and rail line** is likely to be on Gaza’s eastern border.

• During reconstruction -- avoid compromising proposed alignment.
• Today avoid dividing Gaza with big highways not needed in the long term.
Implications

Example 4: Road or rail?

Large infrastructure projects compete for funding and priority – but an urban rail system is likely to deliver many more benefits in the long run.

Major investments in high volume roads will delay or displace integrated public transport projects.
ISOCARP Gaza & West Bank
UPAT Report

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WHAT WILL WE DO NEXT?
What will we do next?

- Publish digital magazines (Aug., Sept., Oct.)
- Optional: website
- Optional: lift-out poster
- Presentation ISOCARP congress (Oct.)
Thank you for your hospitality and cooperation!