Urban Mobility in Mediterranean cities: Feedback and perspective

CMI « Urban sustainable transport » programme - Regional seminar »
12-14 November 2014 - Izmir, Turkey

Urban mobility for a better accessibility

MEDINA ACCESSIBILITY
Presentation of the CMI book

Lorenza Tomasoni, CODATU
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MEDINA: FOUNDING CITIES TURNED INTO DISADVANTAGES AREA

Once upon a time....
Medina was...
A city in the city
A short distance city
A walkable city
A socially mixed city
A multifunctional city

Tunis, Tunisia

Tripoli, Lebanon

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MEDINA: FOUNDING CITIES TURNED INTO DISADVANTAGES AREA

After the automobile oriented development now medina is often...
A discriminated and underdeveloped area
An unpleasant place to walk
A socially segregated area
An economically unattractive area

Tunis, Tunisia

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ACCESSIBILITY: USERS, SERVICES AND RIGHTS

<table>
<thead>
<tr>
<th>Category</th>
<th>Residence</th>
<th>Place of business</th>
<th>Principal modes used (except walking)</th>
<th>Main risks/difficulties associated with access (except access for emergency services)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original user (example: artisan)</td>
<td>Medina</td>
<td>Medina</td>
<td>2-wheeled vehicle cart public transport (PT)</td>
<td>▲ problems associated with the transport of materials and merchandise (goods)</td>
</tr>
<tr>
<td>Poor resident, active outside the Medina</td>
<td>Medina</td>
<td>Outside Medina</td>
<td>2-wheeled vehicle cart public transport (PT)</td>
<td>▲ dependence on PT available outside of the Medina (occasional travel)</td>
</tr>
<tr>
<td>Upper middle-class resident (example: civil</td>
<td>Medina</td>
<td>Outside Medina</td>
<td>2-wheeled vehicle car</td>
<td>▲ dependence on PT available outside of the Medina (daily travel)</td>
</tr>
<tr>
<td>Trader, stall-holder hotel, restaurant owner</td>
<td>Outside Medina</td>
<td>Medina (place of work)</td>
<td>car</td>
<td>▲ attractiveness of PT outside of the Medina (daily travel)</td>
</tr>
<tr>
<td>Local Medina customers and visitors</td>
<td>Outside Medina</td>
<td>Medina (shopping, visit)</td>
<td>public transport (PT)</td>
<td>▲ transport of goods</td>
</tr>
<tr>
<td>International tourists</td>
<td>Varies</td>
<td>Medina (visit)</td>
<td>coach buggy taxi</td>
<td>▲ problems associated with parking/offloading</td>
</tr>
</tbody>
</table>

Figure 1: Profile of the main users of Medinas

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ACCESSIBILITY: USERS, SERVICES AND RIGHTS

ACCESSIBILITY & URBAN TRANSPORTS

Distinguish 4 levels:

Accessibility to territories (equality)

Accessibility to functions (employment, education, health, green areas, social, etc.)

Accessibility to transport systems (external accessibility to stations and stops)

Accessibility to transport stations and vehicles (accessibility of RM people mainly)
ACCESSIBILITY: USERS, SERVICES AND RIGHTS

NEED FOR A GLOBAL STRATEGY AT CITY SCALE

Three areas of challenge

- the “deep” Medina which is not accessible to vehicles and which is entirely pedestrian
- the “modern” city which is primarily served by motorised vehicles
- intermediate areas where pedestrian and vehicle areas meet

Figure 2: Medina accessibility: an urban problem

TWO MOBILITY SYSTEMS:

- Urban scale
- Medina scale
Exemple: MARRAKECH, MOROCCO

NEED FOR COMPREHENSION & KNOWLEDGE
PROMOTING SUSTAINABLE MODES:
PRESERVING THE PEDESTRIAN NATURE OF MEDINA

4 RECOMMENDATIONS

1. Ensure permanent priority access for essential services

2. Fully integrate the Medina into the mobility development strategy of the surrounding city

3. Define the pedestrian priority zone or zones in Medinas

4. Manage the rules governing public pedestrian spaces inside Medinas
PROMOTING SUSTAINABLE MODES: PRESERVING THE PEDESTRIAN NATURE OF MEDINA

- Ensure permanent priority access for essential services (Example: Fès, Morocco)
PROMOTING SUSTAINABLE MODES: PRESERVING THE PEDESTRIAN NATURE OF MEDINA

1. Fully integrate the Medina into the mobility development strategy of the surrounding city (Exemple: Rabat-Salé, Morocco)
PROMOTING SUSTAINABLE MODES: PRESERVING THE PEDESTRIAN NATURE OF MEDINA

- Define the pedestrian priority zones in Medinas and organising transport interchanges at the gateways (Example: Tripoli, Libya)

SOME RECOMMANDATIONS...
PROMOTING SUSTAINABLE MODES: PRESERVING THE PEDESTRIAN NATURE OF MEDINA

- Define the pedestrian priority zones

SOME RECOMMENDATIONS...

**Figure 7: The Medina today: a "pedestrian zone" by default**

**Figure 8: Enhancing Medinas by restoring accessibility**
PROMOTING SUSTAINABLE MODES: PRESERVING THE PEDESTRIAN NATURE OF MEDINA

• Manage the rules governing public pedestrian spaces inside Medinas (Exemple: Alexandria, Egypt)

Which type of vehicle should be tolerated in a Medina’s pedestrian zone?
ADDITIONAL INSTITUTIONAL AND FINANCIAL PROVISIONS

In terms of governance...

Coordination between two levels:
- Urban agglomeration scale
- City or medina scale where it exists

In terms of finance...

Mobilisation of three type of sources:
- Transport funds
- Redevelopment funds (local, national or international)
- Private financing (i.e. PPP)
CONCLUSIONS

Sfax, Tunisia
QUESTIONS

1. Is gentrification sustainable?

2. Might the original medina urban form be a model for planning new neighbourhoods?
THANKS!

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