



BENEFITS OF CITIES' CBD PEDESTRIANIZATION AND REUTILIZATION AS PEOPLE PLACES

Towards a car-free model for Cairo's CBD

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Abstract. The public urban open spaces – especially that at the Central Business Districts of cities - are the main distinguishing features of the city which considered as a container for people's activities, and a source of vitality, vibrant and joy. It is also an important economic source for many cities over the eras, so the managements of modern cities have been concerned with these spaces that attract citizens and tourists and represent a direct and indirect source of many economical, environmental and social benefits.

However, since the beginning of the era of cars and their participation with people in the public spaces, they have become a source of danger to people's safety, their activities and their environment. , So it has been decided – By the administrations of several cities- to ban the vehicles - in varying policies - away from the public spaces and replace the spaces they take with activities for the people, which restored the city to its splendor and image to achieve several benefits.

Cairo and the other big Egyptian cities can benefit from this car banning policies and achieve many gains, the most important of which are the economic benefits which can be an important of renewable sources of Egyptian national income, reviving tourism and improving the environment and public health, in the other hand it will not be easy for the Egyptian managing to ban cars, and convert (UOSs) to pedestrian totally in one step, then the research will suggest the proper model for banning cars from Cairo's center.

Keywords: pedestrianization, urban open spaces, sustainable development, car banning.

1. INTRODUCTION

Urban open spaces (UOSs) are the treasures of cities that represent the vibrant heart of life and arteries, which nourish vitality and conserve the continuity of life of those cities.

As "the city is like an organism", the city as a living organism moves, grows, activates, vanishes and changes its shape over ages.

The public plazas - since ancient eras - (as the temple Plazas of ancient Egyptians urban open

spaces, places adjacent to the Agora and the forum of the Greeks and Romans and the mosques& the markets in the Islamic cities of the Middle eras, and the Renaissance in Italy in Venice, Florence, Rome and Siena) were places to gather people activities and exchange experiences and news in among them, "Napoleon" said about the famous "San Marco plaza" in Venice,: "THE DRAWING ROOM OF EUROPE – ST MARK'S SQUARE, Piazza San Marco or St. Mark's

Square is the main square in the city of Venice) (<https://veniceincoming.com/blogs/drawing-room>).

The city conserved its exiting urban open spaces only for its people until the beginning of the 19th century when vehicles became part of the city with pedestrian and then became the predominant city spaces. Now a day's City planning was built to respect car paths rather than pedestrians, and even the historical cities which were built before the entry of vehicles and spread, where the construction of wide roads for cars interspersed. It has had many adverse effects on the environment, urbanization, population safety and security, social, environmental and economic aspects.

By the end of the second millennium and the beginning of the third, the administrations of some cities have begun to beware these impacts therefore, tried to restore the centers of some cities to act as a car-free zone, and many city administrations around the world have done so in different models.

Cairo's urban open spaces - like most major capitals around the world - have become roads for vehicles, and their public plazas transformed to squares.

Thin the pollution rate has increased dramatically, and the Central Business District (CBD) has become unattractive to people activities, insecure, with prosaic urban image, although it includes valued historical areas with distinctive heritage, which is part of the human heritage.

There have been some incomplete initiatives to close some streets partially and ban cars to turn them into urban open spaces for pedestrian - a good step - but they have not been very successful because they are limited to 2-3streets (Al-Shawarby , Al-Shereefen, and Al-Alfy) , not an integrated pedestrian network, and they have not been exploited economically (directly or indirectly).

The research presents and discusses the idea of turning the heart of the city - partially - into a car-free zone and benefiting from some spaces that were allocated as roads for cars to become public open spaces that can be exploited economically, environmentally, urbanely and socially. By establishing walk-ability "super-blocks" with maximum walking distances of 400 M which are ideal distance for different categories of users, and the conversion of traffic, so that transportation engineers have study the traffic densities and directions to create traffic liquidity and save

service roads for emergency, as a preliminary step, can transfer of the entire areas of downtown Cairo. This can achieve many benefits, mainly the direct and indirect economic return on the exploitation of spaces that were dedicated to roads to be a commercial and recreational activities, which generate huge financial benefits, improve the environment and have many urban and social effects.

Research objectives:

The research aims to highlight the importance of (UOSs) as a sustainable source of development economically, physically, and socially, and how to draw an integrated model of the central Cairo's urban open spaces to gain the hopefully benefits.

Methods and tools:

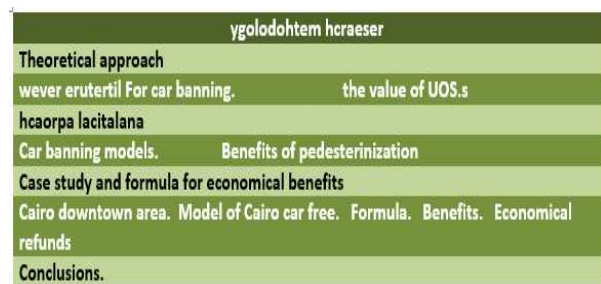


Fig. (1)

The research methodology diagram.

The research adopt the deductive methodology through studying how other cities ban cars from its center and analyzing the impact of this policies, and an deductive methodology to determine the appropriate policy for Cairo as a "super block car-free zone", therefore a method of calculation the economical benefits of the partially car banning from Cairo's CBD using quantitative and qualitative Data, derived from using tools like direct interviews with space users.

Literature review &The value of public urban open space in the CBD.of cities:

"Rudofsky", in his book "Streets for People", was astonished when remember what was happening in the past, hopping that trains would share public spaces with people. "Now, the situation is even more surprising as people hope to have a proper sidewalk for walking and not even for leisure and recreation. (Rudofsky, streets for people p. 341)

"William Whyte" believes that more people were attracted to (UOS) in Manhattan with every new plaza or park created in the city. He noted that in 1971, the percentage of those who visited the

public squares in the city center increased by 30% improving (UOS) and the pedestrian network. During the period from 1972 to 1973, the percentage increased by 20% extra.

“William Whyte”(the founder of projects for public spaces PPS.) has concluded that there is an increase in the number of people on public urban open spaces and sitting in the plaza when a new plaza or recreational area in central Manhattan, eating outside homes has become a life-style for New Yorkers and there are many parks for eating such as: Bryant Park and on the stairs of the New York Central Public Library. Also noted that Hotdogs & Knishes cars have become all over Manhattan and crowded with out-home dining. (William Whyte, “social life of small urban spaces” 1974, p. 28).



Fig. (2)



Fig. (3)

Bryant park and the staircases of the New York central library (plazas) are a people places with millions \$ as a direct economical benefits, gained from retails cafés and restaurants.



Fig. (4)

Bryant Park in New York, every day festival and the place managing manage the events program to attract and encourage people to come in and activate the place for the maximum benefits.

“Gehl”, (one of the most famous Danish architects and urban designers who are the pioneer in the transformation of Copenhagen to Car-free zone), in his book "people on foot" has been observed that the first street was banning cars in Copenhagen “Stroget” the number of pedestrians increased by about 35% and in a funny observation monitoring that more than 400 baby carriages with mothers in UOS. (Gehl, people on foot 1987, p.136)



Fig. (5)

Fig. (6)

Copenhagen, Roads which were paved for vehicles are now for riding bicycles and pedestrian (became places for people activities and source of direct and indirect incomes.

When the car appeared and began to share people's pathways and public open spaces, the spaces (roads) allocated to vehicles became more frequent for pedestrians and the car became the dominant part of 90% of the width of the roads. Therefore, the people of (CBD) areas of the capital are always suffocated and squeezed between the run of roads and the building walls, the attention of planners and city administrations were concerned only with how to achieve their only physical safety without giving any interest to their comfort & amenity (Pushkarev & Zupan 1975 p.15).



Fig. (7)

MUMBAI, INDIA - 8 NOVEMBER 2014: Major traffic jam in front of a busy bazaar in Mumbai. The streets are filled with cars, pedestrians, workers, and others

There are many studies conducted on the transformation of areas of (CBDs) of big cities to (UOSs) for pedestrians attractive to people activities, vital, and vibrant for the people and tourists as well, which is concerned with the

behavior of people in (UOSs) and enjoy them as well as behavioral mapping for people in (UOSs). Through the personal observations of the researcher, and through the visits to most big cities such as New York, London, Paris, Munich, Amsterdam, Leeds, London, Belgrade, Istanbul, Kuala Lumpur & Malika in Malaysia, the (UOSs) - especially those in the (CBDs) of those cities - are encouraging for walking, biking, eating, reading, meditation, watching, and then pleasant. The observation and study of the distinctive architectural elements that can't be noticed in the case of riding a cars, also, these spaces and paths often note that pedestrian and bicycle paths have begun to widen considerably compared to road lanes width.

In London, bicycle and pedestrian lanes are almost equal to the width of the car lanes; this is in addition to the integration of the network of traffic and motorcycles and not to be cut off permanently, as everyone can move safely from the one point in the city to the furthest point by bicycle or on foot.



Fig. (8)



Fig. (9)

the platforms width in London is almost equal to that of the road itself .



Fig. (10)



Fig. (11)

Internal roads used as old car exceptions & a pedestrian bridge across the river in London



Fig. (12)

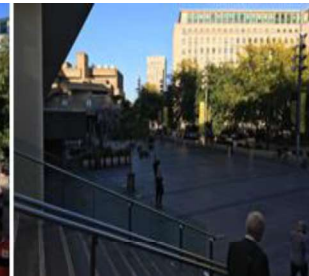


Fig. (13)

The multi-use plaza in London used as a weekly market and street food outlets as a place for people with direct and indirect incomes. (Photo by researcher)

The city of Belgrade has completely banned cars from some areas of its center (the historical area) and on the Danube river side and created wide areas for pedestrians and bicycles, making them very attractive and enjoyable at the same time for tourism and recreational activities, the city looks as if it were in a permanent celebration, even in difficult climatic conditions, like on winter nights, and here the visitor feels that the city is dedicated to them and their pleasure; with its UOSs and its commercial and cultural activities and others.

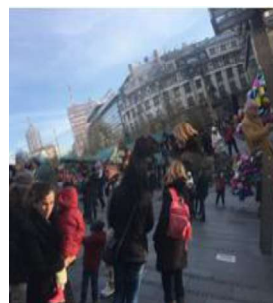


Fig. (14)



Fig. (15)

The central pedestrian area of Belgrade, the internal roads used as food paths and recreational areas for people activities.(Photo by researcher)

Malikah is one of the largest cities in Malaysia after the capital city of Kuala Lumpur. It is located directly on the ocean, the CBD of the city and the historical area are free of motorized traffic and the area is superbly exploited. It is like a permanent and festive carnival for tourists. It is possible to say that these plazas with their pathways are the most important components of these cities and their main sources of both direct and indirect economical income.



Fig. (16)



Fig. (17)

Photos show the central pedestrian area of “Malikah” in Malaysia “every day festival for residents and tourists, a vital and vibrant area for people activities with economical revenue.

International models of cities that have been completely transformed into pedestrian cities:

Many cities of the world have begun to feel the danger of harmful emissions, mainly carbon dioxide (Co2) emissions ;most of these cities have started to ban vehicles in various policies from city centers, some neighborhoods, historical, and valued touristic areas.

The city of Copenhagen, the capital of Denmark, became the first capital around the world to implement the policy of banning cars from its Central Business Districts (CBD) in 1962, thus became a model to be emulated around the world and has turned all the streets and squares of cars within the city to public urban open spaces for pedestrians

And bicycles and got rid of traffic congestion and has become one of the most attractive cities of Europe.



Fig. (18)

Fig. (19)



Fig. (20)

Copenhagen is considered the first city can ban cars from its CBD and become a model for car free cities.

Today the car free zone is quite extensive in Utrecht (Netherlands). All the streets I highlighted in green are permanently car free. The orange line is a street for buses only. In some of these green streets cycling is allowed, but most are really only for pedestrians. Now 49 years ago, the 6th of November 1965, Utrecht started a large-scale experiment with car free shopping streets. The national press followed it with great interest and even the news service for the cinemas reported about it. That is the reason why I can now show you very interesting moving images. The experiment was a big success and this eventually led to all those car free city centers.



Fig. (21)

Map shows the pedestrian and bicycling network in Utrecht Netherlands.



Fig. (22)

Many cities in the world have begun to follow the same trend as Milan, Dublin, Paris, Madrid, and Brussels, and there in American cities and in the far west, California began to follow despite the difficulty of banning automatic movement.

Last year Oslo, the capital of Norway, began banning more than 350,000 cars from entering the CBD of the capital, reducing harmful emissions, improving urban life, increasing worker productivity, and attracting people as well as tourists, and visitors, Although the project was a brainchild of the Norwegian Green Party, the Conservative Party and the rest of the parties reacted to the idea and supported and Oslo intends to ban all cars from entering the center of the capital by the end of this year 2019.



Fig. (23)

Map of car-free zone in Oslo Norway “project was a brainchild of the Norwegian Green Party of Norway”.



Fig. (24)

In the city of Sacramento, the entry of all types of cars to the historical area was banned, which contributed to the doubling of the number of tourists and visitors to that area.

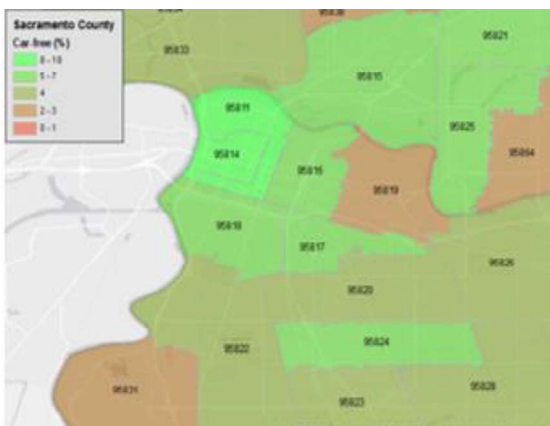


Fig. (25)

“Sacramento” levels of car banning

There are several types of ways to ban cars from

entering the middle of the cities, banning cars from the CBDs; including the total car banning, while some of them are partial banning in different policies. The city of Paris banned the cars with even numbers’ plates on certain days and that of odd numbers on others days, which contributed to reduce pollution rates in Paris by about 30%, New Mexico City has done the same work and has reported a 40% pollution rate decrees.

Beijing, capital of China when it started to host the Olympic Games, has banned the entry of private cars and shut down some of the polluting factories in the capital, reducing pollution rates by 20%.

Helsinki improved the internal public transportation network considerably and used non-polluting transportation cars, and encouraged people to use it instead of their private cars, which improved the environment significantly, and Madrid banned non-residents from driving within it.

Other cities such as: Paris, Oslo and Berlin have developed a network of bicycle traffic, and have widened its lanes considerably to 13 feet, and Berlin is preparing to ban cars from entering the capital by the end of this year 2019.

SINGAPORE - Personal mobility devices (PMDs) will take Centre stage at Car-Free Sunday SG this weekend when participants can rent bicycles for free to ride along roads at the Central Business District, Civic District and Telok Ayer.

And for the first time ever at the event, the entire 5.5km car-free route will be open to the public from 8am to 12pm on Sunday (Feb 26). Previously, certain roads were closed only until 11am.

Bike share companies such as Mobike, O Bikes and OFO Bicycle will each offer 10 to 15 bicycles for free rental in 30-minute blocks on a first-come, first-served basis



Fig. (26)

Participants can rent bicycles for free to ride along roads at the Central Business District, Civic District and Telok Ayer at Car-Free Sunday SG on Feb 26.PHOTO: ST FILE



Fig. (27)

The newly designed Chinese city of “Changdo” has planned to make the maximum walking distance inside the block not more than 15-minute walk, which encouraged residents to walk instead of using their cars.

Another popular model is “Vauban”, a residential neighborhood south of the city center of Freiburg, which relied on not creating any parking lots in the neighborhood, and raising the price of one car parking to be 20,000 Euros, then residents preferred abandoning their cars permanently.

In New Cairo(one of the new settlements east Cairo) there are a successful model in the mall of downtown shows how can developers exploit the urban spaces to gain economical benefits through using it as cafes& restaurants and kids areas as shown in photos (28& 29).



Fig. (28)



Fig. (29)

Photos show how the developers exploit urban spaces in retail activities (New Cairo downtown mall).

Thus, it is possible to say that most cities around the world plan to ban cars from their CBD.s -at least- and have even started to do so, using different policieswith different mechanisms, such as:

- Banning non-residents vehicles from driving inside the CBD areas.
- Banning allprivate cars, allow only electrical carspublic transportation.
- Limiting parking lot areas in the CBD areas and raising the price of parking places.
- Coordination between vehicles that carry plates with even &individual numbers to be allowed according to different days.
- Developing the pedestrian and bicycling network.
- Developing the public transportation network to encourage people to use it instead of their own cars.

Benefits of pedestrianization:

There are many pros that can be achieved from converting cities’ CBDs to car-free areas, whether economic, social or physical, as:

Economic benefits (direct and indirect):

The direct benefits are derived from the exploitation of areas that were allocated as roads for vehicles to be restaurants, cafeterias, gift shops, marketplaces, and public toilets, specialized markets (daily and weekly), parking lots, and recreational and cultural activities.



Fig. (30)

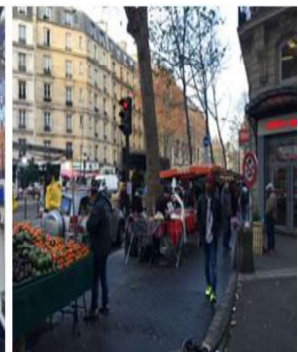


Fig. (31)

Paris the weakly “Monday” market - vendors and farmers- takes place in UOSs.

The indirect revenue is derived from creating the provision of real job opportunities directly to people that manage the spaces, and raising the rental value of the shops and buildings surrounding, the (UOS) due to increased activities and vitality around it, and promote tourism (The city of Copenhagen as an example, wherever at the first year only to turn it completely into a car-free zone the number of tourists increased by 30% directly), in Addition, creating a safe places a result of the increasing of

its livability and vibrancy, as well as reduced traffic congestion which in turn therefore, reduced energy consumption, where some studies suggest that driving a private car in downtown costs six times riding public transportation, moreover it lowered accident rates.¹

Social and cultural benefits:

Publishing cultural awareness by allocating and spreading various cultural activities in the space such as: music & orchestras, street performance, painting, outdoor graphite and various artistic performances, as well as artistic and cultural exhibitions, reading places and mobile libraries. As well as increase the rates of citizens' affiliation to their public spaces and then to their city and homeland.

And the elimination of some negative social phenomena such as: harassment, street children, and drugs.



Fig. (32)

Walking on foot helps the residents to meet and get acquainted, thus increase the social relationships among the residents of the neighborhood.



Fig. (33)

- Making neighborhoods safer for pedestrians and bicyclists saves lives. More "eyes on the street" reduces actual crime and increases residents' sense of security. Caption: Residents using their street make it safer for everyone



Fig. (34)

- Increased walking brings significant health benefits- Fewer cars on the road and less congestion reduces pollution, Streets as public venues combat isolation and depression

Caption: Kids can explore great streets on their own two feet (pps)



Fig. (35)

- Great streets create emblematic places that define communities, - Sidewalks serve as public venues shared by people of diverse ethnicities and ages, Vibrant streets encourage local pride and volunteerism ,Caption: This expanded sidewalk in New Haven has become a favorite gathering place

Environmental and public Health Benefits:

Providing green spaces that contribute to the creation of an environmental balance, reduce CO2 emissions by vehicles as a result of banning vehicles, and contribute.

Some studies - by Illinois University -has shown that walking or cycling before Working hours by (15-25 minutes) stimulates people and makes them more able to imagine, and becreative and able to analysis, which is a direct response, as well as works to improve the public health of citizens by activating the heart and improving blood circulation.(The Trust for Public Lands. (2006). The Health Benefits of Parks. Retrieved March 2011 from http://cloud.tpl.org/pubs/benefits_HealthBenefitsReport.pdf.)

Urban and architectural perception benefits:

Banning vehicles contributes the users of (UOSs) to enjoy their architectural and urban wealth and facilitate their awareness of the beauty of their city's Elements. Pedestrians can see the details of the surrounding buildings - especially the valued and historical areas - more than driving or riding a vehicle (the time of vision is shorter), therefore people can enjoy the buildings façades and its details, which will increase the cultural content of citizens and their awareness of their heritage.

It also allows residents and visitors to percept (UOSs) and thus enhance their ability to recognize the form of the city and facilitate determining their locations in.

What if Cairo ban vehicles from its CBD.?

Cairo is a unique and diverse city, with its historical valued areas such as the Islamic district, and its old downtown area (Tahreer, Ramses and Attaba Squares, TalaatHarb, Abdeen, opera, Mostafa Kamel squares), with a unique urban open space, buildings, and image, its cultural content, and the culture of its people as well, So it will not be easy to ban cars totally from its center, But what is not achieved wholly will not be left wholly, by studying the different models of car banning used by most cities, it is possible to find that the best model for Cairo is the partial car-banning - as an initial stage -to turn Cairo's CBD into pedestrian areas, by separation between the paths of pedestrians and the paths of vehicles by making a series of super blocks with maximum walking distance of 400 m (as recommended by "William White") within These areas and making ring roads around this islands (super blocks) for vehicles circulation , inside this super blocks elders and disabled people can use Electric cars.

And the bicycle lanes have to be widened, safe, and interconnected, this scenario has to be followed by traffic studies to turn all circulation to one way to adopt and achieve the liquidity of traffic.

Taking into account the existence of the (Greeter Cairo) metro network in the entire center of Cairo, this facilitates the safe transfer of people from a specific location to another.

Cairo Center urban open spaces nowadays:

There are some pedestrian passageways in the center of Cairo, some of them are formal pedestrianized, others are proposed to be, and some of this alleys are used as pedestrian informally, but because it is too narrow to be used as a vehicles roads.

This two maps show that the formal pedestrian passageways .

Cairo pedesterianization initiatives and projects:

There are a lot of projects and initiatives derived by touristic organizations and associations as a tour guide platforms to allocate integrated paths in the downtown area of the city, used by tourists and residents, easy to secure by police, and in the same time people can use it safely to percept the downtown area.

In the other hand this initiatives didn't consider the Islamic historical areas of Al -Gamaleya, Al- Darb Al-Ahmar, and Al Sayeda Zainab, in compatibility with the Khedive area with one pedestrian network.

This studies and projects didn't consider exploiting this spaces in activities to benefit from, or to gain revenue as a result of creating restaurants, cafes, and retail activities, to develop and conserve the area sustainably.



Fig. (36)

One of the initiatives of making tour platforms for "Khedive Cairo" area.



Fig. (37)

The existing formal pedesterianized passageways of Cairo's downtown as car-free zones "super blocks"

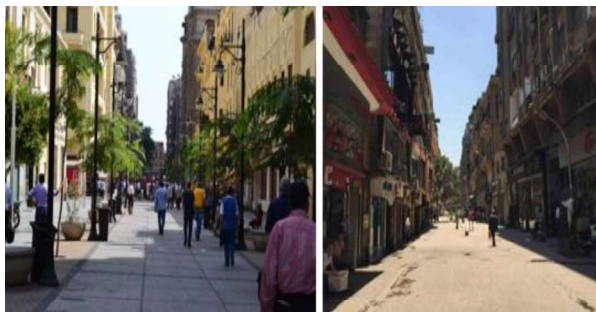


Fig. (38)

Fig. (39)

Al-Alfi Bey& Al-shawrby Passageways& in Cairo downtown as models of car banning, it is a good step in pedestrianization of Cairo, but still need to be exploited as a formal retail activities network.

The areas and spaces that have been emptied from vehicles circulation can be exploited in creating public urban open spaces vital, active, livable, and vibrant with its people’s activities and their warmth.

Cairo- is almost like old European cities- have its own ambiance and heritage, so it will not be easy for anyone to take a decision that will change the transportation system and policies, according to social, economical, and political considerations, a lot of people are still criticizing banning cars from streets that emptied in the CBD area

(In a direct interviews with more than 50persons in Al-Alfy street 18 of them are not dealing with banning cars in spite of they are sitting in the coffee , because of preferring accessibility “door to door” and this area includes clinics for famous doctors, and it is so annoying for patients to walk anyway).

Forecasting benefits can be gained if Cairo could ban vehicle from its center:

Economical revenue (ER) can be calculated easily by consider this item: the totalarea (A) of the zone that will be converted, the open spaces area, the roads area, the internal roads area, and the rental value (RV) of (1M2) of the emptied area, and knowing that William white recommended that (WW) (30%) of the (UOSs) have to be used as café-shops and restaurants and retail activities, and the footprint percentage is (fp.%) Thin the formula concluded will be:

$$ER=A*(1-FP%)*30%(WW)*RV$$

The total selected area of Cairo’s downtown is about 10 km2 and the footprint (FP.) is about 60% ,While the internal roads, (which can be converted, to a car-free zone) is about 3.3 km2 (source, calculation from Google maps) 30% of this area can be used as retails,which means that about 1km2 (1000000m2) can be exploited.

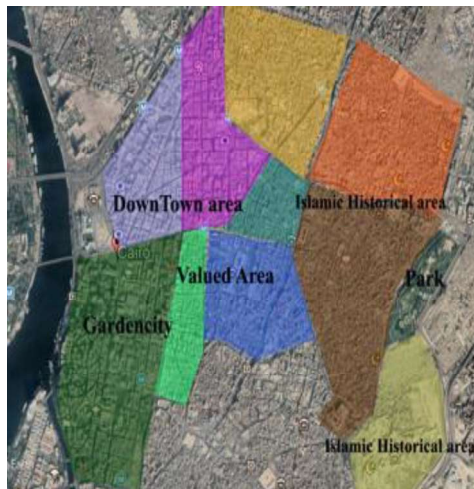


Fig. (40)

Map for the proposed model of creating car-free superblocks, using the internal emptied internal roads as urban open spaces for pedestrians and their activities.

Comparing with open urban spaces area’s rental value in New-Cairo (one of the new satellites east Cairo) is about 700 EGP. (About 8000 EGP. /year) (Source: personal survey, direct interview with the occupiers) , thin the total expected revenue from exploiting this area only will beabout 500 million \$/ a year, rather than the indirect revenue resulting from taxes, animating tourism, and creating job opportunities.

The environmental impacts:

Cairo is one of the most polluted cities all over the globe (Egypt Independent, August, 31th. 2018, studies cited by Forbes website and conducted by the Eco experts company), named Cairo “the most polluted city on Earth, the study compares the levels of pollution in 48 scattered across 24 countries, then compares the cities by aggregating air, noise, and light pollution.) one of the causes of this high level of pollution is the traffic which causes a high levels of CO2 emission, and noise aggregation,



Fig. (41)



Fig. (42)

Traffic and CO2 emission cause high level of pollution damage the urban life

The study looked at pollution data from 48 cities around the world using statistics from the World Health Organization's (WHO) Global Ambient Air Quality Database, lightpollution.info, and the Mimi Hearing Index. It then ranks the cities for each type of pollution and combines those rankings to give an overall score out of 100. These are used to give each city an overall global ranking.

According to the results, Cairo received a total score of 95.8 out of 100, followed by Delhi with 86.7, and Beijing with a score of 76.46.²

When looking at each measure separately, Cairo ranks third in the world, after Guangzhou and Delhi, when it comes to noise pollution, with a score of 1.7 out of 2, where 2 is the worst possible score. The Egyptian capital also ranked third in the world on light pollution, where light levels are 85 times higher than the natural sky.

It's expected that if Cairo can ban vehicles-partially or totally - from its center this pollution levels will be decreased.

Urban impacts:

Cairo have a unique and valued architecture and (UOSs)-specially at its center- (Islamic, renaissance, and modern architecture styles) but people can't see or enjoy it, because they are either squeezed in their cars or walking afraid of traffic, thus, if Cairo can ban cars from its center, people will be able to see and enjoy their architectural elements and styles, because the time of vision will be longer.



Fig. (43)

Fig. (44)

The architectural wealth of Islamic Cairo, and Khedivial architecture cannot be percept well in case of ridding a car, but when this area converted to be car free people and tourists can enjoy it better.

Social impacts:

The expected social and cultural impacts that will be gained from banning cars from Cairo's downtown UOSs are: converting those spaces to a social meeting points for residents to share news and knowledge and culture, and percept their city's heritage.

The city UOSs have to be as an open museum sparkled with pieces of arts to enlarge the cultural awareness of the society, whenever space managing can set up open theaters and concerts in the UOSs are enjoying people and creating vital places and encouraging people to use the active place.

Conclusions:

Cairo is a unique city with valued and historical urban open spaces and architectural images, with its heritage which is considered as a part of human heritage have to be conserved, and it is one of the biggest cities over the globe which suffer from high pollution rates and traffic jam, that causes unpleasant and squeezed citizens as a result of using its plazas and streets as vehicles circulation networks only, and pedestrians have no rights to be physically safe or psychologically comfort.

Most of cities over the world could ban cars from its (CBD.) -at least- and achieved a lot of benefits in accordance.

Cairo can- and deserves- to ban cars from its internal roads and alleys of its center – leaving main outer roads only for vehicle circulation- as a supper block , and exploits the emptied areas as recreational commercial, cafés & restaurants and retails facilities.

Cairo can gain huge benefits (economical, social, environmental...etc.) and improve its urban life.

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