

Re-Imagining El-Raaia Square in Egypt

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Final Assignment
Designing the Cycling City - July 2020 Cohort



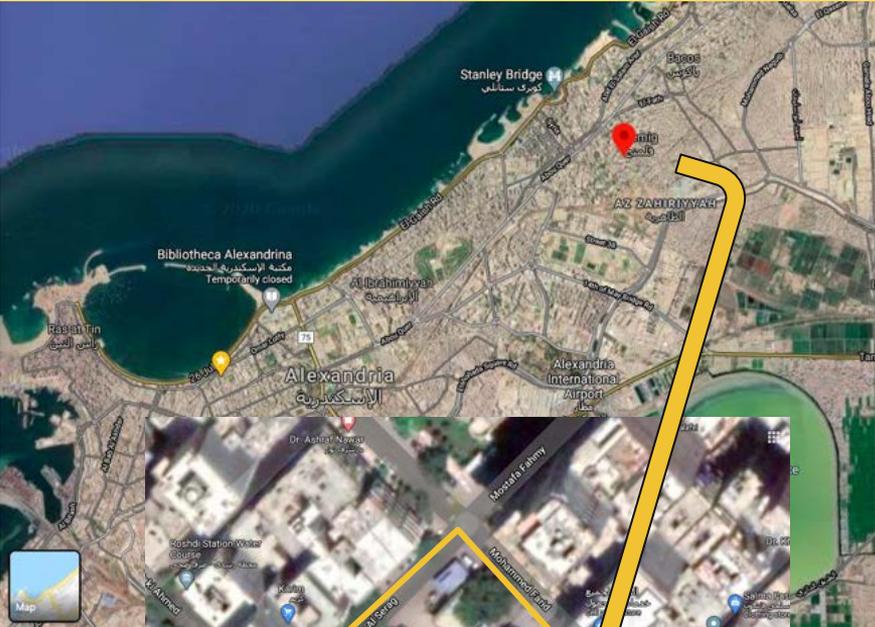
Where do I live?

El-Raia square is the area where I live in the heart of Alexandria, Egypt.



Where do I live?

This square is always **digested** with **pedestrians** and **cars**.



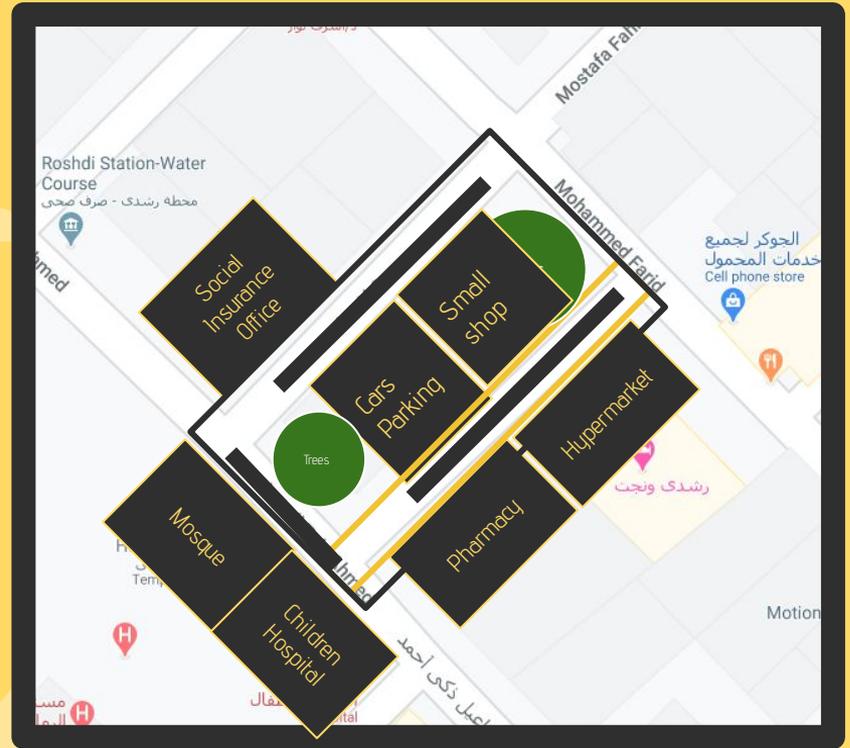
El-Raasia Square



How busy is it?

El-Raadia square has
a public children hospital
a mosque
a hypermarket
social insurance office
and **a pharmacy.**

So it is **SUPER BUSY!**



El-Raaia Square

This is the right side of the square NOW



1.8 m 0.3 m 2.5 m 5.7 m 2.5 m 0.3 m 1.8 m
Sidewalk Parking lane Drive lane Parking lane Sidewalk

Made with **Streetmix**



El-Raaia Square

This is the new vision of the street.

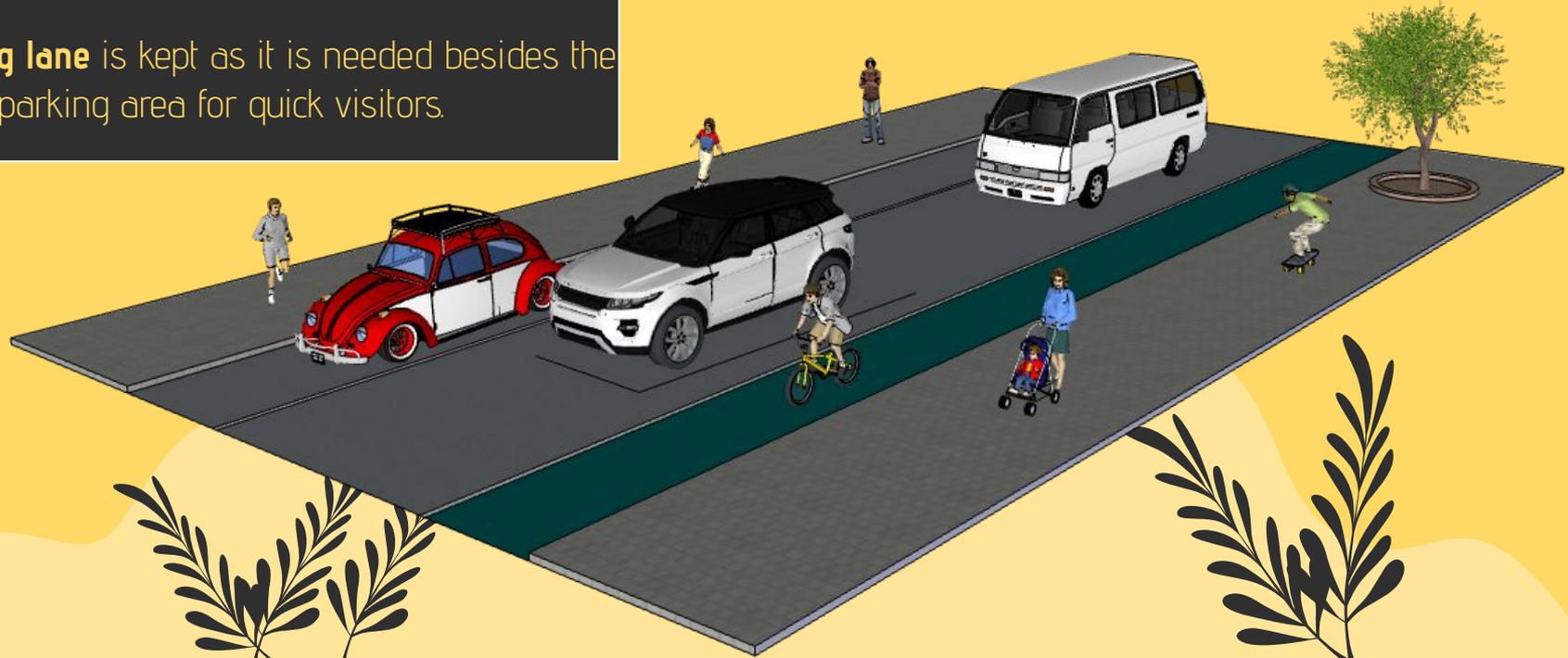


Now, this is the new street rendered by **SketchUp**:

A bike path is added.

The pedestrians is widened to give people the freedom to move with some **trees** kept.

One **parking lane** is kept as it is needed besides the parking area for quick visitors.



Project Description -->

-->Designing streets in Egypt is a real complex process as big part of it is intersected with other aspects like people behaviours, religion and culture which are hard to amend in one day. I choose to redesign the street where I live in El-Raaia Square because it is a busy area, always full of informal transport means concentrated in a small parking area. Cars and minibuses come every morning to bring and take people into/from the square and park in that parking area which is hard to change or intervene with.

-->Imagine how crowded this area could be, with people and cars, every day from 8 AM till 2 PM. In the previous slides, I developed a vision for the right side of the street which is also the same but mirrored for the left side as well. A bike path is added as a start to encourage people who cycle to come on the bike and encourage inhabitants to practice in the afternoon while the area is less congested. The street is busy only in the morning so a bike path is a good fit here to give some flexibility. The pedestrians got widened to give people the freedom to move among facilities smoothly and to give some space for the morning queues. One parking lane is kept as it is needed besides the parking area in the middle for quick visitors.

-->As mentioned in the part of “temporary interventions”, Making a temporary interventions inspire people to see their neighbourhood in a new way and trigger their curiosity to start trying new practices such as riding a bike or walking instead of taking public transport. For me, doing such interventions was always on my mind while being in Alexandria because this area changes along the year based on people’s errands. “This reimagining of the street scape is especially beneficial for people who may have grown up and have never seen anything outside their house that’s anything more than a strip of asphalt.”

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THANKS!