Parallel Session 2 – Sustainability

Socio-ecology of Rail-stations and Railways in Urban Spatial Structures;

From Socio-Spatial Conflict to Urban Integration in Rail-Scape Planning In Tehran

Reza Kheyroddin reza_kheyroddin@iust.ac.ir
Iran University of Science and Technology
Associate Professor - School of Architecture & Urban Planning
Tehran Rail Station & Railway in 16th District;

• Conflict or Cohabitation?
• Spatial Fragmentation or Social Integration?
• Social Segregation or Urban Regeneration?
• Etc.

So;

• Coexistence of Rail and City = the principal Condition for Sustainability in Urban Spatial Structure
The Implications of City & Rail Coexistence;

- **Rail-Scape Planning** in Urban Area of Rail-Roads and Rail Stations,
- **Spatial Integration of** urban tissues in the two-side of Railways,
- **Animate Land-use Planning** in contiguous buffer of Railways,
- **Effective Presence** of Railway and City Actors
- (as IRIR *Islamic Republic of Iran Railways* or RAI (Persian: Rāhāhane Iran) and MRUD Ministry of Roads & Urban Development)
Tehran Rail Station & Railway in 16th District;

- Socio-Spatial Segregation around the railway & the Station in South of Tehran,
- Degraded Rail-Scape & defavorisation the Urban Tissues
- Spatial Rupture
The Negative impact of Abandoned spaces of Depot and Stockage, Maintenance Workshops, around the rail-road on Contiguous urban tissues shortage of Animate access for two sides of railway.
• Trash disposal in the contiguous buffer of Rail,
• The meeting of Addicts, Delinquents, the Homeless around the Railways,
Some mondial Experience & Typical Exemple

- Biblioteque Nationale François Mitterrand in Auschteurlits Station In Paris,
- Rotterdam Station Renovation & Urban Integration,
- Strasbourg Station Extension & Renovation
- Etc.
Tehran Rail-Scape Planning for Improving City & Rail Coexistence;

• Enhancing socio-spatial Integration two sides the Rail;
• Rail-Scape Planning in Urban Area of Rail-Roads and Stations,
• Land-use Planning for some activities ans centers contiguos buffer of Railways,
• Effective Presence of Railway and City Actors (IRIR or RAIL and MRUD centers Buildings around the railways,
Tehran Rail-Scape Planning for Improving City & Rail Coexistence;

- Land-use Planning for some activities ans centers in contiguous buffer of Railways,
- Effective Presence of Railway and City Actors (IRIR or RAI and MRUD centers Buildings around the railways,
Tehran Rail-Scape Planning for Improving City & Rail Coexistence;

- Land-use Planning for some activities and centers in contiguous buffer of Railways,
- Effective Presence of Railway and City Actors (IRIR or RAI and MRUD) centers Buildings around the railways,
Bilan of actions of Formal Responsible Actors in Tehran in the frame of City & Rail Coexistence approach:

- Paradoxical actions by Formal actors,
- Absence of Responsible Actors in Urban Quarter around the railway,
- Localization the RAI and MRUD Central Palace in expensive Northern Urban Zone of Tehran
- Abandonance the Tissues Urban contiguous Railway for the low Class social.
- So all of the Policies and Plans rest Inachieved
Toward a sustainable Spatial Structure by City & Rail Coexistence approach;

- Symbolic Return of RAI Central Palace to Tehran Rail Station and Railway in south of the City,
- Return of MRUD to Degraded Urban Zone from the Central Palace in expensive Northern Urban Zone of Tehran,
- Positioning the other center of activities (Hotels, Restorations exhibitions around the urban railway and Station,

- Planning to Next NextStation in the Historical Building in south of Tehran not in Luxury Evin Hotel,
Thank you for your kind attention