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AN-NAJAH NATIONAL UNIVERSITY

**BY-PASS ROADS EFFECTS ON THE PHYSICAL
ENVIRONMENT IN THE WEST BANK**

BY

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II

BY-PASS ROADS EFFECTS ON THE PHYSICAL ENVIRONMENT IN THE WEST BANK

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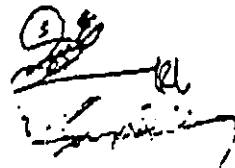
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Signature



III

TO MY FATHER, MOTHER,
MY WIFE AND MY CHILDREN
WITH LOVE

ACKNOLEGMENT

I wish to express my appreciation to my supervisor Dr. Aziz Dweik for his remarkable efforts in this thesis, and I wish him progressed in his life and work. My thanks for the Department of Architectural Engineering in An-Najah National University for their support.

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SUMMARY

During the Israeli Occupation of the West Bank, many physical actions were done on the land. Constructing By-pass roads by Israel in the West Bank is one of these actions. By-pass roads and Settlements are jointly going on in the West Bank, so as to create new facts on the Palestinian ground in the West Bank. This research studies the effects of the By-pass roads on the main fields of the Palestinians life especially on the physical environment of the West Bank.

Data about By-pass roads lengths, areas and location were collected and analyzed. Questionnaire, statistics, maps and field visits were used for analyzing the By-pas roads effects.

In general it was found that there is a relationship between By-pass roads and Settlements. These two actions succeeded in creating Israeli facts on the West Bank land. So the future of this land is not clear, many fields were affected by the construction of the By-pass roads, such as physical planning, urban development, land use, agricultural lands, economic and environment even the social life of the Palestinians was affected.

CHAPTER ONE

METHODOLOGY AND THEORITICAL BACKGROUND

CHAPTER ONE

Methodology and Theoretical Background

1.1 Methodology: -

In this research the rational method will be used to reach the goals and objectives. This rational method can be divided into the following steps: -

- Step1: Identifying the problem, which will be studied. The problem, which this research deals with, is “The by-pass roads negative effects on the Palestinian physical environment and the changes occurred due to the construction of by-pass roads”. Calculations and maps of by-pass roads based on those roads that have planned and built by Israel in the West Bank since 1967 until now.

- Step 2: Formulation of the overall goals. The goals of this research are :-

- A- Determine by-pass roads Length and areas by each Palestinian District

- B- Test the relationship between the by-pass roads and settlements.

- C- Identify by-pass roads negative effects on the physical environment of the West Bank

D- Illustrate the by-pass roads negative effects on the physical planning in the West Bank.

E- Formulate recommendations to face the by-pass roads impacts.

■ Step 3: Data collection.

Survey of existing situation for both national and by-pass roads in the West Bank. The data collection can be done using many methodologies such as statistical information geographical surveys, aerial photos, maps, site visits, personal interviews and questionnaires, these tools were used in this research.

■ Step 4: Data analysis.

Which can be considered as the preliminary step for achieving the goals of the research. The relationships between by-pass roads and settlements, statistical data, by-pass roads maps, effects, and ranks of Palestinian main cities in the West Bank were analyzed.

■ Step5: Formulation of results and recommendations. That should be based on facts, data analysis, questioned and interviewed people and site visits. The recommendations should be practical, clear and classified on the terms of period and the level, popular and official. That was done in this research.

The following questions were illustrated so as to find answers in this research:

- 1- Are by-pass roads negatively affected the Palestinian physical environment in the West Bank?
- 2- Are by-pass roads threatening the continuity of the West Bank?
- 3- Are by-pass roads negatively affecting physical planning, economy, agriculture, national roads and Palestinians life?
- 4- Is there a relationship between by-pass roads and Israeli settlements?

Within this method an incremental methodology is used by developing an overall framework and then formulates plans to study and achieve the goals of the main framework. This methodology is applied on this research as will be illustrated later.

Chapter One shows the theoretical and transportation background. Israel control theories and Israelis strategy in keeping land under their control were discussed in this chapter. Transportation activity in Palestine through the different periods: British, Jordan, Israel and Palestinian National Authority was discussed in Chapter One.

Chapter Two shows geographical and historical background of Palestine. Also this chapter shows the population of Palestine from the British mandate till the current situation.

Chapter Three deals with the concept of by-pass roads and the purpose of such roads.

In Chapter Four, analysis of the available data about by-pass roads result was discussed.

The effects of the by-pass roads were presented in Chapter Five based on the analysis and then the effects of the by-pass roads. Results and recommendation were formulated in Chapter Six.

1.2 Theoretical Background.

Physical planning is considered one of the essential methods of land use determination. Physical planning aimed at using the natural resources for the social needs of the people. The planning main function is to use the human and the natural resources in ideal ways, so as to achieve political, economical and social interests of the community.

Any Military occupation is a direct result for a military conflict. Occupation authorities always have a complete control on the occupation territories. It is not allowed for any occupation authority to deal with the occupation lands as it is their own land. Also occupation authority must keep the situation in the occupied land the same by not changing any thing concerning the land and people of the occupation territories.

International law insures that any occupation authority did not allow to annex lands by force. Since the occupation authority is found to achieve the occupation goals, so it restricts the human rights and resources of the native people. This no normal authority should serve the

military goals and at the opposite maintains the discipline and the running law of the occupied country.

Occupation authority also should secure and protect the native people rights. It must not use the absolute authority to stand the occupation forever. So it must not neglect any possibility for political solutions. And secure the occupation political, economical and social interest for the occupations and their civilians.

On the contrary, Israeli occupation of the West Bank is different. Israelis beliefs that the Palestinians land are their own. The Israeli occupation is based on the absolute control on the West Bank.

To achieve control on the West Bank, they established many settlements in the West Bank. Israeli settlement occupation planned to control the natural resources of the West Bank such as water and agricultural lands. Israelis belief that establishment of settlements is their right without discussion.

An examination of the legal situation of the settlements and settlers in the West Bank indicates that the Israeli law is applied. All of Israeli leaders concentrate that the settlements in any solution must stay under their control. Even during the current negotiation process, the establishment of new settlements and expanding of the existing ones is still running.

Concerning the state lands, Israel insists that large areas of these lands must stay under their control. They argue that these lands are necessary for the security of the state of Israel.

Constructing of by-pass roads insures Israeli policy to keep control on large areas of the West Bank and to annex settlement blocks for Israel. Israeli planning policy aimed at controlling the maximum area of the West Bank. This policy based on establishing settlements and increasing the numbers of settlers. The settlements and settlers will stand as new facts on the West Bank Lands. Israeli planning policy contributes efficiently in establishing settlements and found another road network to serve the settlers. (Khamayseh, 1998).

By-pass roads and settlements in the West Bank were found and constructed near the populated centers. Israeli planning policy finally aimed at restricting the development of the Palestinian populated centers and to confiscate maximum area of the West Bank. So as to increase the number of Jews settlers and then find new facts on the ground. This situation will enable them to keep control on large area of the West Bank. (Jerbawi, 1996).

Israeli occupation authorities neglect many of planning steps during their preparation of planning schemes in the West Bank. They prepared these schemes to achieve their strategies for controlling West Bank and integrating it with Israel. They did not take into consideration

the needs and interests of the Palestinians even they rejected the Palestinians objections on these schemes.

Israeli planners through their planning schemes aimed at achieving two concepts "domination" and "integration" (Senan, 1993). Domination means the control of people's life and development. To achieve domination it was essential to have a good transportation network.

Israeli politicians and planners paid remarkable attention to transportation network. Transportation network plans will be discussed in Chapter Three.

Integration means the linkage between Israel and West Bank as one unit. Settlements and by-pass roads were as efficient tool for Integration.

Since 1967 Israeli Occupying authorities approved only five planning schemes for five main cities in the West Bank during 1970s, in addition to one scheme for Beit Jala in the 1980s, out of 25 municipalities at the West Bank.

For Palestinian villages, Israeli schemes were done based on (Kindal plans, 1948). An Israeli planning consultant, Shamshon prepared 183 village plans without any field surveys. These plans aimed to confine development of Palestinians populated centers (Coon, 1995).

Gaza and Lod to Haifa. This line was a military one. In 1920 mainly railways rather than roads served Palestine.

The British administration after 1920 planned and built road lines (The announced goal was to serve the local population). Nearly 900Km of roads connected the main towns and villages of Palestine (46% were paved). The Jewish settlements largely benefited from these roads. By 1929 Palestine had been connected with the neighboring Arab countries by roads (Biger, 1979).

During the British mandate the nature of the road network was of narrow east-West roads that connected the central mountains and hills with the Coastal plain. Most of these roads followed the paths of the historical old roads.

After 1948 War, West Bank was annexed to Jordan. The transportation system was affected during the Jordanian rule. The main airport at Lod was under the Israeli occupation, so to compensate this air service, Jordan established Kalandia airport near Jerusalem in 1952. The road network during the Jordanian rule of West Bank was realigned, also to compensate for the roads within the Coastal plain, which had been under Israeli control.

Jordanians built roads running along the western part of West Bank and roads connecting between West Bank and Jordan. Nablus-Amman road and Jerusalem-Amman road were expanded and improved.

They also improved the old roads, which were built during the British mandate. 1322km were paved which represent 93% of the road network in the West Bank.

After 1967 War West Bank was occupied by the Israeli occupation forces, they also made changes on the road network. The Occupation Authorities realigned the road network at West Bank to serve them and to achieve their strategy and integrating the West Bank with Israel.

Israeli Occupation Authorities considered the road network as one of their important factors, which must be dealt with to achieve their goals. With this respect they prepared a plan called T/M/A/3 after 1967 War which concentrated on the strong linkage between West Bank and Israel as a main priority, also this plan proposed constructing of new roads to secure security and easy accessibility for the Jewish Settlers.

During the First years of occupation, the Israelis improved the existing roads by widening and maintaining these roads. The second step was improving some of the rural roads to facilitate access to the new Jewish settlements.

At the other hand minor improvements were done to main roads that served the Palestinians.

In 1972, the Israel Occupation Authorities considered a 5-year plan for constructing new roads, which were completed by 1977, another 5-

year plan took place by 1976. The two plans aimed at introducing improvements on the existing regional roads.

In general, the 1967-1977 period reflected the Labor Party concept of integration of the West Bank. This concept based on longitudinal routes for the new constructed roads (North- South routes). So the Jordan Valley and Allon roads were planned and completed. Allon road was built on the eastern edge of the central mountains. Also during this period, by 1975, the plans for "Trans-Samaria" road (road No.505) were completed, which aimed at securing rapid access from the Coastal plain to the Jordan Valley for military purposes.

After 1977, Likud Party took place in the government of Israel. So this party applied his concepts on the road planning to provide safe and easy access between main cities on the Coastal plain and the Jordan Valley to facilitate establishment of new Jewish settlements in the Jordan Valley and Ghor.

With reference to Allon's plan that called for annexation of the light populated area at Jordan Valley to Israel.

Allon road was planned for this purpose in addition to "Trans-Samira" road. These two roads played efficient roles in establishing new Jewish settlements at Ghor and beside the main populated Palestinian centers.

Other changes were introduced to the national road network due to the annexation of Jerusalem to Israel in 1980. The ring road around Jerusalem in addition to the new radial roads was the main changes. Further steps were done in 1983 by the World Zionist Organization (W.Z.O) that called for increasing the Jews settlers by 100,000 Jews in the West Bank, providing safe access, by improving the existing roads and constructing new roads called By-pass roads, was an important tool to achieve the above goal.

The W.Z.O plan proposed to construct about 345km.roads, by 1986 part of this was implemented.

It is worth mentioning that Palestinian roads were totally ignored, except very light routine maintenance activities done by the general public works department chaired by a military person.

During the period (1987-1992) Israeli construction and improvement of roads were declined due to unstable political situation. Intifada was the main reason and confirming the unity of the Israeli government was another reason.

In conclusion, the Israeli Occupation Authorities made the main changes on the road network. All of these changes were done to control and integrate the West Bank with Israel, beside the active settlement building in the West Bank.

The new constructed and improved roads were done to serve Israeli Military forces and Jewish settlers without taking into consideration the Palestinian interests and needs.

The main road plans and by-pass roads developed and planned by the Israelis will be discussed in chapter three.

In short, table 1.1 shows the roads lengths during different periods, from British mandate till the present situation, based on the estimations and studies done by the Israeli Bureau of Statistics and Palestinian Ministry of Planning and International Cooperation. Map No.1-1 shows the main roads connecting the main cities in the West Bank.

It is worth mentioning that there is no official statistics for the length of the existing paved road network in West Bank.

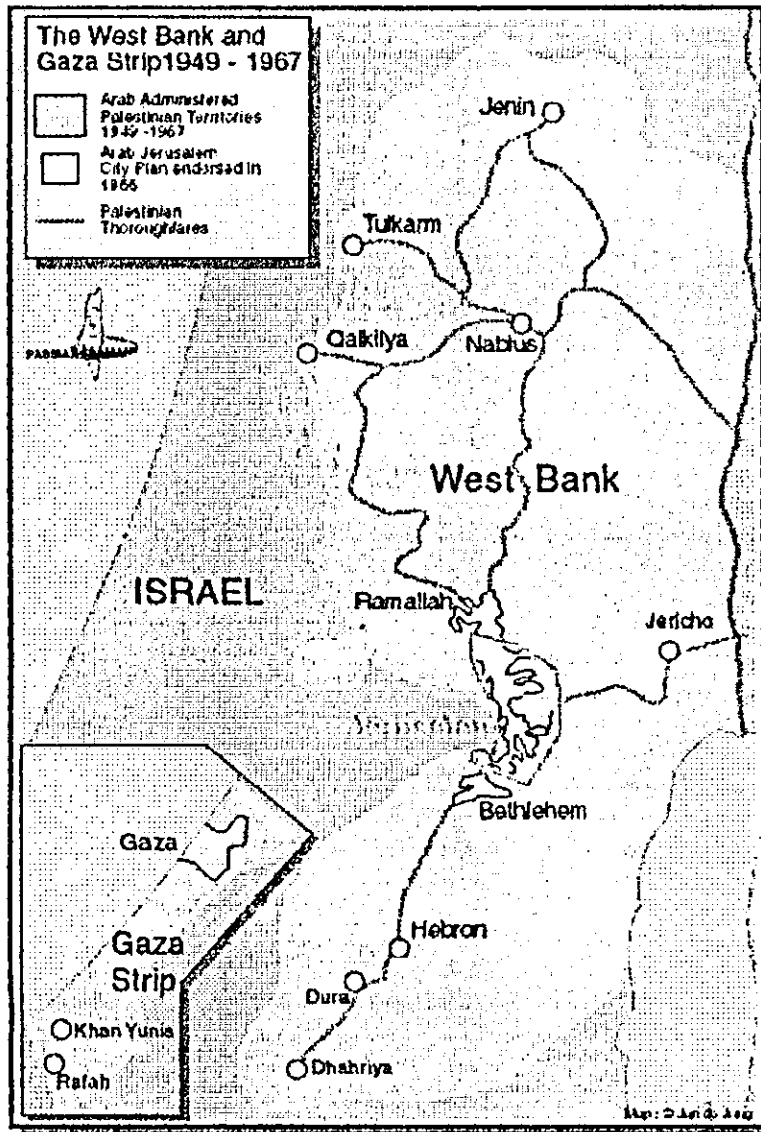
In 1994 estimation were carried out by the Palestinian Ministry Of Planning and International Cooperation which estimate the total lengths of paved roads at the West Bank of about 2349.5 km (this did not include the roads inside the cities and villages). These roads are divided into the three categories as follow:

Main Roads	454km
Regional Roads	592km
Local Roads	1303.5km

**Table 1.1 lengths, percentage of paved and densities of national roads
in the West Bank during 1917-1997.**

Period	Total length of paved roads (km)	Percentage of paved Roads	density per sq. (km)	Length (km) per thousand persons
1917-1948	652	46%	-	-
1948-1967	1322	93%	-	-
1967-1988	1682	-	0.24	2.30
1988-1997	2350	-	0.32	1.85

Source: collected and calculated by the researcher
- : Data not available



Source: PASSIA, 2000

Map No. 1-1

- Main national roads connecting main cities in the West Bank

In general, 50% of the existing road network can be described as of acceptable standard and the other 50% suffer from bad pavement, which almost needs new pavement or upgrading (Ministry of Planning and International Cooperation, 1997). This is in addition to the lack of engineering design standards regarding slopes, horizontal curves, vertical curves, sight distance, super-elevation, drainage and shoulders width.

Most of the main roads have only one lane in each direction except about 50 km have two lanes in each direction mainly at the entrances of the main cities. Also most of the regional roads have one lane in each direction, while the local roads have one lane serving the two directions.

The width of the main roads ranges between 4-7meters, and the width of the regional roads ranges between 3-6meters, while the local roads paved width within 3meters. Table 1.2 shows the length of roads network per each district and its classification.

Table 1.2 Classification of roads and their lengths by District.

District	Main Roads Km	Regional Roads km	Urban Roads km
Jenin	35	24	230
Tulkarm	32	38	38
Qalqilya	31.5	37	20
Salfit	30	41	22
Nablus	84.5	73	76.5
Ramallah	130	90	240
Jericho	105	12	10
Bethlehem	49	25	95
Hebron	61	92	170
Jerusalem *	29	32	-
Tubas *	35	8	-
Total	622	472	901.5

Source: Palestine Central Statistics Bureau.

- Data not available.

* From the West Bank roads map by Palestinian Geographic Center, calculated by the researcher.

CHAPTER TWO

Geographical and Historical Background

2.1 Introduction

PALESTINE is the ancient name of the land located between the eastern coast of the Mediterranean Sea and the Jordan River. Its strategic site at the junction of trade routes linking the three continents Asia, Africa and Europe was one of the main reasons made it as a conflict center between many nations during history. So it dominated by the Egyptians in the third millennium B.C, Jews, Assyrians, Pabilonians, Persians, Romans and Pizantians.

Arab Palestinians lived in Palestine more than thirteen centuries. It was for four centuries a part of the Ottoman Empire. At that time Arabs represented there more than 90% of Palestine population.

During the last year of the First World War, the British army occupied Palestine in 1917, after nearly two years confirmation of the British mandate happened. By 29, September 1923 Palestine was under the British civil administration according to the decision of the League of Nations.

During this period preparations and plans were done to establish a Jewish State in Palestine.

In 1947, the United Nations decided to divide Palestine into two states one for the Arabs and the other for the Jews. On this ground and as a result of 1948 war, the Jews occupied 77% of Palestine then Israel State was announced by the Zionist Organization.

According to their beliefs, Jews were not satisfied by this occupation. They exert more and more efforts to expand their state. This was achieved as a result of 1967 war. So the Zionist Forces in addition to some of the Arab neighboring lands occupied the rest of Palestine.

2:2 Boundaries of Palestine during the British Mandate

The north and the eastern north boundaries of Palestine were assigned by agreement between Britain and France on 23, December 1920. The boundaries were amended on 1923 to including water resources, so instead the boundary line to be with the Jordan River passed through the middle of Tiberias lake then to the Jordan River. It was pushed to the east to include the total area of Tiberias Lake except small area of its northern east part. Also it includes Al-Himeh village on Yarmuk River. Huleh lake also was included as part of Palestine.

The boundary line between Palestine and Jordan was defined by the British High Commissioner to pass through the intersection point of

Jordan River and Yarmuk River bisecting the Dead Sea to reach the middle of Aqaba gulf coast.

The borderline with Egypt remained as it was according to 1906 definition between Egypt and Britain, which lies from Rafah on east Mediterranean coast till Ras Taba on Aqaba Gulf.

According to the above borders Palestine located between the two latitudes.

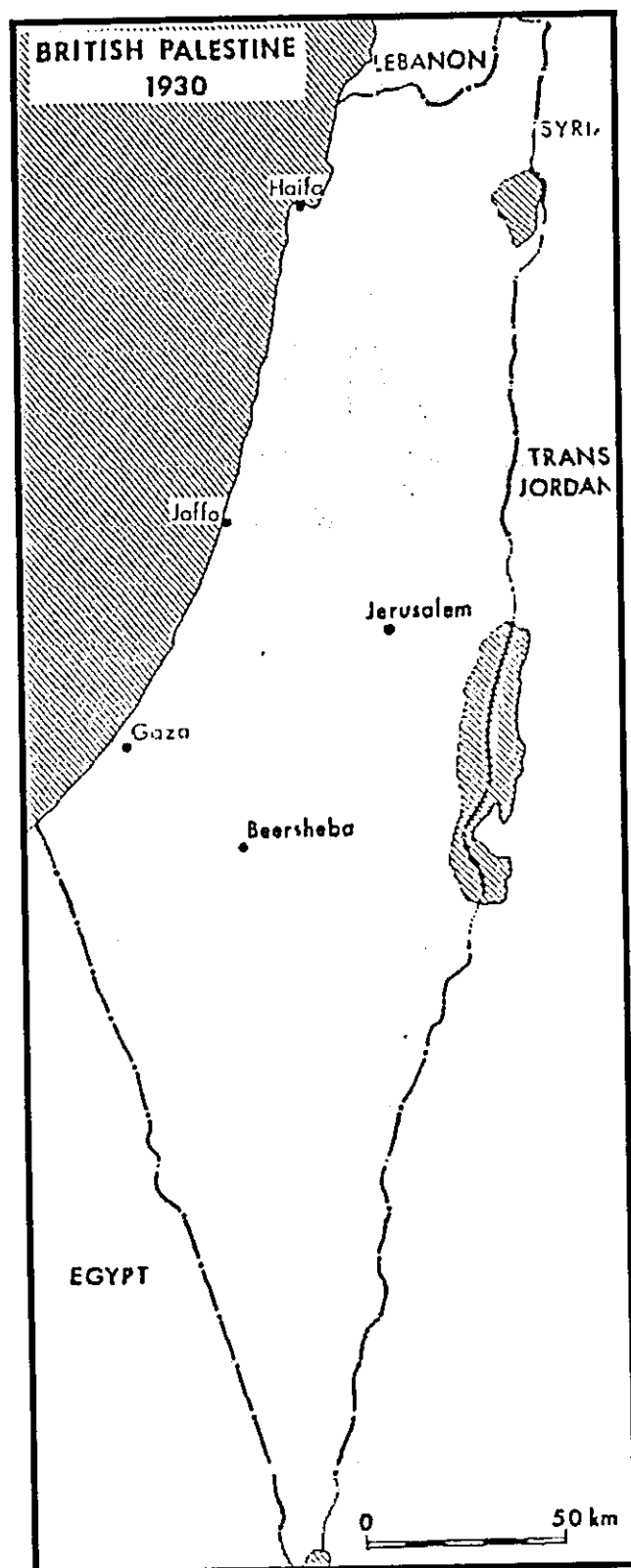
29° 30' and 33° 15' north of the equator, and between the two longitudes 34° 15' and 35° 40' east to the meridian.

The lengths of the borders are in table 2.1

Table 2.1 Borders lengths of Palestine with neighboring countries

Border	Length/Km.
On Mediterranean coast	224
With Lebanon	79
With Syria	70
With Egypt	240
With Jordan	340
On Aqaba Gulf	10.5
Total borders	963.5

Source: Palestine Encyclopedia



Source: Gidon Biger, 1986

Map No. 2.1

British Palestine

Palestine has the shape of rectangular whose two long sides lies north south, its length from Huleh lake at north to Agaba at south reaches 430 Km. Its width varies, from the north side its width range between 70–50 Km, it increases when going to the south to reach 82 Km near Jerusalem. The maximum width is 117 Km near Rafah, then the width decreased another time to reach its minimum near Aqaba 10.5 Km. Palestine has the area of 27009 Sq. Km including the area of both lakes Tibiarias and Huleh in addition to the half area of the Dead Sea.

2:3 Importance of Palestine's location

Palestine is the main gate and entrance to pass through from one continent to another. It used to be a trade station and most of the trade routs passed through it. Its unique location gives the importance for any social or military activities. Palestine lies in the middle of the three continents Asia, Africa and Europe, which formed the ancient world.

The geographical factor beside the other factors such as the religious factor, the existence of holy Jerusalem and the topography factor, made Palestine a conflict center between many nations.

Occupation forces used to try to control Palestine due to its strategic site.

As an example on Palestine important location, on 1907 British government called for occupation experts conference aimed at discuss means and methods of keeping western occupation forces at the Middle East countries, the experts reported:

" Mediterranean Sea is the active nervous and the routs connection point for the whole world, so to achieve our European shared interests, it is essential to keep the eastern and southern Mediterranean under our control " (Biger, 1992)

2:4 Topography of Palestine

Although Palestine has a small area (27009 Sq Km) it has variety of topographic features. These features can be divided into four main parts:

2.4.1 Coastal Plain

This plain considered as a natural expansion of Sainia coast. It is about 50 Km width beside Gaza, but it becomes narrow when it goes to the north to reach Carmal Mountain then becomes wider near Galilee to 8-10 km then goes narrower to reach the Sea, in a sharp corner at Ras Al-Naqura.

This plain can be divided into several plains named by the neighboring Cities. Acre Plain, Gaza Plain, Jafa Plain and Ibn Amer Plain. There are no natural barriers between these plains except Carmel Mountain. This plane also. Can be divided for three parts.

(a) The Southern Coastal plain

It lies from Rafah at South to Jafa at north by about 105-km length. Its width between 20-30 km.

(b) The Middle Coastal plain.

This plain lies from Jafa to Carmel mountain with a distance about 95 km. as a length and 20km near Jafa and less than half km near Carmel Mountain as a width.

(c) The Northern Coastal plain.

This plain includes the northern part of plain located to the north of Carmel Mountain, its length is about 35km. The Carmel Mountain considered the only natural barrier, which cut the coastal plain. This plain is fertile land with a good irrigation resources from rain fall and under ground water. The inner plains consists largely of Ibn Amer plain, it has a triangle shape. The distance between Jenin and Nazareth represents the base of this triangle.

2.4.2 Palestine Mountains and Hills

These mountains consist of Hebron, Jerusalem, Nablus and Al-Galil mountains. Al-Galil mountains naturally separated from the other mountains by Marj Bin Amer plain. Hebron, Jerusalem and Nablus Series mountains height between 800 – 1200 m above See level .The heighest mountain in Palestine is Al- Jarmaq one of Al- Galil mountains, its height is (1208 meter) above sea level.

The mountains are largely rocky but have terraces, which make it suitable for a number of trees especially olives.

There are plain patches Scattered between these mountains.

2.4.3 The Southern desert

Its Area is about half of the total Area of Palestine, it takes the shape of a triangle. Its north base lies at the end of Hebron Mountains parallel to the southern end of the Dead Sea, its vertex at Al-Aqaba. The main city in this desert is Bir Al-sabeh.

2.4.4 The Jordan valley and Ghor

This area is the eastern part of Palestine lies along the Jordan river. It is below the Sea level that between 100–402m, this area includes the Dead Sea (80km x 17.5km).

Jordan river is the eastern border of Palestine, it flows from Al-Galil at north to the Dead sea.

Jordan river length is 359 km., it drains an area of about 16,000 Sq Km and flows along the western side of Golan heights to the lake Tiberias.

After the 1967 War the river was recognized as the border between Jordan and occupied Palestine.

2.4.5 West Bank

The West Bank area is of about 5800 sq km. The main geographical feature in West Bank is the central heights and hills which reach more than 1000 meter above the sea level. This height lies nearly at the middle of West Bank from the southern to the northern border.

West Bank has a very pleasant physical appearance, the circular slopes at the north hills (to the north of Jerusalem) stand against the

deeply rocky hills at the south, its slopes are sharp to the east and smooth to the west connecting with the coastal plain.

There are many plain areas in between the hills scattered along this series beside many small deep valleys. While at north the area is of plain nature (north of Jenin).

Many important religious sites in the West Bank give it a special importance, its main cities are Jerusalem, Hebron, Nablus and Ramallah.

The West Bank, as a part of Palestine was under the British mandate from 1920–1948, it was annexed by Jordan in 1950, after 1967 War, West Bank came under the Zionist occupation.

2.4.6 Gaza Strip

Gaza strip is about 45 Km length and 8 Km width, with an area of 362,000 Dunums, its land is of a desert nature and narrow, it is located at the Mediterranean coast. Also Gaza Strip, as part of Palestine, was under the British mandate from 1917- 1948. After 1948 War, Gaza Strip was controlled by Egypt until 1967 War when it was occupied by the Zionist forces.

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2.5 Land and People

Palestine area is 27009 Sq km. (10249 Sq Miles). At 1883 Palestine population was about 466,000 people lived in about 762 centers, the 466,000 people divided between Muslims, Christians and Jews with the following percentages.

80 %	Muslims.
10 %	Christians
6 %	Jews
4 %	Other small nationals.
(Palestine encyclopedia)	

- In 1896 the population was about 640,000 people.
- In 1914 the population was about 689,000 people.
- At the beginning of the First World War, Jewish population in Palestine was about 100,000 Jews.

During the British mandate there were two censuses done in 1922 and 1931, another estimation of population was done in 1948. The censuses and estimation results were as follow:

- In 1922 the population was 725,048 people
- In 1931 the population was 1,035,821 people

- In the 1948 the estimated population was 2,115,000 people.
(Palestine encyclopedia)

- The 1948 estimated population showed that out of the total population (2,115,000 people) there was about 1,380,000 Arabs and 649,633 Jews.

The population of Palestine increased between the years 1922 – 1944 by a percentage of 131.4, which 63% of it is due to Natural growth, while 37% is due to net immigration. Between these years the Jews had the highest increase in percentage was about 536.1, the Christians 90%, while the Muslims had the percentage of 80%. The increasing percentage is due to the immigration ranked the first among the Jews, Muslims and Christians, it was 74% for the Jews, 29% for the Christians and 4% for the Muslims, on one hand.

On the other hand, the highest percentage is due to the natural growth for the same period (1922-1944) was for the Muslims 77% followed by 7% for the Christians then 26% for the Jews. (Palestine encyclopedia). These statistics shows that this period was an active immigration period for the Jews, due to the facilities secured for them by the British administration. Table 2.2 shows the population of Palestine for the years during the British mandate.

Table 2.2 Population of Palestine during 1922-1948

Year	Population	Arabs	Jews
1922	725,048	-	-
1931	1,035,821	-	-
1948	2,1115,000	1,380,000	649,633

Source: Palestine encyclopedia

Table 2.3 shows the natural growth and immigration ratios for the Muslims, Christians and Jews during the years (1922-1944).

Table 2.3 Growth and immigration percentage by religious

	Muslims	Christians	Jews
Natural Growth percentage	96	71	26
Immigration percentage	4	29	74

Source: calculated by the researcher

1948 War made a major changes in the demography of Palestine.

As a result of 1948 war, Israel occupied about 78% of Palestine, at the same time more than 800,000 Palestinians forced to leave their homes and land to West Bank, Gaza Strip and other Arab Countries. While about 150,000 Palestinians stayed there. After 1948 War, Jordan annexed the West Bank with the area of 560 Sq. km. and Gaza strip became under the Egyptian control with an area of 362 Sq. km. Jordan estimated West Bank population in 1950 to be about 400,000 people. They made a census for population in the West Bank in 1961 and another estimation in 1966, the results were as in the table 2.4

Table 2.4 West Bank Population during the Jordanian rule.

Year	Population
1950	400,000
1952	667,000
1961	730,000
1966	830,000

Source: Coon, 1995

After 1967 War, West Bank became under the Israel Occupation, the occupation Authorities also made population censuses and estimations in the West Bank presented in the table 2.5

Table 2.5 West Bank population during 1966-1982 including East Jerusalem population.

Year	Population
End of 1966	659,000
1968	650,000
1969	666,000
1970	677,000
1975	758,000
1980	818,000
1981	833,000
1982	872,000

Source: The West Bank data project, Benvenisti, 1987

The Palestinian Central Bureau of Statistics estimation of the West Bank population in 1996 and the census of 1997 are in table 2.6

Table 2.6 West Bank population by District in 1996 and 1997.

District	Estimated population, 1996	Census of 1997
Jenin	178,170	203,206
Tubas	315,09	366,09
Tulkarm	113,625	134,110
Qalqilya	620,73	720,07
Salfit	442,74	485,38
Nablus	217,935	261,340
Ramallah	234,390	213,582
Jerusalem	254,387	328,601
Jericho	280,83	327,13
Bethlehem	113,013	137,286
Hebron	294,116	405,664
Total	1,571,575	1,873,476

Source: Palestinian Central Bureau of Statistics

CHAPTER THREE

Israeli Actions and Practices On **The Physical Environment** **In the West Bank**

Chapter Three

Israeli actions and practices on physical environment of the West Bank

3.1 Introduction:

SINCE 1948 when the Zionist Organization completed its plans and preparations to occupy Palestine, Jews attacked the Palestinian and other Arab forces in Palestine. Israel State has announced on about 78% of historical Palestine. As a result, more than 750 thousands of Palestinians forced to leave their homes and land to West Bank and other neighboring Arab countries, and about 472 Palestinian villages were demolished.

On the other hand, Israeli government established 446 new Jewish settlements, tens of these settlements established at the same sites of the demolished Palestinian villages. Approximately 1.27 million of Jews came from many different countries and lived in Palestine, on the expense of the Palestinians during 1948 –1967 periods.

This situation created new facts on historical Palestine, which formed a concrete base for Jews to continue implementing their plans, by

occupying the rest (22% of Palestine) as a result of 1967 War (Mustafa, 1997).

Israeli governments took many illegal actions in many fields towards Palestinians and their land, so as to create a de facto situation in the West Bank.

Chapter Three will discuss some of these actions, and the Israeli practices affected the building environment and planning schemes of the Palestinians.

Since the Israelis ideological beliefs that the West Bank is a part of "Great Israel", they took many actions and practices on the Palestinian land as a tool of implementing their beliefs. By-pass roads, settlements, land confiscating, and demolishing houses, are the main practices of Israel policy. In 1967 Zionist official explicitly said: "Among ourselves, it must be clear that there is no place in the country for both peoples together, the only solution is only Jews without Arabs, and there is no other way but to transfer the Arabs from here to neighboring countries, transfer all of them" (Senan, 1993).

On June 27th 1967, Israel annexed Jerusalem, which meant Israeli laws would be applied on Jerusalem.

3.2 Physical practices and actions made by Israel on the West Bank

To achieve their ideology and strategy, Israeli occupation forces created many facts in the West Bank concerning the physical and planning environment, in the following section will summarize these actions.

3.2.1 Physical planning: -

Planning usually aims at facilitating life of people. Planning should take into consideration the actual needs of inhabitants, as they are an essential element of planning process. The first step in planning process is conducting survey studies about social, economic, demographic and geographic fields. Beside the inhabitants desires and needs, planners should take into consideration the existing and future needs for infrastructure such as roads, water, electricity, etc.... This is in addition to the availability and the needs of the public services such as public buildings, schools, hospitals, mosques, parks, green areas, etc....

Israeli occupation authorities neglect many of planning steps during their preparation of planning schemes in the West Bank. They did not take into consideration the needs and interests of the Palestinians even they rejected the Palestinians objections on these schemes.

Israeli planners through their planning schemes aimed at achieving two concepts "domination" and "integration" (Senan, 1993). Domination

means the control of people's life and development. To achieve domination it was essential to have a good transportation network.

Israeli politicians and planners paid remarkable attention to transportation network. Transportation network plans will be discussed in Chapter Three.

Integration means the linkage between Israel and West Bank as one unit. Settlements and by-pass roads were as efficient tool for Integration.

Since 1967 Israeli Occupying authorities approved only five planning schemes for five main cities in the West Bank during 1970s, in addition to one scheme for Beit Jala in the 1980s, Out of 25 municipalities at the West Bank.

For Palestinian villages, Israeli schemes were done based on (Kindal plans, 1948). An Israeli planning consultant, Shamshoni prepared 183 village plans without any field surveys. These plans aimed to confine development of Palestinians populated centers (Coon, 1995).

3.2.2 Land Expropriation

For the Palestinians, land means their life. It is an important natural resource for the Palestinians. They used to consider land as a good economic resource. The Arab-Israeli conflict based on land as a main issue. Therefore, Israeli authorities did not hesitate to take many actions to expropriate Palestinian Land. Many illegal steps were taken by Israeli authorities to secure land for the Jewish settlements.

By-pass roads is one of the main tools to expropriate Palestinian Land.

Since 1967 till 1992 Israeli Occupying authorities expropriate more than 50% of Palestinian Land (Senan, 1993).

During 1999 about 40,178 Dunums expropriated. 5782 Dunums for constructing By-pass roads (Al -Quds newspaper, No. 10923 page 20).

3.2.3 Demolishing Buildings

Demolishing houses and buildings is another action has been used by the Occupying authorities. This action aimed at controlling the Palestinian development and to secure land for settlements and by-pass roads.

One of the results of constructing by-pass roads is demolishing Palestinian houses and agricultural land.

During September, 1998 and September 1999, occupying authorities demolishing 157 houses (Al- Quds news paper. No.10897 page 2). Table 3.1 shows the numbers of demolishing buildings by year.

**Table 3.1 number of demolished buildings by Israel
through 1970 to1999.**

Year	Demolished Buildings
1970-1984	1265
1985	24 + (31)
1986	12 + (63)
1987	5 + (32)
1988	173
1989	100 + (128)
1990	96
1991 - 1997	Unknown
1998	157
1999	93

Source: 1. 1970 –1990 (coon, 1995).

2. 1998 – 1999 (Al – Quds newspaper).

3. The number between two brackets means partially demolished.

Israeli occupying authorities justified their actions by the following reasons: -

- Houses without building permits.
- For security purposes.
- For construction of by-pass roads.

The Israeli Authorities rejected 80% of the permit applications submitted by Palestinians (Coon, 1995). During the first three years of the

“Intifada” 634 houses have been demolished for security reasons by Israel (Senan, 1993).

“Amnesty International” reported that 2650 houses were demolished since 1987 till 1999 due to the lack of building permits as Israeli Authorities claimed, with an average reached about 266 houses per year (Al-Quds, 21/1/2000, page3). " Amnesty " report added that Israeli Authorities aimed at preventing Palestinian building development, while enabling the Jewish Settlements to grow more and more.

Israeli authorities that affect the physical appearance of West Bank took other actions. They uprooted trees, preventing Palestinian farmers in reaching their farms and land, and destroying the agricultural land.

3.2.4 Jewish Settlements in the West Bank

The Zionist World Organization according to their beliefs and to achieve their strategy by occupying more and more Arab areas, they started settlement process by the end of last century. This process continued without stopping. After 1967 War, their strategy was to integrate West Bank with the Occupied area of Palestine by 1948 (Israel State). The Settlement process was the main factor, which enabled them to control the West Bank, as strange bodies of the Palestinian environment have negative and bad implications on the Palestinian normal life in general.

Many Palestinian elements were affected by the Jewish Settlements. The physical appearance, the physical structure, agricultural land, environment, urban development and the structure of urban centers and rural centers were affected.

The following information and data about the Settlements which collected and prepared by Palestinian Geographic Center (PALGRIC) Table 3.2 shows the number of Settlements and their built up areas.

The both parties "Labor and Likud" implemented the Zionist policy of settlement during their rule. The first Israeli Prime Minister "Ben Guryon" from the Labor party considered the settlement as one of the most important issue to deal with. So during the period (1948-1967), Israeli Labor governments established 419 Jewish settlements to serve as security barrier and economic factor.

In 1967 the rest of Palestine was occupied. The occupation authorities started an active settlement process to split the geographic and demographic continuity of the Palestinian urban centers. Besides the settlement they concentrated on constructing new roads to connect the Jewish settlements and to achieve their goals by breaking down the unity of Palestinians.

During the period (1967-1977) Labor government established 53 Jewish settlements in the West Bank with a population of about 82 thousands, 75,000 within Jerusalem area, 6,500 in the West Bank and 500 Jews Settlers in Gaza Strip (Jerusalem newspaper, No. 10835, p17, 22, Oct1999)

In early years after 1967 War, The Labor Government concentrated on locating the settlements in the Jordan Valley as a security front base.

At 1977, Likud had the responsibilities of Israeli government, directly Likud planned to expand the existing settlements and to construct new ones. During the period (1977-1984), Likud constructed 105 new Jewish settlements including those within Jerusalem, increasing the population of Jewish settlers to reach 85 thousands in the West Bank at 1984 and 1300 settlers at Gaza Strip.

During the (1984-1990), Israeli Coalition Government was formed. The number of Jewish settlements was 168 with a population of 154,000 settlers (Al-Quds newspaper, no.10835, page17, and 22/10/99).

During (1992-1996), Labor Government announced freezing of settlements for many reasons. But actually this period witnessed an active settlement movement in and around Jerusalem, so as to isolate Jerusalem from the other Palestinian Cities. Abu Ghnim and Ra's AL- Amod are clear examples on that action.

In 1996 Likud Government again started expanding and establishing of settlements.

In 1999, Labor government did not stop Settlement process as they announced. The process continued despite the Israeli-Palestinian agreements.

Recently the Israeli Prime Minister himself (Ihud Barak) announced of expanding ten times of Itamar Settlement Located near Nablus (Al-Quds newspaper, No.10853, p7, 9, Nov1999).

Ma'aleh Adumim is another clear example of continuing settlement activities recently.

It is worth to mention that planning and constructing of Israeli road network was combined with active settlement movement.

The following table No. 3.3 summarizes the settlement activities by the two Israeli parties in the West Bank.

Table 3.3 Number of settlements and their population.

Period	Party	No. of Settlements	Population	
			West Bank	Jerusalem
1967-1977	Labor	52	6500	75000
1977-1984	Likud	105	85000	-
1984-1990	Coalition	25	154000	-
1990-1992		38	-	-
1992-1996	Labor	small sites	163000	-
1996-1999	Likud	small sites	-	170000

Source: the researcher

Table 3.4 shows the geographical distribution of settlements on the West Bank districts.

Table 3.4 Distribution of settlements by District

District	No. of Settlements
Jerusalem	28
Ramallah	27
Bethlehem	18
Jenin	9
Jericho	11
Hebron	27
Nablus	48
Tulkarm	8
Total	176

Source: AL-HAQ, 1999

ESCWA (The Economic and Social Committee for the West of Asia) reported that Israel established about 155 settlements in the West Bank with about 170,000 settlers.

CHAPTER FOUR

By-pass Roads in the West Bank

CHAPTER FOUR

By-pass Roads in the West Bank

4.1 Introduction

By-pass roads is a term which was used by Israel to identify the only Israeli roads planned or built to serve the Jews in the west Bank in many fields. The idea of constructing roads in the West Bank to serve the Jews only is not a new idea. It began in the early years of occupation of 1967.

During (1967-1977) period, Labor Government constructed many roads combined with the newly established Jewish settlements. These roads took the longitudinal routs from north to south, one of these roads was Allon Road along Jordan Valley. Also Likud party of Israeli government constructed many roads but they concentrated on building roads to pass through West Bank from east to west. "Trans- Samaria" road is a clear example of this pattern. In general, Israeli Occupation Authorities aim was controlling the development in the West Bank and to integrate it with the Coastal area. In the coming parts of this chapter, Israeli strategy and policy behind by-pass roads will be discussed in details.

In 1984 the Road Plan No. 50 was completed, presenting a national road system which will be implemented in the West Bank. This plan essentially aimed at expanding the existing Jewish settlements besides establishing new ones, and to facilitate Israeli military presence in the West Bank. Those settlers played a clear role in this plan, so this plan was one of the main reasons stood behind the quick development of Jewish settlements.

Meron Benvenisti wrote in his report on this plan "The road plan No.50 produces conditions that would enable the quick development of blocks of settlements in the West Bank" (Benvenisti, 1995).

In 1992, the Israeli prime Minister "Yitzhak Shamir" approved the "Great roads plan". This plan included about 400 km of by-pass roads to be built in the West Bank to by-pass Hebron, Halhul, lead to Jerusalem and go on to avoid passing through Ramallah and Nablus (Society of Law, 1996).

The "Great Roads plan" has the same Israeli objectives by controlling the development in West Bank.

In 1994 the Israeli Prime Minister "Rabin" insisted on the completion of this plan and he linked the progress in the peace process to the completion of this plan. He said, " without the roads, Israel will not agree to any advancement in the negotiations" (Society of Law, 1997).

4.2 Israeli road planning in the West Bank

Israeli road planning in the West Bank aimed at developing and expanding the settlements, thus maintaining military control over the occupied areas. The Palestinians Etc.

4.2.1 " Road plan T/M/A/3"

Which was prepared directly after 1967 War, emphasizing on the importance of the linkages between the West Bank and Israel.

It includes two important roads running from east to west, known as "Trans-Samiria" and "Trans-Judea" to get easy access between Jordan Valley and coastal plain and to encourage constructing new Jewish Settlements. These two roads have been constructed between 1976 and 1980. The "Trans-Samiria" highway was the first east-west link between the areas within the Green Line and the West Bank. This highway contributed efficiently into increasing settlements and settlers in the West Bank.

4.2.2 World Zionist Organization Road Plan

The "W.Z.O." road plan called for building about 346 km of roads in the West Bank. Part of this plan was to improve some of the existing roads. The plan gave priority for building new roads to by-pass the Arab population centers.

The main goal of the "W.Z.O." plan was to establish Jewish settlements blocks throughout the West Bank and to isolate the Arab centers. The road network based on the following principles: -

- 1) Integrating the two roads networks at West Bank and Israel.
- 2) Developing the Jewish Settlement process.
- 3) By-passing the Palestinian Urban centers.
- 4) Linking the existing Jewish Settlements each together.

4.2.3 Road plan No. 50

This plan was published in February 1984. Roads plan No.50 based on two previous road plans prepared by Israel.

To achieve integration between the two road networks, Roads plan No. 50, planned to construct main roads from east to West with eight linkages with Israel. Part of these roads to be built inside Israel beside the " Green Line".

The Israeli Ministry of Housing prepared this plan, not Israeli occupation authorities at the West Bank. Also this plan included only one road that runs from north to south along Jordan Valley. While the Palestinian urban centers at the central hills were neglected by this plan. So, for example, there is no direct connection between north and south of Nablus and no direct connection between Hebron and Ramallah except the road through Jerusalem. The newly build by-pass roads connect between those areas.

Also there is no main connection between Tulkarm and Qalqilya in the West Bank. The connection were located inside "Green Line" (Coon, 1995).

A significant aspect of this plan was the road width ranged between 40 and 120 meters. While the existing main roads width is about 10meters only. The Total estimated area for this plan was 37000 ha (Society of Law, 1997). Road plan No.50 amended the Jordanian road law No.29 of 1957, it introduced highway roads to the road classification. Table 4.1 showing road classification and their widths with the areas allotted for Road Plan No.50.

Table 4.1 Road classification and length of Road Plan No.50

Road	Road width(M)	Road path (m)	Road length (km)	Area of road width(Dunum)	Area of road
Highway	120	150	93.5	11220	28050
Main	100	120	517.5	51750	124200
Regional	60	100	636	38160	127200
Local	40	70	662	26480	92680
Total			1909	127610	372130

Source: Khmayseh, 1989

4.2.4 Roads "Great plan"

After the signing of Oslo Accords, Israeli Authorities began a very active construction of by-pass roads through West Bank.

Israeli Authorities justified the construction of the by – pass roads as a security measures and to facilitate Israeli military redeployment from Palestinian population centers.

In 1992, the Israeli Ministry of Construction approved the great roads plan. Under this plan, 400 kilometers of roads were to be built in the West Bank that would by-pass cities and towns such as, Hebron, Halhoul, lead to Jerusalem and go on to by-pass Ramallah and Nablus. By the end of 1994 Israeli army announced the development of 400 kilometers of new roads to be constructed in the West Bank requiring 330 million dollars (Society of law, 1997). Here are some of "Great Plan" roads

- **Highway 60**

This road bisects the West Bank from north to south, comprises the Central artery for the new by-pass roads which circumvent the major Palestinian cities and towns of Hebron, Bethlehem, Jericho, Ramallah, Nablus, Tulkarem and Jenin. This highway begins from Beer Sheva and continues all the way north through West Bank to Afula.

- **Hebron-Halhoul by-pass road**

It passes around Hebron to the east. Twelve kilometers by sixty meters, this road cuts the most fertile land in the south of the West Bank.

It goes around Hebron and Yatta to the east, passing through the lands of Al-Shoyoukh, Halhoul, Si'ir, and through Beit Umar reconnecting with highway 60.

- **Highway 35**

This by-pass road is an extension to highway 35 (Trans-Judean Highway). It connects the Etzion block of settlements to highway 60. This extension goes north east through the lands of Halhoul, Si'ir, Al-Shoyoukh and Beit Fajjar, intersects with highway 60 to the north of Hebron.

- **Bethlehem-Beit Jala by-pass road**

This road has two tunnels and a bridge linking the Gilo to the Etzion settlement block.

- **Jerusalem- Ramallah by-pass road**

This by-pass road is 9 kilometers length and passes through the northern part of Jerusalem, from Beit Hanina to Birnabalah, Jdeireh and Rafat villages to the west of Ramallah connecting and surrounding Jerusalem settlements.

This road connects with the northern extension of highway 60.

- **El Bireh-Ramallah by-pass road**

This road connects settlements to the east and west of Ramallah to each other and highway 60.

▪ Nablus by-pass road

The largest by-pass road in Nablus area is the 24 kilometers road linking Allon More settlement located north east of Nablus with settlements to the south east, passing through the lands of Salem, Dir Hattab and Beit Dajan villages.

▪ Qalqilya By-pass roads

Highway 55 passing from Nablus to Qalqilya serves a long line of settlements, Kadumim, Kadumim Tzafon, Jit, Givat Hamerkazi, Qarnieh Shamron Ginot Shamron, Ma'leh Shamron, Tazofim and Alphe Manashe.

▪ Jenin by-pass road

This road connects the Military installation near Qabatia village south of Jenin with Kadim and Ganim settlements. Passing through the lands of Dir Abu Daif, Beit Qad, Dir Gazzalah, Jalamah and Burkin villages with a length of about 7 kilometers, and continue to bisect highway 60 then reaching Jenin-Nazareth road.

3.2.6 Israel Defense Forces (I.D.F.) Roads plan

The IDF Roads plan was announced in January 1994 to build and pave 650 kilometers of by-pass roads in the West Bank. Israeli treasury allocated about \$ 700 million for this plan (Al-Haq, 1997). On November, 22nd 1994, the Israeli newspaper "Ha'aretz" published 400 kilometers of this plan which consisted of settlement roads by-passing the Arab centers.

that this road plan is similar to the settlements plan proposed by Gush Emunim more than 15 year earlier.

The IDF road plan like the preceding road plans aimed at facilitating development and expansion of Jewish settlements at the expense of the Palestinian Centers in the West Bank.

The IDF roads plan providing links between settlements and Israel, ensuring that the settlement block will remain as apart of Israel.

4.3 By-pass Roads Purpose

Since the signing of the Declaration of Principles on September 13th, 1993, the Israeli Authorities built many of the by-pass roads in the West Bank. The Israeli by-pass roads network plan consists of about 650 km. By April 1996 about 230km of by-pass roads had been constructed (Al-Haq,1999).

The Israeli occupation maps show that 400km of by-pass roads was constructed by 1999 and about 150km of these roads are under construction (Al – Haq, 1999, Israeli settlement page).

The by-pass road plan is similar to Gush Emunin Settlements plan in 1978. This plan with the other settlement plans, which developed in the 1980s, aimed at developing Jewish Settlements at the West Bank and to integrate this Jewish, centers with that ones inside the Green Line.

Along with settlement plans came the road plans to develop Settlements infrastructure, linking between the settlements within the West Bank and

to be linked with the Israeli urban centers within the Green Line. The by-pass roads granted integration between the two groups. These roads secure settlers easy, rapid, and safe transportation.

By-pass roads were not planned and constructed to serve the needs of the Palestinians. On the contrary, these roads by – pass Palestinian cities and villages.

The announced goals of constructing the by-pass roads as the Israeli government said is to facilitate peace process progress and implementing the signed peace accords.

The Israeli Government justification is to facilitate the Israeli military redeployment from the Palestinian population centers.

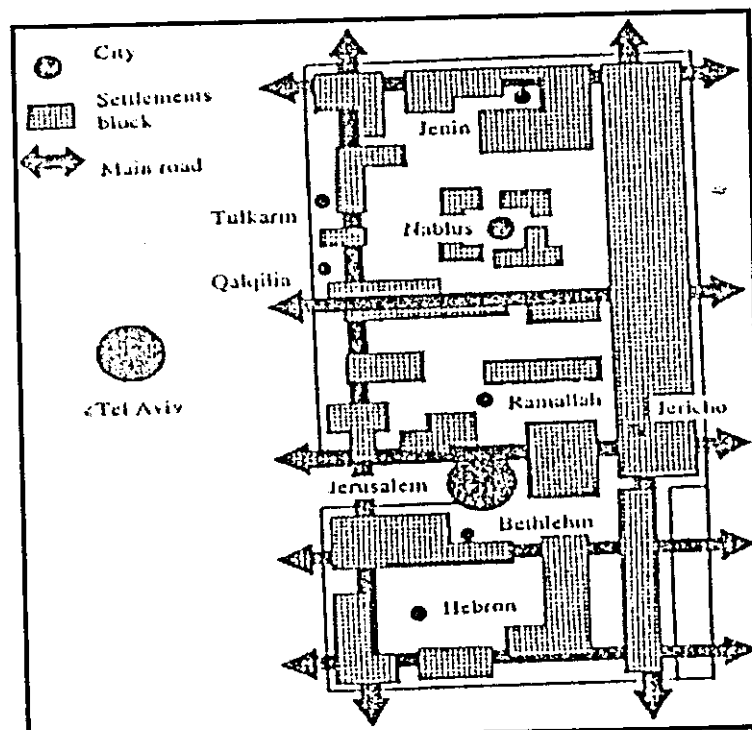
A second justification is to secure safe transport for settlers from one settlement to another at both areas West Bank and inside the Green Line.

Since the Oslo Accords postpones the Settlements fate to the Final status talks, Israel argued that their security must be guaranteed during the Interim period (Law of Society, 1997), so according to Israeli announced goals of constructing by-pass roads. The by-pass roads plan was transformed from Jewish occupation plan to a peace plan. This is not a political point view only but also from physical planning view it has negatively affected the physical structure and plans at the West Bank, beside the other affects on the social, economic and environmental fields.

The unseen purpose of the by-pass roads plan is similar to Settlement plan purpose. These plans aimed at integrating the Jewish Settlements as blocks with those ones inside the Green Line, so it will be a part of Israel as they are planned.

The by-pass road plan also aimed at separating Palestinian cities, towns, and villages from each other, by surrounding each of them by these roads. Another purpose is to facilitate Israeli military controlling the Palestinian Centers. Also it aims at allowing Israel to confiscate the greatest possible area of Palestinian Land.

The national road network also affected negatively by the by-pass road network that taking a grid shape as shown in Figure No. 4.1



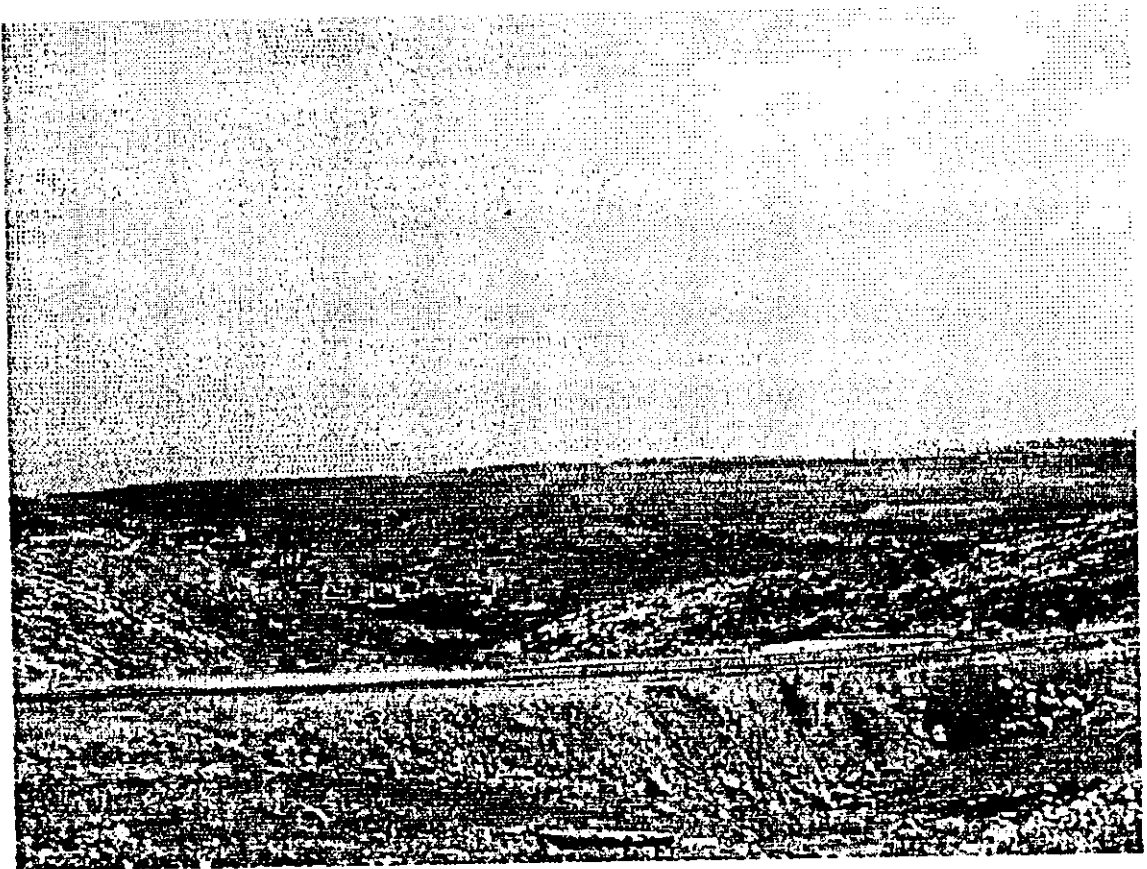
Source: Senan, 1993

Figure 4.1

Main Israeli Roads Diagram in the West Bank

The main purpose of the by-pass roads is to isolate the Palestinian centers from each other's.

The main cities were surrounded by-pass roads even the villages. In some cases, by-pass roads bisect some of the villages into two parts.



Source: The researcher

Photo No. 4-1

Nablus-Ramallah By-pass road near Borqa village

The geographic continuity of the West Bank area was broken into cantons.

From the coming statistics and tables in next chapter, it is noted that there is a density of by-pass roads between Ramallah and Jerusalem from the north. The same at the South between Bethlehem and Jerusalem. Isolating Jerusalem, the Palestinian State Capital is another goal of these plans.

Physical development and expanding of the Palestinian urban centers was limited due to these roads.

4.4 Legality of By – Pass roads construction

Neither the Declaration of Principal (DOP) nor Oslo II ousted Israel from its position as an Occupation Authority of the West Bank and Gaza Strip.

According to Oslo II accords, Palestinian National Authority has limited authorities over fragments of the West Bank while Israel still has majority of authorities over the majority of the West Bank.

It divides the West Bank into three categories, called areas, A, B and C.

Oslo II transfers all the civil responsibilities and security measures in area A to the Palestinians, and the Civil responsibilities in area B.

Israel keeps civil power, duties and security in area C. Israel also keeps the security of settlements and settlers.

Oslo II explicitly states that, "Neither Party Shall be deemed, by virtue of having entered into this agreement, to have renounced or waived any of its existing rights, claims or positions " (Oslo II, Article XXXI, para. 6.).

The status of the West Bank and Gaza Strip " will be preserved during the interim period " they retain as occupied territories. Both the Hague Regulations and the Fourth Geneva Convention should continue to be applied on the occupied Palestinian territories. Israel does not accept the applicability of the Fourth Geneva of 1949.

Israel argues that its " Occupation of the West Bank and Gaza Strip had not ousted any legitimate sovereign, and therefore a condition precedent to the application of the convention did not exist." (The by-pass road network in the West Bank, Al -Haq, 1997).

The international community did not accept Israeli Occupation of the West Bank including east Jerusalem.

All of the actions on the Palestinian Land done by Israeli Occupation Authorities violate the Hague Regulation of 1907. Article 23 of the Hague Regulations says:" it is especially forbidden ... to destroy or seize the enemy property, unless such destruction or seizure be imperatively demanded by the necessities of war". Seizing of Palestinians land for constructing by-pass roads is not "imperatively demanded by the necessities of War". Another violation made by Israeli occupation forces

is the military orders, which amended and cancelled some of the Jordanian laws applied at the West Bank. Article 43 of the Hague Regulations states that "the Occupier shall respect, the Laws in force at the country".

The Jordanian Law at that time allows expropriation of land for public benefit. So Israeli expropriation of Palestinian Land for by-pass roads and Settlements is illegal.

Construction of by-pass roads also violate the Universal Declaration of Human Rights of 1948, especially article 13. The by-pass roads restrict the freedom and movement of the Palestinians in the West Bank. Since the By – Pass roads were designed for the use of the settlers. Israel has the authority to close any of these roads for the Palestinians at any time, in addition to the authority of preventing Palestinians of using these roads.

Constructing by-pass roads also violated economic, social and cultural rights of the Palestinians.

▪ **The Oslo Agreements**

Both Declaration of Principles and Oslo II did not mention by-pass roads. Withdrawal of Israeli forces from the Gaza Strip and Jericho district and a redeployment of Israeli forces from populated areas were stated in the Declaration of Principles.

Oslo II Agreements between the two sides Palestinians and Israelis agreed of redeployment of Israeli Military forces from "Populated areas in the West Bank cities, towns, villages, refuge camps and hamlets" before Palestinian elections (Oslo II, Article x, Para 1). Israeli government has justified the building of by-pass roads as implementing of Oslo accords, the Israeli government argued that the construction of By-pass road network would facilitate the redeployment of their forces from Palestinian Populated areas, which will enable Palestinians to hold elections within Palestinian areas.

Oslo II conveniently postpones the issue of settlements to the final status talks, the Israelis argued that the security of settlements and settlers is to be guaranteed during the interim period. By-pass roads are an efficient tool to secure safety the security of the settlers who travel between settlements and inside Israel.

Oslo accords define a 50- meter zone around " Security roads" as a no – building zone (Oslo II, Article 16, Para .3).

Oslo II recognition of Settlements in the interim period does not authorize the construction of by-pass roads.

Article XXXI of Oslo II explicitly states that "neither party shall initiate or take any step that will change the Status of the West Bank and Gaza Strip pending the outcome of the permanent status negotiations".

The by-pass roads physically divided the Palestinian areas and connected the Israeli settlements ensured the presence of the Settlements. Constructing by-pass roads violate Articles 2,12,27 and 40 of Oslo II Protocol. Article 2, paragraph 9, states: "Each side undertakes upon itself to respect sites in the West Bank and Gaza Strip which are regarded as holy sites, or which hold archeological value".

By-pass roads construction cause destruction of many archeological sites such as Roman and Byzantine ruins in Bethlehem district.

Article 12 of Oslo II Protocol also has been violated. Since this article states "act for the protection of the environment and the prevention of environmental risks hazards and nuisances including all risks of Soil, water and air pollution".

Construction of by-pass roads causes soil, waters and air pollution in addition to other environmental hazards.

Rock blasting, uprooting of thousands of trees, clearing of agricultural land and lying asphalt are some of the environmental issue caused by the by-pass roads. Constructing by-pass roads above water reservoir will pollute the water.

Article 40, paragraph 21 States that "Each side shall take all necessary measures to prevent any harm, pollution, or deterioration of water quality of the water resources".

Article 27 of annex III deals with the planning and zoning issues. It states that "Power and responsibilities in the sphere of planning and zoning in the West Bank and Gaza Strip shall be transferred from the military government and Civil Administration to the Palestinian side".

Since the by-pass roads, sometimes with a width of about 300 meters, the road network limits the zoning system and the planning process.

Constructing by-pass roads has violated articles VIII, IX and X of the Protocol on Economic Relations. For example by-pass roads around Nablus closed down 20 Palestinian stone quarries (Al-Haq, 1999).

▪ Wye Memorandum

In the Wye Memorandum, signed on October 23rd, 1998 by the two sides, the Israelis agreed to refrain from any step that would change the status of the West Bank and the Gaza Strip.

Article V of the Wye Memorandum on unilateral activities states: "Recognizing the necessity to create a positive environment for the negotiations, neither side shall initiate or take any steps that will change the status of the west Bank and the Gaza Strip in accordance with the Interim Agreement".

After few days and weeks of signing the accords, Israel started to build Settlements and by-pass roads.

By summarizing the daily actions done by Israelis ensure that Israel did not respect the agreement and they exert their efforts to change the Palestinian physical environments so as to impose facts on the Palestinian land.

CHAPTER FIVE

Analysis of By-Pass Roads Effects

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Analysis of By-pass Roads Effects

5.1 The relation ship between by-pass roads and settlements

The construction of Israeli roads in the West Bank has a strong relationship with the established Israeli settlements. In fact, it is possible to link between the construction of Israeli roads in the West Bank and the four phases of the settlement process.

In the first phase (1968-1977), Allon Road was constructed to serve the new established settlements, along the eastern border in north-south belt.

In the second phase after the elections of 1977 of Israeli Government, sections of Road 60, "Trans-Samaria" and "Trans-Judean" were constructed to serve the settlements in the central hills of the West Bank, near the urban Palestinian Centers, according to Gush Emunim settlement plan.

In the third phase, in 1984, many sections of Israeli roads were constructed, so as to link the new established settlements at the western border, with that ones inside the "Green line" and in the West Bank.

The last phase, which began in 1992, required strengthening of the existing Israeli roads and to build new ones, that known as by-pass roads. Many by-pass roads were constructed to connect the settlements of the so-called "Seven stars" plan (settlement blocks around the "Green Line"), with the major roads axes and the other settlements.

It is noticeable that the construction of by-pass roads changes according the Israeli strategy behind building of settlements in the West Bank.

In 1970's and 1980's three main Israeli roads axes were built, nearly parallel and taking east-west direction. These axes are "Trans-Samaria", "Trans-Judean" and Road Plan No.50. These roads reflect the integration concept of the West Bank with the areas inside the "Green Line". Many settlements were established along these axes, and linked with those ones inside the "Green line".

Map 5.1, shows a relationship between by-pass roads and settlements can be identified as following:

1-Um-AlRehan, Ain-AlSahleh and Um-ALFahem, Ani'en by-pass road serves Rehan Settlement Block. To the north west of Ya'bad town.

This settlement Block contains about 7 settlements for more details about Israeli Settlements names and location, please see Appendix "A".

Map 5.1 shows the main axes of By-pass roads and the relationship between by-pass roads and Israeli Settlements in the West Bank.

2- Anabteh–Al Tayba by-pass road serves 5 Settlements, this road crosses the "Green line" toward populated centers at the western side.

3- Nablus-Qalgilyah-kfar Saba and "Trans-Samaria" by-pass roads serve and connect Are'il settlements Block, about 16 settlements.

It is worth mentioning that these two by-pass roads with Imatain- Dir Istya-Kiffil Haris by-pass road from east completely isolates this area from the neighboring Palestinian population centers.

Are'il Settlement which was established in 1978 with an area about 3000 dunums, is the largest settlement in this block and in the area. Mr. Abdullah Abdullah (GIS Lecturer) in an interview at Klandia Training College on 20 April, 2000 explains that Israel thinks to keep this block under their control, even after the final agreements.

4- Beir Zeit–Abod–Rantees and Ramallah–Beit Ur by-pass roads to the west of Ramallah serve Benjamin settlements block, and continue to reach the coastal roads.

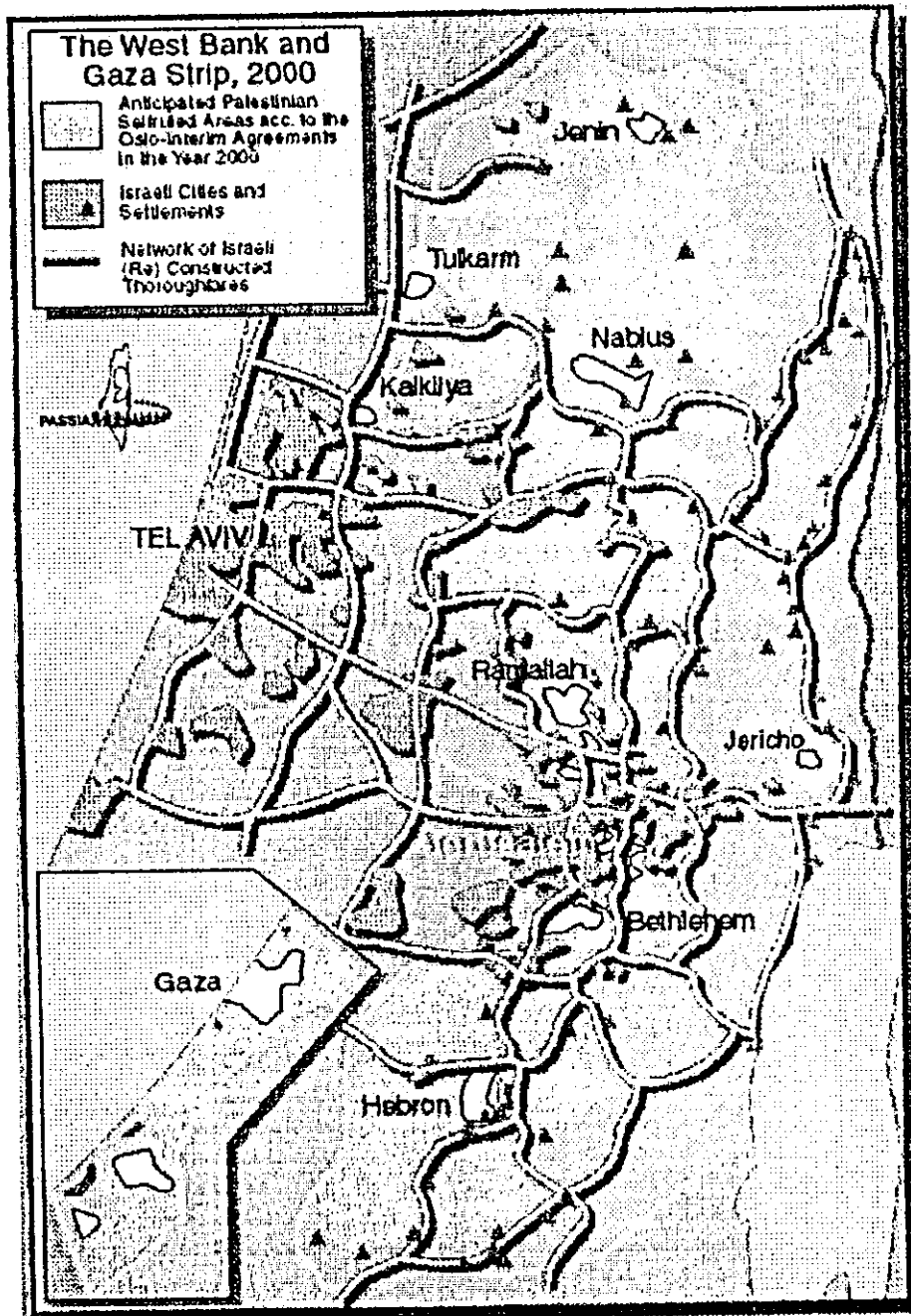
Mattityahu and Makkabbin settlements are the biggest ones of this block located less than three kilometers from the "Green line". Mr. Elyan (Member of Kharbatah village committee) in an interview at kharbatah on 15 April 2000 says, " after constructing those by-pass roads an active expanding of the settlements was noticeable".

Appendix "A" Shows the names and areas of these Settlements.

- 5- Beit Ummar-Surif by-pass road was constructed to Link Ezion settlement block with settlements south of Hebron, and inside the "Green line". Kefar Ezion is the largest settlement in this block, surrounded by many by-pass roads, which can easily, controlled by the Israeli military forces.
- 6- Hebron-Tarqumia by-pass road (Road No. 35), Telem and Adora settlements were established directly on this road.
- 7- By-pass road No.1 (Jerusalem-Beit Syra) passes to the north of Jerusalem. Separates Ramallah from Jerusalem and passes directly to Tel Aviv. Many settlements are Located on the route of this road. It links directly between Giva't Ze'ev north to Jerusalem and Makkabbin west to Ramallah at the "Green Line".
- 8- By-pass road No.60 secures a safe fast link between settlement blocks from the south of the West Bank to the north.

In general map 5.1 illustrates the relation ship between the by-pass roads and settlements. By-pass roads takes the shape of grid, each cell of this grid contains a number of settlements. It is noticeable that the settlements are located nearly at the corners of the cells (near the by-pass roads). There are three longitudinal roads, which have geopolitical goals (Road No.90 near Jordan River, Allon Road at the Eastern Hills and Road No.60 at the Central Hills). At the same time Map 5.1 shows that there are also three strategic roads from east to west (Road No.50 at the north

of Tulkarm, Trans-Sameria, South to Nablus, and Road No.35 north to Hebron. These roads form the main frame of the grid, which filled by sub-
-girds of secondary by-pass roads.



Source: PASSIA, 2000

Map 5.1

Israeli By-pass Roads & Settlements

5.2 The relationship between by-pass roads and Palestinian

Populated centers

Beside the relationship between the by-pass roads and the Jewish settlements in the West Bank, a relationship between by-pass roads and Palestinian populated centers can be noticed.

From map 5.1 this relationship can be analyzed as following: -

5.2.1 The relationship between by-pass roads and Palestinian Cities of the West Bank

There are four main axes of by-pass roads nearly parallel and taking east-west direction (Road No.50, Trans-Samaria, Road No.1 and Road No.35). And there are three main axes of by-pass roads nearly parallel, taking north-south direction (Road No.90, Allon Road and Road No.60). The east-west roads are perpendicular to the ones passing from north to south, so these roads forming a grid in shape. Surrounding the main Palestinian cities.

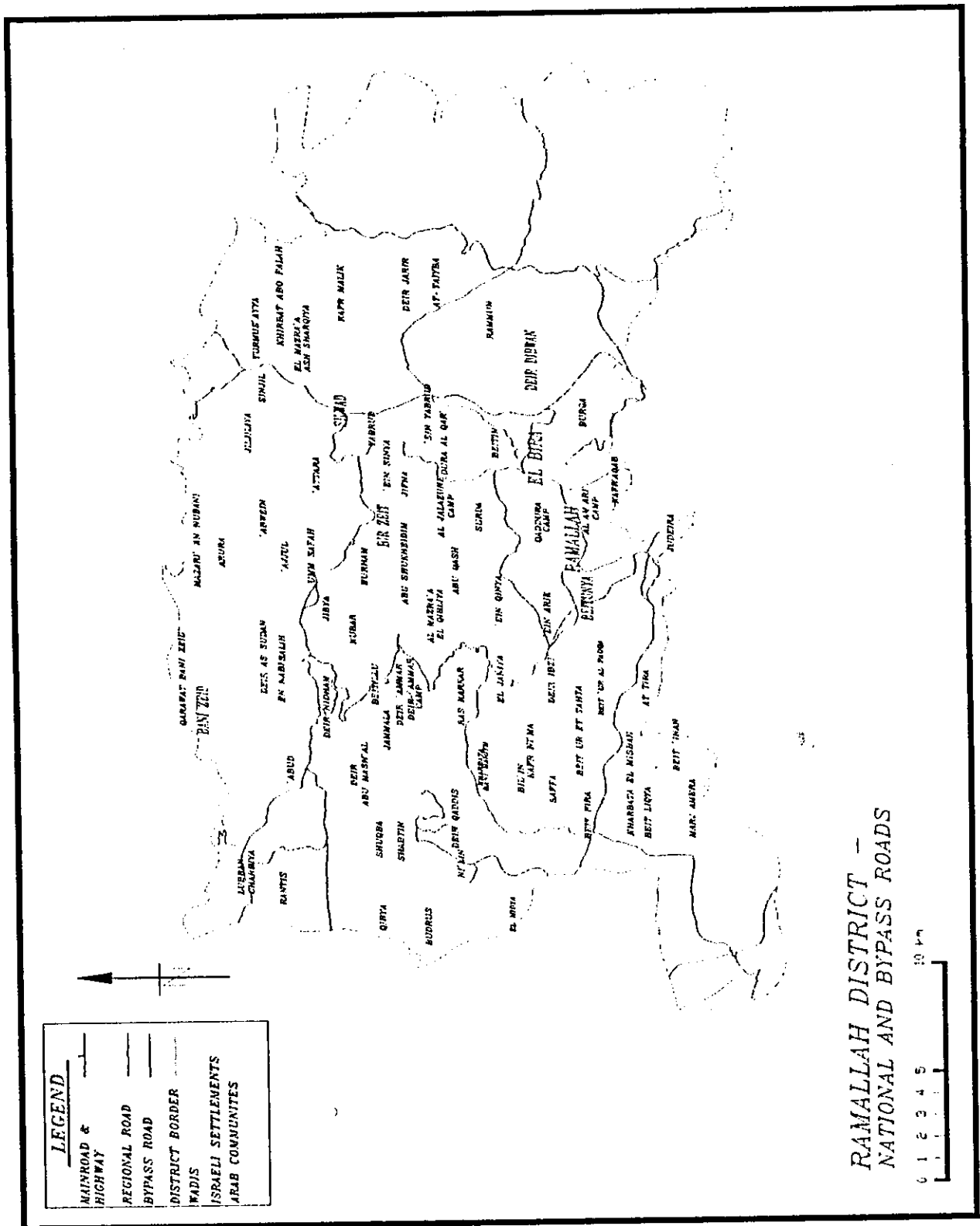
▪ Ramallah District

Ramallah District located to the north of Jerusalem. Israel plans to break down the continuity between the two cities. It is noticed that there is a settlement belt between the tow cities. Jib'at Zeif, Nefie Yaqoub and Ma'alw Mukhmas settlement blocks consist this belt, to insure the separation between Ramallah and Jerusalem. Israel implemented a road

plan. This plan aimed at connecting the settlements to each other and to those ones surrounding Jerusalem and Ramallah. The by-pass roads were constructed to achieve these goals, by-pass roads in Ramallah district are about 170 km with an area of 170,00 dunums. Ramallah district has the highest by-pass roads length and the 2nd order in the density of by-pass roads 0.021 (from table 4.4)

From Map 5.2 it is noticed that the by-pass roads surrounded Ramallah, They separate Ramallah from Nablus and consist a physical barrier between these two cities. The by-pass roads in the east of Ramallah constructed to separate Ramallah from the Ghor area, which has special importance for Israel. Israel plans to keep this border area under their control with a minimum Palestinian population.

From the other direction, the west, Israel Plans to wend the "Green Line", which is the borderline between the West Bank and Israel. Israel plans to annex certain areas beside the "Green Line" in the West Bank, near N'ealin village. Map No. 5.2 shows a density of by-pass roads at the west of Ramallah. Road No.60 circulates it from east, Road No.1 from south, Beteen-Surad by-pass road from north and Bitunya by-pass road from west.



Source: Palestinian Geographic Center

Map 5-2

Ramallah District By-pass Roads

▪ Jerusalem District

Jerusalem is considered the hart of Palestine, Jerusalem means the life for the Palestinians on the both levels popular and official. Therefore Palestinians exert different efforts to have east Jerusalem as their capital.

At the contrary, Israel considers Jerusalem their capital and they will not allow Palestinians to share them Jerusalem. So it is one of the conflict issues between the both sides, Palestinians an Israelis.

After 1967 war, Israel immediately annexed East Jerusalem and applied the Israeli law on this city. Israelis paid a remarkable attention to Jerusalem so as to built new fact on Jerusalem. Their policy is to isolate Jerusalem from the other Palestinian cities, and to annex Jerusalem to Israeli. Israeli planning schemes insure this practice. Settlement active process is one of the Israeli tools to isolate Jerusalem from its physical environment. In this respect Jerusalem has the highest number of Israeli settlements and settlers in both size and area. There are 28 settlements within Jerusalem district with a built opera of 14019 dunums (Palestinian Geographic Center, 1996) and population of 170,000 settlers (Al-Quds newspaper, No. 10835, page 17, 22/10/1999).

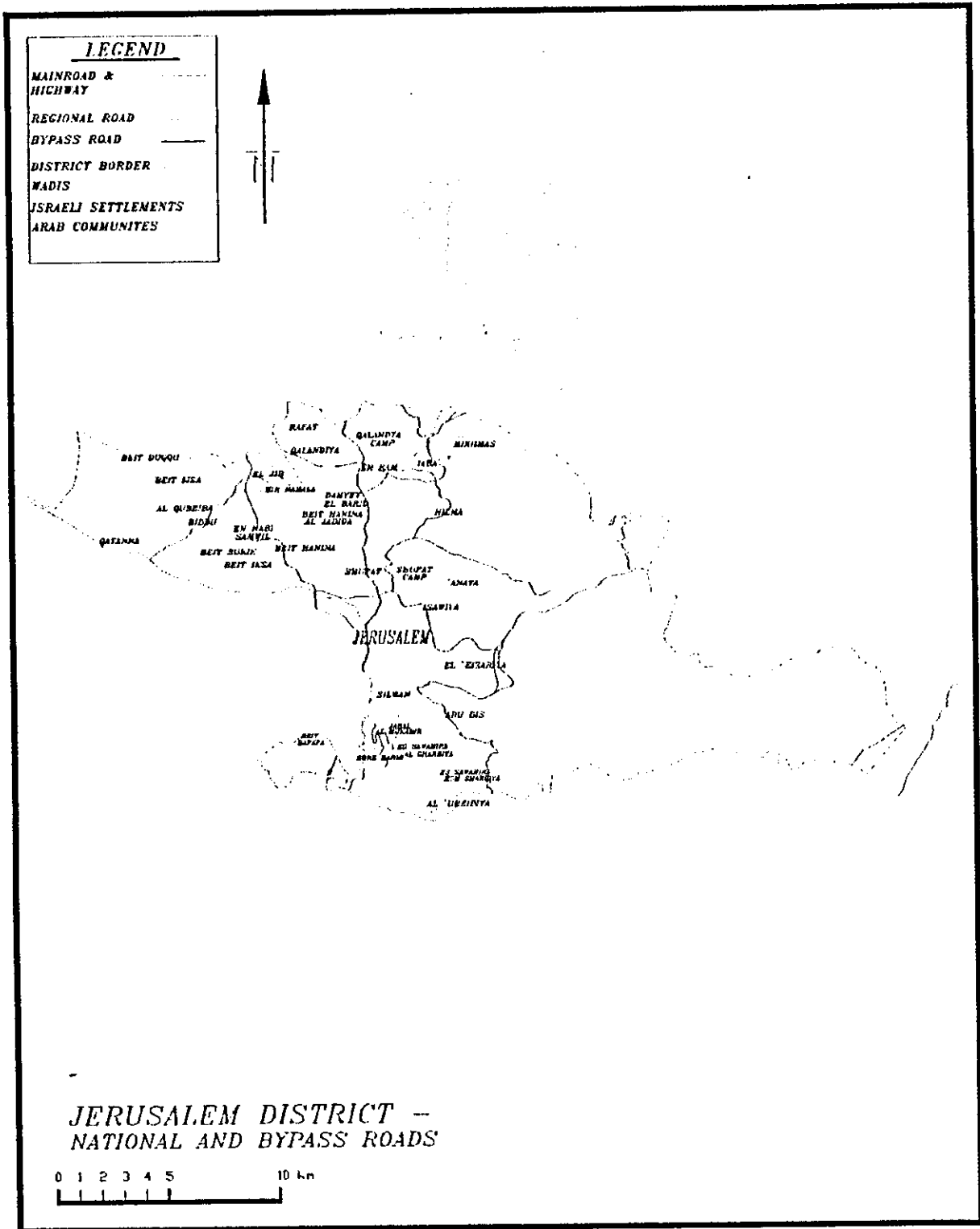
Israel built about 72 km of by-pass roads in Jerusalem district with an area of 7200 Dunums (Table 4.4) Jerusalem district has the highest ratio of by-pass roads to its area (333,000 Dumums). The ratio is 0.022 (Table 4.4).

Map 5.3 showing the by-pass roads and national roads in Jerusalem district. Israel plans are to separate Jerusalem from the West Bank, to transfer Jerusalem as an administrative center for Israel and to integrate Jerusalem with the main cities in the coastal plan, Israel began to implement a new project aimed at constructing a ring road around the city of Jerusalem. The ring road is consisting of by-pass roads 45 and 5, which will connect the settlements in the southern part of Jerusalem to those in the northern part, as well as connecting Jerusalem's settlements with the coastal cities and centers.

The ring road path originates from the main Jerusalem – Hebron road at the southern entrance of Talpiyout. It extends east to reach El-Swahreh passing to the north of Sur Bahir. The road continues to the north until it crosses Jerusalem–Ramallah main road near Kalandia airport. This ring road continues to the west and reaches Beit Shemen Junction near the lod airport.

The by-pass roads within Jerusalem district create a new reality of political separation of Jerusalem and then to keep Israelis control on this city. This will achieve their goals to keep Jerusalem as an administrative center beside Tourism City and their capital forever.

Map. 5.3 illustrates some of by-pass roads effects in Jerusalem district.



Source: Palestinian Geographic Center

Map 5-3

Jerusalem District By-pass Roads

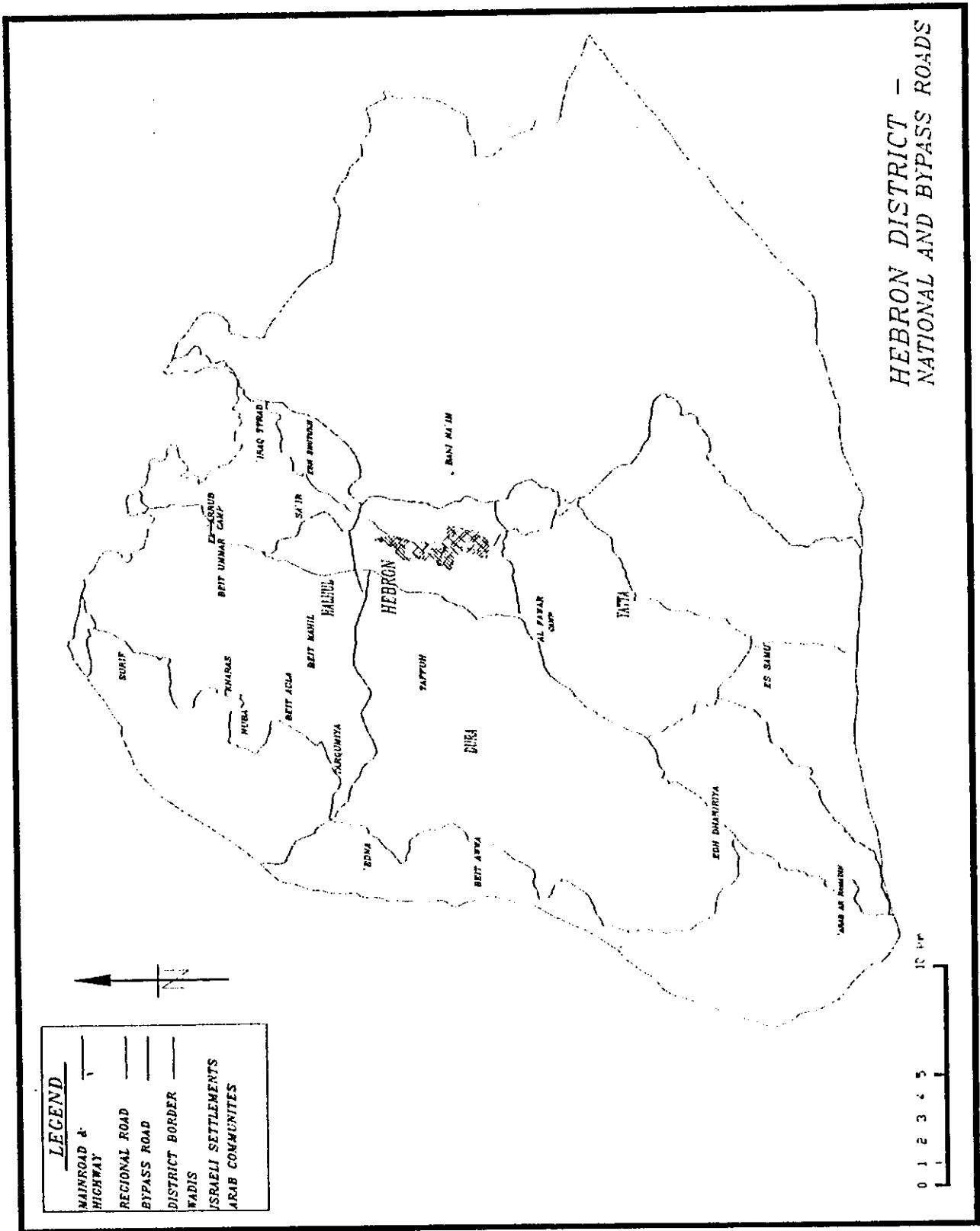
▪ Hebron District

Hebron is the main city in the south of the West Bank.

Israeli plans to separate this city from the other Palestinian cities. Hebron district contains about 90 km of by-pass road density in this district is 0.008 (table 4.4). It is noticed that Hebron district ranked the 2nd according the district. Its area is about 1083000 Dunums (Palestinian Geographic Center, 1996). The length of national roads in Hebron district (main and regional) is about 153km length (Table 4.4).

Map 5.4 shows the by-pass roads and main and regional roads in Hebron district. By comparing the two road networks in Hebron districts it is noticed that there is a regional road passes through Hebron city and the other main and regional roads passing through and connecting the Palestinian villages. By-pass roads in this district did not pass through the city or the villages. They surround the city, it is circulated by road No. 35 from east and north, road No. 60 from south and the "Green Line" from west.

Israeli planners aimed at connecting settlement blocks at the north of the city to those ones in the south and with the Israeli cities within the Green line. In addition to restrict the physical development of Hebron city.



Source: Palestinian Geographic Center

Map 5-4

Hebron District By-pass Roads

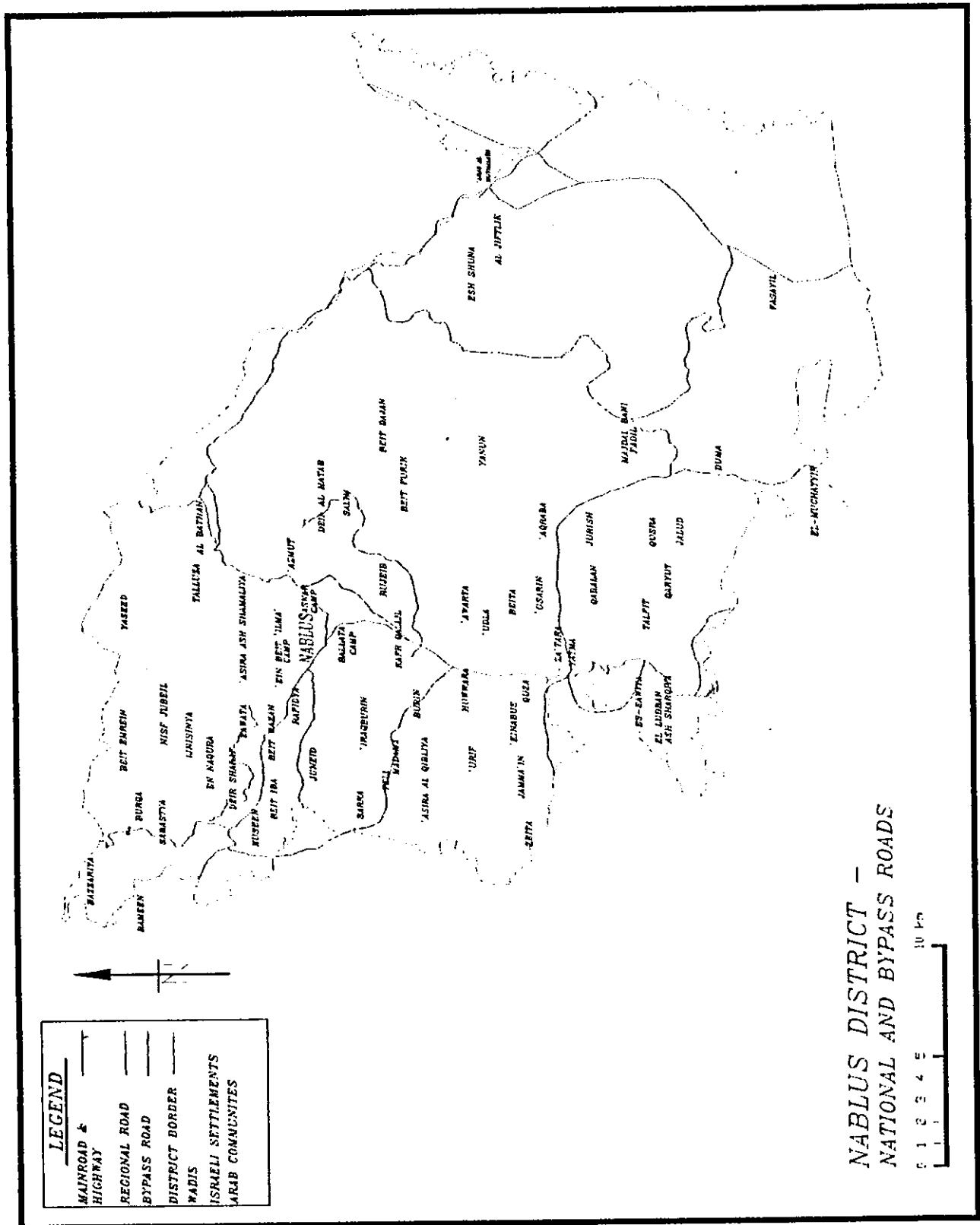
▪ Nablus District

The area of Nablus district is of 1,584,000 Dunums, which is the largest area among the Palestinian districts. Nablus is the main city in the northern part of the West Bank, so Israeli Planners concentrate in their plans to separate this city from the rest of the West Bank. Nablus contains about 167 km of by-pass roads with an area of about 16700 Dunums (Table 4.4).

Nablus district has the largest number of settlements and the largest urban area of settlements among the other Palestinian districts. This means that Nablus has a special situation for the Israeli planners.

“Trans-Samaria” road was the first east-west road connecting Ghor with the coastal plain passing to the south of Nablus. Allon Road to the east of Nablus aimed at separating Nablus from its hinter land at Ghor.

By-pass roads in Nablus district were planned and constructed to insure isolating and separating Nablus from the other cities in the West Bank. Map No. 5.5 shows the by-pass roads in this district and their routes.



Source: Palestinian Geographical Center

Map 5-5
Nablus District By-pass Roads

▪ Bethlehem District:-

Bethlehem district contains another two cities, Beit Jala and Beit Sahur in addition to Bethlehem itself. Israeli by-pass roads circulated those tri-cities, Map No. 5.6 shows how the by-pass roads circulate these cities. Broken down the geographic continuity between Bethlehem and Jerusalem is one of Israeli goals. Settlements and by-pass roads had built and constructed between these two cities to insure the separation. Jabal Abu Ghnim settlement is a clear example on this practice.

Bethlehem district contains 41 km of by-pass roads with an estimated area of 4100 Dunums.

Etzion settlement block and by-pass road No. 35 consists a physical barrier between Bethlehem and Hebron.

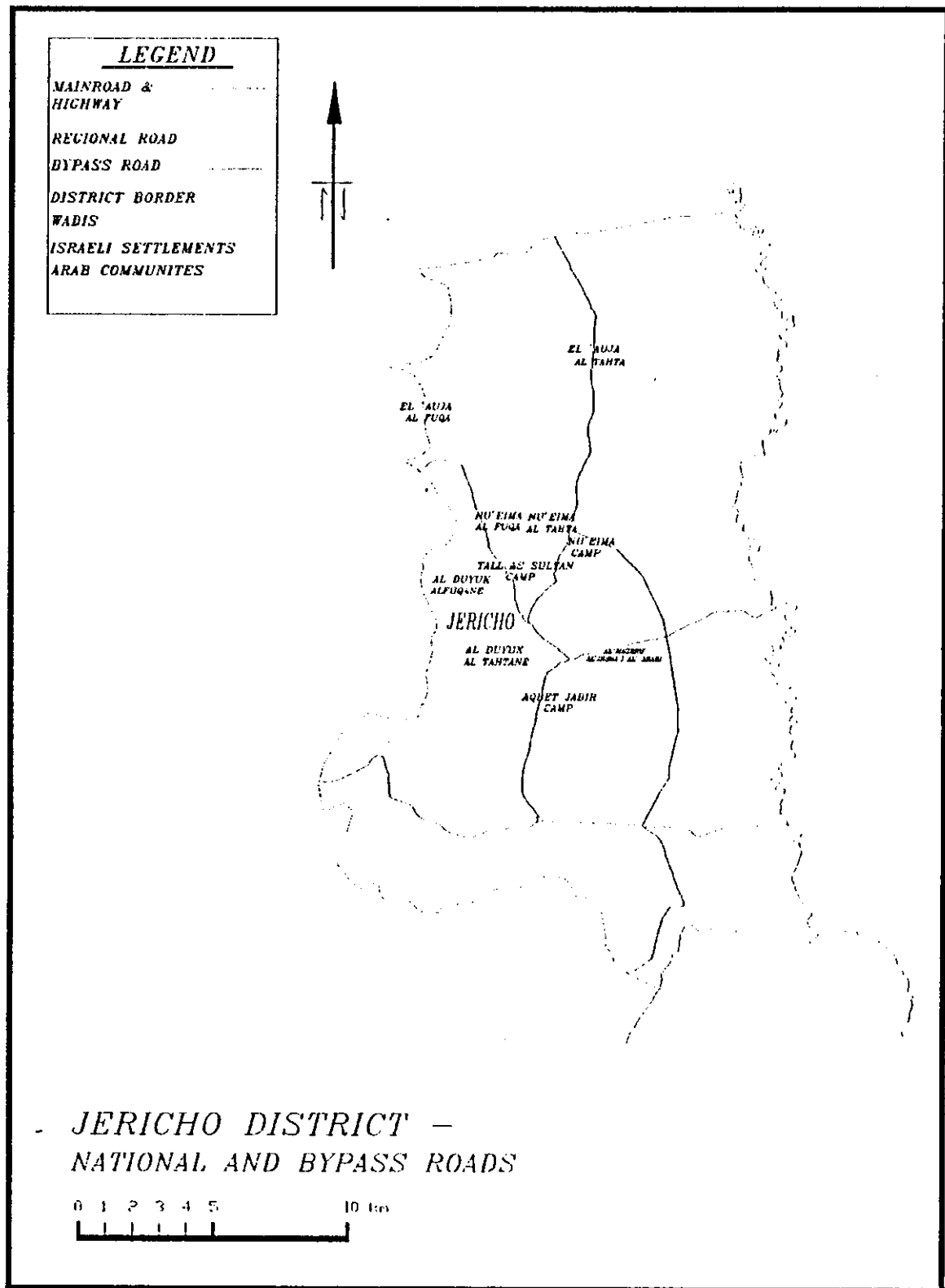
▪ Jericho District

Jericho district has the shortest length of by-pass roads, 13 km, which is a section of road No. 90. Jericho is the gate to Jordan, and it is the Pole of Ghor. Its location is very important for the Palestinians as a border city and the main city in the Ghor. Israel plans aimed at destroying Jericho situation.

By-pass road No.90 to the east of Jericho along Jordan River completely separates between Jericho and the borders. This road prevents physical development and building to the east. Road No. 90 has geopolitical goals and it is considered a strategic road for Israel.

Security measured and crossing point on Jordan river are reasons that Israel try to keep Ghor area under their control.

Map. 5.6 shows the by-pass road section to the east of Jericho.

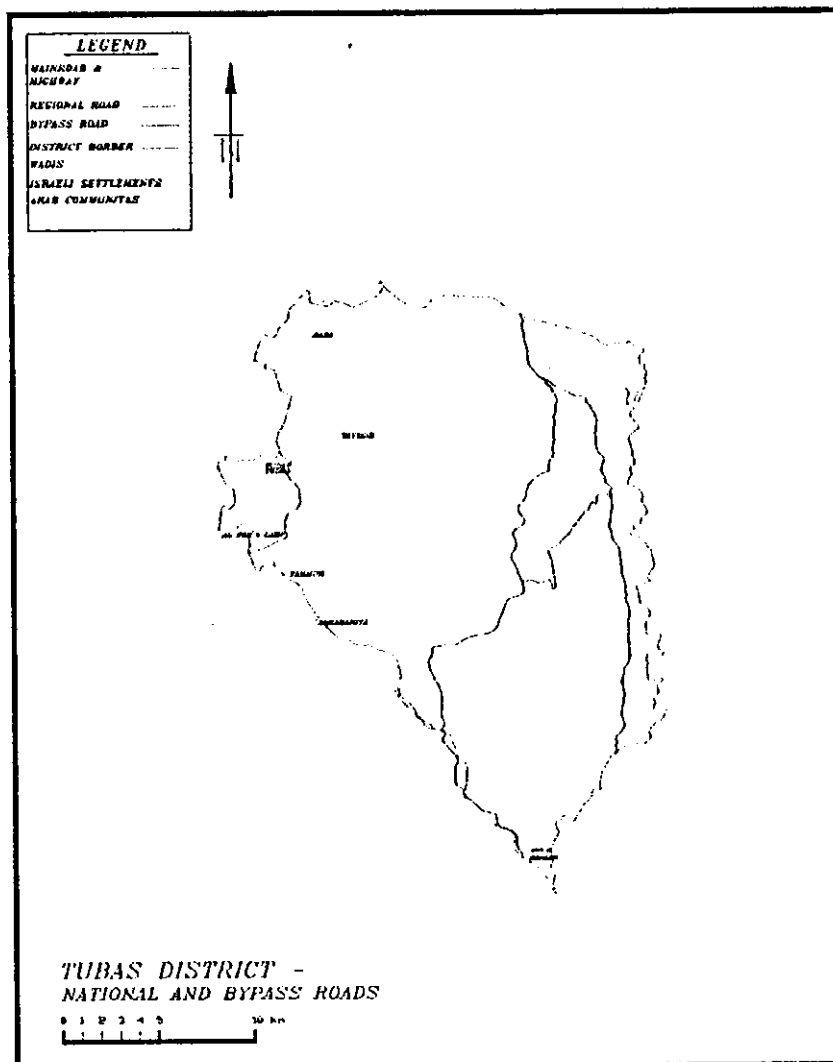


Source: Palestinian Geographical Center.

Map 5-7
Jericho District By-pass Roads

! Tubas District

Tubas district is located at the northern area of Ghor, It contains 8 Israeli settlements. There is about 33 km of by-pass roads in this area, it is of a special importance for the Israelis, they argue that it has a security location for Israeli troops. Tubas district has the highest density of by-pass roads among the other Palestinian districts in the West Bank.



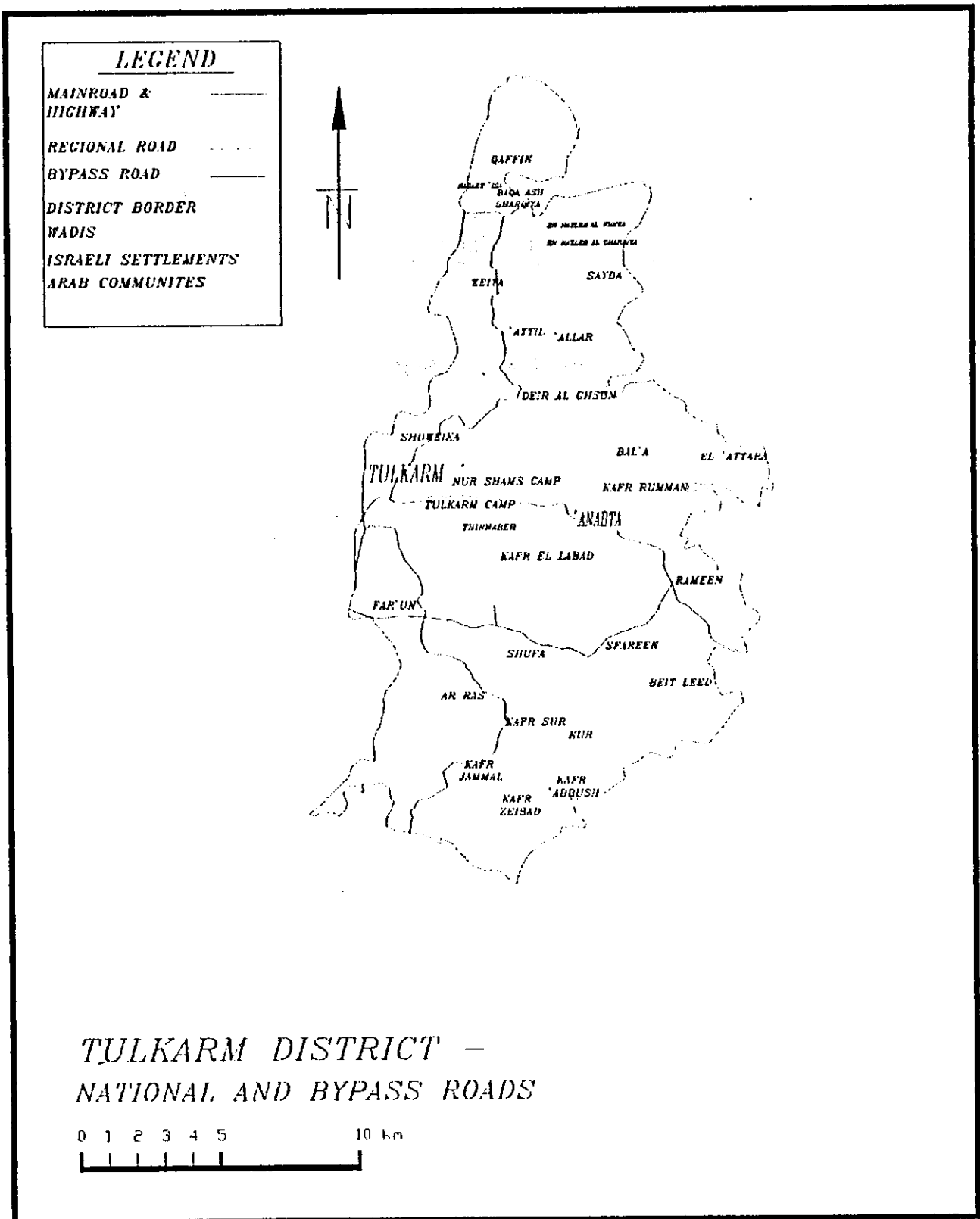
Source: Palestinian Geographical Center.

Map 5-10
Tubas District By-pass Roads

▪ Tulkarm District

Tulkarm is located at the north of the West Bank. It has direct borders at the “Green Line” from the west. The area of Tulkarm district is about 333,000 Dunums (Palestinian Geographic Center). This district has approximately 70 km of main and regional roads (Table 7.1), and it has 36 Km of by-pas roads.

Map No. 5.7 shows the by-pass roads and the main roads in Tulkarm district. It is noticed that the main by-pass from Nablus through Tulkarm and continue to connect Israeli centers inside the “Green Line”. Tulkarm as a border city close not consist an attractive area for settlement, settlements number in Tulkarm are 8 settlements. Therefor the by-pass roads density is low in Tulkarm district. The density of by-pass roads in Tulkarm district is 0.011 (Table 4.4).

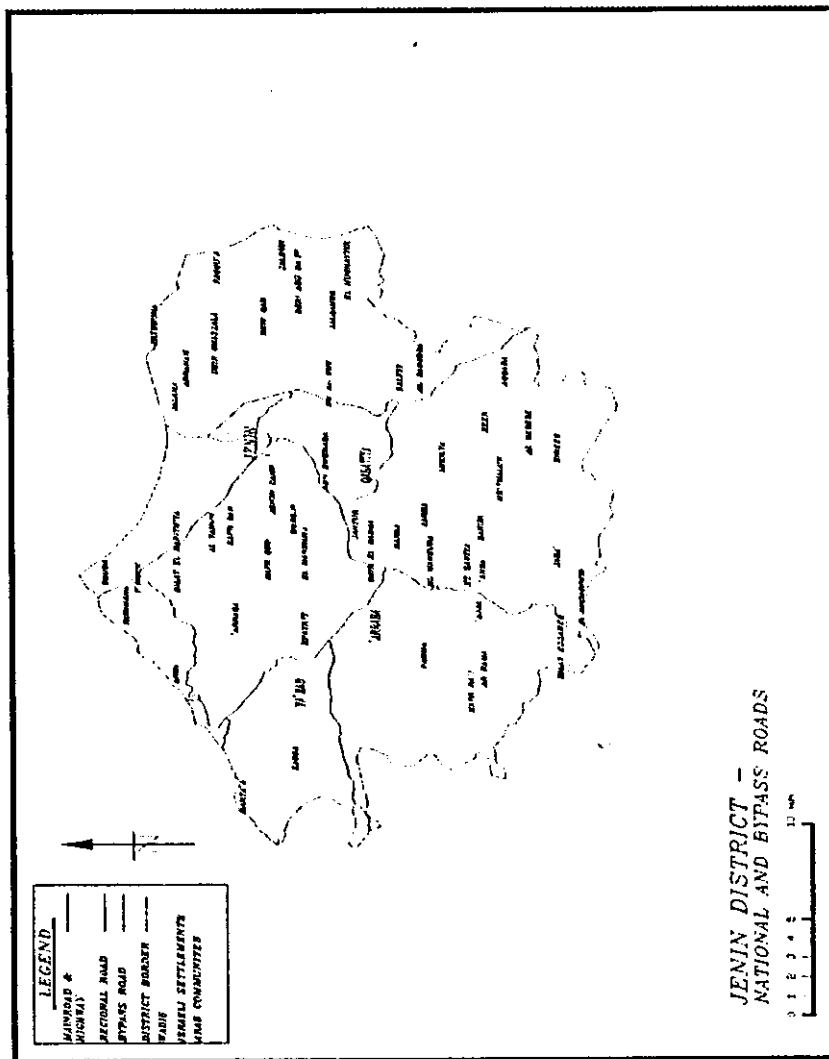


Source: Palestinian Geographical Center.

Map 5-11
Tulkarm District By-pass Roads

Jenin District

Jenin is located the north of the West Bank. This district contains 59 km of main and regional roads, it also contains 14 km of by-pass roads. Jenin district contains the lowest length of by-pass roads and the lowest number of settlements. The density of by-pass roads in this district is about 0.002. Map No. 5.12 shows by-pass roads in this district.



Source: Palestinian Geographic Center

Map 5.12

Jenin District by-pass roads

▪ West Bank by-pass roads

Map No. 5.13 shows the main and regional road network and by-pass road network in the West Bank. There are about 603 km of by-pass roads (Table 4.4) and 1094 km of main and regional roads.

From Map No.5.13, it is noticed that the by-pass roads can be classified into two categories. Strategic by-pass roads, such as road No. 60, taking the north south direction at the central hills of the West Bank beside the main cities from Hebron at the south to Jenin at the north of the West Bank. Allon road passes at the eastern slopes of the central hills in the West Bank. This road has a security importance for Israel, it gives them good opportunity to control the Ghor area at the east of the West Bank. There are other strategic by-pass roads with passes from east to west, so as to connect the Ghor settlements with that ones within the "Green Line", in addition to the safety access for Israeli military forces. These east-west roads are roads No.50 at the north, "Trans-Samaria" road to the south of Nablus, road No.1 to the north of Jerusalem and road No. 35 to the north of Hebron.

These two sets of by-pas roads form the main grid for the sub grids of by-pass roads in the West Bank. These roads also aimed at dividing the West Bank in to three parts, the north, the middle and the south.

Map No.5.13 shows that the density of by-pass roads in the northern areas of the West Bank is low, while in the middle of the West Bank,

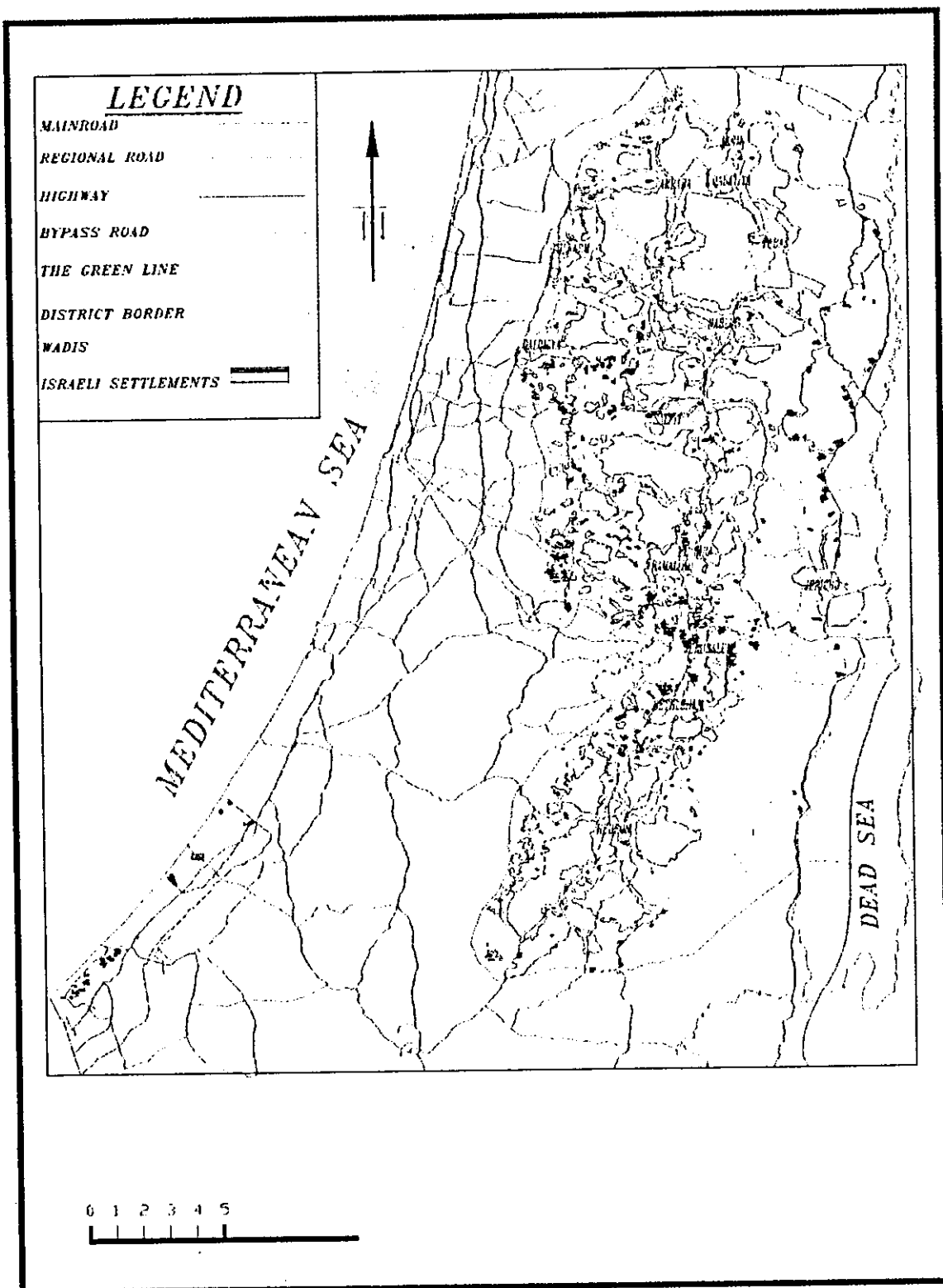
around Jerusalem and Ramallah is very high and in the southern part is high. This insures the Israeli planner's views concerning Jerusalem. They aimed at isolating Jerusalem from the other Palestinian cities and to make Jerusalem as an administrative center for Israelis.

Map No.5.13 also shows that most of by-pass roads routes follow the settlements sites. Jerusalem and Ramallah districts contain 54 settlements and 142 km of by-pass roads (Table 4.2).

The by-pass roads and settlements are of high density beside the "Green Line", this means that Israeli planners aimed at separating some areas from the West Bank, such as Mattityahu settlements block to the west of Ramallah.

It is noticed that the by-pass roads crossing the "Green Line" to provide integration for the settlements of the both sides of the "Green Line".

There are many sections and connections of by-pass roads that separates the villages from their main city such as, Kufur Qalill-Dir Sharaf by-pass road separates Nablus from its villages at the east (BeitFurik, BeitDajan and Asyra Al Shmalya villages). By-pass road to the east of Ramallah (section of road No.60) separates Ramallah from its eastern villages (DirDibwan, Silwad and Dir Jereer). By-pass roads are obstacles for the cities and their hinterlands and for the villages and their agricultural lands.



Source: Palestinian Geographic Center

Map 5.13

By-pass roads in the West Bank

5.3 Analysis of By-pass roads Lengths and areas by Districts of the West Bank

Lengths of by-pass roads and National roads in each district and the ratio between the two lengths was calculated as in Table 5.1

Correlation coefficient was calculated between by-pass roads length and lengths of national roads in each district, correlation coefficient $(r)=0.85$. This means that there is a strong linear relation between lengths of by-pass roads and lengths of National roads in each district.

Table 5.1 illustrates that the density of the constructed by-pass roads concentrated in Hebron, Ramallah, Tubas, Nablus and Jerusalem districts. This result proves that Israeli planners meant to separate and destroy the continuity of the West Bank, by dividing and isolating the three main areas, North, middle, and south areas of the West Bank.

Table 5.1 Comparison between By-pass roads and National roads

District	By- pass Roads/km	Main and regional Roads /km	Ratio of By-pass roads length to the length of National Roads (%)
Jenin	14	59	0.24
Tubas	33	43	0.77
Tulkarm	14	70	0.20
Qalqilya	22	68.5	0.32
Salfit	30	71	0.42
Nablus	104	157.5	0.66
Ramallah	170	220	0.77
Jerusalem	72	61	1.18
Jericho	13	117	0.11
Bethlehem	41	74	0.55
Hebron	90	153	0.59
Total	603	1094	0.55

Source: column 2 the researcher
 Column 3 Palestinian Central Bureau of Statistics

Table 5.2 shows the ratio of by-pass roads area to the built up area of Palestinian Districts.

Correlation coefficient was calculated between columns 3 and 6 of table 5.2, which represents by-pass roads area and built-up area of Palestinian populated centers.

Correlation coefficient $(r) = 0.64$, this means that there is a linear relationship between the two areas. The Following results can be observed from analyzing results of table 5.2.

- 1- The ratio between by-pass roads and Palestinian built-up areas has the highest value in Ramallah district, then Nablus district, and followed by Jerusalem then Hebron. The Israeli plans are to isolate the main cities in the West Bank by surrounding them by these by-pass roads.
- 2- The Districts with the greatest number of populated Centers have more density of by-pass roads than others such as Nablus and Ramallah.
- 3- The Districts with the greatest number of Israeli settlements have the highest ratio of by-pass roads such as Nablus and Ramallah.

**Table 5.2 The ratio between By-pass roads areas and built up areas of
Palestinian Districts**

District	By-pass roads/km.	Area of by-pass Roads	No.of Settlements	No.of Palestinian Centers	Built-up area of the Palestinian centers in dunums.	ratio of area of By-pass roads to the Built up area
Jenin	14	1400	9	75	23050	0.06
Tulkarm *	36	3600	48	56	20782	0.17
Nablus *	167	16700	48	122	39606	0.42
Ramallah	170	17000	27	74	32745	0.52
Jerusalem	72	7200	27	43	36478	0.20
Jericho	13	1300	11	11	6587	0.20
Bethlehem	41	4100	18	48	24558	0.17
Hebron	90	9000	27	130	51130	0.18
Total	603	90300	176	559	134936	0.67

Source: Columns 1,2 and 6 the Researcher
Columns 3,4 and 5 Palestinian Geographic Center

* Tulkarem district includes Qalqilya.

* Nablus district includes Tubas of Salfit.

Table 5.3 shows the ratio between the built up area of settlements and the areas of by-pass roads by district.

Correlation coefficient was calculated between columns 4 and 5 of table 5.3, which illustrates the area of settlements and by-pass roads,

$r = 0.14$, this means that there is a weak relationship between settlements areas and by-pass roads areas. So Israeli officials arguments that the by-pass roads constructed only to secure safe access for the settlers in the West Bank can not be proved statistically.

Table 5.3 Ratio between built-up area of Settlements and areas of By-pass roads by District.

District	No. of Settlements	By-pass roads length/km	Area of by-pass Roads	Built up Area of Settlements in Dunums	Ratio of area of By -pass roads to Built up Area of settlements %
Jenin	9	14	1400	1697	0.82
Tulkarm	8	36	3600	3353	1.07
Nablus	48	167	16700	25318	0.66
Ramallah	27	170	17000	14948	1.14
Jerusalem	28	72	7200	121940	0.06
Jericho	11	13	1300	3311	0.40
Bethlehem	18	41	4100	8129	0.50
Hebron	27	90	9000	4656	1.93
Total	176	603	60300	83991	0.72

Source: columns 3,4 and 6 the Researcher
Columns 2 and 5 Palestinian Geographic Center

Table 5.4 shows a comparison between the areas of Palestinian districts and by-pass roads.

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Correlation between the district area and the by-pass roads area in that district will be examined as in table 5.4. For columns 3 and 4 of table 4.4 the correlation coefficient was calculated to be 0.74, this coefficient shows a strong relationship between the two columns. This explains the goals of by-pass roads, which are to destroy the physical environment of the West Bank.

Table 5.4 Ratio between areas of Palestinian Districts and By-pass Roads.

District	By-pass roads in km	Area of by-pass roads	District Area in Dunums.	Ratio of by-pass roads to district area
Jenin	14	1400	592000	0.002
Tulkarm	36	3600	333000	0.011
Nablus	167	16700	1584000	0.011
Ramallah	170	17000	794000	0.021
Jerusalem	72	7200	333000	0.022
Jericho	13	1300	351000	0.004
Bethlehem	41	4100	581000	0.007
Hebron	90	9000	1083000	0.008
Total	603	60300	5651000	0.011

Source: Columns 2,3 and 5 Researcher, Column 4 Palestinian Geographic Center

Table 5.5 Analysis of rank of districts.

(District area, lengths of By-pass roads, area of Settlements in the District)

Rank	Area of District	By –pass roads Length /km	Area of the Settlements in the district
1	Nablus	Ramallah	Nablus
2	Hebron	Nablus	Jerusalem
3	Ramallah	Hebron	Ramallah
4	Jenin	Jerusalem	Bethlehem
5	Bethlehem	Bethlehem	Hebron
6	Jericho	Tulkarm	Tulkarm
7	Jerusalem	Jenin	Jericho
8	Tulkarm	Jericho	Jenien

5.4 Case study.

Kharbatha village is one of Ramallah and Al Berieh District villages.

The total area of kharbatha land is 7120 dunums (Palestinian Geographic Center). The built up area of kharbatha is 331 dunums (Palestinian Geographic Center, 1996). Population of Kharlatha village is 1435 people (Palestinian central Bureau of Statistics, 1999).

In 1991 Israeli civil Administration announced a Scheme plan No.1551/91 date 8/1/1992 for kharbatha village, this plan defined only 241 dunums as built-up area (Kharabatha village committee).

On 17/2/1992 Kharbatha village committee submitted an objection on this plan. From the Local council files, a copy of the objection attached in appendix B). The objection based on the following points:-

- 1- the plan did not achieve any of people interests, and violates building law No. 79 of 1996.
- 2- The plan did not achieve the current people needs, what about the needs after 20 years (the plan period).
- 3- The plan did not define any public zone or any zones for the future growth and development.
- 4- the plan did not take into consideration the infrastructure services needed for the village.

Plan No. 1551/91 only circled the built up area, without giving any permission for building out of this circle. It did not explain the linkage between the local roads and the national main roads. It is clear that this plan was prepared only to serve Israeli interests and needs, to reserve large area of land for Israeli projects as settlements and by-pass roads.

On 15 April, 2000 During an interview with a member of kharbatha village committee, Mr. Elyan at the village he says, "Constructing of Israeli by-pass roads translated the hidden goals of such schemes, prepared by Israel".

Map 5.5 shows the two by-pass roads pass through Kharbatha lands with its outline plan, which prepared by the Israelis. It is easily noticed that the northern by-pass road, the southern one, Telmon settlements block from the east and the "Green Line" from the west will face Kharbatha future expansion.

In 1994 Israel constructed a by-pass road passes through kharbatha land from the north, connected between Telmond settlement block, east of Kharbatha and Aleh and Na'leh settlements at the north west of Kharbatha. During a field visit it is noticed that the by-pass road section in kharabatha land is of 3 kilometers length with a width of 160 meter. It means that kharbatha loss is about 480 dunums of its land (This area more than the built up area of the village).

In 1999 Israeli Civil Administration, issued a detailed plan for by-pass road 445 (Kharbatha by-pass road) No. 962/1 dated 12/4/1999.

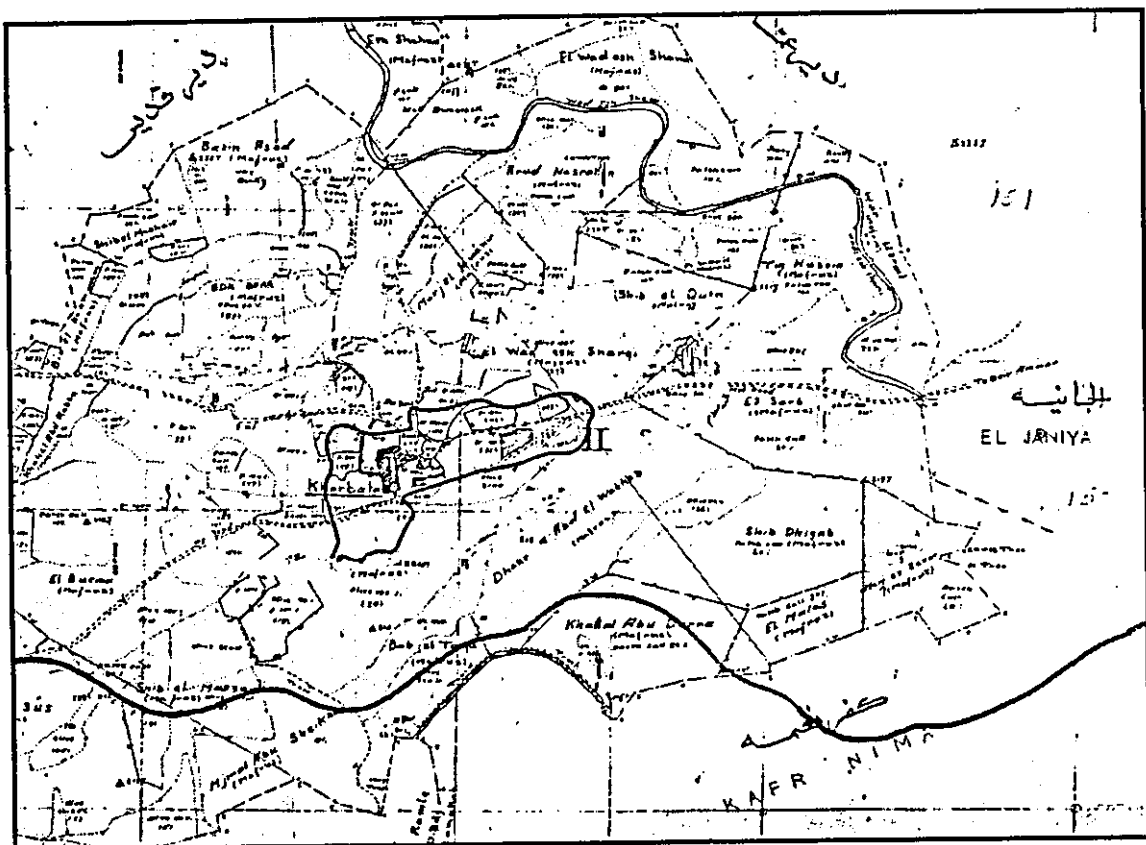
According to this plan instructions copy of these instructions is attached in appendix B).

The route Length of this by-pass road is 6500 meters, the total confiscated area is 956 dunum and the width of this road is 160 meters.

Kharbatha village committee raised an objection on this project, explaining the following disadvantages of constructing this road (A copy of objection is attached in Appendix B).

- 1- About 10% of kharbatha agricultural land will be confiscated, which considered one of the main resources for the village.
- 2- constructing such road will prevent any possibility for expanding of the Built up area (270 dunms), 3.5% of the total area of the village.
- 3- Closing and demolishing of some of the agricultural roads. That will prevent farmers from reaching their lands.
- 4-This plan did not add any advantage for the people and did not serve the announced goals of this plan. Since there is an alternative road (The by -pass road passes to the north of the village).
- 5- this plan will cause uprooting of hundreds of trees especially olive trees, which consider a main resource for the people.

During a field survey and interviews with some of the farmers of Kharbatha village, it was found that the by-pass road causes uprooting of about 800 olive trees for 25 farmers, threatened 5 houses located near the path of this road to be demolished. Map 4.5 shows the two by-pass roads. Mr. Omar Elyan a member of Kharbatha village committee comments that this is an Israeli policy to circulate the Palestinian populated areas, then preventing growth and development, at the same time giving the settlers many facilities to access for their settlements to the other ones.



Map 5.14

Kharbatha Village

5.5 Rank analysis

Ranks of Palestinian main cities in the West Bank reflect the accessibility level of each city, based on national road distances between these cities. Table 5.6 shows the ranks of the Palestinian cities of the West Bank. Based on the distances of the main roads, connecting each two cities. Each figure in Table 5.6 cells is the distance in kilometers between the two cities, listed in both first row and column of Table 5.6. Column 11 shows the total distance which is the summation of the distances between this city and the other cities (484 is the accumulative distance between Jerusalem and the other 8 cities, 484 is the summation of 13, 34, 19, 67, 112, 99, 102, 38). Column 12 is the rank for each city. According the total distance, the shortest distance means the highest rank and so on. The rank shows the accessibility level to reach the city from the other cities.

Same calculations were done for table 5.7 but based on the shortest distances of By-pass roads, which can be used to travel between the Palestinian cities in the West Bank.

From table 5.6 it is noticed that Ramallah ranked first followed by Nablus then Jerusalem and Jenin has the last rank, it means that Jenin has the lowest level of accessibility.

Table 5.6 Rank analysis of Palestinian main cities based on national roads.

City	Jerusalem	Bethlehem	Hebron	Ramallah	Nablus	Jenin	Tulkarm	Qalqilya	Jericho	Accessibility		
										Total	Distance	Rank
Jerusalem	-	13	34	19	67	112	99	102	38	484		3
Bethlehem	13	-	24	30	77	122	111	122	47	546		4
Hebron	34	24	-	54	101	143	134	146	70	706		8
Ramallah	19	30	54	-	50	93	80	84	34	444		1
Nablus	67	77	101	50	-	43	29	32	70	469		2
Jenin	112	122	143	93	43	-	52	63	109	737		9
Tulkarm	99	111	134	80	29	52	-	34	99	638		6
Qalqilya	102	122	146	84	32	63	34	-	102	685		7
Jericho	38	47	70	34	70	109	99	102	-	569		5

Source: the researcher
Distances by Palestinian Central Bureau of Statistics

From table 5.7 Ramallah, Nablus and Jerusalem have kept the same ranks. Hebron and Bethlehem failed down one rank. This means that the southern area of the West Bank affected more than the other areas by the by-pass roads.

Table 5.7 Ranks of Palestinian cities based on by-pass roads distances

City	Jerusalem	Bethlehem	Hebron	Ramallah	Nablus	Jenin	Tulkarm	Qalqilya	Jericho	Accessibility	
										Total Distance	Rank
Jerusalem	-	11	65	32	71	114	112	114	30	549	3
Bethlehem	11	-	30	45	82	125	123	125	41	582	5
Hebron	65	11	-	75	112	155	153	155	71	797	9
Ramallah	32	45	75	-	40	83	82	83	45	485	1
Nablus	71	82	112	40	-	43	42	43	65	498	2
Jenin	114	125	155	83	43	-	52	63	109	744	8
Tulkarm	112	123	153	82	42	52	-	34	107	705	6
Qalqilya	114	125	155	83	43	63	34	-	108	725	7
Jericho	30	41	71	45	65	109	107	108	-	567	4

Source: The researcher

5.6 Confiscated areas for the By-pass Roads

The estimated area that have been confiscated for the construction of the by-pass roads have been calculated by the researcher as follows:

The total length of the by-pass roads in the West Bank till now is about 600 kilometer, the width of such roads as the Israelis write in the instruction of the proposal schemes for the by-pass roads (see one of these instructions in appendix B), equals 160 meter.

Therefore the total estimated area equals (600,000 meter * 160 meter) 96 sq. kilometer.

This represents a percentage of 71% of the built-up area of the Palestinian populated centers (from table 5.2 the built up area of the Palestinian populated centers is 134.936 sq kilometers).

These figures show the huge area that confiscated for the by-pass roads, this is a great problem facing the Palestinians on all levels. The minimum width for the by-pass roads is 100 meter according to Israel maps.

The least area confiscated for the by-pass roads construction is about 60 sq. kilometers ($=600,000 * 100$) and this represents 44% ($=60/134.936$), which is nearly the half of the built-up area of the Palestinian populated centers.

The percentage of the by-pass roads area to the built-up area of the settlements equals 1.14% ($=96/83.991$), in the first estimation. While in the second estimation equals 71% ($=60/83.991$). It is clear that the percentage is very high.

CHAPTER SIX

Effects of the By – pass Roads.

CHAPTER SIX

Effects of the By-pass Roads.

6.1 Introduction: -

Since the signing of the Declaration of Principles, (DOP), 1993. Approximately 450 kilometers of by-pass roads have been constructed. Another 150 kilometers are now under construction.

The value of these roads is not as the Israeli officials say, facilitating Israeli Military forces redeployment and securing safe passing for the Jewish settlers by using new roads around the Arab populated centers without crossing these centers.

The by-pass road network negatively affected many spheres in the West Bank as the Jewish Settlements did.

By-pass road network and settlements, both have similar impacts on the West Bank physical environment and the other economic and social fields.

This Chapter will discuss by-pass road network impacts taking into consideration the Jewish settlement process.

By-pass roads were planned to serve Settlement activities, and to increase both settlements and settlers in the West Bank.

Questionnaire results show that 90% of the people questioned said that there is a by-pass road passing through the lands of their towns.

6.2 Questionnaire

A questionnaire was prepared by the researcher, containing four sections, reading impacts of the by-pass roads on the Palestinians life in the West Bank. It aims at knowing views and comments of the Palestinians and to measure by-pass road effects on the economic and social fields.

This Chapter will discuss the effects of the by-pass roads on the West Bank based essentially on the questionnaire results, interviews and analysis of the data in Chapter Five and field visits.

The questionnaire was distributed randomly among people, both males and females in towns, villages in the three main areas of the West Bank, north, middle and south areas and Nablus, Ramallah and Bethlehem.

About 100 questionnaire returned copies were collected.

Questionnaire form is in appendix (c).

6.3 Questionnaire Results

100 questionnaire forms were collected from three different areas in the south, north and middle of the West Bank, (Nablus, Ramallah and Bethlehem),which consists the random sample of the questioned people.

The results of the questionnaire were as follows:

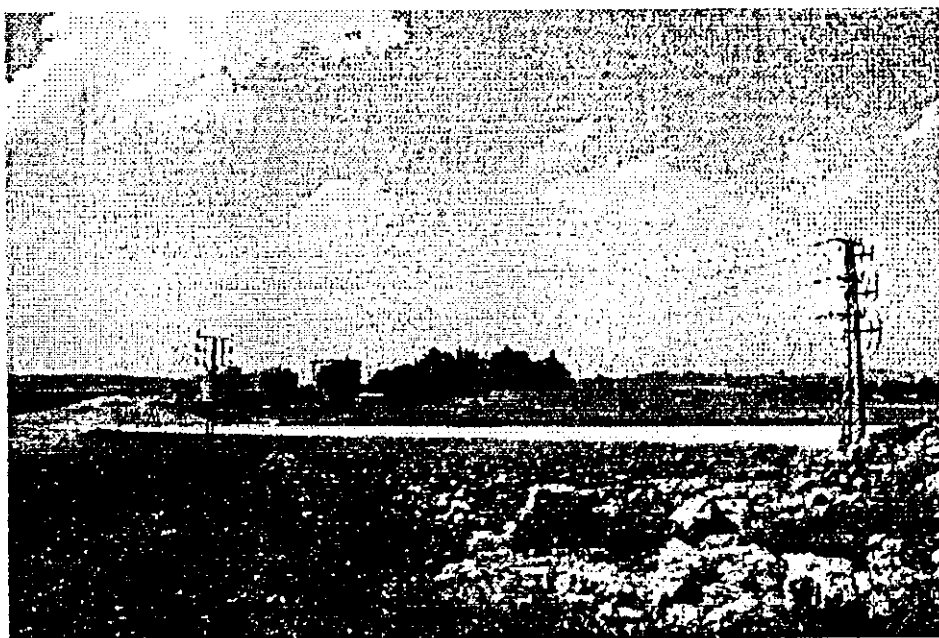
- 90% of the questioned people are negatively affected by the construction of by-pass roads.
- 72% of the questioned people have some of their lands expropriated.
- 59% have difficulties in reaching their agricultural lands.
- 39% have difficulties in entering and going out of their towns.
- 17% have not given building permissions.
- 72% have some of their agricultural lands destroyed.
- 86% said that the by-pass roads have negative economic effects.
- 54% said that the by-pass roads have negative environmental effects.
- 45% said that the by-pass roads have social effects.
- 54% said that the by-pass roads affected the physical appearance of their towns.
- 95% said that the by-pass roads restricted the physical development of the town.
- 27% said that the by-pass roads changed the main entrance of their towns.
- 27% said that the by-pass roads contributed positively in the accessibility to and from their lands.
- 36% said that the by-pass roads facilitated the traffic.
- 22% said that they are using by-pass roads instead the local ones.

- 0.04% said that the by-pass roads improve their standards of living.
- 13% said that they personally secured during using by-pass roads.

6.4 The impacts of the by-pass roads are:

1- Impacts on Urban sprawl in the West Bank.

By-pass roads surround the main cities, towns and villages and separate them from each other. The possibility of the current and future development and growth was affected. Photo 6.1 shows a by-pass road under construction passes very close to the houses of Kalandia village near Kalandia airport.



Source: The Researcher

Photo N0. 6-1

By-pass Road under construction

Through their planning schemes, Israeli planners aimed at achieving the Integration and Domination concepts. Integration means making the West Bank as a part of Israel, geographically and economically.

The by-pass road network is one of the tools used by Israel to integrate the West Bank with Israel. By-pass roads increase and facilitate the flow of goods, raw materials, and cheap labor, safely from the West Bank to Israel and between the settlements.

Domination means the control of Palestinians life and development. On 15 April, 2000 in an interview with Mr. Adel Odeh (a member of Ramallah land committee), said "Israel plans to keep full control on Palestinian areas after their expected withdrawal by constructing such by-pass roads".

The by-pass road network is a very important element serving this concept, by-pass roads give Israel an efficient military control on the Palestinian activities and development. By-pass roads provide Israeli authorities with a strong tool to control Palestinian development.

Questionnaire results show that 95% of the questioned people, said that the by-pass roads affected the physical development of their towns.

2- Impacts of by-pass roads on land use in the West Bank.

The by-pass roads affected the land use zones by destroying the agriculture land uprooting thousands of trees, and expropriated thousands dunums of agriculture Land.

. Questionnaire results in this respect said that 77% of the questioned people could not get building permissions from the Israeli authorities because of the by-pass roads. Table No.6.1 Shows the numbers of houses demolished by the Israeli governments from September 1993 to March 1998 due to by-pass roads and Israel policy.

Table 6.1 Demolished houses by Israeli Parties.

Government	September 1993-March 1998	1997	January 1998- March 1998	Total
Labor	197		-	197
Likud	338	233	57	628
Total	535	233	57	825

Source: Arij Organization, Jerusalem, 1999.

By-pass roads are introduced as a strange physical features into the building environment of the West Bank. The national main road network used to pass over or near the top of the hills maintaining

agricultural lands, giving easy access to the cities and villages and runs to connect the Palestinian urban centers.

To the contrary by-pass roads passing through or near the valleys, destroying the agricultural lands, fragmenting the national roads and crossing the entrances of the Palestinian villages. By-pass roads weaken the relationship between the villages and cities in the West Bank. The Palestinian communities will be concentrated in isolated cantons. The common areas between the villages as an agricultural areas, grazing fields and trees are now destroyed by the by-pass roads and settlements.

The highway 60 splits the West Bank into two halves, it forms the backbone of the by-pass road network. It is extended from Arad, South of the West Bank, to Afula, north of the West Bank. It passes the main cities in the West Bank taking a zigzag route, it passes east of Hebron, west of Bethlehem, east of Ramallah, West of Nablus, east of Tulkarem, and West of Jenin District.

The by-pass road network creates existing artificial boundaries round the cities and villages in the West Bank. So these centers cannot be extended or developed beyond the by-pass roads. This forms a major obstacle, which faces the urban sprawl in the West Bank. Also the natural development and growth will be faced by this artificial boundaries.

3- Impacts on urban planning.

The by-pass road network affected the planning schemes in the West Bank. All kinds of buildings are prohibited on the both sides of the by-pass roads.

The Oslo Accords define a 50 meters zone around " security roads" as a no building zone. (Law society organization – Jerusalem 1997) .

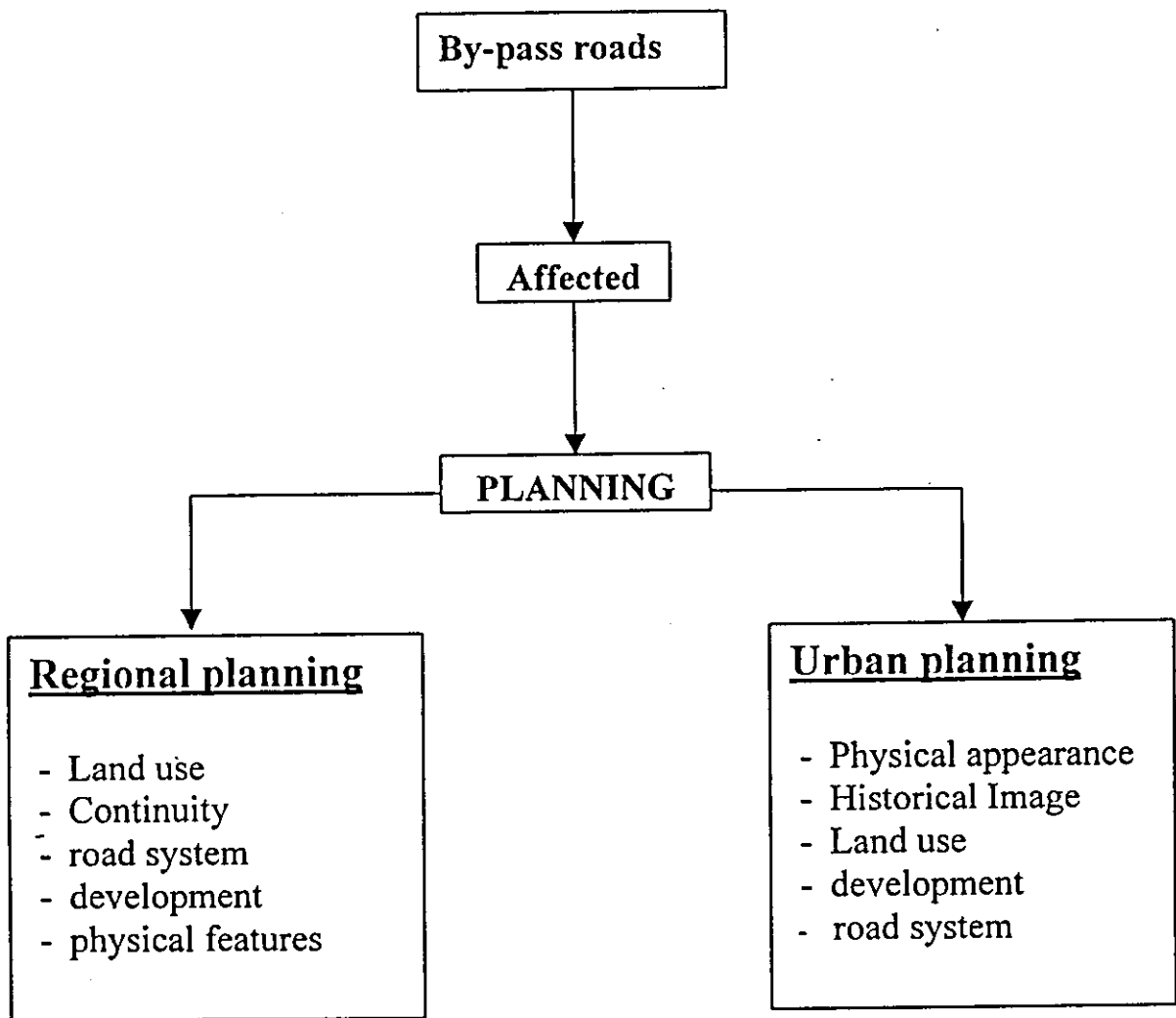
Israeli Military orders have expanded this zone to 200 meters for main roads and 100-150 meters for smaller ones.

According to the Palestinian Human Rights Organization, LAW, Israeli Authorities had expropriated about 160.000 dunums of land for constructing 400 kilometers of by-pass roads. In an average each kilometer of by-pass roads needs approximately 100 dunums of Land.

Since the by-pass roads surround and isolate the major cities and urban centers in the West Bank, there will be no continuity within the West Bank. Mr. Abdullah Abdullah (GIS lecturer) in an interview on 20 April,2000 said that Israeli goals behind the by-pass road construction are geopolitical, fragmentation of the West Bank areas and keeping military control.

Figure 6.1 explains the negative impacts of the by-pass roads on the regional planning and on urban planning. On the regional planning level many fields were negatively affected such as land use, the West Bank continuity, road system and physical features.

On the urban planning level, physical appearance of the Palestinian villages, towns and cities was changed due to constructing of by-pass roads. The historical image of the villages and towns also was negatively affected by the constructing of by-pass roads. Land use, road and development on the urban level was also affected. Figure 6.1 summarize these effects.



Source: The Researcher.

Fig 6-1
By – pass roads Impacts

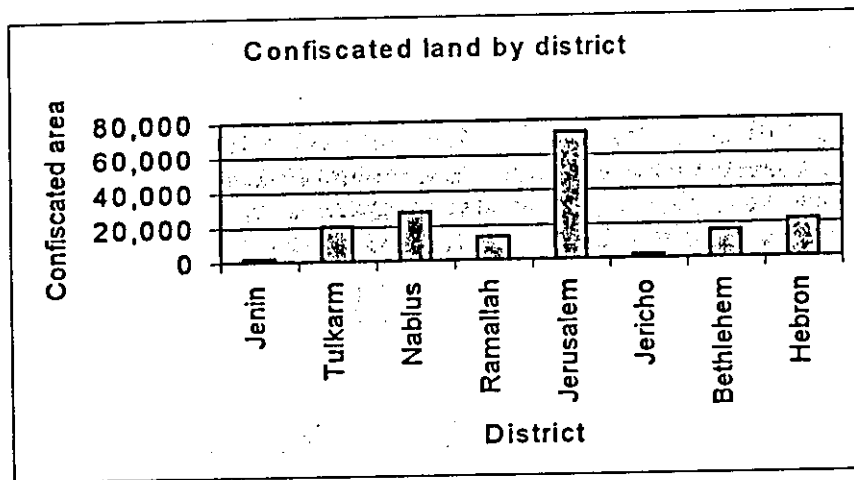
The human economic and social activities, which must be taken into consideration in any planning process, have been affected. The national transportation network also affected.

During a field visit by the researcher to Kharbatha village, there was about 1500 dunums confiscated for constructing two sections of by-pass roads within Kharbatha lands. The table 6.2 shows the estimations of expropriated areas of Palestinians land from 1993 to July 1998 due to Israeli policy and by-pass roads.

Table No.6.2 Confiscated Palestinian land by Israel.

District Name	Confiscated Land(Dunums)
Jenin	2,570
Tulkarm	20,312
Nablus	28,121
Ramallah	13,643
Jerusalem	73,234
Jericho	2,211
Bethlehem	15,600
Hebron	21,652
Total	177,523

Source: Arij , Jerusalem, 1999)



Source: The Researcher.

Fig 6-2
Confiscated land

The existence of the road network around the cities and villages, making town planning impractical. The strange physical features (by-pass roads) faced the natural growth of population and urban centers, these roads form an existing artificial boundaries, that the expansion and development of cities and villages can not exceed beyond these roads. Some lands within the urban centers became inaccessible, and no longer available for the use of planning and zoning schemes.

- Both of the Israeli major parties Likud and Labor concentrated on preventing Palestinian urban centers from expanding and developing.

All of the by-pass roads and settlements plans reflect this policy. Allon settlement plan applied the Labor party strategy by annexation some areas of the West Bank to Israel, this plan determined an area along

the Jordan river with width of about 20 kilometers to be apart of Israel. Allon road was very important for this purpose.

Gush Emunim settlements plan reflects the Likud strategy, which calls for defined many areas all over the West Bank to be developed for strategic roads and settlements.

These plans aimed at destroying the continuity of the West Bank then preventing the establishment of an Arab state in Palestine.

The by-pass roads control the development of the main cities and the villages of the West Bank. Large areas of land were separated from the city or the village by these roads. So the urban Center is still within its built up area. The Land use within the center itself was affected most of the areas are for residence and commercial activities. Green areas, parks, industrial areas, and agriculture areas are limited, due to the natural growth of the Palestinians.

The historical image of the Palestinian villages was effected; the crowded vertical blocks of building instead of the horizontal expanded areas of buildings. These roads also effected the life style of the Palestinians. Thousands of Palestinians became workers instead of farmers due to the closure and expropriation of their lands.

4. Socio-Economic impacts

The agricultural sector is the highest economic sector that affected by the by-pass road network. Hundreds of families have lost their agricultural land. Thousands of trees have been uprooted and thousands of dunums of fertile land have been expropriated, because of the construction of the by-pass road network. The agricultural sector has economic losses more than any other sector.

Confiscation of land for the by-pass roads, is one of the main reasons that affected the agricultural Sector. Photo 6.2 showing a section of Nablus-Ramallah by-pass road destroying the agricultural land.



Source: The Researcher

Photo 6-2
By-pass roads intersection

For each 100 kilometers of road approximately 10,000 dunums of land is confiscated, about 400 kilometers of by-pass roads have already constructed, So about 40,000 dunums of land were confiscated.

In addition to the closed areas on the two sides of these road the farmer needs to pass more than 20 kilometers to reach his land instead of only hundreds of meters, before the existence of the by-pass roads. The By-pass roads destroyed warehouses for agriculture products and plastic pipes, and some natural water resources.

The by-pass road north of Ramallah connecting the settlements of Talmon with Na'lah destroyed a warehouse for agriculture products near Silwad.

The Land on the top became inaccessible. This practice can be easily noticed for any one who travels from Ramallah to Nablus using the by-pass road east of Ramallah. Photo 6-3 shows an example of that practice.



Source: The Researcher.

Photo 6-3

Nablus-Ramallah By-pass road

From an economic point view, it can be said that constructing by-pass roads badly effects the economy of Palestinians in the West Bank, and serves the economy of the Israeli settlers, by tying the settlements to each other and to Israel. The by-pass roads improve the transportation network between the settlements themselves and Israel, so the movement of goods, products and workers became easier.

During a field visit to Kharbatha village and interviews with the concerned people, they said that 25 persons loss about 1000 olive trees, they were uprooted during the construction of the by-pass roads.

Table No.6.3 shows the number of uprooted trees by district. Since the signing of the Oslo Accords in 1993 to July 1998 (arij Organization Jerusalem, 1999).

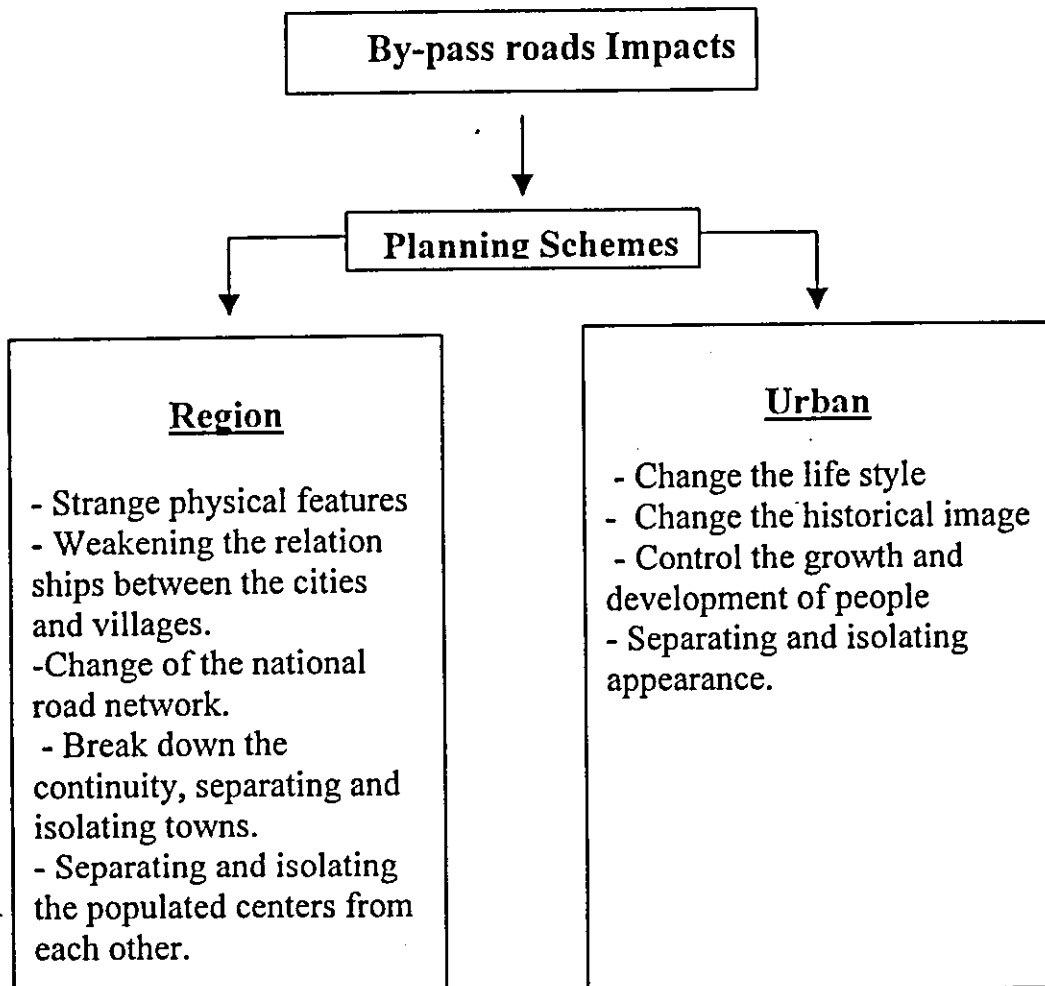
Table No.6.3 Uprooted trees by District.

District Name	Number of uprooted Trees by the Israeli Occupied Authorities
Jenien	60,290
Tulkarm	995
Nablus	15,565
Ramallah	2,300
Jerusalem	1,220
Jericho	0
Bethlehem	12,186
Hebron	12,950
Total	21,506

Source: Arij,1999

Questionnaire results show that 86% of the questioned people said that the by-pass roads had affected the economic sector, while 54% environment effects and 45% social effects.

Figure 6.3 showing the impact of the control of the development on the planning schemes for the both regional and urban levels.



Source: The Researcher.

Fig 6-3
By-pass roads Impacts

6.5 Impacts on National road system

The by-pass roads taking mainly the gird shape, passing through West Bank north to south (Allon highway and highway No.60) and from west to east (Trans-Samaria and Trans-Judea roads). This road system effects the Palestinian national road system consists of the main ancient road from Hebron in the South to Jenin in the north passing through the main cities, Bethlehem, Jerusalem, Ramallah and Nablus.

This road acts as the backbone of the national road system and many roads branches from it to the east and to the west, connecting the populated centers. The national road system has been affected as the other sectors affected by by-pass roads.

6.5.1 Impacts on the regional roads level

As the by-pass roads are mostly modern roads and constructed according to modern engineering designs, so they represent an attractive element for the Palestinian drivers to use. The national roads became secondary roads.

The available budget for the continuous maintenance works of the by-pass roads makes a gap between the conditions of the by-pass roads and the regional roads. The by-pass roads split and cross the regional roads without taking into consideration the national roads, this is another obstacle facing the Palestinian traffic.

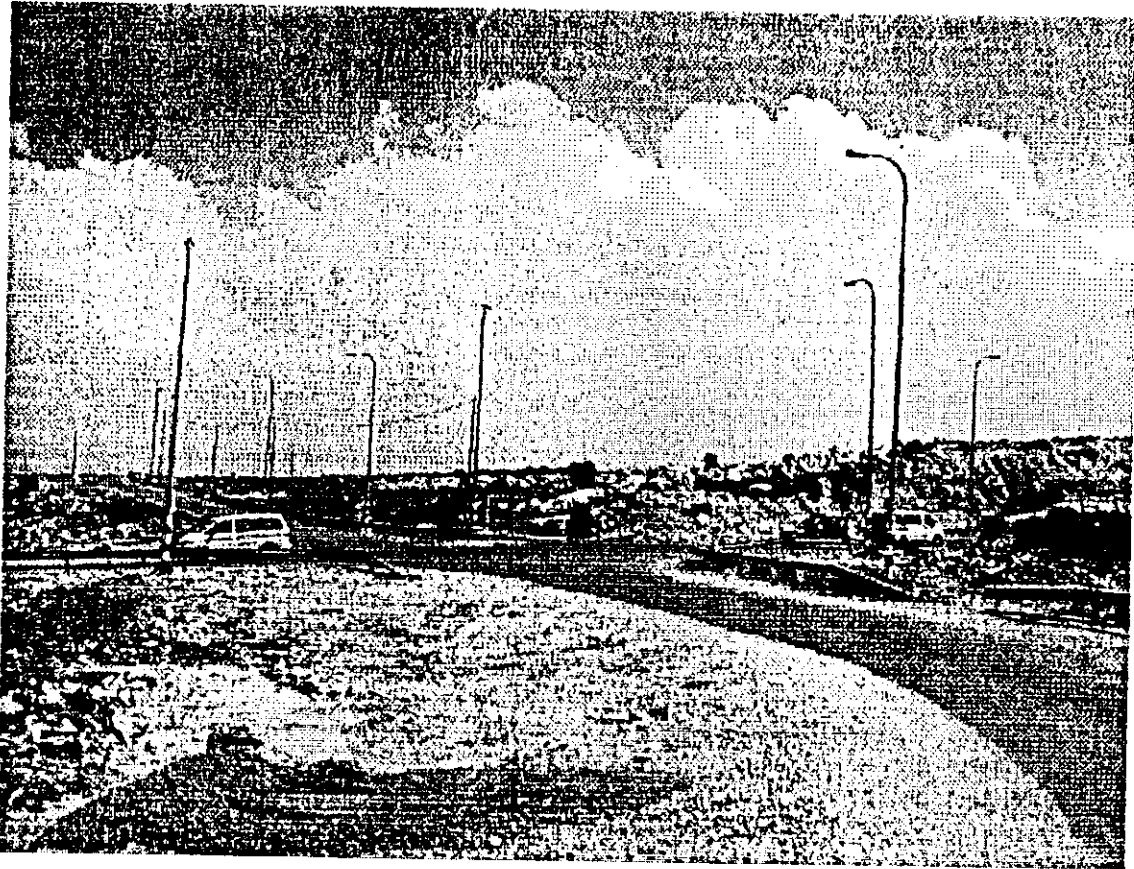
6.5.2 Impacts on the Main roads level

The main roads are highly affected by the by-pass roads, since the by-pass roads isolating and surrounding the cities and villages. The national main roads stood as a second order roads separated from the national system. The accessibility is affected. For example to travel from Ramallah to Dir Dibwan village, 10 kilometers to the north east, the driver should pass two main intersections. The road he uses is a secondary road.

Another impact is on the entrances and exits of the Palestinian villages, which became hidden by the crossing of the by-pass roads. To enter or exit Dir Dibwan village, the driver should turn two difficult vertical and horizontal curves at the same time. Photo 6.4 shows this effect.

6.5.3 Impacts on the Local roads level

The by-pass roads have negatively affected national roads. Since the by-pass roads make these roads a separate piece from the national roads system. The continuity between the national system itself is broken down. Some of the Local roads and the agricultural roads were destroyed and damaged by the constructing of the by-pass roads.



Source: The Researcher.

Photo 6-4
By – pass road/ local road intersection.

It is worth mentioning that the occupation Authorities, even the settlers, has the right to close these roads in front of the Palestinian traffic. In this case, any one wants to return from Ramallah to Nablus needs to travel tens of additional kilometers on bad condition routes. The national roads are inaccessible in this case. Questionnaire results show 59% of the questioned people said that the by-pass roads affected the national roads accessibility.

Table No. 6.4 A comparison between the national roads and by-pass roads

Comparison	National roads	By –pass roads
Direction	North- South	North –South and East – West.
Width	Average of 30 meters.	From 50 meters to 300 meters.
Route	Mountain slopes and tops	Valleys and mountain slopes
Use	Serve Palestinians	Serve Jewish settlers, Israeli military forces and Palestinians
Purpose	<ul style="list-style-type: none"> - Development and growth. -Connecting the Palestinian centers take into consideration the Palestinian interests and needs. 	<ul style="list-style-type: none"> - Control the development of Palestinians - Separate and isolate the Palestinian centers. - restrict the expansion of the Palestinian centers and allow expansion of Settlements.
Construction period	Developed over many years	Short period of time.
Accessibility	Easy to access from village to another even to towns and villages	<ul style="list-style-type: none"> - Safe and easy access for the settlers. -Accessible for the settlers.
Building environment.	Maintain the environment	Destroying environment.

Source: the researcher

Chapter SEVEN

Conclusion and Recommendations

Chapter SEVEN

Conclusion and Recommendations

7.1 Conclusions

Israeli construction of by-pass roads began in 1993 in order to secure safe access for the settlers and the military forces. Israel goals of constructing such roads extended the announced goals; Israel aimed to control the Palestinians life and development.

The following conclusions can be obtained:

1. The by-pass road network in the West Bank stands as a strange physical feature.
2. The by-pass road network broke down the continuity of the Palestinian West Bank areas.
3. The by-pass road network separates the main cities from each other and the cities from their villages, and even the villages themselves.
4. Large areas in the West Bank were expropriated due to by-pass road construction.
5. Many sectors in the West Bank were affected by the construction of by-pass roads such as agriculture, economy, planning and land use system, environment and other sectors.

6. By-pass roads stand as an obstacle facing urban planning and development and growth of the Palestinian populated centers.
7. There is a relationship between by-pass roads and Israeli settlements in the West Bank, these roads encourage establishing and expanding the Settlements.

7.2 Recommendations

With reference to the previous chapters 3, 4 and 5, it is found that the following recommendations may be necessary to defend the continuity of the Palestinian communities in the West Bank and minimize negative effects of by-pass roads.

7-2-1 On the Political Level

- 1- Palestinian National Authority should insist on the Israeli officials to stop constructing by-pass roads. It must be connected with the settlement issue, referring to legal steps according to the agreements between both sides.
- 2- Palestinian negotiations with the Israeli side should concentrate on the negative effects of the by-pass roads on the life of Palestinians and their different activities.

7-2-2 On the Urban and Regional Planning Level

- 1- Palestinian Ministries who are involved in the planning process on the three levels of planning, regional, urban, and detailed schemes, should

take into consideration the by-pass roads effects on the areas and lands of the West Bank.

2. Palestinian planners should find a linkage between the national road network and the by-pass road network, considering by-pass roads to be part of the Palestinian road network, when the Palestinian state is established.

7-2-3 On the Urban Level

- 1-Ministry of Local Government should support the municipalities technically and financially, so as to build suitable entrances and exits from and into the cities and villages.
- 2- Ministry of Public Works should plan to maintain and improve the National road network.
- 3- New roads should be constructed to over come or to pass through the by-pass roads to the agricultural lands.
- 4- Agricultural roads connecting villages with their fields should be built, rebuilt and opened.
- 5- Improving the intersections of the national roads with the by-pass roads, for easy travel and access from each center to another.
- 6- Economic activities should be encouraged for strengthening the relationship between the Palestinian populated centers.
- 7- Building and road construction should be supported near the settlements and the axes of by-pass roads.

- 8- Giving the Palestinian populated centers additional development areas especially in the areas near by-pass roads and settlements.
- 9- Forming of "sharing service units" for the Palestinian urban centers within the same area that surrounds by settlements and by-pass roads.
- 10-More exact results can be obtained if detailed studies conducted for specific effects of the By-pass road.
- 11- Integration between the two road networks, national and by-pass can be studied thoroughly.

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Table No. (1) -

The Israeli Settlements in Nablus Governorate
Jenin District

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment year	The Arab villages where the Settlement built on	Classification
1.	Gannim	185	1983	Jenin, Deir-Abu Dai'f	Urban
2.	Ginnat	25	1983	Birqueen	Para Military
3.	Harmeesh	108	1983	Frasein	Urban
4.	Hinaneet	496	1981	Ya'bad	urban
5.	Kaddim	166	1982	Jenin, Qabatiya	urban
6.	Mevo Dotan	258	1982	Ya'bad, Arrapa	Urban
7.	Rehan	294	1979	Ya'bad, Barta'a	Agricultural
8.	Sanur	75	1977	Elfandaqumiya	Urban
9.	Shaqe'd	360	1981	Ya'bad, Annin	Urban
Total		1967			

Source: (PALGRIC)

Table No. (2) -

The Israeli Settlements in Nablus Governorate
Nablus District

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the Settlement built on	Classification
1.	Areil	2637	1978	Marda, Kifi Hareth	Urban
2.	Ale' Zahav	208	1982	Kufr. Al - Dek	Urban
3.	Arjman	833	1971	Temmon	Agricultural
4.	Bitronot Shella	44	1983	Tubas	Para Military
5.	Burqan	837	1931	Haris	Industrial
6.	Brakha	231	1983	Kufr Qallil	Urban
7.	Eli	1222	1984	Es Sawiya	Urban
8.	Alone Moreh	783	1980	Deir el Hatab, Azmout	Urban
9.	El qana	1025	1977	Masha	Urban
10.	Hamra	875	1971	Beit Dajan	Agricultural
11.	Homesh	427	1980	Burqa, Silat ad-Dhahr	Urban
12.	Gilgal	650	1973	Petsa'el	Urban
13.	Gittit	541	1972	Aqraba, Majda! B. Fadil	Agricultural
14.	Kefar Tappuah	233	1978	Yasuf	Urban
15.	Mehola	233	1969	Tubas	Urban
16.	Mekhora	475	1973	Beit Furik	Agricultural
17.	Ma'aleh Efrayim	714	1970	Majdal .B. Fadil	Urban
18.	Ma'aleh Levona	242	1984	El - lubban asharqiya	Urban
19.	Migdallim	116	1984	Joureish, Qusra	Urban
20.	Maso'a	817	1969	Al Fara'a	Agricultural
21.	Pedu'el	106	1984	Kufr Al dek	Urban
22.	Petsa'el	850	1972	Petsa'el	Agricultural
23.	Oranit*	500	1983	Kufr Thulth, Sanniriya	Urban
24.	Kaddumim	900	1975	Kufr Qaddum	Urban
25.	Kaddumim Zefon	533	1982	Kufr Qaddum	Urban
26.	Qiryat Netafim	156	1983	Qarawa B. Hassan	Urban
27.	Revava	175	1991	Haris, Deir -Istia	Urban
28.	Roi'	264	1978	Tubas	Agricultural
29.	Beaka'ot	675	1972	Tammon	Agricultural
30.	Hamadat	142	1982	Tubas	Para Military
31.	Yitshar	158	1983	Burin	Urban
32.	Yafit	1066	1980	Aqraba	Agricultural

Table No. (2) Continue

33.	Snello Mitsion	231	1977	Aqraba	Urban
34.	Shadmot Mehola	609	1983	Tubas	Urban
35.	Rotem	50	1984	Tubas	Para Military
36.	Tomer	366	1978	Petsa'el	Agricultural
37.	Shave Shomeron	225	1978	En-Naqlura	Urban
38.	Ginot Shomeron	600	1985	Deir Istya	Urban
39.	Qameh shomeron	466	1978	Deir Istya, Jinsafut, Kufr - Laqif	Urban
40.	Neve Oranim	1016	1991	Jinsafut	Urban
41.	Nofim	400	1986	Deir Istya	Urban
42.	Emanuel	1033	1981	Deir Istya	Urban
43.	Tall Hayim	250	1984	Awarta, Rujcib	Urban
44.	Sha're Tiqva	837	1983	Sanniriya	Urban
45.	Etz Efrayim	150	1982	Masha	Urban
46.	Yakir	292	1981	Deir Istya	Urban
47.	Ballas	75	1975	Tubas	Para Military
48.	Maskoat	50	1986	Tayascor	Para Military
	Total	25318			

* This Settlement situated on both sides of the Green line, the given area in the table is the partial area of the Settlement in West Bank

**Table No. (3) - The Israeli Settlements in Nablus Governorate
Tulkarm District**

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the Settlement built on	classification
1.	Alfei Menashe	1350	1981	Azzun	Urban
2.	Evne Hefets	375	1987	Kufr Allabad	Urban
3.	Enav	216	1981	Ramin, Kufr Allabad	Urban
4.	Ma'aleh Shomeron	408	1980	Azzun	Urban
5	Sal'it	525	1979	Kufr Sur	Urban
6.	Tsofim	417	1989	Jayyus	Urban
7.	Nirit*	20	-----	Hablah	Urban
8.	Yerhav*	42	1991	Hablah, Kufr Thulth	Urban
	Total	3353			

* This Settlement situated on both sides of the Green line, the given area in the table, is the partial area of the settlement in West Bank only.

Table No. (4)

The Israeli Settlements in Jerusalem Governorate
Ramallah District

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the settlement built on	Classification
1.	Aleret	233	1981	Ajjul, Um-Safa	Urban
2.	Bet El A+B	1908	1977	El Birah, Dura Al Qare'	Urban
3.	Bet Aryeh	780	1982	Abud, El - lubban El - Gharbiya	Urban
4.	Bet horon	362	1977	Beit ur al foqa, Beituniya	Urban
5.	Dolev	225	1983	Al Janiya	Urban
6.	Hallamish	400	1977	Al nabi - Saleh, Deir Nidham	Urban
7.	Hashmona'im	1082	1985	Ni'lin	Agricultural
8.	Kefar Rut	375	1977	Shilta	Cooperative
9.	Kokhav Hashahar	394	1975	Kufr - malek	Cooperative
10.	Ma'aleh Mikhmas	225	1981	Deir - Dibwan	Cooperative
11.	Mattityahu	475	1979	Ni'lin	Urban
12.	Makhabbin A+B	1458	1982	Beit sira, Bili'n	Urban
13.	Mencra	716	1982	Nilin, Shilta	Tourism
14.	Ma'vo Horon	792	1969	Beit Noba	Urban
15.	Mitspe shillo	100	1992	Jalud	Urban
16.	Naha'il	100	1984	Beitillu	Urban
17.	Na'le	362	1982	Deir Ammar, Shebtin	Urban
18.	Nili	325	1981	Deir Qaddis, Shebtin	Urban
19.	Oferim	633	1988	Abud, El - lubban - al Gharbiya	Urban
20.	Ofra	900	1975	Ein Yabrud, Silwad	Urban
21.	Pesqot	308	1981	El - Birah	Urban
22.	Qiryat Sefer	983	1991	Deir Qaddis	Urban
23.	Rimmonim	265	1980	Et Taiyiba	Urban
24.	Shillo	581	1978	Jalud, Turmus ayya	Urban
25.	Shilta*	300	1977	Shilta	Tourism
26.	Talmon A+B+C	469	1989	Al - Janiya, Ras - Karkar, El - Mezra'a El Qibliyya	Urban
27.	Kokhav Ya'acov	233	1984	Kufr - A'qab	Urban
	Total	14984			

* This settlement situated on both sides of the Green line, the given area in the table, is the partial area of the settlement located in West Bank only.

Table No. (5A) -

The Israeli Settlements in Jerusalem Governorate
Jerusalem District

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the Settlement built on	Classification
1.	Alone	125	1991	Anata	Urban
2.	Qalya	417	1974	Alsawahreh	Urban
3.	East Taipute*	395	1973	Sur-Baher	Urban
4.	Geva'on East, West	150	1978	Al jeeb	Urban
5.	Geva't Binyamin	369	1983	Jab'a	Urban
6.	Gillo	3450	1971	Almalha, Beit Jala, Shurfat	Urban
7.	Giva't Ze'ev	1233	1977	Al Jeeb, Beitunia	Urban
8.	Giva't Hadasha	462	1980	Beit Ijza, Biddu	Urban
9.	Giva't Hadasha B	42	1991	Beit Ijza	Urban
10.	Givat Hamatos	137	1991	Beit-Safafa, Beit Jala	Urban
11.	Har Adar	408	1985	Beit Sureek, Biddu	Urban
12.	Jewish Quarter	175	1968	Jerusalem	Urban
13.	Kefar Adummim	433	1979	Anata	Urban
14.	Ma'aleh Adummim	2092	1975	Abu Dees, Al Azzaria	Urban
15.	Mishor Adummim	983	1974	Isawiya, Al khan Al Ahmar, Al Tur	Urban
16.	Pisgat O'mir	1683	1987	Hizma	Urban
17.	Pisgat Ze'ev	1281	1985	Hizma, Beit Hanina	Urban
18.	Ramot*	187 2916	1973	Beit Iksa, Lefta, Beit Hanina	Urban
19.	Ramat Eshkol*	231	1968	Lefta, Jerusalem	Urban
20.	Atarot	1158	1970	Qalandya, Er ram, Beir Nabala	Industrial
21.	Almon	298	1983	Anata	Urban
22.	Rekhes shou'fat	775	1990	Shou'fat	Urban
23.	Kadar	166	1984	Abu Dees	Urban
24.	Neveh Ya'acov	1016	1972	Hizma, Beit Hanina	Urban

Table No. (5A) Continue

25.	Givat Shapira	587	1968	Shou'fat, Isawiya	Urban
26.	Anatot	656	1988	Anata	Urban
27.	Hebrew university	800	1968	Isawiya, Shou'fat	Urban
28.	Neve Barat	33	1992	Anata	Urban
	Total	1919 2940			

* This Settlement situated on both sides of the Green line, the given area in the table is the partial area of the settlement located in West Bank only.

Table No. (5b) -

Israeli Settlements in Jerusalem Governorate
Jerusalem District
The annexed part of East Jerusalem

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the settlement built on	Classification
1.	Giva't Shapira	587	1968	Isawiya, Shou'fat	Urban
2.	Jewish Quarter	157	1968	Jerusalem	Urban
3.	Pisgat Ze'ev	1683	1985	Hizma, Beit Hanina	Urban
4.	Pisgat Omir	1394	1987	Hizma	Urban
5.	East Talpote	395	1973	Sur bahir	Urban
6.	Giva't Hamatos	137	1991	Beit-Safafa, Beit Jala	Urban
7.	Gillo	2475	1977	Shurfat, Almalha, Al walaja	Urban
8.	Ramot Eshkol	231	1968	Lefta, Shou'fat	Urban
9.	Ramot	187 2916	1973	Shou'fat, Lefta	Urban
10.	Rekhes Shou'fat	775	1990	Shou'fat	Urban
11.	Atarot	1158	1970	Beir Nabala, Beit Hanina, Er Ram	Industrial
12.	Neveh Ya'acov	1016	1972	Hizma, Beit Hanina,	Urban
13.	Hebrew university	800	1968	Isawiya	Urban
Total		41270 14014			

File No. (6) -

**The Israeli Settlements in Jerusalem Governorate
Bethlehem Subdistrict**

Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the settlement built on	Classification
Allon shevut	483	1971	Nahhalin	Urban
Efrata	1083	1979	Al Khader	Urban
El' Azer	358	1975	Al Khader	Agricultural
Betar	1075	1989	Wadi-Fukin, Husan, Nahhalin	Urban
Betar Eilette	875	1989	Wadi-Fukin, Husan	Urban
Geva'ot	50	1984	Nahhalin	Para Military
Hargilo	325	1976	Beit jala, Alwalajeh	Urban
Kefar Etsyon	933	1967	Nahhalin,	Agricultural
Ma'aleh Amos	175	1981	Sa'ir, Al - Rashaydeh	Urban
Meso'at Yetshak	358	1967	Beit Ummar	Urban
Migdal O'z	300	1977	Beit Ummar	Agricultural
Mitspe shalem	383	1977	Al Ta'amreh	Urban
Neve Daniyyel	206	1982	Al Khader	Urban
Noqedim	242	1982	Al Ta'amreh	Urban
Beit Ein	258	1989	Nahhalin	Urban
Rosh Tsorim	625	1969	Nahhalin	Agricultural
Tago'	300	1977	Al Ta'amreh	Urban
Mshoki Dargot	100	1991	Sa'ir, Al -Rashaydeh	Tourism
Total	8129			

Table No. (7) - The Israeli Settlements in Jerusalem Governorate
Jericho Subdistrict

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the Settlement built on	Classification
1.	Almog	375	1977	Alnabi Mousa	Agricultural
2.	Beit Ha'arava	25	1980	Al nabi Mousa	Urban
3.	Elisha	50		Al Noa'ymeh	Urban
4.	Mitspe Yeriho	425	1978	Al nabi Mousa	Industrial
5.	Moul Nevo	66	1983	Al nabi Mousa	Urban
6.	Na'aran	225	1977	Al Auja	Agricultural
7.	Netiv ha Gedud	1037	1975	Al Auja	Agricultural
8.	Yitav	283	1969	Al 'Auja	Para Military
9.	Na'ame	425	1979	Al Noaymeh	Agricultural
10.	Tzori	50		Al' Auja	Para Military
11.	Wered Yeriho	350	1979	Jericho, Al nabi Mousa	Agricultural
	Total	3311			

Table No. (8) -

The Israeli Settlements in Hebron Governorate
Hebron District

No.	Settlements Name	Area of the Urban zone in Dunums	Establishment Year	The Arab villages where the settlement built on	Classification
1.	Adora ✓	105	1982	Tarqumiya	Urban
2.	Beit Romano	5.390	1987	Hebron City	Urban
3.	Bet Yattir	300	1977	Yatta, Al Samu'	Urban
4.	Eshkelot	50	1982	Al Dhahiriya	Urban
5.	Jewish Quarter	4.187	1967	Hebron City	Urban
6.	Karmeh Tsur	150	1984	Beit Ummar, Halhul	Urban
7.	Karmel	145	1981	Yatta	Urban
8.	Ma'on	166	1980	Yatta	Urban
9.	Ma'aleh Hever	75	1983	Bani Na'im	Urban
10.	Metzaed Asfer	116	1983	Ash-Shuyukh	Urban
11.	Metzead Shemon	108	1991	Si'ir	Urban
12.	Hadasa-al Dabbooya	2.630	1980	Hebron City	Urban
13.	Qiryat Arba'	1300	1968	Hebron City	Urban
14.	Har Manoh	25	1982	Hebron City	Urban
15.	Tzurit	500	1982	Surif	Para Military
16.	Adoraim	75	1979	Dora	Para Military
17.	Ibrahemy Q.	1.240	1980	Hebron City	Urban
18.	Negohot	66	1984	Dora	Para Military
19.	Ramat Mamre	267		Hebron City	Urban
20.	Shim'a	183	1989	Al Dhahiriya	Urban
21.	Suseya	282	1983	Yatta	Urban
22.	Tene	221	1982	Al Dhahiriya	Urban
23.	Telem	217	1982	Tarqumia	Urban
24.	Haggai	208	1984	Hebron	Urban
25.	Yitna'el	200	1980	Yatta, Al Samu'	Urban
26.	Shani Levna*	216	1990	Al samu'	Urban
27.	Tal Al Rumaydah	0.520	1987	Hebron City	Urban
Total		4989			

* This settlement situated on both sides of the Green line, the given area in the table is the partial area of the settlement in West Bank.

Table No. (9A) -

The Israeli Settlements in Gaza Strip

No.	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the settlement built on	Classification
1.	Erez	433	1968	Beit Lahya	Industrial
2.	Eli Sinai	175	1983	Beit Lahya	Agricultural
3.	Peat Sade	41	1989	Rafah	Agricultural
4.	Peduelah	150	1986	Rafah	Agricultural
5.	Bani Atsmona	141.6	1979	Rafah	Kibbutz
6.	Jani Tal	750	1978	Khan younes	Agricultural
7.	Khan or (1)	875	1980	Khan younes	Agricultural
8.	Khan or (2)	125		Khan younes	Agricultural
9.	Dugit	258	1990	Beit Lahya	Urban
10.	Rafih Yam	50	1984	Rafah	Urban
11.	Gadid	733.3	1979	Khan younes	Agricultural
12.	Qatif 1+2	400	1977	Khan younes	Agricultural
13.	Kefar Darom	50	1970	Deir Al Balah	Urban
14.	Morag	50	1972	Rafah	Kibbutz
15.	Netsarim	858	1972	Gaza, Abu Meddein	Urban
16.	Neveh Degalim	300	1983	Khan younes	Urban
17.	Netser Hazzani	816.6	1973	Khan younes	Urban
18.	Nissanit	41.6	1982	Beit Lahya	Urban
Total		6248.1			

Table No. (9h) -

The Geographic Distribution of the Israeli Settlements
in Gaza Strip

No.	Region	Settlements Name	Area of the Urban Zone in Dunums	Establishment Year	The Arab villages where the settlements built on	Classification
1.	North	Erez	433	1968	Beit Lahya	Industrial
2.		Eli Sinai	175	1983	Beit Lahya	Agricultural
3.		Dugit	258		Beit Lahya	Urban
4.		Nissanit	41.6	1982	Beit Lahya	Urban
	Total		907.6			
1.	Middle	Kefar Darom	50	1970	Deir Al-Balah	Urban
2.		Netsarim	858	1972	Gaza. Abu Middein	Urban
	Total		908			
1.		Pe'at Sade	41	1989	Rafah	Agricultural
2.		Peduelah	150	1986	Rafah	Agricultural
3.		Bani Atsmona	141.6	1979	Rafah	Kibbutz
4.		Jani Tal	750	1978	Khan younes	Agricultural
5.	South	Khan or (1)	875	1980	Khan younes	Agricultural
6.		Khan or (2)	125		Khan younes	Agricultural
7.		Rafih yam	50	1984	Rafah	Urban
8.		Gadid	733.3	1979	Khan younes	Agricultural
9.		Qatif 1+2	400	1977	Khan younes	Agricultural
10.		Morag	50	1972	Rafah	Kibbutz
11.		Neveh Degalim	300	1983	Khan younes	Urban
12.		Netser Hazzani	818.6	1973	Khan younes	Urban
	Total		5339.1			
	Grand Total		6248.1			

Table No. (10) -

Geographic distribution and areas of settlements
according to districts and subdistricts in West Bank

Administrative division of West Bank until 1967		Number of settlements	Location	Area of the Urban Zone in Dunums	The Ratio of the total settlements Area to the area of the district or subdistrict %	The Ratio of the Settle. Urban Area, to the total urban area of settlements in West Bank %
Jerusalem Governorate	Jerusalem	28	15.91	19191	5.76	23.62
	Ramallah	27	15.34	14984	1.89	18.44
	Bethlehem	18	10.23	8129	1.40	10.00
	Jericho	11	6.25	3311	0.94	4.07
	Total	84	47.73	45615	2.12	56.14
Hebron Governorate		27	15.34	4989	0.46	6.14
Nablus Governorate	Nablus	48	27.27	25318	1.60	31.16
	Jenin	9	5.11	1967	0.33	2.42
	Tulkarm	8	5.54	3353	1.00	4.13
West Bank	Total	65	36.93	30638	1.22	37.71
Grand Total		176	-----	81242	1.47	-----

* Location Quotient = Settlements number in the Governorate or district to the total number of the settlements in West Bank.

Saber S. Tawil

Advocate

Al-Birah ٩٥٥/٩٦٦ ٣٦٠٧

No

Date

الامام
مسافر سليمان الطويل

ماجستير في القانون

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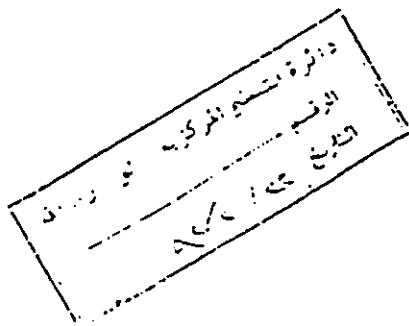
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الرقم

التاريخ ١٩٨٤ / ٨ / ٢٠

السيد رئيس اللجنة الفنية لدى مجلس التنظيم الاقليمي

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منه شوارع قائمة فعليا ، كما وان الارتداد عن الشوارع هو بمساحات كبيرة وتفتح اصحاب الاراضي المجاورة من حسن الانتفاع بارائهم وتقطع مساحات شاسعة منها ، ولا يظهر ممن كل ذلك أية مصلحة للـمـكـان .

٨ - ان النائية الدائري من سكان قرية خريثا بني حارث متشربون من هذا المشروع ، اذ ان كثيرين منهم لا يتكلمون قلى اراضي البناء داخلية ضمن هذا المشروع ويتكلمون اراض خارجة ، مما يمنع حرمانهم من اقامة الابنية السكنية لهم لايوان الحالات الجديدة النائية ، اذا طلبنا ان اقامة الدائري القائمة قائمة منذ سنين طويلة ولا حاجة لزيادتها .

٩ - ان الدائري لم يقيم على أي مسح اجتماعي للقرية ، والذي هو أحد أساسيات عمل الدائري ، كما وان مساحات تعتبر من ضمن حدود البناء في القرية وتلك الحدود من ابناء القرية القائمة القائمة اعتبرتها خارج حدود هذا المشروع .

١٠ - ان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، ولا الى اقامة امتداد الشوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة .

.....

١١ - ان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة .

١٢ - ان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة .

١٣ - ان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة ، كما وان الدائري لم يهتم بالاعتبار أي شوارع التي في المنطقة .

هذا مع الاحترام

تتريرا في ١٧/٢/١٩٩٢

وكلاء المعترفين



ملاحظة : يحتفظ المعترفون بابراز أية مستندات او ملاحظات يرغبون في ابرازها . . .

جميعهم من قرية خريثا بني حارث
وكليهم المحامي ماهر الطويل وأحمد قديس
البصرة - رام الله - هاتف : ٩٥٥٧١٦ ص.ب ٢٦٠٧

الموافق : اقترا على مشروع التنظيم الميكاني لقرية خريثا بني حارث رقم ٩١/١٥٥١
والمادة من مجلس التنظيم بتاريخ ١٩٩٢/١/٨

المادة السادسة الاثنا عشر :

١ - المشروع المقترح يتم لا يتعدى أية مساحة عامة للمواطنين ، وفيه مخالفة لاحكام القانون رقم ٧٩ لسنة ١٩٦٦ ، ونسبة البناء : ١ : ١١ ، ١ : ١٥ ، ١ : ١١ ، وكذلك الامر العسكري رقم ١١ لسنة ١٩٦٦ .

٢ - المشروع لا يتعدى المساحة المكن الحالية ، نظرا ليكون فيه اسفل بيت عشرا وعشرين مترا ، وان عدد سكان القرية يبلغ حاليا حوالي ألفي نسمة ومساحة المشروع حوالي (٢٥١) دونما موزعة على مساحة ١٠ % من مساحة القرية الكلية تقريبا ، وهذا لا يتناسب مع التوزيع السكاني الذي يجرى الحدد السكان ويؤدي الى خلل وأزمة كمن بالامانة الى الازمة الاقتصادية والبيئية .

٣ - ان مزارع واحة ايلات المشروع الميكاني التوزيع على خزانة ليوغرافيه ، ولا تصلح للعمل بتاريخ ميكيم ، فم هذه الصور لا تحمل مقياس رسم دقيق ، وغير مبرورة ريثا دقتا بخضوض الطول والعمق ، كما وان الابنية القائمة والطرق والشوارع والاشجار والسلاسل غير واضحة ، كما ان ليوغرافيه الاراض غير واضحة المعالم ، ولم تستند هذه الصور الى مسح على الطبيعة ، ولا مراعاة لتوزيع الاراضي اذا غلبا ان كثيرا من ملاك الاراضي خارج المشروع لا يكون أية اراض داخل حدود المشروع .

٤ - ان قرية خريثا بني حارث هي القرى الزراعية الاولى من ضمن ثلث منطقة رام الله ، وتحتاج الى مساحات لانشاء مزارع حيوانية ومشاريع زراعية ، كما وان المشروع قد خلا من مساحات مخصصة للخدمة العامة مثل المدارس والعيادات والملاعب ، بل وحتى ان مقبرة القرية ومدرسة البنات اقيمت خارج منطقة تنظيم المشروع .

٥ - لقد استثنى المشروع منطقة سكنية بكاملها ، وهي التي تقع بالقرب من مثيلين الادارة المدنية رغم انها منطقة سكنية اعلنت لاصحابها رخص اعمار واقامت عليها الابنية العائدة لعائلات تشل نسبة لا بأس بها من عدد السكان .

٦ - لم يتبع اثناء اعداد هذا المشروع الاصول الفنية والقانونية التي نس عليها القانون ، اذ كان يتوجب التركيز على علاقة المشروع بالاطليم ، والابنية والطرق ، ومباني الخدمات العامة حتى يمكن ان تتحقق العدالة العامة من هذا المشروع .

بسم الله الرحمن الرحيم



Palestinian National Authority

Ministry of Local Government

Kharbath Bani Harizh
Village Committee
Ramallah Al-Bireh Governor

السلطة الوطنية الفلسطينية

وزارة الحكم المحلي
مجلس قروي خربثا بني حارث
محافظة رام الله والبيرة

١٩٩٧/١٠/١٠

١٩٩٩/٠٦/٢٤

السيد مدير مركز القدس للمساعدة القانونية وعقوده الإنسانية المحترم
نحن رئيس وائضاء مجلس قروي خربثا بني حارث ونيابة عن المستعمرين وأعيان
القريه نتقدم اليكم بائنا جنتنا عن المتردي التنصلي رقم ١/٩٦٢ لطريقه
التفاني رقم ٤٤٥ الموجود في أراجين خربثا بني حارث / رام الله .
وعب ما ورد في احوال المتردي المعلنه من قبل مجلس التعليم الأعلى / اللجنة
فرعيه للطرقه ، فلدنا نقدم ائنا جنتنا من المنطقه الظروف التاليه :
١- حسب المخططات المرفقه للمتردي ومخططات المساحه التي تمنا بها
فان السلطات الاسرائيليه سداد نسبة ١٠٪ من الاراجين
الزراعيه الاجماليه للقريه واننا تعتبر مصدر رزقه للمواطنين .
٢- ان هذا المتردي يؤثر بشكل سلبي وخطير على توسعه الحلاله
الريعيه للقريه والتي مساحتها فقط ٥٧٠ دونم أي نسبة
٢٥٪ من مجمل مساحه أرض خربثا القريه حسب المخططات وهذا
المتردي يتسبب حجمه ثلاثة ٣ أصناف المخطط الريعي
٣- ان اغلاقه أو الغاء بعض الطرق الفرعيه المؤديه إلى القره
وطامه في الجبهه الغربيه من القريه " ربح السوس " والتي
تعتبر بدايه تنفيذ الطريقه وهذا يؤثر على عدم تمكن دهر
المواطنين إلى أراجينهم الزراعيه .

وزارة الحكم المحلي
مجلس قروي خريثا بني حارث
محافظة رام الله والبيرة

Kharbath Bani Harizh
Village Committee
nallan Al-Birch Governor

الإدارة المدنية لمنطقة يهودا والسامرة
مجلس التنظيم الأعلى
اللجنة الفرعية للطرق

مشروع التنظيم التفصيلي رقم ١/٩٦٢
طريق رقم ٤٤٥
التفافي خربثا

التاريخ ٩٩/٤/١٢

اسم المشروع وسريانه : يتعلق على هذا المشروع اسم مشروع التنفيذ التنفيذي رقم ١/٩٦٦ طريق رقم ٤٤٥
مقطع الشانفي غربا الذي يشكل تغييرا للمشاييع R J - 5. R - 6

الموقع :

المشروع : راد الله

أراضي قري خريثا ، كثر نعه ، رأس عركو .

أهداف المشروع :

١- تخصيص مساحة الخواص عيب بالكون لاجل طريق وشق شارع .

٢- تخصيص المساحة المحددة لاقامة جسور ، جسور صغيرة ، قنوات ، جسور ، أسوار استنادية ومكانت تنظي شامل
للشطر ، البراءة والجدد المتعلقة بشق الشارع .

٣- اطلاق وإلغاء طرق كما يتطلبه المشروع .

٤- ترتيب طرق ومفتحات طرق .

٥- تخصيص المساحة في مناطق المشروع موعدة لمناطق طبيعية وتربية الاغراس التي منحت بالطبيعة وبيئة لبي
مقطع شق الطريق .

٦- تغيير تعديلات مشاريع قديمة .

٧- تغيير طرق ومسارات زراعية .

مقدم المشروع : وزارة البنى التحتية الوطنية ، دائرة الاطفال العامة - المكتب الرئيسي .

معد المشروع : ش - قرني مهندس د . ش .

مساحة المشروع : ٩٨٦٠ م^٢ .

ضيق مسار الشارع : ٦٥٠٠ متر

السرعة : ٨٠ كيلو متر في الساعة .

مستندات المشروع :

٧ (١) تعليقات المشروع (النظام) ؛ ملفات مكتوبة .

٧ (٢) مخطط بنقياس رسم ١ : ٢٥٠٠ (لوحتان) مع مخطط بيئة بنقياس رسم ١ : ٥٠٠٠٠ لوحة ٢ ، ١

٧ (٣) مقطع طولي بنقياس رسم ١ : ٥٠٠ / ٥٠٠٠ - لوحة رقم ٣

٧ (٤) مخطط بنقياس رسم ١ : ٢٠٠٠٠ - لوحة رقم ٤

٧ (٥) مقطع شونجي بنقياس رسم ١ : ١٠٠ - خارطة رقم ٥ .

١٠. تسجيل المساحات في نطاق المشروع :

تصدر المساحات المخصصة للطريق وتُسجل باسم الإدارة المدنية المختصة ببلدنا والسارية.

حدود المصادرة للطريق يتم تحديدها وفقاً لخطوط الخطر الفنية وليس بموجب المساحة المؤشر عليها باللون الأحمر على الخطة.

١١. علاقة المشروع بالمشاريع الحالية :

١١.١ : تدرى على هذا المشروع أنظمة المشاريع الحالية.

١١.٢ : في حالة وجود تداخل بين تعديلات هذا المشروع وتعديلات المشاريع الحالية، تكون تعديلات هذا المشروع :
المخصصة.

١٢. المباني القائمة :

١٢.١ : المباني القائمة برخصة في نطاق المشروع بين مساحة حق الطريق وبين خط الانحدار قبل بدء هذا المشروع تبنى في هي . ولكن لا يسمح بزيادة أية إضافات بناء عليها.

١٢.٢ : مراحل التخطيط : يتبنى الخارطة شوارع قائمة وفقاً لمرحلة التخطيط أو بعد إقامة جزء من منشآت الطرق لدورات المصنوعة في المشروع .

١٣. منشآت تكبير وجردش : لا تقام منشآت تكبير وجردش إلا بعد تصدقة مسبقة من اللجنة الفرعية لجودة البيئة دراسة التأثير على البيئة التي تعطي رندوداً للتكرار المتوقعة من تشغيل الكسارة بما في ذلك نقل المواد الخام من المواد وإليه مع الأخذ بعين الاعتبار التصورات وحلول المخاطر الطبيعية والتربة في نهاية الأعمال .

١٤. رخصة بناء لتخطيط : يصدر ترخيص بأعمال التطوير فقط بعد تقديم ملحق بالمخاطر الطبيعية تصادق عليه اللجنة الفرعية للطرق .

٨. تفسير المصطلحات والإشارات على المخطط :

التعريفات وتفسير المصطلحات وفقا لتعليمات المشروع البيئي النظري ٥٠ .

٨(١) المساحة المكونة بالتلون الأخضر على المخطط هي القطاع المخطط .

٨(٢) المساحة المكونة بالتلون البني الفاتح على المخطط هي طريق عامة قائمة أو مصادق عليها .

٨(٣) المساحة المؤش عليها بمخطط حدود هي طريق للألفاء .

٨(٤) المساحة غير المكونة بين القطاع المخطط وبين خط الارتداد أو حدود المشروع هي مساحة متيدة البناء .

٩. تعليمات المشروع :

٩(١) عرض القطاع المخطط يتغير وفقا للشريطة المرفقة .

٩(٢) المسافة بين خط الارتداد وبين محور الطريق المسافة بين خط الارتداد ومحور الطريق ١٠ متر

٩(٣) حظر البناء في القطاع المخطط : لا يسمح في القطاع المخطط إقامة أية منشآت بناء لا تعتبر مساحة طريق . ولا بناء

في الجيوب مياه . كوابل . حفرة . قناة أو اسداد أو عتبة أخرى فوق سطح الأرض أو تحتها دون الحصول على

بمصادقة مجلس التنظيم الأعلى أو اللجنة التي عينت لاختص هذا الأمر أو ضابط القيادة . دائرة الأتصال العامة .

٩(٤) قيود بناء بين خط الارتداد وبين حدود القطاع المخطط :

على المساحة الواقعة بين خط الارتداد وبين حدود القطاع المخطط لا يسمح بإقامة المنشآت بناء باستثناء مبنى

خدمات . وإنشاءات بناء مخصصة لخدمة منشآت البنية التحتية مثل : المياه . الكهرباء . الاتصالات . -

اصدار رخصة لإقامة مبنى خدمات على هذه المساحة يكون ملزما بمصادقة مجلس التنظيم الأعلى أو اللجنة

التي عينت لاختص هذا الأمر .

رخصة البناء المخصصة لخدمة منشآت البنية التحتية تصدر عن مجلس التنظيم الأعلى في ظروف خاصة

واستثنائية وبقرار مدلل بالأسباب .

١٦. تخطيط المناطق الطبيعية :

١٦ (١) كتب الكميات والخواص ذات الغاية التخطيطية للمناطق الطبيعية تشكل جزءاً من المستندات لصياغة اللوحة الخرسية للطرق.

١٦ (٢) مستندات تخطيط المناطق الطبيعية تشكل جزءاً لا يتجزأ من مشاريع تنفيذ الشارع ومستندات مناقشة التنفيذ.

١٦ (٣) يتعهد المبادر بتنفيذ تخطيط المناطق الطبيعية وفقاً للمشاريع المصادق عليها.

١٦ (٤) يتعهد المبادر بتحويل الإشراف المباشر على أعمال تربية المناطق الطبيعية التي تتلزم أمانة الإدارة الفنية فـيـهـيـط الإدارة شؤون الكميات الطبيعية أو غيرها.

مرفوع :

إستبيان

٢

يهدف هذا الاستبيان الى استطلاع رأي اصحاب العلاقة حول موضوع البحث "الطرق الالتفافية في الغربية" وهذا الموضوع هو موضوع البحث الذي يقوم الباحث بإعداده للحصول على درجة الماجستير في التخطيط الإقليمي والحضري من جامعة النجاح الوطنية.

٣

لذا أئني التواضع ان توفي الدقة في الإجابة على بنود هذا الاستبيان واعادته الى الباحث في الوقت سيكون له أثر كبير على نجاح هذا البحث.

معلومات شخصية:

١. اسم البلد الذي تسكنه _____
٢. تسمية _____
٣. تعبر _____
٤. تسمية الاجتماعية وعدد أفراد الأسرة _____

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٥

معلومات عامة

١. هل يمر من أراضي بلدك أي طريق التفافي ☐ نعم ☐ لا

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٢. إذا كانت الإجابة نعم فهل تضررت من هذا الطريق

هل هذا

- نوع الضرر إن وجد

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٤

١. منع ترخيص بناء ☐ مصادر أراضي ☐
٢. إعاقة في الوصول للأرض الزراعية ☐ تدمير الأرض الزرا ☐
٣. صعوبة في الدخول والخروج من وإلى البلد ☐

فقرات الاستبيان

١. هل كان لهذا الطريق تأثير سلبي في المجالات التالية:

- | | | |
|---------------|------------------------------|-----------------------------|
| أ. الاقتصادية | <input type="checkbox"/> نعم | <input type="checkbox"/> لا |
| ب. البيئية | <input type="checkbox"/> نعم | <input type="checkbox"/> لا |
| ج. الاجتماعية | <input type="checkbox"/> نعم | <input type="checkbox"/> لا |

٢. هل تعتقد بأن مرور مثل هذا الطريق بجانب بلدتك أدى إلى:

- أ. تغيير في المنظر العام للبلدة ☐ نعم ☐ لا
- ب. حصر النمو العمراني والتوسع ☐ نعم ☐ لا
- ج. تغيير في المدخل الرئيسي للبلدة ☐ نعم ☐ لا

٣. هل تعتقد بأن مثل هذا الطريق أدى إلى تحسينات من حيث:

- أ. سهولة الوصول إلى البلد ☐ نعم ☐ لا
- ب. سهولة استخدام الطريق ☐ نعم ☐ لا
- ج. يساهم في تشجيع حركة النقل ☐ نعم ☐ لا

٤. هل تستخدم الطريق "الانتفاقي" كبديل عن الطريق العام العادي

- ☐ نعم ☐ لا

٥. هل تشعر بأن الطريق "الانتفاقي" يساهم في تحسين مستوى المعيشة

- ☐ نعم ☐ لا

٦. هل تشعر بالأمان الشخصي أثناء استخدامك للطريق الانتفاقي

- ☐ نعم ☐ لا

هل هناك أية معلومات أخرى ترغب بإضافتها حول الطرق الانتفاقية:

١. _____
٢. _____
٣. _____
٤. _____

وشكراً لحسن تعاونكم

Questionnaire

This questionnaire is a research tool, to collect the questioned people views and comments on the research study "By-pass roads in the West Bank".

This study is to be submitted in Partial Fulfillment of the Requirements for the Degree of Master in Urban and Regional Planning, Faculty of Engineering, at An-Najah National University in Nablus, Palestine.

Personal Data

1. Residence _____
2. Career _____
3. Age _____
4. Marital Status and family size _____

General Information

1. Is their any By-pass road passes through your town land.
☐ yes ☐ No
2. Has this road negative effects?
 Kind of effects:-
☐ Land expropriation ☐ Prevents Building
☐ Inaccessibility to agricultural land ☐ Destroying agricultural land
☐ Inaccessibility to agricultural land
☐ Inaccessibility to and out of the town

Questionnaire

1. Impacts of the By-pass road on:-
 a. Economic field. ☐ yes ☐ No
 b. Environment field. ☐ yes ☐ No
 c. Social field. ☐ yes ☐ No
2. Do you think that By-pass road leads to:-
 a. Physical appearance changes of the town ☐ yes ☐ No
 b. Restrict physical development ☐ yes ☐ No
 c. Changes the main entrance of the town ☐ yes ☐ No

3. Do you think that the By-pass road affects:-

a. The accessibility to the town

☐

yes

☐

No

b. The use of the road

☐

yes

☐

No

c. Transport activation

☐

yes

☐

No

4. Do you use the By-pass road as an alternative to the local one

☐

yes

☐

No

5. Do you think that By-pass road improves the living conditions
Of the Palestinians in the West Bank

☐

yes

☐

No

6. Do you feel personally secure when using By-pass road

☐

yes

☐

No

Any other additional information

1. _____

2. _____

3. _____

Thank you for your assistance