

# RiConnect Final Meeting

Barcelona | July, 6-8, 2022



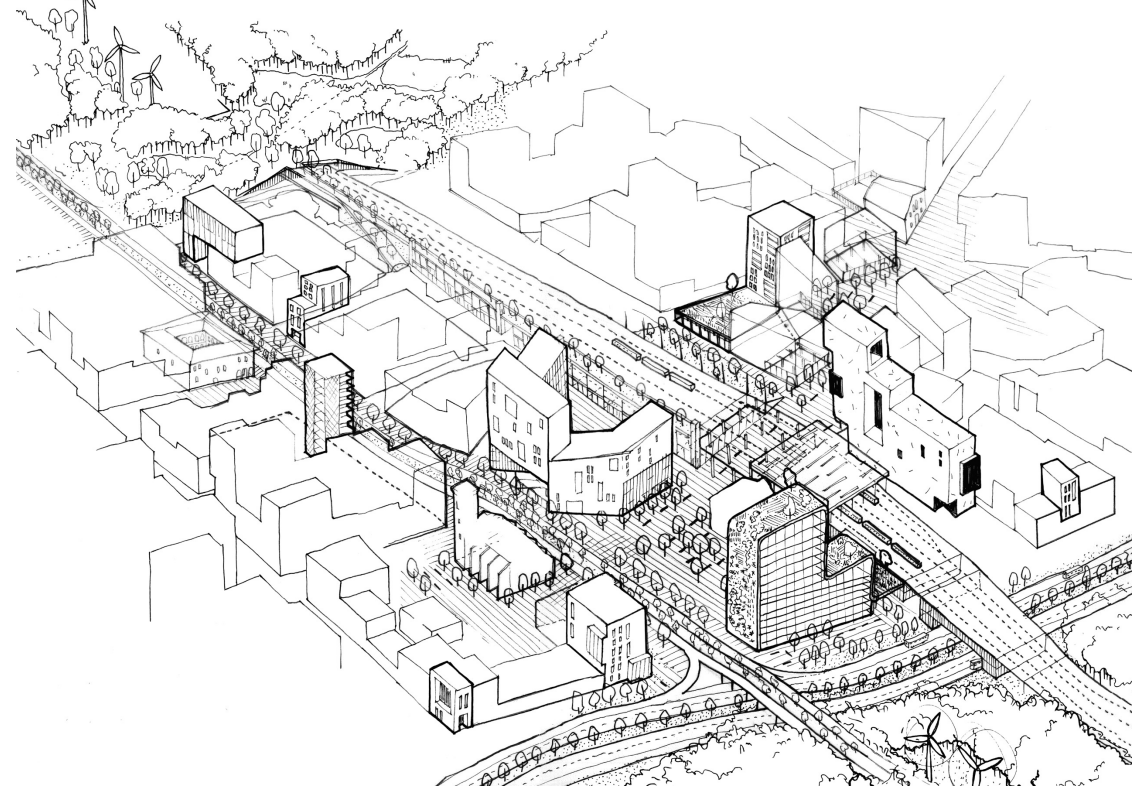
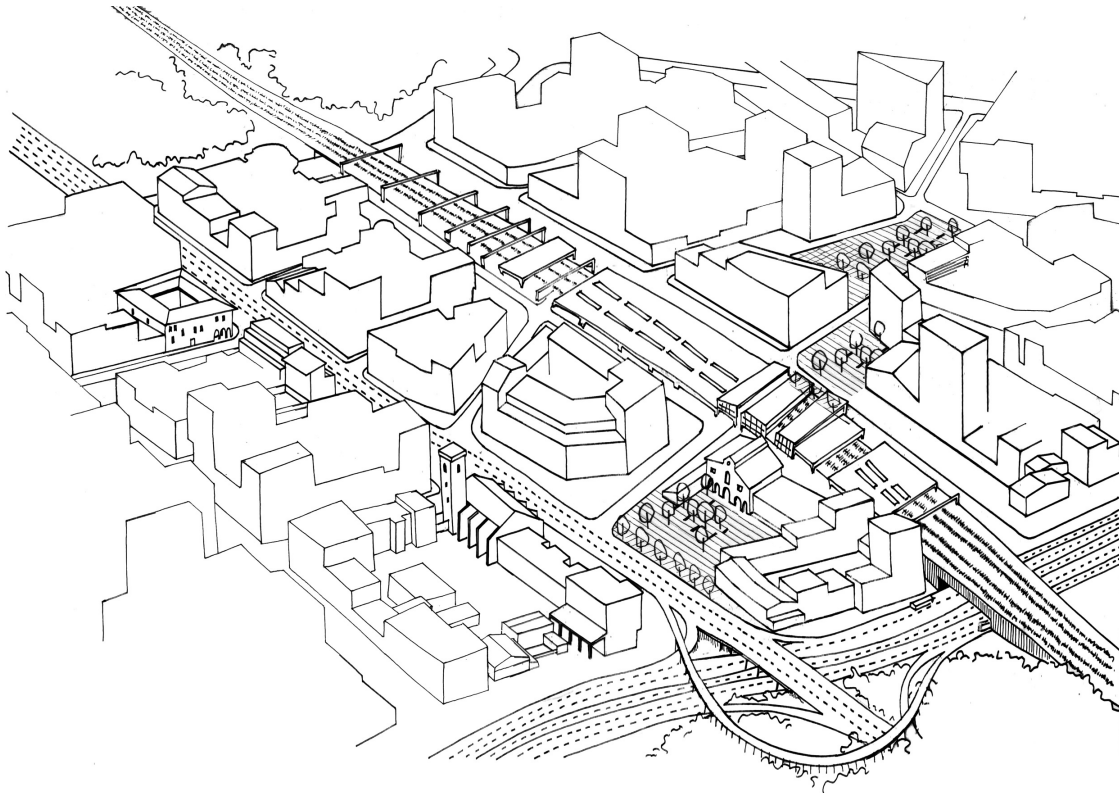
Roland Krebs, LE  
krebs@superwien.com

## The RiConnect World

**RiConnect** Rethinking infrastructure



# HOW TO INTEGRATE MOBILITY INFRASTRUCTURE IN METROPOLITAN AREAS AND TRANSFORM TOWARDS HUMAN SCALE URBAN AREAS?



# Hypothesis RiConnect

Why don't we

- rethink
- reuse
- recycle
- regenerate

these obsolete mobility infrastructures  
to get a more

- dynamic,
- sustainable,
- equitable and
- attractive

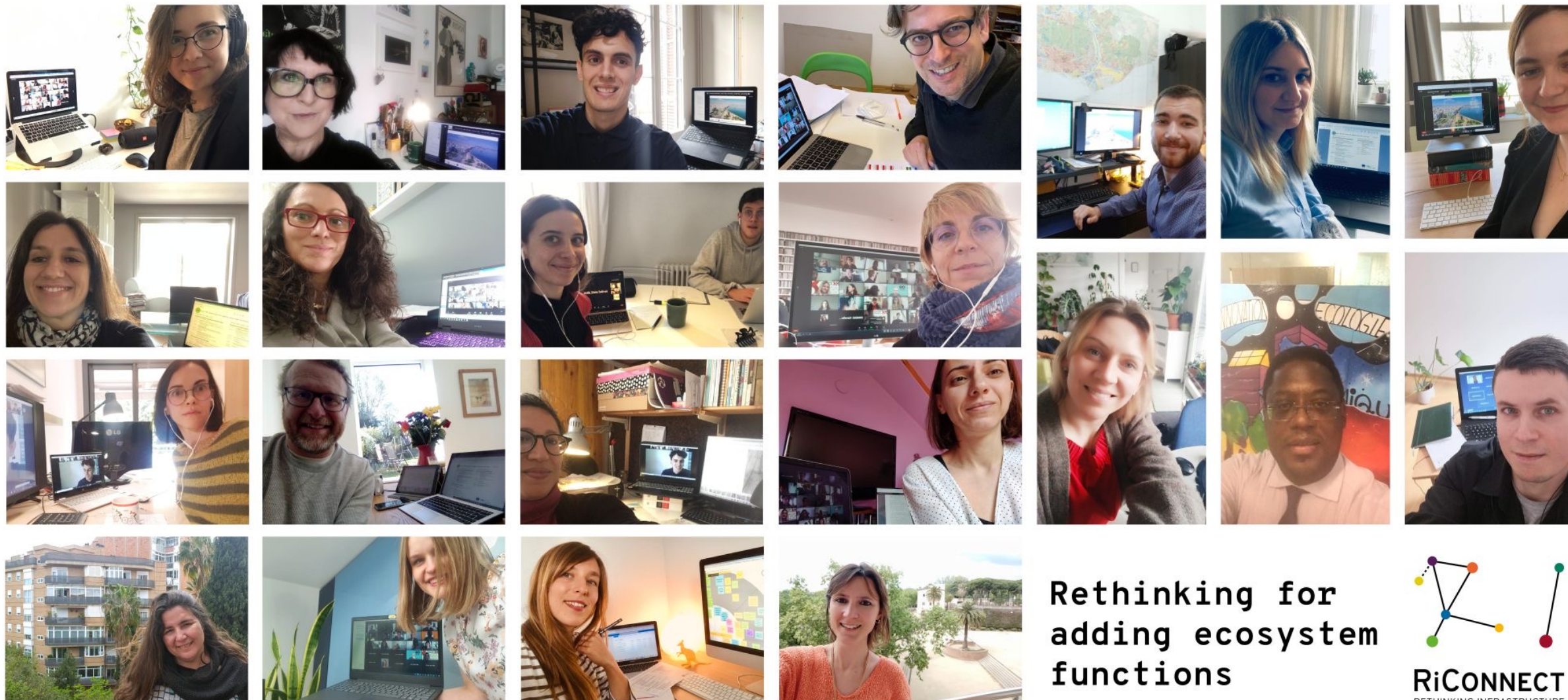
metropolis where everyone can interact  
with everyone and move freely  
regardless of their age, social rank and  
where they live.

Sustainable  
Metropolis

Quality  
Public Space



# RiConnect Transnational Meeting 6



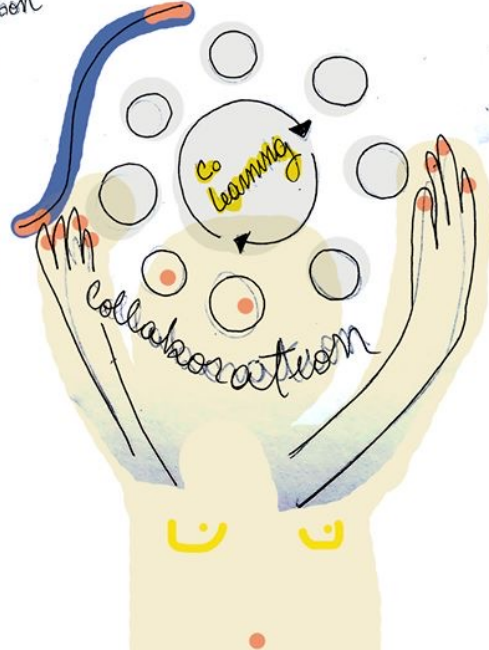
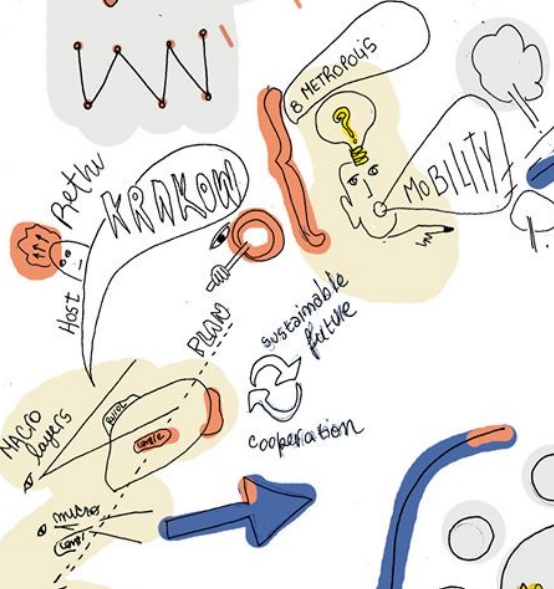
Rethinking for  
adding ecosystem  
functions



# Ri connect

mobility

Thematic Meeting  
Reorganizing How we Move



## FRAGMENTATION

What?  
Who?  
Why?



## CHALLENGES

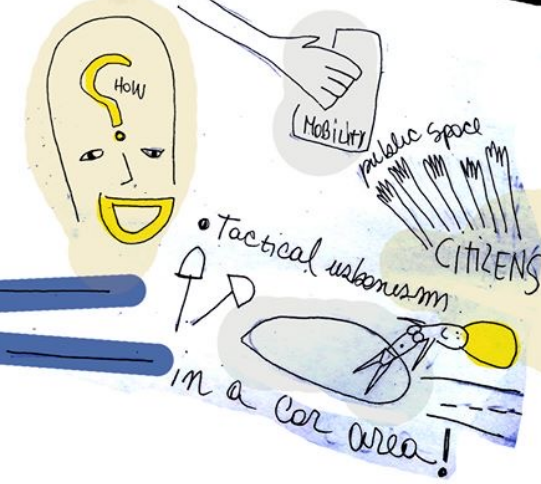


STOCKS

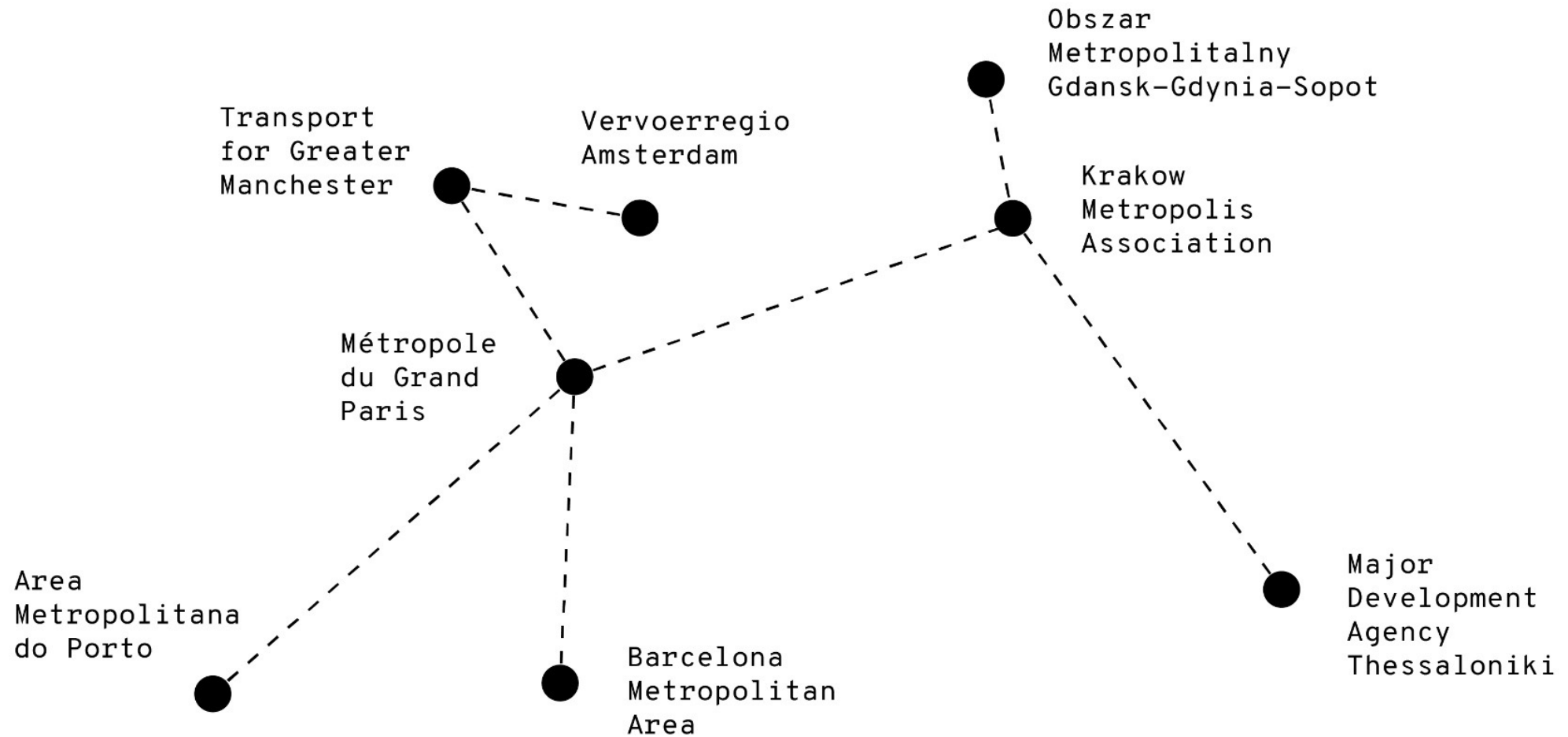
CASE

VENNA

include Mobility Policies



# #1 the sites



# AMB – Barcelona Metropolitan Area





# AMP – Porto Metropolitan Area



# OMG-G-S - Gdansk-Gdynia-Sopot Metropolitan Area



# KMA – Krakow Metropolitan Area



# MDAT – Greater Thessaloniki Area





# MGP – Grand Paris Metropole



# TfGM – Greater Manchester



# #2 typologies



# A TYPOLOGY OF INFRASTRUCTURE

## NODE

Mobility Hub + Urban Regeneration

**AMSTERDAM  
KRAKOW  
MANCHESTER**

## LINEAR

Integrating a Road with its surroundings

**PARIS  
BARCELONA  
PORTO**

## AREAL

Integrating a green infrastructure

**GDANSK  
THESSALONIKI**

## Setting criteria for re-development

### 1

#### UNDERNEATH AND ABOVE THE INFRASTRUCTURE

- Keep and improve the original infrastructure
- Activating underutilized areas underneath or above the infrastructure
- Improving the surrounding
- Towards Human-Scale and Active Mobility
- Mobility shift to Carbon-Free mobility

### 2

#### HORIZONTAL MIXTURE OF DIFFERENT FORMS OF MOBILITY

- Reduction of the automobile in favor of sustainable public transport
- 5 to 15-min-city approaches
- Create human-scale public spaces
- Place-led development

### 3

#### INFRASTRUCTURE CONVERSION

- Convert existing infrastructure into active public spaces
- Regenerate areas and make historic value visible
- Reduce car-use and promote public transport to access these areas

# #3 the integrated approach – highlights from our methodologies

# RiConnect Final Meeting

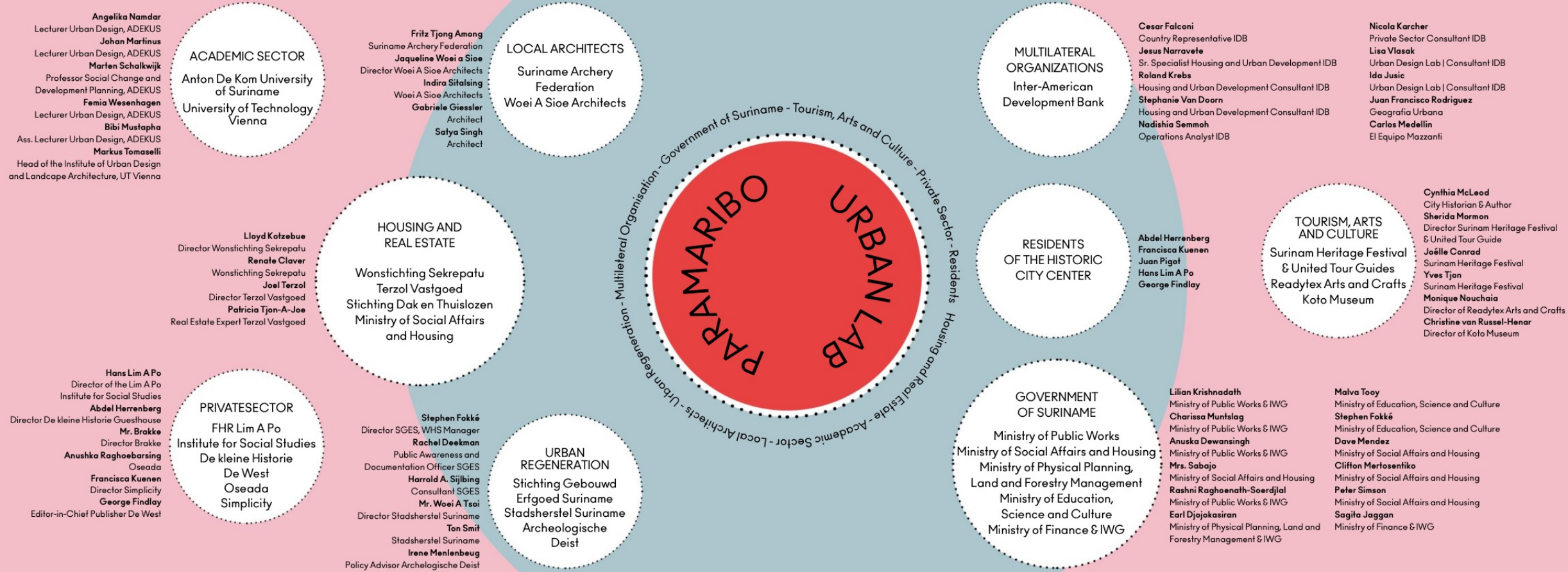
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Integrated Approach ↔ Dialogue-oriented Approach

# ...define your stakeholder list and map them

EMERGING TOPICS

3



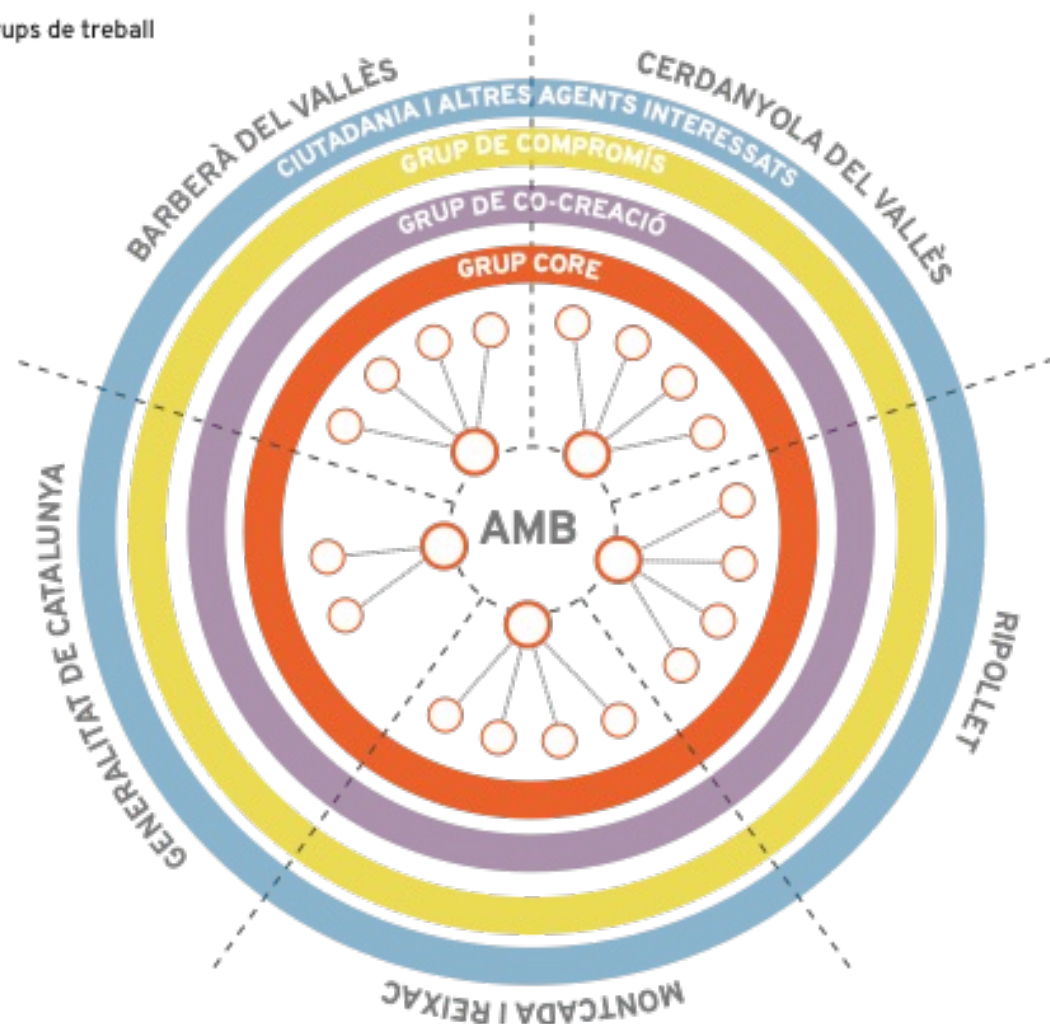
# Com co-produirem?



## Grup Local URBACT (ULG)

6 Administracions públiques

4 Grups de treball



### GRUP CORE

- Tècnics AMB
- Tècnics administracions

Perfils tècnics

- Urbanisme
- Participació
- Comunicació
- Mobilitat
- Medi ambient

### GRUP CO-CREACIÓ

- Tècnics AMB
- Tècnics administracions
- Associacions de veïns
- Associacions de comerç
- Associacions mobilitat
- Altres entitats i associacions

### GRUP COMPROMÍS

- Directors d'àrea
- Representants polítics

### CIUTADANIA

- Ciutadania en general
- Altres agents interessats

## NOTES

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# PARTICIPATORY PLANNING TOOL-KIT

## WHY?

Give quick answers / solutions to multisectoral and dynamic urban problems

## WHAT WE NEED?

Experimental tools for urban design projects and urban strategies

Design methodology which bases on a dialog with citizens

Inclusionary planning through participation of all agents

Innovation in planning sector, introducing ... creativity as part of the process

## HOW?

UNDERSTAND PLANNING & DESIGN AS A DYNAMIC PROCESS

US AS MODERATORS

**CREATIVE BUREAUCRACY**

ENGAGING LOCAL KNOWLEDGE

DEVELOP A METROPOLITAN VISION

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# 24 TOOLS



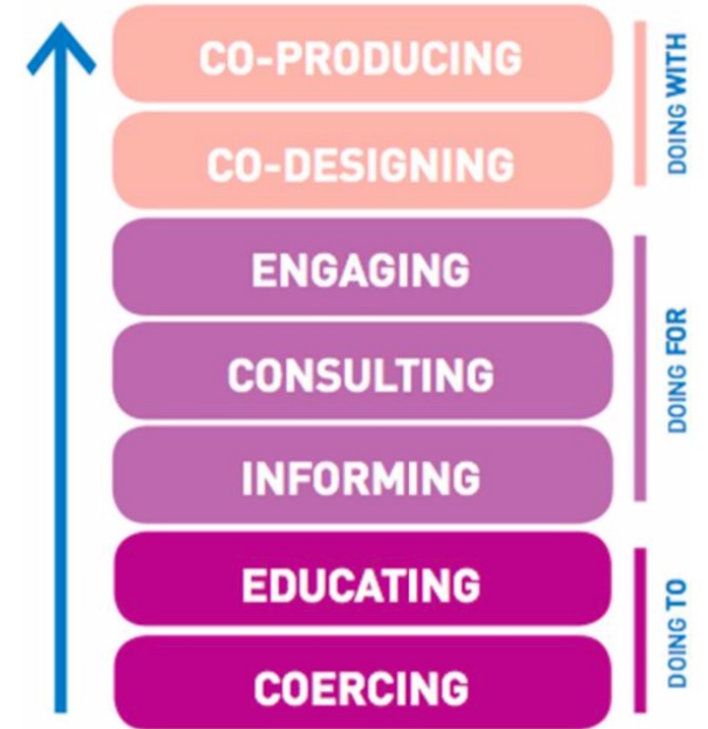
## How to co-produce an integrated Urban Design?

Co-Production means:

- transforming cross-departmental cooperation
- local stakeholder involvement
- understanding of thematic challenges
- possible integrated solutions

As a result of the co-production process the IAPs have:

- strong implementation potential
- ongoing stakeholder engagement
- political buy-in



Source: new economics foundation

# Types of Interventions



## INTEGRATED STREET DESIGN

We propose to **install a lighting system** and put approx. **21 new street lights** in Sremska, Marsala Birjuzova street and on the plateau. In addition to that, **12 more trash bins** should be distributed in the area, in order to improve the waste infrastructure. **Street furniture**, such as benches and additional smaller seating elements should be placed in **non-commercial zones**, providing the area with additional rest zones and meeting places where you don't have to consume anything. In order not to hinder the pedestrian flow in Sremska street, the majority of **street furniture** will be put **on the plateau**, followed by Marsala Birjuzova. **Green elements**, such as small trees in pots, should be added, in order to make the area more attractive and provide shading. Some **facades** in Marsala Birjuzova are in a very bad condition and **should be renovated**.



## CULTURAL PROGRAMMING

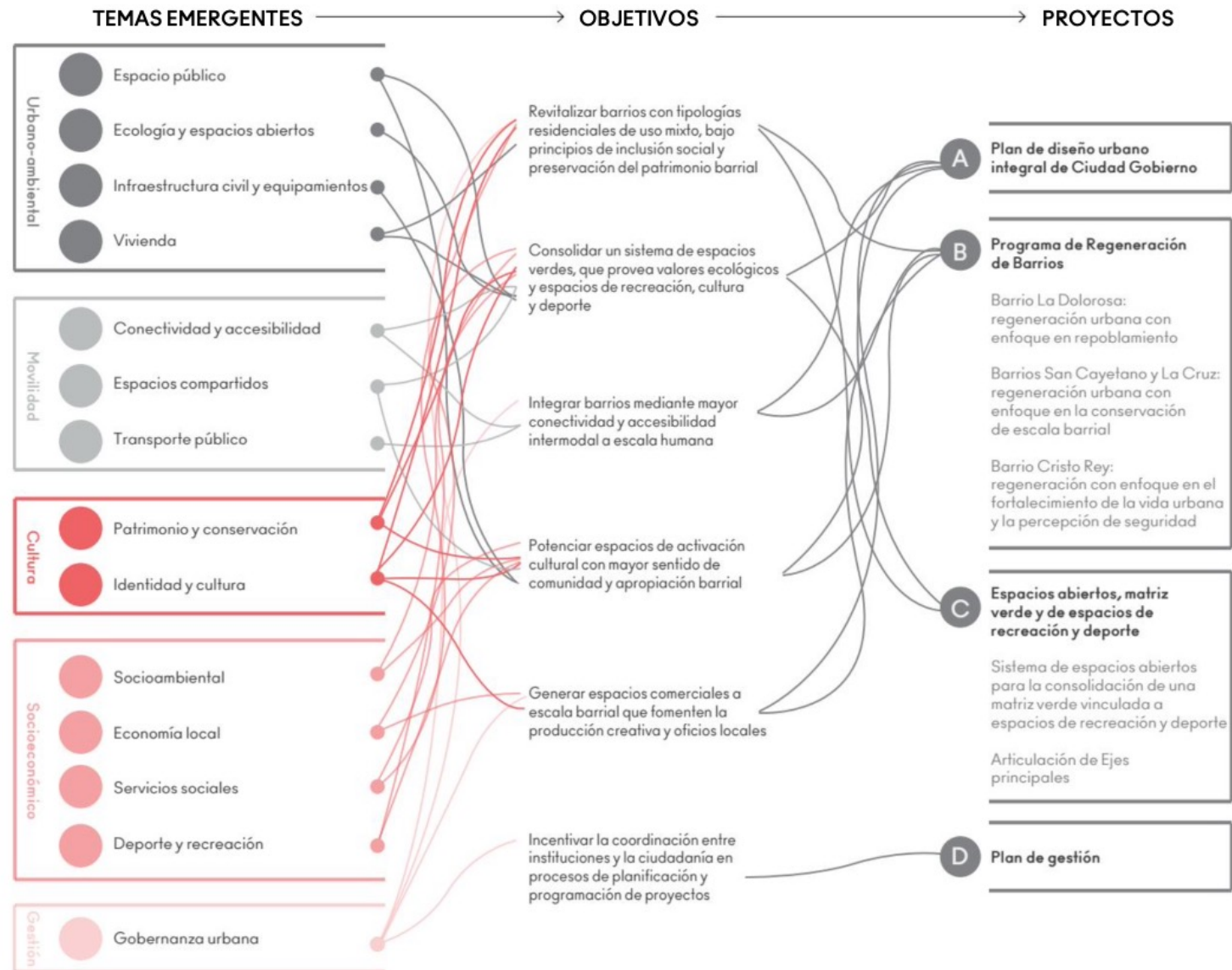
Public space is **structured into commercial, non-commercial and creative zones**. Commercial zones are areas in front of cafés, bakeries or restaurants with the purpose to sell their products. In order to offer meeting places where you don't have to consume anything, **non-commercial areas should be defined**, where benches and green elements are placed. In creative zones, temporary exhibitions in cooperation with the Remont gallery or public movie screenings on the plateau could take place. The image of Marsala Birjuzova and the plateau as **creative zones could be strengthened by adding murals** on blank walls. In order to improve the orientation for pedestrians, a **signage system** should be introduced, leading the pedestrians not only to Zeleni Venac, but also to cultural institutions, such as the gallery or the synagogue.



## COMMUNITY ORGANIZATION

In order to guarantee the regularity of events in Marsala Birjuzova and on the plateau, a **local stakeholder group** should be built that would take care of the **cultural programming**. Such an **organization board** should include cultural actors, such as the Remont gallery and the Institute for filmmaking, as well as interested residents and representatives from the city of Belgrade. Local artists should be identified and engaged to **paint murals** in Marsala Birjuzova street and on the plateau. In order to improve the situation for local entrepreneurs as well as residents, the **accessibility for cars** should be allowed at a certain time frame each day, e.g. **from 6:00 to 9:00**. Cars should only be allowed for reasons of **delivery or cleaning**.

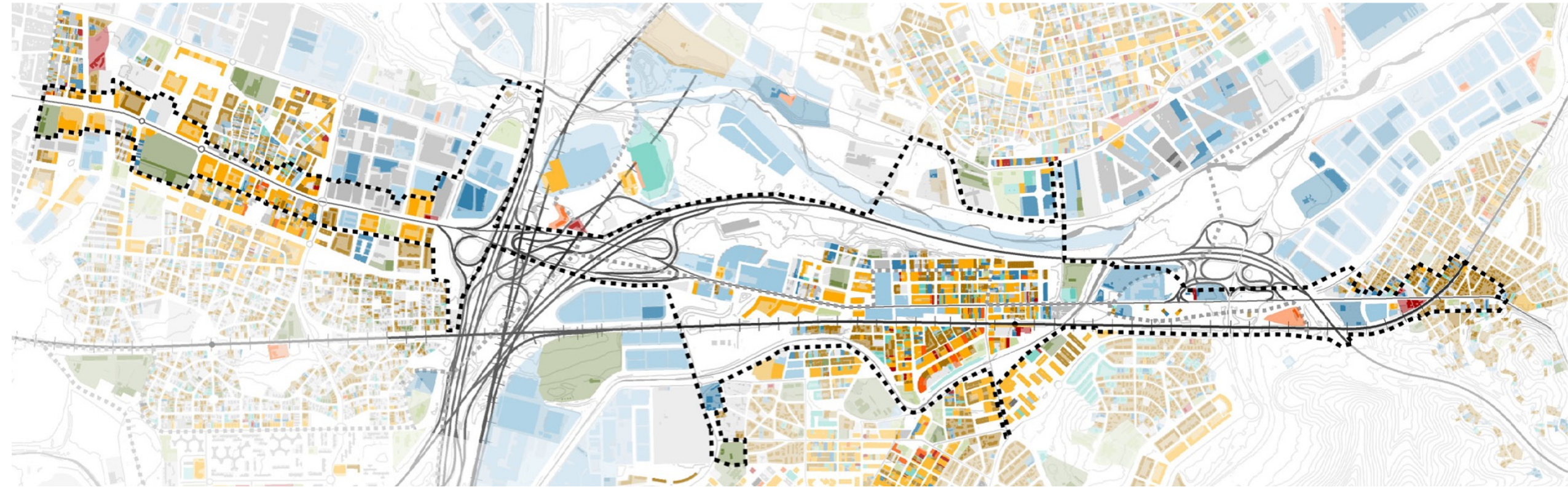
# Multi-sectorial approach = Integrated approach



Marco lógica del proyecto

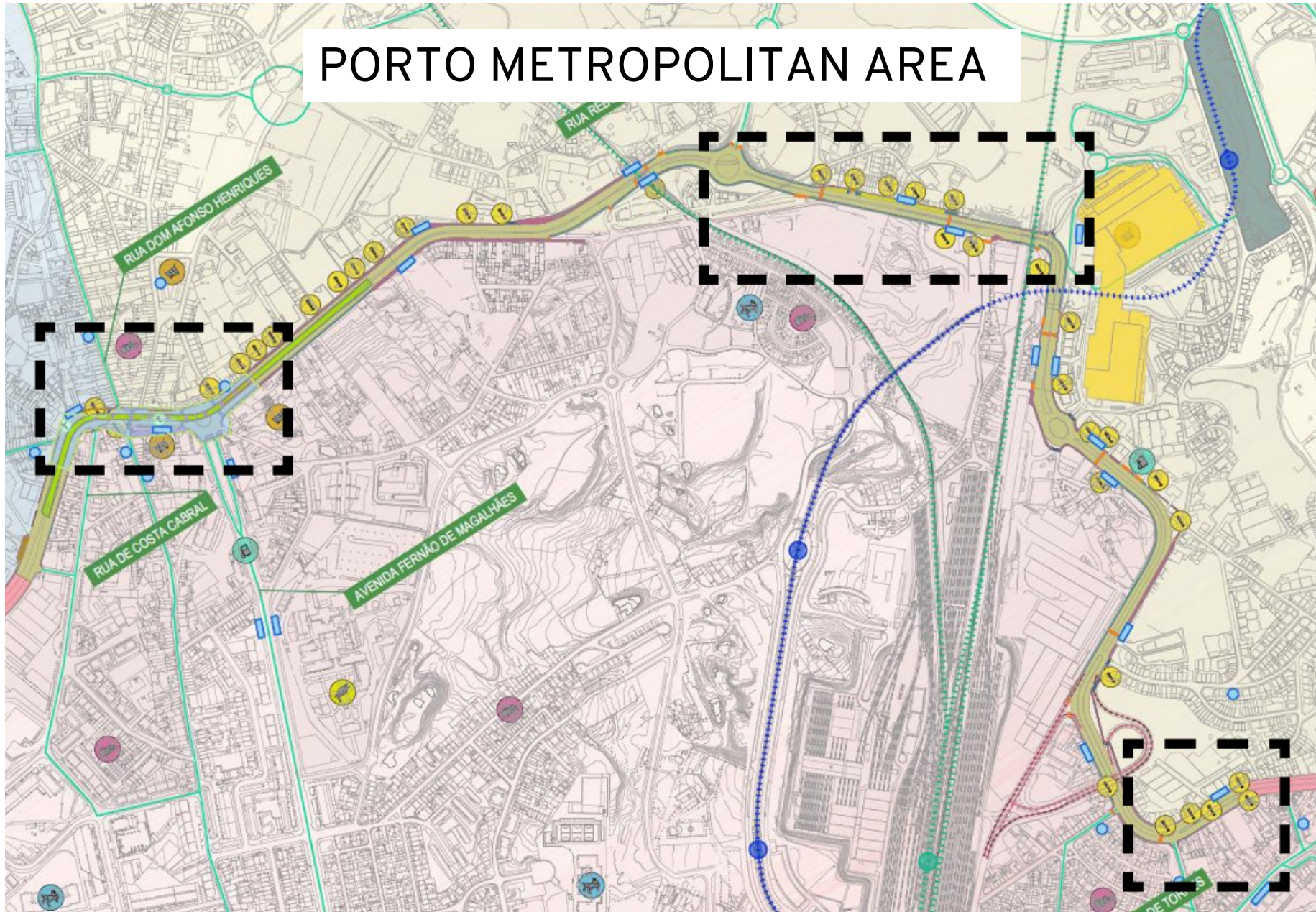
# #4 highlights from RiConnect

# AREA METROPOLITANA DE BARCELONA



STAKEHOLDER ENGAGEMENT & OVERALL COMPREHENSIVE PLAN

# PORTO METROPOLITAN AREA



CLEAR DEFINITION OF PLANNING AREA AND PROJECTS

# VERVOERREGIO AMSTERDAM

WP	Activity	2022	2023	2024	2025>
		I-IV V-VIII X-XII	I-IV V-VIII X-XII	I-IV V-VIII X-XII	I-IV V-VIII X-XII
<b>1</b>	<b>Activate Bar Lely</b>				
1.1	add a small park on the square				
1.2	have a regular farmersmarket				
1.3	have a pop-up to get people to help with the design of the place				
1.4	add non-consuming spaces				
1.5	add more seating				
<b>2</b>	<b>Neighborhood Management</b>				
2.1	organising events in public spaces to reach integration of neighbours to the new public spaces				
2.2	organising children activities				
2.3	organising a public clean up day (that can be repeated every month)				
2.4	create awareness around different topics such as violence, how to live together, etc				
2.5	create a digital platform for activation of public spaces				
2.6	initiate open calls for participate in the participatory budgeting of the district				
<b>3</b>	<b>Activation of the courtyards</b>				
3.1	urban gardening as tool for neighbourhood inclusion				
3.2	low cost green interventions				
3.3	fence paintings				
3.4	pop-up activities for neighbourhoods				
3.5	adding urban furniture				
<b>4</b>	<b>Lelylaan as an art space</b>				
4.1	creating public art				
4.2	activate area and reduce barriers through art				
4.3	start with a small scale action				
4.4	adding signage to get to know the area				
<b>5</b>	<b>Street conversion Pieter Calandlaan</b>				
5.1	create child friendly environment				
5.2	reduce car speed				
5.3	redesign the surface of the street				
5.4	eliminate parking spaces in the street				
5.5	plant new trees				
5.6	create seating in front of Calvin College				
5.7	expand school gardening and make it accessible for the neighbourhood				
<b>6</b>	<b>Lelylaan recreational space</b>				
6.1	new pedestrian bridges between P+R space and the vertical parts of the Comeniusstraat and the P+R and Wally Moespad.				
6.2	remove bushes at the side of the vertical parts of the Comeniusstraat, to make the water accessible.				
6.3	build platforms on both water parts				
6.4	create a relaxing park on the current P+R space				
6.5	add seating in the area				
6.6	add green in the area				
<b>7</b>	<b>Lelylaan walking route</b>				
7.1	redesign the street				
7.2	lower the velocity of cars				
7.3	create better connections for pedestrian				

Cause	Risk	Effect	Control measure
Due to...	... it is possible that ...	... causing ...	
<b>Activation of the courtyards</b>			
Not involving in time and insufficient coordination with The municipality of Amsterdam as a road manager, housing corporations and home owners association	These parties feel lack of commitment to the project	The municipality of Amsterdam as a road manager, housing corporations and home owners association are not willing to cooperate.	Involving these parties on time to discuss the opportunities and to create more commitment to the project.
Lack of safety in the neighbourhood	Added (small) interventions become victim of vandalism	Destruction of these small skill actions	Security camera's, local police patrol

A VERY COMPREHENSIVE IMPLEMENTATION STRATEGY

# KRAKOW METROPOLITAN AREA



A COMPLETE INTEGRAL PLAN FOR A HUB IN THE METRO AREA



Urban Planning and Programming

- Lack of main infrastructures and facilities
- Poor functionality of urban public space
- Ruined and dangerous buildings

Mobility, Accessibility, Connectivity

- Accessibility with public transportation means
- Entrances visibility
- Cycling and walking with safety
- Connections with seafront

Place Management Procedures

- Safety – sense of place safety
- Protection of natural resources
- Waste management

Awareness and Integration

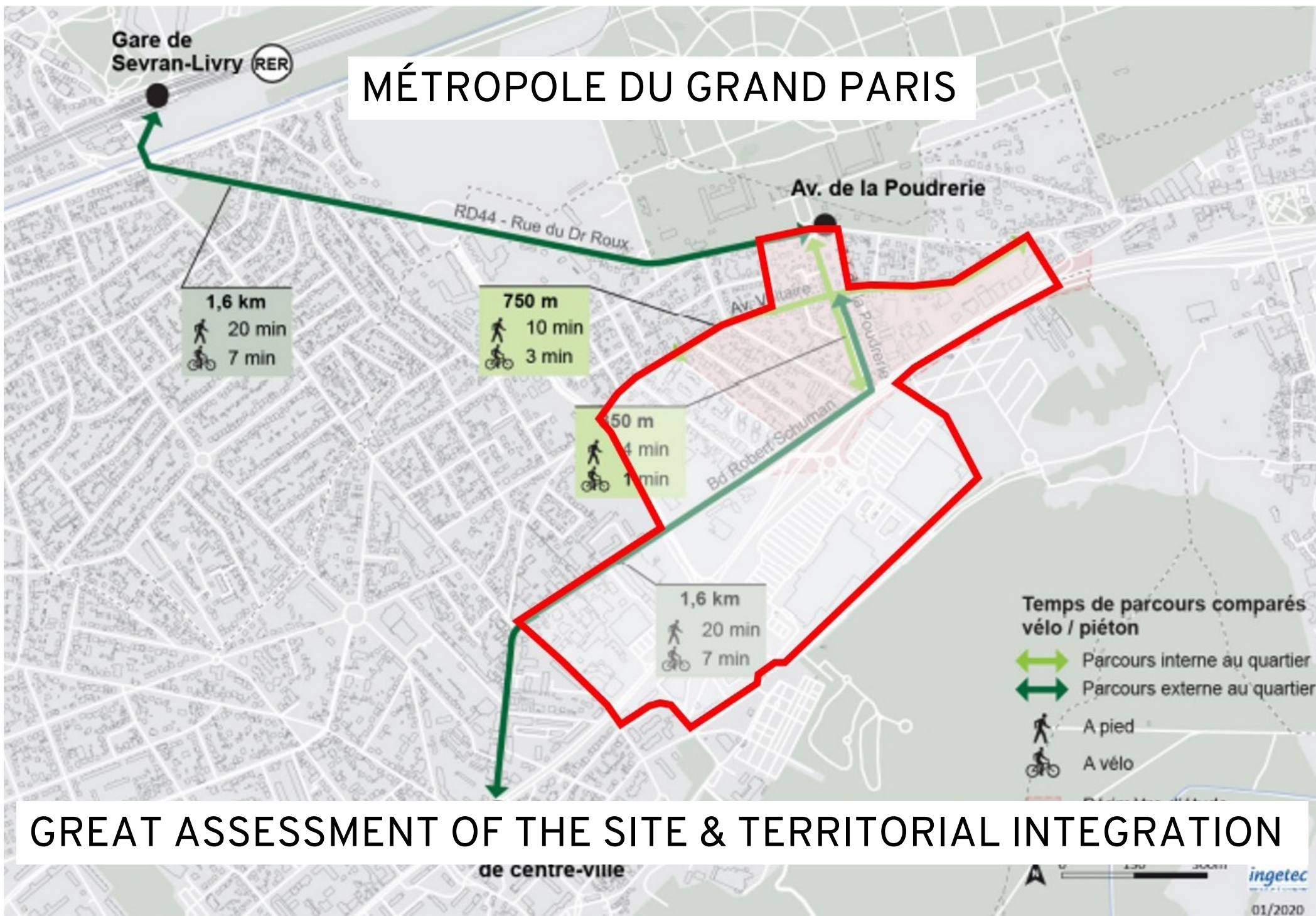
- Lack of historical identity knowledge

- Create a multifunctional urban public space for all
- Enhancing the sense of place ownership
- Succeed accessibility and connectivity at different scales
- Highlighting the historical identity of the place
- Ecosystem approach and functions
- Sustainability, circularity and collective place governance

- Park Infrastructure, master plan visibility & design
- Space programming for a multifunctional urban public space
- Highlighting the historical identity of the place
- Accessibility and connectivity at different scales
- Implementation Process and Place Management
- Promo activities for integration and participation

A COMPLETE STRATEGY TO CREATE A METROPOLITAN PARK

# MÉTROPOLE DU GRAND PARIS



## GREAT ASSESSMENT OF THE SITE & TERRITORIAL INTEGRATION

# GDAŃSK, GDYNIA AND SOPOT METROPOLITAN AREA



FANTASTIC ACADEMIC COLLABORATION & MOBILITY ASSESSMENT

# TRANSPORT FOR GREATER MANCHESTER



PLACE A STICKER ON THE WHITE BOXES

KING STREET, OLDHAM

WHAT IMPROVEMENTS WOULD YOU LIKE SEE AROUND KING STREET IN THE FUTURE



Green and vibrant  5 orange dots, 2 blue dots	Improved lighting  5 orange dots, 2 blue dots	Eco-conscious interventions  1 blue dot
Cycle friendly  3 orange dots, 2 blue dots	Family focused  2 blue dots, 3 orange dots	Improved active travel facilities  3 orange dots, 2 blue dots
Integrated public transport  2 blue dots, 3 orange dots	Urban parklets  3 orange dots, 2 blue dots	Accessible for everyone  2 blue dots, 3 orange dots
Places to stop and rest  5 orange dots, 2 blue dots	Celebrating heritage  1 orange dot	Improved bus services and stops  3 orange dots

PUBLIC ENGAGEMENT & INTEGRAL SOLUTIONS INTO MOBILITY TOPIC

THANK YOU!

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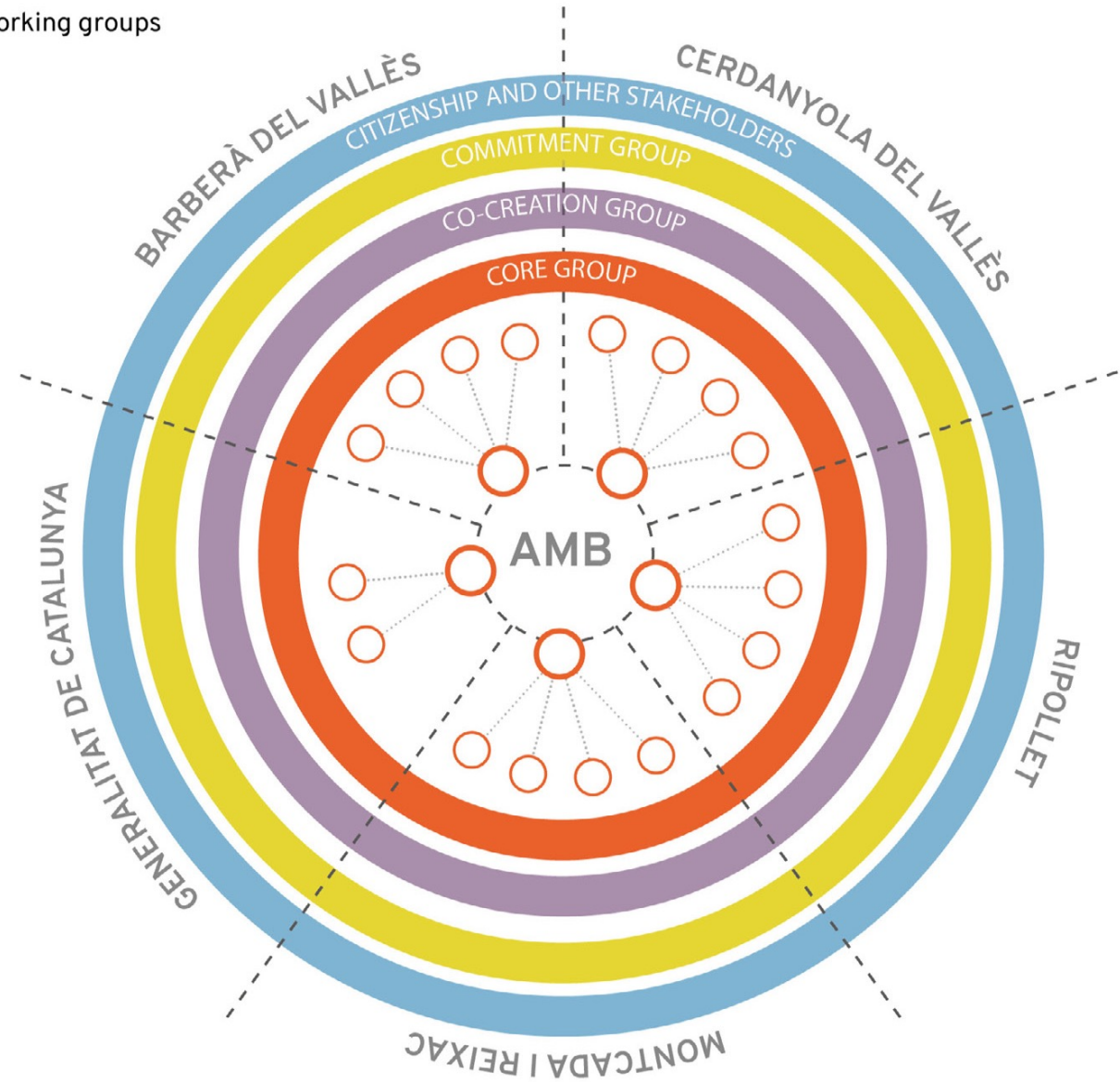
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## RiConnect: Main Outc

**RiConnect** Rethinking infrastructure

Working groups

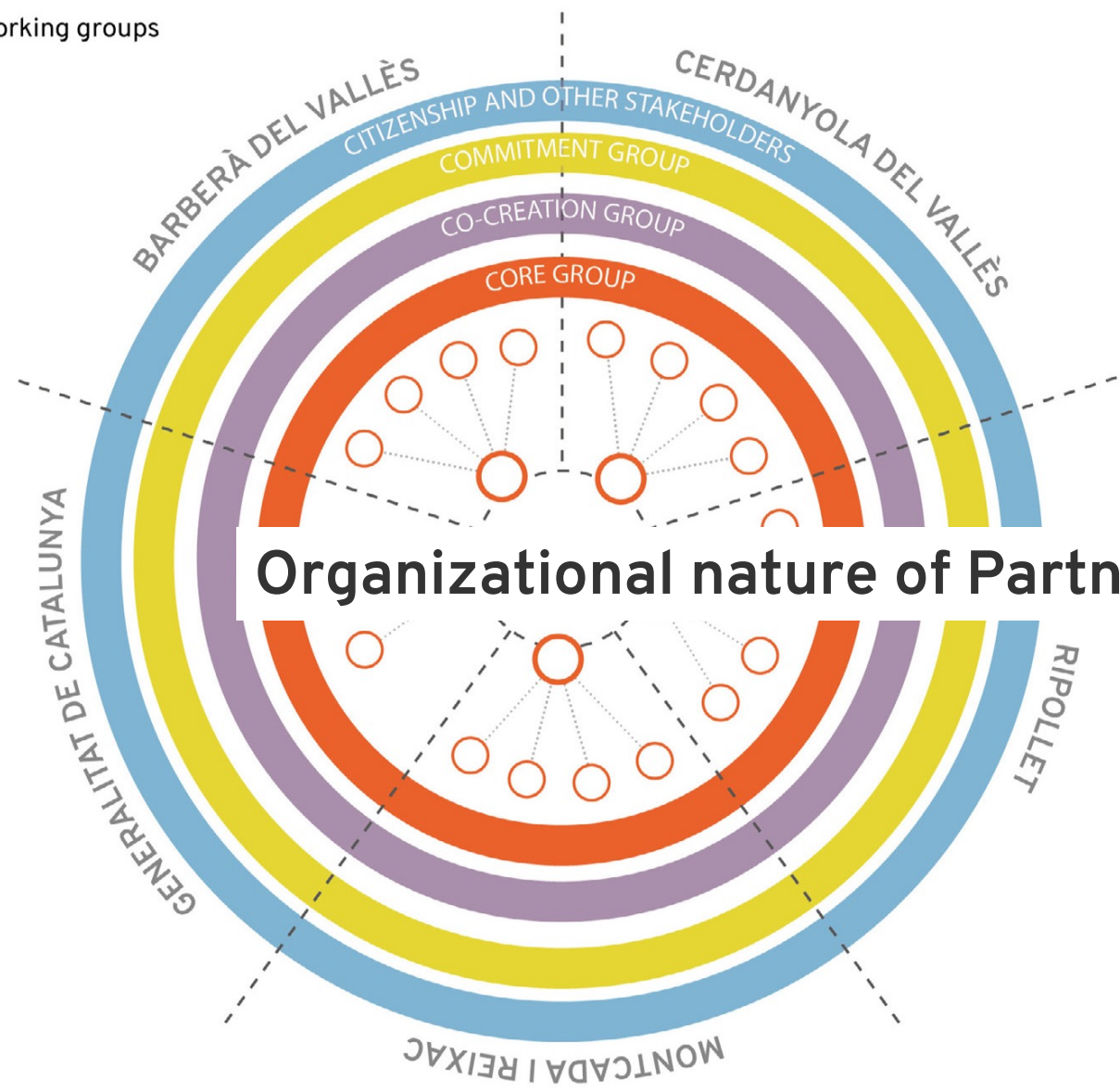


An aerial photograph of a modern urban development. In the foreground, a large, landscaped roundabout with green grass and young trees is visible, with several cars driving around it. To the left, a prominent glass skyscraper stands out. In the background, a range of rugged mountains under a clear blue sky with a few clouds. A white text box is overlaid on the center of the image.

**The Big Picture of Developing the Metropolis –  
from Urban Strategies to Urban Design**

6 Public administrations

4 Working groups



## Organizational nature of Partners

### CORE GROUP

- AMB Technicians
  - Technicians from administrations
- Technical profiles
- Urbanism
  - Participation
  - Communication
  - Mobility
  - Natural environment

### CO-CREATION GROUP

- AMB technicians
- Administrative technicians
- Neighborhood associations
- Trade associations
- Mobility associations
- Other entities and associations

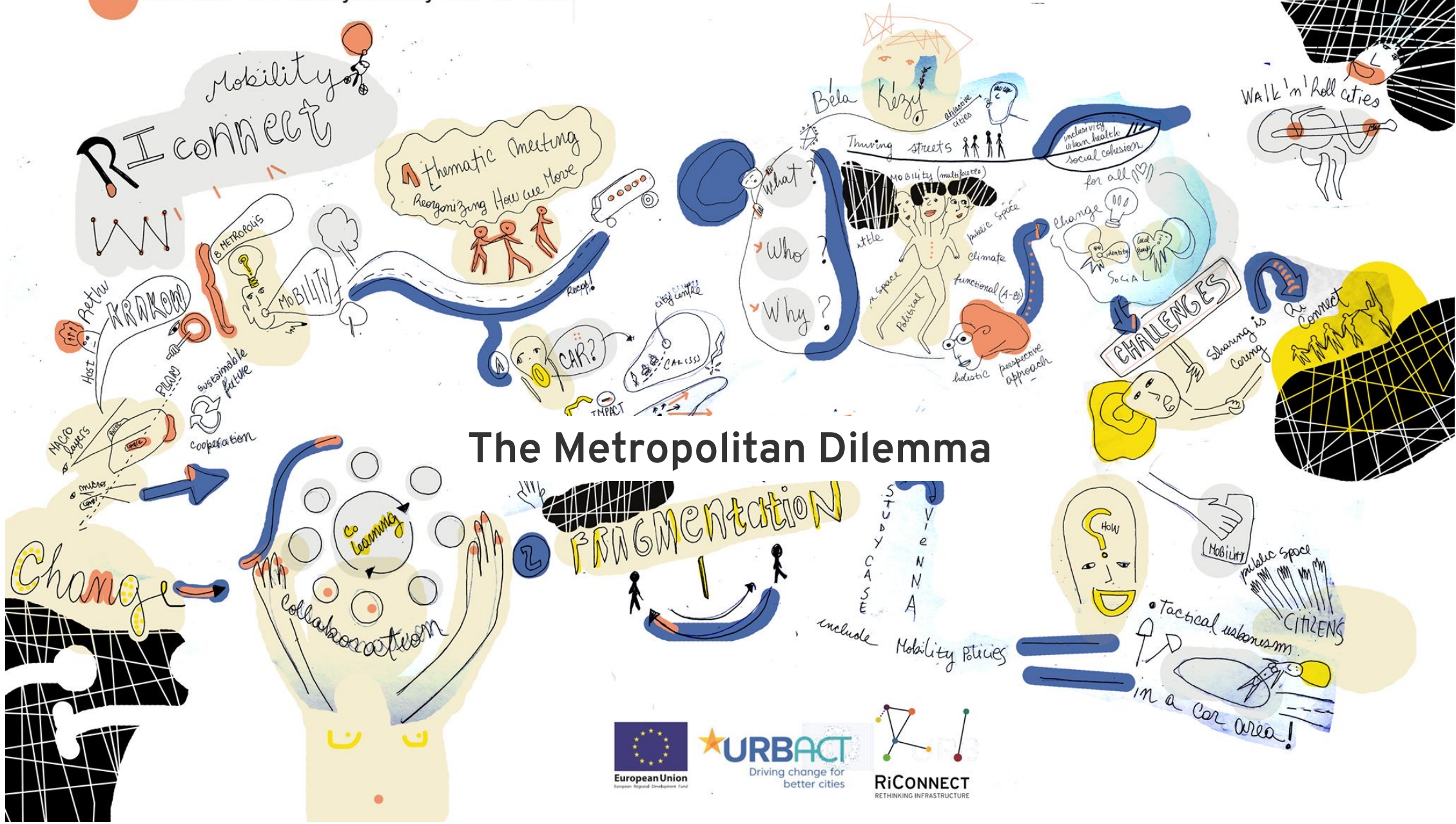
### COMMITMENT GROUP

- Area managers
- Political representatives

### CITIZENSHIP

- Citizenship in general
- Other interested agents





# The Metropolitan Dilemma





# Multilevel Governance



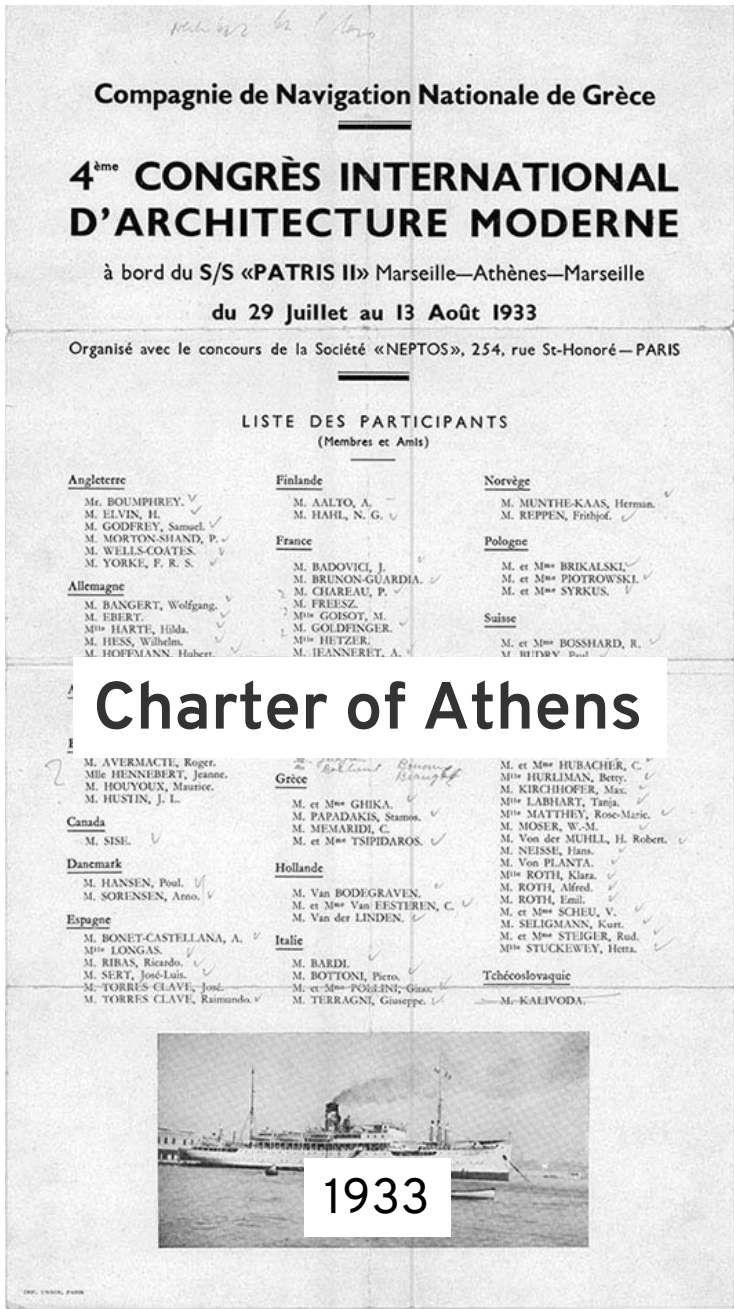
**Integrated Approach**



## Participation and the Stakeholder Dialogue



## Funding metropolitan projects



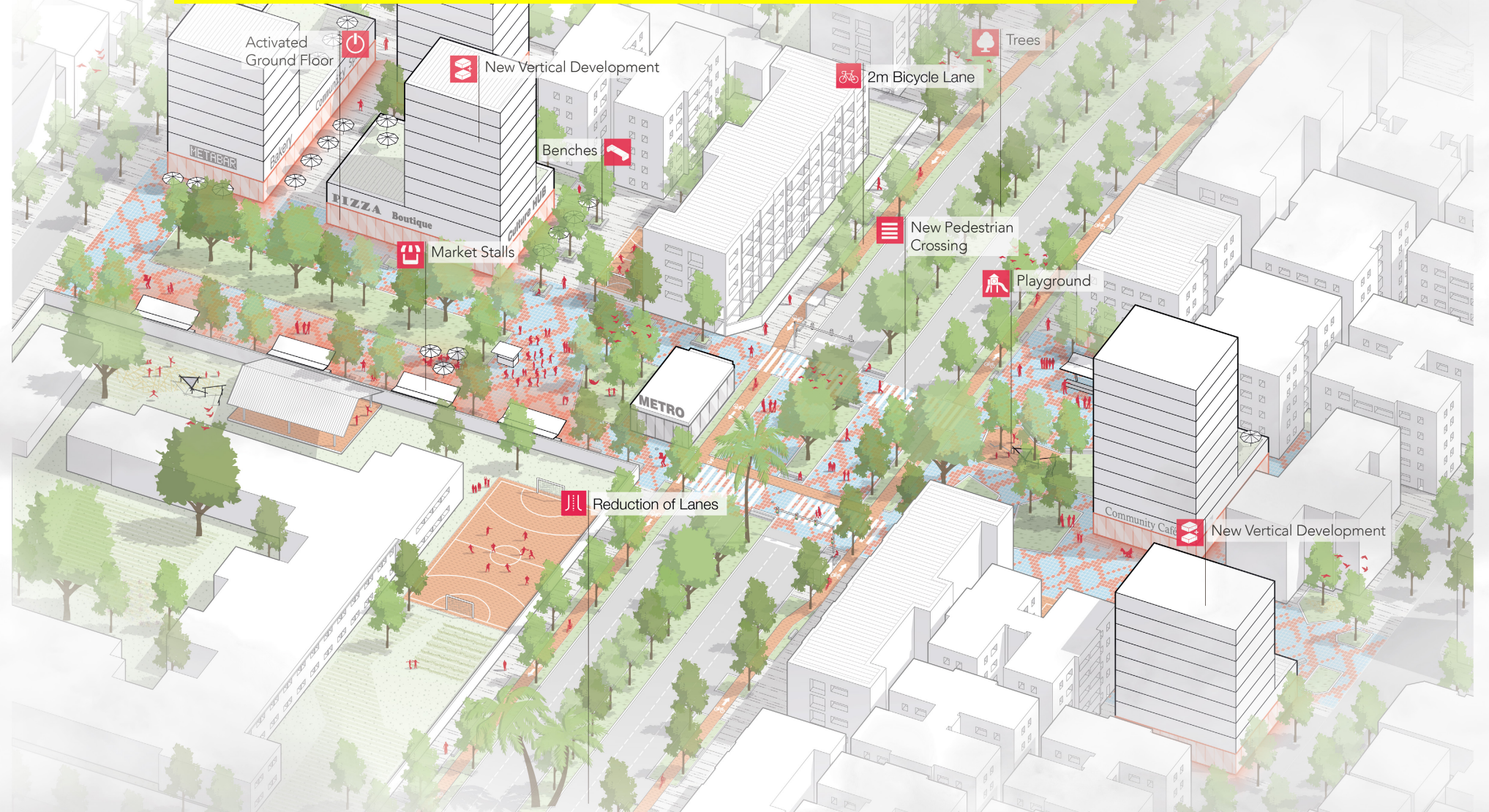


[DIALOGUE](#) [PROJECTS](#) [TOOLBOX](#) [LIBRARY](#) [ABOUT](#)

# MetroLab is a Think Tank and Consulting Service for Metropolitan Areas and City Regions.



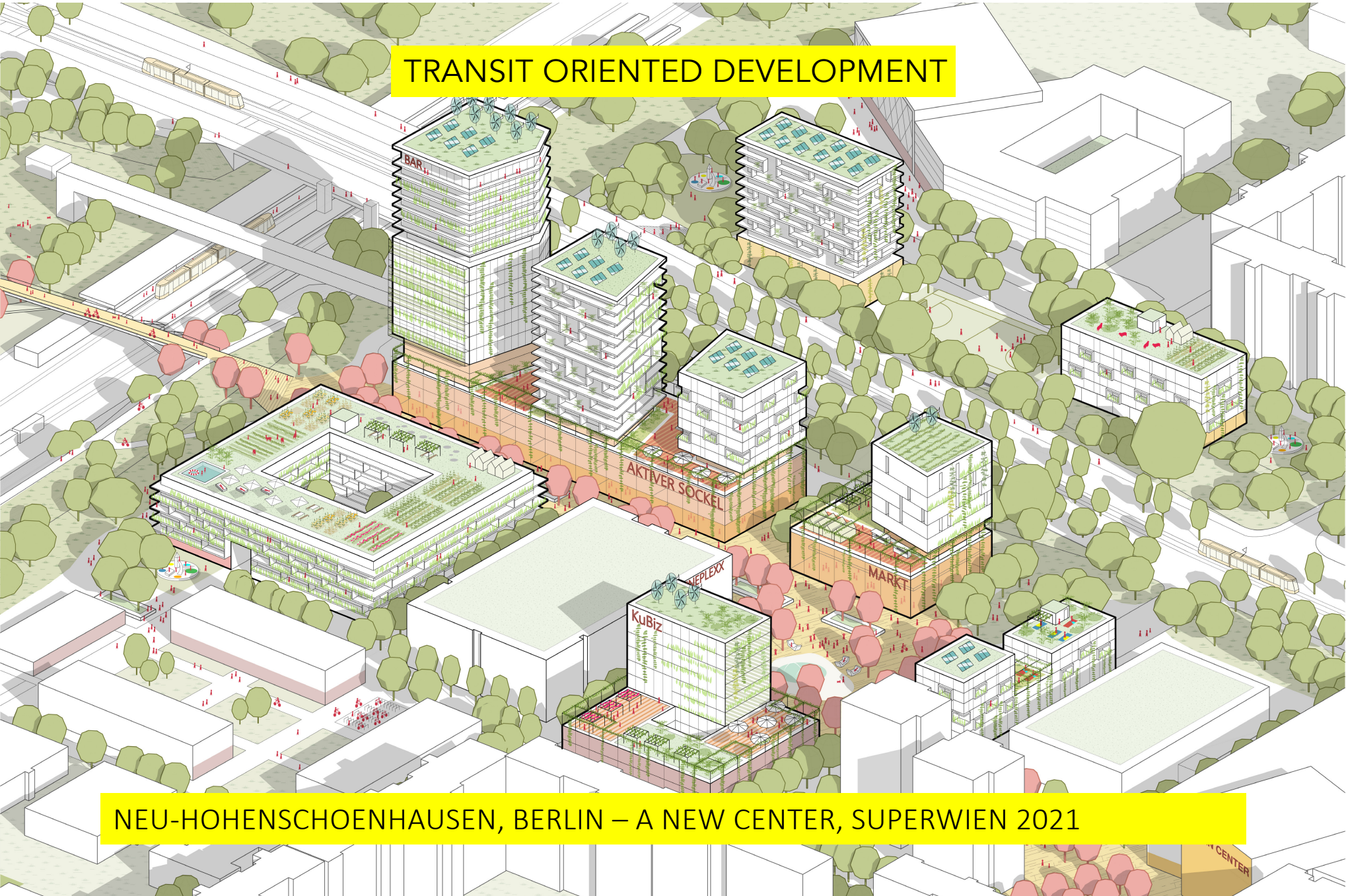
# TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS



## SANTO DOMINGO V CENTENARIO EXPRESSWAY TRANSFORMATION, SUPERWIEN, 2022



TRANSIT ORIENTED DEVELOPMENT



NEU-HOHENSCHOENHAUSEN, BERLIN – A NEW CENTER, SUPERWIEN 2021



# FUTURE PUBLIC SPACES – PARTICIPATORY DESIGNS IN TIMES OF CRISIS

architecture urbanism ¶

## **Book-Concept // Future Public Spaces: Participatory Urban Design in Times of Crisis – Dhaka, Maputo & Santo Domingo ¶**

by Roland Krebs and Stefan Mayr ¶

### ▪ Foreword ¶

*Words from the academia and the WBG ¶*

- → Roland Gnaiger, Professor ¶
- → Horacio Terraza, World Bank Group ¶

### ▪ Prologue ¶

*About our urban design labs in the times of crisis and how we want to change the practice to tackle those urban challenges ¶*

- → The ongoing urban crisis in the global south – the faces of crisis (environmental, political, economic, pandemic ...) ¶
- → Innovation through collaboration in times of crisis ¶
- → The use of ... ¶
- → Participatory urban design as a great practice ¶
- → Hypothesis & Methodology (Urban Labs that deliver local solutions) ¶
- → Creation of cyber-physical spaces ¶
- → Development of a toolbox ¶
- → Challenging Public Spaces: Dhaka, Maputo and Santo Domingo ¶

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THANK YOU!