RiConnect Final Meeting
Barcelona | July, 6-8, 2022

Roland Krebs, LE
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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.
RiConnect Transnational Meeting 6

Rethinking for adding ecosystem functions
#1 the sites
RiConnect Rethinking infrastructure
AMB – Barcelona Metropolitan Area
AMP – Porto Metropolitan Area
OMG-G-S - Gdansk-Gdynia-Sopot Metropolitan Area
KMA – Krakow Metropolitan Area
MGP – Grand Paris Metropole
TfGM – Greater Manchester
#2 typologies
A TYPOLOGY OF INFRASTRUCTURE

**NODE**
- Mobility Hub + Urban Regeneration

**LINEAR**
- Integrating a Road with its surroundings

**AREAL**
- Integrating a green infrastructure

**AMSTERDAM**
**KRAKOW**
**MANCHESTER**

**PARIS**
**BARCELONA**
**PORTO**

**GDANSK**
**THESSALONIKI**
Settting 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
Integrated Approach ↔ Dialogue-oriented Approach
...define your stakeholder list and map them
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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Local Assessment Tools

Tools for Vision & Objectives

Tools for Action Planning & Design

Tools for Validation & Feedback

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
Types of Interventions

**HARDWARE**
The Hardware of a city or a neighborhood is defined by its built structure and defines technical parameters for the design of the buildings, streets, and public spaces.

**SOFTWARE**
The Software of a city or a neighborhood is related to the use and functions of specific places. Not only the ground floor areas, but also public space is considered.

**ORGWARE**
The Orgware defines how the development of the place is organized and who the involved stakeholder groups are. The management and coordination of these is essential in order to reach the long-term.

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**INTEGRATED STREET DESIGN**
We propose to install a lighting system and put up approx. 21 new street lights in Sremska, Marsala Brijzova 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 Brijzova. 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 Brijzova 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 kiosks, 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 Brijzova 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 Brijzova 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 Brijzova 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
#4 highlights from RiConnect
AREA METROPOLITANA DE BARCELONA

STAKEHOLDER ENGAGEMENT & OVERALL COMPREHENSIVE PLAN
PORTO METROPOLITAN AREA

CLEAR DEFINITION OF PLANNING AREA AND PROJECTS
## A Very Comprehensive Implementation Strategy

<table>
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<tr>
<th>WP Activity</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>3 Activation of the courtyards</td>
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<td>5 Street conversion Pieter Calandlaan</td>
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<td>6 Lelylaan recreational space</td>
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<td>7 Lelylaan walking route</td>
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### Activation of the Courtyards

**Cause**
- Not involving in time and insufficient coordination with the municipality of Amsterdam as a road manager, housing corporations and home owners association.

**Risk**
- These parties feel lack of commitment to the project.

**Effect**
- The municipality of Amsterdam as a road manager, housing corporations and home owners association are not willing to cooperate.

**Control Measure**
- Involving these parties on time to discuss the opportunities and to create more commitment to the project.

### Lack of Safety in the Neighbourhood

**Cause**
- Added (small) interventions become victim of vandalism.

**Effect**
- Destruction of these small skill actions.

**Control Measure**
- Security camera's, local police patrol.
KRAKOW METROPOLITAN AREA

A COMPLETE INTEGRAL PLAN FOR A HUB IN THE METRO AREA
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

PUBLIC ENGAGEMENT & INTEGRAL SOLUTIONS INTO MOBILITY TOPIC
THANK YOU!
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RiConnect: Rethinking infrastructure

RiConnect: Main Outcome

Roland Krebs, LE
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The Big Picture of Developing the Metropolis – from Urban Strategies to Urban Design
Organizational nature of Partners
RiConnect: Rethinking infrastructure and the metropolitan dilemma.
Multilevel Governance
RiConnect Rethinking infrastructure

Integrated Approach
Participation and the Stakeholder Dialogue
Funding metropolitan projects
RiConnect  Rethinking infrastructure
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

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 global 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!