

Aktive Mobilität und die lebenswerte Stadt

Vom Verkehrsraum zum öffentlichen Raum

FUKO 2023

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Forschung, Strategieentwicklung und Masterplanung



Place St. Antoine Brüssel, 2010/2015
Brussels,, Artgineering, + Urban Platform

Entwurf und Umsetzung von Freiräumen

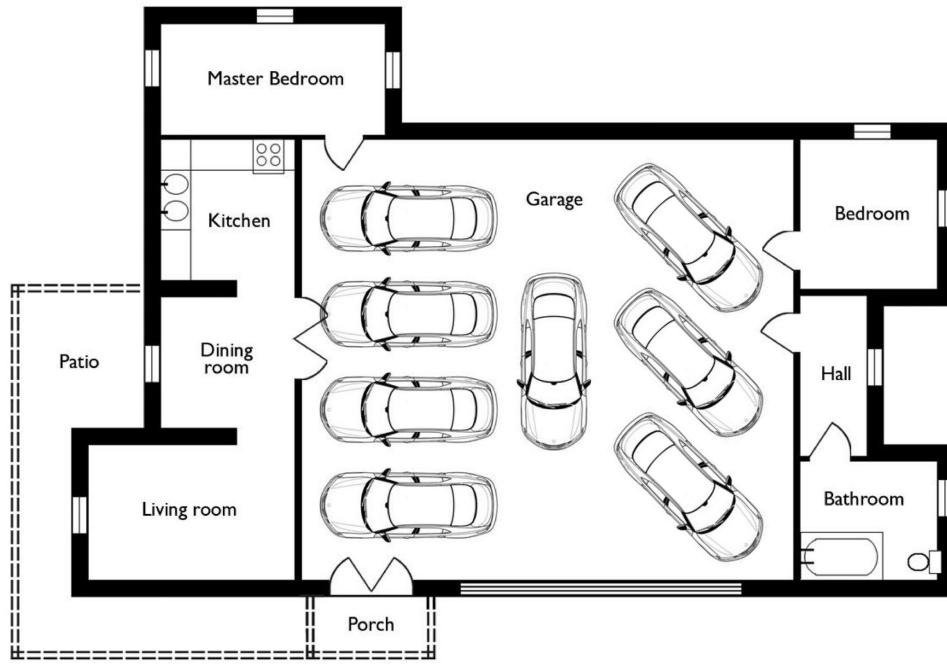
Vom Verkehrsraum zum öffentlichen Raum

Vom öffentlichen Raum zum Verkehrsraum

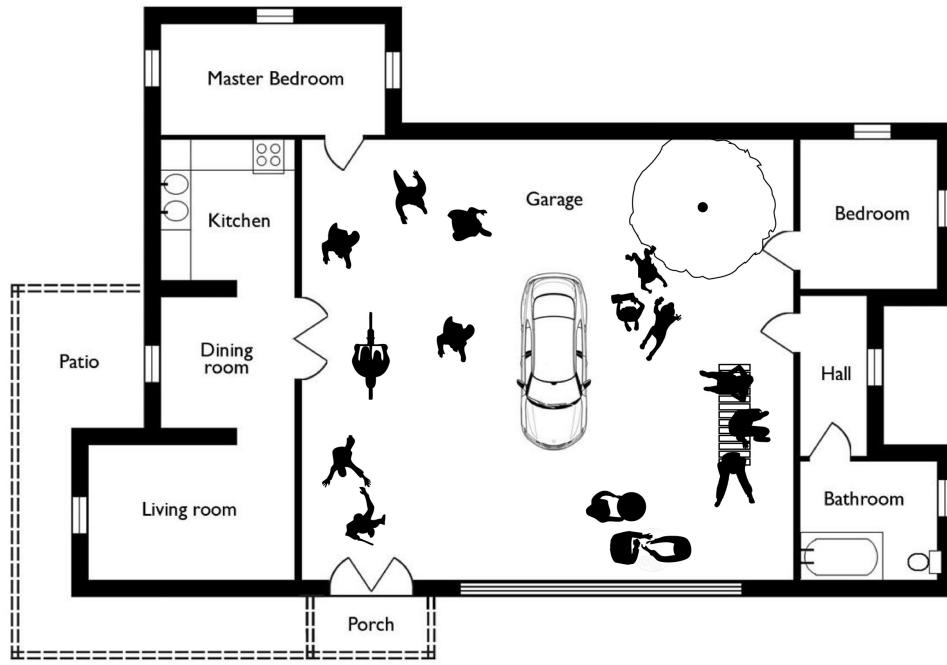




1971

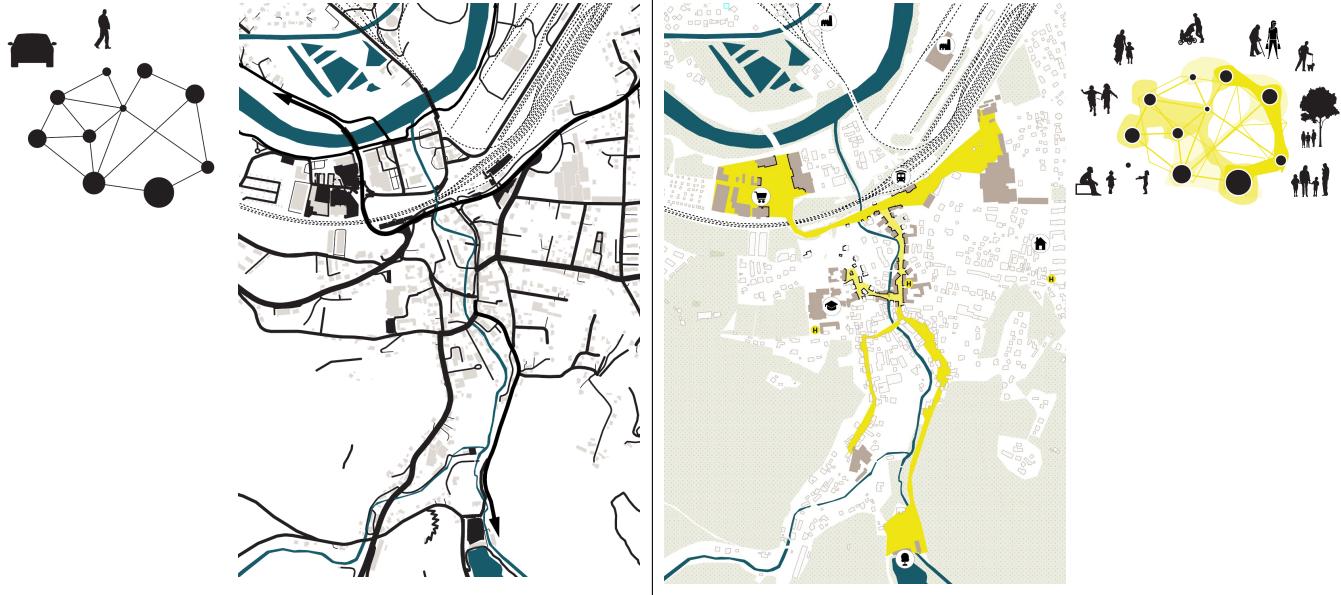


Tweet "Wenn wir unser Häuser so planen würden wie unsere Städte"



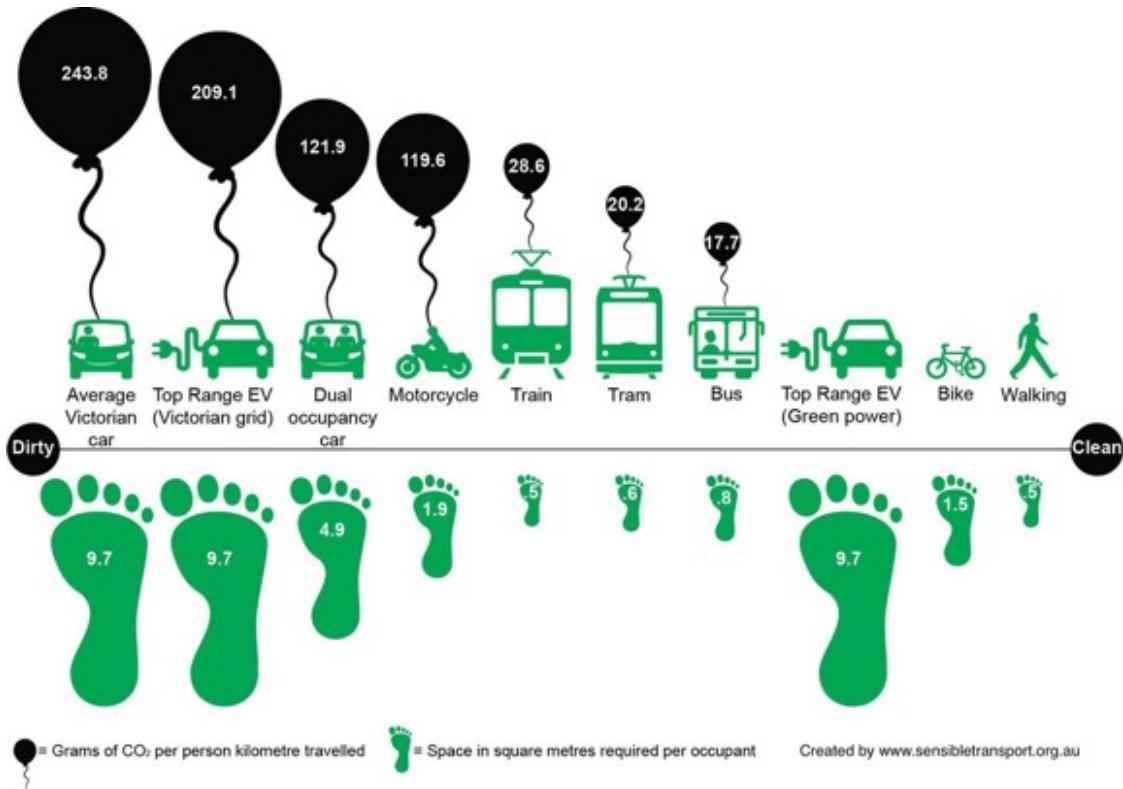
“We believe that the accumulation of stuff brings us closer to prosperity, without being aware of the limit of resources. Our consumption of the world today puts the well-being of the future at risk.”

Tim Jackson, Prosperity without Growth, 2011



Von der Strasse zum Lebensraum

**Umverteilung
von Raum
und Privilegien!**



Raum: Doppelter Fußabdruck m² und CO₂

**Andere Prioritäten
setzen!**

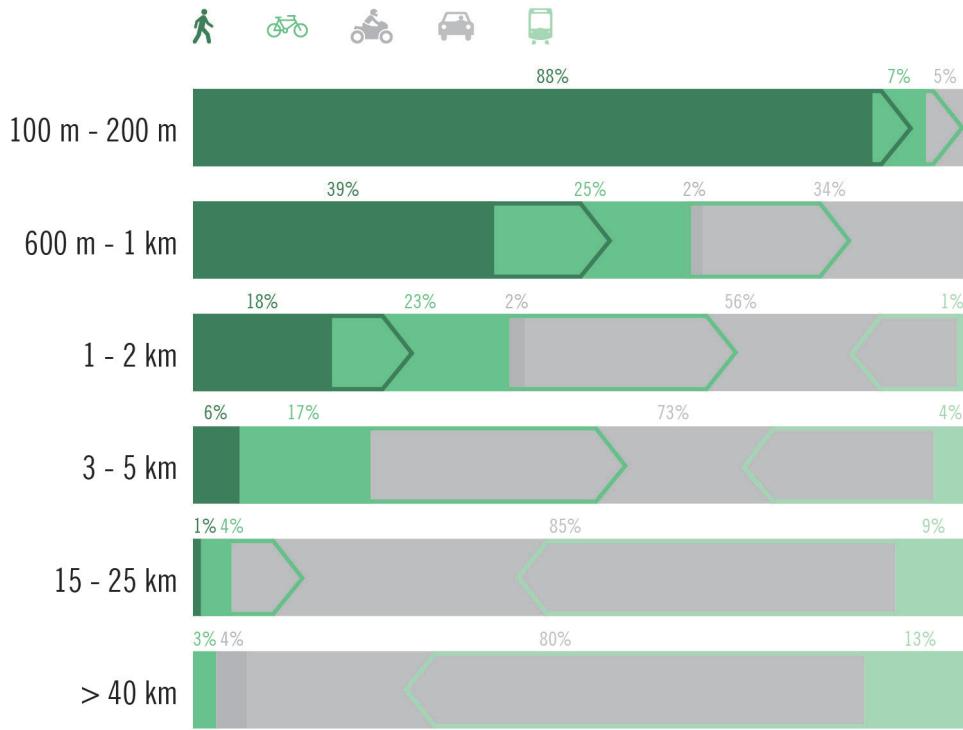


Buurten met lef, buurten vol leven

Inspiratie en
ontwerpstrategieën

**‘Leefbuurten’ sind lebendige,
klimaresistente und ‚autofreie‘ Quartiere,
in denen es angenehm ist, zu Fuß zu
gehen, Rad zu fahren und zu leben.**

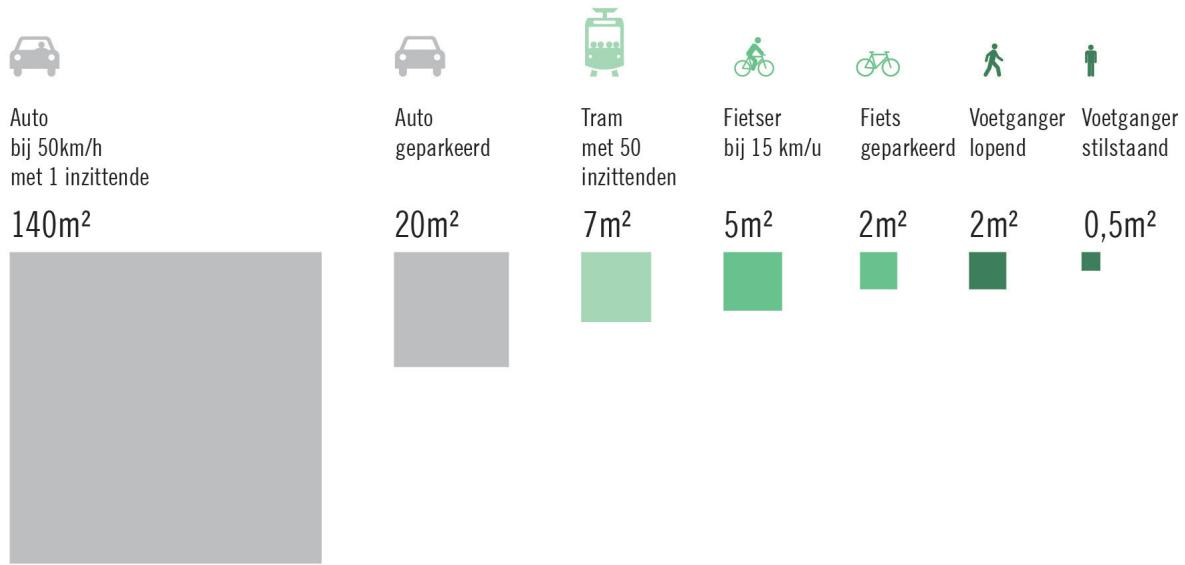
Definition ‚Leefbuurten‘



Heutige Verkehrsmittelwahl nach Abstand

Source: Onderzoek Verplaatsingsgedrag Vlaanderen 5.3 (januari 2017–januari 2018)

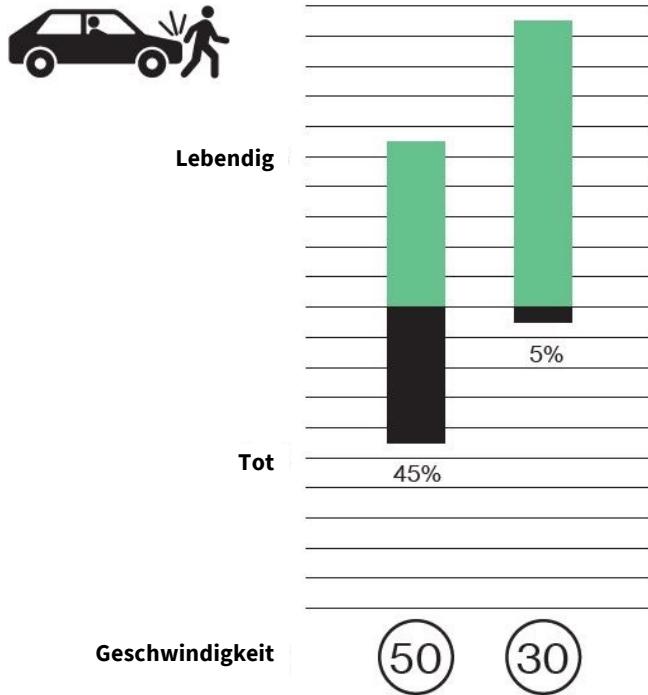
Sinnvolle Verkehrsmittelwahl



Platzbedarf verschiedener Verkehrsträger pro Person

Source: Meerjarenplan fiets 2017–2022, Amsterdam

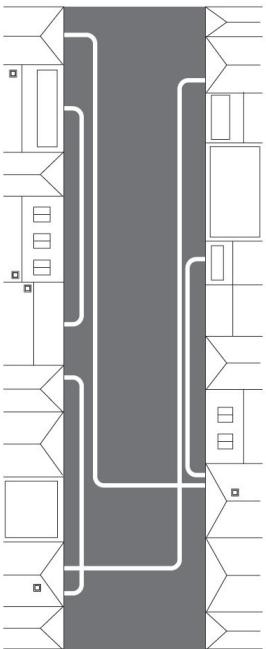
Mehr räumliche Gerechtigkeit



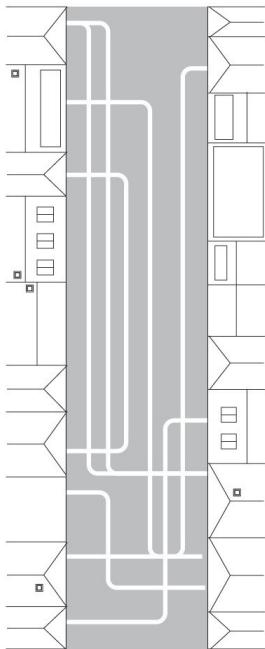
Wahrscheinlichkeit eines tödlichen Unfalls bei 50 versus 30km/h

Source: <https://www veiligverkeer.be/inhoud/zone-30-belachelijk-traag/>

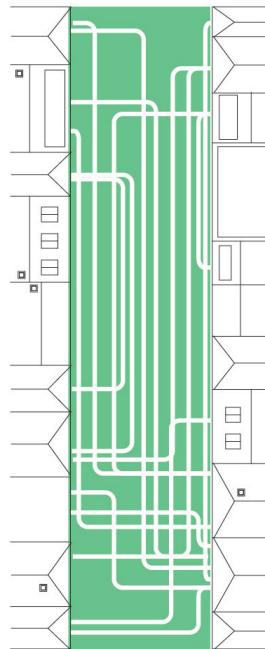
(Verkehrs-)Sicherheit erhöhen



starker Verkehr



mäßiger Verkehr

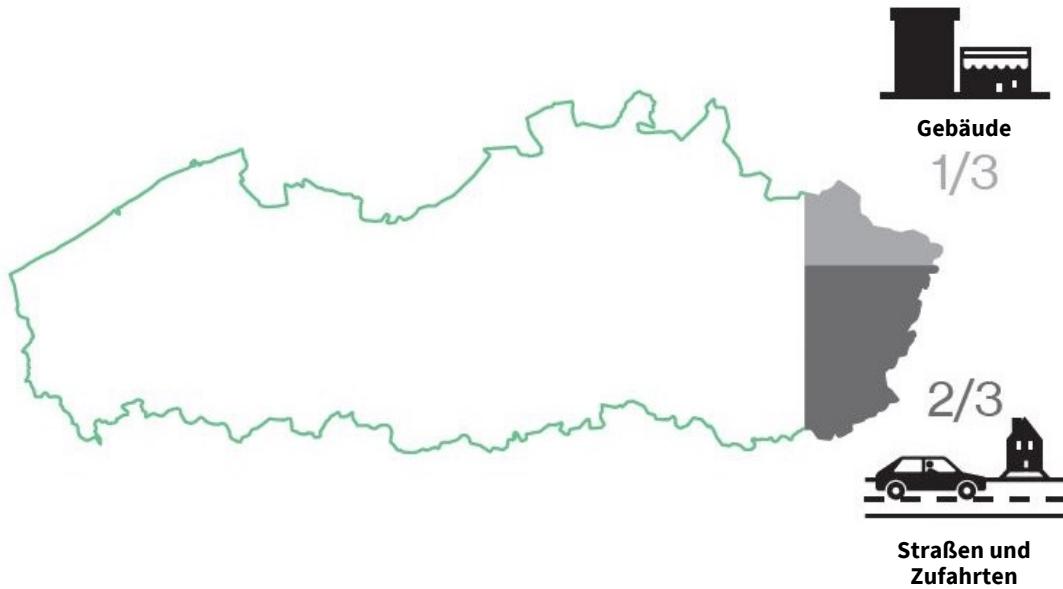


geringer Verkehr

Soziale Interaktionen in Abhängigkeit von der Verkehrsintensität

Source : Appleyard D. (1980), Livable Streets: Protected Neighbourhoods? The Annals of the American Academy of Political and Social Sciences.

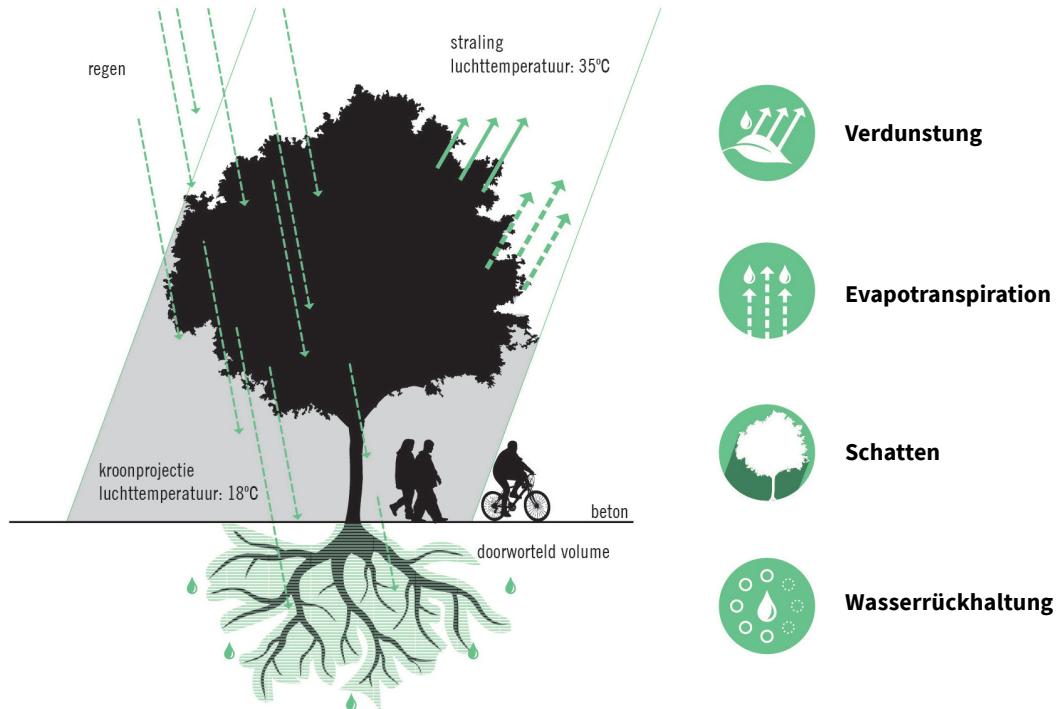
Soziale Interaktionen und Inklusion stärken



1/7 von Flandern ist asphaltiert, 2/3 davon sind Straßen und Zufahrtswege

Source : Pisman, A., Vanacker, S., Willems, P., Engelen, G. & Poelmans, L. (Eds.). (2018). Ruimterapport 2018 – Infographics. Brussel: Departement Omgeving.

Weniger Bodenverbrauch und Versiegelung



Der Mehrwert von Bäumen als "Klimamaschinen"

Source : Witteveen & Bos, expertenopdracht Stratencusters i.o.v. Departement Omgeving, en Armson D., Stringer P., Ennos A.R. (2012), 'The effect of tree shade and grass on surface and globe temperatures in an urban area'. In: *Urban Forestry & Urban Greening* 11, pp. 245-255.

Klimabeständiger

Verkehrsräume transformieren!

traffic space

A Handbook for Transformation
Ein Handbuch zur Transformation —

— Stefan Bendiks,
Aglaée Degros

traffic space

PARK BOOKS

Vade mecum

Sechs Tricks zur Wiederaneignung von Verkehrsraum

Six tricks for the re-appropriation of traffic space

-1-

Das Verknüpfen
Creating connections

-2-

Die Beteiligung
The participation

-3-

Die Belebung
der lokalen Ökonomie
The revitalization of
the local economy

-4-

Das Teilen von Raum
Space sharing

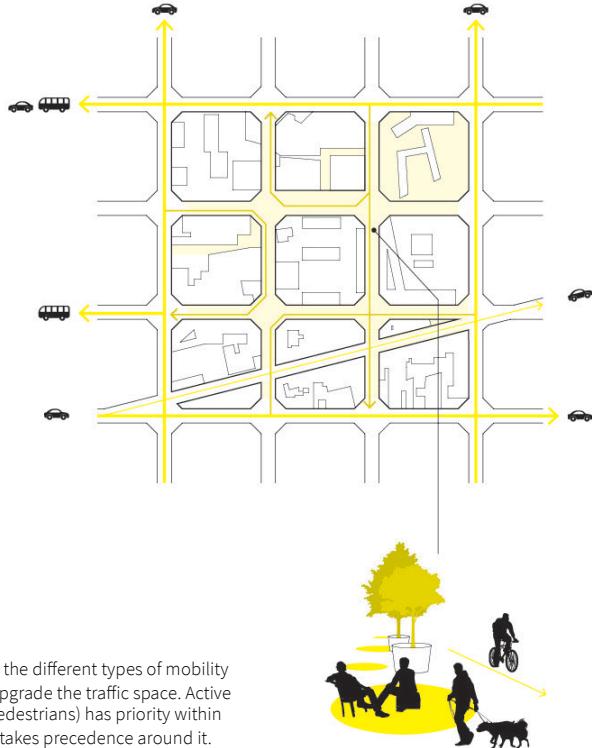
-5-

Der Metabolismus
The metabolism

-6-

Eine einfache Ästhetik
A simple aesthetic

6 Tricks zur Transformation von Verkehrsräumen



The Traffic Network:

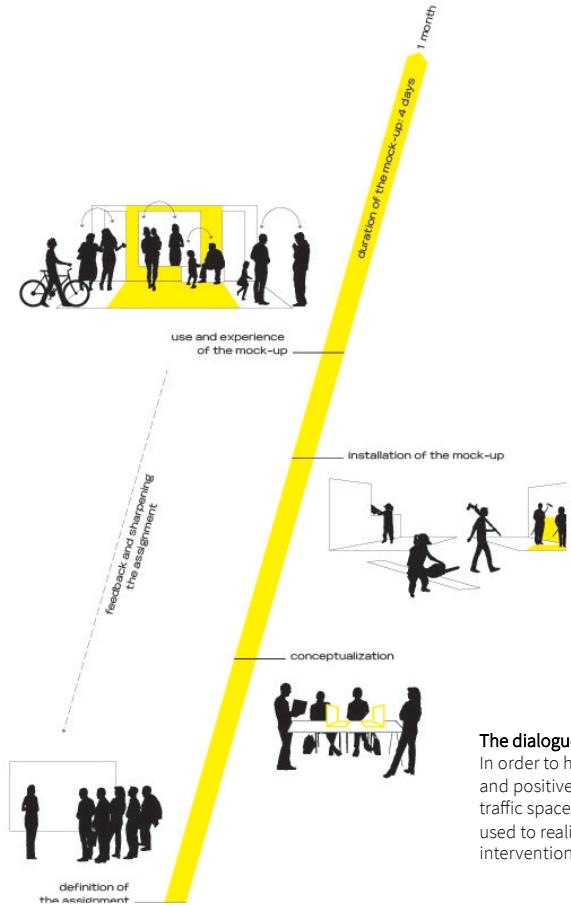
Filtering and differentiating between the different types of mobility makes it possible to transform and upgrade the traffic space. Active mobility (consisting of cyclists and pedestrians) has priority within the superblock and public transport takes precedence around it.

Das Verknüpfen



Superblocks, Barcelona

Urban Ecology Agency of Barcelona © Martin Grabner



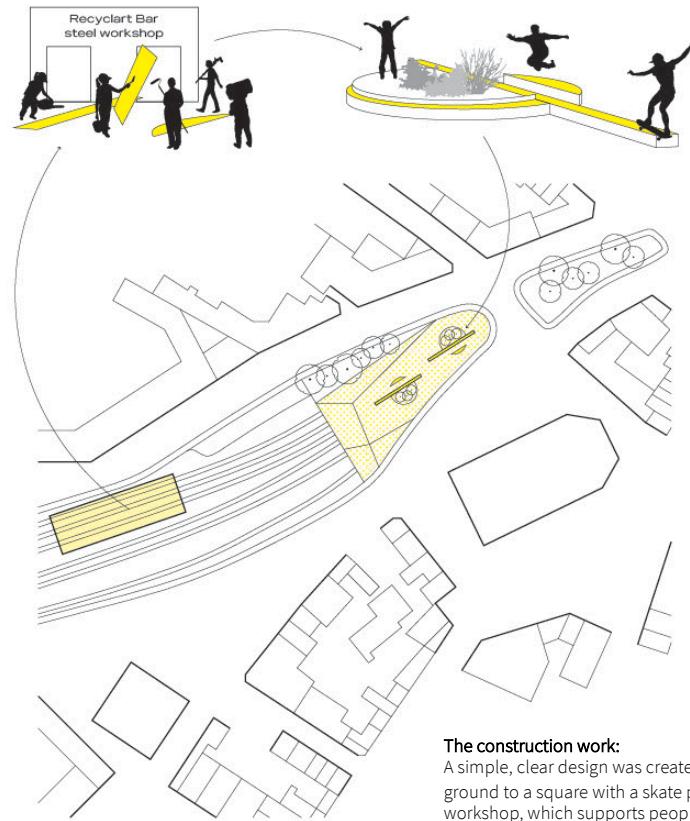
The dialogue:

In order to help the public experience the relevance and positive spatial effects of a transformation of a traffic space dominated by cars, simple means were used to realize a mock-up as a temporary spatial intervention.

Die Beteiligung



Mierīgi!, Riga



The construction work:

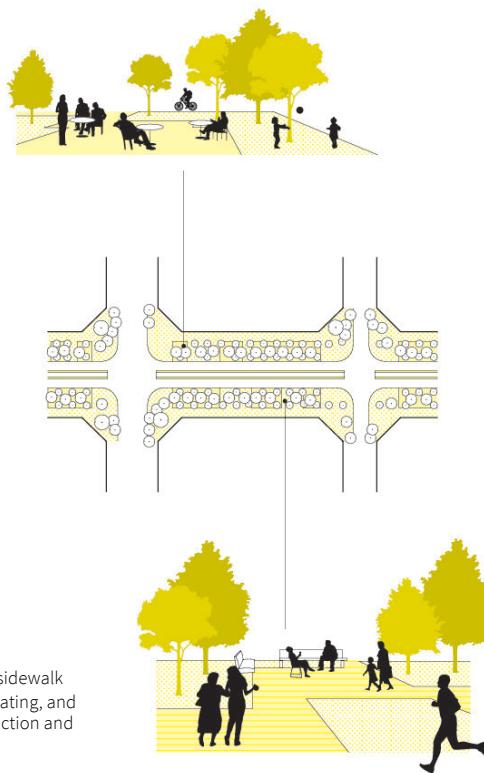
A simple, clear design was created to upgrade unused railway ground to a square with a skate park. A nearby wood and metal workshop, which supports people to reenter the labor market, contributed to the realization of the project.

Die Belebung der lokalen Ökonomie



Ursulinen Skatepark, Brüssel

Bjorn Gielen, Floris Steyaert © Filip Dujardin



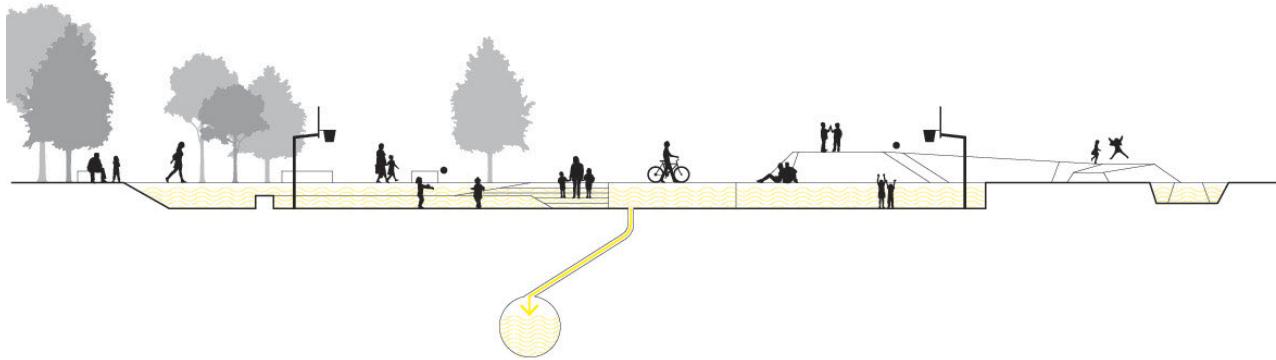
Living together:

As part of the redesign of the street, larger sidewalk zones were created with space for trees, seating, and outdoor eating areas. This promotes interaction and exchange between residents.

Das Teilen von Raum



Passeig de Sant Joan, Barcelona



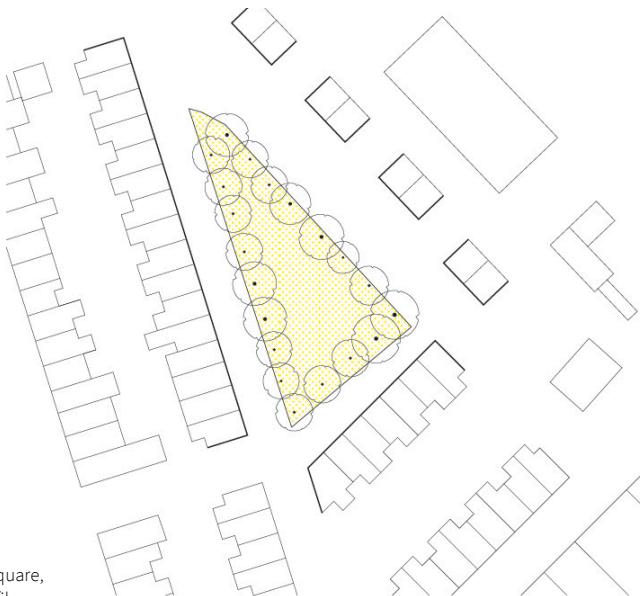
Water:

The watertight, sunken square serves as a playground and sports area for a school. During heavy rain, the water is collected and released gradually to reduce pressure on the sewage system, which can therefore be of a smaller scale.

Der Metabolismus



Waterplein, Tiel



Spatial clarity:
Following close analysis of the existing square,
the architects decided to keep a low profile
and do nothing except emphasize existing
qualities and ensure regular upkeep.

Eine einfache Ästhetik



Place Léon Aucoc, Bordeaux

Lacaton & Vassal © Lacaton & Vassal

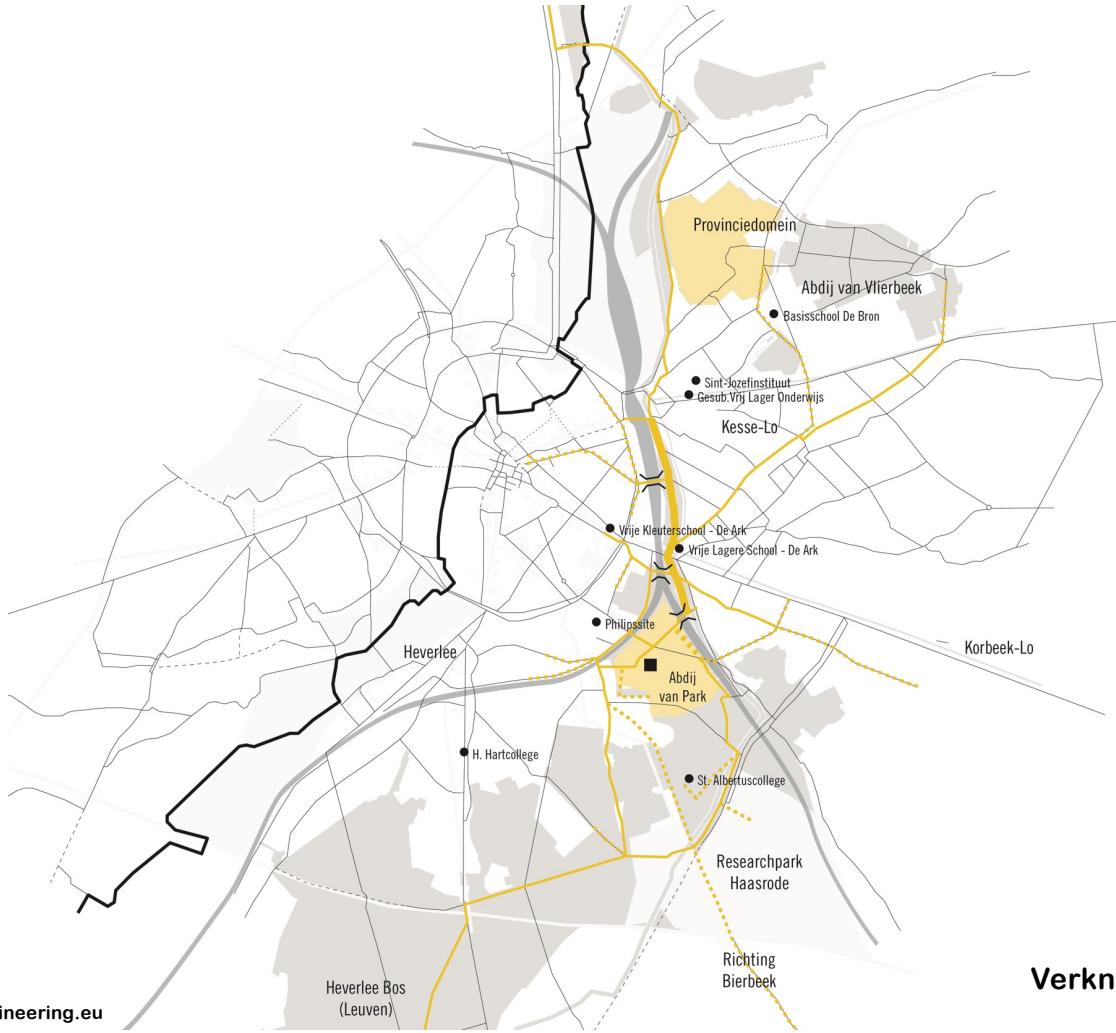


Park Belle-Vue, Leuven



Park Belle-Vue, Leuven

ARTGINEERING, H+N+S, ARA © Michiel De Cleene

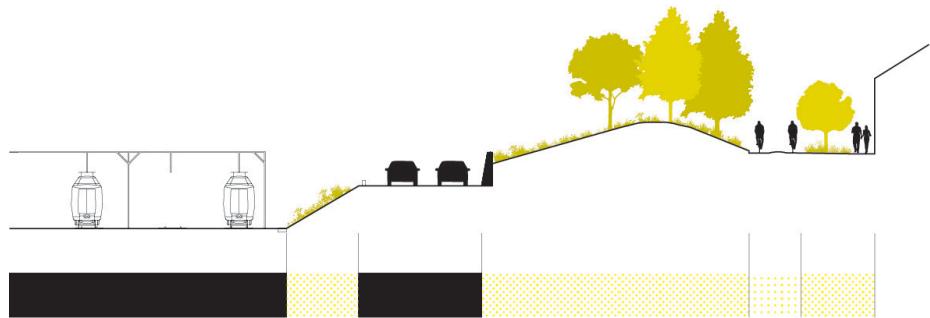
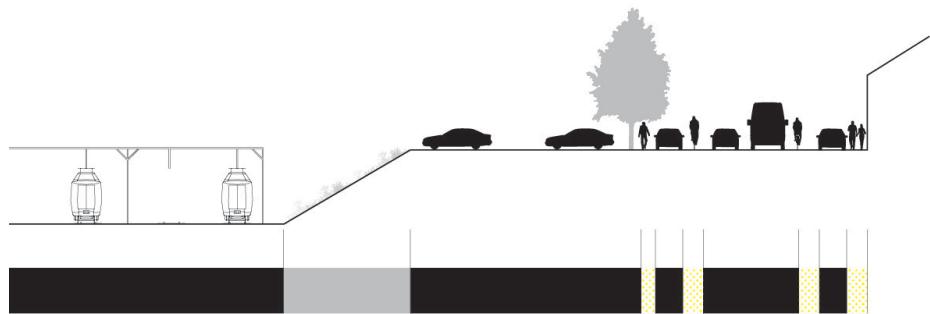




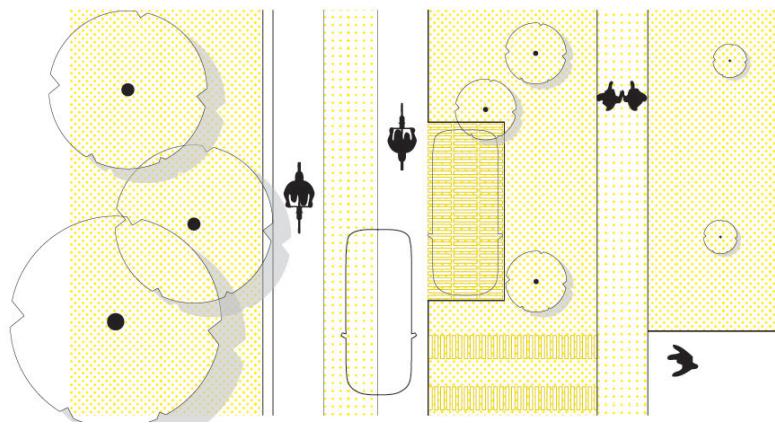
Beteiligung



Belebung der lokalen Ökonomie



(Umver-)Teilen von Raum



Teilen von Raum



Metabolismus



Einfache Ästhetik

**“Wer will, dass die Leute sich
wie in einer Kirche verhalten,
der muss eine Kirche bauen,
keine Diskothek“**

Hans Monderman



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