Mobility and Placemaking

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**Mobility and Placemaking**
Structure of Presentation

**Part 1:**
The importance of Mobility and Place in urban environments

**Part 2:**
Addressing the balance between travel modes

**Part 3:**
The cornerstones of Mobility and Placemaking

**Part 4:**
The key ingredient: Creativity
Part 1:
The importance of Mobility and Place in urban environments
Cities are Living Structures
Movement is the **Blood** that makes Cities function
Urban environments will always have Links as well as Places, but the essence of urban life is generally found on the latter.

Design focus: **save time**
Object of design: **vehicles**

Design focus: **spend time**
Object of design: **people**

Link

Place
A Place facilitates movement
… as well as the lack of movement…
An urban Place can be **bustling**...
…or it can be **quiet**…
Successful urban Places tend to integrate all components
Part 2: Addressing the balance between travel modes
There is something **unbalanced** or **inadequate** about these…
… but this is a truly **flexible, balanced** space.
… but this is a truly **flexible**, **balanced** space.
... but this is a truly **flexible, balanced** space.
… but this is a truly **flexible, balanced** space.
… but this is a truly flexible, balanced space.
… but this is a truly **flexible, balanced** space.
Part 3:
The cornerstones of Mobility and Placemaking
1. Consideration of **pedestrian desire lines**
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1. Consideration of pedestrian desire lines
An example

External attractors
Internal attractors

Bettystown North
Bettystown South
Bettystown West
Funtasia
pub
east park
shops
beach

Hotel
Desire Lines

Bettystown North

Bettystown South

Bettystown West

Funtasia

pub

shops

car park

hotel

beach

shops

car park

hotel

beach
Pedestrian Routes

Crossings not catered for by formal facilities
Pedestrian Routes
(with Proposed Improvements)
2. Avoidance of Clutter
2. Avoidance of Clutter
3. Attention to the **over-design of road infrastructure**
3. Attention to the **over-design of road infrastructure**

“*Multiple Flush Syndrome*”
(to design drainage infrastructure for the eventuality that everyone flushes the toilet at the same point in time)

In Transport terms, it is the design of road infrastructure for the eventuality that two articulated trucks meet at a junction when a bin lorry is turning left and an ambulance is turning right…or something like that.

![Diagram of transport vehicles](image)
3. Attention to the **over-design of road infrastructure**

It leads to this:

A 64-house cul-de-sac being accessed via a **26m-wide junction** (with a relatively quiet road)
3. Attention to the over-design of road infrastructure

…or this:

An important city street where up to 75% of the space is given to vehicular circulation
3. Attention to the **over-design of road infrastructure**

…but it doesn’t have to be that way…
4. Consideration of **critical mass**

Critical mass can be a key ingredient to the success of Public Realm schemes…
4. Consideration of **critical mass**

That’s why designers tend to envision places like this.
4. Consideration of **critical mass**

But places need to be attractive at different times of the day.
4. Consideration of **critical mass**

… and at different times of the year.
4. Consideration of **critical mass**

Not all public spaces will be like this
4. Consideration of **critical mass**

Places can be successful without the crowds
Part 4: The key ingredient: **Creativity**

Successful Places often integrate the necessary **functionality** with an **imaginative and creative** approach.
Imagination and Creativity

Skvallertorget, in Norkoping (Sweden)
Imagination and Creativity

Rua Nova do Carvalho, in Lisbon
Imagination and Creativity

*Eggcident*, in Leeuwarden (The Netherlands)
Imagination and Creativity

_Urban River_, in Drachten (The Netherlands)
Imagination and Creativity

Superkilen, in Copenhagen
Imagination and Creativity

Cais do Sodré, in Lisbon
Imagination and Creativity

*Stadtlounge*, in St. Gallen (Switzerland)
Thank you