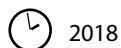


MEDNARODNI TEDEN 2018 – OD CEST DO ULIC: URBANA FROM ROADS TO STREETS – URBAN REGENERATION FOR REGENERACIJA V NAMENE SOBIVANJA NA ULICI STREET CONVIVIALITY – THE CASE OF SUBURBS OF LJUBLJANA



TIP DELAVNICE:

mednarodna urbanistična delavnica

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VSEBINA

V projektu »International Week« so študentske ekipe v mednarodni sestavi raziskovale strategije za reševanje vprašanj vezanih na motorizacijo odprtega mestnega javnega prostora v primestnih območjih in iskale možne alternativne rešitve prihodnosti v kontekstu strategij urbane regeneracije. V uvodnem teoretičnem okviru so se študentje spoznali s kompleksnostjo motorizirano usmerjenega razvoja mest ter raziskali alternative, ki v ospredje postavljajo človeka in njegovo merilo. Natančno so preučili uporabo javnih prostorov in strategij za načrtovanje infrastrukture v merilu pešca. Obravnavana so bila vprašanja strateškega načrtovanja, politik urbane regeneracije, ukrepov za povečanje mobilnosti, vprašanj lastništva, finančnih ovir, vidikov mestne pravičnosti itd. Tuji predavatelji so predstavili posamične primere iz Francije, Švedske, Nemčije in Italije. Izčrpno je bil predstavljen tudi primer Ljubljane. V študijskem delu so bile razviti alternativni prihodnji scenariji za urejanje javnih odprtih prostorov v izbranih predmestjih Ljubljane. Obravnavani so bili Litostrojsko naselje, Savsko naselje in soseska Ruski car. Lokacije so študentske ekipe pod vodstvom tutorjev analizirale in se osredotočile na specifična vprašanja vezana na uporabo javnih prostorov. Na podlagi ogleda na terenu in izvedbe analitičnega procesa so skupine študentov neodvisno razvijale koncepte za revitalizacijo ali aktivacijo javnih odprtih prostorov. Z neobremenjenim pristopom in poglobljenim poznavanjem sodobnih teoretičnih izhodišč je bila predstavljena široka paleta inventivnih rešitev, ki so sledile osnovnemu cilju delavnice in mednarodnega sodelovanja: kako prekomerno motorizirana predmestja preoblikovati tako, da bodo prilagojena potrebam in merilu človeka.

ABSTRACT

The International Week was oriented into development of strategies addressing motorisation of urban public open spaces in aged up urban areas and seek the possible alternative futures as part of urban regeneration strategies. The introductory theoretical framework has put light onto the complexity of turning a car-centred urban open space into a human-oriented one. The uses of public space and pedestrian oriented planning strategies have been closely looked at. The issues of strategic planning, regeneration policies, mobility measures, ownership issues, financial obstacles, urban justice aspects etc. have been addressed. In the form of a Studio work students developed alternative future scenarios for public open spaces of concrete locations in suburban Ljubljana. Each students' group has chosen one type of a typical element of Ljubljana's road/street network. Based on the field analyses each student-team has developed its own urban design concept for the reclamation of public space in the selected area.



2018 INTERNATIONAL WEEK, LJUBLJANA, SLOVENIA

HafenCity University, Department of Urban Planning / University of Ljubljana, Faculty of Architecture, Department of Urban Planning / Malmö University, Department of Urban Studies / Politecnico di Milano, Dipartimento di Architettura e Studi Urbani, / Université Paris Est Créteil, Paris School of Planning

URBAN REGENERATION FOR STREET CONVIVIALITY – The Case of Suburbs of Ljubljana

FROM ROADS TO STREETS

Hosted by the Faculty of Architecture of the University of Ljubljana in collaboration with the Urban Planning Institute of the Republic of Slovenia and the Slovenian Ministry of the Environment and Spatial Planning

Welcome to Ljubljana, a mid-sized post-socialist city of about 280,000 inhabitants where the urban development of the last two decades was characterised by the high rates of motorisation. Ljubljana is the capital city of a nation and is the main employment and educational hub. The urban open public spaces, including residential streets and open spaces of the neighbourhoods, are getting dominated by motorised traffic. The traditional users of local public spaces are being limited in their rights to enjoy safe and pleasant urban open space. These situations are typical for the aged modernist neighbourhoods built between 1950s and 1970s which were not designed to accommodate large numbers of cars. Built on the concept of the modernist urban planning they often benefit from considerably large open green areas which are nowadays getting dominated by motorised traffic in general and parked vehicles in particular. Its main social function as a meeting space and space for spending a leisure time is thus

getting largely reduced. Nowadays the population expresses a desire to reclaim the space used by cars for pedestrian use and recreational use. The aspiration for street conviviality clearly manifests itself in the redesigned open spaces existing in the redesigned public open spaces of Ljubljana's city centre, namely along Ljubljana river. A large investment programme of the last decade considerably improved the public open space amenities in the central part of the city. The strategic urban development documents of the City of Ljubljana address the issue of the quality of public open space in suburban neighbourhoods through two main angles: the urban regeneration strategies and the sustainable mobility policies. They favour an equal use of street space by all types of users by changing the traffic regulations and redesigning street surfaces. The aged suburban housing estates are defined as priority areas of renovation from the point of view of inadequate

urban and architectural standards as they no longer meet the requirements of modern life because they are poorly equipped or are poorly managed; the dwellings no longer fulfil the current housing standards and do not provide adequate housing conditions, do not meet the energy efficiency standards and do not provide adequate levels of fire and earthquake safety. Among such areas are some older suburbs, older residential settlements and colonies, urbanised villages, as well as some older residential neighbourhoods. As a rule, a complete or partial renewal should be carried out in these areas. At the same time the recently approved mobility policies address the issues of quality of urban living, they foresee:

- prioritised sustainable mobility to reduce air pollution, energy use and space consumption by providing inclusive pedestrian zones;
- priority given to safely over smooth traffic flow by introducing sidewalks and new pedestrian crossings;

introduction of urban design solutions, such as kerb ramps, to cater for the needs of pedestrians, cyclists and vulnerable groups. While the strategic guidance is clear, currently the realization of the policies is lacking behind and no sufficient organisational structures as well as funds seem to be available. Additionally, the exchange of powers between the national and local governing bodies over the road space hinders the efficiency. Innovative approaches that will comprehensively cover different aspects of quality of urban life are needed to make the break through. The International Week will seek strategies to address the issue of motorisation of urban public open space in aged up urban areas and seek the possible alternative futures as part of urban regeneration strategies. The introductory theoretical framework will put light onto the complexity of turning a car-centred urban open space into a human-oriented one. The uses of public space and pedestrian oriented planning

strategies will be closely looked at. The issues of strategic planning, regeneration policies, mobility measures, ownership issues, financial obstacles, urban justice aspects etc. will be addressed. Example from France, Sweden, Germany Italy and international ones will be raised. The Ljubljana case would also be extensively presented. Studio work will develop alternative future scenarios for public open spaces of concrete locations in suburban Ljubljana. Each students' group will choose one type of a typical element of Ljubljana's road/street network. Each team will develop first a site analysis based on fieldwork (mainly observation of the uses of public space, street interviews, photographic surveys...) and statistical data. Based on field analyses each student team will develop to new urban design concept for the reclamation of public space in the selected area.



SOSESKA SAVSKO NASELJE



SOSESKA RUSKI CAR



SOSESKA LITOSTROJ



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Slika 1: Po ogledu terena in opreavljenem analitičnem procesu so skupine študentov neodvisno razvijale koncepte za revitalizacijo ali aktivacijo javnih odprtih prostorov na različnih lokacijah v Ljubljani.