

Planning Continuous

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Abstract

The evolution of cities empties the initial statements of the planning process. Since the De Groer Plan in which it is initially planned, to the airport connection motorway until its metropolitan characteristics, the 2^o Circular has changed its way. Nowadays with new radial/circular ways it is becoming even more an urban avenue or street.

On the other hand, urban design and traffic engineering are not compatible as long as we consider traffic engineering only as "flux hydraulic" or a closed discipline.

Regarding two apparently disparate situations there may be a similarity beyond the obvious. They are Lisbon and Barcelona, including related developments in the 2^a Circular and the Ronda de Dalt and its influence on their surrounding urban fabric.

Planning instruments have lost lately, in general, its ephemeral functional characteristics. It was created the need to revise and expand the scope and need to produce without ensuring some continuity to the elements proposed projects.

With cities emptying pre-configured intentions in plans, as they grow in different paradigms, Innovation in Transport Planning and Governance must be made under new ways thinking. Moreover the space-time factor as well as interactivity between urban and planning disciplines must be considered as key parameters in thinking future solutions, not only through plans which in cases could be over passed.

The chance of achieving a more functional and connective interaction between pedestrian traffic, cycling traffic and road traffic is feasible as exemplified in Barcelona, from the moment they are thought of as a matrix and not isolated. The same goes when it becomes impossible to separate the centre and periphery, it becomes imperative to plan them, develop them together.

The way we plan it may prove itself to be a powerful tool for projecting more rigorous future scenarios if they consider the city as a whole, acknowledging some local interventions - in the metropolitan case referring to municipal interventions. Also planners, despite not having all the information available, should design with some flexibility but with proper precautions in order to avoid future constraints but also allowing greater freedom for the plans to be updates as the projects are being executed.

Using the example of Barcelona, we looked for a reflection in the case of Lisbon at practice and guidelines for the future project.

While the case of Barcelona started long before the origin of that of Lisbon, both bring us to a latent *metropolism* but overcast.

When in 1942 the airport was built in Lisbon, this progress had a strong impact in the infrastructure necessary to serve it. To complement the binding of the radial routes which stemmed from ancient roads of entries in the city appeared radial round routes.

Also in the Barcelona the process concerning the radial round routes compromised and involved concerns regarding the existing suburban fabric present in the Plan Cerdá. These points served as a liaison between the city and between the

tracks that came to town as well as relieve the center of the high volume of traffic that flowed to the central city mostly without the need.

Motivated by the 1992 Olympic Games, it was proposed the upgrade of four areas considered generators of urbanity and central to the qualification of spaces at the time disqualified, the city of Barcelona currently presents an integration of the planned intervention. Although undertaken at different times, the city interventions have continuity by creating an ideology of public space that is a way of thinking about urban space, the relationship with the road network and public space as networks.

The paradigm of the Barcelona system changed with the implementation in a short time and in an integrated way of its major highways, the opening of the Gran Via and the execution of radial routes and their interconnection as the case of the ronda de Dalt or Node Trinitat.

The tendency to equate concern and quality of public space on the road network has enabled Barcelona to improve both these aspects as the urban fabric itself, but through ad hoc interventions planned, such as intersections and squares that constitute a joint beneficial and functional integrated traffic.

There were analyzed cases in Barcelona, in the area of Vall d'Hebron in the course of the Ronda de Dalt, including square Alfons Carles Comín and Node de la Trinitat, as cases in Lisbon, in the course of the 2^a Circular, specifically Avenida Marechal Craveiro Lopes and the surrounding area of Campo Grande and Node combining the 2^o Circular and the Estrada de Benfica and the surrounding area.

It was an on-site review of all cases, as well as local search on each of the cities, seeking to collect documentation and response to represent a working basis for the issues raised.

The analysis of cases and interventions was performed using pre-defined criteria, namely Surrounding Land Use, Contribution and Sensitivity / Adaptation towards surrounding Urban Space.

All interventions studied in Barcelona represent an integrated solution for the road structure to the urban fabric. The multiplication of the volume of traffic allows a closer relationship with this public space and urban fabric. There has been however strong precautionary measures with regard to land use as in the case of the Ronda de Dalt which in the reserves of soil greatly exceeding the need for road construction, allowed the occupation of these areas with green spaces and equipments that protect the buildings adjacent to the road structure.

On one hand it was concluded that planning as it has been made has to have a massive influx of information from different disciplines, moreover it should attain to produce different project solutions. These solutions must have in mind the space time factor, which is gaining a significant role in the way we plan cities, in moments that not even a plan is aware or applicable. Barcelona could work in some cases as an example of long term planning but with flexibility and space-time factor considered. Lisbon could improve both the planning interplay between different urban elements and between urban disciplines contributing to planners work.

On the other hand conclusion was that it is no longer possible to look at traffic engineering and road planning detached from urban design. Urban space as become more complex, having been created a matrix of fluxes with which urban fabric must interact, not only making it possible but acting as a constant and key element in these networks interaction with the public and urban scale. Once the traffic planning no longer collides with urban design, and both tend to contribute to a more global planning, the approach to thinking cities must attain to a liveable and habitable public space.

Keywords: Urban design, Public space, space, time, innovative planning, traffic, Barcelona, Lisbon