













sbaarheid van eigen dorp, introleren en nagaan waar ontstaan of fouten tegen de ver die opbouw zullen we n: bij het naderen van een of plein kan men ruwweg leiden met elk hun eigen n toegangszone, een over-enlijke centrumzone. Waar ikt, werd de leesbaarheid natuurlijke ingrepen ver-

en ter bevordering van de 19, wordt het niet alleen e silueren, maar is het voor etganger vaak onmogelijk n die hij verkiest. Tunnels, gstraten, verkeersknoop- teekplaatsen en allerlei istische oplossingen voor ijn vaak onneembare hin- chiten de zwakke wegge- n die niet in verhouding l of de geveerde energie. nt op gestuurd worden is r het autoverkeer, maar erpers schijnen in de me- voetgangers en fietsers — i — voorgoed van de aard-

ter waar. Een aantal weg- deren, sommige gehandi- 1 minder begoeden zullen r automobilisten behoren. raak letterlijk — zwakste el meeste recht op straten dimensie?

uit HOOFDSTRATEN IN 3 - K.VIV - Langzaam Ver-



"Welk centrum? Ik zie geen centrum!"





System time



Context time





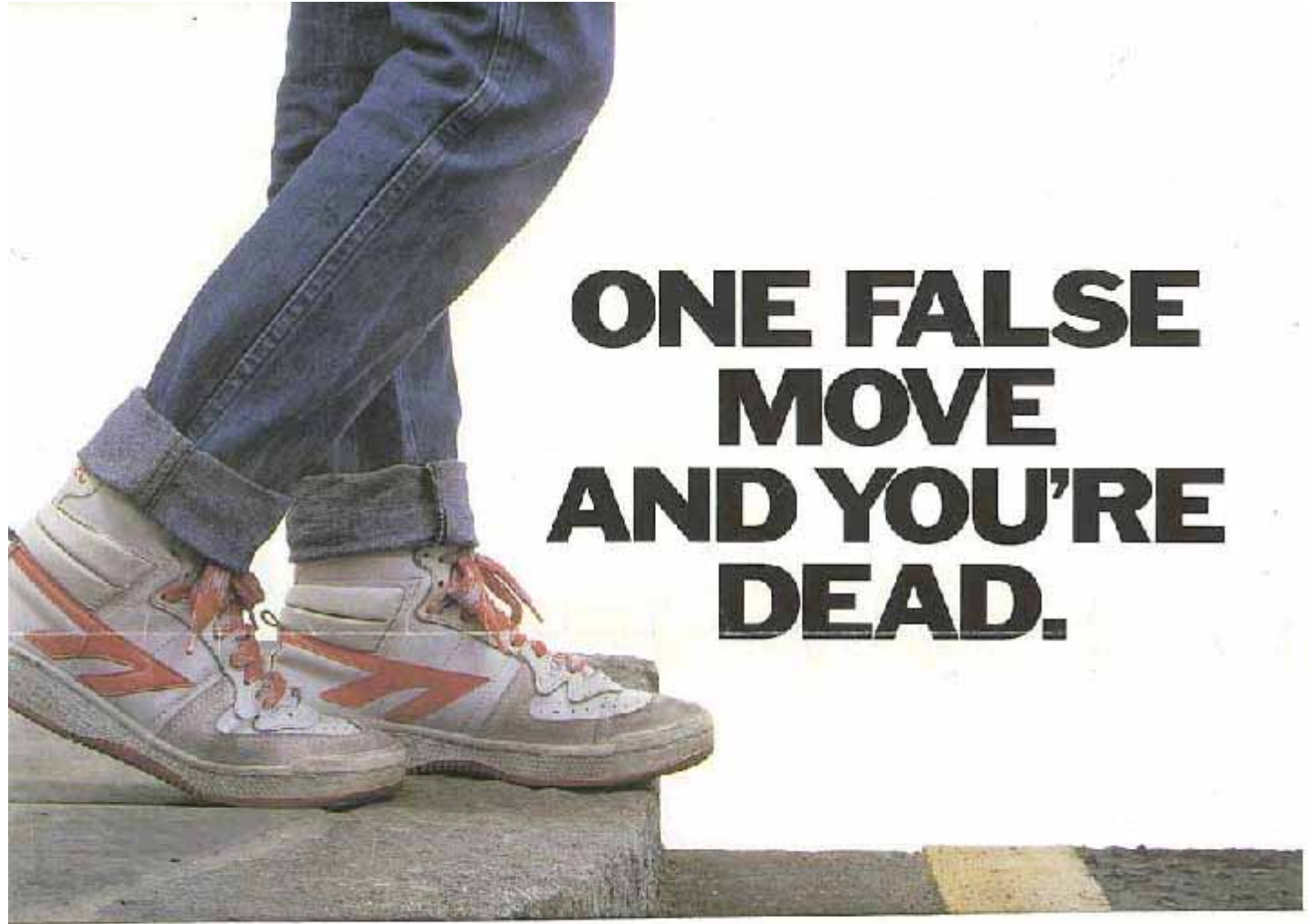
DEN NAKNA SANNINGEN

Du som kör mc eller moped tillhör det "nakna" oskyddade folket i trafiken. Du har inget plåtskal eller bilbälte som skyddar vid en krock. Vems felet än är drabbas du alltid hårdast. Därför krävs det mer av dig som sitter på en mc eller moped. Du måste alltid, för din egen skull, tänka lite längre än de andra för att komma fram helskinnad. Ditt viktigaste skydd är det du har innanför hjälmen.





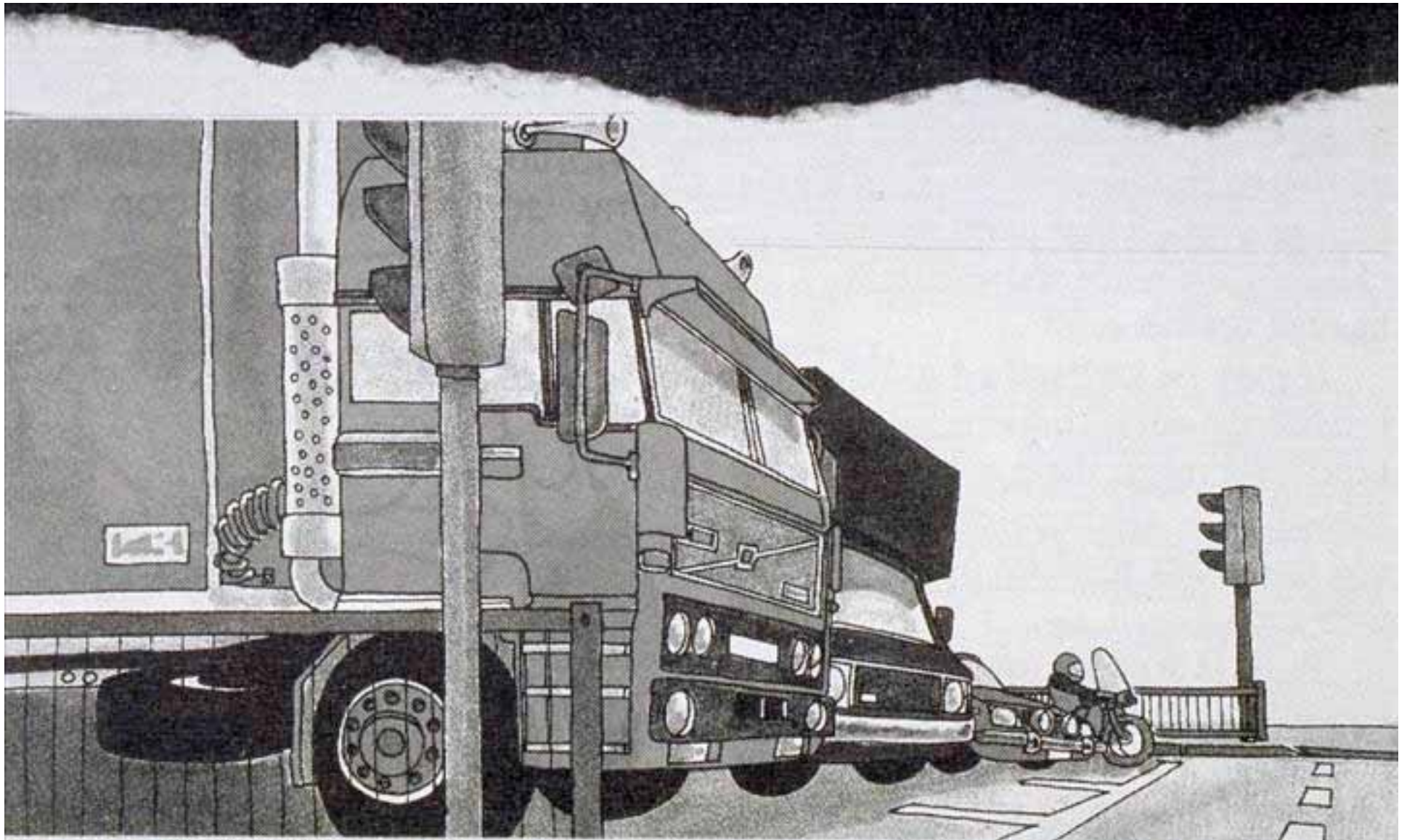




**ONE FALSE
MOVE
AND YOU'RE
DEAD.**

BEFORE YOU CROSS THE ROAD.

STOP AT THE KERB.



Be sure that children know how dangerous traffic can be. Roads are for cars and lorries – not for pedestrians.

Liminal circles











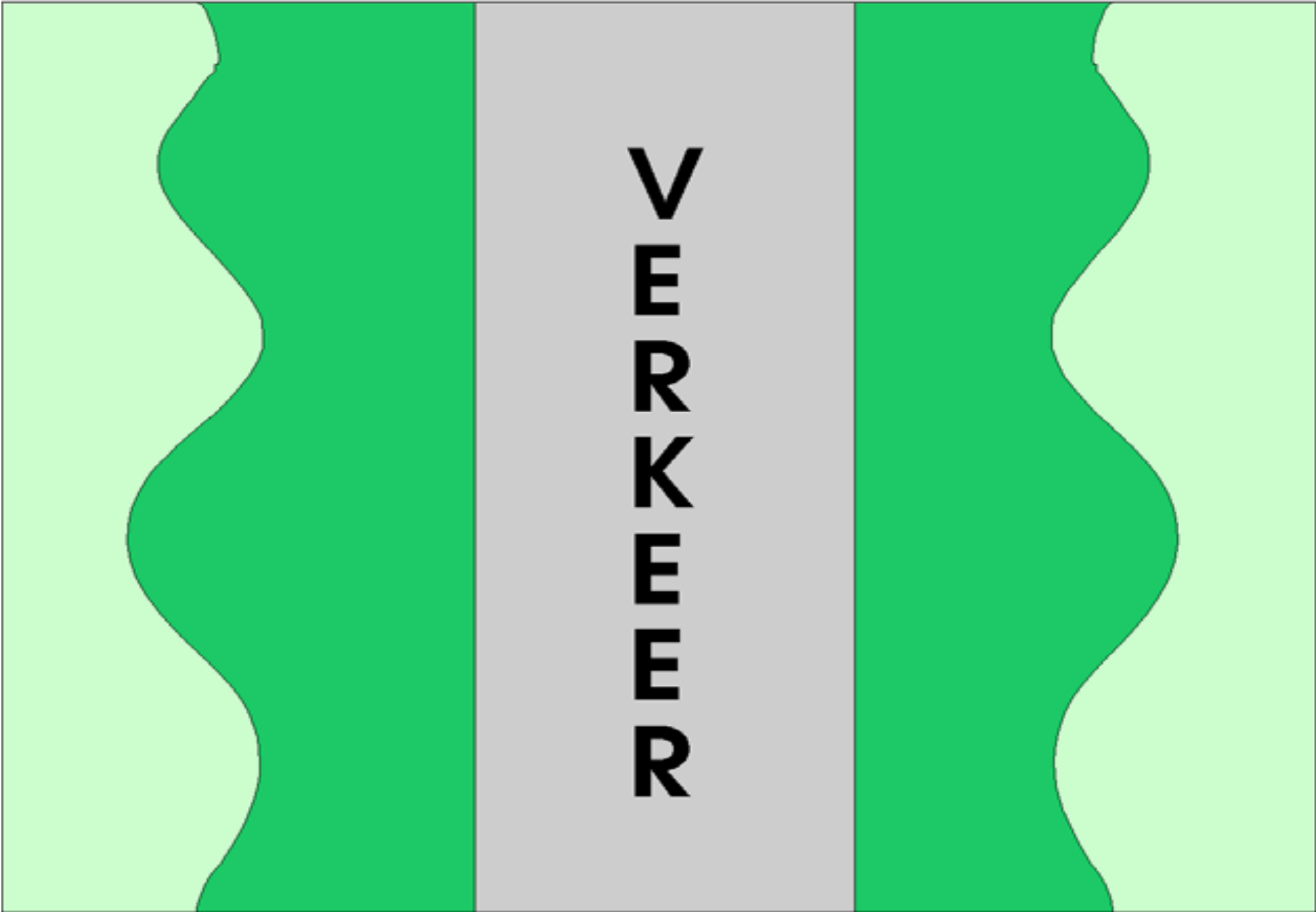






**V
E
R
K
E
E
R**

OMGEVING









← UIT











Behaviour and space

Traffic behaviour

Uniform

Predictable

Compulsory

Anonymous

Vehicle orientated

Technical
orientated

From government

Social behaviour

Not uniform

Unpredictable

Not compulsory

Eye contact

Human related

Society related

From cultural aspects

The collision of two worlds



“the road in between”











blind ♥ blue

DO NOT
CROSS
ON
RED MAN





















Tokyo



Spain



China



Denmark



Barcelona









ppd.tv.2005



ppd.tv 2005





THE DESIGN PROCESS



In the beginning of the last century

The engineer solution

THE IDEA

THE DESIGN





THE DESIGN PROCESS



The technical approach
Late sixties

The design

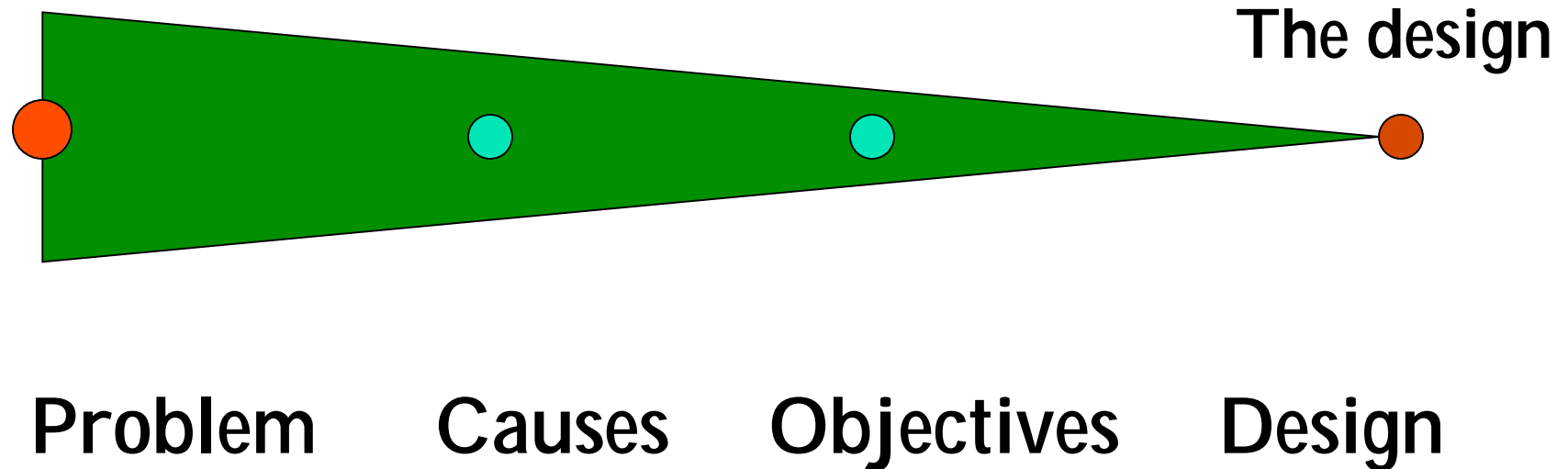




THE DESIGN PROCESS



The traditional approach in the seventies

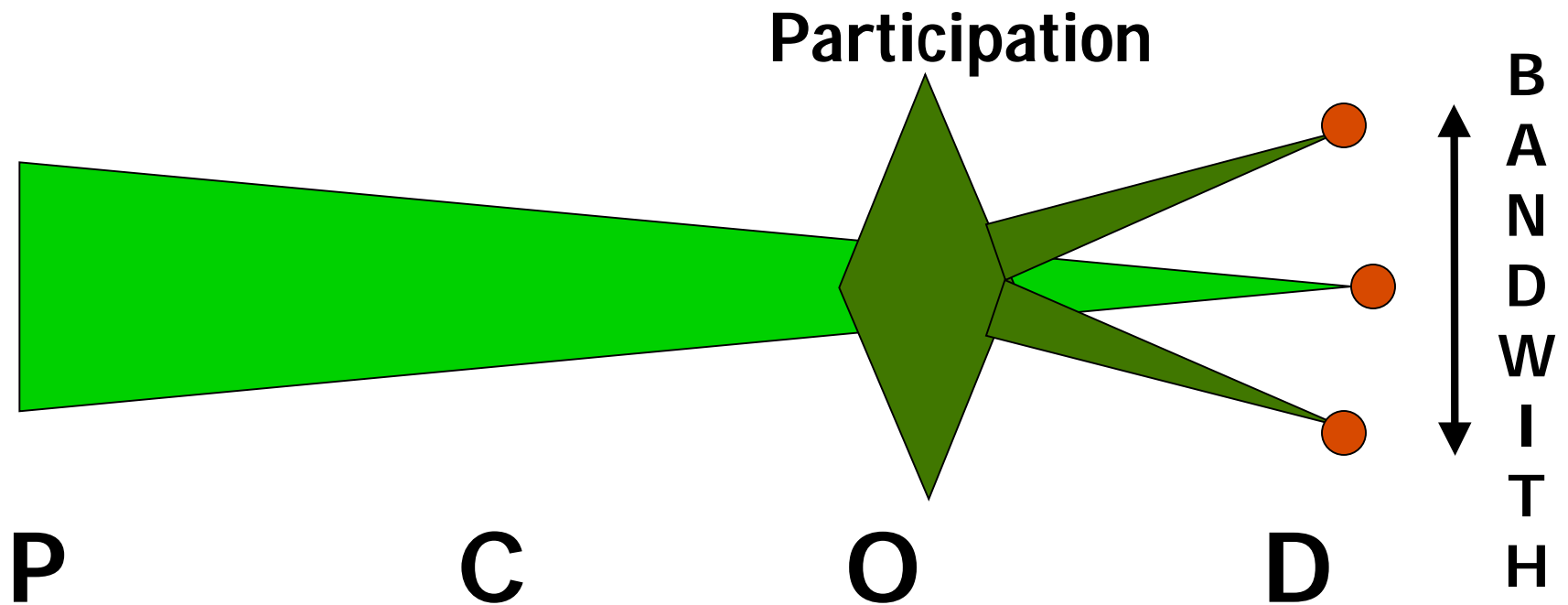




THE DESIGN PROCESS



Current approach with participation

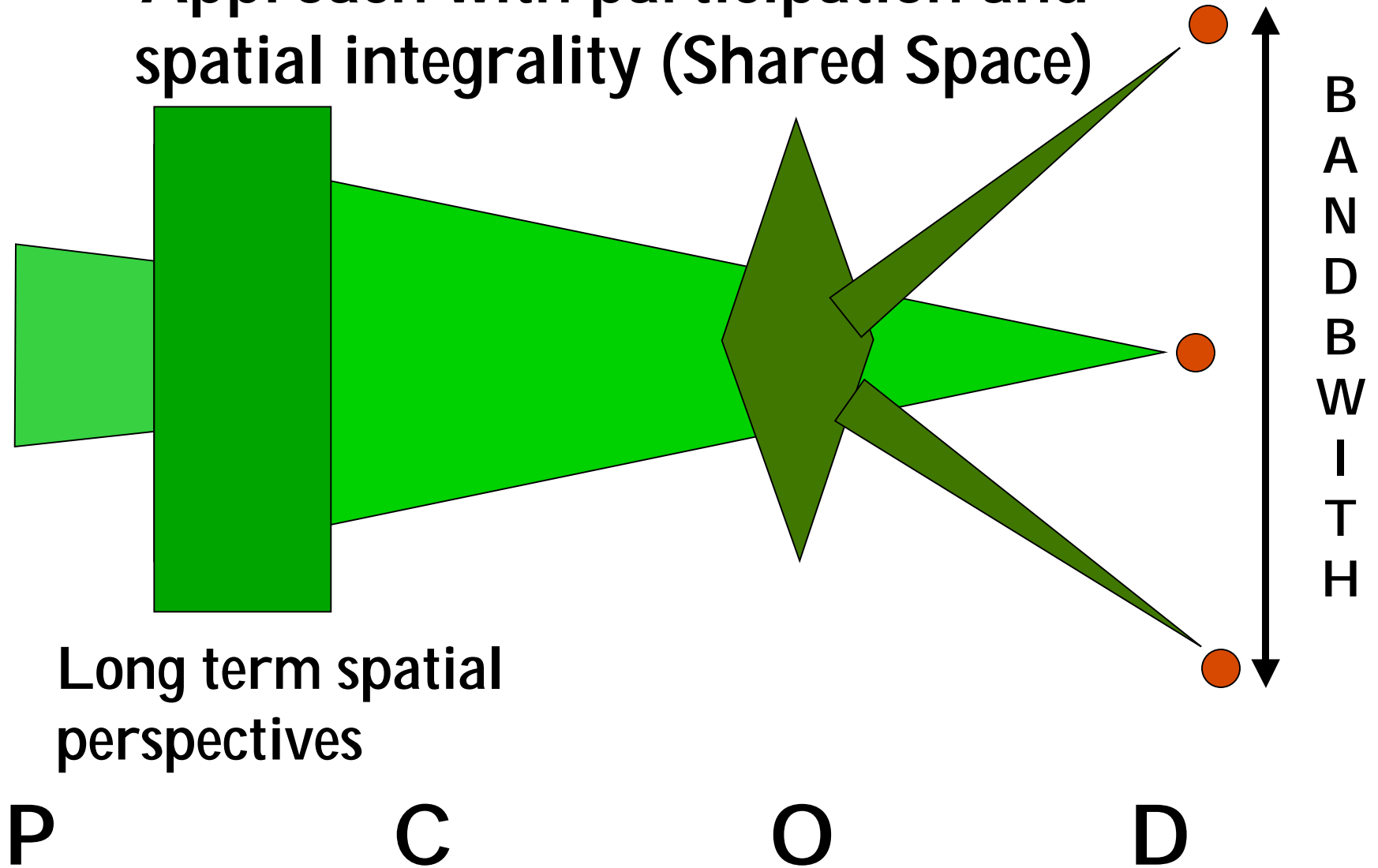




THE DESIGN PROCESS



Approach with participation and spatial integrality (Shared Space)





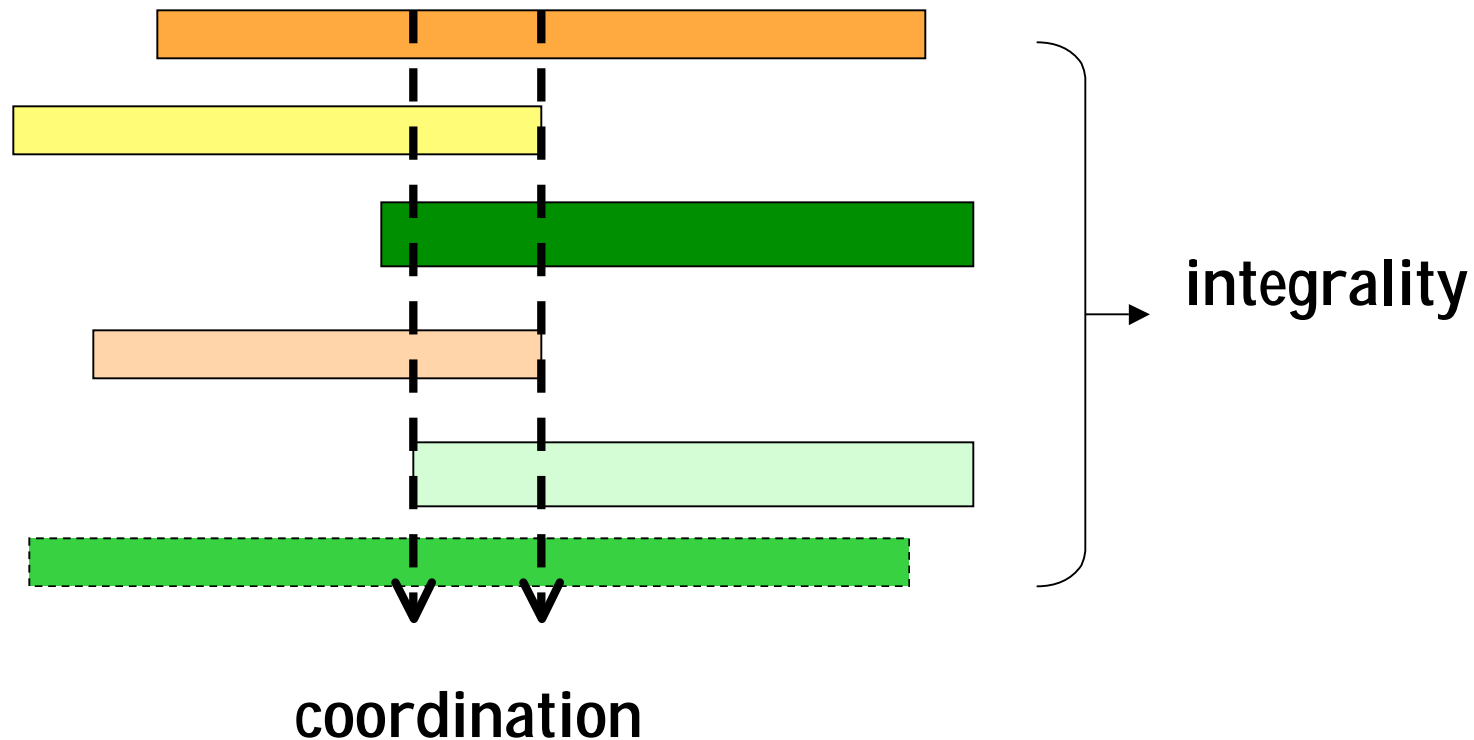
ANALYSIS



What connects the different spatial functions together.

Without a governmental design there is no other connection between functionalities then what internally is perceived.

That generally is coordination and not integration.





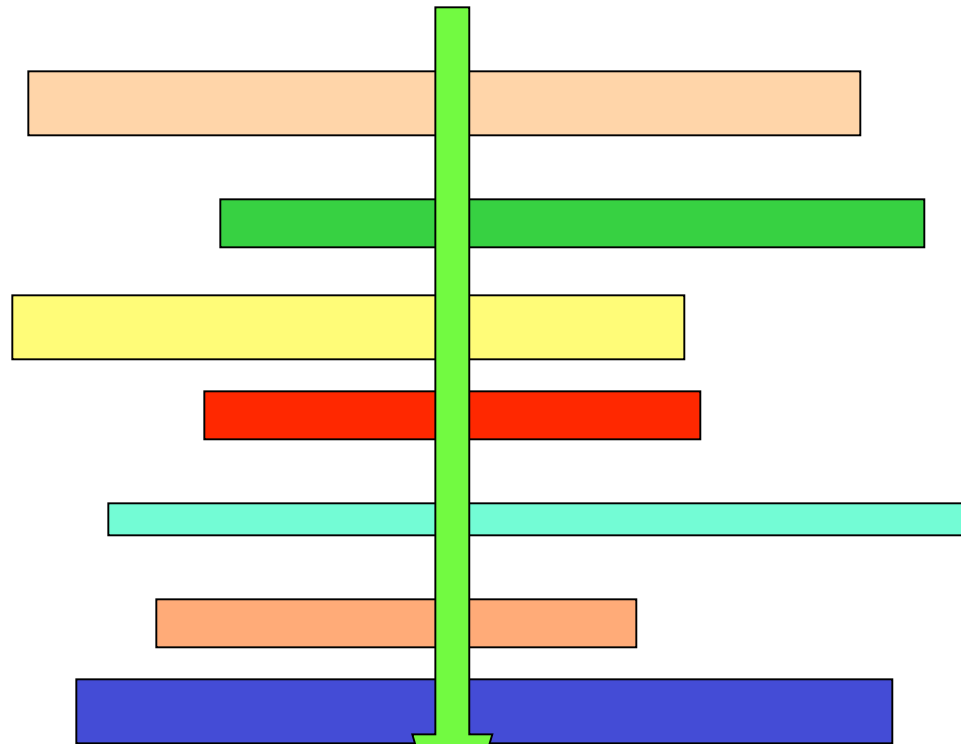
Internal discussions about primacy



DATA



Interreg North Sea Region

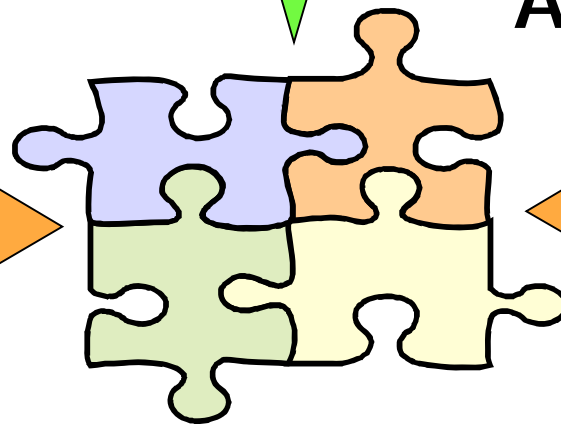


ANALYSIS

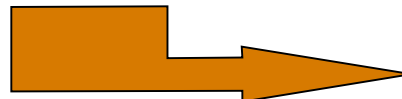
Political and governmental design



(Man is measure of all things)



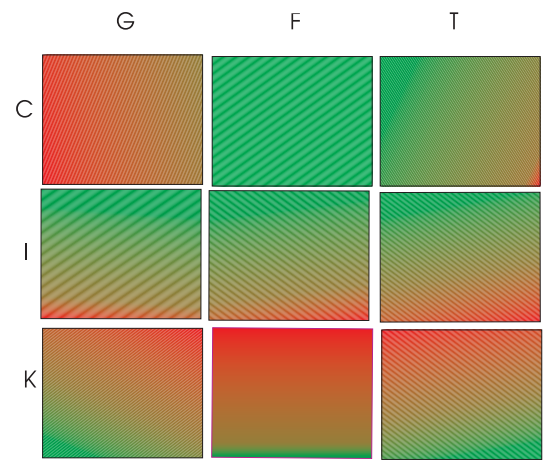
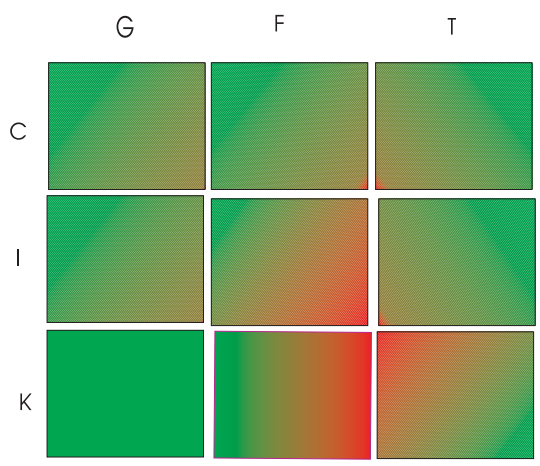
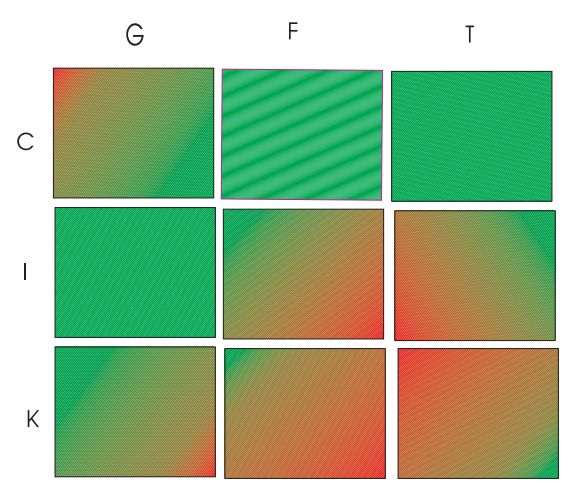
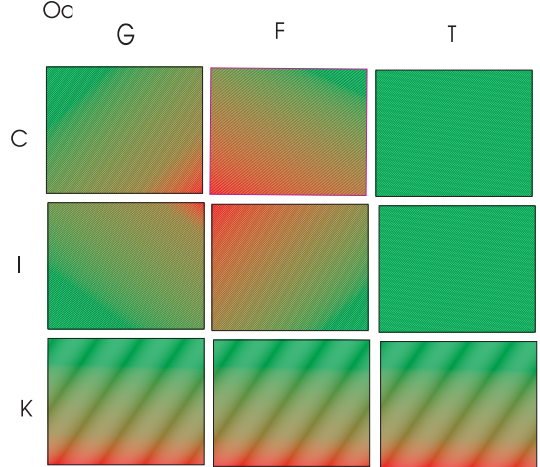
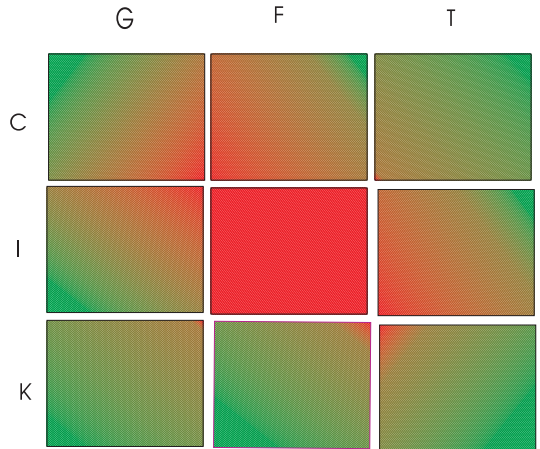
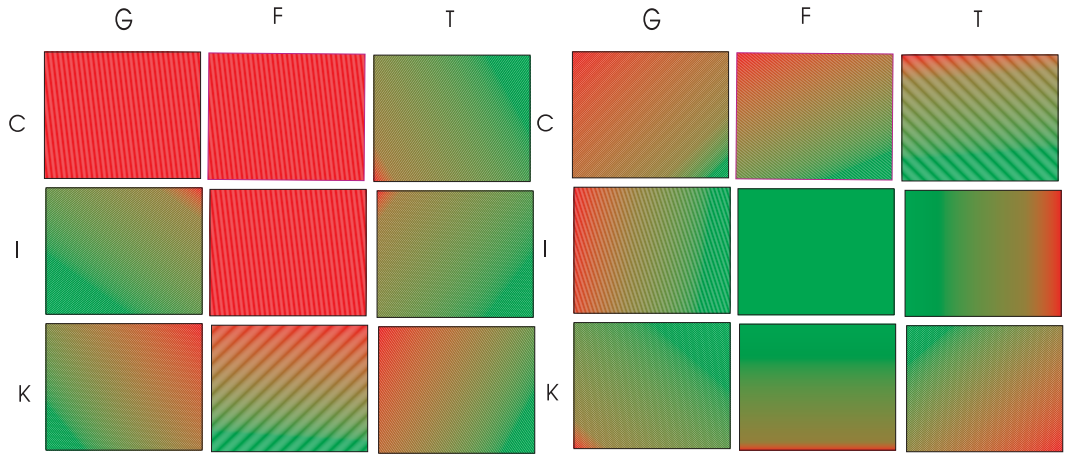
Participation



INFORMATION FOR THE FUNCTIONAL DESIGN



THE MATRIX



To be developed

Developed

E

Connecting themes

