The urban project of HafenCity. Today’s Urban and Traffic profile of the area. Executive summary of methodology and traffic research conducted in the region

Eleftheriou V.a*, Knieling J.b

a National Technical University of Athens, 9 Iroon Polytechniou Zografou Campus, Athens GREECE
b HafenCity Universitat, Hamburg, 16 Uberseallee st., Hamburg, Germany

Abstract

HafenCity is the largest, ongoing, urban regeneration program in Europe. The old port area of Hamburg is fully reconstructed with a series of urban planning, traffic and building interventions, in the context of sustainable development (middle road back, "smart" renewable energy buildings like “Greenpeace”, “Unilever”, etc., "smart" historical proofing infrastructure and new infrastructure from phenomena of natural disasters like floods, promotion policies of “sustainable mobility”. The northern part of the port is relocated (as a result of the gradual relocation trend and technological upgrading which had already begun in the 1960s throughout Europe) and Hamburg is first associated with the water element and the River Elbe along with a program of its fully environmental restoration. Also the Elbe is still used for a number of "smart travel" people and goods to and from Hamburg. The old “logistic” used buildings are totally replaced by new buildings with mixed uses.

Hamburg is flipping its face at the liquid element. It also introduces and seeks the full protection of the wider area of HafenCity phenomena of floods and tides which proved fatal in the past through implementation of the project “Warft solution”. All new buildings and traffic infrastructure is now built at a height of 4.5-8.3 meters higher than the initial level and in old level created a regenerated track of "historical" walks a total length of 10.5 kilometers, creating in this way an additional network of public urban space, in the context of sustainable mobility. Also the new line of traffic means (U-4) gives new chances in the way of Sustainable mobility for the whole city.

Which is the current planning, traffic and environmental image of the region of HafenCity 15 years after the beginning of the program and on completion of 70% of the planned interventions? How this occurs by utilizing a set of indicators in the direction of Sustainable Development and Sustainable Mobility and what is its contribution to the "modulation" of total microclimate of the greater Hamburg region by removing a perfectly disturbing use of the "center" of the city? Which parameters and practices must be taken into account from now on for the Planning, Traffic and environmental shielding of HafenCity, on the basis of original objectives as they possibly today redefined? Pilot presentation of the results of research with use of indicators of “European Local Transport Information Service (ELTIS)"

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*Corresponding author. E-mail address: bileleutherioy@gmail.com
1. Introduction- Structure

This article is a summary of a six month research work carried out in the period 10 / 2015- 03/2016 by the first author and supervised by the second, who also was responsible for the research program. The scope of the research was to research the urban and especially the traffic profile of the, New Urban Area of HafenCity, a few years after the completion of the first parts of the Urban project and the most important traffic parts that making up the profile Urban Mobility of that, and its integration in the whole of Hamburg city.

Also, in this article, essentially seeks to summarize the methodology and objectives of traffic and urban research, carried out in the HafenCity area compared with the corresponding natural pursuits of the overall urban regeneration program. But for understanding better, initially is also attempted a summary of the overall history of Hamburg city, so they better understand the conditions under which the entire region arrived in the end of the 20th century when it was decided the beginning of this program.

Given the recent completion of the research project, the results; conclusions are not available on the one hand, on the other, it is not the target of this article.

2. The history of Hamburg and of the harbor

To really understand the history of HafenCity (and not only), it is essential to know about the picture of the history, how was created, expanded and finally closed the circle as a port area.

The first social, population and commercial signs in the area, located on the 9th AD c. The presence of water is still outside the city limits, however early indications for the role it can play if the region is given. Over the years it becomes more clear with the first utilization of the infrastructures, the liquid component and the possibilities that gives.

Crucial historical fact is the granting of tax exemption regime in the late 12th century (1189) by Friedrich Barbarossa, Emperor of the region regime that partially preserved until today, and a little later the first building walls on the city shield. These facts lead to the corresponding population growth in the region. Throughout this period, the water element shows its another profile, with its contribution to the spread of major and fatal epidemics which resulted in only population of the city decreases, from then until the mid-20th century. In the 14th century founded the Hanseatic Union in order to control the trade in the North Sea. At the end of the century, the "Union" has more than 70 cities, while Hamburg's population reaches 16,000 inhabitants. In 1620 AD population ejected in 50,000 inhabitants, which leads to the need to build new walls which are now including the whole harbor area. After the final decline of the Hanseatic Union, new trade opportunities for the region given by the discovery of America and its independence in 1873.

In an emerging era of the decadence, the discovery of crude rubber and the role it can play (and ultimately plays) the port of Hamburg in the transfer of material from the Amazon and Asia, once again demonstrate the role of the port and the influence of and in the modern configuration of the urban profile of the city. Before that, a significant role played and the barrier of the Elbe, with construction of the corresponding infrastructure (bridges, etc.) a fact which anymore enable dispersion of freight products throughout the continental South. Long before the end of the century (1871 a.Ch.), the city's population reaches 375,000 inhabitants. It is the period during which a decision on the final demolition of the walls since the reasons that led to their erection ceased to exist, but also because of the fact that the need for urban expansion of the city is constantly increasing. At the beginning of the next century (1913) Hamburg numbers one million residents.

Reverse the, until then, development of the port is the influence which affect in the two World Wars and the role of Germany in them. During the First World War the port was destroyed by 90% and reconstructed with the participation resources of big shipping business worldwide. Despite the immediate restoration, the Second World War and the discovery of the container exercise again decisive influence on the development of the port, with the emerging needs of geographical crowding. The port, much more strongly now, continues to relocating the Southern Shores of

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1 The use and character of new land that resulted mainly from the demolition of the territories since then have item "Design" and "confrontation" between designers. Even in the HafenCity Masterplan convert those included in the redevelopment area, and link them to other uses preoccupied pretty all stakeholders
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