

Keldnaland

- samgöngumiðað skipulag



Samstarfsverkefni Reykjavíkurborgar og
Betri samgangna um þróun Keldnlands

Léttum á umferðinni 10. nóv. 2023



Samgöngumiðað skipulag

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Samþætt skipulag og uppbygging byggðar og vistvænna samgangna, þar sem áhersla er lögð á göngu- og hjólavænt umhverfi og að tvinna saman almenn-
ingssamgöngur og byggðaskipulag, einkum í byggðakjörnum umhverfis stöðvar
almenningsamgangna. Gatnaskipulag og gatnahönnun miði að því að skapa
bæjarrými og umferðarrými fyrir almenningsamgöngur, hjólandi og gangandi
vegfarendur í forgangi.



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walk

High quality, unobstructed pedestrian footpaths provide basic mobility for all. Furniture, landscaping elements, and active building edges transform walkways into vibrant public spaces.

▶ Leave at least 2 m of clear space to ensure that footpaths are accessible to all.

▶ Use speed table crossings to reduce motor vehicle speeds.

▶ Create continuous, physically segregated cycle tracks when motor vehicle speeds are higher than 30 km/h.

▶ Provide street trees and covered walkways to make walking pleasant even during hot months. Ensure that lighting is present to increase safety at night.

▶ Encourage active and visually permeable frontage—rather than blank compound walls—to improve safety.

cycle

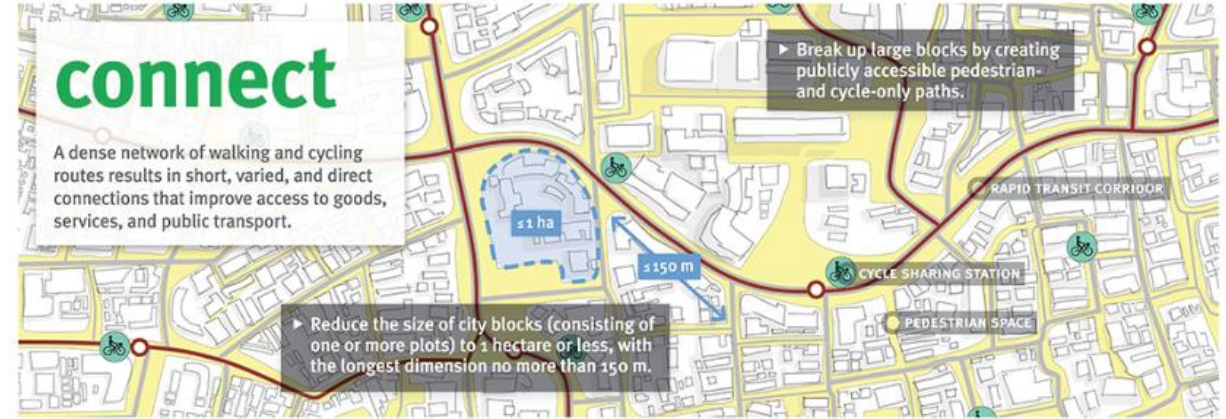
Street design ensures safety for cyclists by reducing carriageway speeds or creating separate cycle tracks. A complete network, adequate shading elements, smooth surfaces, and secure cycle parking are essential.

connect

A dense network of walking and cycling routes results in short, varied, and direct connections that improve access to goods, services, and public transport.

▶ Reduce the size of city blocks (consisting of one or more plots) to 1 hectare or less, with the longest dimension no more than 150 m.

▶ Break up large blocks by creating publicly accessible pedestrian- and cycle-only paths.



▶ Create a dense network of rapid transit lines to ensure that the majority of the population has access to high quality public transport.

public transport

Frequent, fast, and reliable high capacity rapid transit reduces dependence on personal motor vehicles.



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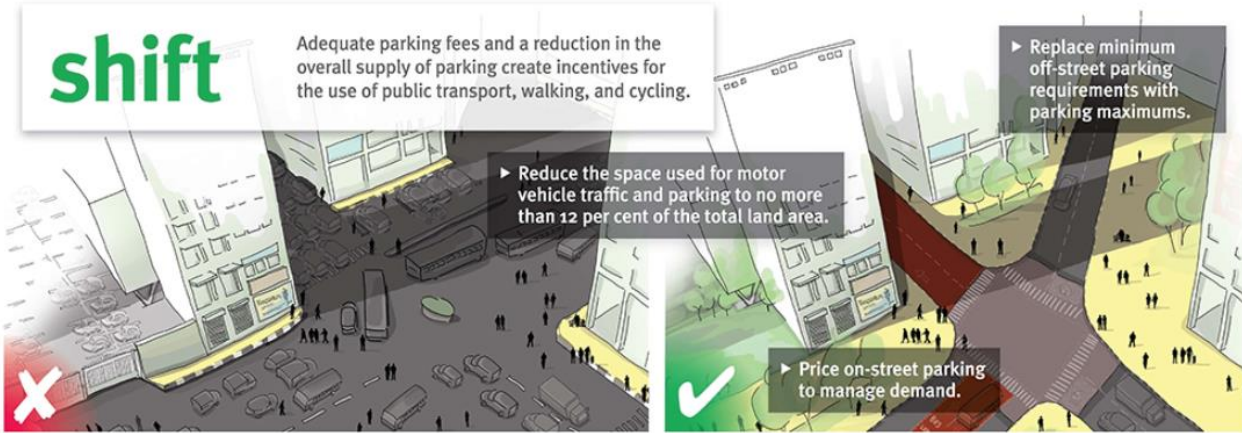
shift

Adequate parking fees and a reduction in the overall supply of parking create incentives for the use of public transport, walking, and cycling.

▶ Reduce the space used for motor vehicle traffic and parking to no more than 12 per cent of the total land area.

▶ Replace minimum off-street parking requirements with parking maximums.

▶ Price on-street parking to manage demand.



mix

A diverse mix of residential and non-residential land uses reduces the need to travel and ensures activation of public spaces at all hours.

▶ Encourage diversity through a variety of built forms.

▶ Provide a horizontal and vertical mix of uses.

▶ Reserve at least 30 per cent of residential floor area for affordable units.

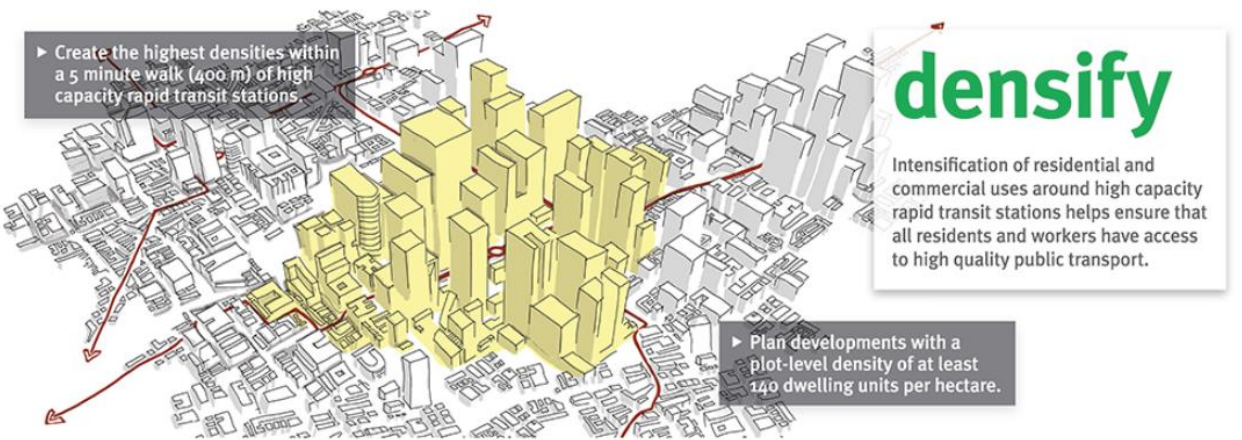


▶ Create the highest densities within a 5 minute walk (400 m) of high capacity rapid transit stations

densify

Intensification of residential and commercial uses around high capacity rapid transit stations helps ensure that all residents and workers have access to high quality public transport.

▶ Plan developments with a plot-level density of at least 140 dwelling units per hectare.



compact

Redevelopment of existing urban fabric helps ensure that residents can live close to jobs, schools, services and other destinations, resulting in reduced travel times and emissions.

▶ Centre new developments around high capacity rapid transit.

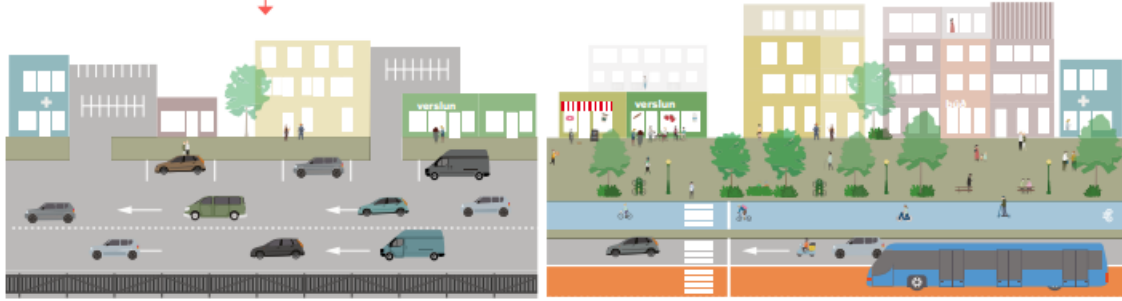
▶ Maintain commute times to employment centres at 20 min or less by public transport.



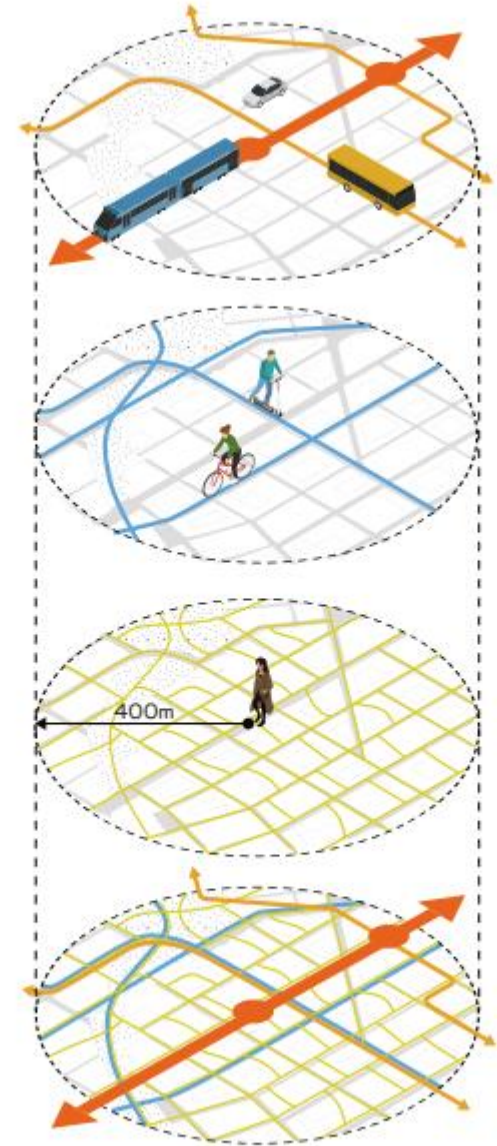
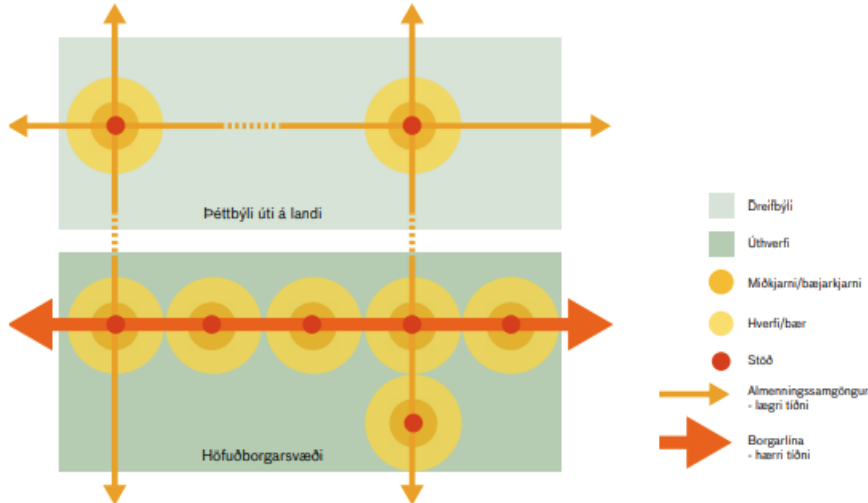
Samgöngumiðað skipulag

Bilmiðað skipulag með áherslu á dreifða byggð, aðskilda landnotkun og umferð einkabilsins

Sjálfbært borgarskipulag með áherslu á þétta og blandaða byggð, gæði hins byggða umhverfis og fjölbreytta ferðamáta



Sambætting byggðar og almenningsgangna. Skipulagsákvæðanir um þróun og útfærslu byggðar næst stöðvum hafa afgerandi áhrif á möguleika fólks til að velja slíka ferðamáta; hvort sem er í þéttbýli úti á landi eða höfuðborgarsvæðinu.



Kerfi almenningsgangna

Net hjólastiga

Net göngustiga

Öll samgöngukerfi eru fullgerð og sambætt.

- Stofnleið
- Almenn leið
- Áðrar götur
- Net hjólastiga
- Net göngustiga
- Gönguradius
- Stöð

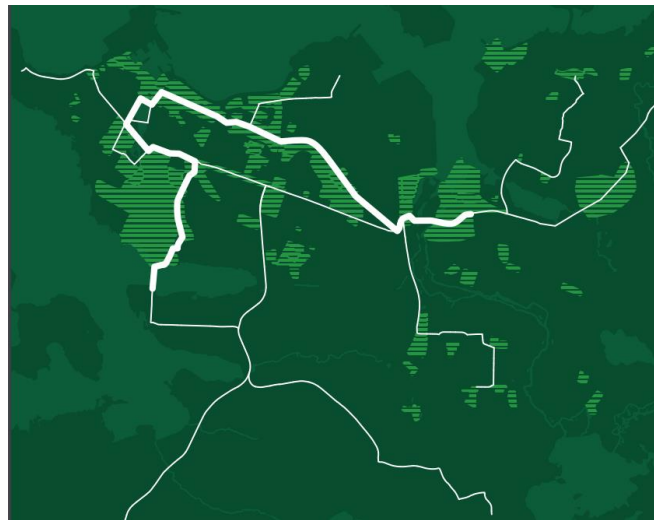
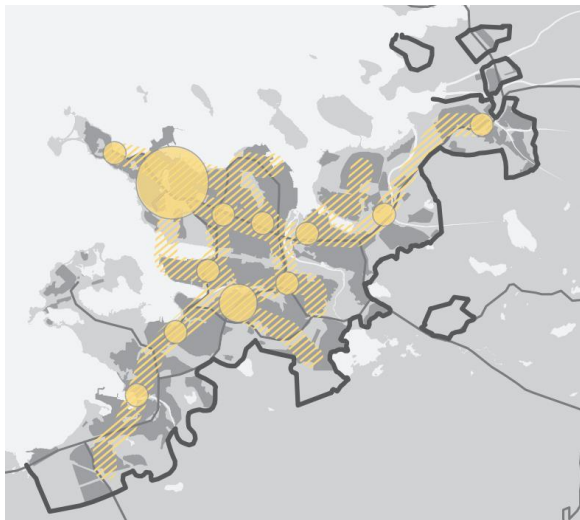
- Almenningsgöngur - lægni tíðni
- Borgarlína - hærrí tíðni

Mánlíf, byggð og bæjarrými



Þróun og sala Keldnalands í samgöngusáttmála

- Betri samgöngum falið að „annast þróun og sölu ríkislands að Keldum“ í samgöngusáttmála haustið 2019.
- Allur ábati ríkisins af þróun og sölu Keldnalands renni óskertur til verkefnisins um uppbyggingu samgangna á höfuðborgarsvæðinu.
- Til að vinna enn frekar að samningsmarkmiðum sáttmálans er mikilvægt að uppbygging Keldnalands og tenging Borgarlínu fari saman.



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Samkeppni um þróun Keldnaland

Áherslur í aðdraganda samkeppni

- Markmið samgöngusáttamála um kolefnishlutlaust borgarsamfélag til grundvallar uppbyggingu Keldnaland.
- Áhersla á að skipulag verði á forsendum vistvænna og hagkvæmra samgangna. Uppbygging svæðisins hafi sem minnst ytri áhrif til aukningar í bílaumferð á aðliggjandi stofn- og tengibrautum – almenningssamgöngur verði fyrsti kostur í lengri ferðum.
- Kallað eftir tillögum að byggð fyrir a.m.k. 10 þús. íbúa og 5 þús. starfsstöðvar. Helstu viðfangsefni:

- 4.1 Land value and quality
- 4.2 Mixed uses
- 4.3 Density distribution and form
- 4.4 Social mixing
- 4.5 Borgarlína and bus routes
- 4.6 Parking
- 4.7 Streets, paths and connections

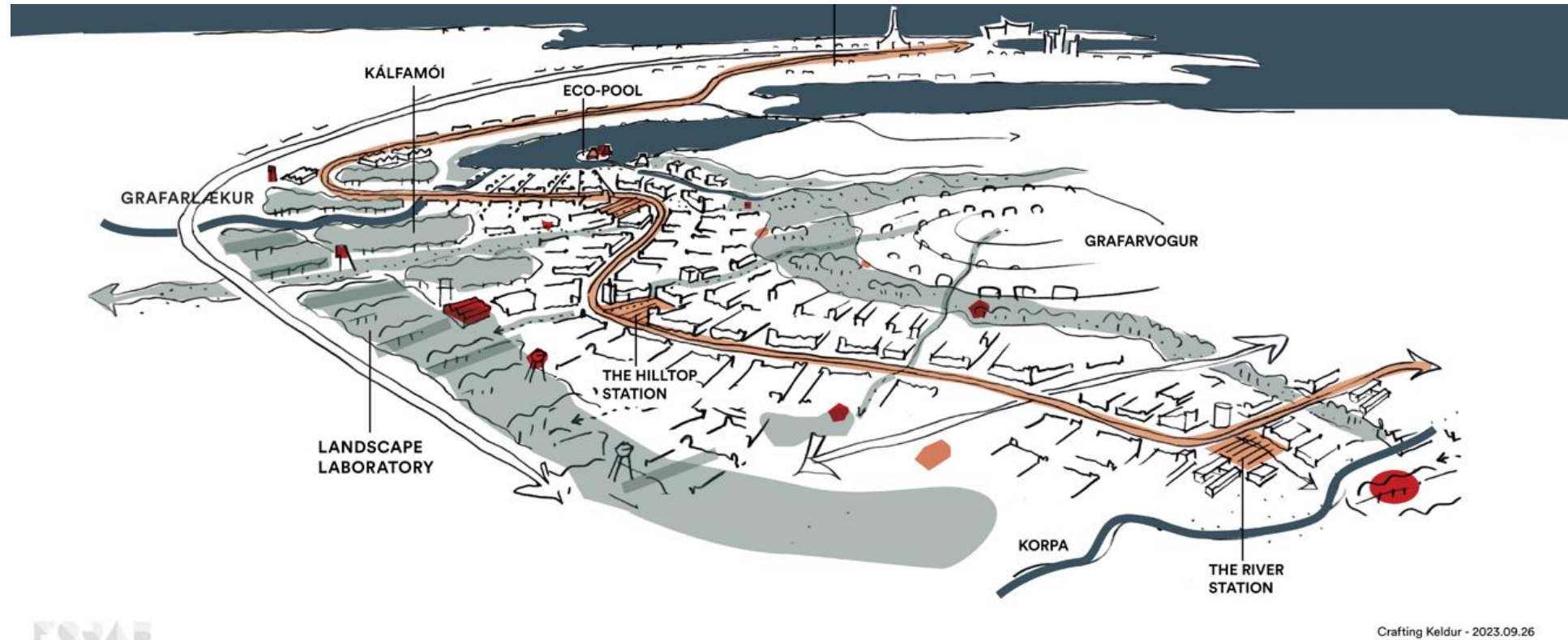
- 4.8 Sense of place and place branding
- 4.9 Location of schools and other social services
- 4.10 Natural and urban context
- 4.11 Public spaces and open areas
- 4.12 Phasing
- 4.13 Overall integration



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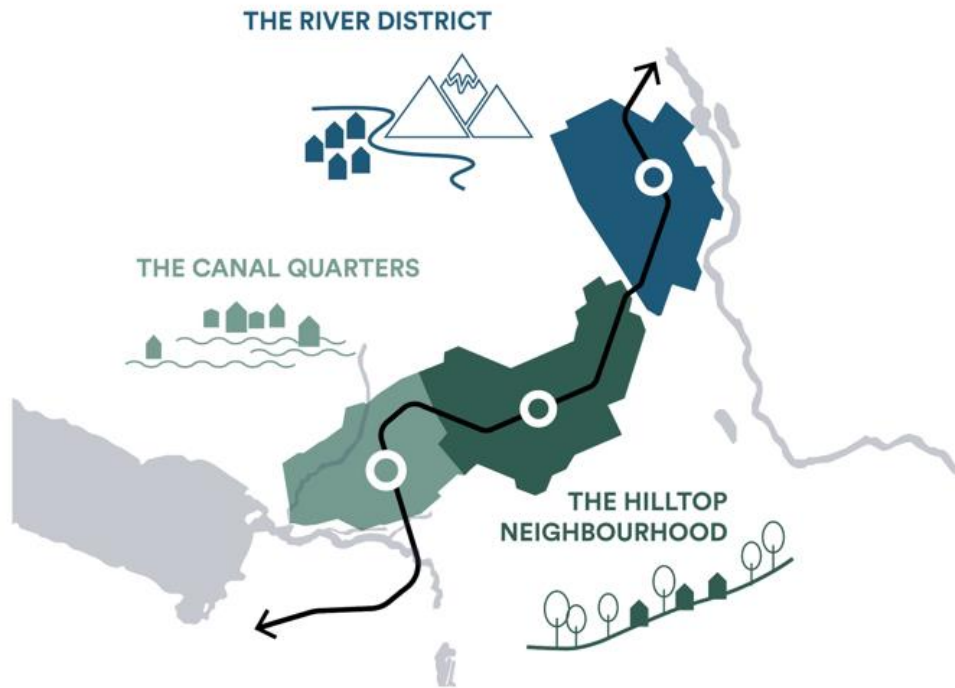
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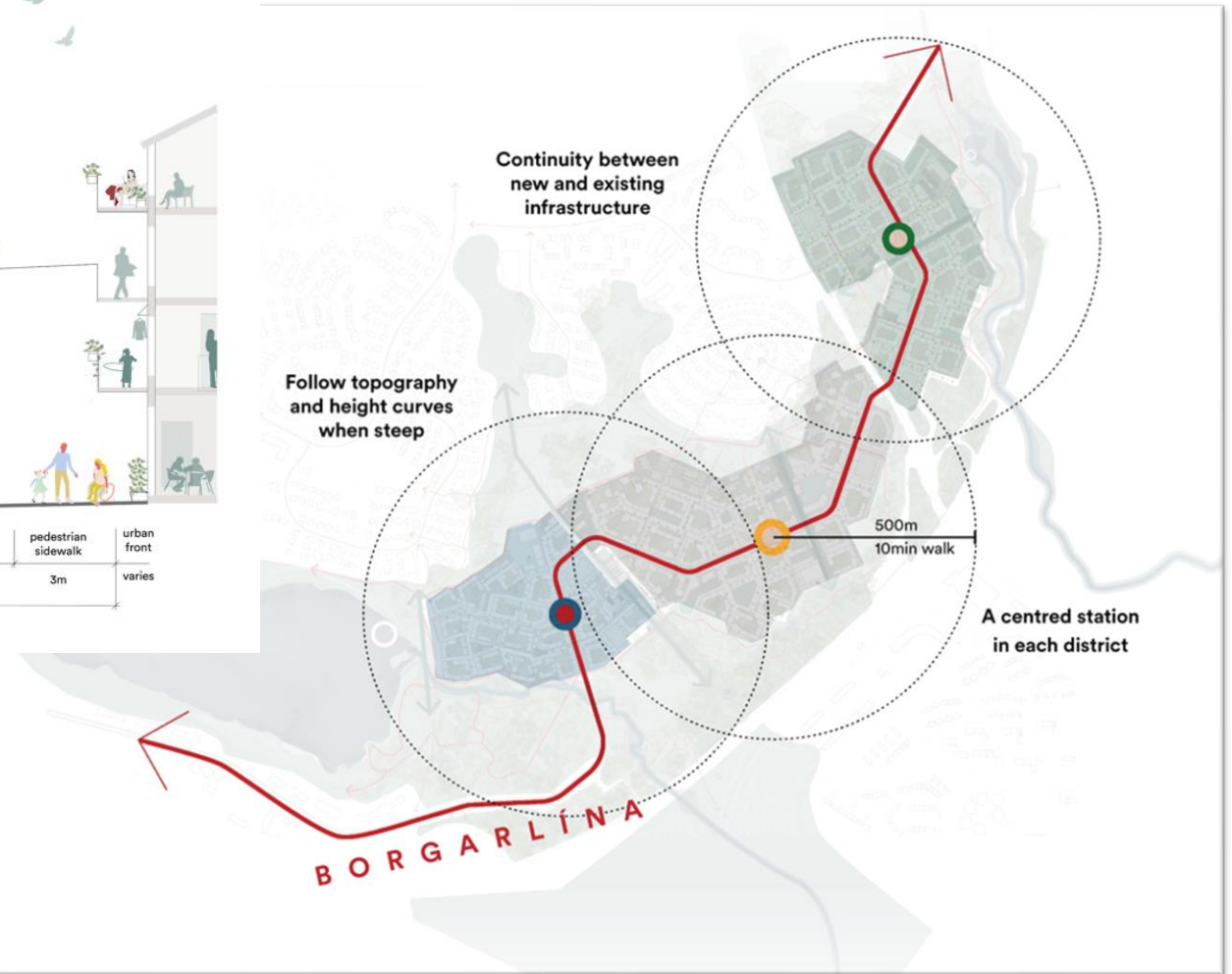
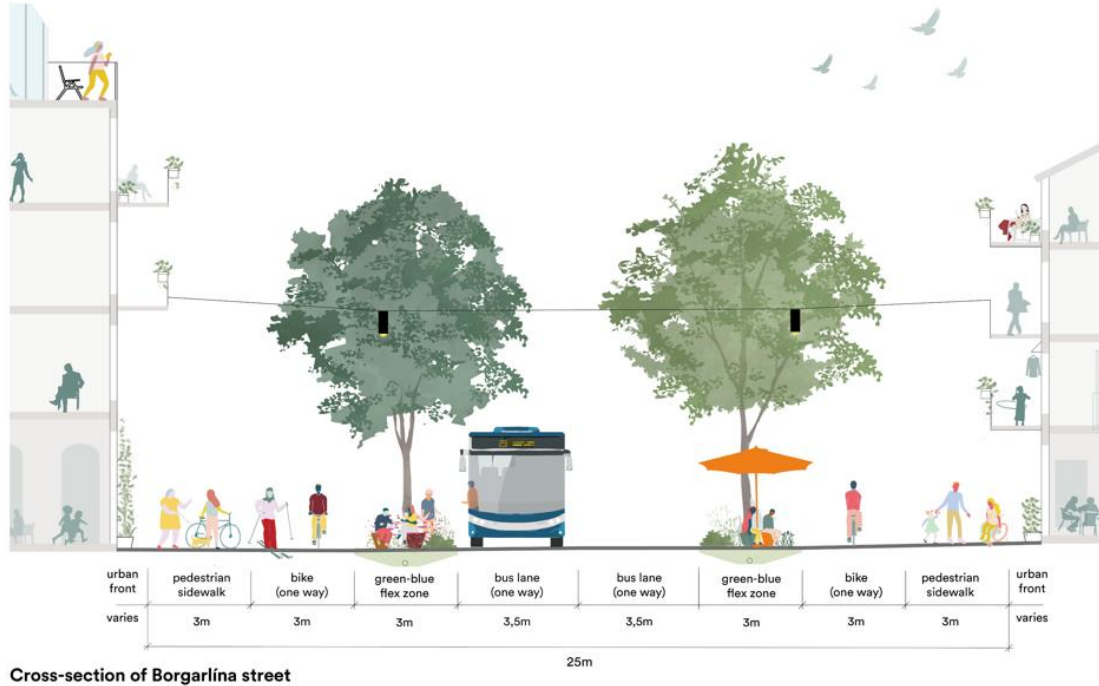
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Dense Clusters along Borgarlína - the Connecting Spine



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Prioritizing Cycling, Walking and Bus Travel

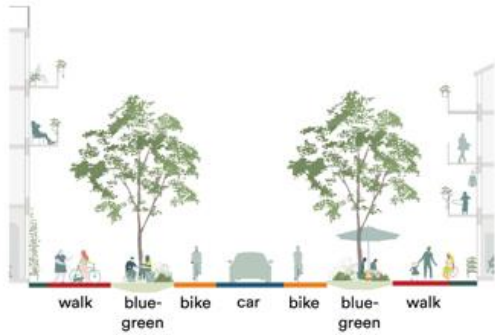


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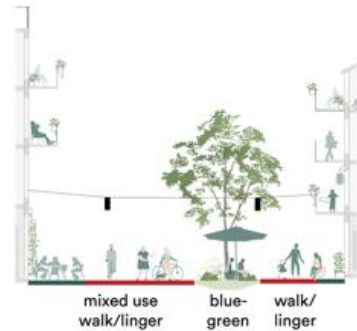
FOJAB

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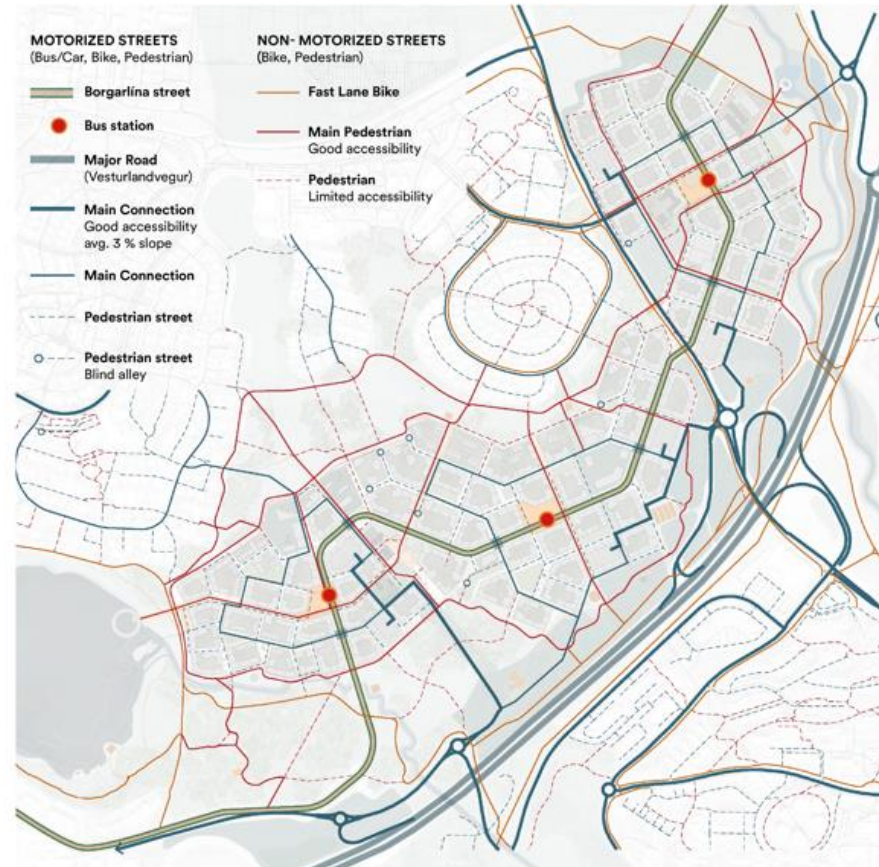
Well-Connected, Walkable & Inviting



— Main Connection (18-20m)



--- Pedestrian Street (10-13m)



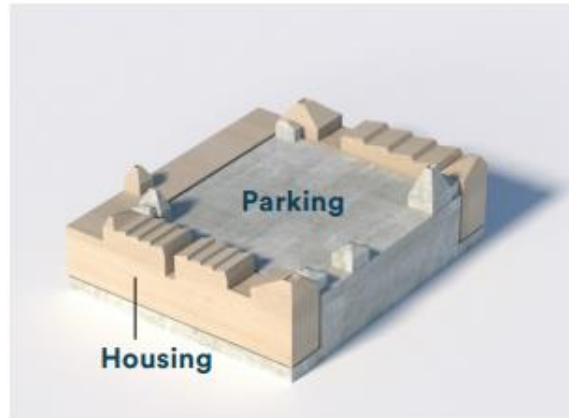
Organization of transportation

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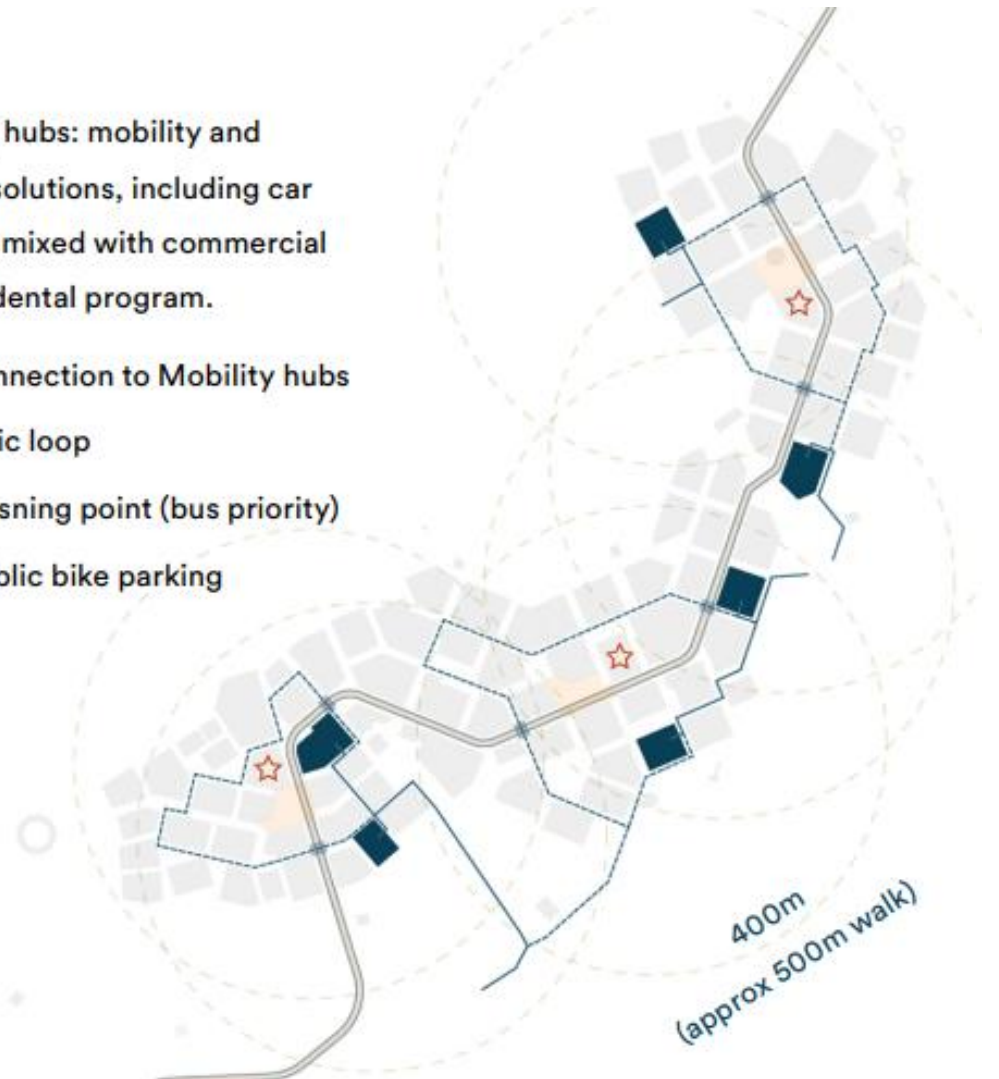
Mobility

-  Mobility hubs: mobility and sharing solutions, including car parking, mixed with commercial and residential program.
-  Main connection to Mobility hubs
-  Car traffic loop
-  Car crossing point (bus priority)
-  Main public bike parking



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Attractive and well-integrated Mobility hubs.

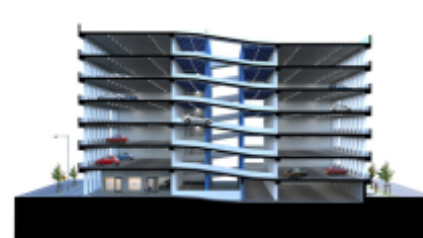


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Example of well-integrated Mobility Hubs.

Future-proof Mobility Solutions



Parking facilities.



Converted to offices and/or housing
when the car is not needed anymore.

Attractive and convertible Mobility hubs.



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A dense urban structure with premium urban qualities, 3-5 storeys high, where the Borgarlina street is the backbone of the proposal.



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