

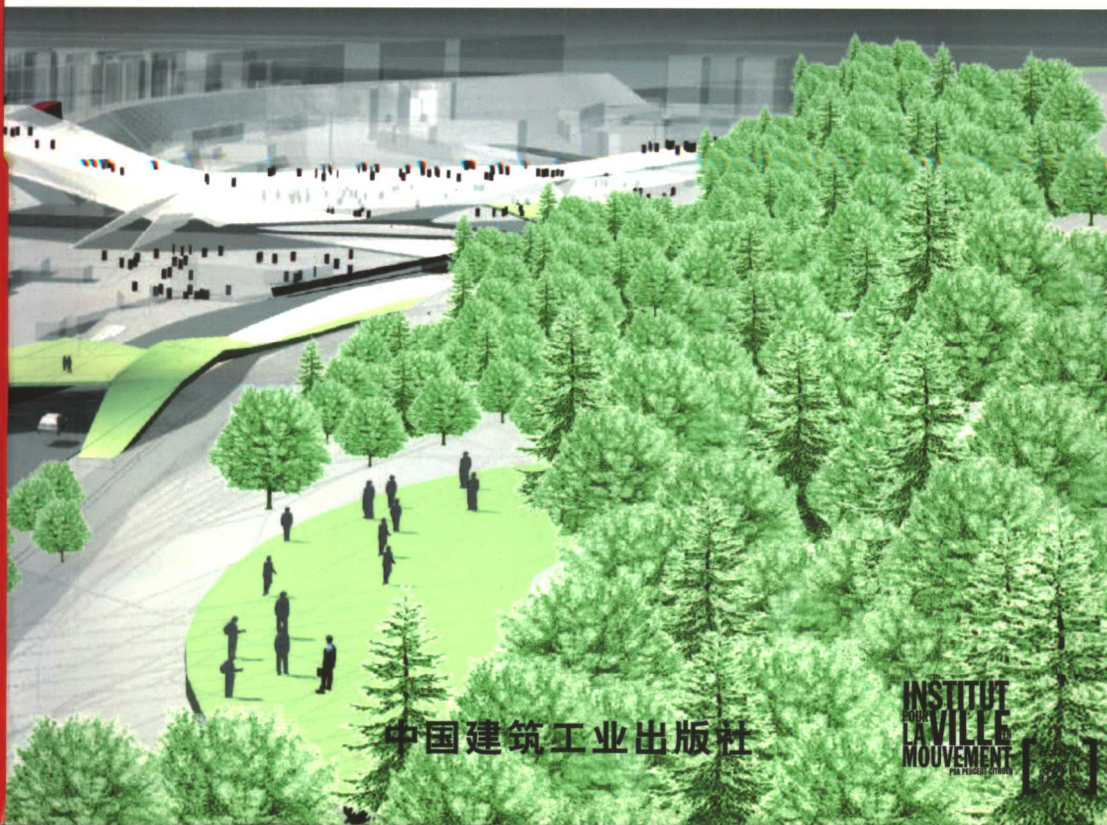
城市机动性与 可持续发展

——中国、欧洲大学联合设计

潘海啸, (法) 荷布瓦 (Rebois, D.) 编著

Urban Mobility and Sustainability

—Sino-European University Joint Studio



中国建筑工业出版社

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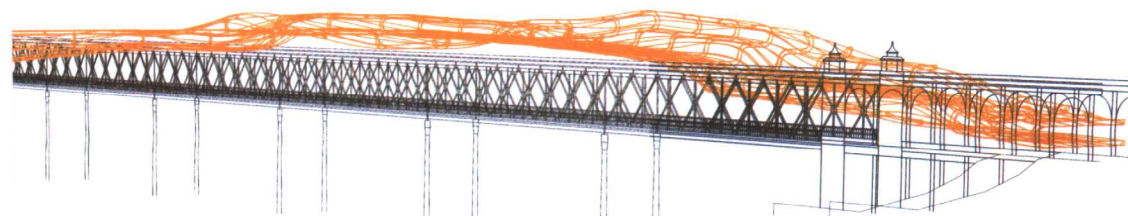
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FOR QUALITY SPACES AND MOBILITY

为了提高机动空间的 质量

法国动态城市基金会 (IVM)
By **Xavier Fels**,
Secretary General
Institut pour la ville
en mouvement
(City on the Move)
and **Jean-François Doulet**,
Head of the China Program,
Institut pour la ville
en mouvement
(City on the Move)

Since it was set up in 2001, Institut pour la ville en mouvement (PSA Peugeot-Citroën) has taken a cross-disciplinary approach to the problem of establishing an urbanism of mobility, i.e. an urbanism that is sensitive to flows and the way they are embedded within urban space. Because mobility moulds the contemporary city, action on the city needs to take account of the increasing quantities and types of flows.

This text describes the main projects in the Europe/China architecture and urban design competition organised by IVM in 2005. The theme of this competition, which attracted teams of teachers and students from the architecture schools of Shanghai, Wuhan, Guangzhou, Rotterdam, Berlin and Paris, was "The sustainable city and the new urban mobilities". The objective of the competition was to incorporate sustainability imperatives into development plans on sites with major transport challenges, such as a river crossing in Wuhan, the need to incorporate transport infrastructures as in Guangzhou or the concentration of different traffic flows as in Shanghai.

The competition brought together networks of Chinese and European partners who had already taken part in meetings in 2003

自2001年成立以来, 法国动态城市基金会 (法国标致雪铁龙汽车集团) 一直对如何促进城市机动性这个问题进行横向思考。城市机动性, 即重视城市交通以及城市空间布局的城市规划。因为机动性影响着当代城市, 因此, 对城市的规划行为应当考虑到交通承载量的扩大以及交通方式的多样性。

本书介绍了法国动态城市基金会 (IVM) 于2005年组织的欧洲—中国建筑与城市规划竞赛中的主要项目。该竞赛汇集了上海、武汉、广州、鹿特丹、柏林和巴黎建筑学校的教师和学生。竞赛主题为“可持续发展的城市和新城市机动性”, 目的是将可持续发展的制约性这一问题, 引入交通流量大的城市规划设想中。例如武汉等地的渡江问题, 或是广州等地的基础设施整合问题, 又或者是上海等地多样化的城市交通集中问题。

通过此次竞赛, 中欧同行们得以重聚一堂, 此前他们曾于2003、2004年参加过IVM在中国一些城



and 2004 in several Chinese cities around the touring exhibition "Architecture on the move!" created by the City on the Move Institute (PSA Peugeot Citroën). Showcasing innovative architectural projects, the exhibition generated animated and very fruitful debate on potential high-quality solutions for handling mobility spaces.

IVM is now approaching its partners in Europe, China and Latin America for a new project: an interactive exhibition on the topic: "The street belongs to all of us!". A means of pursuing ideas and eliciting new ideas on devising and designing new streets, those spaces that we all use in different ways and that will unquestionably long continue to be a central part of urban life.

With imagination and great sensitivity to the mobilities that make the city, the different projects in architecture, development and urban design that the City on the Move Institute (PSA Peugeot-Citroën) seeks to focus on, are an invitation to all of us, whether urban professionals or urbanites, to take a different approach to movement in the city.

市举办的“城市交通空间创新设计——建筑行动起来！”巡回展。在这次展览上，建筑师们提出的创新计划，使大家对于机动性空间质量解决方法展开了热烈且卓有成效的讨论。

如今，IVM又倡议欧洲、中国以及拉丁美洲的同行们开展一项新的计划：举办主题为“街道属于我们大家”的互动展览，以推动大家继续思考，迸发新的设计灵感。而我们所构想的城市空间，也许将给我们的城市带来更多的活力。

凭借想象力，以及对城市机动性的关注，IVM希望实现的建筑，治理以及规划项目邀请所有人，无论是城市规划者还是普通市民，来体验城市的移动性。

www.ville-en-mouvement.com
www.city-on-the-move.com
www.ivmchina.com

*To find out all about
 the City on the Move Institute
 (PSA Peugeot-Citroën), go to its website in
 French (www.ville-en-mouvement.com)
 English (www.city-on-the-move.com)
 and Chinese (www.ivmchina.com)*

CREATIVE IDEAS ON NEW URBAN & SUSTAINABLE MOBILITY —PRESENTATION OF THE DESIGN COURSE AND URBAN CONTEST

新城市机动性和可持 续机动性的创新观点 ——设计过程与各城 市背景介绍

By **Didier Rebois**,
coordinator program.

This publication shows the results of a **University program** organizing by the City on the move' Institute (introduction p.8), the urban or architectural departments of three Chinese Universities (Tongji University Shanghai, SCUT Guangzhou, HUST Wuhan) and three European Universities (TU Berlin, ENSAPVSParis, Berlage Institute Rotterdam). The goal was to develop a formation for students in architecture and urban planning of the both continents to give them a new competence to design sustainable urban projects integrating the dynamic and diversity of mobility in relation to urban spaces. This teaching was structured as a **design course on one semester** (February June 2005) simultaneously in each university, but also, to stimulate the diversity of answers, as an **urban contest** evaluated by a jury of experts (November 2005). It was related to real urban contexts in Chinese cities and enriched by the exchanges between the European and Chinese students during a seminar and teachers on the topic (May 2005).

TOPIC: SUSTAINABLE CITY AND NEW
URBAN MOBILITY

The precise topic "sustainable city and urban mobility" was chosen for its strategic dimension. In the gigantic development of the Chinese cities, the modernization of the

本书主要阐述的是一个中国和欧洲大学联合设计的项目，这个项目是由一个科研机构 and 三个中国大学的相关院系（上海的同济大学，广州的华南理工大学和武汉的华中科技大学）同时还有欧洲的一些大学共同参与组织（柏林工业大学，法国塞纳建筑学院，荷兰贝尔拉格建筑学院）。开展此项目的目的是增强欧洲和亚洲的建筑和规划专业的学生们在可持续发展城市规划设计项目上的能力，这些城市规划设计项目的特点是将城市空间和机动性上的多样性结合在一起。此项目是作为一个学期的设计课在上述相关院校同时进行的（2005年2月至6月），为了达到实现多种作用效果的目的，此项目还被作为一个由一个高水平的国际专家组来进行评估的城市竞赛项目（2005年11月）。此项目同中国城市真正的城市背景有着很大联系，同时由于欧洲和中国的学生在论坛和教学过程中的交流活动也使项目的内容更加充实。

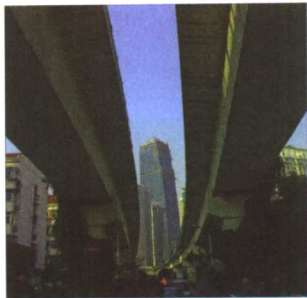
主题：可持续城市和新城市机动性。

之所以选择这个题目是因为这

OPENING
综述

CREATIVE IDEAS ON NEW URBAN & SUSTAINABLE MOBILITY
新城市机动性和可持续机动性的创新观点





Elevated highway in Shanghai

ways of displacement facilitates mobility on various scales and is a factor of dynamic of urbanization. But these new networks, beyond their purely technical goal to facilitate the urban flows, has to “deal” with the urban context and takes into account their effects on it.

Three subtopics were defined to precise this interface between mobility and city in a sustainable approach of the city:

1 · urbanizing the networks: Peripheral net-works, ways penetrating, viaducts, subway lines, spaces of transit, effective in spite of the intensity of their use, cut themselves of their context and often disqualify the urban environment. How to create an architecture of the networks that connects them to the urban context while protecting the inhabitants from noise and pollution?

2 · interlacing the modes of displacement: The rapid transport must not eliminate mobility in its diversity (car, buses, bicycles, pedestrians). How to create a continuous land, integrating this diversity between the diffuse buildings of the metropolis?

3 · giving urbanity to the poles of exchanges: The interface between two or several types of transport must facilitate to the users the passage of the one with the others. How to articulate to the technical functionality some urban intensity –servi-

个题目所具有的战略性的。在中国城市大规模的扩张中，各个层面的城市机动性的转换和升级实现现代性是城市化进程能否具有活力的关键。但是这些网络的作用，远远超过了当初仅从满足流量出发的这一技术性目的，现在更加关注的是对城市文脉和肌理的作用。下面有三个副主题利用可持续性手段来详细解释城市和机动性之间发生相互作用的关系：

1. 网络的城市化：环路网络，放射型穿越大道，高架道路，地铁，交通的空间，这些因素将城市的肌理分割开来并且降低了城市环境的质量。如何构建一种网络的体系结构，这种结构能在保护居民不受噪声和污染影响的同时将所有上述因素与城市的文脉和肌理有机结合起来。

2. 出行模式交织：快速交通运输方式不应排斥城市规划机动性的多样性（汽车，公交，自行车，步行）。在多种出行模式交织的情况下，如何创建一个连续的空间，将在多样化城市流中被分隔的大都市中



*Different modes of displacement
Intermodal station*

ces and public spaces?

SITES: THREE STRATEGIC SITES ADAPTED TO THE TOPIC

To anchor the work of the Chinese and European students in a reality, three sites were selected in each city of the participating Chinese University with a specific sub-topic in order to create a panel of strategic questions.

In **Guangzhou** the question was develop the city in between centre, ring and Pearl river's banks Liwan district? How to reconsider the interface between the river industrial banks (waste land), the internal new ring road and the historical center (presentation p.86). In **Shanghai** the goal is to give urbanity to a shopping urban center District of Xujiahui. What type of structuration of spaces (public and built) of the huge commercial area related to the new railway station (presentation p.112). In **Wuhan**, the topic was how to change the use of the first bridge to start a new urbanization of the sites around? (presentation p.158)

PROCEDURE

The program which involved 80 students and 15 teachers of the six universities was developed in **three phases**.

From October 2004 to February 2005, a work of **preparation** permit to precise the rules and in partnership with the three Chi-

的一个个建筑空间有效地连接起来?

3.让城市交通枢纽更具有城市性: 交通枢纽的建设必须方便人们从一种交通方式转向另一种或多种交通方式。如何将交通枢纽的技术功能与城市性结合, 是服务功能的配置还是公共空间的扩展?

场地: 适于上述三个主题的有代表性的基地

为了从现实上配合中国和欧洲学生在此项目中的活动, 在中国上述三所大学所在城市选出三个基地并配有详细的主题以揭示一系列具有战略意义的问题。在广州, 问题就是如何在发展城市的同时处理好中心、环线和珠江沿岸地区之间的关系; 如何重新考虑河流工业用地的问题及新的内环线和历史中心之间相互作用的结合点。在上海, 目标是在徐家汇这种中心购物地区建立一种更加城市性的氛围。那么, 同轨道交通站点相匹配的大型商业区的空间结构将采取什么样式呢? 在武汉, 问题是如何改革长江一桥的用途来实现周边地区新的城市化