



3.3 View of the London Docklands.

Waterfront redevelopment gives an insight into the way in which public administrations and private investors have acted (and continue to act) in reorganizing these abandoned areas. Focusing once again on the most significant projects in terms of results, several constant or sporadically used elements can be highlighted, with the aim of producing improved results for the operation as a whole:

- 1 *Opening up the waterfront to the public*, through a process that may entail successive phases of appropriation of the border zones between city and water (sea, river, lake). This is a prerequisite for all waterfront redevelopment operations, as very often appropriation by the city is seen as a necessary condition for commencing improvement work and attributing new value to these zones. Naturally public ownership of an area cannot in itself guarantee improved project quality, hence the guarantee of greater care and maintenance; in fact, it is often the opposite. Notwithstanding, in many waterfront redevelopment projects it is the actual opening to the public of a zone that was previously inaccessible that leads to a request for specific and high-level intervention.
- 2 *Development of accessibility to the waterfront*. Pedestrian access is essential, especially in relation to link routes with the city center and outlying zones. To achieve this, obstacles and impediments to circulation around the acquired area should be removed. High-level accessibility via public transport must also be guaranteed so that the waterfront is more easily reachable by various modes of land and water transport. It is essential that the main functions of pedestrian access be emphasized for the success of these operations, and all possible intersections of pedestrian routes with roads should be studied with great attention: the use of bridges, raised passageways or tunnels, renders access for pedestrians to the waterfront easier, safer and more pleasant.
- 3 *Limitations on vehicle traffic*: following redevelopment work, waterfronts have often become one of the city's main pedestrian zones, or, rather, the regeneration operation has often focused on making a good part of the waterfront a pedestrian area as one of its design objectives. One consequence is that the presence of private vehicle traffic has been