



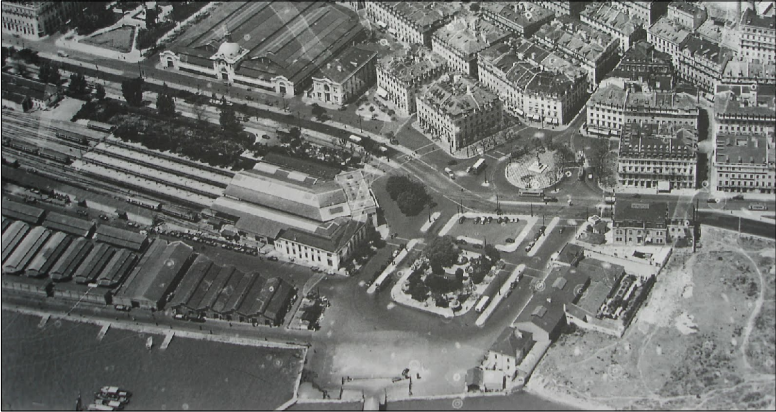
1. Front riverside of lisboa in 1911 (topographic survey of Silva Pinto)



2. Situation in 2009, before the intervention



3. The area at the beginning of the 20th century



4. The area in the 1970s



5. Largo do Corpo Santo / Praça Duque da Terceira / Jardim Roque Gameiro



6. Avenida Ribeira das Naus / Rua do Arsenal / Cais das Pombas

Framework

The Cais do Sodré is a very central area on Lisbon's riverside which blends, in urban terms, 17th century architectural features with major undertakings to expand the port of Lisbon and build the Cascais railway line at the beginning of the 20th century (1).

These characteristics naturally determined substantial distinguishing features as a public space, one which performed several uses and functions over time, which often irreversibly tainted the original design but meanwhile granted it a more and more important role in the city's everyday life and working.

Its growing importance was therefore derived from progressively introducing various modes of transport - ferries, the train, trams, buses and the underground railway - so it became the most important metropolitan transport hub, which linked both banks of the Tagus and was a crossroads for several routes through which 100,000 people a day passed (7).

Haphazard changes in the ways and means the space was used, which gradually transformed it into a road transport hub and car park, undermined the initial design's continuity, sullied its image and detracted from its function as a city centre public space and made rehabilitating it infeasible within the framework of revamping Lisbon's riverside, which began in 2009 (2).

Aims

Work was to take place p in one of the five project areas defined in the Project to Revamp the Baixa Riverside (including the Ribeira das Naus and the Terreiro do Paço areas, to the east).

One of the main aims set out for this area was to redefine the road traffic system and rearrange the working and layout of different types of public transport, which would shape how the whole process developed, in terms of methodology as well as the project. As a complement, pedestrian mobility was acknowledged as a crucial factor in revamping and improving the area.

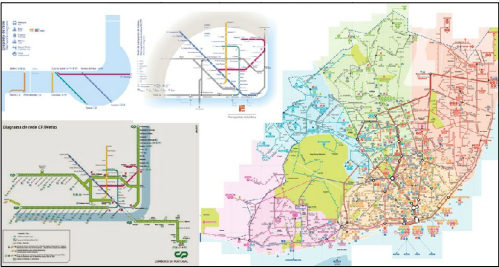
In terms of the project's methodology, these issues entailed - due to their implications over a broader area, the surrounding transport system and the city as a whole - trying out several possible designs for the road network and mulling them over when opting for a solution, which defined, to an extent, this undertaking's features and made its programming more complex.

Before the work was done, the Cais do Sodré area was largely detached from its original characteristics (3), which remained for a short time only, giving way to mounting car traffic and, at different times, the increased demands of accessibility to the interface area, often solved on a case-by-case basis (4).

Even though Cais do Sodré is an area whose limits are undefined, it is not a consistent urban space, but instead a collection of public spaces with major differences between them: Duque da Terceira square, Roque Gameiro garden and Cais das Pombas quay. In addition to this area, other adjacent spaces to Cais do Sodré were included in the work, also differing from the other spaces and between themselves, to merge the work with the areas previously worked on to the east, such as Rua Bernardino Costa, Corpo Santo square and part of Avenida da Ribeira das Naus.

These differences in type were considered a key aspect of the project for the design options to be used in each space, in an attempt to preserve the specific features of each one, both in terms of their physical characteristics (ground surfaces, tree species, street furniture and facilities) and use (rest areas, foot traffic, interface, river viewing).

Images 5 and 6 portray the scene at the time of starting work, highlighting several characteristics of the space to be changed, as well as some of the more noteworthy urban components to be preserved in the project and integrated into the new spaces.



7. Public transport networks