

r a d bahn



Guidelines for participation

Reallabor Radbahn rethinking urban space.

The space along the elevated railway viaduct of Berlin's U1 subway line is a largely forgotten space. Against the backdrop of urgent urban challenges such as the need for a transition to more sustainable forms of transport and more sustainable urban development, this space is to be re-imagined so that it can be experienced in a whole new way.

The driving force behind the project is the team behind the "Reallabor Radbahn". It presents the Radbahn to Berliners as a prototype, specifically in the form of a participatory test site in a real urban environment. The site will enable citizens and visitors to explore the Radbahn on a small scale and try it out in a playful manner.

Citizen participation – together with communication and public relations – is an essential part of Reallabor Radbahn.

The project's approach is driven by the idea that making cities should be a collaborative effort.

Through workshop formats, events, and ongoing opportunities for conversations and discussions, Reallabor Radbahn creates an accessible urban space that is inspired and developed by the community that uses it.



On the following pages, we have summarized our understanding of and guidelines for participation.

What forms of participation exist?



What do we mean by public participation?

We focus on dialogue-oriented forms of participation; our formats are all informal, i.e. not mandatory by law.

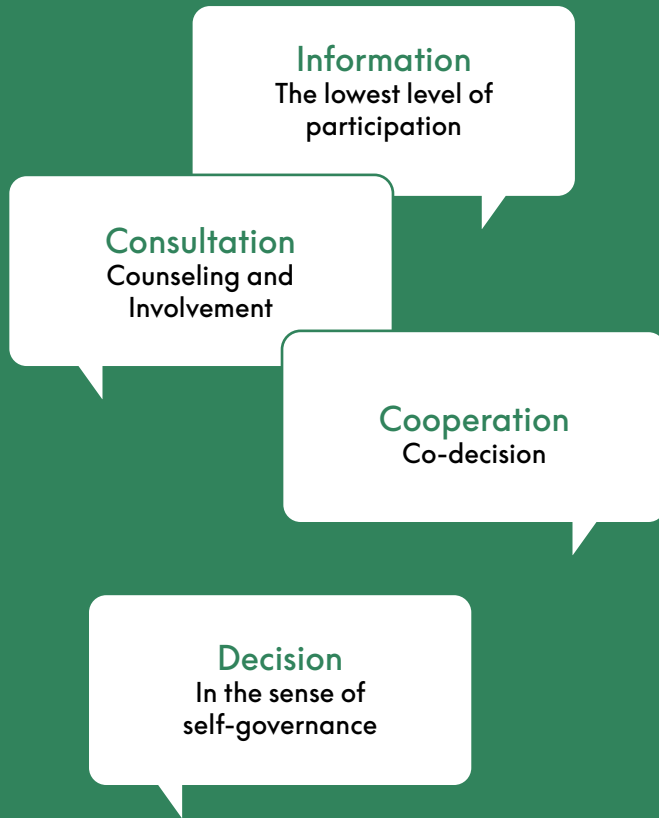
To us, participation always means public participation.

We have a broad understanding of the public: We include both public actor groups and interest groups in the sense of stakeholders as well as the general and broader public = citizens.

With participation, we aim at the level of (fundamental) planning and decision-making processes. The aim is to involve the public as early as possible.

For us, participation is always more than merely information; nevertheless, all participation presupposes information.

What degrees of participation exist and which do we implement?



Within the dialog-oriented forms of participation, we can identify different degrees that define the depth of participation of specific formats. We can implement the first three mentioned using different formats.

What are the goals of participation?



Our principles of participation

- credible and binding
- transparent and achievable
- attractive and inclusive
- fair and equal
- goal-oriented but open-ended

What scope do we have for participation?



We are a funded project from federal and state funds, which is carried out in cooperation with several actors of the Berlin city administration in the public sphere. This determines our financial and administrative framework.

Our plans for the test site in Berlin-Kreuzberg are subject to the legal framework and traffic guidelines for formal planning and construction procedures. The scope of design freedom relates to the test side and ideas that affect the overall Radbahn route. Examples of this could be:

What are the different needs of people along the entire route? And how can these be satisfied in a good and equal way?

What kind of infrastructure (trash bins, bicycle stands etc.) and information (signposts, information boards, etc.) do cyclists need or want?

Which elements, for example, on the sides of the Radbahn bike path seem reasonable from the citizens' point of view?

How can the test site be designed (beyond planning specifications)?

What are the target groups and outreach of our participatory formats?



We address both a broad, general public, i.e. citizens, and various organized groups of actors and interest groups in the sense of stakeholders.

Citizen participation aims to achieve the greatest possible heterogeneity; representativeness is principally not the goal of participation.

Our outreach focus for participation is clearly in the neighborhood (Kiez) as well as in bordering districts and Berlin (and less inter- or nationally).

On the one hand, we focus on all road users, regardless of their preferred mode of transport; on the other hand, we want to address and involve local residents in their different roles or user demands.

We want to address cyclists and non-cyclists from the neighborhood, in Berlin, and throughout Germany. We want to address children and young people as well as families and other marginalized and underheard groups.

What results from it?

We communicate transparently what can be expected and to what degree participation is possible. What influence can public participation have on the project? And at which point is this (no longer) possible?

We understand the test site of the Reallabor Radbahn as a dialogical and discursive element and a low-threshold form of participation. We open up spaces for co-designing, testing, commenting and evaluating.

With our participatory formats, we want to accompany planning and approval processes in a preparatory manner without delaying them. Participation is designed accordingly in terms of time and content.

We pursue active public relations and press work. This is the informational basis and precedes all participatory activities.

Our participatory offerings take place in German and (partly) English; we also provide information about the project in other languages.

As far as possible, we adhere to the standards of barrier-free information technology (BITV), and incorporate easy-to-use language in our communications.

We give an account afterward of what happens with the results: What was included and within what framework? What could not be pursued further and for what reasons?



What activities do we have planned?

Radbahn-Talks

take place regularly every last thursday of the month, depending on weather and pandemic situation online or on-site.

Online platform "mein berlin"

We present our activities on a page on the well-known participation platform of the state of Berlin.

Public participation formats

Here we consult and involve the people of Berlin in the planning and implementation of the Radbahn and the test site.

Stakeholder formats

serve to inspire and reflect on our technical, traffic and urban changes under the viaduct of the U1.

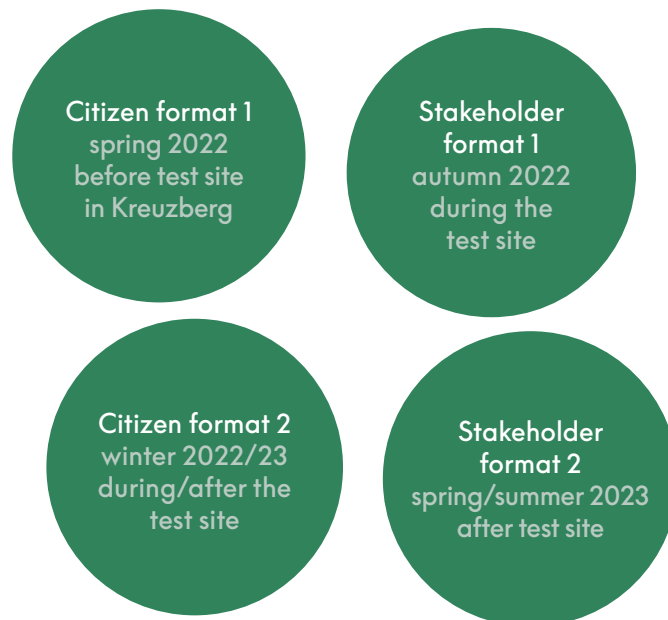
Advisory board meetings

We regularly assemble our advisory board; a consortium of 14 great people who volunteer to advise and critically review our project.

Regular participatory formats



Participation offers of the Reallabor Radbahn



one-time participatory formats

What are key readings for our work? (in German)

Gemeinsam Stadt machen! Leitlinien für Beteiligung von Bürgerinnen und Bürgern an der räumlichen Stadtentwicklung
Kurzfassung (SenSW 2019)

Partizipation & Pandemie. Handreichung zu kontaktlosen Beteiligungsmethoden
(SenSW 10/2020)

Digitale Tools für die kollaborative Entwicklung von Smart City Strategien
(BBSR 10/2020)

Handbuch zur Partizipation
(SenSW 2011)

Imprint & Contact

Guidelines for Participation – Reallabor Radbahn gUG

Editor

Reallabor Radbahn gUG,
Forster Straße 52, 10999 Berlin
030 2769 2025
info@radbahn.berlin
radbahn.berlin
Part of the “national projects of
urban development”

Content and contact

Dr. Silke Domasch
silke@radbahn.berlin
01515 634 1848

Graphic design

Tim Kaufmann
kaufmann-koop.de

© Photos: Reallabor Radbahn gUG
Berlin 2021

Supported by



Bundesministerium
des Innern, für Bau
und Heimat

