

Q1 THE RESILIENCE PENINSULA

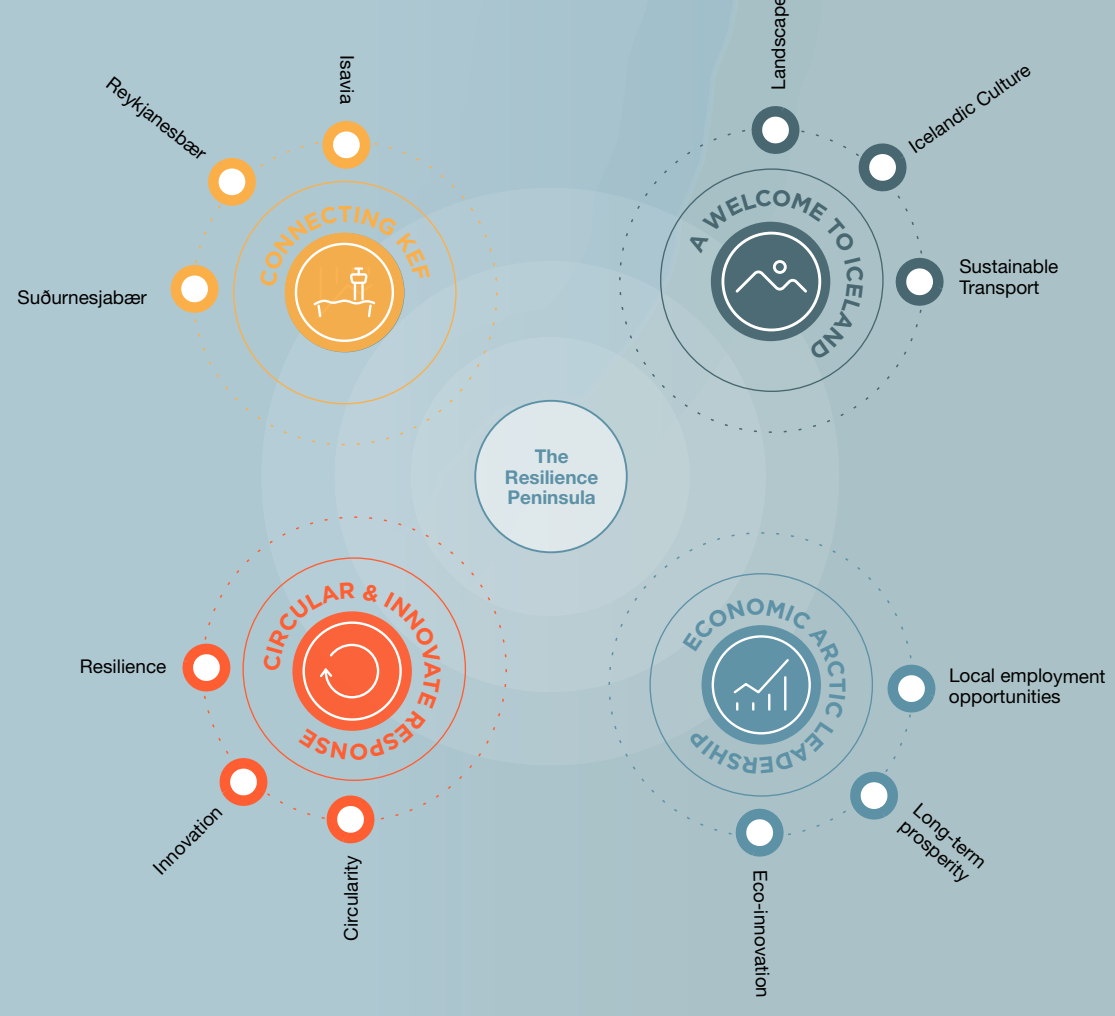
PROJECT VISION STATEMENT

The Resilience Peninsula will become a hub for circular economy, social interaction and climate conscious aviation - an attractive Arctic arena promoting innovation and sustainability leading the Icelandic way to a carbon-neutral future.

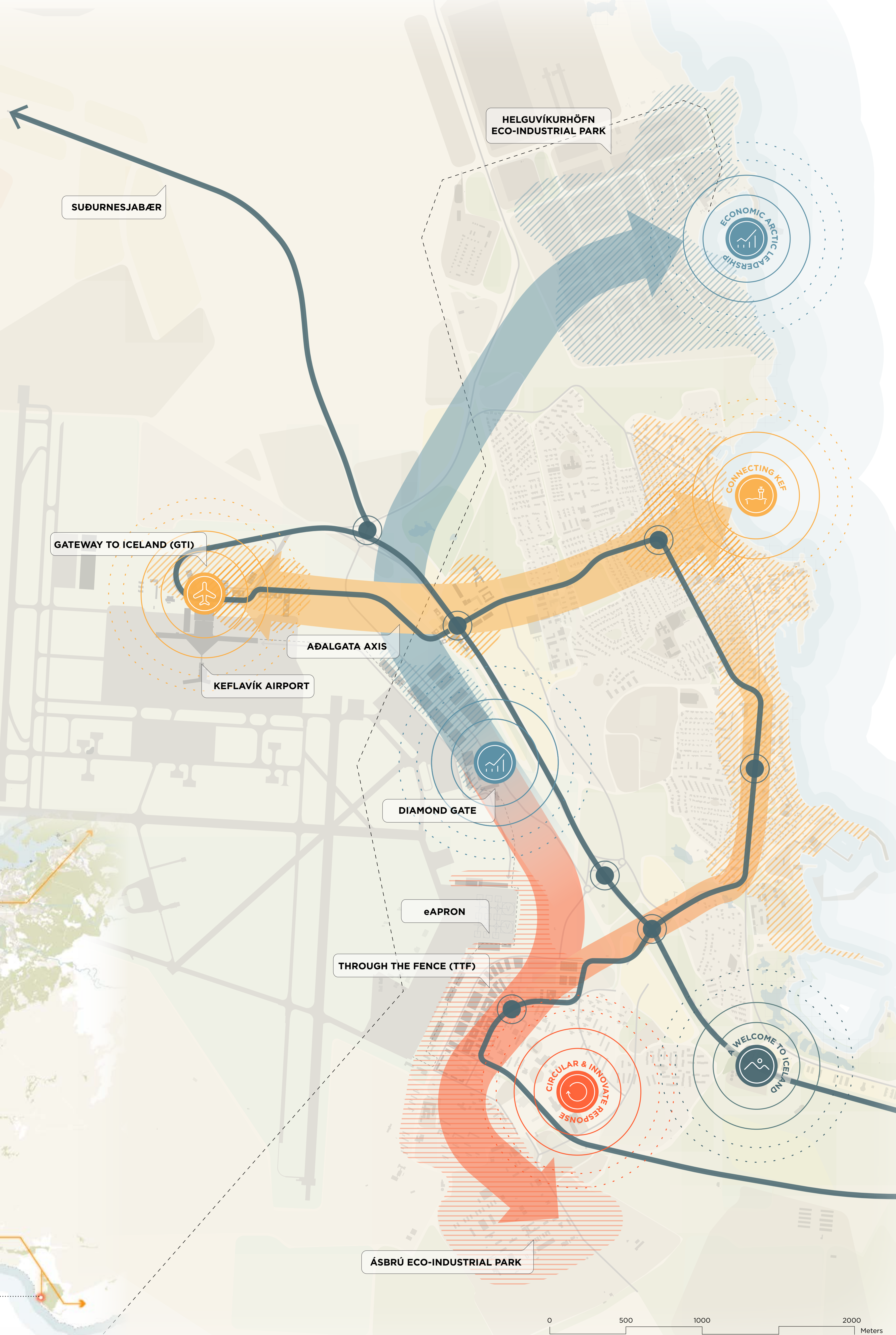
We propose an attractive and vibrant mixed-use development in the area surrounding Keflavik International Airport (KEF) integrating multiple approaches, different sensitivities, and the co-responsibility of all relevant stakeholders.

The Resilience Peninsula will stimulate a new, inclusive culture for the region, capable of involving all public & private stakeholders, creating quality employments and investment opportunities and setting a clear path into the future.

The Resilience Peninsula will be rooted in four pillars:



ECONOMIC VISION



THROUGH THE FENCE (TTF)

ECO-INDUSTRIAL PARK ÁSBRÚ Data Centres + Logistics + Construction material & assembly + Food Production	ÁSBRÚ Living + Sport + Green + Social Infrastructure	eAPRON R&D + F&O + Education (Kellir) + FlightTech (eApron)

GATEWAY TO ICELAND (GTI)

DIAMOND GATE Cargo + E-commerce logistic + Icelandair Crew Center	TERMINAL EXPANSION	ADALGATA Entertainment Centre (the "Hall") Hotel + Co-working offices + Ground Transportation + Rent a car

HELGUVÍKURHÖFN

ECO-INDUSTRIAL PARK Hydrogen + Circular Industries + Fishing Industries + Port (export-import) + Food production



Q2 THE RESILIENCE PENINSULA

MOBILITY STRATEGY: KEF - REYKJAVÍK LINK (KRL)

The improvement of the KRL corridor is of regional and national importance in supporting local economic growth and supporting the decarbonisation ambitions within the Icelandic Climate Action Plan.

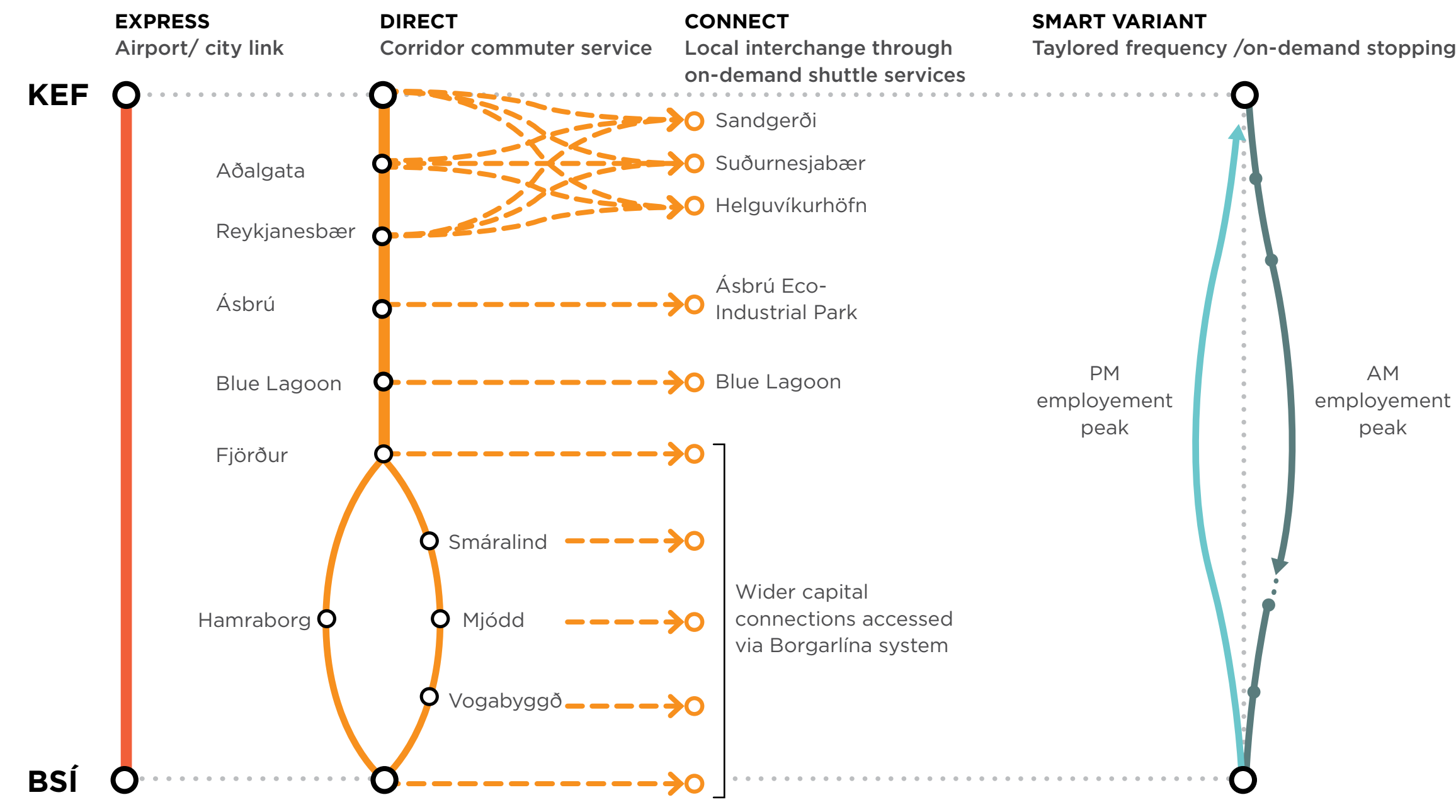
It can deliver real change for visitors to Iceland using the airport, local residents working in Keflavik or in Reykjavik by providing a high quality, sustainable connection.

The KRL Corridor can build on the Capital area BRT system to support increased connectivity with the Resilience Peninsula and enhance the air passenger experience when entering Iceland.

This board sets out basic principles for how a new service concept could be delivered.

OPERATING CONCEPT

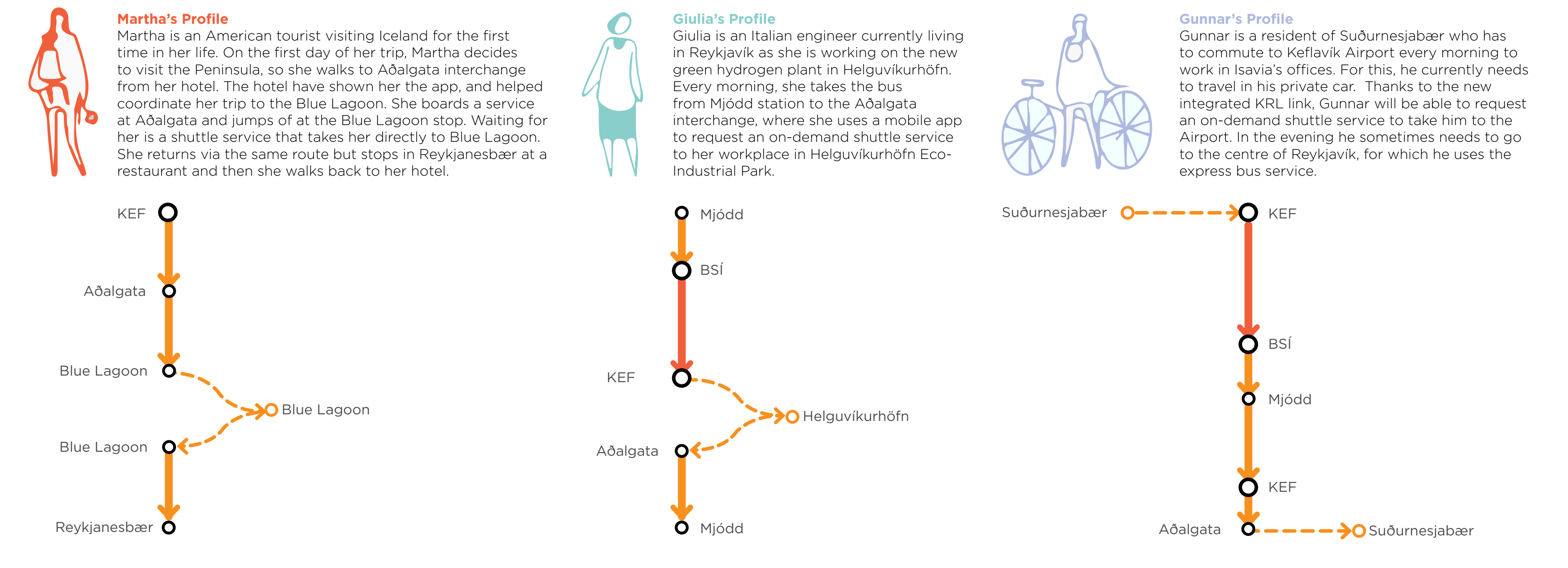
Three service types Working together to deliver connectivity



Smart system Using technology to tailor services to meet demand

User profiles

It is important that the transport system supports a range of users. Here are some examples of users and specific journeys.

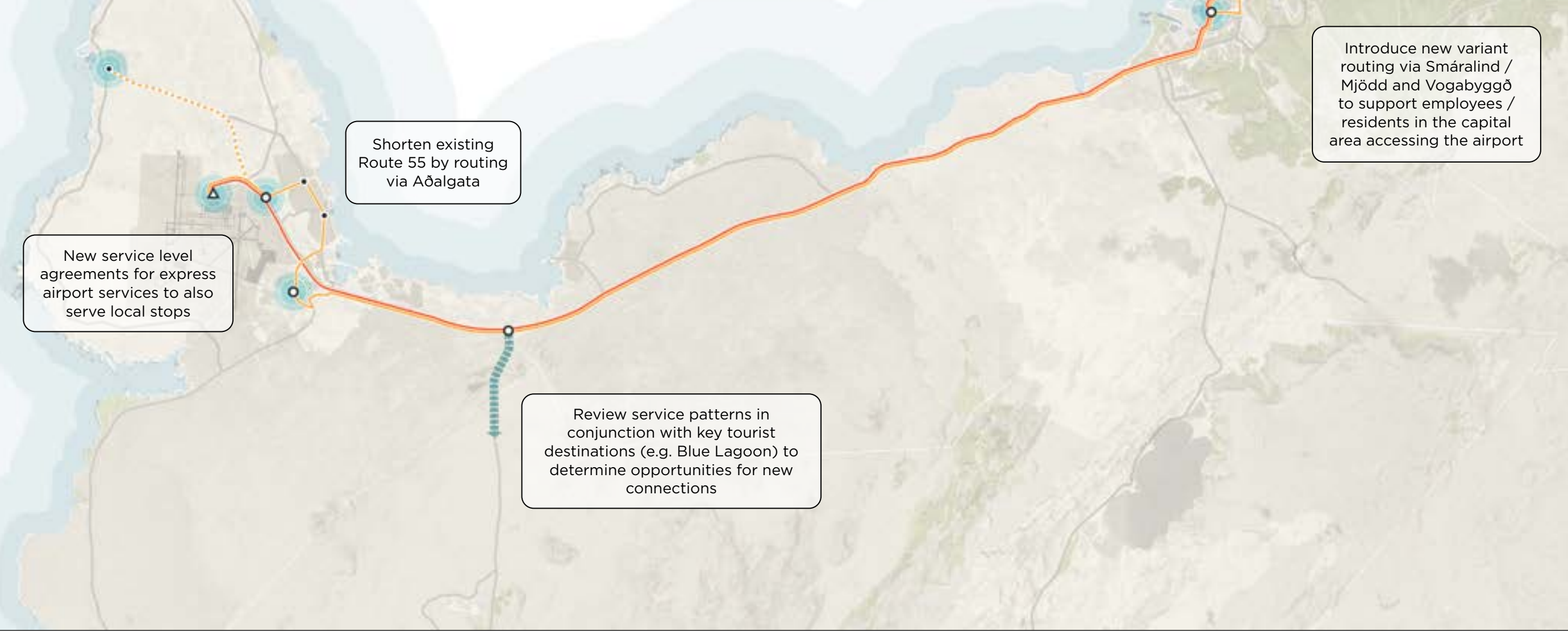


INITIAL PHASE

2022-2025 Peninsula shuttle service / new integrated express service

During this phase, we propose the introduction of a new on-demand shuttle that will provide local residents with improved access to public transport.

In addition, the airport express services will be reconfigured to also provide local residents direct services connecting with Reykjanesbær and Ásbrú as well as on-demand shuttle services to Suðurnesjabær.



FINAL PHASE

2025-2035 KRL services integrated into Capital BRT system

The opening of the Borgarína system in the capital area provides an excellent opportunity to integrate peninsula services and provide fast, direct connections into a wide range of locations in the capital area.

The segregated traffic lanes in the capital area will mean services can move quickly through the urban area and provide reliable journey times. This will become more important in the future as congestion levels increase in the capital area.

TRANSPORT MODES ASSESSMENT

Component	Definition	Existing shuttle/R55	Bus Rapid Transit	Light Rail	Metro Rail	High Speed Rail
Frequency for all users (staff/pax)	Availability of regular services	●	●	●	●	●
Journey time	In vehicle time	●	●	●	●	●
Service quality	Comfort and convenience for users	●	●	●	●	●
Capacity for growth	Ability to support 2040 masterplan	●	●	●	●	●
Implementation cost	Construction	●	●	●	●	●
Capital connections	Ability to directly connect to multiple locations	●	●	●	●	●
Environmental impact during construction	Scale of works and greenfield construction	●	●	●	●	●
Environmental impact during operation	Emissions during operation - assuming green technology	●	●	●	●	●
Accessibility and integration	Ability of service to support local integration of communities	●	●	●	●	●
Affordability to customer	Likely charge level given investment costs	●	●	●	●	●
Productivity of the system	Utilisation over the next 20 years	●	●	●	●	●

POTENTIAL LONG-TERM PHASE

2035+ Addition of fixed link metro rail connection

We believe a rail link between the airport and Reykjavik could become viable in the longer term subject to demand.

We would propose safeguard such a route to enable a potential metro style connection, providing fast journeys time to the capital area but also stopping a key intermediate points along the corridor.



Q2 THE RESILIENCE PENINSULA

MOBILITY STRATEGY: KEF - REYKJAVÍK LINK (KRL)

The approach to mobility for the KRL is flexible and provides the Resilience Peninsula with a high-quality solution that can be adapted over time.

Bus Rapid Transit (BRT) and on-demand services will integrate through a network of mobility hubs and technology to enable an improved end to end user experience.

As new transport technologies become more mature, for example, the inclusion of autonomous buses, these can be migrated into the network with minimal effort or cost.

This board provides an outline of the approach to the integration of the terminal stations and mobility hubs within the local environments.

INTEGRATION OF STATIONS IN THE EXISTING BUILT ENVIRONMENT

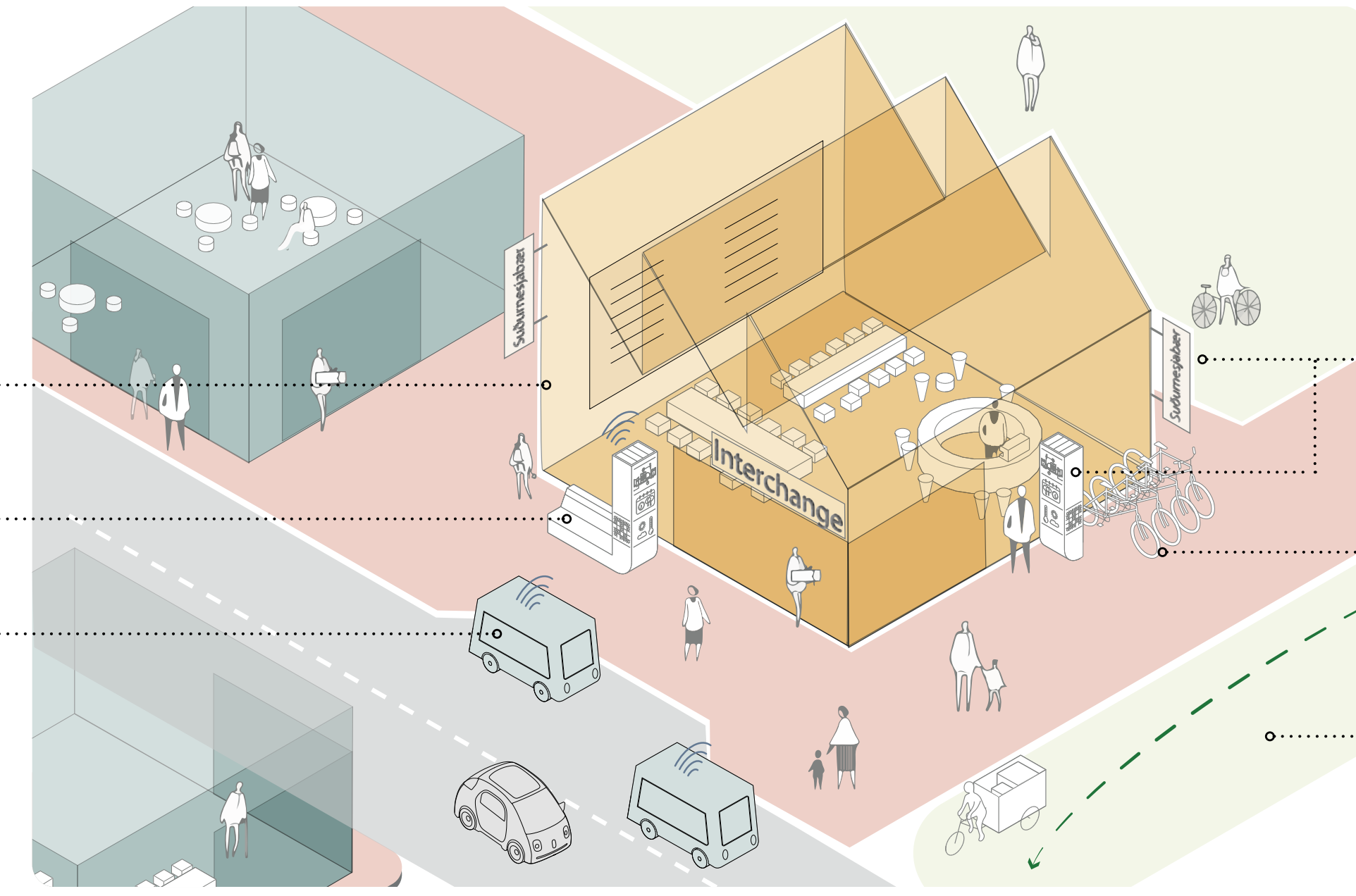
Local mobility hubs will provide a community focus for public transport.

These will provide services additional to a conventional public transport stop enabling more wider integrated services and community facilities.

The example on the left shows a potential local hub in Suðurnesjábær providing a local focal point for mobility. The example on the right, represents an Intermediate Transport Hub in Reykjanesbær.

- Safeguarded and flexible waiting spaces
- Intelligent street furniture
- On-demand shuttle services

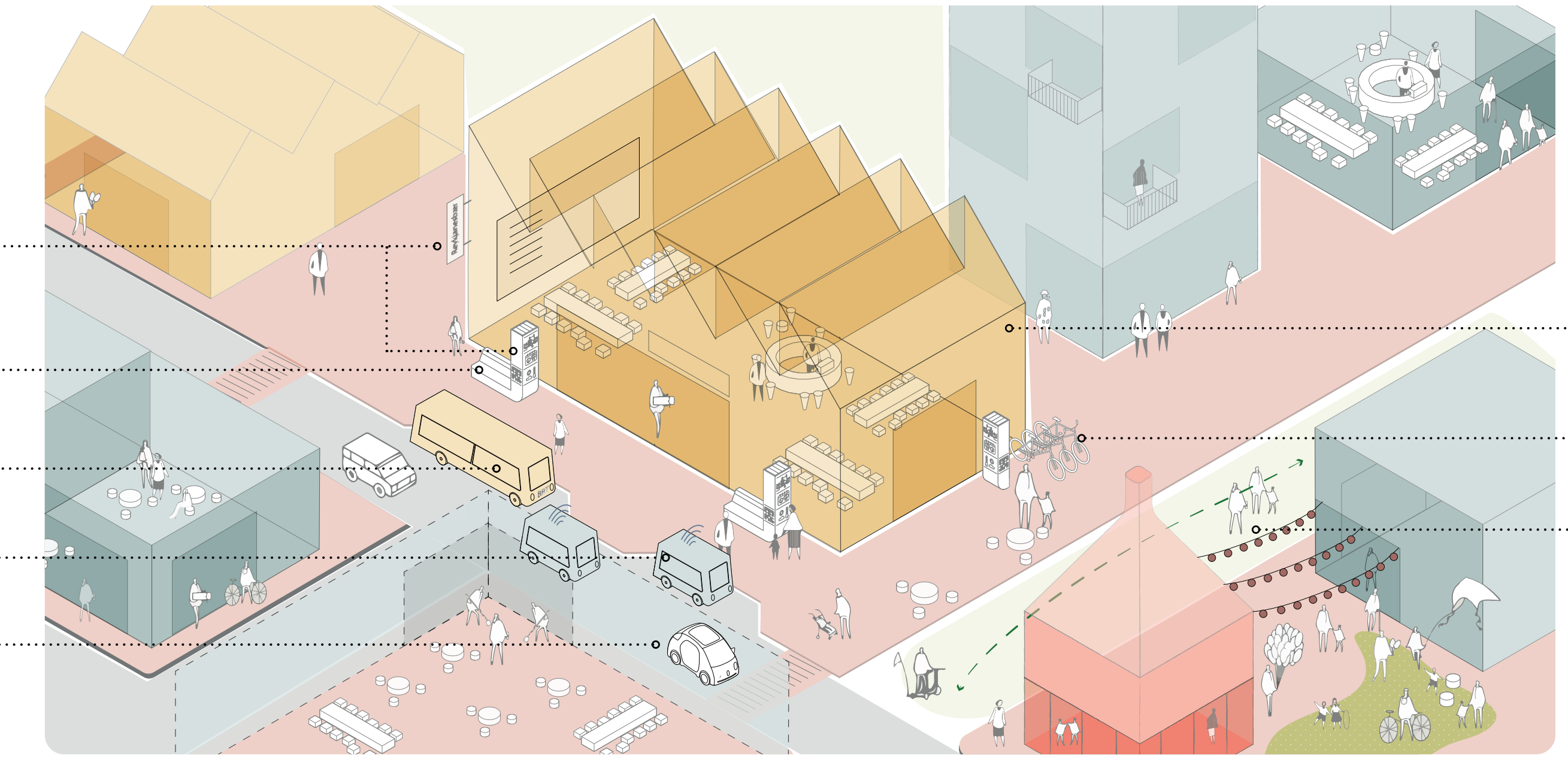
Local Transport Hub
On Demand Public Transport + MaaS (Cycling + Car Sharing) + Walking



- Wayfinding elements and signage
- Bike sharing service stations and storage
- Pedestrian and cycling routes to the hub

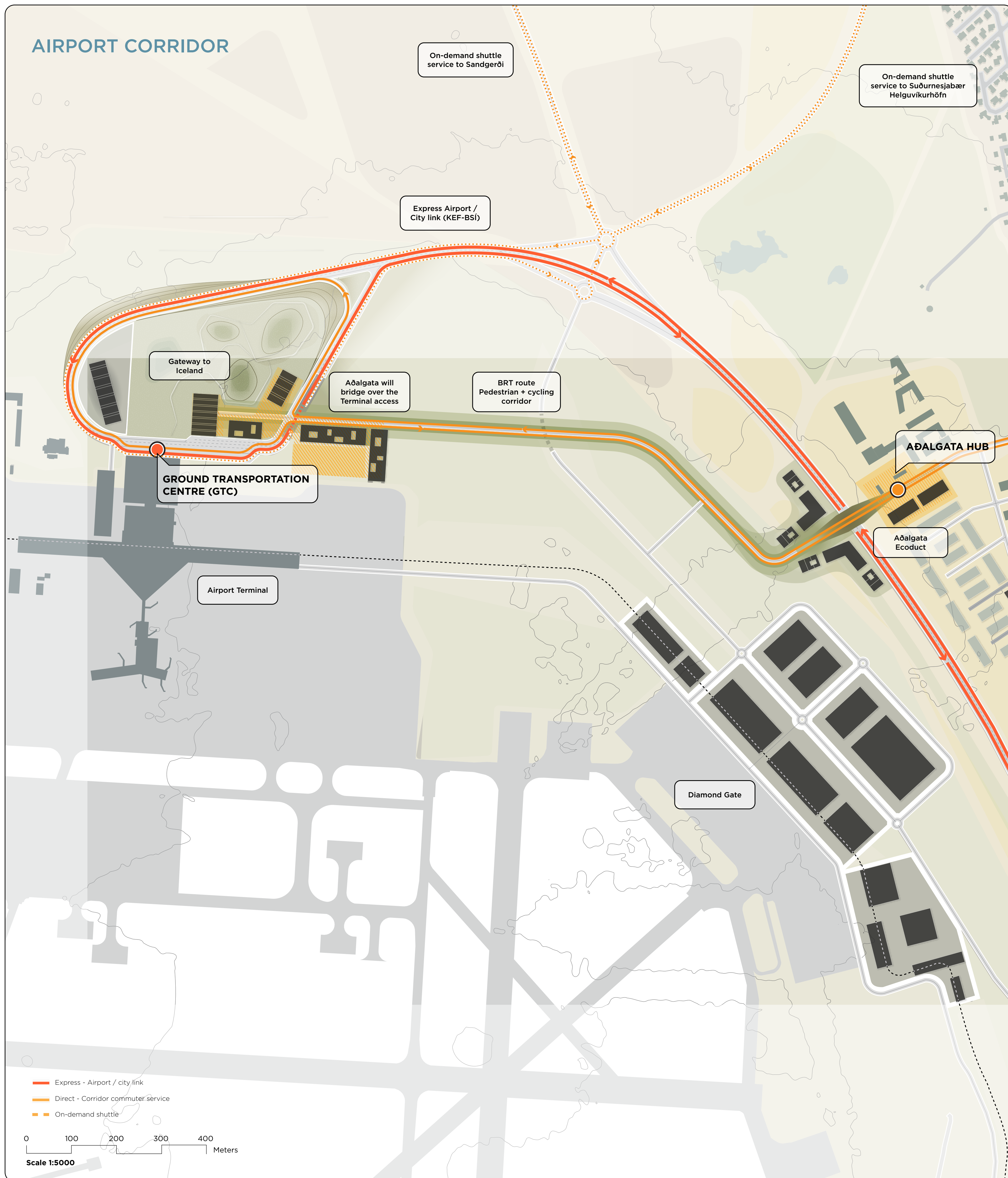
- Wayfinding elements and signage
- Intelligent street furniture
- BRT stop
- On-demand shuttle services
- e-Car sharing services

KRL BRT Intermediate Transport Hub
BRT + On Demand Public Transport + MaaS (Cycling + Car Sharing) + Walking

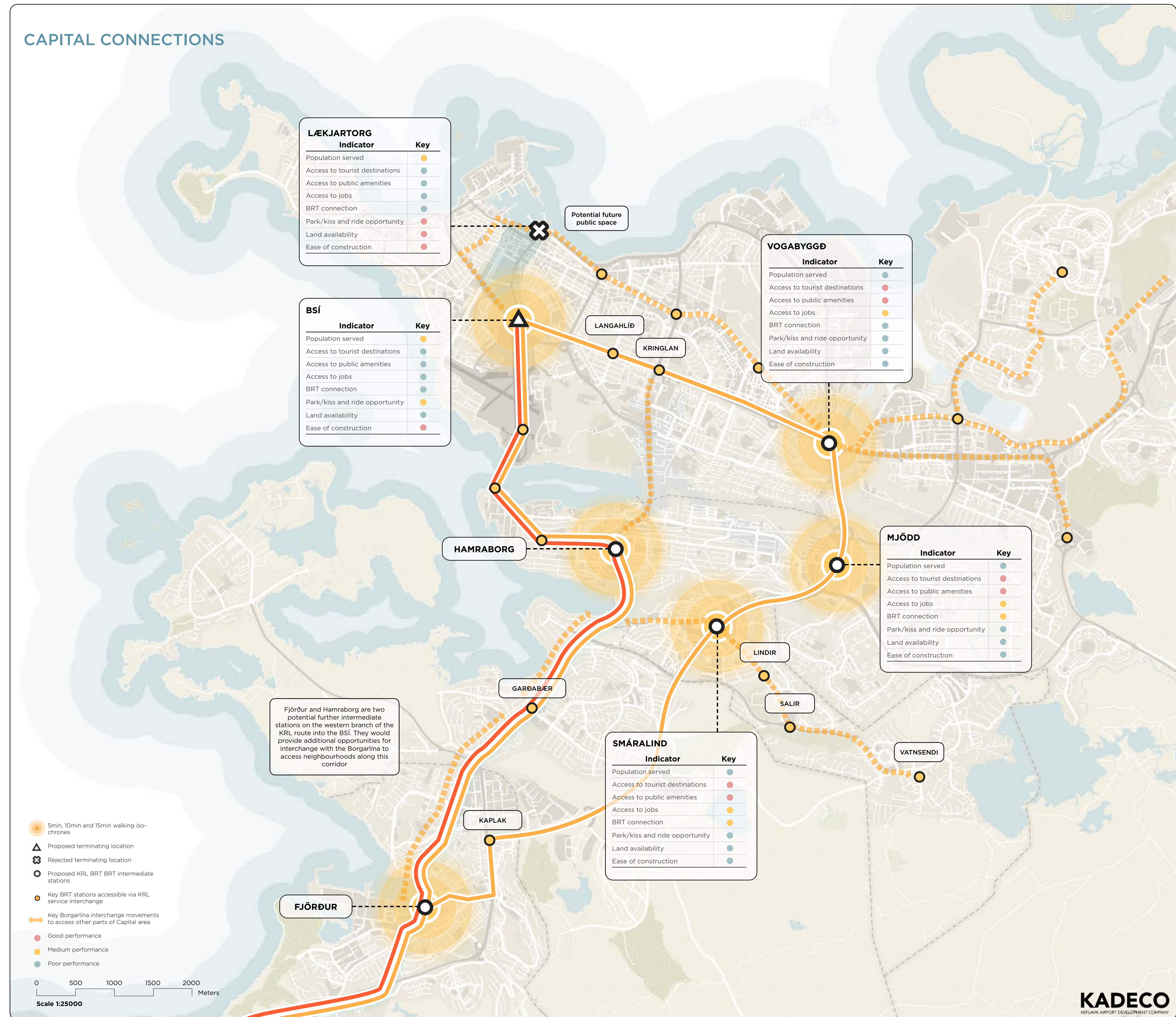


- Safeguarded and flexible waiting spaces
- Bike sharing service stations and storage
- Pedestrian and cycling routes to the hub

AIRPORT CORRIDOR



CAPITAL CONNECTIONS



Q4 THE RESILIENCE PENINSULA

MOBILITY STRATEGY: LOCAL TRANSPORT IN THE AIRPORT AREA

The Resilience Peninsula mobility strategy will integrated the local communities, employees, travelers and cargo and economic activities across the KRL corridor. To shift travel behaviour for this low density car dominated environment, a balance of active travel, MaaS and public transport investment is proposed using technology to optimise the travel and deliver an efficient, low cost system.

The transformation will provide direct services connecting from Suðurnesjabær and Reykjanesbær to Keflavik and Reykjavik. As the KRL infrastructure progresses, a set out a network of green corridors to focus sustainable transport in terms of direct, good quality walking and cycling connections integrated with a public transport network that supports local mobility and helps to make better use of longer distance public transport services.

MOBILITY VISION

PRIORITISE SUSTAINABLE TRAVEL

- Make walking and cycling easy
- Create sustainable transport corridors
- Separate high volume/ cargo flows from sustainable transport corridors
- On Demand local transport systems
- MaaS solutions
- Drive a shift for EV

CREATE A NETWORK OF SMART MOBILITY HUBS

- Provide on demand, smart, local transport connecting with key nodes in Reykjanesbær and Suðurnesjabær
- Connect to high frequency nodes or onward connections
- Operate under a MaaS concept

INTEGRATE AIRPORT WITH LOCAL DEVELOPMENT

- Strengthen connections along development corridors
- Ensure the local area benefits from KEF > REY link
- Clarity of routing for different airport uses

THREE MOBILITY SYSTEMS

CARGO & ECO-INDUSTRIAL NETWORK

A network of routes are proposed to segregate cargo (air and port) and eco-industrial related traffic from the local mobility network. This will help to minimise the interaction between large goods vehicles and local traffic helping to support road safety and minimise the impacts on local residents. Direct connection to ROSASELSTORG, GRÉNÁS and HAFNAVEGUR interchanges.

EXPRESS PUBLIC TRANSPORT

An integrated public transport system will be provided to enable express travel between KEF airport and Reykjavik, direct services that have limited local stops providing opportunities for local residents to connect and access Reykjavik.

The scheme will be able to accommodate a safeguard for the rail corridor and station locations.

LOCAL MOBILITY NETWORK

A comprehensive network of sustainable streets and roads that will provide the primary local mobility access to residents from SUÐURNESJABÆR and REYKJANESBÆR. It will integrate local on demand transport which will also be introduced to provide local residents and visitors access to transport without reliance on cars.

Alternatives like MaaS, the promotion of walking / cycling, e-mobility and low traffic speed links, will help to develop a sustainable transport focused environment.



THREE NEW ECODUCTS

Three proposed ecoducts will provide integrated connectivity between activities and communities. They will form a new space over the highway creating a clear legibility and connection for different onward modes of travel. Designed for climate sustainability, ecoducts will integrate public transport, low speed vehicles, walking and cycling.



Express - Airport City link
 Cargo & Eco-Industrial Network
 BRT network
 Main local mobility roads
 Main soft mobility corridors

Express network terminal station
 BRT stations
 Squares and plazas
 Local on-demand transport nodes

0 100 200 300 400 Meters
 Scale 1:7500

KADECO
 KEFLAVIK AIRPORT DEVELOPMENT COMPANY



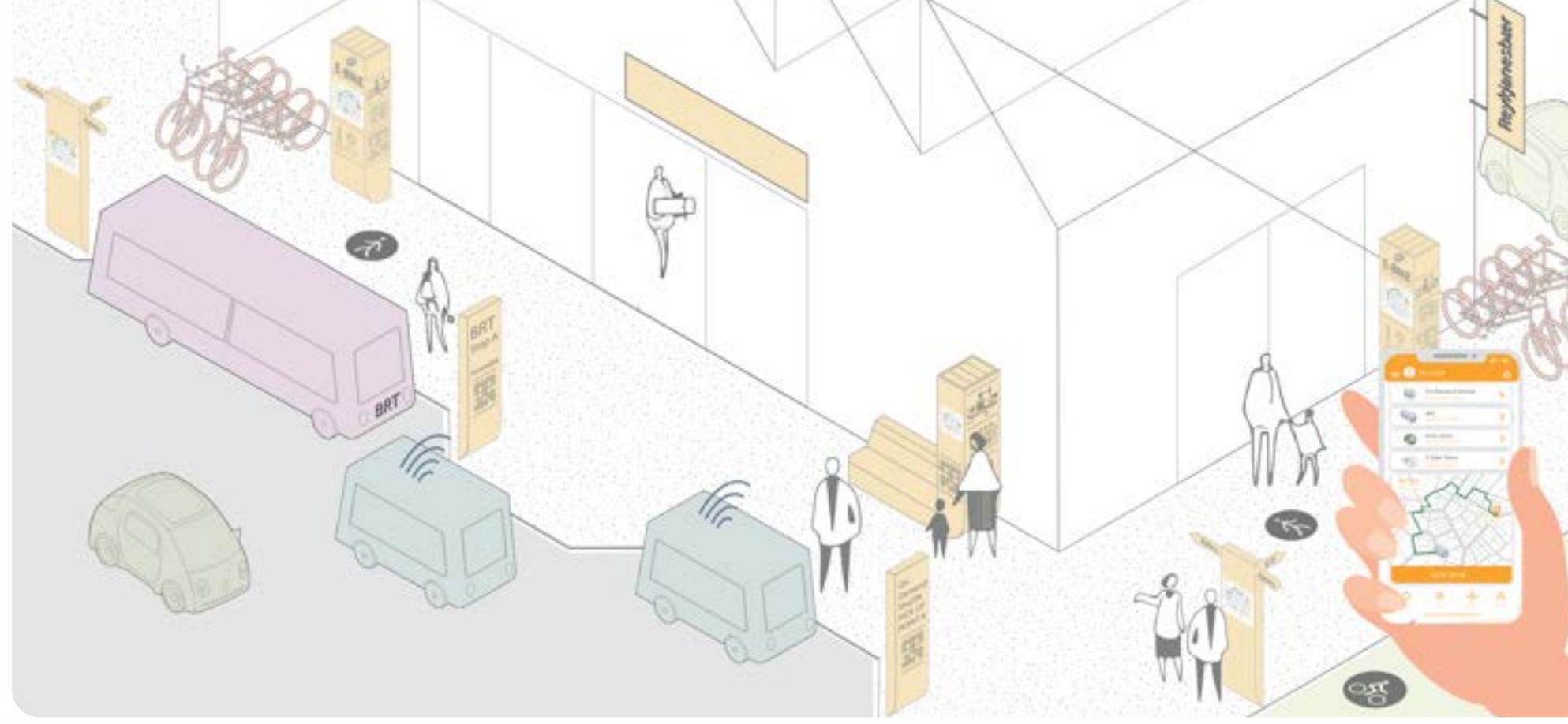
THE MEETING HALL + THE VOLCANIC PARK

We propose a new, architecturally significant space for the GTI - shared between visitors and the wider community which showcases and represents the best of Icelandic Innovation within a unique volcanic landscape setting.

PLACEMAKING + WAYFINDING

The GTI will help to provide the compelling first impression of Iceland, but also present a key placemaking opportunity that connects different people and users. Aðalgata Axis and Keflavík Reykjavík Link (KRL) will connect the GTI and terminal to the local community and to wider Iceland. In doing so it presents a significant opportunity for placemaking beyond its operation as an airport access point.

A strong wayfinding strategy requires a good understanding of user groups and their related needs. We would propose engaging with the airport, either through review of historic surveys, commissioning of new surveys or using our own wayfinding experts to survey and review the current situation.



Q5 THE RESILIENCE PENINSULA

CATALYST SITES: GATEWAY TO ICELAND (GTI)

Our Gateway to Iceland proposes the real AirportCity to be located alongside Aðalgata Axis, celebrating its connection with Suðurnesjabær and Reykjanæsbær.

The Gateway to Iceland is the vital first impression of the country and central to our vision for the Resilience Peninsula. Alongside its role in delivering optimised and high-quality services for the airport and its users, our vision imagines a place which celebrates and showcases the best of Icelandic hospitality, creativity, the unique volcanic landscape that surrounds it.



0 50 100 150 200 Meters
Scale 1:3000

AÐALGATA

AÐALGATA HUB

A new mobility-based hub clustered around an ecoduct connection linking the GTI to Reykjanæsbær.

AÐALGATA LINK

An Active transport link with dedicated EV shuttle connections and safeguarding of potential future Rail connection

DIAMOND GATE

HUB

Expansion of logistics and Air Cargo connected airside to the expanded and enhanced GTI

GTI

CREATIVE CLUSTER

New office buildings and performance / entertainment spaces forming a creative cluster within contemporary Turf Houses

MEETING HALL

A new space to meet, work, collaborate and showcase the best of Iceland and the productivity of the Resilience Peninsula

PARKING

A new space to meet, work, collaborate and showcase the best of Iceland and the productivity of the Resilience Peninsula - designed to support future rail connection
New modular parking buildings for the GTI creative cluster, framing the views to the north

TERMINAL

NEW EXPANSION

GTI design started from the existing plans for the KEF terminal. Ground Transportation Center will provide accessibility for BRT systems which will be also accessible from the "Hall".

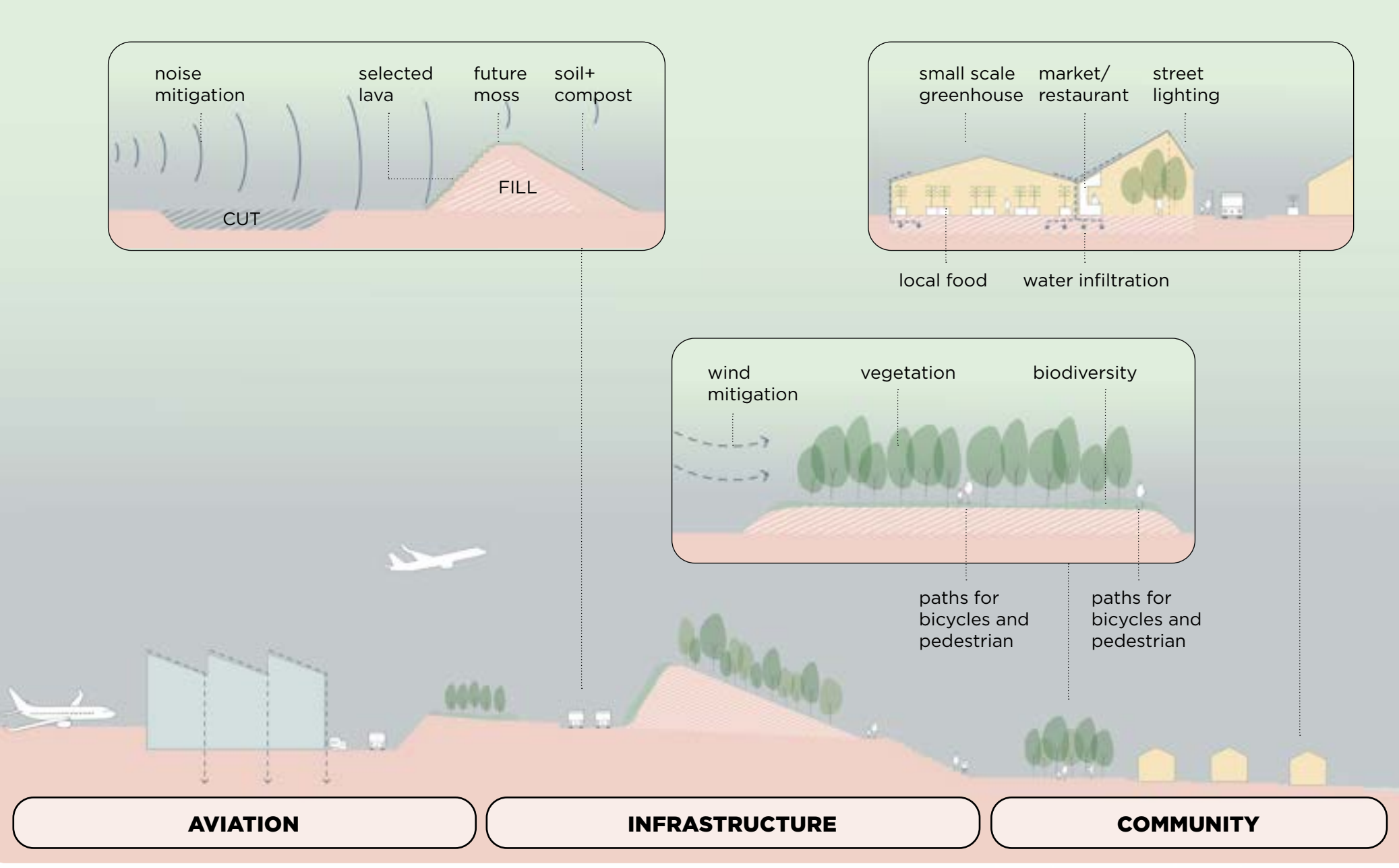


AN ACTIVE STREETSCAPE

Proposed street in the Through The Fence Area showing mobility hubs, new social infrastructure and how we would integrate the public faces of new manufacturing and innovation uses into an active streetscape



LANDSCAPE + URBAN DESIGN STRATEGY



Q6 THE RESILIENCE PENINSULA

CATALYST SITES: THROUGH THE FENCE (TTF)

The Through The Fence area presents a unique opportunity to build on the existing assets of Asbrú and the Airport to develop a collaborative and creative community engaged with developing future technologies and economies within the Resilience Peninsula.

TTF economic development will synergically combine the eApron as the future aviation mobility lab with growing economic activities in Asbrú innovation economic area, generating investment and employment opportunities for local residents.



0 50 100 150 Meters
Scale 1:2000

TTF

SPECIALIST FOOD AND NATURAL PRODUCTS

High-tech greenhouses, vertical farming, aquaculture, algae farming, and synthetic meat production

RESEARCH

R&D hub a center for cross-industry collaboration with private and public entities to foster technological innovation in connection with the Eco-Industrial Park

SKILLS AND EDUCATION

Cluster creating a strong public presence and connection between business and community

DATA CLUSTERS

Expansion space for growing technology cluster of data centres and associated energy supply and energy recycling opportunities

eAPRON

FUTURE AVIATION

Vertiport, electric recharging area for airport vehicles and mobility and testing lab.

LANDSCAPE

CONNECTIONS

A new ecoduct link between Asbrú and TTF area connecting the coast and the natural assets of Njarðvík

SUSTAINABLE MOBILITY

Improve active transport links and deliver new mobility hubs for public transport and shared facilities

