

Sustainable Livable Copenhagen

Birgitte Svarre

Associate, Gehl Architects

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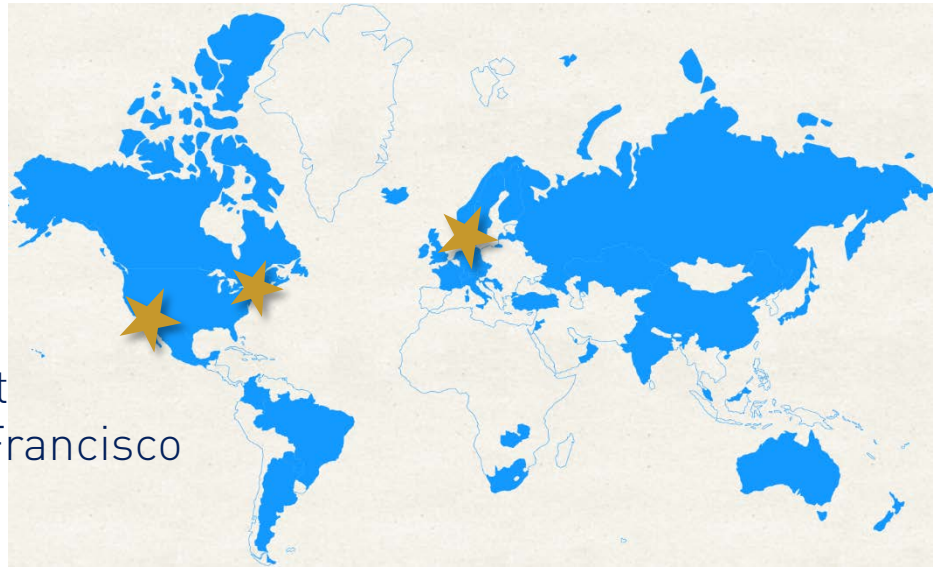
Akademie der Konrad-Adenauer
Stiftung, Berlin

Gehl
Architects





Founding Partners Jan Gehl & Helle Søholt
3 offices in Copenhagen, New York & San Francisco
Owned by 7 international partners



Knowledge organisation Urban research & Design



Academic &
ideologic
heritage

Renewal
through knowledge
development and
innovation culture

Cities for People 2010 - now a global title



Danish Version
2010



US Version
2010



Chinese Version
2010



Romanian Version
2012



Czech Version
2012



Russian Version
2012



French (Quebec) Version
2012



Farsi (Iran) Version
2013



Polish Version
2013



Portuguese (Brazil) Version
2013



Greek Version
2013



Spanish Version
2014



Japanese Version
2014



Hungarian Version
2014



Korean Version
2014



German Version
2015



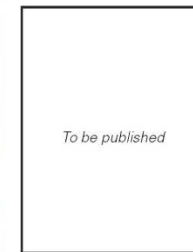
Kazakh Version
2015



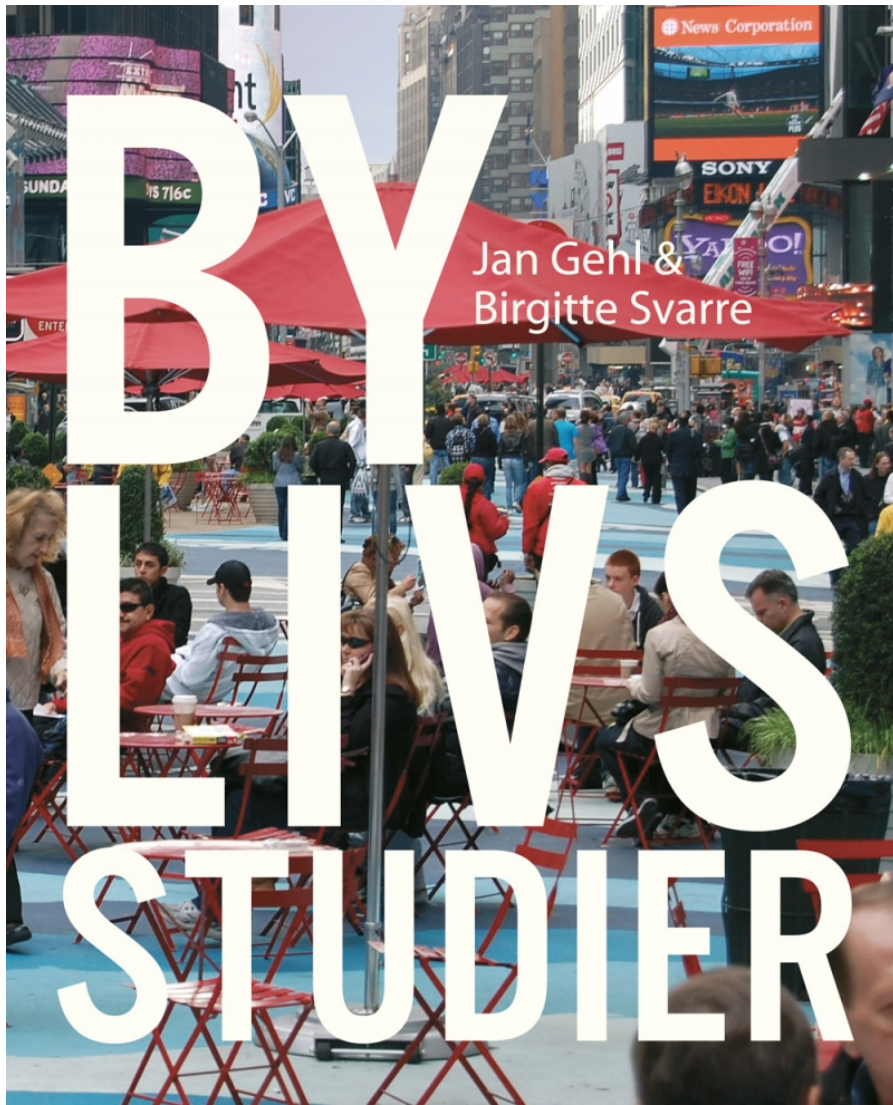
Estonian Version
2015



Arabic (Oman) Version
2015



Thai Version
2015



“How to study public life”, 2013 (Jan Gehl & Birgitte Svarre)

Goal: Cities for People

Approach: Life, Space, Buildings

Life



Space



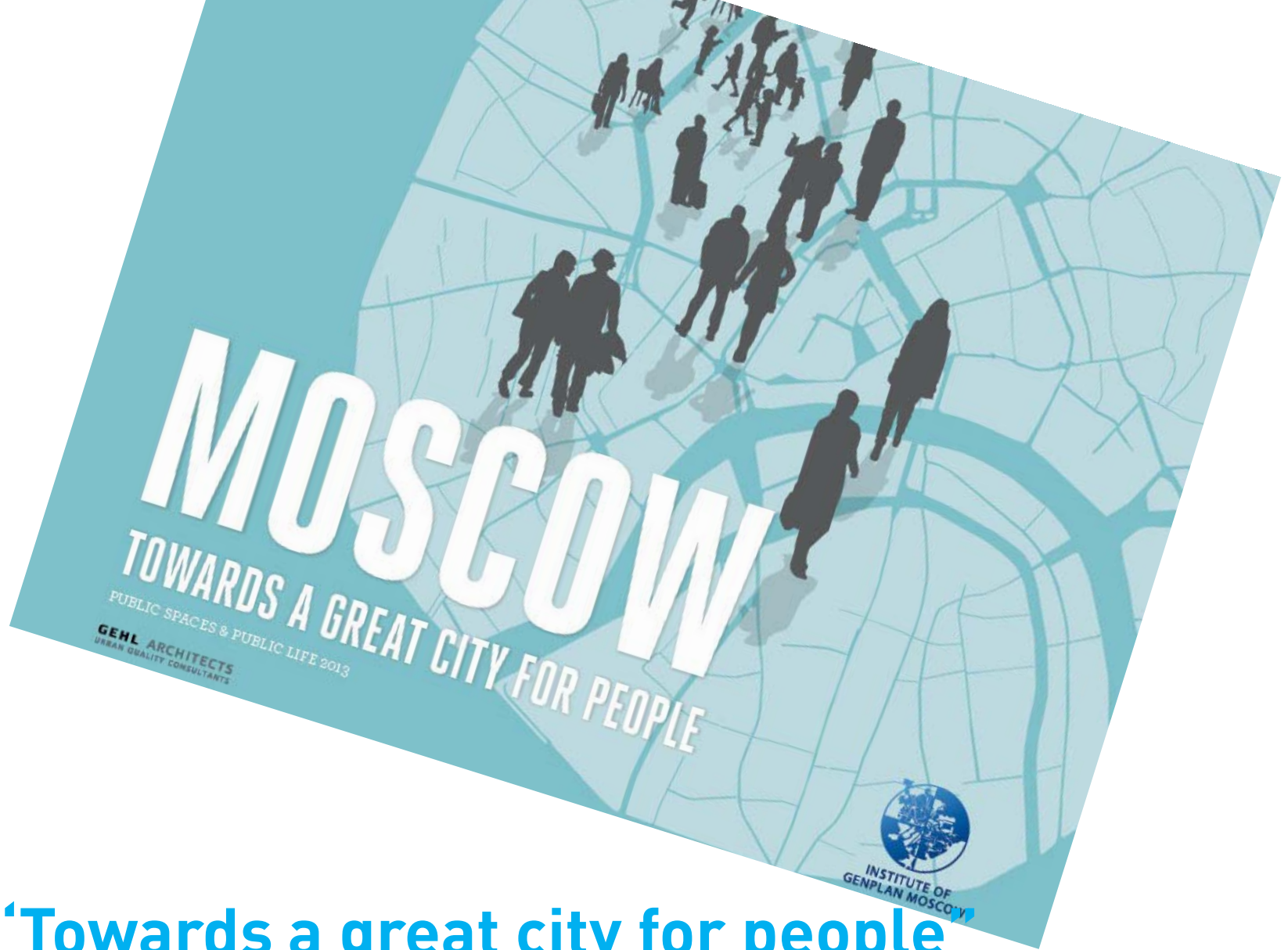
Buildings



Change of Paradigm



WANTED:
Lively City
Attractive City
Safe City
Sustainable City
Healthy City



**“Towards a great city for people
Gehl Architects, July 2013**



July 2013

Ulitsa Tverskaya, Moscow



December 2011



July 2013

THE ROUTE TO A LIVEABLE CITY



These days, Moscow, which let us remember, is one of the major cities in the world, is developing fast. The goals and direction of its development formed the focal point of the discussions at the Moscow Urban Forum. This annual event was held for the second time in 2012. It has become an important, established platform where government officials, members of the business community, and respected experts can hold productive discussions. The central theme of this Second Moscow Urban Forum — “The Megacity on a Human Scale” — is relevant not only to Moscow, but also to many of the world’s other large cities.

Moscow’s rapid development in the private business sector, which began in the 1990s and continued through the first decade of this century, has, unfortunately, not been accompanied by a similar development in the infrastructure and public environment. The Muscovites themselves were the first to feel this imbalance. The urban community has made it clear that the ideology behind the development of the metropolis must change. Instead of creating isolated islands of wealth and prosperity in the city, it is essential that this high quality of living be spread throughout the city as a whole.

By incorporating new territories, Moscow has more than doubled its size. This unprecedented step grants the city exceptional possibilities in solving its accumulated prob-

lems and for accessing its future development and long-term growth. These newly incorporated territories are the ideal locations for alternative and additional clusters of employment with centres for education, scientific research, sports and health care. On a cautionary note, however, these new territories must not be seen as an absolute panacea. The “old” Moscow contains many “hidden” opportunities that will be revealed only if the right decisions are made.

A prime example of such a decision is the new approach to solving modern Moscow’s most complex problem, the transport infrastructure. To avoid impending gridlock, the city government has had to implement some tough measures. We revised our existing investor relations and terminated the contracts for the construction of a total of about 9 million square metres of floor space. Had we not, the traffic situation would have worsened considerably. All contracts were revoked reasonably, in good faith and the investors were reimbursed for their incurred costs. This permitted us to maintain and increase our previous levels of investment. As a result, investments in Moscow in 2012 increased by about 8.5 per cent. This is a tangible result of actions taken for the benefit of the city and a most acceptable one for investors.

We focused the city’s own resources, public money, on the development of the underground, the railways, the ground public transport and the road infrastructure. The budget for

Moscow’s transport infrastructure development programme for 2012–2016 is 2 trillion roubles.

Our first priority is the development of the Moscow Metro. In 10 years’ time, the length of the underground lines will be extended by 1.5 times — from 300 to 450 kilometres. The second priority is the development of a suburban railway service. The reconstruction of the Small Ring Railway has begun so that it may, for the first time, incorporate passenger traffic. The radial railway lines will be reconstructed inside the city and also at a distance of 10–15 kilometres from its borders where the railways are most crucial. In just two years we have radically upgraded Moscow Transportation Authority’s ageing fleet, which is the main carrier transporting passengers over land. We’ve developed large-scale programmes for road building and for reconstructing the city’s major out-bound routes and are already turning these programmes into a reality. Most notably and for the first time in the history of our relationship with both the Moscow Region and Russia’s Ministry of Transport, we have managed to synchronize the work in the reconstruction of federal roads outside the city.

The modernization of the transport system is just one of 16 government programmes for Moscow’s development up to 2016. Other equally ambitious programmes are being implemented in the fields of healthcare, education, culture, the improvement of public spaces, and the creation of a mod-

ern system for the delivery of public services. People can now access information and monitor the progress of these programmes easily. As a result, the city’s budget is open and transparent. Step by step we are beginning to receive feedback from the public. To this end, online portals have been created where every citizen can submit a request, comment or complaint about the city’s services. The checklist of accepted complaints and suggestions is under constant review. Issues so far included are the cleaning and maintenance of communal hallways, the redecoration and maintenance of houses, road maintenance, the performance quality of health centres and so on. This feedback system allows us to overcome one of the main problems of any big city — the perceived gulf between the government and the public.

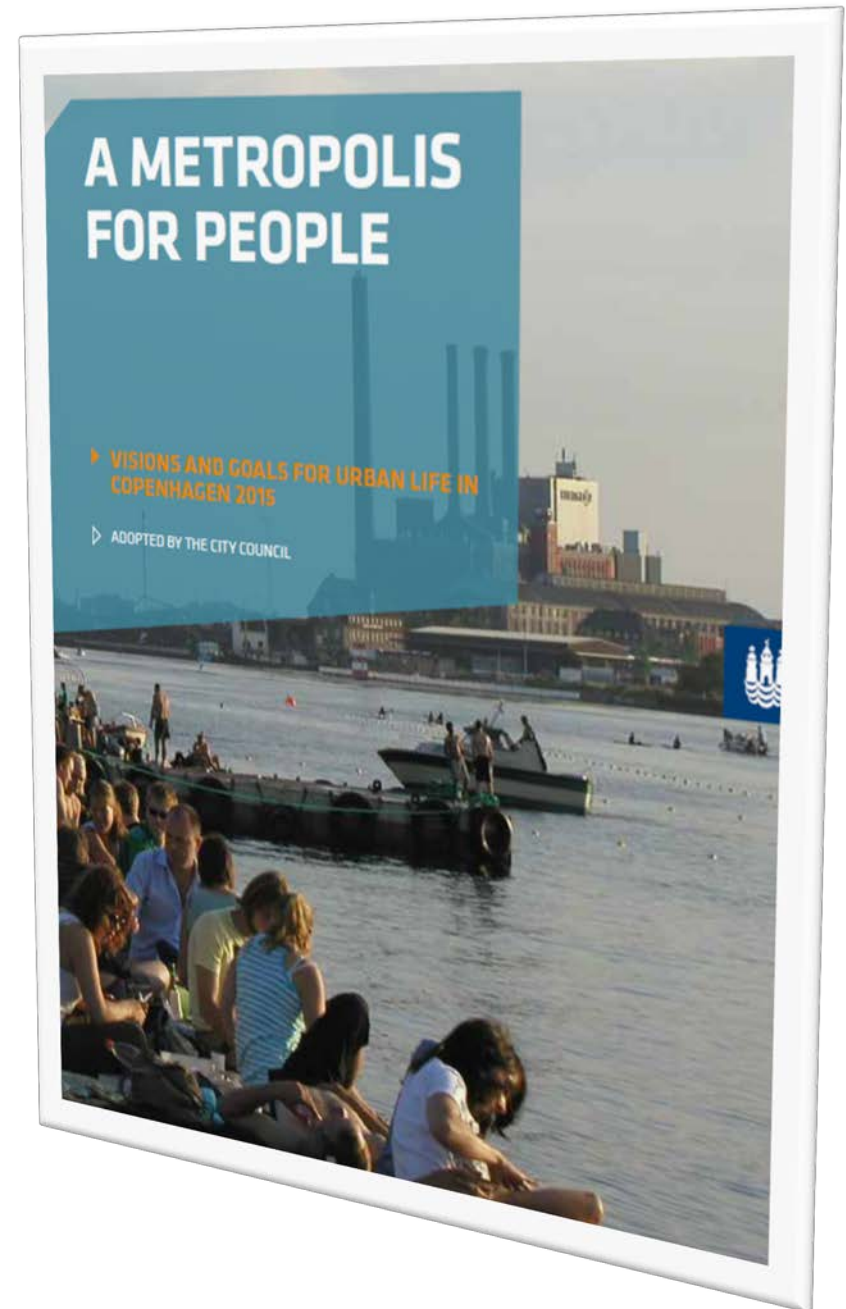
Our main goal is to transform Moscow into a liveable city. I believe that our experiences of such large-scale work could be useful to other major cities and to our colleagues in Russia’s regions. We are willing to share our experiences and to learn from our colleagues and partners. The purpose of this Moscow Urban Forum is to promote constructive dialogue and practical cooperation between countries, regions and cities. ■

SERGEI SOBYANIN,
THE MAYOR OF MOSCOW

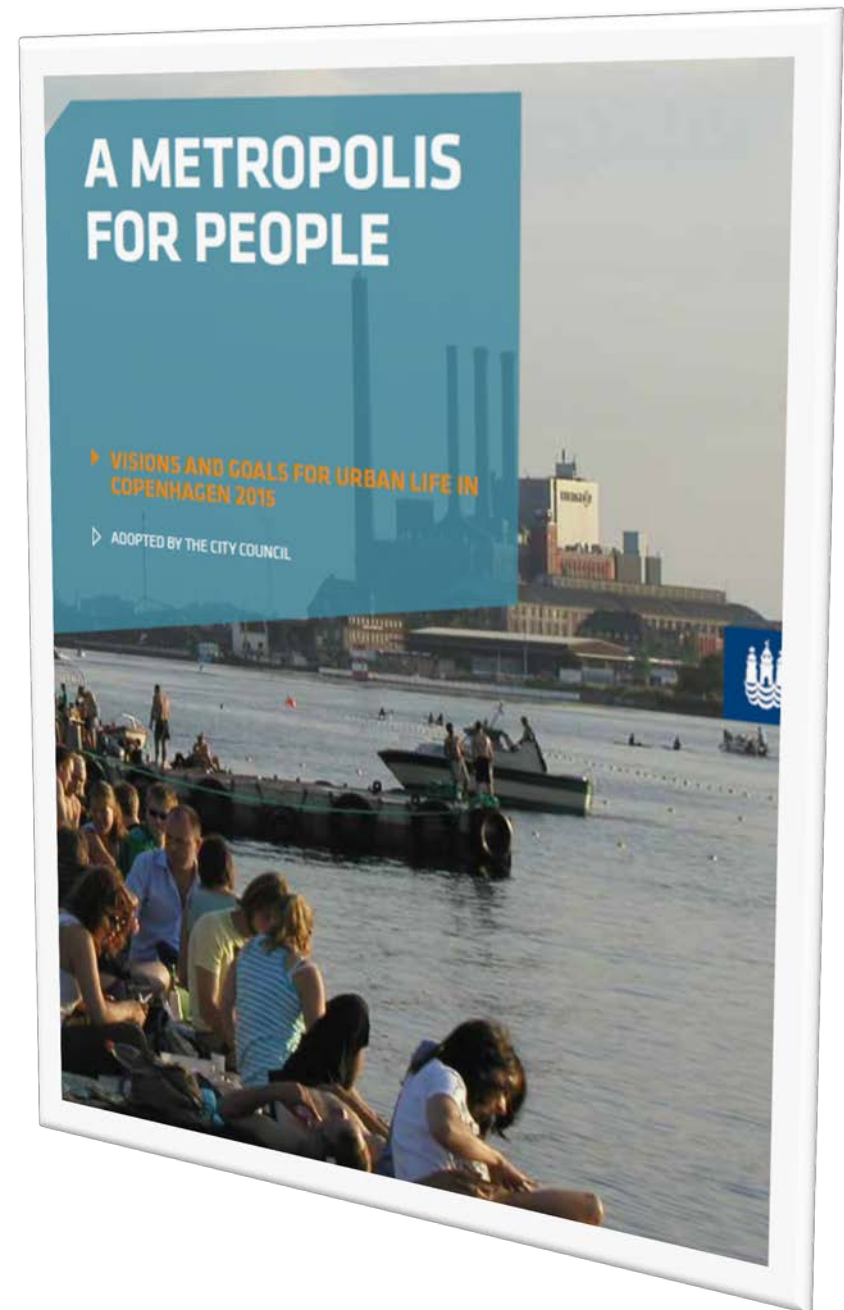
A soft vision ...and leadership

Copenhagen municipal vision 2009

We will become the world's most liveable city: a sustainable city with urban space inviting people to a unique and varied urban life. We will become a metropolis for people.



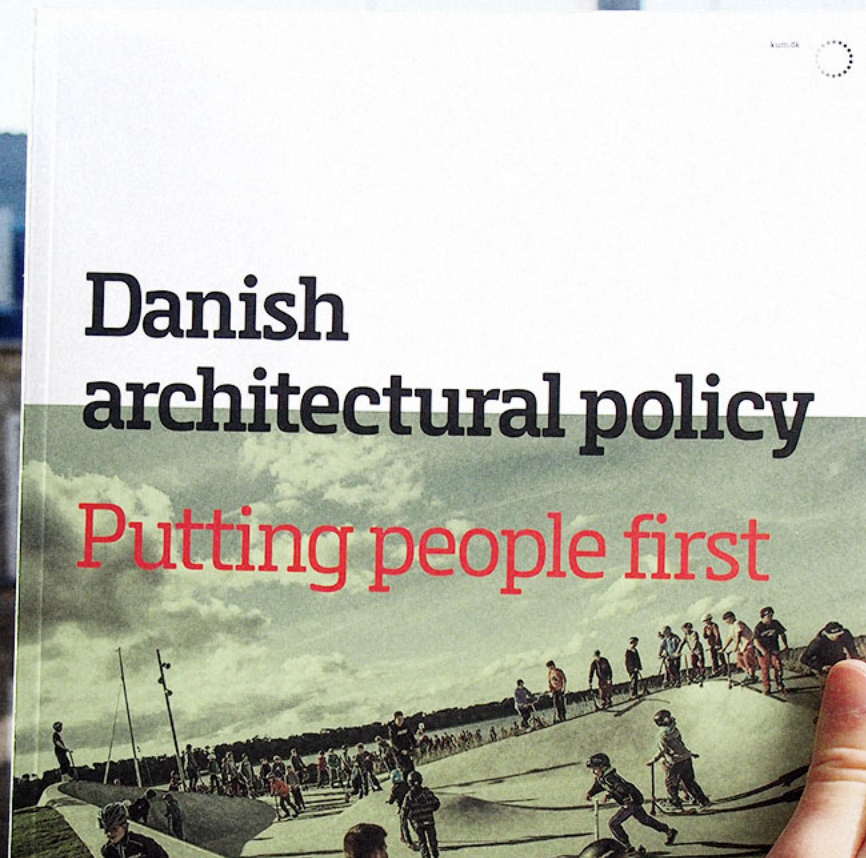
Both a people and a climate vision



International acclaim



A people focused national architecture policy (2014)



"We will build for people. We will develop cities and places where it is pleasant to be, where we can meet (each other) in inspiring surroundings."
– Danish Minister of Culture, Marianne Jelved

Copenhagen vision 2016: Community, responsibility, lively – with an edge...



Headlines

A lively city

A city with edge

A responsible city

Keywords:

Involvement

Sharing

For everybody

It wasn't always like that



From car invasion ...to people places





1962 First Pedestrian street



1973 Network of streets



2013 More and more places to stay

More than 22 squares that used to be parking lots are now people spaces

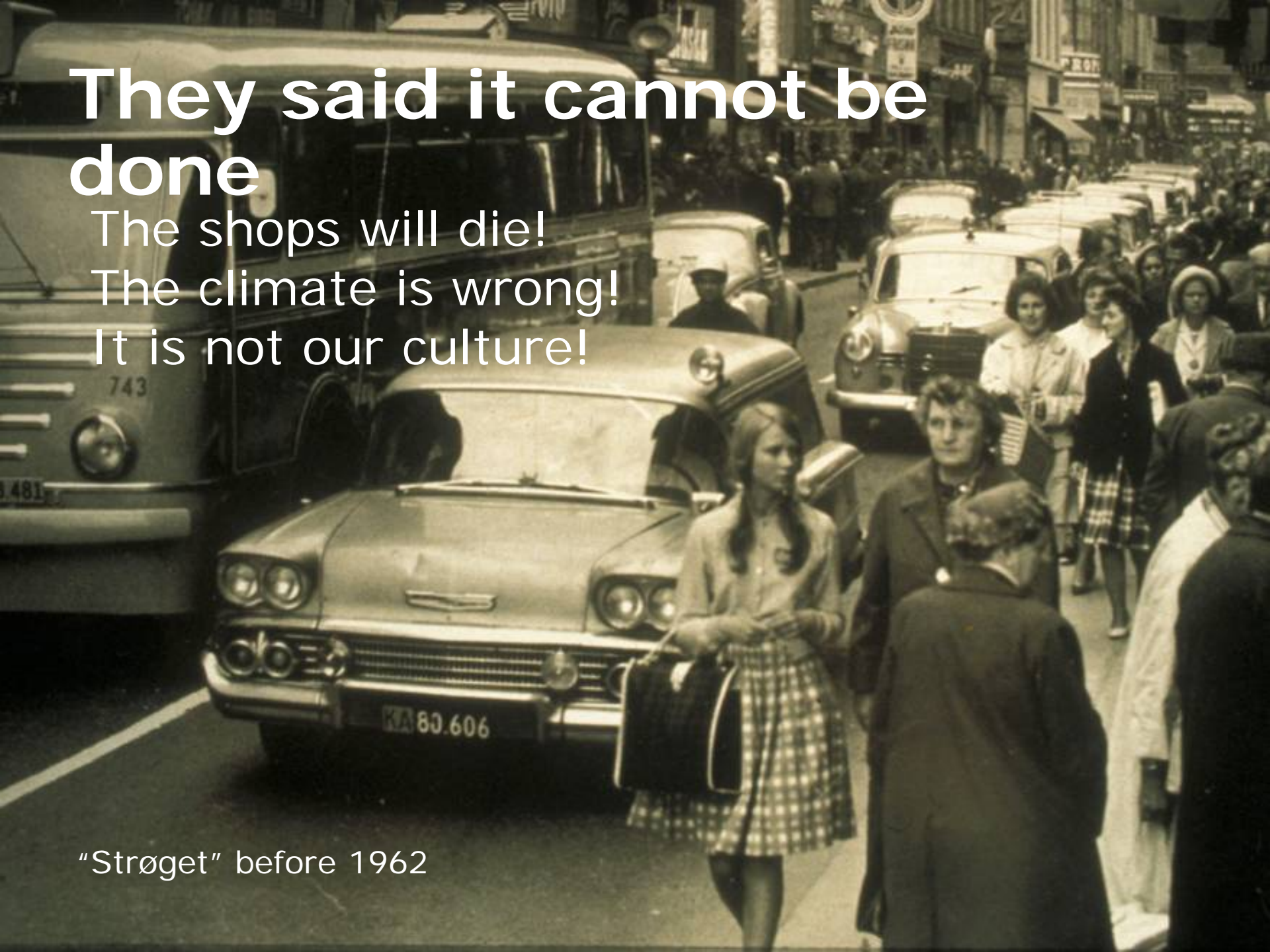
They said it cannot be done

The shops will die!

The climate is wrong!

It is not our culture!

"Strøget" before 1962





The shops had a great time!
80.000 people per 24 hours in the summer
"Strøget" to day

People are staying longer...



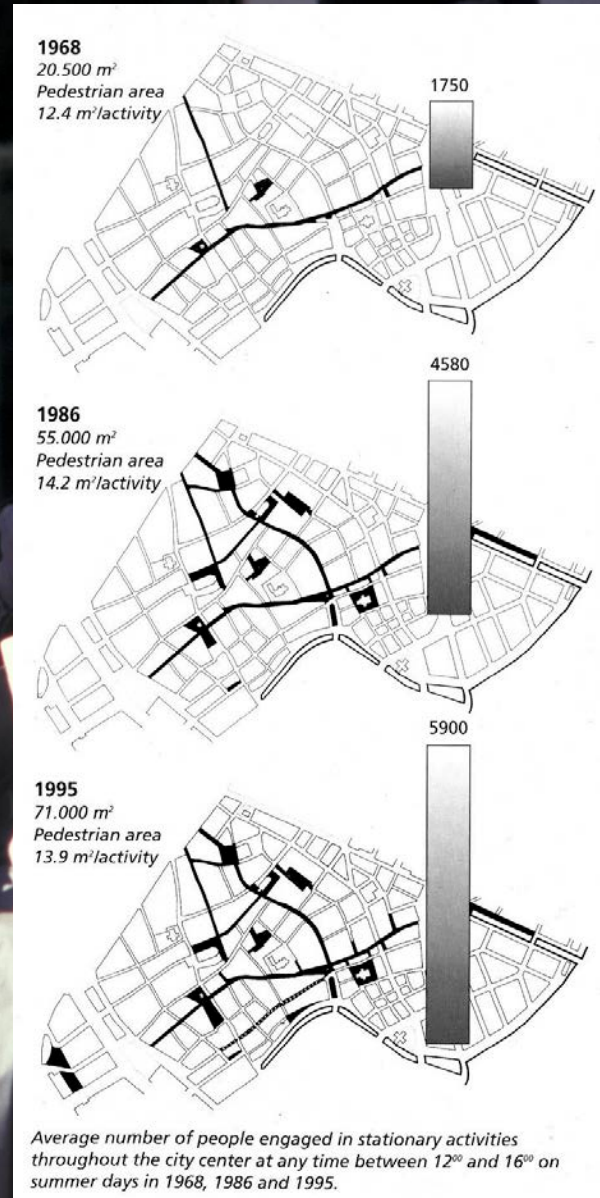
.....and longer



....and longer

Almost 4 times more space
= Almost 4 times more activity

We changed culture





Before



After

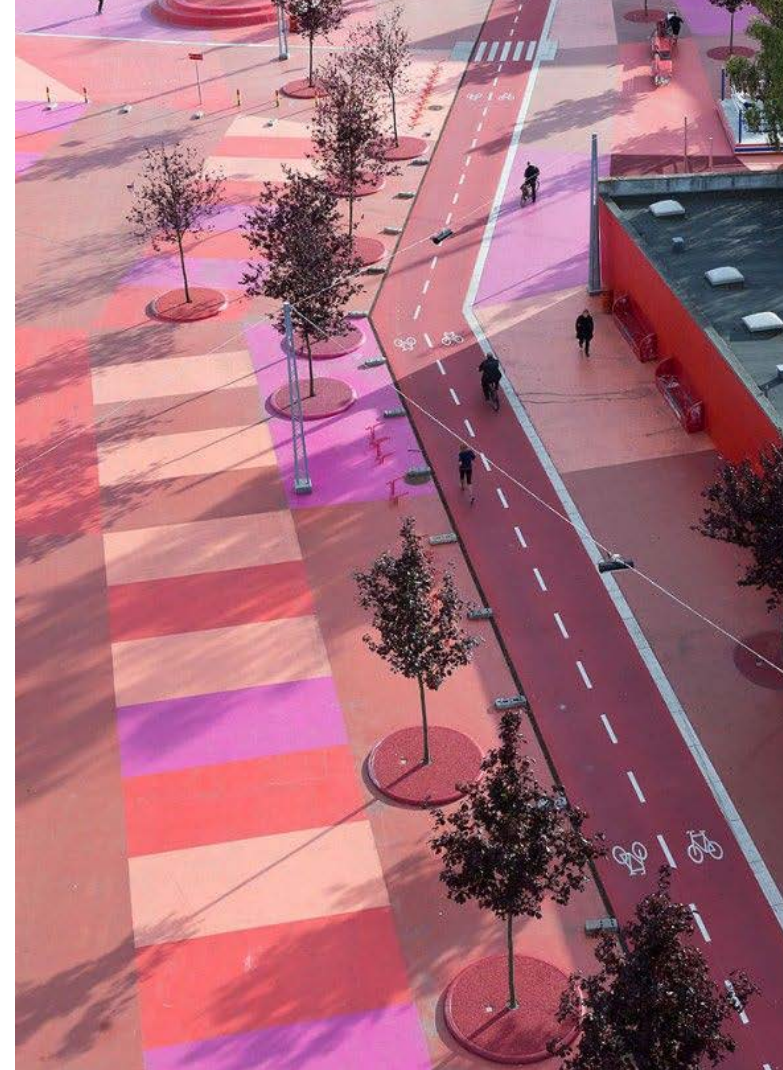
Phase 1:

**1960-1980: Pedestrian Streets
(Walking / Promenade)**



Phase 2:

**1980-2000: Car-free Squares / Cafés
(Staying / Recreation)**



Phase 3:

2000 - : Activity Parks / “Playgrounds”
(Playing / Sports / Activities)

**"Old" Copenhagen Street:
4-5 car lanes**



**New Copenhagen Street:
2 car lanes
Street trees
2 bikelanes
2 sidewalks
-and a good median for
safe street crossings**



Phase 4:

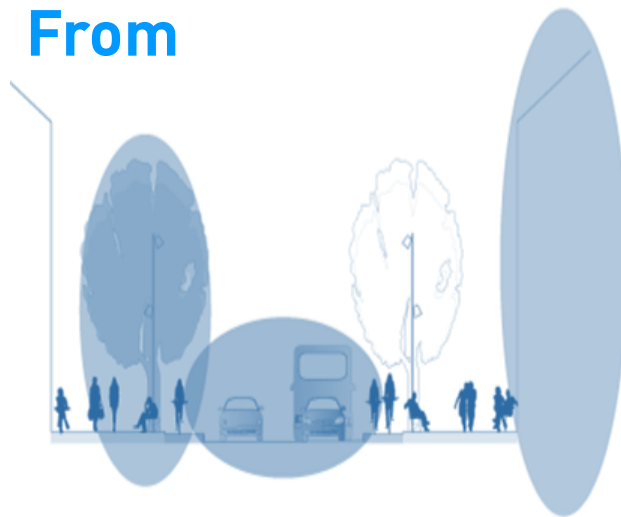
**General improvements
for pedestrians and public
life throughout the city.**

Walk, be safe, enjoy

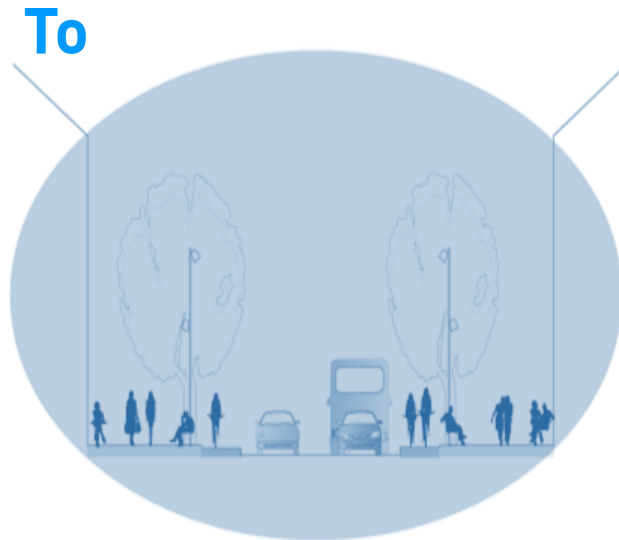
Priority for pedestrians and bicyclists:
Sidewalks and bicycle tracks are taken
across all the smaller side streets



A broad approach ...and an organisation across



City planning
in siloes



Cross-departmental project
groups and steering
committees

=

Holistic people oriented
planning

New partnerships and platforms

Public transport and BMW



Hardware ...and software

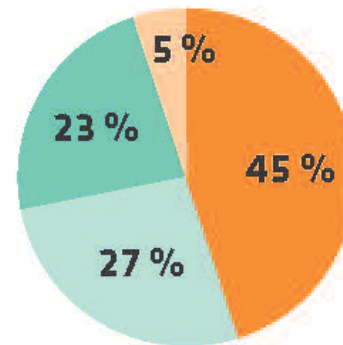


Numbers still go up

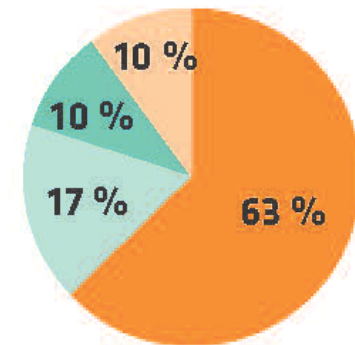
36 → 45%



BREAK-DOWN OF JOURNEYS IN 2014



Journeys to work and education in the City of Copenhagen



Copenhageners' journeys to work and education in the City of Copenhagen

■ Bicycle ■ Public transport ■ Car ■ Walking

Super bicycle highways for longer distances

70% continue to bike in the Winter



Why do Copenhageners bike?

Is it because of the environment?



More than 90,000 tons of CO2 saved every year because of Copenhageners bicycling

1%

Says yes

Copenhagen Bicycle account 2006



For economic reasons?

6%

Says yes

Copenhagen Bicycle
account 2006



To get exercise?

19%

Says yes

Copenhagen Bicycle
account 2006



Is it because it is fast, easy and convenient?

61%

Says yes

Copenhagen Bicycle
account 2006





Why is it fast, easy and
convenient?

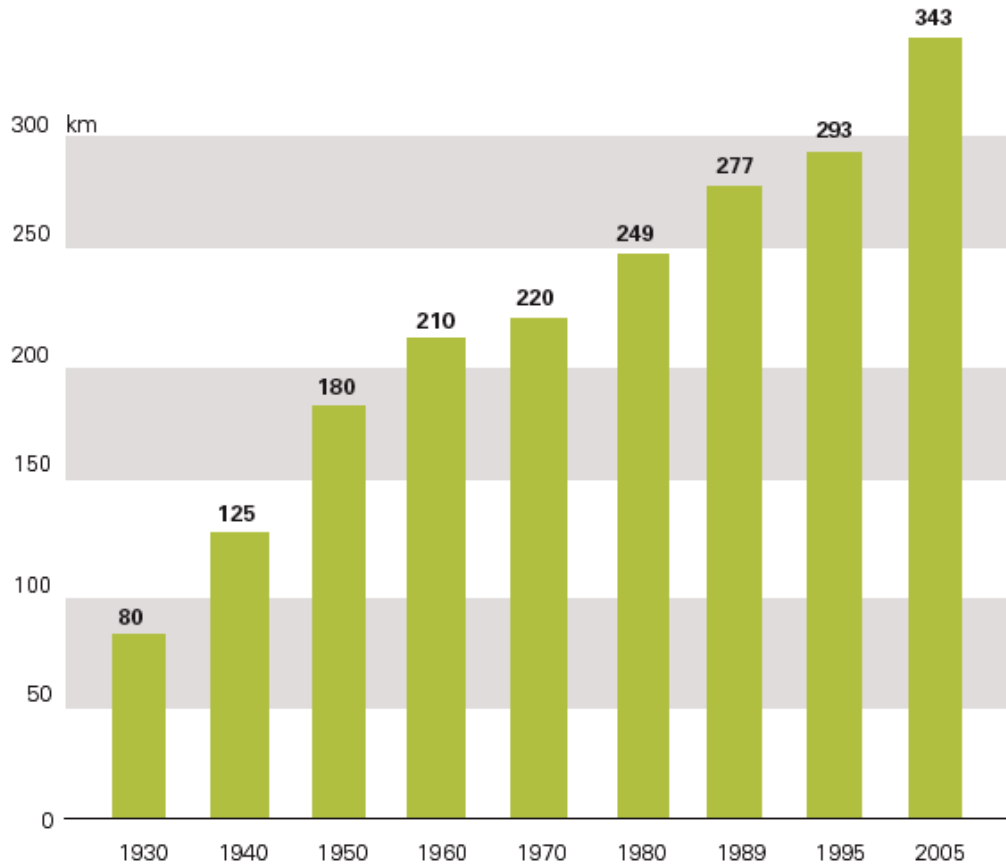
User friendly systems

...Not always the case



Continuous improvements

Growth of the cycle lane network in Copenhagen from 1930-2005 (in km)



Biking in Copenhagen



A fine grain bicycle network



Cycles on commuter trains – no charge

Convenience, Convenience, Convenience!



Cycles on commuter trains

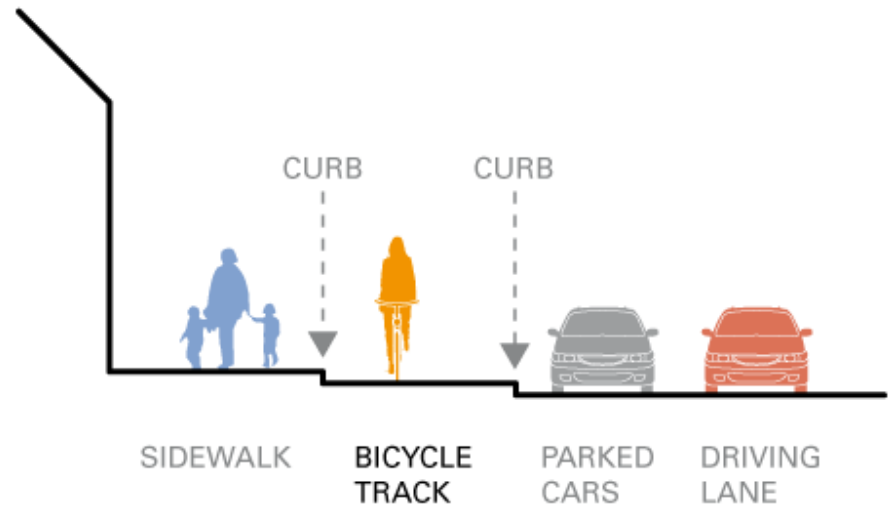
– flex compartment: Cycles, prams, wheel chairs



Copenhagen Commuter train S-train

User friendly cycle infrastructure

"The cycle track is coming to you where you need it!"



Copenhagen style bicycle tracks

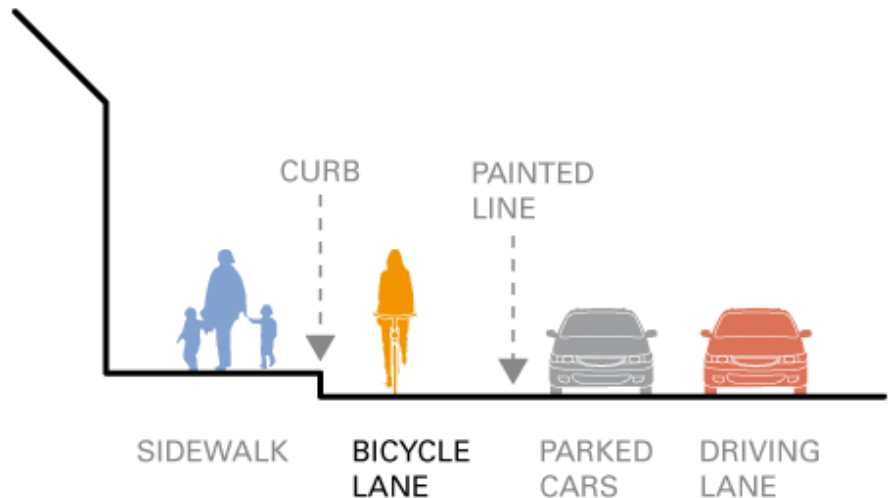
Principles:

Pedestrians

Bicyclists

Parked cars

Moving traffic



User friendly cycle infrastructure



Report by Søren Underlien Jensen Trafitec Aps 2007 about the effects of cycle tracks in Copenhagen

18-20 % increase in bicycle and moped traffic and 9-10% decrease in car traffic is the effect of the introduction of cycle tracks.



5-7% increase in bicycle and moped traffic and no change in car traffic is the effect of the introduction cycle lanes.

Green wave for bicycles

Smart solutions as part of the vision: a city for people



New Nørreport Station Square – bicycle parking

– The plan is shaped after the foot prints of people crossing it



Arch: COBE and Gottlieb Paludan Architects 2015

Bicycle tracks Nørrebrogade 2011

Double size bicycle tracks (40.000 bicycles/day)



Dronning Louises Bridge 2011

Continuous improvement

New initiatives - hardware



A fast and a slower lane

Continuous improvement

New initiatives – software – borrow a bike



For everybody

Children are visible – on their own or transported



I CPH



The Best Bicycle City in the World
Aim for 2015

- ➔ More than 50% bike to work
- ➔ 50% reduction of accidents
- ➔ 80% feeling safe bicycling



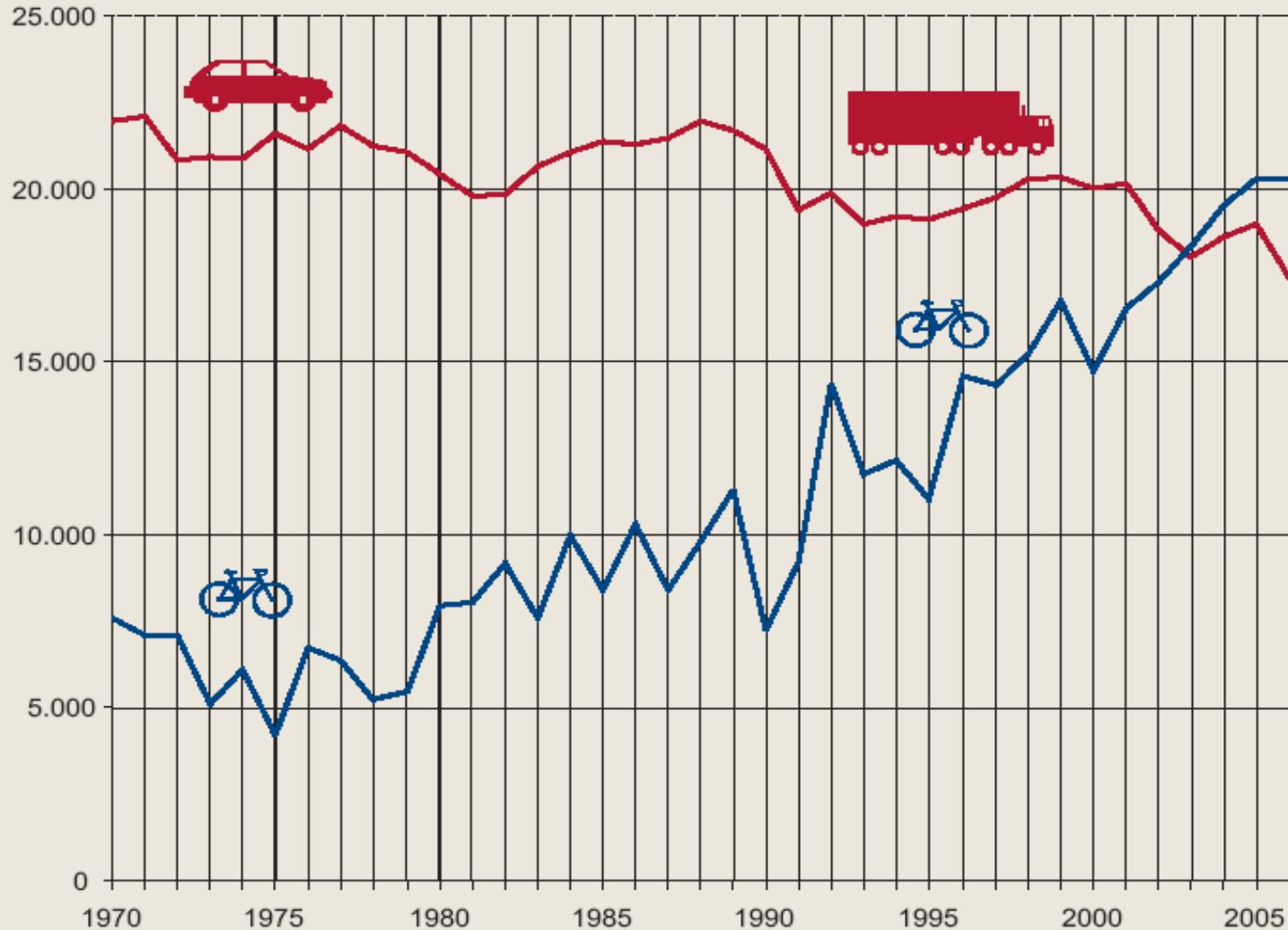
Biyearly Bicycle accounts

www.cycling-embassy.dk



It wasn't always like that

More bikes than cars – the efforts pays off



A change of paradigm

From **cities for cars** and
Cities as **transport** systems

To **Cities for people**

And part of that
has to do with cycling
- The hardware
as well as the software



Pragmatic
...and poetic
A climate
neighbourhood



København
CO₂-neutral
i 2025

VELKOMMEN TIL KØBENHAVNS
FØRSTE KLIMAKVARTER

KLIMAKVARTER.DK



Testing new ground



Tredje Natur

And it works...



Klimakvarter

5. september 2015 · 🌐

#klimakvarter er i medierne igen. For et øjeblik siden blev Anders fra pladslauget på Tåsinge Plads interviewet af TV2 Lorry. Hør hvad han synes om, at skybrudsregn ender i "regnskoven" i stedet for i naboernes kældre i indslaget på Lorry i aften kl. 18.30.



Klimakvarter har del EVM Landskabs opslag.

4. september 2015 · 🌐

Vores nabo Elzélina Van Melle var på Tåsinge Plads i morges og tog en masse billeder af de store regnstrømme. 42mm på 20 minutter melder DMI indtil videre. Det er en heftig regn!



EVM Landskab har tilføjet 13 nye billeder.

4. september 2015 · 🌐

👍 Synes godt om side

I morges på Tåsinge plads: de store regnbed er halv fyldt, og dem på siden af vejen er fyldt... og det bliver ved med at regne !

Climate + Park renewal



Enghaveparken, Vesterbro, Copenhagen, Tredje Natur



Tredje Natur



TREDJE NATUR

Tredje Natur

Making people visible

- documenting public life



Klimakvarter her: Skt. Kjelds Plads, København.
2. september 2015 ·

Klimakvarter.dk laver i disse dage bylivstællinger, bl.a. på Skt. Kje
Kom gerne hen og sig hej!



+4

Pragmatic, poetic and political

Public space public life studies

Copenhagen 1986, 1986, 1996, 2006

Without the public life studies from the School of Architecture, we politicians wouldn't have had the courage to implement the many projects to increase the attractiveness of the city"

Bente Frost, Mayor for Building and Construction, Copenhagen 1994-1997.

1960

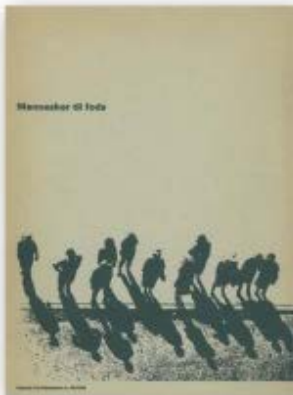
1970

1980

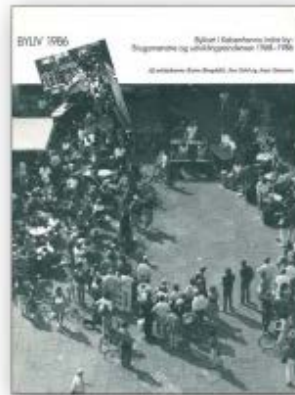
1990

2000

2010



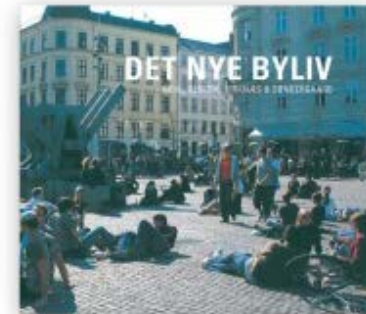
*Mennesker til fods 1968
særtryk af Arkitekten*



*Byliv 1986
særtryk af Arkitekten*



*Public Spaces Public Life 1996
bogudgivelse, Arkitektens
Forlag og Kunstakademiets
Arkitektskole*



*Det nye byliv 2006
bogudgivelse, Arkitektens Forlag*

Sustainable Livable Copenhagen

Birgitte Svarre

birgittes@gehlarchitects.dk

www.gehlarchitects.com

[#citiesforpeople](https://twitter.com/citiesforpeople)

Gehl
Architects

