

The City as Meeting Place

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2015

The city of bicycles is a soft city
Changing urban culture



The city of bicycles is a soft city



A city full of moving objects.....or



A city full of people on the streets

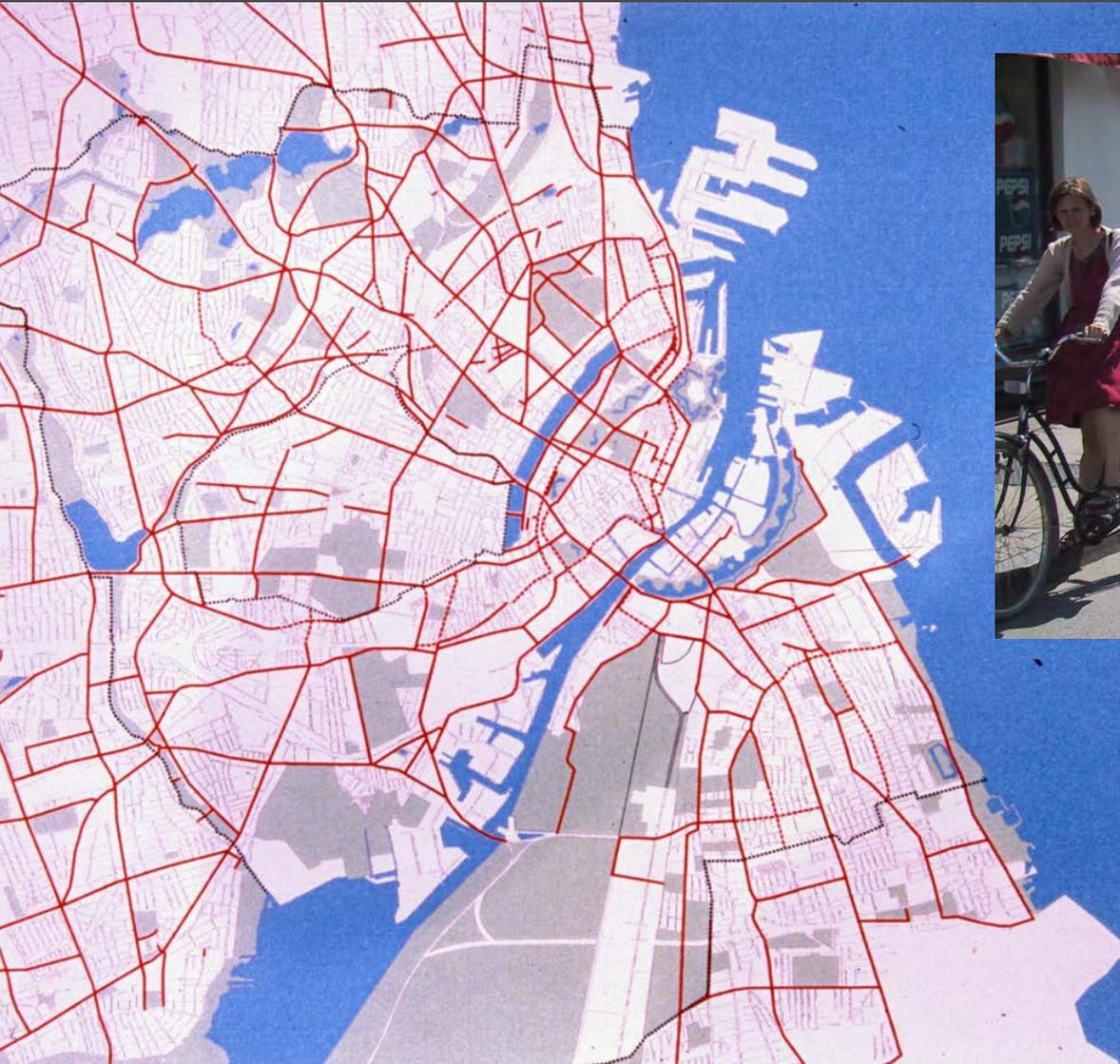


Bicycling is simply City Life



Bicycling in Copenhagen

on a citywide network of bicycle tracks



User friendly cycle infrastructure

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

Copenhagen style bicycle tracks

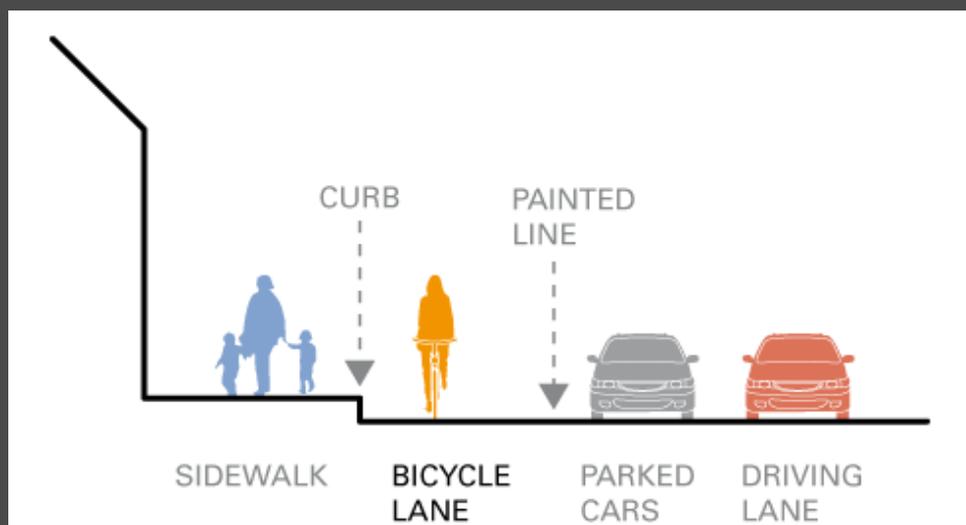
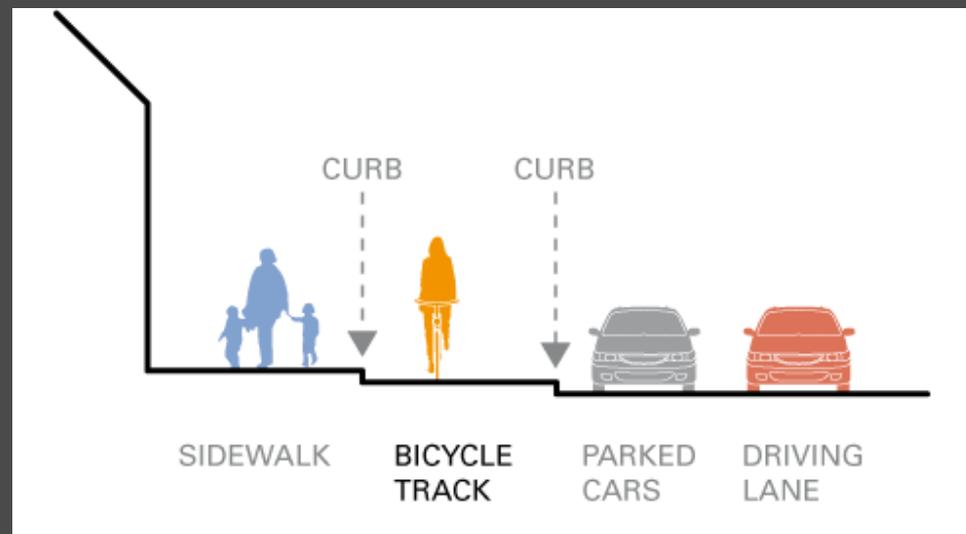
Principles:

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.

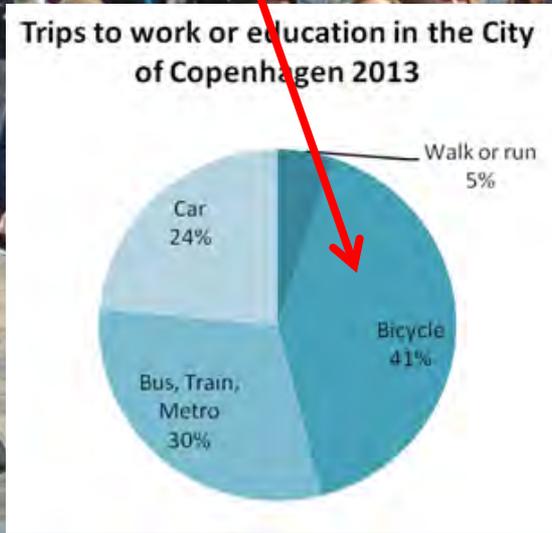


5-7% increase in bicycle and
moped traffic and no change in
car traffic is the effect of the
introduction cycle lanes.

Copenhagengers use bicycles more and more

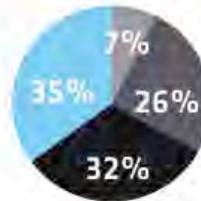
Latest update 2013

41% Cycle
24% Car

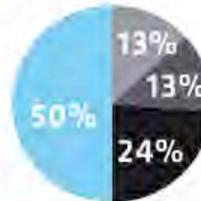


DISTRIBUTION OF TRIPS IN 2010

BICYCLE / BUS, TRAIN AND METRO / CAR / WALK



Percentage of trips to work or education in the City of Copenhagen, all residents

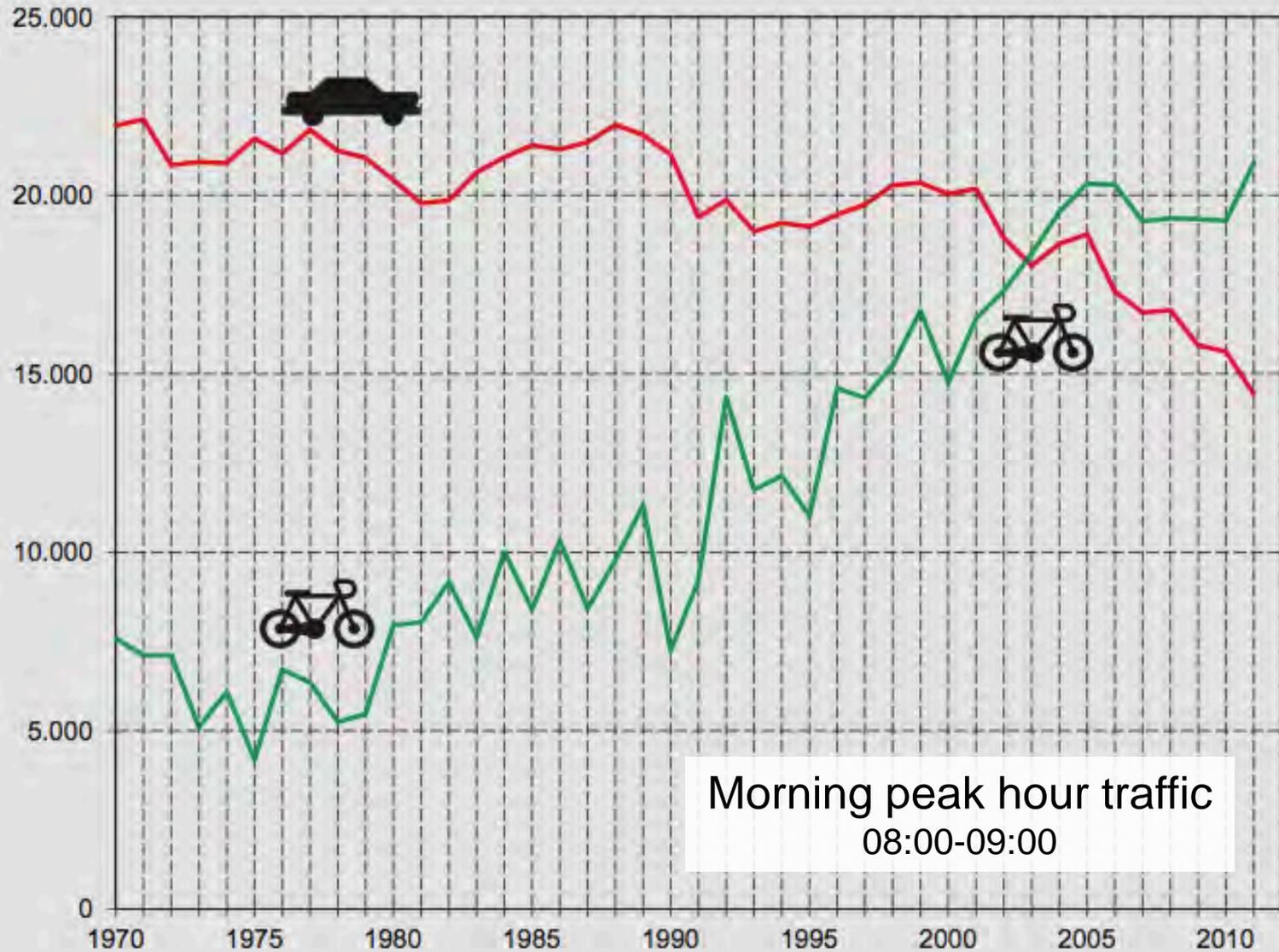


Percentage of trips to work or education in the City of Copenhagen, only Copenhagen residents

70% continue to bike in the Winter



More cycles than cars in morning peak hour



e-City Bikes

A new possibility and link to transit

New e-City Bikes with tablet computer,
Copenhagen 2014



Cycles on commuter trains – no charge

Convenience, Convenience, Convenience!



Commuter trains after 2011

Cycles on commuter trains

– flex compartment: Cycles, prams, wheel chairs



Copenhagen

Changing City Culture





Public Spaces - Public Life

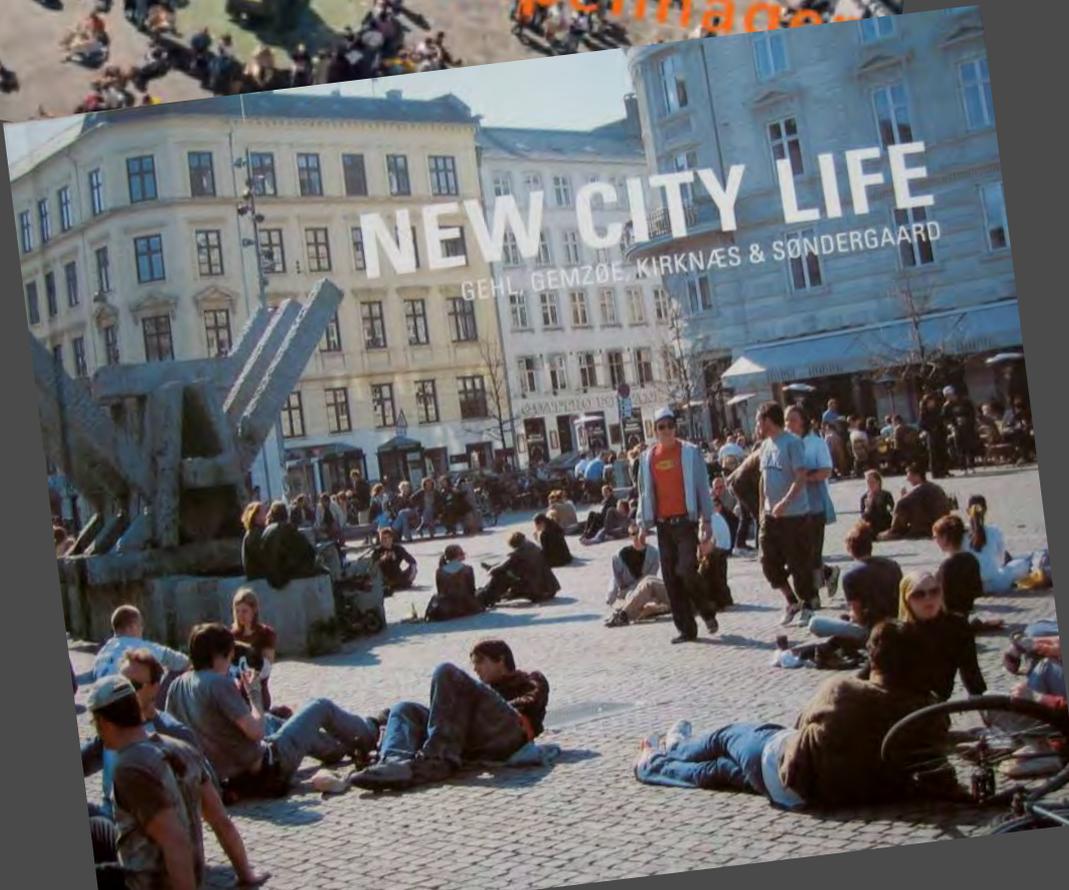
Copenhagen 1996

Jan Gehl & Lars Gemzøe

New City Life

Copenhagen 2005

Gehl, Gemzøe, Kirknæs
& Søndergaard



Studies of Public Life in Copenhagen



Study area 1968, 1986, 1995 and 2005



URBAN LIFE ACCOUNTS

TRENDS IN COPENHAGEN'S URBAN LIFE 2010

96% of Copenhageners find it important or very important that their city offer a dynamic and varied urban life. A good urban life is an important factor for the quality of life for Copenhageners, and it is one of Copenhagen's advantages in the competition with other cities.

Therefore, Copenhagen has a vision of being a metropolis for people. A city with a diverse and unique urban life for all. We have set three goals for urban life in Copenhagen in 2015: More urban life for all, More people to walk more, and More people to stay longer.

This booklet focuses on the first of the three goals: More urban life for all. The booklet presents a snapshot of activities and experiences in the city. On this background we take stock of urban life in Copenhagen on a general level and describe some development trends.

URBAN LIFE ACCOUNT

TRENDS IN COPENHAGEN'S URBAN LIFE 2011

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In 2010, the City of Copenhagen released its first urban life account. The account described certain general trends. Urban Life Account 2010 also marked a baseline for the three goals.

Urban Life Account 2011 takes renewed stock of the goals. In addition, we have focused on Copenhagen Harbour, which over the past ten years has seen increasingly intensive use as a setting for urban life. A trend that is going to continue in the future with new connections along and across the harbour, new locations for bathing, and new opportunities for recreational activities on the water.

Another clear trend is that Copenhageners increasingly use the urban space for their daily exercise routines. Urban Life Account 2011 therefore takes stock of physical activity, running and play in the city, both on an everyday basis and during one of the major Copenhagen events of the year: the International Cycling Union Road World Championships.

Urban Life
Account 2010
City of Copenhagen

Urban Life
Account 2011
City of Copenhagen

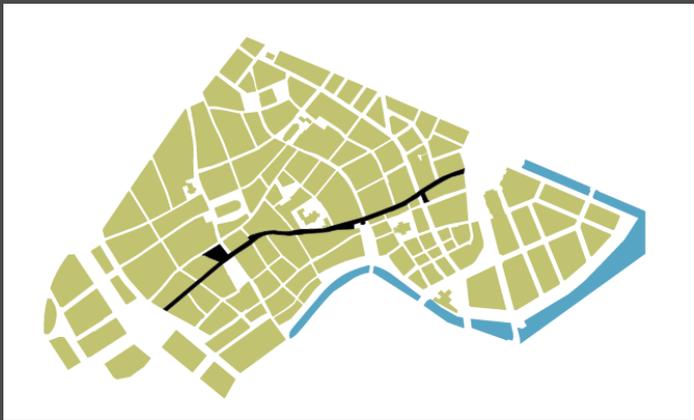
From car invasion



1954 Stadsingeniøren

From car invasion ...to people places





1962 First Pedestrian street

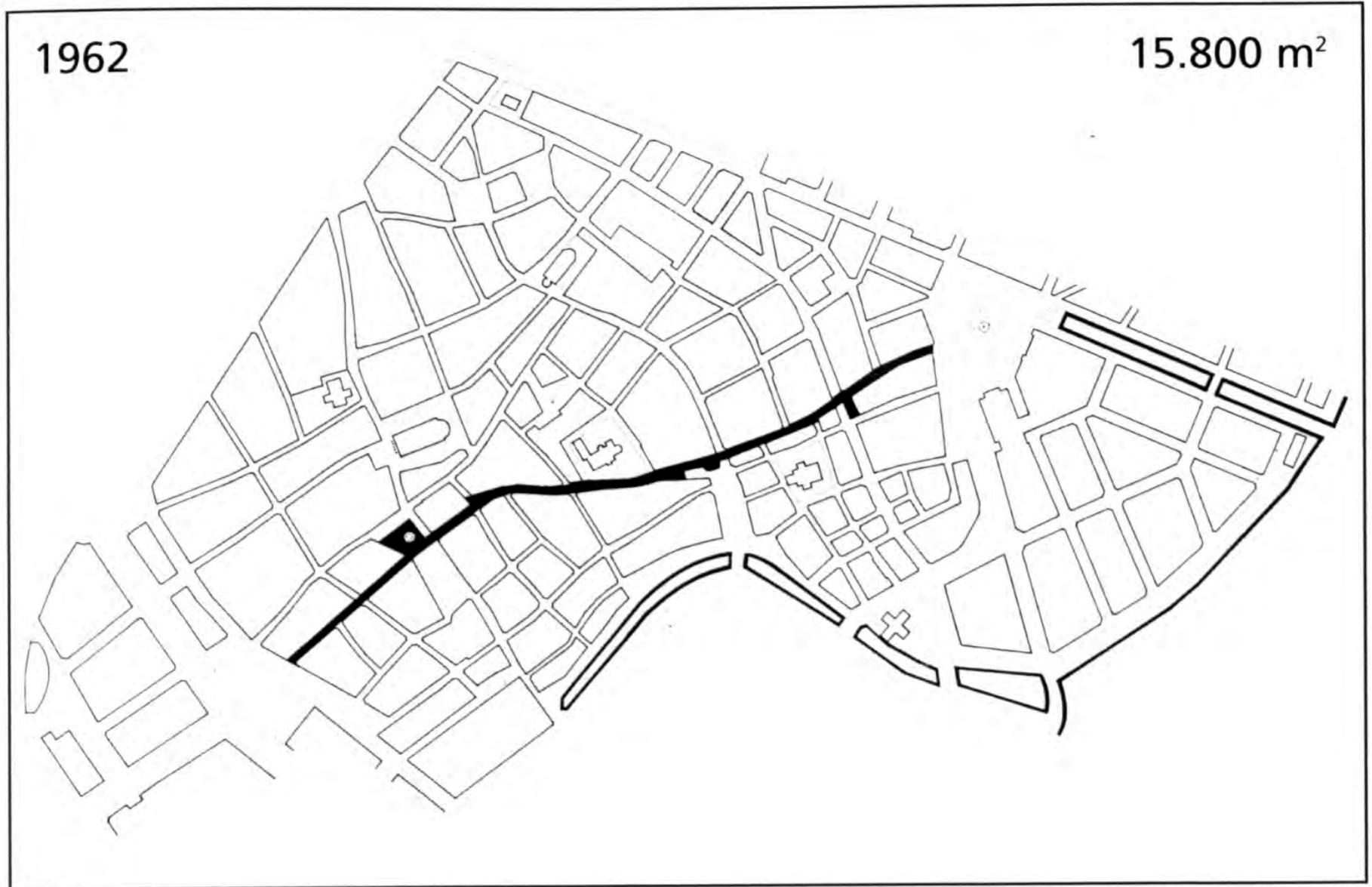


1973 Network of streets



2013 More and more places to stay
More than 22 squares that used to be parking lots are now people spaces

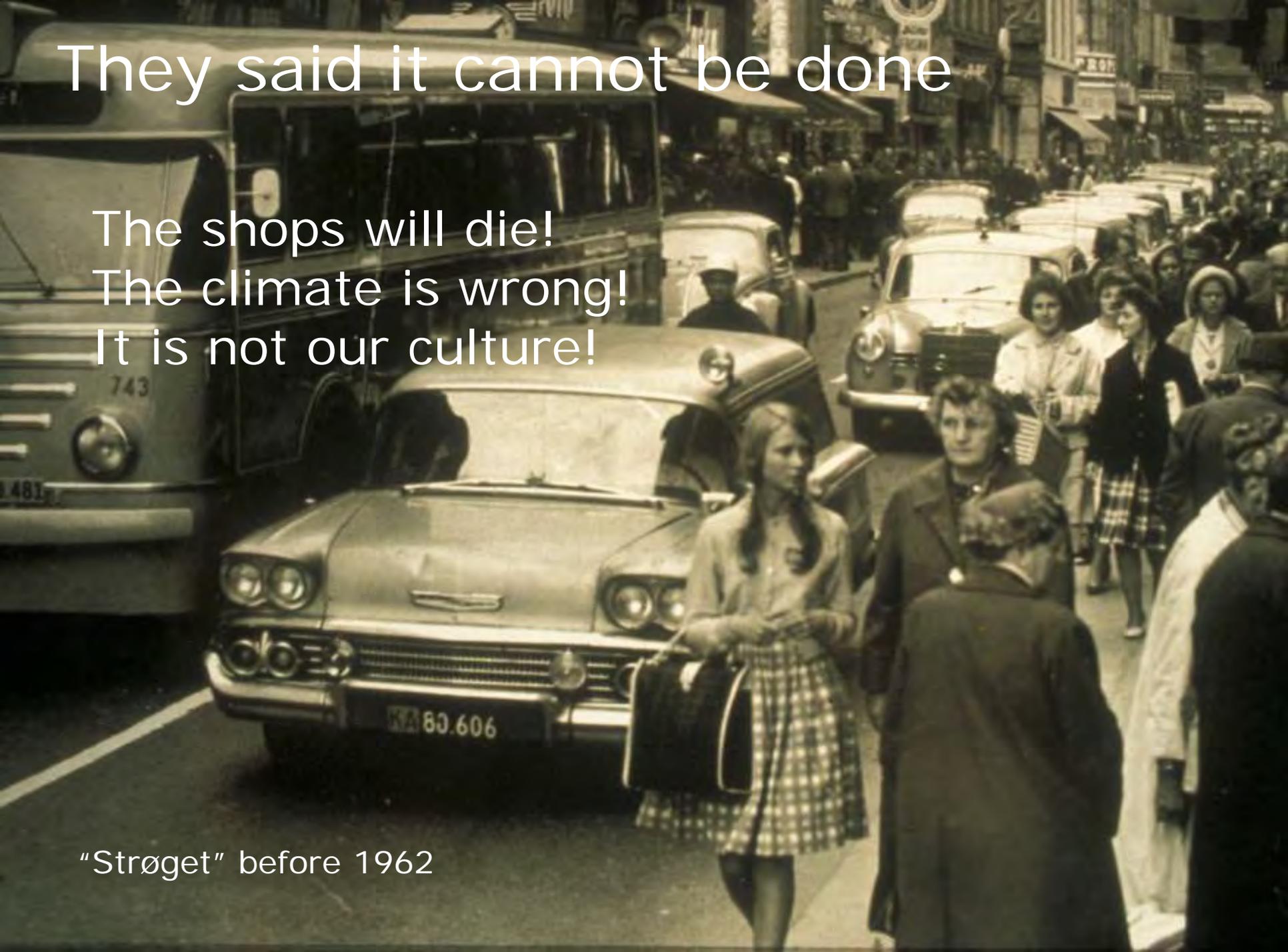
Strøget - the first car-free street 1962



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

Pedestrian streets became very populareven on rainy days

The climate is not such a great problem



Fiolstræde - beforeand after 1968



Kultorget - before



Kultorget - before ...and after



Kultorget - after latest renovation 2013



Nyhavn - before



Nyhavn - beforeand after 1980





Gammel Strand - before



Gammel Strand - beforeand after 1991



Strædet - before



Strædet - beforeand after 1992





Amagertorv

before latest renovation



Amagertorv

before latest renovation
.....and after 1993

Town Hall Square - before



Town Hall Square - beforeand after 1996



Lurblæserne - before and after



Vester Voldgade - before



Vester Voldgade - 2013



Vester Voldgade - 2013



Vester Voldgade - 2013



Vester Voldgade - 2013



People are staying longer...



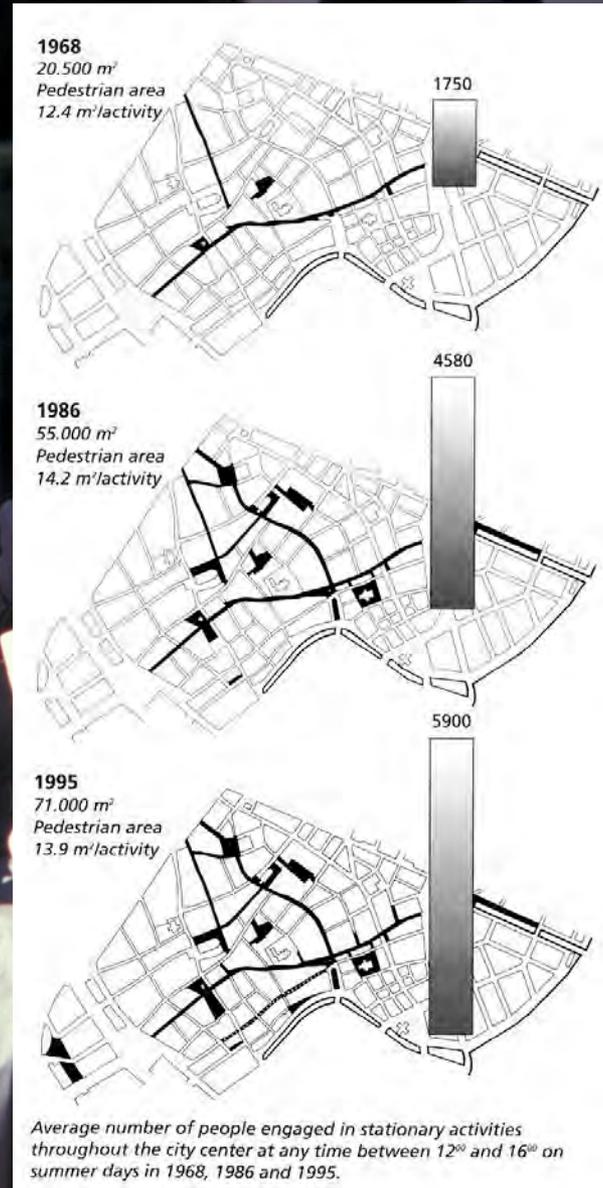
.....and longer



....and longer

Almost 4 times more space
= Almost 4 times more activity

We changed culture



More festivals and events

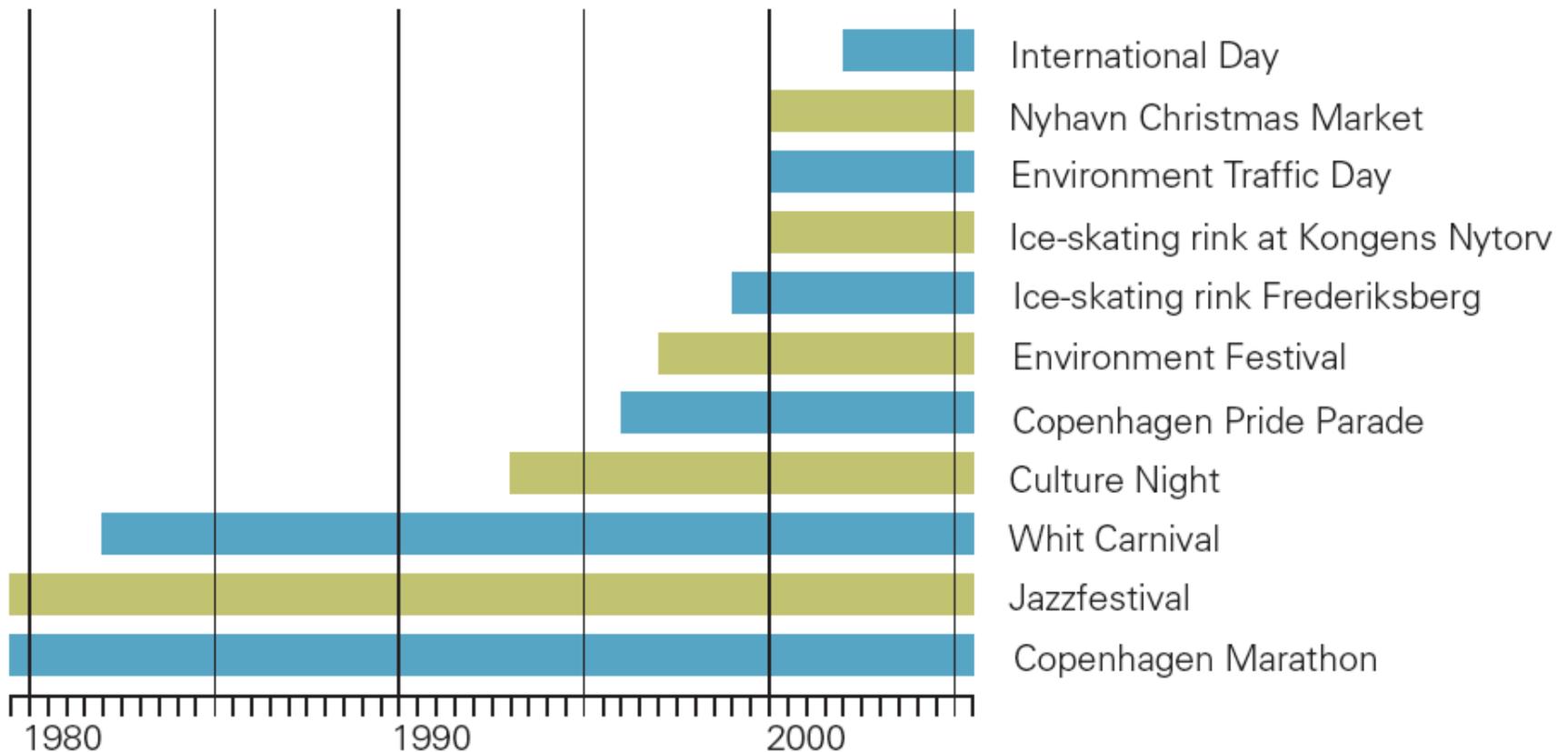
Jazz festival



More festivals and events

Jazz festival

Major annual events



Carnival





Public life was growing from the centre and out in other districts



Public life was growing from the centre and out in other districts

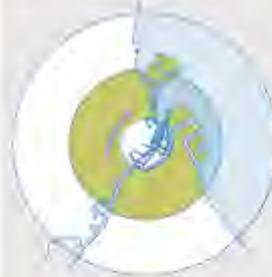


THE INNER CITY

Medieval and renaissance Copenhagen and the first quarters built outside the ramparts from 1850-1900. Radius: 1 km

1962	Strøget
1962	Gammeltorv
1973	Nytorv
1980	Nyhavn
1991	Axeltorv south
1996	Town Hall Square
1999	Søren Kierkegaard Square
2002	Metro Square at Kongens Nytorv

In the 1960s the new recreational city life existed only in the city centre.



THE ADJACENT CITY

Adjacent quarters built outside the ramparts from 1850-1910. Distance from city centre from 1-3 km

1980s	Bopa Square
1993	Sankt Hans Square
1993	Melchior's Square
2002	Islands Brygge Havnepark
2003	Holmbladsgade
2005	Solbjerg Square

In the 1980s and 90s more squares were established in adjacent quarters, and city life expanded.



THE OUTER CITY

City districts quarters built from 1910-2005. Distance from city centre from 3-6 km

2001	Utterslev Square
2001	Husum Square
2002	Brønshøj Square
2002	Kay Fiskers Square
2004	Vanløse Square

In the past 10-15 years more space in outlying districts has been converted into car-free recreational squares.

These are characteristic examples of city spaces from Copenhagen's various layers of growth

From Hardscapes to Softscapes From piazzas to green spaces



Nordvestparken - Copenhagen NV

From **Classic** to **Experimental** design of public spaces

From “Grey granite” to **Colourful** Designs



Superkilen Nørrebro – “The Red Square”

Colourful Designs

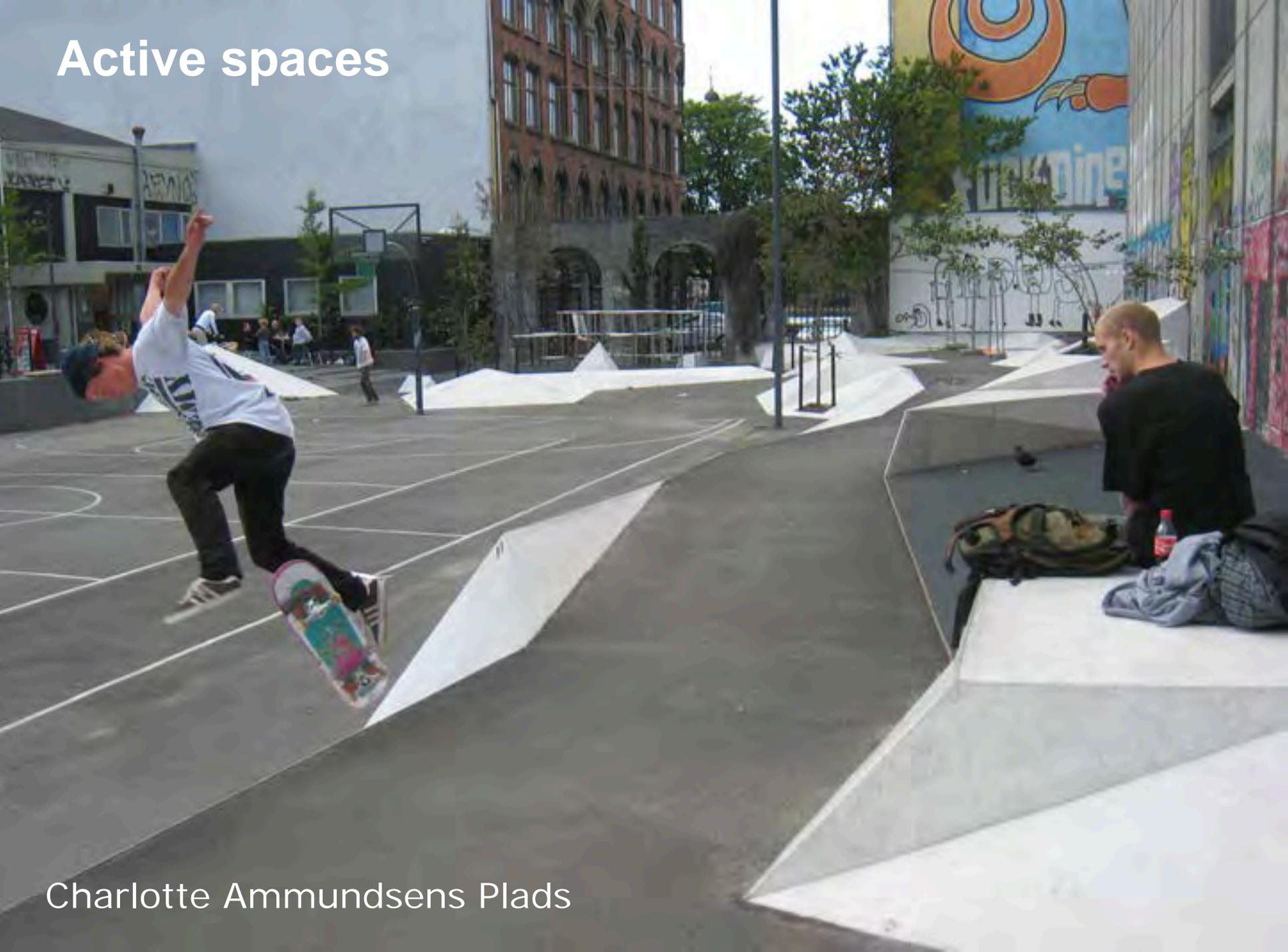


Leifsgade and Bergthorasgade Islands Brygge

From Passive to Active spaces



Active spaces



Charlotte Ammundsens Plads

Active spaces



Superkilen Nørrebro – “The Black Square”

Active spaces

Sjællandsgade school and plaza



Israel's Plads

Before 2014



Israel's Plads

Israel's Plads

After 2014



Israel's Plads

Israel's Plads

After 2014



More and more spaces for daily life



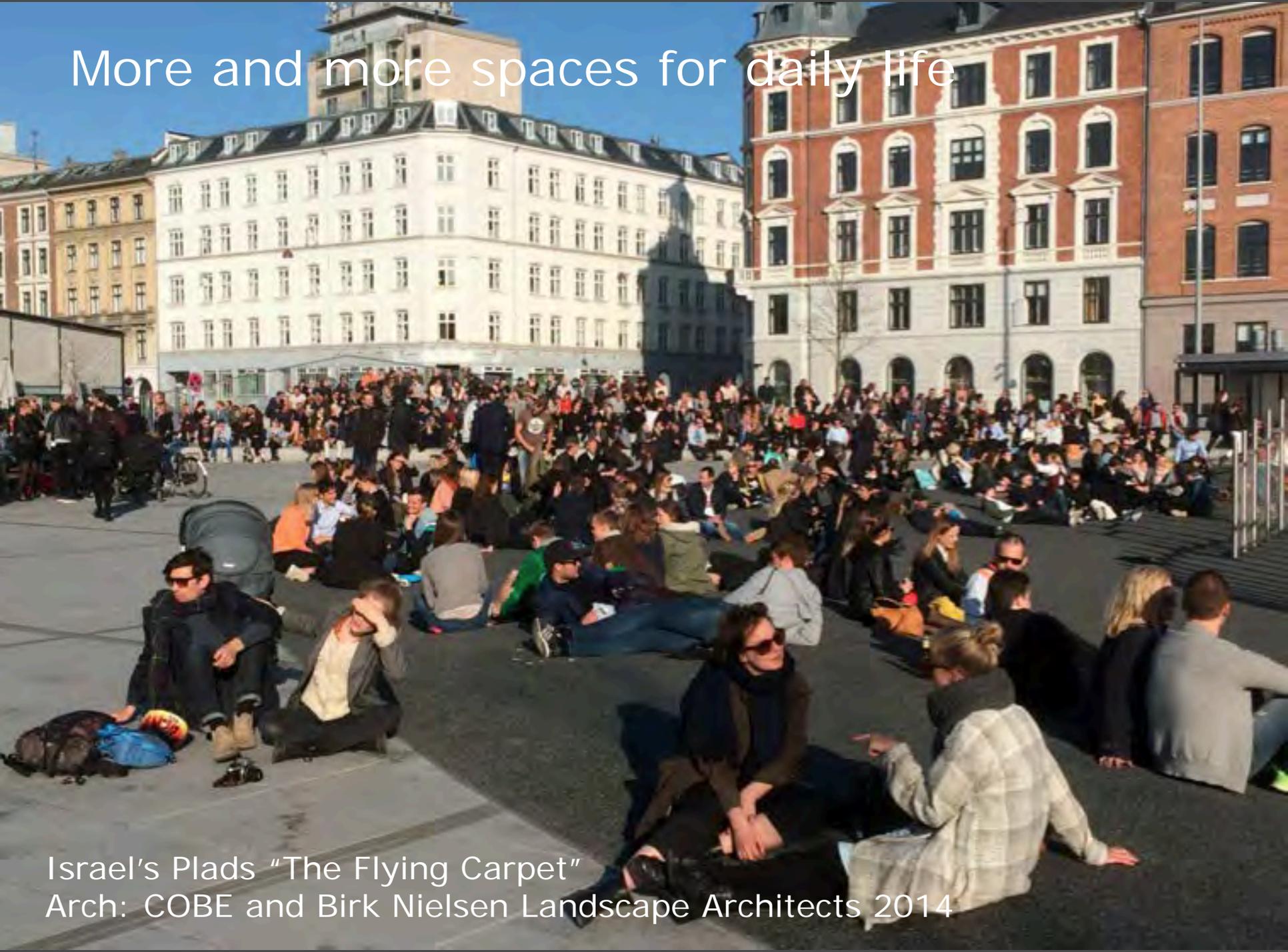
Israel's Plads "The Flying Carpet"
Arch: COBE and Birk Nielsen Landscape Architects 2014

More and more spaces for daily life



Israel's Plads "The Flying Carpet"
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More and more spaces for daily life



Israel's Plads "The Flying Carpet"

Arch: COBE and Birk Nielsen Landscape Architects 2014

Nørreport Station Square



Arch: COBE and Gottlieb Paludan Architects 2015

New Nørreport Station Square – The plan is shaped after the foot prints of people crossing it



Arch: COBE and Gottlieb Paludan Architects 2015

Swimming down town



Islands Brygge waterfront park and harbour bath

Swimming down town



Harbour bath- Arch: Plot





Latest news on the waterfront



“Kalvebod Wave” - Kalvebod bølge 2013 – Arch: JDS Architects

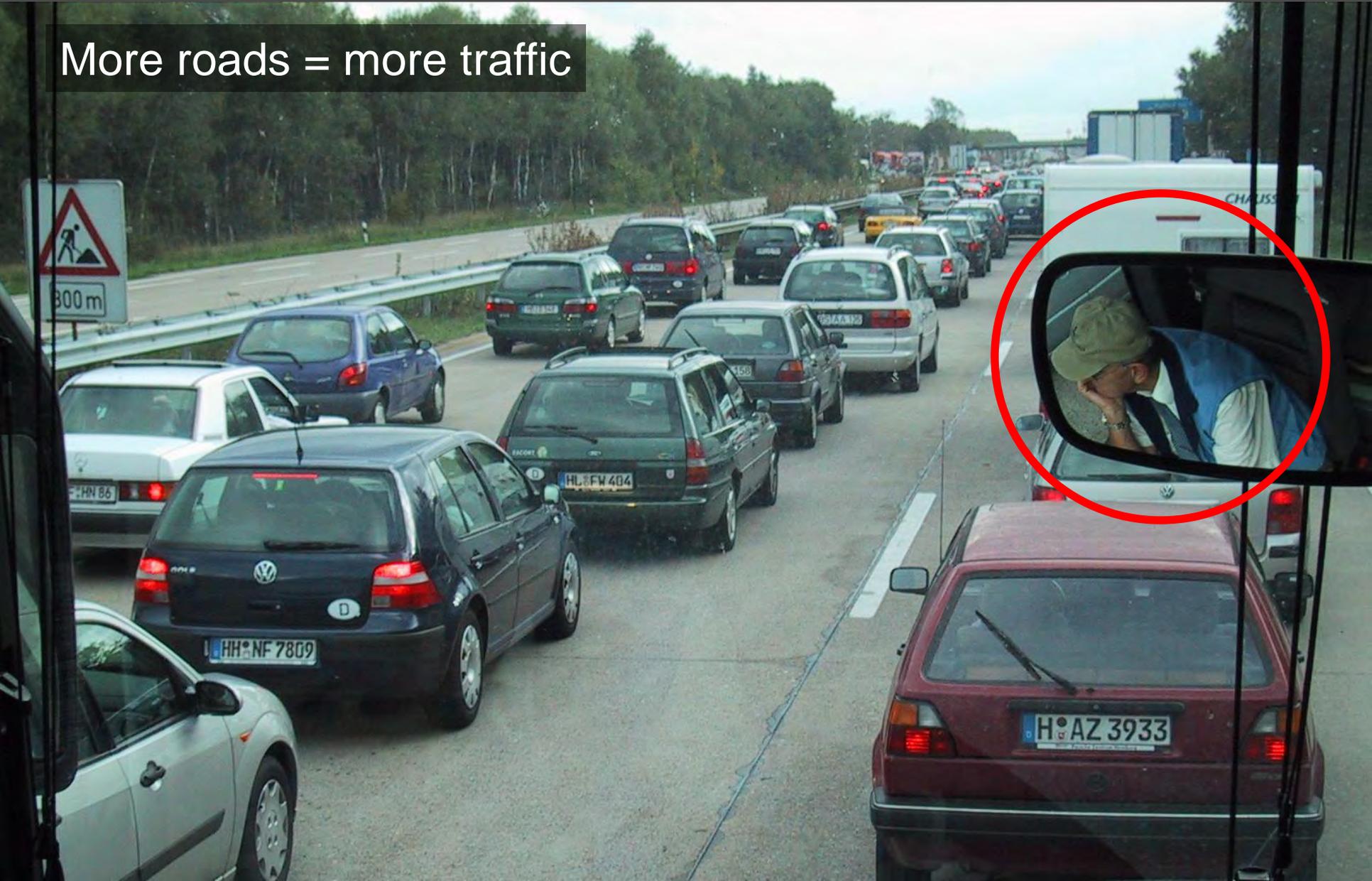
Latest news on the waterfront



"Kalvebod Wave" - Kalvebod bølge 2013

A city can invite more driving

More roads = more traffic



A city can invite more bicyclists

More bicycle lanes = more bicycling



A city can invite more people

More good public space = more public life!

