

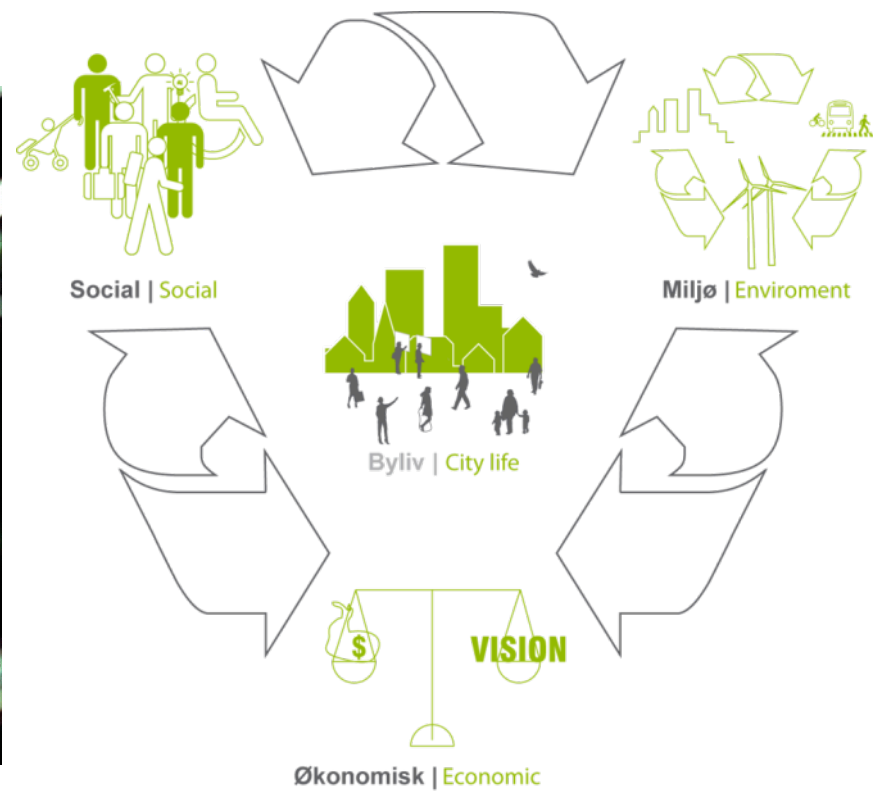
Sustainable Cities ; People Cities

Sustainable Cities are People Cities

Sustainability in all aspects:

Environmental, economic & social terms

Many of the same aspects make Cities both **liveable** and **sustainable**



Many new Developments are unsuitable for People Activities



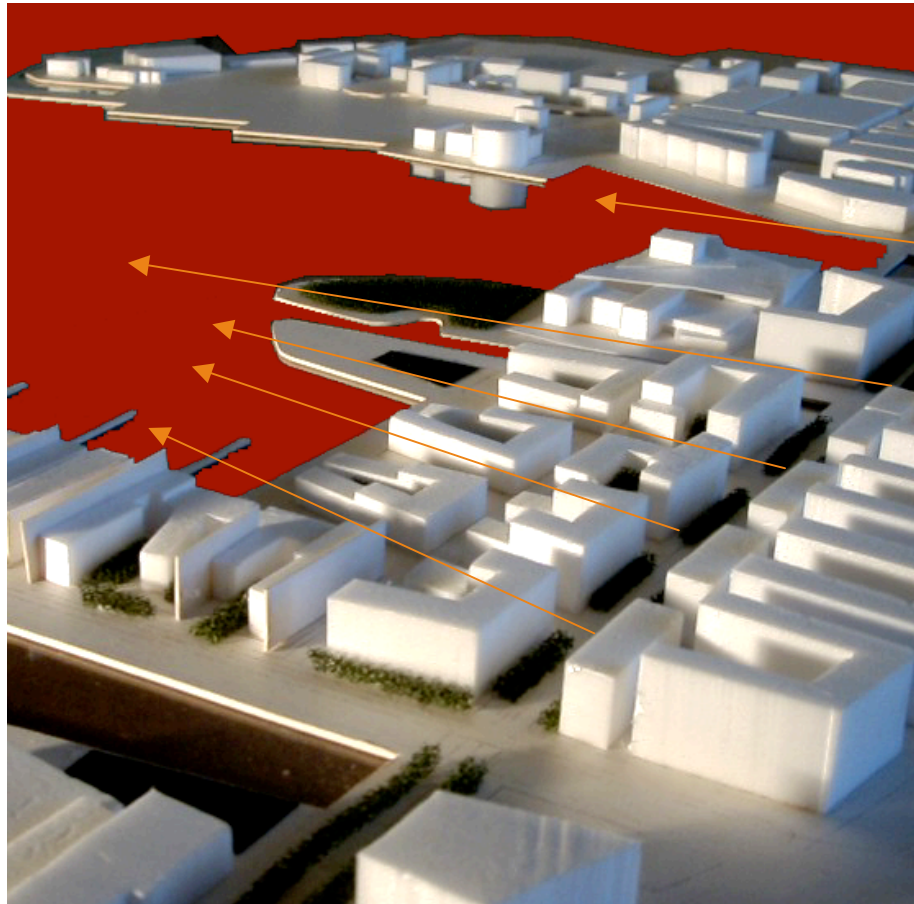
We lose touch with the Human Scale



We lose touch with the Human Scale



The traditional Planning Process



Buildings

Spaces

Life ?

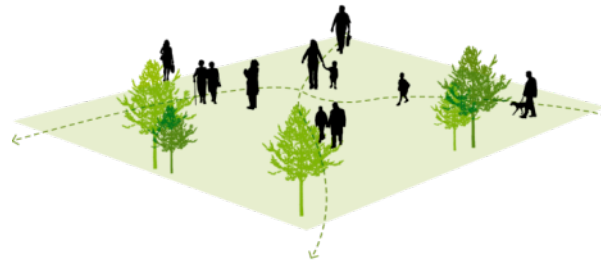


Planning for a Liveable City

Not only is new quality criteria required - but also a new planning process



Life



Space



Buildings



When improving Life in Cities – we need to understand the Human Being



People choose Interaction and a Human Scale Environment



Cultures are different...



Climates are different...

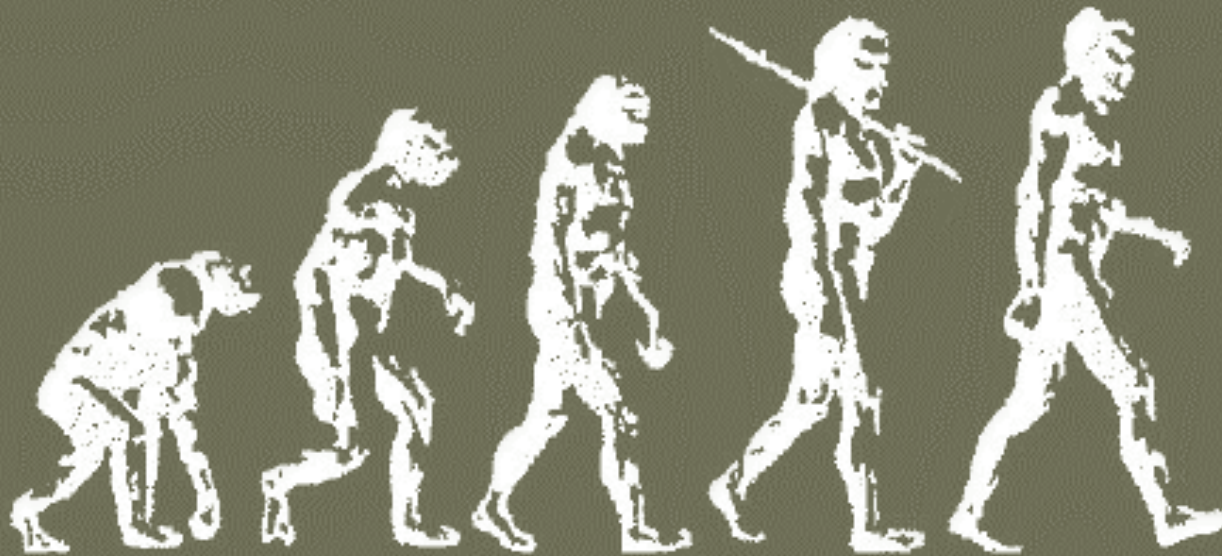


But the way People inhabit and use Space is universal

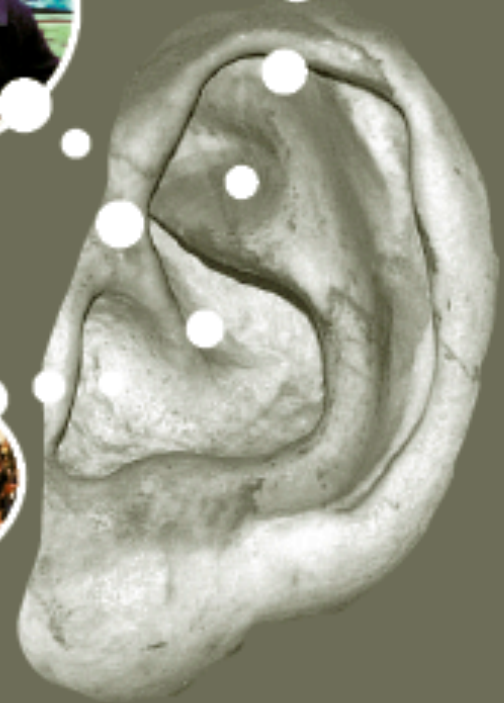


Quality Criteria for Space and Architecture must start with considering People

Man is a Walking Animal – Ground Speed 5 km/hour



Our senses are very important

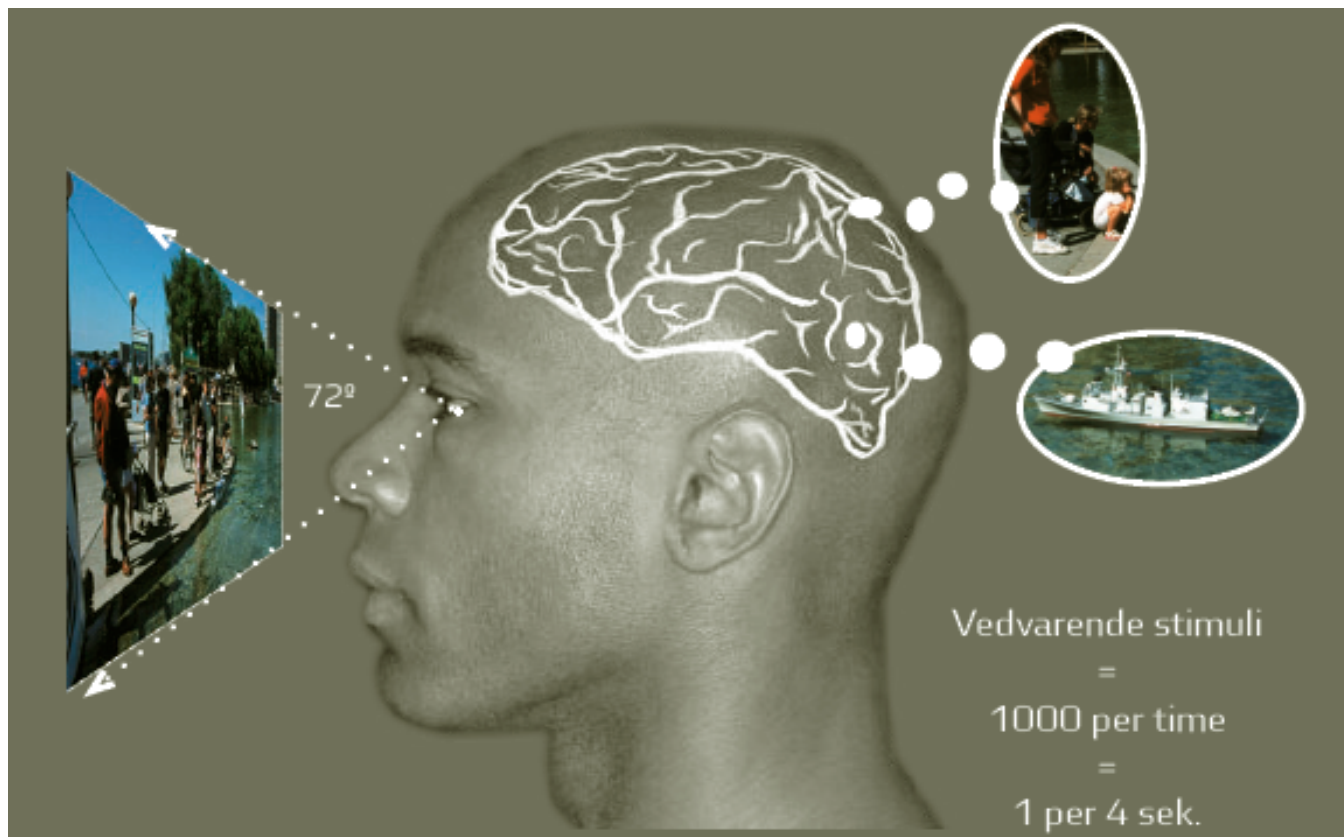


What makes Cities liveable?

We have to start with the Human Being

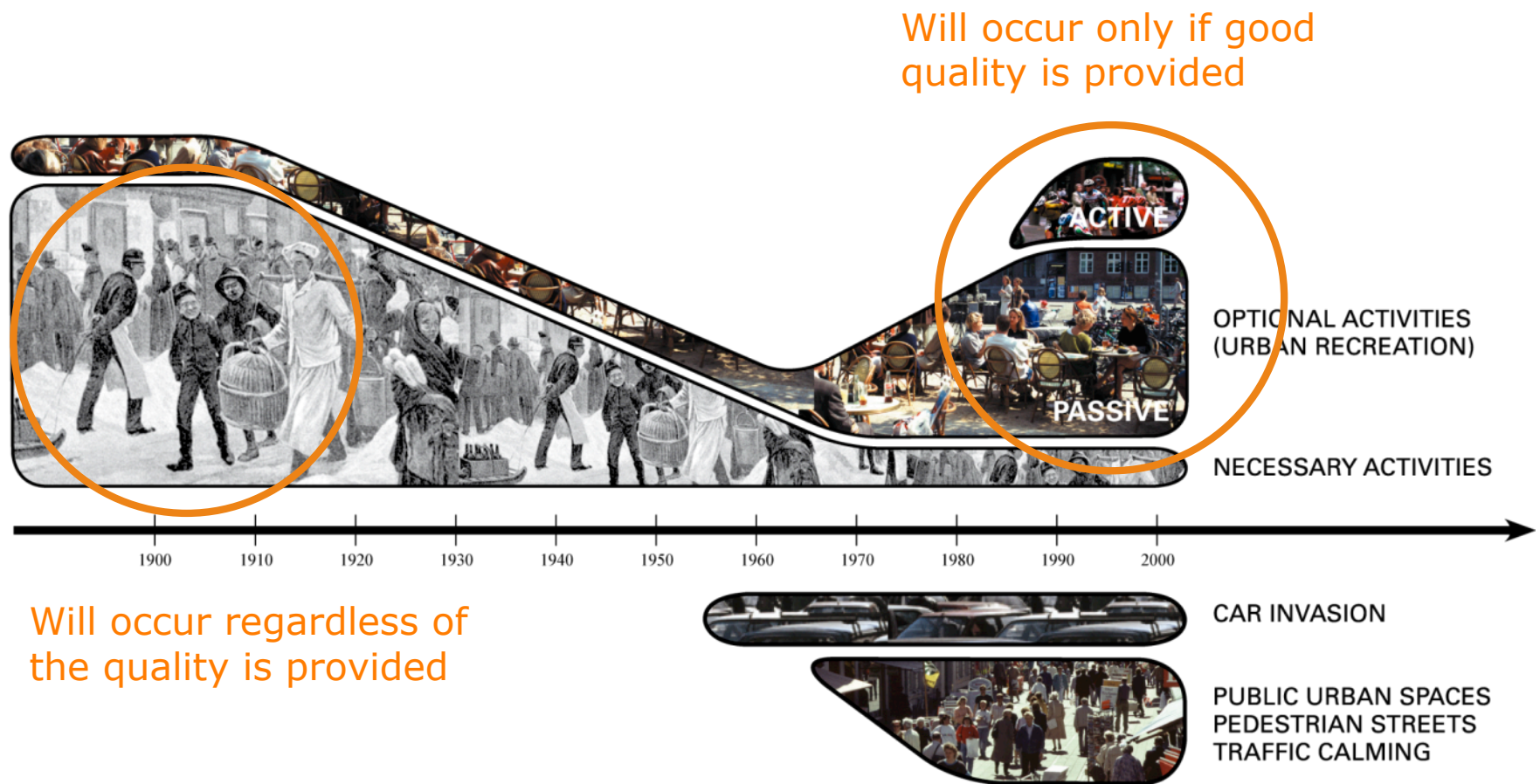
The way we operate, navigate, use and understand the Environment

We need to plan for People

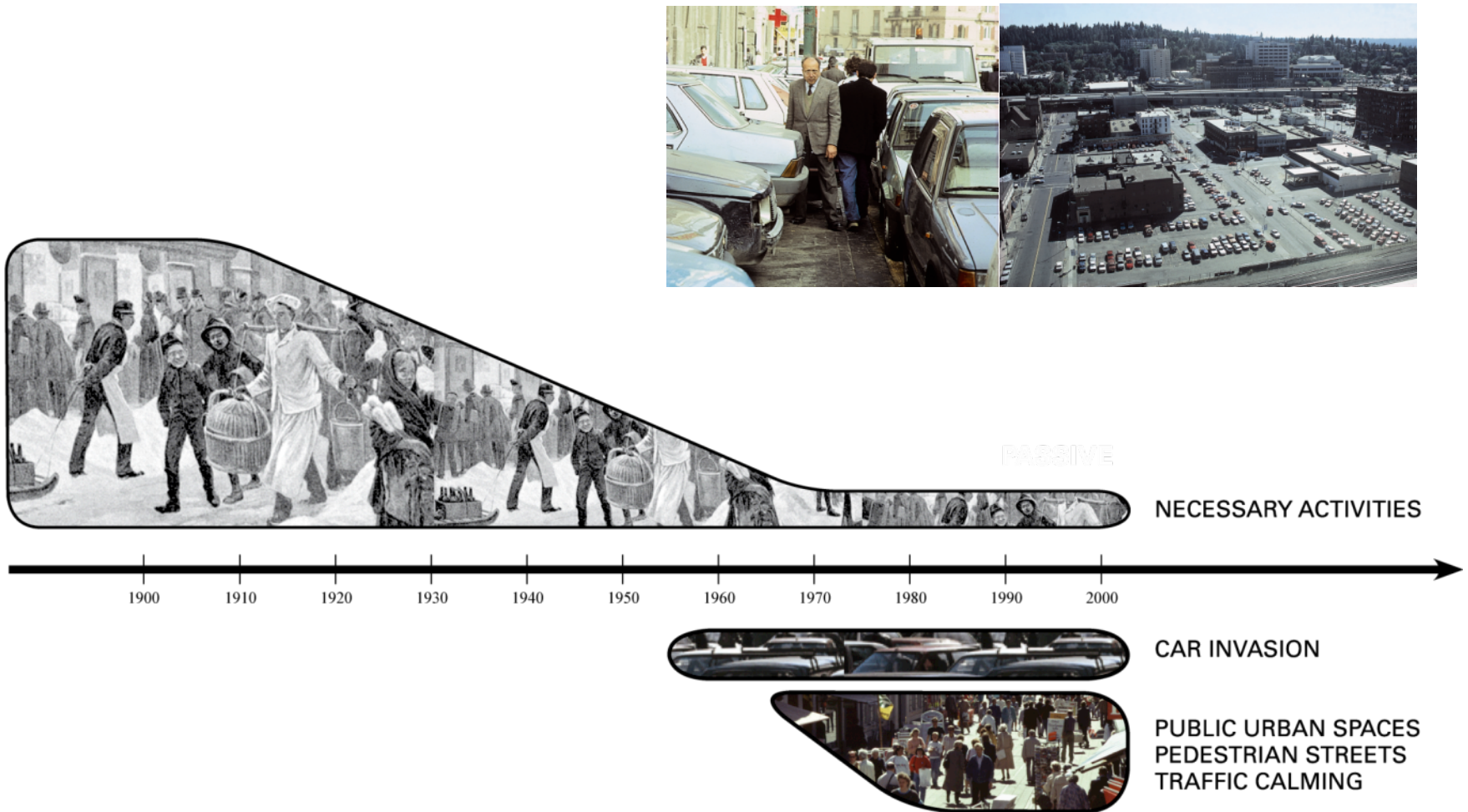


Why is Public Space important?

1900 to 2006: From necessary to optional activities in the Public Space



1900 to 2000: If Urban Quality is not provided...



We can design a City full of Sustainable Buildings



But it does not mean that the City is Sustainable

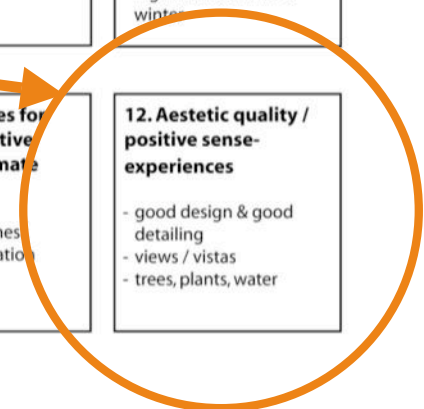


What is Urban Quality?

DESIGNING / DETAILING THE PUBLIC SPACES A KEY WORD LIST

P R O T E C T I O N	1. Protection against Traffic & Accidents <ul style="list-style-type: none"> - traffic accidents - fear of traffic - other accidents 	2. Protection against crime & violence (feeling of safety) <ul style="list-style-type: none"> - lived in / used - streetlife - streetwatchers - overlapping functions - in space & time 	3. Protection against unpleasant sense experiences <ul style="list-style-type: none"> - wind / draft - rain / snow - cold / heat - pollution - dust, glare, noise
	4. Possibilities for WALKING <ul style="list-style-type: none"> - room for walking - untiering layout of streets - interesting facades - no obstacles - good surfaces 	5. Possibilities for STANDING / STAYING <ul style="list-style-type: none"> - attractive edges »Edgeeffect« - defined spots for staying - supports for staying 	6. Possibilities for SITTING <ul style="list-style-type: none"> - zones for sitting - maximizing advantages primary and secondary sitting possibilities - benches for resting
	7. Possibilities to SEE <ul style="list-style-type: none"> - seeing-distances - unhindered views - interesting views - lighting (when dark) 	8. Possibilities for HEARING / TALKING <ul style="list-style-type: none"> - low noise level - bench arrangements »talkscapes« 	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES <ul style="list-style-type: none"> - invitation to physical activities, play, unfolding & entertainment - day & night and summer & winter
C O M F O R T	10. Scale <ul style="list-style-type: none"> - dimensioning of buildings & spaces in observance of the important human dimensions related to senses, movements, size & behaviour 	11. Possibilities for enjoying positive aspects of climate <ul style="list-style-type: none"> - sun / shade - warmth / coolness - breeze / ventilation 	12. Aesthetic quality / positive sense-experiences <ul style="list-style-type: none"> - good design & good detailing - views / vistas - trees, plants, water

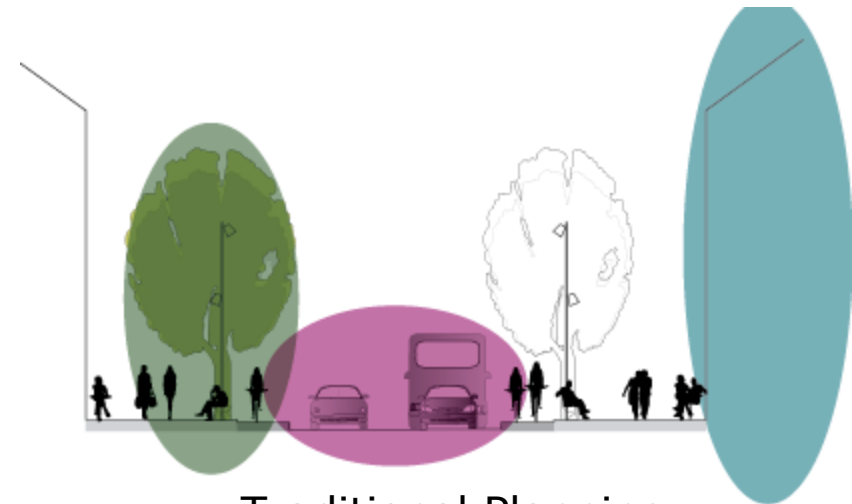
Aesthetics and design is NOT the only thing that matters!



Copenhagen had no grand Masterplan.....

But a shared understanding of Urban Quality

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Traditional Planning



Holistic People Oriented Planning





1962 First Pedestrian street



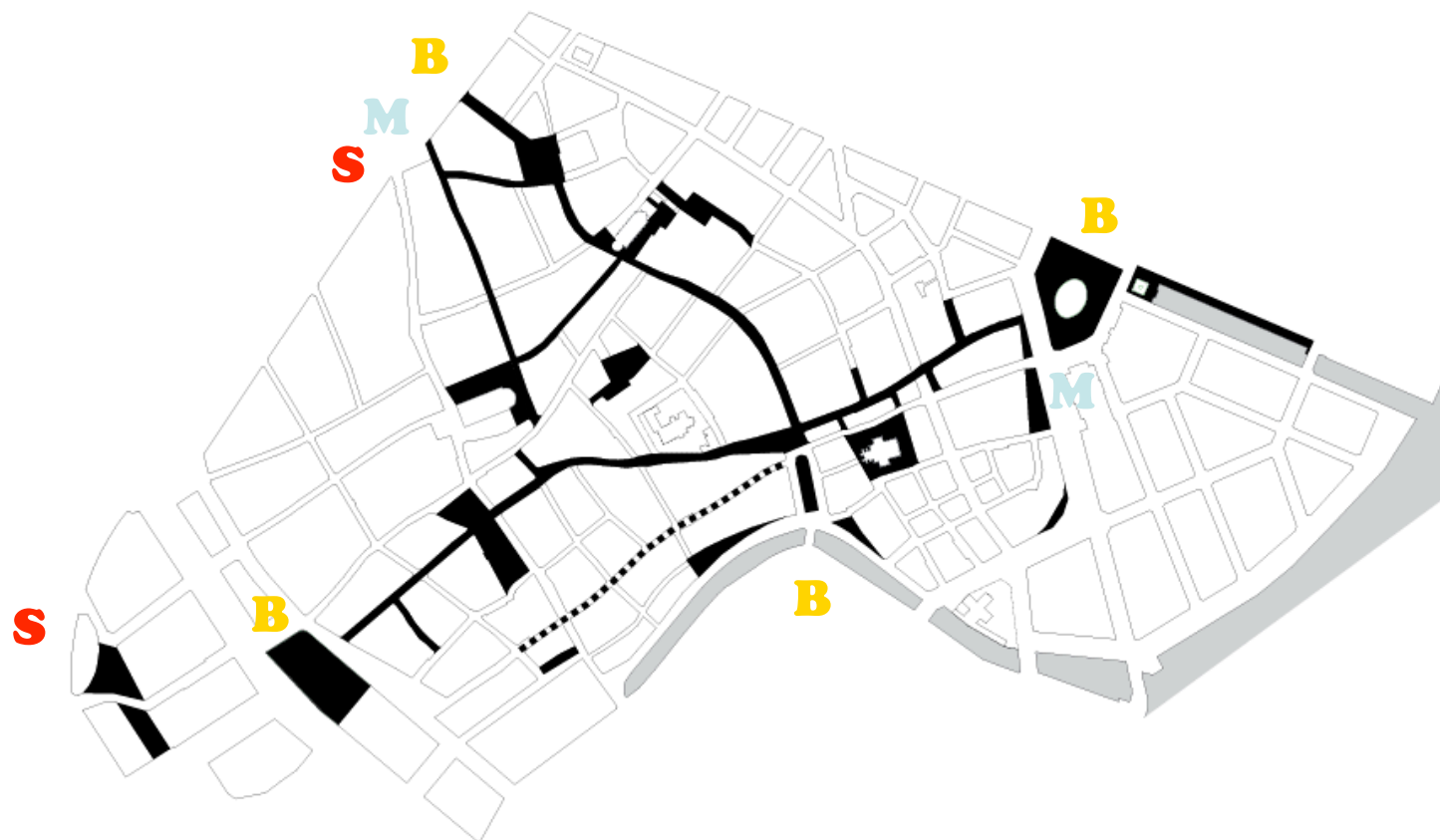
1973 Network of streets



2006 More and more places to stay

Pedestrian areas today

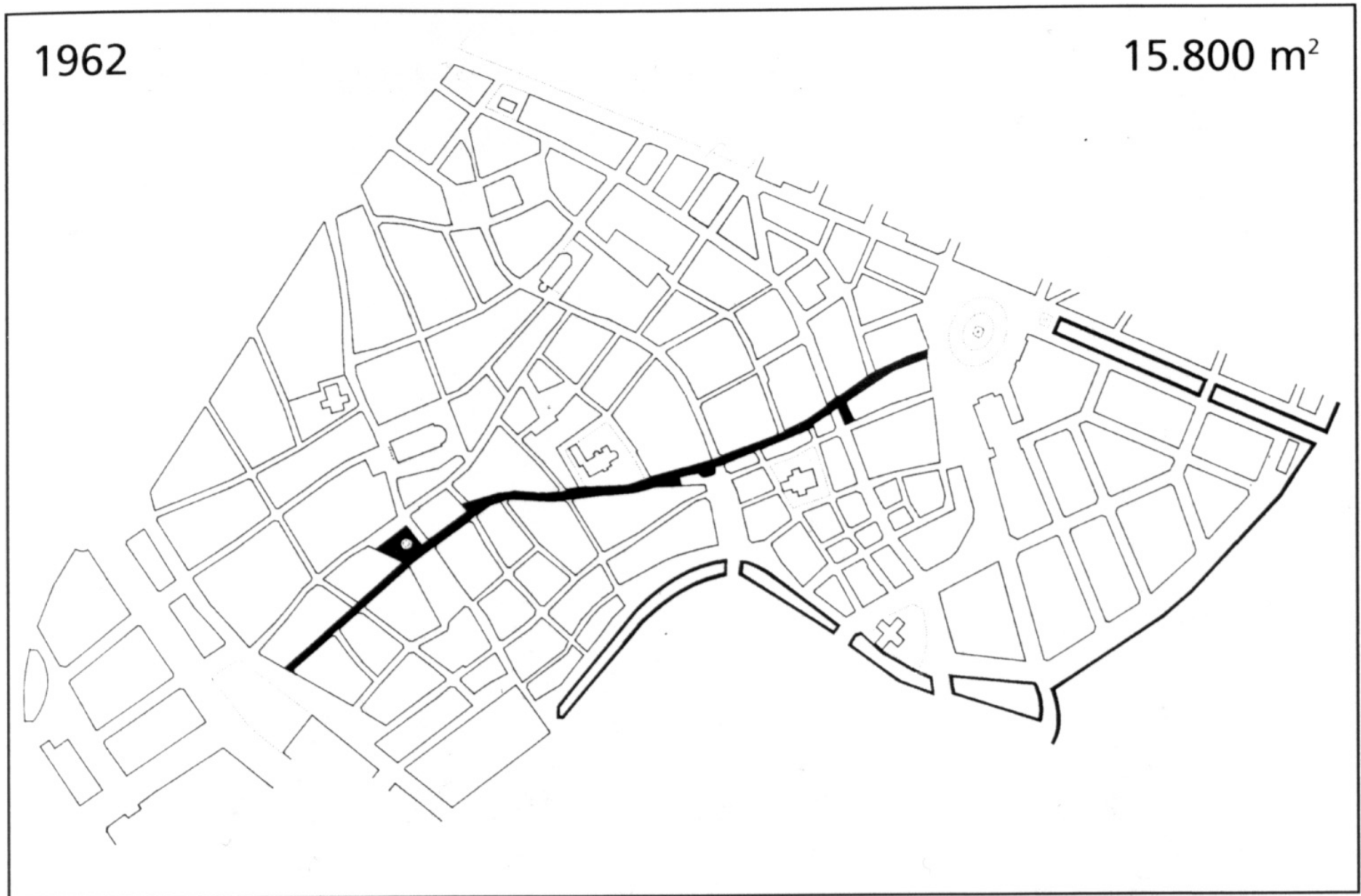
99.770m²



INDREBY 1:10000

2005

Strøget - the first car-free street 1962





80.000 people per 24 hours in the summer

“Strøget” to day

Kultorget - beforeand after



Nyhavn - beforeand after 1980



Gammel Strand - before

.....and after 1991



Strædet - beforeand after 1992





Amagertorv
before latest renovation

.....and after 1993

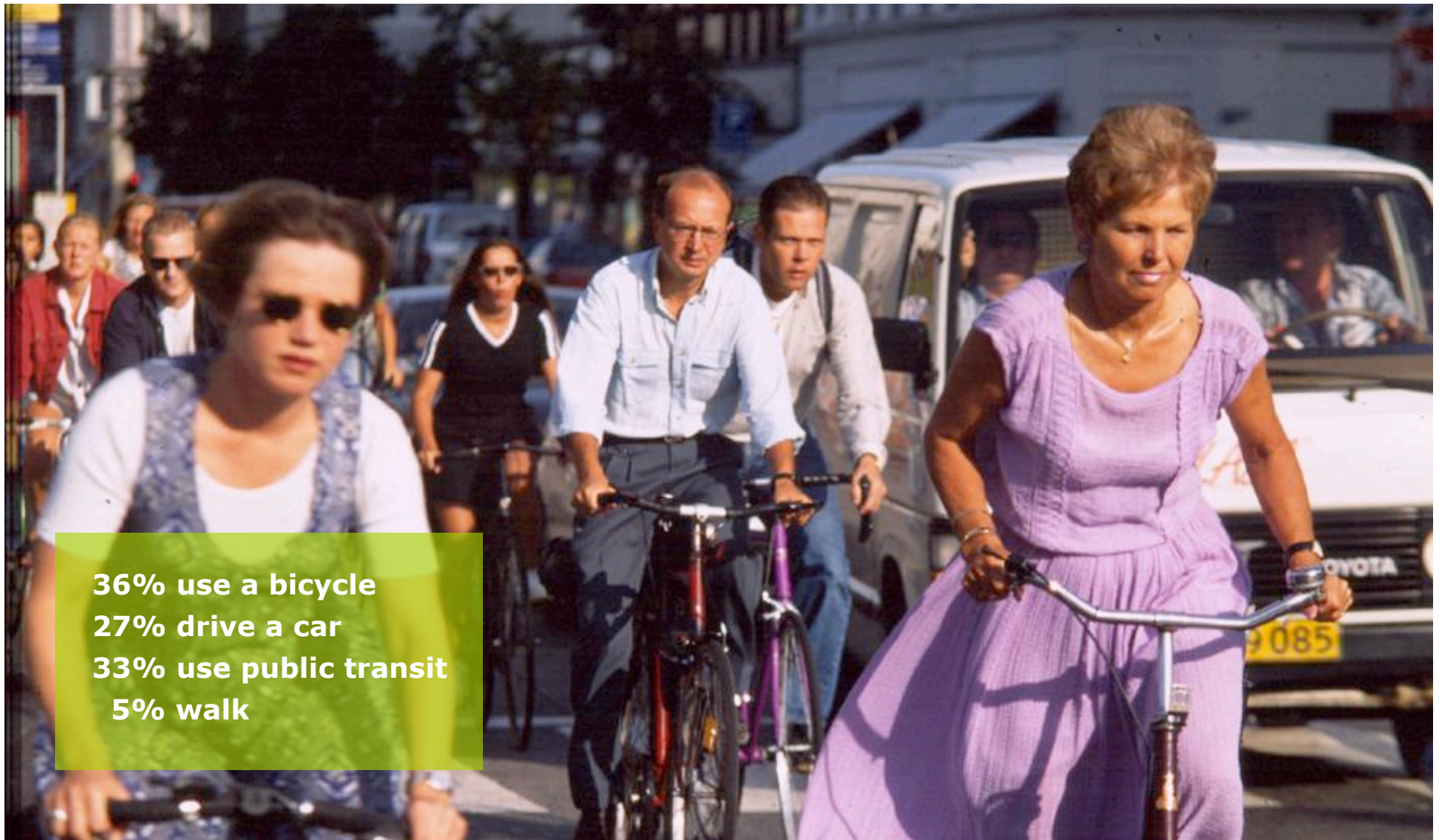
Town Hall Square - beforeand after 1996



In Copenhagen Life is spreading!



Not only in Café Latte Terms!



36% use a bicycle
27% drive a car
33% use public transit
5% walk



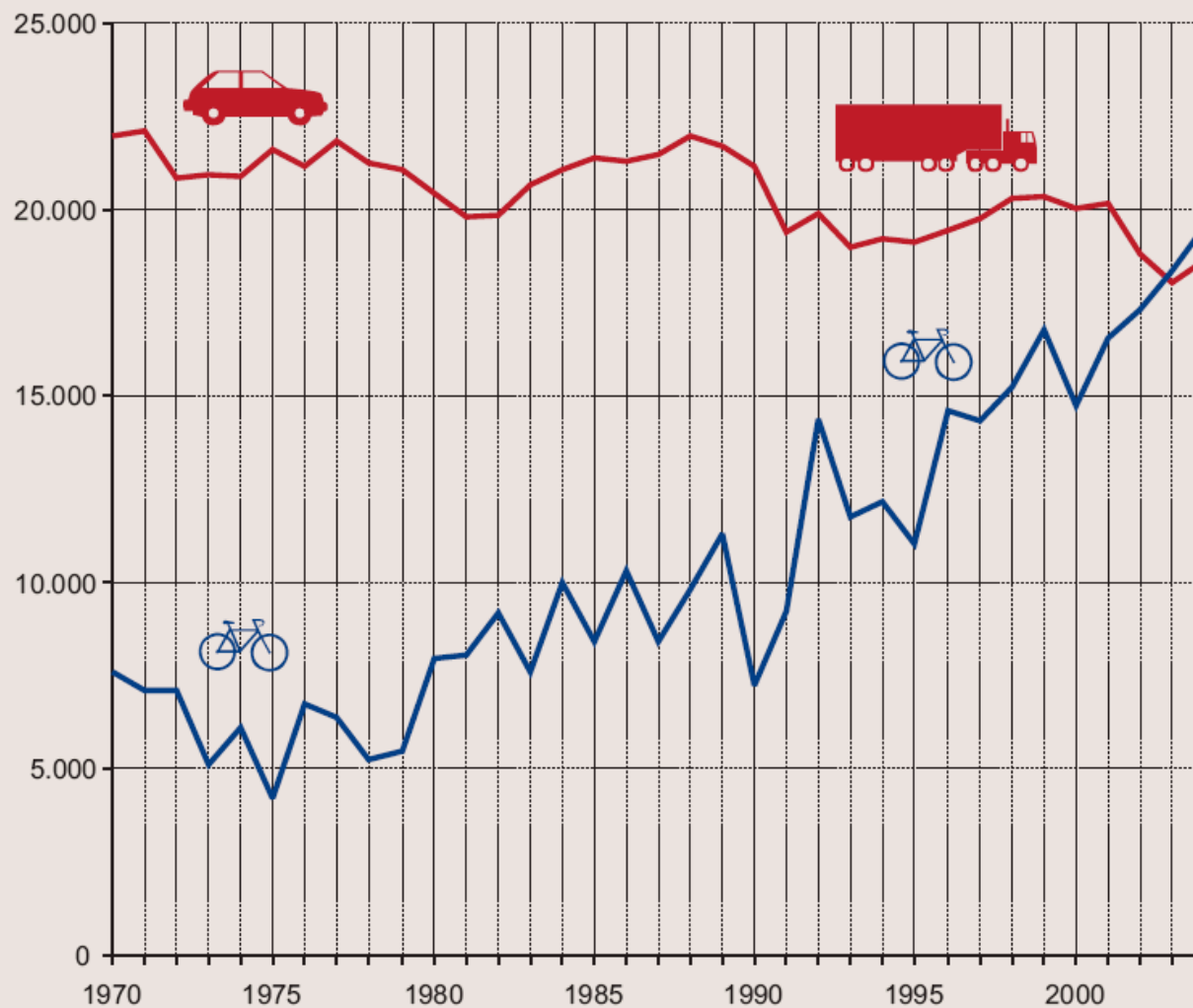
70% continue to bike in the Winter



36% use a bicycle
27% drive a car
33% use public transit
5% walk

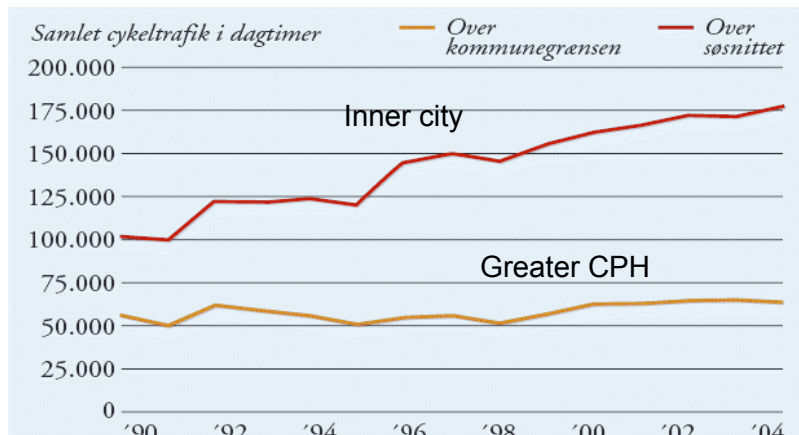
Bicycling has more than doubled in the last 30 years

TRAFIKKEN Gennem SØSNITTET
Maksimaltimen mod centrum
Cykel-/knallertrafikken er ikke vejrkorrigeret

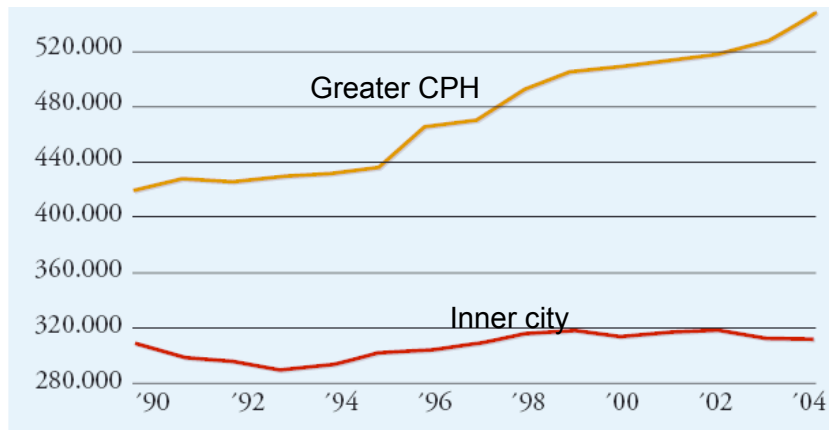


Car and cycle traffic development

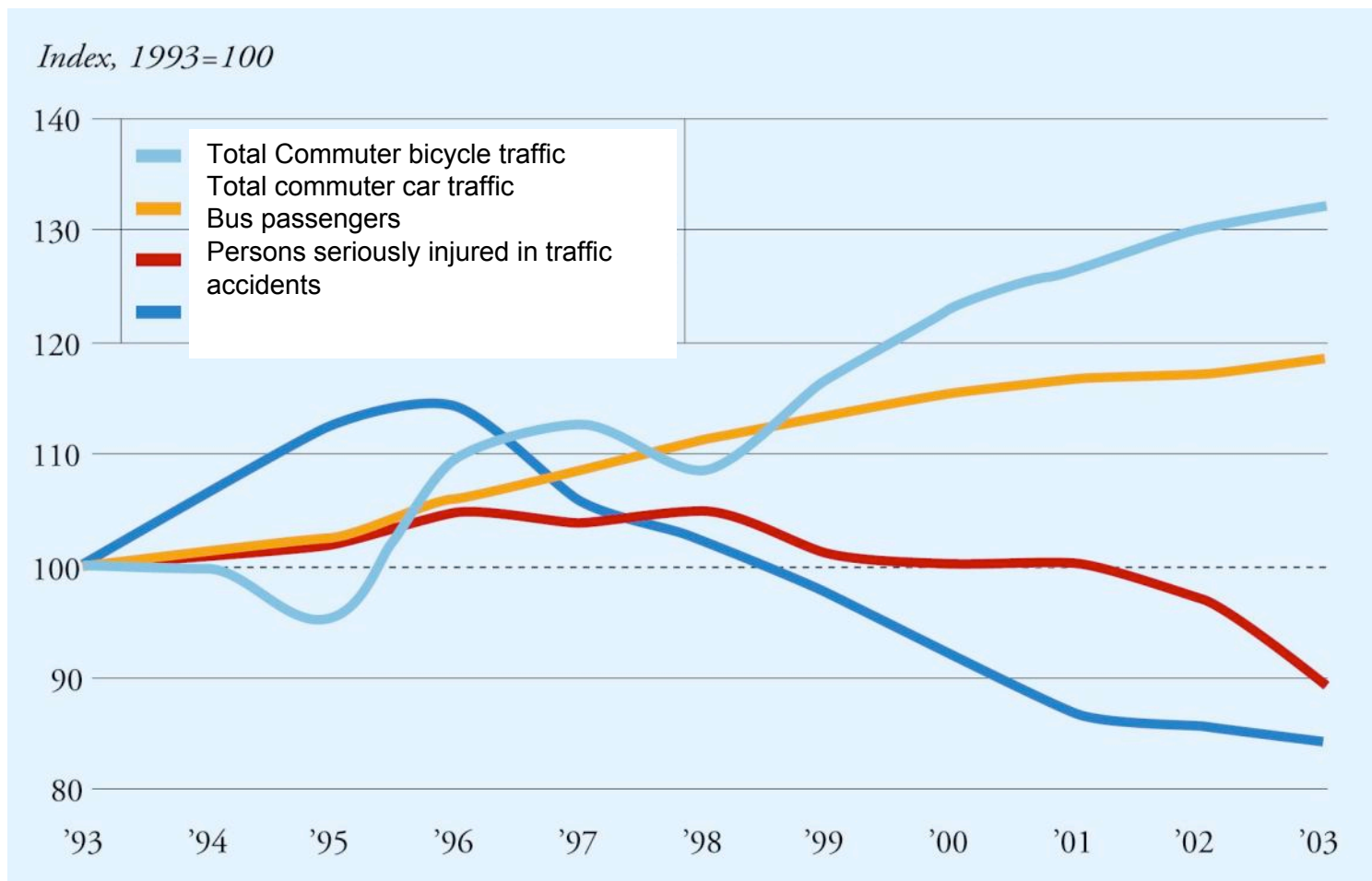
Bicycles



Cars



Transport development



Gaden – en del af byens sociale
liv

Everybody cycles in Copenhagen







Road Department

City of Copenhagen
Technical Directorate



Legend

- Municipal border
- Cycle tracks along roads
- - - - - Planned cycle tracks



Most major Roads have been converted into two-lane roads-with bikelanes and medians

Gammel Kongevej _ Before



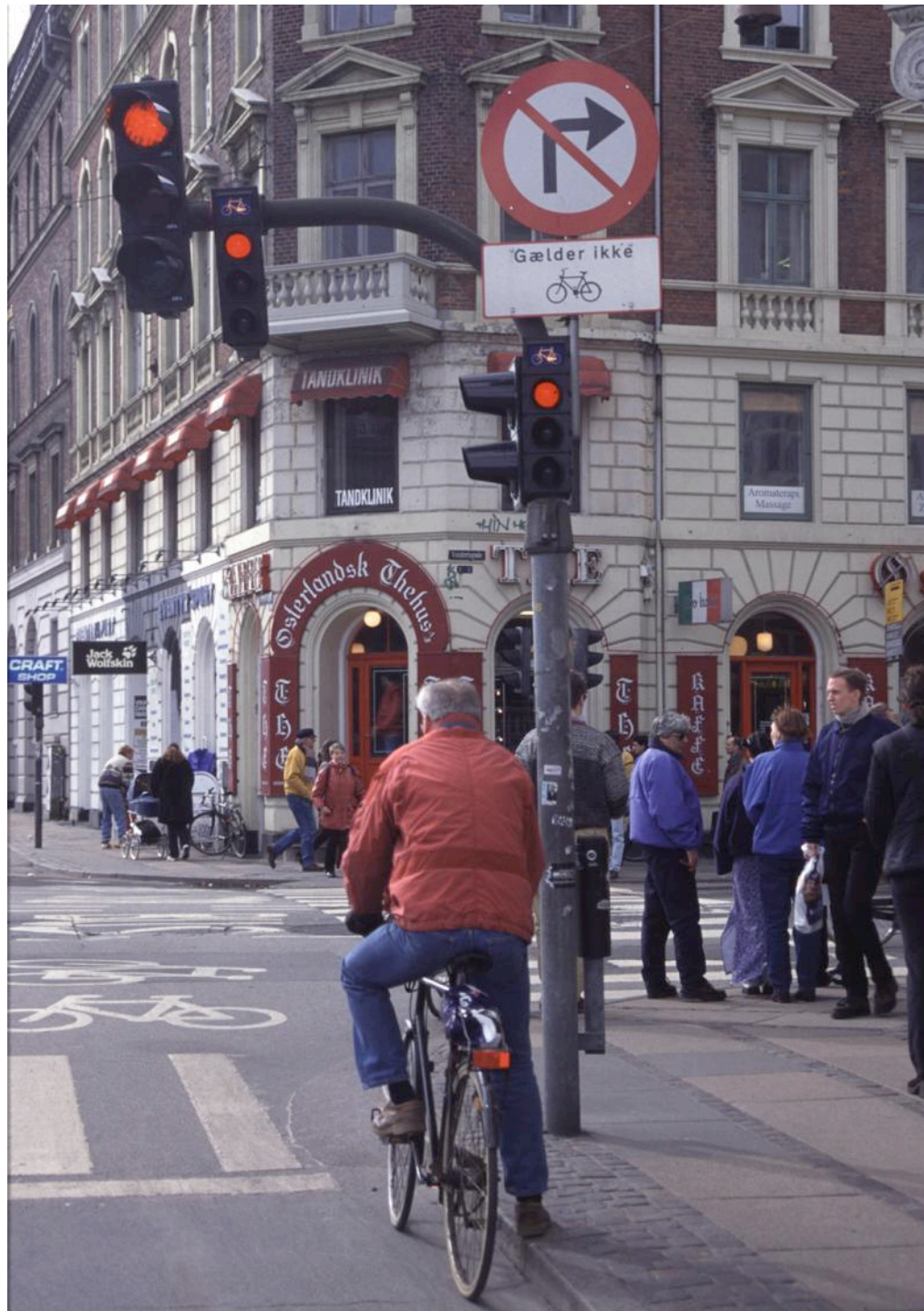
Gammel Kongevej
_ Under renovation _

Gammel Kongevej



Placement of cycle paths















Investments in public transport





Metro stations planned for disabled in terms of lifts and one level access to trains – and with daylight on the platforms





A Sustainable Urban Culture

We must take People into account and change
Methodology, Design and Process Management
towards People Oriented and Sustainable Build Form

