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

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.

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

- Bicycle: 41%
- Car: 24%
- Bus, Train, Metro: 30%
- Walk or run: 5%

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

- Bicycle: 50%
- Car: 13%
- Bus, Train, Metro: 32%
- Walk or run: 7%
70% continue to bike in the Winter
More cycles than cars in morning peak hour

Morning peak hour traffic
08:00-09:00

City of Copenhagen Centre for Traffic www.kk.dk
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
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
Urban Life Account 2010
City of Copenhagen

Urban Life Account 2011
City of Copenhagen
From car invasion
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 popular ....even on rainy days.

The climate is not such a great problem.
Fiolstræde  - before ..... and after 1968
Kultorvet - before
Kultorvet - before ....and after
Kulturvet - after latest renovation 2013
Nyhavn - before
Nyhavn - before and after 1980
Gammel Strand - before
Gammel Strand - before and after 1991
Strædet - before
Strædet - before .....and after 1992
Amagertorv
before latest renovation
Amagertorv
before latest renovation
.....and after 1993
Town Hall Square - before
Town Hall Square - before ........and after 1996
Lurblæserne - before and after
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

- International Day
- Nyhavn Christmas Market
- Environment Traffic Day
- Ice-skating rink at Kongens Nytorv
- Ice-skating rink Frederiksberg
- Environment Festival
- Copenhagen Pride Parade
- Culture Night
- Whit Carnival
- Jazzfestival
- Copenhagen Marathon
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.

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

**THE INNER CITY**
Medieval and renaissance Copenhagen and the first quarters built outside the ramparts from 1850-1900. Radius: 1 km
- 1962: Stroget
- 1962: Gammeltorv
- 1973: Nytorv
- 1980: Nyhavn
- 1991: Axel Torv south
- 1996: Town Hall Square
- 1999: Søren Kierkegaard Square
- 2002: Metro Square at Kongens Nytorv

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

**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
- 2003: Havnepark
- 2005: Holmbladsgade
- 2006: Solbjerg Square

**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: Børnehøj 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

Gunnar Nu Hansens Plads
From **Classic** to **Experimental** design of public spaces
From “Grey granite” to **Colourful** Designs

**Superkilen Nørrebro – “The Red Square”**
Colourful Designs

Leifsgade and Bergthorarsgade Islands Brygge
From Passive to Active spaces

Sct Hans Torv

Fælledparken Skate
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
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

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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!