“Towards a fine City for People” Gehl Architects 2004
CITY OF NEW YORK

Commissioner for Planning: Amanda Burden
Commissioner for Transport: J. Saddik-Khan
Better conditions for bicycling
more bicyclists
Bicycling in Copenhagen
-on a citywide network of bicycle lanes
Bicycle signals turn green six seconds before the car signals - an efficient, citywide transportation system.
Green signal wave for bicycles

17 km/h to 20 km/h
Bicycling has doubled in 10 years

Inner city morning peak
Going to work in the City of Copenhagen

70% continue to bike in the winter
Major complaint 2002:
Congestion
-on the bicycle lanes!

-more biking less accidents
Better quality public spaces = more pedestrians and more public life

Champs-Élysées, Paris Before 1992

After 1992
Copenhagen
From traffic place to people place
Copenhagen:

1.3 million (region)

From traffic place to people place
Strøget (main street) pedestrianized 1962
In 1962 all 18 squares were parking lots - now they are all people squares
Before 1988

...and after: A Pedestrian Priority Street 1995
The development of pedestrian areas in the city from 1962......7 times more People Space!

First pedestrian promenade in 1962: 15,800 m².

By 1973, the network of pedestrian streets connected the most important locations in the city centre: 49,200 m².
Many more People are walking in the city
4 times more people spend time in the city.
In only 40 years the good season has been extended from 2 to 10 months
Melbourne,  - 3 mio. Inh.
Effective city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melburnian that means our city has been progressively destroyed. It no longer contains the attraction and charm it once had.

To the city retailer — ever ready to adapt to new circumstances — it means expensive expansion into the suburbs to chase the customers who no longer visit the city.

So, to the artist is left with the half-truth — well, quarter-truth — of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make bigger and better profits.

As a result, the city has reaped more rates, which increases at a similar ratio to the size of each new building.

So our planning body, Melbourne City Council, is also a beneficiary of its laissez-faire approach to new development.

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartments into new, office, developments.

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping passages and under-street arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal situation in Bourke Street.

Melbourne's heritage of north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts "for the public use.

Having almost succeeded in carting the Strategy Plan, we should not pin too many hopes on the existing system.

The lessons from New York remain to be seen.
1993 - 2004
From 1,000 to 10,000 residents in the city center
1993 - 2004: Substantial increase in areas for Public Life
Carefully designed street furniture throughout the City

In many respects, the suite of street furniture that has been designed and dispersed throughout the central city has become a ‘signature’ to its local character. From the sawn bluestone pavements upwards, a consistent, elegant and adaptable palette of public furniture, lighting and micro-scale retail has been established throughout the city.

Incorporation of small scale street vendors such as the newsstand and magazine kiosk, the fruit vending stall and flower stall, all address practical retailing requirements but also stimulate use and street activity levels. Other items such as the news pillar, retractable kerbside café canopy and information hub make a strong impact on the personal scale, vitality and colour of the streetscape.

A comprehensive lighting strategy, covering functional and ornamental programs has been developed and is being implemented throughout the city. Notably, pole-mounted dual fittings that cover the pedestrian footpath independently of the road corridor has greatly improved nighttime safety in King Street, and will be adopted in other non-tram streets in the city.

A high furniture standard, covering items such as furniture, protective screens, umbrellas, awnings and planter boxes, has also been developed. Its aim is to ensure that materials and finishes are attractive and durable, unobtrusive and complements the culture, character and significance of the street.

Finally, planning controls have introduced compliance with DDA (Disability Discrimination Act) requirements throughout the entire municipal area. Specific initiatives include: pram ramps, braille tiles, disabled parking bays, widened footpaths with clear access to shop frontages, audible traffic signals, tram supershots, ramps for universal access into public buildings, fully accessible toilets, safe city car parks, and an approved mobility centre at Federation Square.
“The City as a Gallery for contemporary Art”
Light as art

Below left: Crown Casino Promenade
Below: "Light as art", St. Kilda Road trees

"Blue line" is a permanent ornamental lighting on the railway viaducts

Light as Art
Extention and modernization of the Streetcar System
Greening of the City: 500 new trees pr. year
Pedestrian traffic weekdays daytime: +40%
Pedestrian traffic evening: +100%
Stationary activities: +200-300%
Melbourne
looks like any city in the new World
-but when it comes to street life and ambience it has by now a distinct touch of -say- Paris
The most liveable city has more life and more living there

Our revived urban heart has new beat

By ROYCE MILLAR and MARTIN BOUDON

MELBOURNE’S heart is revived and pumping, with new figures painting a picture of a city reasserting itself as a residential, shopping and social mecca.

Twenty years ago planners warned that the CBD was in terminal decline. Melbourne City Council’s latest land-use and floor space census shows that new apartments, shops, bars and jobs are underpinning a renaissance.

The census, compiled every two years, tracks the use of land and buildings across the Melbourne municipality and CBD. The 2004 census, released today, shows that there are 12,693 apartments in the CBD, up from just 375 in 1982.

The CBD includes the Yarra River. It does not include Docklands or Southbank.

There are some new city workers than ever before, but full-time and male employment is declining. Increasingly city workers are female and part-time, casual or contracting.

After the economic slump of the early to mid-1990s, the city is growing. Total city floor space has expanded by about 70 per cent in the 23 years to 2004.

Lord Mayor John So welcomed the findings and said he was especially pleased by figures showing that more than 4000 jobs had been added since the last census in 2002.

“Melbourne has undergone a phenomenal change. We may not even notice it if we look all the time, but people who visit us regularly (from overseas) are amazed at the development and the changes,” he said.

Retail growth continues with the QV, former GPO and Melbourne Central redevelopments, but the census shows the retail construction boom is more of a regeneration, returning the city’s shopping floor space to late-1990s levels.

Notable is the shift in the type of retail activity: department stores are losing space — Daimaru’s closure had a big impact — as are postal services and banks. But bars and pubs, cafes and restaurants are flourishing.

Supermarkets, grocery stores, sports facilities and specialised food shops are also on the increase.

Office vacancies have risen since 2002 following a flurry of commercial construction but are a long way short of the recession days of the early 90’s. And the city’s bomb sites have reduced, with key sites including the former Southern Cross and Queen Victoria Hospital sites now spoken for.

Long-time CBD watcher Bill McWhir, chairman of Colliers International (Victoria), said the CBD rejuvenation was due in part to its increasing popularity as a residential destination.

“The city has a marketing plan, a vision and a dynamic city council. It’s more interesting than it was 15 years ago and its evolving in front of us,” he said.

But not everyone is swept up in the excitement. David Zierer’s father opened the Job Warehouse fabric store at the top end of Bourke Street more than 50 years ago. Little has changed since.

He said business is now quieter than 20 to 30 years ago and depends on long-time regular customers. “This part of the city has more restaurants and cafes than retail shops now,” he said.

RESIDENTIAL CBD APARTMENTS

1992 2002 2004

375

735

12,693

OFFICE VACANCIES (sq m)

1.57m

518,795

917,193

CBD EMPLOYMENT

2002 2004

143,038

191,150

206,661

1992 2002 2004

BARS & PUBS

16,577

17,412

21,556

12,693

2002 2004
First Copenhagen-style bike lanes in Australia

30 August 2005

Copenhagen | Melbourne oct 07
Wanted:

- Lively City
- Attractive City
- Safe City
- Sustainable City
- Healthy City
In conclusion: My very best wishes for creating a wonderful city for people in VILNIUS.

-When the Australians can do it - surely you can too.
INTRODUCING SPECTACULAR MONUMENTS AS CITY IMPROVEMENT STRATEGY
INTRODUCING SPECTACULAR MONUMENTS AS CITY IMPROVEMENT STRATEGY
Or-IMPROVING PUBLIC SPACES AS CITY IMPROVEMENT STRATEGY

BARCELONA

LYON

COPENHAGEN

MELBOURNE