

**“Towards a fine City for People”
Architects 2004**

Gehl

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





-an efficient, citywide transportation system



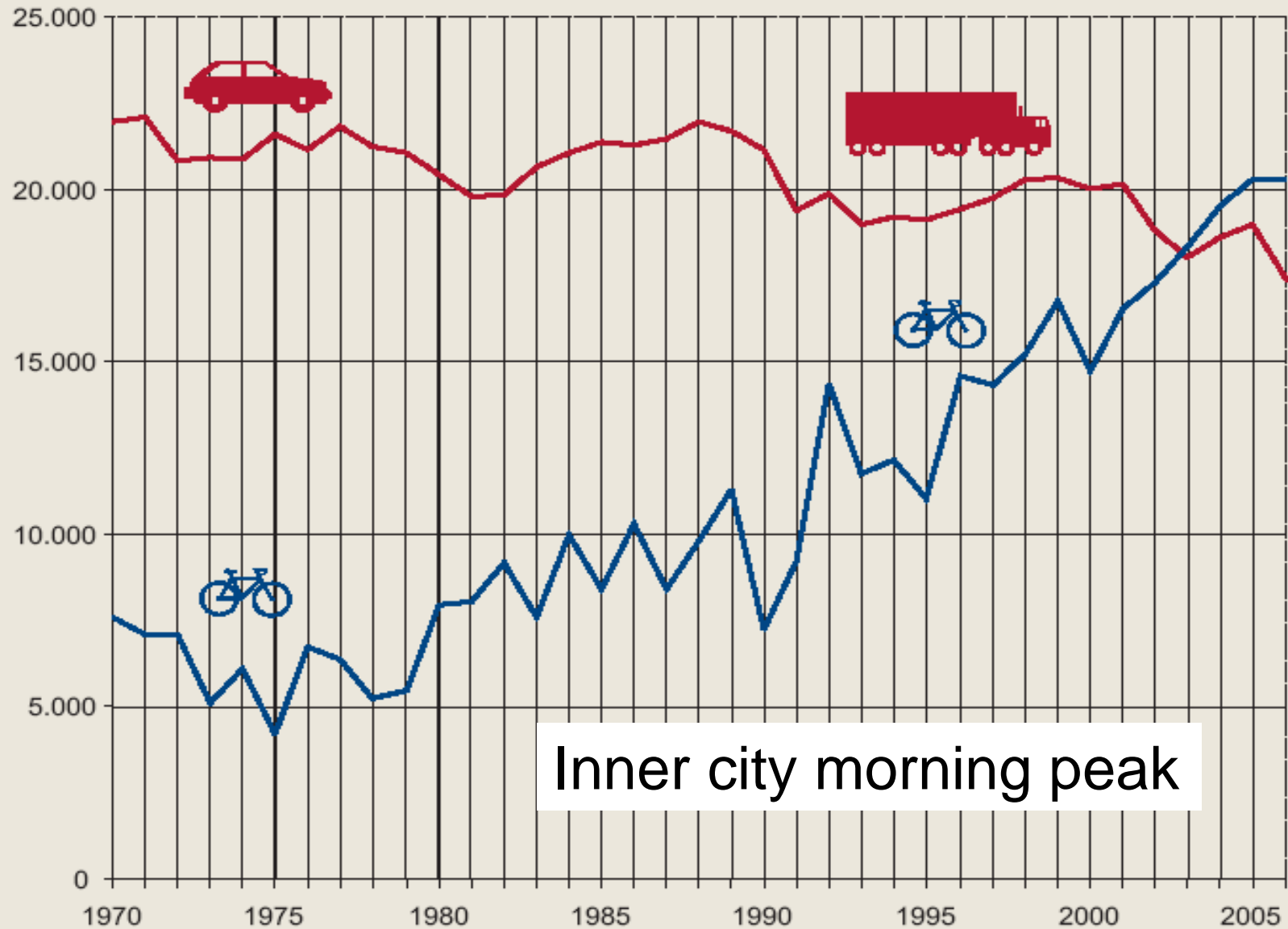
Bicycle signals turns green six seconds before the car signals

Green signal wave.....for bicycles



17 km/h to 20 km/h

Bicycling has doubled in 10 years



Going to work in the City of Copenhagen

70% continue to bike in the winter



Cykelproblemerne vokser i København

Storbyboerne er trætte af trængslen på cykelstien og af cyklisterne frækhed, viser en meningsmåling.

Af Flemming Christiansen

Cyklisterne på en københavnsk cykelsti kan minde om en flok tørstige gner, der bisser hen over savannen: Der er mange af dem, virkelig mange, alle har et horn i siden på alle - og det

havn er trængslen på cykelstierne havnet på en fjerdeplads - efter tre gamle kendinge: forurening fra lastbiler og personbiler og parkeringsproblemerne.

Det viser en undersøgelse foretaget af Institut for Konjunktur-Analyse blandt et repræsentativt udsnit på 1.000 af storbyens beboere.

Borgerne er blevet spurgt, om en række problemer berører dem personligt. Og hver tredje angiver, at cykelmylderet er »et stort problem«.

Af en serie interview med enkeltborgere i samme un-

Desuden viser det kommunale cykelregnskab, at hver femte københavner finder cyklerne unødigt generende.

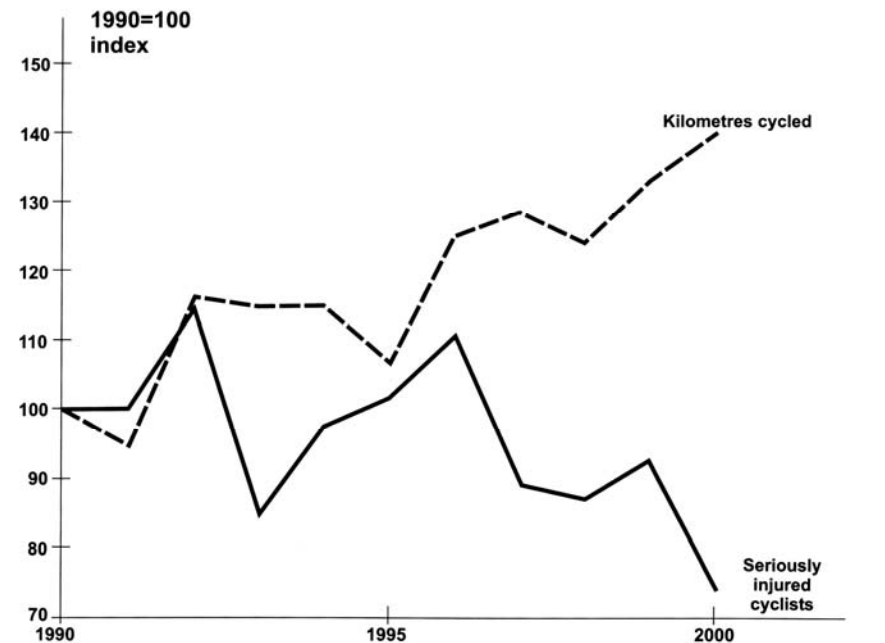
For bare to år siden var det kun hver tiende, der mener, der er for mange cykler på 16-gear.

Flere på

Alle disse holdninger, hvor hver er oppe på

ikke kun er bilisterne, der er sure på cyklisterne. Cyklisterne er også ved at være trætte af hinanden.

Det har byens cyklende overborgmester, Jens K.



**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:

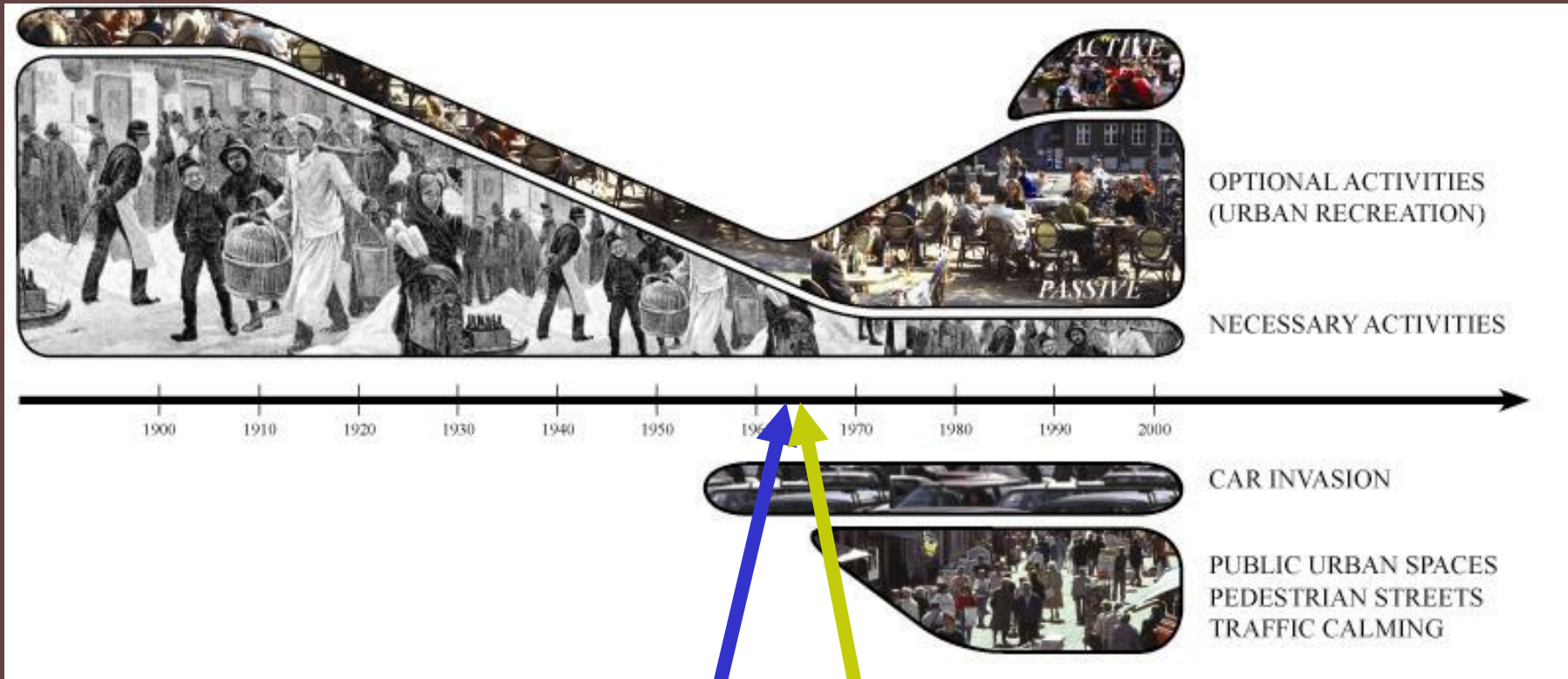
1.3 million (region)

From traffic place to people place

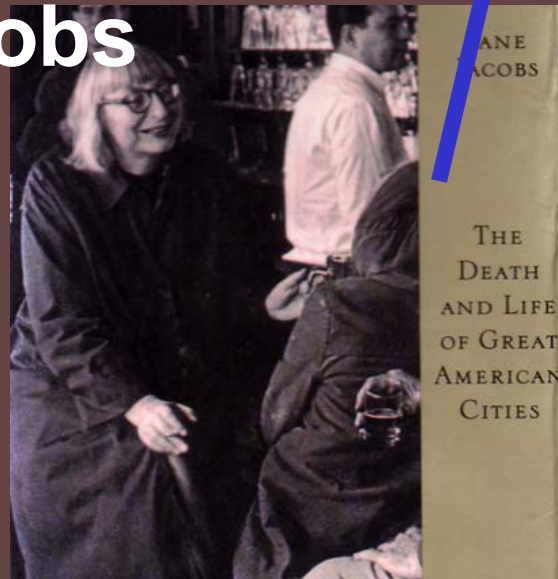


Strøget (main street) pedestrianized 1962





Jane Jacobs
1961



Strøget
Copenhagen
pedestrian st.
1962

**In 1962 all 18 squares were
parking lots
- now they are all people squares**





Before



....and after: A Pedestrian Priority Street



The development of pedestrian areas in the city from 1962.....7 times more People Space!



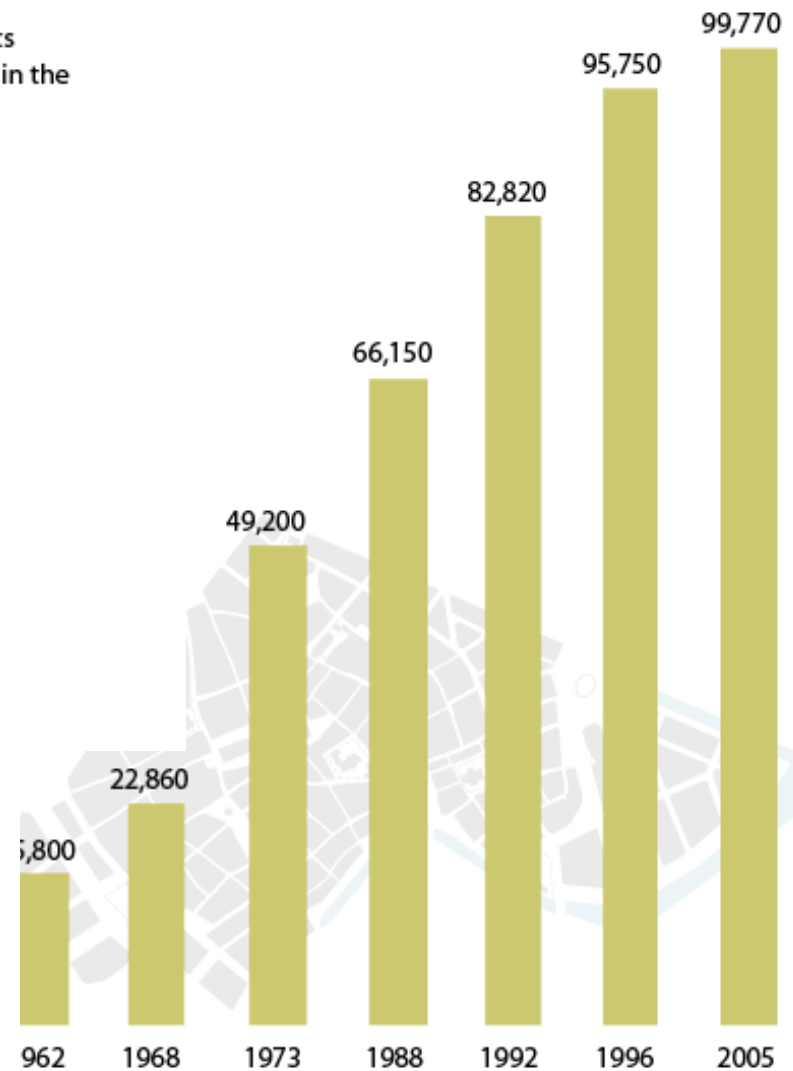
First pedestrian promenade in 1962: 15,800 m².



By 1973, the network of pedestrian streets connected the most important locations in the city centre: 49,200 m².



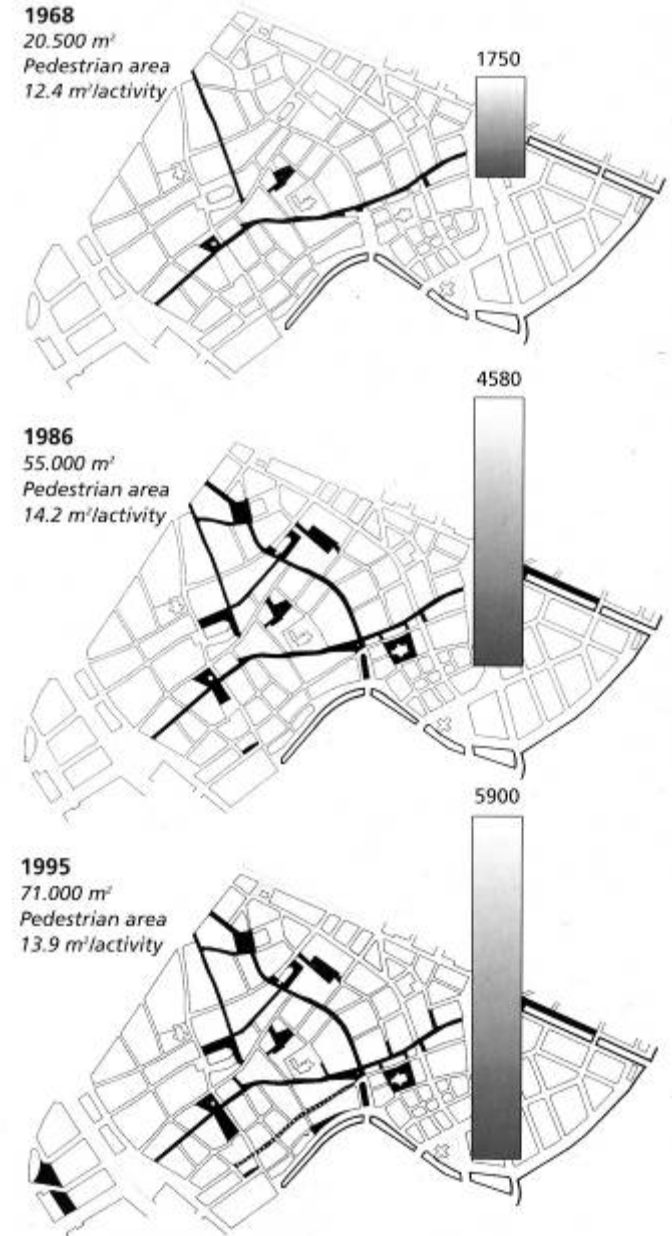
Streets
m² in the



Many more People are walking in the city



4 times more people spend time in the city

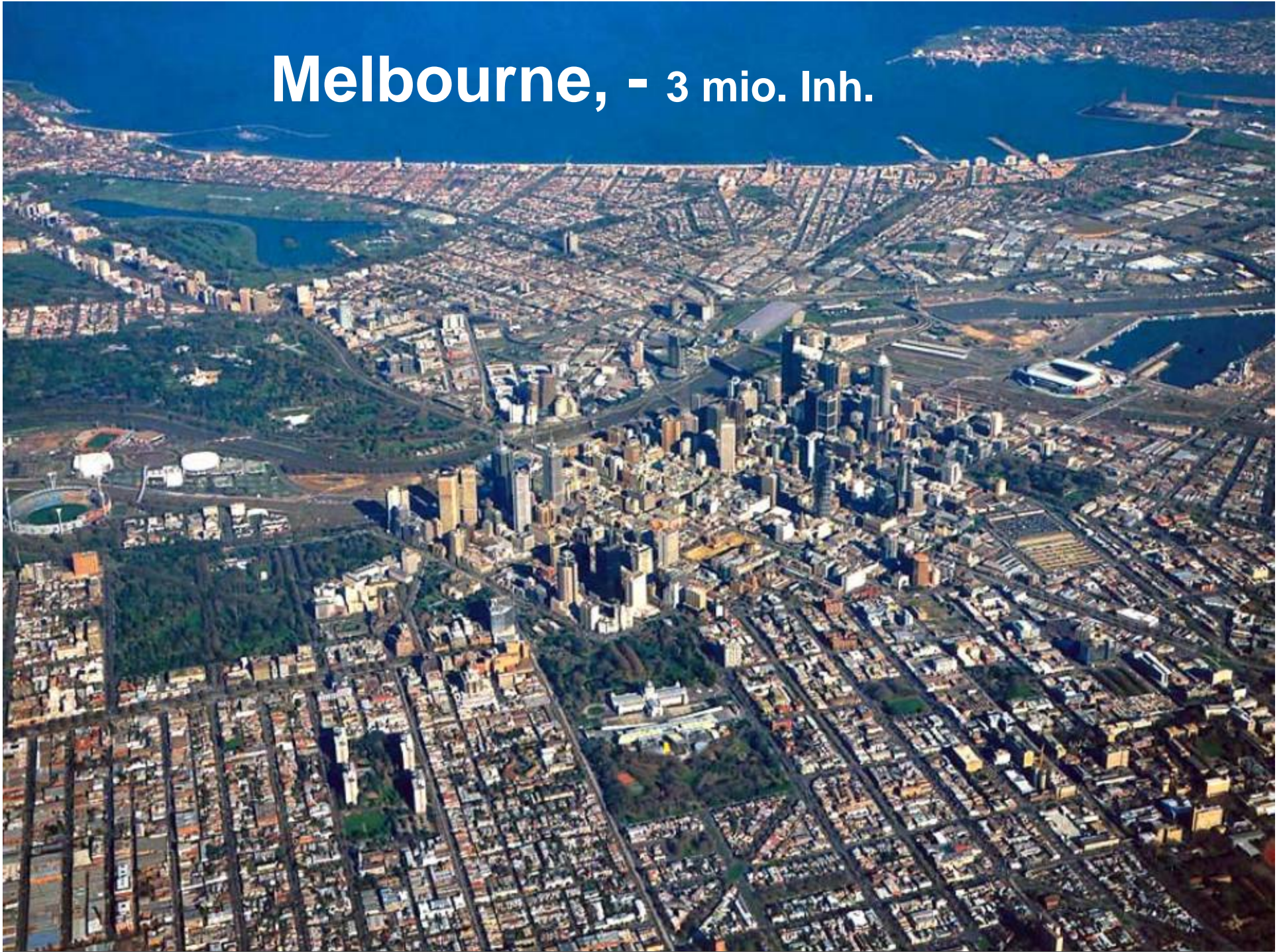


Average number of people engaged in stationary activities throughout the city center at any time between 12⁰⁰ and 16⁰⁰ on summer days in 1968, 1986 and 1995.



In only 40 years the good season has been extended from 2 to 10 months

Melbourne, - 3 mio. Inh.



“The Age” 1980



Block Arcade . . . part of a pattern that should stay.

EFFECTIVE city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melbourne 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.

The tourist 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 increase 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.

approach to new development. Strategy

An empty, useless city centre

ARCHITECTURE Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Jaquelin Robertson spoke about his experiences as city planner for New York City.

His problems were like ours, only magnified by the size of that biggest apple, but there the comparison ends. His department actually instigated creative

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

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping plazas 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.

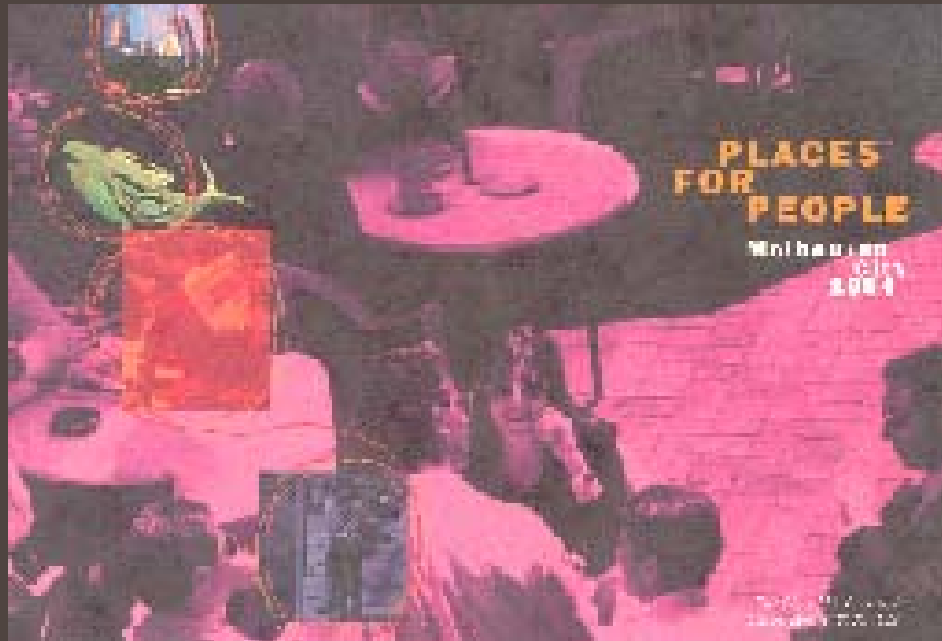
New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal bitumen in Bourke Street.

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.

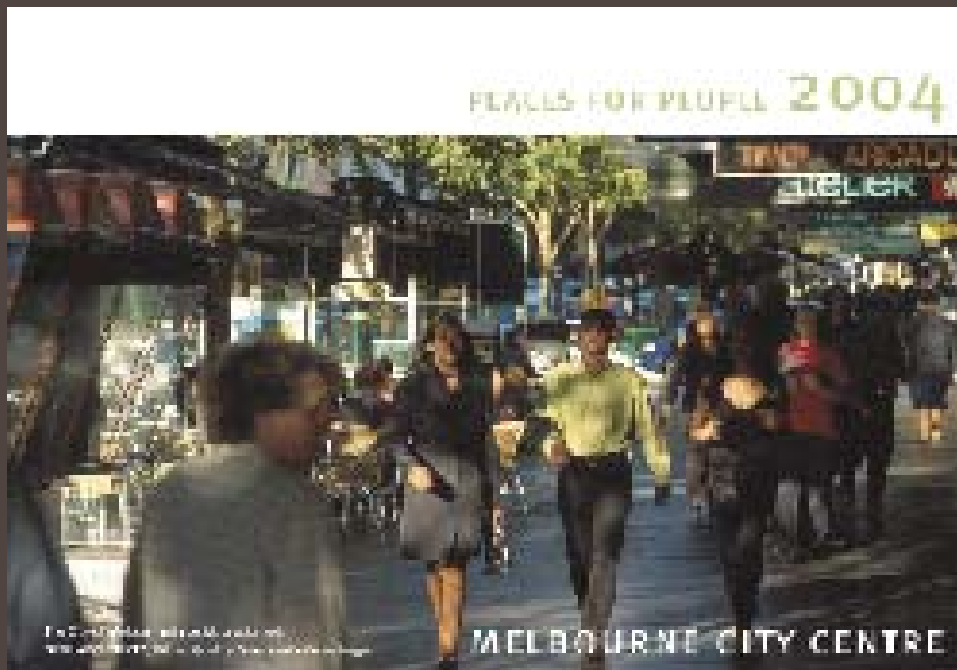
Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts, “for the public use”.

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

The lessons from New York



Places for People Melbourne 1994



Places for People Melbourne 2004

1.2 A LARGER RESIDENTIAL COMMUNITY



1993 - 2004
From 1.000 to 10.000
residents in the city
center



1.4 LIVELIER STREETS FOR PUBLIC LIFE



Swanston Street before and after the conversion in 1992 into a pedestrian and tram street.



1993 - 2004: Substantial increase in areas for Public Life

1.10 AN INTEGRATED POLICY FOR STREET TREATMENT AND FURNITURE



Docklands bin



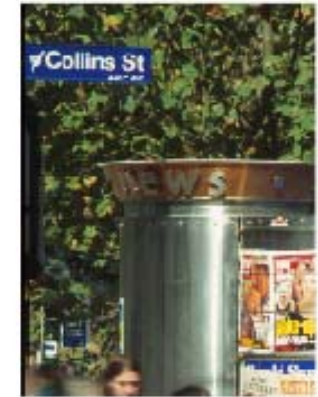
Drinking fountain



King Street light – nighttime



Newspaper pillar – closed



Newspaper pillar – open

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 café 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 superstops, ramps for universal access into public buildings, fully accessible toilets, safe city car parks, and an approved mobility centre at Federation Square.

Newspaper pillar – closed



Carefully designed street furniture throughout the City



“The City as a Gallery for contemporary Art”

1.7 CITY-WIDE ART PROGRAMS

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



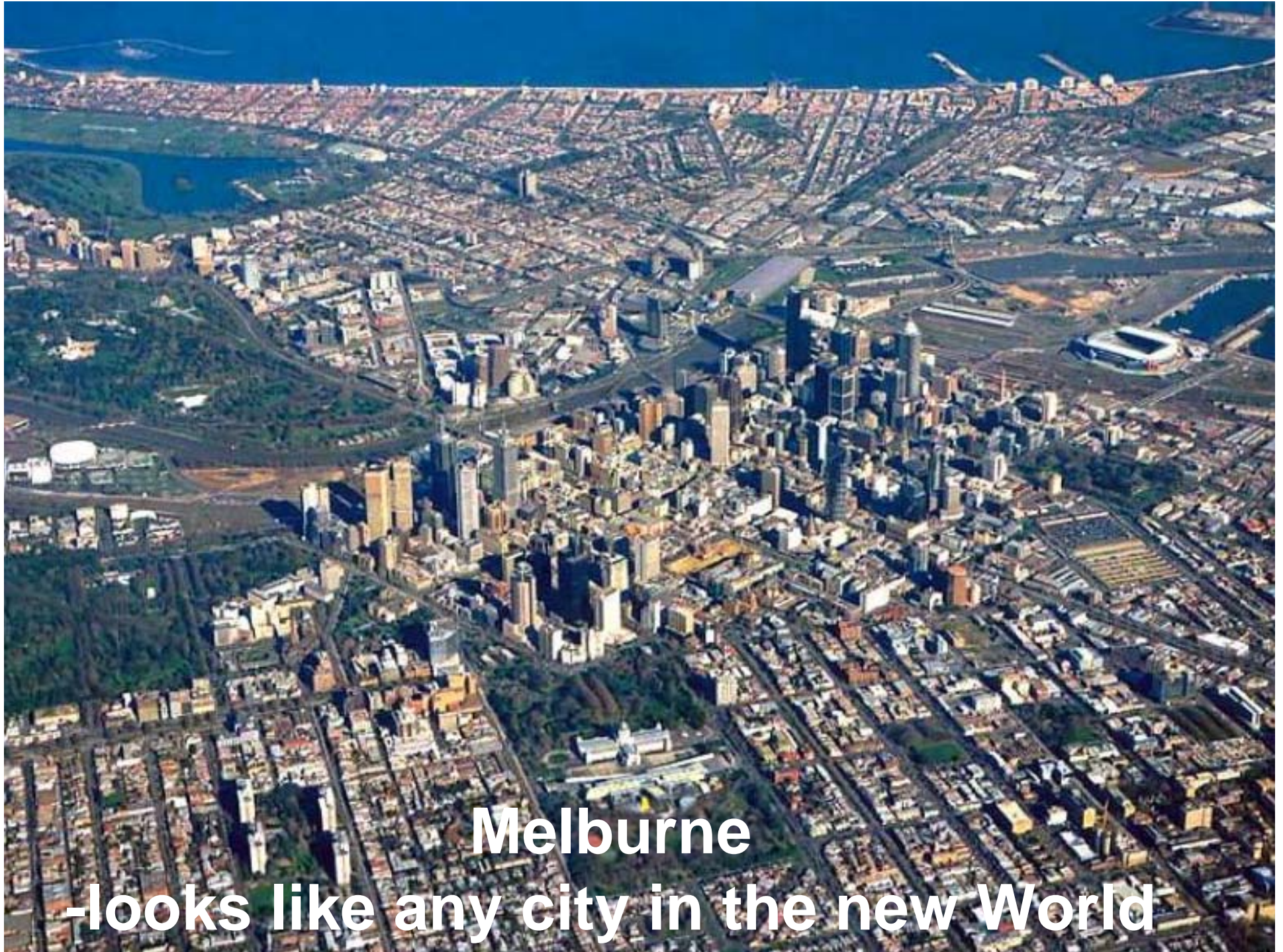
MELBOURNE City Center 1994-2004



Pedestrian traffic weekdays daytime: +40%

Pedestrian traffic evening: +100 %

Stationary activities +200-300%



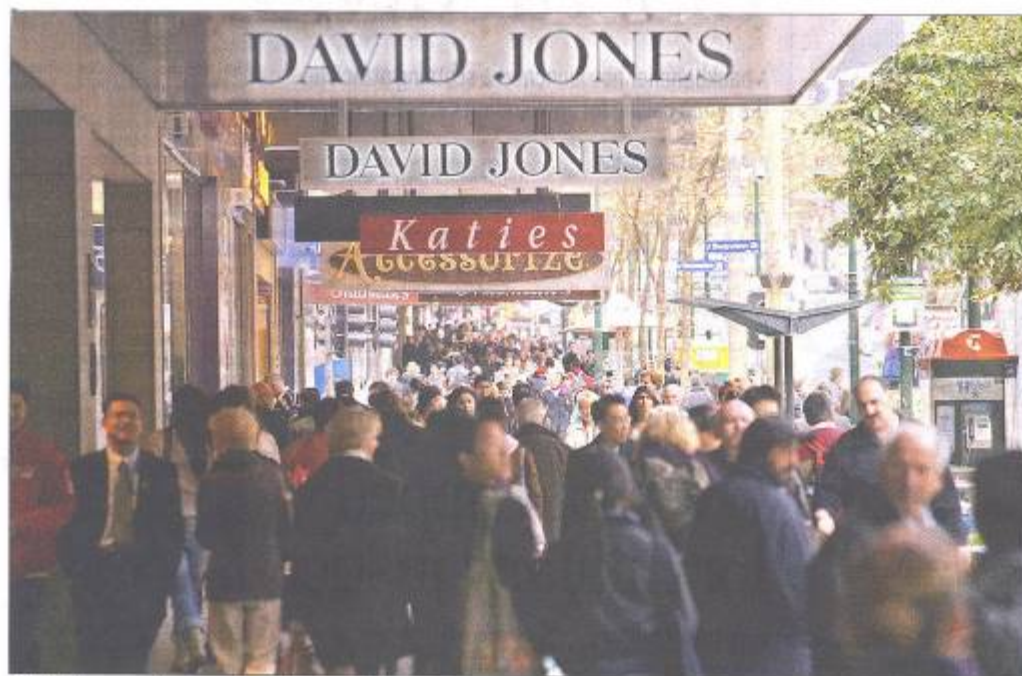
Melburne

-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



Central Melbourne now has more workers and apartment dwellers, and there is a renaissance in shops and bars.

PICTURE: KEN DUNN

Our revived urban heart has new beat

By **ROYCE MILLAR**
and **MARTIN BOULTON**

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 after planners warned that the CBD was in terminal decline, Melbourne City Council's latest land-use and floorspace 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, reports that there are 12,693 apartments in the CBD, up from just 375 in 1992.

The CBD includes the Hoddle grid plus the area north to Victoria Parade and south to the

Yarra River. It does not include Docklands or Southbank.

There are now more 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 floorspace has expanded by about 70 per cent in the 20 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 been undergoing a phenomenal change. We may not even notice it here 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 floorspace 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 '90s.

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 McHarg, chairman of Colliers International (Victoria), said the CBD rejuvenation was due in part to its increasing popularity as a residential destination.

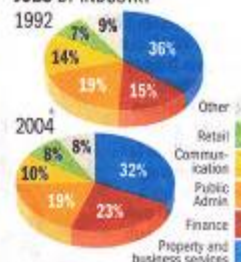
"The city has a marketing plan, a vision and a dynamic city council. It's a more interesting city than it was 15 years ago and its evolving in front of us," he said.

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

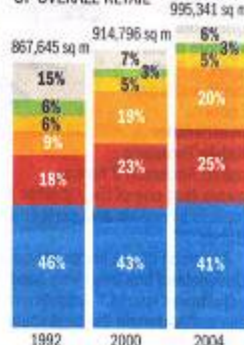
He said business is now quieter than 20 to 30 years ago and depends on long-time regular customers. "This part of the city has more restaurants and cafes than retail shops now," he said.

A CITY REVISITED

JOBS BY INDUSTRY



SPACE USERS PROPORTION OF OVERALL RETAIL



995,341 sq m

RESIDENTIAL CBD APARTMENTS



OFFICE VACANCIES (sq m)



CBD EMPLOYMENT



BARS & PUBS BY CAPACITY



First Copenhagen-style bike lanes in Australia

30 August 2005



Copenhagen



Melbourne oct 07



Copenhagen



New York oct.2007



Wanted:

- Lively City
- Attractive City
- Safe City
- Sustainable City
- Healthy City



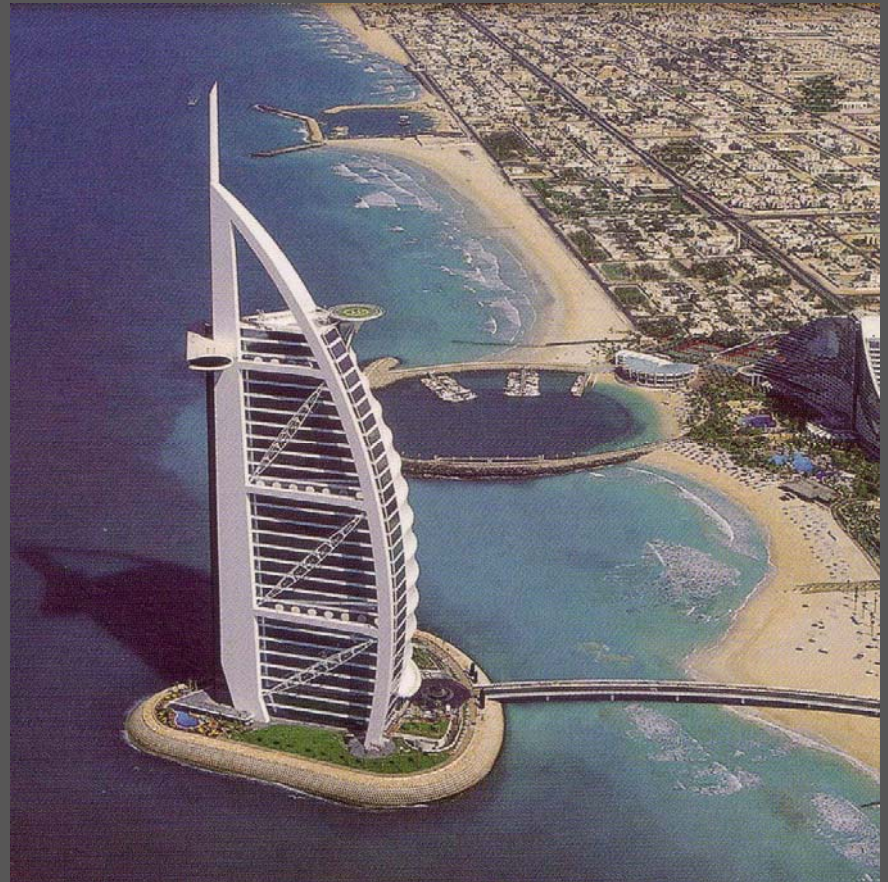


In conclusion: My very best wishes for
creating a wonderful city for people in

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