

# APPENDIX 1

References

Copenhagen, Lyon, Barcelona

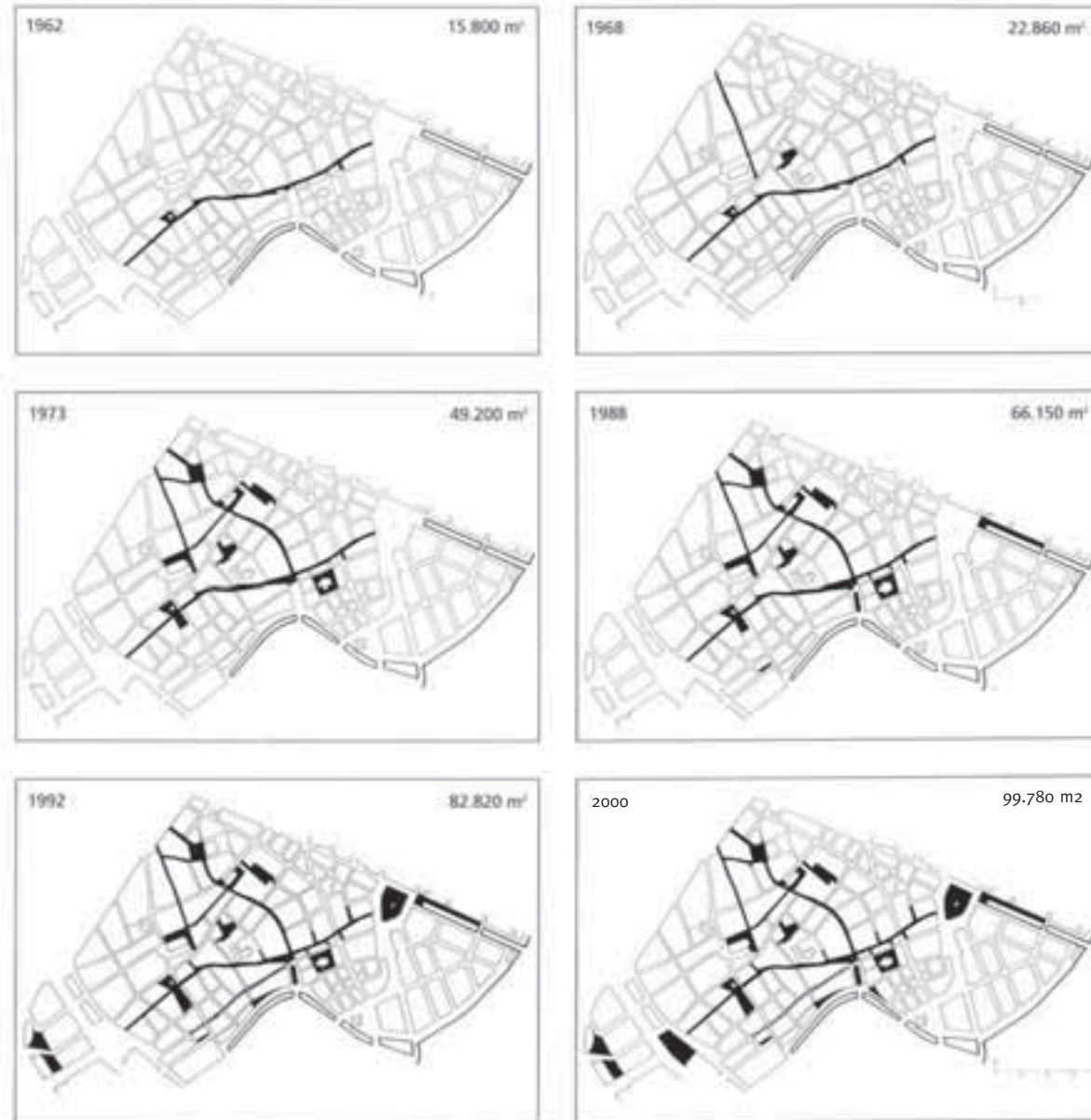
The story of Copenhagen:

On these pages a general presentation of Copenhagen will be made in order to illustrate the developments in Copenhagen city centre where for 40 years a step by step policy has been followed for turning a car oriented city into a people oriented city.

The development has involved stopping the through traffic, reducing the number of car parking spaces in the centre and increasing the amount of space set aside for pedestrian activities from 15.000 m<sup>2</sup>, when the first pedestrian scheme was introduced in 1962, to the present day 100,000 m<sup>2</sup> of car free streets and squares. These physical changes have been the background for a dramatic increase in the number of people using and enjoying the city. In the case of Copenhagen these changes are well documented through surveys on the relationship between public life and public space quality carried out over three decades.

The general development of the main street in Copenhagen (Strøget) is quite similar to developments in many other cities. The development can be described in four phases:

- 1) The car-oriented phase; the street is filled with cars and pedestrian areas are limited to narrow footpaths. Business tend to suffer.
- 2) The “shopping only” phase; the street is pedestrianized (or conditions for pedestrian otherwise greatly improved) and people visit merely to shop and look at the window displays. The economy is improved.
- 3) The cultural phase; new activities begin to appear, people settle down and recreate, the effect spreads to adjoining streets and areas. The economy is diversified and further improved.
- 4) The “pride in our fine city” phase; the street and the squares connected are regarded significant on the same terms as important public buildings. The space between the buildings is given a new meaning. People become justifiably proud of their city. Tourists love the city for similar reasons.



The gradual development of pedestrian areas in the city centre of Copenhagen 1962 - 2000. The total pedestrian area is 100,000 m<sup>2</sup>. Of this area 1/3 is streets and 2/3 are squares. This illustrates a policy where conditions are not only improved for walking but also for stationary activities which depend on sufficient space.



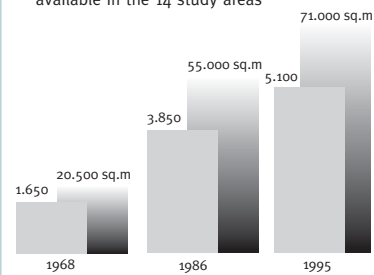
Above: The Town Hall Square in 1995 before renovation when traffic divided the square in two separate parts. The Town Hall Square was renovated when Copenhagen was the European Cultural Capital in 1996.



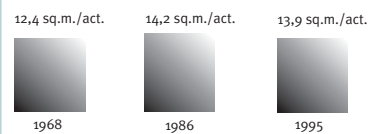
Renovation turned the Town Hall Square into a large unified bowl-shaped space defined by a pavillion building in dark glass.

**Developments 1968-1995:**  
Stationary activities on summer weekdays seen in relation to available pedestrian areas.

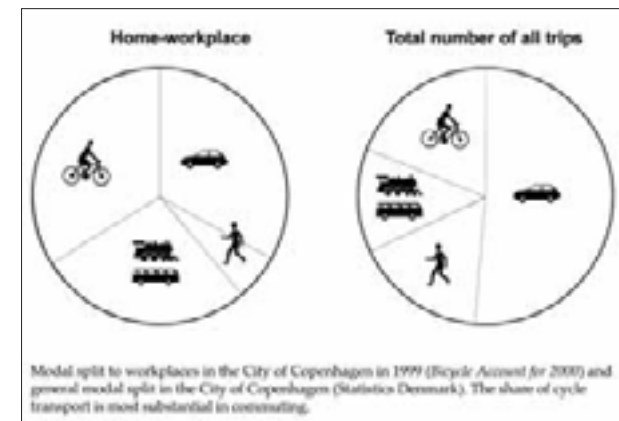
- Average number of stationary activities in all 14 study areas between 12 am and 4 pm on summer weekdays
- Number of pedestrianized squaremeters available in the 14 study areas



Relationship between areas and activity levels.



Bicycle traffic in Copenhagen has doubled since 1980. Bicycles are an important link in the transport system and handle 33% of commuter traffic.



## Poetic, Coordinated and Social Public Space Policy - Lyon, France - 1.3 million inhabitants (Greater Lyon)



Place des Terreaux

## Policy Profile

- The public space planning is coordinated with social policy with the aim of creating “a city with a human face” and a city for all its inhabitants. Equality and balance between projects in the Inner City and in suburban districts are emphasized, for instance by giving the same architect the commission to design public spaces in both the centre and the suburbs.
- Three different types of plans have been developed: A green plan, which focuses on the city’s public spaces, a blue plan that deals with the way the city meets the rivers, and a “yellow” plan, a lighting plan. The latter addresses the character and quality of lighting of monuments and other buildings as well as the streets, squares and parks. It is also a tool for collaboration between the public and the private sector in relation to the quality of lighting in different locations.
- Lyon is actively supporting smaller shops in the inner city by stopping all further development of out-of-town shopping centres.

## Distribution of Public Spaces

- Projects are spread over the city, with a balance between The Inner City and suburban districts.

## Public Spaces and Traffic

- In order to create a human face to the city, the traffic policy is aiming at putting car parking underground. Many of the renovated spaces in the centre of the city have 4 to 6 stories of parking garages under the car-free surface of the public space. A partly public and private firm has been established to build and run the new parking structures which are uniquely elegant. “The moment you leave your car you are a pedestrian and should be met by spaces of quality.”
- New tram lines and a metro are giving alternative forms of transportation.

## Types of Public Spaces

- Most of the renovated public spaces in the Inner City were existing “classical rooms” in the historic city fabric, whereas the spaces in the suburban districts were “free floating” spaces between high-rise housing blocks. These suburban spaces had to be redefined and redesigned for new uses, thus creating new types of public spaces.

## A fixed set of materials and furniture

- A “Lyon vocabulary” of materials to be used in the spaces has been developed, particularly to underline the identity of the city but also to limit the number of materials, lamps, benches and so on to be maintained. To underline the equality between different districts, the same street furniture can be found in suburban housing projects as well as in central city spaces.

## Organising the task

- The city created two new organisations to cope with the coordination of public space policy. On the political level an organisation called “Groupe de Pilotage des Espaces Publics” was formed, headed by the mayor. This group, with representatives from all departments involved in the process, meets once or twice a month. A parallel interdisciplinary organisation called “Group Technique de

Suivi”, with experts from all departments, is meeting every week to prepare and coordinate the technical and practical sides of the implementation of the plans.

## Process

- As a response to the deteriorating quality of the public realm under the pressure of a growing number of cars entering the city centre, combined with social tension between suburbia and down town, one of the mayors, Henry Chabert, formulated the policy to create a city with “a human face” in 1989.
- Poets and other artists have been asked to generate the spirit of the place, the genius loci, before the brief is given to the architects or landscape architects who were designing the spaces.
- A large number of public meetings and interaction with the local people are other characteristic elements of the process, which has also aimed to create a good interaction between the private and public sectors.

## Results

- Lyon suffered an industrial decline in the 1970’s, but has reformulated its role and become a very dynamic city. The policy has changed the appearance and image of the city, with a large number of high quality public spaces.



## Democratic and Pioneering Public Space Policy - Barcelona, Spain - 3,5 million inhabitants



Place de la Palmera

## Two different occasions and policies

## 1. The new democratic society and public spaces

● The policy to create new public spaces for free meeting and talking was formulated in Barcelona after the fall of the dictatorship of general Franco. The new democratic government that came to power in the first free elections in 1979 promoted new public spaces to give inhabitants immediate improvements in living conditions and open up democratic discussion.

## 2. The Olympic Games and the city plan

● The Olympic Games in 1992 was used as a great opportunity to make large-scale improvements to the city. Investment was used to drive development of the city plan, where unfinished parts were completed and derelict industrial sites were transformed into new city districts. In this way, Barcelona got new sports arenas but also a new district of housing with a leisure harbour connecting new city districts to the beach along the coast.

## Public Space Policy Profile

- Barcelona has been pioneering public space policies, where a great number of imaginative new designs have been applied across the city.
- New public spaces in each neighbourhood for people meeting, talking, discussing, playing and unwinding.

● The public space policy has been called “projects versus planning” as it turned the traditional planning methods upside down by focusing on what independent small projects can do for a city district - and for a whole city. Instead of waiting for the grand coordinated master plan to be developed, the city has been implementing public spaces - even where no spaces existed - by tearing down derelict buildings, using old railroad yards, or renovating existing spaces. Without any great need of coordination, these projects improved the city for inhabitants.

● No standard designs but “tailor-made” solutions place-by-place, involving a great number of local architects.

● With the slogan “the gallery in the street”, contemporary sculptures have been an integrated part of the public space programme with the dual intention of giving each place its unique character and to create discussions between local people.

## Distribution of Public Spaces

● Hundreds of projects in many different scales, from major parks to local piazzas, or just a little corner with a couple of trees and a bench standing on a fine new urban floor, are spread over the whole surface of the city.

It functions like a kind of urban acupuncture, where the whole body of the city becomes better without a great need for coordination of projects.

## Public Spaces and Traffic

● Initially the public space policy was not an integrated part of any major traffic plan and in most cases projects were made without taking space from driving and only a few of the many spaces have underground parking garages as part of the new designs. Later projects with more traffic and parking emphasis have been emerging, such as parks on top of freeways.

The partly covered freeway along the waterfront has fully maintained the connection between city and harbourfront; it is the most famous example of his policy.

## Types of Public Spaces

● Barcelona has developed a wide range of public space types from small hard scapes in the form of piazzas, to large parks that function like “green oases”, often established on derelict land or former industrial sites. Promenades and other types of new interpretation of the rambla motif are frequent as well as a series of spaces dominated by gravel and soft shapes, mostly for playing. In this city with high density in both building mass and in traffic volumes, all the different types of open spaces are highly appreciated.

## Organising the task

● The city created a new office called Servei de Projectes Urbans to work with new projects in the 10 city districts. Meetings are held with local people in each district as part of the process, and architects at the office coordinate the technical and administrative aspects of the project. There are a large number of local architects from private practice working in collaboration with - and doing projects for - the office.

## Process

● The new democratic city council selected Oriol Bohigas as a city councillor for urban design. Bohigas was both the director of the School of Architecture and partner of a major private practice, and he formulated the general approach. The results show an interesting relation between the public and private sectors, as the public investments in new city spaces were followed up by property owners renewing surrounding buildings.

The early projects were designed after architects' competitions and later the office for public space design was put into place to work continuously with the projects.

## Results

● The idea of reconquering public spaces was formulated in Barcelona as a political idea of providing democratic space as well as a vision for re-creating the art of making public spaces.

Nowhere in the world can the viewer see so many different examples of new and experimental designs of parks, squares and promenades in a single city as in Barcelona.