



City transformation

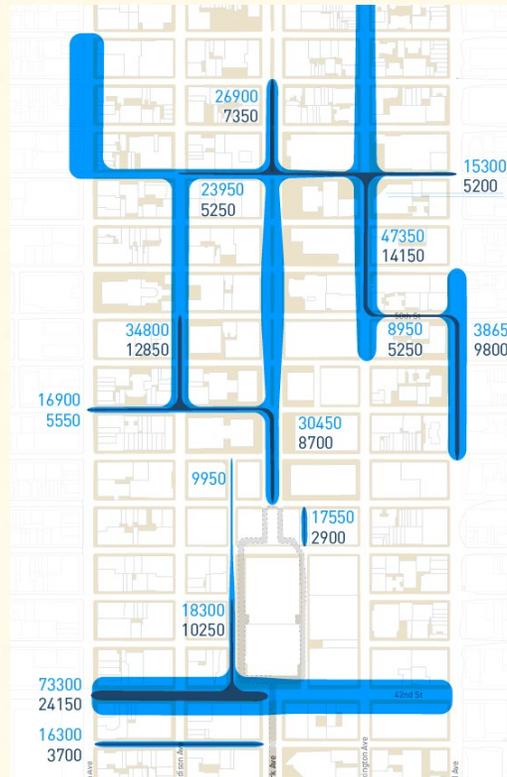
Gehl

Henriette Vamberg, Partner & Managing Director

Gehl is an urban design consultancy

We work globally to improve conditions for health, equity and sustainability through urban strategy, masterplanning, mobility plans, landscape design and social science

Gehl's work is a combination of **Design** and **Sociology**



**Streets often
account for 80%
of open space**

Parks



Streets

New Road
Brighton
Before



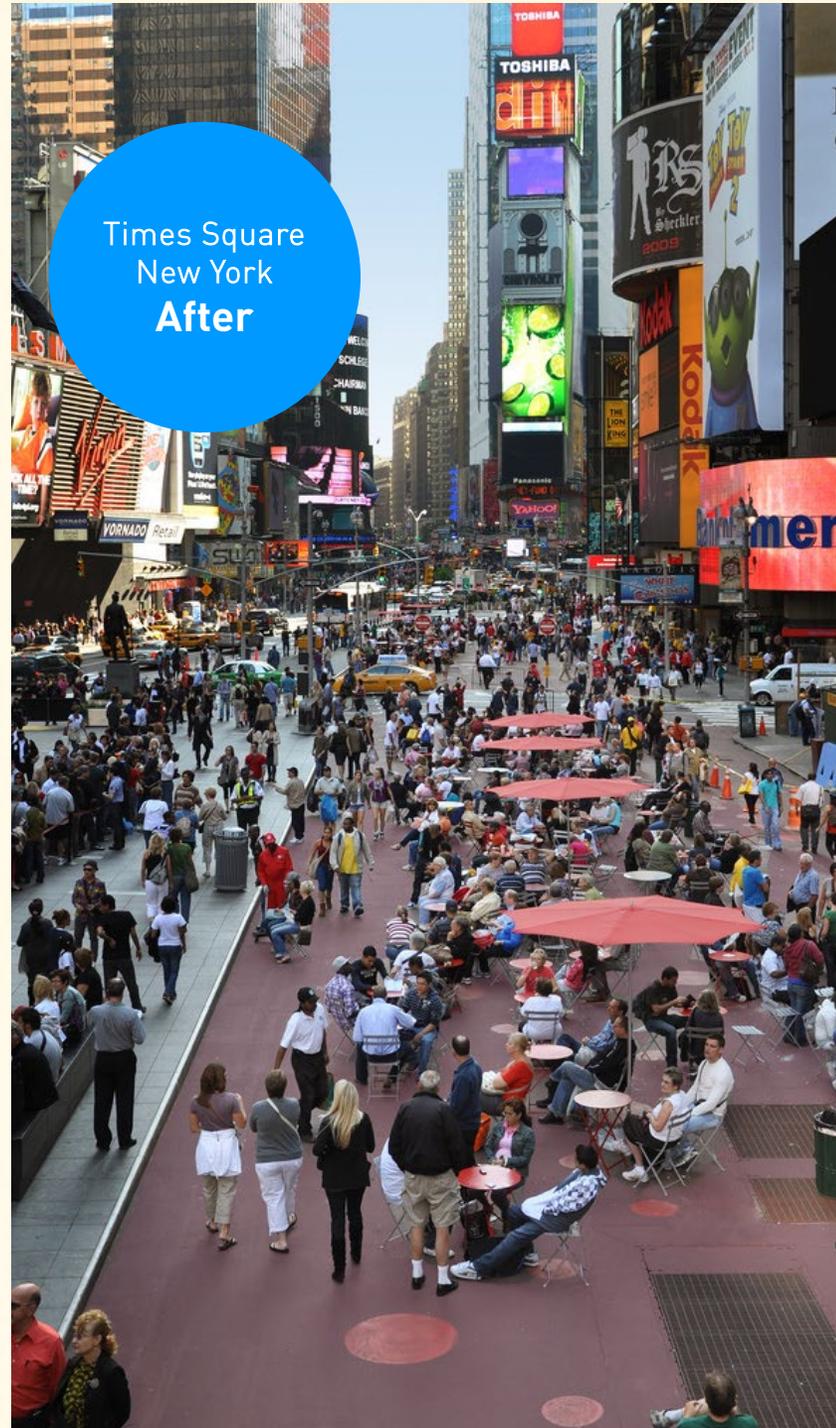
New Road
Brighton
After



Times Square
New York
Before



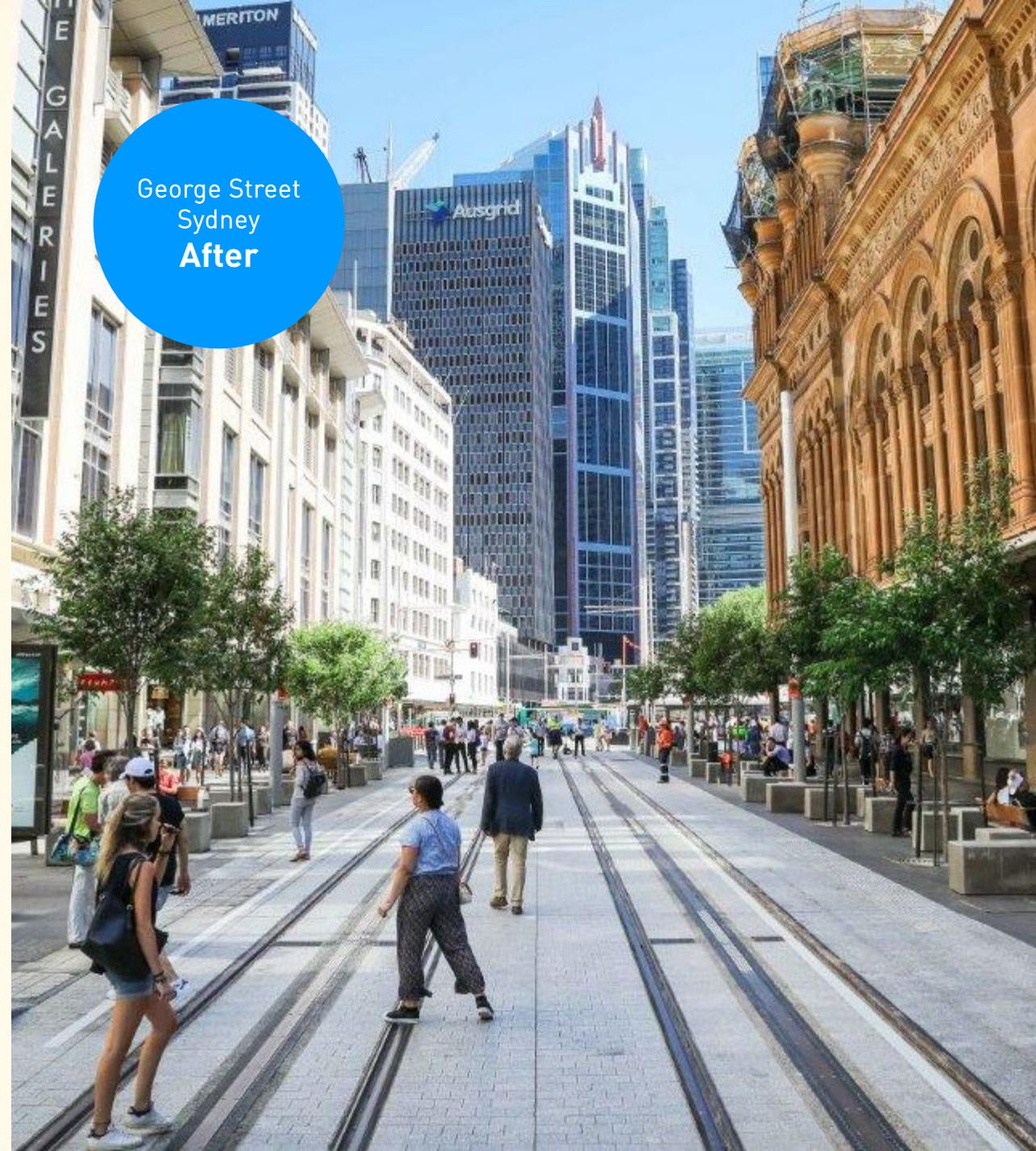
Times Square
New York
After



George Street
Sydney
Before

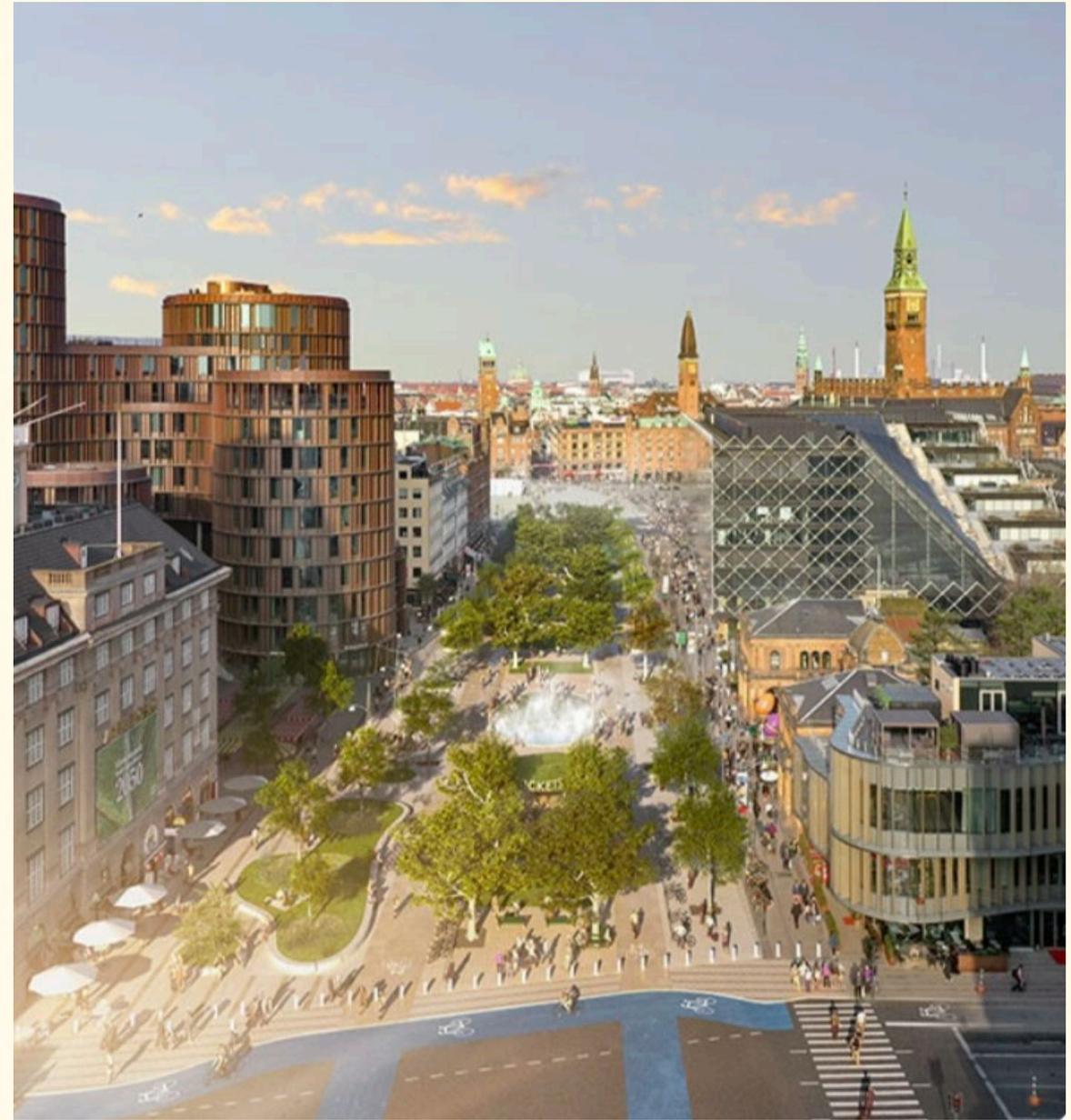


George Street
Sydney
After



Vesterbro
Passage
Before

From road to urban park Copenhagen



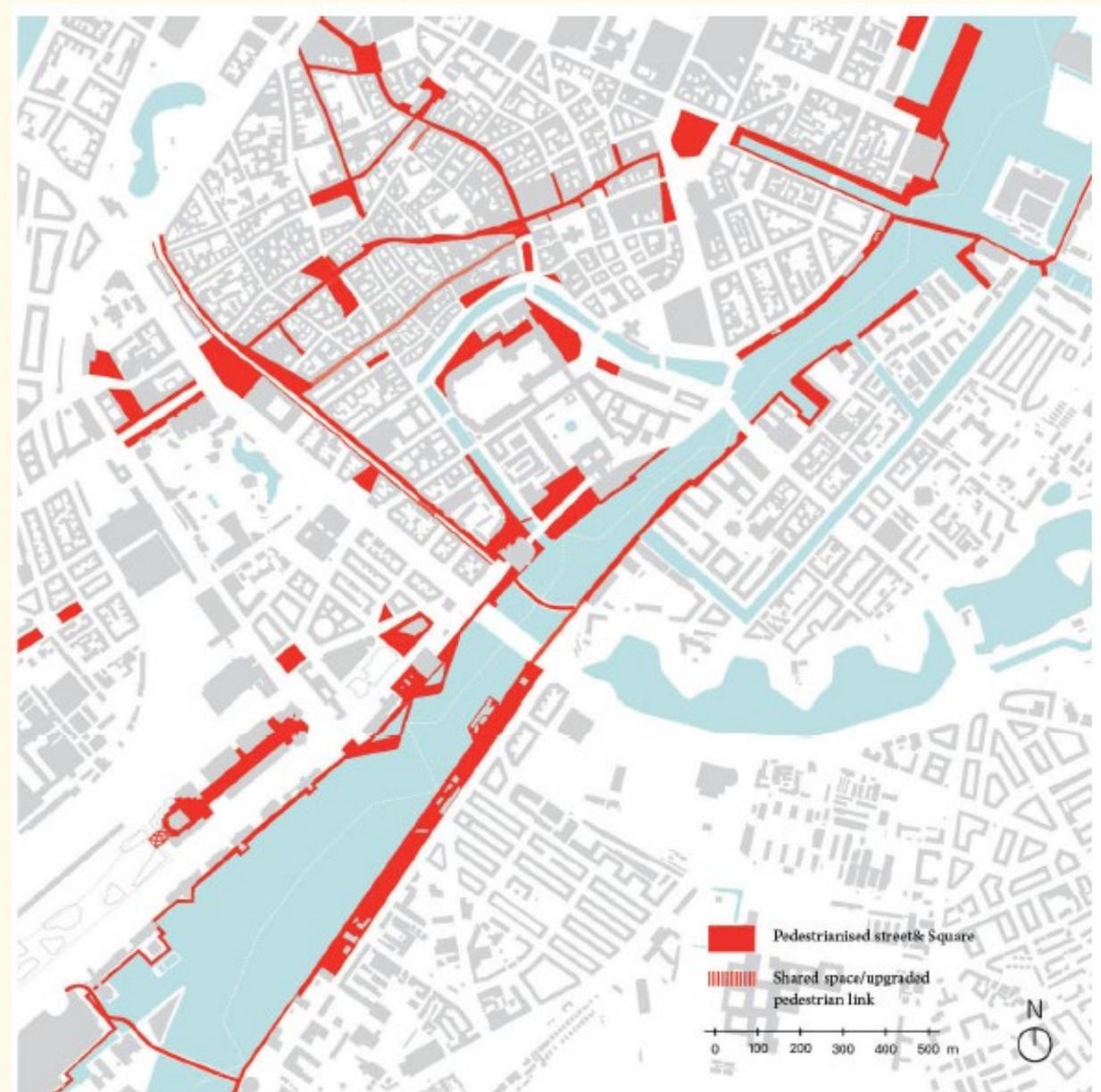
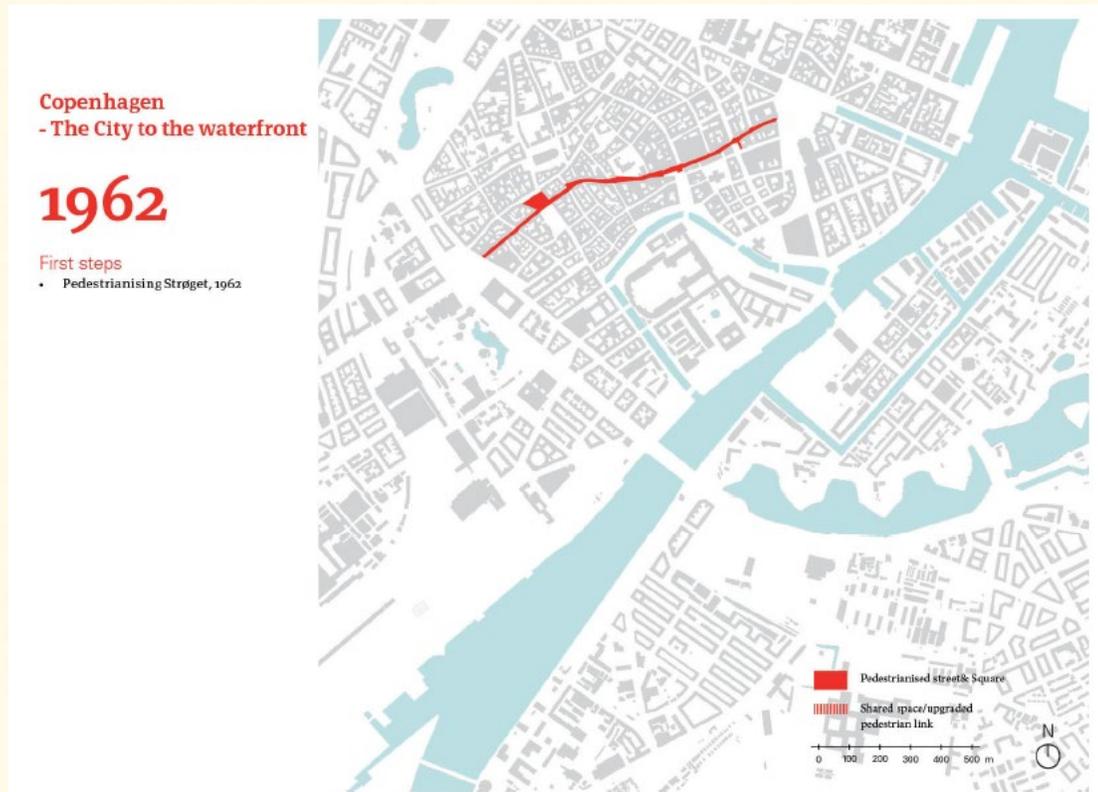
Privately funded small scale public space

Grønningen
Before





Changes in the public space network Copenhagen 1962 - now



Pilot projects in the inner city during summer 2021



Elliott Street
Auckland
Before & After



LANEWAY CIRCUIT

LANEWAY CIRCUIT
MARKER BUILDINGS

FACTOR 5: PUBLIC LIFE (CONTINUED)



Client brief



Credits: Ludo Campbell-Reid, former Design Champion, Auckland Council

Client brief



Client budget



 AUCKLAND
DESIGN MANUAL
TE PUKA WHAKATAIRANGA | A TĀMAKI MAKĀURAU

EXPECTATION
MANAGEMENT

Climate adaptation – target more than one agenda when spending the \$

Fase 4:
2011 - : Klimatilpasning,
Grønne områder og smart cities



Københavns Kommune

Klimapolitik

København CO₂-neutral i 2025



Københavns Kommune

FÆLLESSKAB KØBENHAVN

- LIV
- KANT
- ANSVAR



Climate Quarter, Østerbro, CPH



Before

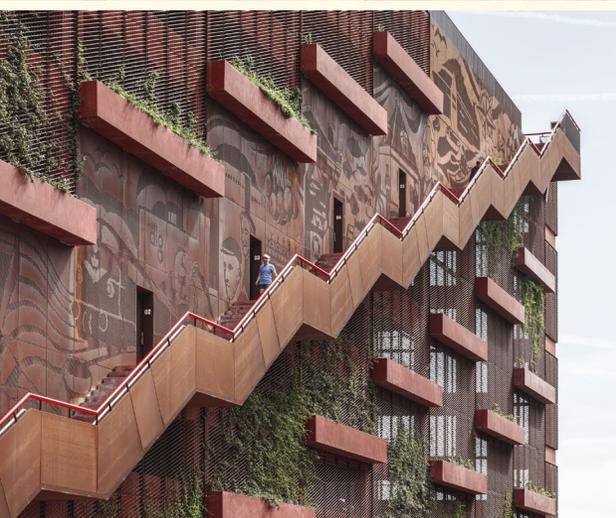
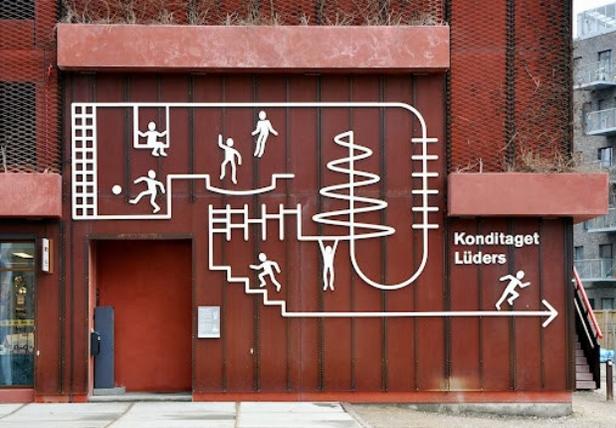


After

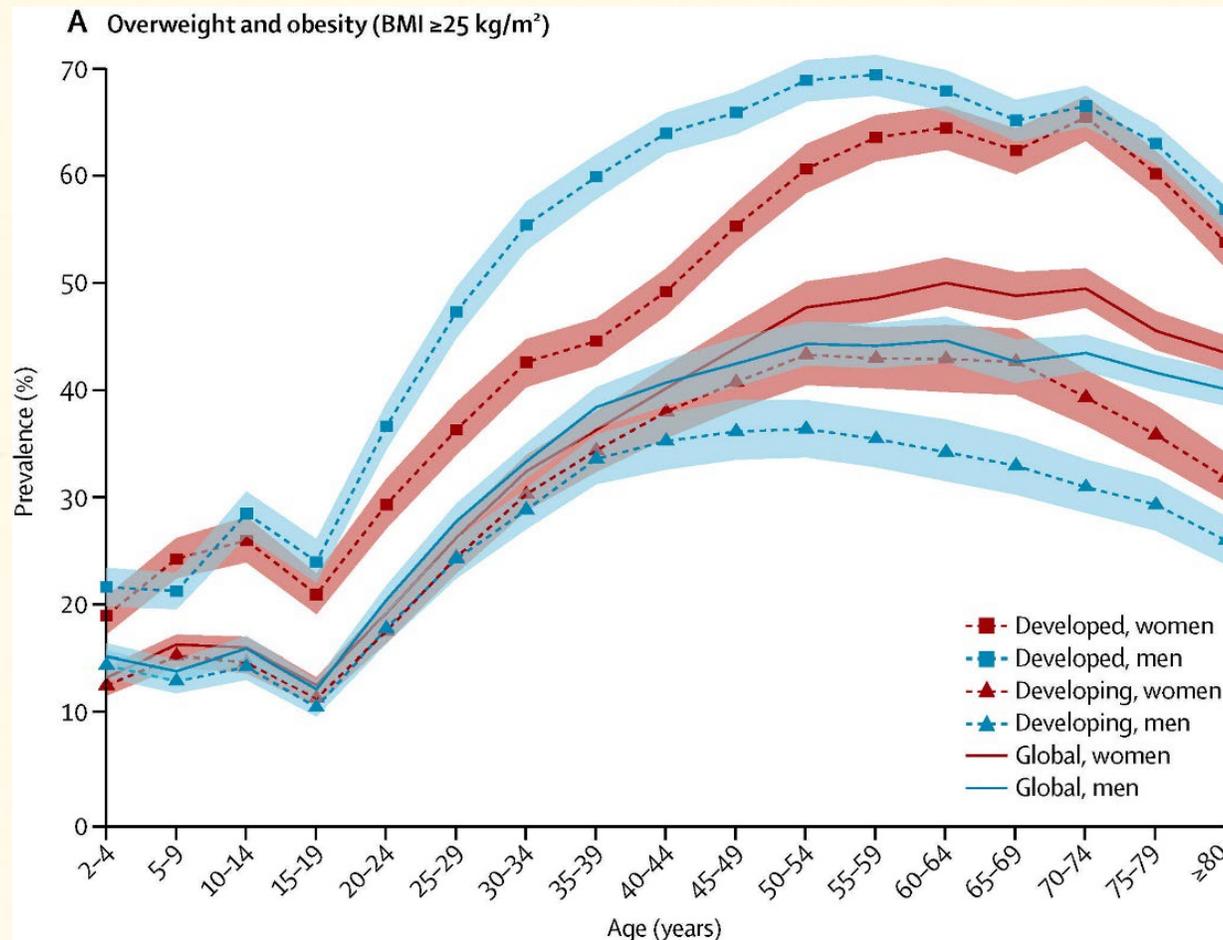
"Østergro" – urban farming in collaboration with the local neighbourhood, CPH



"Konditaget" – exercise roof, Lüders parking structure, CPH



Physical inactivity leads to 23 million annual deaths in Europe



In Europe:

30% of car journeys are less than 3 km,

50% of car journeys are less than 5 km.

WHO, 2017

Copenhagen rushhour – busiest location has 40,000+ cyclists /day



Why do copenhagengers cycle ?

61% Easy, fast & convenient

19% Exercise

6% Saving money

1% Climate action

* Copenhagen Bicycle Account



70% continue to bicycle in the winter



The majority ensures that their kids are capable of bicycling to school at the age of 6





“Adults who bicycle to work or who use a bicycle regularly have a 30 % lower mortality Than others who lead a similar lifestyle”



**Total health effect:
60 cents per km x 1.3 mio. km
780,000 euro per year**

HIGHER SPENDS



High street walking, cycling and public realm improvements can

increase retail sales
by up to **30%**

Source: Lawlor, 2013

Cycle parking delivers



5x

the retail spend per square metre than the same area of car parking

Source: Raje and Saffrey, 2016

People who walk and cycle take more trips to the high street over the course of a month

Average number of visits to local town centre each month, by mode



16 visits



12 visits



8 visits

Source: TfL 2014

Over a month, people who walk to the high street spend up to

40% more



than people who drive to the high street

Source: TfL, 2013

62% of copenhageners bicycle to work and to their education



“in front of this shop 8,200 pedestrians
and 12,600 cyclists pass on a daily basis”

Streets full of people – not vehicles



And beautiful places for people



- and how Copenhagen used to be ...



It's not just about a pretty street ...

We can **improve public health** add to **biodiversity** and **climate action** and provide better conditions for **social inclusion** as well as benefitting the **economy**

