



Kirchberg

Public Spaces for People

Strategies & tools

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Solvejg Reigstad, associate
Kirchberg October 10 2019

Gehl

Why?

City life



Walking, cycling and public transport



Green
amenities



Unique
architecture



Congestion and parking



**Voids and
big scale**



Environment for walking and cycling

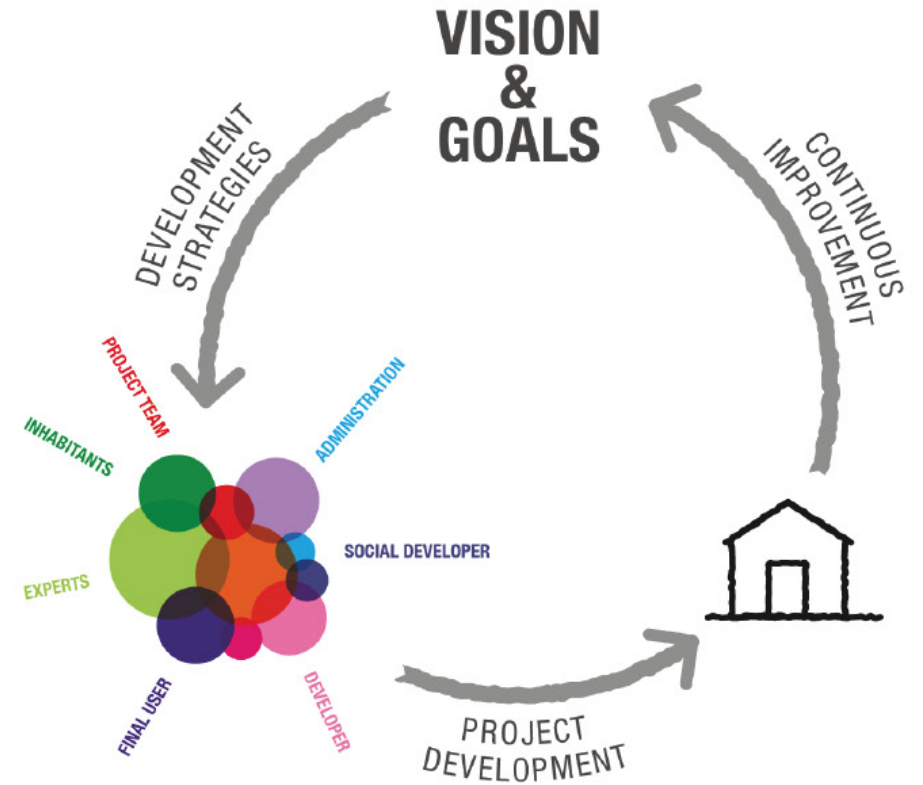


Vision and goals

The vision for this project is to promote existing city life and create more city life. The goals are to make the Kirchberg Plateau:

- more attractive for investors and residents
- more accessible and sustainable through attractive alternatives to the car
- benefit more from existing amenities and planned investments (e.g. high quality architecture and the tram)
- attract people to stay longer
- develop strong local identities linked to the standard and hierarchy of public spaces

The Fonds Kirchberg work process to deliver the vision and goals:



Engagement

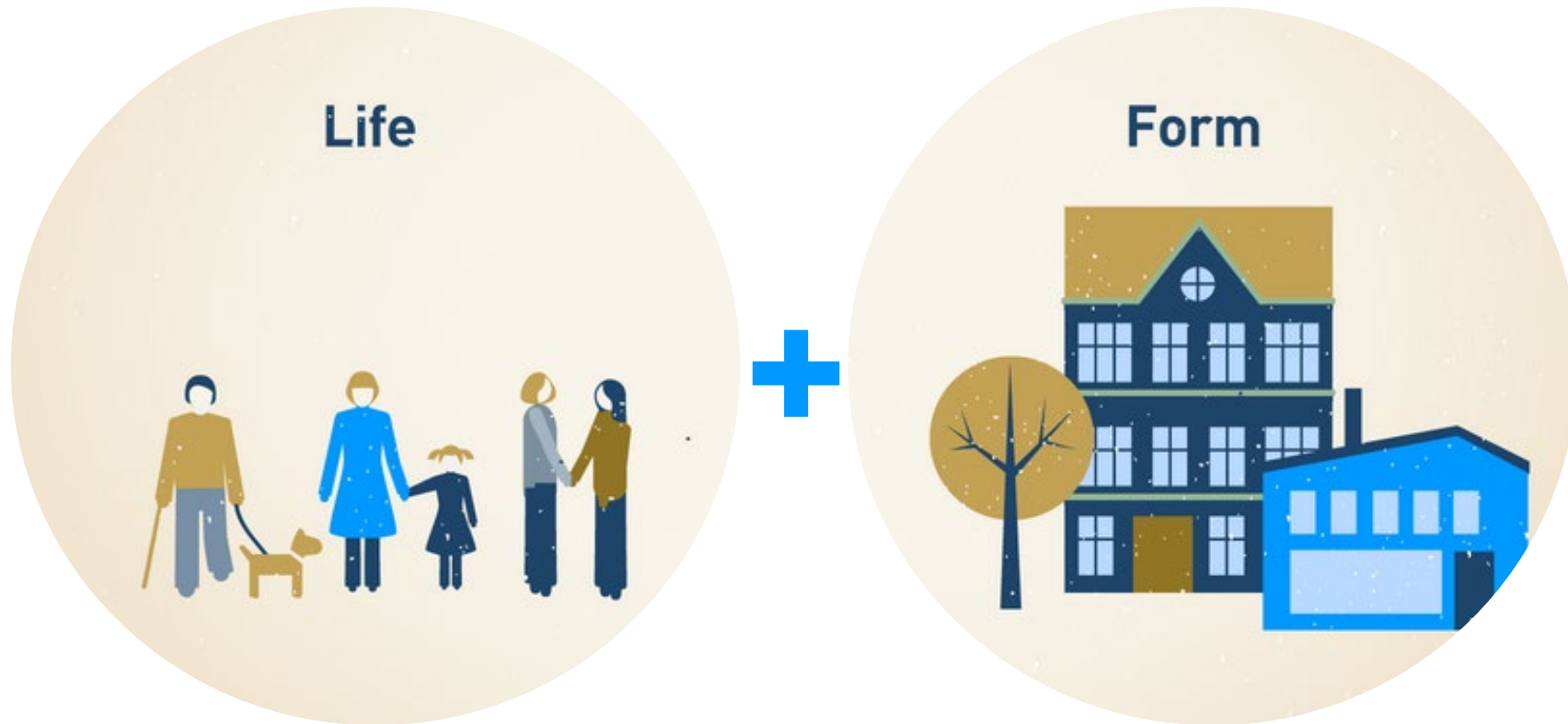


Sustainable transport

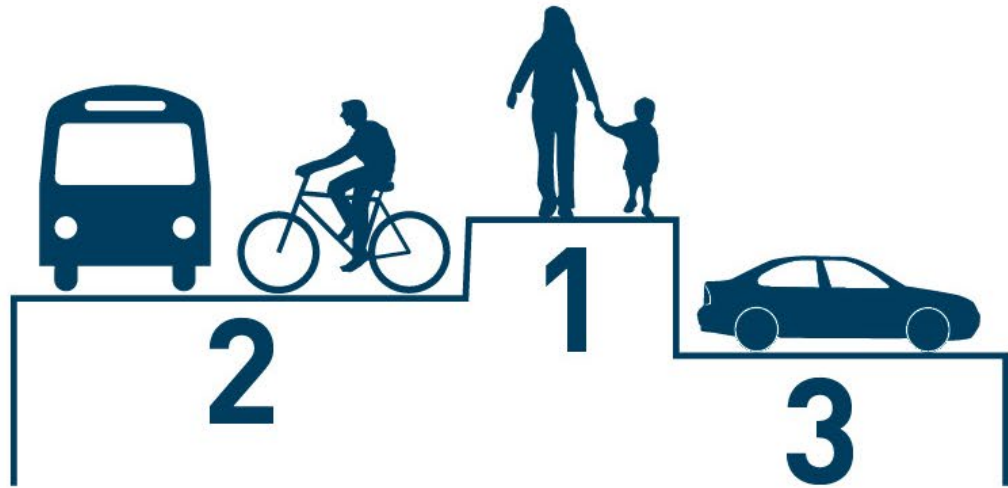


Who are we?

life and form



Vision and goals



At the start
and end of all
travels, people
are pedestrians

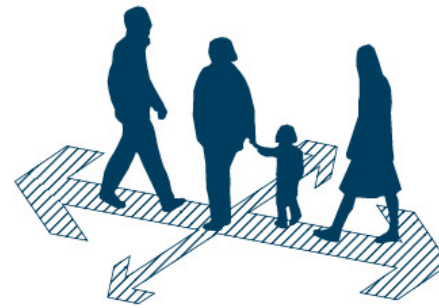


The city life equation



City life

=



Pedestrian
activity

+



People staying
& time spent

Life before space – and then buildings

To deliver livable and living cities,
the starting point for urban planning
always has to be life.



LIFE



SPACE



BUILDINGS

Solvejg

Center for Public Space Research /School of Architecture 2004-2007

- Research projects with Jan Gehl

City life manager – Ørestad North/new city district

- Public engagement
- Temporary activation

Gehl 2011 ->

- Advisor to cities
- Public space and public life surveys
- Working with cities of all scales; from Moscow and Sao Paulo to Nyborg and Luxembourg City

Andreas

City of Copenhagen

- Director of the bicycle programme 2007-2015
- Director of Mobility & Urban Space 2014-2015

Urban Systems, Vancouver 2012

[On leave from the City of Copenhagen]

Gehl 2015 ->

Working in cities such as Vancouver, Vienna, Dusseldorf & Luxembourg City

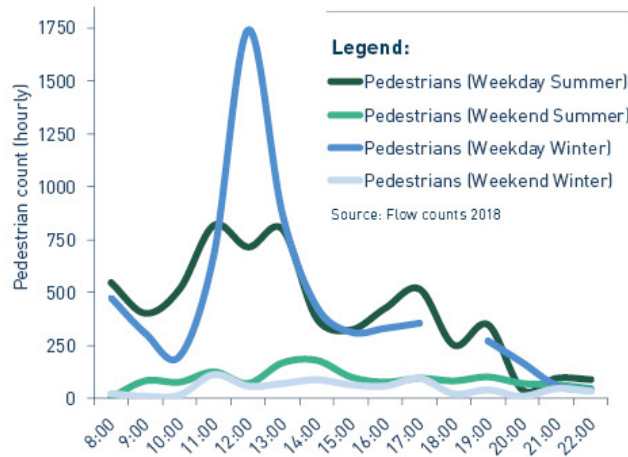
How?

Surveying

1.5x
more people staying at the Kiem School entrance than at the Auchan North plaza at local peaks

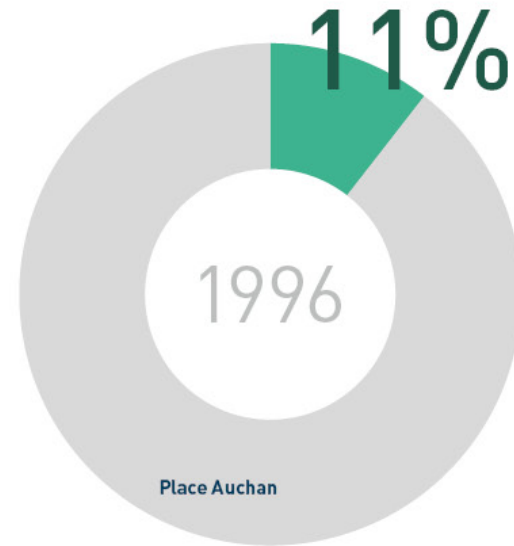


Everyday commutes and lack of residents leave public spaces deserted outside peak hour



Flow counts at Avenue J.F. Kennedy (at Rue Marcel Fischbach)

The highest 'stickiness' is registered in the centre of Park d'Coque, where **76%** of the people passing by choose to stay!



Central Park is very sticky

Legend

- Average number of people passing through the place (per hour)
- Percentage of the people passing through the area that choose to stop and/or stay

Collaborating

Parks, community gardens, green spaces and shared sports infrastructure.

Main conclusion from IMS survey 2018

'There is a lack of small scale and small local shops (not chain stores, but the barrier is high rents)'

Input from Stakeholder workshop
October 2017

Raising the security level of the cycling ways; faster and healthier than driving by car.

38%
of the interviewed on the street ask for more parks, green spaces and nature

Source: Interviews, June 2018
34 respondents

'There is a need for covered outdoor public places where people can meet for picnics and celebrations'

Input from Stakeholder workshop
June 2018



Feedback on the user experience of cycling in Kirchberg; Here are some examples of the input given by people cycling in Kirchberg.

"Less mixed zones"
"No mixed spaces"
"More dedicated cycling paths"

[source: Gehl & TR summer interviews]

"Drop the speed limit to 40, too many people walk on the bike lanes"

[source: Gehl & TR Summer interviews]

"Whatever roundabout in the area is a nightmare to cycle"

[source: Fondss Kirchberg interviews]

"At the Red Bridge a white line clearly separates the sidewalk and this should be done all over Kirchberg where pedestrians and bicycles share the sidewalk"

[source: Fondss Kirchberg interviews]

"Less traffic would be great"

[source: Gehl & TR Summer interviews]

"The tram and bicycle traffic lights are not synchronized, and cyclists are therefore blocked by red lights although the parallel traffic crosses the crossroads"

[source: Fondss Kirchberg interviews]

The project structure



The main document

- The public space network plan
- Summarizing main recommendations from toolbox documents



Four toolboxes/strategies:

- Cycling network
- Densification toolbox
- Urban furniture toolbox
- Car parking strategy



Three cases with concept design showcasing recommendations across all five documents

The Public Space Network Plan

4 main themes



Growing and supporting **existing qualities** in public spaces (squares, parks and streets)



Supporting **local life** and users to deliver an attractive and living city for all



Improving **scale, function & useability** of public spaces and their interaction with buildings



Improving the **balance of transport modes**, towards a more sustainable agenda

The Public Space Network Plan

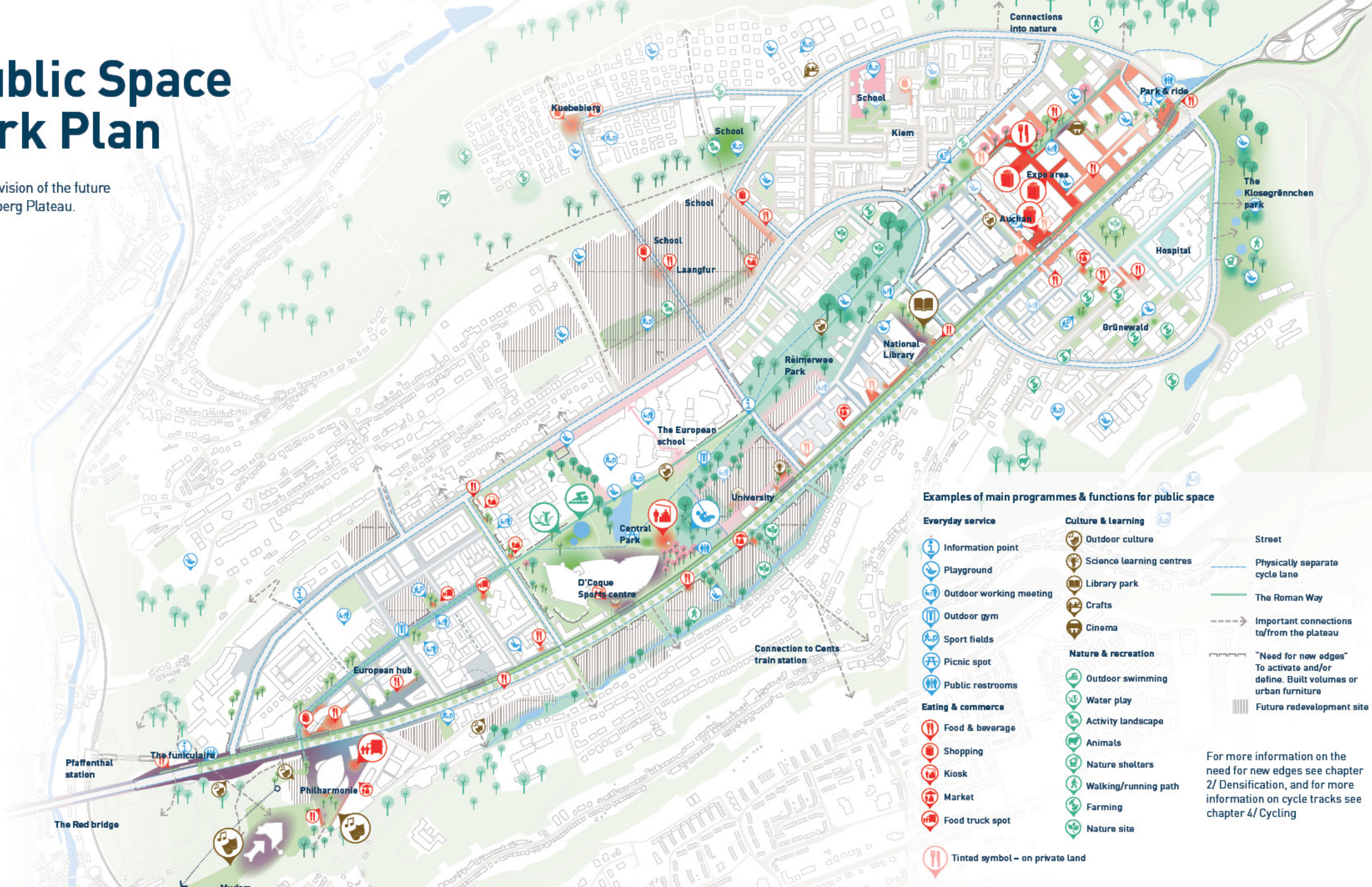
This map represents the vision of the future for a fully built-out Kirchberg Plateau.

Character areas - reflected in the public spaces:

- Culture and experiences
- The European hub
- Park and sports
- Forest/arboretum
- Learning and living
- Mixed business
- Mixed use city centre
- Health and wellbeing
- First class everyday living
- Eating/commerce spot

Examples of main programmes & functions for public space

- | | | |
|--|--|---|
| Everyday service
<ul style="list-style-type: none"> Information point Playground Outdoor working meeting Outdoor gym Sport fields Picnic spot Public restrooms | Culture & learning
<ul style="list-style-type: none"> Outdoor culture Science learning centres Library park Crafts Cinema | <ul style="list-style-type: none"> Street Physically separate cycle lane The Roman Way Important connections to/from the plateau "Need for new edges" To activate and/or define. Built volumes or urban furniture Future redevelopment site |
| Eating & commerce
<ul style="list-style-type: none"> Food & beverage Shopping Kiosk Market Food truck spot | Nature & recreation
<ul style="list-style-type: none"> Outdoor swimming Water play Activity landscape Animals Nature shelters Walking/running path Farming Nature site | |
- For more information on the need for new edges see chapter 2/ Densification, and for more information on cycle tracks see chapter 4/ Cycling



City life



Boring and passive
public space

ECOLE PRIMAIRE

In front of the European School



Vision

Playful and
welcoming
public space



Passive voids



Gate to Central Park at D'Coque

Vision

**Inviting public
functions outside
– creating new city
destinations &
stronger amenities**



Passive facades and voids



Vision

Activating facades –
improving scale and
staying environment



Unattractive pedestrian environment



Vision

**Small gestures
making a big difference**



Unattractive cycle environment










Vision

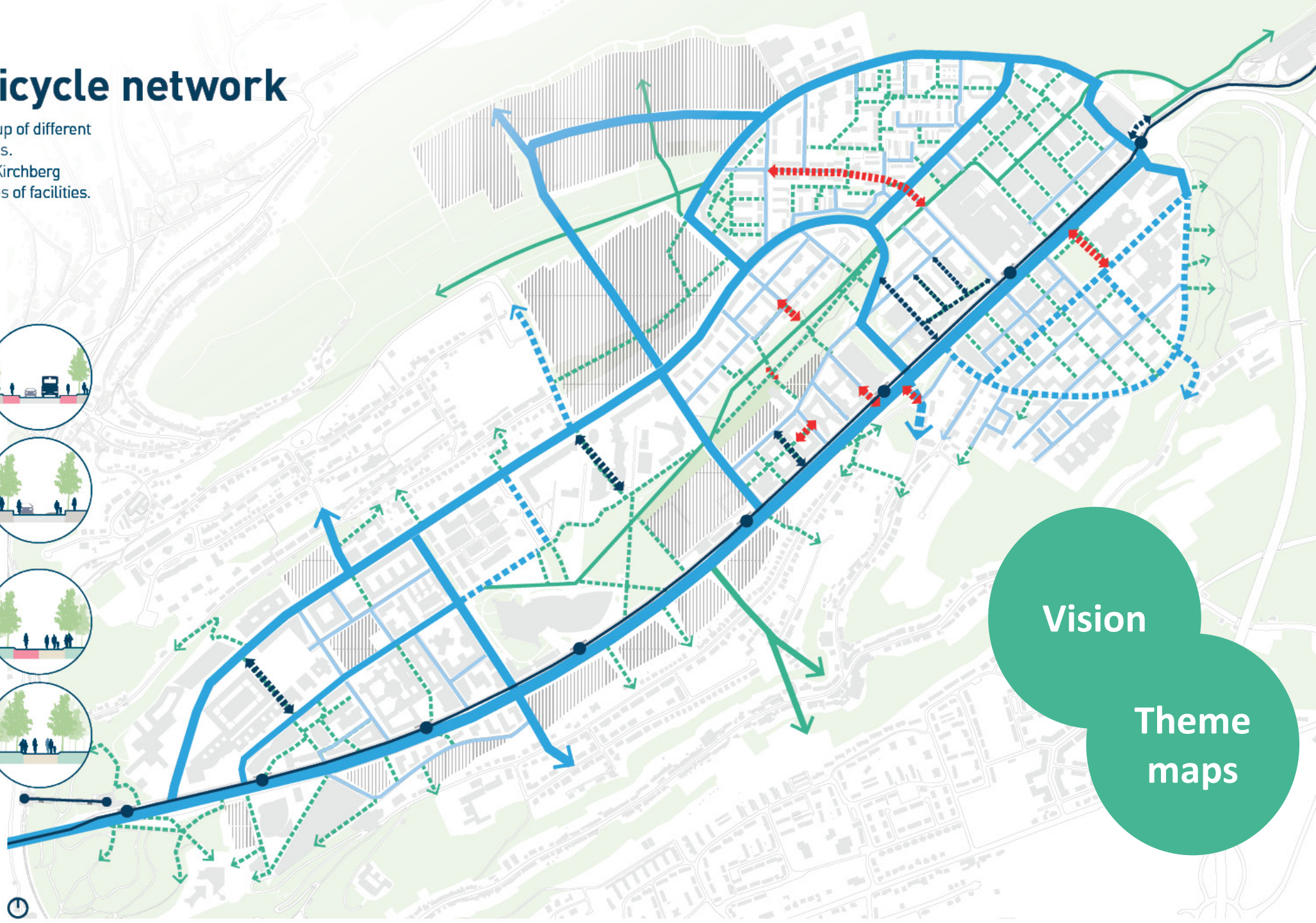
Creating a better balance of transport modes



A complete bicycle network

A complete bicycle network is made up of different typologies based on context and needs. This page shows the recommended Kirchberg Bicycle Network layout including types of facilities.

-  **Cycle Tracks**
Physically separated cycle lanes along larger streets, preferably 1-way on each side of the street.
-  **Traffic calmed streets**
Streets with low vehicle volumes and less than 30 km/h, comfortable for cycling.
-  **Traffic calmed or separated**
Streets where both a physically separated lane for cycling or traffic calming can be a solution.
-  **Bicycle route**
Off-street path through park, nature or plaza. Both people cycling and walking are using the route, color, median or/and change in material is clearly indicating which space is used by whom.
-  **'Slow speed' bicycle route**
Off-street path, can be a "bicycle route", but can also be a path where cycling is allowed on pedestrian premises, meaning the space is shared and people cycling have to go slower and take extra care.
-  **New cycling connections ("short cut")**
-  **New cycling & walking connections ("short cut")**











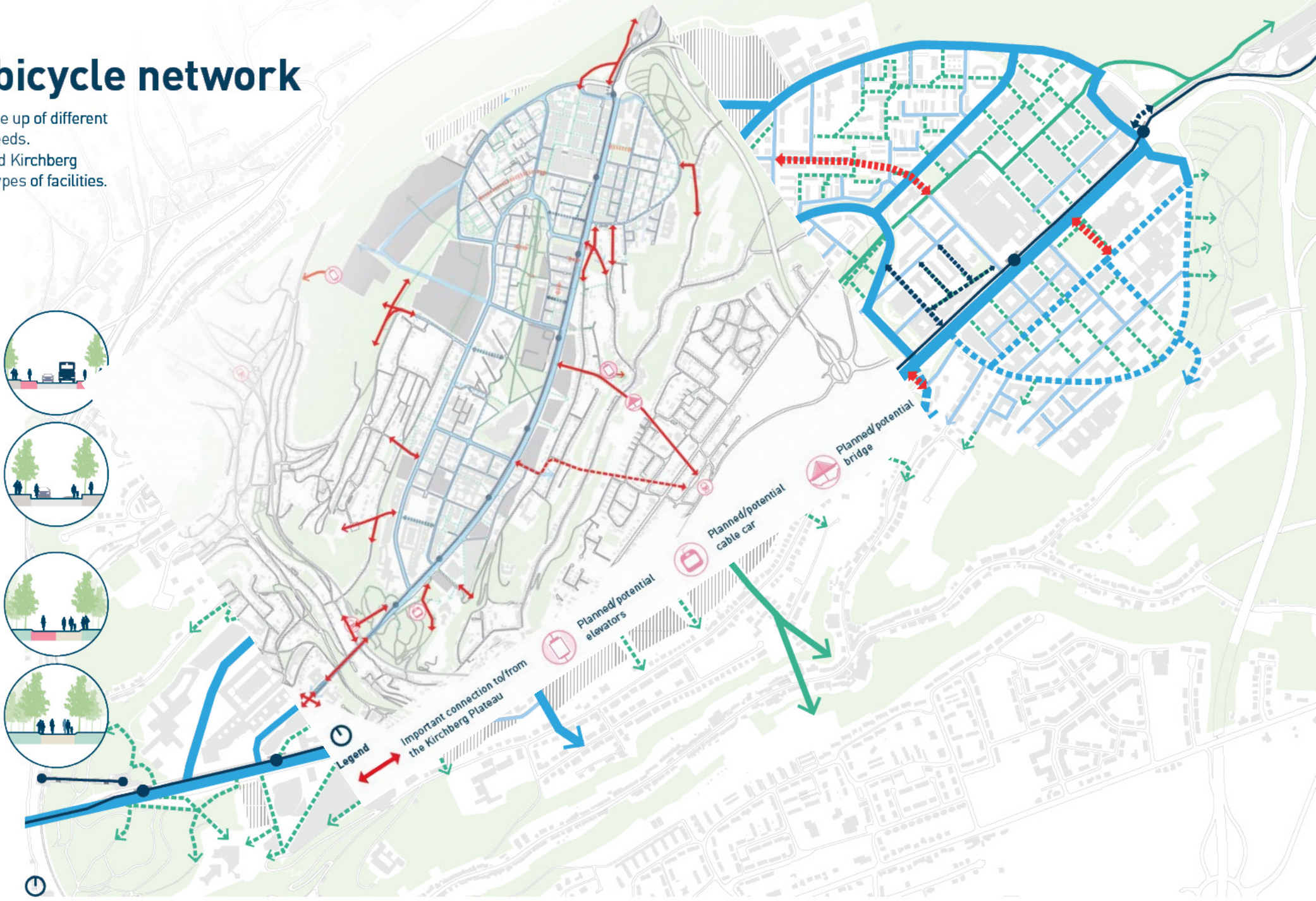
Vision

Theme maps

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New cycling & walking connections ("short cut")



Legend

1 Missing crossing
Where to add or improve crossings for cycling. Improvements should also include pedestrian conditions

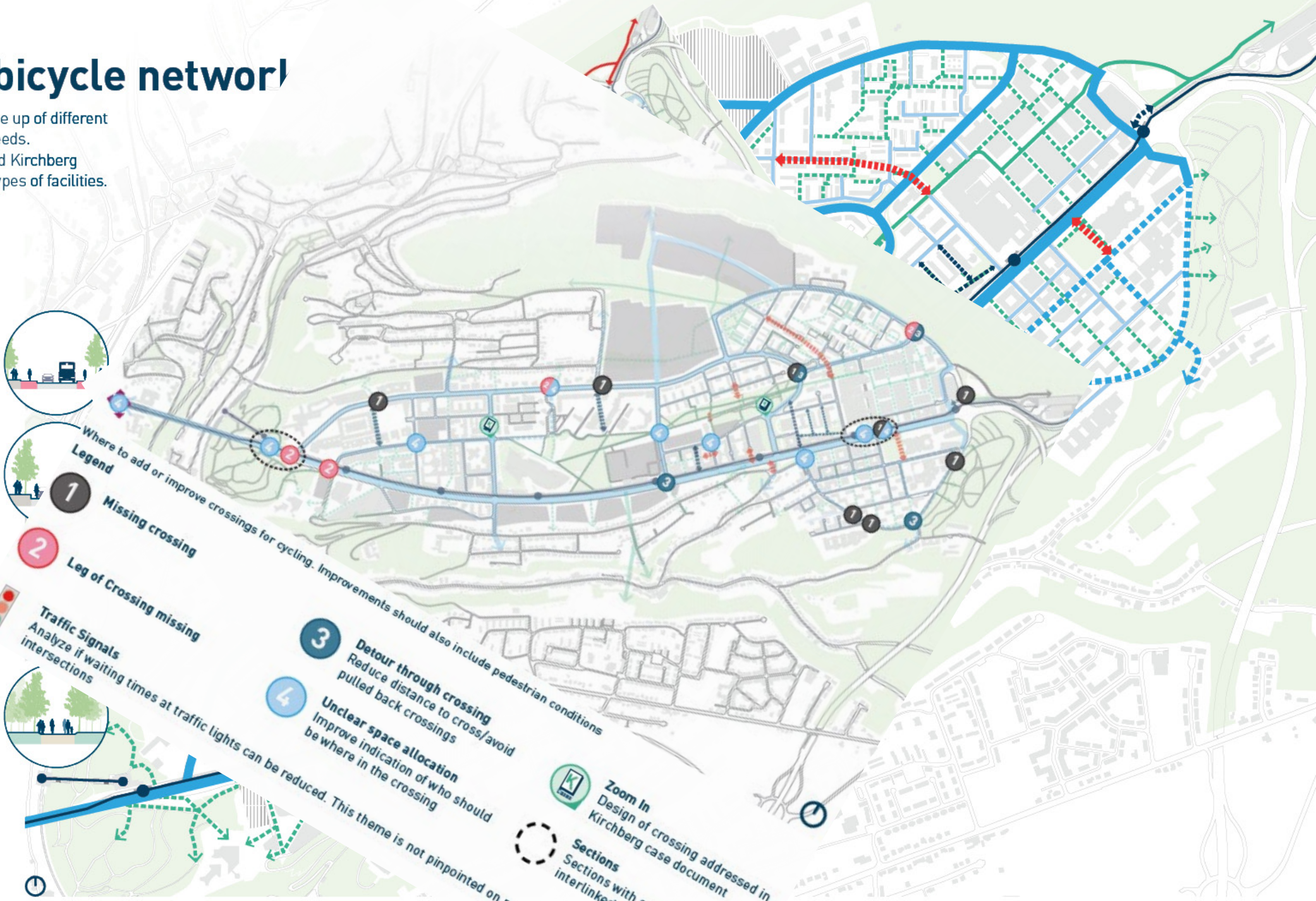
2 Leg of Crossing missing
Traffic Signals
Analyze if waiting times at traffic lights can be reduced. This theme is not pinpointed on

3 Detour through crossing
Reduce distance to cross/avoid pulled back crossings

4 Unclear space allocation
Improve indication of who should be where in the crossing

Zoom In
Design of crossing addressed in Kirchberg case document

Sections
Sections with interlinker



Parking – the dark matter of urban planning...



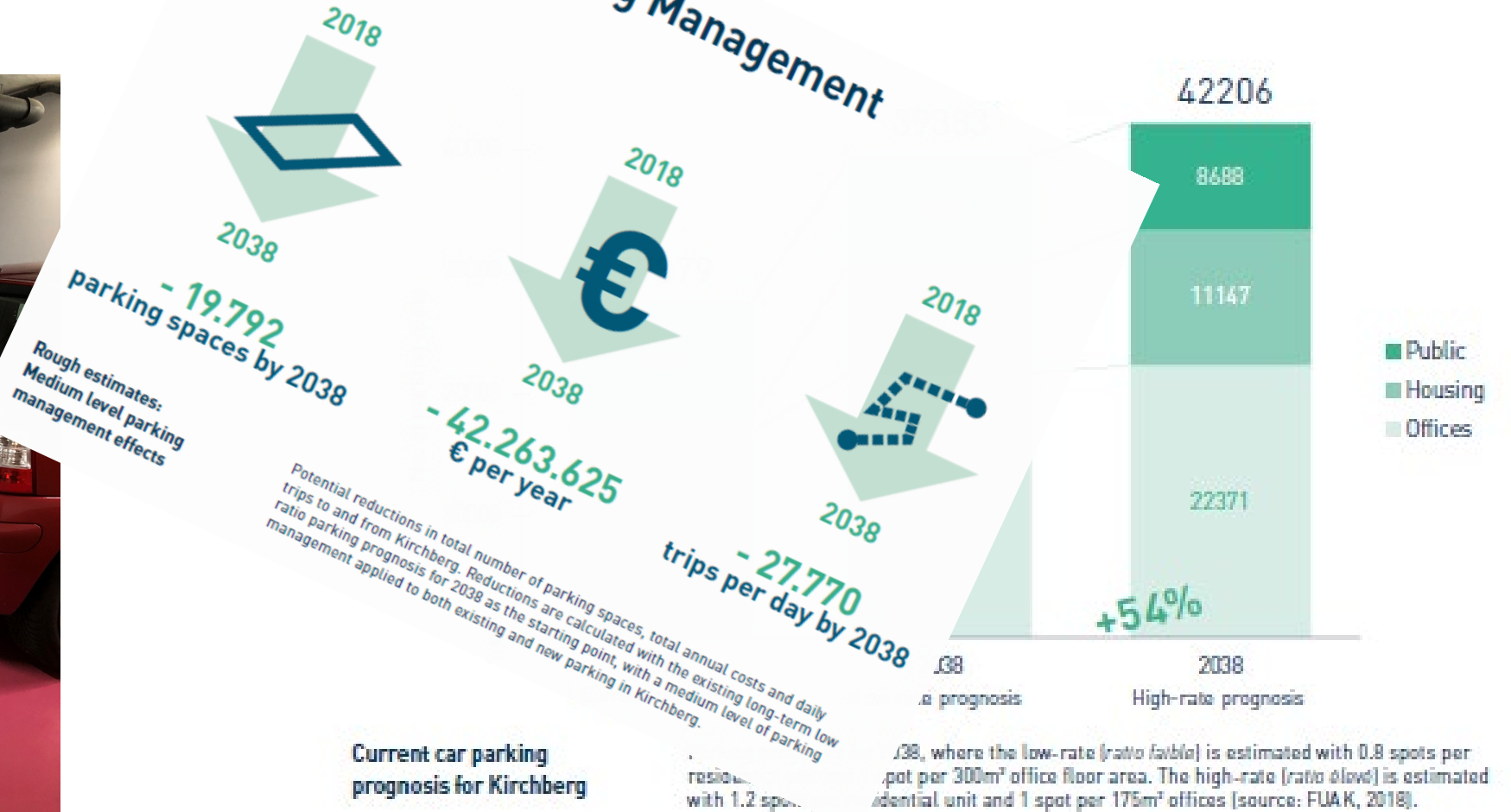
Current car parking prognosis for Kirchberg

Parking prognosis for 2038, where the low-rate (ratio *faible*) is estimated with 0.8 spots per residential unit and 1 spot per 300m² office floor area. The high-rate (ratio *élevé*) is estimated with 1.2 spots per residential unit and 1 spot per 175m² offices (source: FUA K, 2018).

Parking – the dark matte of urban planning

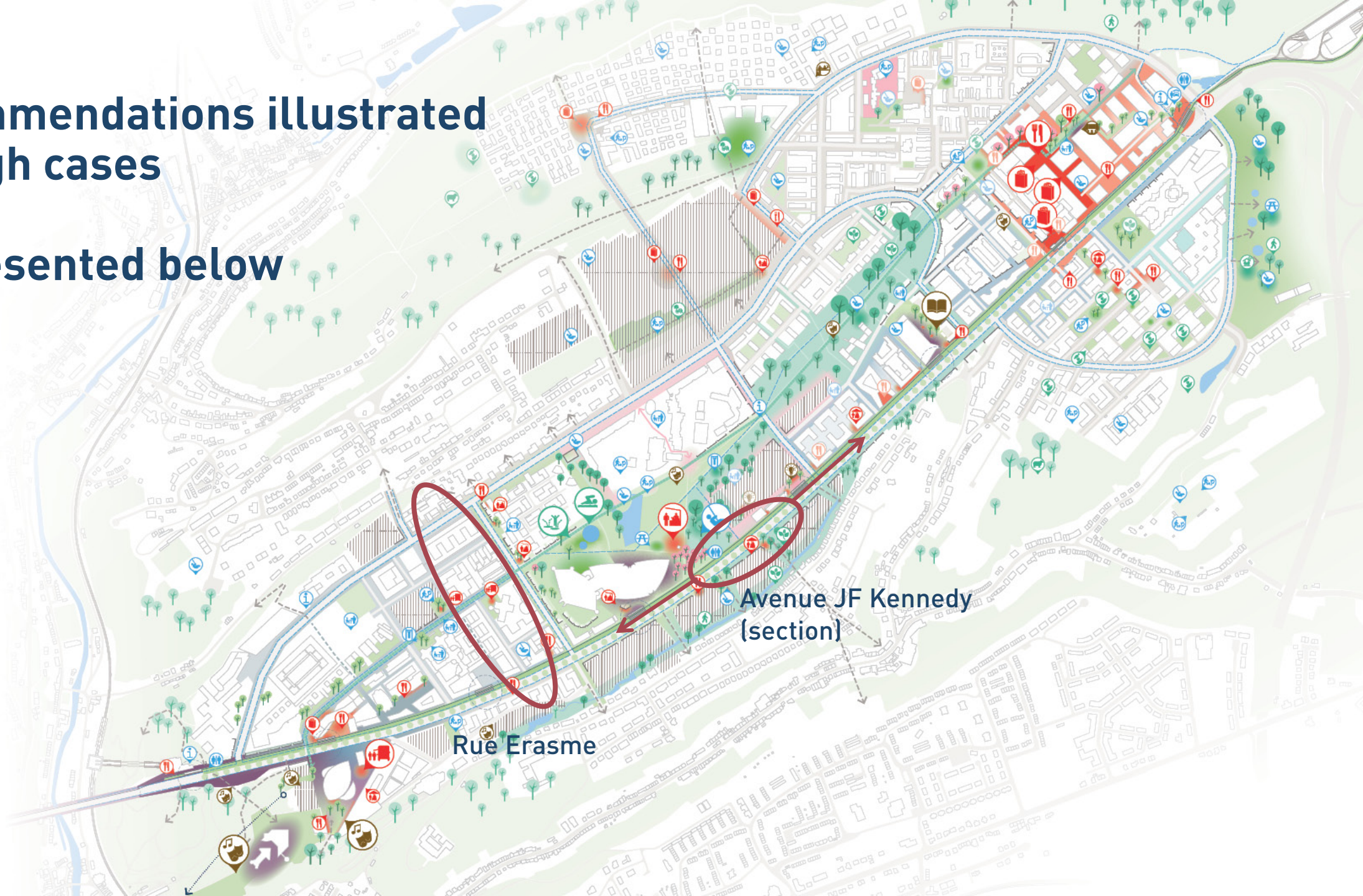


3/ Effects of Parking Management



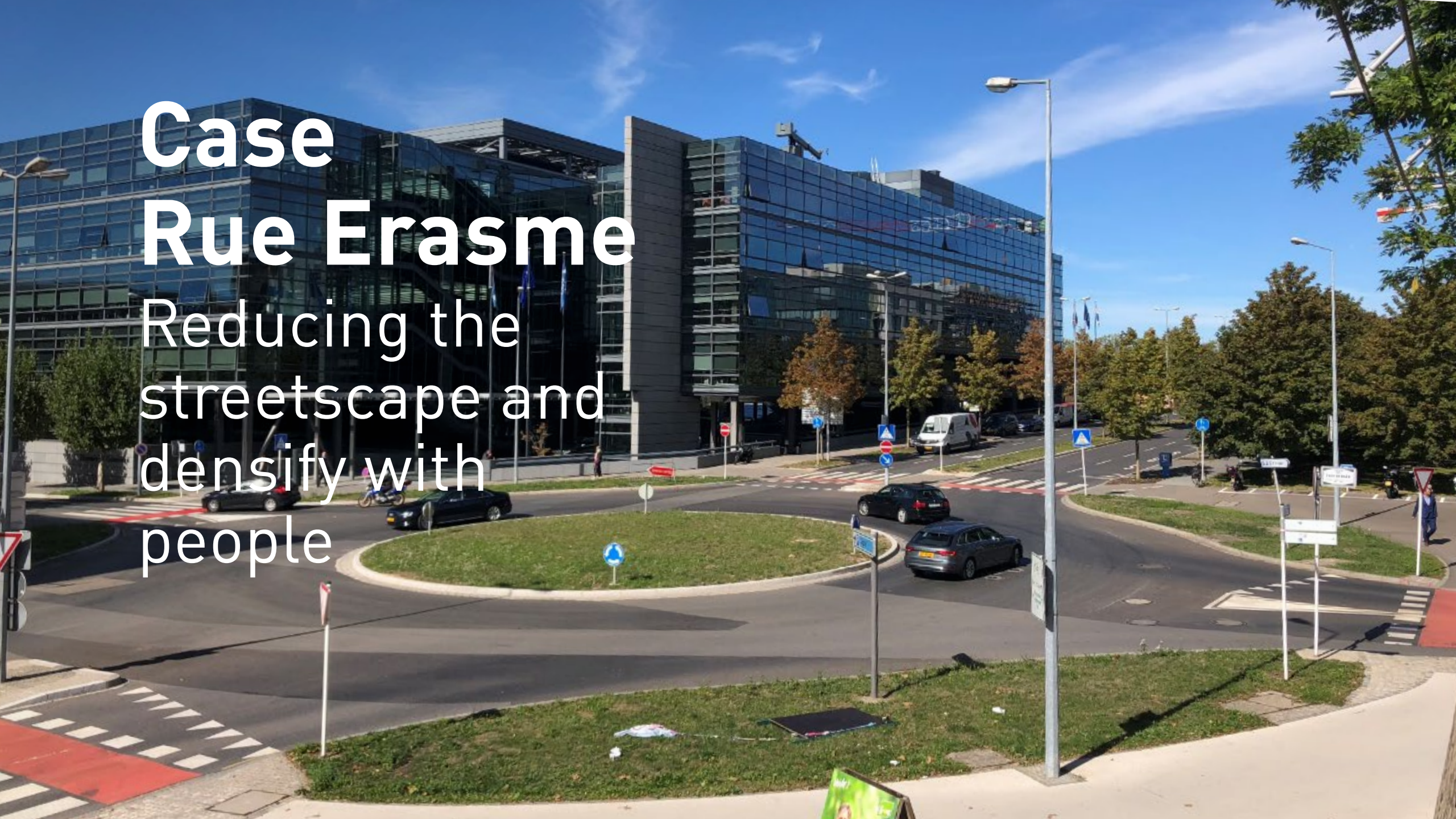
Recommendations illustrated through cases

- 2 presented below



Case Rue Erasme

Reducing the
streetscape and
densify with
people



Wide streetscape and inactive edges



Vision



Vision

Greenery

Housing generating life 24-7

A link to the Parc Central

Road diet and busstop in travellane

Active edge zones

A flexlane for short term parking, greenery, turning lanes etc.

Cycle tracks & urban furniture

Sidewalk with no cycling allowed





Case Avenue JF Kennedy

Creating a green and
livable city street

Green, wide and inactive



Vision



Vision

Mix of functions – more residents

Mix of functions – more residents

A green city boulevard. A link AND a public space

Public seating and other urban furniture

A flexlane for short term parking, greenery, turning lanes etc.

Active edge zones – mostly commercial

Cycle track



Change can happen

The process has
already started









Thank you!

Gehl