

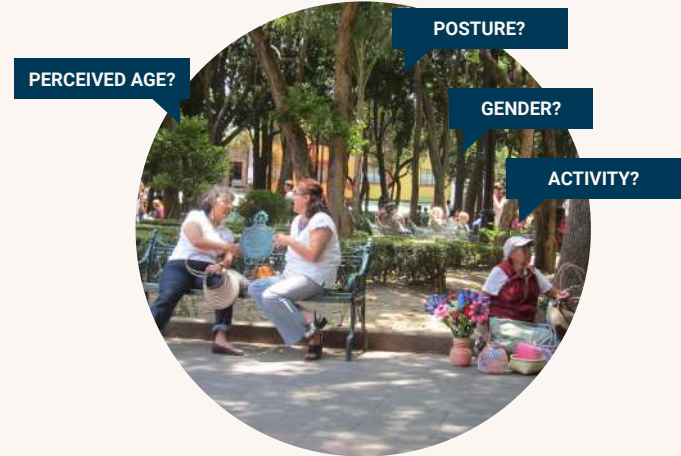
Thrive Zone Amager

Summary report of PSPL data

Observing Public Life



People Moving

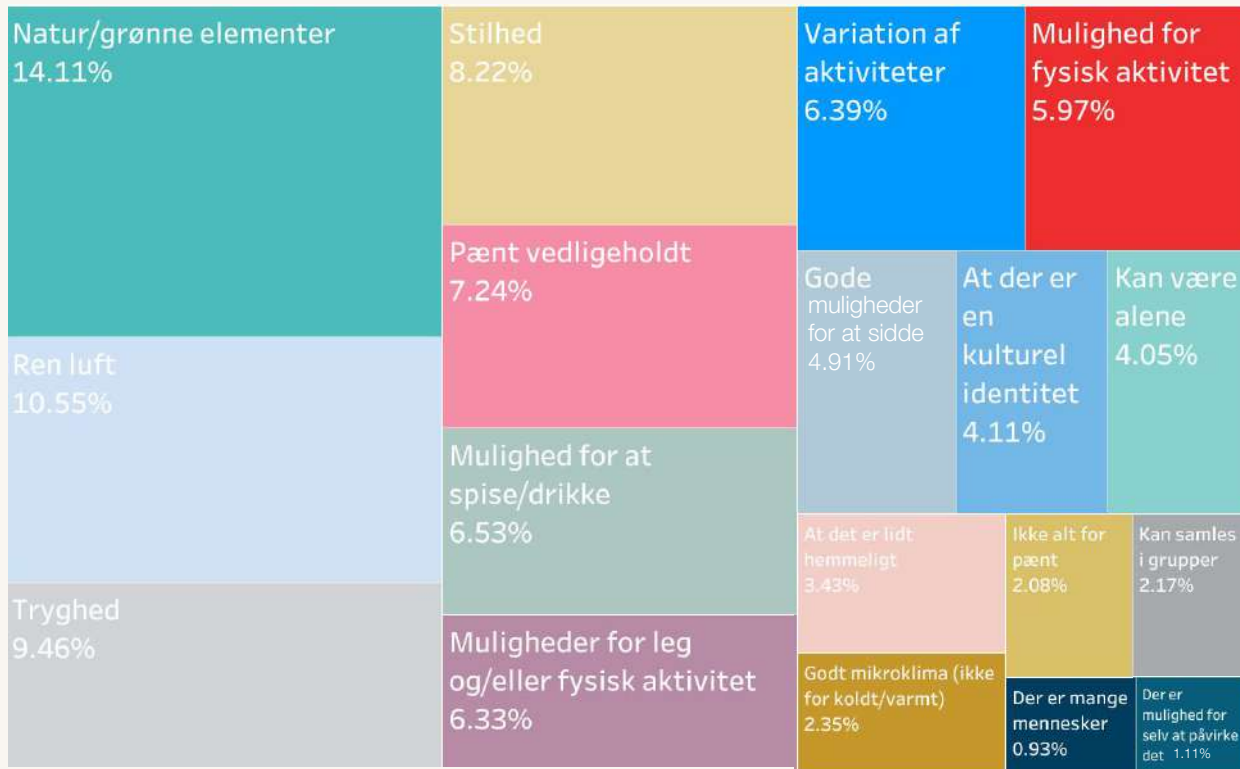


People Staying

Public space qualities

Islands Brygge + Ørestad

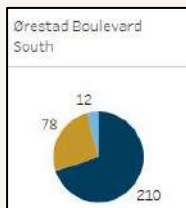
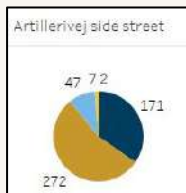
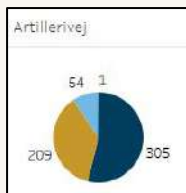
Nature and green elements are perceived to be the most important qualities



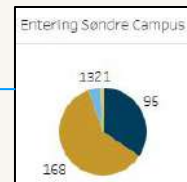
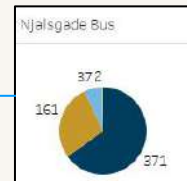
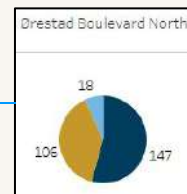
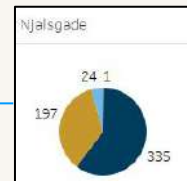
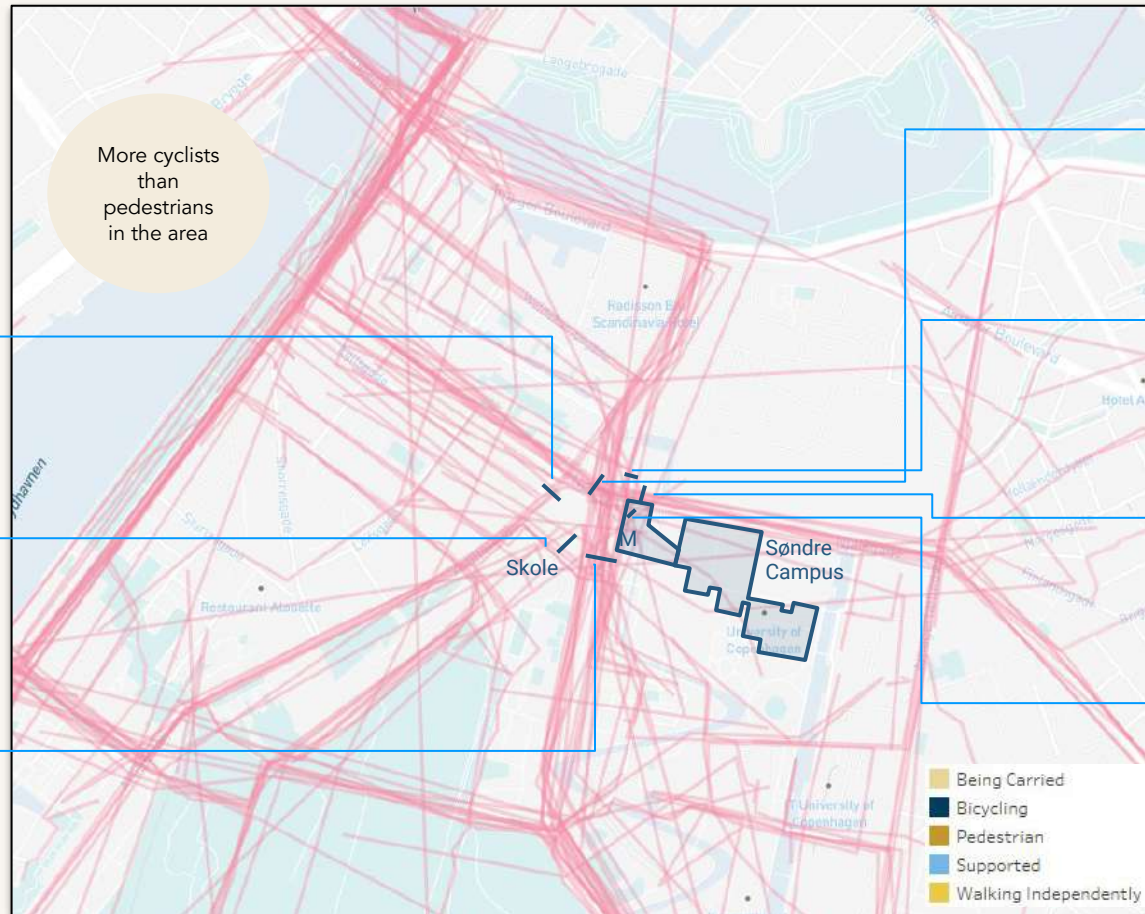
Analysis of two neighborhoods Islands Brygge

Movement in the area

Commuting routes follow the big streets

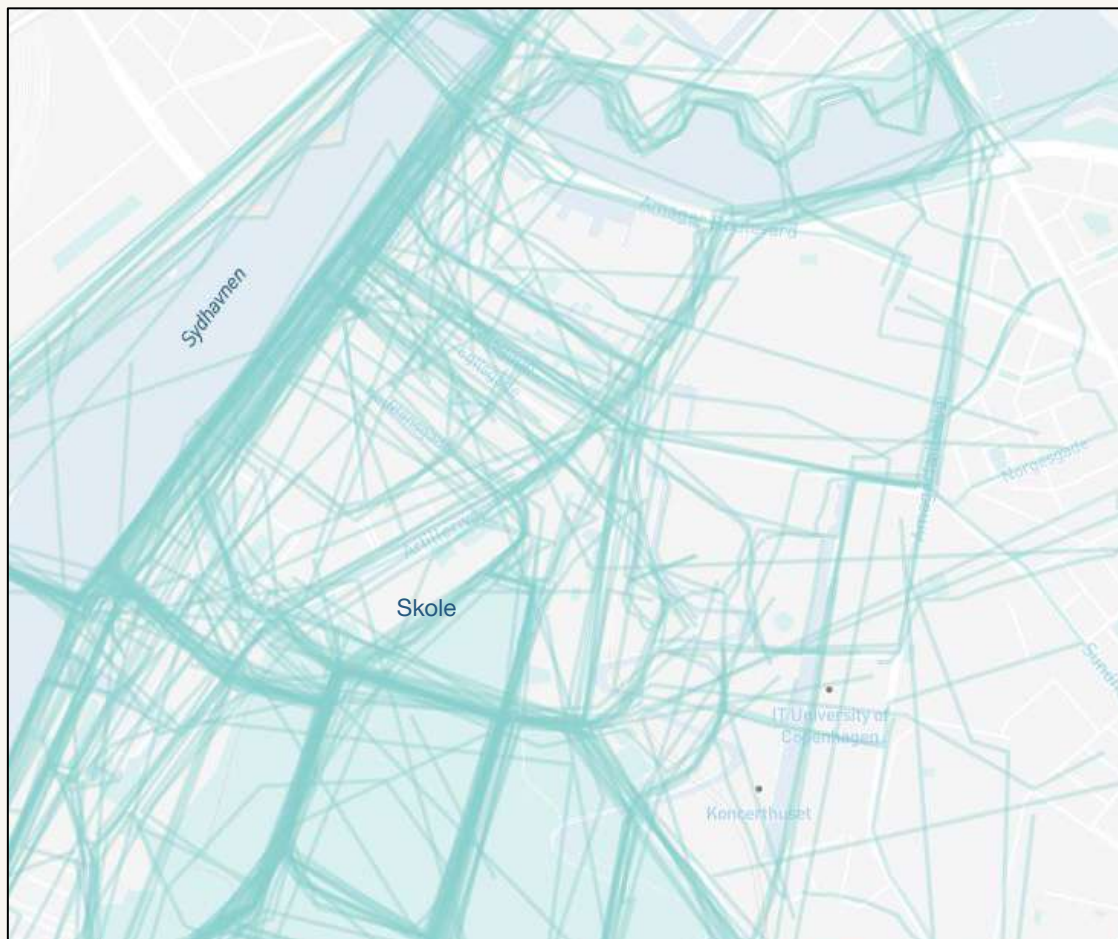


From mapformative survey, Gehl, February 2021



Islands Brygge

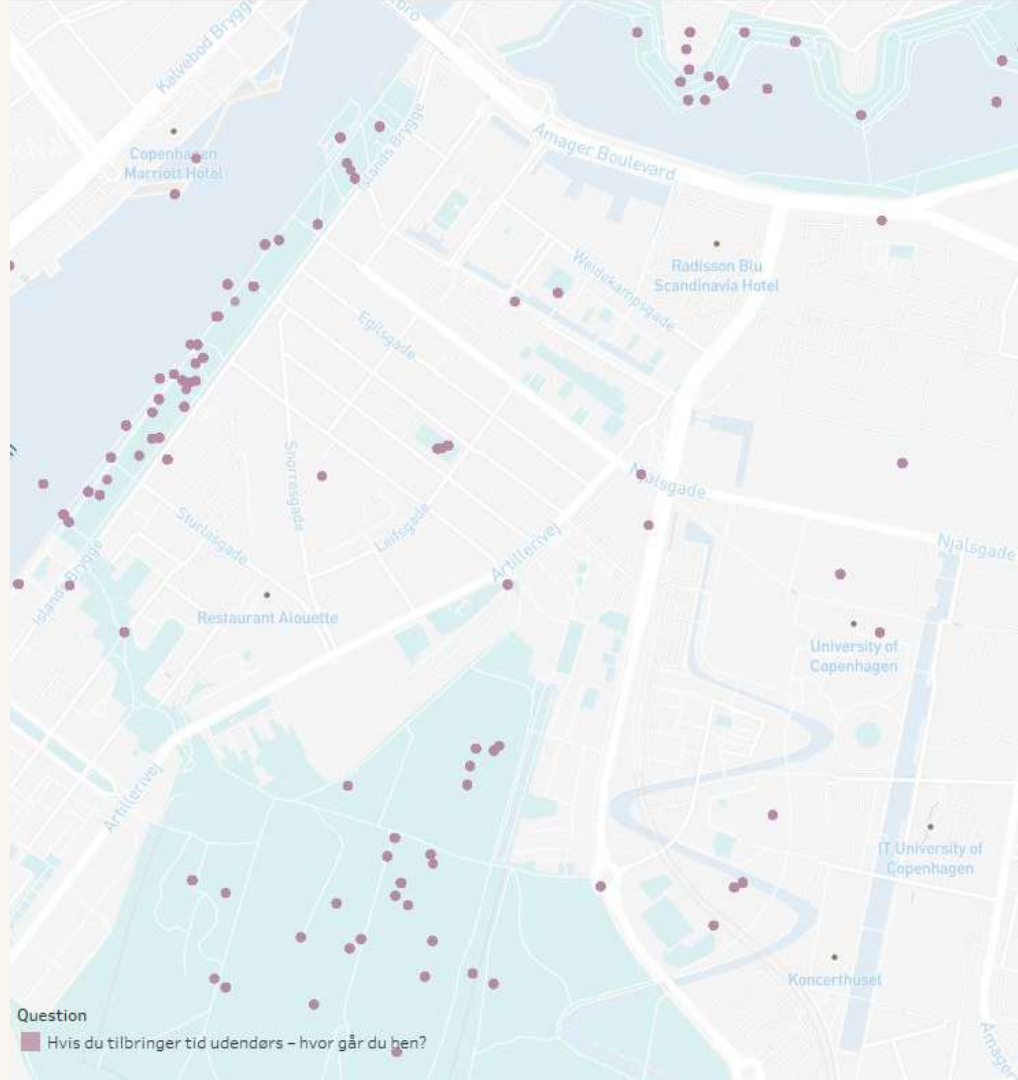
More use of green
routes during free time



Use of outdoor public spaces

Islands Brygge

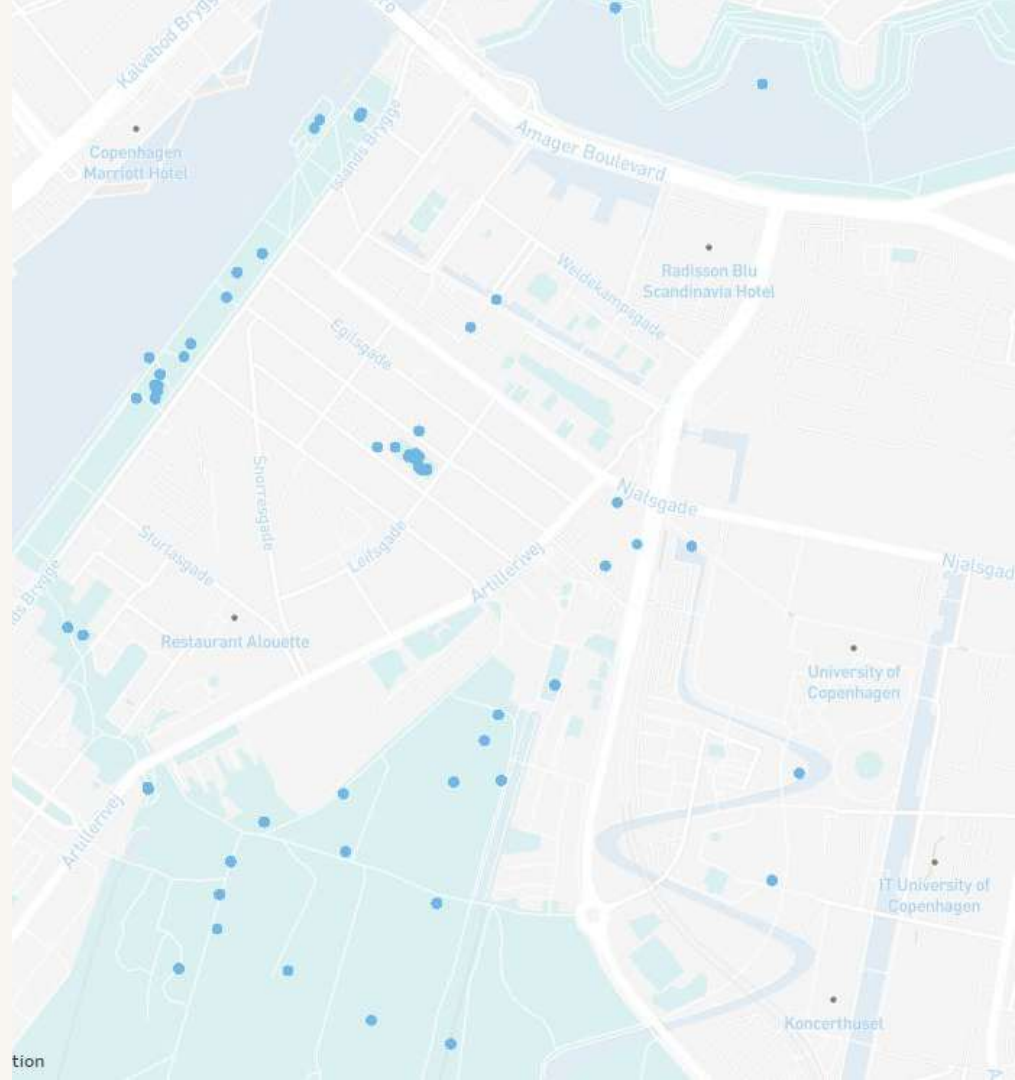
Green and blue spaces are the most popular



Also with children

Islands Brygge

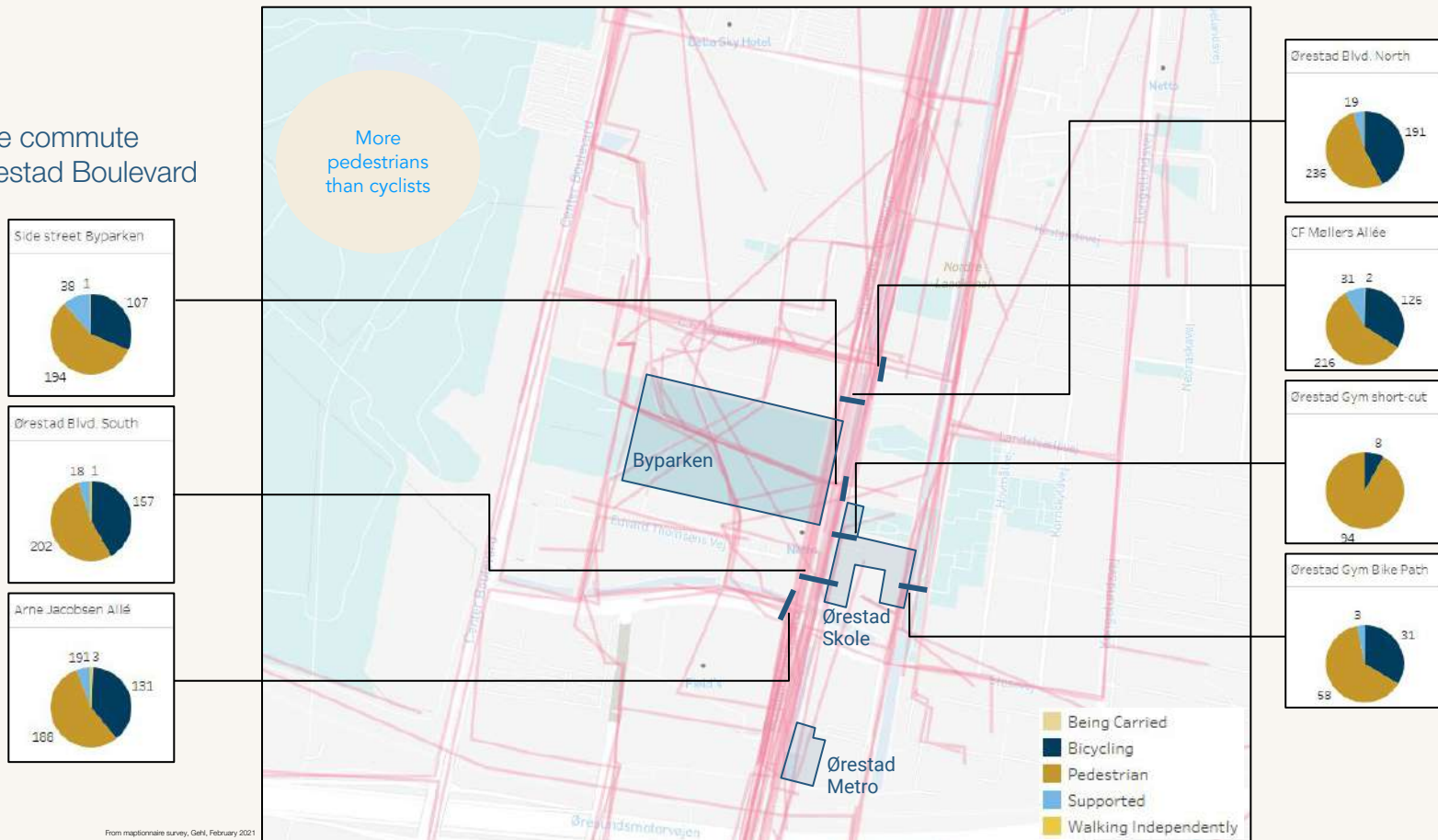
Places that parents take their children to



Analysis of two neighborhoods Ørestad

Movement patterns

Most people commute along Ørestad Boulevard



Green spaces are used as part of people's routes in their free time

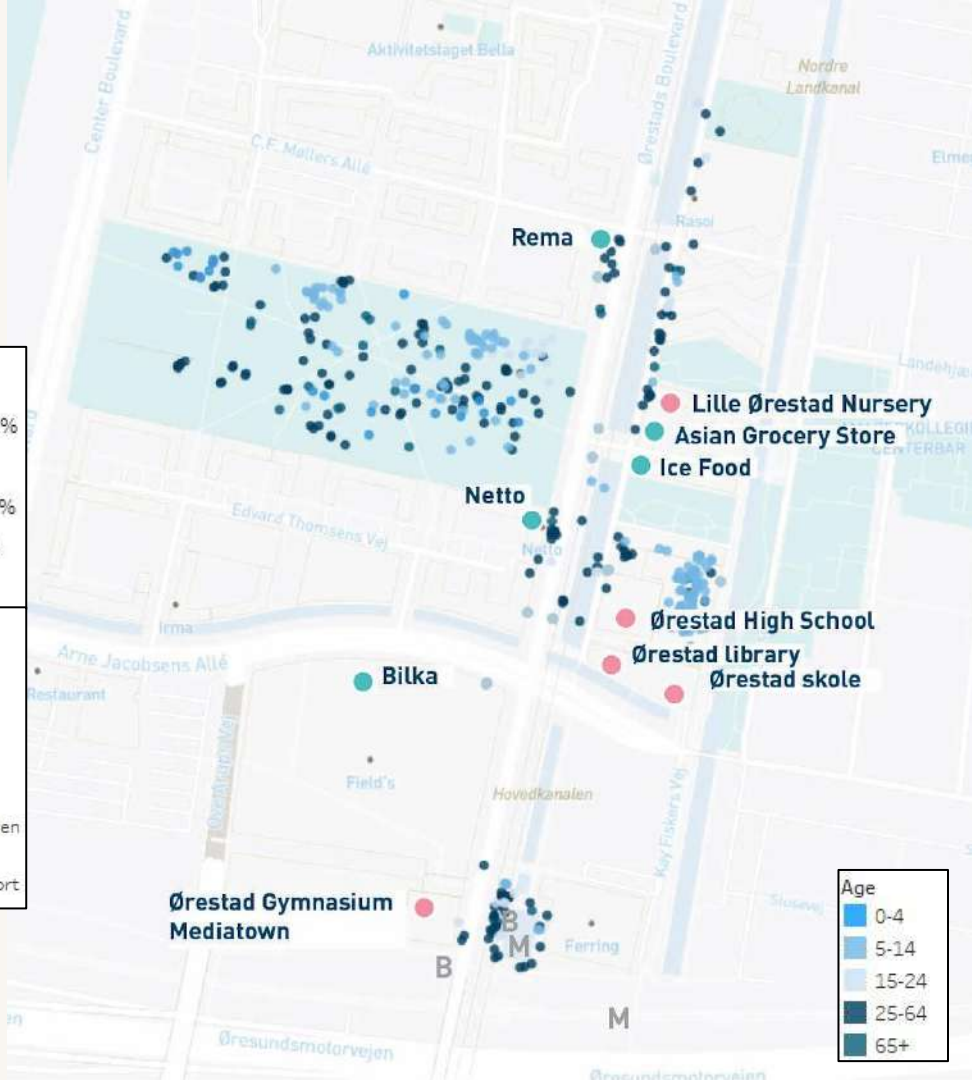
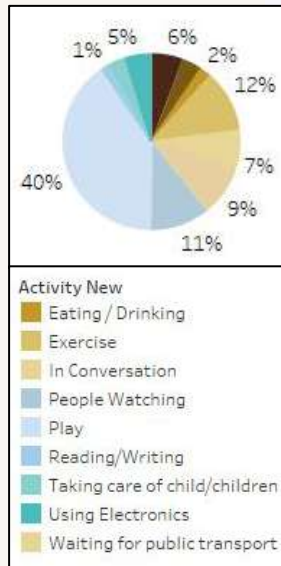
Green spaces are used as part of people's routes in their free time



Use of public spaces

- Byparken is the most popular meeting space and a green connection through Ørestad
- Byparken invites for a diverse type of activities and a great diversity of age groups
- Byparken is located close to housing and functions as an extended 'living room'
- For children the playground on the roof of Ørestad Skole is another popular public space

Byparken activities

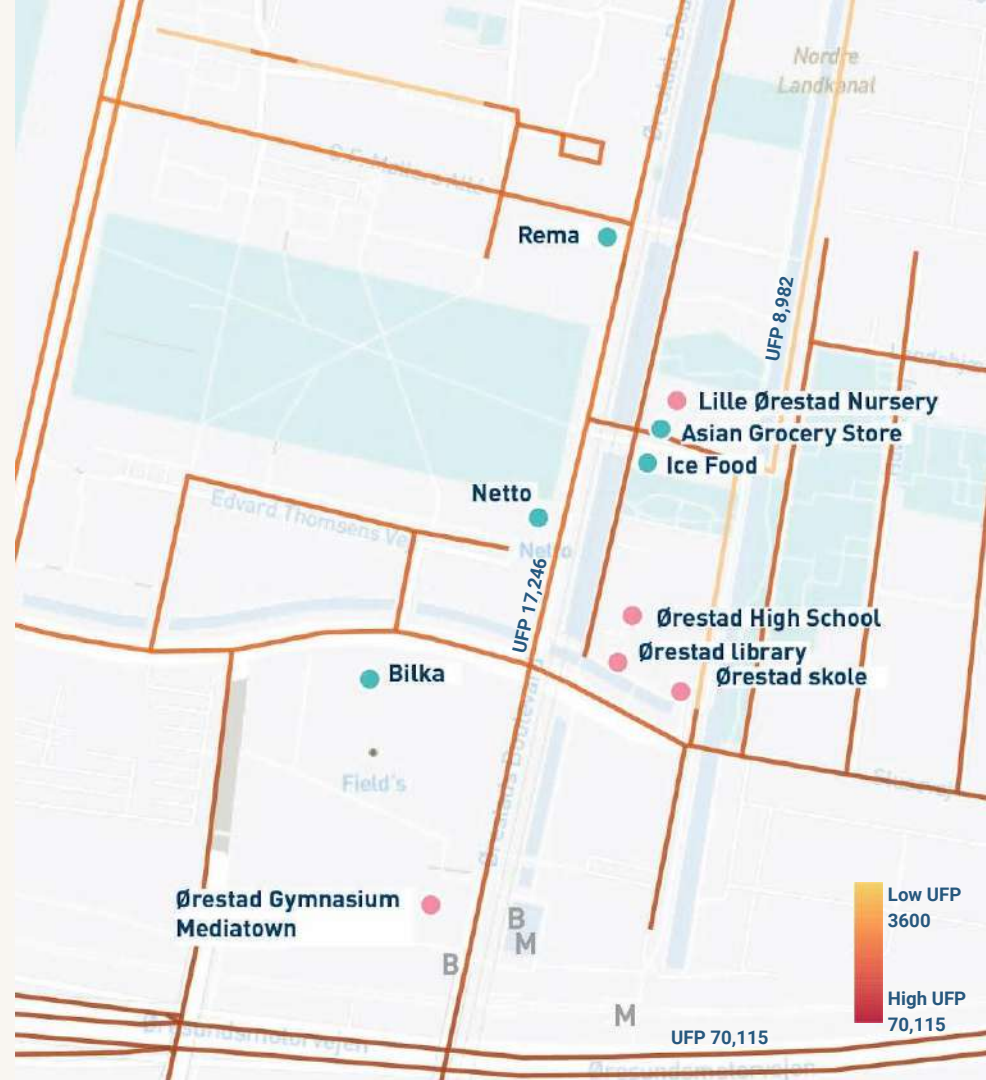


Experiencing the public spaces

Comments from Maptionnaire

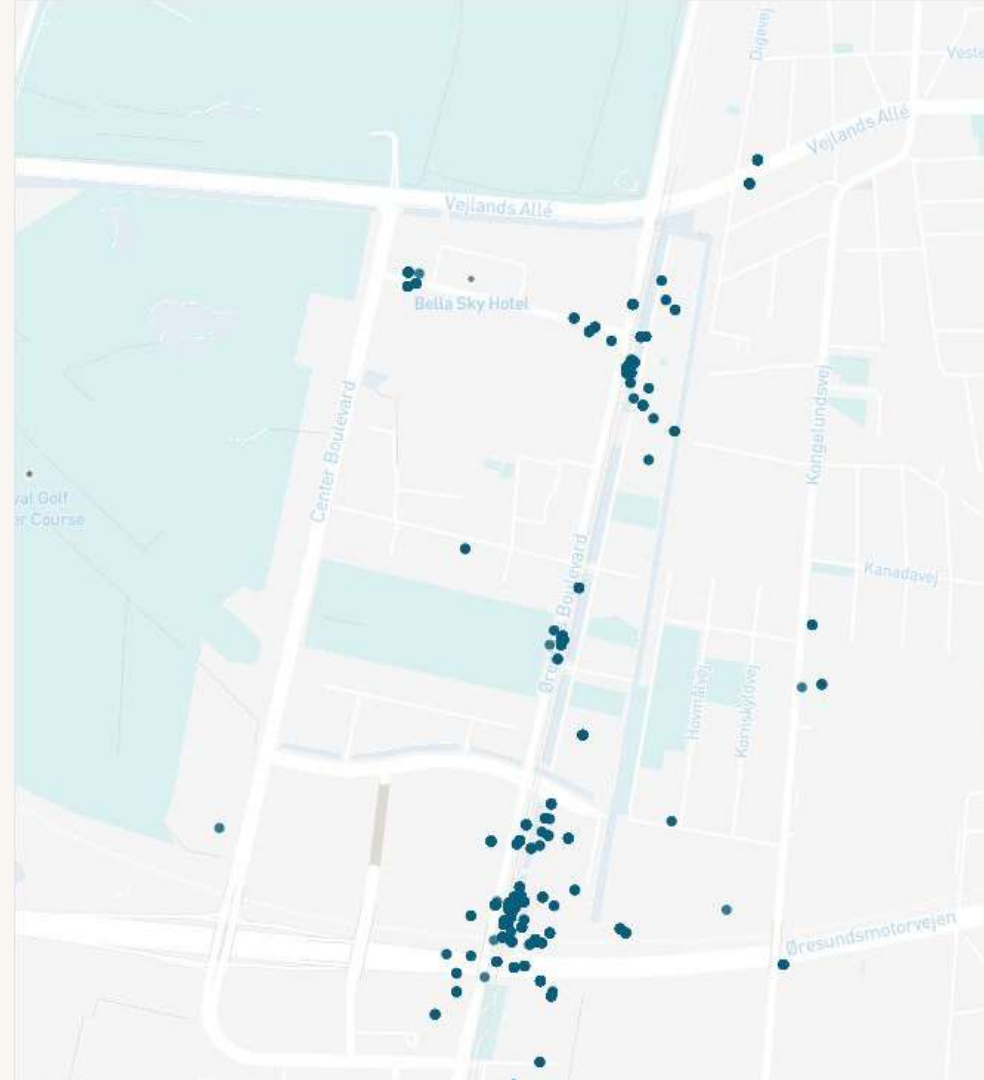
- Bad micro climate - a lot of wind, noise and air pollution
- Lack of green spaces
- Public spaces lack human scale
- Limited public life and cultural identity
- Lack of seating options
- People wish for more diversity and shade in Byparken

From maptionnaire survey, Gehl, February 2021



Waiting for public transport

Ørestad Station has a lot of 'necessary activity' of people waiting for public transport



Social impact of pilots

3 locations



Artillerivej
Islands Brygge



Prismehaven
Ørestad



Buslet
Ørestad Station

Measuring the changes in public life

Baseline data:

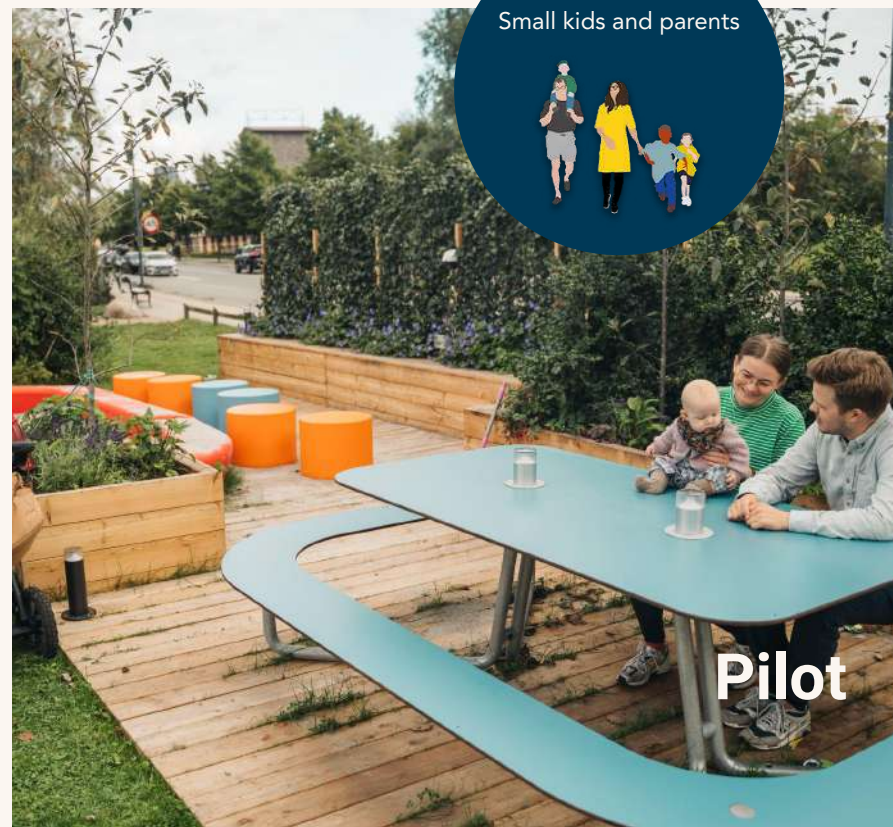
Studying public life at the sites a weekday before pilots or at nearby locations during the pilot



Pilot data:

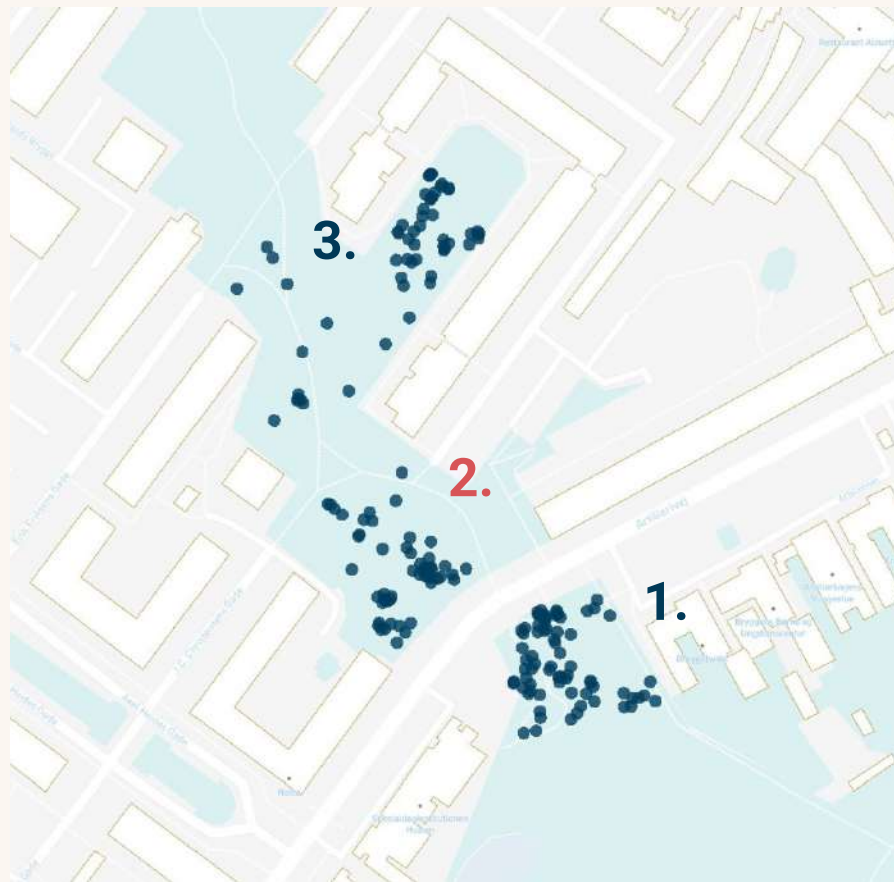
Studying public life at the sites a weekday and weekend day during pilots



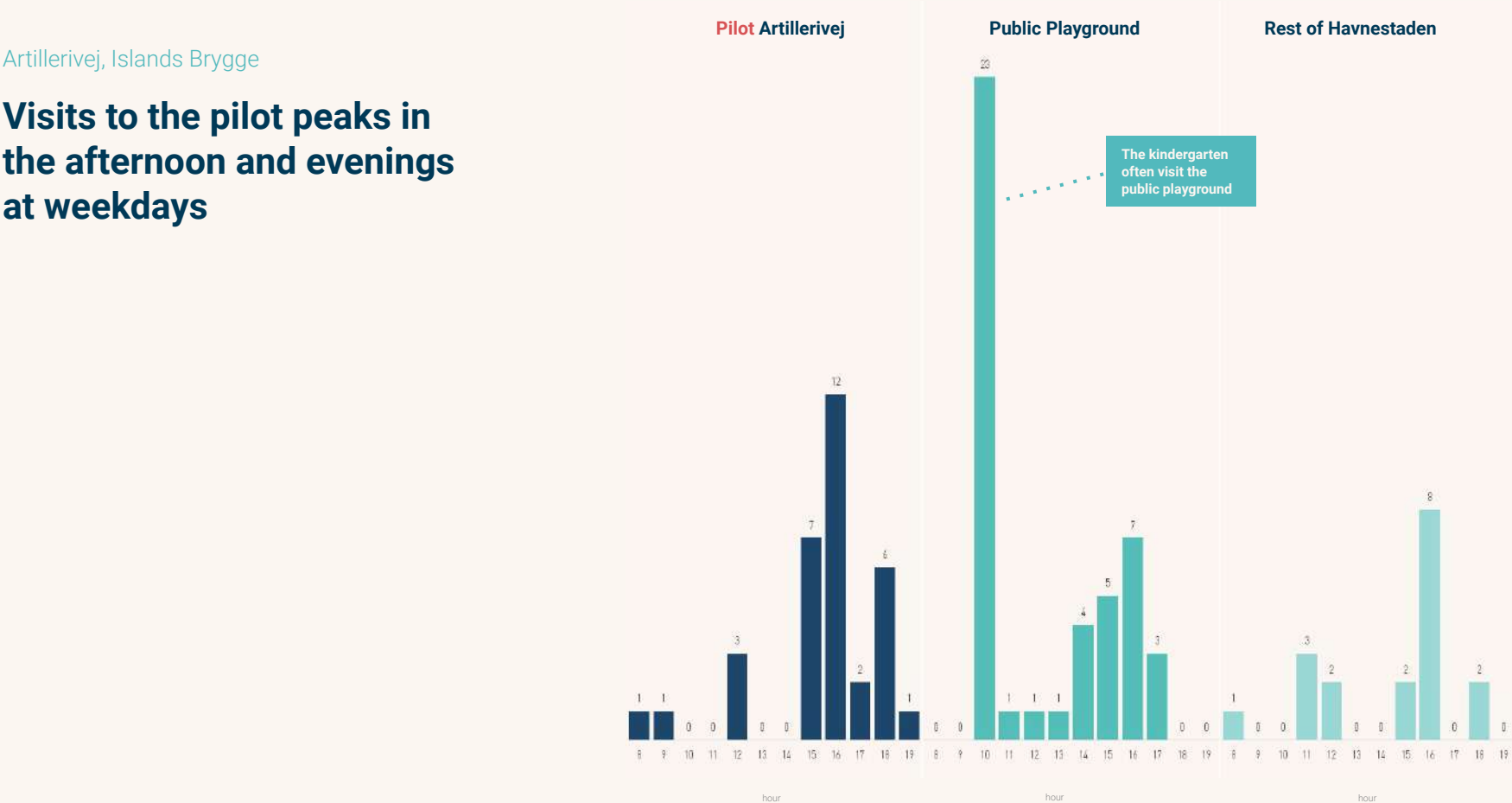


We studied public life at three locations:

- 1. Public Playground**
Popular public nature playground used by the neighbourhood as well as the nearby kindergarten
- 2. Pilot site Artillerivej (part of the park Havnestaden)**
Pilot in empty green area at Havneparken facing Artillerivej. Pilot consist of a green wall and plant beds to reduce air pollution, urban furniture, and sandbox.
- 3. Rest of Havnestaden**
Green area with limited seating options and a small semi-private playground surrounded by residential housing blox



Visits to the pilot peaks in the afternoon and evenings at weekdays



Artillerivej, Islands Brygge

**Fewer people are standing at the pilot site -
people are using the urban furniture!**



53%

Are sitting at the
pilot site

35%

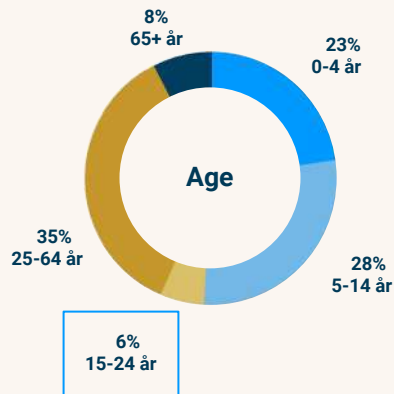
Are sitting at the
public playground

7%

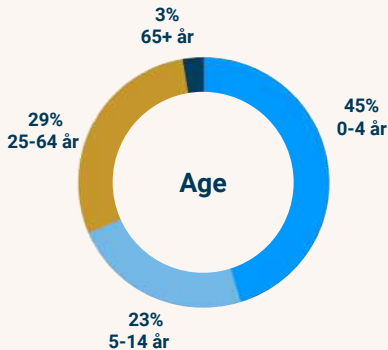
Are sitting at the
rest of Havnestaden

The pilot is not only popular with the target group, small kids and parents but it also offer a space for young people, teenagers and older children

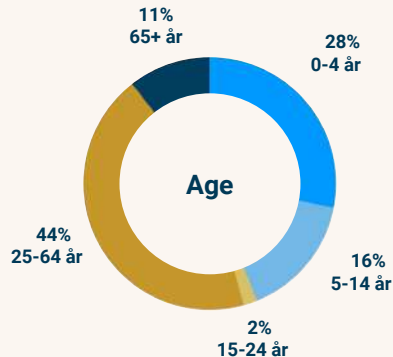
Pilot Artillerivej



Public Playground



Rest of Havnestaden

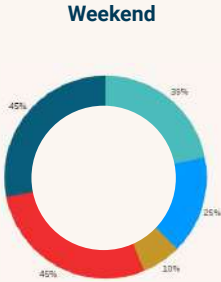
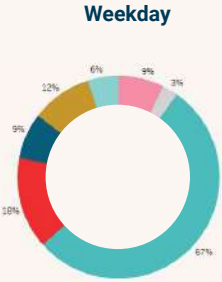


The pilot is a social space used for various activities

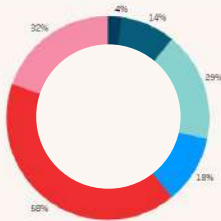
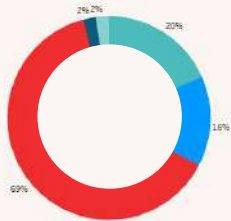
Top 3 activities at the pilot:

- 1. In conversation
- 2. Play (all ages)
- 3. Taking care of child/children

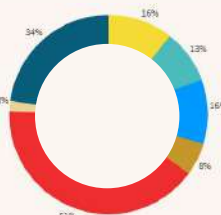
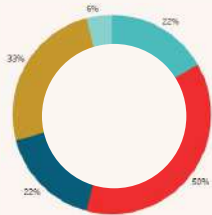
Pilot
Artillerivej



Public
Playground



Rest of
Havneparken



Artillerivej, Islands Brygge

Stickiness - Den grønne kile and the pilot site are more sticky than the public playground

6/100

pedestrians walking through
Havnestaden stay at the park
(incl. **pilot site**)

Pedestrians: avg. 67 ppl/hour

3/100

pedestrians walking by
Artillerivej stay at the public
playground

Pedestrians: avg. 126 ppl/hour

Stickiness

The ratio between the number of people spending time in a place in peak hour compared to how many people walk by. Stickiness gives an idea of how inviting a place is to spend time.





We studied public life a weekday before the pilot and a weekday during the pilot

Ørestad is known for its bad microclimate condition where especially wind speed effects human comfort negatively. Ørestad is in need for public spaces with good microclimate.

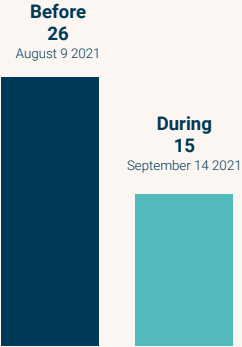
The aim with the pilot was to protect against air pollution as well as to create a space with good microclimate.

The day we registered public life during the pilot period the average temperature was 17 °C but the wind was strong affecting the staying activities.

Fewer people were staying at Prismehaven compared to before the pilot and no children were spending time in the area as they were using the play area behind the building.



Prismehaven, street and canal



Only green area in Prismehaven

Prismehaven, Ørestad

Those people who did stay took shelter in the pilot. According to the users the pilot was a success as it made it possible to enjoy a green in a sheltered environment and gave the user a sensory experience



“It has become a place, where I meet with my women’s club every Friday” – local resident, woman in her 40’s

“The many different plants remind me of the many years I lived in Asia” –local resident, kvinde i 60’erne

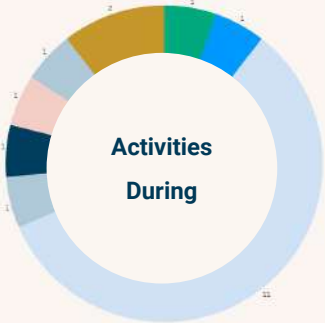
Before play and civic work was the main activities but during the pilot people are sitting in the pilot dome in conversation



31%

Are sitting at the green area in Prismehaven before the pilot

- Civic work
- Eating/drinking
- In conversation
- Not relevant
- Observing / People Watch..
- Play (all ages)
- Residing in public space
- Smoking
- Taking out the dog
- Using Electronics



66%

Are sitting at the green area in Prismehaven during the pilot



We studied public life at two sites at Ørestad Station

1. Field's

On the left side of the studied area is the big shopping mall Field's and a bus stop where the pilot was build.

2. Metro

On the right side is the entrance to the metro and a bus stop



Buslet, Ørestad Station

Ørestad Station is a busy transit area with a lot of movement which didn't change during the pilot

3/100

pedestrians walking by
Ørestad Boulevard stay in the
area before the pilot

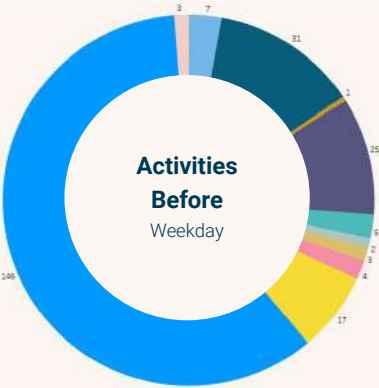
Pedestrians: avg. 653 ppl/hour

3/100

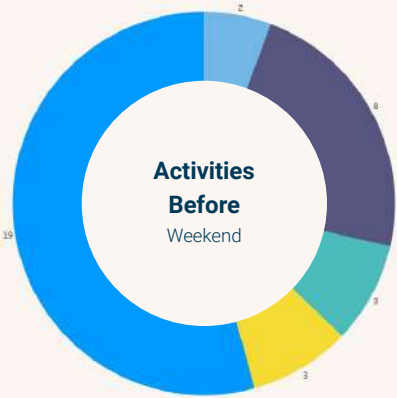
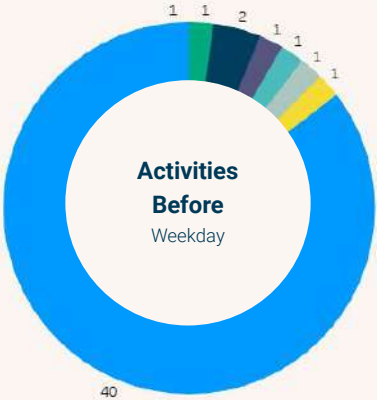
pedestrians walking by Ørestad
Boulevard stay in the area **during
the pilot**

Pedestrians: avg. 542 ppl/hour

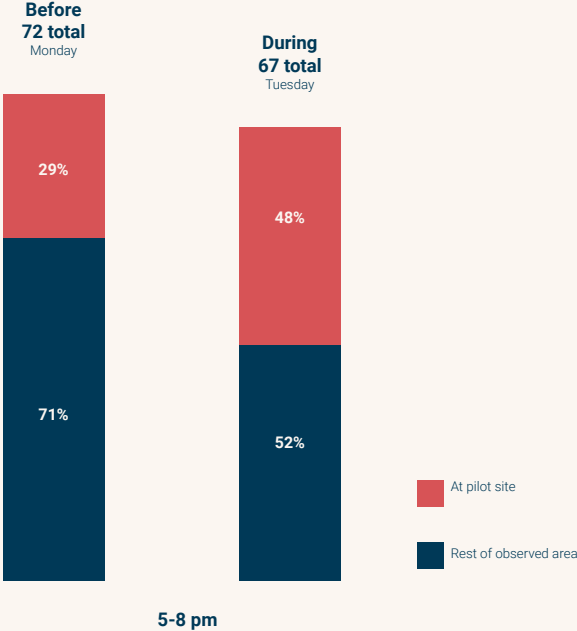
The main activity on the entire area is waiting for public transport



The main activity on the pilot site is more diverse during the pilot - especially in the weekend



At night more people were staying at the pilot site during than before the pilot



At the **the pilot site** during non rush-hour (10 am to 3 pm) more people are sitting than before - people are using the pilot



Before

6%

Are sitting at the pilot site in the weekday from 10am to 3pm



Eating/drinking	■
In conversation	■
Observing / People Watch...	■
Using Electronics	■
Waiting for public transp..	■

During

29%

Are sitting at the pilot site in the weekday from 10am to 3pm



During

46%

Are sitting at the pilot site in the weekend from 10am to 3pm

