Thrive Zone Amager

Summary report of PSPL data

This project receives funding from the ICLEI Action Fund
action-fund.iclei-europe.org

A report prepared by Gehl,
January 2022

Observing Public Life

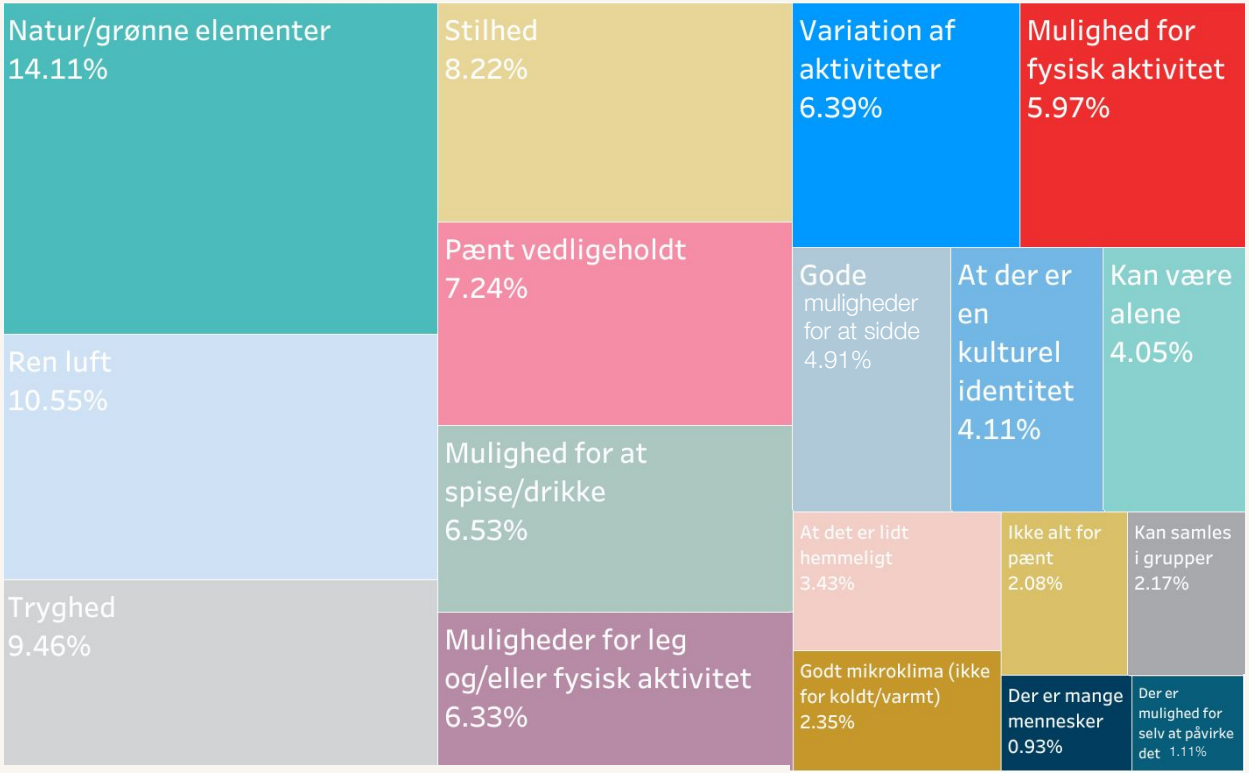
People Moving

People Staying

Public space qualities

Islands Brygge + Ørestad

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



From maptionnaire survey, Gehl, February 2021

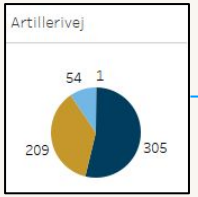
Analysis of two neighborhoods

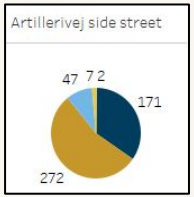
Islands Brygge

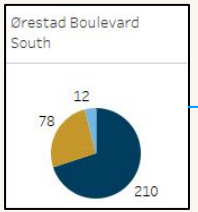
Movement in the area

Commuting routes follow the big streets

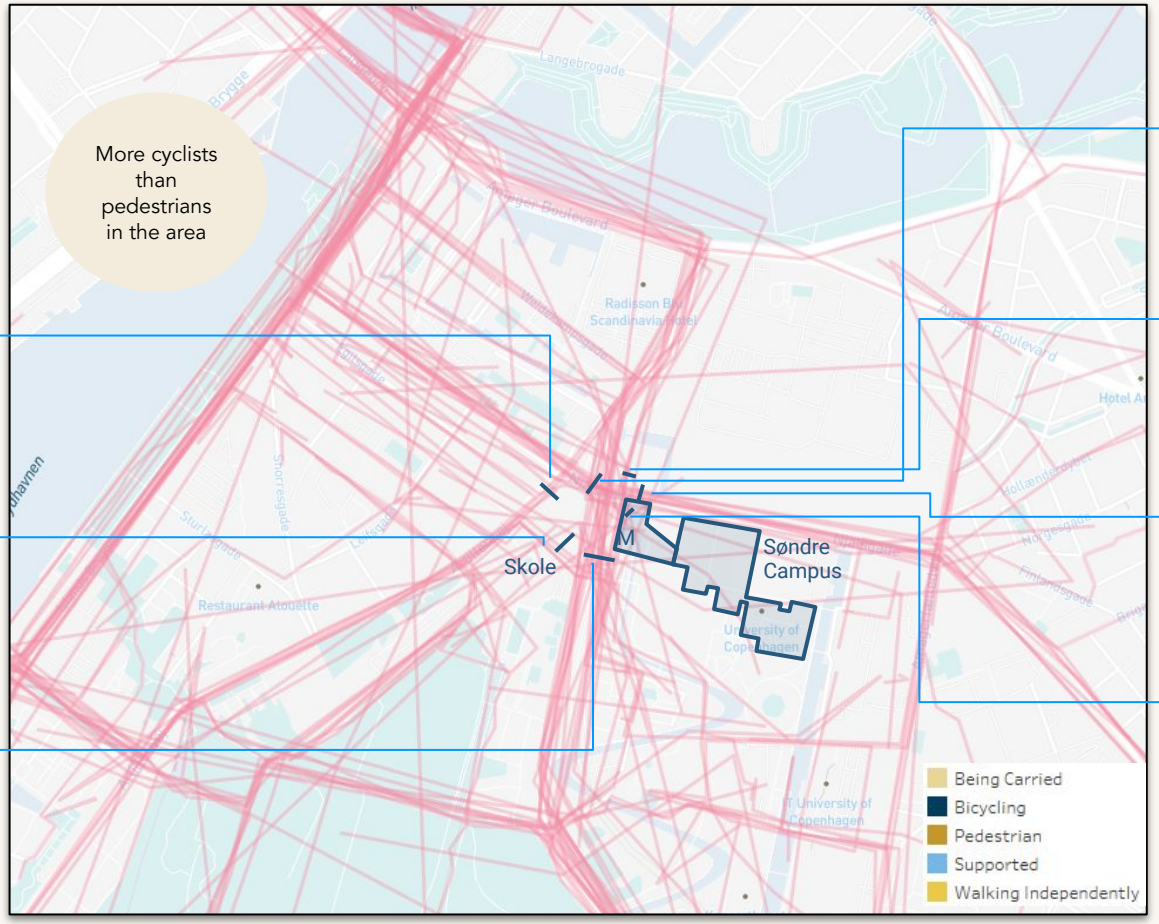
More cyclists than pedestrians in the area

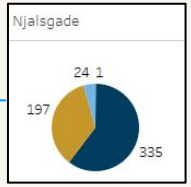


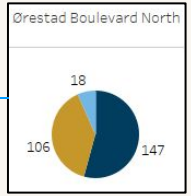


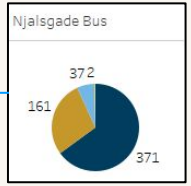


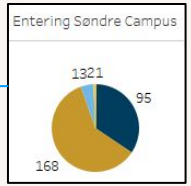
From maptionnaire survey, GehI, February 2021





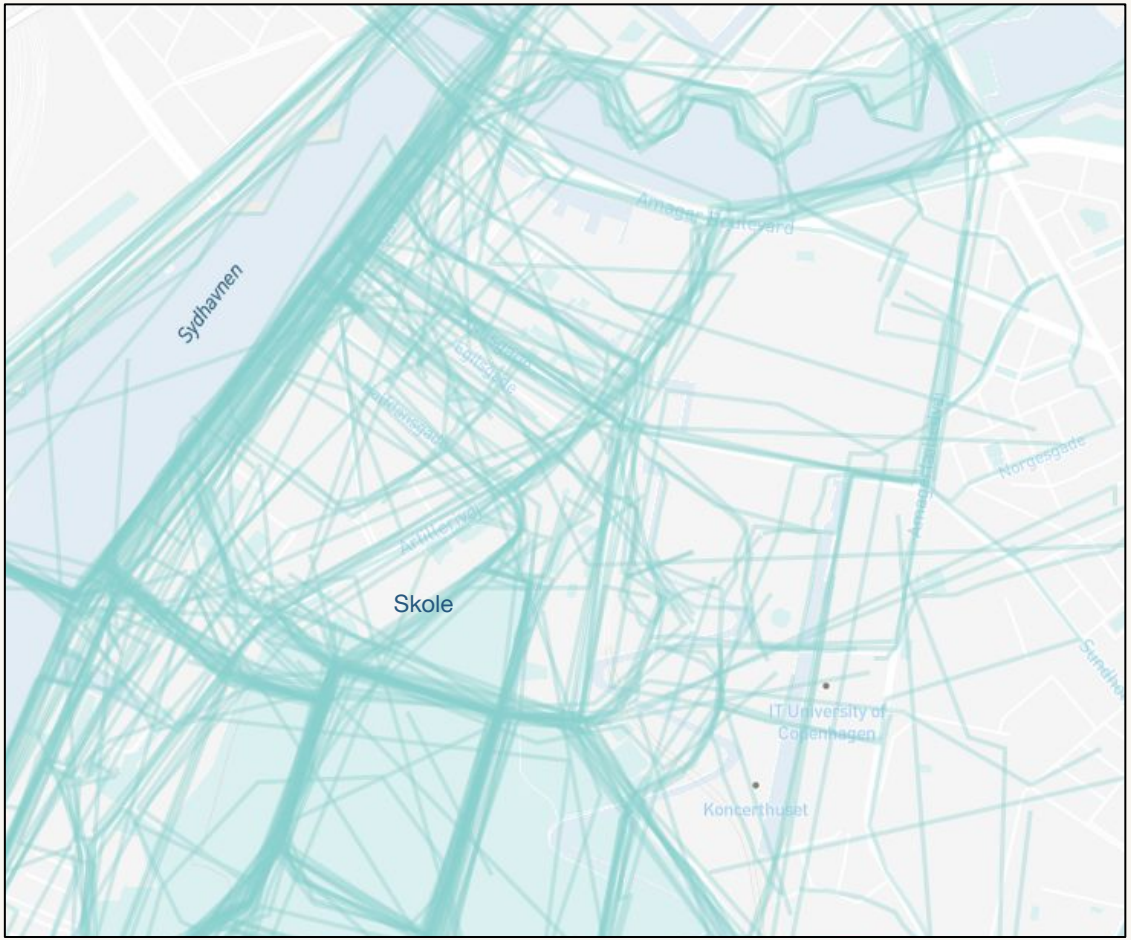






Islands Brygge

More use of green routes during free time

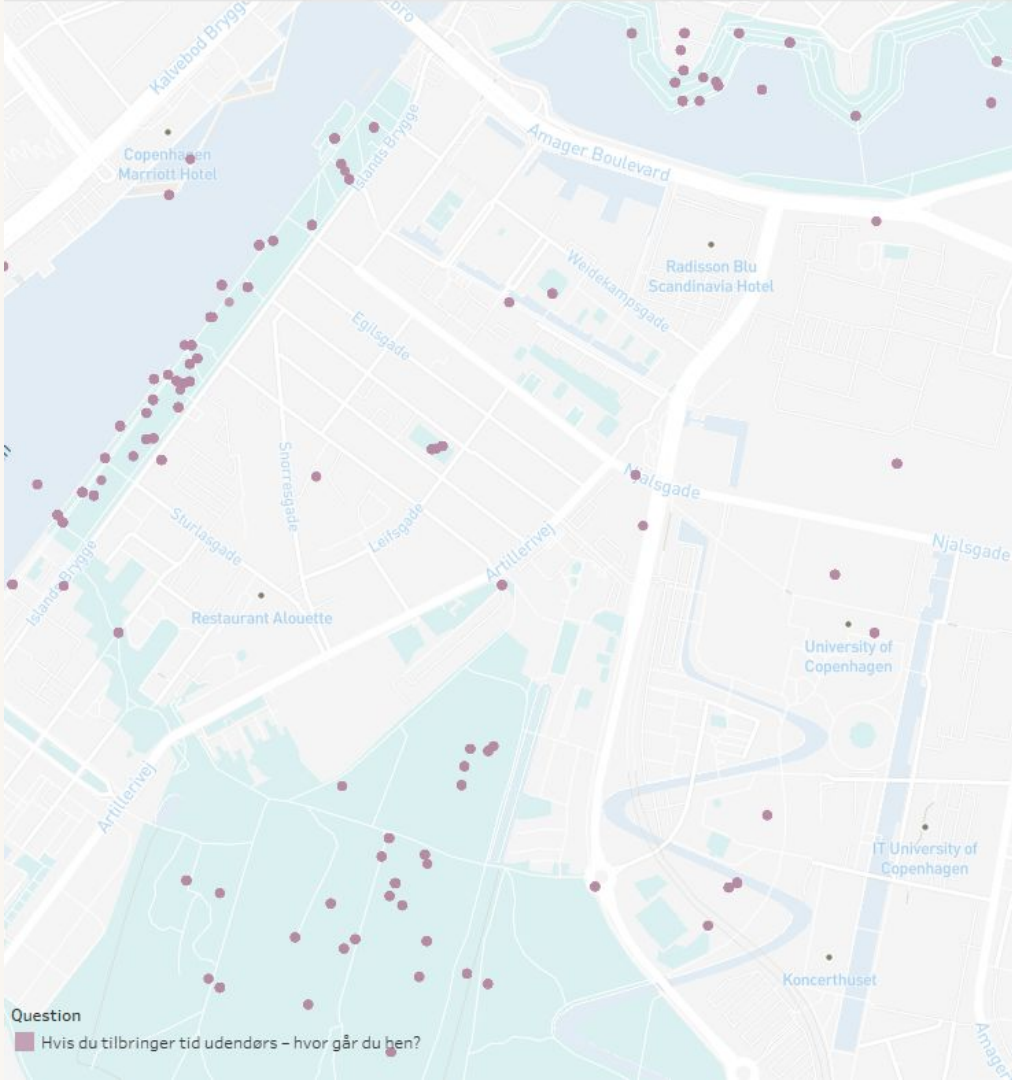


From maptionnaire survey, Gehl, February 2021

Use of outdoor public spaces

Islands Brygge

Green and blue spaces are the most popular



From maptionnaire survey, Gehl, February 2021

Also with children

Islands Brygge

Places that parents take their children to

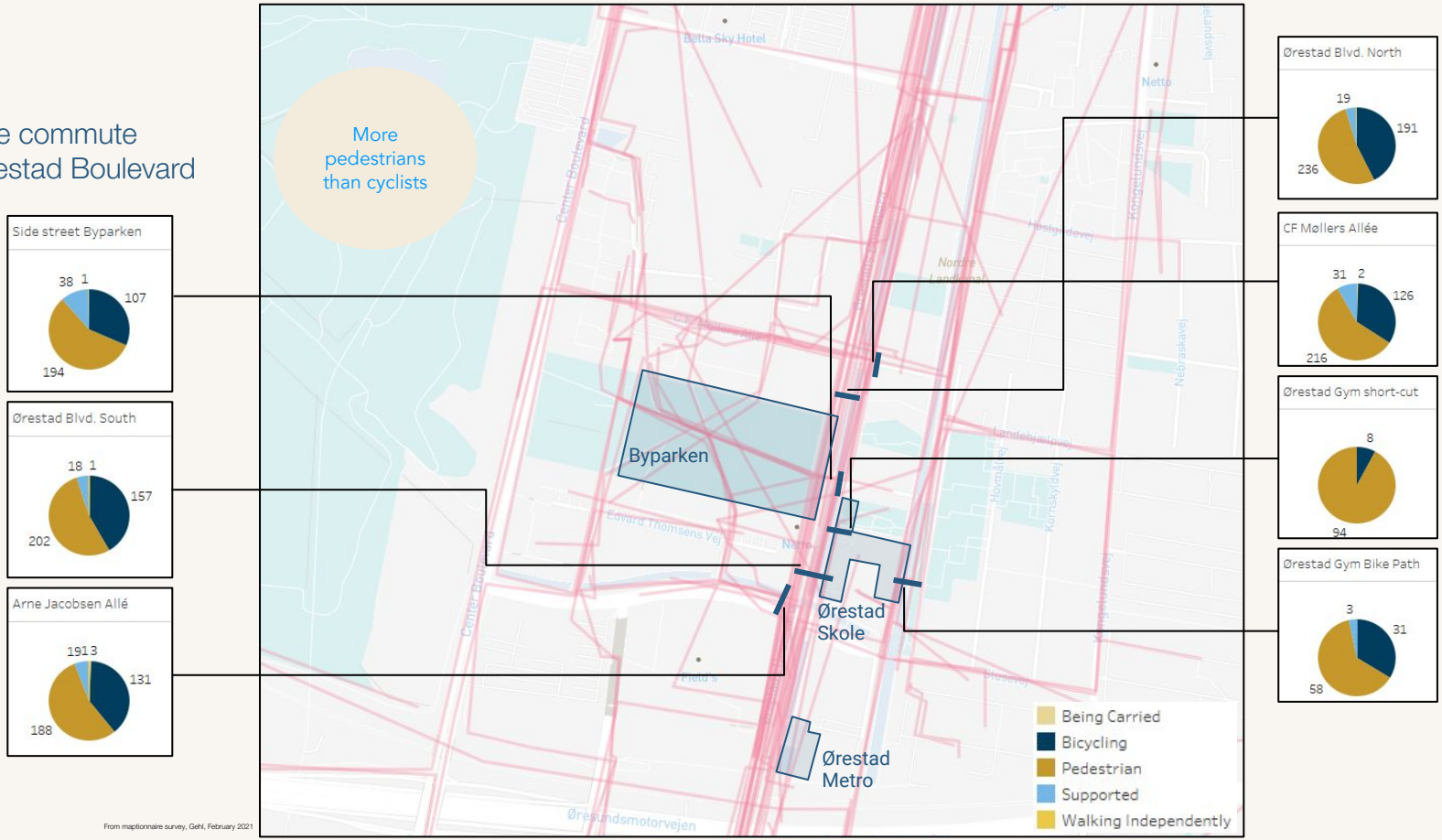
From maptionnaire survey, Gehl, February 2021

Analysis of two neighborhoods

Ørestad

Movement patterns

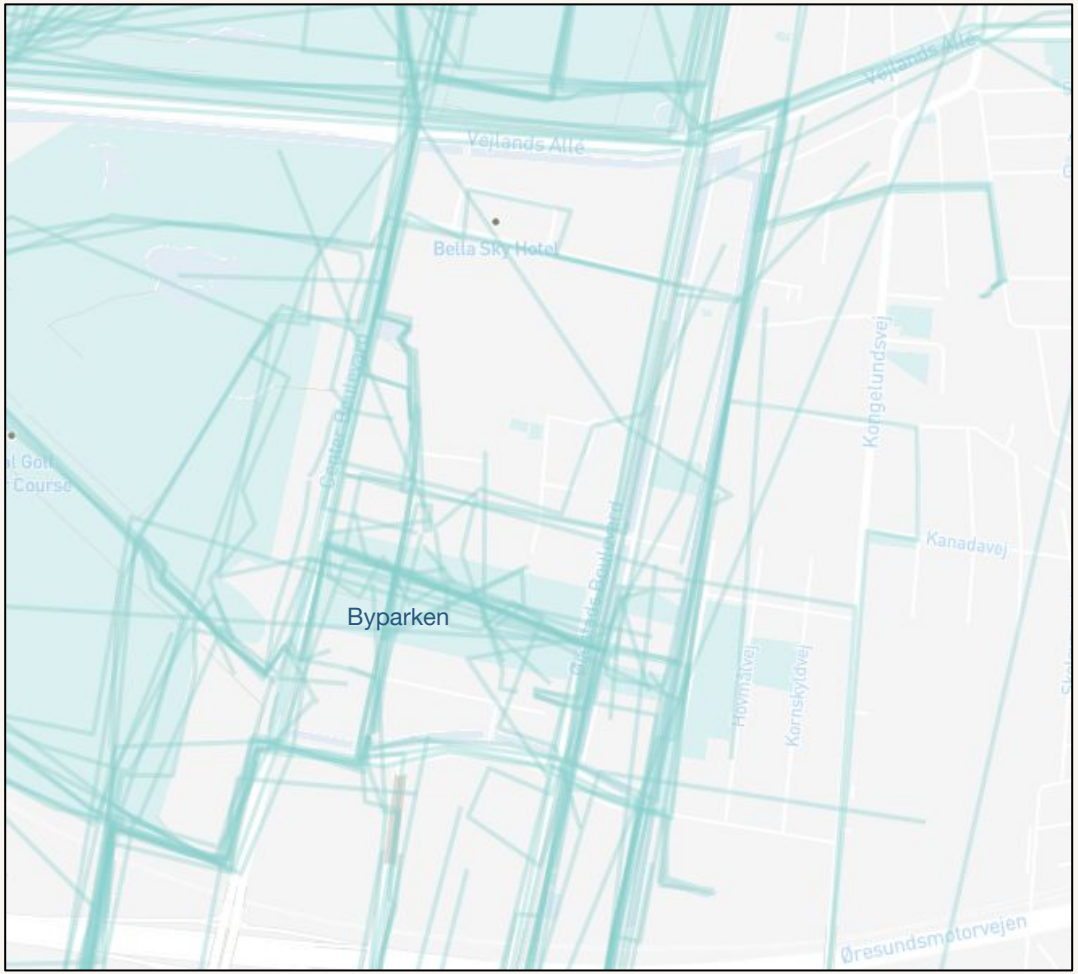
Most people commute along Ørestad Boulevard



From maptionnaire survey, GehI, February 2021

Ørestad

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

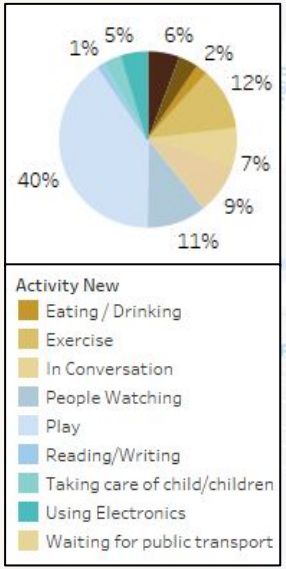


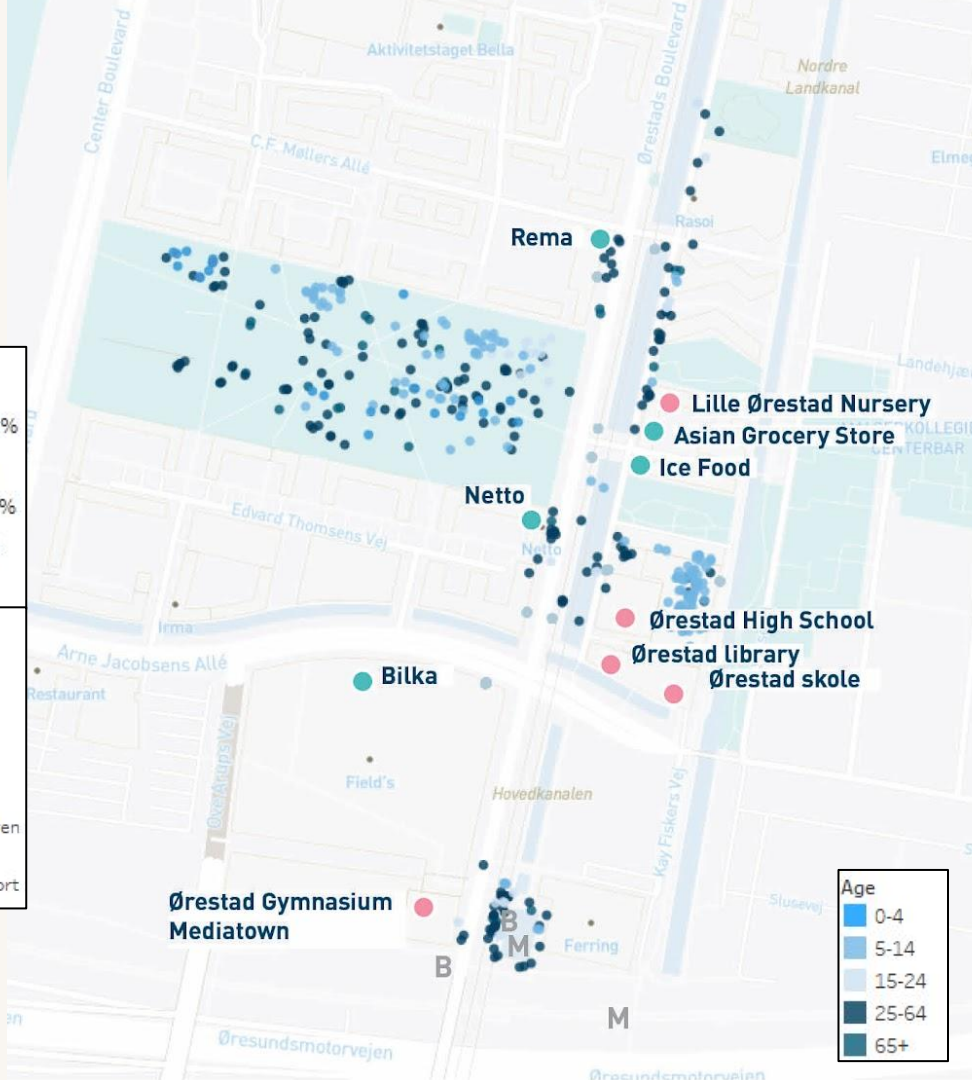
From maptionnaire survey, Gehl, February 2021

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





From Public life survey, Gehl, February 2021

Experiencing the public spaces

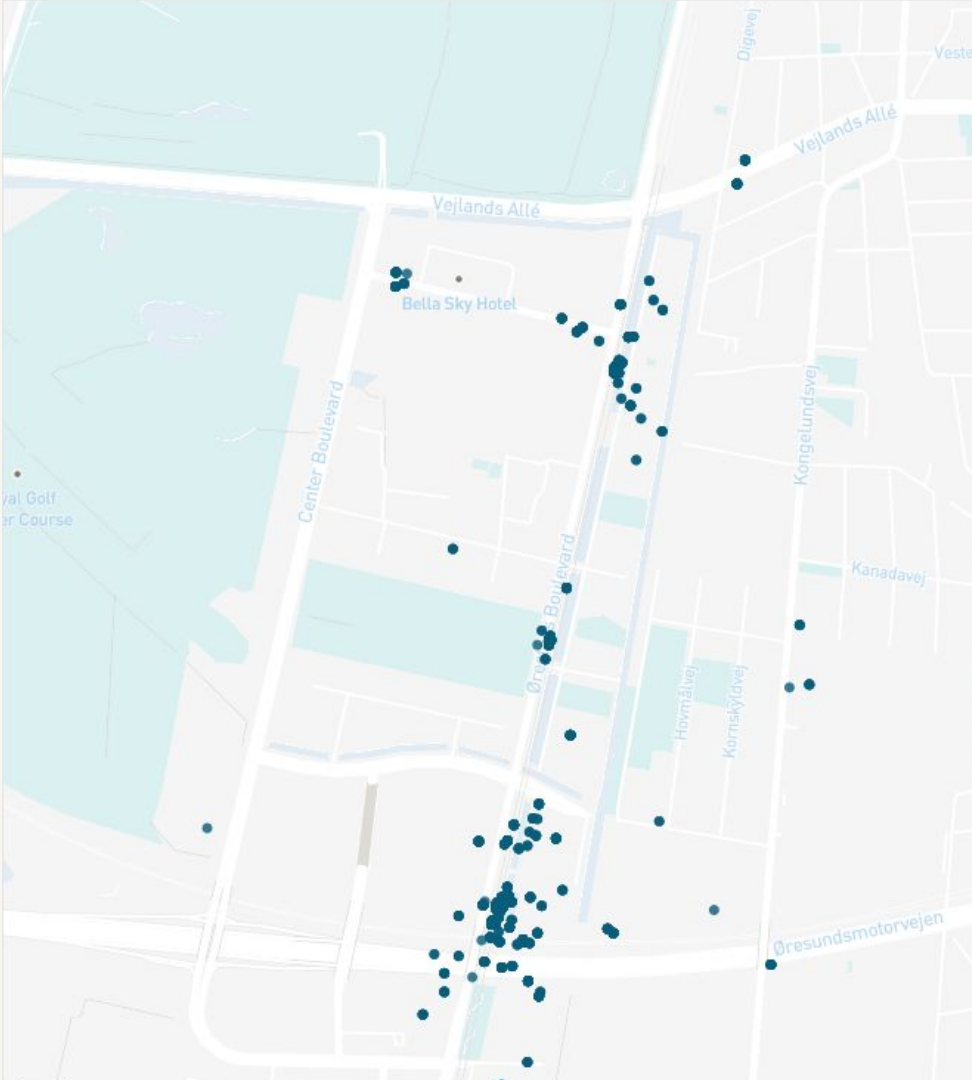
Comments from Maptionnaire

- 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:

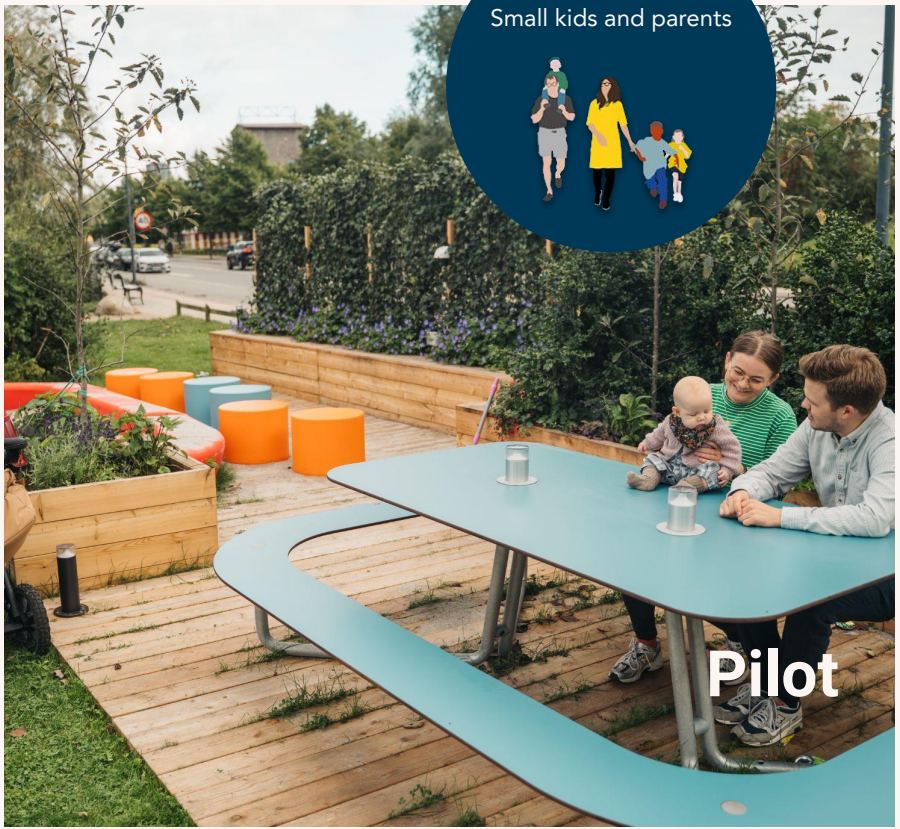
Studying public life at the sites a weekday before pilots or at nearby locations during the pilot

Pilot data:

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

Den grønne kile, Islands Brygge

Artillerivej
—
Islands
Brygge
Before


Target group:
Small kids and parents
Pilot

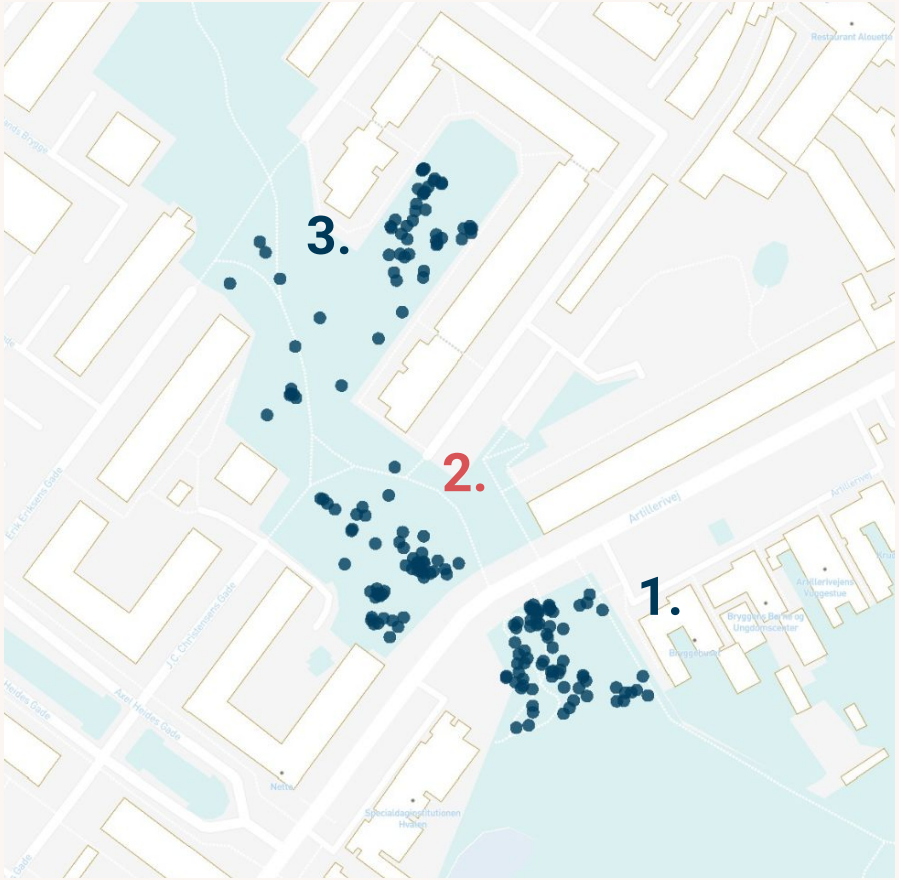
Artillerivej, Islands Brygge

We studied public life at three locations:

1. **Public Playground**
   Popular public nature playground used by the neighbourhood as well as the nearby kindergarten

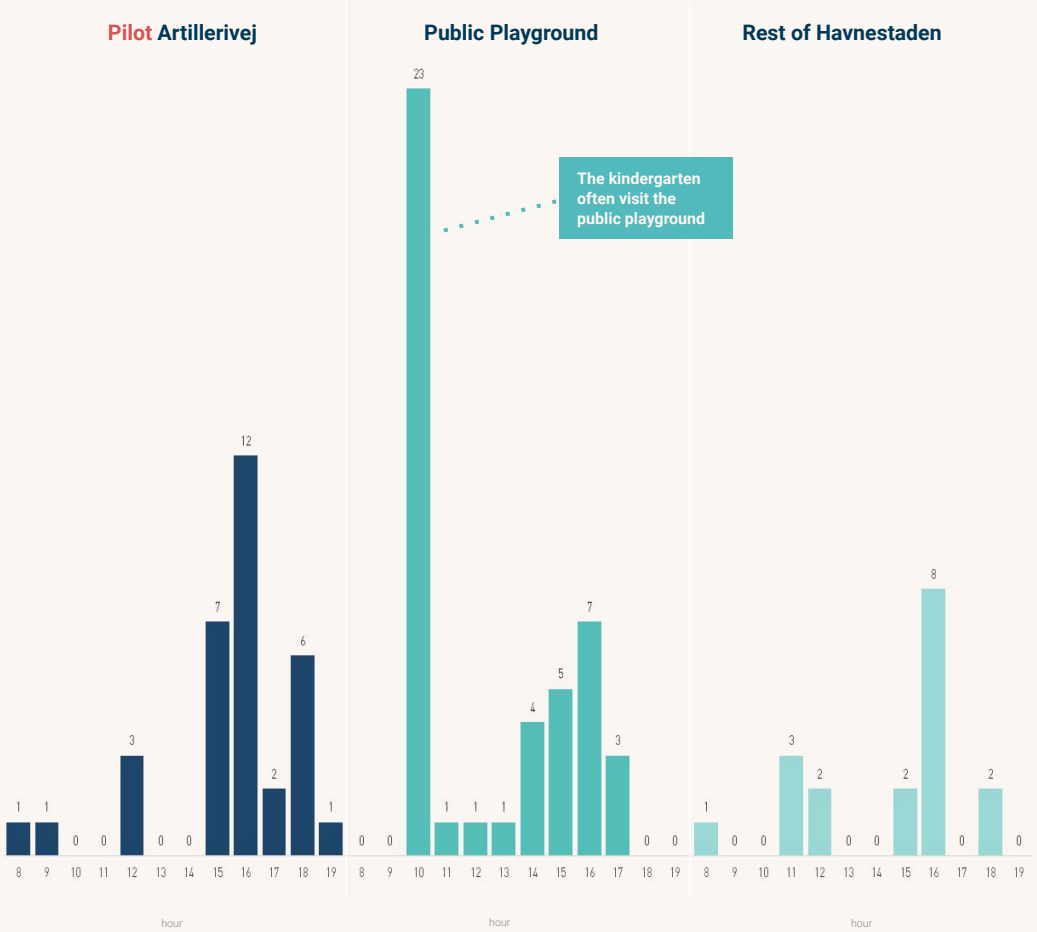
2. **Pilot site Artillerivej (part of the park Havnestaden)**
   Pilot in empty green area at Havneparken facing Artillerivej. Pilot consist of a green wall and plant beds to reduce air pollution, urban furniture, and sandbox.

3. **Rest of Havnestaden**
   Green area with limited seating options and a small semi-private playground surrounded by residential housing blox



Artillerivej, Islands Brygge

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%

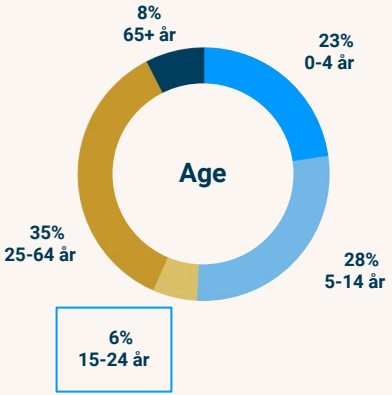
Are sitting at the **public playground**

7%

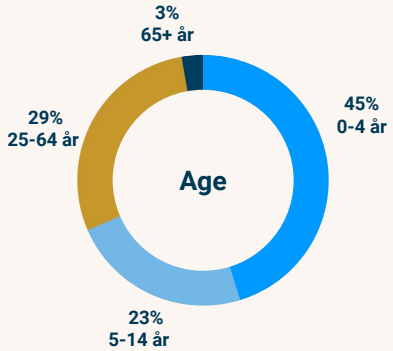
Are sitting at the **rest of Havnestaden**

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

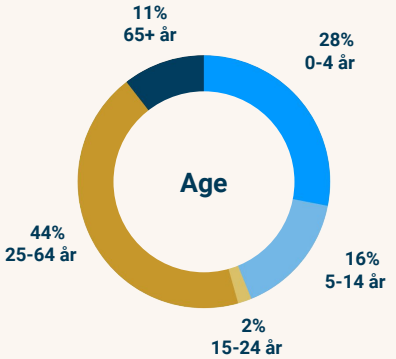
Pilot Artillerivej



Public Playground



Rest of Havnestaden

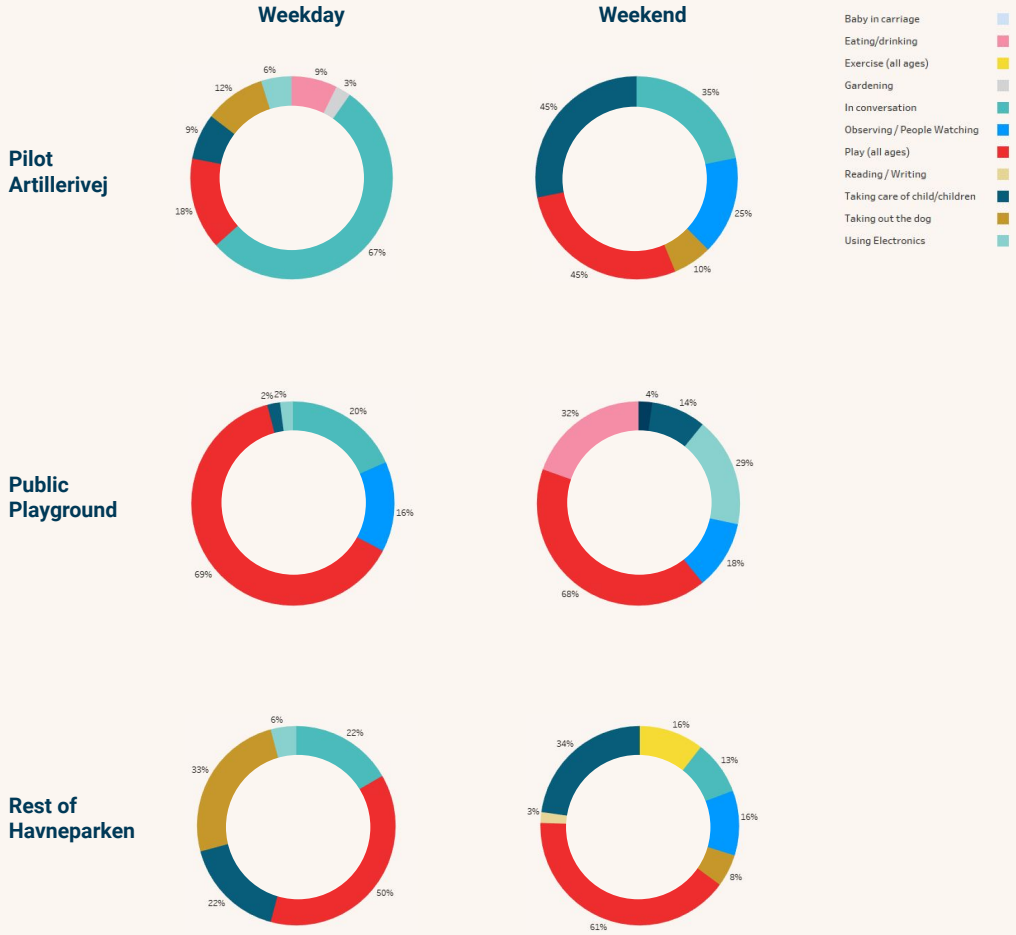


Artillerivej, Islands Brygge

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



Artillerivej, Islands Brygge

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

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.

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

Prismehaven, Ørestad

Prismehaven
–
Ørestad
Before

Target group:
All residents
Pilot

Prismehaven, Ørestad

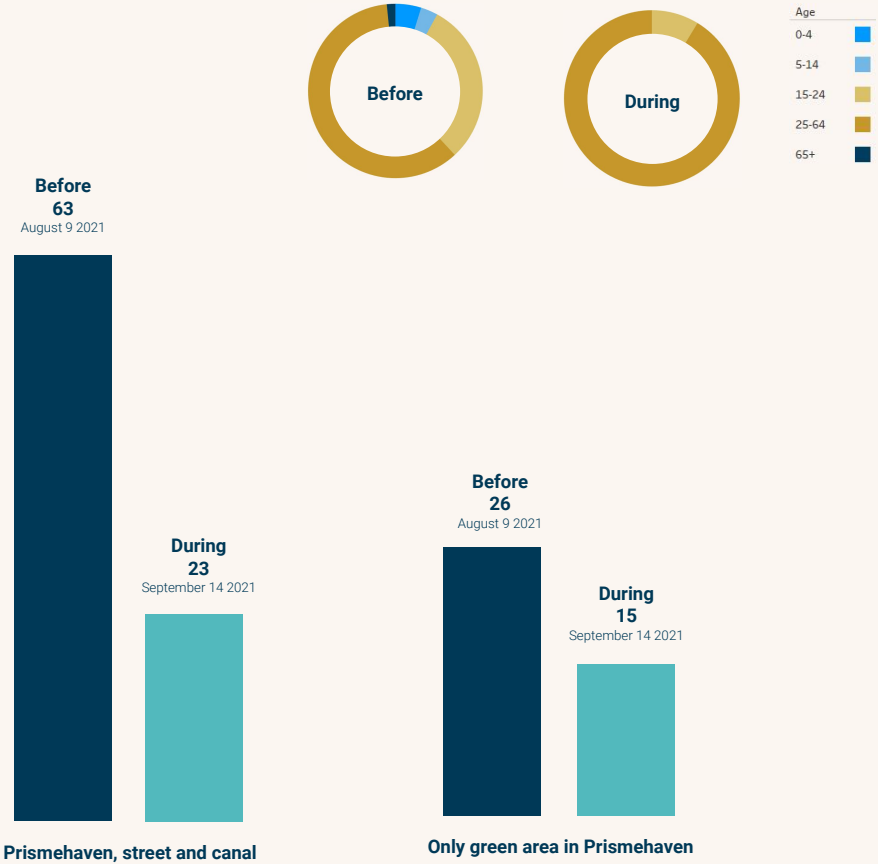
We studied public life a weekday before the pilot and a weekday during the pilot

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, 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

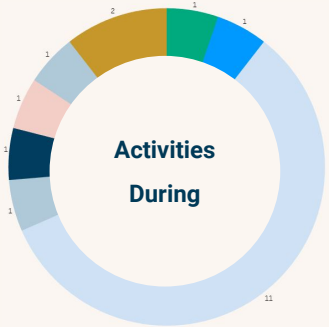
“The many different plants remind me of the many years I lived in Asia” –local resident, kvinde i 60’erne

Prismehaven, Ørestad

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



66%

Are sitting at the green area in Prismehaven during the pilot

Buslet, Ørestad

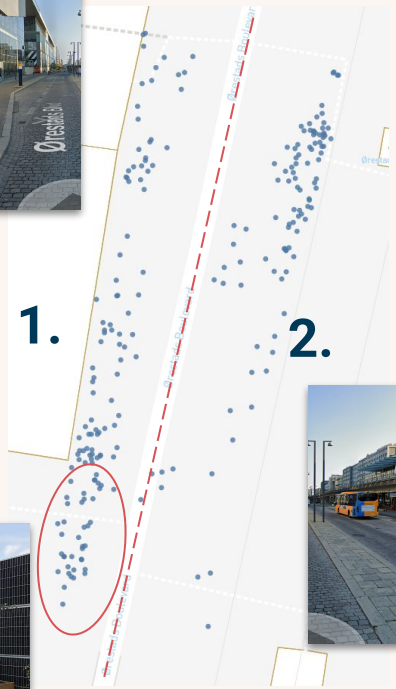
Buslet
—
Ørestad
Station
Before

Target group:
Bus passengers
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

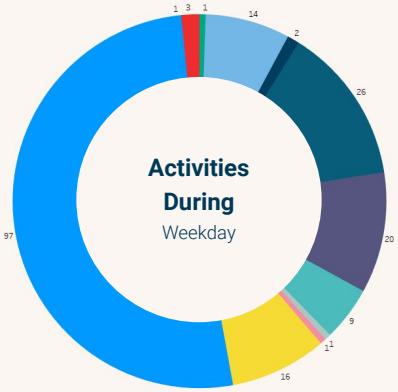
3/100

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

Pedestrians: avg. 542 ppl/hour

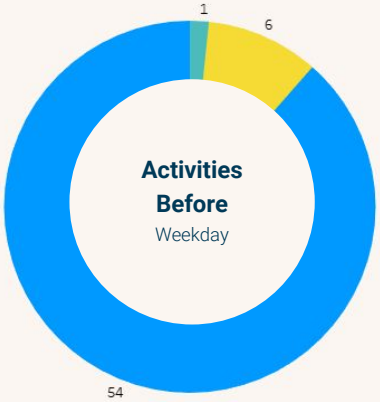
Buslet, Ørestad Station

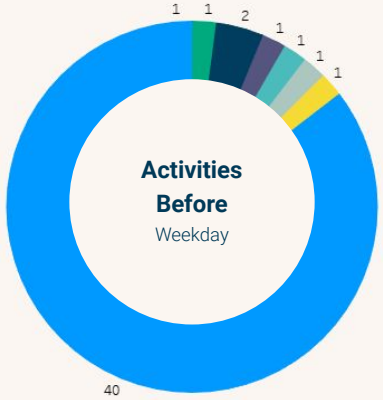
The main activity on the entire area is waiting for public transport



Buslet, Ørestad Station

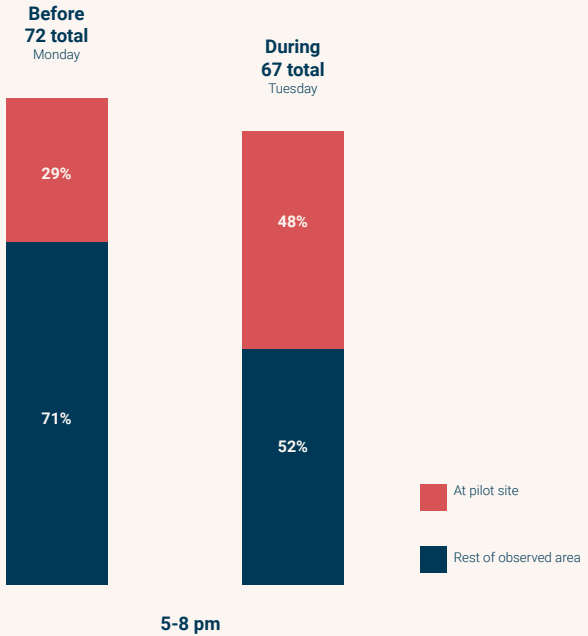
The main activity on the pilot site is more diverse during the pilot - especially in the weekend





Buslet, Ørestad Station

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



Buslet, Ørestad Station

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

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