

Urban planning can effect the pattern of use

City for people

padestrian/padestrian friendly

Copenhagen

remove driving lanes

making it safer for cyclist

35% more padestrians after removing the traditional main street (Stoget)

remove parking spaces

more cyclist lanes

more cyclists

37% more personal transport on bike for work and educational institutions between 1995-2005

35% more padestrians because of m

Create open spaces

remove Roads in the inner city

venice has always been a pedestrian city

narrow streets and kanel bridges prevented it from cars

short walking distances

dence city structure

make it less intresting for cars

Price vehicles more in the city centre

18% less traffic (London 2002)

better streets more squares makes city lively melbourne 1994-2004

lanes and promenades besides the river

more squares

new arcades

because of changes the city became more atractive and lively

documenting changes to see patterns and implement ideas

City designed for cars

attractive for cars what creates more cars to be bought what creates traffic

lifeless and useless