



Developing Cities for People

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Why Do Cities Matter?

...cover **2%** of the earth's surface

...contain **50%** of the world's population

...consume **75%** of global energy

...produce **80%** of greenhouse gas emissions





China urbanization
rate will reach **70%**

Urban population will reach
1 billion by **2030**

At least **350 million** more people
will move to the city in the next 20 years

660 cities and **2,000** new towns and
satellite cities will be built and rebuilt in the next 20 years

The Challenges



Urban Sprawl



Dangerous for People



Severe Congestion



Air Quality and Public Health

Air Quality is Dominant Social, Economic, and Environmental Issue



Transport and buildings are the major energy end uses in cities

Middle-income cities

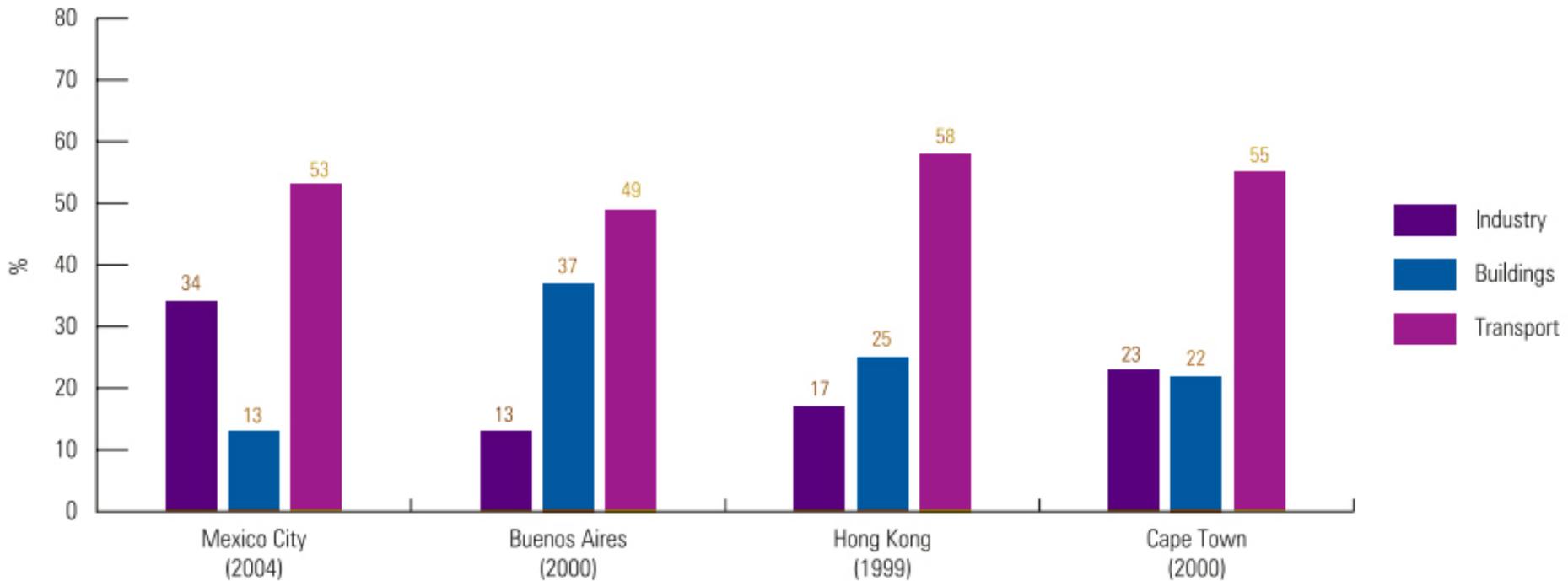
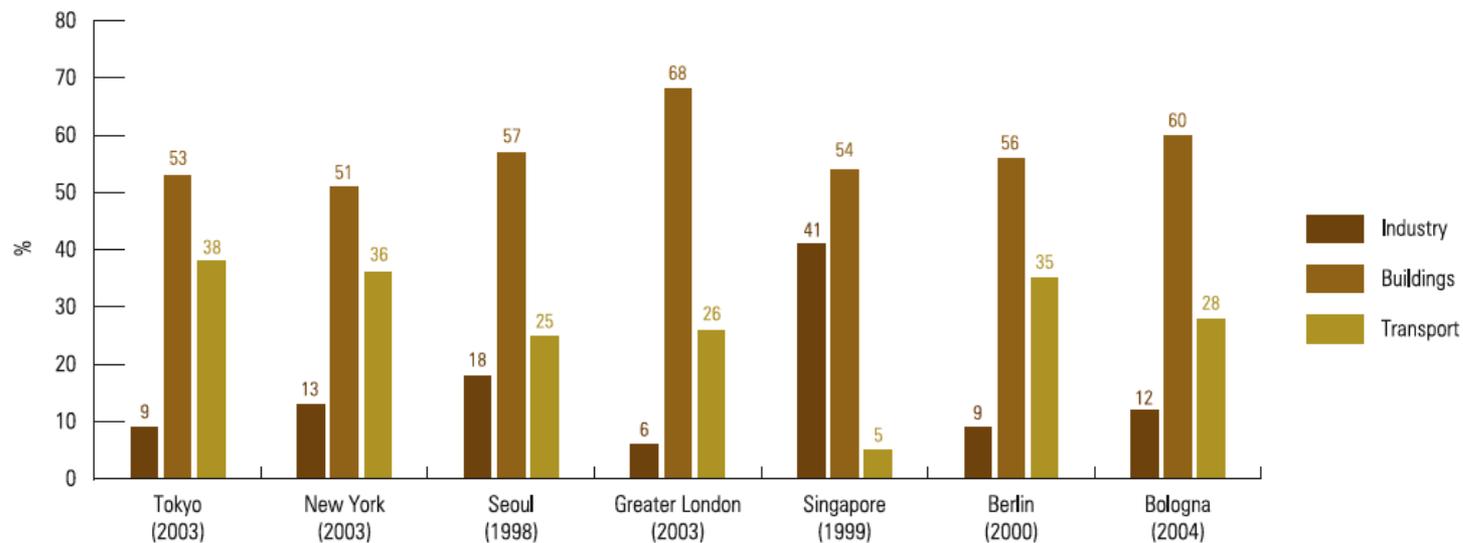


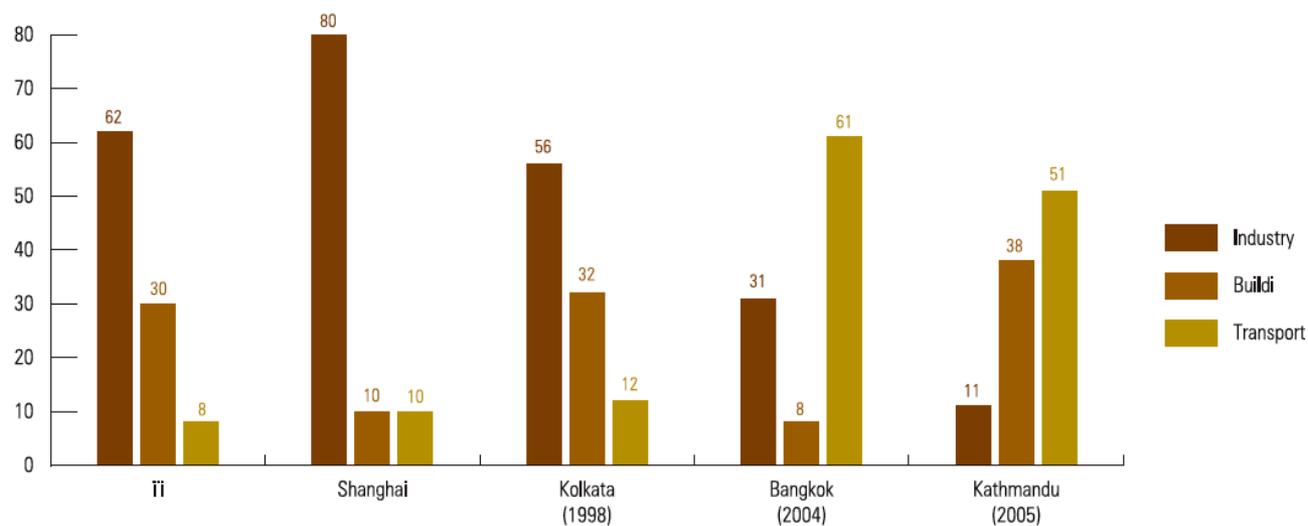
FIGURE 3.4.3: ENERGY CONSUMPTION IN SELECTED CITIES IN HIGH-INCOME, INDUSTRIALIZED ECONOMIES



Source: UN-HABITAT Global Urban Observatory 2008

Note: Data from various sources, 1999-2004

FIGURE 3.4.5: ENERGY CONSUMPTION IN SELECTED ASIAN CITIES

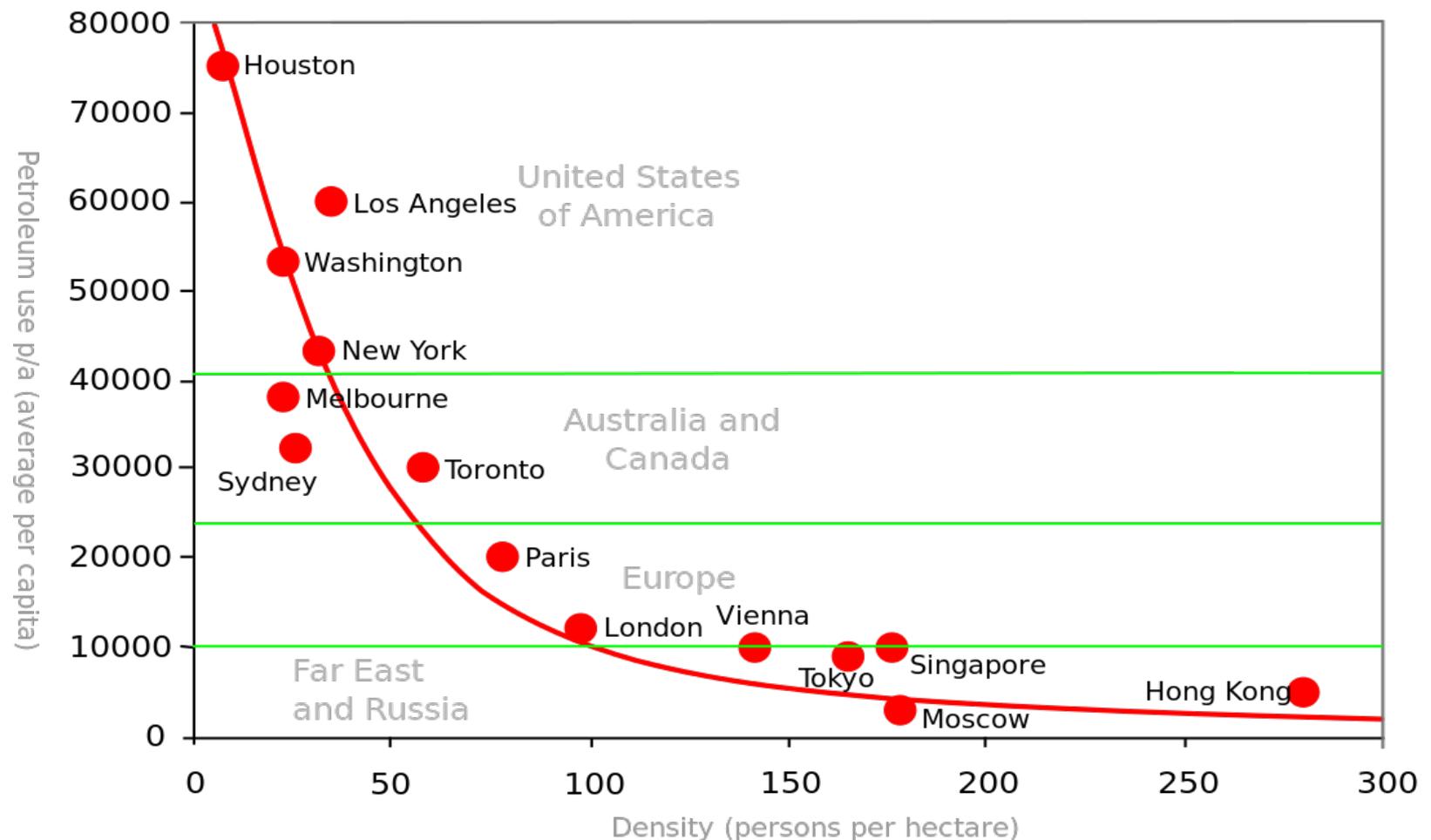


Source: UN-HABITAT Global Urban Observatory 2008

Note: Data from various sources, 1998-2005

Relationship between Transport and Land Use

A commonly used study of 32 cities by Newman & Kenworthy in 1989 concluded that there was a strong link between urban development densities and petroleum consumption.



Annual petroleum use per capita adjusted to US MJ (1980)

After Andrew Wright Associates, small section taken from 'Towards an Urban Renaissance', Urban Task Force Partnership, 1999, © DETR, 1999

Solutions: Planning Cities for People

1. Develop neighborhoods that promote walking
2. Prioritize bicycle networks
3. Create dense networks of streets and paths
4. Support high-quality transit
5. Zone for mixed-use neighborhoods
6. Match density to transit capacity
7. Create compact regions with short commutes
8. Increase mobility by regulating parking and road use



5

Zone for mixed-use neighborhoods 建设多功能混合的邻里社区

Encourage an optimal balance of housing and services through zoning codes.

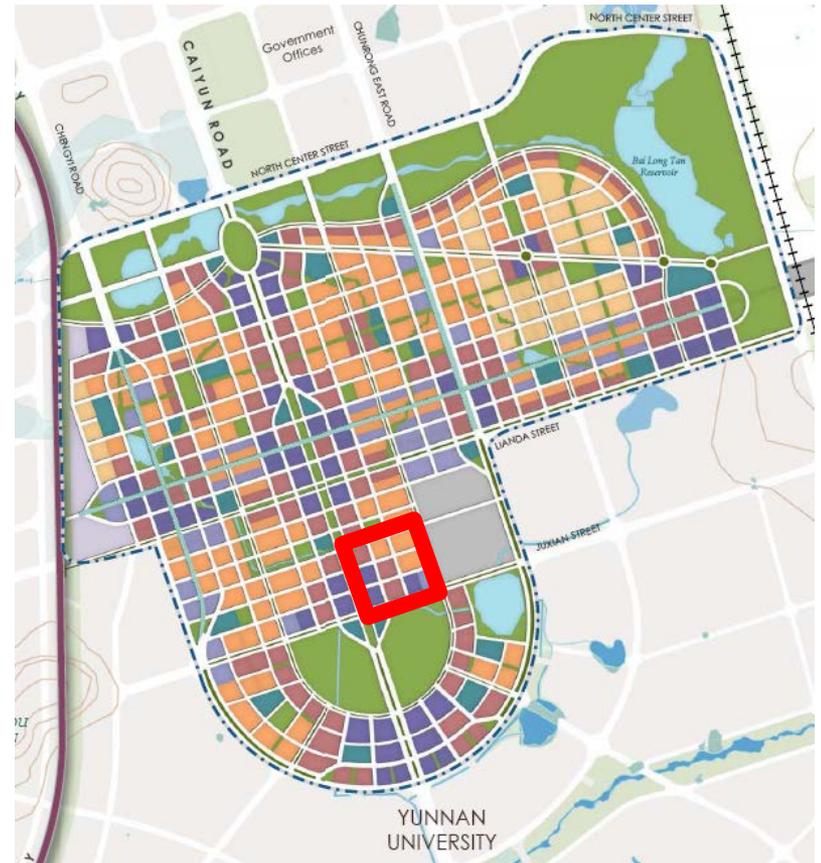
通过控规指标来实现住宅与服务的最佳平衡



New People Friendly Urban Model: Kunming



*Super Blocks
in original plan*



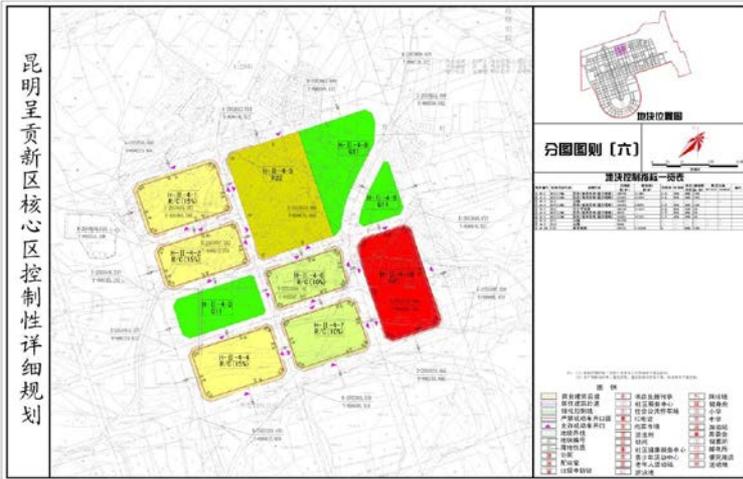
*Human-scale street network
in new plan*

Regulatory Detailed Plan

昆明呈贡新区核心区控制性详细规划



规划总图
 昆明市规划设计研究院
 KUNMING URBAN PLANNING INSTITUTE



Courtesy of Kunming Urban Planning Institute

1

Develop neighborhoods to promote walking



Chongqing, China

2

Prioritize bicycle networks

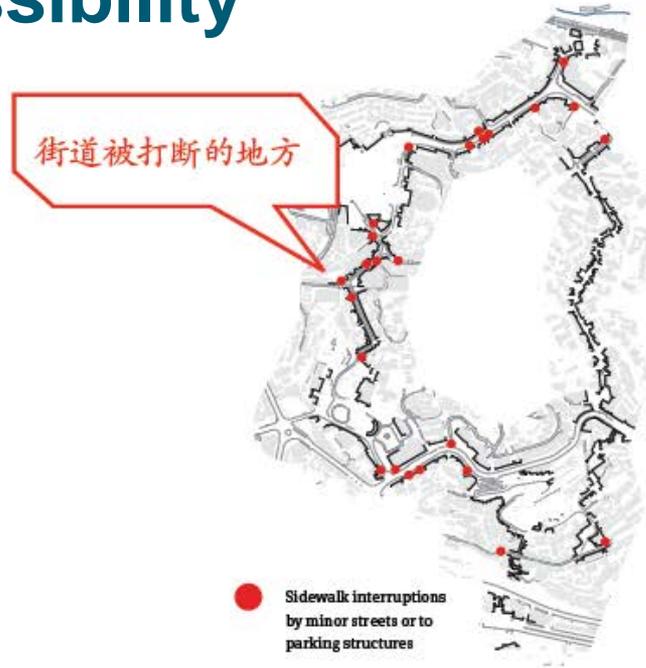


Bike-prioritized Intersection

Chongqing: a Mountain City



Sidewalk/Accessibility



Pilot Implementation

- 3.9km route
- 8 segments
- 7 public space nodes



Courtesy of Chongqing Urban Planning Institute







杨氏面庄
订座电话: 15823020188

杨氏面庄
新米线 刀削
蒸包子 稀饭
订座电话:
88211284
15823020188
a pu
又西时局
订座电话:
88211284
15823020188



山城步道

炒菜 刀削面
小面 砂锅

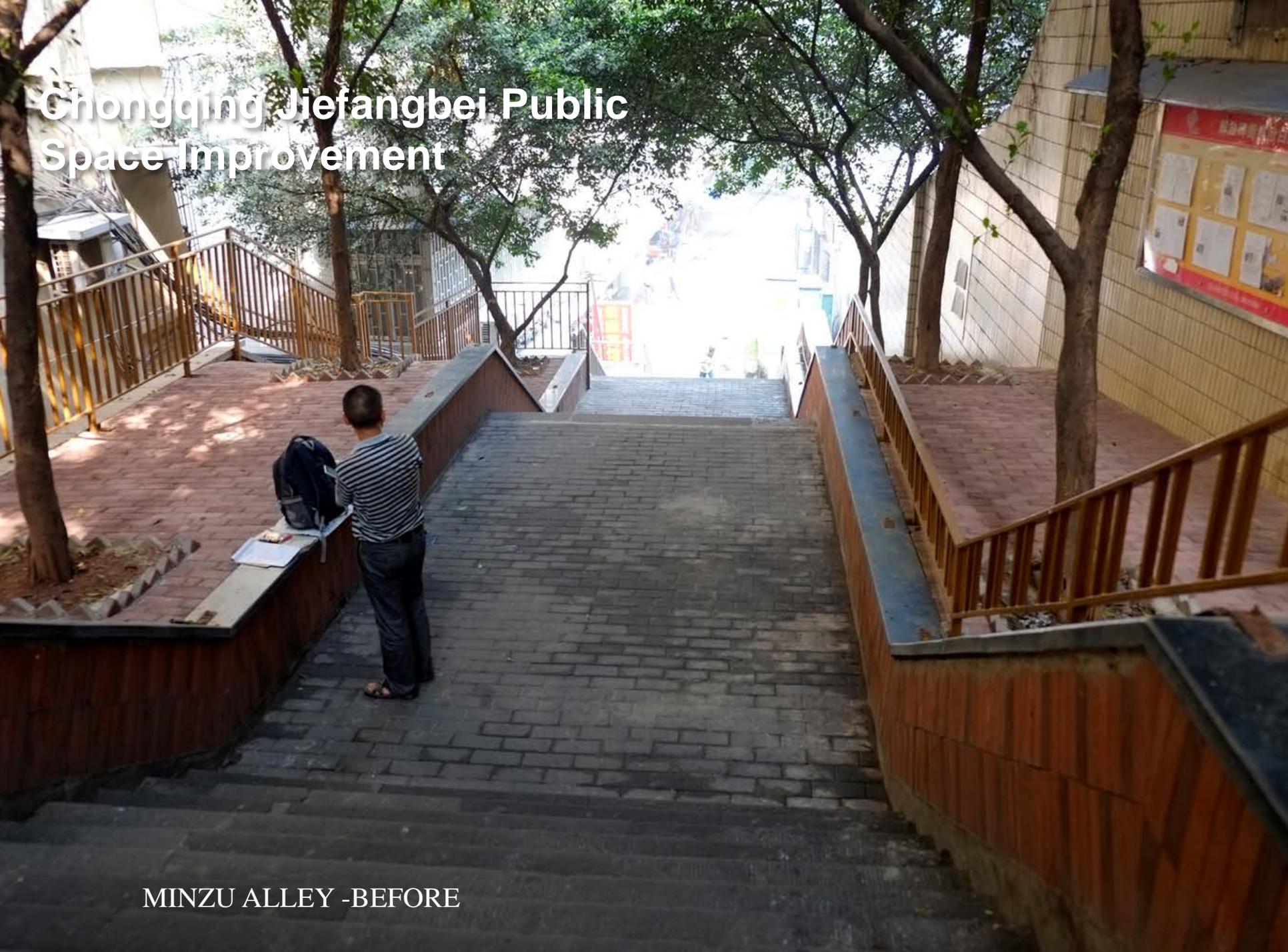








Chongqing Jiefangbei Public Space Improvement



MINZU ALLEY -BEFORE

各个年龄群体的休闲娱乐

提升铺装品质

墙面艺术



创新的滑梯通道

有标示道路功能的灯光

大量的座椅



XINHUA ROAD - BEFORE

与城市核心区强大的
步行连接

信息和引导标志

自行车道

改进的公园入口



AFTER

对所有交通模式都均衡的
布局安排

公交优先

公共交通良好的整合

十字金街北端 —— 改造前
END OF GOLDEN CROSS- BEFORE



十字金街北端 —— 改造后
END OF GOLDEN CROSS- AFTER



为了视觉效果绿植和树荫

旅游信息和引导信息



伴有公共活动的开敞立面

高品质的座椅

步行友好的路面

改善过街——通向周边目的地

临江门 —— 改造前
LINJIANGMEN - BEFORE



临江门 —— 改造后
LINJIANGMEN - AFTER



邹容支路 (新华路方向)
ZOU RONG ZHI LU (XIN HUA LU FANG XIANG)

- ← 大都汇广场
- ← 重百大楼
- ← 扬子岛酒店
- ← 重庆书城

重庆书城
Chongqing Book Center

重庆书城
Chongqing Book Center

提高地铁吸引力的独特设计

供身体有障碍人士、轮椅和老人使用的升降电梯

清晰可见的标志



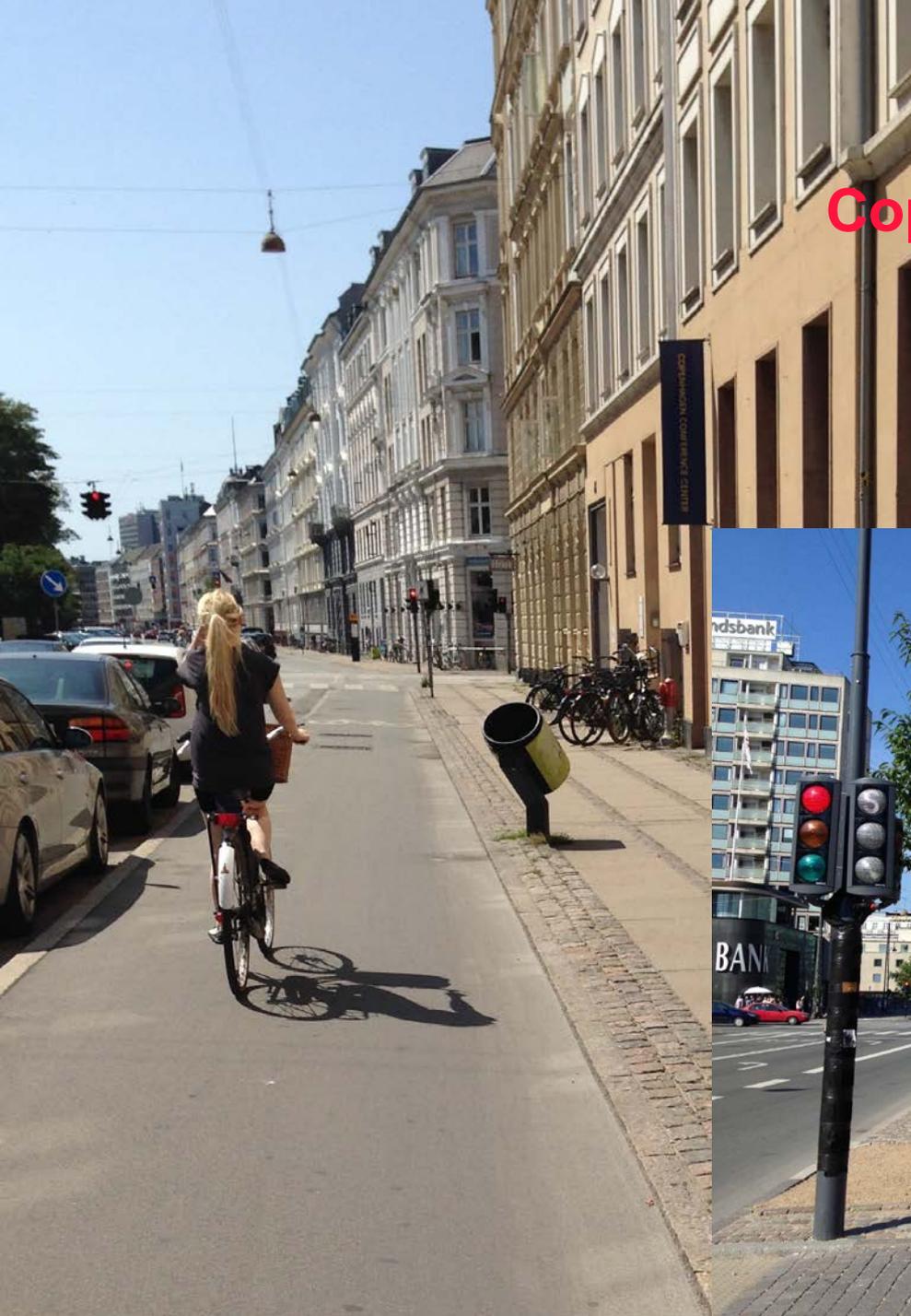
提供座椅

一个带有旅游信息和活动空间的正式地铁入口广场

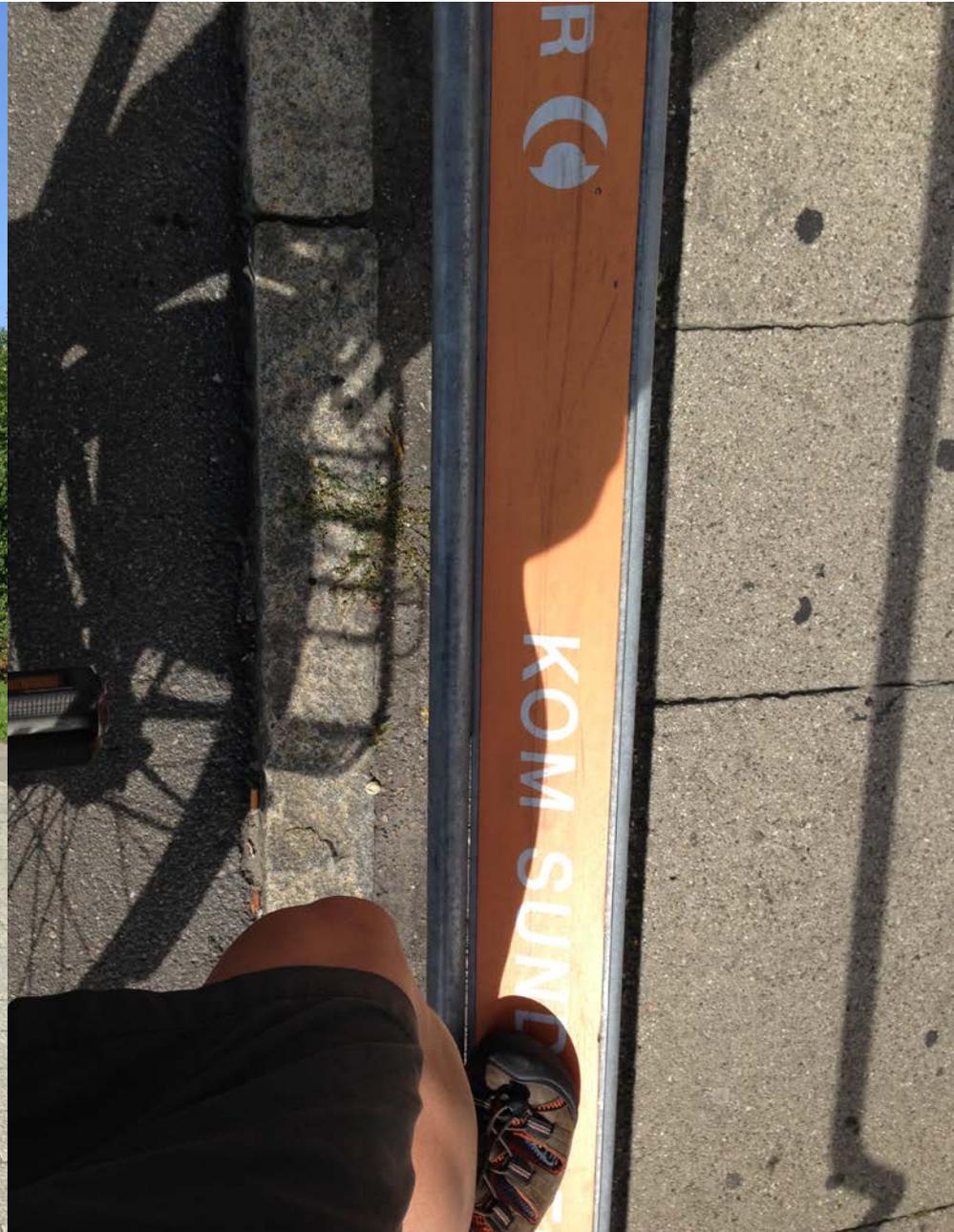
城市和地铁系统信息

Copenhagen:

Bike-friendly design details



Bike-expressway and footrest!







**Party-
cycle
s**

6

Match density to transit capacity



In Curitiba, Brazil, high-rise development is focused within 200 meters of mass transit lines.



In Guangzhou, density is focused around the BRT corridor. The system's capacity matches commute-hour transit demand.

Bus Rapid Transit

- Adoption of **BRT** in two dozen cities in China
- **5000KM** BRT in operation by 2020
- National **financial incentive** policy



Jinan BRT Corridor

Prosperous, Low-carbon Cities

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