

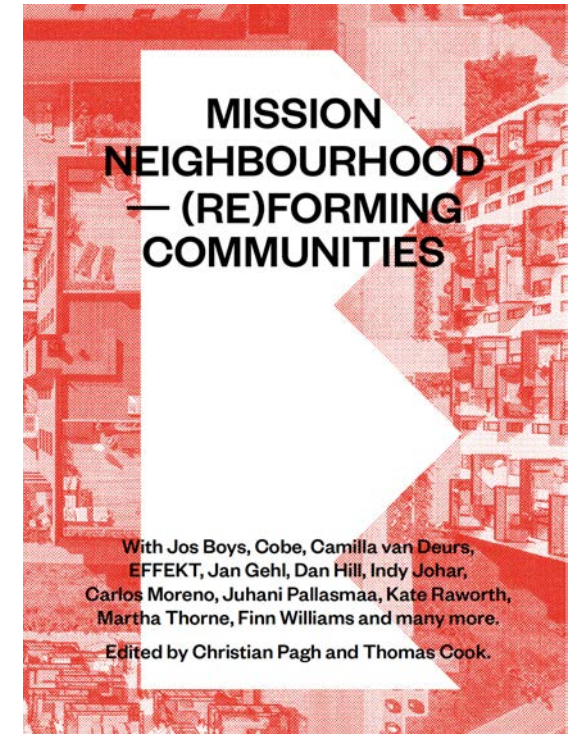
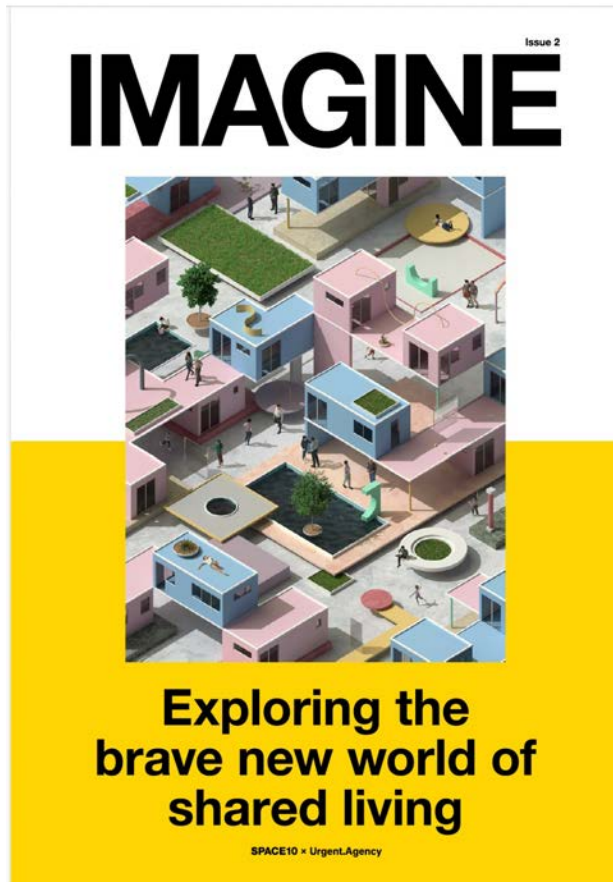
VISIONER FOR FREMTIDENS NABOLAG

CHRISTIAN PAGH
SENIORRÅDGIVER
DECEMBER 2024

HANDLINGER FOR BEDRE NABOLAG NU!

CHRISTIAN PAGH
SENIORRÅDGIVER
DECEMBER 2024

MIT UDGANGSPUNKT: HVOR RUM, KULTUR OG FÆLLESSKAB MØDES



HVORDAN FORSTÅR VI MENNESKER OG STEDER?

På hvilken måde definerer fysiske og sociale rammer vores **livsmuligheder**?

Hvilke byer, nabolag og steder **muliggør meningsfulde møder og fællesskaber** - og hvilke gør ikke?







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Trondheim



ROPA
OTAS
ENVIOS
CD&DVD
AN

Eric Pickersgill

Vores steder betyde mindre end før

→ når vi kan handle, blive underholdt, date osv. **online**

Core call...
→ vi bevæger os mindre lokalt og skal **mindre lokalt**

→ stigende ensomhed og social udsathed især for børn, unge og ældre

... en længsel efter at være sammen (på den rigtige måde!)

READING A MARVELOUS ORDER

“.. .wherever the old city is working successfully, is a **marvelous order** for maintaining the safety of the streets and the freedom of the city. It is a complex order. ..

This order is all composed of **movement and change**, and although it is life, not art, we may fancifully call it **the art form of the city** and liken it to the dance

... **an intricate ballet in which the individual dancers and ensembles all have distinctive parts which miraculously reinforce each other** and compose an orderly whole”

— Jane Jacobs

The Death and Life of the Great American City





Bergen

Gade



Bergen

1

Vi skal udvikle en praktisk filosofi for fællesskabets steder

Nabolagets skala og horisont er særlig relevant og
må styrkes i by- og stedsudvikling

NABOLAGETS SKALA OG HORISONT

Kvarteret / nabolaget

er der **vi bor**

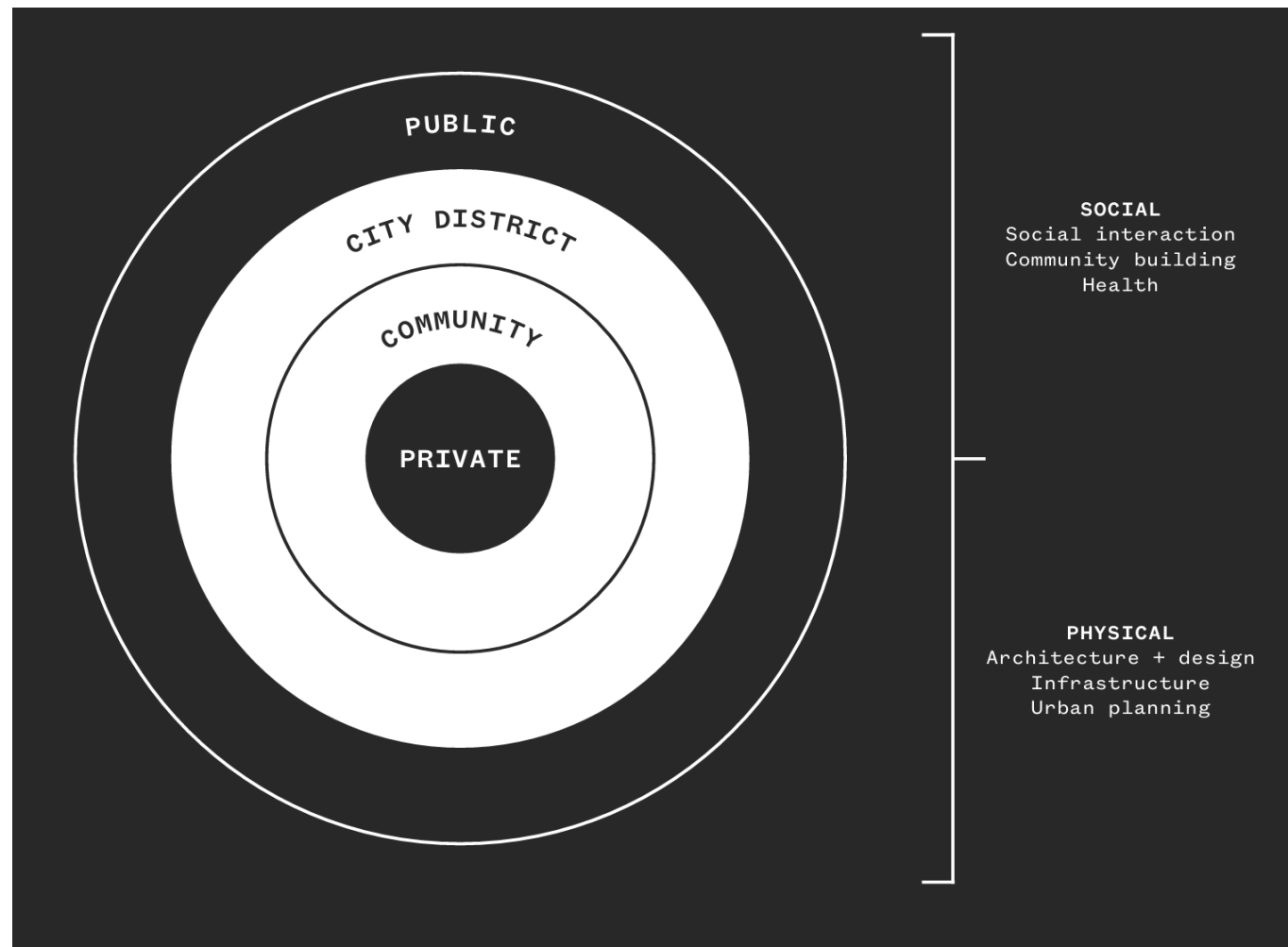
rammen om **hverdagslivet**

fysisk og socialt

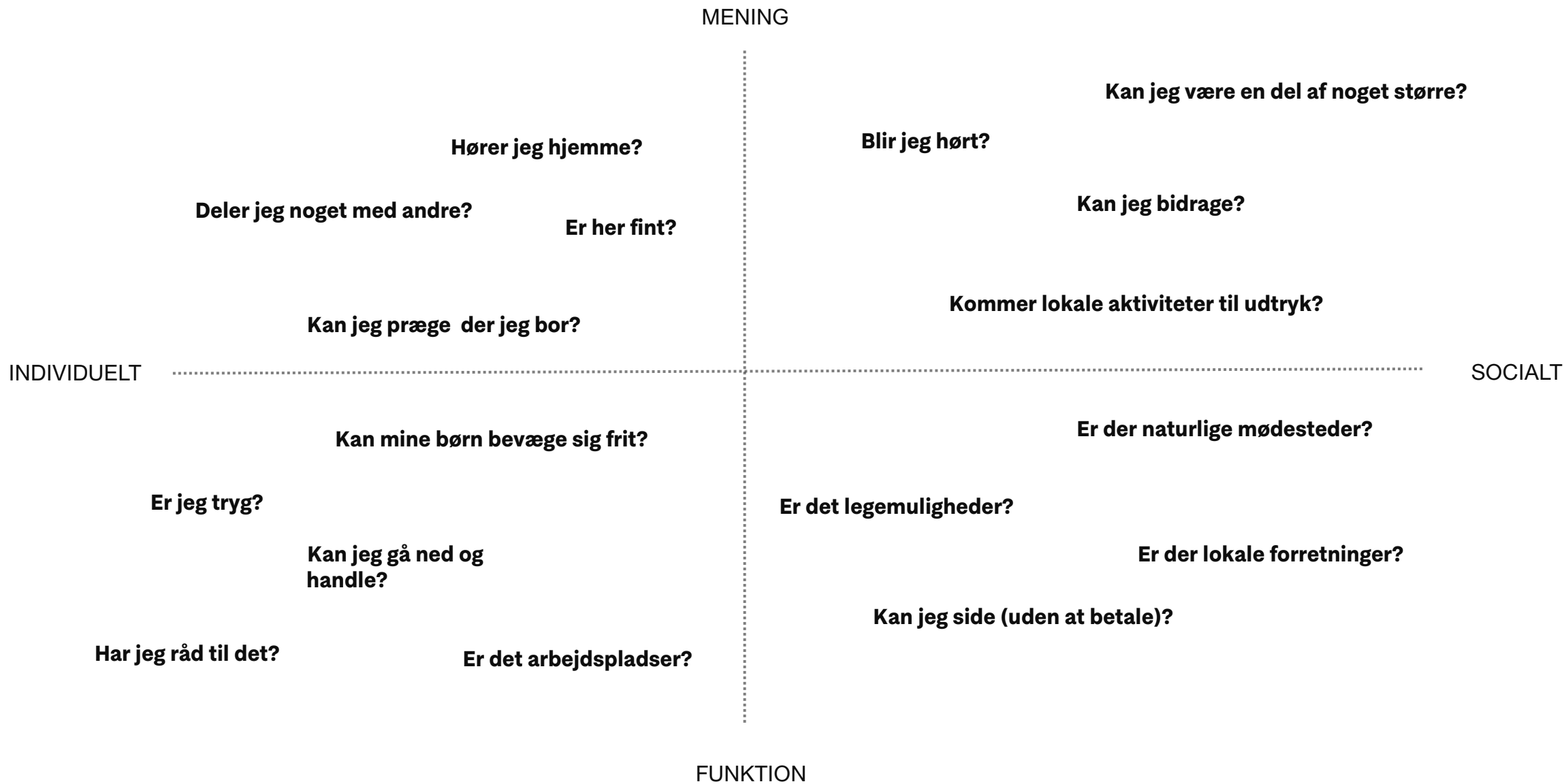
skalaen mellem det private og det offentlige

forholder sig til fællesskabet
(forestillet eller reelt)

horisont for **lokale funktioner** – og forholdet mellem dem!



HVERDAGENS BEHOV + STEDERS MULIGHEDER!





Grünerløkka, Oslo







Nørrebro, København

Byform – gaden med meget mere

Tydelig tæt plan med god plads til fodgængere

Hvor vejene mødes skæres hjørnerne, så der
plads til mødesteder og ophold

Nye **'superblocks'** skaber nye grønne og sociale
nabolagskvaliteter med differentieret program



GODE STEDER SKABER MULIGHEDER

“My work is to a large extent a matter of **understanding how people use and experience places in real life ...**

To my mind, the **neighbourhood depends on everyday meetings**, the places you move to and from, and this includes fleeting meetings with your neighbours. All of these small encounters, where people use public space and bump into each other, has the potential to be an enabler of community life.

Making great places for people and communities to come together is really about forming great *conditions.*”

— Jan Gehl

Interview, 2023 (coming in 'Mission Neighbourhood')



2

Vi skal tænke fysisk og social infrastruktur sammen!

Hverdagens *praktiske og nødvendige* gøremål må tænkes sammen med *meningsfulde muligheder*

HVAD ER SOCIAL INFRASTRUKTUR?

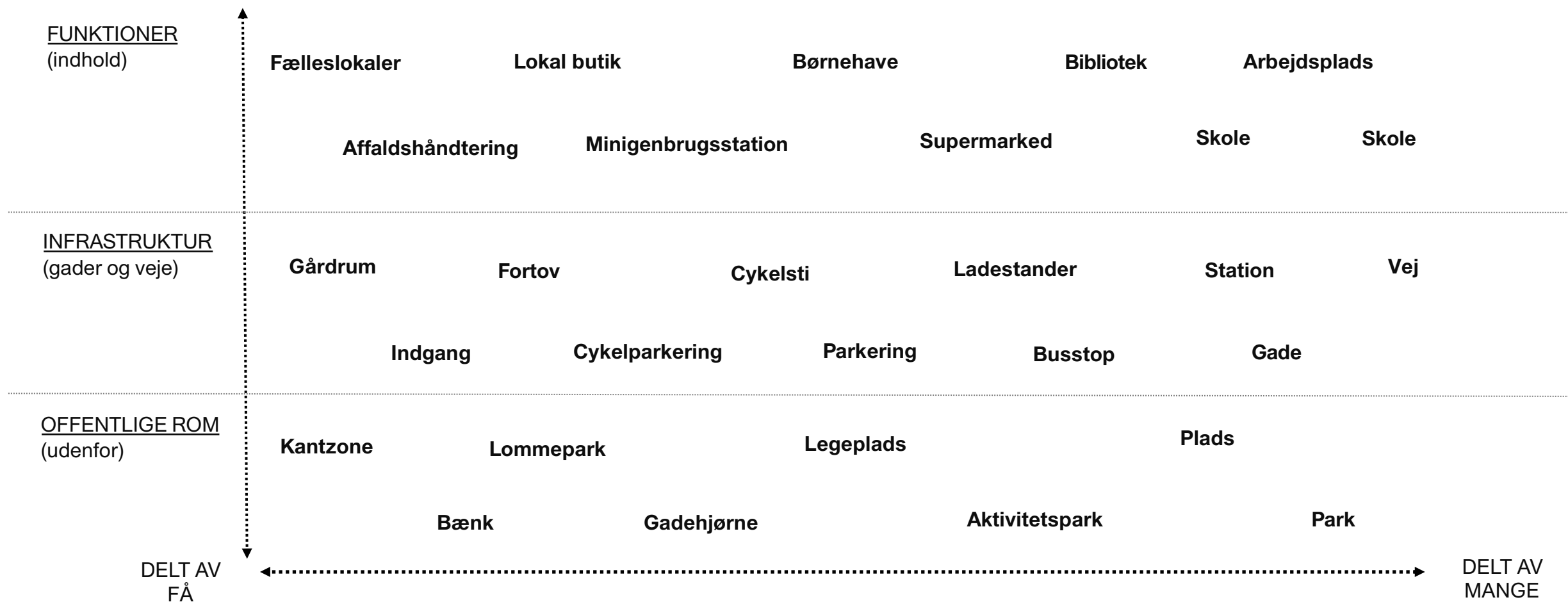
*'Social infrastructure is those physical spaces in which regular interactions are facilitated between and within the diverse sections of a community, and **where meaningful relationships, new forms of trust and feelings of reciprocity are inculcated among local people***

The Bennett Institute for Public Policy, UK

- **Social infrastruktur** = de komplekse fysiske og sociale rammer om det fælles liv
- Betragtes (snævert) som **offentlige funktioner** – skoler, biblioteker, kulturinstitutioner ol. – men bør også (bredt) inkludere dele af **offentlig infrastruktur, byrum og handel.**
- Vores **mulighedsrum for at mødes og bygge** meningsfulde fællesskaber og relationer



NABOLAGETS BERØRINGSKATEGORIER



Vej - redesign I



Voldsmøse

Vej - redesign II



Odense

Handel



Trondheim



Oslo

MAY BE
OPENING SOON

 **STARBUCKS®**

CONSIDERING
**GRAND OPENING
2021**

**FOR Å
BEHOLDE
DE SMÅ
BUTIKKENE**
VI KJØPE
GAVENE
LOKALT

**BEHOLD
DE SMÅ
BUTIKKENE**
LOKALT KJØPE

supreme
roastworks.

supreme
roastworks.

Grünerløkka Oslo

Affald / genbrug



Løren, Oslo



Genbrugsstation, København



Genbrugsstation, København

Klimasikring



Tåsinge plads, København

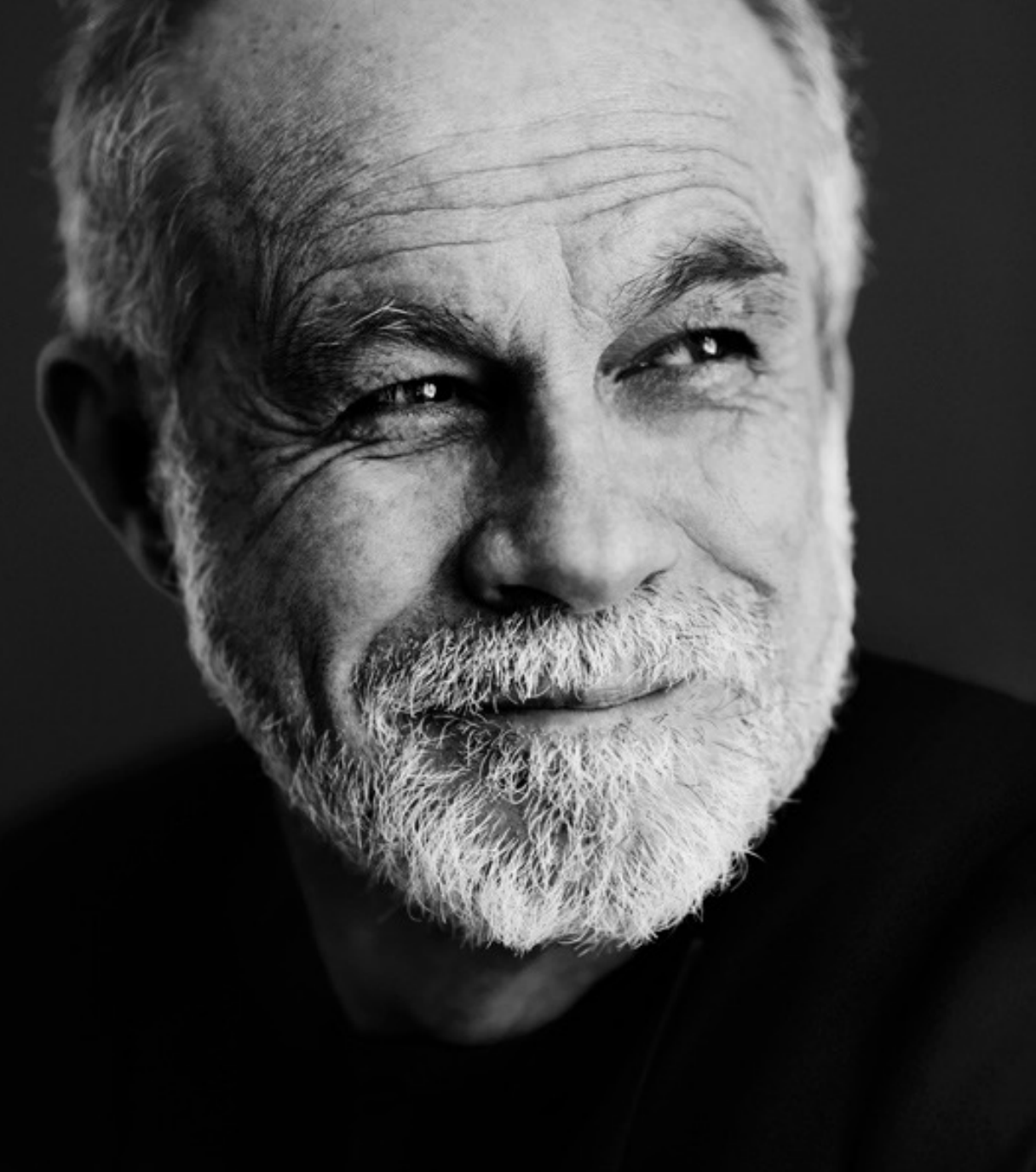


Tåsinge plads, København

3

Vi skal investere i nærhed, overlap og krydspollinering

Social infrastruktur skal udvikles fra starten af i den nye by –
og plejes i den gamle!



“More and more neighborhoods are being built while ignoring the place of the human being and the importance of their relationships with others... The 15-minute city is about rethinking urban planning centered around **meaningful proximity to the things that matter**”

— Carlos Moreno

Samspil mellem skole og gade

Ny social infrastruktur = nye sociale anledninger

Gaden bliver et aktiv for mere end transport

Fælles hverdagsliv flyder ud i byen



Nye skolegade i Paris



Nye skolegader i Paris

Copenhagen Car free(dom)



Jaja + Robert Martens





Jaja Martens

Vej og parkering bliver til nabolagsscene



Jaja

Social infrastruktur hvor vi skal noget



Clever café. Aabenraa



Jaja



Jernbanebyen, København

Social + fysisk infrastruktur integreret i gadebreb



Jernbanebyen, København

Kantzonens betydning



Nordhavn, København



At skabe ny by, nye forbindelser – og veje!

Celleupparken Aarhus



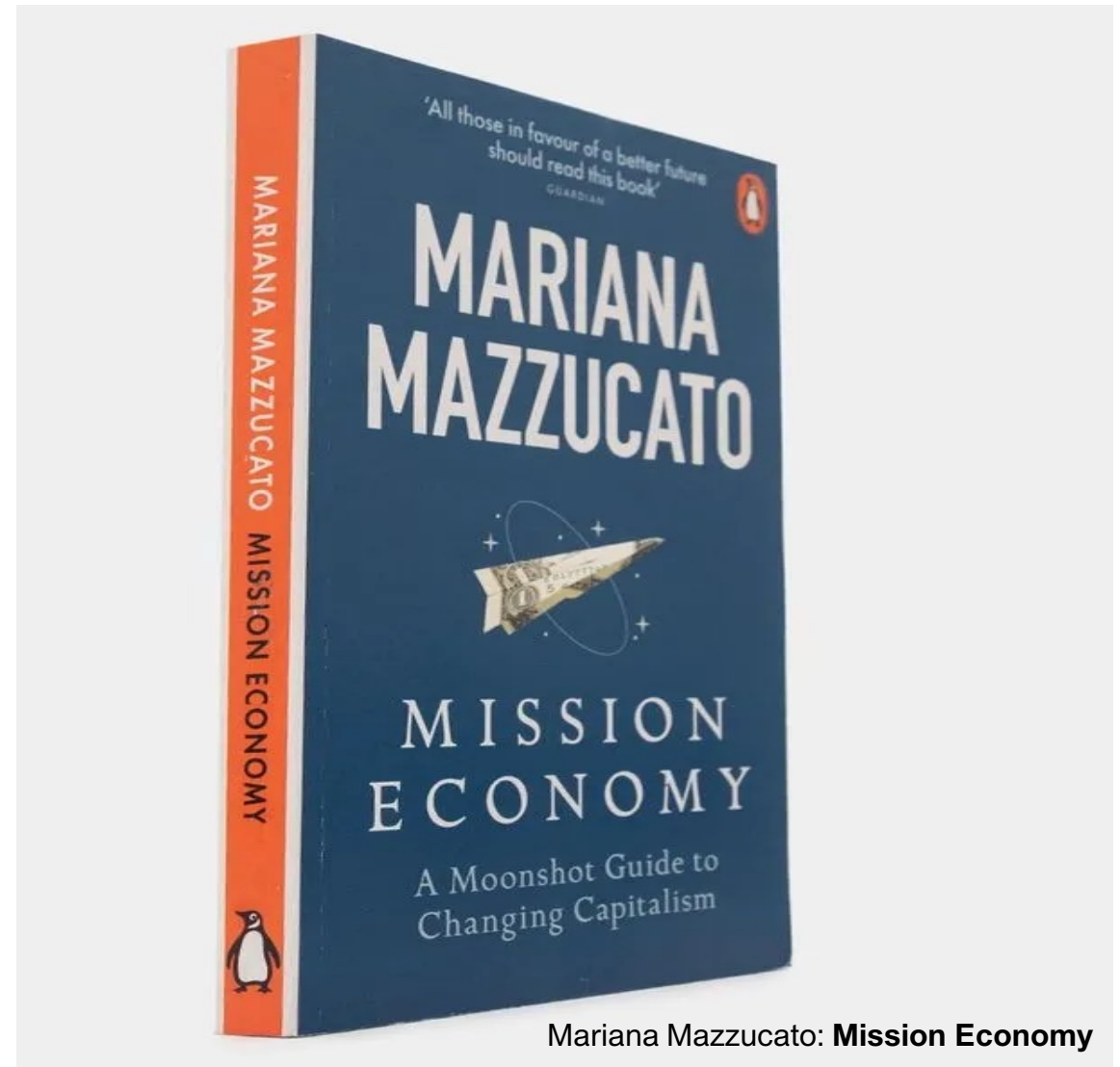
4

Vi skal praktisere byudvikling som samfundsskabelse!

Alt som bygges og transformeres må skabe muligheder for livet
sammen – på alle skalaer!

VI HAR BRUG FOR MISSIONSDREVET BY- OG VEJUDVIKLING!

- Hvordan kan byudvikling og mobilitetsprojekter i højere grad **bidrage til større samfundsmål** (og ikke bare snævre projektmål)?
- Hvordan kan rammebetingelser, **økonomiske modeller og incitamentsstrukturer gentænkes** med henblik på social og miljømæssig bæredygtighed?
- Hvordan kan det offentlige lede **samfundsmissioner** så brancher bliver bedre til at løse tidens store udfordringer?
- **Mission thinking og strategisk design** kan inspirere - vi skal se målet for os!



Mariana Mazzucato: **Mission Economy**

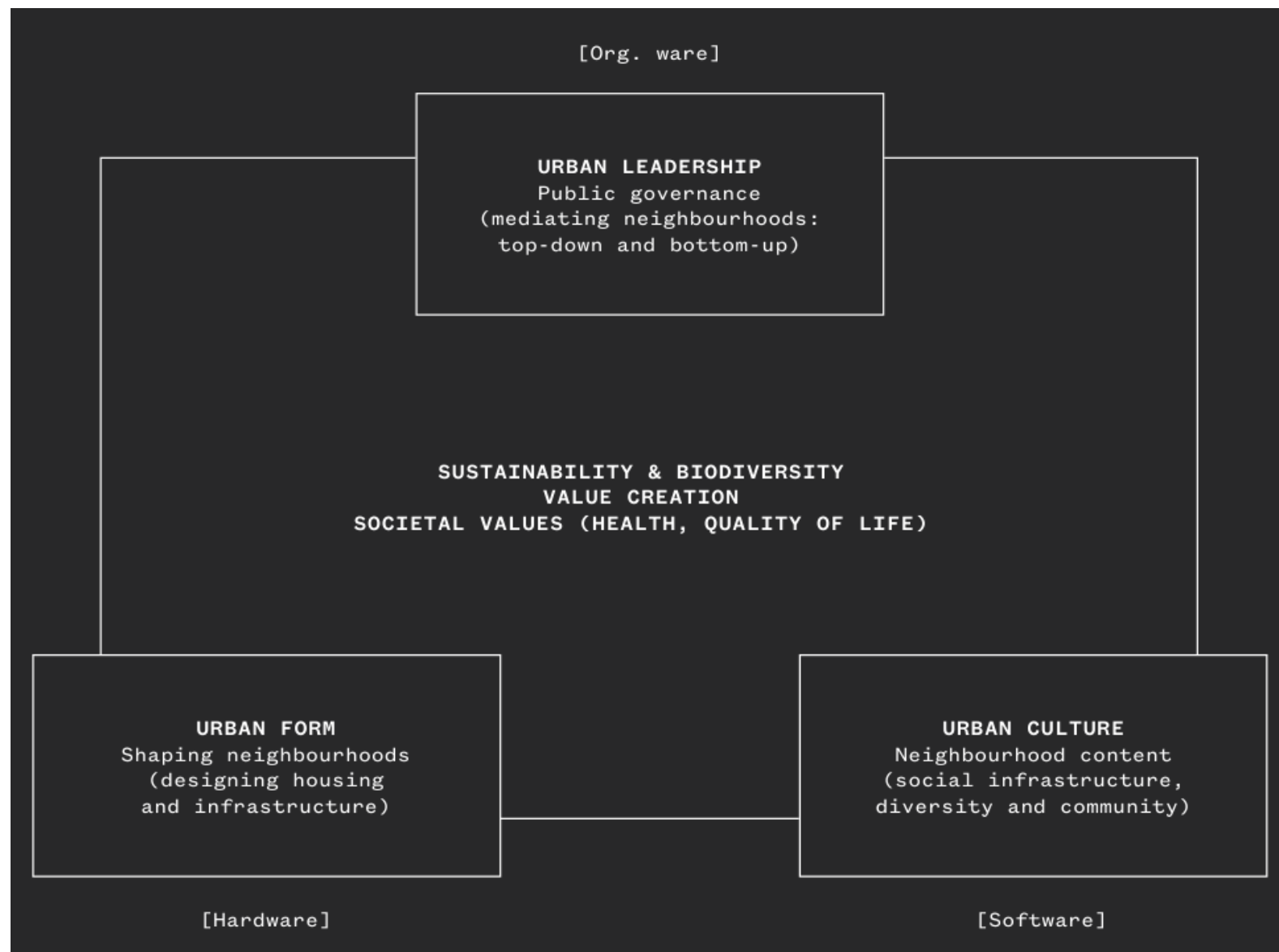
FREMTIDENS BYLEDELSE

Vi skal

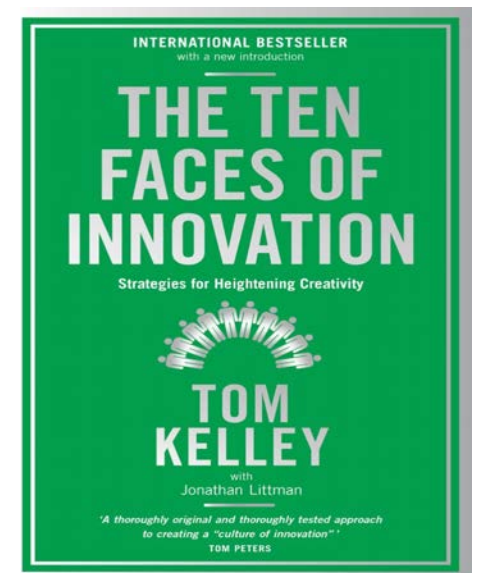
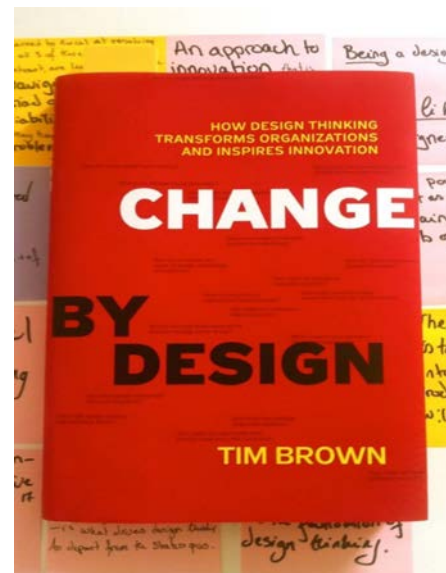
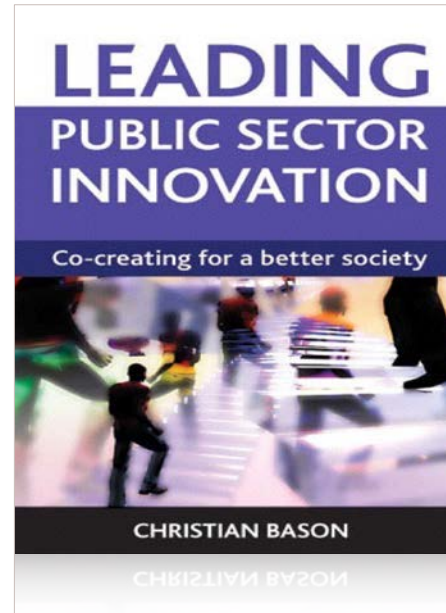
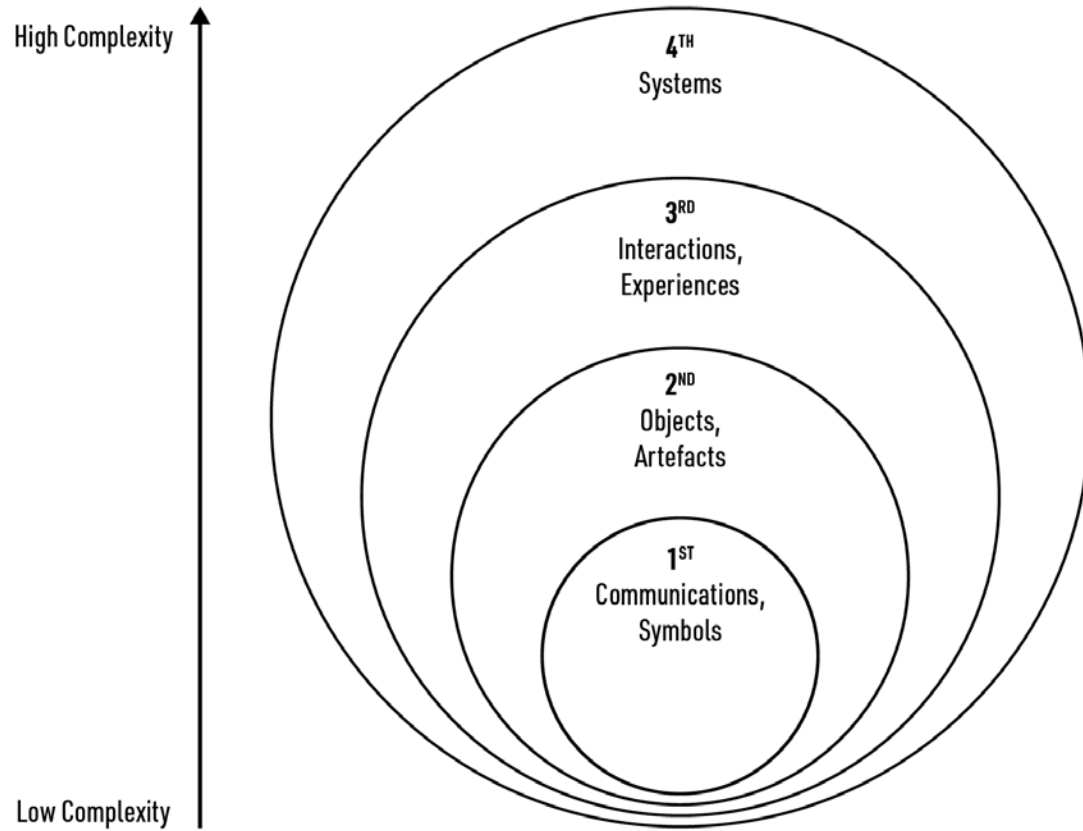
→ betragte byudvikling som **en kreativ udviklingsproces** – *research and development* – ikke ‘bare’ ‘planlægning’

→ styrke sammenhængene mellem **byform, bykultur og byledelse**

→ **vi skal turde at eksperimentere** og aspirere mod større mål!



ARBEJD VIDERE MED STRATEGISK DESIGN!



Designing missions

Mission-oriented innovation in Sweden—
A practice guide by Vinnova

Written by Dan Hill, and featuring contributions
from Brian Eno, Pernilla Glaser, Afton Halloran,
Mariana Mazzucato, Darja Isaksson, Anja Melander,
Marco Steinberg, Jakob Trollbäck and Amanda Wood.

VINNOVA
Sweden's Innovation Agency

1

Sweden is using its installed base of existing streets, as a lever to transform public health, climate footprint, social justice, cultural interactions, local politics, environmental qualities, biodiversity, sustainable maintenance, logistics, mobility start-ups, public sector innovation, circular building materials ...



Designing missions

371

Ensure that
every street in
Sweden is
healthy,
sustainable and
full of life by
2030.

Ensure as opposed to “enable”. As Mariana Mazzucato often points out, policy language is full of well-meaning words like “enable” and “shape”, which do not tend to drive commitment. Ensure is a commitment to make not just something happen, but this particular mission happen, as in a contract.

Every street addresses social justice, ensuring that all streets are transformed, for everyone. This draws inspiration from the Vision Zero programme, with its ethical approach to target setting: no death or serious accident is ‘acceptable’. Similarly we cannot make some streets healthy, others sustainable. We must do both, everywhere. When redesigning a street, a systemic approach to co-benefits addresses health and sustainability (and many other things) through linked interventions. The definition of street is open too, in order to encourage a non-technical debate about what ‘street’ means; as a space we live, work and play in, supporting a potentially rich stew of diverse activities, usually with some level of density, no matter how mild. Many have an instinctive idea of what a street is, as compared to a freeway or country lane, implicitly defined by interacting systems.

Healthy is left without detailed definition at this point. There are many supporting metrics which will pin it down more clearly. Yet here it is left in ‘common sense mode’, in order to drive a direction of change: is this street healthier or not? These statements must be explained at the bus stop or in a podcast, with no time or space for footnotes. At a basic level, a common understanding of a healthier direction is something to build upon.

Sustainable has also suffered decades of debate about its definition. Whilst we have a series of supporting metrics for its different aspects, the word is left at high-level, on purpose, in order to drive mainstream discussion about direction (“*Does this change make the street more sustainable, and how?*”). This is a good debate to have in public; the debate itself helps move the needle.

Full of life is perhaps the most qualitative of these qualifiers. It captures a sense of rich diversity of life—which could be butterflies resting quietly on a leaf or a cluster of busy bars on a Friday night. Both are full of life. A place could be buzzing with people, or with bees—or both. There are quantitative measures here, but this is also deliberately subjective, beyond a simple technical exercise and into the point of places.

2030 may be too ambitious in terms of ensuring that every street in Sweden is healthy, sustainable and vibrant. Yet missions should be bold, in order to motivate change. And it is theoretically possible, at least, and the target addresses both UN SDG timeframes and the advice of IPCC, as well as existing city-level carbon neutrality commitments within Sweden.

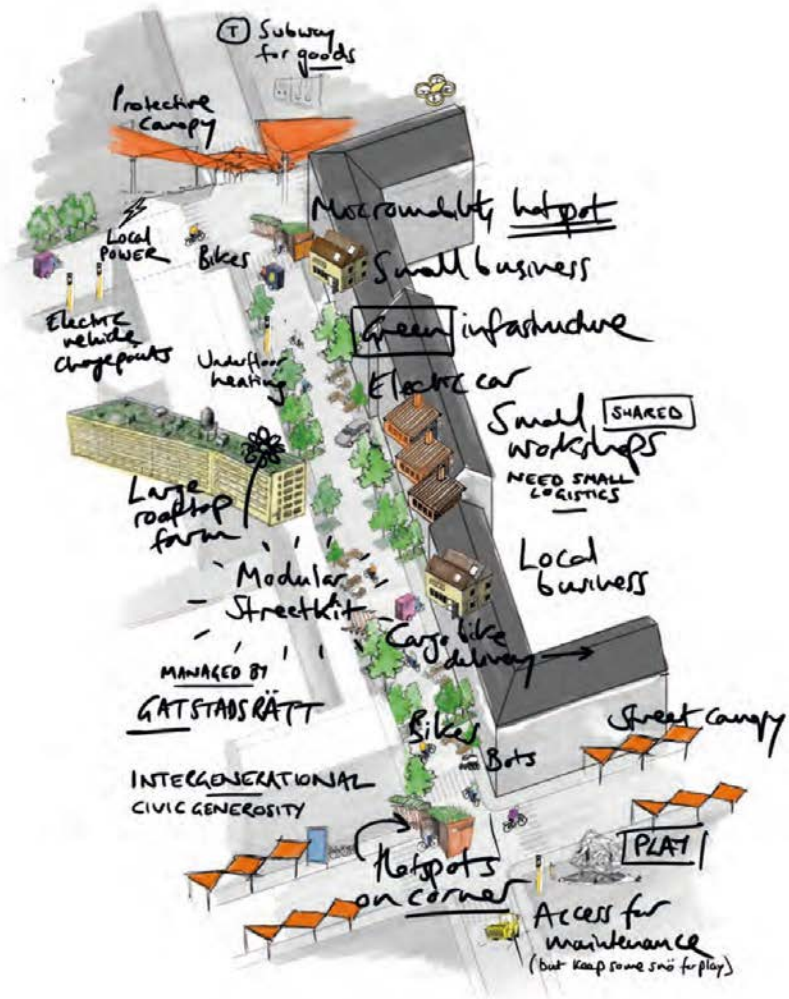
Mobilise, visualise, prototype, test, learn...



For the first stages of the prototype, Framtidsgator addressed the interface between school and street. Spacescape and White Arkitekter ran participative design workshops with schoolchildren at three schools in central Stockholm. The children used the same principles and tools as the stakeholder groups in the

earlier Design Workshops. The children's designs for their streets were transformed into plans, and implemented by Stockholm stad during autumn 2020 and winter 2021. In planning Framtidsgator, the streets left a space for Street Moves prototypes, indicating how prototypes might begin to align.





Synthesised interventions and issues for a typical 'knot' of inner-city streets, produced by the Street Mission design workshop participants.
 GENERATOR, STOCKHOLM, OCTOBER 2019





AFSLUTTENDE BEMÆRKNINGER OM BYFORMGIVNING

Vi bør

- forstå hverdagens infrastruktur som afgørende *touch points* for menneskelig udveksling og mening
- udforske hvordan **mening og forbindelser opstår** i og med steder og funktioner – kommercielle og ikke-kommercielle
- udvikle den **fysiske infrastrukturens sociale dimension** – med ny politik og nye organisationsmodeller som styrker lokalt ejerskab
- ta **formgivning af alt alvorligt!**



OPSAMLING

Vi skal

- udvikle en praktisk filosofi for fællesskabets steder**
- tænke fysisk og social infrastruktur sammen**
- investere i nærhed, overlap og krydspollinering**
- praktisere byudvikling som samfundsskabelse**

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