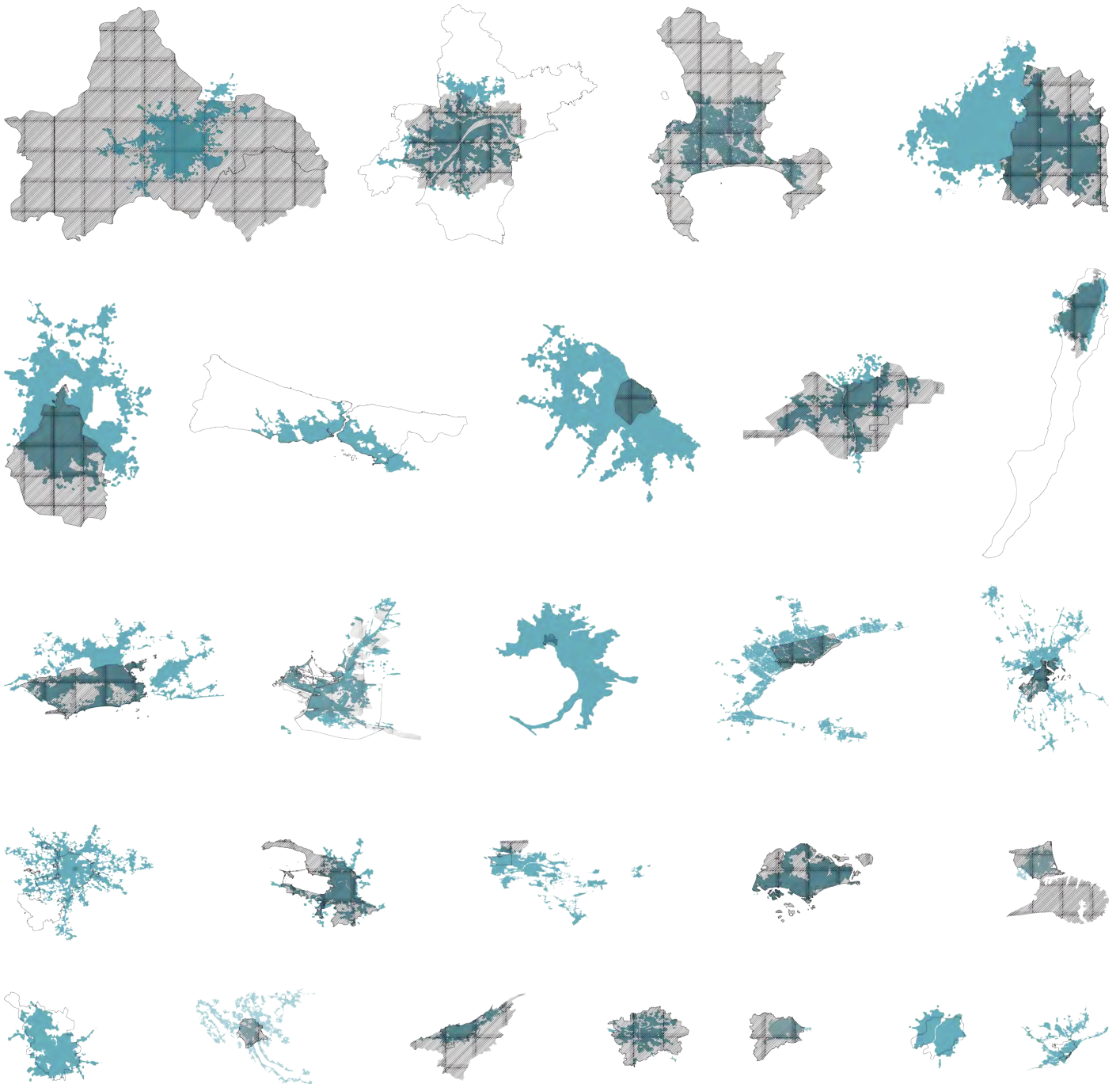


CITY-WIDE PUBLIC SPACE STRATEGIES

A COMPENDIUM OF INSPIRING PRACTICES



CITY-WIDE PUBLIC SPACE STRATEGIES

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FOREWORD

Executive Director of UN-Habitat

In our rapidly urbanizing world, the need for inclusive, safe and accessible public space becomes ever more critical. A healthy city is one that provides physical opportunities for free social engagement, has plenty of green space and fosters co-existence, promoting democratic participation, as well as good public health and well-being.

City leaders must pay careful attention to the development and maintenance of public space as a multi-functional and connected urban system, otherwise the increasing privatization of city centres could see public spaces and parks simply disappear.

UN-Habitat is increasingly focused on the advancement of the public space agenda, including consolidating local and international approaches and enhancing the knowledge and capacity of partners and local authorities to deliver inclusive and sustainable public spaces. Promoting the vital role of public space was mandated by Member States and UN-Habitat's Governing Council in 2011 through Resolution 23/4 and we have worked to strengthen the discussion surrounding public space and to provide actionable policy guidance supporting cities to drive change.

In 2012 UN-Habitat launched the Global Programme on Public Space and in 2015 the Toolkit on Public Space was published, with experts and partners, offering steps to improve the availability, quality and distribution of good public spaces. In this context UN-Habitat has partnered with the Centre for the Future of Places leading to this compendium and its associated guidebook.

For city residents to really feel the full benefits of streets, parks and public facilities these should be coordinated, connected and well-managed. This requires forethought, diagnostics and leadership and the engagement of local communities to develop relevant strategies. There are several examples in this compendium where this has been successfully put into practice. Both the *Compendium of Inspiring Practices* and the *Guidebook for City Leaders* aim to empower city leaders to produce city-wide public space strategies that are inclusive and implementable.

Maimunah Mohd Sharif

Under-Secretary-General and
Executive Director of UN-Habitat

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1

INTRODUCTION

GLOSSARY

Action Plan: A document that lists what steps must be taken in order to achieve specific urban planning goals (Mees, 2004).

City-Wide Public Space Strategy: An action-oriented approach to setting up, planning, implementing and maintaining a system of public space in a city or town. It confronts the present state of the public spaces, assesses the city's needs and demands and ideally presents some type of collective, future-oriented vision and goals.

Framework Plan: A document containing the real or conceptual outline intended to serve as a support or guide for the building of a city that expands its structure (United Nations, 2017).

Green corridor: A type of open space that includes coastal areas, towpaths along canals and riverbanks, cycle ways, rights-of-way and disused railway lines and whose primary purpose is to provide opportunities for walking, cycling, horseriding and other non-vehicular outdoor activities for leisure, travel and/or wildlife migration (United Nations, 2015).

Green space: Areas such as gardens, zoos, parks, forests or green areas bordered by urban areas that are open and accessible to all city residents and managed and used predominantly for recreational purposes (Kondo et al., 2018).

Multipurpose space: A public space that can be used for many different uses, e.g. leisure, interaction, playground, meeting and/or commerce (UN-Habitat, 2015).

NMT: Abbreviation for non-motorized transport, which can include walking, the use of wheelbarrows and carts, the use of animals (e.g. horses, camels, donkeys, mules and oxen) and/or animal-drawn carriages (e.g. sleds), bicycling, tri-cycling, skateboarding and the use of wheelchairs and strollers/prams for passenger and freight transport (GOK, 2012). It is also known as active transportation and human-powered transportation (GIZ, 2013).

Open space: The sum of all of the non-built-up area of a city, mainly streets and boulevards including walkways, sidewalks, bicycle lanes and the areas devoted to public parks, squares, recreational green areas, public playgrounds and the non-built areas of public facilities (UN-Habitat 2015).

Policy: A coherent set of decisions derived through a deliberate government-led process of coordinating and rallying various actors for a common vision and goal that ideally enables transformative, productive, inclusive and resilient urban development for the long term (OECD, 2016).

Public facility: Spaces or amenities owned and used by the general public for their own benefit (United Nations, 2015).

Public space: As all spaces that are publicly owned or of public use, accessible to all for free and without profit motive, including streets, local public markets, parks, public squares, beaches, recreation areas, plazas and other publicly-owned and managed outdoor spaces (Charter of Public Space).

Strategy: The means or the method by which individuals or organizations or cities achieve their objectives through allocation of relevant resources and being consistent, and cohesive in action (Hussler et al, 2012).

Urban commons: Public goods, such as public space, marketplaces, public education, health, infrastructure and elements of the environment such as forests, atmosphere, rivers, fisheries and grazing land that are shared, used and enjoyed by all and generally allow society to function well (UN-Habitat, 2015).

1.1 Executive Summary

This compendium presents 26 city-wide public space strategies from around the world, and provides an analysis of their context and content, with the intention to provide mayors, local authorities, planners and other city leaders with the appropriate knowledge to develop their own city-wide public space strategy.

Public space is defined, for the purposes of the compendium, as all spaces that are publicly owned or of public use, accessible to all people for free and without a profit motive. Truly public space requires political commitment from municipal government. Such public space functions as a holistic integrator and can promote wider outcomes such as social inclusion, gender equality, ecosystem services, governance, public health, safety, education, mitigation of climate change, public transport, energy and a local urban economy that includes small and medium enterprises. For this to be achieved

in the current context of rapid urban expansion and increasing privatisation of urban public spaces, deliberate planning is key.

It posits that public space planned to support adequate urban density and connectivity will proactively drive good urban growth.

Additionally, it explains how city-wide public space strategies can serve as a comprehensive and action orientated tool for cities to manage their development and maintain a pleasant urban environment. A strategic approach allows governments to manage resources, plan across scales and ensure that designs for public spaces are implemented as well as maintained.

Acknowledged within the document, and the purpose of its geographically broad analytical basis, is the fact that different approaches to the creation of a public space strategy will be required in different physical and

political contexts. Whether a city is rapidly urbanizing, consolidated, badly-planned or shrinking will determine the broad parameters of any developed public space strategy. Strategies are analysed and compared by investigating their scale, scope and governance, as well whether they are primarily network-led or government led.

Crucially, the analysis presents and elaborates on the following points:

- Alignment of a city-wide strategy with the extents of municipal jurisdiction ensures that ambition is checked against practicality. Strategies with a reach outside administrative boundaries may be too ambitious, and risk failing to deliver on the goals set out, those smaller than administrative boundaries are insufficiently ambitious. The more unbuilt land that a strategy encompasses, the higher the potential to have a deliberate

and positive impact on the form of future development.

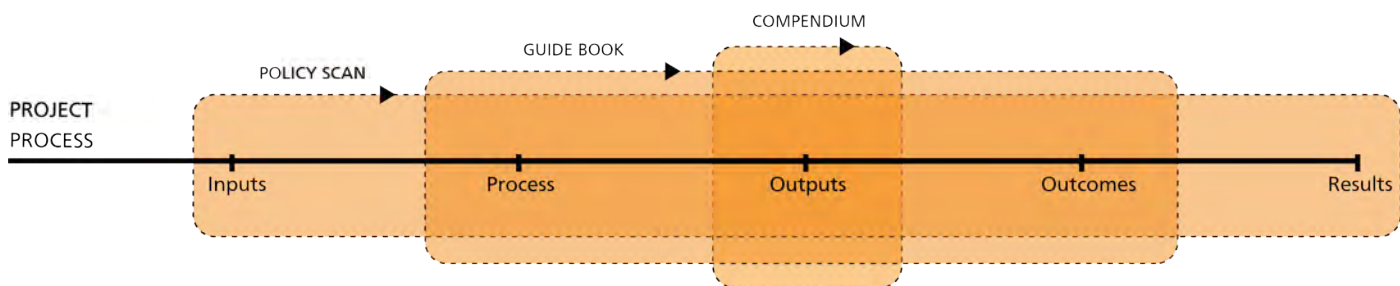
- A city-wide public space strategy might initially be championed at various levels, whether initiated by municipal governments or by network led approach, this task requires the capacity and resources to develop and plan to deliver. However, legitimacy and longevity are achieved when a strategy is both supported by the government as well as other actors in a network (e.g. the private sector and/or community groups). It is key that the local community is engaged proactively throughout the process.
- There are many entry points which might be used to establish political will that are valid for a public space strategy.
- Where contiguous built-up land stretches across various administrative boundaries, an

amalgamated body, such as a supra-municipal authority, to oversee and deliver a public space strategy would be beneficial to ensure all potential positive outcomes of a strategy, such as connectivity, can be achieved.

- There are vital benefits that the provision of good quality public space offers a city and its inhabitants which cannot be achieved through tackling sites on an individual basis. Such an approach accelerates processes of gentrification, as the creation of dense areas of interaction and exchange tends to facilitate economic pay-offs for private interests around such sites. This can lead to increased property prices, displacement and consequently socio-spatial exclusion, decreasing accessibility for certain inhabitants. A strategy that is city-wide in scope ensures that higher outcomes of distribution, connectivity, locational

accessibility and programmatic diversity can be fulfilled.

UN-Habitat has established a checklist to aid city leaders in developing a strategy which is covered in-depth in the complementary document to this book, *City-wide Public Space Strategies: A Guide for City Leaders*.



INTRODUCTION

1.2 About This Compendium

This publication summarizes 26 city-wide public space strategies from around the world and provides an analysis of their context and content, with the intention to provide mayors, local authorities, planners and other city leaders with the appropriate knowledge to develop their own city-wide public space strategy. Documented in the compendium are public space practices from around the world, that have been developed in a wide range of contexts.

The compendium has a distinctly spatial focus. Issues relevant to the development of public space strategies, such as

land, governance, legislation, financing, policy and inclusion, are addressed throughout. However, these are difficult to collate in a comprehensive manner. It can be difficult to determine how directly certain factors, be they political or financial, have prevented strategies from being fully implemented. Strategies can be formed in various enabling environments, with certain conditions outside the purview of urban planning.

As the culmination of research undertaken in order to provide city leaders with a full spectrum of information on city-wide public space strategies, this compendium

complements the Guide for City Leaders, a document to which it should be referred in conjunction. The guide outlines norms to follow when engaged in the development of a meaningful city-wide public space strategy.



Shanghai, China

1.3 Public Space and Urban Development

Public space provides access to and connectivity between the key places in a city--e.g. places of home, work and services--as well as protection from crime, shelter from climate, seclusion from traffic and the opportunity to rest, work and meet. Through its multi-functional and multi-disciplinary nature, public space also functions as a holistic integrator, actively promoting wider outcomes such as social inclusion, gender equality, ecosystem services, governance, public health, safety, education, mitigation of climate change, public transport, energy and a local urban economy that includes small and medium enterprises. The New Urban Agenda

urges cities and local governments to take a transdisciplinary approach to providing inclusive, safe and accessible public spaces for all. This means working in partnership with a range of stakeholders and organizations including civil society, academia and the private sector.

The promotion of socially inclusive, integrated, connected, accessible, gender-responsive, environmentally sustainable and safe public spaces is central to the implementation of the New Urban Agenda and the Sustainable Development Goals. SDG target 11.7 outlines governments' pledge to 'provide universal access to safe, inclusive

and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities' by 2030. Rules and legislation protect the existence of and access to public spaces, whilst urban planning and design provides an adequate quantity of good quality public space. As an essential complement, urban finance promotes investment in public space as well as the sharing of increased land values that often result from the proximity to public space and, ultimately, its recirculation into further public space improvements. Spatial planning is particularly critical for providing adequate

public space (both in terms of supply and connectivity), and by extension efficient and sustainable infrastructure, land subdivision and development. When public spaces, particularly streets, are deliberately planned to support adequate urban density and connectivity from the very beginning they can proactively drive urban growth. There are certain principles appearing across several studies in this compendium that contribute towards the creation of good quality public open space. It is clear that the need to set aside adequate space land for public space is imperative, as well as to set clear and consistent design standards and maintenance

responsibility plans to successfully manage these spaces as they are planned, designed, constructed and maintained. However, what is also required is a grounded understanding of the sociopolitical context and legal framework in a given city; otherwise, circumstances that lead to poor management and lack of improvement over the long term are likely to arise.

This compendium adopts the definition of public space as all spaces that are publicly owned or of public use, accessible to all people for free and without profit motive (INU, 2013). Such spaces can include open public spaces

(e.g. parks), multi-functional spaces (e.g. streets), and public facilities (e.g. open-air markets). Whatever form it takes, truly public space requires political commitment from municipal government. In recognition of this, UN-Habitat's Global Public Space Toolkit outlines a wide range of approaches to the supply and maintenance and improvement of public space.



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1.4 City-Wide Public Space Strategies

A city-wide public space strategy is a comprehensive, action-orientated strategy to secure, plan, implement and maintain public spaces in a city or town.

Some public space benefits are unachievable through a site-based approach to public space, such as small scale interventions, whilst admirable in their intentions, are sometimes not enough to address the huge task of healing societal divisions. Certainly amenities, cleanliness, safety and vitality can be scaled up to many sites across a city but simply adding all of these does not generally provide the higher outcomes of distribution,

connectivity, locational accessibility or programmatic diversity. These require a city-wide system of public spaces, which, when well coordinated, portends benefits totalling more than the sum of its parts. The cities in this compendium are featured because they have adopted, and are in various stages of, implementing city-wide public space strategies.

The benefit of preparing a city-wide strategy (or policy, or group of policies) is the protection and creation of a network of high-quality public spaces, which, with city-wide distribution, can help governments to reduce inequalities. Without a

clear strategy, however, it is difficult for local governments to prioritize, spend and plan resources and to show how much public space is valued, and to mitigate the negative impacts of site specific interventions (e.g. gentrification). A strong strategic policy framework, supported by urban design, is critical. Surprisingly, not all urban plans contain sufficient guidance for the creation, layout and design of public spaces. City-wide policies and strategies should ensure planning, design and management of public spaces at different scales, from the site to the block to the neighbourhood to the whole city and even beyond to the functional metropolitan region.



Bangkok street food: 3 Prawns by Frank Starmer is licensed under CC BY-SA 2.0

However, in many cities, weak legal frameworks coupled with poor policy and weak political will have resulted in grabbing of public land, the capture of benefit by private actors and conflict between communities and government over the use of public space. As urbanization proceeds, low proportions of public space are created and secured. Consequently the majority of planned urban expansion—following the low-density, use-segregated, car-dominated model that it often does—now secures on average only 15% of its space for streets and sidewalks, half of the general rule of thumb of 30%. Much unplanned,

informal urban development has only 2% available for streets and sidewalks. In both cases, increasing this percentage after the fact is difficult and expensive. The role of the city-wide strategy as well as legislation, regulation and enforcement is a key mechanism to secure the provision, vitality and utility of public space over the long term.

The preparation of the city-wide public space strategy strengthens a more holistic, inclusive, participatory, and integrated planning approach. The process of preparing a city-wide public space strategy is one that takes the

whole city into consideration and where a pro-poor focus, good local governance and gender equity are important foundations.

It is clear that public space strategies play a key role in the success of public spaces in the city. Their integration in cities' wider development strategies is also a key determinant of the realization of sustainable urban development as a whole. Learning from the case of South African and Indian cities, the New Urban Agenda pointed out that:

The preparation of public space strategies should adopt a process-oriented approach as shown in

several reports. As a key tool for guiding and prioritizing sustainable urban development, a city-wide public space strategy is an integral part of shaping the city.

Several cities across the world have prepared city-wide public space strategies. The city of Melbourne, Australia, for example, developed a plan that aims to incorporate transport, community services and urban infrastructure, building on the city's historic and cultural identity. It includes a participatory framework and checklist for all public space development, as well as a dynamic map on which Melbourne's residents can monitor

public spaces, distances between them and how the transport network overlays them.

Ultimately, well designed and comprehensive city-wide strategies will ensure the distribution of public space at many scales across the city, as well as allowing governments to effectively prioritize, plan and spend resources. Not all urban plans contain sufficient guidance for the creation, design and layout of public space. A strong strategic framework, supported by good urban design, is fundamental to achieving sufficient provision of accessible public space, as well as understanding how it might aid the

reduction of inequalities across the city. Such broad but cohesive vision can work to mitigate against the impacts of site specific interventions which tend to contribute to the process of gentrification.

1.5 Public Space and the Dynamics of City Form and Size

The proportion of the world's population living in cities is expected to grow to about 70 percent by 2050 (UN-Habitat, 2009). Nearly all of this growth will take place in developing regions, which includes the majority of the countries in the global south. Between 2007 and 2025, the annual urban population increase in developing regions is expected to be 53 million (more than two percent), compared to a mere 3 million (less than one half percent) in developed regions (UN-Habitat, 2009).

Continued urbanization in the global south, whether due to population growth or the conversion of rural

to urban land uses, has produced and exacerbated a number of spatial and management-related challenges. These include intra-urban and regional social inequalities, municipal insolvency and bankruptcy, uncoordinated land use and commuting patterns and rampant informality. Moreover, the continued growth of public space networks is difficult to maintain due to the impacts of three major trends: privatization, globalization, and the communication revolution (Banerjee, 2001).

These trends demonstrate the importance of finding potential opportunities to reclaim and

reinforce the processes and spaces in which the public realm can continue.

In this regard, public spaces have specific features that relate to the topography and morphology of the city, both physically and conceptually. Geographic conditions, cultural behaviors, legal framework, economic development and existent urban fabric all influence the creation and usage of public spaces.

Existing public spaces will often need to be enhanced and revitalized or modified; others will have to be planned and designed with



Dubai, United Arab Emirates

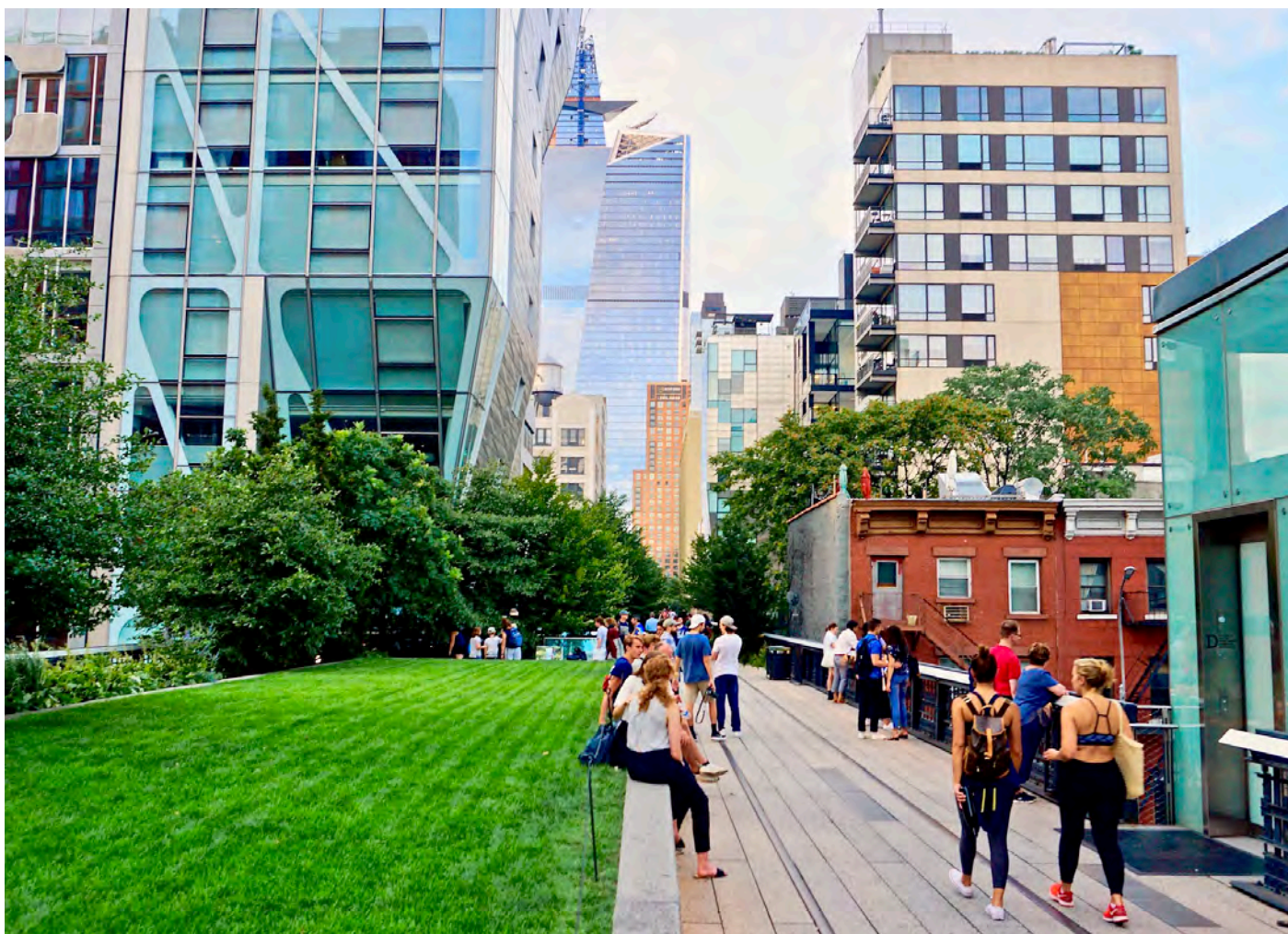
new urban extension plans. Public space strategies will generally need to take different approaches in different urban contexts.

All cities can use traditional planning tools such as zoning ordinances, land use, and building codes to incentivize public spaces. Zoning can require regulations such as active ground floor uses and building setbacks to create active streetscapes. Form-based codes regulate the physical form of the built environment, as opposed to its use and conditions. Zoning regulations and form-based codes can be supported through public private partnerships (PPPs)

with private entities. PPPs help municipalities carry out specific projects that would be otherwise difficult through traditional methods of economic development and public financing. (Corrigan, et.al., 2005). However, it is critical to continue PPPs development with public sector leadership and collaborative partnerships between the public and private.

Rapidly urbanizing cities can employ a 'recover and rehabilitate' approach to planning and protecting public spaces. This generally requires the allocation of resources their development and maintenance and may require that

developers provide public spaces themselves. Street vending activities may have to be restructured and parking lots redesigned for use as public spaces (Rink et al., 2010). Rapidly urbanizing cities should strongly consider undertaking planned city extensions, which may allocate more room for reserving, and/or restructuring public space. The dividends are mutually beneficial as indeed an adequate quantity of high-quality public space is critical to the compact, connected, and integrated urban fabric that such extensions should be aiming to achieve (UN-Habitat 2015).



High Line Park at dusk - Chelsea, New York City by Andreas Komodromos is licensed under CC BY-NC 2.0
 A community initiated project, the park now attracts millions of visitors each year. It has also contributed to soaring property prices in the surrounding area, raising pertinent questions about accessibility and regeneration.

Consolidated cities may use ‘improve and densify’ approach to enhance public spaces. This is achieved through improving the availability, quality and distribution of good public spaces across the city (UN-Habitat 2015). Streets provide an opportunity to reclaim and retrofit existing public spaces that already receive significant amounts of public investment for maintenance. Complete street strategies provide spaces that encourage pedestrian and cyclist activity, moving away from the prioritization of vehicles as the dominating user of public open space. (Laplante et.al 2008) The potential of streets is highlighted in the Charter of New

Urbanism; “A street is not just a conduit for moving cars and trolleys through, but also a place in its own right for socializing, entertainment, commerce and for civic expression.” (Benfield 2013)

Unplanned/badly-planned cities can use ‘infill and connect’ approaches to establish and improve public places and their connectivity within a city (Vallance et al 2005)

Shrinking cities may use the ‘revitalize and renature’ approach to expanding and improving public space by organizing and restructuring of public spaces as a phase out from the periphery to the core of

the city. Additionally, by concentrating development within the city’s boundaries in the form of re-use, redevelopment and densification, shrinking cities reduce land consumption while improving quality of life (Rink et al 2010).

Goal 11



Make cities inclusive, safe, resilient and sustainable

Target 11.7



“By 2030, cities should provide universal access to safe, inclusive and accessible green and public spaces particularly for women and children, older persons and persons with disabilities”

1.6 Relevant Frameworks

Sustainable Development Goals

SDG 11 'Sustainable Cities and Communities', the first-ever international agreement on urban-specific development, acknowledges sustainable urban development as a fundamental precondition for sustainable development. Outlined in target 11.7 is governments' pledge to 'provide universal access to safe, inclusive and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities' by 2030. Target 11.7 also introduces an indicator focused on assessing cases of sexual harassment experienced by women. Women and girls are constantly subjected to these forms of violence on streets, on public transport, in shopping centres and in public parks, in and around schools and workplaces, in public sanitation facilities and water and food distribution sites, or in their own neighborhoods. Access to safe public spaces is a basic human rights, however women and girls are often exposed to harassment and other forms of violence, which inhibit their right to public spaces. Whilst this indicator enables proper tracking barriers to women's access to public spaces, a city-wide public space strategy can attempt to address and improve the physical conditions of some of these spaces which can lead to such violence occurring.

New Urban Agenda

The New Urban Agenda emphasizes the importance of networks of public space, including their numerous environmental benefits: *"We commit ourselves to promoting the creation and maintenance of well-connected and well-distributed networks of open, multipurpose, safe, inclusive, accessible, green and quality public spaces, to improving the resilience of cities to disasters and climate change, including floods, drought*

risks and heat waves, to improving food security and nutrition, physical and mental health, and household and ambient air quality, to reducing noise and promoting attractive and liveable cities, human settlements and urban landscapes and to prioritizing the conservation of endemic species" (para 67).

It also highlights the social and economic benefits of public space networks:

"We will support the provision of well-designed networks of safe, accessible, green and quality streets and other public spaces that are accessible to all and free from crime and violence, including sexual harassment and gender-based violence, considering the human scale, and measures that allow for the best possible commercial use of street-level floors, fostering both formal and informal local markets and commerce, as well as not-for-profit community initiatives, bringing people into public spaces and promoting walkability and cycling with the goal of improving health and wellbeing" (para 100).

...and calls on governments to:

"support the implementation of urban planning strategies, as appropriate, that facilitate a social mix through the provision of affordable housing options with access to quality basic services and public spaces for all, enhancing safety and security and favouring social and intergenerational interaction and the appreciation of diversity. We will take steps to include appropriate training and support for service delivery professionals and communities in areas affected by urban violence" (para 99).

City Planning, Extension and Design Unit Vision and Mandate

UN-Habitat promotes the stronger commitment of national and local governments, as well as other relevant stakeholders, to

work towards the realization of a world with economically productive, socially inclusive and environmentally sustainable human settlements. Public space is one of the key means through which these aims can be achieved in cities.

UN-Habitat Strategy

This document is in line with UN-Habitat's strategic vision, outlined in the 2020-2023 document, of "a better quality of life for all in an urbanizing world". This vision challenges UN-Habitat and its partners to enhance international and national efforts geared towards addressing urbanization challenges. This compendium can be seen as a contribution towards this effort in relation to the challenge of public space provision.

UN-Habitat's Strategic Plan states that Urban Planning is not just a design tool but an "integrative and political participatory process that addresses and helps reconcile competing interests regarding city form and functionality". Some of the strategies in this compendium offer a good example of this. Both documents are particularly relevant when considering Domain of Change II (Enhanced shared prosperity of cities and regions). They both seek to engender "genuinely inclusive, well connected and prosperous cities" by assisting authorities in efficient regional planning.

First Session of the Habitat Assembly

At the inaugural session of the UN-Habitat Assembly, priorities were concretized through resolutions on safer cities and human settlements (Draft Resolution 1/2) and on enhancing capacity building for the implementation of the New Urban Agenda and the urban dimension of the 2030 agenda (Draft Resolution 1/3). This document can be seen to contribute towards these goals.

Streets

Thoroughfares that are based inside towns, cities and neighbourhoods most commonly lined with houses or buildings used by pedestrians or vehicles in order to go from one place to another in the city, interact and to earn a livelihood. The main purpose of a street is facilitating movement and enabling public interaction. Moreover, they provide the necessary rights-of-way for public utilities.

Open spaces

Areas within the urban environment that are freely accessible to the public for use, regardless of ownership, and are intended primarily for outdoor recreation and informal activities irrespective of size, design or physical feature. They include: parks, gardens, playgrounds, public beaches, riverbanks and waterfronts.

Urban Facilities

Publicly-owned facilities might either be accessed freely or in some cases an access fee is requested. Such facilities typically have operating hours within which people can access them. These facilities include: civic/community centres, public libraries, public sports facilities and municipal markets.

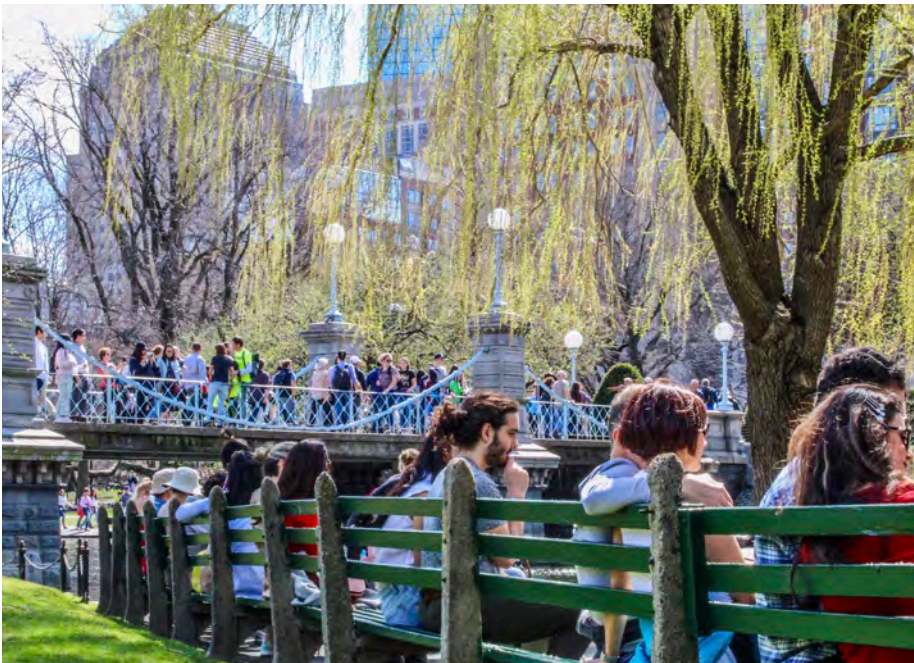
1.7 Types of Public Spaces

Public space can be grouped into three categories based on accessibility and versatility. The three discrete groups include (1) streets, (2) open spaces and (3) urban facilities.



La Boqueria Market, Barcelona, Spain

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Boston Public Garden, USA

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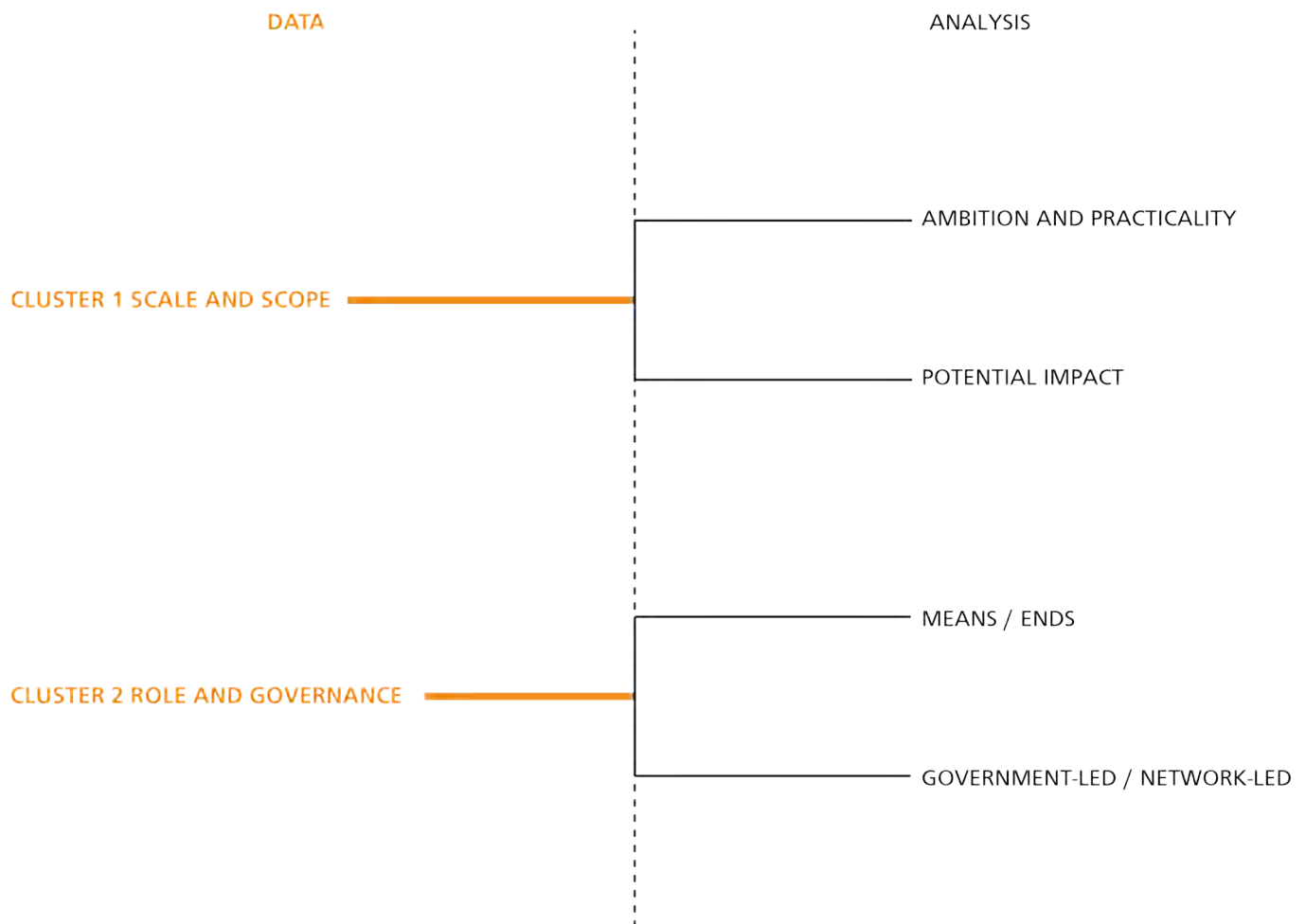
Stockholm Public Library, Sweden

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2

TYPOLOGIES OF CITY-WIDE PUBLIC SPACE STRATEGIES

TYPOLOGIES OF STRATEGIES



2.1 Towards Two Clusters of Typologies of City-wide Public Space Strategies

This compendium aims to make available useful comparisons and contrasts between different strategies across multiple regions and contexts, and to propose possible typologies for future testing and use.

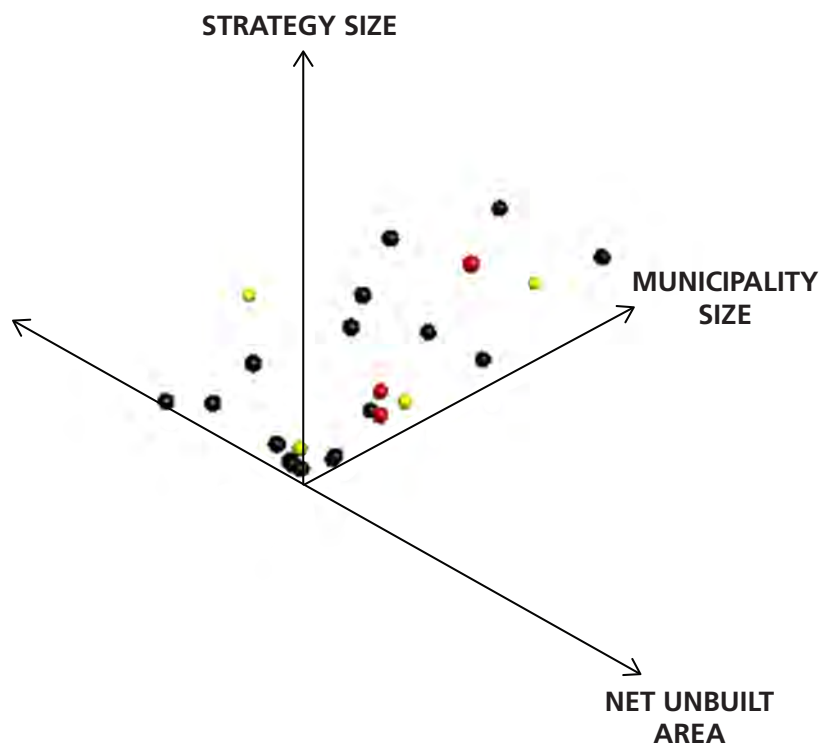
To that end, key attributes of 26 strategies were noted. The ones that were most unstable (i.e. could potentially change over time, such as degree of adoption or implementation, amount of money budgeted or spent) were eliminated, leaving scale, scope, role and governance. Having analyzed the 26 city-wide public space strategies in this compendium along those lines

a number of interesting patterns emerged, namely two multidimensional clusters of typologies.

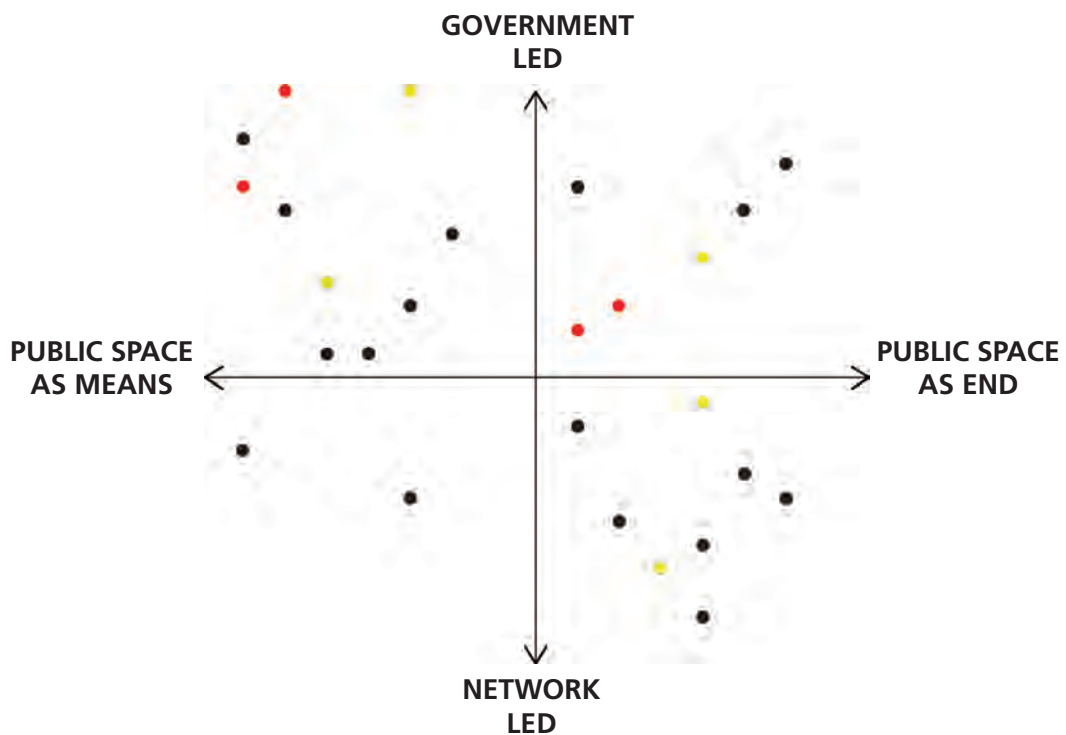
The first cluster addresses scale and scope. Having examined and compared for each city the extent of the strategy, municipal boundaries (and any other relevant subnational jurisdictions) and contiguous built-up area associated with the city-region; these allowed for an exploration of the ambition, practicality and potential impact of each of the strategies. Visualizations for each of the 26 strategies appear on the cover of this compendium as well as on the title page of each strategy's individual entry.

The second cluster addresses role and governance. It examines whether in a given strategy the improvement of public space is the end (i.e. ultimate stated objective) or means (i.e. to other higher-level objectives) and whether the primary initiator/champion was a centralized actor (e.g. the municipal government) or more networked one (e.g. NGO). This cluster then explores potential correlations and commonalities.

CLUSTER 1: SCALE AND SCOPE

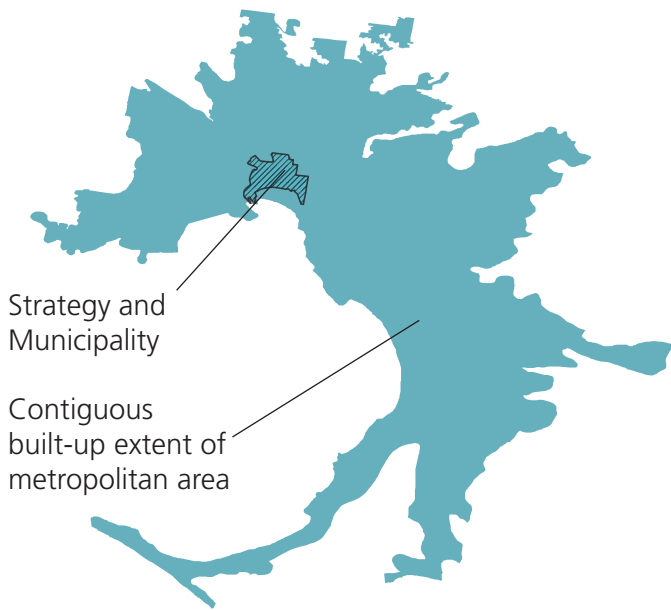


CLUSTER 2: ROLE AND GOVERNANCE

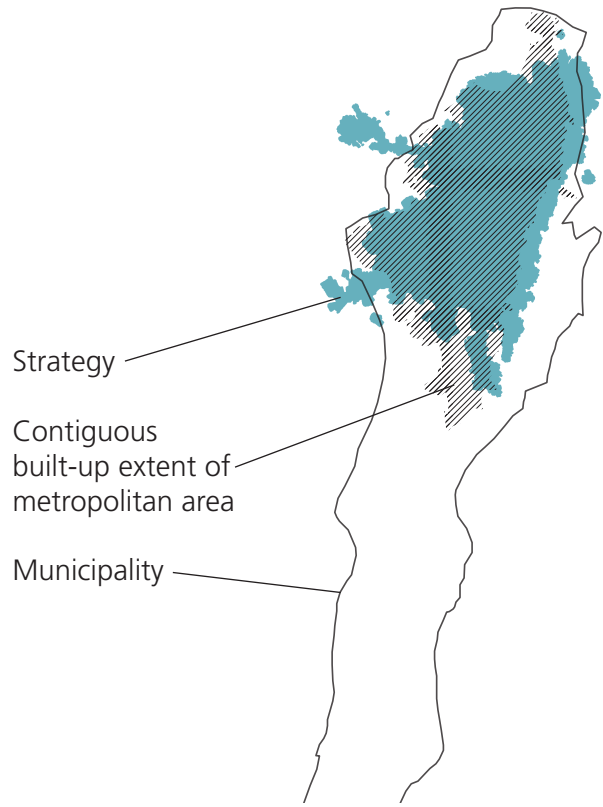


CLUSTER 1:

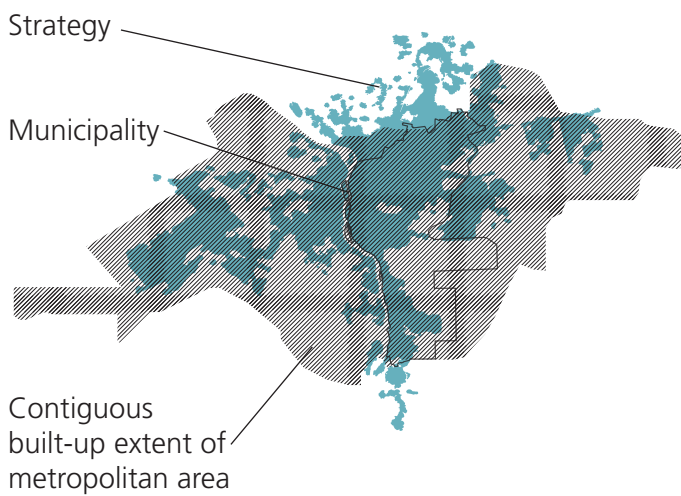
SCALE AND SCOPE



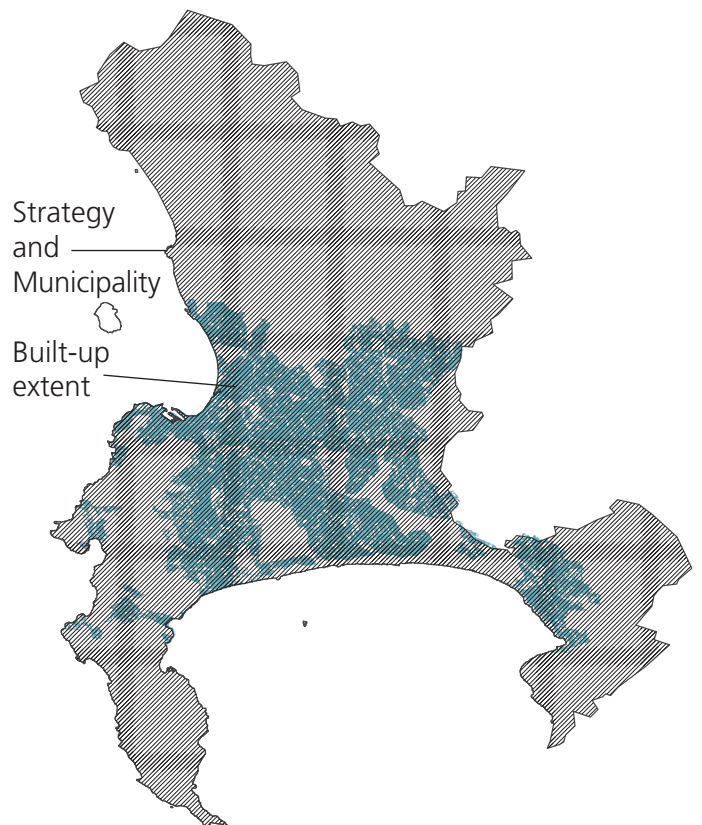
Melbourne's strategy corresponds exactly to its municipal boundaries but will have no impact on 95% of the functional built-up area of the metropolitan area



Bogotá's strategy aligns approximately with the built-up extent of the city, but declines to address the extensive unbuilt land fully within the jurisdiction of the municipality

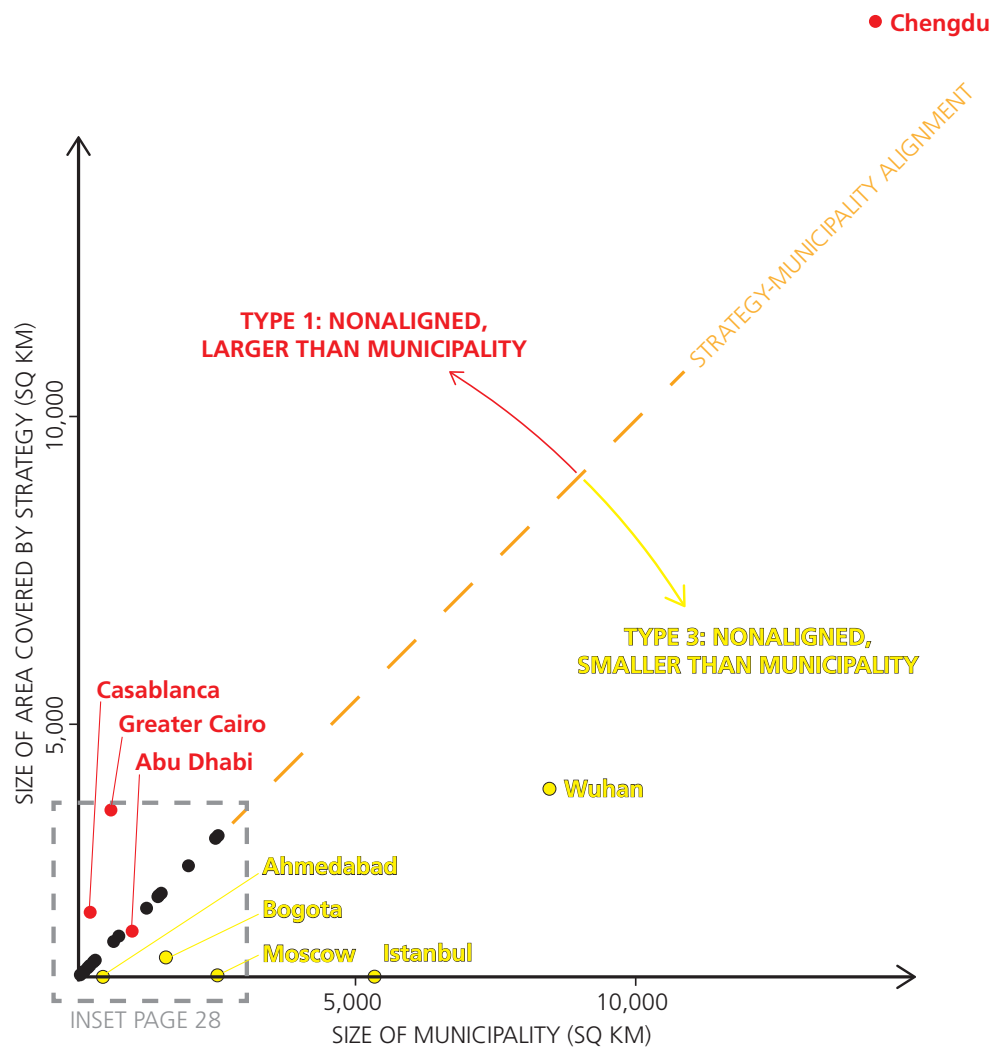


Greater Cairo's strategy takes on both the full (nearly) built-up area and wide swaths of as yet unbuilt land in the metropolitan area but its jurisdiction is uncertain



Cape Town's strategy aligns with municipal boundaries that encompass the entire metropolitan area, including both built-up and not yet built land

AMBITION AND PRACTICALITY



2.2 Scale and Scope: Ambition and Practicality

The first cluster, scale and scope, is a three dimensional cluster. Its formulation involved mapping, for each of the 26 city strategies, the following three elements: (1) on the x-axis, the size of the area of the municipal government; (2) on the y-axis, the size of the area addressed by the strategy; and (3) on the z-axis, the net area that results when the unbuilt area within the scope of the strategy is subtracted by the built-up area outside the scope of the strategy (which can be positive or negative).

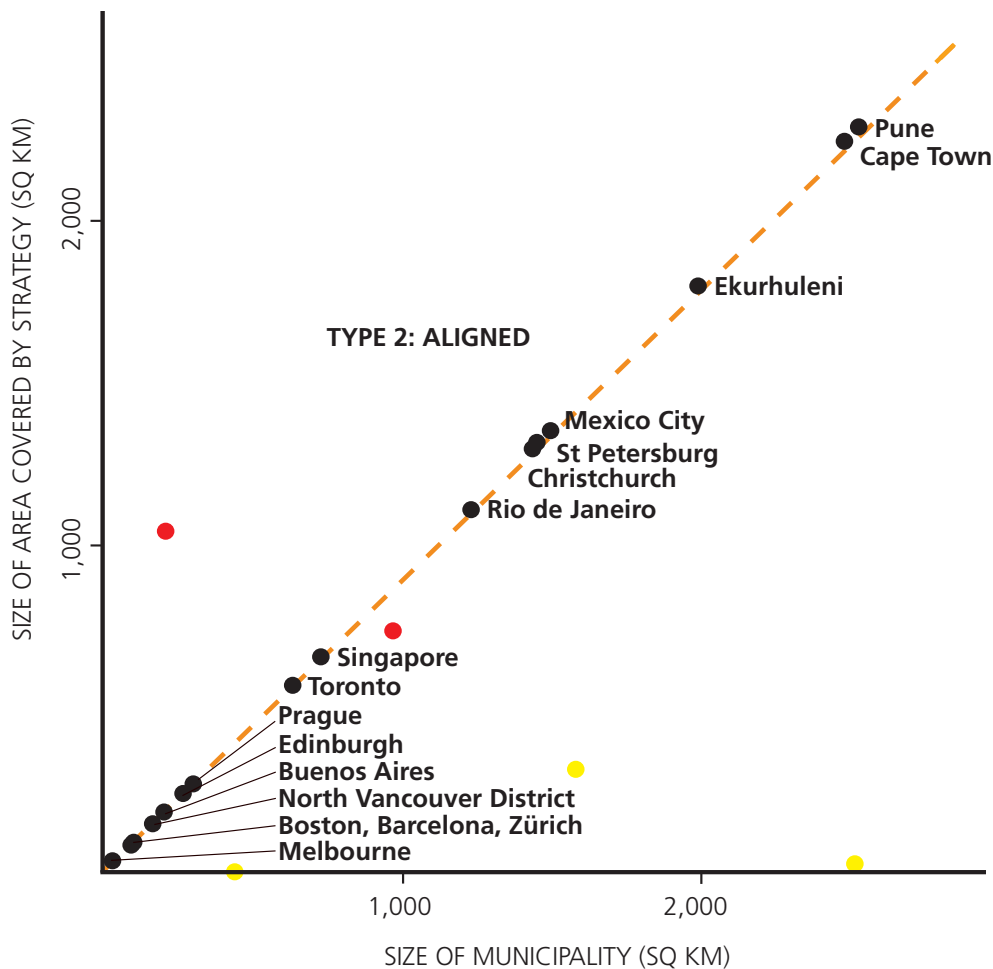
By first comparing (1) the scale of the municipal boundary with (2) the scale of the strategy we can assess

jurisdictional alignment. There are many strategies that are larger or smaller (some extremely so) than a given municipal boundary. Sometimes this administrative misalignment suggests a more functional logic in terms of the actual built-up extent of a city region and all that it implies for infrastructure and flows of resources, goods and people (irrespective of how administrative boundaries cut across them).

Strategies that are much larger than their city's jurisdictional boundaries suggest a high degree of ambition, but one that may not be matched by practicality. Conversely, strategies

that are much smaller suggest a high degree of practicality that may not be met by ambition.

Four strategies in this compendium are decidedly larger than the municipal boundaries of the city they address (Type 1 in red, listed in the figure above). It is worth noting Chengdu in the extreme upper right--a very large city with an even larger strategy--and Abu Dhabi slightly outlying the others--while its strategy is not larger than the area of the city's jurisdiction, it covers significant areas of land outside of it. While the ambition of these four strategies is impressive, it raises the question of whether scope that



exceeds the territory controlled by a municipal government is practical. Such strategies might be said to be city-wide in the spatial but not the administrative sense.

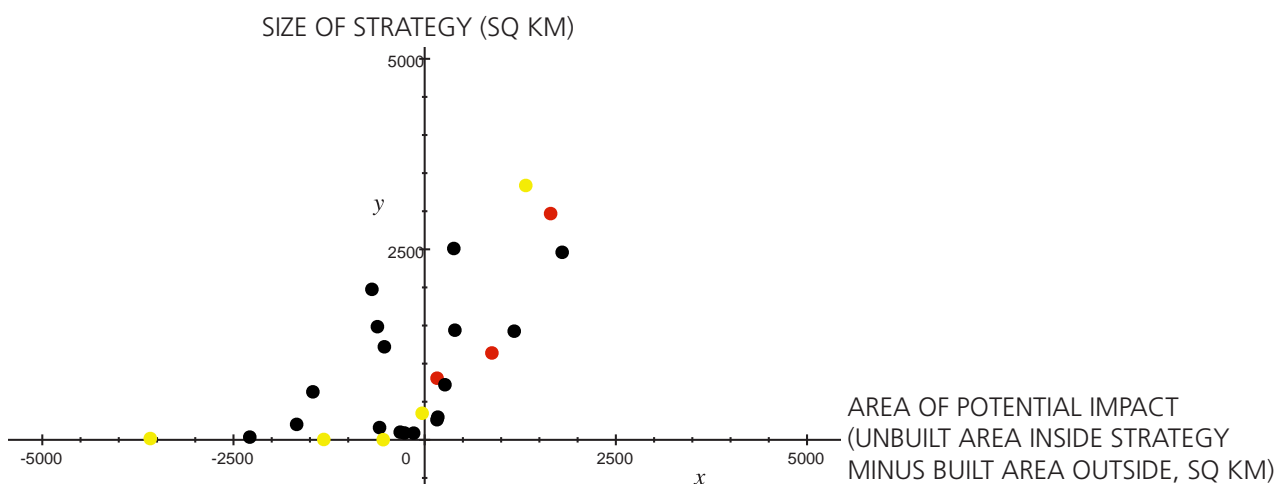
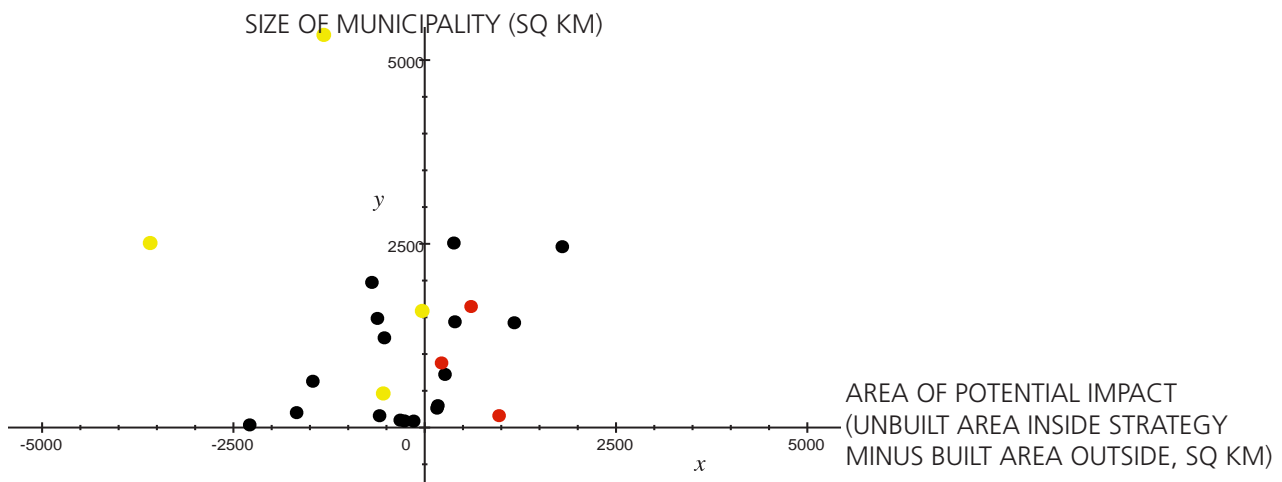
At the other extreme, several strategies in this compendium are smaller--some far smaller--than the municipal boundaries of the city that they address (type 3 in yellow, listed in the figure on the previous page). Though all of these strategies are dealing with areas larger than a single site--e.g. a neighborhood or riverfront--they are arguably city-wide, and may raise the question of whether they are achieving their full potential. Nevertheless, each

constitutes a legitimate attempt to connect individual sites—whether parks, streets or facilities—to form an improved system of sites. As these are very much in the spirit of this compendium we feel they are also worth disseminating.

The majority of strategies in this compendium (17 of them) are colinear with their respective municipal boundaries (type 2 in black, listed in the figure above). They can be said to be city-wide in the administrative sense. Given the match of the territory they address with that of the primary governmental decision making and enforcement entity, they may also

be the most practical and realistic. The categorization into these three types forms the basis of the structure of the body of the compendium with types 1, 2 and 3 each constituting separate sections, which are further subdivided according to the next typological group (potential impact).

POTENTIAL IMPACT



2.3 Scale and Scope: Potential Impact

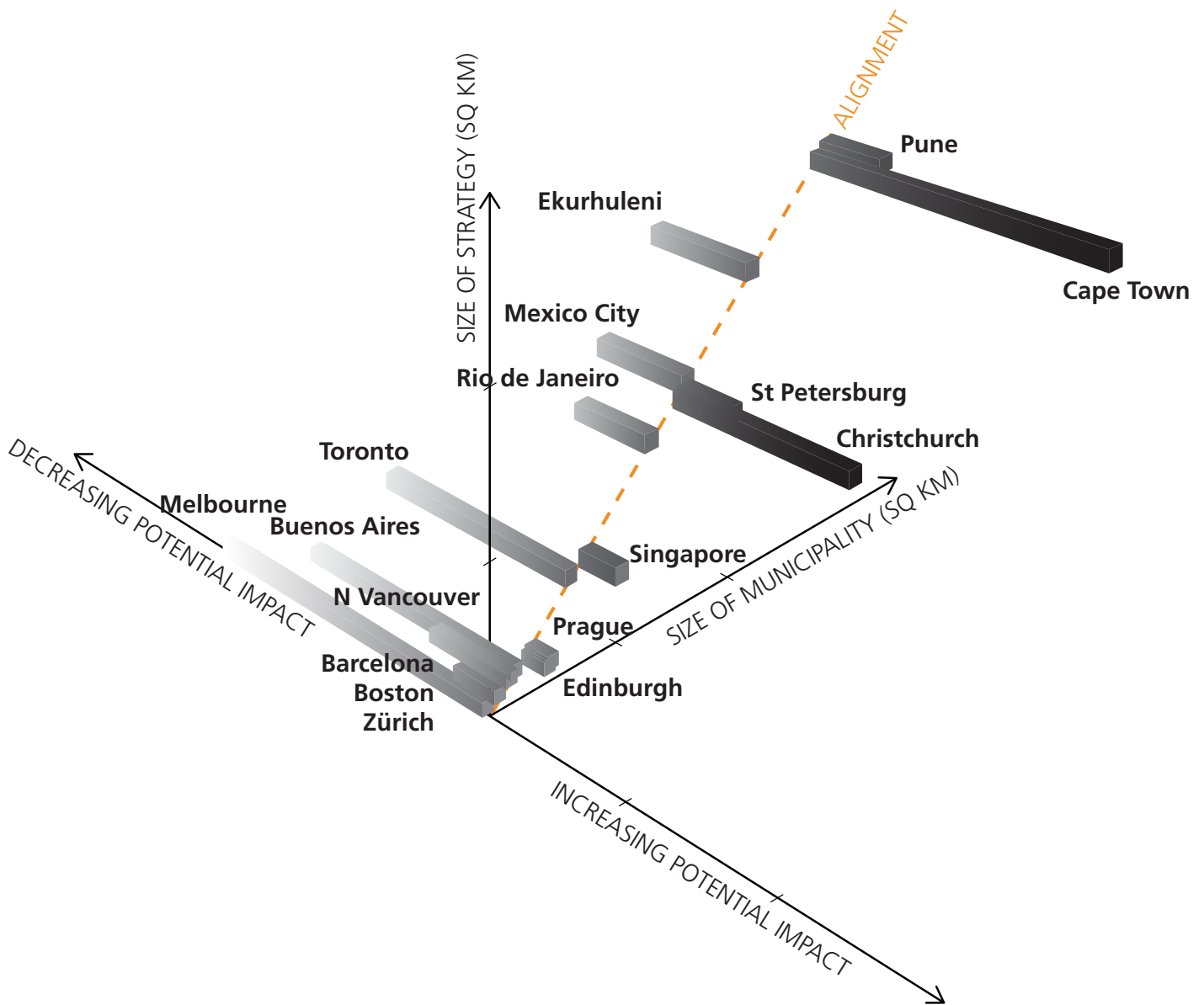
Second we compare (1) the scale of the municipal boundary with (3) the net unbuilt area inside the strategy (i.e. the area of as yet unbuilt land inside the territory covered by the strategy minus the built-up area outside the strategy). Then we do the same for (2) the scale of the strategy with (3) the net unbuilt area. With these we assess the potential impact of a given strategy. City-wide public space strategies covering territories with significant amounts of unbuilt land can be said to have a relatively high degree of potential future impact because of the way that they can set the stage and rules of the game for land conversion that has not yet happened. Conversely,

public space strategies that may be city-wide in the jurisdictional sense but not cover significant amounts of contiguous built-up land in the functional metropolitan area can be said to have a relatively low degree of potential impact over future development. That does not mean, however, that their potential to influence infill and retrofits is not significant.

Often there is an extreme difference and mismatch between jurisdictional boundaries and built-up area and how well-placed the strategies are to deal with that. Melbourne is city-wide in the administrative sense of covering the full territory of

Melbourne municipality, but barely addresses 5% of the functional area that generally constitutes 'Melbourne' in wider sense that most residents identify and refer to it as.

The purpose of this exercise is to encourage and incentivize planners, designers and municipal policy makers to take action beyond the individual site with the goal of creating an interconnected system across the city, and to think more broadly about 'the city' beyond its jurisdictional boundaries and including the entire, contiguous, functional built-up area of the metropolitan area.



The figures on the previous page illustrate the tendency for larger municipalities and larger strategies--particularly type 1 (in red) to rate at a higher level of potential impact on future spatial development given the (often, but not always) relatively high proportion of unbuilt land within their purview. Conversely, and not surprisingly, smaller municipalities and smaller strategies--particularly type 3 (in yellow) demonstrate relatively little promise for potential impact on future spatial development.

discussed on page 26, demonstrate the effects of municipalities whose jurisdictions do and do not, respectively, encompass the territory of their metropolitan areas. Several cities' strategies (e.g. Ekurhuleni, Mexico City, Rio de Janeiro) are seen to have potentially mixed impact given their jurisdictional boundaries encompass a significant amount of undeveloped land while simultaneously missing broad swathes of already built-up land elsewhere in the metropolitan area.

The figure above compares the 17 type 2 ('aligned') strategies. Cape Town and Melbourne, which are

CLUSTER 2:

ROLE AND GOVERNANCE

2.4 Role and Governance: Means and Ends

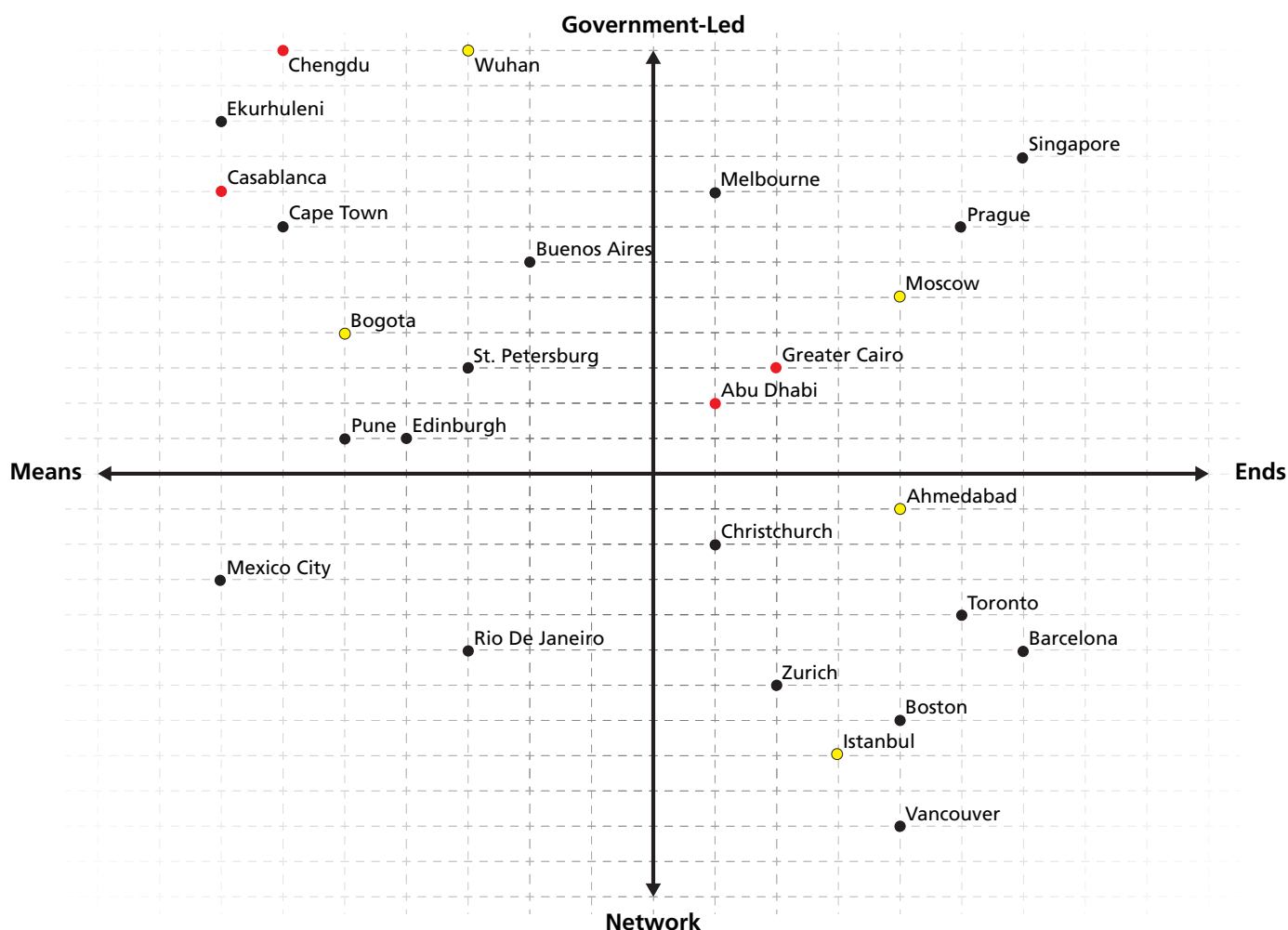
The second cluster, role and governance, is a two-dimensional cluster. Several attributes are present across different strategies documented in the compendium. In general, these attributes can be associated with two aspects of a strategy.

First is the role of a strategy. A city-wide public space strategy serves as means to other broader social/economic/environmental goals in some of the cases and as ends in itself in others. This role of a strategy can be reflected by the presence of particular attributes which will be listed under the means-ends dimension. Second is the governing

character of a strategy. Development and implementation depend on a government-led approach in some cases and a network approach in others.

Associated attributes and their descriptions follow on the next page. To generate this cluster the key attributes of all 26 strategies were extracted and analyzed along the dimensions of (1) the role of public space (i.e. public space as a means to other goals at one end of the continuum and public space as an end in itself at the other) and (2) the governance of the strategy (i.e. leadership primarily by the government at one end and

primarily by networks at the other). On the basis of these two dimensions each of the cases is classified into one of the four genres according to its primary characteristics. It should be clarified that these two dimensions should be understood as continuous spectrums rather than dichotomies. Within a single category, the differing location of strategies corresponds to the scope and extent to which defining key attributes are present in a particular case. The 26 strategies are then assigned to particular locations in a diagram above in accordance with key attributes they present.



2.5 Role and Governance: Government- and Network-Led

What are at both ends of a dimension are sometimes not exclusive to each other. For example, a strategy that is characterized by the participation of diverse actors in the preparation can be initially started by the municipal government and highly depends on public financing to be implemented. In this light, the typology introduced in the current section is more of a heuristic tool for appreciating the different inclinations of strategies than a strict framework for normative judgment. Nevertheless, the 26 strategies can be grouped as follows:

- Ten cases in the category of government-led strategies as means: Bogotá, Buenos Aires, Casablanca, Cape Town, Chengdu, Edinburgh, Ekurhuleni, Pune, St. Petersburg and Wuhan
- Six cases in the category of government-led strategies as ends: Melbourne, Singapore, Prague, Moscow, Greater Cairo and Abu Dhabi
- Two cases in the category of network governed strategies as means: Mexico City and Rio De Janeiro.

- Eight cases in the category of network-governed strategies as ends: Ahmedabad, Christchurch, Toronto, Barcelona, Zürich, Boston, Istanbul and North Vancouver District.

From this one can see a fairly strong tendency for governments to employ city-wide public space strategies as means to wider goals and for network-led strategies to employ public space as an end in itself. Strategies that have been designated as ambitious (red) are all government led. This could be a result of the desire for greater municipal control of areas driven by government ambition.

MEANS-ENDS DIMENSION

Attributes of Strategies as Means

- Wider goals denote the claim of broader goals which a public space strategy is supposed to serve. Examples of such broader goals include, but not exclusive to, climate change, tourism and economic development, cultural heritage preservation, etc
- Broader frameworks/plans mean the strategy is an element of a plan and/or aligned with other planning documents. For example, some public space strategies account for part of a city's master plan or climate action plan

Attributes of Strategies as Ends

- Supporting policy refers to the presence of complementary policies, programs, regulations and laws that are designed to promote the accomplishment of the public space strategy. Examples range from banning of on-street parking and the suspension of vehicle use during weekends to public land acquisition and zoning tools
- Ad hoc administrative structure means establishment of new organizational structure for purposes of implementing, supervising, or evaluating a strategy
- Implementation plan stands for the preparation of concrete implementation plan and roadmap to realize the goals of a strategy
- Special funding denotes financial resources arranged specifically for the implementation of a strategy
- Measurable goals are goals raised by a strategy that can be measured and quantified with existing technology and methodology
- Evaluation standard denotes design of an evaluation process in advance and predefinition of particular evaluation criteria

GOVERNMENT-NETWORK DIMENSION

Attributes of Strategies that are Government-Led

- Leadership by government agencies that take the initiative to develop the strategy and play a lead role in it
- Dedicated public agencies that are designated to be responsible for implementing the strategy (also a good predictor of political commitment to the strategy and accountable implementation)
- Public land (i.e. publicly owned land) and its leverage in developing public spaces
- Public funding and investment investment in the development of public spaces
- Legal measures that the the government takes to promote the goals underlying a strategy.

Attributes of Strategies that are Network-Led

- Multiple levels of government refer to the engagement of higher or lower levels of government alongside the municipal-level government
- International actors denote the presence of foreign parties in the development of a strategy
- Community engagement means the inclusion of local communities in preparing, implementing, and evaluating the strategy
- Private sector consultancy stands for the participation of private sector actors in developing a strategy
- PPP financing stands for the establishment of public-private-partnership mechanisms to finance the implementation of a strategy
- Flexible land ownership denotes the leverage of privately-owned land
- Local knowledge highlights the respect for local people's understanding of their living environment in the development of a strategy

3

GLOBAL OVERVIEW OF CITY-WIDE PUBLIC SPACE STRATEGIES

GLOBAL OVERVIEW OF CITY-WIDE PUBLIC SPACE STRATEGIES

3.1 Introduction

City-wide public space strategies should ensure the planning, design and management of public spaces at different scales.

Ensuring city-wide distribution of public spaces is a way for governments to reduce inequalities and reallocate benefits. The benefit of preparing a city-wide strategy is the protection and creation of a network of high-quality public spaces. Without a clear strategy, it is difficult for local governments to prioritise, spend and plan resources, to show how much public space is valued, and to mitigate the negative impacts of site specific interventions (e.g. gentrification). A strong strategic policy framework, supported by urban design, is core to this. Surprisingly, not all urban plans contain sufficient guidance for the creation, layout and design of public spaces.

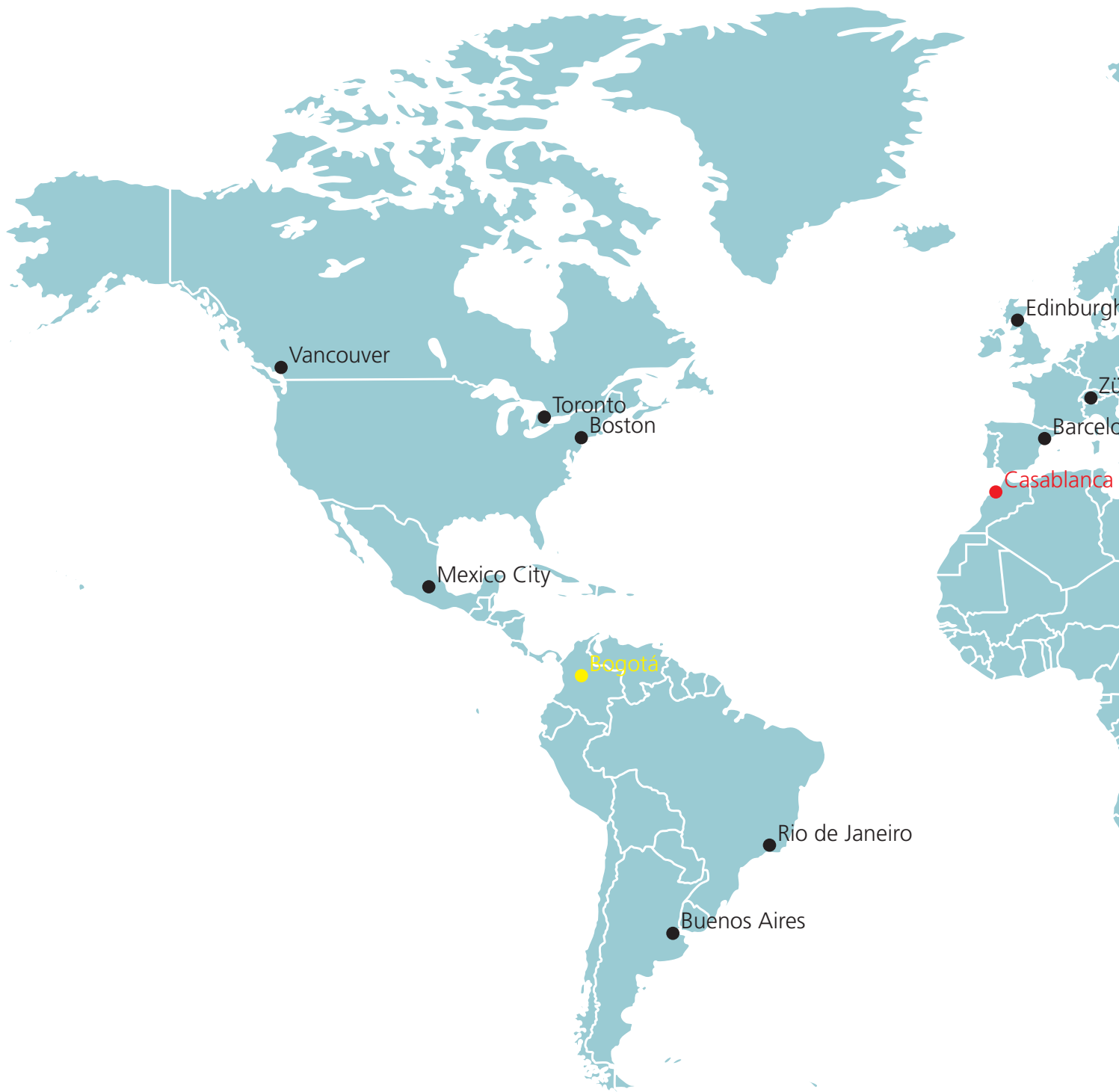
This compendium has drawn case studies of public space strategies from cities and neighbourhoods across the world. The aim is to

assess how some urban areas (cities, metropolitans and neighbourhoods) have formulated their public space strategies, identify their main objective(s) and interrogate the rationale for developing the public space strategy.

Furthermore, the compendium evaluates each public space strategy through the lens of the 5 dimensions of: (1) public space hierarchy, (2) economic, (3) social, (4) environmental and finally the (5) financial, legal, governance and management dimension in order to assess their strengths and weaknesses.

The findings drawn from assessing these strategies helps in defining the gaps which should form the basis for a future public space strategy and implementation framework. This chapter presents the case studies of cities that have formulated public space strategies. The analysis is uniformly done across all the cities; first by understanding the city's background and planning needs.

Secondly, by exploring the key objectives, rationale and strengths of the public space strategies. Thirdly, we evaluate the strategies' gaps guided by the city-wide public space strategy formulation steps in chapter two and the evaluation matrix which is summarized at the end of this chapter.



Global Overview of City-wide Public Space Strategies

LEGEND

- Larger than municipal boundary
- Colinear with municipal
- Smaller than municipal boundary



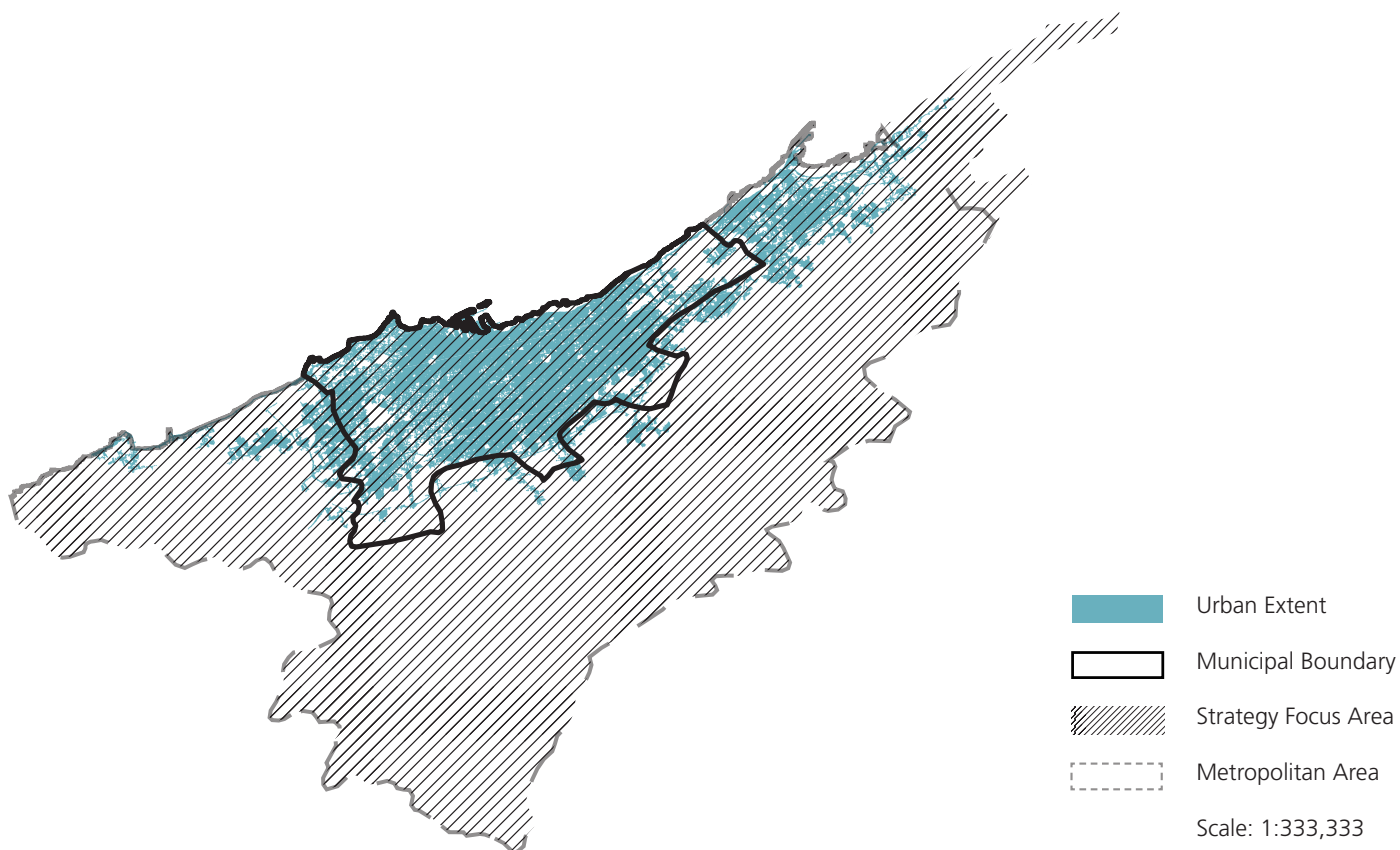
3

**GROUP ONE:
STRATEGIES LARGER THAN
MUNICIPAL BOUNDARIES**

CASABLANCA

MOROCCO

URBAN TRANSPORT AND PUBLIC SPACE STRATEGY



Steering Document

Urban Transport and Public Space Strategy

Thematic Focus

Mobility and Public Transport

Scope

Casablanca Metropolitan

Typologies

Nonaligned (strategy larger than city)
Government Led Strategy as Means

Responsible Entity

Municipality of Casablanca

Timeframe

TBC

City Population

3,716,093

Metropolitan Population

4,410,000

City Area

220 km²

Strategy Area

1,140 km²

Metropolitan Area

16,200 km²

Density

16,200 inh/km²

Growth Rate

+0.85%

Percentage of Public Space

Not yet calculated



Casablanca 011 by John Karwoski is licensed by CC BY-NC-ND 2.0

3.1 CASABLANCA, MOROCCO

3.1.1 Background

Casablanca is located on the central western side of Morocco. Its location on the Atlantic Ocean and its use as a port has led it to become one of the largest financial centers on the continent. Executive power lies with the king of Morocco. The Municipality of Casablanca carries out the coordination of tasks and projects for the eight districts of the Casablanca commune. However, the administrative nesting of Casablanca within the much more extensive Casablanca-Settat region complicates the city's ability to manage and implement urban plans.

Casablanca is the industrial center of Morocco. Half of all Morocco's commercial banking transactions occur in Casablanca, and it attracts 32 per cent of the country's production units and 56 per cent of industrial labor. Lack of redevelopment has contributed to sectors such as tourism and the craft industry stagnating.

Although urban development has historically been heavily concentrated in the central districts, over the last 20 years it has spread to the periphery. Casablanca struggles with the proliferation of informal settlements, which represent 25 per cent of the total slums of

Morocco. In 2004 the government launched a considerable effort to promote housing, with an average of 24,000 dwellings mandated each year between 2001 and 2004, compared to less than 16,000 per year throughout the 1980s and 1990s.

In general, population growth coupled with a chronic lack of integrative urban strategies have led to an urban and ecological crisis in Casablanca (Khomsî et al., 2016). Nowhere is this more apparent than in the lack of open spaces throughout the city, which is compounded by lack of attention to space of sufficient quality.



Casablanca Street by Damian Entwistle is licensed by CC BY-NC 2.0

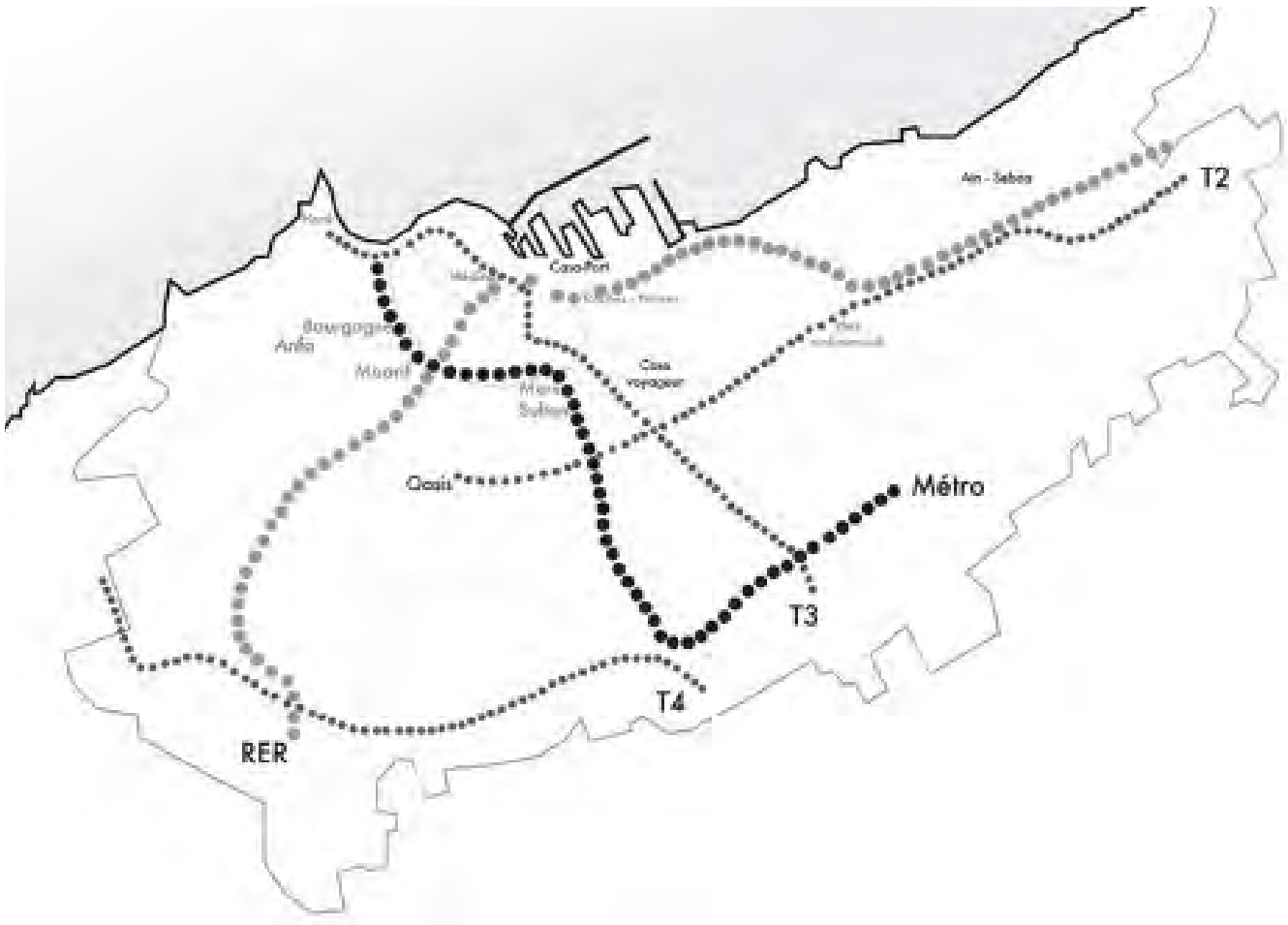
3.1.2 Casablanca Strategy on Sustainable Urban Transport and Improvement of Public Spaces

The municipality of Casablanca (Ville de Casablanca), in collaboration with Euro Med Route RRU (Road, Rail and Urban Transport), CODATU (Cooperation for Urban Mobility in the developing world), and University Hassan II, a think-tank, prepared the Strategy on Sustainable Urban Transport and Improvement of Public Spaces (UITP, 2015). The focus of this strategy is the Casablanca metropolitan area and its long-term urban development.

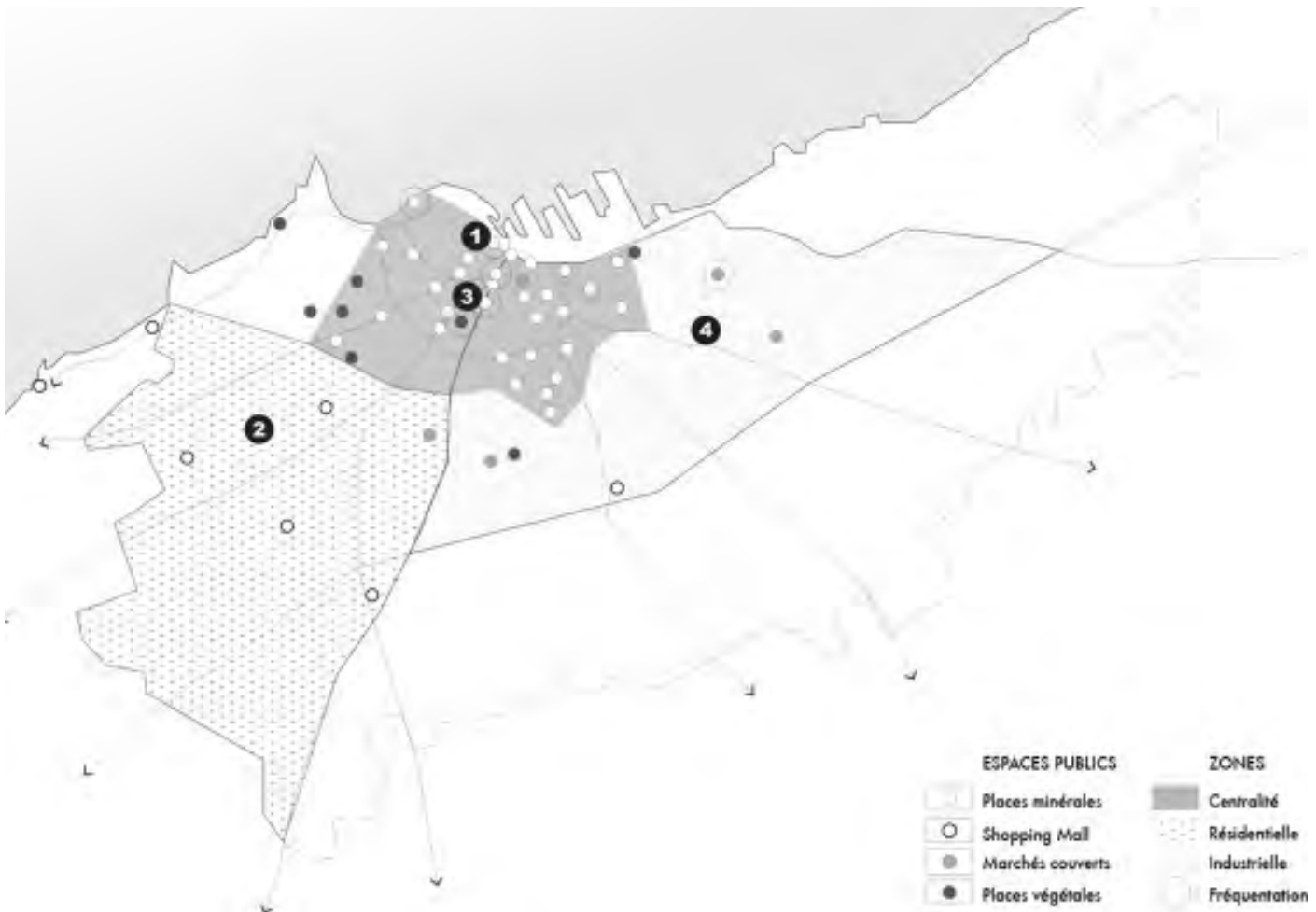
The investment in new public transport infrastructure in Casablanca is to be combined with the revitalization of public spaces

for the improvement of social inclusion and connectivity. To ensure that the strategy is implementable, the Casa Transport agency was created, as well as a government structure for its urban mobility plan. The strategy was published in 2014 and the project is currently in its implementation phase, fitting into the larger time frame of the 2015-2020 development vision for Greater Casablanca. Moreover, an evaluation entity has been created, the Observatoire Regional d'Evaluation et de Suivi, and indicators have been developed to measure the progress and the quality of outcomes.

The vision framed by Casablanca's development strategy centres on the creation, enhancement and maintenance of attractive public spaces, such as the city's waterfront and its cultural spaces.



Greater Casablanca Urban Transport and Public Space Strategy



Greater Casablanca Urban Transport and Public Space Strategy



*Old Medina in Casablanca
Casablanca, Morocco by Kieren Messenger is licensed by CC BY-NC 2.0*

3.1.3 Evaluation: Casablanca Strategy on Sustainable Urban Transport and Improvement of Public Spaces

The Casablanca Strategy on Sustainable Urban Transport and Improvement of Public Spaces includes all public spaces—open spaces, green spaces, streets and historic public spaces—within its scope. It also makes effective use of statistics concerning rapid urban growth, urban sprawl and population growth and concludes, for example, that the increase in car circulation requires an expansion of the mass transit system. While qualified expert involvement is evident, the involvement of local communities and reflection of their needs and demands are lacking. There was no assessment of existing public spaces—nor an evaluation of

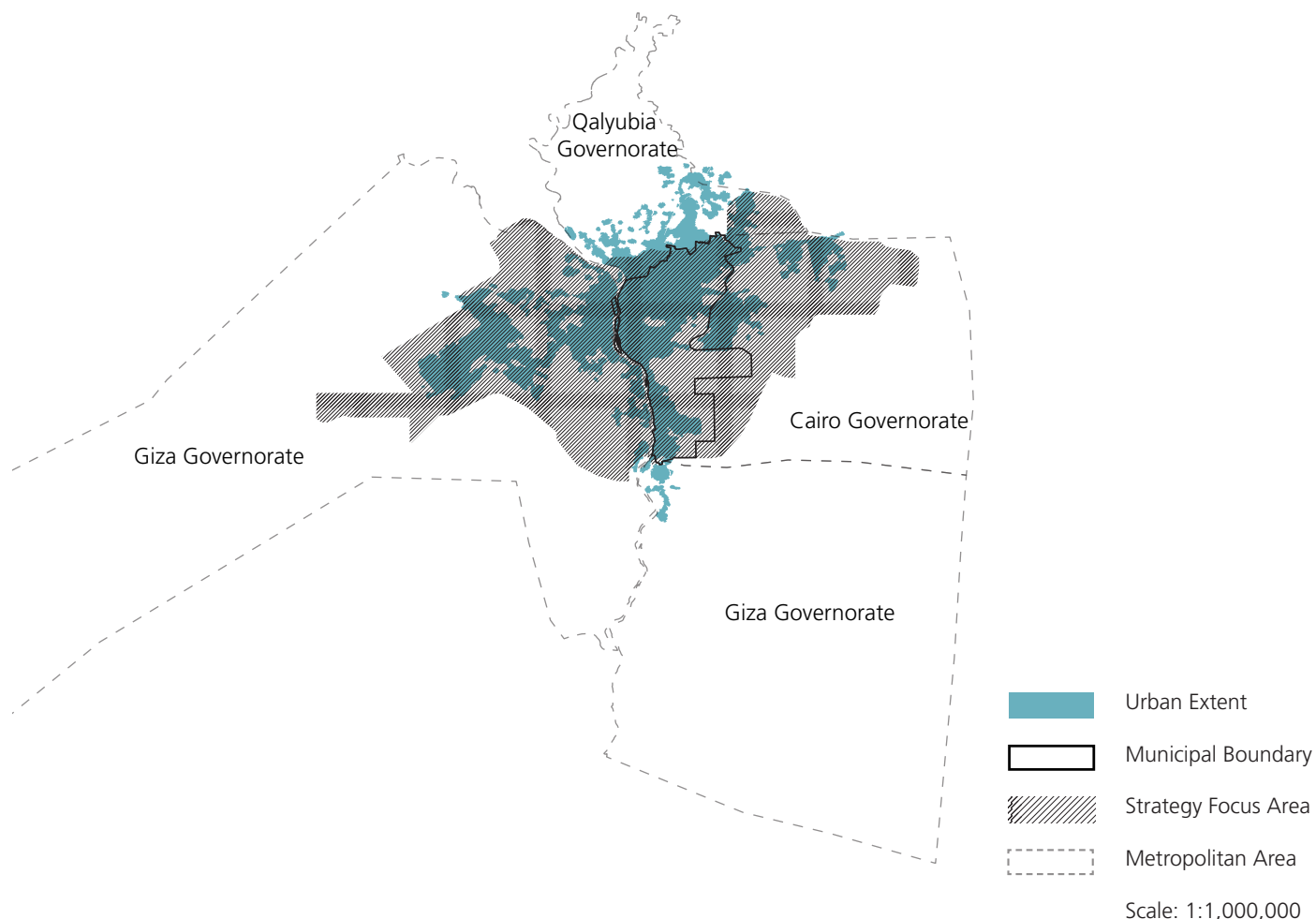
the city dwellers' perceptions of these spaces—before the validation of the final strategy and the strategy does not have a clear framework plan. The document is aligned with other key documents such as The Strategic Development Plan of the region of Larger Casablanca 2015-2020 (Plan de Développement de la région du Grand Casablanca) and a strategy document for mobility and public transport. However, since the dissolution of the Grand Casablanca Region as an administrative unit of government, the ultimate feasibility of a metropolitan-scale strategy is unclear. Whereas Grand Casablanca neatly encompassed the metropolitan extent of Casablanca,

its replacement, the amalgamated Casablanca-Settat, is a region covering a vast territory with many different prefectures. In contrast, The Strategic Development Plan, while much smaller than the reconstituted region, still covers an area five times bigger than the City of Casablanca with the corresponding challenge of covering multiple uncoordinated prefectures. Whether they will collaborate to implement this strategy remains to be seen.

GREATER CAIRO

EGYPT

URBAN DEVELOPMENT STRATEGY



Steering Document

Urban Development Strategy

City Population

19,500,000

Growth Rate

+2.14%

Thematic Focus

Urban Development

Metropolitan Population

20,500,000

Percentage of Public Space

Not yet calculated

Scope

Greater Cairo

City Area

606 km²

Typologies

Nonaligned (strategy larger than city)
Government Led Strategy as End

Strategy Area

2,969 km²

Responsible Entity

General Organization for Physical
Planning and Greater Cairo Governorate

Metropolitan Area

17,267.6 km²

Density

32,000 inh/km²

Timeframe

7 years

3.2 GREATER CAIRO, EGYPT

3.2.1 Background

Greater Cairo encompasses the cities within the Cairo Governorate, as well as the cities of Giza, Sixth of October and Sheikh Zayed City from the Giza Governorate and Obour and Shubra El Kheima from the Qalyubia Governorate. The vast metropolitan area is the main site of economic growth in the country, its economic output represents 31 per cent of the Egyptian GNP.

Severe shortage of housing units for low and middle income groups has led to rapid growth that constitutes approximately 40 per cent of all residential areas, a total area of nearly 100 square kilometers, posing a major challenge for

Greater Cairo's urban development. The considerable amount of desert land surrounding the metropolitan area that was put up for sale by the government in the 1990s triggered speculation and a spike in building activities, which resulted in the area of Greater Cairo quintupling. Gated communities and other upscale developments started multiplying, particularly around the city of Sixth of October. Cairo has a very high-density urban core interspersed with hotels and shopping malls, and a lower-density 'suburban ring', where more affluent residents can benefit from the use of larger open spaces, greenery, less-polluted air and shopping centers.

Public spaces in general have gradually been eradicated, with the per capita share of green space currently as low as 3m² (Hassan 2011). The deficiency of infrastructure and the deterioration of road networks and sidewalks are recurring problems throughout Greater Cairo. The increasing number of vehicles and the resulting congestion also affect economic growth, as they impede the efficient delivery of goods from vendors to consumers, as well as negatively impact public transportation.



Cairo, Egypt

3.2.2 Greater Cairo Urban Development Strategy

The Greater Cairo Urban Development Strategy was prepared by The General Organization for Physical Planning (GOPP), in collaboration with the governorates comprising Greater Cairo (UNDP, 2017). Its scope is the comprehensive urban development of the Greater Cairo metropolitan area. The strategy outlines priority programmes and related pilot projects, as well as the multisectoral participation and framework of supporting laws and conditions that will be required to implement them.

From that vision derived the following objectives:

Improving residents' living conditions and quality of life

Improving environmental conditions and sustainability

Developing the infrastructure of the metropolitan transportation network

Developing new urban centres that are attractive to diverse communities

Creating an environment conducive to tourism

Reviving the central area of Greater Cairo

The strategy provides ambitious direction for the planning of open spaces. One of its key aims is to triple the per capita share of green space. In that connection the strategy highlights the potential role of public green spaces in promoting environmental sustainability, developing tourism development and reviving the central area of Greater Cairo, and proposes the following related spatial interventions:

Develop large green spaces that link residential areas to the main urban core

Renovate existing public places and green areas inside the Greater Cairo area

Restore pedestrian pathways on the shores of River Nile to provide public entertainment tourism functions

Protect and rehabilitate archaeological and historical sites

Pedestrianize the full one-kilometre length of Al Moez Street and transform its antique buildings into an open museum

Establish underground parking areas to expand pedestrian space in squares and streets

Reallocate space from the main traffic arteries to accommodate more walking, cycling and public transportation



Cairo, Egypt

(opposite page) Cairo, Egypt

3.2.3 Evaluation

The Greater Cairo Urban Development Strategy (GCDS) is aligned with other proposed policies such as Egypt's National Plan 2052 and the Long-Term 2006 Strategic Plan of Greater Cairo. Public participation was key in the formulation of the GCDS vision, particularly the use of extensive surveys.

In support of these proposed projects, complementary regulatory and institutional amendments have also been proposed. However, it is unclear if any of these amendments will eventuate.

Indeed, this presents a risk for the Cairo strategy as a whole, which,

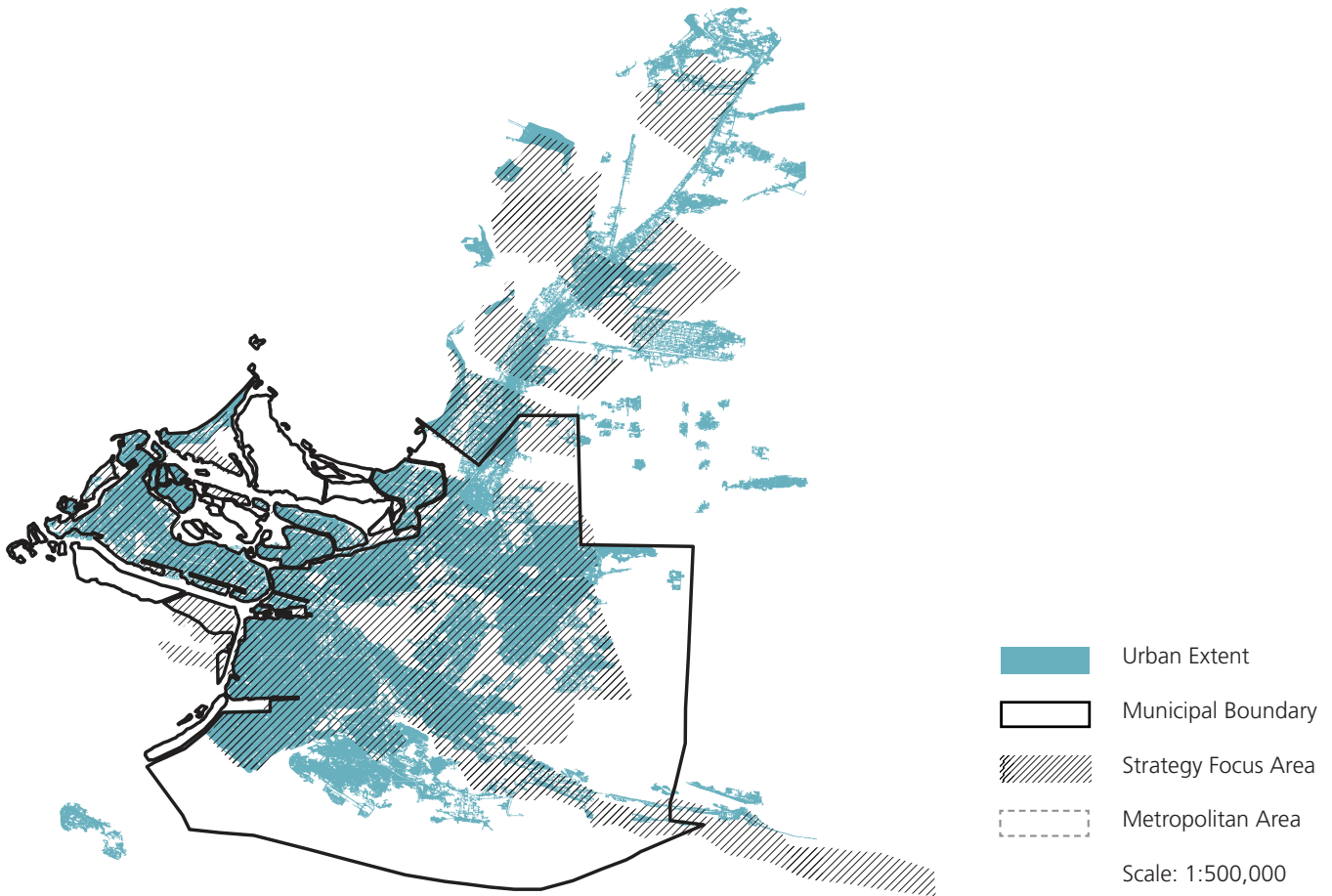
while ambitious in scope, is not territorially aligned to a government body that would have the power to enforce such decisions ahead of the individual interests of the different governments.

Despite the mechanisms the Cairo strategy has in place to test the success of the plan in the form of measurable per capita green space proposals, the lack of a cohesive baseline study regarding the existing situation may also impact the thorough implementation of GCDS.



ABU DHABI

UNITED ARAB EMIRATES PLAN ABU DHABI, 2030



Steering Document
Plan Abu Dhabi, 2030

City Population
1,205,963

Growth Rate
+4.82%

Thematic Focus
Creating a Network of Public Spaces

Metropolitan Population
Not yet calculated

Percentage of Public Green Space
Not yet calculated

Scope
City of Abu Dhabi

City Area
972 km²

Typologies
Nonaligned (strategy offset from city)
Government Led Strategy as End

Strategy Area
809 km²

Responsible Entity
City of Abu Dhabi

Metropolitan Area
Not yet calculated

Timeframe
21 years

Density
1,200 inh/km²



Marina Cafe at Evening at Abu Dhabi by Guilhem Vellut is licensed by CC BY 2.0

3.3 ABU DHABI, UAE

3.3.1 Background

The City of Abu Dhabi is the capital of the Emirate of Abu Dhabi and the federal capital of the United Arab Emirates (UAE). As a centre for the oil and gas industry, Abu Dhabi accounts for about two-thirds of the roughly \$400 billion United Arab Emirates economy. Under the rule of the Department of Municipal Affairs, the city is part of the Central Capital District. The strategy extends outside of this municipal boundary into areas covered by the eastern and western municipal regions of the Emirate of Abu Dhabi. Abu Dhabi has an unelected Executive Council, under which separate departments function like ministries. It also has several au-

tonomous agencies with specified powers and a 60-member National Consultative Council comprising representatives of the main tribes .

Since the formation of the UAE in 1971, the city has experienced steady but manageable growth. In most regions of the city, at least 80 per cent of the built landscape has been developed for residential use.

Abu Dhabi is endeavouring to reduce its hydrocarbon reliance and broaden the Emirate's economy. Investment in infrastructure, tourism, transport, health and education continues, in line with the government's economic plan that ends

in 2030. Improved stewardship of the environment is also one of the city's goals, since Abu Dhabi has one of the most distinct ecological contexts in the world (Kyriazis et al 2017). The desert provides a marginal habitat for the survival of most life forms, and the tidal gulf that is created when the desert meets the sea is ideal for mangroves, seagrass and fish hatcheries. These qualities of place form a rich but fragile identity that requires protection, an aspect included in the Public Open Space Framework drafted by the city's urban planning council. (Jaskula 2014).

PUBLIC OPEN SPACE FRAMEWORK

OPEN EDGE



MAJOR CITY PARKS



COMMUNITY PARKS



GREEN BOULEVARDS



GOVERNMENT GREEN SPACES



Plan Abu Dhabi 2030

3.3.2 Plan Abu Dhabi 2030: Public Open Space Framework

The Public Open Space Framework was drafted by the Abu Dhabi Urban Planning Council, a semi-public entity created to support the development of this document (Rim Meziani 2017). The framework proposes a hierarchy of open spaces, as well as a ring of undeveloped land away from the city centre that would protect Abu Dhabi's ecological and open space assets and limit its built-up footprint. At a more granular scale, the framework requires as a condition of approval that all private developments include a landscaped interface between private and public boundaries and create open spaces for each unit.

The framework puts forward seven principle policy aims:

1. Completion of a city-wide comprehensive plan that proposes an interconnected hierarchy of parks and open spaces
2. Development of best-practice based, context-appropriate park and open space standards that address hierarchy, space size, services and facilities, and street greening at all scales of the city
3. Safeguarding of official municipal park spaces from private development and designation of national parks
4. Securing public access to the water's edge in the inner city whenever possible (e.g. through public beaches and harborside parks)
5. Designing public open spaces for active public use with hospitable provisions, including shade, xeriscaping, public amenities (e.g. places for prayers and public washrooms) and, where possible, adjacent cafés and shops



Major Downtown Streets



High Volume Downtown Streets



Major arterial street in low-density residential area



Major boulevard

Plan Abu Dhabi 2030

6. Integrating streets' rights-of-way into the open space network as key links to parks
7. Including golf courses, where appropriate, as an integral part of private developments

landscape elements to buffer built and natural areas on the coast, and the moving underground of parking lots and greening of the surface to moderate the local climate.

Integrating all of this, the framework includes a spatial plan with a hierarchy of five different scales of spaces: national parks at the shore and periphery, city parks at key locations, more distributed community recreation spaces, continuous planted boulevards and public squares. Specific innovations include the establishment of a sand belt and desert 'fingers' as



Sheikh Zayed Grand Mosque Abu Dhabi UAE by Mathias Apitz is licensed by CC BY-ND 2.0

3.11.3 Evaluation

If the Public Open Space Framework (POS) is implemented fully, its five hierarchies portend substantial benefits for Abu Dhabi. These pertain principally to three areas:

(1) City-wide distribution (e.g. large, strategically distributed city parks as well as a network of well-distributed community recreation spaces and parks)

(2) Inter-scalar connectivity (e.g. continuous planted boulevards that link the different community parks to each other and to the city parks)

(3) Diversity of spaces (e.g. from the new National Park System that regulates activity in both terrestrial and marine environments on the various islands of the city to the urban squares at key public facilities)

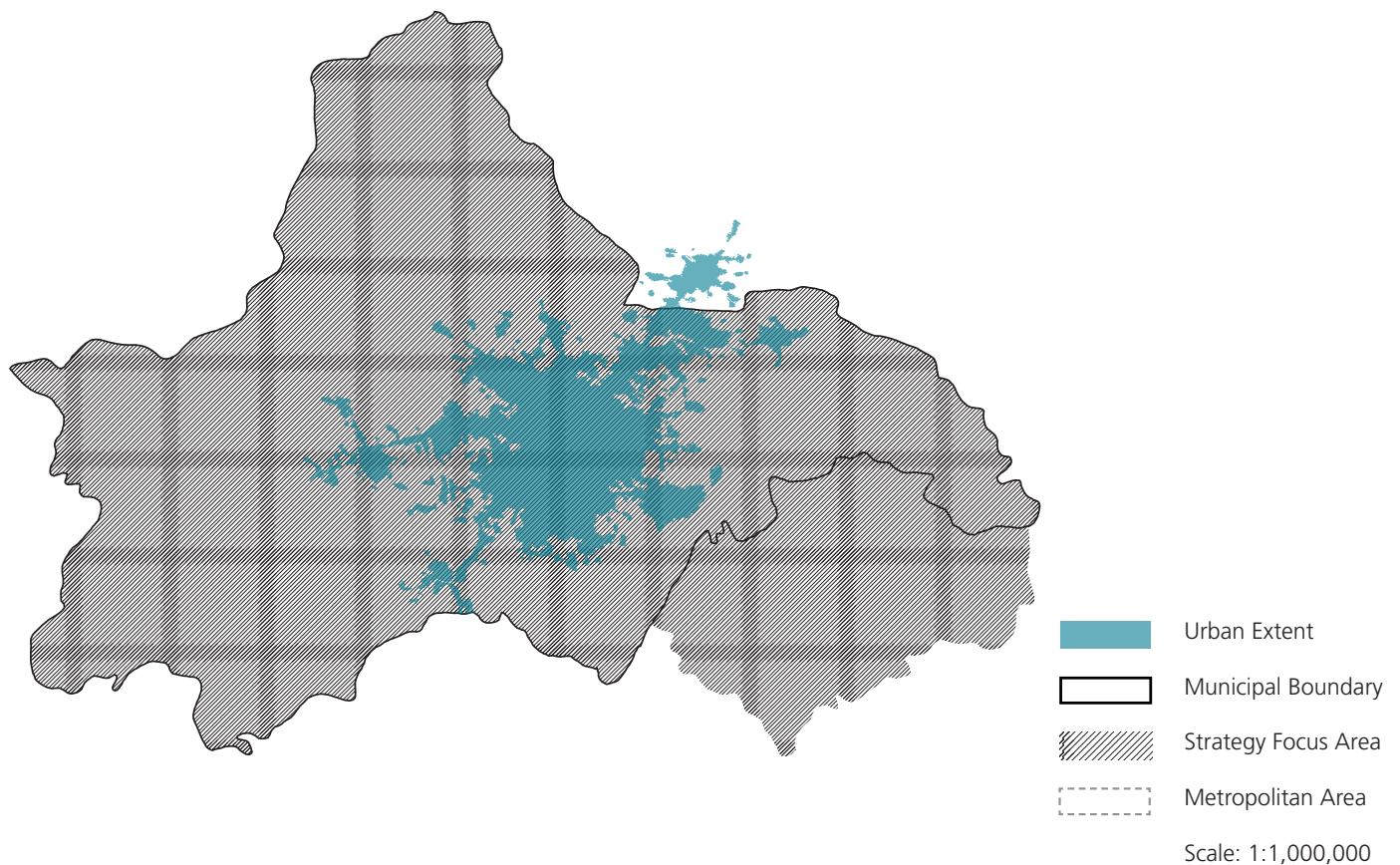
The POS framework demonstrates intent to encourage the creation of habitable, amenity filled outdoor places, and their active public use. This goal to advance the creation of public places and their use could have been further aided by the detailing of targeted groups of the population, an aspect which is absent in the strategy document. The wider behavioural shift that

will be required to sustain such places over the long term is outside the scope of the framework and may require another, very different, strategy. Furthermore, the territory governed by the framework is not aligned with the jurisdictional boundaries of the city, and it remains unclear which administrative and political arrangements would have to be secured if the proposed policies are to be enforced across the strategy area. The effects of this irregular jurisdictional status are also demonstrated by the lack of proposed implementation or funding plan, which has the potential to impede the successful completion of the clear goals that are laid out.

CHENGDU

CHINA

OVERALL DEVELOPMENT PLAN OF CHENGDU, 2016-2035



Steering Document

Overall Development Plan in Chengdu (2016-2035)

Thematic Focus

Environmental Conservation

Scope

City of Chengdu

Typologies

Nonaligned (strategy larger than city)
Government Led Strategy as Means

Responsible Entity

City of Chengdu

Timeframe

19 years

City Population

11,430,000

Metropolitan Population

14,427,500

City Area

14,378 km²

Strategy Area

16,980 km²

Metropolitan Area

14,378.18 km²

Density

1,003 inh/km²

Growth Rate

+1.78%

Percentage of Public Space

42.3%



Chengdu. China

3.4 CHENGDU, CHINA

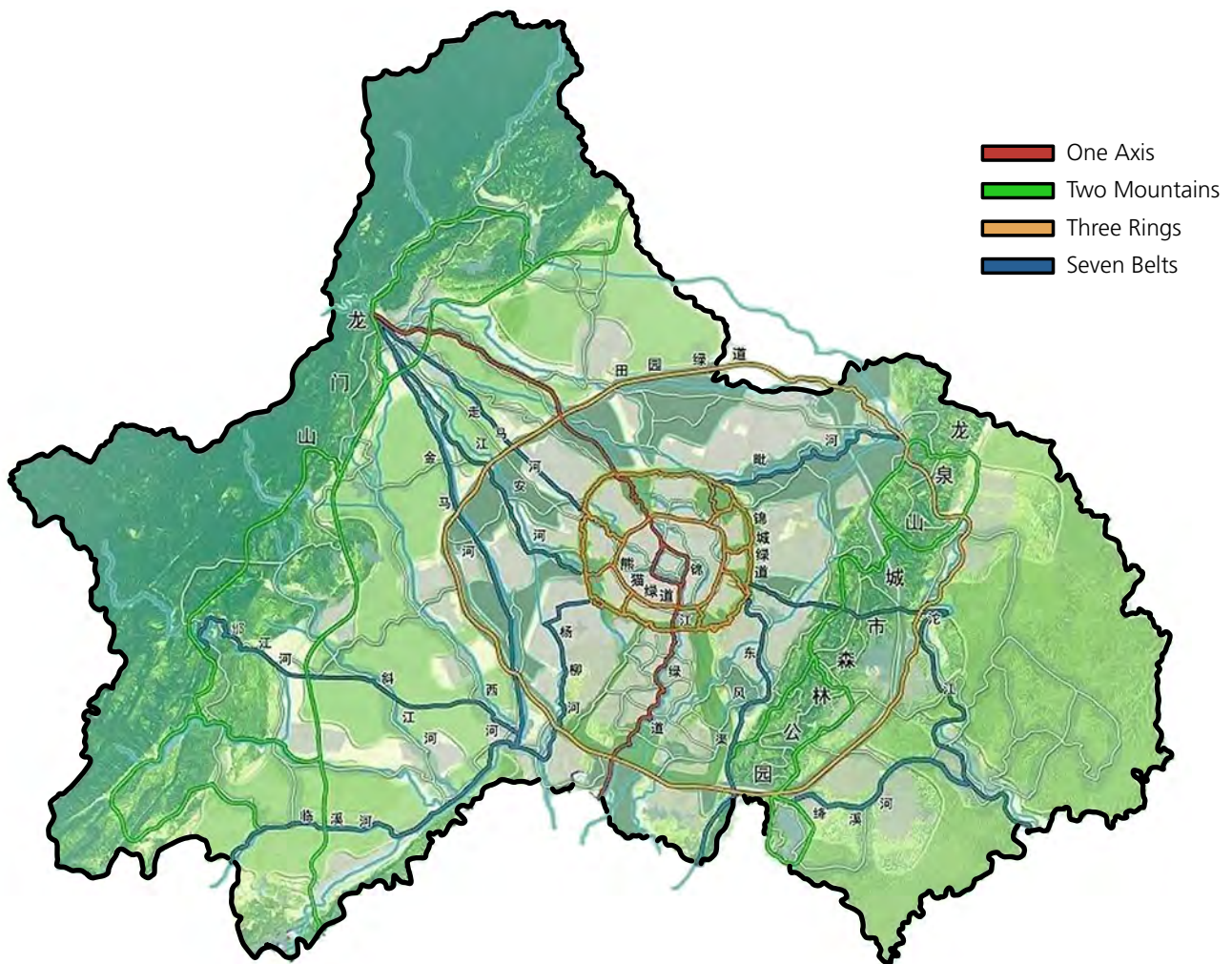
3.4.1 Background

Chengdu is a sub-provincial city that serves as the capital of Sichuan province in the People's Republic of China. As of 2014, the administrative area housed 14,427,500 inhabitants, with an urban population of 10,152,632. While most of the metropolitan area is contained within the city's vast municipal boundaries some of the contiguous built-up area extends into neighbouring Xinjin County. Chengdu is now one of the most important economic, financial, commercial, cultural, transportation, and communication centers in Western China. According to the World Bank's 2007 survey report on global investment environments, Chengdu

was declared "a benchmark city for investment environment".

As early as 1998, Chengdu was the recipient of the UN-Habitat Scroll of Honor award for its comprehensive renovation project of the Funan River. Between 2010 and 2015, Chengdu created 31 wetland parks and in 2015, due to its accomplishments in greenery and ecology, Chengdu was granted status among China's "First Batch of Distinguished Green Development Cities". As one of the most important civic well-being projects of Chengdu, the completion of the city-ring ecology zone in 2020 will turn one-third of the usable land

in the urban area of Chengdu into green space. Residents will be able to enjoy a verdant city-ring ecology featuring mountains, forests, lakes, rivers, wetlands, grasslands, fields and greenways. Natural resource conditions make Chengdu an important agricultural area. As a significant ecological buffer zone, the natural surroundings of Chengdu have an important impact on the conservation status of the Yangtze River Basin and the Three Gorges reservoir area. However, the rapid increase in resource consumption led to an increasingly prominent contradiction between Chengdu's economic development and environmental protection .



Overall Development Plan in Chengdu (2016-2035)

3.4.2 Planning and Construction of Greenways in Chengdu

In 2017 the City Planning Department in the Government of Chengdu announced that it would plan and construct the Tianfu Greenway. It is one of the major programmes of the Overall Urban Development Plan of Chengdu (2016-2035). The project began in 2017, and it is on schedule to be completed by 2035.

Chengdu Tianfu Greenway will have a total length of 16,900 kilometers and area of 3.46 million acres. Its purpose within the development plan is to connect the many isolated and fragmented green areas of the city (e.g. ecological zones, parks, small playgrounds,

and green spaces) and form a relatively complete green space system that further links up with a regional system of green spaces. Meanwhile, the City hopes that Tianfu Greenway will form an essential part of the urban non-motorized transportation system of Chengdu.

The Development Plan establishes eight main functions of the greenway system, including ecological security, leisure tourism, sports and activities, cultural exploration, slow-moving traffic, agriculture landscape, sponge city, and emergency evacuation. It also attaches great importance to displays of local culture within the greenway in-

cluding the first thematic featuring of the giant panda in such a system.

According to the design manager of the planning and construction of Tianfu Greenway in Chengdu, 'One Axis, Two Mountains, Three Rings, and Seven belts' will form the main structure of the Tianfu greenway. In parallel, the Jinjiang Greenway will serve as the axis along the Jinjiang River. Also initiated in 2017, this greenway is already 200 kilometers long and connects ten districts within Chengdu. It features an irrigation project that revives an ancient Chinese water conservation approach. Two mountains comprise the two forest greenways that are

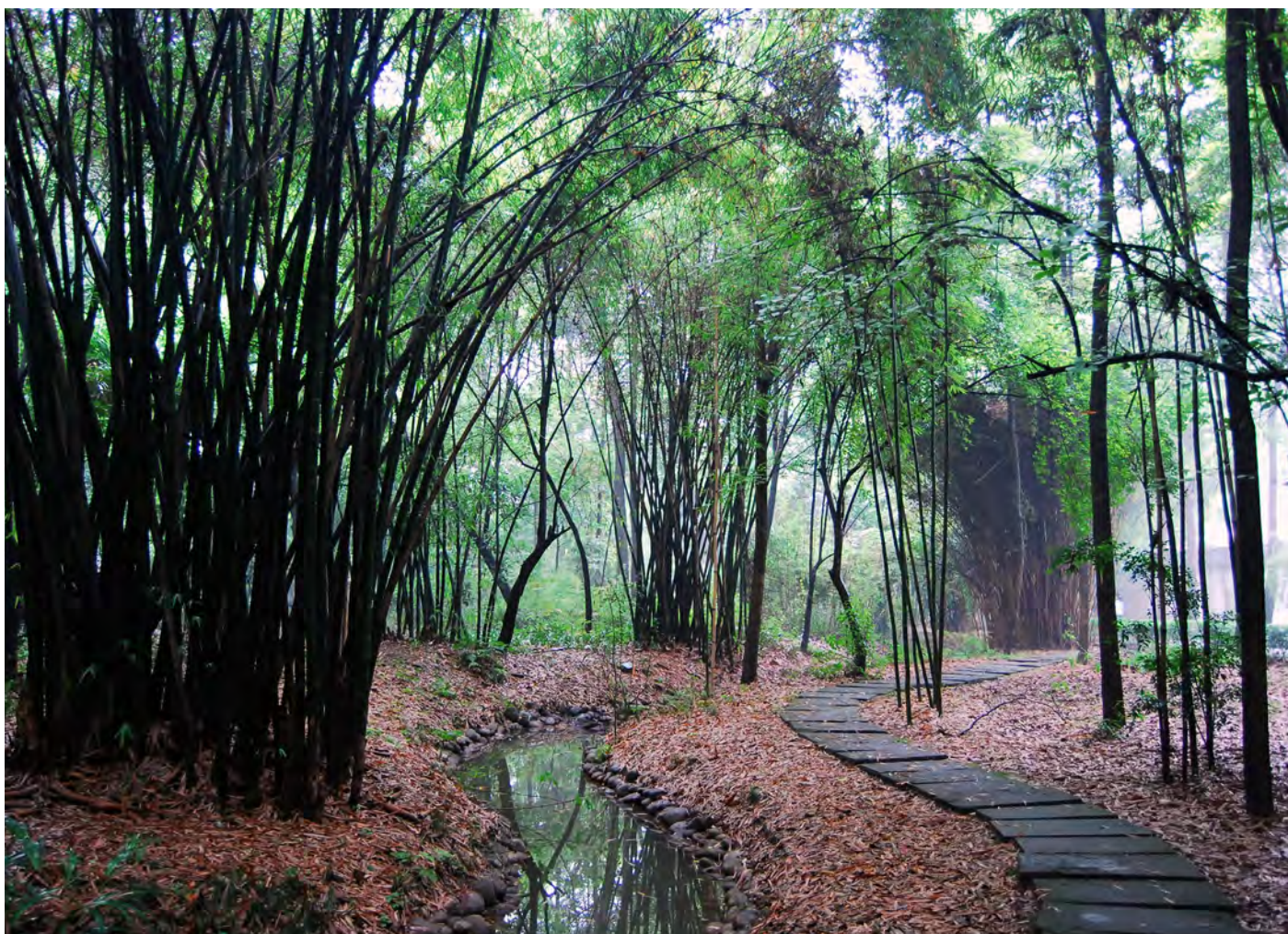


Overall Development Plan in Chengdu (2016-2035)

embedded in The Longmen and Longquan mountains, which the city aspires will eventually host international sports tournaments. 'Three Rings' refers to the three circulated greenways that surround the downtown region of Chengdu, including Panda, Jincheng and Tianyuan Greenways. Panda Greenway has 100 kilometers in length and serves as a cultural hub. Jincheng Greenway has a total length of 200 kilometers and is part of the network of 11 central urban areas. Tianyuan Greenway has a total length of 300 kilometers and connects the rural areas of Chengdu. 'Seven Belts' are the seven secondary greenways that link together the isolated and

separated green lands, while also creating a bridge between the significant greenways.

In order to maintain and regulate the Tianfu Greenway, the planning committees introduced a four-level station system. Each class of the station will function hierarchically for the different regions within the Tianfu Greenway. They all serve as a destination for sightseeing, cultural events, sports, rural regeneration and emergency shelter if necessary.



Du Fu Cottage by Shi Zhao is licensed by CC BY-SA 2.0

3.4.3 Evaluation

The Overall Development Plan for Chengdu (2016-2035) is ambitious in its scale, scope and objectives. Covering a territory of 16,980 km², it is the largest in this compendium and even larger than the area of the municipal boundary of 14,378 km². The development plan's short-term objectives focus on key development projects such as environmental protections, cultural and heritage preservation, sustainable economic development, alternative mobility, and sustainable urban growth. These are all important drivers of public space use and sustainability. Deviating from the intentions of the development projects, however, is Chengdu's long-term ambition

of becoming an international gateway. Using city development as a means to an end, with the primary objective for Chengdu to increase travel and become an international city.

The implementation of the plan is still in its early stages and a more comprehensive evaluation of its impacts will only be possible over time. For example, though the Tianfu Greenway is currently aligned with international best practices, its future implementation of steps outlined in the plan up to 2035 will remain to be seen. The following benchmarks have been established:

- (1) By 2022, to achieve a livable city that performs as a strong regional centre
- (2) By 2035, to have achieved Chengdu's transformation into a 'park city' (with a parallel set of indicators) and become a pan-Asian and pan-European gateway
- (3) To have become a sustainable world city

A future evaluation should pay particular attention to two possible threats. First, the excessive emphasis on role differentiations in new urban development (e.g. branding as

technological districts), whose lack of integrated use could lead to social segregation and exclusion. And second, the extreme transformation of peri-urban agricultural land and natural ecosystems (e.g. through the introduction of a high-speed railway system linking the city and surrounding mountains). Despite the intention to protect and safeguard, this transformation has fragmented the landscape and might disrupt the functioning of environmentally sensitive areas and the entire regional ecosystem.



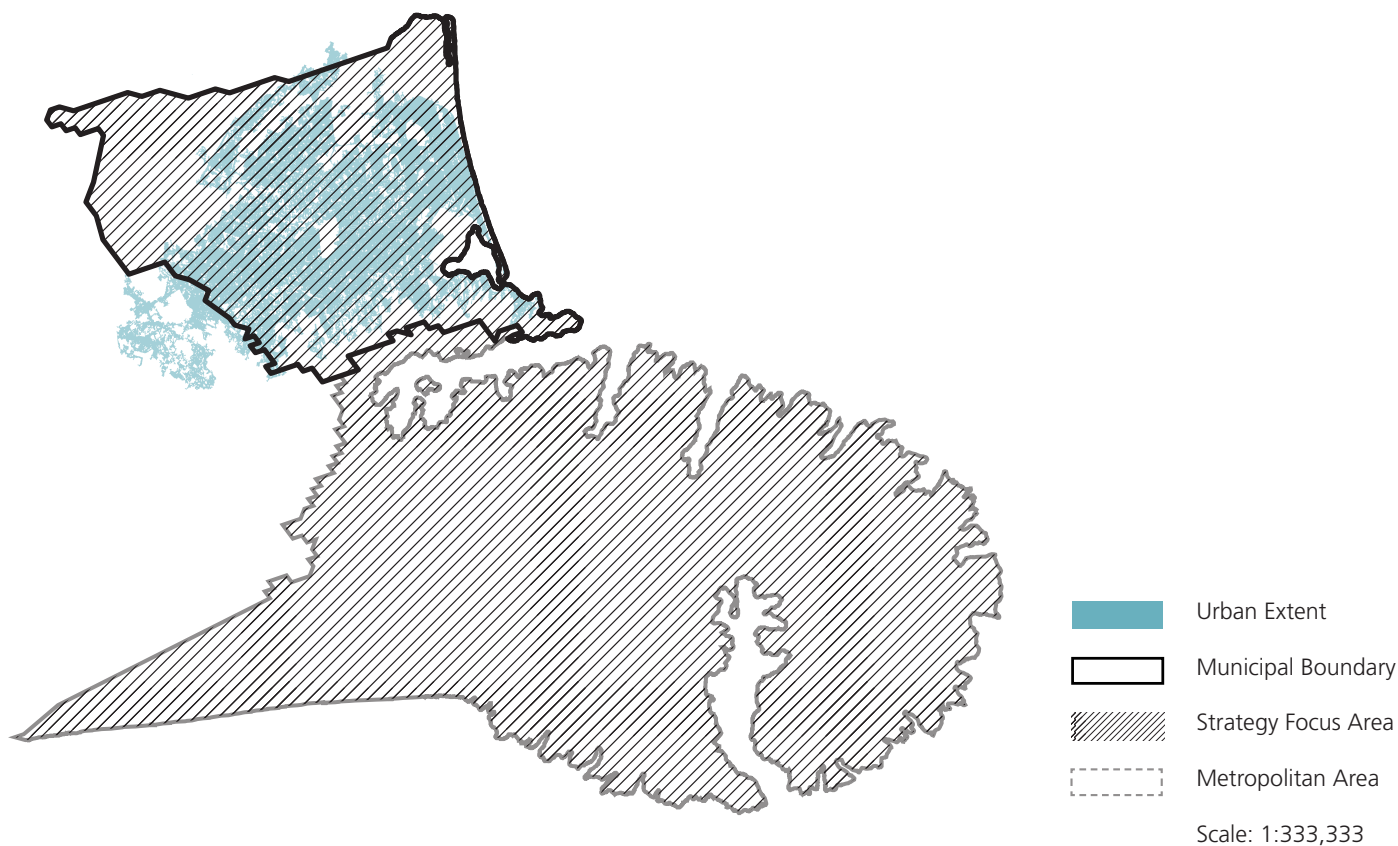
**GROUP TWO:
STRATEGIES ALIGNED WITH
MUNICIPAL BOUNDARIES**

HIGH POTENTIAL FOR IMPACT

CHRISTCHURCH

NEW ZEALAND

PUBLIC OPEN SPACE STRATEGY, 2010-2014



Steering Document

Public Open Space Strategy, 2010-2014

Thematic Focus

City Branding and Social Cohesion

Scope

Metropolitan Area of Christchurch

Typologies

Aligned
Network Led Strategy as End

Responsible Entity

City of Christchurch

Timeframe

30 years

City Population

396,882

Metropolitan Population

Not yet calculated

City Area

1,426 km²

Strategy Area

1,426 km²

Metropolitan Area

1,426 km²

Density

270 inh/km²

Growth Rate

+0.66%

Percentage of Public Space

Not yet calculated



*Cashel Street Mall, Christchurch
Christchurch by Othree is licensed by CC BY 2.0*

3.5 CHRISTCHURCH, NEW ZEALAND

3.5.1 Background

Christchurch is the largest and most populous city in the South Island. The early presence of the University of Canterbury and other academic institutions, in association with local businesses, have fostered strong technology-based industries in the city. Agriculture is the historic mainstay of Christchurch's economy.

The city's public park provision currently stands at around 1.1 ha per 1000 residents for neighbourhood parks, 3.5 ha per 1000 residents for sports parks and around 18 ha per 1000 residents for regional parks. With a population increase of just under 1 per cent per year, the provision of sufficient parks and

public open space will be a challenge for the city to address.

Earthquakes which hit the city in 2010 and 2012 led to an ongoing recovery and reconstruction project. There was substantial damage to the Four Avenues area of the city, the commercial centre of Christchurch, which led to employment loss in the period after the earthquakes. In order to address these various concerns, in 2007 the City Council of Christchurch established a vision for the next thirty years through the Christchurch Public Open Space Strategy, 2010- 2040.

The Banks Peninsula, located

immediately south of Christchurch, was a significant site for the events that led to the signing of the Treaty of Waitangi by the British Crown and Maori chiefs. A historically contested area, in 2003 a proposal was made to the Local Government Commission to abolish the Banks Peninsula District and include it within Christchurch City. With the aim to provide better management of the area and increase council resources, the annexation was accepted, radically changing the form of local government and increasing the proportion of open green space within the administrative boundaries of Christchurch.



*Tram tracks in Christchurch, New Zealand
Christchurch by Othree is licensed by CC BY 2.0*

3.5.2 Christchurch Public Open Space Strategy, 2010-2040

The Public Open Space Strategy was developed by The City Council of Christchurch through consultations with the public and other key stakeholders such as councilors, technical experts and local residents between 2007 and 2010. In order to look at issues related to the city's identity, favourite living environment and recreational needs, a residents' survey was conducted.

The strategy looks at the quality and extent of public spaces in order to improve the experience of visitors and residents alike. In order to make the livability of Christchurch City and Banks Peninsula competitive at a global scale, the strategy seeks

to create a healthy and attractive environment by maintaining garden city landscape values whilst improving public access to areas outside of the city. The strategy provides vision, goals, objectives, concept plans and priorities for existing and future public open space over the next 20 years (Julienn and Buick, 2009). It also calls for a strong relationship between Ngai Tahu (principal Maori tribe), land owners, local residents and both local and state governments.



Stream, Christchurch by Kat2Kat2 is licensed by CC BY-NC-ND 2.0

(opposite page) Cycle lanes in Christchurch

3.5.3 Evaluation

Christchurch's relatively recent annexation of the Banks Peninsula means that the city's Public Open Space Strategy 2010-2040 governs a significant amount of undeveloped green space. However, because the strategy is non-regulatory, it does not endorse any restrictions on private land use. As a result, public access to private land is only by negotiation and agreement.

The strategy's main objectives are to develop and maintain public open spaces that are well connected, accessible, and maintain the city's garden character. It is anticipated that these will contribute to the wider outcomes of enhanced

environmental quality and healthier lifestyles, especially in urban areas with higher residential densities.

The strategy identifies all existing public open spaces, as well as new areas that the concept plan will cover. As for its implementation, priority initiatives are recorded and ranked. These initiatives are being implemented in an ongoing process which will run beyond 2040. The stated goals are the improvement of public spaces and its knock-on effect of sustainability and livability in Christchurch.

Subsequent to the launch of the strategy, the city experienced a series

of devastating earthquakes in late 2010 and early 2011. This critically compromised basic infrastructure and the consequential economic and social cost of rebuilding has made implementation of the strategy more difficult. Nevertheless, the strategy's emphasis on partnerships may provide a way forward past these constraints. This emphasis on partnerships appears to be evidenced by the balanced approach between government and stakeholders in implementing the strategy's development goals.

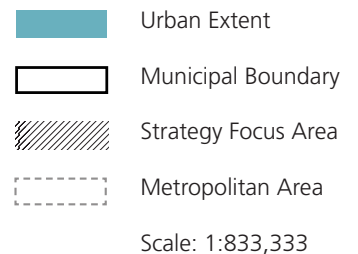
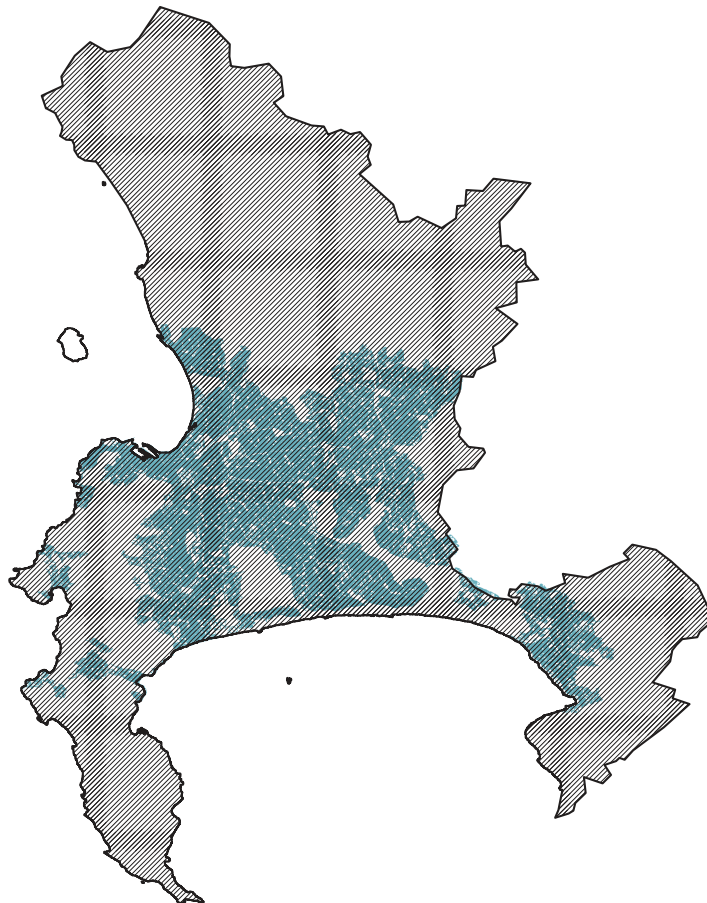


Christchurch, New Zealand by Philip Bouchard is licensed by CC BY-NC-ND 2.0

CAPE TOWN

SOUTH AFRICA

URBAN DESIGN POLICY



Steering Document
Urban Design Policy

City Population
433,688

Growth Rate
+2.49%

Thematic Focus
Guiding Open Public Space Design Process

Metropolitan Population
4,005,015

Percentage of Public Green Space
24.0%

Scope
City of Cape Town

Municipal Area
2,461 km²

Typologies
Aligned
Government Led Strategy as Means

Strategy Area
2,461 km²

Metropolitan Area (Estimated)
2,461 km²

Responsible Entity
City of Cape Town

Density
16,000 inh/km²

Timeframe
TBC



Tourists enjoying sunset, Table Mountain, Cape Town by flowcomm is licensed by CC BY 2.0

3.6 CAPE TOWN, SOUTH AFRICA

3.6.1 Background

Cape Town, like many South African cities, has a sprawling, inequitable spatial structure, but the municipal boundary extends beyond the built up area ensuring there is the potential for growth to be maintained within administrative strategies.

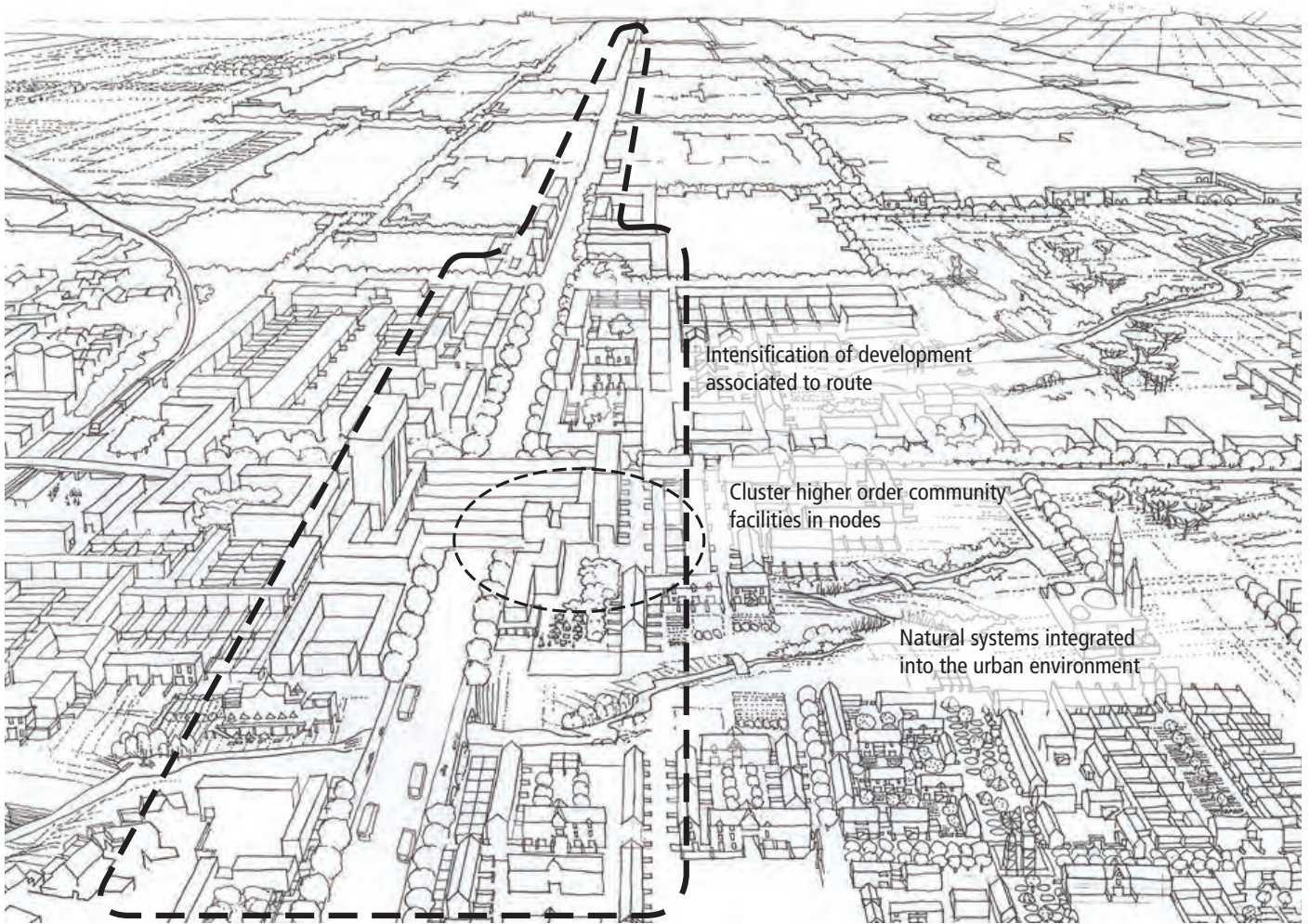
There is a high degree of residential segregation, and large concentrations of the population live some distance from the main employment centres. As a result, development plans have focused on the delivery of essential services and housing, which have prompted modest improvements such as an increase in the percentage of households with access to a formal dwelling from 78

per cent in 2011 to 82 per cent in 2016.

One of the most pressing environmental phenomena affecting the city is an increased water shortage. Poorly designed urban development has led to areas with decreased surface permeability exacerbating this issue. Most of the lower income neighbourhoods in newer parts of the city are located on the Cape Flats, a climatically hostile plain, and lack any green space. Apartheid ideologies and the modern movement were dominant planning ideologies over the decades following 1940, and resulted in fragmented, inward focused ur-

ban areas of poor quality, as well as car-based suburban growth with little attention paid to public open space.

To tackle the challenges caused by a segregated urban fabric, many South African cities have adopted city improvement districts (CIDs) since the mid-1990s. A form of business and landowners' organization at the neighbourhood level, CIDs deal with the provision of additional services in order to improve commercial and residential areas in decline. They derive their funding from additional taxes levied from these property owners and rely on public-private partnerships.



Cape Town Urban Design Policy

Cape Town Urban Design Policy (three illustrations overleaf)

Cape Town Urban Design Policy (three illustrations on page 86)

3.6.2 Cape Town Urban Design Policy

Prior to the development of Urban Design Policy (UDP), it was observed that development applications submitted to the city were not well conceptualized, particularly when measured against the impact they had on the public domain.

Furthermore, many developing proposals were not informed by basic urban design considerations. A myriad of urban implications arose from growth without competent and robust plans: an illegible city structure, downgraded quality of the public realm, lack of intensity and diversity in development proposals, disappearing city character and devaluation of the natural environment (Ruihiga, 2014).

Thus, the Cape Town Urban Design Policy (UDP) was developed to guide the design process and formulations of development proposals in order to transform the city's segregated nature inherited from apartheid. It was approved in December 2004. The methods involved the analysis of data on population size, household income and official policy in order to trace key principles of urban policy, planning and practice.

The policy was designed to be primarily used by the city's Planning and Building Development Management Department (PBDM) and the Environmental Resource Management Department (ERM). The UDP pro-

vides a linkage between the policy and regulatory frameworks of Cape Town's Spatial Development Plan, and is primarily designed to operate at the municipal level. As an objective of the UDP, it stipulates that open space must be created intentionally, be robust and durable. Post-implementation management should be considered through the process of designing. It also aims to ensure enclosure and a positive relationship with its boundaries onto the rest of the public realm.

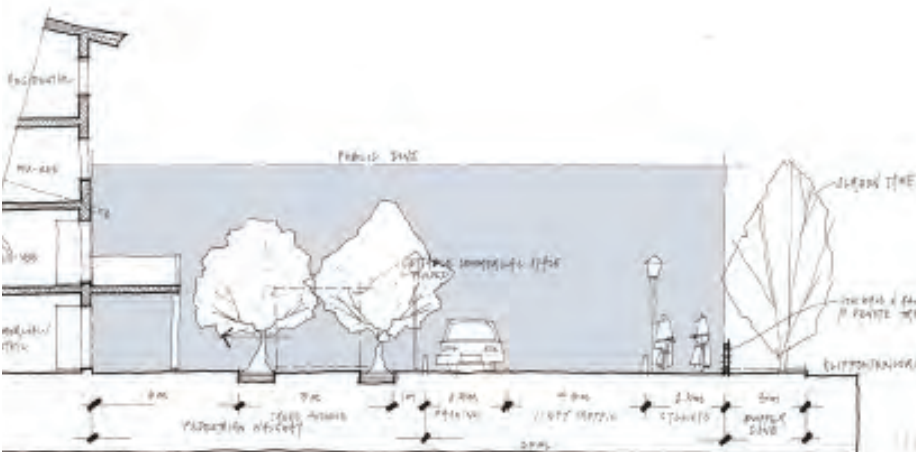
Ensure that development contributes to improved quality of the public realm and public spaces



Ensure that developments contribute to the creation of safe and secure communities

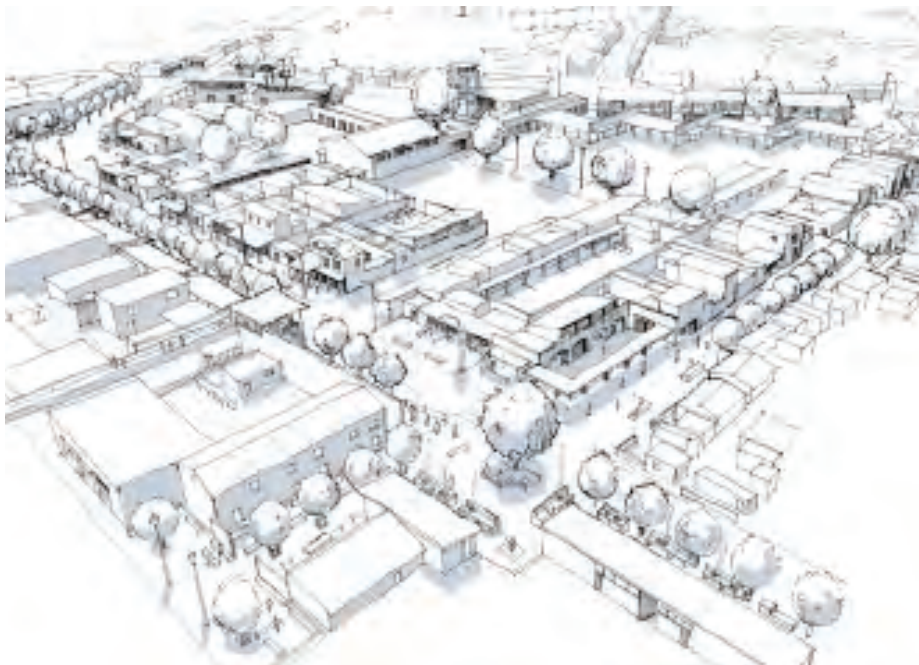


Ensure opportunities and amenities are accessible and that people can move about easily and efficiently

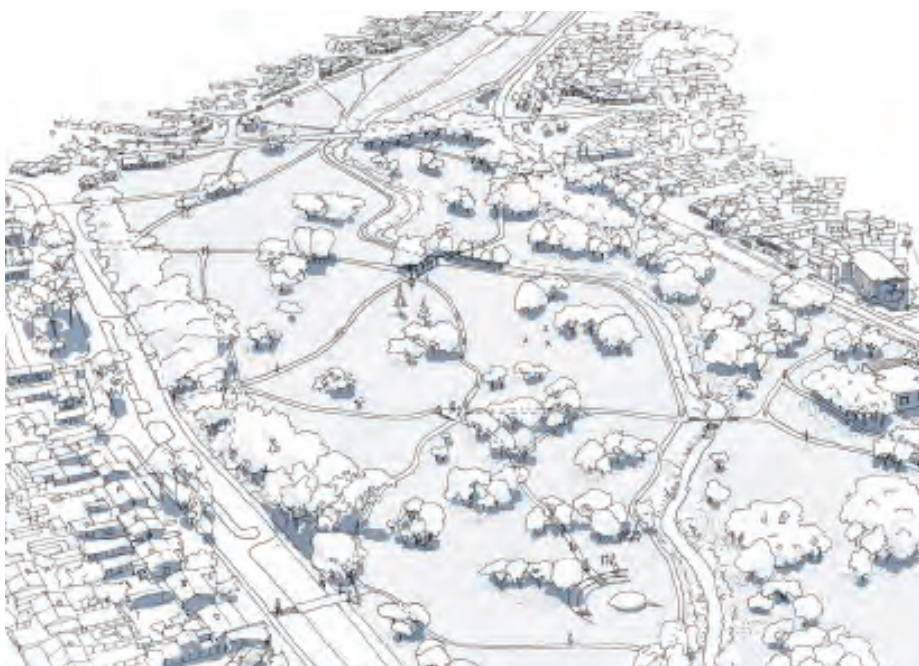




Ensure enclosure and positive interfaces onto the public realm



Development should recognise and respond appropriately to informality



Development should protect, value and enhance the natural environment through sustainable design



Market Near Cape Town Castle by Isriya Pairepairit is licensed by CC BY-NC 2.0

3.6.3 Evaluation

After its approval in December 2004, the city's Planning and Building Development Management Department and the Environmental Resource Management Department started using the UDP. Criteria outlined in the UDP to be followed by prospective developers are: (1) proposals that deviate from the approved forward planning vision of the city at local area scale, (2) new township establishments, or where the application includes new subdivisions using more than 20 urban land units, (3) where regeneration of a site exceeding 1 ha is envisaged, (4) proposals including the creation of new public space and/or public facility, (5) proposals adjacent to or including

watercourses or wetlands, (6) where site development plans are required for shopping centers (from neighbourhood to district scale centers), (7) commercial developments exceeding a bulk of 1000m², (8) industrial developments exceeding a bulk of 5000m² and sectional title developments of more than 10 units and (9) where a delegated official (at the level of district manager or senior building control officer) considers that an application has the potential to have a significant negative impact on the public realm.

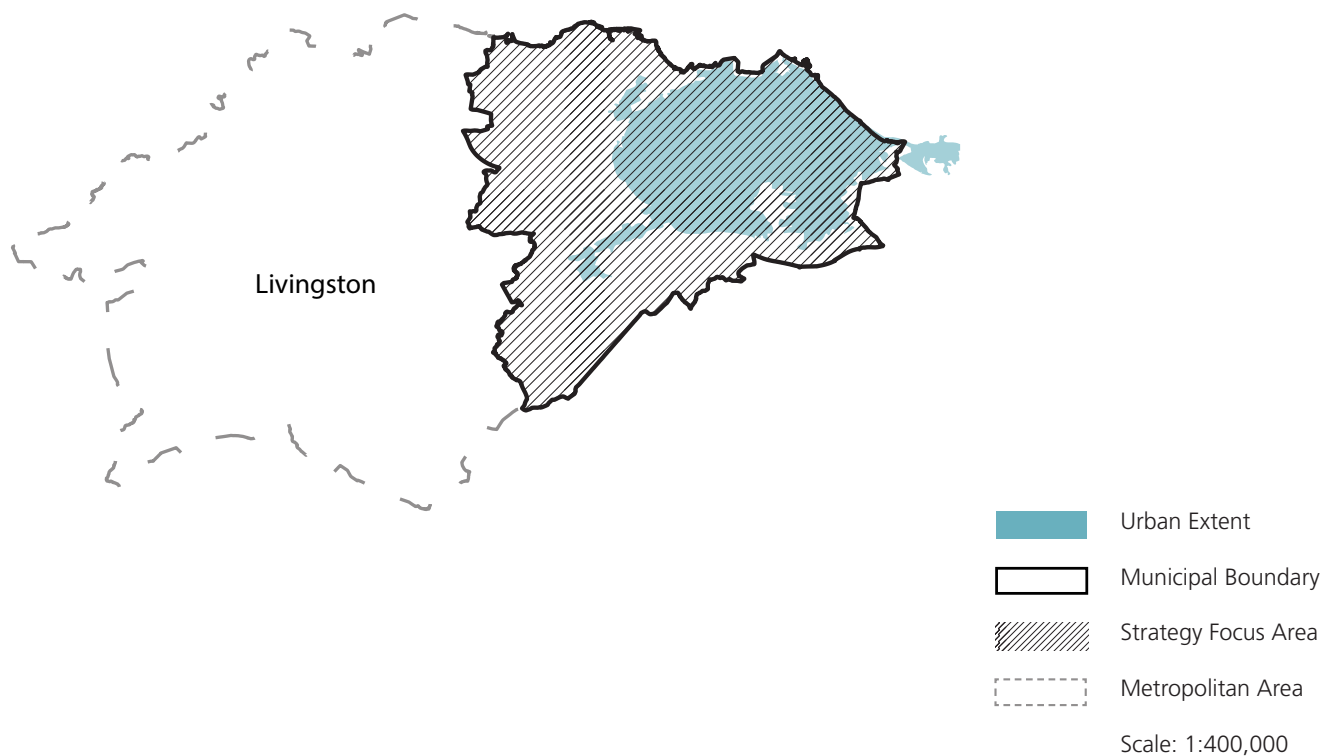
Such criteria force developers to consider how proposals comply with the UDP by advancing

procedures to monitor and review non-compliance as a means of measuring efficacy, thus compelling developers to focus on adjacency and connectivity. The efficacy of the UDP's approach is measured against certain approved parameters by an independent expert panel. To recognize exemplary projects, the city issues awards and also performs post-implementation case studies to compare compliant and noncompliant projects.

EDINBURGH

UNITED KINGDOM

PUBLIC REALM STRATEGY, 2021



Steering Document

Public Realm Strategy, 2021

City Population

530,741

Growth Rate

+1.17%

Thematic Focus

Financial Value of Public Spaces

Metropolitan Population

794,040

Percentage of Public Green Space

19.0%

Scope

City of Edinburgh

City Area

264 km²

Typologies

Aligned
Government Led Strategy as Means

Strategy Area

264 km²

Responsible Entity

City of Edinburgh

Metropolitan Area

Not yet calculated

Timeframe

5 years

Density

1,828 inh/km²



Edinburgh by Barnyz is licensed by CC BY-NC-ND 2.0

3.7 EDINBURGH, UNITED KINGDOM

3.7.1 Background

Edinburgh is the capital city of Scotland, located in south eastern part of the country. The city and its immediate surroundings constitute an independent council area. This area occupies 264 km² and had an estimated 513,210 residents as of 2017. Edinburgh has long been a centre for education, particularly in the fields of medicine, Scottish law, literature, philosophy, the sciences and engineering. It is the second largest financial centre in the United Kingdom after London. Around 39 per cent of all workers are in jobs categorized as highly skilled, which include corporate managers, engineers, researchers and technology professionals.

The cultural environment of Edinburgh is recognized by UNESCO World Heritage Site status, thanks to the harmonious juxtaposition of its old town, which is dominated by a medieval fortress, and a neoclassical new town. Pedestrians are generally well accommodated with pedestrianized spaces and pathways throughout the city. The number of tourists visiting the city has increased by over 1 million in the last year.

Open public spaces are one of the strongest urban characteristics of the capital, which is celebrated for having the highest proportion of public parks and gardens of any

Scottish city. Edinburgh's open space network includes an urban forest of almost 630,000 trees, which help to filter air pollution, intercept and soak up flood waters, store carbon and provide natural cooling during warmer weather. Key challenges ahead include the delivery of new parks and active travel connections as the city expands. Between 2016 and 2026, the population of Edinburgh is projected to increase to nearly 550,000. This is an increase of 7.7%, which compares to a projected increase of 3.2 per cent for Scotland as a whole.



Edinburgh by Anders Sandberg is licensed by CC BY-NC 2.0

3.7.2 Edinburgh Urban Design Policy

Edinburgh's Open Space Strategy 2021 was developed by the city council as a coordinated and long-term approach to meet and improve Edinburgh's open space needs while satisfying citizen's expectations (City of Edinburgh Council 2013). The strategy is not a stand-alone document and has been aligned with the Local Development Plan, the Allotment Strategy, Parks and Gardens Strategy, Climate Change Adaptation and Biodiversity Strategy, among others.

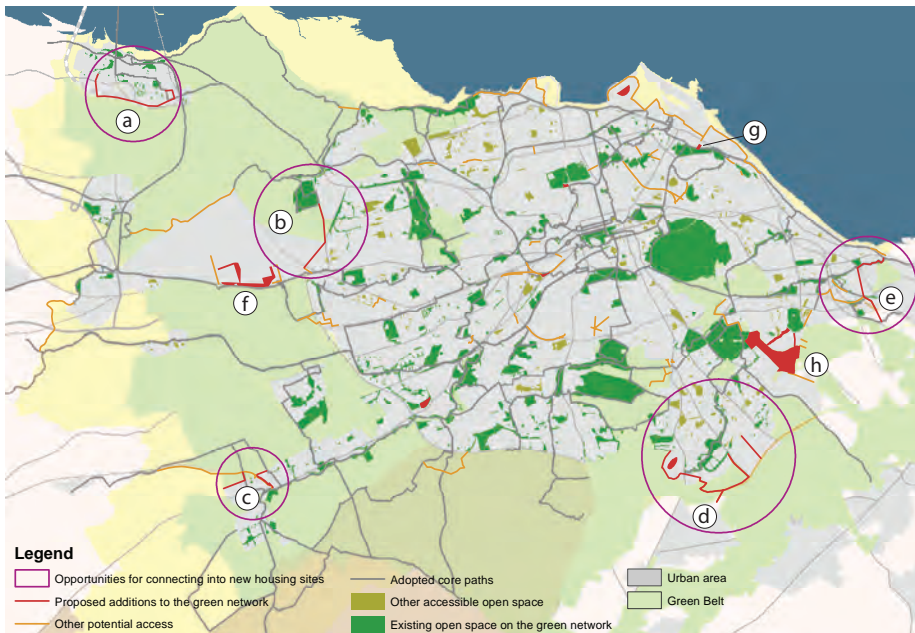
The strategy was also prepared based on the Open Space Audit conducted in 2016. By setting out minimum standards for open green

spaces, the strategy aims to present all the citizens of Edinburgh with access to quality open green spaces. It provides an important focus to target efforts and investments which might improve biodiversity, citizens' health and support the local economy. It is expected that from 2016 - 2021, both existing and new open spaces will deliver a wide range of benefits in the context of reduced resources as the Council seeks to make significant savings to its revenue budget.

The Edinburgh Open Space Strategy 2021 was set to achieve the following objectives by the year 2021: (1) raise awareness of the significance of

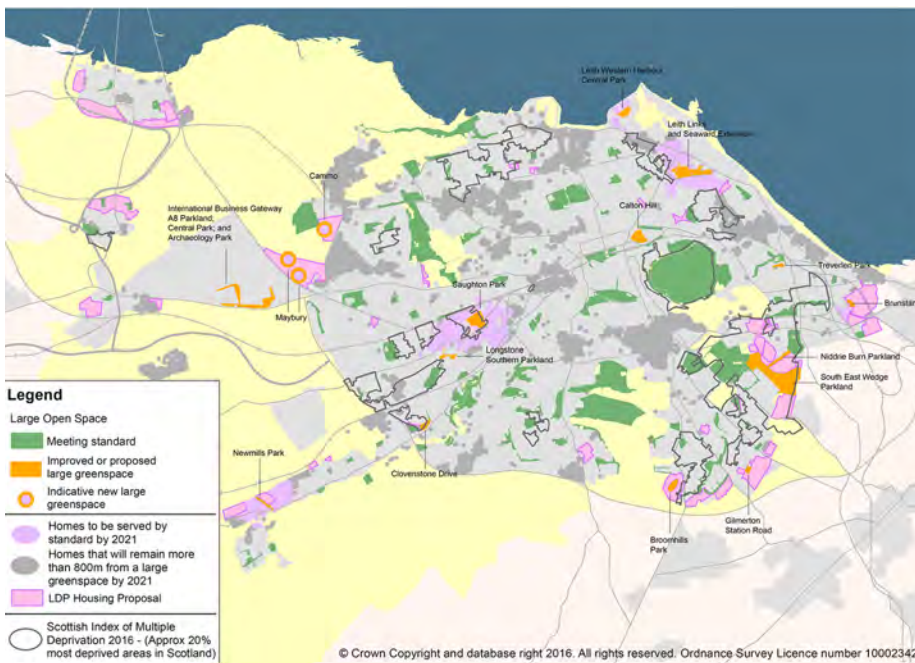
the public realm in order to achieve sustainable economic growth, (2) encourage tourism, (3) develop priorities for investment in the public realm by recognizing that local improvement projects can also have significant impact, (4) develop an approach to public realm funding envisioned to send out a positive message and (5) assist in attracting inward investment.

The City Council of Edinburgh seeks to use the 2016 Open Space Strategy to create 50 - 60 ha of new, publicly accessible open space in order to provide more recreational opportunities, active travel routes and wildlife habitat by the year 2021.



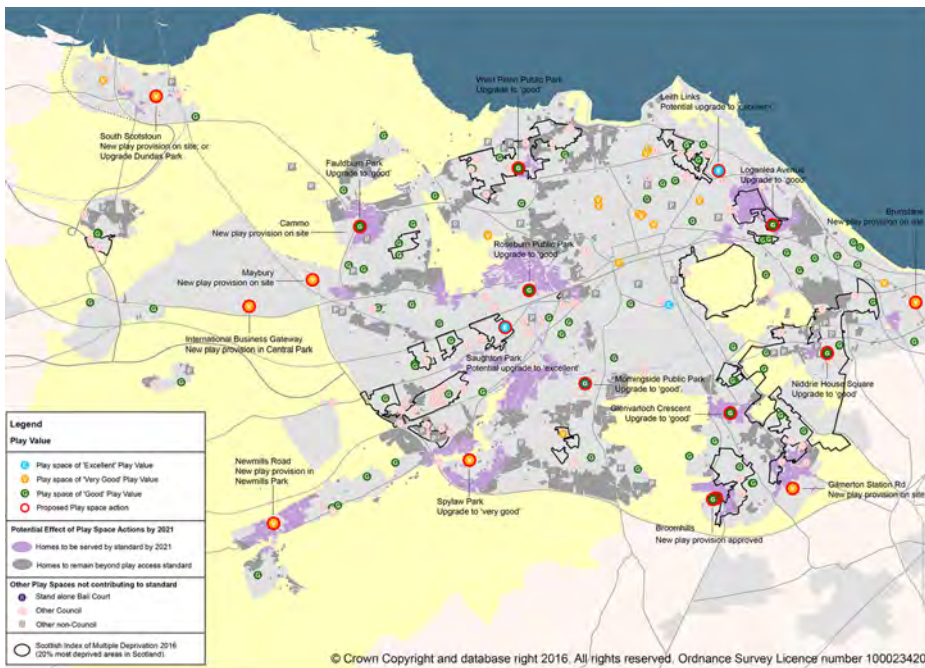
Green network proposal towards 2021

The city has proposed to extend its green network as established in the Edinburgh Local Development Plan. Where appropriate in non-residential developments, Local Development Plan Policy Env 20 - Open Space in New Development would also seek to expand the green network.



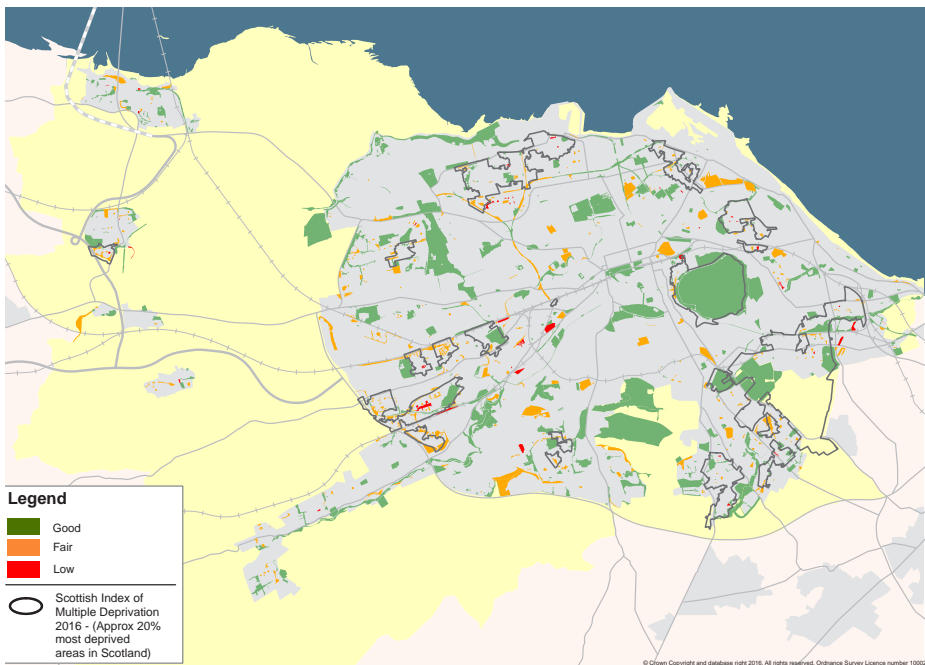
Large open space towards 2021

Edinburgh realizes the importance of guaranteeing equal access to quality green spaces and creating new spaces as the city grows, this in order to meet the needs of the city's current and future communities.



Play access towards 2021

Over the next 5 years, the strategy for both the management of existing play areas and planning of new provisions will aim to sustain a figure of 80% of homes served by the Play Access Standard, but aspire to increase the coverage to 85%.



Local open spaces towards 2021

The map shows data from the Scottish Index of Multiple Deprivation (2016) – indicating the areas in the most-deprived quintile of Scotland, where improvements to local green space could result in better access and alignment with the council’s priorities.



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3.7.3 Evaluation

All five objectives of the strategy are being implemented. Each action plan sets out timescales for implementation, which are being monitored and reviewed to address changing priorities. A framework of priorities describes each of the proposed projects, their timing, funding and indicative costs. A developer contribution framework has begun to generate funding for some of these projects. And the process, product, innovation and maintenance of the various projects is being reviewed for lessons. Many stakeholders including developers, amenity bodies, businesses, stakeholders and a designer are already involved in implementation.

The strategy has been aligned with other plans, such as the Climate Change Adaptation and Biodiversity Strategy and the Parks and Gardens strategy. These links to the city's higher ambitions have likely strengthened its implementation. Furthermore, each of the city's four localities has established its own action plan incorporating the priorities of the strategy. Extensions to Edinburgh's green network have since been proposed.

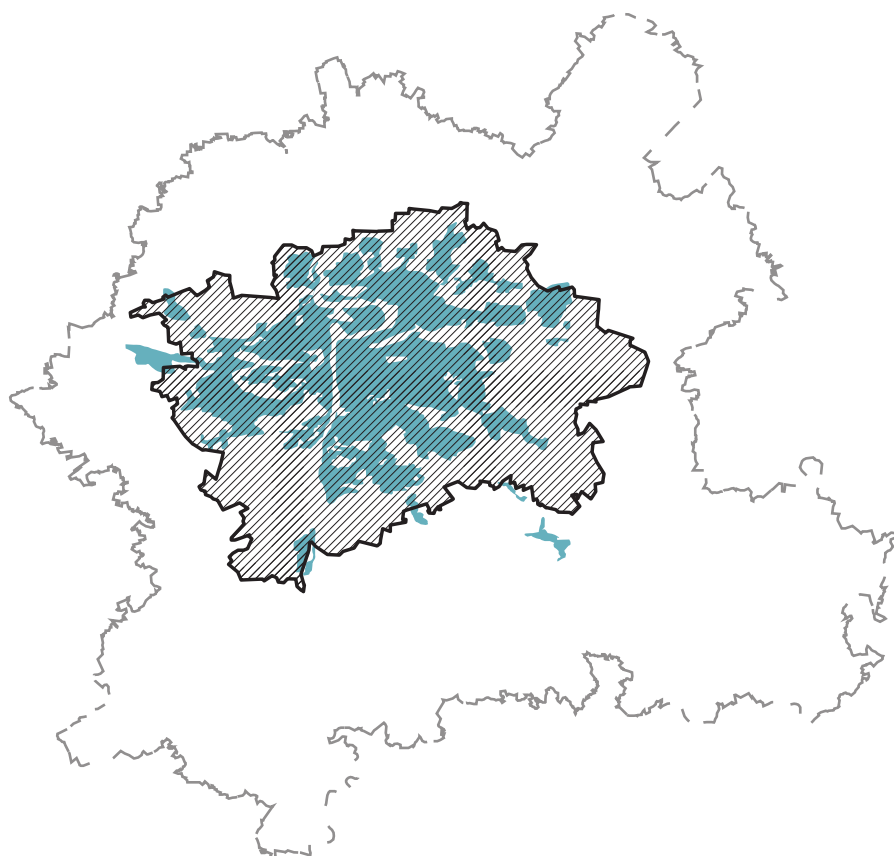
The Open Space audit undertaken by the council in 2016, built on the previous audit in 2009, demonstrated a thorough understanding of existing

conditions of Edinburgh's open public spaces. The quantitative benefits accrued from public spaces were highlighted and this may have supported the case for addressing open space within a long-term strategic context. In parallel, a study of social return on investment estimated that 82% of Edinburgh's citizens are satisfied with parks and open green spaces. This bolstered the strategy's focus on understanding the needs of specific communities, especially those that will benefit most from local green spaces, and ensuring the equal distribution of its benefits.

PRAGUE

CZECHIA

PRAGUE PUBLIC SPACE DEVELOPMENT STRATEGY



- Urban Extent
- Municipal Boundary
- Strategy Focus Area
- Metropolitan Area

Scale: 1:500,000

Steering Document

Prague Public Space Development Strategy

Thematic Focus

Development of Public Space

Scope

City of Prague

Typologies

Aligned
Government Led Strategy as End

Responsible Entity

City of Prague

Timeframe

TBC

City Population

1,301,132

Metropolitan Population

2,619,490

City Area

298 km²

Strategy Area

298 km²

Metropolitan Area

Not yet calculated

Density

4,600 inh/km

²Growth Rate

+0.57%

Percentage of Public Green Space

24.0%



Old Town Square, Prague by Roman Boed is licensed by CC BY 2.0

3.8 PRAGUE, CZECHIA

3.8.1 Background

Prague is the capital and the largest city of the Czech Republic, with a population of 1.2 million inhabitants and area of nearly 500 km². It holds UNESCO Natural and Cultural World Heritage status and receives more than 8.5 million international visitors annually. Both an administrative region and a city, Prague is endowed with the competences that are enabled at both regional and municipal governmental levels. The Prague City Assembly elects an 11-member council, and this, along with the appointment of the mayor, makes up the executive body of Prague.

Increasing rates of urbanization, the

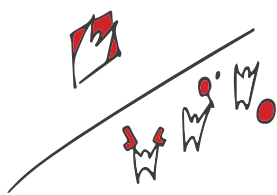
concentration of many functions and the proximity of key industrial and commercial players makes Prague a distinct centre of development at the national level. It accounts for approximately one-quarter of the Czech GDP. Despite such a concentration of resources, urban open spaces are being depleted as a result of extensive construction to satisfy the housing demand. The strength of the city's public spaces lies in the robust structure of the historical and compact city, but even significant central squares, such as Wenceslas Square, are not immune to the forces of rampant commercialization. Once a lively public place, lack of political will

for improvement projects (plans to transform the square date back to 2005) and a lack of upkeep has led the commercial to be prioritized over the collective life of the city. On consideration of the wider scale, public spaces are often not interlinked and impede the possibility of a well-composed urban structure, of continuity and permeability.

The high volume of automobile traffic, and the physical layout designed to accommodate this, often results in the degradation of these already fragmented spaces, effectively privatizing them for parking and making their full benefit to the public unutilized.

Key attributes of high-quality public space

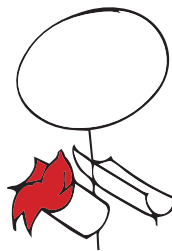
Prague Public Space Development Strategy



Safety



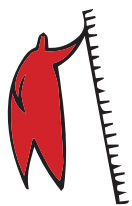
Healthy Environment



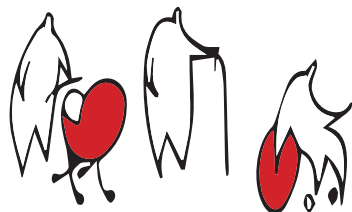
Livability



Convenience Comfort



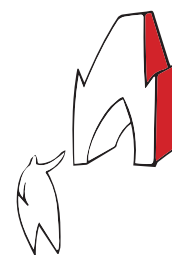
Human Scale



Accessibility



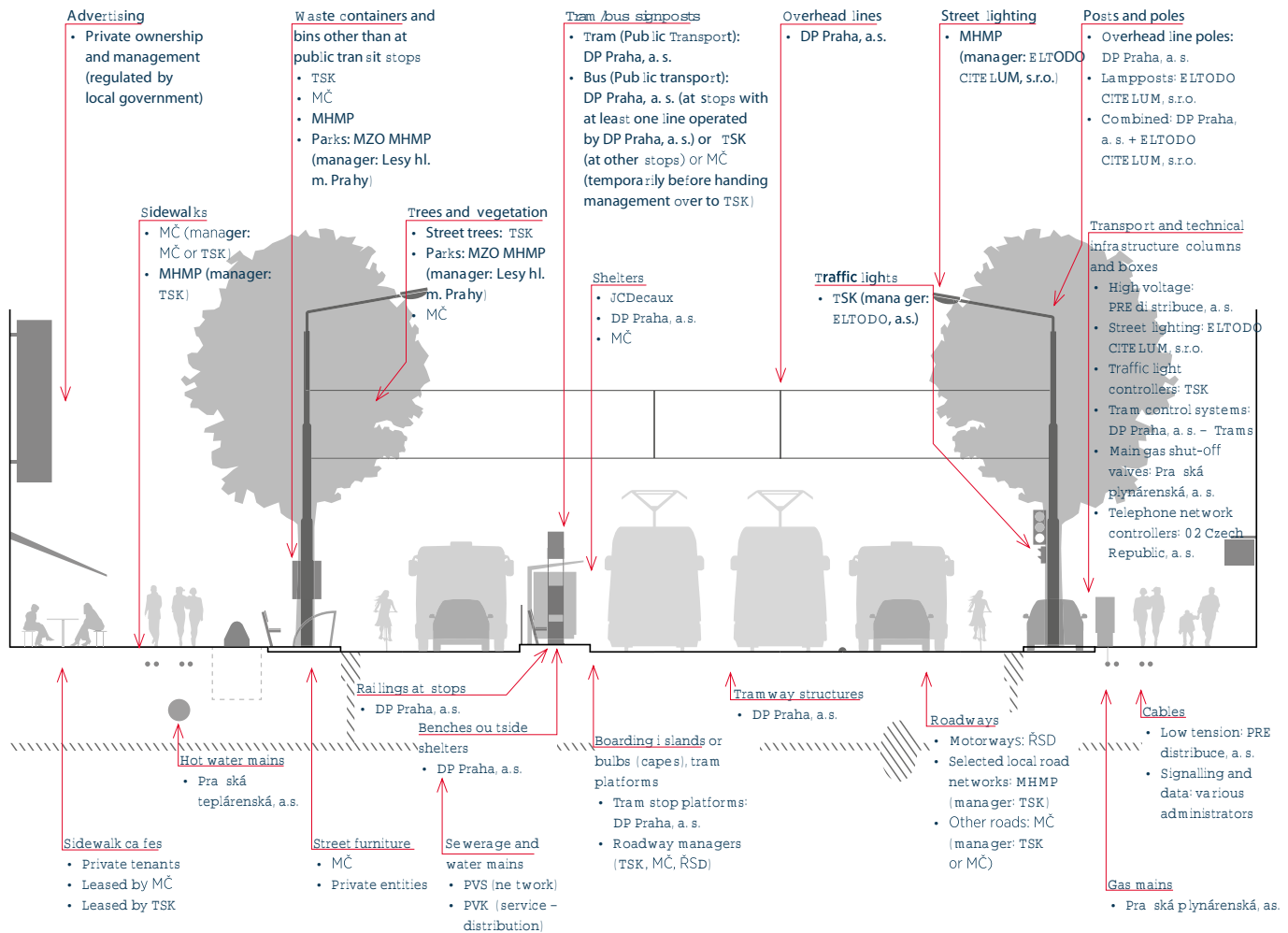
Freedom of Choice



Identity

3.8.2 Prague Public Space Development Strategy

This strategy was developed by the Office of Public Space, which is the expert body in the field of public space development and policies, under the Prague Institute of Planning and Development (Institut plánování a rozvoje hlavního města Prahy IPR Praha) (IPR, 2014). The strategies form an integral part of the Public Space Development Plan and provide general principles, rules and procedures (IPR, 2014).



Prague Public Space Development Strategy

Key elements in public spaces (public space manual)

TYPOLOGY

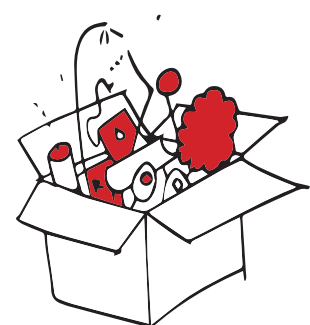
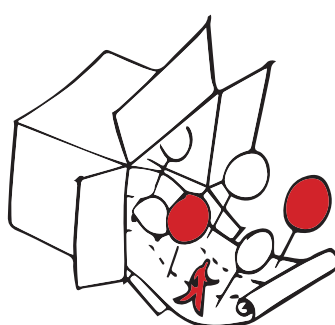
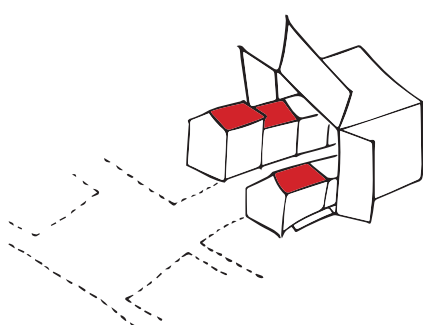
Describes on a general level the various kinds of public spaces and their role in the city. It serves as the basis for defining the character of such spaces and the principles and rules for designing them

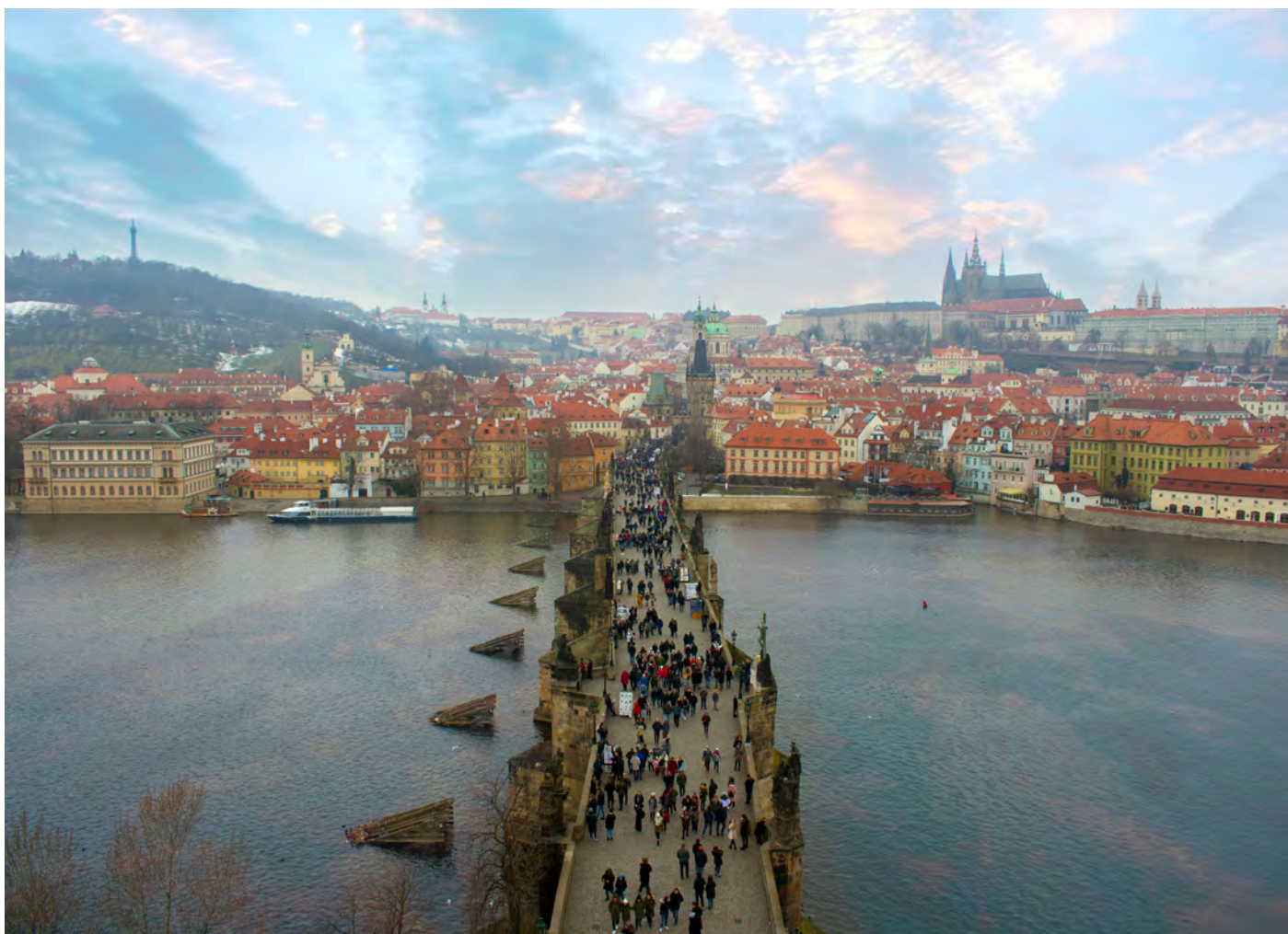
LAYOUT

Focuses on the quality of public space from the perspective of organizing traffic

ELEMENTS

Describes the specific rules and principles applicable to the individual components of public space that are categorized by type





Charles Bridge, Prague by Mark Morton is licensed by CC BY-NC 2.0

Prague by Party Lin is licensed by CC BY-NC-ND 2.0 (overleaf)

3.8.3 Evaluation

The Prague Public Space Development Strategy (PPSD) advances a comprehensive vision for the maintenance and development of all public spaces in Prague, as well as an action plan establishing long and short-term goals. The PPSD strategy does not establish specific plans for specific localities but rather addresses streets and green open areas in response to common problems. The importance of promoting activity in public spaces is loosely outlined in the document and provides a basic vision for encouraging movement by way of good public space design. The specification of targeted users within the different areas of the city

would also provide an important spatial layer to this information, something currently missing from the PPSD strategy. Although the document stresses that any vision should be based on an analysis of existing problems, the study of the current state of the public realm is broadly qualitative in nature. A baseline study that measured the state of open public space in more detail could provide a more informed basis for the strategic vision.

The alignment of the PPSD strategy in accordance with the city's municipal boundaries, which contain virtually all of its contiguous

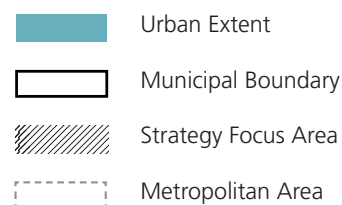
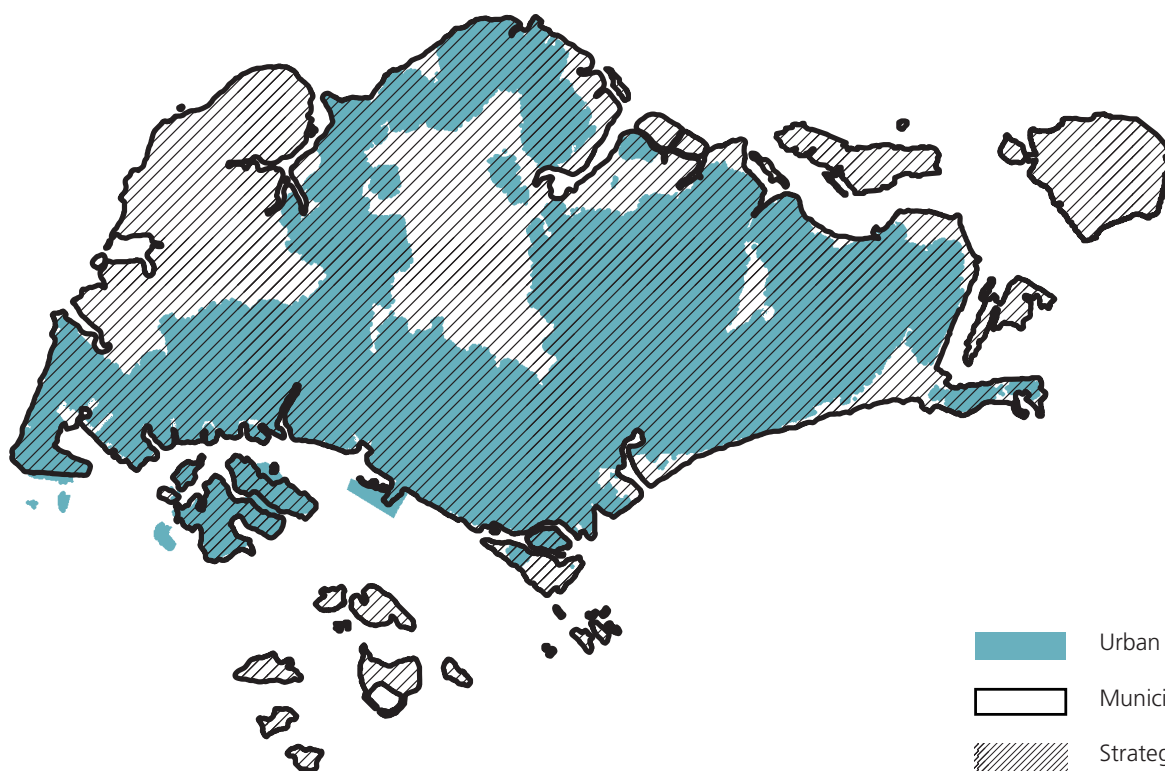
built-up extent, as well as a significant amount of unbuilt land, allows a high degree of impact on Prague's spatial development in the coming decades.



SINGAPORE

SINGAPORE

MASTER PLAN 2014



Scale: 1:333,333

Steering Document

Master Plan 2014

Thematic Focus

Shared Shapes

Scope

City of Singapore

Typologies

Aligned
Government Led Strategy as End

Responsible Entity

City of Singapore

Timeframe

15 years

City Population

5,837,704

Metropolitan Population

5,638,700

City Area

723 km²

Strategy Area

723 km²

Metropolitan Area

722.5 km²

Density

7,804/km²

Growth Rate

+1.32%

Percentage of Public Green Space

47.0%



Gardens by the Bay, Singapore by Fabio Achilli is licensed by CC BY 2.0

3.9 SINGAPORE

3.9.1 Background

Singapore is the only island city-state in the world, with a total land coverage area of 714Km². Singapore is also a global hub for education, entertainment, finance, healthcare, innovation and technology.

There is no local government in Singapore. Instead, Community Development Councils (CDCs) are responsible for local administrative services. These councils consist of a board of members, including a mayor, and are responsible for the initiation, planning and management of community initiatives, as well as the provision of services delegated from the ministries. Sole au-

thority on services lies with the central government, and CDCs have no revenue generating capacity. The Urban Redevelopment Authority (URA) has introduced various policies to encourage the rejuvenation of existing areas in the city, even as it plans to open up new areas for development.

Planning ahead of creating new spaces, Singapore is using various strategies such as land reclamation (also testing empoldering methods which could reduce construction costs), co-location (the co-location of three MRT and one bus depot saved the equivalent of 66 football fields of land) and underground

space use (placing a 230kV sub-station underground frees up more than 3 hectares of land for other uses).

In order for the country to support its increasing population and ensure economic growth while maintaining high quality of living for its people, the government formulated The Master Plan for the Republic of Singapore in 1952-1955, officially approved in 1958. The Master Plan has since undergone nine reviews and revisions, with that of 2014 being the latest.



Jazz Association Singapore Youth Orchestra by Benjamin Ho is licensed by CC BY-NC-ND 2.0

3.9.2 Singapore Master Plan 2014

Singapore Master Plan 2014 is a statutory land use plan which was developed by the government of Singapore to be reviewed every five years. The Master Plan has undergone nine reviews and revisions, with that of 2014 being the latest.

Generally, the plan focusses on creating good living environments with a variety of housing options, building shared open spaces for communities, providing greater mobility with enhanced transport connectivity, creating a vibrant economy with good jobs and multiple growth opportunities and providing a wide variety of recreational options.

Pertaining to open green spaces, the plan aims at promoting the creation of new spaces, expanding their size and improving their access. The 2014 Master Plan was reviewed with the objective of guiding the development of open green spaces in Singapore up to 2030. The plan also attempts to locate 90% of households in Singapore within 400m of a park, to promote the creation of 360km of park connectors, to beautify waterways and open them up for activities and to build sports fields by the year 2030.

There are six key focus areas:

1. Economy

Vibrant economy with good jobs and multiple growth opportunities

2. Transport

Greater mobility with enhanced transport connectivity

3. Identity

An endearing home

4. Housing

Good living environments with a variety of housing options

5. Public spaces

Building shared spaces and community

6. Recreation

Wide variety of recreational options



Singapore Flyer and Supertree Grove by Salmiac is licensed by CC BY-NC-ND 2.0

Merlion Park, Singapore by Bryan Alexander is licensed by CC BY 2.0 (overleaf)

3.9.3 Evaluation

Singapore's approach to developing architectural and planning solutions that link green spaces to one another is pioneering in both scale and scope. Singapore is highly ranked on multiple international surveys regarding livability, and is first in the Asian Green City Index with 3,300 ha of parks and green spaces making up 9% of total land area. The Mercer Quality of Life report also ranks Singapore as the most livable country in Asia.

Singapore's Park Connector Network has made green spaces easily accessible to all citizens. The 2014 Master Plan (MP) is supported by other plans such as the 2011

Concept Plan (which guides development in Singapore for the next 40–50 years), and the Land Use Plan 2030. The MP also quantifies clear goals such as the aim to ensure 90% of households in Singapore are within 400m of a park. The clear timeframe of 15 years combined with the proposed measurable indicators, including the creation of 360km of park connectors and the increase in cycling routes from 230km to 700km by 2030, are an incentive to implement the strategy successfully as progress can be clearly measured.

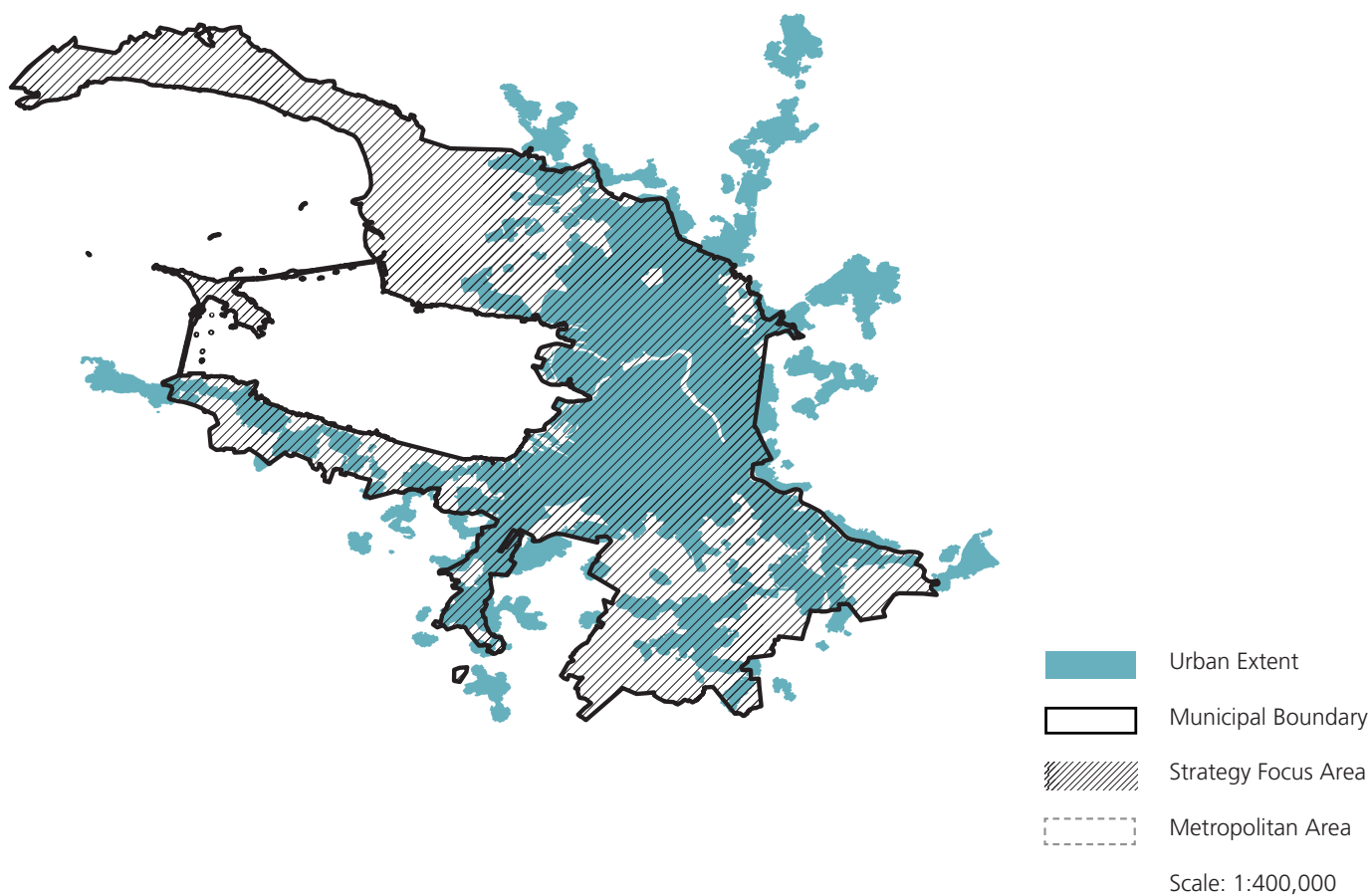
The alignment of the MP with the city's municipal boundaries, which naturally contain all of its contiguous built-up extent as well as a significant amount of unbuilt land, allow for a high degree of change of Singapore's spatial development in the coming decades. However the lack of political commitment regarding plan implementation might delay achieving some of the more concrete strategic goals.



SAINT PETERSBURG

RUSSIA

GENERAL PLAN 2019-2043



Steering Document
General Plan 2019-2043

City Population
5,323,300

Growth Rate
+3.45%

Thematic Focus
Diversification of Tourist Streams

Metropolitan Population
Not yet calculated

Percentage of Public Green Space
1.16%

Scope
City of Saint Petersburg

City Area
1,439 km²

Typologies
Aligned
Government Led Strategy as Means

Strategy Area
1,439 km²

Responsible Entity
City of Saint Petersburg

Metropolitan Area
Not yet calculated

Timeframe
34 years

Density
3,700 inh/km²



St Petersburg, Russia by Ninara is licensed by CC BY 2.0

3.10 SAINT PETERSBURG, RUSSIA

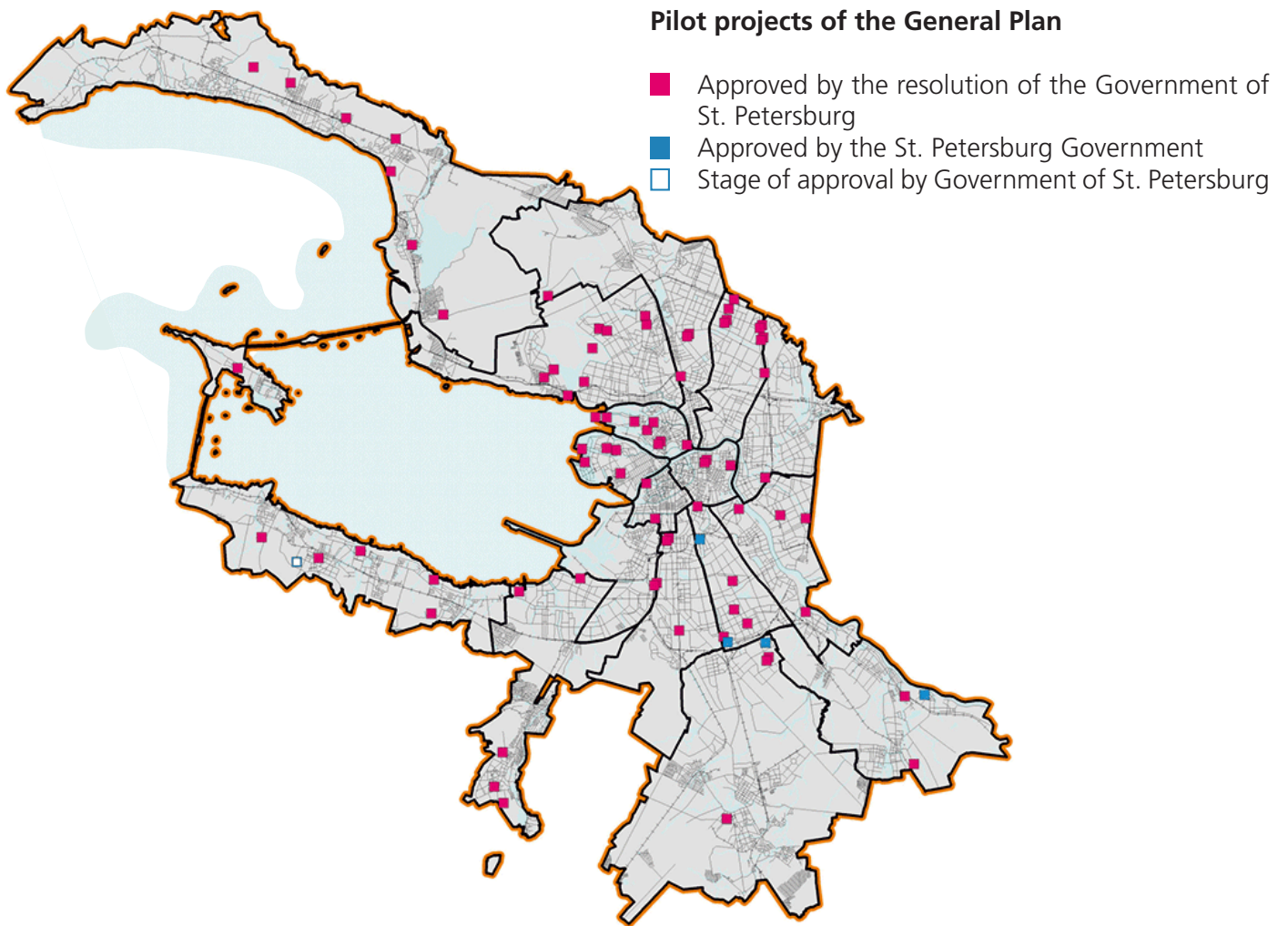
3.10.1 Background

St. Petersburg is a port city on the Baltic Sea, located at the confluence of the Neva River and the Gulf of Finland. The city's numerous monuments and museums are in part the reason for its designation as a UNESCO World Heritage Site. Extensive urban green spaces established under Soviet rule, amount to approximately 80 per cent of all the green areas in the city. Saint Petersburg proper has approximately 18 500 ha of public green space, and a large forest greenbelt surrounds the city with a protected area of 142 000 ha. Although green space covers approximately 30 per cent of the city, it is not always well-distributed and only a third of green

space is truly publicly accessible. Whilst overall per capita green-space rate of the city proper is approximately 14 m², this figure rises to 121 m² when including the suburbs (Mezenko 2002).

During the early 1990s, changes in legislature, increased political stability and private investment in construction and growth of the GDP, required the city's general plan to be revised. By this point, the quality of open spaces had deteriorated considerably, due to lack of funds and increased urban development. The post-communist era saw the private sector shape the landscape of the town, including rapid devel-

opment of entire urban territories and privatization of public space. A current lack of municipal funding, around 10-20 per cent of what was available under Soviet rule, has led to the neglect of public space maintenance, as well as the exploitation of open green space for development purposes in urban areas. This is combined with new, complex political and administrative structures which mean with whom the responsibility for public spaces falls is unclear.



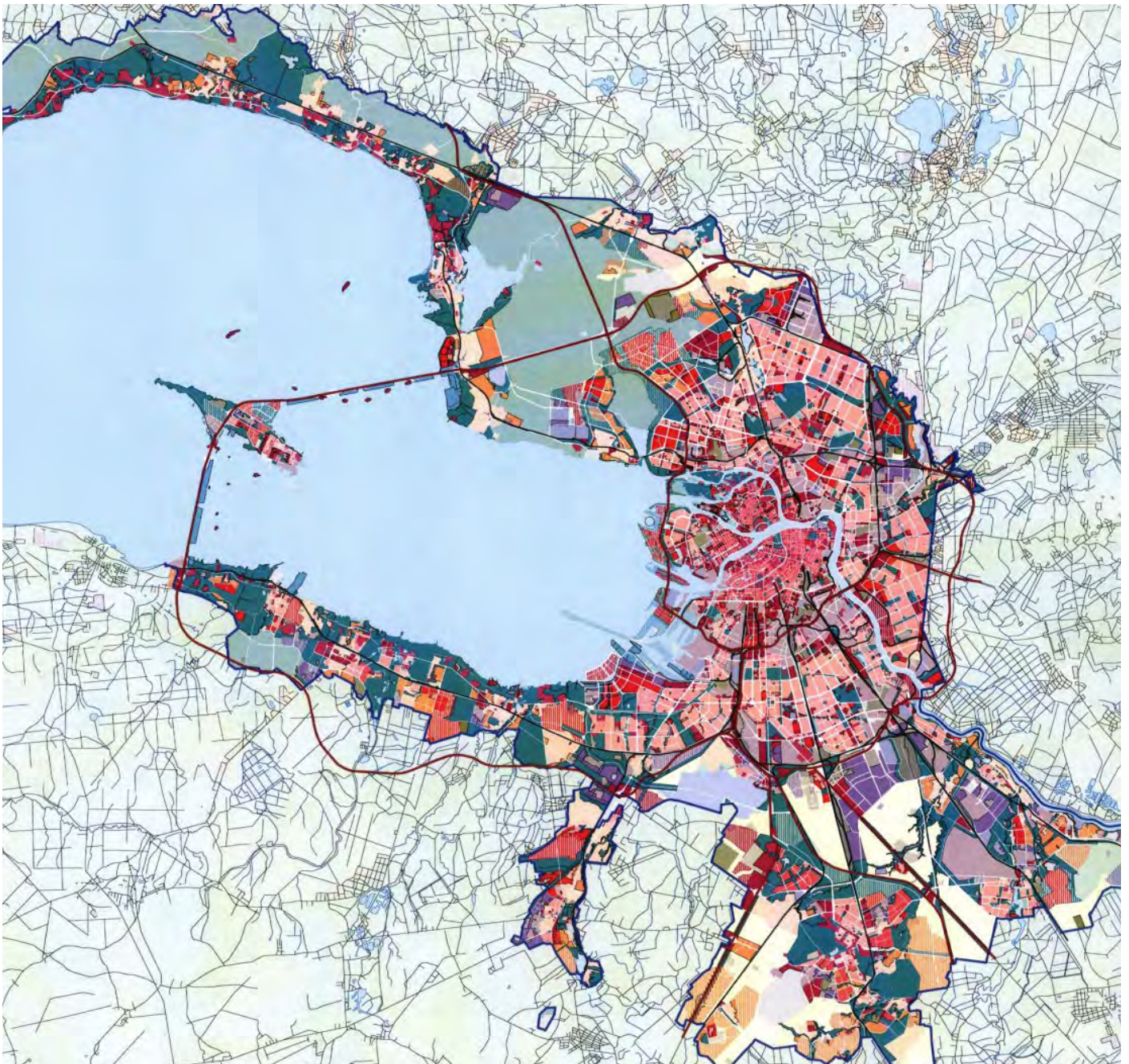
General Plan 2019-2043

3.10.2 Saint Petersburg General Plan 2019-2043

The need for urban public space grew significantly in 2011 and 2012, when many called for the establishment of urban public spaces that would promote a better quality of life. From this came the formulation of the St. Petersburg's Master Plan (2019- 2043) (Broaddus 2015), and one of its most significant adjustments: enlarging green open areas for public use.

from various stakeholders in St. Petersburg and the support of the political class.

The Master Plan proposes functional zoning strategies to achieve land use transformations, cultural heritage preservation and protection of nature. It envisions a system of connected public spaces across the entire city, relying on insight



General Plan 2019-2043

The main thematic focus of the Master Plan is on diversification of tourist streams, development of transportation frameworks and improvement of public space quality. The Master Plan envisions St. Petersburg as an 'Open European City', by implementing the following measures:

Development within existing boundaries while taking into consideration the adjacent land uses

Regeneration of historic areas, restoration of cultural landmarks, preservation of 'garden cities', new development acknowledging architectural and townscape traditions

District public centers with pedestrian malls, parking, entertainment and sport facilities

Renewal of the street-road network, construction of new bridges, road junctions and arterial lines, multi-story and underground parking facilities, creation of bicycle lanes, development of embankments and mooring lines

The main aim of the Master Plan is to build up the image of St. Petersburg as a cultural centre and tourist attraction. By adopting the European understanding of the urban open space, the city hopes to turn their cultural sites into catalysts for daily interactions.



St Petersburg by Holly Ladd is licensed by CC BY-NC-ND 2.0

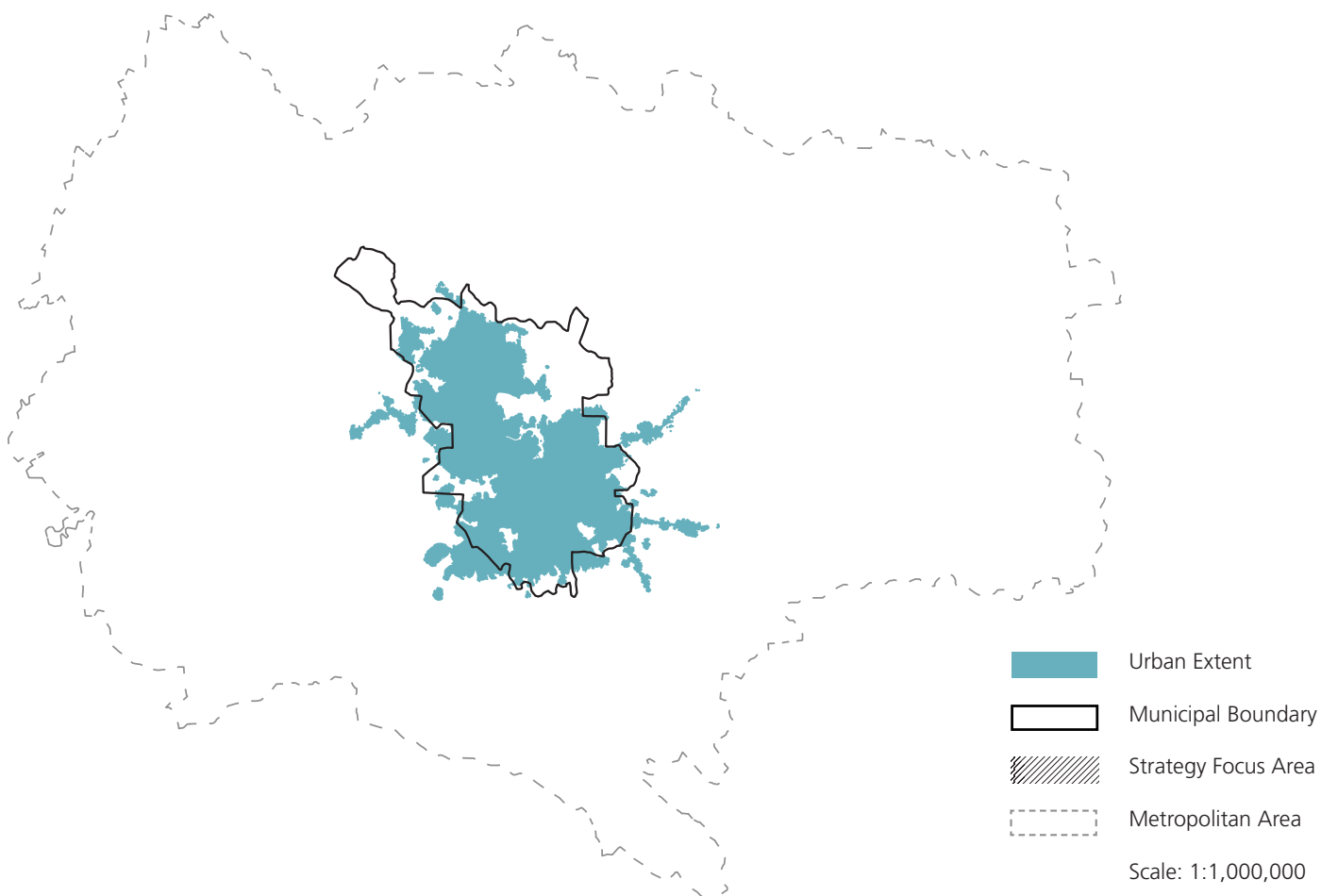
3.10.3 Evaluation

St. Petersburg's Master Plan (MP) establishes a clear timeframe to implement the goals laid out. The main objective of the MP is to build up the image of St. Petersburg as a cultural center in order to attract tourists. The MP envisions a system of connected public spaces and greenery across the entire city to support a tourist friendly image and promote travel. The strategy uses public space as a means to achieve a higher, albeit divergent, goal. However without any formalized political commitment there is risk that the creation and maintenance of such a public space system will not be fully realized.

PUNE

INDIA

OVERALL CITY PLANNING



Steering Document

Revised City Development Plan

Themactic Focus

Sustainable Development and Poverty Reduction.

Scope

Pune Municipal Corporation

Typologies

Aligned
Government Led Strategy as Means

Responsible Entity

Pune Municipal Corporation

Timeframe

TBC

City Population

3,115,431

Metropolitan Population

4,850,740

City Area

2,511 km²

Strategy Area

2,511 km²

Metropolitan Area

Not yet calculated

Density

12,777 inh/km²

Growth Rate

3.15% (average annual growth from 1951-2011)

Percentage of Public Green Space

20%



Chaturshringi Temple, Pune by Shankar S is licensed by CC BY 2.0

3.11 PUNE, INDIA

3.11.1 Background

Pune is one of the most renowned places among tourists coming to Maharashtra, both for its historical significance and the many universities in the city. Over the last few decades Pune has undergone rapid urbanization, caused in part by its emergence as a regional and national hub for information technology and biotechnology. The increase in secondary and tertiary economic activities and in rural to urban migration has contributed to rapid urban growth.

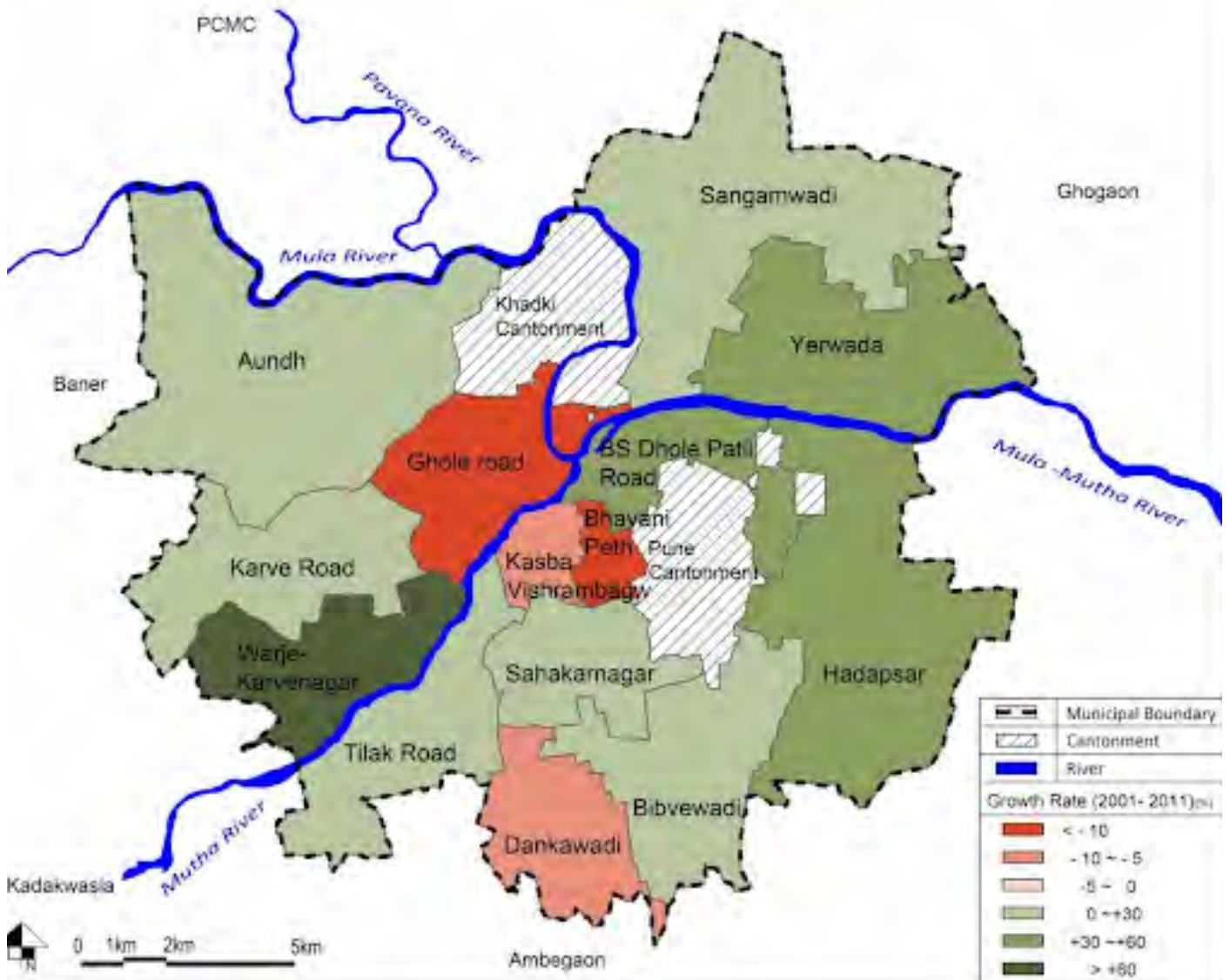
Maharashtra is one of India's 29 states, each of which have an assembly or vidhan sabha. Urban planning is the responsibility of

the state, and each state has its own local government legislation, however town planning and urban development acts enable parastatal and para-municipal agencies to work closely with local governmental bodies. The Ministry of Housing and Urban Affairs has a mandate to form and implement policy measures relating to urban development across the states. This body works together with the Pune Municipal Corporation on the urban development of Pune.

Since 2001 the city has been expanding at an average annual rate of 7.5%. Pune's growth has also led to an increased demand for

housing and office space that has outstripped availability. However, despite the growing presence of multinational companies in the city, the majority of the businesses in Pune are still controlled by locals, and most of the development that takes place is locally driven and funded.

Increasing environmental degradation is a challenge facing the city. This risk encompasses both the quality of the natural environment, which is being affected by factors such as growing pollution levels and water shortages, as well as the amount of public space available.



3.11.2 City Development Plan

The City Development Plan (CDP) was both a planning process and a product that promoted partnership among the various stakeholders in a city: the city government, the private business sector, civil society, academic and national government agencies. The aim was to jointly analyze growth issues, develop a vision for the future, formulate development strategies, design programs, prioritize projects, mobilize resources and monitor and evaluate implementation.

The revised version of the plan added updated strategies for the city of Pune. Actions had to be taken in order to analyze the cur-

rent conditions of the city, as well as re-evaluate the projects set forth in the first CDP (out of the 33 propositions, only 11 were sanctioned and four completed).

The objectives of the revised plan are, inter alia:

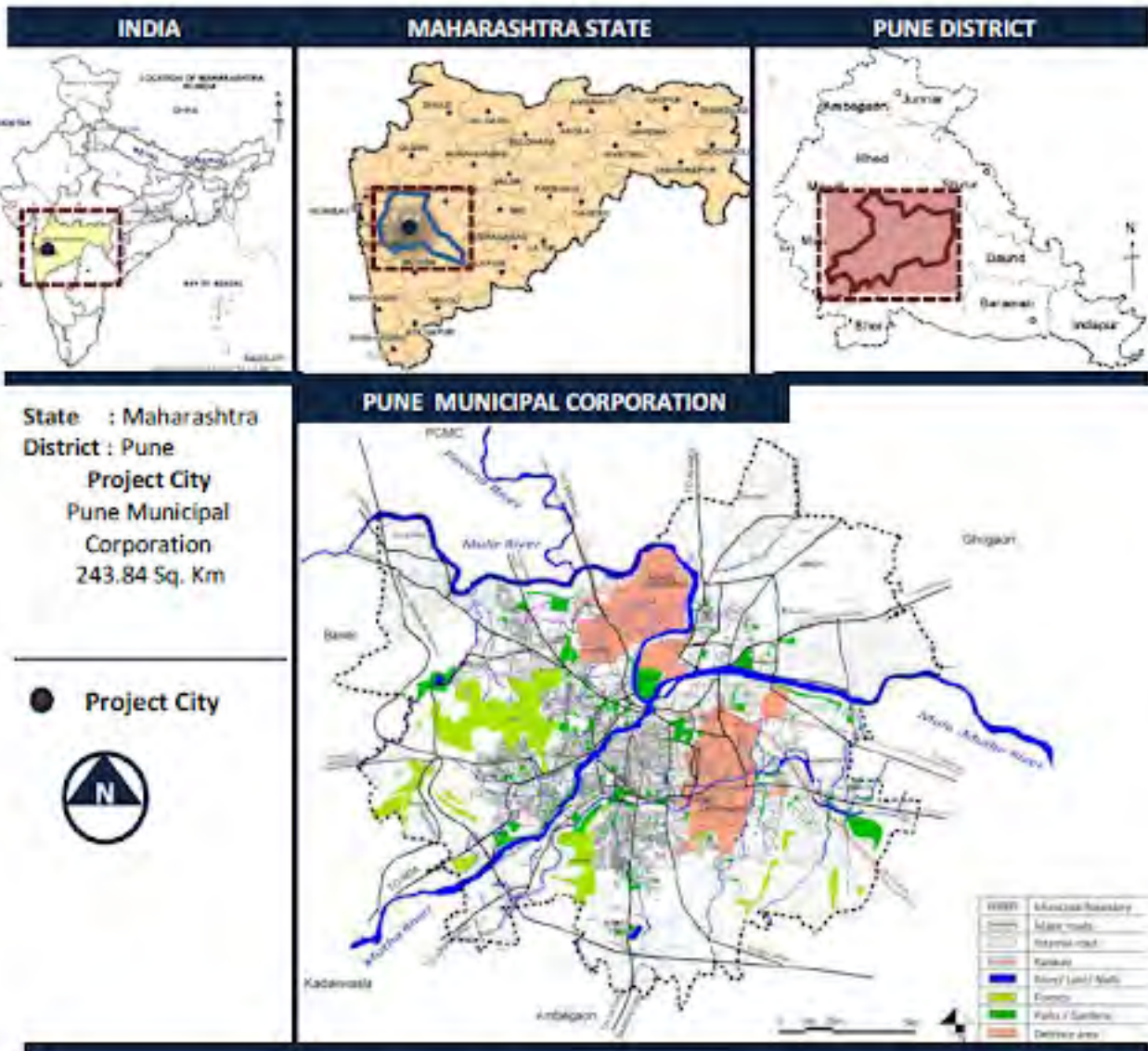
To identify innovative funding sources & leverage the potential for Public Private Partnerships (PPP)

To prepare a shelf of short, medium and long term projects (up to the year 2041) for the city of Pune

To suggest an Implementation Action Plan, with focus on PPP projects

To formulate strategies and identify the investment for the priority sectors

The CDP focused mostly on securing universal access to a minimum level of services, establishing a city-wide framework for planning and governance and providing a modern, transparent financial management system at municipal levels.





Pune by Andrew Crump is licensed by CC BY 2.0

3.11.3 Evaluation

The City Development Plan (CDP) is a comprehensive revision of the previous plan. Evaluations of previous projects outlined in the first CDP were carried out, demonstrating an understanding of the current state of affairs and allowing stakeholders to learn from the implementation of past plans.

The CDP is broadly aligned with the municipal boundaries, suggesting the strategy has favorable potential to have an impact on the urban development of the city. This is reinforced by the strong focus of the strategy on establishing a city-wide framework for planning and governance. Strong emphasis is

also placed on a clear and detailed municipal financing structure and investment plan that takes into account available capital costs, and explores diverse sources of external funding.

Each section of the CDP concludes with broad goals that, while ambitious, present examples of the materialization of each target. The in-depth examples of goals will help exhibit implementation and the strategic vision going forward. However, there is not much discussion or analysis of policies that would mitigate against the effects of climate change or structures in place for violence prevention.

If plans of action regarding the aforementioned issues are included in the future urban planning of Pune, a stable and comprehensive strategy could be established for the region.

3

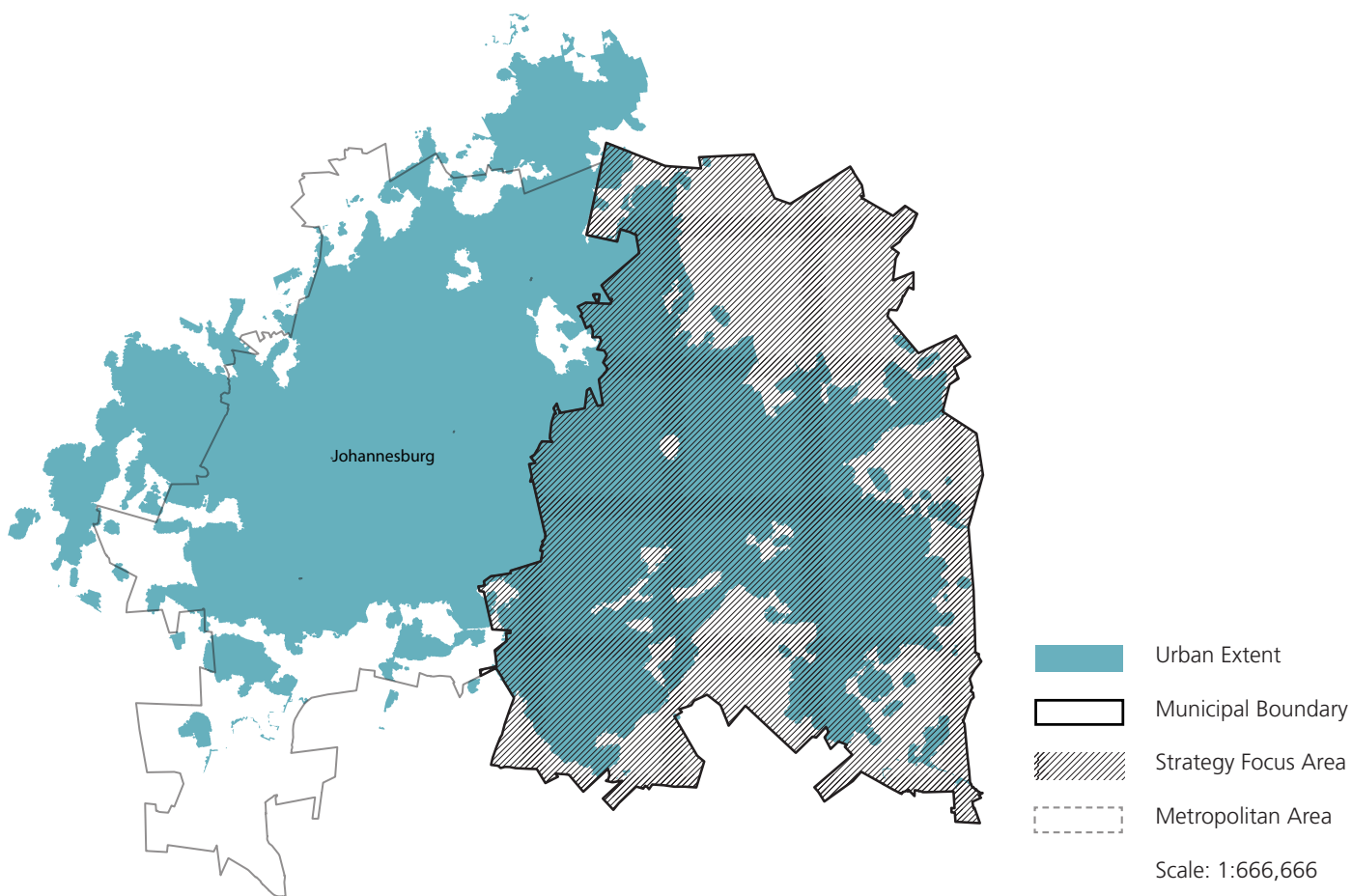
**GROUP TWO:
STRATEGIES ALIGNED WITH
MUNICIPAL BOUNDARIES**

MIXED POTENTIAL FOR IMPACT

EKURHULENI

SOUTH AFRICA

BIODIVERSITY AND OPEN SPACE STRATEGY



Steering Document
Biodiversity and Open Space Strategy

Thematic Focus
Biodiversity and Open Space

Scope
Metropolitan Municipality of Ekurhuleni

Typologies
Aligned
Government Led Strategy as Means

Responsible Entity
Municipality of Ekurhuleni

Timeframe
TBC

City Population
3,178,470

Metropolitan Population
3,178,470

City Area
1,975 km²

Strategy Area
1,975 km²

Metropolitan Area
1,975 km²

Density
1,600 inh/km²

Growth Rate
+2.51%

Percentage of Public Green Space
24.0%



Rhodesfield Kempton by Pretoria Travel is licensed by CC BY-SA 3.0

3.12 EKURHULENI, SOUTH AFRICA

3.12.1 Background

The Ekurhuleni Metropolitan Municipality is located in Gauteng Province within the Highveld region in South Africa. Approximately 600,000 of the population reside in growing informal settlements. It has had the largest concentration of industries in South Africa. The discovery of coal and the construction of the railway line to Johannesburg, Cape Town and Pretoria dramatically supported development in the city. As of 2014 the GDP of Ekurhuleni was estimated at over US\$ 55 billion (PPP), or US\$17,361 per person.

Ekurhuleni became a unified entity after South Africa's municipal elections of December 2000. It was

formed from amalgamating several long-established towns, the six East Rand centres of Alberton, Benoni, Boksburg, Edenvale, Germiston and Kempton Park, with the three Far East Rand centres of Brakpan, Nigel and Springs. Local governance is organized through an elected council managed by an executive committee, who have the role of executing the council's mandate. A Metropolitan Spatial Planning Division in the City Planning Department manages urban policy and the creation of city plans.

The metropolitan area remains a focus for migrants arriving from poorer (mainly rural) parts of South

Africa. The population is growing by 2.7% per year (GISA 2002). These urban pressures are having negative direct and indirect impacts on the environment, leading to the degradation and destruction of biodiversity (including ecosystem function), much of which underpins the city's economy, livelihoods and quality of life.

With less than 1% of the municipality's open space public and protected, the metropolitan municipality formulated the Ekurhuleni Biodiversity and Open Space Strategy (EBOSS) to translate policies and planning into tangible actions (ICLEI and USAID, 2017).



©UN-Habitat

3.12.2 Ekurhuleni Biodiversity and Open Space Strategy

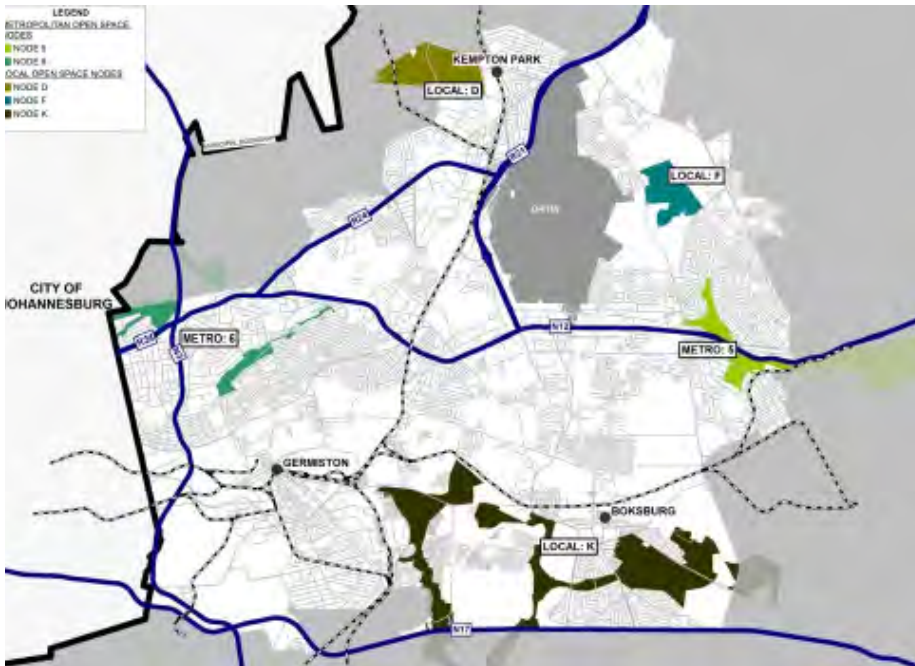
The vision for Ekurhuleni municipality was to develop a strategy that was relevant, feasible, acceptable and implementable. The Regional Open Space Framework prepared by metropolitan government supports the Ekurhuleni Biodiversity and Open Space Strategy (EBOSS) and the Regional Spatial Development Framework as a structural plan thereof (Environomics, 2014).

EBOSS envisions a network of open spaces for Ekurhuleni Municipality by identifying critical open spaces and classifying them under corridors, metropolitan and open space nodes. It also identifies other neighborhoods' natural spaces that

do not fall under any of the above classifications but ought to remain as natural areas.

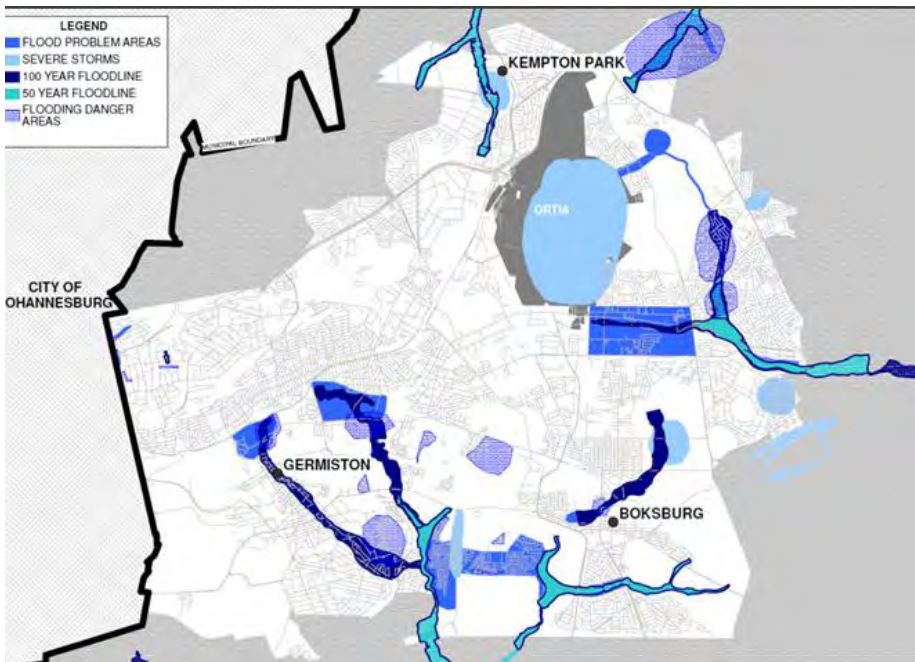
EBOSS was created to link open spaces so that they can both fulfill their ecological function as well as forming a sustainable and robust element of the city. The strategy was formed by layering different elements of the environment, from the ecologically valuable to the undermined areas, to form an open space network.

The elements that formed different layers for the EBOSS appear on the following pages.



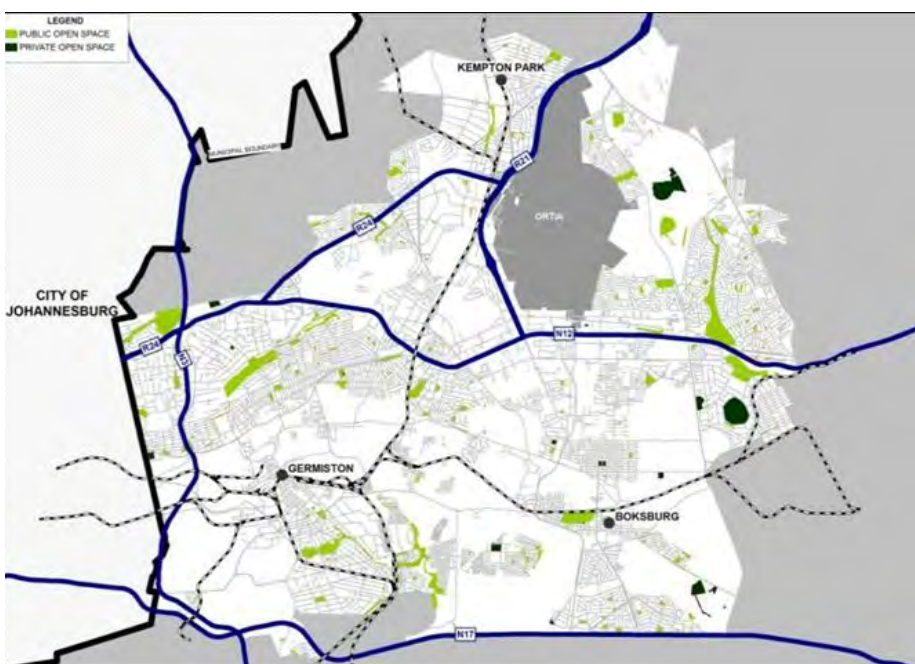
1. Metropolitan, Local and Neighbourhood Nodes

Metropolitan nodes are for use by people in the metropolitan region and beyond (e.g. Benoni Lakes and the Gillooy's Gateway as conservation and recreation nodes, respectively). Local nodes have distinct characteristics and are intended for use by specific communities (e.g. Dries Niemand Recreation node, Brentwood Grassland and Wetland conservation node and the Elsburg Conservation and Recreation node). Neighborhood natural open spaces are areas that ought to remain as open spaces, but are not part of nodes or corridors.



2. Pans and Dams

Although the municipality and the larger metropolitan area have few natural spaces, the EBOSS acknowledges the need to conserve and protect the remaining natural spaces which are mainly pans and dams. A spatial network analysis showing the extent and location of these areas was carried out to help their management.



3. Zoned Open Spaces

Zoned open spaces include the riparian areas and their reserves, nature reserves, protected areas, ecological sensitive areas, parks and squares.

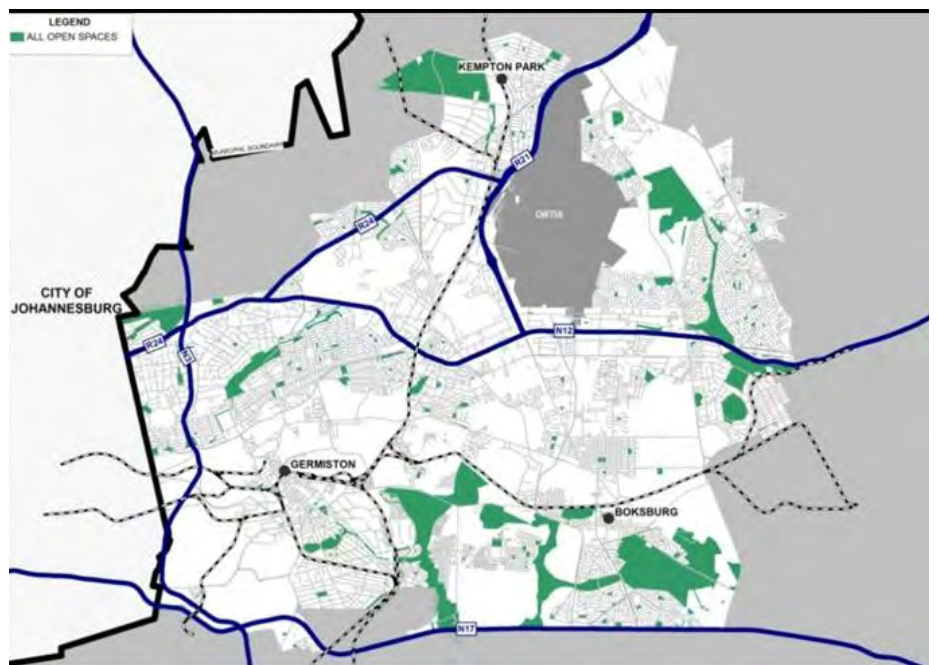
4. Mining Belt Corridor

The mining belt is an underdeveloped area in the region characterized by informal settlements and mining dumps. Creating a green corridor along the mining belt would encourage pedestrian movement and generate a functional integration between the open space nodes. Furthermore, it would present an opportunity to link Boksburg and Germiston lakes. The corridor could be supported by the railway line, therefore providing quality public transportation.



5. The Green Street Corridor

The principle behind the green street corridor is to ensure that pedestrians can walk without obstructions and that the streets are attractive and safe. Pedestrians have priority at junctions through the use of raised pavement crossings, and cyclists have a dedicated lane with light traffic and slow speed roads. The green street corridor is mainly for the north-western parts of the metropolitan area, which have little recreational or natural spaces.





©UN-Habitat

3.12.3 Evaluation

Ekurhuleni's Biodiversity and Open Space Strategy (EBOSS) encompasses the entire metropolitan area. As well as covering the contiguous built up area of the city, it also plans for a large proportion of undeveloped space in the region - suggesting a strong potential to guide and manage future urban growth.

Although derived from a baseline study on the existing condition of open spaces in Ekurhuleni, the goals set out by EBOSS are at risk of being unachievable unless a formalized political commitment coupled with government provisions and a clear implementation plan are

established.

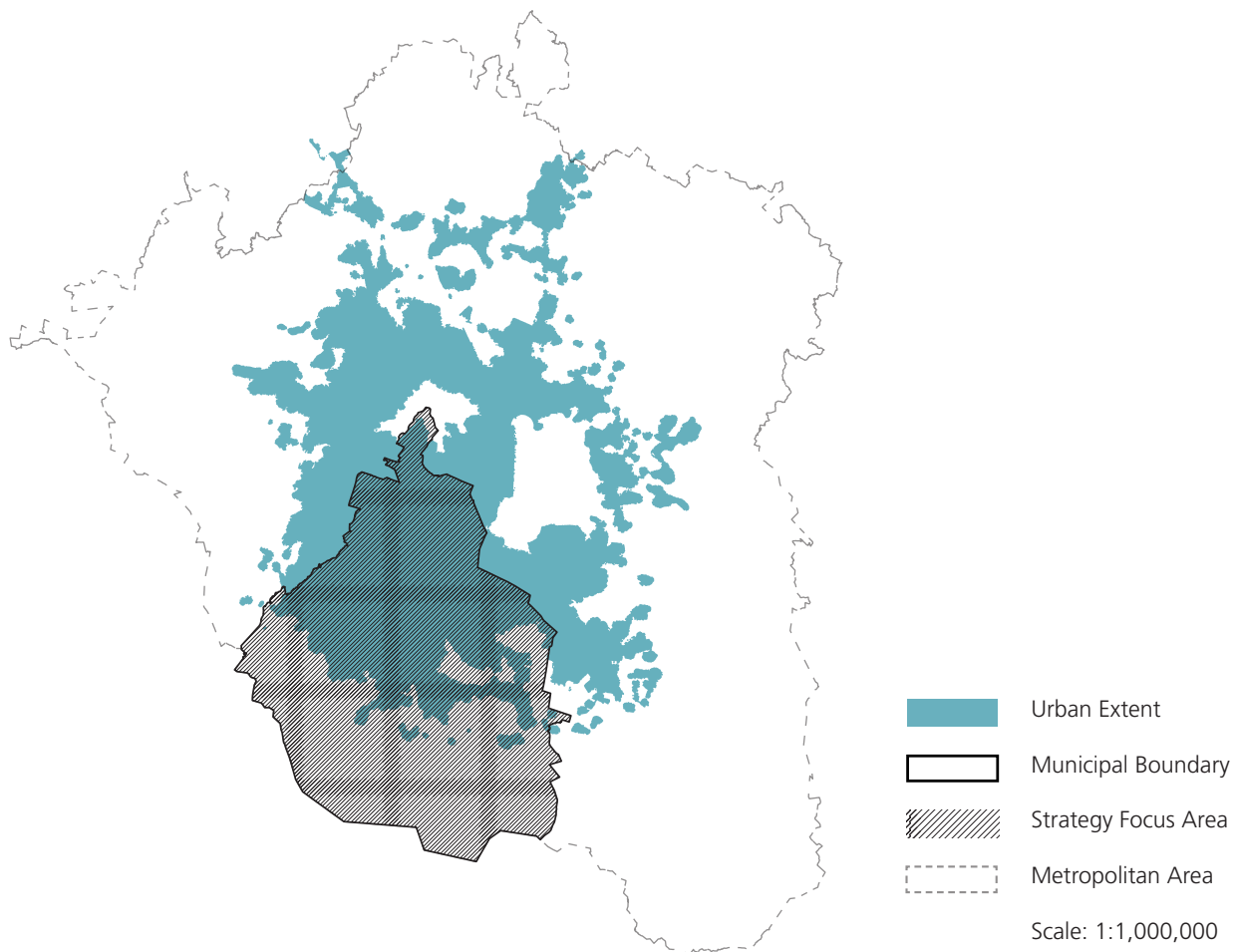
EBOSS has, however, detailed the integration of diverse types of open spaces which would promote biodiversity in the area. EBOSS also specifies considerable guidelines for biodiversity planning and management, which will help tackle the increasing degradation of the natural environment within the city that has been occurring over the past few decades.

EBOSS has also led to the creation of accessible, interconnected, open spaces and has increased the sensory quality of these areas by implementing design.

MEXICO CITY

MEXICO

GREEN PLAN



Steering Document

Green Plan

City Population

8,918,653

Growth Rate

+1.04%

Thematic Focus

Climate Change Adaptation and Mitigation

Metropolitan Population

20,565,000

Percentage of Public Green Space

41.0%

Scope

City of Mexico

City Area

1,485 km²

Strategy Area

1,485 km²

Typologies

Aligned
Network Led Strategy as Means

Metropolitan Area

2,370 km²

Responsible Entity

Municipality of Mexico City

Density

5,920 inh/km²

Timeframe

15 years



Zocalo, Mexico City by City Clock Magazine is licensed by CC BY-NC-SA 2.0

3.13 MEXICO CITY, MEXICO

3.13.1 Background

Mexico City is the third largest urban area in the world. Over half the country's manufacturing output comes from the Valley of Mexico Metropolitan Area (i.e. the city and its immediate surroundings, or ZMVM). As of 2011 Greater Mexico City had a GDP of \$411 billion, or 22% of total national GDP, making it one of the most productive urban areas in the world. Mexico City is unique in the country in that it is designated as a federal district rather than a municipality and has its own legislative assembly. It is subdivided into 16 'delegaciones' which hold some political autonomy, however most power lies with the federal district.

Chapultepec Park is one of the largest urban parks in the world, at 686 ha, and the most extensive green urban space in Mexico City and its metropolitan area. It captures carbon, regulates the microclimate and collects rainwater run-off, all of which contribute to increased quality of life for the city's inhabitants. The National History Museum, Papalote Children's Museum and Diego Rivera's Tláloc fountain, amongst other spaces of cultural significance, are located inside the park.

High levels of economic and demographic concentration in Mexico City have led not only to an

unequal distribution of public goods and services, but also to severe environmental problems. Among the most critical environmental issues in ZMVM are air pollution, over-exploitation of local catchment areas, solid waste management and the excessive use of private vehicles. Finding solutions to these environmental problems have required many administrative units to cooperate and carry out joint efforts. In 2007 the city began to shift its urban policy to focus on sustainable development with the launch of Plan Verde.



Sunday Stroll in Chapultepec Park by MollySVH is licensed by CC BY 2.0

3.13.2 Mexico City Green Plan (Plan Verde)

The strategy is a 15-year medium term plan comprising of strategies and actions guiding the city towards sustainable development (Miles 2015). The document has provided a basis for the formulation of the Climate Action Program (2008-2012) and a series of other municipal programmes. The purpose of the plan is to provide a roadmap towards achieving sustainability for Mexico City. It is an initiative by the municipality of the city, with support from the World Bank and United Nations, and it incorporates the input of citizens as well as environmental efforts. The plan is comprised of seven elements: land and conservation, habitability

and public space, water, air, waste, transportation and climate change and energy. Each pillar has outlined objectives, goals and strategies.

The city is highly invested in the green plan, allocating an equivalent of 8% of its annual budget to curb climate change and related challenges. The plan aims to reduce the city's carbon dioxide emissions by 7 million tons (about 12%, from 2008 to 2013) and to recover public spaces that will promote social integration and offer habitability, comfort, and equity.



Mexico City by Sasha India is licensed by CC BY-SA 2.0

The plan has the following strategies:

Implement a “Clean Building Guarantee” in all new service facilities by 2010

Reach a target of nine square meters of green areas per inhabitant by creating new parks and corridors

Install 30,000 square meters per year of green roofs until 2012. Particularly, the creation of a 30km² park in the Iztapalapa Delegation (municipality) would increase the natural and cultural

significance of the area and provide a common place for residents to rest and socialize

Reforest and restore 3,000 hectares with 2.5 million plants per year

Further boost public spaces through the creation of pedestrian zones in historic downtown areas, construction of 4,000km of bicycle lanes and suspension of vehicle circulation on weekends

The plan has a well-defined implementation framework outlining the components of funding mech-

anisms, civic participation, environmental education, international cooperation, environmental regulations and cross-boundary communication. A comprehensive monitoring and evaluation framework has also been established to include an overseeing board constituted by actors from public, social, business and academic fields. The monitoring program and management has been applauded to be well above average compared to other cities in Latin America. The city has also adopted its own environmental legislation.



Lago de Chapultepec by Travis is licensed by CC BY-NC 2.0

3.13.3 Evaluation

Mexico City has made notable progress in promoting inclusive public spaces through several substantial changes prompted by the Plan Verde:

Closure of main streets to vehicular traffic on Sunday mornings to promote bike usage around the city, with positive impacts on air quality and citizens' wellbeing

Creation of the third largest green rooftop (5,265m²) in the western hemisphere, at the In-foavit building

Revitalization of 42,000 public spaces across the country in the past five years

Launch of a new social housing model that integrates green areas, public spaces and environmental design

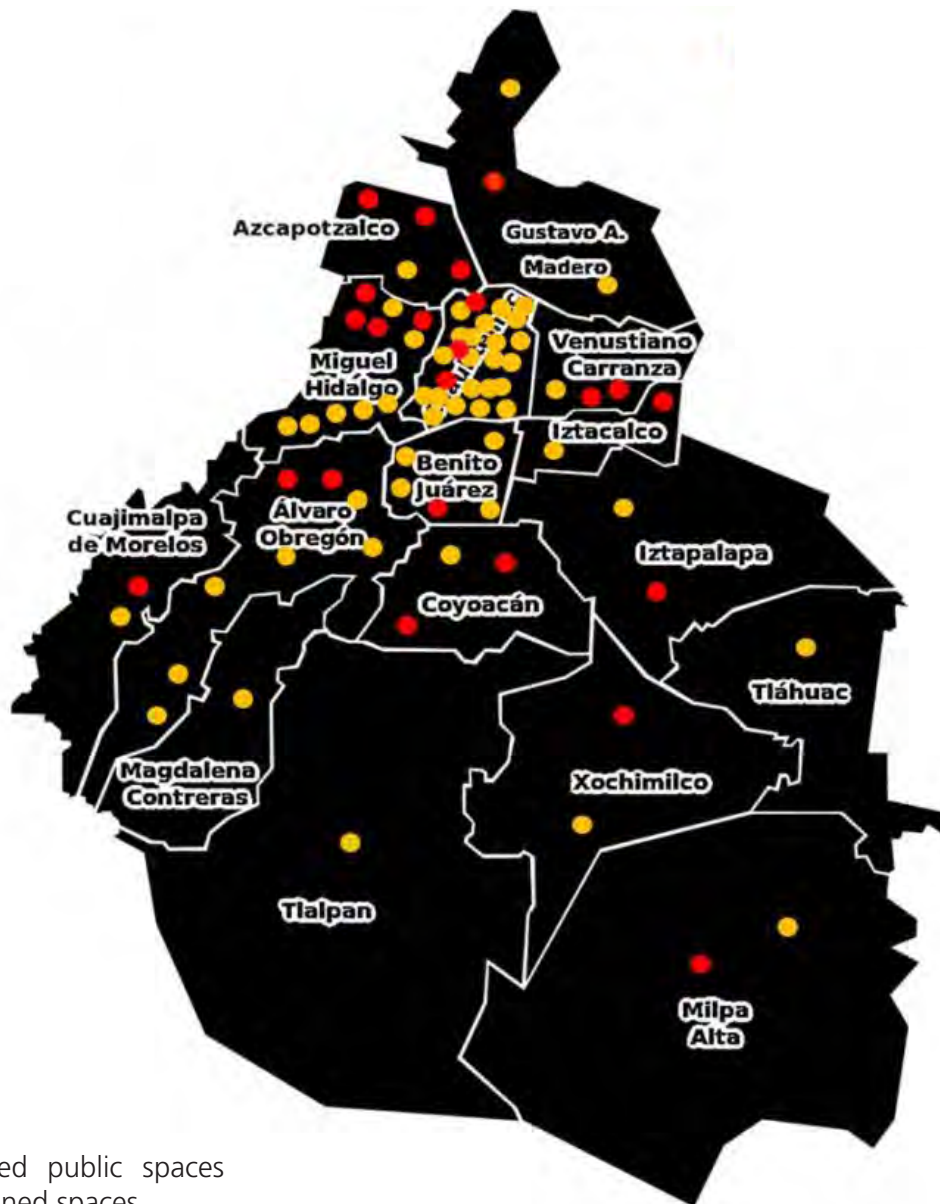
Redesign of sidewalks for the comfort and safety of pedestrians

Revitalized the city's historic downtown core

Remodeling of Chapultepec Park, which has increased the number of visitors by 25%

Plan Verde has a well-defined implementation framework outlining the components of potential funding mechanisms, civic participation, environmental education, international cooperation, environmental regulations and cross-boundary communication. It also has a comprehensive monitoring and evaluation framework which is overseen by a board composed of actors from the public and private sectors and various academic fields. Furthermore, Plan Verde's management framework is well above average compared to other cities in Latin America. Lastly, the city has also adopted its own complementary environmental legislation.

Types of Public Space Interventions



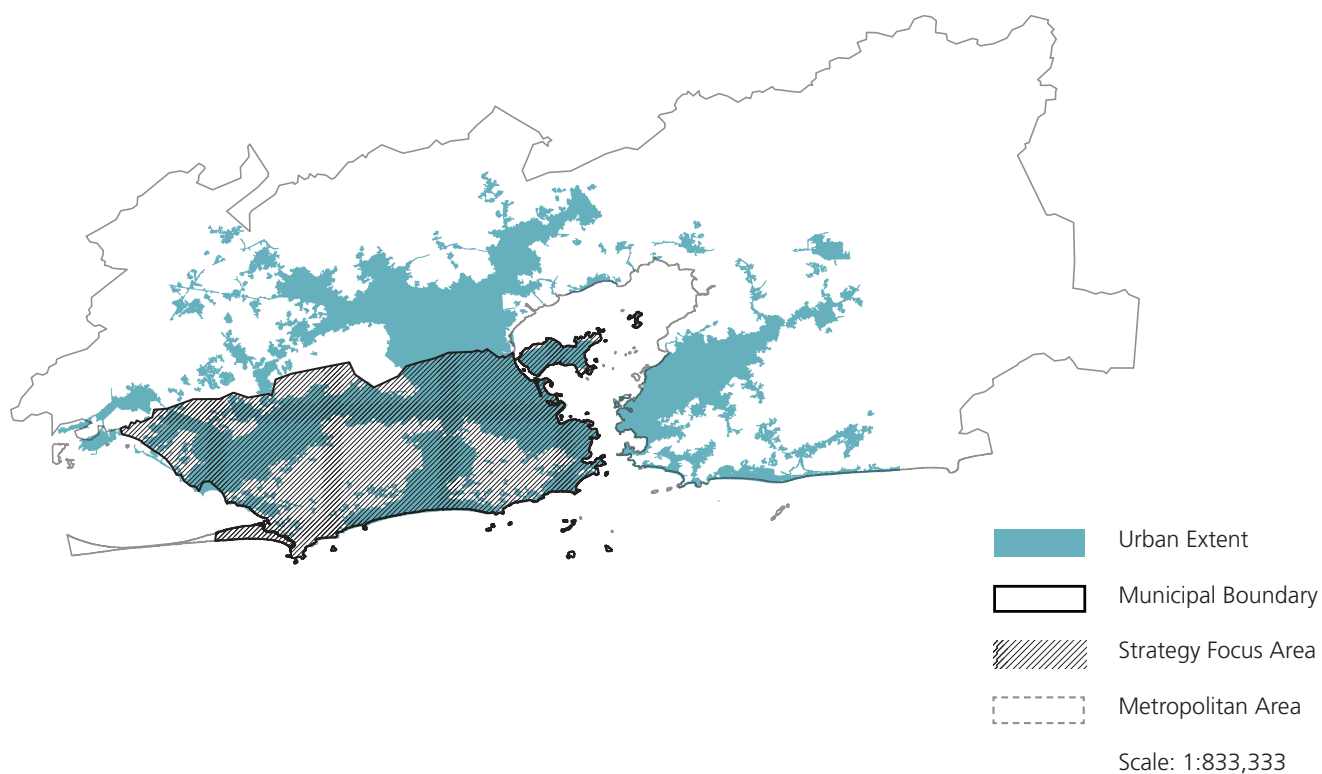
- Newly created public spaces from abandoned spaces
- Improved and rehabilitated public spaces

RIO DE JANEIRO

BRAZIL

RESILIENCE STRATEGY OF

RIO DE JANEIRO



Steering Document

Resilience Strategy of Rio de Janeiro

City Population

6,688,930

Growth Rate

+0.83%

Thematic Focus

Resilience and Environmental Conservation

Metropolitan Population

13,374,275

Percentage of Public Green Space

Not yet calculated

Scope

City of Rio de Janeiro

City Area

1,221 km²

Typologies

Aligned
Network Led Strategy as Means

Strategy Area

1,221 km²

Metropolitan Area

4,539.8 km²

Responsible Entity

City of Rio de Janeiro

Density

2,705 inh/km²

Timeframe

TBC



Rio de Janeiro, Brazil by Guille is licensed by CC BY-NC-ND 2.0

3.14 RIO DE JANEIRO, BRAZIL

3.14.1 Background

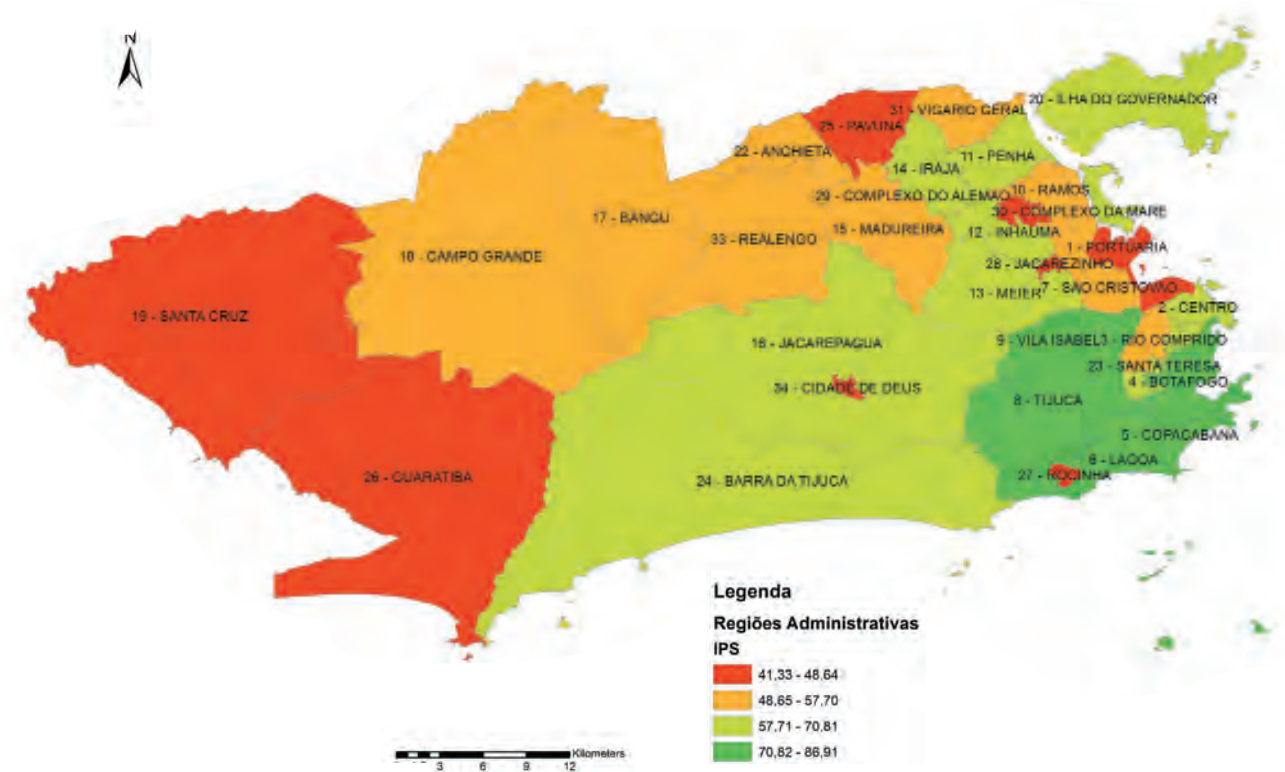
The capital of Brazil until 1960, Rio de Janeiro has recently undergone fast and disorganized growth. Approximately 86 per cent of its economy is based on services. The rest is largely comprised of the industrial sector, with intense participation of Brazilian multinational corporations such as Petrobras and Vale in the fields of oil and minerals, respectively. It is the most visited city in Brazil, with two million international tourists every year who are attracted by the city's beaches, impressive landscape and the carnival which takes place annually in many of the public spaces throughout the city. Large expanses of suburbanization

characterize the growth of Rio accounting for around 43 per cent of total urban growth.

The quality of urban space varies within the city, with many neighborhoods lacking open green space. Rio's spatial structure was largely defined by the growth of the sugarcane industry which dominated the economic landscape of the 17th and 18th centuries. Socioeconomic segregation is prevalent between different neighbourhoods, with some areas of the city lacking adequate access to basic services, such as sanitation and legal access to water and energy. A vibrant public realm does

exist however, as evidenced by the carnival celebrations and the lively street life that plays out in the city's streets and beach public spaces.

The city is divided into four districts with legislative power being held by the Municipal Chamber. The majority of the state's wealth and population is concentrated within Rio, meaning that the local government has a significant amount of power.



3.14.2 Resilience Strategy for the City of Rio de Janeiro

The resilience strategy was prepared by the city government of Rio de Janeiro in partnership with 100 Resilient Cities, a now concluded programme of the Rockefeller Foundation. It also included the support of a group of sector specific experts and municipal departments. The strategy defines six key goals:

Understand and mitigate the impacts of severe weather

Mobilize Rio to be prepared to respond to extreme weather events and other shocks

Cultivate green, cool, and safe urban spaces

Provide high quality basic services to all citizens

Promote a circular and a low carbon economy

Increase the overall resilience and cohesion of the city and its people (Wowl and Sandholz 2018)

As part of its goal to cultivate green, cool and safe urban spaces, the strategy has stipulated the specific actions to be implemented in order to provide public green spaces that foster resilience and environmental conservation. These include the following three initiatives.

Installing LED street lighting

This initiative aims to replace 75% of Rio's public lighting with LED bulbs to provide brighter lighting, as well as reduce energy costs. The initiative will ensure that public spaces are safe and accessible at any particular time for all ages and genders. The LED lights will form a part of a 'smart grid' that will integrate sensors which notify authorities of criminal activity, traffic conditions, neighbourhood microclimates and levels of saturation of road infrastructure.

Stimulating arboured squares

This initiative aims to improve accessibility to green areas within a



High human value: equity of opportunities and citizenship



Rio de Janeiro: source of well-being, quality and honorable life



Green, sustainable and resilient city



Democratic, integrated and connected territory



Competitive and innovative city, with opportunities



Governance and sustainable reinvention of the public administration

15-minute walking distance from any home by revitalizing and increasing the tree density of public squares. Additionally, amenities such as water fountains, recycle and compost mini-centres and green roofs will be installed at city parks to incorporate aspects of resilience.

Making mobility more resilient

By incorporating the bus rapid system, light rail and bike paths the public transportation system will be optimized. Apart from promoting resilience, it will also provide an opportunity for development of green, safe and walkable urban spaces.

VISION FOR RIO DE JANEIRO

EMBRACE OUR WATER

Water in the rivers, lakes and beaches will be clean, fostering vibrant tourism and economic activities; it will be managed and consumed conscientiously and there will be potable water for the metropolitan region at all times.

BUILD FOR OUR FUTURE

The urban spaces will be safe, green, climate-smart and will promote the well-being of citizens; no Carioca will live in a high-risk area; and housing and

high-quality basic services, especially sanitation, will be available for all.

EMPOWER OUR PEOPLE

Cariocas will have plenty of jobs within a diversified, inclusive, low-carbon and circular economy; they will participate actively in the decisions that affect them; and will be ready to learn, prevent, mobilize and grow from the shocks and stresses that affect the city and the planet.



Rio de Janeiro by Isabela Figueiredo is licensed by CC BY 2.0

3.14.3 Evaluation

The Resilience Strategy of Rio de Janeiro was spearheaded by the municipal government itself, with funding from the Rockefeller Foundation. Its preparation included a group of sector specific experts from municipal departments and workshops with private sector stakeholders. The final product provides a clear implementation framework, highlighting the indicators and expected outcomes, as well as the financial cost involved and potential partners for the different programs. Furthermore, it has been aligned with the Rio Strategic Plan 2017-2020, which targets the near future, and Vision Rio 500, which set out longer term aspirations.

A number of the intended achievements of the Resilience Strategy for the City of Rio de Janeiro in promoting people-oriented public spaces have been empirically demonstrated:

Attainment of 2015 Sustainable Transport Award in Sustainable Urban Mobility for improving mobility for all citizens, reducing greenhouse gas emissions, and improving safety and access for cyclists and pedestrians in public spaces

Establishment of 95km of dedicated bus rapid transit routes benefiting 400,000 people every day

Development of 450km of bike paths and initiated the 'Samba' bike sharing program

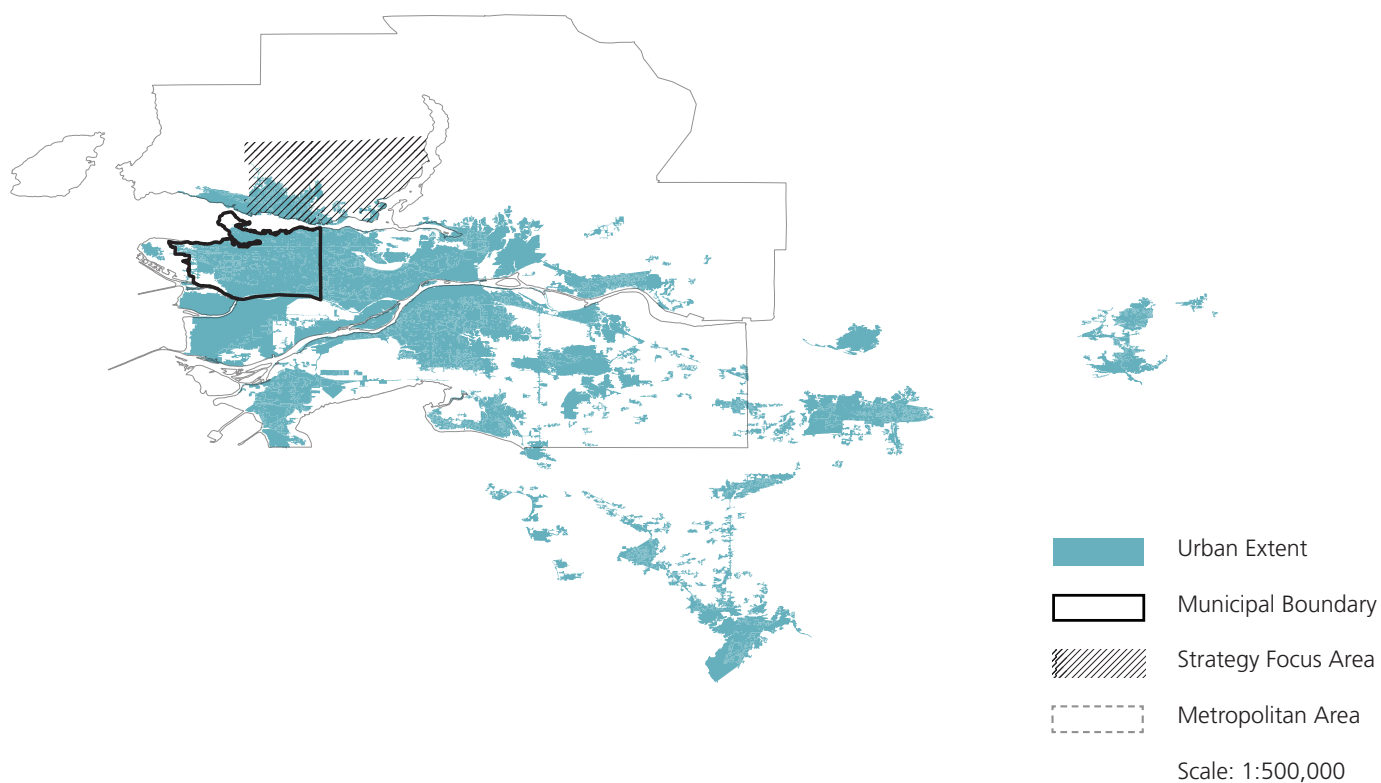
Closure to vehicles of one side of the beachfront road on one Sunday per month so that residents can walk, run and cycle

NORTH VANCOUVER DISTRICT

CANADA

PARKS AND OPEN SPACES

STRATEGIC PLAN



Steering Document

Parks and Open Spaces Strategic Plan

Thematic Focus

Public Awareness

Scope

Neighbourhood

Typologies

Aligned
Network Led Strategy as End

Responsible Entity

District Council of North Vancouver

Timeframe

10 years

Municipal Population

631,486

Metropolitan Population

2,463,431

Municipality Area

116 km²

Strategy Area

116 km²

Metropolitan Area

2,879 km²

Density

5,493 inh/km²

Growth Rate

+1.20%

Percentage of Public Green Space

Not yet calculated



Stanley Park, Vancouver by InSapphoWeTrust is licensed by CC BY-SA 2.0

3.15 NORTH VANCOUVER DISTRICT MUNICIPALITY, CANADA

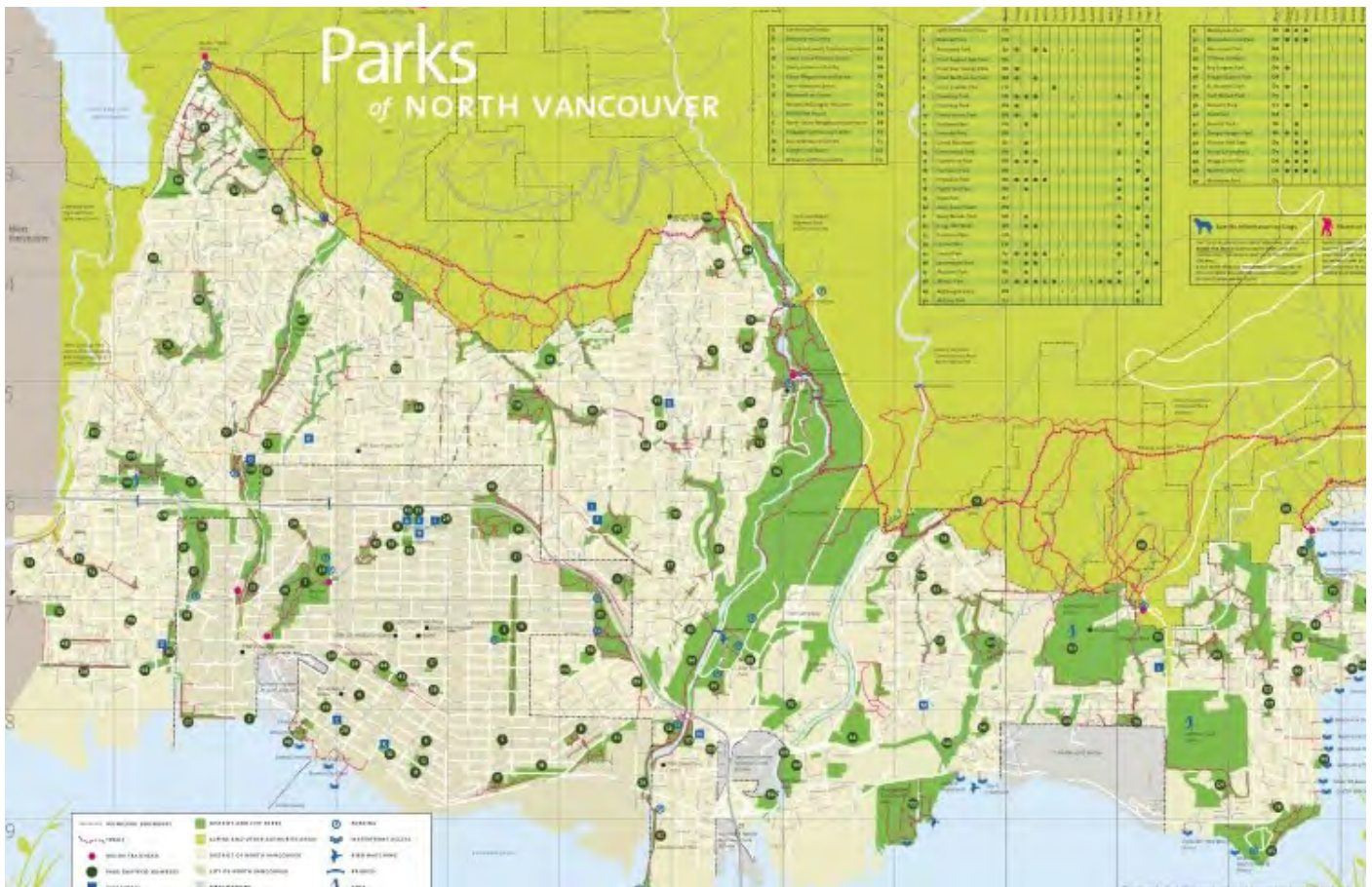
3.15.1 Background

The District of North Vancouver is a primarily suburban district municipality that is part of Metro Vancouver in British Columbia, Canada. It surrounds the City of North Vancouver on three sides, functioning as a suburb of the city's suburbs. Approximately 20 per cent of the district's land area is managed parkland. In recent years the District of North Vancouver has been one of the slowest growing municipalities in the Metro Vancouver region. However, the number of seniors living in the district has increased dramatically over the past 30 years and is expected to keep growing, bringing new demands for services and infrastructure.

Canadian local government legislation has undergone significant changes in the past few decades. Greater autonomy has been given to councils, with the aim for them to be able to better respond to the changing demands of the areas under their jurisdiction. This means local government is highly varied across the country, and most power lies at the level of the province rather than the central government.

North Vancouver's mayor and council provide regional governance and services for the district and it is the North Vancouver City Council which develop urban policy and plans. The

district has a substantial amount of parks and open space and recreation facilities. With a growing focus on recreational, environmental and leisure activities, maintaining a healthy and active parks and open space system is highly valued by residents. The previous Parks and Recreation Master Plan was undertaken in 1991, and the council are currently developing a new plan for the city with a focus on the environment, greenways, trails and sports fields.



3.15.2 Vancouver Parks and Open Spaces Strategic Plan

The Vancouver Parks and Open Spaces Strategic Plan is a sector-specific plan for the District of North Vancouver Municipality covers approximately 16 000 hectares (of these, 3 159 hectares are managed parkland). Over the years, interests, needs and demands for public space have evolved to natural ecosystems, sports fields, trails and greenways, rendering the previous Park and Recreation Master Plan obsolete.

The preparation of the Open Space Strategic Plan was a step towards creating a revised version. Its baseline study reviewed the status of parks in the city since 1991 (Lanarc Consultants Ltd 2002). Prepared in

alignment with community goals, objectives and policies outlined in North Vancouver's Official Community Plan, the strategy has the potential to empower the district to enact positive change and to realize its vision for 2030. Partnerships and education were both addressed in the strategic plan in order to attain the goal of enhancing, creating and monitoring sustainable opportunities for inter-agency partnerships, community education and events, and eco-tourism initiatives. Lastly, volunteer programmes were established to increase public awareness surrounding environmental issues.



Lonsdale Quay Market, North Vancouver by Nicole is licensed by CC BY-ND 2.0

3.15.3 Evaluation

In order to define and implement funding strategies that will support a 10-year 'community vision' for parks and open spaces, the District of North Vancouver has been exploring creative funding strategies. The source of funding outside traditional circles is through partnerships with other agencies, other local governments and parks, as well as working with volunteers in order to share and reduce costs of maintenance of parks.

The strategy provides a direction for the development, maintenance and renewal of open spaces for the next 10 years. It also addresses specific key issues such as a financial frame-

work for the district parks, policies that address community needs and directions to guide park sustainability. Its financial framework in particular explores innovative modalities such as partnerships with other agencies and local governments as well as working with volunteers. This diversity of funding, including that of an in-kind nature, may augur well for the sustainability of the strategy.

However, the document does not include a conclusive action plan because its intent was to prompt feedback from the public before the creation of a final document. The absence of any formalized

commitment or governance arrangements mean that the strategy is not comprehensive in its scope. Moreover, it is orientated towards broader goals such as community partnerships and education, rather than implementable actions per se.

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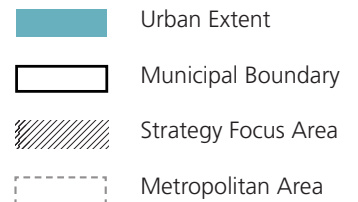
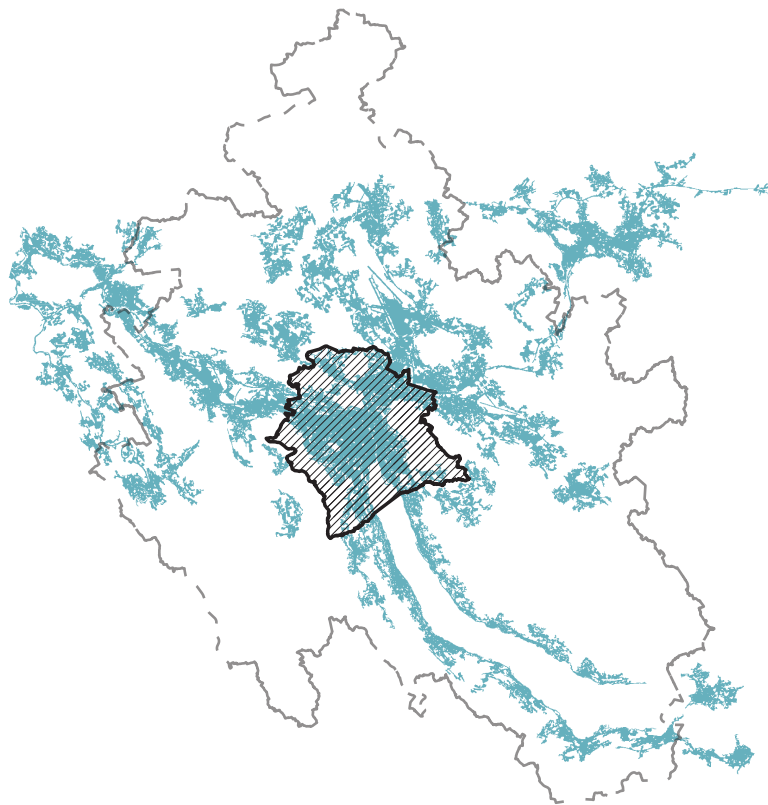
**GROUP TWO:
STRATEGIES ALIGNED WITH
MUNICIPAL BOUNDARIES**

LOW POTENTIAL FOR IMPACT

ZÜRICH

SWITZERLAND

STRATEGY FOR DEVELOPMENT AND DESIGN OF PUBLIC SPACES



Scale: 1:500,000

Steering Document

Strategy for Development and Design of Public Spaces

Thematic Focus

Quality of Staying

Scope

City of Zürich

Typologies

Aligned
Network Led Strategy as End

Responsible Entity

Gehl Architects/Municipality of Zürich

Timeframe

TBC

City Population

409,241

Metropolitan Population

1,660,000

City Area

88 km²

Strategy Area

88 km²

Metropolitan Area

2,103 km²

Density

4,700 inh/km²

Growth Rate

+1.04%

Percentage of Public Green Space

41.0%



Sechselautenplatz by magro_kr is licensed by CC BY-NC-ND 2.0

3.16 ZÜRICH, SWITZERLAND

3.16.1 Background

Zürich is Switzerland's largest city and has an internationally reputable financial centre. In 2008, 31% of the city's population was made up of non-Swiss who came from a total of 166 different countries. It has a unique position within the country as a municipality that enjoys significant decision-making powers and autonomy from the national government. The finance sector generates around a third of the wealth and a quarter of the jobs in the city. The combination of old and new knowledge is creating positive results in the life sciences (e.g. biotechnology and medical technology) sector, and niche markets such as the automotive and

aerospace industries are enjoying similar success.

Zürich has a total area of green space that amounts to 41 per cent of the total urban area, and throughout the city there is an abundance of open parks and gardens, small green pockets and tree lined streets. The city also has a modern public transport network that branches far and wide, Trams, buses, ferries, suburb trains and funiculars combine to make up a comprehensive and efficient range of transport options.

At the same time, the city's population growth requires more housing, office facilities and public spaces.

This implicates not only the redevelopment of existing, historic areas of the city but also the development of new areas and acquisition of additional public space. Though the city is well known for its quality of life, it is already experiencing challenges in balancing people and traffic. These factors prompted the city to begin a three-phased process to work on upgrading public spaces. In 2004 Gehl Architects, an architectural firm external to the local government, was commissioned to prepare an analysis of the quality and use of the city's public places.



Zürich by Jorge Franganillo is licensed by CC BY 2.0

3.16.2 Zürich Strategy for the Development and Design of Zürich's Public Spaces

This strategy highlights Gehl's ideas on people-centered planning, with a selection of 18 streets, squares and parks that provided a general overview of the typology of public spaces found in the entire city. The problems and potential of these spaces were addressed in regards to their type, character, function and use. As a means to seek inspiration, the issues were compared with similar ones that other European cities had faced and overcome.

This strategy for the development and design of Zürich's public spaces formed the basis for the preparation of *Strategy for Development and Design of Zürich's Public Spaces*

(Stadträume 2010), which was prepared by the department of Civil Engineering and Disposal within the municipality. Published in 2006, it was adopted by the City Council in the same year.

The document sets out the design guidelines for the different typologies of public spaces. The strategic aims are firstly, to establish a clearer hierarchy of public spaces according to their importance to the city (city, space and detail scales); secondly, to have a coherent design; and thirdly, to guarantee the greater quality of activities and higher amenity values in public spaces. Its main focus is on sustainable mobility with an empha-

sis on the 'quality of stay' in public spaces. A SWOT analysis was conducted in Zürich as a baseline for the strategy. Stadträume 2010 takes into account all types of public spaces, including green open spaces, streets, underpasses, bridges and transport hubs.

The hierarchy of public spaces was also seen as an important aspect, with different standards applied to each category. The quality of stay in public space was measured according to the three categories: safety (traffic, security), comfort (activities, access, walkability, furniture) and sensuality (aesthetics, design). A particular emphasis in the document



Zürich by Marcin Wichary is licensed by CC BY 2.0

lies on art in public space: both temporary art events and lasting artistic objects. These are regarded in the document as unique elements that enhance the attractiveness of public space and improves the cultural profile and identity of the city of Zürich. Stadträume 2010 recommended an initiative known as 'Gasträume' that allowed artists to create and exhibit their work in open areas, which had a positive impact on the marketing of the city as an attractive place for creative to live and work, demonstrating the cultural value of Zürich and its residents.



Zürich Cycle by eGuide Travel is licensed by CC BY 2.0

3.16.3 Evaluation

Zürich's strategy for public space is quite comprehensive and provides a clear way forward for the city's public realm. Having started with the foundation of an in-depth baseline study, the strategy formulation process then analyzed the strengths, weaknesses, opportunities and challenges of Zürich's existing public space system and formulated concrete commitments on how to enhance it. The strategy summarizes all of this and concludes with a complete and achievable implementation plan.

In terms of governance and management, the strategy establishes

formal relationships between the public administration, external experts and citizens to ensure that the responsibilities for the creation and maintenance of public space are clearly defined and transparently assigned. It also establishes a special working group on arts in public space.

While the strategy is a stand-alone document, it was deliberately aligned with several other preexisting city plans for climate change mitigation, sustainable urban mobility, public art, lighting and green space management. Furthermore, the strategy adopts clear standards for the design and

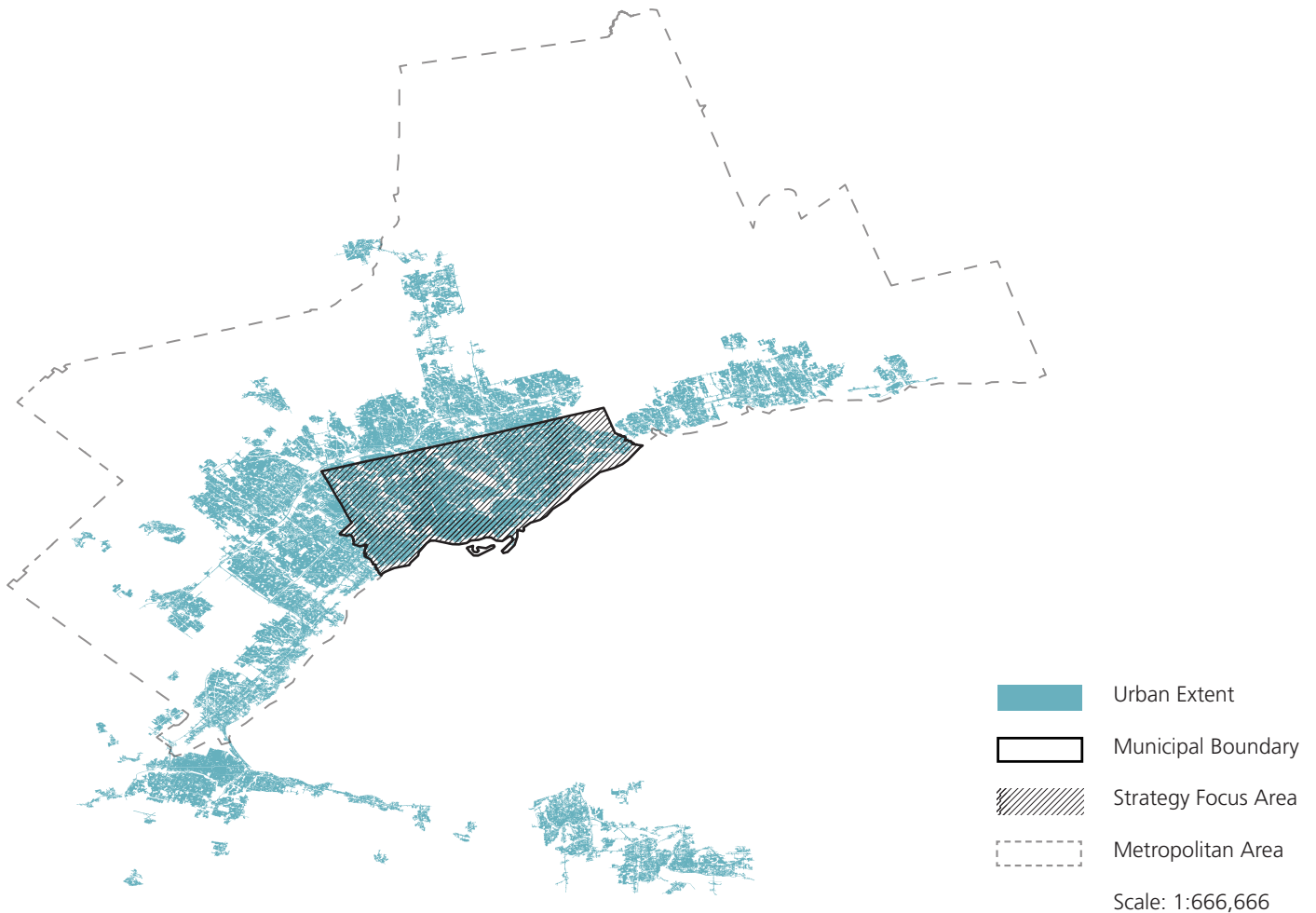
maintenance of open areas across the city, including both public and private spaces, existing and new. Options for the financing of the implementation of these standards are also outlined.

Ultimately the strategy was implemented in a three-phase process between 2006 and 2010. Its impact was primarily on the retrofitting of five existing spaces, as the area covered by the strategy contained relatively little undeveloped open space.

TORONTO

CANADA

CITY-WIDE PARKS PLAN 2013-2017



Steering Document

City-wide Parks Plan 2013-2017

City Population

2,731,571

Growth Rate

+1.14%

Thematic Focus

Parks and Trails

Metropolitan Population

5,928,040

Percentage of Public Green Space

13.0%

Scope

Neighbourhood

City Area

630 km²

Typologies

Aligned
Network Led Strategy as End

Strategy Area

630 km²

Responsible Entity

City of Toronto

Metropolitan Area

5,906 km²

Timeframe

Five years

Density

4,334 inh/km²



Toronto by Felix Montino is licensed by CC BY 2.0

3.17 TORONTO, CANADA

3.17.1 Background

The City of Toronto's total population was estimated at almost 2.8 million people in 2014 which is expected to grow to over 3 million by 2026. The numbers of low-income families and neighbourhoods have increased. The city faces the challenge of evolving to meet these needs, but limited land availability and high land prices make it challenging to increase the amount of public parkland. The downtown and central waterfront areas have been identified as the main locations for strong residential and office development in the city, with 45% of residential units, and 31% of non-residential development proposed. The availability of parkland in these

areas is low relative to other areas of the city. Toronto's parks system consists of approximately 8,000 hectares of city owned and/or operated parkland, which amounts to 13% of the city's land area.

The Toronto and Region Conservation Authority owns approximately 46 per cent of Toronto's public parkland, which is comprised of mainly the natural areas along the ravines and Lake Ontario shoreline. It is the responsibility of the Parks, Forestry and Recreation Division to manage public parkland. The rich habitat of Toronto's ravines, previously protected from development by local policy, are increasingly at

serious threat of being damaged due to an increase in allocations of development permits and movie shooting licenses in the mostly unspoiled landscape.

The Parks, Forestry and Recreation Division has explicitly adopted a number of climate change mitigation and adaptation strategies. Actions such as reducing the use of fossil fuels, planting native and drought-tolerant vegetation, tree canopy expansion and supporting storm water management are some examples of the measures the current park system has taken in response to climate change.



Sakura at High Park by mmmmay lee is licensed by CC BY-NC-ND 2.0

3.17.2 Toronto City-wide Parks Plan, 2013-2017

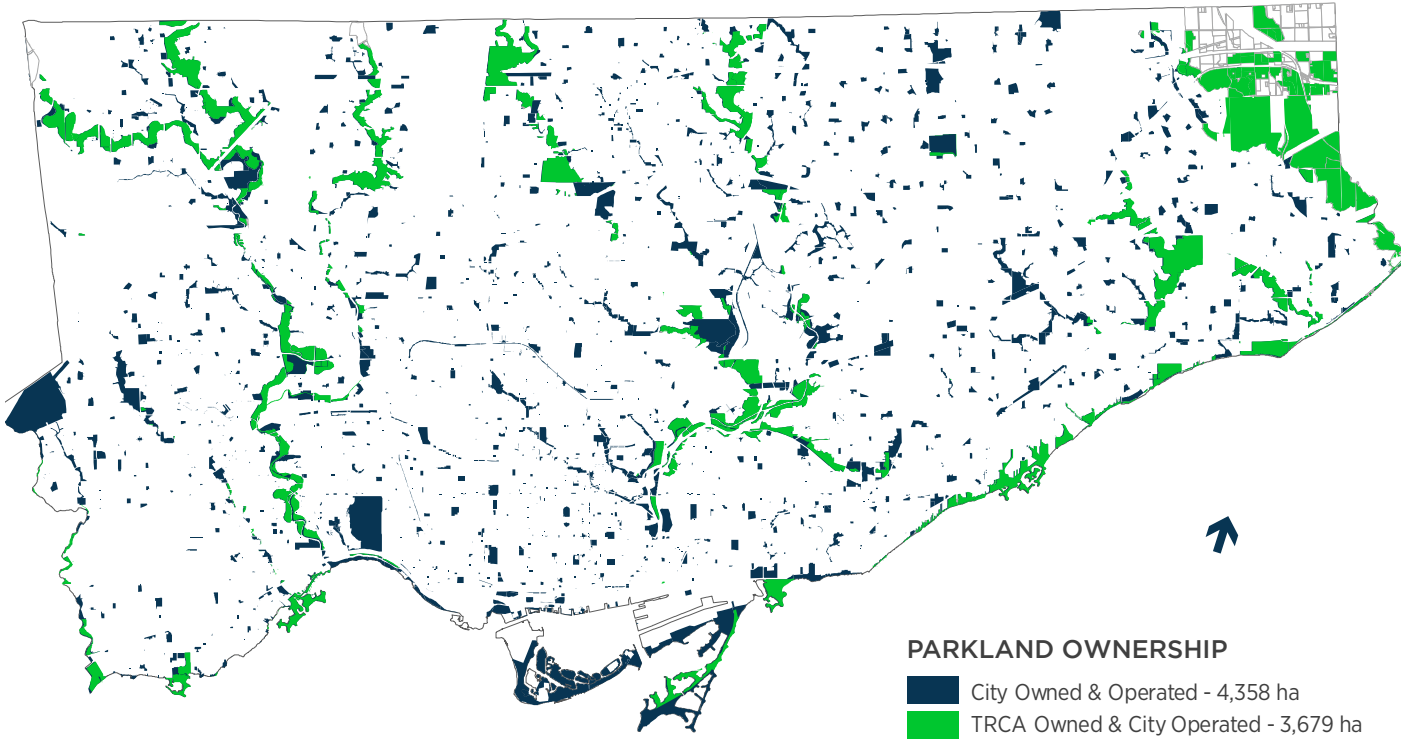
The City-wide Parks Plan was approved and developed by the City of Toronto's Council to guide Parks, Forestry and Recreation's delivery of service over a period of five years, 2013 – 2017 (Knowles 2013). The Council intended for the Plan to define a focused program of investments in the city's system of parks and trails, in order to align service delivery with the social, economic and cultural needs of the diverse and changing population.

The plan is anchored on the Parks, Forestry and Recreation strategic plan (Our Common Grounds) which was adopted by the City Council's Parks and Recreation Division in

2004. The Plan was developed concurrently with the Strategic Forest Management Plan and the Recreation Service Plan as they all complemented the works of the division for the next five years. The backdrop of the aforementioned plans is the City of Toronto Official Plan, which guides city development up until 2031, and contains a number of policies which influence parks and trails. The City of Toronto Municipal Code, Chapter 608 and the City of Toronto Ravine and Natural Feature Protection bylaw offered guidance as they promoted important bylaws for open and recreational spaces.

The Plan's development process in-

involved numerous public consultations with the residents of Toronto as well as consultation with staff and other city divisions. An inventory of the existing parks, forestry and recreational facilities was undertaken and their current use initially assessed.



Toronto City-wide Parks Plan 2013-2017



Bluffers Park Boat Launch by The City of Toronto is licensed by CC BY 2.0

3.17.2 Evaluation

Toronto's 2013-2017 City-wide Parks Plan was developed by the city council and based on extensive consultations with municipal employees and city residents. The seven guiding principles that it advanced were approved by the Council. This ensured that the improvement of parks remained a budgeted priority over a period of five years.

The city is now struggling to provide quality of life in an increasingly intensifying downtown core. To improve access to green space Toronto hired Gehl Architects to conduct studies of public and green space, which have since generated a new series of strategic

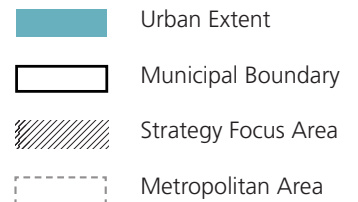
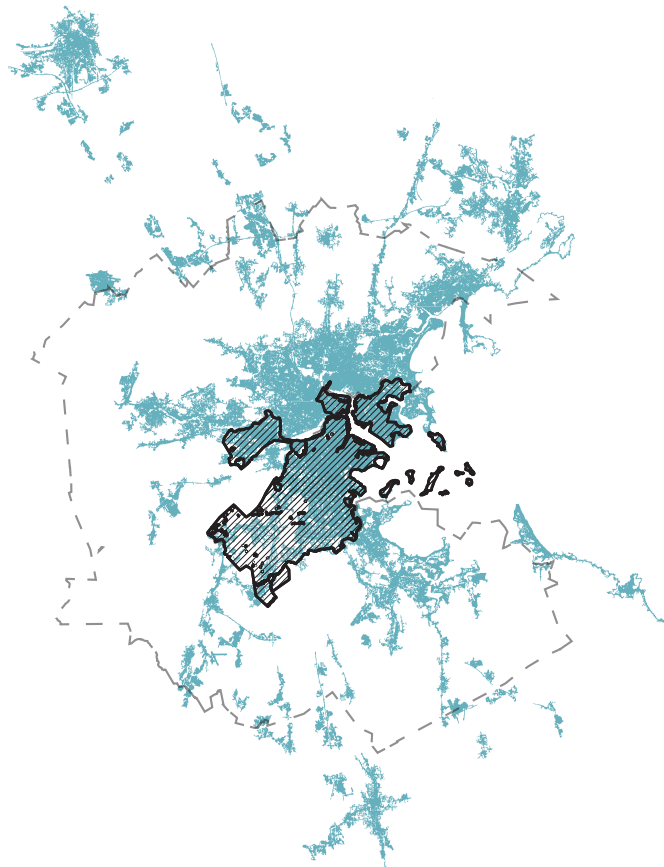
proposals. In addition, the city has developed strategies for temporary occupation, integrated new bylaws on green roofs, started to recycle infrastructural land for new open space and negotiated with developers to implement small parks within the boundaries of new development. Yet these achievements are not staying apace of the city's accelerating growth. All in all, Toronto has succeeded in providing public space accessibility through a city-wide network of small parks, protected ravines and larger waterfront parks. However, with the increasing number of residents using these parks on a daily basis, overcrowding is becoming a

problem and the per capita amount of green space available to them is in decline.

BOSTON

USA

OPEN SPACE AND RECREATION PLAN, 2015-2021



Scale: 1:625,000

Steering document

Open Space and Recreation Plan, 2015-2021

Thematic Focus

Open Space Design and Quality

Scope

City of Boston

Typologies

Aligned
Network Led Strategy as End

Responsible Entity

City of Boston

Timeframe

7 years

City Population

685,094

Metropolitan Population

4,628,910

City Area

90 km²

Strategy Area

90 km²

Metropolitan Area

11,700 km²

Density

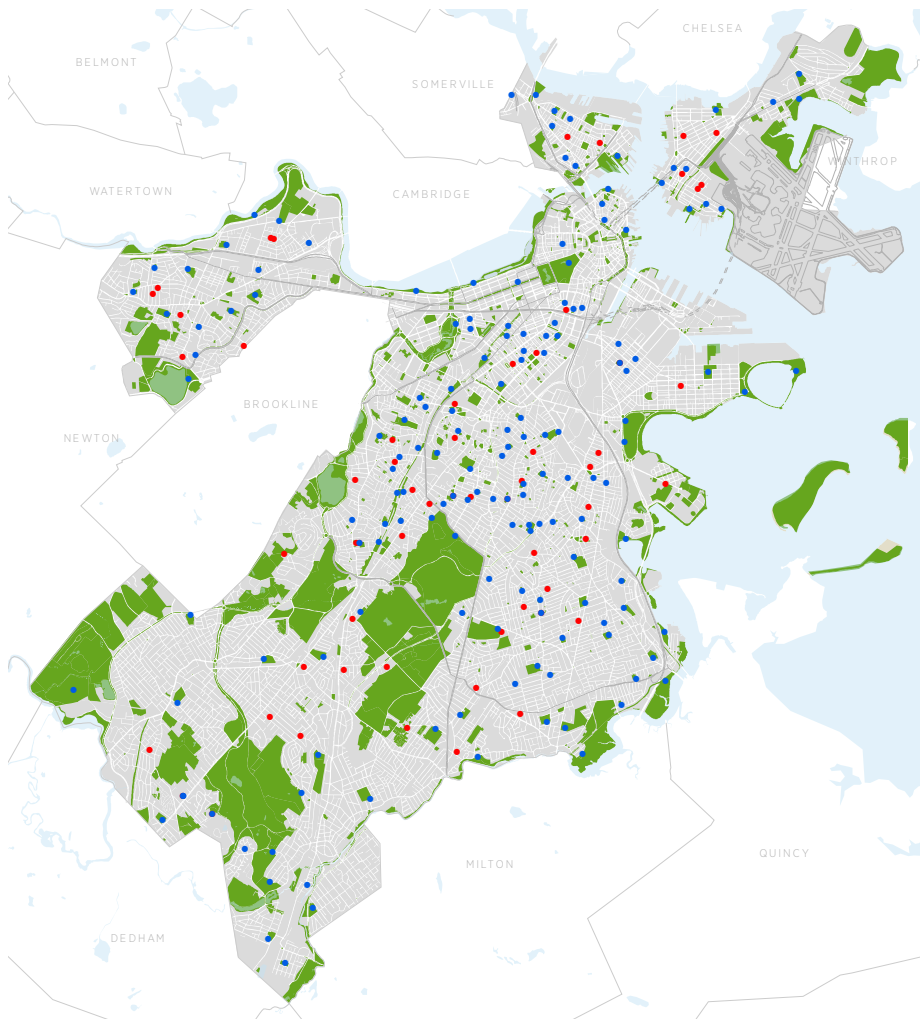
5,344 inh/km²

Growth Rate

+0.98%

Percentage of Public Green Space

7%



Open Space and Recreation Plan

3.18 BOSTON, USA

3.18.1 Background

Boston is located in the state of Massachusetts, in the northeastern region of the USA. In 2010 the city's population was just over 600,000, with that of its associated metropolitan area being around 4 million.

The Greater Boston metro area has the sixth-largest economy in the country, with more jobs than number of residents: commuters from outside the city fill 62% of the jobs within Boston. Tourism forms a large part of the local economy, since the city is the center of a large metropolitan region and possess many historical and cultural attractions.

Boston's land use is compact, mixed-use, pedestrian-oriented, and well served by multi-modal transportation. While the car is not the dominant means of commuting for Boston residents, it is the most frequently used of the several transportation modes available (45%). On the other hand, 51% of those who traveled to work did so by means other than car, truck, or van, while 4% worked at home.

However, land is at a premium and development often competes with open space. By 2020, the city's population is expected to increase 3.7 per cent. In anticipation of this growth, the The Boston

Parks and Recreation Department (BPRD) decided proactively to protect, maintain and expand its open public spaces and determined that every neighborhood host public spaces (Boston Transition committee, 2014). To maintain the open space ratios (7.59 acres per 1,000 residents), the city would need to add another 173 acres of protected open space to the inventory by 2020, and an additional 451 acres by 2030. In a city as heavily built out as Boston, that level of acquisition would be particularly daunting. In that connection the BPRD prepared the Open Space and Recreation Plan, 2015- 2021.



Boston Public Garden by Andrew Nash is licensed by CC BY-SA 2.0

3.18.2 Boston Open Space and Recreation Plan, 2015-2021

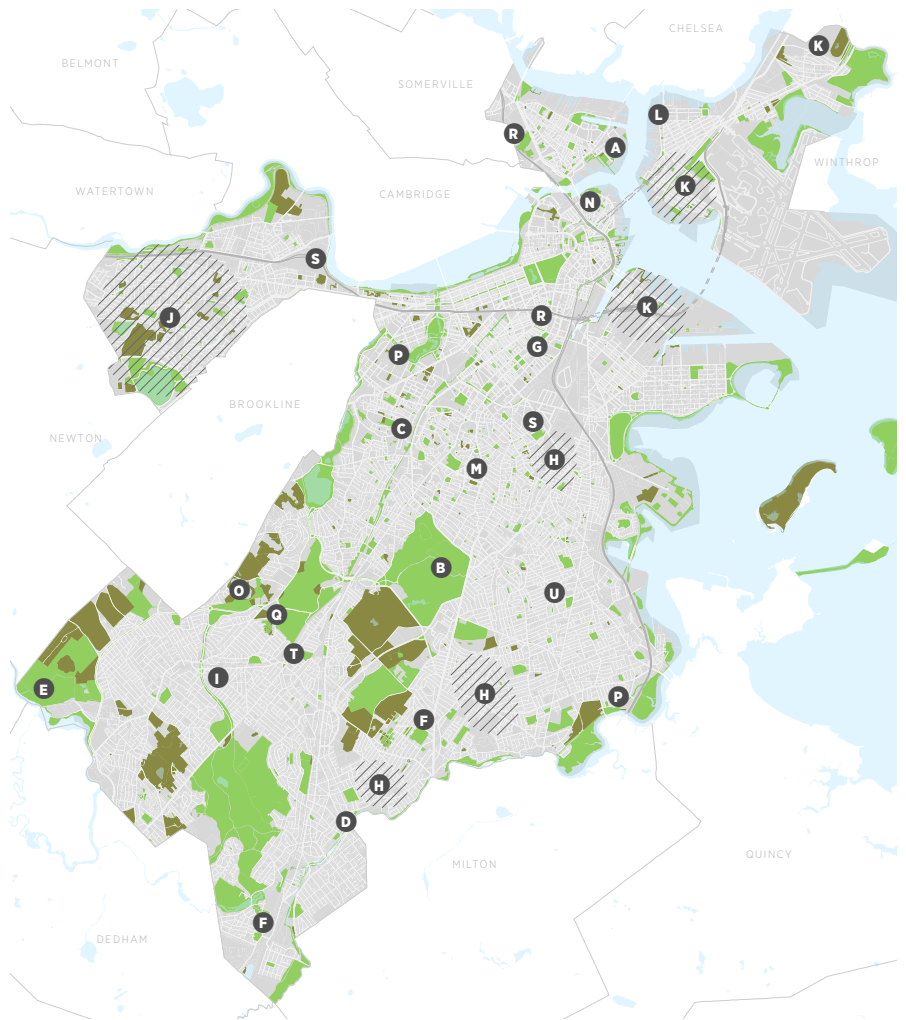
Prepared by the Boston Parks and Recreation Department (BPRD), the Boston Open Space and Recreation Plan (OSP) made use of an analysis of the current status of Boston (Biao et al 2012) and was formulated alongside the City of Boston's Climate Action Plan (2014) to guide in making informed decisions in the years to come. Furthermore, the OSP was prepared to meet the criteria for being defined as an environmental justice community stipulated under the national environmental justice policy in 2002. The city's zoning code was also consulted as it had specific zoning designations which address open spaces and conservation areas. The

highest stated priority of the OSP is to design and sustain high quality parks.

The plan contains data on the community setting in detail, like adjacent land uses, shared resources, socioeconomic context, regional watershed planning, shared protection strategies and the history of settlement and development. The OSP also documents in detail an environmental inventory and analysis of current assessments of topography and the history of the landscape. The document presents a clear inventory of all conservation and recreation interests such as parks, urban walks, community

gardens, and cemeteries. It goes on to review protection, ownership, regulations and development.

The BPRD came up with a vision for the community through survey questionnaires that involved ideas and information from residents from Boston. This led to the making of recommendations and future proposal initiatives addressing all open spaces and recreation areas. After setting out clear goals and objectives, the OSP sets out a detailed 7 year action plan that is undertaken from 2015 to 2021. The action plan details out the background, access and equity of each open space and stipulates their desired future devel-



Open Space and Recreation Plan

opment set upon the backdrop of a changing demography.

The OSP's main goals were stewarding the exceptional open space system that the city inherited, creating an accessible and equitable open space system for Boston's future.



Boston by The Turducken is licensed by CC BY 2.0

3.18.3 Evaluation

The OSP set out a routine evaluation of progress to be undertaken by the BPRD. This enabled the department to take corrective action when needed and allowed for residents and the department staff to celebrate milestones. To that effect, the department had managed to meet a number of objectives, which included:

- A developed five-year Capital Improvement Plan for the city's park system, which is updated annually

- A budget plan for maintenance and a funding plan for grants and gifts

- A 'how to' guidebook was created to encourage and build partnerships to enhance the city's parks system

- A review of the policy of bicycle usage in the park system

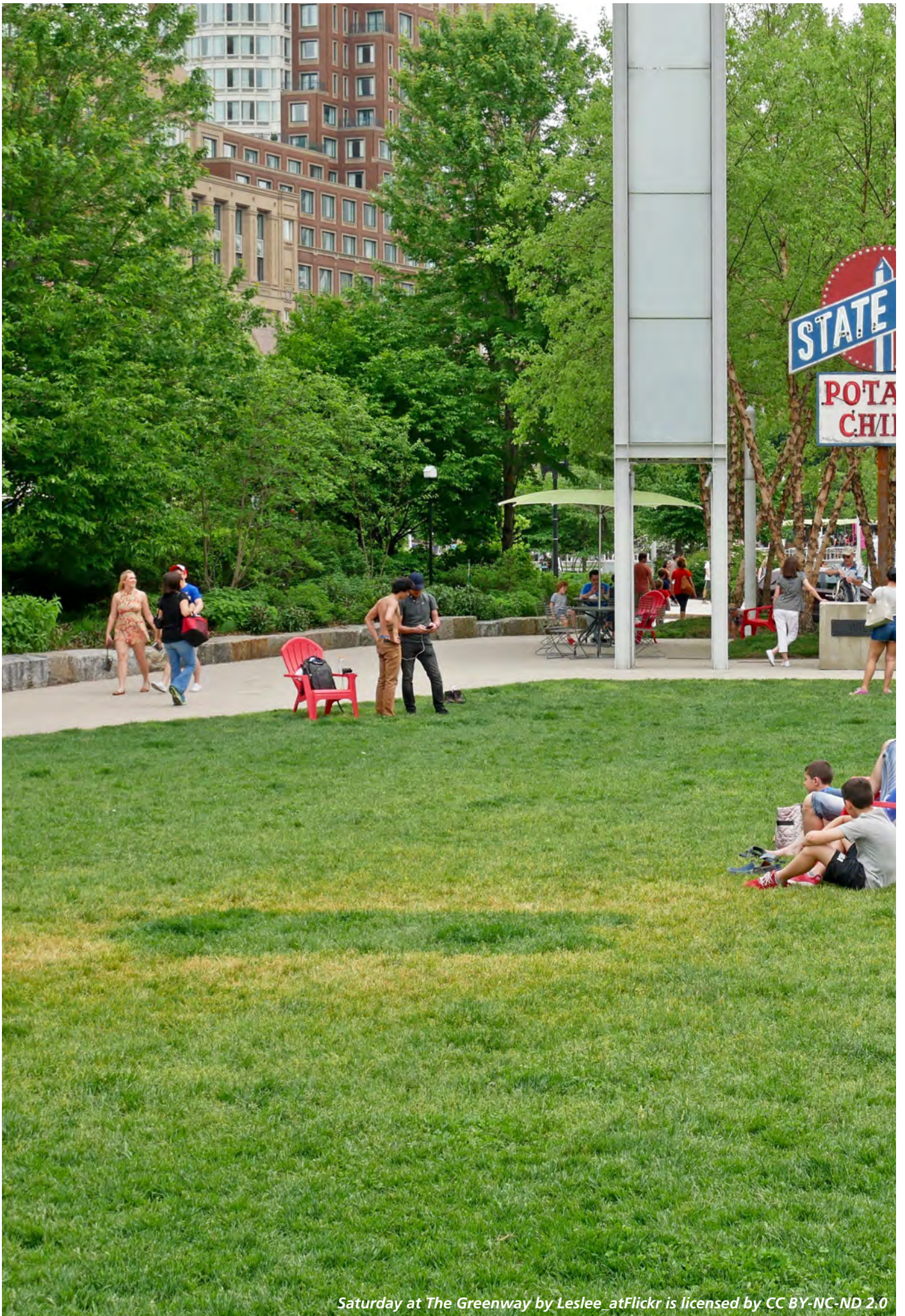
- A developed vending policy for commercial activities in parks

- A scheduled 'open field time' which allows casual and scheduled time in park facilities

- Engagement with Boston's public and charter schools to ensure equitable scheduling of parks' use

- Implementation of 'smart' energy use in park improvements

A number of initiatives are currently ongoing, with their progress being evaluated routinely. This ensures that the seven year-action plan remains on schedule.

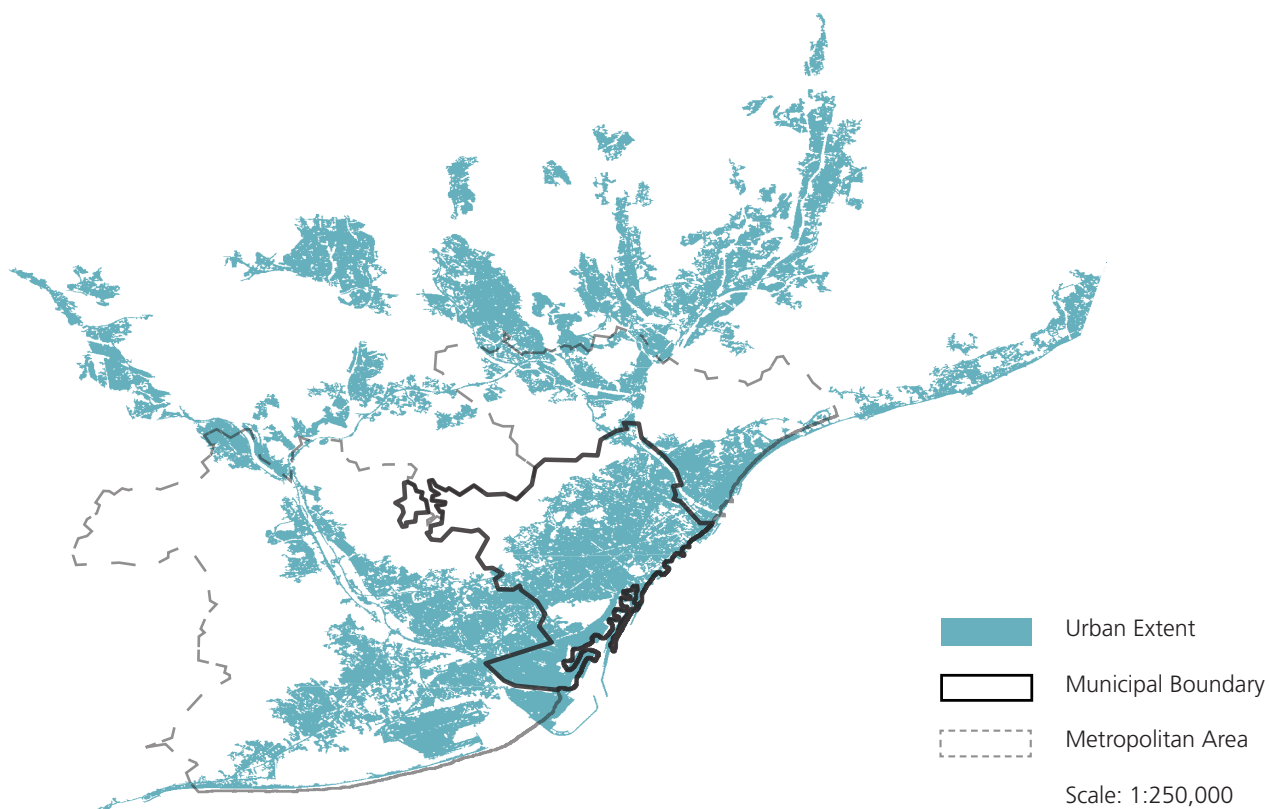


Saturday at The Greenway by Leslee_atFlickr is licensed by CC BY-NC-ND 2.0

BARCELONA

SPAIN

STRATEGIC PLAN FOR CITY MARKETS, 2015-2025



Steering Document

Strategic Plan for City Markets, 2015-2025

Thematic Focus

Markets, Economic Development

Scope

City of Barcelona

Typologies

Aligned
Network Led Strategy as End

Responsible Entity

City of Barcelona

Timeframe

10 years

City Population

1,620,809

Metropolitan Population

5,474,482

City Area

101 km²

Strategy Area

101 km²

Metropolitan Area

532 km²

Density

16,000 inh/km²

Growth Rate

+1.23%

Percentage of Public Green Space

Not yet calculated



Market by Justin Lehmann is licensed by CC BY-NC-ND 2.0

3.19 BARCELONA, SPAIN

3.19.1 Background

Barcelona is the capital of both the province of Barcelona and the autonomous community of Catalonia. Its contiguous urban area extends to numerous neighbouring municipalities within the Province of Barcelona.

The city is a *municipio* (municipality) and is governed by the City Council of Barcelona, which consists of a mayor, the Government Commission and an elected *Consell Municipal*. General management of the city is carried out by bodies that are either wholly or partially owned by the council. Initiatives that aim to protect and improve Barcelona's urban landscape are implemented

by The Municipal Institute of Urban Landscape and Quality of Life. The city receives approximately one-fourth of all foreign investment in Spain. The service sector accounts for approximately four-fifths of all jobs, while chemical, pharmaceutical, automobile, electronic, and appliance manufacturing are also contributors to Barcelona's industries. The urban model of Barcelona has been committed to neighborhood commerce, a fact that has been crucial in its planning. Thus, the city has preserved wide penetration of the neighborhood trade and a well-developed network of markets.

Barcelona is one of the major tourist destinations in Europe with approximately 32 million visitors annually. Particularly renowned are the architectural works of Antoni Gaudí and Lluís Domènech i Montaner, which have both been designated UNESCO World Heritage Sites.

Barcelona has boldly implemented a successful public space strategy: in only a decade, several hundred new parks, promenades and squares were created by tearing down dilapidated apartment buildings, warehouses and factories, as well as by renovating existing squares and regulating traffic to benefit pedestrians.

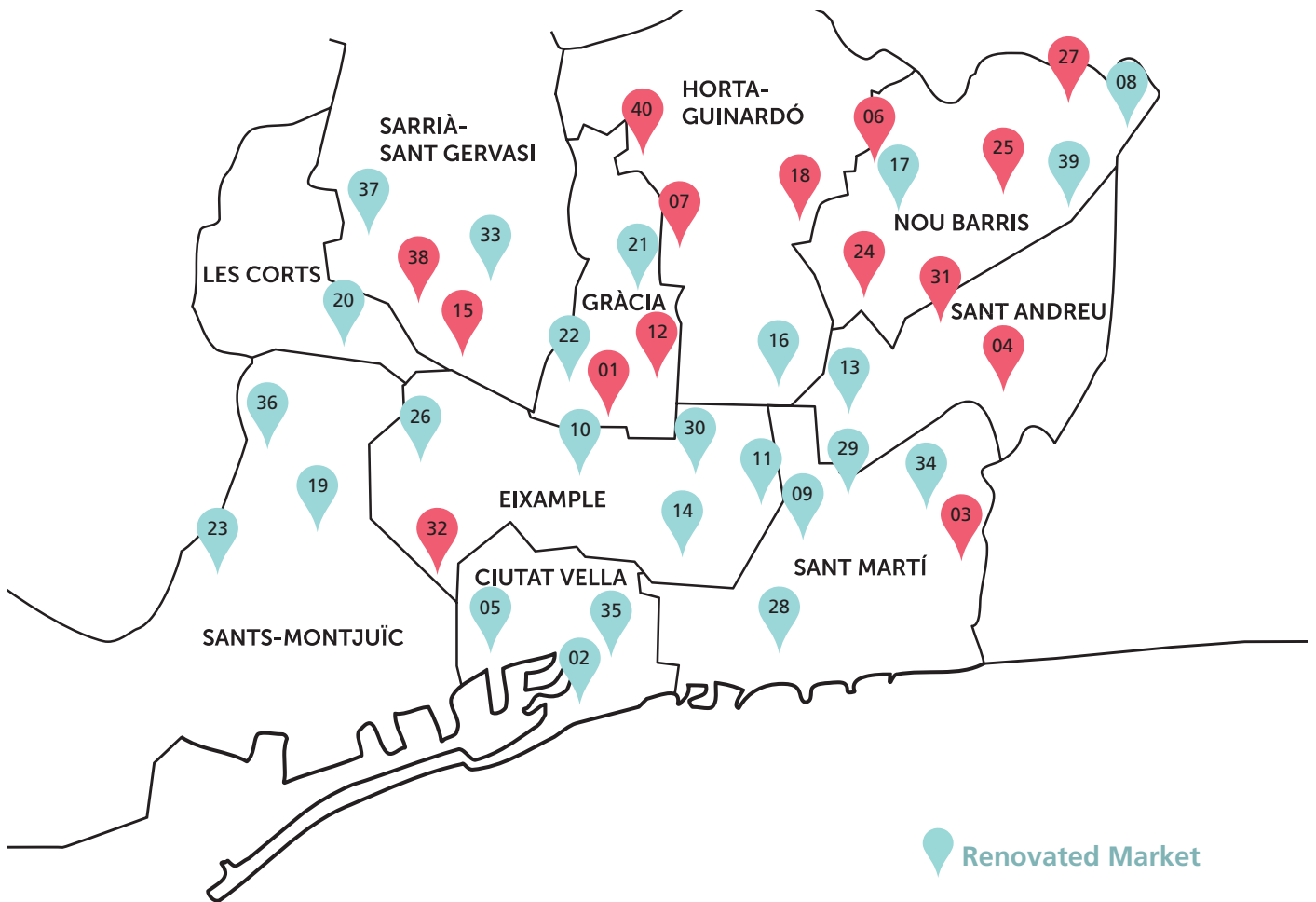


Market by kattedelletje is licensed by CC BY-NC 2.0

3.19.2 Barcelona 2015-2025 Strategic Plan for City Markets

This plan arose as a result of Barcelona's participation in the EU URBACT Markets project, funded by the EU's Regional Development Fund. It was developed by the Barcelona City Council with the goal of renovating and modernizing city markets, taking into account residents' needs and adapting to the social changes that had taken place in recent years (Daniel and Nestico, 2018). The plan, which was a result of a participatory process, established key recommendations to meet the current challenges faced by different public spaces. It addresses the waterfront as essential in the revitalization and development of the city.

The document highlights issues such as the reason for markets ('soul'), their driving force ('motor'), and how they can be used to promote sustainability and form the basis of market policy. They ensure quality of life, economic development and job creation in each neighborhood. The souls and motors are hence broken down into 39 policy actions and 153 concrete actions. One of these policy actions, for example, was to update a regulatory framework for the stalls and businesses that complies with the overall strategic vision.



- | | | |
|-------------------------------|-------------------------|----------------------------|
| 01. L'Abaceria Central | 15. Calvany | 29. Provençals |
| 02. La Barceloneta | 16. El Guinardó | 30. Sagrada Família |
| 03. El Besòs | 17. La Guineueta | 31. Sant Andreu |
| 04. El Bon Pastor | 18. Horta | 32. Sant Antoni |
| 05. La Boqueria | 19. Hostafrancs | 33. Sant Gervasi |
| 06. Canyelles | 20. Les Corts | 34. Sant Martí |
| 07. El Carmel | 21. Lesseps | 35. Santa Caterina |
| 08. Ciutat Meridiana | 22. La Llibertat | 36. Sants |
| 09. El Clot | 23. La Marina | 37. Sarrià |
| 10. La Concepció | 24. La Mercè | 38. Les Tres Torres |
| 11. Encants Vells | 25. Montserrat | 39. La Trinitat |
| 12. L'Estrella | 26. El Ninot | 40. Vall d'Hebro |
| 13. Felip II | 27. Núria | |
| 14. El Fort Pienc | 28. Poblenou | |



Barcelona Flower Shop by Theo K is licensed by CC BY-SA 2.0

3.19.3 Evaluation

Barcelona undertook a participatory process in formulating the Strategic Plan for City Markets 2015-2025. As a result this strategic plan maintains a unique focus on markets as public spaces and their importance to neighbourhoods. Importantly, the plan proposes a number of updates to the regulatory framework affecting the operation of markets. The plan also adopts objectives and measurable indicators. In terms of financing it proposes to maintain and enhance an existing public-private financing model for remodelling markets.

Part of the city's success in formulating and adopting this strategic plan may have derived from the implementation of public space strategies from the 1990s onwards. Since then more than 200 public spaces had been redeveloped and revitalized and flagship projects such as the redevelopment of Barcelona's seafront and the Gare de Sants attracted international attention and triggered wider urban transformation.

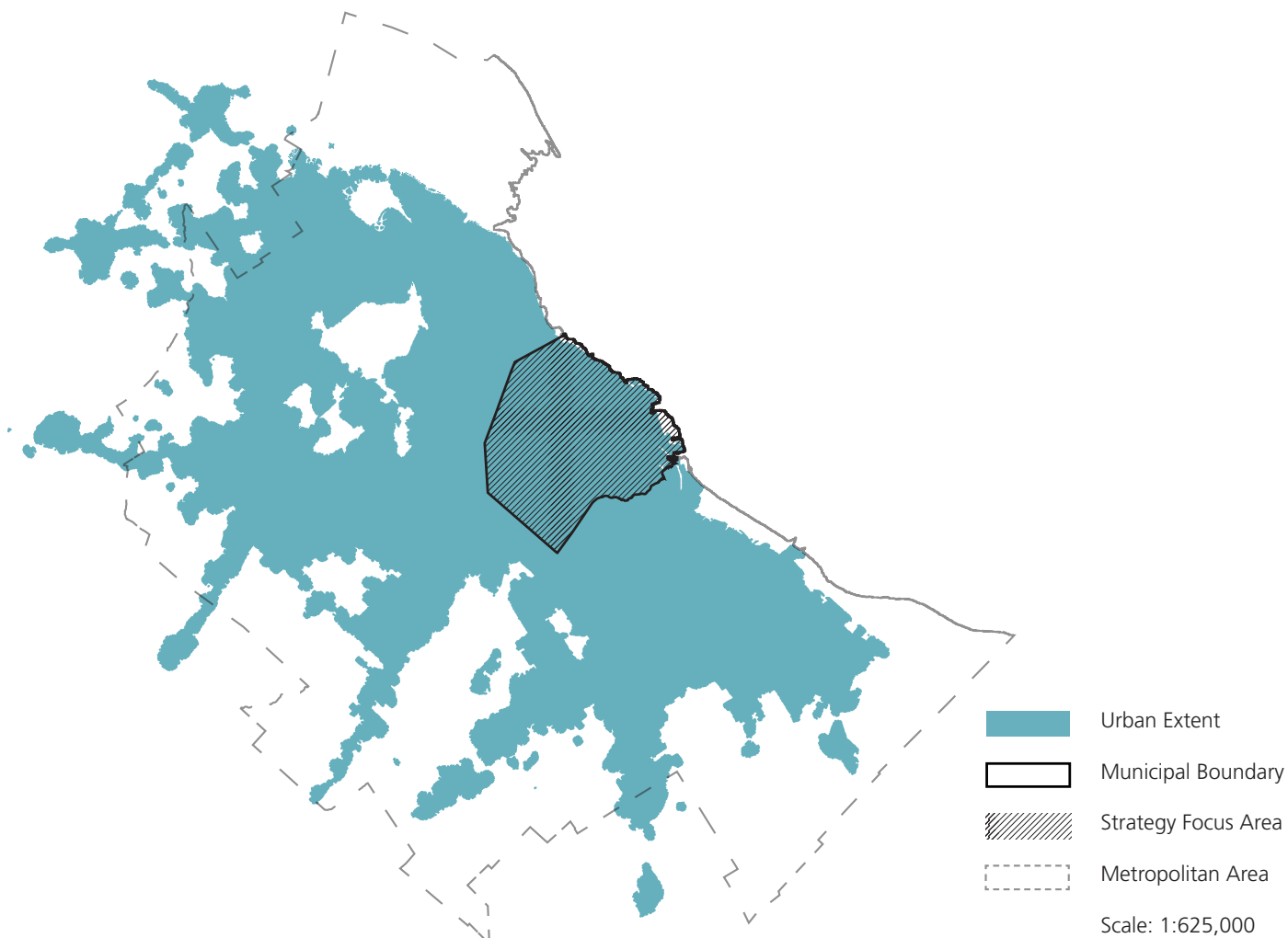


Mercat de Santa Caterina, Barcelona by John Weiss is licensed by CC BY-NC-ND 2.0

BUENOS AIRES

ARGENTINA

SUSTAINABLE MOBILITY PLAN



Steering Document
Sustainable Mobility Plan

City Population
2,890,151

Growth Rate
+0.59%

Thematic Focus
Sustainable Mobility, Streets

Metropolitan Population
14,988,171

Percentage of Public Green Space
8.9%

Scope
City of Buenos Aires

City Area
203 km²

Typology
Aligned
Government Led Strategy as Means

Strategy Area
203 km²

Responsible Entity
City of Buenos Aires

Metropolitan Area
4,758 km²

Timeframe
21 years

Density
13,680 inh/km²



Buenos Aires by Joseph Brent is licensed by CC BY-SA 2.0

3.20 BUENOS AIRES, ARGENTINA

3.20.1 Background

Buenos Aires, the largest city and capital of Argentina, is coextensive with the Federal District and is situated on the shores of Río de la Plata. The administration in Buenos Aires is split between the Federal Capital and the surrounding State of Buenos Aires, the latter having its capital based in La Plata. The multiplicity of municipal governments combined with different second-tier authorities makes coordinated action across the metropolitan area very difficult.

Buenos Aires is the country's chief point of consumption, processing, and shipping. Unlike much of the rest of the country, the city has a

varied economy, which helps it maintain a degree of stability despite the inflation that has often burdened the rest of Argentina. It is one of Latin America's most important ports and most populous cities, as well as the national centre of commerce, industry, politics, culture and technology.

Approximately three million people commute into the city each day (Cohen 1997). This has caused extensive traffic congestion and has led to an urban space heavily dominated by automobiles. The increase in motorized transport and urban development in the city has also contributed to the destruc-

tion of the natural environment. In 2013 the percentage of green public space was 8.9 per cent, and at present there is less than 2m² of green space per person.

Private transportation has also caused the decline of public spaces. This has resulted in the reduction of the pedestrian space, prevailing noise and road risk. Buenos Aires has since sought to increase urban mobility through the provision of safe and affordable public and non-motorized transport solutions.



Metrobus (BRT)

38 km extension in two years
 Saving travel time by 50%
 600,000 beneficiaries
 Annual reduction of 5612 CO₂ eq tons



Bicycles

110 Km on street protected bike lanes in three years
 Bike sharing: 31 stations, 80,000 users, 5,000 daily trips
 2,816 street bike parking spaces
 5,3349 loans for bike purchase



Central Area

2013: 50% of streets with pedestrian priority and a reduction of 48% of vehicles
 By 2015: 90% of streets with pedestrian and cycling priority and a 75% reduction of vehicles
 1, 000,000 beneficiaries
 50% noise and gas emission reduction

3.20.2 Buenos Aires Sustainable Mobility Plan

The Sustainable Mobility Plan was prepared by the Ministry of Urban Development of Buenos Aires City, with consultations from experts and inspiring practices from around the world (Cervero 2013). Four strategic objectives anchored the plan, these were (1) promoting healthy mobility, (2) road safety, (3) public transport priority and (4) transit re-arranging. It consisted of two programs divided into several development initiatives. Under the Priority of the Public Transport Program, the creation of an exclusive bus lane and adoption of the metro bus system was a primary focus.

The Sustainable Mobility Plan was informed by the Territorial Model Buenos Aires 2010-2060. This provided the land use planning model that determined the urban structure on which proposals for new green infrastructure were generated. Guidelines focused on creating a structure of green corridors and connectors that linked different levels of new and existing public green space, ensuring connectivity to recreational opportunities and expanding the natural environment. Three different scales of green public space system were proposed: the micro-urban scale or neighbourhood subsystem, urban scale subsystem and the metro-

politan subsystem. The urban scale subsystem was shaped by corridors which connected different types of green areas within the city. Encompassing the linear park this subsystem, which was projected on primary traffic routes, corridors that connected large scale parks with smaller green areas, and small pieces such as green roofs and vertical gardens which fulfilled the biological corridor function. The three proposed systems would generate a network of high quality, multi-purpose and interlinked open spaces.

The Sustainable Mobility Plan was prepared with the main goal of refocusing the value and use of public spaces, so that citizens could also use them as mobility areas. The Healthy Mobility Program envisioned embracing the use of ecological buses, a full integration of bicycle infrastructure into the city's street network and a greater amount of the city being pedestrian priority.

The Pedestrian Priority initiative brought public spaces to the forefront by trying to improve their conditions and accessibility. The main actions put in place were:

Enlarging sidewalks by improving their design, hence enabling accessibility and circulation

Limiting the accessibility of motorized transport

Leveling roadways and designing new sidewalk furniture

The initiatives undertaken by the government continually incorporated public participation through awareness campaigns, active opinion polling and the designated educational website.



Bike Lanes by Steve McDonald is licensed by CC BY 2.0

3.20.3 Evaluation

While the implementation of the plan is ongoing, the pedestrian priority programme has been carried out successfully across the city. Sidewalks were expanded to create shared spaces, 100 blocks of pedestrianized streets were created, 130 km of bicycle lanes were developed and 29 new bicycle (Ecobici) sharing stations were built. As a result, more than one million people walk and bike through the Microcentro (downtown area) every day. The number of cycling population has increased from zero percent to 5%. Additionally, new businesses and restaurants have opened, providing outdoor places and activities in a friendly urban environment.

The city has created the Metrobus corridor along the broad Avenida 9 de Julio, which provides high-capacity public transport into the city center as an alternative to car travel. A total of 56 km have been developed, benefiting 1,200,000 people so far. Further, a total of 86 blocks in the Microcentro are now restricted to cars.

As a result, the number of cars entering the Microcentro has plummeted by almost 86%, from more than 15,000 to just over 2,121 every day. The CO₂ emissions from traffic have been cut by 5,612 tons per year. This has boosted cleaner air and a healthier environment

for residents. There are also plans to incorporate the use of electric buses to accelerate the decarbonization of the public transport convoy. Additionally, there has been an increase in real estate prices, which reflects the enhanced living conditions in the city.

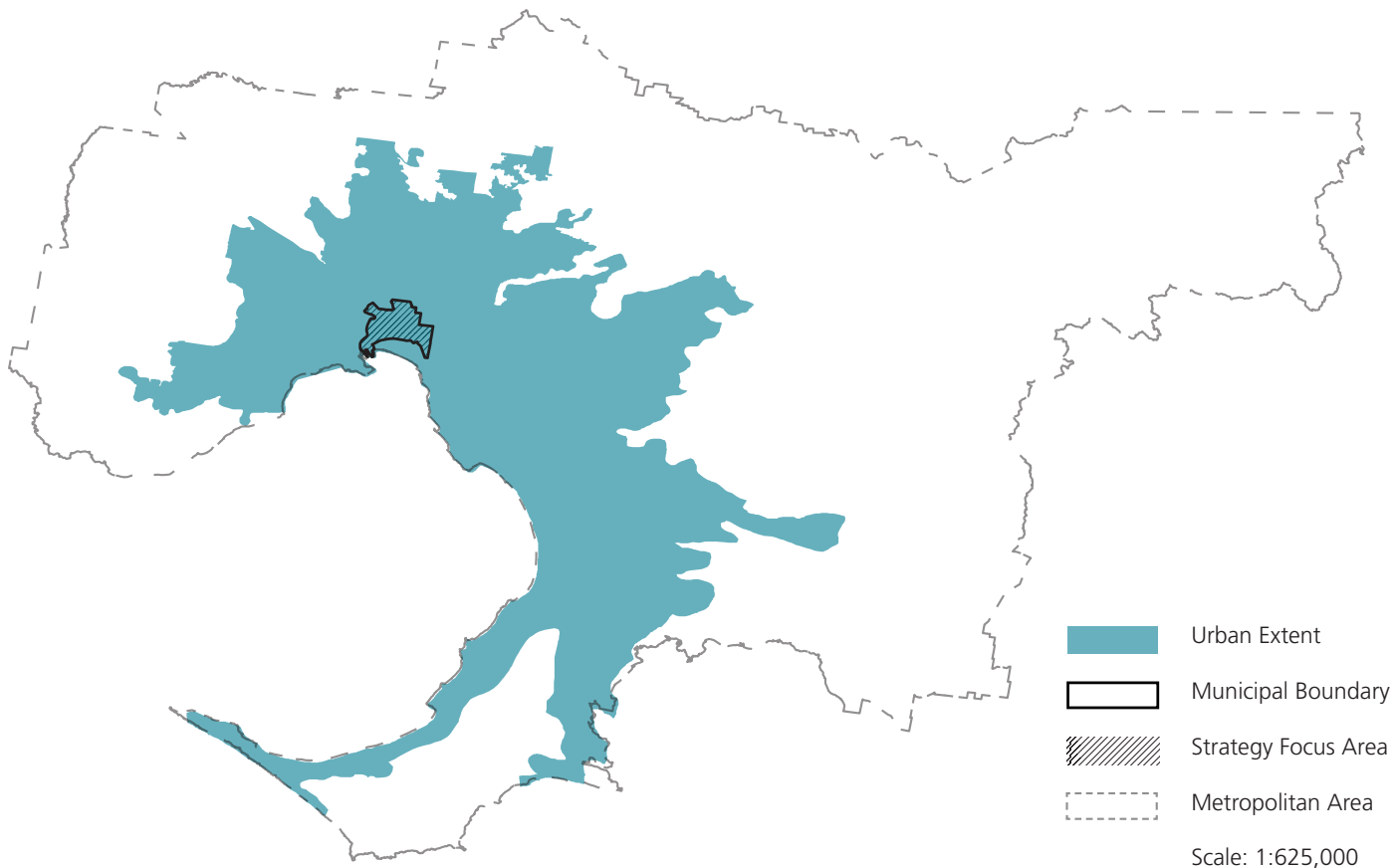


IMG_7557-LR by Carlos Amato is licensed by CC BY-NC-ND 2.0

MELBOURNE

AUSTRALIA

OPEN SPACE STRATEGY



Steering Document
Open Space Strategy

City Population
135,959

Growth Rate
+3.73%

Thematic Focus
Planning for Future Growth

Metropolitan Population
4,850,740

Percentage of Public Green Space
10.0%

Scope
Melbourne Municipality

City Area
36 km²

Typologies
Aligned
Government led strategy as an end

Strategy Area
36 km²

Responsible Entity
City of Melbourne

Metropolitan Area
9,993 km²

Timeframe
15 years

Density
485 inh/km²



Kids in Federation Square by Wendy Harman is licensed by CC BY 2.0

3.21 MELBOURNE, AUSTRALIA

3.21.1 Background

Melbourne is Australia's second largest city, and is located within the state of Victoria. The City of Melbourne is a very limited local government area within the much larger municipality of Melbourne. The city is approximately 37 km² and shares its borders with seven other councils. As elsewhere in Australia, there is no federal jurisdiction over local governments and each state or territory has its own legislation.

The City of Melbourne makes a major contribution to the Victorian and Australian economies. It accounts for 25% of Victoria's Gross State Product and 6% of Australia's

Gross Domestic Product. The biggest industry is the professional, scientific and technical services sector.

Around 75 per cent of the population of Victoria lives in Melbourne. Growth is expected to concentrate in urban renewal areas in the west and south of the municipality of Melbourne. The City of Melbourne is also taking steps to address climate change, working on the mitigation of urban heat islands and dealing with flash flooding.

The 148 sites in Melbourne's public open space network totals approximately 555 hectares and represents

almost 15 per cent of the total area of the municipality. A distinctive feature of Melbourne's public spaces are laneways, which began as rear access to properties that had frontages on main streets. These have been transformed into places of cultural and retail activity, with some being roofed over to form more formal arcades. As the city changes, these open spaces will have to adapt in order to maintain their role in shaping Melbourne's image and liveability. In order to address these issues the city of Melbourne formulated its Open Space Strategy 2012, focusing mainly on a better integrated and compact city (CoM 2012).

FIGURE 3: ACCESS & SPACES MAP



3.21.2 The City of Melbourne Open Space Strategy

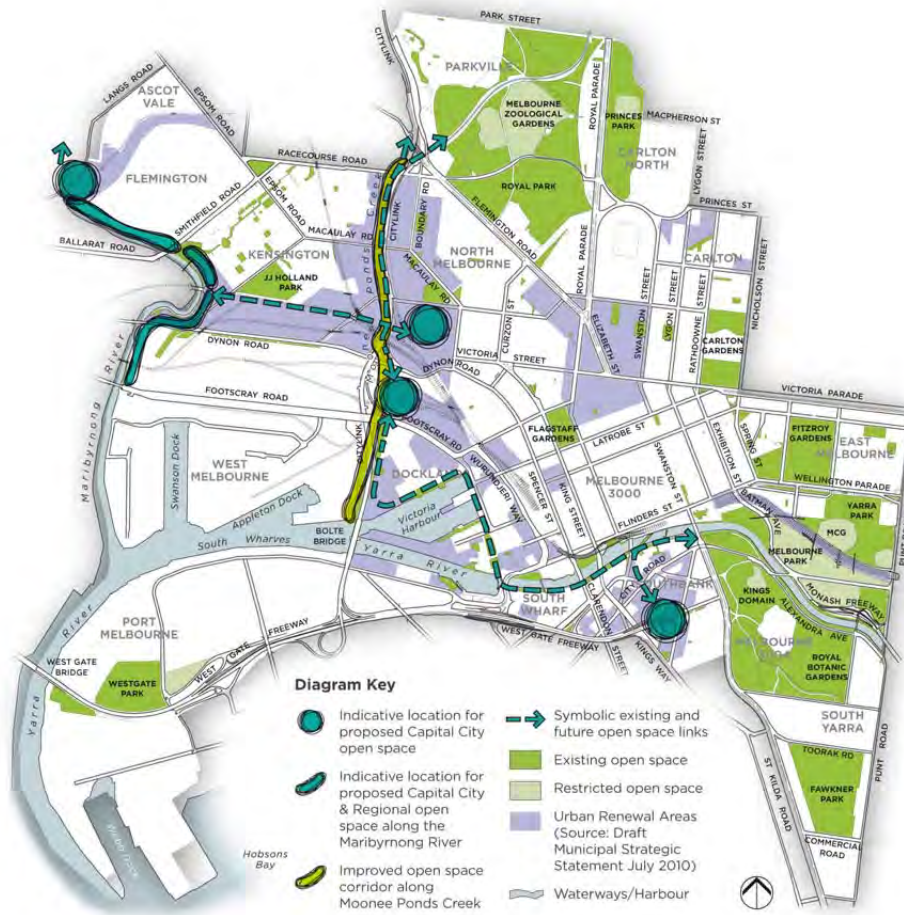
The City of Melbourne Open Space Strategy provides an overall direction for open spaces at a municipal level. A more detailed assessment of existing open spaces highlighting their intent, purpose and to forecast future change was done at precinct level. Open spaces at this level were recommended for upgrade, while other areas were proposed for new spaces. A final location of the proposed open spaces will be determined during the implementation and will be influenced by factors such as population growth, land acquisition opportunities, surrounding land use and urban land layout, open space design and community feedback.

Melbourne Municipality proposes to accommodate future population in multi-level buildings to enhance denser, better integrated and compact neighbourhoods that are walkable and promote mixed-use. It also advocates for public spaces that incorporate natural features and planting large canopy trees in streets (as outlined in the Draft Urban Forest Strategy), in order to help mitigate urban heat build-up. To this extent, the City of Melbourne prepared a City of Melbourne Open Space Strategy, in collaboration with Environmental and Land Management Pty Ltd. This strategy document was supported by the Open Space Strategy Technical Report,

containing technical research, definitions, analysis and recommendations for open space. The strategy document provides direction for open space in Melbourne for the next 15 years, with a clear framework plan and action plan.

A key objective of the strategy was to enhance the open space network and improve the proximity of these spaces to communities within walking distance, especially in areas where population growth was expected. Notably, the largest amounts of open space are located in the north and south-east of the city. However, the population growth is expected to be concen-

trated in urban renewal areas in the west and south of the municipality. A 500 meter walkable distance is used for state, capital city, regional, municipal and neighbourhood open space, and a 300 meter walkable distance is used for local and small local open space. Where such gaps exist, the proposal is for the Victorian government to procure them, which would also align with the objective of increasing green space by 7.6%.



City of Melbourne Open Space Strategy

3.21.3 Evaluation

The City of Melbourne is taking a leading role in the implementation of this strategy, which is to take place over a 15-year period. It outlines concrete projects as well as the funding and responsible parties required for their implementation. In addition to projects, the strategy includes complementary policies such as the requirement that an adequate share of land in urban renewal areas be set aside for open space. This alone has prompted a behavioural shift whereby planning for major new open spaces is occurring earlier in the development process. In this way the city envisages that major open spaces will be created through site redevelopment and the conversion of government land.

Over time the city intends to undertake a detailed investigation of the provision of new open spaces and improvement of the existing ones in the urban renewal areas. This will need to be harmonized with the implementation of the master plan and upgrading works for major parks. Their intent, purpose and possible future changes would be useful in suggesting which should be upgraded and where the creation of new open spaces for other areas should be proposed.

The strategy is aligned with the jurisdictional boundaries of the City of Melbourne. However, the area covered by these boundaries is very small relative to the size of the area that functionally constitutes Melbourne. The City of Melbourne has no jurisdiction over the vast suburbs and outlying precincts that cover more than 90% of metropolitan Melbourne and where higher population growth and open space demand are expected to occur. Moreover, most existing open spaces are located to the north and southeast of the city, whereas most population growth is expected to concentrate to the west and south of the city.



Melbourne Laneway by TC Photography is licensed by CC BY 2.0

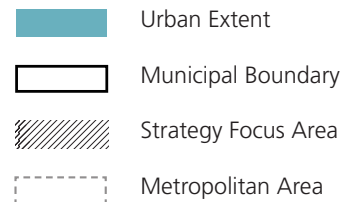
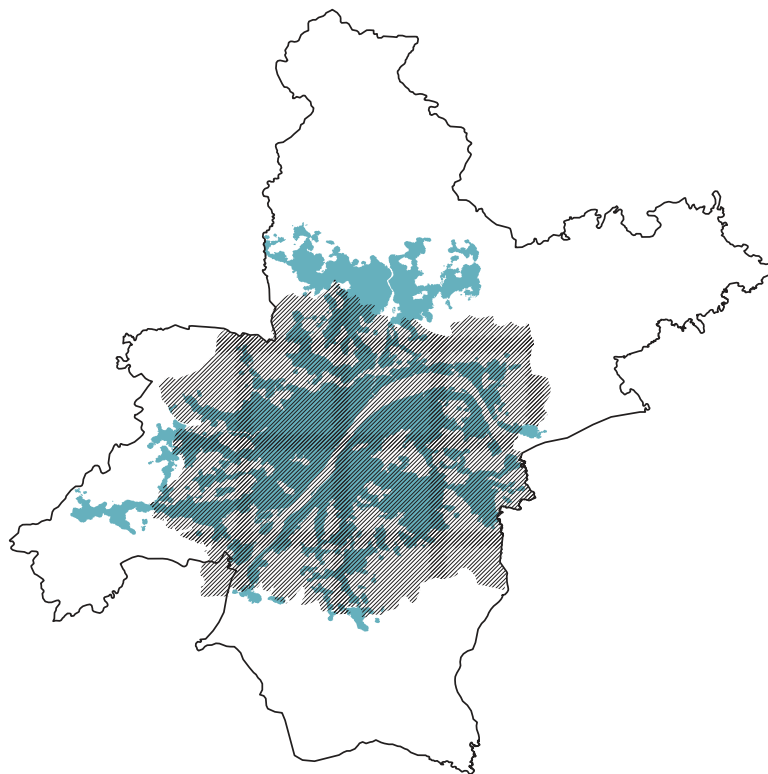
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GROUP THREE: STRATEGIES SMALLER THAN MUNICIPAL BOUNDARIES

WUHAN

CHINA

OVERALL CITY PLANNING OF WUHAN 2010-2020



Scale: 1:1,000,000

Steering Document

Overall City Planning of Wuhan

City Population

7,980,000

Growth Rate

+1.07%

Thematic Focus

Land Use and Zoning, Environmental Conservation, Transportation

Metropolitan Population

10,607,700

Percentage of Public Green Space

Not yet calculated

Scope

Central Metro Region of Wuhan

City Area

8,494 km²

Strategy Area

3,338 km²

Typologies

Nonaligned (strategy smaller than city)
Government led strategy as means

Metropolitan Area

8,494 km²

Responsible Entity

City of Wuhan

Density

1,200 inh/km²

Timeframe

10 years



Wuhan by Jiaxuan is licensed by CC BY-ND 2.0

3.22 WUHAN, CHINA

3.22.1 Background

Wuhan, capital of Hubei province, covers an area of 8,500 km² and has around 9 million permanent inhabitants. It is renowned for its history and culture, scientific research, education centers, and traffic and communication terminals. It will have a population of approximately 12 million by 2020.

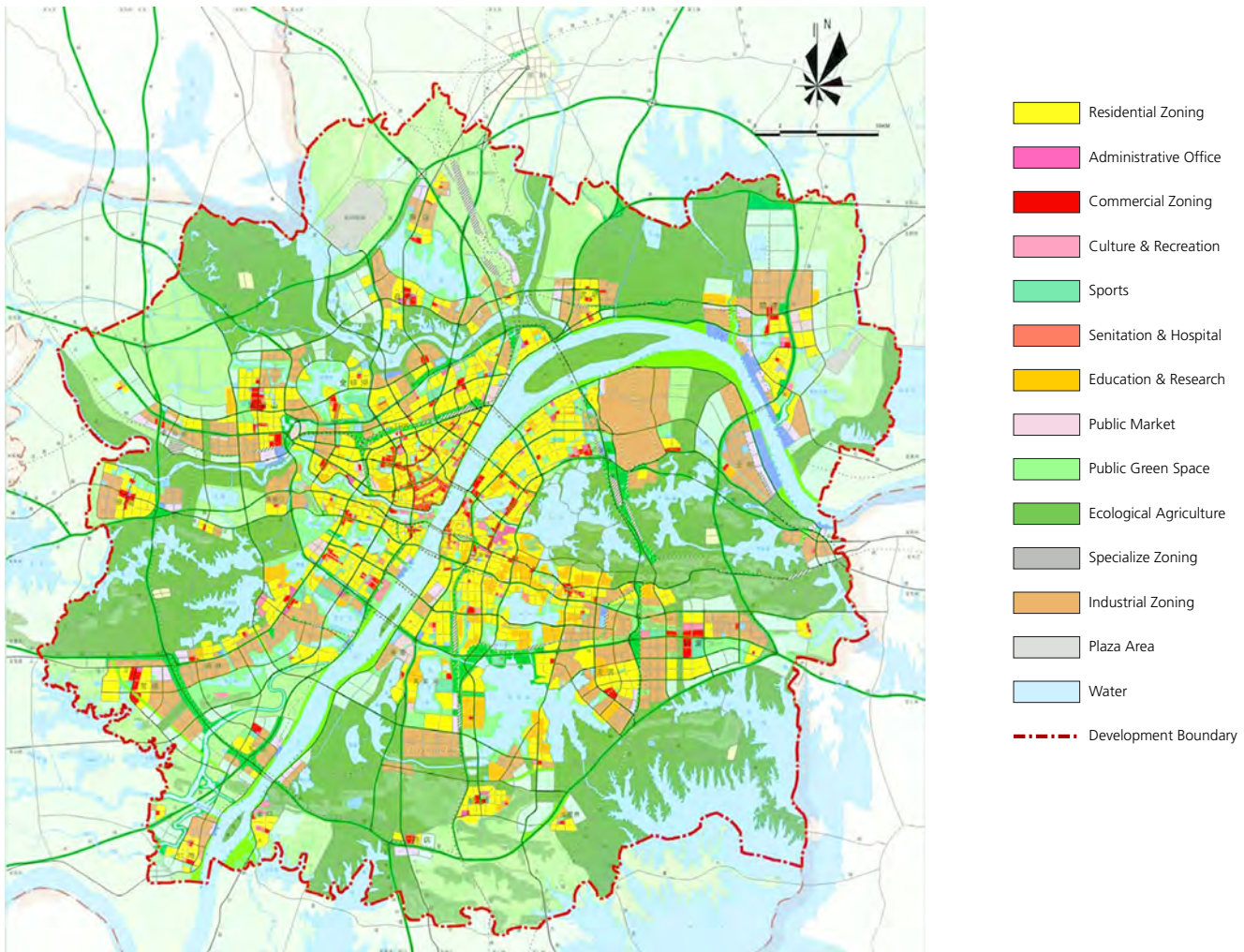
Wuhan is an inland city located at the intersection of the Yangtze River and its largest tributary, the Han River. Historically it has been a crucial thoroughfare to China's nine central provinces. This is an important factor contributing to the city's ambition for development and maintaining its role as a hub for

railway, road and water transportation.

The local Communist Party of China (CPC) led by the Wuhan CPC secretary regulates the municipal government. The local CPC oversees the administration of orders and a standing committee of the Municipal People's Congress in making policy decisions.

Rapid urbanization has added to environmental problems facing the city. Wuhan has previously been known as one of the four famous 'stoves' in China because of the intense urban heat island effect, which frequently brings summer

temperatures to as high as 35°. The city's lakes, ponds, arable land and forests are being infringed upon, while open green space in the central city is decreasing.



Urban Development Zoning Plan

3.22.2 Overall City Planning of Wuhan

Based on the Overall City Planning of Wuhan, Wuhan city government established several plans to optimize the metropolitan center of Wuhan city. These included reducing the density of old town population, expanding the green area and public space, focusing on building public infrastructure, protecting the historical and cultural blocks and their surrounding environment, preserving the surrounding natural environment, and strengthening the urban industries that have high employment rate and low pollution.

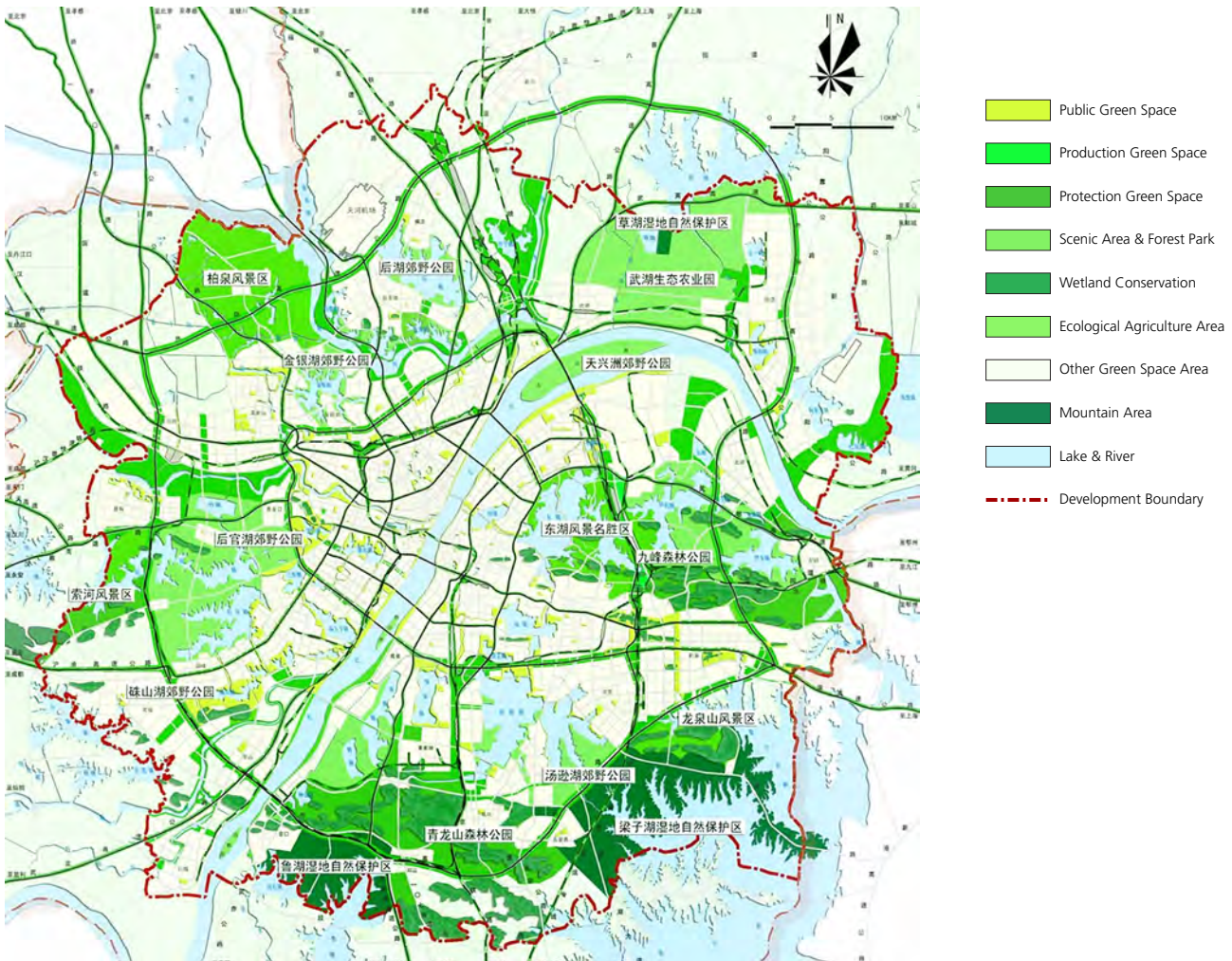
The strategy document notes the Yangtze River, Hanshui and 318 National Highway, Wuhuang Highway

and Hanshi Expressway as the main urban development axes. An emphasis is placed on a “multi-heart” spatial structure with focus on the riverside as a component of this.

Besides the general direction of the plan, Wuhan city also intended to establish a relatively independent urban functional system at the base of the natural separation of the town. Taking advantage of the Yangtze River, Hanjiang River, the central metropolitan region of Wuhan will be divided into three separate districts which are Hankou, Hanyang and Wuchang.

Hankou district will have approximately 1.5 million inhabitants and 116 square kilometers constructible land. The primary focus of this district is to develop an economic and financial system that serves and provides for all of central China. Hanyang district will have about 1 million inhabitants with 103 square kilometers of constructible land. Developing advanced manufacturing, hosting international events and exhibitions, promoting tourism and human settlement are the main concentrations of the upcoming plan.

Among all three districts, Wuchang will have the most significant pop-



Urban Green Space Development Plan

ulation and constructible land, 2.5 million inhabitants and 231 square kilometers according to the plan. This district will function as the hub of education, technology and economy. More importantly, the Hubei Province government will be allocated here.

The ecological framework concerns many aspects of Wuhan and its surroundings, such as low-density construction zones, urban green space, mountain ranges, water resource, agriculture field and forest.

Wuhan city government has created several principles towards environmental conservation, in-

cluding a continuing focus on ecological preservation and restoration, increasing the overall environmental quality, improving the sustainability of city development, forming a diverse green space system and strengthening the regulations of pollution control.

Improvements to the effectiveness of green space area and the quality of the living situation for residents are the primary goal of the planning document. To establish a three-dimensional ecological green space system, the city of Wuhan aims to expand the field of green land and improve the construction quality of landscape architecture projects, as

well as focus on large scale green space planning. By 2020, the government aim to achieve 16.8 square meters of per capita green space in the built-up area, 38% of green space, and 45% of green coverage. Therefore, enabling the city of Wuhan to achieve the national green space planning standard of half a kilometer distance to green coverage, one kilometer distance to green space and two kilometer distance to a natural water resource.



The Wuhan TV Tower and Changjiang Bridge. by Matthew Stinson is licensed by CC BY-NC 2.0

3.22.3 Evaluation

Wuhan's master plan is in the seventh round under the aegis of the Municipal Planning Institute. As a document Overall City Planning Wuhan 2010-2020 is wide-ranging and encompasses various aspects of Wuhan's physical, social and economic development. Strategically, it covers a large proportion of the built area of the city; however, there are large portions of land inside of the municipal boundary that are not addressed, lessening the potential the plan has to impact new urban growth. Public open space is addressed primarily in Chapter 4: Ecological Environment Protection and Construction. Throughout the

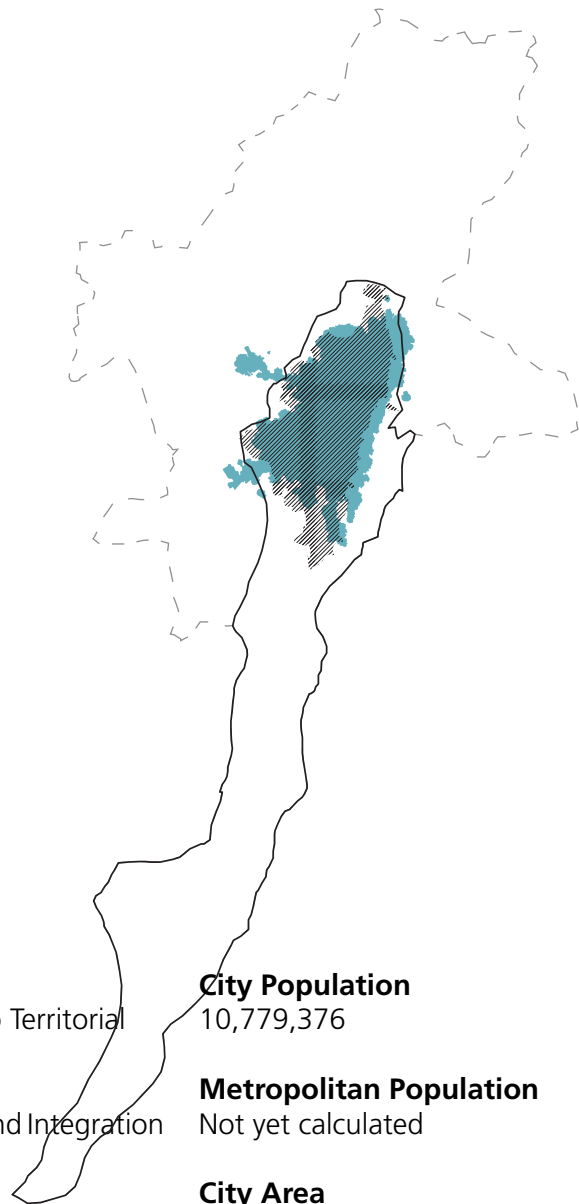
document green and open space is also addressed in conjunction with several other goals, such as urban layout and residential development. It is clear that public spaces related to ecological restoration and conservation are valued in the plan, and an ecological framework of six green 'wedges' is proposed: Dadonghu, Wuhu, Fuhe, Houguan, Qingling and Tangsong. One of the goals states that public access to the riverside in the old city should be upheld as well as maintaining its quality and increasing public green space in residential areas is also a focus. However, the plan provides little in the way of measurable indicators and rules for use, two

areas that could strengthen the success of understanding the impacts of the strategy for Wuhan as it develops.

BOGOTÁ

COLOMBIA

PLAN DE ORDENAMIENTO TERRITORIAL



- Manjil Purohit
Urban Extent
 - Municipal Boundary
 - Strategy Focus Area
 - Metropolitan Area
- Scale: 1:1,000,000

Steering Document
Plan de Ordenamiento Territorial

Thematic Focus
Sustainable Mobility and Integration

Scope
City of Bogotá

Typologies
Nonaligned (strategy smaller than city)
Government led strategy as means

Responsible Entity
City of Bogotá

Time frame
Ongoing since 2000, with revisions
in 2004 and 2014

City Population
10,779,376

Metropolitan Population
Not yet calculated

City Area
1,587 km²

Strategy Area
349 km²

Metropolitan Area
Not yet calculated

Density
4,310 inh/km²

Growth Rate
+2.65%

Percentage of Public Green Space
4.9%



Bogota, Colombia by Pedro Szekely is licensed by CC BY-SA 2.0

3.23 BOGOTÁ, COLOMBIA

3.23.1 Background

Bogotá is the economic and administrative capital of Colombia. The urban area covers 384 km², extending beyond the district limits in order to meet the influx of people. The city has to be planned around common purposes of supra-municipal interests, taking the Bogotá river as a territorial axis, and preparing the normative conditions and physical supports (as infrastructure and regional parks) to generate approximately 900 mil houses in projects that are included in the general development and are in harmony with the natural environments. The city has more than 123,000 hectares of rural land (75% of its territory) most of which constitute extensive for-

est reserves, moors and landscapes that promote water protection. The city of Bogotá has more than 785.000 businesses register in the chamber of commerce, of which 31 per cent are focused on trade, 12.5 per cent are industry-based and the remaining 10 per cent are scientific and technical in nature.

Bogotá is a highly socially segregated city where the effects of crime and violence, particularly high in the mid-1990s, have impacted on its urban development. During the late 1990s faced economic recession, and population growth put pressure on the city's inadequately equipped infrastructure. However,

in 1999, the administrations of Mayors Mockus and Peñalosa spearheaded a transformation geared towards urban mobility, the promotion of people-oriented transport and improved public space systems. The TransMilenio rapid bus transport system opened in 2010 and covers a range of 114 kms. In regards to the working commute, 33 per cent of users based in Bogota use the Transmilenio, 24 per cent use the Integrated System of Public Transport (SITP), 15% use the bus and 14% use private vehicles.

3.23.2 Plan de Ordenamiento Territorial of Bogotá

The Plan de Ordenamiento Territorial (POT) is a technical planning instrument, typically spanning a period of 12 years, provided by Colombia to its municipal authorities. Bogotá formulated and adopted its own POT in the year 2000. The POT was the master plan for land use structure, covering social, economic and environmental aspects of the city. (Planning Secretariat Bogotá 2013). The plan provided a basis for development in the City. It aimed to achieve these goals by focusing on efficiency of the use of public transportation and environmental sustainability. Hence, the introduction of the Transmilenio transport system.

The Transmilenio bus rapid transit system was launched in 2000 with more than 1,000 buses carrying about 1.6 million commuters per day using exclusive lanes throughout the city. The commuters board on elevated platforms using contactless smart cards. The system connects to a feeder system of 400 additional buses and cycle paths. The BRT follows the model of Curitiba, and similar bus networks have spread throughout Latin America. The public space system consists of the district parks and the public pedestrian spaces.

The Transmilenio system provided free, equal and accessible services

to everyone and it featured a new network of pedestrian overpasses, sidewalks, and bikeways to revitalize open spaces providing functional services such as road network, equipments, open spaces and public utilities. Bogotá's 300-km cycle network is one of the most extensive in the world. On Sundays and holidays, main streets turn into recreation space as part of its "Ciclovía" program, which attracts thousands of cyclists, runners, and pedestrians to the city center.

The public spaces policy acknowledges that the city requires additional green spaces, especially in low income areas, and therefore es-

3.23.3 Evaluation

The POT helped prioritize resource allocation in Bogotá and improve the quality of life of its residents. In particular the local government has prioritized investment in open public spaces and streets and as a result:

Transformation of Avenida Jimenez, a central boulevard in the historic city center into a leisurely walkway

Maintenance of the façades in the historic areas of the center as well as the renovation of the Santa Maria bullfighting ring

Rejuvenation of plazas whereby on weekends and special occasions, these plazas hold performances and host different types of markets which showcase dynamic experiences

Creation of Simon Bolivar Park, an area previously overrun by crime and drugs, and the revitalization of more than 1,200 parks

Coordination of events like 'Rock and Opera In The Park' and street theater that congregate people from all social strata. The residents gather in bicycle paths, parks, and public libraries

Transformation of parking lots into public space

Building and reconstructing hundreds of kilometers of sidewalks, bicycle paths, pedestrian streets, and greenways

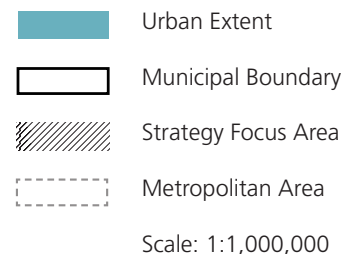
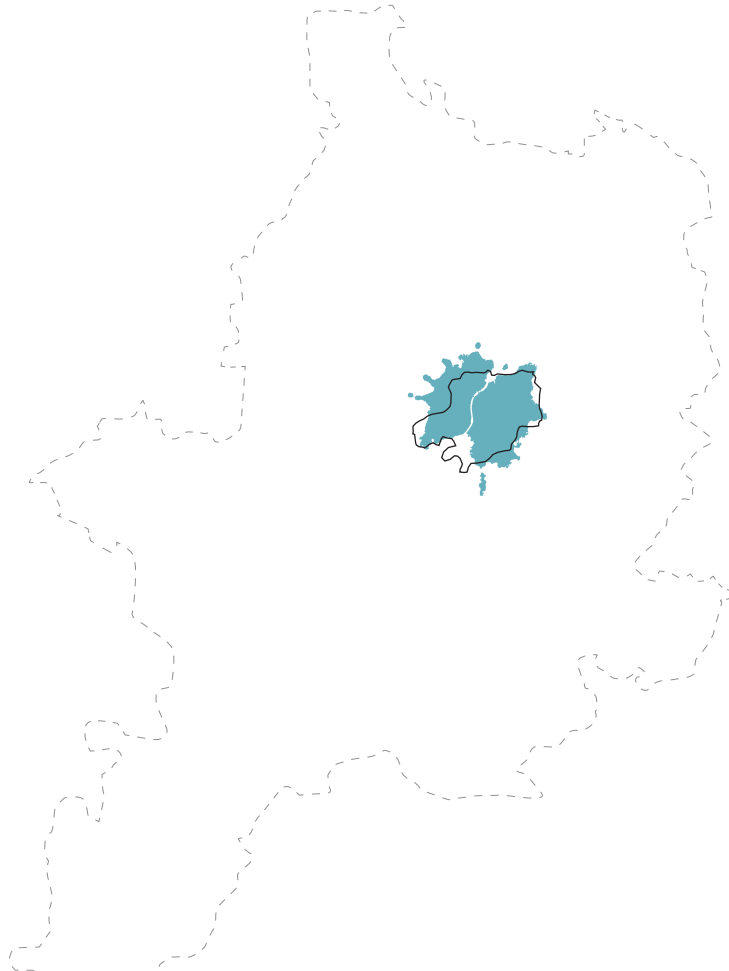


Bogota, Colombia by Pedro Szekely is licensed by CC BY-SA 2.0

AHMEDABAD

INDIA

SABARMATI RIVERFRONT MASTER PLAN



Steering Document

Sabarmati Riverfront Master Plan

City Population

5,633,927

Growth Rate

Not available

Thematic Focus

Riverfront, public space restoration

Metropolitan Population

4,850,740

Percentage of Public Green Space

Not yet calculated

Scope

Sabarmati Riverfront

City Area

464 kkm²

Typologies

Nonaligned (strategy smaller than city)
Network led strategy as an end

Strategy Area

2 km²

Responsible entity

Sabarmati Riverfront Development Corporation Ltd.

Metropolitan Area

464 km²

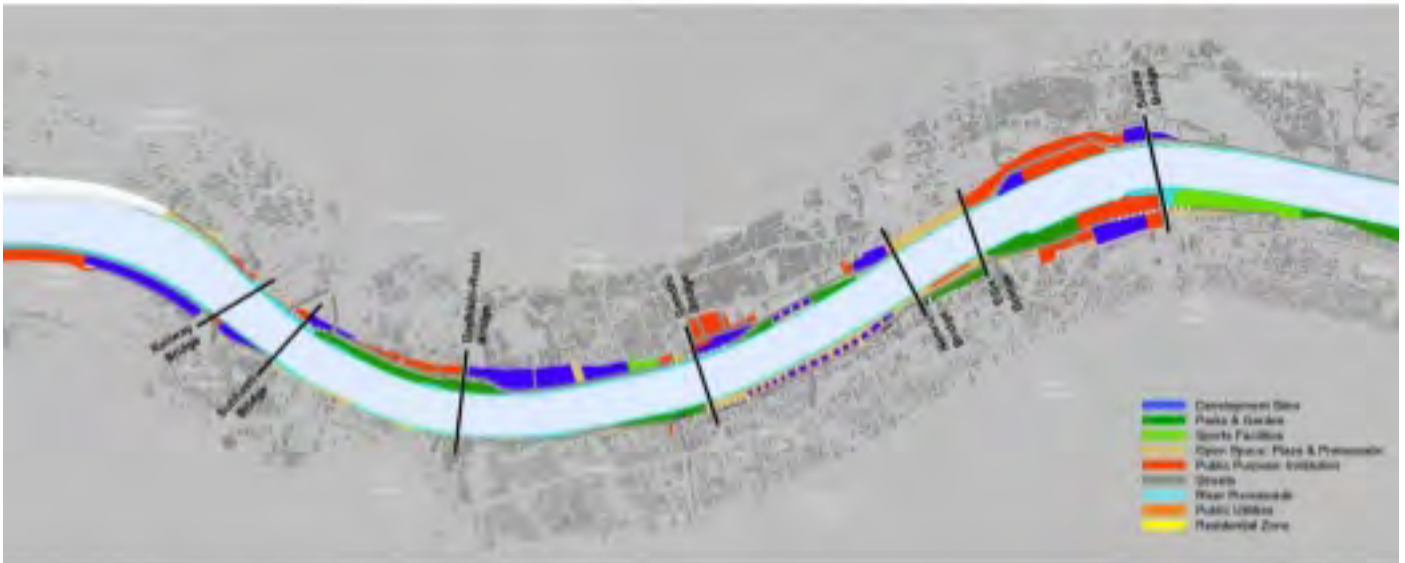
Density

9,900 inh/km²

Time frame

2005 onward

LAND USE MAP



Sabarmati Riverfront Master Plan

3.24 AHMEDABAD, INDIA

3.24.1 Background

Ahmedabad is the largest city and former capital of the Indian state of Gujarat. The Ahmedabad Municipal Corporation is responsible for the civic infrastructure and administration of the city.

The textile industry was pivotal to the city's development in the 19th century. Ahmedabad is the second-largest producer of cotton in India, while pharmaceuticals, construction and textiles are also key players in the economy. The town contributes 14% of the total investments in all stock exchanges of India. The Sabarmati river has been an integral part in the life of Ahmedabad. Besides being an im-

portant source of water, it has provided a backdrop to cultural and recreational activities. Historically, during the dry season, the river bed became a place for farming, which eventually spawned various other informal economic activities along the river banks, and, ultimately, informal squatter settlements.

Gradually increasingly intensified uses have taken their toll on the river. Untreated sewage flows in through storm water outfalls, and, along with the dumping of industrial waste, now poses a major health and environmental hazard. The riverbank settlements are prone to floods and lack basic infrastruc-

ture facilities. Planned riverfront development, to the extent that it took place at all, is insufficient. Such conditions made the river inaccessible and made it a virtual divide between the two parts of the city. Slowly, the city turned its back towards the river.

There had been long-standing acknowledgement that the riverfront might be transformed from its undesirable state into a major urban asset. Proposals to achieve the same had been made since the 1960s, but it was not until 1998 that the city envisioned and undertook the Sabarmati Riverfront multi-dimensional project.



Sabarmati Riverfront, Ahmedabad by Emmanuel Dyan is licensed by CC BY 2.0

3.24.2 Sabarmati Riverfront Master Plan

The Riverfront project aimed not only to protect the city from flooding, but to create a public edge to the river on the eastern and western sides of Ahmedabad.

By channeling the river to a constant width of 263m, riverbed land was reclaimed and created 11.25 kms of public riverfront on both the banks. The total land reclamation was 203 hectares. More than 85% of the land made available was allocated for free and open public use. This included more than 20 km of pedestrian promenades on each bank and a 29 km long road network that made the riverfront easily accessible and well

connected to the surrounding areas and the city as a whole.

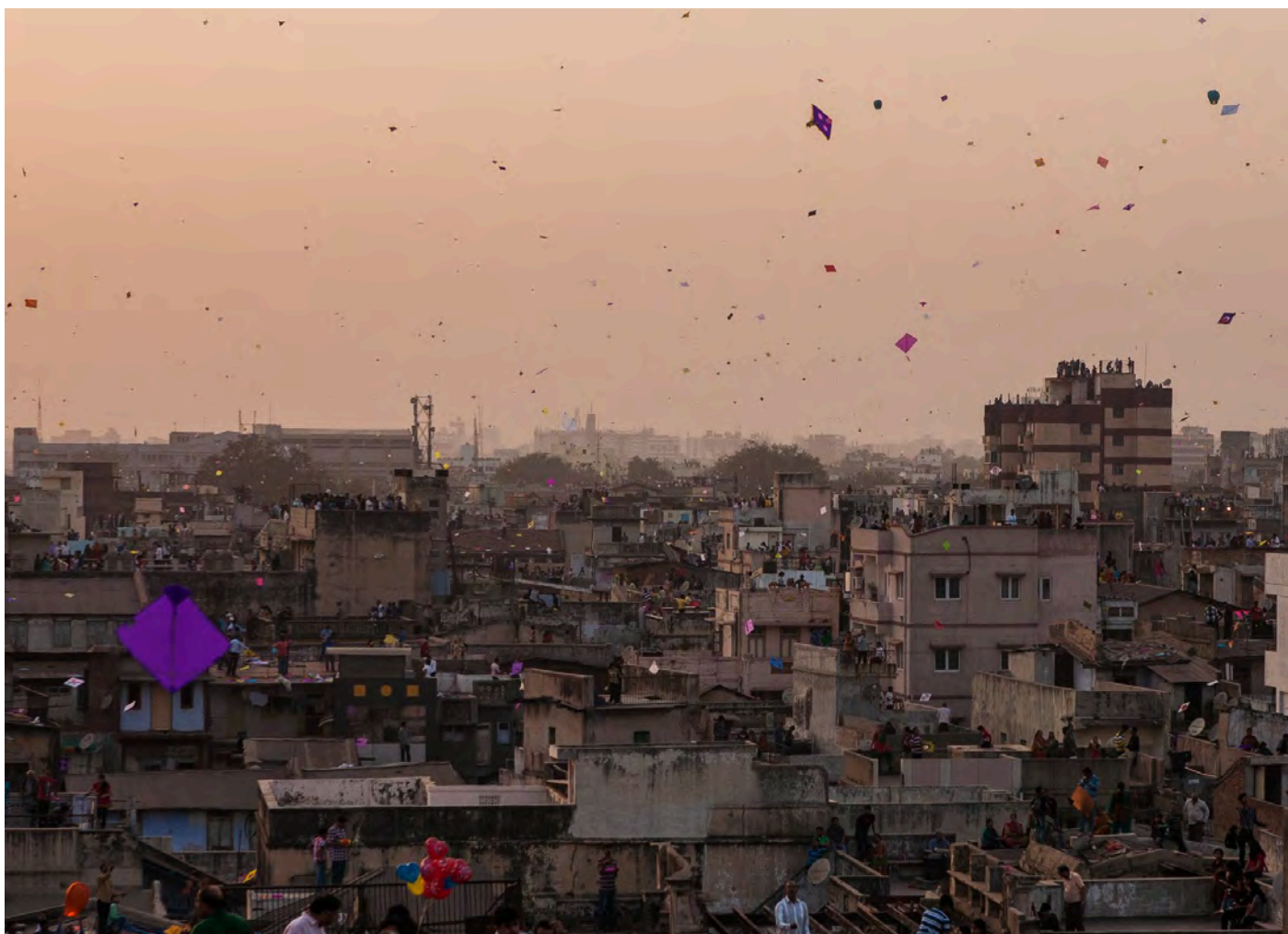
The main considerations in allocating land uses for the reclaimed portions were: existing land uses along the river; extent, location and configuration of reclaimed land available; potential for development; the structural road network and form of the city; bridges proposed in the Ahmedabad development and the possibility of providing adequate infrastructure.

The key feature of this project is a two-level, continuous promenade. The lower-level promenade is built just above the water level to serve

pedestrians and cyclists, and to provide access to the water. The upper level promenade shall host a variety of public features at the city level.



in-gu-ahmedabad-sabarmati by Jacques Beaulieu is licensed by CC BY-NC 2.0



Sky filled with kites in Ahmedabad by Sandeep Achetan is licensed by CC BY-NC-ND 2.0

3.24.3 Evaluation

The Sabarmati Riverfront Master Plan was a massive undertaking that has successfully reclaimed a large area of public space in the city of Ahmedabad. Official documentation of the project's implementation is generally centered on results rather than process. Having a sense of the steps undertaken to produce the strategy would allow for a more complete evaluation.

The implementation of the master plan has effectively incorporated the needs and wellbeing of its neighbouring residents by embedding its infrastructural works related to vending, environmental improvement and waste manage-

ment in local cultural values. However, its size is relatively small to be considered city-wide. Moreover, the intensity of engineering and infrastructural investment that it required may not be easily replicable in other contexts or cities.

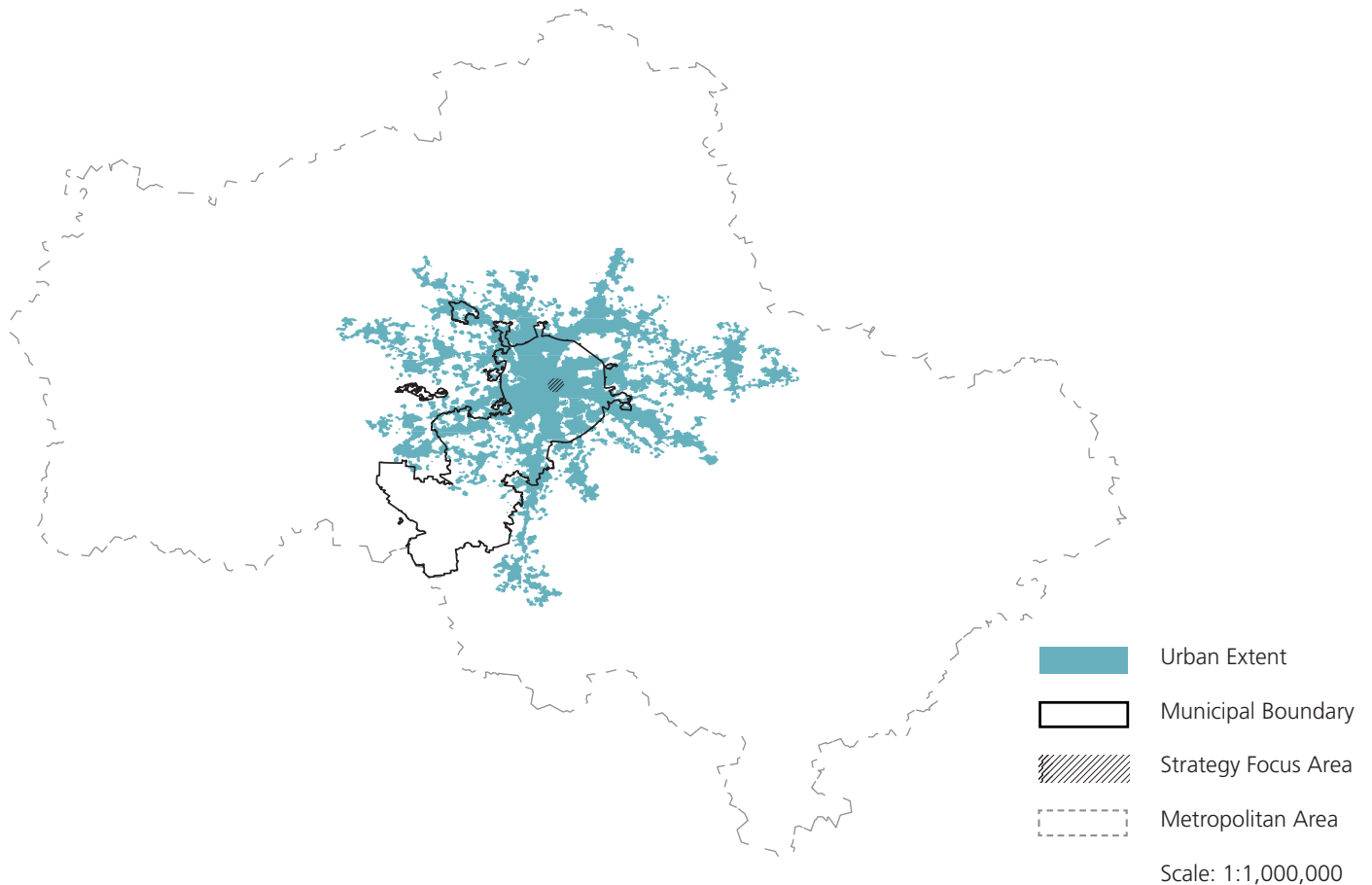


View of Sabarmati Riverfront in Ahmedabad by Manjil Purohit is licensed by CC BY-SA 3.0

MOSCOW

RUSSIA

TOWARDS A GREAT CITY FOR PEOPLE



Steering Document

Towards A Great City for People

City Population

12,476,171

Growth Rate

+0.9%

Thematic Focus

Mobility, Heritage Preservation

Metropolitan Population

16,855,000

Percentage of Public Green Space

18.0%

Scope

City of Moscow

City Area

2,511 km²

Typologies

Nonaligned (strategy smaller than city)
Government led strategy as an end

Strategy Area

17 km²

Responsible Entity

Gehl Architects

Metropolitan Area

5,698 km²

Timeframe

TBC

Density

3,000 inh/km²

3.25 MOSCOW, RUSSIA

3.25.1 Background

Located along the Moskva River at the centre of European Russia, Moscow is the capital and largest city of Russia. Moscow, a federal city within Russia, is divided into 12 administrative areas (okrugs) which are themselves divided into districts. Along with Saint Petersburg, Moscow's administration is detached from that of its province.

The city's financial and research-and-development sectors, as well as its engineering and manufacturing sectors, are among the country's most advanced. It is well known for its rich and varied cultural history, becoming a UNESCO Natural and Cultural World Heritage Site in 1990. Interlaced by forests, rivers and canals, Moscow is

home to Izmailovo Park, one of the largest urban parks in the world.

In 2012, by annexing 21 municipalities that were part of other districts in the surrounding region, Moscow changed its boundaries with a consequent doubling in area and even larger proportional increase in population added (UNDP 2007). The layout of the core city is radial, with a garden ring road surrounding the city center and a smaller boulevard ring circumscribing its downtown. In the past this layout has positioned the city's public spaces within walking distance of most residents. However, the benefits of concentric growth have their limits. The increasing ownership and use of

automobiles and influx of new car-centric developments have resulted in the increased use of space for parking, which have severely eroded the possibility and quality of walking and relaxation in those same spaces. Traffic congestion has also complicated these spaces' accessibility in the first place (United Nations 2016).

To capitalize on the immense potential of its public spaces, the city government Minister for the Environment, Anton Kulbachevskiy, commissioned a public space/public life survey and analysis from Gehl Architects. The result was a strategy entitled Towards a Great City for People.

3.25.2 Moscow Strategy on Walkability, Public Space Redevelopment, and Heritage Preservation

The strategy focused on the streets, squares and parks of Moscow. It brought into attention the lack of mobility between and accessibility of public spaces, mostly due to the majority of street width and square area being allocated to vehicular traffic and parking. The document's diagnosis is that most public spaces in Moscow were planned with too little consideration of the human scale, an assumption of monofunctionality and no design consideration for activities in the spaces in between buildings. Subsequently the strategy recommends interventions that improve the orientation of public spaces toward people.

The strategy recommends that Moscow take advantage of its unique green assets by highlighting and investing in its characteristic rings, distinctive boulevards of relatively low-rise form and historical waterfront. It also highlights the potential of the city structure itself to align green corridors with different land uses and activities.

Specific recommendations include balancing the street layout, upgrading pedestrian streets, enhancing the streetscape with attractive and scenic programmatic elements, connecting pedestrian networks to the waterfront and parks and converting parking lots into attractive public places.



889 by Sergey Norin is licensed by CC BY 2.0



Arbat by Puno 3000 is licensed by CC BY-NC-ND 2.0

3.25.3 Evaluation:

Towards a Great City for People does not provide detailed project implementation plans, as it only provides strategic advice for implementation in similar places within the city. However, the Moscow government has adopted its recommendations, and—again through different external consultants—have so far succeeded in implementing the following:

Increased and improved walking space on streets through the 'My Street' programme, which has involved street reconstruction, sidewalk widening, building façade repair, bike path construction and street

furniture installation

Increased number and duration of visitors to Gorky Park through a revitalization of infrastructure for strolling, sport, work, culture and leisure

Transformation of the four-lane road at Krymskaya Embankment into a landscape park that connects Gorky Park with Krymsky Bridge and provides programmatic diversity (e.g. pavilions for art exhibitions and dedicated zones for winter sports)

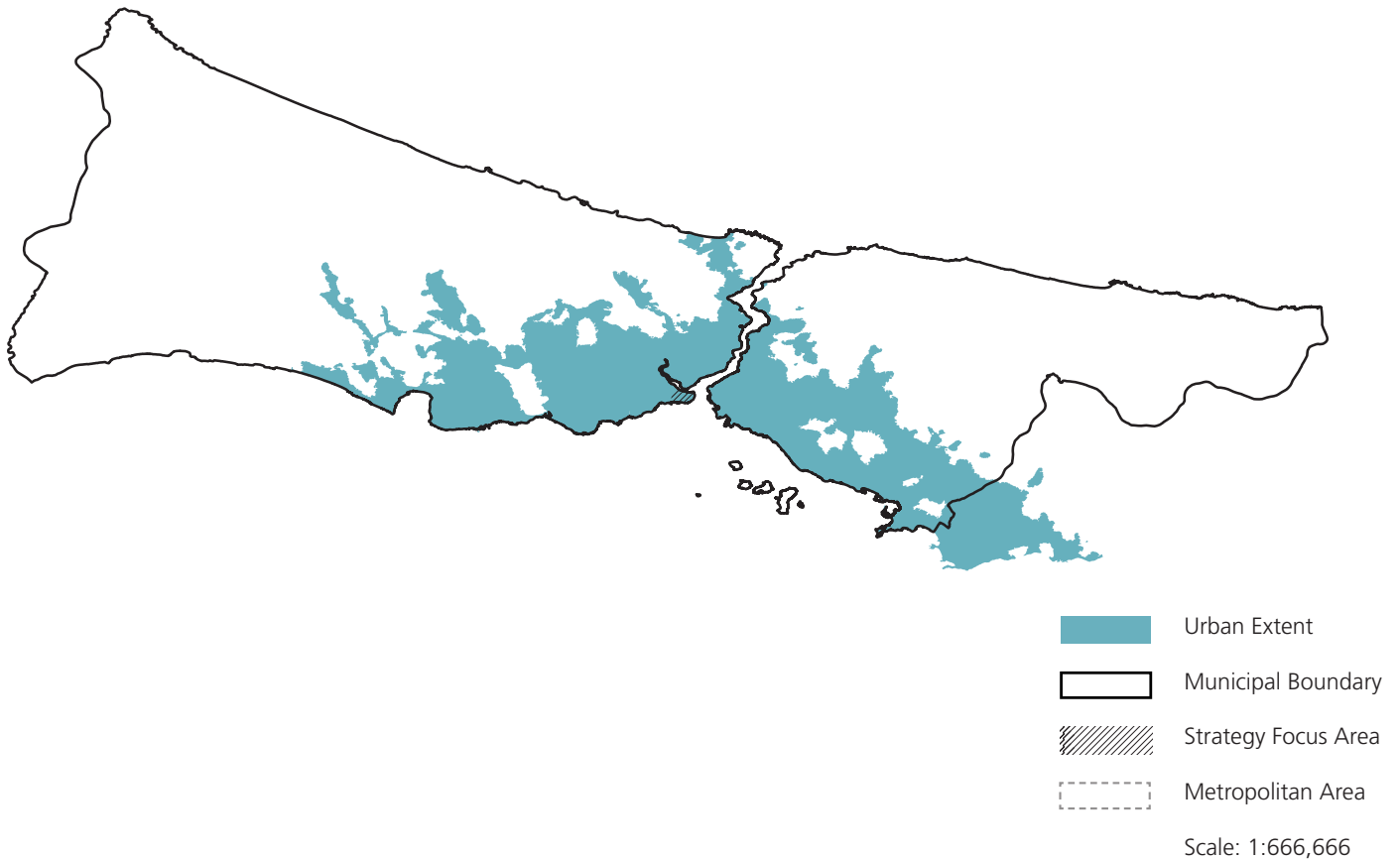
Formulation of public space policies and standards including the enforcement of parking bans in specific streets

Nevertheless, the scale of the area covered by the strategy remains quite small relative to the size of the city as a whole. Whether the policies and standards popularized by this strategy have knock-on effects in other neighbourhoods through Moscow remains to be seen.

ISTANBUL

TURKEY

STRATEGY ON WALKABILITY AND HERITAGE PRESERVATION



Steering Document

Strategy on Walkability and Heritage Preservation

Thematic Focus

Walkability, Heritage Preservation

Scope

Neighbourhood

Typologies

Nonaligned (strategy smaller than city)
Network led strategy as an end

Responsible Entity

Gehl Architects

Timeframe

Not included

City Population

15,029,231

Metropolitan Population

15,029,231

City Area

1,539 km²

Strategy Area

5 km²

Metropolitan Area

5,343 km²

Density

2,813 inh/km²

Growth Rate

+3.45%

Percentage of Public Green Space

2.2%



Strategy on Walkability and Heritage Preservation

3.26 ISTANBUL, TURKEY

3.26.1 Background

Istanbul encompasses a very large area at a strategic location on the triangular peninsula between Europe and Asia. Istanbul is Turkey's largest port and a hub for the country's industrial production. Textiles, food processing, cement and glass are the city's main areas of manufacture and tourism is also a growing source of income for the city.

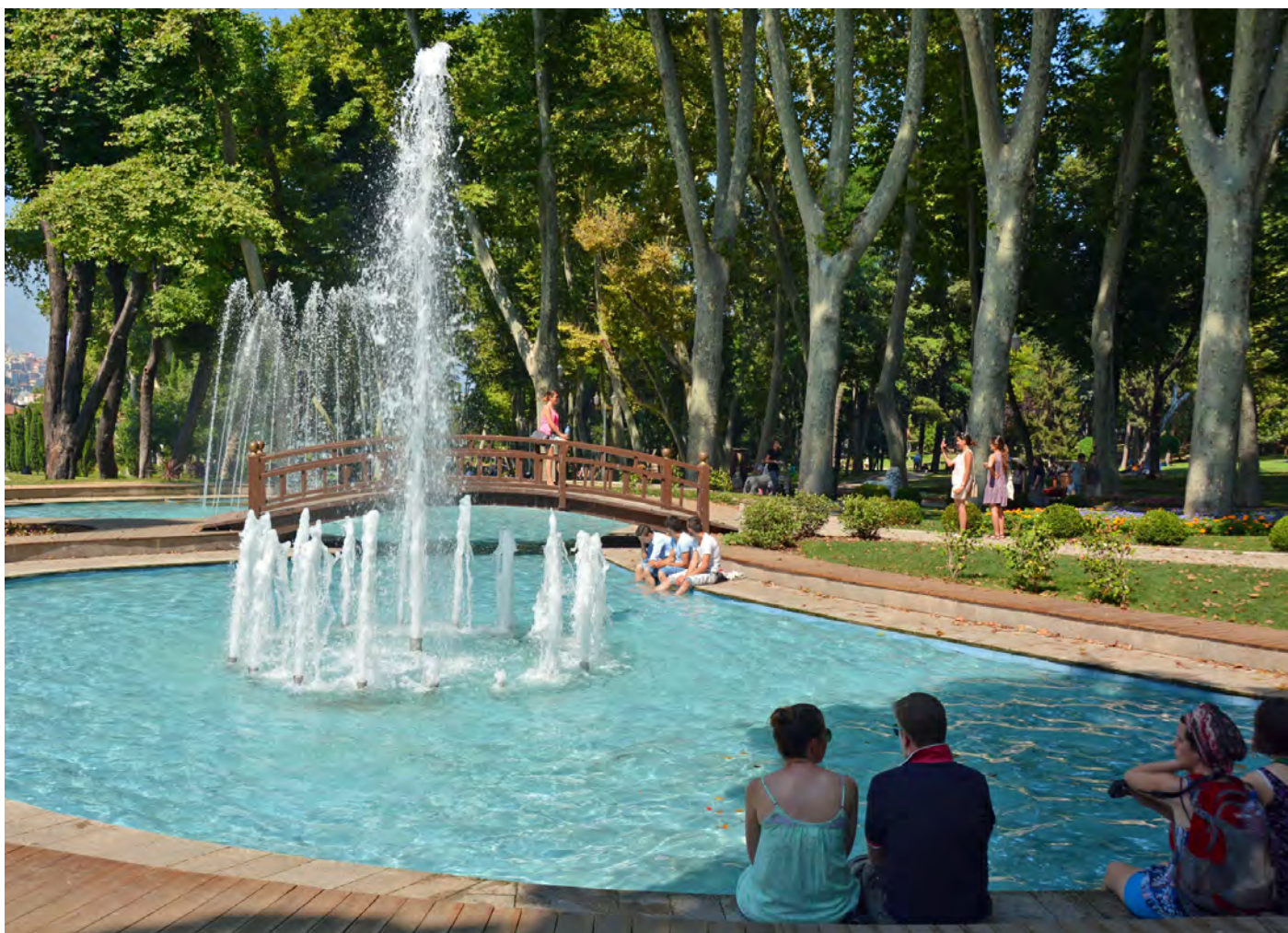
Istanbul's administrative boundaries were aligned with those of the province in 2004, which meant a threefold increase in administrative area. The city is administered by the Istanbul Metropolitan Municipality (IMM), the body responsible for the 39 districts of the city-province.

District councils participate in the council of the IMM which is responsible for the city budget. The old city contains about 23 square km, but the present municipal boundaries stretch a great deal beyond this.

Istanbul is ranked second in the world when it comes to vehicular congestion (Akyuz 2015). During the second half of the 20th Century, large tracts of the city were demolished or cleared to make way for modern highways, which further contributed to urban sprawl. Major projects had been undertaken to connect the Asian and European sides of the city by road and rail. This pressure has a massive impact

on the quality of public life and creates major challenges in moving around the city on foot. Ultimately it necessitates channelling resources into improving walkability and accessibility to public spaces in Istanbul (UN-Habitat 2007).

EMBARQ Turkey, a transportation association that aspires to improve the quality of life in cities, employed the expertise of Gehl Architects (Copenhagen) who contributed to the conservation of the historical peninsula through the production of *Istanbul Public Spaces and Public Life: An accessible city - A city for the people*.



Gülhane Park by Harold Litwiler is licensed by CC BY 2.0

3.26.2 Istanbul Strategy on Walkability, Heritage Preservation and Public Space Enhancement

Istanbul: Public Spaces and Public Life was drafted by Gehl Architects. It provides an overview of public spaces, public interaction, pedestrianization, and economic vitality as well as an assessment and mapping of challenges and opportunities in the historic peninsula of Istanbul. The strategy's envisioned outcome is a sustainable city that is healthy, attractive, safe and lively (Michelson, 2011), that preserves urban heritage for future generations. Its objective is to improve public life in actual public spaces. Though the strategy takes into account all types of open public spaces, including parks, squares, and gardens, it pays particular attention to streets in its

pursuit of enhanced walkability, reduced congestion and reduced pollution.

The strategy outlines and assesses the physical conditions provided for public life and pedestrians in the historic peninsula, including through surveys of how selected streets and squares are used for walking and spending time (Dursun et al 2008). Ultimately its aim is to form the basis for future strategy and policy documents on transport planning and urban development.

Having measured the quantity of public open spaces and assessed their distribution and resulting

walkability across the historic peninsula, the strategy then recommends a series of specific public space improvements.



A pedestrian oriented city

- Promote traffic calming
- Promote walking
- Promote public transport
- Promote cycling



A unique and recreational city

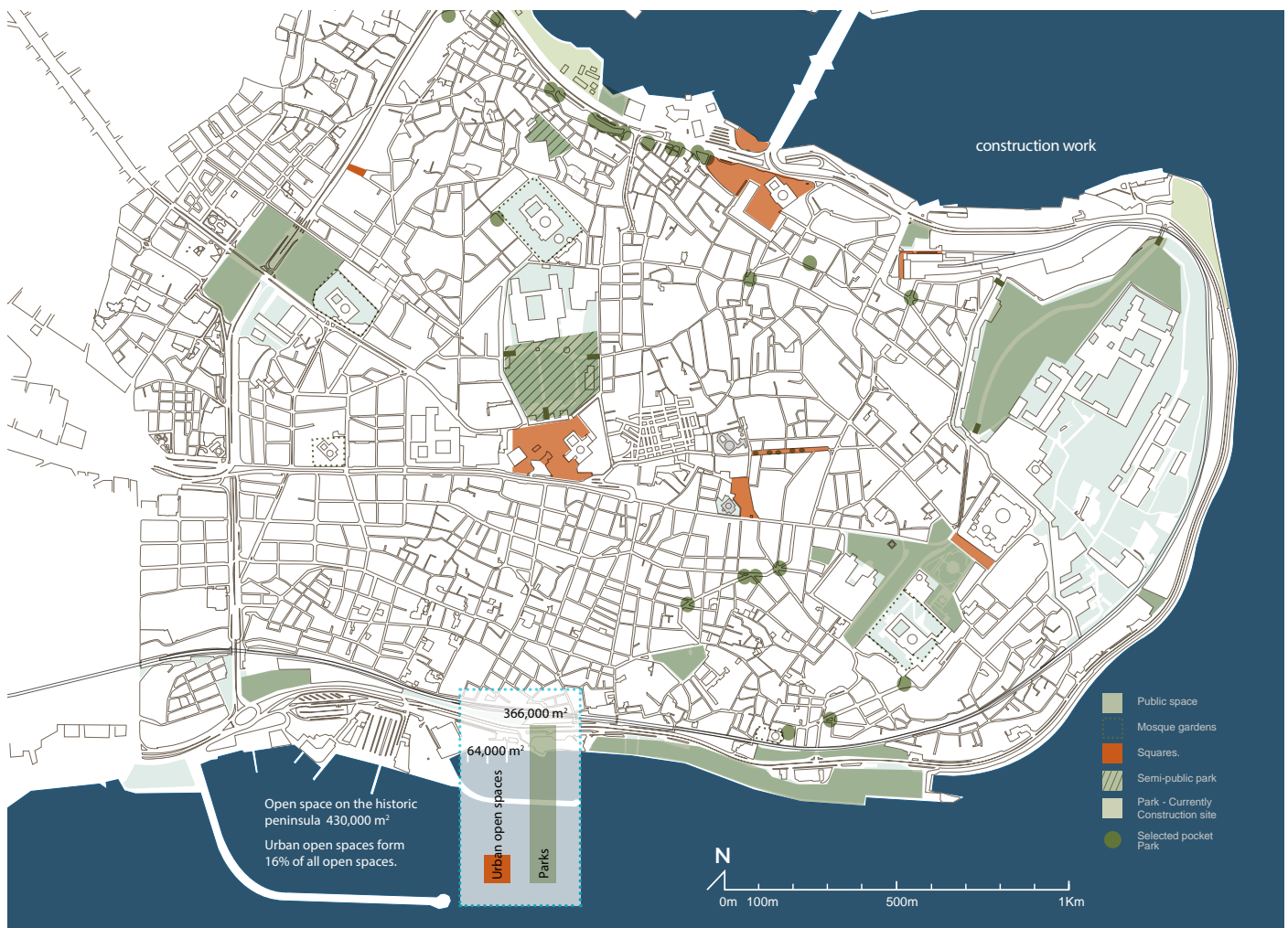
- Promote a great waterfront
- Promote attractive public spaces
- Promote an integrated history



A diverse and inviting city

- Promote multi-functionality
- Promote a variety of activities





Strategy on Walkability and Heritage Preservation

3.26.3 Evaluation

Istanbul's Strategy on Walkability and Heritage Preservation only makes recommendations for the historical peninsula, which is a very small part of the city of Istanbul. In that sense it does not truly constitute a city-wide public space strategy. Nevertheless, at the neighbourhood scale it embodies many of the aspirations of a city-wide strategy, including distribution and connectivity. The strategy does not contain a concrete implementation plan or specific financing or governance mechanisms. This may be due at least in part to its commissioning by an international NGO and production by external consultants.

Yet, despite its limited scale and ownership, a number of the concrete proposals contained in the strategy have since been realized. A new pedestrian network has improved walking conditions and public transport and cycling have been upgraded. Moreover, the multi-functionality of the neighbourhood's public spaces has been promoted and enhanced, especially along the waterfront and in areas surrounding urban heritage sites.

The strategy has not proposed any monitoring or evaluation mechanisms. Though it is unclear whether it will precipitate similar measures elsewhere in Istanbul, much less in other cities, its successful leverage of walkability and pedestrian networks as entry points shows potential promise for elsewhere.



Gülhane Park by Caribb is licensed by CC BY-NC-ND 2.0

4

CONCLUSION

4.1 Key Takeaways

Only a minority of public space strategies contain thorough baseline studies, public space inventories or assessments of existing public spaces. In a surprising number of strategy documents, the very definition of public space remains fluid and no clear typologies for the identification of different public spaces are established. Several notable exceptions do of course exist, for instance the City of Zürich's strategy document that includes a detailed SWOT analysis of existing public spaces, establishes a hierarchy of public spaces in the city and outlines criteria for determining the success and functionality of different public spaces in the city.

The emphasis of a large number of public space strategies continues to lie on open green spaces in the city, biodiversity, walkability and ecological networks in the city. However, an increasing number of cities approach public space in a more comprehensive manner, defining public space more broadly and linking their public space strategies to various issues, such as safety (e.g. London), tourism and heritage preservation (e.g. Istanbul) or urban diversity and social mix (e.g. Toronto). Nevertheless, public space strategies like that of the City of Barcelona, which highlight the importance of neighbourhood-level public spaces and public markets spaces and streetscapes, remain the exception and should thus be seen as pioneer approaches to public space. The varying thematic foci of different public space strategies mean that different cities assume pioneer and innovator roles in thinking about different aspects of the public sphere and in planning for different public spaces.

The conceptualization of public space as a network that spans the entire city or metropolitan area is represented in most comprehensive public space strategies. Whether the focus lies on biodiversity and ecology,

or on mobility and connectivity, linking public spaces into a well-functioning network is one of the overarching goals of most strategy documents. Singapore's innovative approaches to creating architectural and planning solutions for links between different green spaces in the city are noteworthy and pioneering in both appearance and scope.

Overall, it is significant that private consultancies and private architecture practices are assuming an ever more important role in formulating strategic planning documents for cities around the world.

The increasing tendency of cities to externalize tasks that were originally taken over by the public administration poses important questions regarding accountability and responsibilities for implementation. While the strategies elaborated by private entities, contain concrete recommendations for city governments, their realization remains uncertain and outside the area of responsibility of their authors.

Considering the importance of public spaces for health, wellbeing, learning, conflict resolution, tolerance and solidarity, their need should be in line with the democratic needs of the people as well as their desire to realize sustainable development.

This will enable them to realize social, economic, environmental, and governance sustainability. On the other hand, another greatest need for public spaces is due to their environmental significances. They form some of the green spaces in urban centers. The need for free, green areas and open spaces in the cities cannot be overlooked in this century even with the increasing urban population and urbanization challenges in many cities. The people in the cities deserve fresh air and healthy environment. From the

cases studied in this study, it's clear that there is no boundary between social, economic, environmental and governance needs in formulating and implementing the public space strategies.

Financing public spaces is one of the areas that many cities can exhibit innovation and creativity.

Local governments should invest in guiding the implementation and design of public spaces while ensuring defence of the public interest. Cities should adopt innovation approaches in financing public spaces which include drafting of public-private partnerships to help in rolling out public space strategies. Public spaces design, protection and management is a role of the local government either directly or indirectly. Also the implementation and monitoring of public space strategies is a role of the local government. All these must be done in collaboration will all stakeholders involved in formulation, design and implementation of public space strategies.

4.2 Evaluating Strategies

The matrix, included at the end of this publication, is proposed as an analytical checklist which evaluates the contents of city-wide strategies. These ingredients is reviewed in much greater detail in the section on ingredients in the guidebook, which is a companion to this compendium. As such, the matrix serves as a connection point between this compendium and the guidebook.

UN-Habitat has chosen these 13 ingredients on the basis of a scan and distillation of six policy frameworks containing normative, global guidelines related to the development of city-wide strategies for planning, design and public space. Covered in greater detail in the guidebook, those frameworks were developed by

Gehl Institute, Prince's Foundation and the World Bank, as well as by UN-Habitat (both as a city-wide public space assessment and city plan benchmarking system) and a group of international public space experts that met in Ångelsberg, Sweden in September 2018 under the auspices of the Centre for the Future of Places and UN-Habitat.

As part of that scan, guidelines relating to the contents of such strategies were analyzed and the most important ones, in our estimation, included here. (Guidelines relating to the recommended process of developing a strategy, as well as outcome-based norms that a strategy should adopt, are also covered in the companion guidebook.) We have taken the additional step of evaluating all 26 strategies in this compendium on the basis of the presence or absence of each of these ingredients, which are offered for additional reflection and debate.

A brief comparative analysis shows that clear goals, explicit spatial scope and complimentary policy and programme are the most frequent ingredients in these 26 strategies, while only one strategy had a conflict resolution mechanism—also relatively rare were clear governance scope, baseline study and targeted users. Strategies aligned to their cities' municipal boundaries tended to fare best with Christchurch, Zurich, Boston, Melbourne and Wuhan containing the most of these 13 ingredients. In contrast, most strategies whose spatial scope is smaller than that of their cities' municipal boundaries (e.g. Bogota, Ahmedabad and Istanbul), and whose thematic scope is similarly limited, tended to have relatively few of these ingredients; St Petersburg and Pune also had relatively few.

	Casablanca, Morocco	Greater Cairo, Egypt	Abu Dhabi, UAE	Chendu, China	Christchurch, New Zealand	Cape Town, South Africa	Edinburgh, United Kingdom	Prague, Czech Republic	Singapore City, Singapore	Saint Petersburg, Russia	Pune, India	Ek...
Baseline Study / Inventory												
Clear Goals												
Spatial Scope												
Targeted Users												
Formalized Political Commitment												
Governance Arrangements												
Complementary Policy and Programme												
Clear Timeframe												
Implementation Plan												
Funding / Budgetary Plan												
Rules for Use												
Conflict Resolution Mechanism												
Measurable Indicators												

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Public space is more than well-designed physical places. It is an arena for social interaction and active citizenship that can spark social and economic development and drive environmental sustainability. The design, provision and maintenance of well-connected systems of public space are integral to achieving a safe and accessible city. However, cities must move beyond typically site-specific approaches to addressing public space if sustainable and longer-lasting benefits are to be achieved. Establishing and implementing a city-wide strategy that approaches a city as a multi-functional and connected urban system can ensure the best chances of proactively driving good urban development.

A thorough strategy offers cities an action-oriented approach encompassing not only spatial goals, but governance arrangements, implementation plans, budgetary needs and measurable indicators. It should be formulated to overcome common obstacles to the successful provision of public spaces throughout a city. With adequate political support and funding, a city-wide public space strategy can deliver a well-distributed, accessible and inclusive public space system.

City-Wide Public Space Strategies: a Compendium of Inspiring Practices offers summaries and assessments of 26 such strategies from different cities in all regions of the world. It also proposes a new set of typologies of strategies and a framework with which strategies can be evaluated. This compendium is complemented by *City-Wide Public Space Strategies: a Guidebook for City Leaders* and together they provide city leaders, including mayors, local authorities, urban planners and designers, with the knowledge and tools necessary to support them in developing and implementing city-wide public space strategies. Building on the Global Public Space Toolkit published by UN-Habitat in 2016, this set of publications supports the strengthening of local government capacity, providing actionable policy guidance and driving transformative change in multiple global contexts.