
The Copenhagen Agenda for Sustainable Cities

Project Director Ida Strand
Monday Morning

February 25, 2008
OXHA Summit, Sydney

Mondaymorning

Cities of growth and decline

Future megacities

Los Angeles, USA:
13.1 mil. people

New York, USA:
19.9 mil. people

Mexico City, Mexico:
21.6 mil. people

Rio de Janeiro, Brazil:
12.8 mil. people

Sao Paulo, Brazil:
20.5 mil. people

Buenos Aires, Argentina:
13.4 mil. people

Lagos, Nigeria:
16.1 mil. people

Istanbul, Turkey:
11.2 mil. people

Cairo, Egypt:
13.1 mil. people

Moscow, Russia:
11 mil. people

Karachi, Pakistan:
15.2 mil. people

Bombay, India:
21.9 mil. people

Delhi, India:
18.6 mil. people

Calcutta, India:
17 mil. people

Dhaka, Bangladesh:
16.8 mil. people

Beijing, China:
12.9 mil. people

Guangzhou, China:
10.4 mil. people

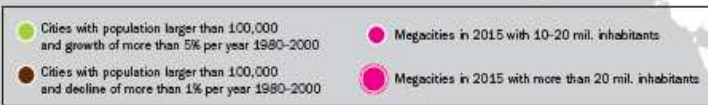
Shanghai, China:
17.2 mil. people

Jakarta, Indonesia:
18.8 mil. people

Manila, The Philippines:
12.9 mil. people

Osaka-Kobe, Japan:
11.3 mil. people

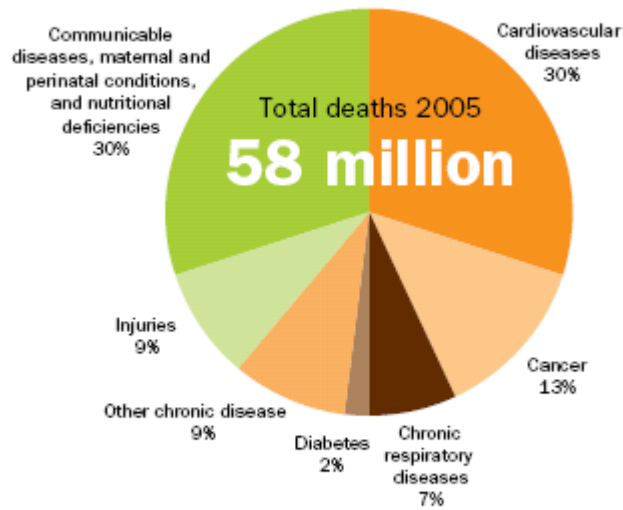
Tokyo, Japan:
35.5 mil. people



Source: Atlas of Shrinking Cities (2006), United Nations (2005)

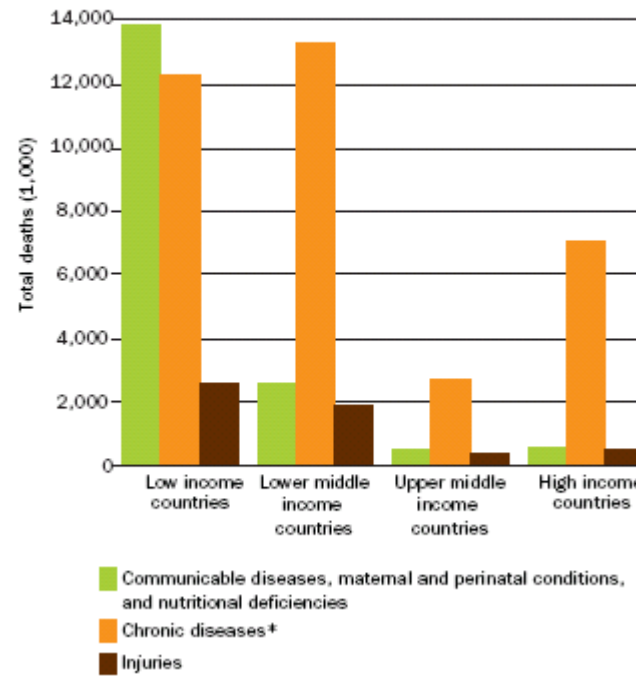
The growth of chronic diseases

Projected main causes of death, worldwide, all ages, 2005



Projected deaths by major cause and World Bank income group, all ages, 2005

Projected deaths by major cause and World Bank income group, all ages, 2005





**WE KNOW WHAT
HAS TO BE DONE!**

Fixing Suburbia

Suburban landscapes are often highlighted as negative examples when it comes to creating healthy, green and sustainable urban surroundings. Contrary to the ways in which suburbia was designed and built in the 1980s and 1990s, the early attempts to create well functioning suburbs are positive examples of how prioritising mixed use and wide access to public infrastructure can create cities with high sustainability.

Good..

Traditional suburbs



Grouping of services such as offices, shops, cafes, schools, child-care centres and other facilities provides an active and safe main street for communities.

Good public transport options including trains and buses that encourage walking between home and the station or bus stop.

Footpaths on all roads.

Corner stores and village shopping strips within walking distance of most homes.

Good mix of housing types to attract people of all ages and lifestyles.

...vs Bad

1980s-90s designs



Shops, schools and other community facilities built on main roads surrounded by car parks.

"Deadworn streets" - while seen as safe and neighbourly - can discourage walking because there is no direct route to destinations.

Few jobs on offer in the local area; the majority of people use their car to get to work because it is so distant.

Circuitous routes make public transport difficult and time-consuming.

Can be redeemed with well-lit bike paths and lanes between cul-de-sacs.

Source: Sydney Morning Herald (2006)

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**“YOU CAN TALK ABOUT ALL THESE THINGS,
BUT IT IS COMPLETELY USELESS
WITHOUT POLITICAL LEADERSHIPS
WILLING TO TAKE ON THESE CHALLENGES.”**

**RICHARD BURDETT, PROFESSOR, LONDON SCHOOL OF
ECONOMICS, ON THE NEED FOR URBAN SUSTAINABILITY**

Ann Ferebee, Founder, Institute for Urban Design, New York; **Carol Coletta**, CEO, CEOs for Cities, Chicago; **Chris Steins**, Director, Urban Insight, Los Angeles; **Craig Williams**, Founder, Architects Without Borders; **David Harvey**, Professor, Graduate Center, City University of New York; **Fred Kent**, President, Project for Public Spaces, New York; **Gil Penãosa**, Director, Walk and Bike for Life, Ontario; **Jennifer Siegal**, Founder, Office of Mobile Design, California; **John Nordquist**, President, Congress for the New Urbanism, Chicago; **John Peterson**, Founder and Chairman, Public Architecture, San Francisco; **Julie Wagner**, Brookings Metropolitan Policy Programme, Washington D.C.; **Larry Beasley**, Professor, former Co-Director of Planning, City of Vancouver; **Robert McNulty**, President, Partners for Liveable Communities, Washington D.C.; **Timothy Beatley**, Professor, Urban & Environmental Planning Faculty, University of Virginia

Alfredo Brillembourg, Founder, Urban Think Tank, Caracas; **Enrique Penãosa**, former Mayor of Bogota; **Jaime Lerner**, Architect and former Mayor of Curitiba

Andrew Boraine, CEO, Cape Town Partnership; **Barbara Southworth**, Director, City Spatial Development, City of Cape Town; **Fabio Todeschini**, Professor, School of Architecture, Planning and Geomatics, University of Cape Town; **José Forjaz**, Director, Faculty of Architecture and Physical Planning, University Eduardo Mondlane, Maputo; **Lars Reuterswãrd**, Director, UN-Habitat Global Division, Nairobi; **Omar Maani**, Mayor, City of Amman

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Mondaymorning



DANISH MINISTRY
OF THE ENVIRONMENT

COPENHAGEN AGENDA FOR SUSTAINABLE CITIES

- 1 REDISCOVER THE CITY**
- 2 REDEFINE CITY VALUE**
- 3 BREAK DOWN THE SILOS**
- 4 INVOLVE THOSE WHO KNOW**
- 5 REDISTRIBUTE URBAN DECISION MAKING**
- 6 BRING PASSION INTO URBAN LEADERSHIP**
- 7 DE-DESIGN URBAN PLANNING**
- 8 PROMOTE CORPORATE URBAN RESPONSIBILITY**
- 9 GO INTERNATIONAL FOR REAL**
- 10 EMBRACE CHAOS, CRISIS AND CHANGE**

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CHALLENGE No 1

A NEW HOLISTIC APPROACH TO URBAN SUSTAINABILITY

“WE DO NOT REALLY SEE OR HEAR OR FEEL THE CITY. WE ALWAYS COME UP WITH TECHNICAL SOLUTIONS, WHICH DON’T DEAL WITH THE EMOTIONAL LANDSCAPE OF PEOPLE’S MIND.”

CHARLES LANDRY, DIRECTOR, COMEDIA,
CHELTENHAM

CHALLENGE No 2

NEW URBAN GOVERNANCE – BREAK DOWN SILOS

“BY USING THE EXISTING INSTITUTIONAL STRUCTURES, WE WILL NOT BE ABLE TO RESOLVE THE CLIMATE ISSUES, THE LOCAL ENVIRONMENTAL ISSUES OR EVEN THE ECONOMIC ISSUES. TO SOLVE THESE PROBLEMS WE NEED A MAJOR INSTITUTIONAL REFORM.”

ERIC BRITTON, FOUNDING DIRECTOR, THE COMMONS, PARIS

CHALLENGE No 3

PROMOTE CORPORATE URBAN INNOVATION

“IF YOU JUST SAY: ‘STOP POLLUTING’, NOTHING WILL HAPPEN. BUT IF YOU CREATE A MARKET FOR SUSTAINABLE BEHAVIOUR, BUSINESS WILL SEE THE POTENTIAL AND THEN TAKE ACTION.”

CRHIS STEINS, DIRECTOR, URBAN INSIGHT, LOS ANGELES