



# Citizens' recommen- dations

Citizens' Assembly on Copenhagen's  
Medieval City Center - Less car traffic  
and better quality of life. November 2019



Citizens' Assembly and the project team

This report has been compiled by We Do Democracy, the process designers and facilitators of "Citizens' Assembly on Copenhagen's Medieval City Center – less car traffic and better quality of life", for the Municipality of Copenhagen.

The team of consultants behind the project: Via Trafik, Schönherr Architects and We Do Democracy

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## How to read this report

This report is divided into three sections.

The first section was compiled by We Do Democracy - based on the work and recommendations of the members of the Citizens' Assembly. It describes the background to the project, the overarching democratic method, the civic lottery, and the facilitated deliberation process.

The second section of the report has been written by the 36 members and reviewed by an editor group appointed by the members. It contains a preamble with the set of values and ambitions that are meant to inform the future development of the Medieval City Center. The citizens' 9 recommendations to the local politicians

contains clear directions for regulation of car traffic and reduction of parking spaces as well as for future use of urban space. Every recommendation contains an introductory description followed by specific proposals for the further political process and implementation. The Assembly members have decided to prioritise the three most significant proposals within each recommendation. These are also graphically marked.

The third and last section of the report contains an overview of the presentations from experts and stakeholders and a short summary of every meeting, the process' milestones as well as a list of the written submissions from relevant stakeholders.



## What policy-makers should know

The Citizens' Assembly's final recommendations are the product of a long citizens' consultation, whose aim is to give a qualified background for decision-making to the City's politicians. The Recommendations are formulated on the basis of a review of data provided by professional experts, stakeholders' perspectives as well as citizens' every day experiences of the city.

All the factors throughout the process have been weighed taking into account city's many actors and interests, with special attention for a holistic and representative treatment of the Medieval Center -what should be prioritised and how better framework can be created for its desirable development – seen from a citizen perspective.

It has been a core premise for all the involved citizens - both for the 36 members as well as for the 100, who registered to the public consultation - that the Citizens' Assembly's mandate was only to consult and recommend. The decision-making power lies in the hands of the city's elected politicians.

The elected decision-maker have the possibility to get inspired by the citizens' Recommendation and to listen to their perspectives with regards to the development of the city. It is a unique opportunity to get access to a seldom, representative, insight into what the citizens recommend and at the same time into a new democratic participatory format.

## Summary of Citizens' Assembly's recommendations

### #1 Local and vibrant

We wish better premises for lively and attractive every day life in the city, where residents thrive. We wish that the authentic character and local flair of the Medieval City Center is preserved. We wish that the urban space as well as the housing mix reflects the diversity of residents. Fewer hotels and apartments which do not have residence requirement.

### #2 Up to 75% reduction of traffic (motorised traffic)

We wish a significant regulation and reduction of up to 75% of all motorised traffic in the Medieval City Center. The baseline for the suggested reduction of motorised traffic is Scenario 2, outlined by Via Trafik.

### #3 80-90% reduction of parking space on street level

With scenario 2 as a baseline, we wish a considerable reduction of the parking spaces at the street level. They are currently 1050. Furthermore, we recommend that the reduction occurs gradually, over the course of 3 years.

### #4 Green and common, non-commercial areas

We wish an holistic development plan for the Medieval City, where the freed-up urban space is designed for both cloudburst resilience as well as to host different types of non-commercial, leisure activities for the community.

### #5 Tourism, which is respectful of residents

We wish a reduction of the current level of tourism as well as a more sustainable approach to it. One, which ensures that the City Center is an attractive place to live for residents. Among others we suggest that greener transport alternatives for tourists are adopted, better enforcement of Airbnb-rules and a cap to hotel expansions.

### #6 Better parking solutions for bicycles and electric scooters

Convert a fair share of the space, which will be freed up after a reduction of car traffic and parking, into better parking solutions for bicycles and electric scooters. We recommend trying out new parking-rack solutions and incentives schemes that promote good behaviour from users of electric scooters (e.g. geo-fencing).

### #7 Respectful nightlife

Less parking spaces shall not result into more outdoor seating for restaurants and cafes or more space for noisy night life. We demand that the hotel and restaurant industry abides by the already existing rules, which regulate their business activity on public spaces. We demand better enforcement of rules and incentives for good behaviour.

### #8 Better conditions for pedestrians and cyclists

The Medieval City Center should be equipped with better facilities and infrastructures, which are suited to the needs of "light" road users i.e. pedestrians and cyclists. Improve bike lanes and broaden sidewalks, significantly reduce max. speed and experiment with e.g. traffic lights as a way to regulate traffic.

### #9 Experimenting with solutions

Use the city as a lab for sustainable solutions and projects, which can then spread out to the rest of the city. Try out innovative cycleparking and trash sorting solutions. Reduce traffic in tiny streets, make them one-way, reduce speed limits to 15 km/h. Construct better sidewalks and ensure optimal conditions for cycling.



# **Section 1**

# **Background**

# Background

Similarly to other metropolitan cities, the Medieval city center of Copenhagen is under pressure. More residents, visitors, businesses and tourists are drawn to the center. The increasing amount of motorised vehicles, cyclists, pedestrians as well as users of new vehicles (e.g. electric scooters) occupy and exercise pressure on free public space and the narrow streets of the center. Simultaneously the City of Copenhagen grows at a rate of 10.000 new residents per year and the system of public transport has recently expanded with 3 new stations in the Medieval City Center and 2 in the immediate outer circle. There is a strong ambition to create a liveable Medieval City Center, where the quality of the everyday life of residents is prioritized, the city's peculiar bicycle culture is strengthened, and more of the urban space is given back to citizens and nature. This Citizens' Assembly represents an occasion for the City of Copenhagen to rethink and reconsider its mobility system, its priority and potentials for the future development of the Medieval City Center.

## The two scenarios and early citizens consultation

The task is challenging: the medieval center of Copenhagen is an especially complex area, hosting plentiful functions and commercial activities despite its tiny, narrow streets.

The City of Copenhagen has decided to engage its citizens in a consultation process about how and to what extent car traffic is going to be reduced in the medieval city center as well as how the urban space is going to be used in the future. Citizens, residents, the business sector and other stakeholders were therefore convened for a Citizen's Assembly.

The format of the consultation is designed and developed by a team of professionals consisting of Via Trafik,

Schönherr Architects and We Do Democracy.

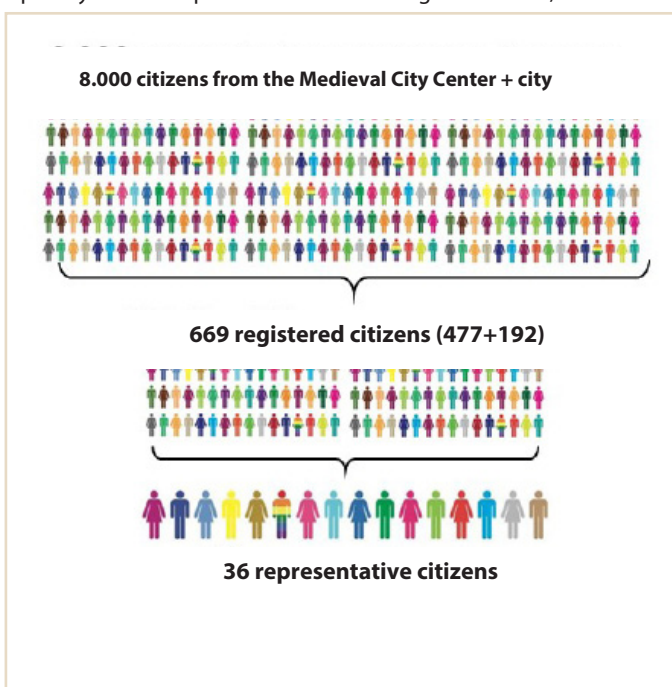
Two different scenarios for reduction of car traffic and parking represented the starting point for the Citizen's Assembly's consultation. The two scenarios, developed by Via Trafik and Schönherr Architects describe how the reduction is going to affect traffic, parking and commercial activities, and suggest new possible uses of the freed-up public space.

On May 9 2019, the City Council convened the Citizens' Assembly with title "Citizens' Assembly on Copenhagen's Medieval City Center - less car traffic and better quality of life.

The objective of the project is to "Obtain knowledge about wishes and needs in relation to car traffic in the Medieval City Center, as well as inputs from citizens on how the urban space could be used if car traffic and parking spaces are reduced. The consultation process is comprised of 4 tracks: 1) the Citizen's Assembly meetings, where 36 citizens selected through Civic Lottery are called to qualify the issue at stake 2) a Public Meeting open to other residents of Copenhagen, 3) stakeholders and interest groups 4) the further political process.

## What is a Citizens' Assembly?

The Citizens' Assembly is a deliberative democratic method, which gives citizens the possibility to describe a problem and suggest their proposal for possible solutions. Deliberative means that the method is based on suggestions, conversations and focus on common solutions. Citizens have a consultative power, where they qualify and strengthen the validity of the political decision-making. The method is internationally known under the name of Citizens' Assembly and is used systematically in Canada, Australia, Ireland, United Kingdom, Belgium and Finland.



## 1. INVITATION

Zone 1: 8.000 digital invitations by E-boks  
Zone 2: Facebook and website



## 2. LOTTERY CRITERIA:

1. Gender / 49% men og 51% women (DS - Denmark Statistic 2019\*).
2. Geography / 75% from area of interest and 25% from other districts.
3. Age / 18-30 - 35%, 31-45 - 30%, 56-60 - 19%, 61+ - 16% (DS)
4. Access to car: 71% no car, 29% with car (DS).
5. Housing type / Own 57%, Rent 35% Housing cooperative 7%, , other 1%.(DS)

## 3. Citizenz' Assembly

36 representative members meeting over 5 Tuesdays 5-9 pm and at 1 public meeting.



# Citizens' Assembly on Copenhagen's Medieval City Center

## Citizens' Assembly's three core elements

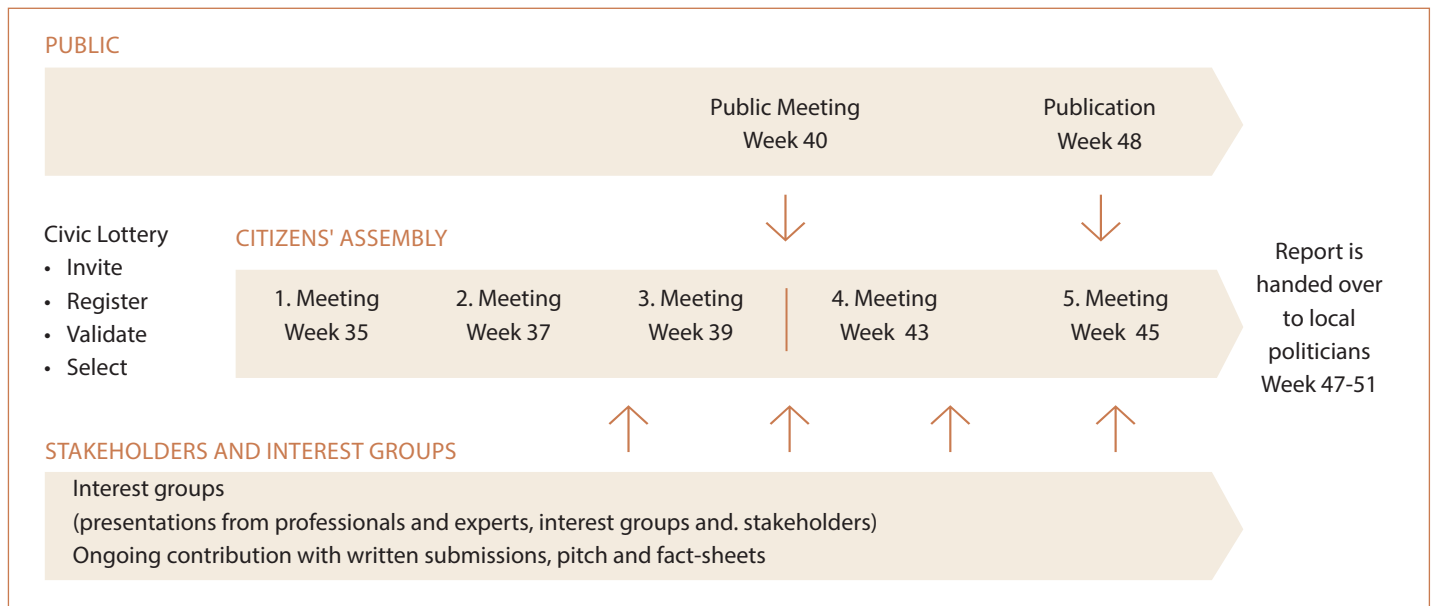
- The stratified Civic Lottery: 8.000 citizens with address in the Medieval Center were invited to participate in the Citizens' Assembly through the danish eBoks system. Residents with address in the rest of Copenhagen could register through the Municipality of Copenhagen's website and Facebook page. In total 669 citizens registered to the civic lottery which was designed according to the following selection parameter: gender, geography, age, type of residency and access to car.
- The facilitated consultation process: The citizens, which were selected through civic lottery took part in a process, where they actively contributed to shedding light on the issue at hand, after having obtained knowledge from experts.
- A series of recommendations, which this document

contains, is the final product of the Citizens' Assembly's work and represents the citizens' input to the further political process. The recommendations are written by the citizens themselves.

Citizens are also given the opportunity to submit a minority report alongside with the recommendations

## Citizens' Assembly's two complementary tracks:

- Public Meeting, where the larger public is invited to take part in a dialogue meeting to qualify and contribute with further inputs to the work of the Citizens' Assembly. Citizens of Copenhagen always had the opportunity to follow the work of the Citizens' Assembly on [www.kk.dk/mindrebiltrafik](http://www.kk.dk/mindrebiltrafik).
- Stakeholder process, where interest groups had the opportunity to contribute with their written submissions and inputs.



## Mandate

The Citizens' Assembly's task is to develop a set of recommendations on the basis of the following mandate from politicians

"We need your help in imagining how to best use the space in the Medieval City Center in the future with less cars"

The City Council is as "client" committed to use the Citizens' recommendation as a starting point for the further political process, though not committed to follow the recommendations. The Citizens' Assembly is a consulting and qualifying process.

The Citizens' Assembly describes, suggests and recommends but does not design nor decide.



# Two scenarios for the development of the Medieval City Center

Two scenarios, elaborated by the traffic consultants Via Trafik, represent the starting point for the citizens consultation. The two scenarios illustrate an analysis of the possibilities and consequences of regulating car traffic in the Medieval City Center on parking and traffic, on commercial activities, as well as possible new uses of the space that is made available. The scenarios were not only presented to Citizens' Assembly's members, but were also described in detail as a part of the written material, they received on the first session.

**Scenario 1: ca 40% reduction of car traffic which is less restrictive with regards to who can transit in the area**

**Scenario 2: ca 75% reduction of car traffic is more restrictive**

The features of the two scenarios can be adjusted, combined, and adapted on the basis of the results of the Citizens consultation. Both scenarios are based on the signage 'motorised transit forbidden' and 'except licence'. The licences are free and are determined according to the purpose of transit, e.g. through an app. The purpose of transit can for example be emergency, construction and renovation, residents, clients, transport of goods and needs to be legally evaluated. The map below shows the limited area referred to as Medieval City Center, where the new regulations would apply.



### Scenario 1



Scenario 1: ca. 40% reduction of car traffic

### Scenario 2



Scenario 2: ca. 75% reduction of car traffic

x = access

NO = no access

(x) = access in a limited time window 04-11 a.m.

ACCESS DETERMINED ACCORDING TO TRANSIT PURPOSE	Currently	Scenario 1 (-40%)	Scenario 2 (-75%)
<b>DRIFT (&lt;1%)</b> <ul style="list-style-type: none"> <li>Emergency, fire, rescuing, and renovation</li> <li>Municipal drift cars (gardeners, cleaning, excetera)</li> </ul>	<p>x</p> <p>x</p>	<p>x</p> <p>x</p>	<p>x</p> <p>(x)</p>
<b>RESIDENTS &amp; PRIVATE PARKING (20-40%)</b> <ul style="list-style-type: none"> <li>Private parking in courtyard and embassy</li> <li>Residents (registered address in the Medieval City Center)</li> </ul>	<p>x</p> <p>x</p>	<p>x</p> <p>x</p>	<p>x</p> <p>NO</p>
<b>WORK-RELATED TRANSIT (40-60%)</b> <ul style="list-style-type: none"> <li>Wrights</li> <li>Transport of goods, delivery of merchandise, and special transit (moving trucks, transportation of construction material)</li> <li>Employees (people whose workplace is located in the Medieval City Center)</li> </ul>	<p>x</p> <p>x</p> <p>x</p>	<p>x</p> <p>x</p> <p>NO</p>	<p>NO</p> <p>(x)</p> <p>NO</p>
<b>CARRIAGE OF PEOPLE (10-15%)</b> <ul style="list-style-type: none"> <li>Disabled people and patient transport</li> <li>Taxi, car-sharing, bus, transit of limousine.</li> </ul>	<p>x</p> <p>x</p>	<p>x</p> <p>x</p>	<p>x</p> <p>NO</p>
<b>OTHER TYPES OF TRANSIT (20-40 %)</b> <ul style="list-style-type: none"> <li>e.g. guests and visitors, meetings, commercial activities, culture and leisure- transit.</li> </ul>	<p>x</p>	<p>NO</p>	<p>NO</p>





# **Section 2**

## **Citizens'**

### **recommen-**

#### **dations,**

##### **ambition and**

###### **values**





# Ambitions for the development of the Medieval City Center

The Medieval City Center represents with its unique history and aesthetics a special place for both Copenhagen and the whole country at large.

We wish that the Medieval quarter stays authentic to its history, while, at the same time, being lively, vibrant, and open to novelty.

In order to be an attractive place to live for both current and future permanent residents, the area should provide citizens with more opportunities for community connections, and green, non-commercial uses of the public space.

We wish an area, which welcomes its visitors and tourists, and a tourism, which is respectful of the residents.

To support our wishes for a greener, more vibrant and attractive quarter, we recommend a strong reduction of cars in the area: up to 75% reduction of car traffic and 80-90% reduction of parking spaces. The ambition is that more space becomes available for both residents and visitors.

To ensure that the available public space can be enjoyed by everyone better parking solutions for bicycles and electrical scooters need to be developed.

More generally, the Medieval City Center needs to be better equipped with facilities and infrastructures for "light" road users - cyclists and pedestrians.

Furthermore, we wish to highlight that the increase of public space that can be enjoyed by citizens and visitors, should not translate in increased noise level day-and-night.

Lastly, the development of the area also represents an opportunity for new thinking. Whether it is new mobility solutions, new designs for public spaces, new rules or incentive schemes, we encourage the Municipality of Copenhagen to try them out as temporary experiments, that can be tested directly with the users.

## GUIDING VALUES FOR THE DEVELOPMENT OF THE AREA

### 1. SUSTAINABILITY.

Holistic and long-term thinking. Think about the synergetic interplay among these different dimensions: nature, environment, health.

### 2. INTIMATE.

Peaceful and pleasant every day life. It should be cosy to live in the Medieval City Center. Streets should be lively, and the atmosphere vibrant. Light on the windows, space for every day activities. Historical heritage needs to be preserved and breath in the residents and local events. The tiny, narrow streets, where everyone feels safe and "home".

### 3. PEOPLE.

Everyone should feel welcome. Understanding of and design for different user behaviour, groups, and needs. Seeing differences as a strength and ensure that needs of minorities are taken into account.

### 4. HISTORY & AESTHETICS.

We are part of something bigger. We continuously give new forms and shapes to our city, we change and renew it. But we also look after it and preserve it. We keep the memory of our forefathers alive through the city. By honouring its roots and celebrating its traditions. We are hosts for the rest of Denmark.

### 5. VIBRANT.

Experiences, surprises, arts, music, exhibitions.  
"I get out of my apartment and the city is lively, I can enjoy cultural experiences in the public space".

### 6. CO-OWNERSHIP.

Diversity, balance between commercial activities and residents, human-scale, feeling of neighbourhood and community. Equality, respect, responsibility, accountability. Search for common solutions.



## Recommendation #1: Local and vibrant

We wish that the area we live in was more vibrant, with light in the windows in the evening and with visible, local, and active every day life for the residents. It is important for us that the city smells less like beer and fastfood. Less of the Tivoli/amusement-park atmosphere as well as commercial/shopping activities as primary attraction. We demand more respectful nightlife and peacefulness after closing time.

### RECOMMENDATIONS WITH HIGHEST PRIORITY #1

- Flexible and open urban design, where public space lends itself to different types of uses and is not necessarily constrained to a specific function. Some space can be used simultaneously by families with small kids, tourists and elderly people, to take a peaceful break on a busy day. For the development of the area, we suggest to take inspiration from the past e.g. former use of a given spot.
- Better residential mix. Reflecting the demographic and socio-economical diversity of the urban population e.g. with mixed housing types. Housing for long-term residents rather than accommodations (hotels) for tourists and apartments without residence requirement.
- Greater focus on and better communication of the area's historical value and heritage. Name plate or tag, designing a special (tourist) routes to explore the city's old secrets and initiatives (fish market on "The Old Beach").

### OTHER RECOMMENDATIONS #1

- Better conditions for and incentives to owners of local independent boutiques, which strengthen the local, authentic flair of the area.
- Make the Medieval City Center more local and accessible for small actors, which could use a given space for experiments, test of concepts, temporary exhibitions, and installations. Offered by the Municipality to who is interested for a limited period (e.g. 3-4 months). The temporary use would vary according to who makes the agreement with the Municipality - priority is given to non-commercial content.
- The Municipality sets framework and guidelines that support better active citizenship and local citizens involvement in the life of the city. Clearly and extensively communicated guidelines for local initiatives e.g. street celebrations, second-hand markets, and events.
- We wish more nature in the city but we demand that this does not damage or hide historical buildings.
- Good examples of areas in the city where local residents, commercial activities (boutiques) and culture are beautifully combined.
- Better maintenance and cleaning of the city.
- Better street and boutiques illumination: strengthen the intimate feel and make it pleasant to live in the area and enjoy its public spaces.



## Recommendation #2

# Up to 75% reduction of car traffic (motorised traffic)

We recommend a significant reduction of car traffic. Our baseline for the formulation of this recommendation is Scenario 2, presented by Via Trafik. The ultimate objective of a significant reduction is to increase the quality of every day life in the city by 1. promoting the use of more sustainable means of transport; 2. more space for

pedestrians, cyclists and green areas. It is important that the reduction accounts for the needs of the residents, workplaces in the area, and special transit purpose. Therefore we have noted the conditions, which need to apply, if Scenario 2 is to be implemented.

### RECOMMENDATIONS WITH HIGHEST PRIORITY #2

#### Work-related transit

- Reduced transit of heavily polluting vehicles, and forbidden transit across the area unless the purpose of the transit is a specific errand inside the area.
- In order to reduce pollution and noise level, we recommend that a trial period with more sustainable transport alternatives are established (alternatives could among others be loading goods and merchandise outside the area, electric vehicles, cargobikes and collective transport of goods).
- Transport of goods, start of renovation and construction work, as well as waste disposal should be postponed to later in the morning. Ideally 8 a.m. (instead of at 4 a.m., like Scenario 2 suggests). This ensures that the residents' sleep will not be disturbed.  
In case of strong need for interventions e.g. burst water pipe the 8 a.m. time limit should of course not apply. Furthermore we wish that delivery of goods to private residents is permitted during the weekend in a later time window e.g. 11:00-15:00.

#### Residents and private parking

- If residents wish to unload different types of goods from their own car (e.g. groceries, furniture and so on) it should be possible to do so. But in this case they shall park the car outside the area - for example in the parking garages.

#### Transport of people

- High-priority road users, which shall continue having free access to the area: ambulances, patient transport, Demand Responsive Transport, invalide transport, care homes, and vehicles for food delivery to disabled and people with reduced mobility.
- Taxi should be allowed to transit in the area. We recommend incentivising and promoting sustainable taxi, for example through granting permissions to electric taxi only.

- Transit of car-sharing should be allowed for residents. Cars can be unloaded in proximity of the residents' address and they should be parked outside the area afterwards.

### OTHER RECOMMENDATIONS #2

#### Other categories of transit

- We agree on limiting all the remaining categories of traffic and we wish that enforcement is prioritised.
- We recommend adopting solutions, which by design contribute to impeding crazy driving on motorcycles and cars.

#### These solutions can for example be

- Reduction of speed. More streets with 30 km/h and play areas with 15 km/h speed limit .
- Speed-dampening obstacles such as bumps or narrowing of the road, which cannot be avoided by fast and heavy road users but can be avoided by "light" road users e.g. pedestrians and cyclists.

#### Other observations

- Bus service from and to kindergartens outside of the area shall continue to have permission.
- We recommend that the current system of one-way streets is re-designed, as to adapt to the new amount of traffic. For example it should be easier to come in and out of the area. Currently we experience that we run in circle just to go from A to B within the area. Limiting the possibility to cross the area from one end to the other.

## Recommendation #3: 80-90% reduction of parking space on street level

With scenario 2 as a baseline, we wish a considerable reduction of the public parking spaces at the street level. 80-90% reduction means that there will be only 100-200 parking spaces left off the currently 1050. We recommend that this solution is implemented gradually and over the course of 3 years.

The objective is to promote a better use of the space in the area. However the needs of residents need to be taken into account. It should therefore be possible for them to come close to their apartment by car and e.g. unload it.

The following conditions reflect the above mentioned considerations:

### RECOMMENDATIONS WITH HIGHEST PRIORITY #3

Remove parking spaces/convert to parking garages

- Carehomes have access to the parking space and do not use it for more than 1 hour.
- Work-related transit is treated like in scenario 2.
- The number of private parking spaces shall not rise.
- Greater percentage of parking licenses/parking spaces in parking garages is reserved to residents. This adjustment needs to be made before the existing parking spaces at the street level are removed.

Distinguish between stopping temporarily and parking:

- After 3 years gradual implementation of the reduction the remaining parking spaces shall be converted into time-limited parking spaces. They are meant to be used as free short-time parking.
- The time-limited parking is one hour parking.
- People who have certificate for disability can stop without time limitation.
- This way it is possible to avoid that the remaining parking spaces are reserved for disabled people, and it becomes therefore easier to administer.
- Do not increase the prohibitions to stop in the area. This will give a greater opportunity to stop temporarily and unload the vehicle and then drive to another place and park.

Suggestion on what to do with the remaining 10-20 % parking spaces at the street level:

- In those spots, where there are good premises to create recreational areas, it should not be possible to park - not even for a short time.
- No parking spaces in the smallest streets.

### OTHER RECOMMENDATIONS #3

Price of residents license

- The price of residents license shall not increase







## Recommendation #4

### Green and common, non-commercial areas

We wish a holistic development plan for the Medieval City, where the urban space, which is made available after the reduction of parking spaces, will be used to host different types of non-commercial, leisure activities. Spots where citizens and residents can have a break and sit down without necessarily having to buy anything. The space should be designed to bring more nature in the city as well to make the area more climate-resilient.

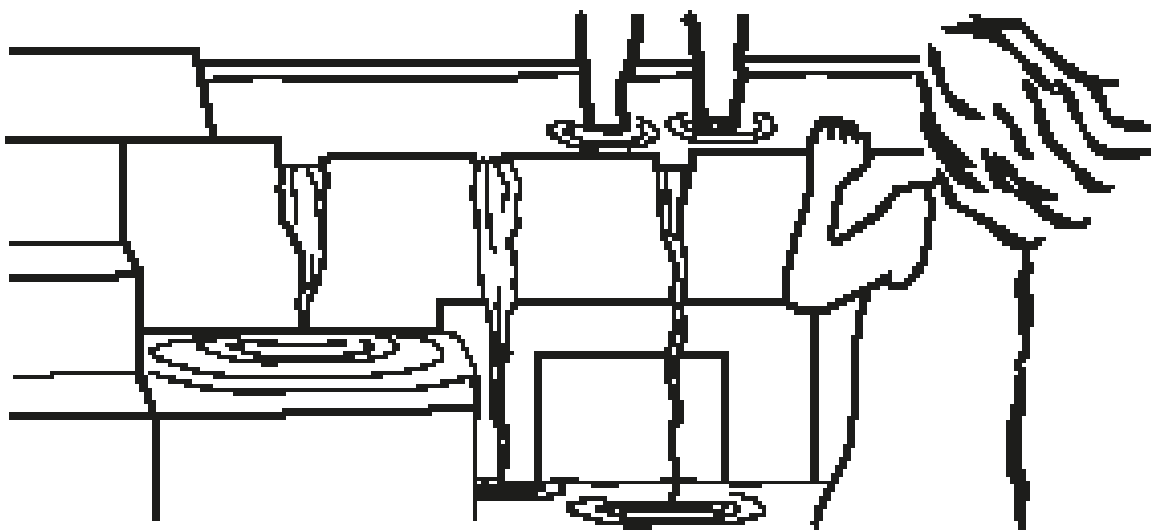
#### RECOMMENDATIONS WITH HIGHEST PRIORITY #4

- Plants on the ground, on facades, and on plateaus. Tree and bushes.
- Cloud bust resilience. Small canals or fountains, which make the water flow into bigger canals and pipes. Pleasant design, where the water flow is visible and pleasant to the eye and to the senses. It can be an element of play which makes the area recreational.
- Places to hang out which can change appearance during the night

#### OTHER RECOMMENDATIONS #4

- Inclusive spaces for different user groups: kid-friendly, playgrounds, climbing rocks, flowers and opportunity to sit for elderly.
- Listening to citizens inputs, when designing the new available space.

Citizens' idea on how to make the public space climate-resilient



## Recommendation #5

### Tourism which is respectful of local residents

We wish a reduction of the current level of tourism as well as a more sustainable approach to it. One, which ensures a balanced co-existence of residents and visitors: Where the City Center remains an attractive place to live for residents and tourists experience the city in its authenticity - its history, local boutiques, architecture.

To this end we suggest a better enforcement of AirBnB-rules and a cap to hotel expansions. We suggest that the amount of tourism is equally spread out in all parts of the Medieval City Center as well as the rest of Copenhagen.

This can be achieved through collaborations between the Municipality, neighbouring municipalities and tourist agencies. Among others we suggest green means of transport for tourists,

With the increased availability of public transports - thanks to the opening of a new metro line- it should be possible to prohibit tourist busses in the Medieval City Center.

#### RECOMMENDATIONS WITH HIGHEST PRIORITY #5

- Promote public transport, cycling, electric vehicles and reduce tourist busses and similar.
- More strict enforcement of rules that regulate the rental of private housing through AirBnB and similar. As of now, it is only AirBnB and similar companies that are required to report. This should apply to other providers of the same service.
- Limiting the construction of new hotels and the conversion of existing buildings to hotels. Regulate the market forces through Citizens consultations before granting permission to build more hotels.

#### OTHER RECOMMENDATIONS #5

- Make conditions more favourable for owner of local shops to ensure that there is a diverse offer of products - to the benefit of residents as well as tourists
- Direct the tourism to other areas of the City through e.g. pedestrians-routes, apps, QR-codes and guides.





## Recommendation #6: Better parking solutions for bicycles and electric scooters

Convert a fair share of the space, which will be available after a reduction of car traffic and parking has occurred, into more and better parking solutions for bicycles and electric scooters.

We recommend trying out new parking-rack solutions and incentives schemes that promote good behaviour from users of electric scooters (e.g. geo-fencing).

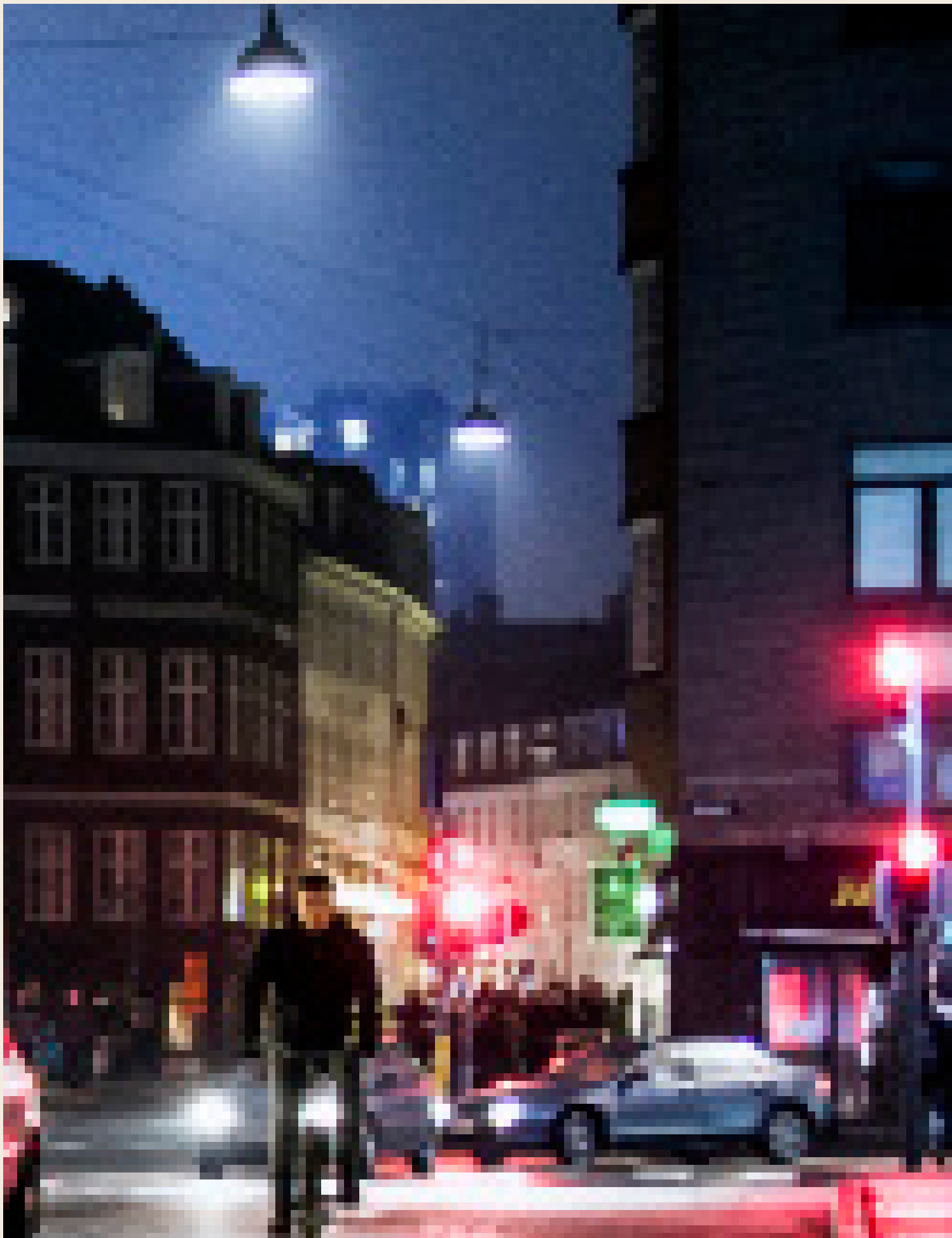
We do not necessarily think that electric scooters shall be prohibited but it is crucial that they are better regulated for safety's as well as aesthetics's sake.

### RECOMMENDATIONS WITH HIGHEST PRIORITY #6

- More functional, space-saving and better designed bike parking stations. These should make it possible to quickly park and pick up the bike again, especially for bike journeys to the supermarket and from/to work.
- Companies that rent out bikes and electric scooters shall motivate their users to good behaviour e.g. parking in appropriate parking stations and driving with a maximum speed limit. This can be achieved through for example geo-fencing or by giving economic incentives to users for placing the bike or scooter back to a given parking station.
- Put a cap on how many electric scooters can be rented out in a given area. Companies that rent out electric scooters shall prevent their users from placing the scooters in areas where their use is not allowed.
- It should be possible to withdraw licenses to rent out electric scooters and grant it to another company in case appropriate parking and speed limits are not observed.
- The different companies that rent out electric scooters should collaborate e.g. giving each other turns for collecting electric scooters in the area they share.

### OTHER RECOMMENDATIONS #6

- Better parking of bikes should take account of cargo-bikes too as these can be an alternative to the car for a family.
- It should be convenient to park the bike in appropriate bike parking spaces. Here the Municipality should experiment with incentive schemes for example offering surveillance, insurance against theft of expensive bikes and ideally weekly cleaning of the chains. Specifically to residents bikes (licenses or app).
- App offering an overview and map of available parking spots (e.g. x out of y available spots).



## Recommendation #7: Respectful night life

If the city should be vibrant - how should nightlife in the city be? How do we achieve the right balance between entertaining nightlife for visitors and quality of life for residents, between parties and peaceful every day life,

undisturbed night sleep.

An expansion of the urban space, after the reduction of car parking occurs, shall not mean more outdoor seatings for restaurants and cafés

### RECOMMENDATIONS WITH HIGHEST PRIORITY #7

The restarant and hotel sector

Requirements for grant of licenses to restaurants, bars and hotels

- The Municipality should give time-limited licenses for example 2-4 years. After the expiration date the license can be withdrawn if the noise level and closing time have not been observed by the business owner.
- At the event of change of ownership the license will expire and the new owner has to apply for a new.
- Bars, nightclubs, and similar shall be responsible for their customers' as well as other users' activities on the street. This also implies that drinks purchased in the given bar/nightclub shall not be consumed outdoors.
- Reward good behaviour (think about creative solutions and run pilot projects).
- Prize to the "most resident-friendly pub" for a creative effort/initiative.
- Party zones that move around in the city - so that there are also "silent" weekends in areas where otherwise there would always be a party.

Enforcement

- Consider how sound can be regulated for road users which drive with music e.g. SoundBoxes, Bar busses and Beer bikes, Cycling discos. Shall they be prohibited or can they be incentivised to behave respectfully of residents night sleep?

Encouraging good behaviour

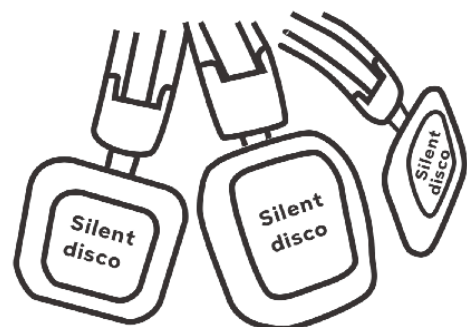
- Exsperiment with innovative solutions e.g. silent discos
- More open toilets with opening times that meet the needs of the night life
- Consider new garbage solutions (get points when using garbage cans).
- Run pilot projects, e.g. with recyclable pizza-packages, McD-trash.

### OTHER RECOMMENDATIONS #7

Dialogue with citizens

- Note citizens at least 7 days before a concert in public space
- Reintroduce noise-guards on the "peak days" of the week Thursday, Friday, and Saturday. They should enforce rules and collect knowledge on the night life, noise levels, behaviour, which can in a next step be used to develop effective solutions.
- Explore possibilities to collaborate with Alcohol and Society (Health Department) on drinking-less-campaigns.

Citizens' idea: Experimenting with ways to promote good behaviour on the street







## Recommendation #8: Better conditions for pedestrians and cyclists

Biking and going on foot is the primary "transport mode" in the inner city. However we do not experience that this is reflected in the way streets, squares and the urban space is designed.

The Medieval City Center should be equipped with better facilities and infrastructures, which are suited to the needs of "light" road users i.e. pedestrians and cyclists.

Improve bike lanes and design broader sidewalks, significantly reduce max. speed and experiment with e.g. traffic lights as a way to regulate traffic. Clearer and more visible separation of the space that is dedicated to the different modes of transport. This will make it easier and safer for everyone to move around in the city.

### RECOMMENDATIONS WITH HIGHEST PRIORITY #8

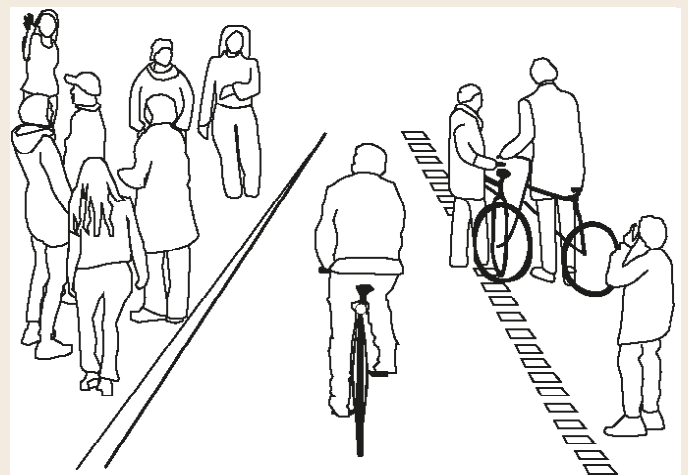
- Encourage (e.g. using nudging techniques) the different road users - pedestrians, cyclists, car drivers - to use the side of the street which is designed to them. The separation of bike lanes and walking path shall make it more convenient and safer to move around in the city.
- Establish bike lanes that also visually stand out and that signal the "right" direction to follow (they should look similar to the ones that already exist in the rest of the city).
- Broader sidewalks in the main streets
- This will also make it easier and safer for people with reduced mobility to move around in the area.
- More low-speed streets. For example using serpentine curves on the longer streets.
- Experiment with new solutions that improve conditions for pedestrians and cyclists. These could for example be with regulation of light and colors to mark out bike lanes.

### OTHER RECOMMENDATIONS #8

- Investigate transit stream in order to identify the spots, where so many that (involuntarily) breach the law, that it makes sense to amend the existing rules. For example, change the one-way rule or remove yield lines on some streets.
- More car-free Sundays in the area
- Better, clearer signage, which makes it easier and more visible for everyone to know what rules apply. Use pictograms.

Citizens' idea:

Clear differentiation of side ways - pedestrians and cycles



## Recommendation #9: Experiment with solutions

We suggest that the Municipality uses the city as a lab for sustainable solutions and projects. Experiments can then be spread out to the rest of the city. Try out innovative cycle parking and trash sorting solutions. Reduce traffic in tiny streets, make them one-way, reduce speed limits to 15 km/h. Construct better sidewalks and ensure optimal conditions for cycling. After testing out, practical experience and feedback from users can be gathered

and thereby it will be possible to identify use patterns. Taking our previous considerations as a point of departure for this recommendation, we provide the following examples of interventions. We believe that these should be quickly tested out. Furthermore, we suggest that schools and universities as well as entrepreneurs get the chance to come up with their proposals.

### RECOMMENDATIONS WITH HIGHEST PRIORITY

#### #9

##### Better use of space for the community

Remove parking spaces that are currently adjacent and replace with green areas. There should be room for local activities such as flea markets. Experiment with innovative parking solutions for bicycles and scooters as well as solutions for waste sorting.

##### Better traffic

Reduce the traffic, make it a one-way street, less parking spaces, a max on 15 km/hour, wider sidewalks, and better conditions for bicycles.

##### Better nightlife

Cooperate with the local bars and restaurants for solutions that encourage guests to adopt a more respectful behaviour.

### OTHER RECOMMENDATIONS #9

#### Respectful tourism

Forbid the heavy tourist buses and make more room for residents to enjoy green areas.

#### Make room for pedestrians and cyclists

Reduce the number of parking spaces and replace it with green areas.



# Members of the Citizens' Assembly



## Andreas Risby Mortensen, 32

I live in the area. I have a master in modern culture and cultural communication and I wrote my thesis on new trends in urban development and urban architecture in Copenhagen. I decided to take part in the Citizens' Assembly because 1) I care about the development of my city, 2) I have a professional interest in it, and 3) I am interested in new, non parliamentary democratic formats. My favourite spot in the Medieval Center is my home, beautiful and relatively peaceful Gråbrødretorv.



## Annette Budtz Graae

Does not wish to reveal



## Annette Rohde, 67

I live in Nørrebro. I am retired, but I used to work as ergotherapist and leader for an activity center. I have lived in Copenhagen for 45 years with my husband and now grown up kids. It is really exciting to have the opportunity to contribute to the development of the city - create better conditions for pedestrians and cyclists - more green areas and spaces for leisure. Grand in Mikkel Bryggersgade is one of my favourite spots in the area - a really lovely cinema in a cosy street - a perfect place to meet friends as a starting point for other activities.



## Asta Reedtz Husted, 25

I live in Nørrebro and study Landscape Architecture at Copenhagen University. In this Citizens' Assembly, I am proponent for a development of the city, which takes account of green areas and pleasant urban space. I have a special soft spot for the area around Helligånd Church, where the church's relatively open forecourts with plants are in contrast with the vibrant streets full of pedestrians and boutiques.



## Bo Schwartz Madsen, 32

I live in the area in Sankt Peders Stræde. I work as data analyst in Dansk Flygtningehjælp on Borbergade and move around and through the city every single day. My favourite place is "Pisserenden", which looks like a very special small village inside the city, with its distinctive boutiques.



## Dag Stinus, 56

I have lived in the Medieval City Center for 30 years. My two kids were born and raised here and went to both kindergarten and school in the area. I work as IT-chief in Lyngby. I take part in this Citizens' Assembly, because it is an opportunity to have influence on the development of my neighborhood. Vandkunsten is my favourite spot, because there is both a lovely atmosphere and life - maybe too much life?



## Emilie Thit Schram Vejlbj, 30

I live in Nørre Voldgade. I got an education as embroiderer in Paris, and now I own my boutique, Rêve de Renard, on Hyskenstræde. Living and working in the Medieval Center means, that a great part of my life is spent in a small circle. This circle, I would like to be pleasant and comfortable to live in (both for myself and for my customers). That is why I decided to participate in this Citizens' Assembly.



## Erik Seifon, 61

I live in Christianshavn and I am a consultant - facilitator, business developer and strategist. When I decided to get involved in this process it was because of my special love for Copenhagen and the interest in the Medieval Center to become more attractive for residents, when the traffic is reduced.



## Helene Jønck, 30

I live on Sankt Peders Stræde. Since I worked for one year in an architect studio, I developed a great interest in urban development. Later on I have studied psychology and then medicine, so people in my studies have always been in the center. People at the center should also be the guiding principle for the development of the area. It will set the right framework for the life in the city and the people, who live or are drawn to the city. Therefore I have taken part in the Citizens' Assembly, since our work and reflections can bridge citizens, our experiences and the further political decision-making. My favourite spot is Gråbrødretorv. The old, big trees create shades and a green space to breathe in the heart of the city's buzz.



## Helle Hansen, 52

I live on Gothersgade close to the King's Garden. I have an education in and I work with strategic communication. My motivation to participate is less noise and pollution in the area. Access to e- and citycars through innovation, banning of heavy transport of goods, tourist and car traffic and reduction of tourism through banning AirBnB. King's Garden, a historical corner in the city, means a lot to me.



### Jens Kaaber Pors, 49

I live in Bispebjerg (North West) with my family and I work on St. Kongensgade, so I come to the city center quite often. I am a happy cyclist, which really appreciates the special experiences, which the Medieval City Center can offer, everything from historical places and buildings to halfmarathon. My motivation to participate is curiosity and belief in democracy as basis to create a city, which is nice to live in. My favourite place in the area is Fantask i Sankt Pederstræde. It is the world's oldest cartoon boutique in a cool neighborhood.



### Jeppe K Baden, 40

I live in Ørestad. I have studied environmental economics. What happens in the Medieval City Center means a lot for everybody. That is why I would like to take co-responsibility for it. Skt. Peders Stræde is my favourite spot in the area; when you stand in front of Fantask and look towards the University (where I have worked), can you see the old houses, the narrow streets and a beautiful tree, which brings nature inside history.



### Jon Torsten Lange, 63

I live with my wife in a housing cooperative on Sankt Peders Stræde. I am a teacher on early retirement. I wish to preserve the Medieval Center but also make it a greener place to live for young and old people, a diverse mix of citizens. And at the same time, make it a sustainable nice area for tourists and visitors.



### Jonas Wied Pedersen, 28

I live in Elers' Kollegium in the Medieval Center. I am environmental engineer and now I am writing my ph.d. at DTU, where my research focuses on digitalisation at the water sector. I have a professional interest in how we design the urban space, which is nice to live and move around in. Moreover I think it is extremely exciting to consider all the angles from which this complex problem can be tackled.



### Karin Hjorth, 58

I was born in Copenhagen, I live in the Medieval Center on Grønnegade and I have lived here for 12 years. I have lived in 10 different countries, which of course gives me many perspectives when I look at aesthetics, structure and function in a city. I have worked in many different sectors, among which the development of a small medieval city in Italy. History, architecture and functionality are something that really excites me. My place in the city is Ophelia plads. I love the sea.



### Karin Åkesson-Bjørsmo, 40

I live on Teglgårdstræde in the Medieval Center. I am an architect, but it is not only because of that, that I participate. It's also because I live here and I love my neighborhood, which is a privilege to live in. I love the chestnut trees close to Skt. Peders Stræde, which I pass by every day with my kids on the way to school.



### Lasse Hvid-Jørgensen, 34

I live in the city center. I work as analyst for the market of raw products. I have studied industrial economics at Copenhagen Business School. I participate because I think this area can become a better place to live, if the traffic is reduced. My favourite spot is the area around Sankt Peders Stræde. I really like the charming narrow streets and the colorful buildings.



### Linda Munch, 69

For the last 14 years I have lived in the Medieval Center and kept up with the development of it, for better or worse. I think it is important to raise awareness of the fact that not all residents see the current level of car parking and traffic as a problem. Actually the real problem is the heavy development of night life. I do not have a specific favourite place but it is important for me that the historical value of the city is preserved as well as enough room for residents, to live, work, shop, besides creating attractions for visitors and tourists.



### Line Aviaja Nielsen, 28

I live and work in the Medieval Center and therefore I have a natural interest in what happens here. I would like to set focus on reduce traffic and make the area a more safe place for residents, tourists and shop-owners. My favourite area is the one close to Gammelstrand.



### Liva Kristine Holst Echwald-Tijssen, 40

I live in the Center of Copenhagen. I work with entrepreneurship, innovation and business development. I would like to contribute with my experiences from the daily life of my family, with bringing what kids experience to the table. My favourite place is Frue Church, when the sun shines on it in a summer evening.

Continues below...



**Michael Pilegaard Lund, 36**

I live on Teglårdstræde, I live with my lovely girlfriend. I have studied economics and I work as a leader advisor at COWI. I love the city and think it is important that the residents are not strangled in an unbreathable, frantic city. Urban development with respect.



**Michael Smedegaard Pedersen, 42**

I live on Rosengården and work in the finance sector. I love my neighborhood and I feel it is a privilege to live in the Medieval Center- it should be the case also in the future. For this reason I wanted to get involved in this work. I have lived abroad, London and Stockholm, and I have seen, what makes the Medieval City Center so special. And also what we could learn from other cities.



**Morten Sørensen, 48**

I live in Valby, I am a social and health helper and I am very politically active. The reason why I participate in the Citizens' Assembly is that I want to be part of the debate and the historical development of my city. Brolæggerstræde means a lot to me, where Carlsberg was founded.



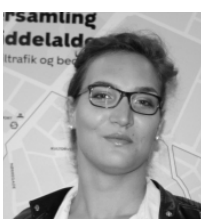
**Niels Sørensen**

Does not wish to reveal



**Rasmus Foght Jørgensen, 38**

I live and work on Fiolstræde, where I am also chairman for a small association. I am a great "consumer" of the city's cultural offer- I go to approximately 400 concerts per year, most of which in Copenhagen. I hope my participation can make the area a better place to visit and live in. My favourite place is Gråbrødre Torv, where one really can feel history.



**Regina Borlestean, 25**

I live in the Center of Copenhagen. I study medicine at Copenhagen University and work part-time as tutor for kids and young people. My motivation to participate is to broaden my perspective on the life of the city by being exposed to what my fellow citizens think. Peder Hvitfeldts Stræde, where I live has a special meaning for me.



**Rune Øster Mortensen, 27**

I live in a collective close to the lakes in Copenhagen. I am a design engineer and I enjoy working with citizens and users involvement, and system design. That is why it is so exciting to be here and take part in the dialogue about the development of the city. I am a volunteer in sea-rescuing and in musik and dance environment. I really like Vartorv, because the peaceful atmosphere in contrast to the business of Rådhuspladsen just outside is really exciting.



**Sara Løchte**

I live in Åbenrå and work as lawyer. I want to support the development of the Medieval City Center in a direction where the neighborhood is made more environmentally friendly, and at the same time healthy and beautiful to live in.



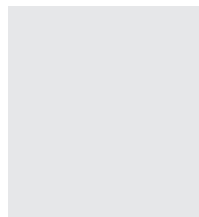
**Signe Rasmussen, 25**

I live on Magstræde. I study political science/ international politics and work in the Ministry of Foreign Affairs. I love to live in the heart of the city, where there is so much life, history, beauty and charme. I wish Copenhagen could be a city for every one, but first for Copenhageners. Therefore I am concerned about the balance between the attention that is given to (foreign) tourists and to us residents. To rethink the traffic and the urban space is a way to affect this balance - that is why I registered to the lottery. But I also wanted to support an exciting new way to directly involve citizens in the decision-making process. My favourite place is The Royal Library.



**Thorkild Nielsen, 67**

I live in the heart of the lovely Medieval center, where I enjoy my free time. I participate in this Citizens' Assembly because I would like to see this city develop as an attractive place to live and enjoy its history and special atmosphere. Gråbrødretorv is my absolute favourite place.



**Ingeborg Lohfert Haslund-Vinding**

I live on Klosterstræde. I am a journalist and work primarily with documentary programs. I would like to get an insight and have influence in the decision-making about my neighborhood. I especially like the area around Gammel Strand.







**Section 3**  
**The process**  
**around**  
**Citizens'**  
**Assembly**

# Registering to the Citizens' Assembly

8.000 citizens with address in the Medieval City Centre's were invited to participate in the Civic Lottery through eBoks. E-boks is a secure electronic mailbox where the citizens of Denmark receive digital mail from among others public authorities. This method makes the Citizens' Assembly on Copenhagen's Medieval City Centre the first citizens' assembly in the world testing a digital civic lottery.

The invitation was also shared with the rest of the city through the Facebook page and website of the Municipality of Copenhagen.

More than 8 % signed up for the Civic Lottery, which is more than 3 percentage point above average, compared to other Citizens' Assembly. In the process 5 participants dropped out, which is in line with international experiences.

The Municipality of Copenhagen chose to recruit 25% of the members from outside the city district through their Facebook page rather than eBoks.

## Civic Lottery

The Citizens' Assembly on Copenhagen's Medieval City Centre started off with a Civic Lottery in June 2019. The civic lottery was designed according to parameters relevant to issue at hand, and with criteria within each parameter, that ensured that the members would represent the demographics of Copenhagen.

## Members

669 citizens registered to the Civic Lottery and committed to participate in the six consultation meetings from August to November 2019. 477 of the 669 citizens registered through eBoks and 192 through the municipality's digital channels.

We Do Democracy contacted the selected 36 citizens through the phone to validate that their profile responded to the criteria. 9 citizens said that they could no longer participate. Therefore, new citizens with matching profiles were selected from the pool of citizens who had

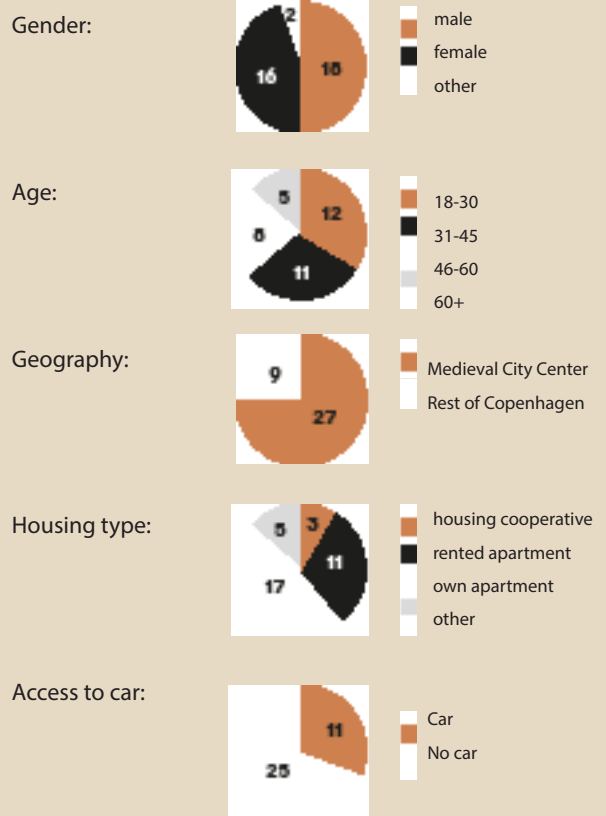
registered for the Civic Lottery. The lottery of the citizens ensured that the final Citizens' Assembly's composition reflected the demographics Copenhagen. Geography is the only exceptional parameter - 75% of the members have permanent address in the Medieval City Centre and 25% in other districts of the city.

### CIVIC LOTTERY CRITERIA:

1. Gender / 49% men and 51% women (Danmarks Statistik (DS); 2019\*).
2. Geography / 75% from within the Medieval City Center and 25% from other city districts (Local Council).
3. Age / 18-30 - 35%, 31-45 - 30%, 56-60 - 19%, and 61+ - 16% (DS)
4. Access to car: 71% citizens without a car, 29% citizens with car (DS).
5. Type of accommodation / own apartment 57%, housing cooperative 7%, private rented 35%, others 1%.(DS)

### THE 36 MEMBERS

(Recruited and validated according to selection parameters)



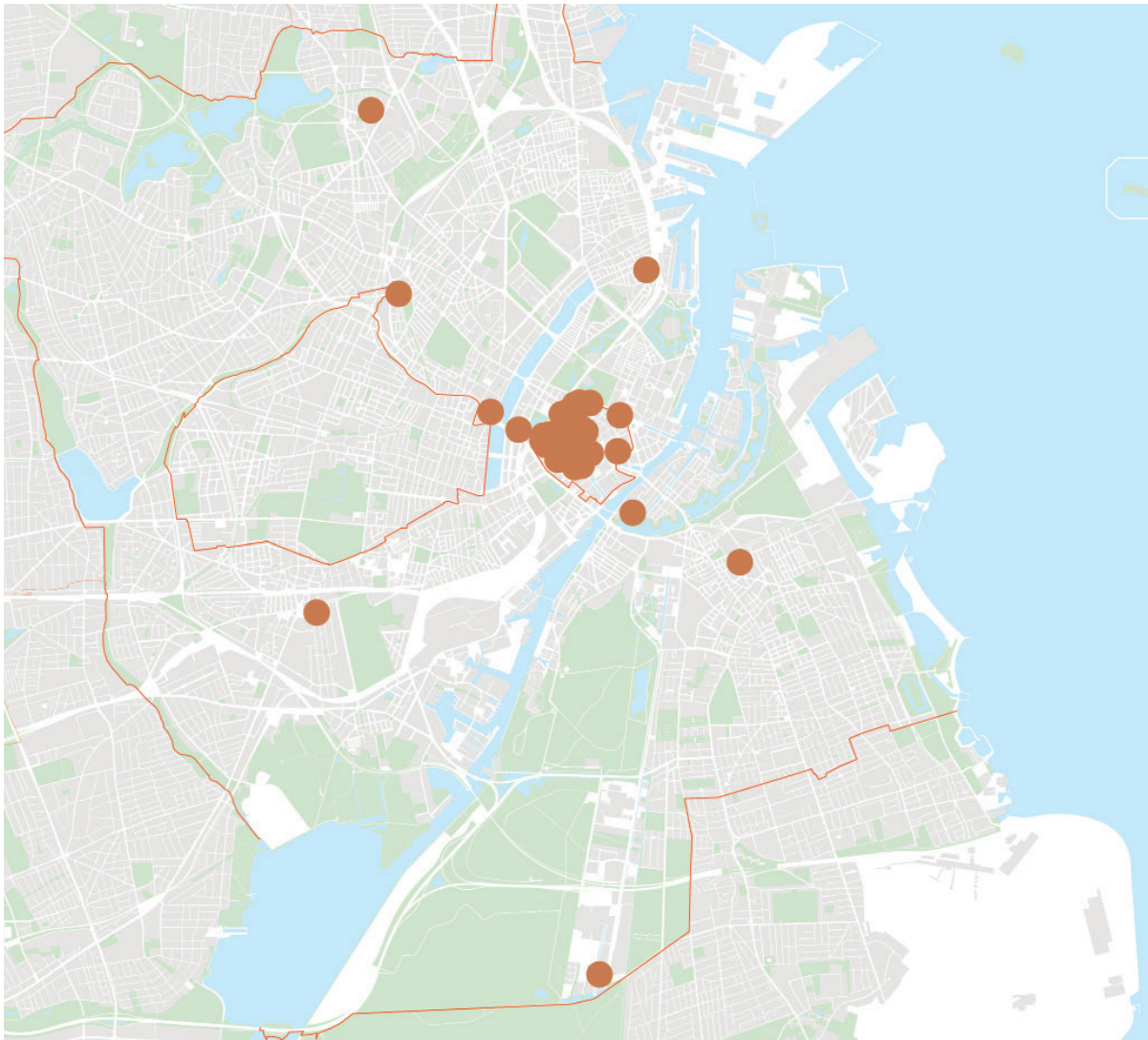
### AGE MIX - FB & WEBSITE

#### Registration through e-Boks

13-30 y:.....	75
31-45 y:.....	108
46-60 y:.....	157
61+ y:.....	137

#### Registered through Facebook:

13-30 y:.....	48
31-45 y:.....	66
46-60 y:.....	37
61+ y:.....	41



Mapping the residency of the 36 citizens in the Citizens' Assembly

#### WHAT DEFINES A CITIZENS' ASSEMBLY

- A group of citizens gathers over a series of facilitated Meetings to qualify an issue, determined by a political process. At least one public meeting must be included in the whole consultation process.
- The Citizens' Assembly consists of a randomly selected group of citizens (depending on the question and task the group size varies from 12 to 99 citizens). The group is representative of the population according to a series of relevant parameters.
- Citizens' Assembly obtain knowledge and insight on the topic through experts and relevant stakeholders, who give their perspectives on request. The Citizens' Assembly can call in further knowledge and perspectives. The members have a high degree of influence on the themes and questions they want to clarify/highlight.
- The process is facilitated by a third party; the assembly members of work in groups, which change in all the meetings.
- The citizens formulate common values, themes, and possible solutions. Their mandate finishes after having formulated a series of recommendations, which are handed over to the politicians. It is possible to produce a minority report if the citizens don't agree on a recommendation.
- All presentations, meeting summaries, material and the recommendations are made public. Some of the assemblies can be public or live streamed.
- When the Citizens' Assembly hands their recommendations over to the institution, who has convened the assembly, the Assembly dissolves.
- The politicians are committed to receiving and processing the recommendations from the Citizens' Assembly. The politicians decide whether and to what extent the recommendations should be implemented. To what extent the politicians commit to follow the recommendations can vary significantly from case to case.

# The deliberation process

## 1. MEETING 27TH AUGUST



### Introduction

- Preparing the Assembly members for the process – understanding role, mandate and principles
- Obtaining knowledge and information on the subject from experts and professionals
- Developing the common values, which should inspire the process and the final recommendation

## 2. MEETING 10TH SEPTEMBER



### Exploration

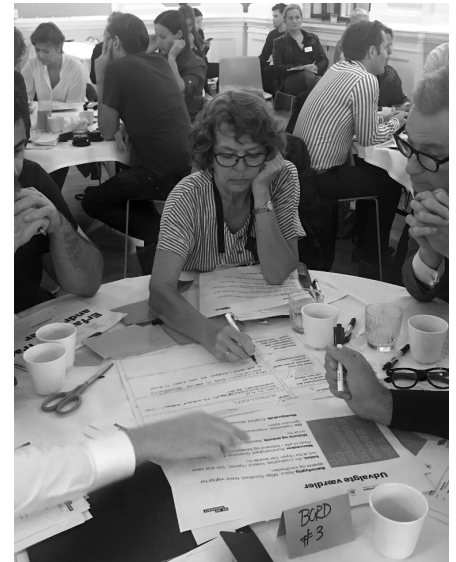
- Obtaining knowledge and engaging with stakeholders
- Developing the first set of relevant issues
- Exploring the two scenarios and consequences

## 3. MEETING 24TH SEPTEMBER



### Elaboration

- Clarification of questions and detailed presentations for experts
- Refining the values
- Defining themes – why are they important, what could be done about them, solution ideas
- Writing the first recommendation draft



**PUBLIC MEETING  
1ST OCTOBER**



**Testing and qualifying**

- Presenting mandate and task
- Gathering inputs to recommendations from participants
- Which ideas are broadly supported? which ideas are not supported? Are there new ideas?

**4. MEETING  
22TH OCTOBER**



**Formulating recommendations**

- Reviewing feedback from the public meeting and adjusting recommendations accordingly
- Formulating recommendations and clarifying disagreements and questions

**5. MEETING  
5TH NOVEMBER**

**Final recommendation**

- Clearing out doubts and clarifying facts
- Exploring obstacles that could arise if community recommendations were implemented
- Identifying compromises and finalise the recommendations



**5TH-26TH NOVEMBER**

**Validating and publishing**

- The recommendations are gathered, proofread and formatted by the process consultants after the editor group appointed by the assembly members have given their approval. possibility to include a minority report. The recommendations are made public and handed over to the politicians.

## Acknowledgments

The Citizens' Assembly has been designed and facilitated by We Do Democracy. The facilitation process was supported by additional process facilitators, experts, officials from the Municipality of Copenhagen, stakeholders, and the project group from the Technical and Environmental Administration of the Municipality of Copenhagen. The Citizen's Assembly was supervised by Peter MacLeod from MASS LBP in Toronto – Canada's leading process and democracy advisor with experience from more than 40 Citizen's Assemblies. The Civic Lottery has been carried out by Analyse & Tal.

The international guidelines for Citizens' Assembly represent the point of departure for the design of this Citizens'. The guidelines - which cover the principles of impartiality, transparency, expert knowledge, number of participants and days, project implementation and process, and the commitment from the Municipality of Copenhagen - are part of OECD's "Future of Democracy" program, which is expected to be released mid 2020.

## Summary of Citizens' Assembly's deliberation sessions

### MEETING 1 – INTRODUCTION TO THE MANDATE AND TASK

Tuesday, August 27, 2019

The Assembly members got an introduction to the task, their role, and their contribution to the political process. They also listened to three presentations from experts and stakeholders about the strategy for green, sustainable urban development adopted by the Municipality of Copenhagen. Furthermore, they were presented with an analysis of the current traffic situation, the possible implications of a traffic reduction according to the two scenarios, as well as an architectural visualisation of how the space in the Medieval City Centre could be used after parking spaces for cars are reduced. Throughout the day the members discussed about the consequences of a traffic reduction in the Medieval City. The former acting Technical and Environmental Mayor in the Municipality of Copenhagen, Karina Vestergaard Madsen, closed the meeting by thanking the members for their involvement and emphasised the importance of the Citizens' Assembly for the political process.

### MEETING 2 – EXPLORATION

Tuesday, September 10, 2019

The Assembly members listened to the inputs of two more experts: Camilla Van Deurs, the city architect, and Annette Kayser, expert in urban spaces and traffic from the Municipality of Copenhagen. After the presentations the members could ask questions to a stakeholder panel (representatives from the business as well as the public sector). In smaller groups the Citizens' Assembly worked with identifying the values, which should inspire their re-

commendations to politicians. They also started to write a first draft of the challenges and possibilities of the further development of the Medieval City, after a reduction of car traffic and parking occurs.

### MEETING 3 – INITIAL FORMULATION OF THE RECOMMENDATIONS

Tuesday, September 24, 2019

The Assembly members went again through the question formulated the City Council as well as their mandate. They wrote the first draft of their recommendations, which would have then been presented at Public Meeting, before other Copenhageners. Anne Dencker Bædkel from Copenhagen Institute for Future Studies held a presentation on future mega-trends. Afterwards the members worked in smaller groups on the first draft of their recommendations: use of the new urban spaces, respectful parking of bicycles, tourism, better conditions for pedestrians and cyclist, balance between vibrant life in the city and peacefulness for residents.

### PUBLIC MEETING – QUALIFYING THE RECOMMENDATIONS

Tuesday, October 1, 2019

100 Copenhageners signed up to participate in the Public Meeting. Participants were divided in smaller groups, where the members from the Citizens' Assembly acted as process facilitators. Assembly members collected inputs from the other citizens, who were presented with the first recommendation draft. The meeting gave Assembly members new perspectives for their further work.

#### MEETING 4 – SETTING THE FRAMEWORK FOR THE RECOMMENDATIONS

Tuesday, October 22, 2019

The assembly reviewed the feedback from the Public Meeting. They got divided into groups – each group corresponding to one of the recommendations. Each group received assistance from experts from the Technical and Environmental Administration. Afterwards the members, divided in groups, presented their group's recommendation before the other groups. Members in other groups gave their input to the final formulation.

#### MEETING 5 – FINALISING THE RECOMMENDATIONS

Tuesday, November 5, 2019

The Assembly members debated to what degree they would recommend a reduction on car traffic and parking spaces in plenum. They agreed on an up to 75% reduction of car traffic and 80-90 % of parking spaces. Then they worked in smaller groups on the final adjustments to the recommendations. Finally, they prioritised the importance of each proposals within each recommenda-

tion in plenum. Two Assembly members presented their nine recommendations before Nina Hedeager Olsen, the Technical and Environmental Mayor of the Municipality of Copenhagen and Karsten Bierring Nielsen, the Vice Director of the City's Development.

In between meetings and after Citizens' Assembly's last meeting

In between the meetings, the design and process facilitators have made gathered all the raw inputs from the Meetings, made all the material public, documented the results and prepared the next assembly Meeting – writing program for the day, gathering and reviewing presentations from experts as well as processing requests from the Assembly members.

After the last Meeting the design and process facilitators reviewed and proofread the Citizens' recommendations. Beside the layout all the changes were sent to an editor group appointed by the Citizens' Assembly and consisting of 4 members, who was tasked with proofreading and approving the content.



## Contributions from experts and stakeholders

Urban development, urban life, architecture and history

- Camilla Van Deurs – City Architect, Municipality of Copenhagen
- Ole Vissing – Urban Development, Technical and Environmental Administration, Municipality of Copenhagen
- Sanne Slot Hansen – Associate Partner, Schønherr Architects

Socio-demographic perspective

- Anne Dencker Bødkel – Futurist and Senior Adviser, Copenhagen Institute for Future Studies

Traffic and parking

- Annette Kayser – expert on cities and mobility, Technical and Environmental Administration, Municipality of Copenhagen
- Troels Vorre Olsen: Traffic Advisor, Via Trafik

Political and officials' perspective

- Karina Vestergård Madsen – former acting Technical and Environmental Mayor, Municipality of Copenhagen
- Karsten Bierring Nielse – Vice Director, Technical and Environmental Administration, Municipality of Copenhagen
- Lene Bjerg Kristensen – Project Manager, Technical and Environmental Administration, Municipality of Copenhagen

The Citizens' Assembly's invited guests to the panel debate

- The Danish Pedestrians Association – Anne Brix Christiansen, chairperson
- The Cyclist Association – Erik Hjulmand, chairperson of the Copenhagen department
- FDM – Dannis Lange, Legal Consultant
- HORESTA – Flemming Christophersen
- The Council of Sustainable Traffic, Kjeld Larsen, chairperson

## Written submissions from relevant stakeholders

Organisation	Afsender af partsindlæg
The Cyclist Association	Erik Hjuland, Chairperson
The Danish Chamber of Commerce	-
The Danish Pedestrians Association	Anne Brix Christiansen, Chairperson
The Danish Transport Federation	Michael Svane, Branch Director
FDM	Dennis Lange, Legal Consultant
The Danish Disability Council	-
HORESTA	Jesper Bengtson, Regional Manager
Copenhagen's Wright Association	-
The Inner City's Local Council	Bent Lohmann, Chairperson
KBH K - Commerce & Culture	John Hansen, director
Copenhagen's Resident Network	Hannibal C. Holt
Copenhagen's Senior Council	Bjarne Mortensen, Joan Jensen
Wonderful Copenhagen	-



## The team behind the process

Beside the design and process facilitators, We Do Democracy, the project group from the Technical and Environmental Administration have played a significant role in the completion of the Citizens' Assembly.

### The process facilitators

A process facilitator would assist and support the Assembly members at each table, at each meeting throughout the consultation period. The process facilitators helped the citizens with note-taking, providing clarifications for group work tasks, listened to the debate, and ensured everyone had a say and a fair chance to participate in the group discussions at the table.

All the process facilitators are trained and professional facilitators. The process facilitators got introduced to their role before the Citizens' Assembly consultation period started, as well as received detailed instructions before every Meeting.

### Moderator and process facilitators

Moderator:

Zakia Elvang and Johan Galster, We Do Democracy

### Process facilitators

Astrid Marie Astrupgaard and Sara Nardi, We Do Democracy.

Bent Grinter, Mads Randbøll Wolff, Paul Natorp and Talita Elvang, We Do Democracy's collaborators.

Sarah Steinitz, Cecilie Astrupgaard and Thomas Mørch,

Analyse & Tal.

Camilla Frandsen and Anja Englev Olsen, The Municipality of Copenhagen.

### The project group

The process behind the Citizens' Assembly has been carried out in a close collaboration with the project managers Lene Bjerg Kristensen and Niels Stange and the project group from the Municipality of Copenhagen.

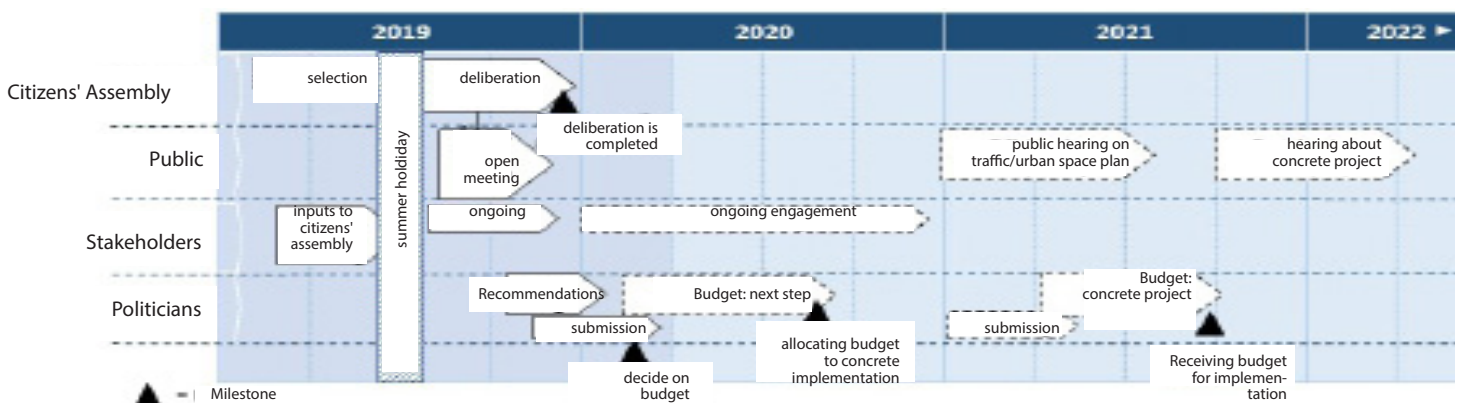
### Stakeholders

The stakeholders, which have contributed with written submissions as well as panel debate on the second Meeting, include organisations from the business and public sectors and as well as from the local council. The stakeholders include representatives from the Inner City's Local Council, Copenhagen's Resident Network, KBH K – Commerce & Culture, Copenhagen's Wright Association, HORESTA, Wonderful Copenhagen, The Danish Chamber of Commerce, The Danish Transport Federation, FDM, The Cyclist Association, The Danish Pedestrian Association, Copenhagen's Senior Council and The Danish Disability Council. This composition of stakeholders ensures that the voice of different relevant actors from the business and public sectors gets represented in the consultation. Furthermore, these stakeholders could qualify the consultation and give input to the Citizens' Assembly during two meetings in 2019 (June and October).

## Next steps in the further political process

The result of the consultation process, based on the two scenarios, will inform the further work on regulation of traffic in the Medieval City, which will be carried forward by the Technical and Environmental Administration. On the basis of the Citizens' recommendation, it will be decided how streets and urban spaces are going to be planned to integrate new functions.

The administration will also look into the possible positive consequences of regulating the number of parking spaces in the area. In turn, the Technical and Environmental Administration will formulate its proposal on traffic regulation and hand it over to the City Council of Copenhagen mid 2020. These recommendations will be subject to internal negotiation for the Budget for 2021.











# **Citizens' Assembly on Copenhagen's Medieval City Centre – Less car traffic and better quality of life**

## **THE CITIZENS' ASSEMBLY'S 9 RECOMMENDATIONS**

- #1: Local and vibrant**
- #2: Up to 75 % reduction of car traffic (motorised traffic)**
- #3: 80-90 % reduction of parking spaces on street level**
- #4: Green and common, non-commercial areas**
- #5: Tourism, which is respectful of residents**
- #6: Better parking solutions for bicycles and electric scooters**
- #7: Respectful nightlife**
- #8: Better conditions for pedestrians and cyclists**
- #9: Experimenting with solutions**

## **VALUES**

- 1. Sustainable**
- 2. Intimate**
- 3. People**
- 4. History and aesthetics**
- 5. Vibrant**
- 6. Co-ownership**