



Royal
Danish
Academy

Architecture
Design
Conservation

Crisis of Urban Imaginaries

Deane Simpson, Prof.

"Only a crisis – actual or perceived – produces real change. When the crisis occurs, the actions that are taken depend on the ideas that are lying around."

Milton Freidman, 1982



Three Phases of Crisis

- metaphor phase (we struggle to understand the changed premises and logics and seek to grasp new narratives and metaphors)
- conflict phase
- consolidation phase





Stills from: "Most Liveable City: Copenhagen" Monocle Film 2013

Contemporary Urban Imaginaries (ca.1989-2020)

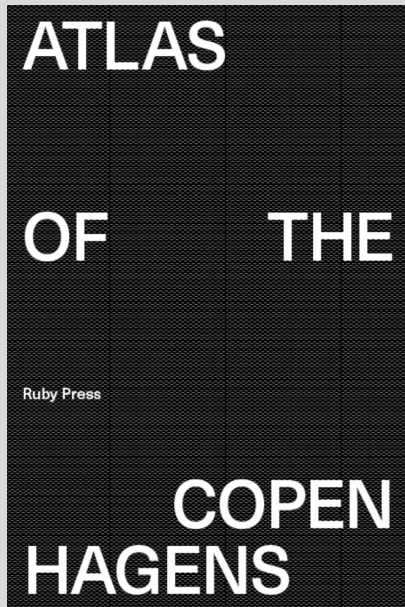
"the competitive city"

"the liveable city"

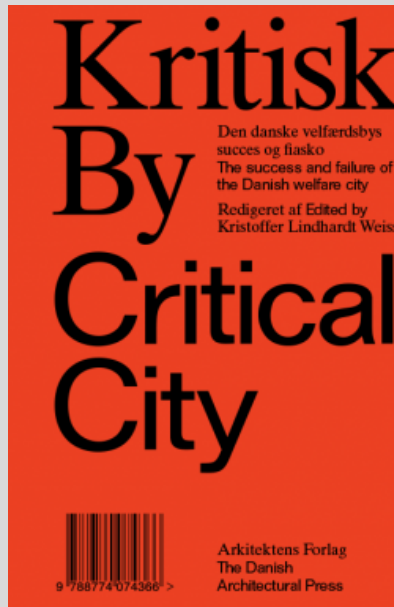
"the smart city"

"the sustainable city"

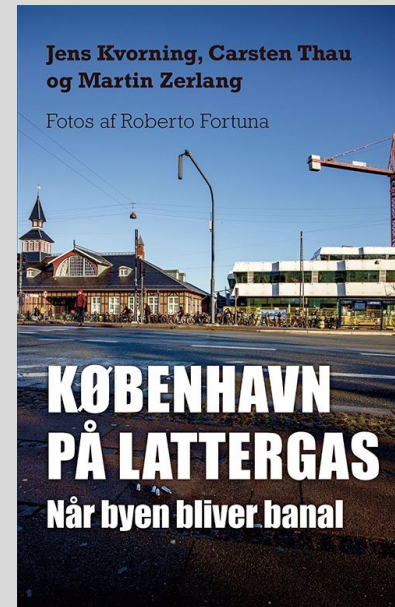
...



2018



2019



2020

Contemporary Urban Imaginaries (ca.1989-2020)

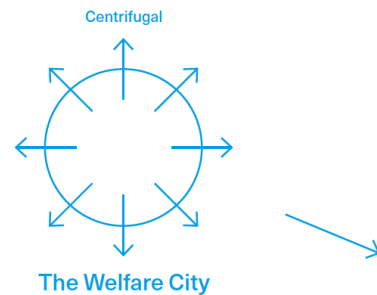
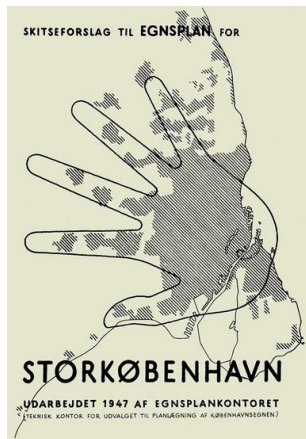
"the competitive city"

"the liveable city"

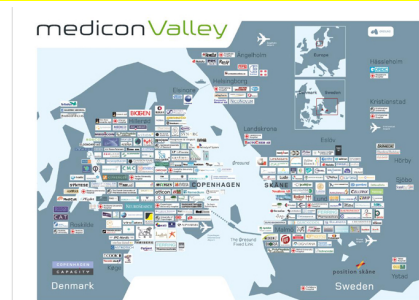
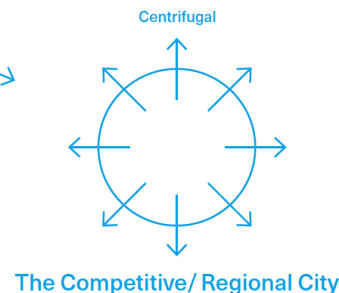
"the smart city"

"the sustainable city"

Fig. 33
From Welfare City to Attractive and
Competitive City



larger regional system



Lord Mayor Frank Jensen
in David Crouch, "Denmark
Wants to Rebrand Part of Sweden
as 'Greater Copenhagen,'" *The Guardian*, March 5, 2015

**Size matters. [...] Together
[Denmark's Zealand and
Sweden's Skåne] we**

**will have 3.8 million people, 11 universities
with 150,000 students and many PhDs,
so we will come up as an interesting place
to locate your European or Scandinavian
HQ. [...] That is what it's all about.**

- tourists
- investment capital
- corporations
- qualified labour

- Stockholm
- Oslo
- Hamburg
- Berlin, etc.

more competitive
more affluent

'Denmark Towards the Year 2010',
Report, Environment Ministry, 1992



Stallknecht Committee report, The
Capital: What do we want to do?,
1989



Medicon Valley, 1997-

Fig. 32
Housing Production Sectors, Copenhagen

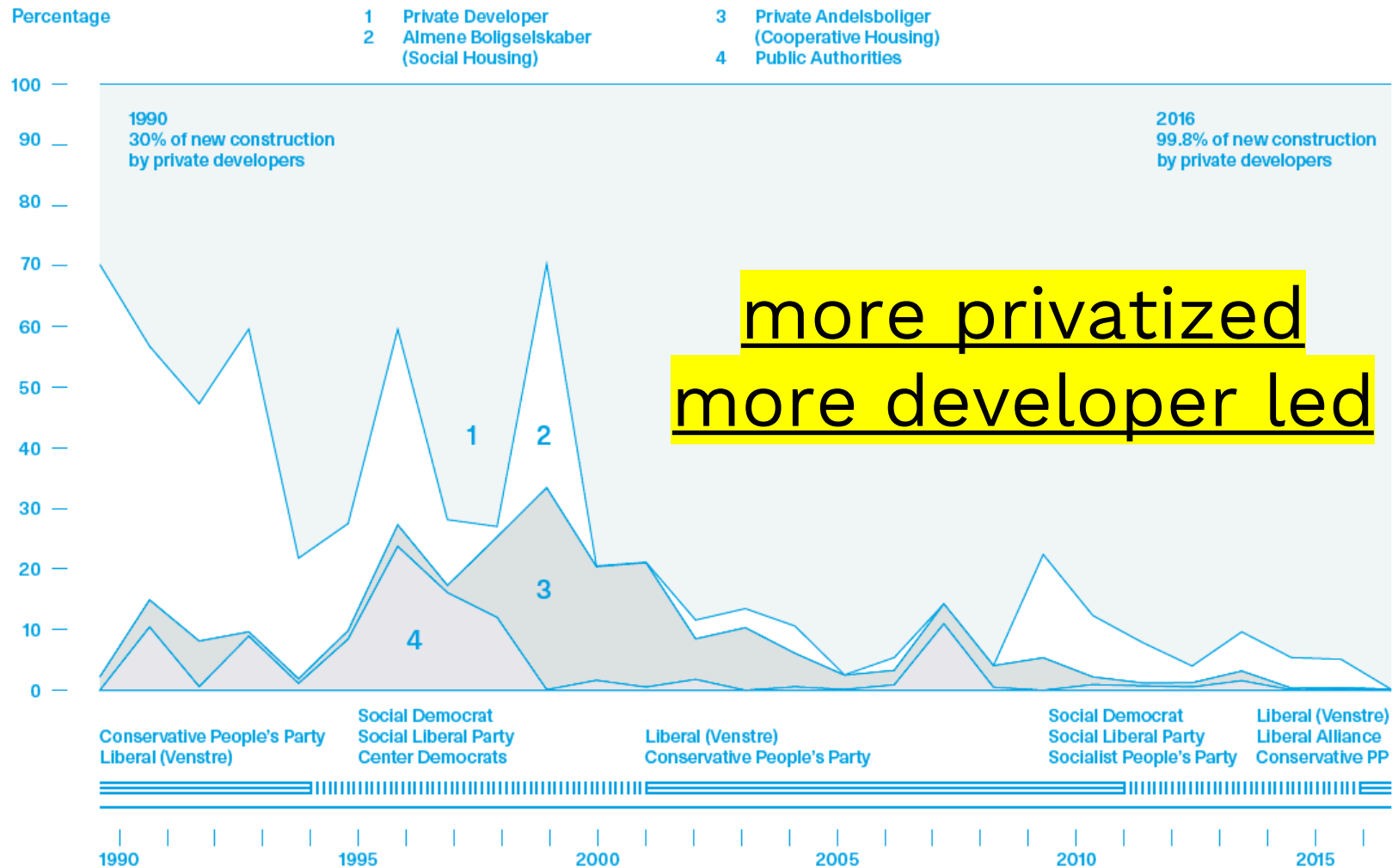


Fig. 29
Livability and Unaffordability

Fig. 29-32
 After KADK, USC Right to Dwell Think Tank

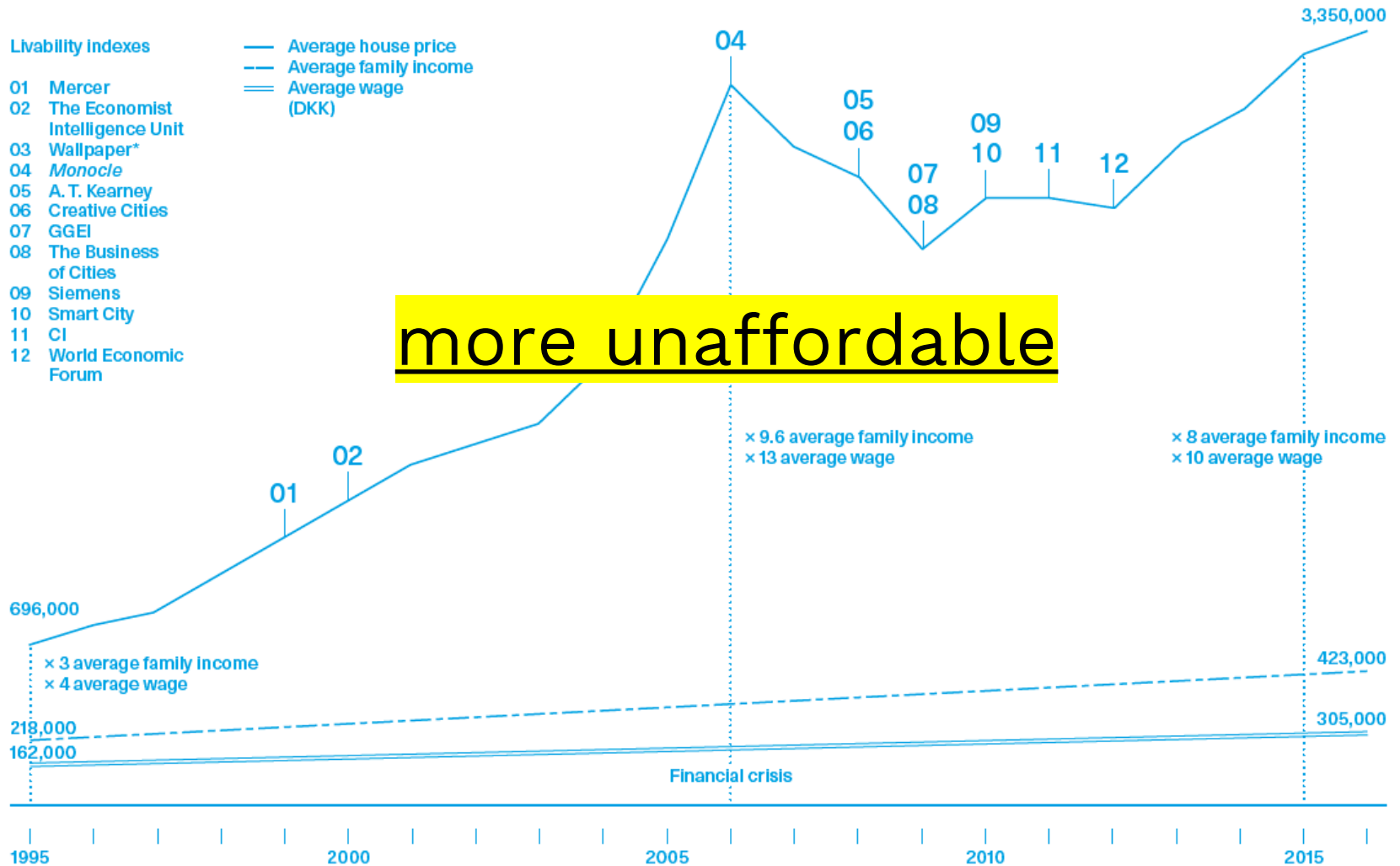
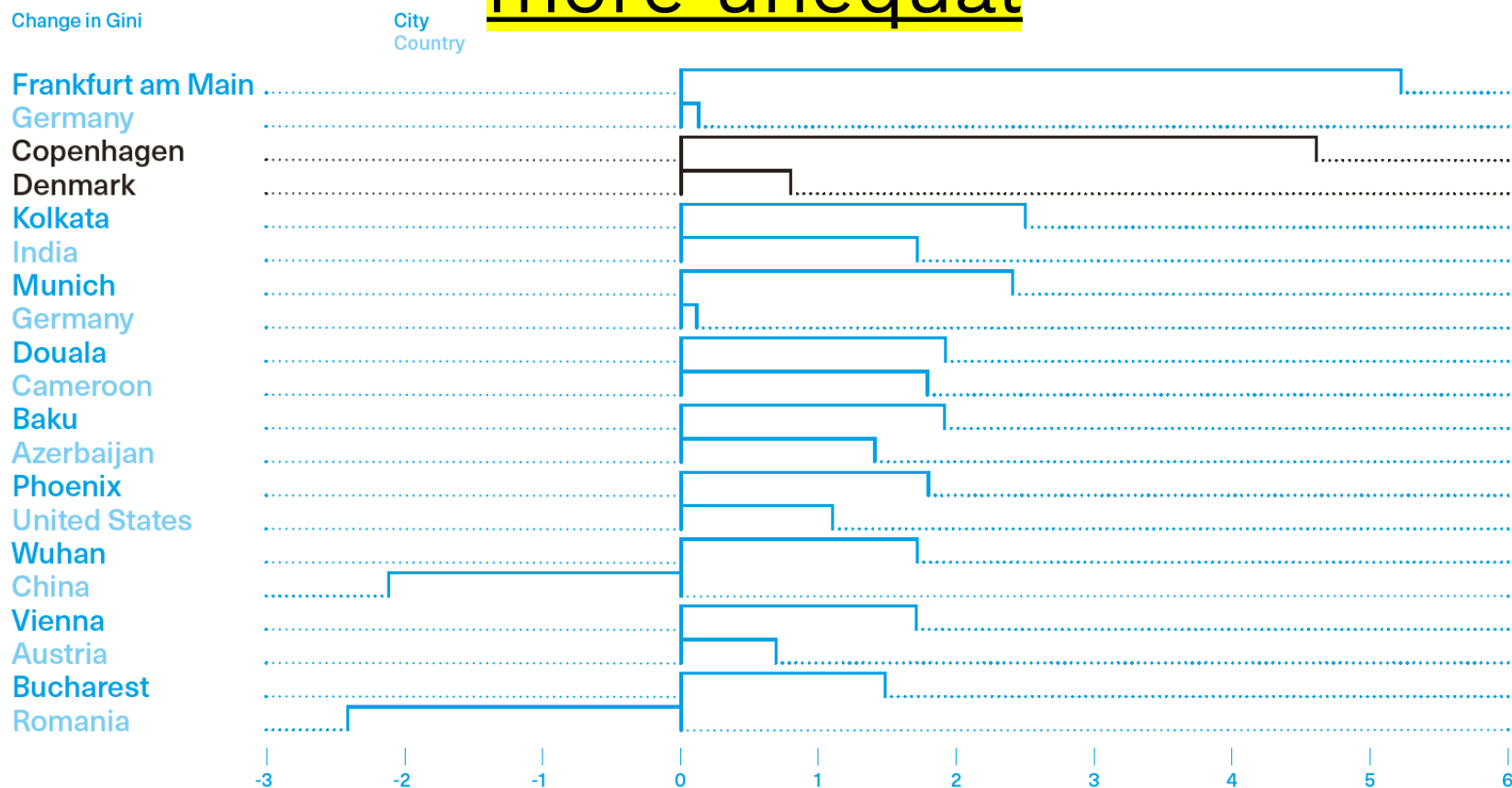


Fig. 26
 Cities with the Most Severely Widening
 Income Inequality, 2008–13



Contemporary Urban Imaginaries (ca.1989-2020)

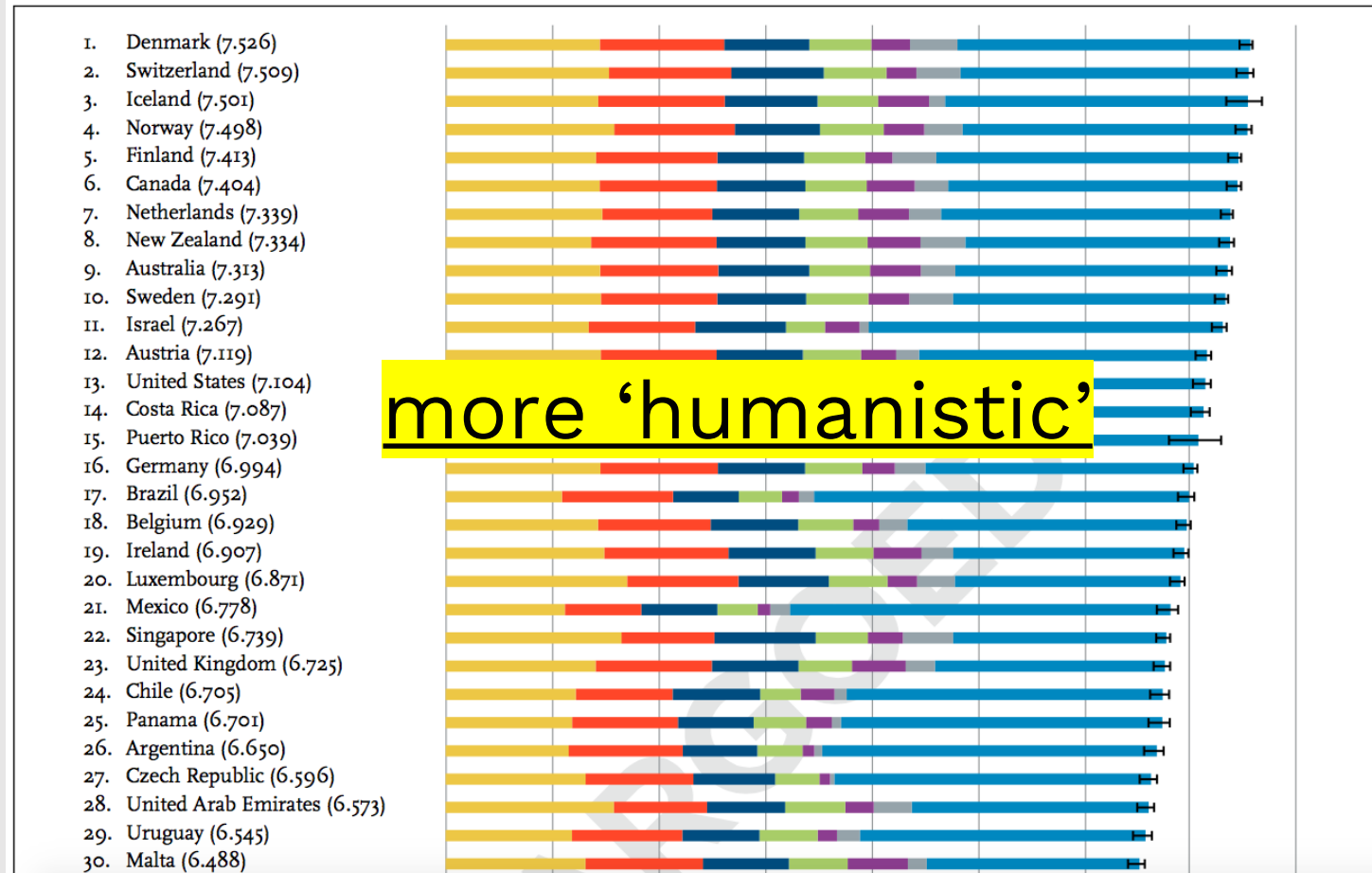
"the competitive city"

"the liveable city"

"the smart city"

"the sustainable city"

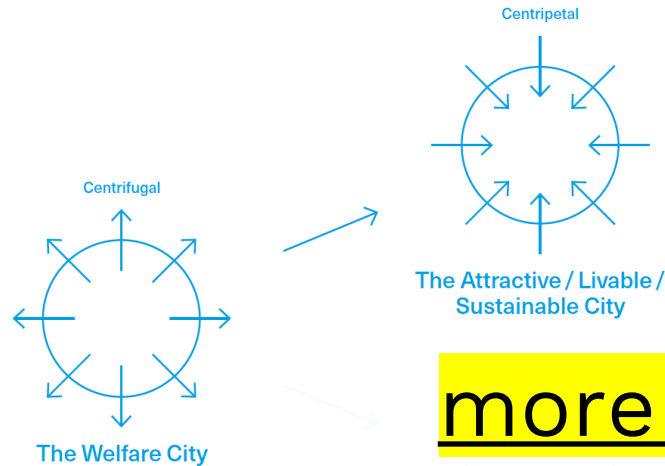
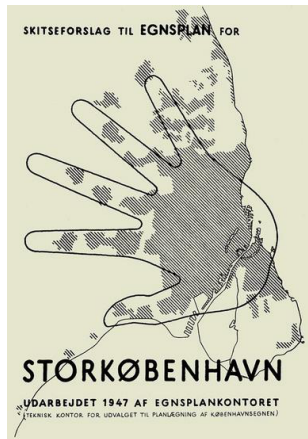
Figure 2.2: Ranking of Happiness 2013-2015 (Part 1)



Frank Jensen,
Lord Mayor of Copenhagen
(Cathcart-Keays and Warin 2016)

The philosophy behind all the development in the city [of Copenhagen] comes down to the question of livability.

Fig. 33
From Welfare City to Attractive and Competitive City



more 'attractive'

The Competitive / Regional City

Lord Mayor Frank Jensen
in David Crouch, "Denmark
Wants to Rebrand Part of Sweden
as 'Greater Copenhagen,'" *The Guardian*, March 6, 2016

Size matters. [...] Together [Denmark's Zealand and Sweden's Skåne] we will have 3.8 million people, 11 universities with 150,000 students and many PhDs, so we will come up as an interesting place to locate your European or Scandinavian HQ. [...] That is what it's all about.



Hvidmalede vægge og hvide lofter gør næsten indslagene fra den oprindelige silo til fremmede fugle i de fleste af Frihavns Tårnets ellers rummelige og skønne lejligheder.

ARKITEKTUR 10. MAR 2017 KL. 21.04



KARSTEN R.S. IFVERSEN
Arkitekturredaktør



Nordhavn er en ny ghetto for velhavere

Det kan være svært at forstå, hvordan et socialdemokratisk bystyre kan tillade en så socialt skæv byprofil at vokse frem.

P FOR ABONNENTER

MEST LÆSTE

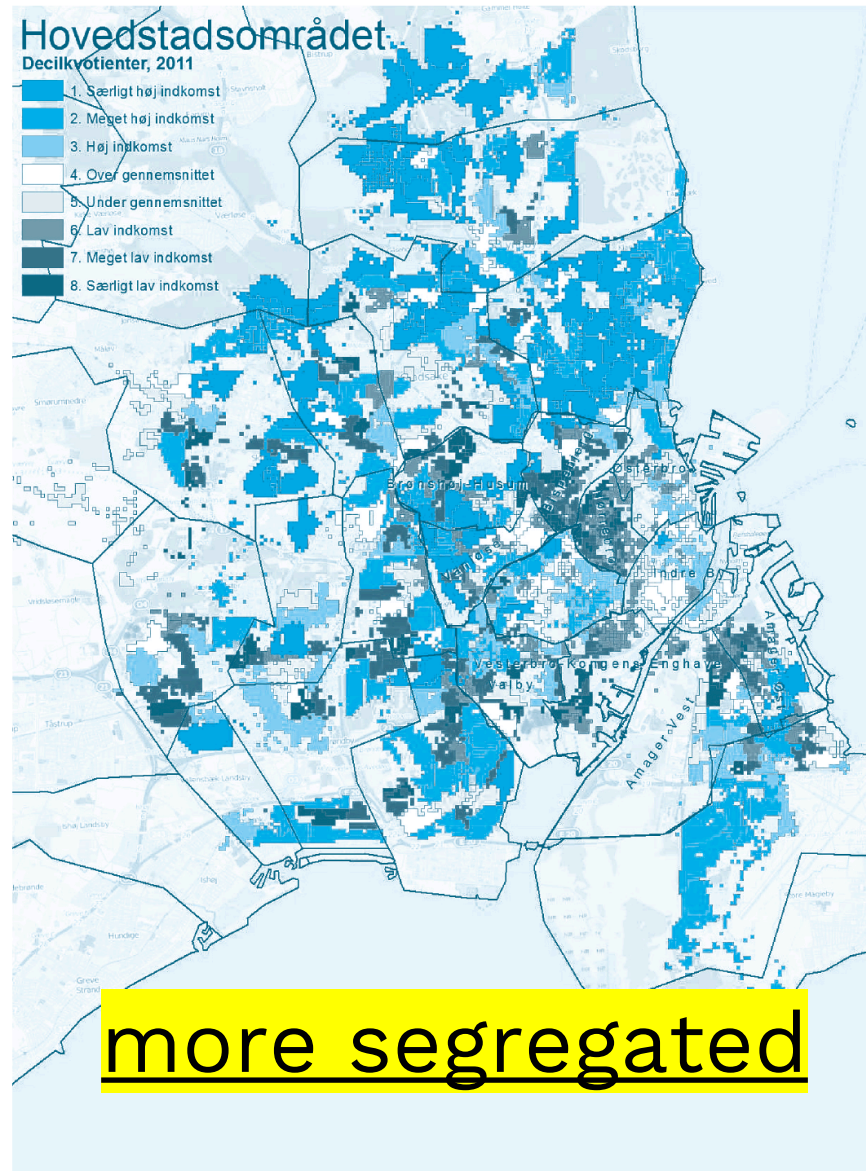
Forskere afslører den søde tands hemmelighed **P**

Sådan skrues der på din boligskat

Karsten Ifversen, Politiken, 10/03/2017
“Nordhanv is a new ghetto of the affluent”

Fig. 25

Sociospatial Segregation Map (Income levels from 1. highest to 8. lowest)
Excerpt from *Analyse: Segregering i de fire største danske byområder*,
Ministeriet for By, Bolig og Landdistrikter, 2014



Ét Danmark uden parallelsamfund

Ingen ghettoer i 2030

politically and economically opportunistic
selective ‘microblending’ through
exclusion/displacement/
privatizing common assets

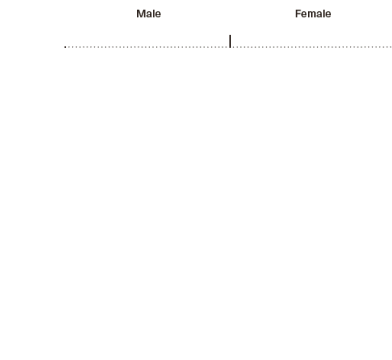
Population

Age composition

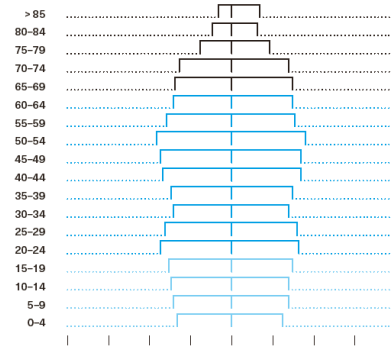
162

2 Urban Demography

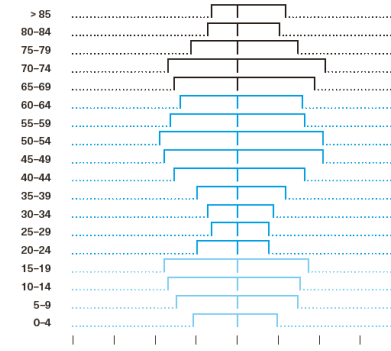
163



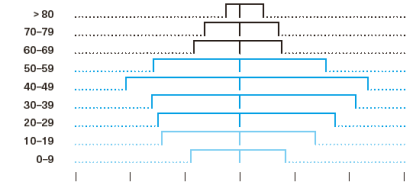
Denmark



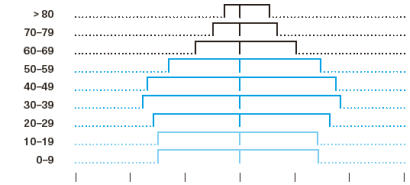
Hørsholm



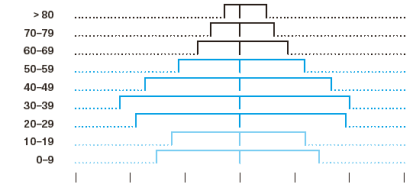
Hong Kong



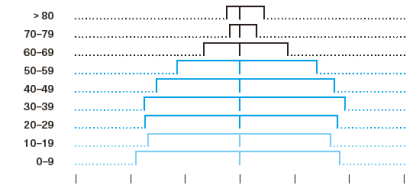
New York City



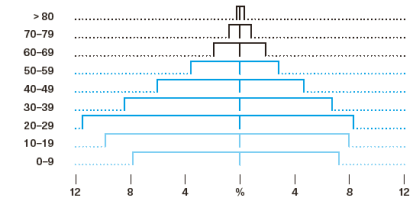
London



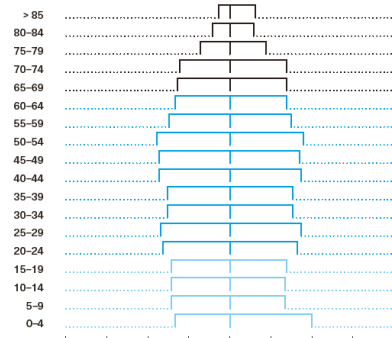
São Paulo



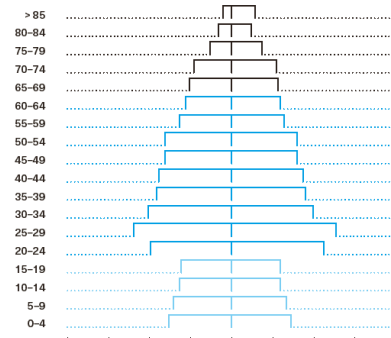
Mumbai



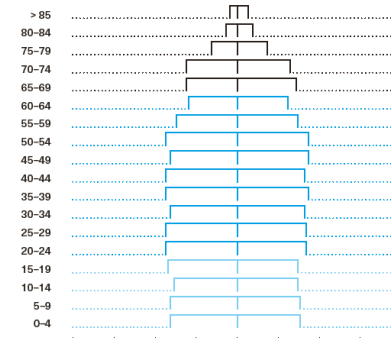
Regional CPH



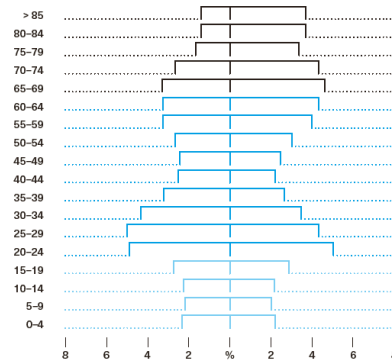
Greater CPH



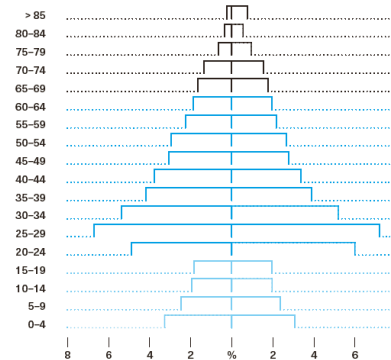
Ishøj



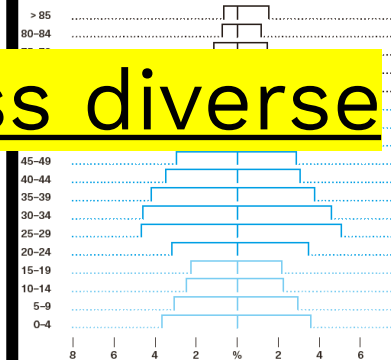
Inner CPH 1980



Inner CPH 2016



Malmö



less diverse



"Man får en gratis ø, som man skal vil kunne sælge grunde til bagefter, det er salget, der skal finansiere det [metro...]."

Ole Birk Olesen, (Former) Transport-, Bygnings- og Boligminister, 5. Okt. 2018



Contemporary Urban Imaginaries (ca.1989-2020)

"the competitive city"

"the liveable city"

"the smart city"

"the sustainable city"

News

'Connecting Copenhagen' is the World's Best Smart City Project



See partner →

[Home](#) » [City of Copenhagen](#) » 'Connecting Copenhagen' is the World's Best Smart City Project

By Kristian Holm

innovation-led growth

frictionless interconnectivity

sustainability by automated efficiency

data from cell phones, GPS's in busses and sensors in sewers and garbage cans will assist the Copenhagen politicians in achieving the city's objectives of reduced congestion, air pollution and CO₂ emissions.

– [Read more about: Intelligent Energy](#)

Using data to lead the city in a greener direction is precisely one of the reasons why Copenhagen wins with the

COPENHAGEN CONNECTING

CITY FLOW DATA
ASSET TRACKING
SENSOR PLATFORM
DATA CONNECTIONS



monitoring and controlling
safety and security



“...never before in history have cities been subjected in such scale to the technocratic visions and trials of a few global companies”

‘post-political’ urban technocracy
consolidated interests



modernist

managerial planning

state-led
'predict and provide'

late-capitalist

entrepreneurial planning

state-facilitated
public-private partnerships

platform-capitalist

algorithmic (post-)planning

big-tech led
new PPP formats

private actors deliver urban
planning A to Z

consolidated
agendas

“With safety and security as selling points [under the regime of ¥€\$], the city has become vastly less adventurous and more predictable. [...] Maybe it is no coincidence that ‘liveable’—flat—cities like Vancouver, Melbourne and even Perth are replacing traditional metropolises in our imaginary.”

Contemporary Urban Imaginaries (ca.1989-2020)

"the competitive city"

"the liveable city"

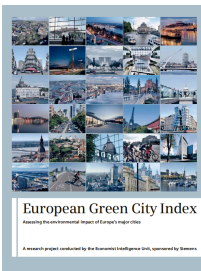
"the smart city"

"the sustainable city"



'eco-metropolis' of the world





2009



Select city data

Population	564,000
GDP per head, PPP	€43,600
CO ₂ emissions per head	
Energy consumption per head	
Percentage of renewable energy consumed by the city	
Total percentage of citizens walking, cycling or taking public transport to work	
Annual water consumption per head	
Share of waste recycled	

The City of Copenhagen is small by European standards, being home to just over 500,000 people, or around one-tenth of Denmark's population. Copenhagen is the country's main business hub.

Fuel sources are coal, oil and natural gas. A drive to improve energy efficiency has contributed to a significant fall in emissions over the past decade or so. The city now emits an average of 5.4 tonnes of CO₂ per person per year.

Transport: Copenhagen is ranked third in the transport category. The city has an extensive public transport system — including a metro system — a suburban railway and bus network.

Accounting for 17% of total energy consumption in 2008 and for 27% of electricity consumption, the national government's climate change strategy aims to raise the share of renewable energy to 30% of total consumption by 2025.

Buildings: Copenhagen is ranked fourth in the buildings category. Danish buildings are among the most energy-efficient in the world, despite the ageing housing stock. The annual energy consumption of residential buildings, at 554 megajoules per square metre, is the lowest of the 30 cities in the survey, being marginally better than that of Berlin. Almost all buildings in the Danish capital are connected to the district heating system.

Initiative: The Copenhagen municipality aims to achieve 10% of its CO₂ reductions through construction and renovation projects. The municipality intends to upgrade all municipal buildings to ensure compliance with the highest energy-efficiency standards.

Waste and land use: Copenhagen ranks seventh for waste and land use. However, the city is placed joint first for its green land use policies, thanks to its emerging redevelopment of brownfield sites and the widespread availability of green spaces (almost 80% of residents in the municipality of Copenhagen live within 300 metres of a park or recreation area). Some 55% of all waste is recycled, although the proportion for household waste is lower, at 24%.

Initiative: The vast majority (80%) of new developments during the current decade have been on brownfield sites, including the redevelopment of the harbour front. The municipality actively seeks to use urban development as a tool to minimise transport requirements and energy consumption.

Air quality: Copenhagen is ranked fifth for air quality, with a score that is broadly similar to those of several other north European cities. The great bulk of air pollutants measured in Copenhagen come from traffic.

Environmental governance: Copenhagen is ranked joint first for environmental governance. The municipality has recently taken steps to ensure integrated environmental management across all of its departments, appointing environmental co-ordinators for each administrative unit, who meet regularly to exchange experience. There is already a dedicated team within the city council to which citizens can direct their complaints or concerns on environmental matters.

Carbon-neutral neighbourhoods

In partnership with energy companies, architects, construction firms and other interested parties, the municipality has launched two flagship urban development projects to create 'carbon-neutral neighbourhoods', characterised by low-energy buildings, sustainable energy networks and infrastructure financed by transport. One such development is in the Arnegaskeidet district, south of central Copenhagen, where it is expected that some 300,000 square metres of residential and commercial buildings will be built. Before a final development plan for the area is adopted in 2012, the city authorities will conduct an analysis of the technologies required to ensure that the district's energy supply, buildings, transport and waste management systems can be operated on a carbon-neutral basis. Another major new urban development will take place at Nordhavn, a 200-hectare site situated at the north-western part of the city docks. Following a public consultation, an international competition was launched in 2010 to select a plan, with the winning proposal developed into a comprehensive plan during 2009/10. It is envisaged that a first phase of development will begin in 2011, with a second phase scheduled for 2016.

global model of urban sustainability

Fig. 09
Siemens Green City Index
Europe and North America, 2012 (top 30)

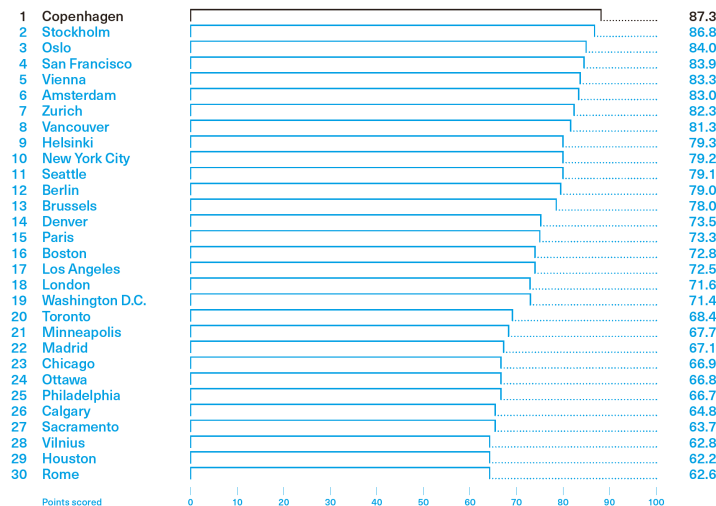


Fig. 18
Model City Promotion: Lord Mayor Ritt Bjerregaard (2006–2009);
Lord Mayor Frank Jensen (2009–present)



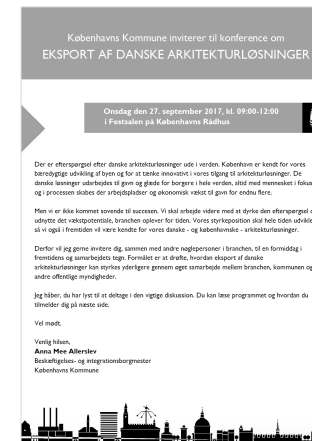
'green urbanism' exports



2017



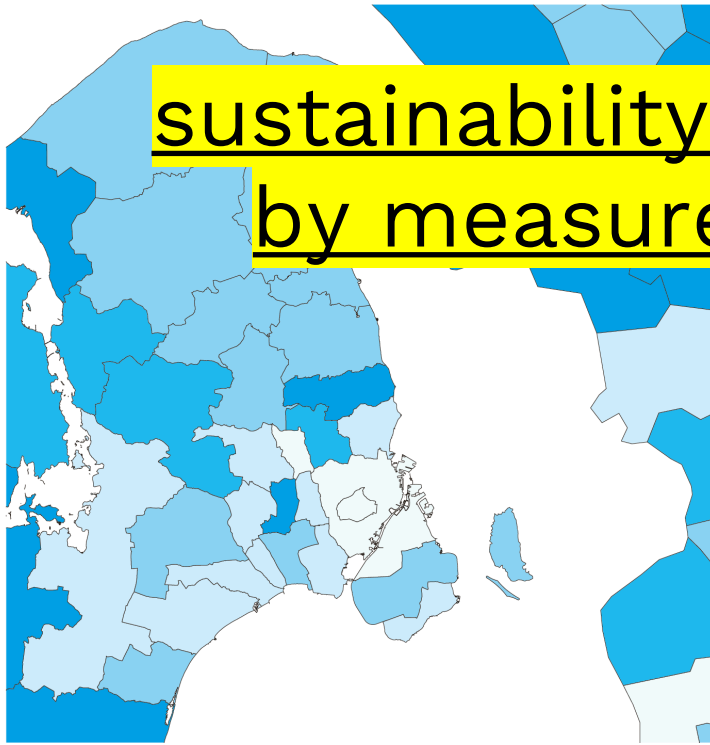
2017



2017

Fig. 02
CO₂ Emissions Across
Regional Copenhagen

1000 kg CO₂/capita/year



sustainability granted
by measurement

From: Simpson, Gimmel, Lonka, Jay, Grootens, *Atlas of the Copenhagens*, 2018

contradictory performance

If everyone in the world enjoyed the lifestyle of an average Danish citizen, the global population would need the resources of approx. 4.5 Earth-like planets

World Wildlife Fund: Living Planet Report, 2014

DK
2050

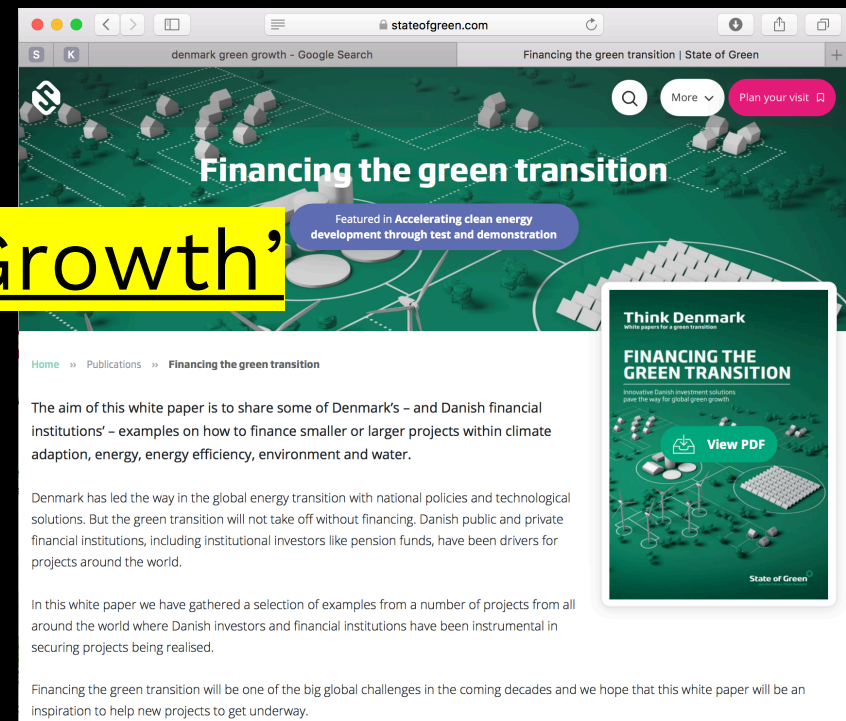
Future possibilities
Present actions

Green growth in Denmark towards 2050

Four future scenarios

Made by DAMVAD & Kairos Future

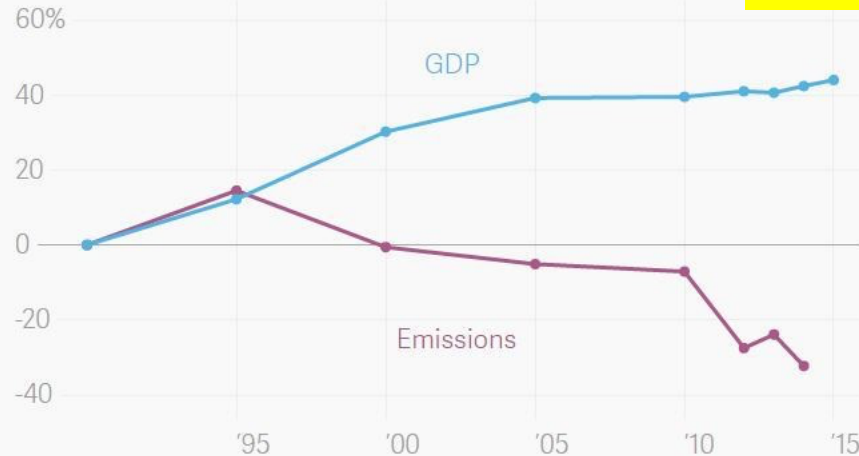
‘Green Growth’



<https://stateofgreen.com/en/the-danish-green-vision/>

Maersk GDP included

Denmark: Growth in GDP and CO2 emissions since 1990



Δ T L Δ S | Data: IEA, IMF

<https://www.weforum.org/agenda/2016>

CO₂ Emissions would be around 46% higher than the usual statistics show, if emissions from Danish-controlled overseas ships, sailing goods around the world, were included.

(in 2011 the Danish per capita CO₂ Emissions would be around 15.0 tons instead of 8.2 tons).

Claus Andersen, www.climatepositions.com

Abonnement LÆSETID: 5 MIN.

Skibet er ladet med klimakontrovers

Har Danmark skabt grøn vækst i den forstand, at BNP vokser, samtidig med at CO₂-udledningen falder? Ja, siger Energistyrelsen. Nej, siger Danmarks Statistik. Det er et spørgsmål om den store handelsflåde: Kan dens BNP-bidrag indregnes og dens CO₂-belastning samtidig udelades?



Maersk emissions excluded



Bernd Otten

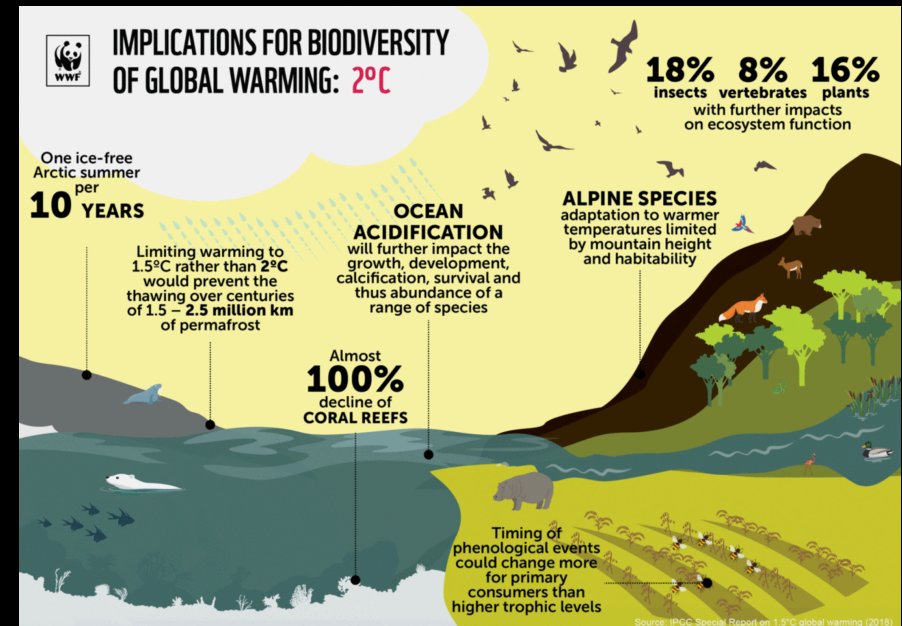
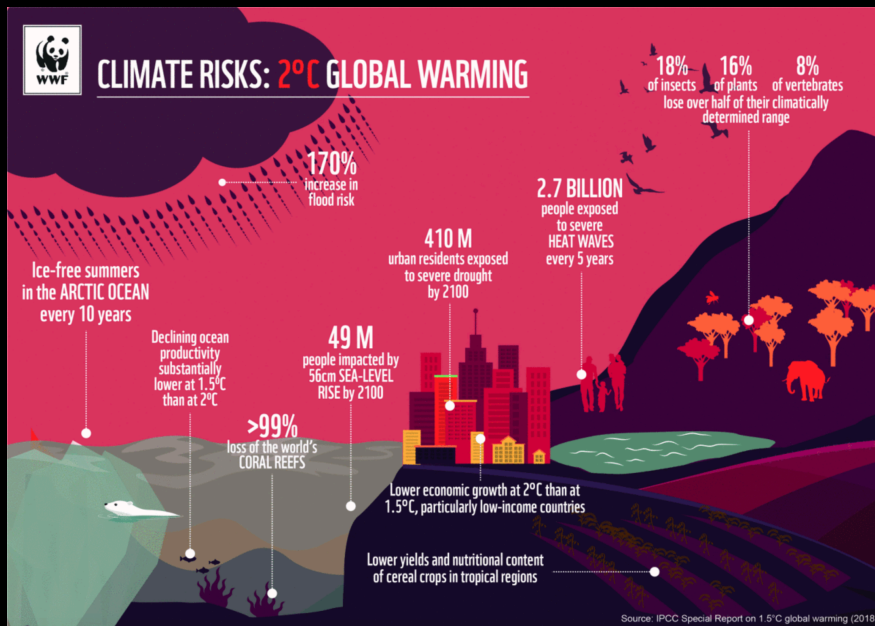
19. marts 2013

Kommentarer (21)

<https://www.information.dk/indland/2013/03/skibet...>

Can [the shipping sector's] GDP contribution be recognized and its carbon footprint simultaneously excluded?

a carbon-reduced DK on a +2deg. earth?



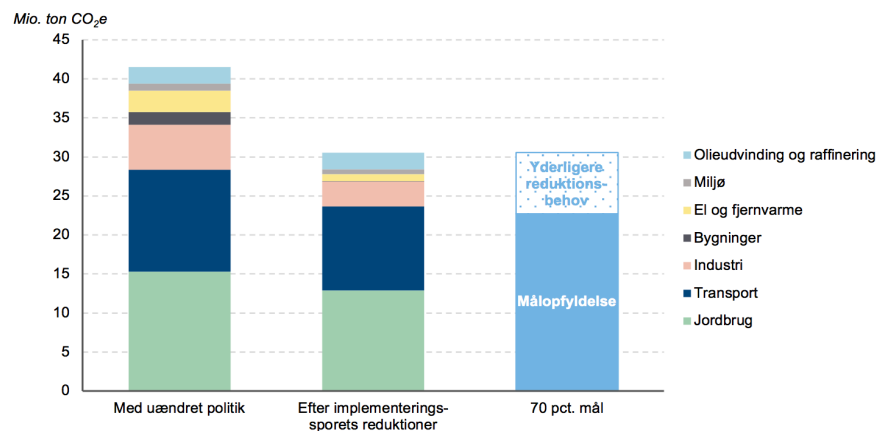
WWF based on IPCC, (2018), Global Warming of 1.5°C (SP15)



50.000-90.000 tons
imported waste yearly

dynamic ground

BIG, Amagerbakke, Copenhagen, 2019



Figur 5.1 Udledninger i 2030 fordelt på sektorer før og efter inkludering af omstillingselementer fra kapitel 3

- Anm. 1: I forhold til figur 3.1 er olieudvinding og raffinering udskilt fra den generelle industrikategori for at understrege, at omstillingselementerne i kapitel 3 ikke tager hånd om udledningerne herfra.
- Anm. 2: Effekten af drivhusgasafgiften på antal kørte kilometer i benzin- og dieselmotorer er ikke inkluderet i figuren, men behandles i afsnit 5.3

Kilde: Energistyrelsen, *Basisfrem skrivning 2019* og Klimarådet.



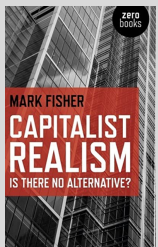
Klimarådet, Kendte veje og nye spor til 70 procents reduktion, 2020

Urban imaginaries...

”The slow cancellation of the future...”

”...the widespread sense that not only is capitalism the only viable political and economic system, but also that it is now impossible even to imagine a coherent alternative to it.”

Mark Fisher, Capitalist Realism: Is There No Alternative?, 2009, p.2



(Bruno Latour, No Return to Pre-Lockdown Normal)

<https://www.youtube.com/watch?v=TG6UbYgOR28>

‘return’ post-covid vs adapted approach/imaginary



What protective measures can you think of so we don't go back to the pre-crisis production model?¹

Bruno Latour (translated from French by Stephen Muecke)

Perhaps it is a little inappropriate to project oneself into the post-crisis, just when the health workers are, as they say, 'on the front line', while millions of people lose their jobs and while many grieving families are not even able to bury their dead. And yet, it is right now that we have to fight so that the economic recovery, once the crisis has passed, does not bring back the same former climatic regime against which we were battling, until now somewhat in vain. In actuality, the health crisis is not embedded in a crisis (because they are always transitory), but in an ongoing, irreversible ecological mutation. If we are lucky enough to 'come out of' the first, there is no chance we will 'come out of' the second. The two situations are not on the same scale, but it is very enlightening to articulate with the one with the other. In any case, it would be a pity not to

"If we are lucky enough to 'come out' of the [pandemic] crisis, there is no chance we will come out of the [environmental one]"

of globalisation', the infamous development

Bruno Latour, 2020 character that makes this a screeching halt.

It is actually not just the multinationals, or the trade partnerships, or the internet or the tour operators that globalise the planet. Every entity on this same planet has its very own way of hooking up with each other and all the other elements that compose the collective at a given moment. This is true for the CO₂ that is warming the atmosphere globally by spreading through the air and migrating birds carrying new kinds of flu; but it is also true for—we learn at our peril once again—the coronavirus that has the capacity to link 'all humans' by passing by way of our apparently inoffensive droplets from coughing. Germs are super-globalisers: when it is a matter of resocialising billions of people, the germs make short work of it!

Hence the incredible discovery: already in the world economic system there was, hidden from us all, a bright red alarm button with a nice big stainless-steel handle that the heads of state could pull, one after the other, to instantly stop the 'train of progress' with all the brakes squealing. If in January the demand to make a 90 degree turn to land on the Earth seemed like a gentle illusion, now it becomes much more realistic: every car driver knows that to have any chance of making a sudden turn of the wheel to get out of trouble (without heading into the landscape), it is better to have slowed down a bit first...

Three Possible Futures

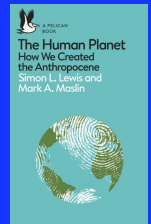
A) Environmental and Civilization Collapse

B) Continued Consumer Capitalism with Reforms

C) A New (Sixth) Mode of Living, after:

- i) Hunter-Gatherer
- ii) Agricultural
- iii) Mercantile
- iv) Industrial
- v) Consumer Capitalist
- vi)?

Lewis & Maslin (2018) The Human Planet: How We Created the Anthropocene



C (iv) industrial city



Amagertorv (1960)

C (v) consumer (welfare)
capitalist city



Amagertorv (2018)

C(iv) industrial city



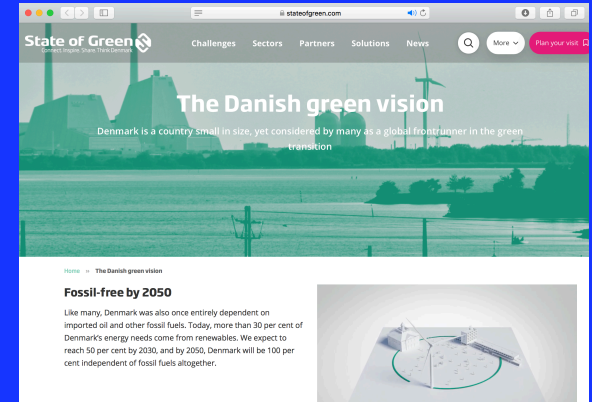
Amagertorv (1960)

C(v) consumer (welfare) capitalist city



Amagertorv (2018)

B. continued consumer capitalist w/ reforms



State of Green; The Danish Green Vision

A. environmental and civilisation collapse

C(iv) industrial city



Amagertorv (1960)

C(v) consumer (welfare) capitalist city



Amagertorv (2018)



Amagertorv 2095, in QEDA (2017)

C(iv) industrial city



Amagertorv (1960)

C(v) consumer (welfare)
capitalist city



Amagertorv (2018)

C(vi) ...?



Three Possible Futures

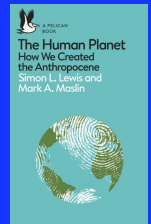
A) Environmental and Civilization Collapse

B) Continued Consumer Capitalism with Reforms

C) A New (Sixth) Mode of Living, after:

- i) Hunter-Gatherer
- ii) Agricultural
- iii) Mercantile
- iv) Industrial
- v) Consumer Capitalist
- vi)?

Lewis & Maslin (2018) The Human Planet: How We Created the Anthropocene



altinet.dk

A: by og bolig

KONTAKT | ABONNEMENT | ANNONCER | OM ALTINET | COOKIEPOLITIK

Søg på Altinet...Søg

vælg område

LOG IND | OM PORTALEN | ARTIKLER | DEBAT | KARRIERE | MERE



Havnetunnel er kun rentabel på grund af ny tvivlsom regnemetode
28. august 2020



Venstre hævder til at droppe brugerbetaling på københavner-tunnel
27. august 2020



Debat-fest i Altinets gård: Fem år med verdensmålene markeres i en hel uge
27. august 2020



Overblik: Det debatterede by- og boligaktørerne i folketingsåret 2019-2020
26. august 2020

Professorer: Coronaen giver anledning til at overveje byernes udvikling

DEBAT | 17. juni 2020 kl. 1:00 |



Under coronakrisen så vi mennesketomme og stille byrum, det giver anledning til refleksioner over, hvilke byer vi ønsker os, skriver tre professorer. [Foto: Linda Kastrup/Ritzau Scanpix]

DEBAT: Vi skal ikke kæmpe for at få den by tilbage, vi havde før coronakrisen. I stedet skal vi lære af den måde, krisen har ændret på byerne, så vi grundlæggende kan overveje, hvilke byer vi ønsker os, skriver tre professorer.



Af Tom Nielsen, Deane Simpson og Ellen Braae

FAKTA

Dette indlæg er alene udtryk for skribentens egen holdning.

Alle indlæg hos Altinet skal overholde de presseetiske regler.

Debatindlæg kan sendes til debat@altinet.dk.

KARRIERE [Se alle »](#)



Kommaldirektør til Kerteminde Kommune
Frist: 08/09-2020



Teknik- og Miljøcenterchef til Ringsted Kommune
Frist: 07/09-2020

INDRYK JOBANNONCE

MEST LÆSTE ARTIKLER

1. Debat-fest i Altinets gård: Fem år med verdensmålene markeres i en hel uge

2. Replik: Aalborg Portlands produktion er slet ikke så grøn, som de påstår

On post-Corona urbanism, in Altinet, 17/06/2020

Ellen Braae (Copenhagen University), Tom Nielsen (Århus Architecture School) and Deane Simpson (KADK)

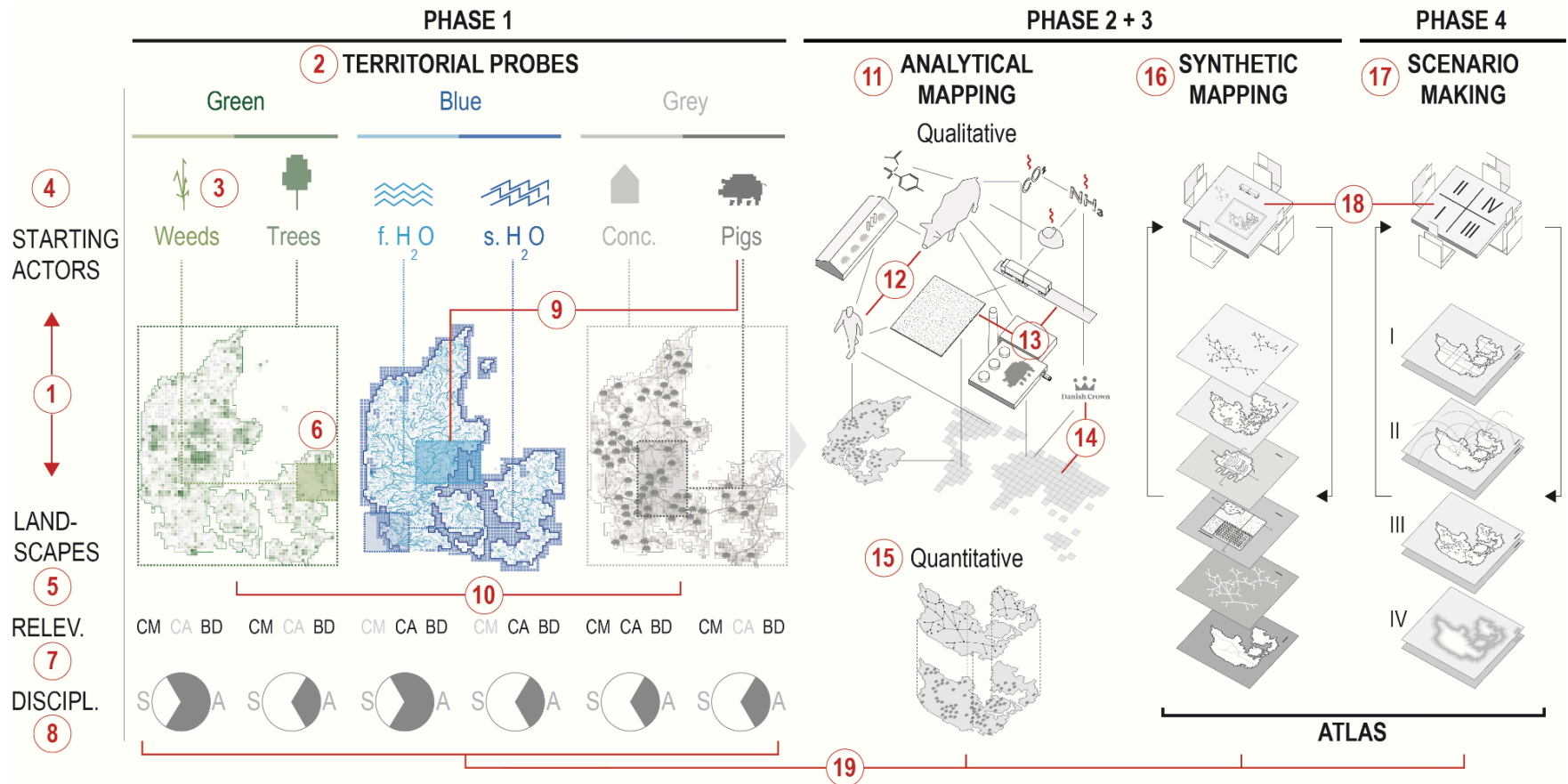
The Ideal City's existing imaginaries

- "the competitive city",
- "the sustainable city",
- "the liveable city" and
- "the smart city"

Alternate imaginaries?

- "the anthropocene city" (of recentered ecology)
- "the democratic city" (of radical egalitarianism)
- "the small-tech city" (of distributed platforms)





(Fig. 1) Project diagram (above). (1) Multiscalar investigations; (2) Probes into territorial typologies; (3) Subprojects framed by (4) 'starting' actors; and (5) landscape cases at (6) national or regional scale; selected on (7) relevance to climate mitigation (CM), climate adaptation (CA) and/or biodiversity (BD). (8) Crossdisciplinarity between spatial planning (S) and anthropology (A); Actor network relations between subproject cases involving e.g.: pollution (9) or spatial competition (10). Qualitative analytical maps (11) including e.g. (12) multispecies (13) cross-sectoral (14) multiscalar actor networks within subprojects; and quantitative (15) GIS-based analyses. Analysis developed into (16) synthetic maps, (17) scenario proposals (18) resulting from feedback workshops with key actors/experts/publics. Synergies (19) across subprojects in testing common analytical, mapping and scenario approaches.

The Ideal City's existing imaginaries

- "the competitive city",
- "the sustainable city",
- "the liveable city" and
- "the smart city"

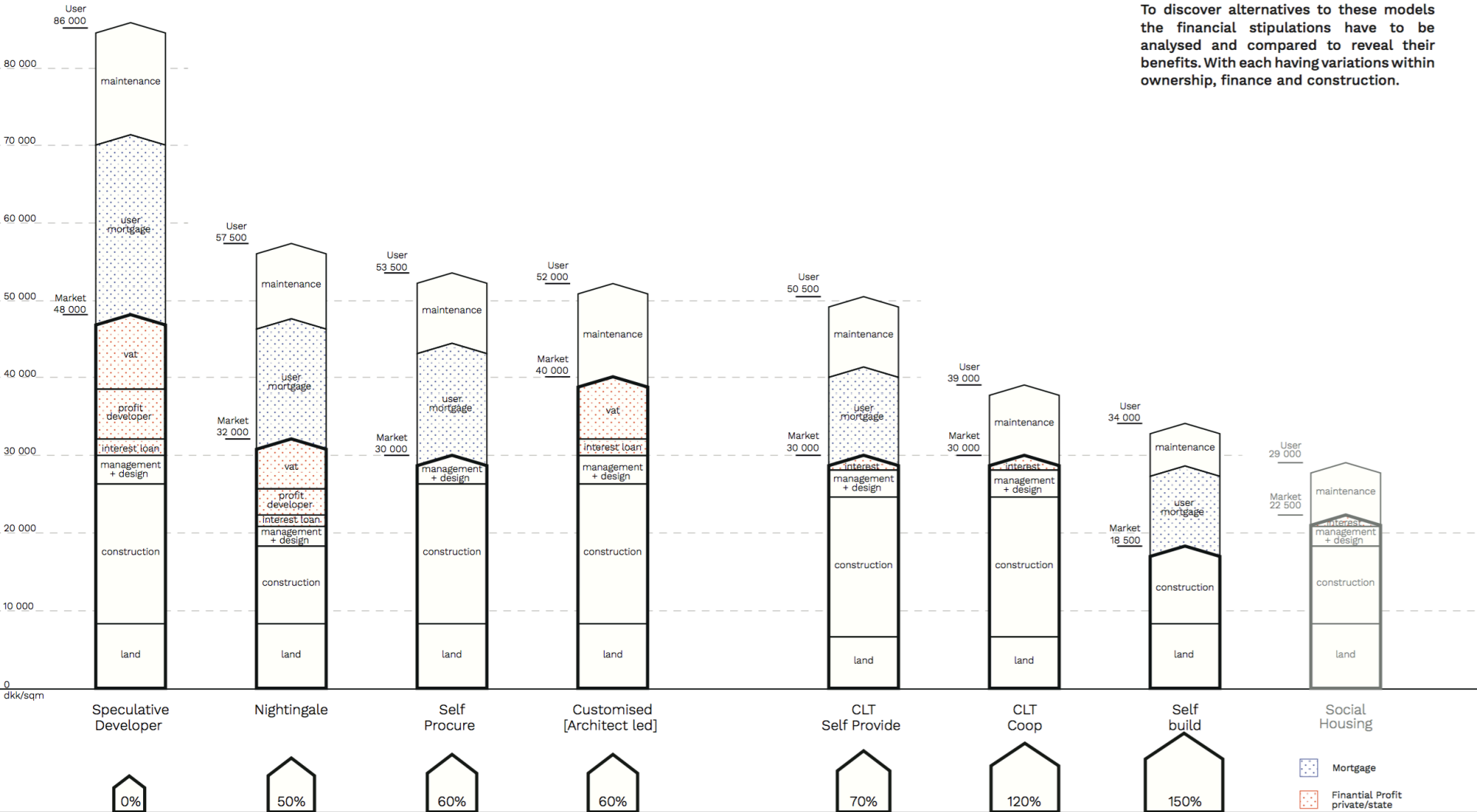
Alternate imaginaries?

- "the anthropocene city" (of recentered ecology)
- "the democratic city" (of radical egalitarianism)
- "the small-tech city" (of distributed platforms)



Housing Taxonomy

ALTERNATIVE MODELS COULD REDUCE PRICES

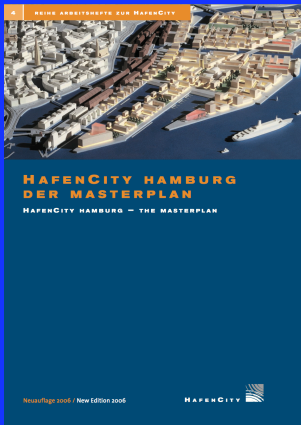


To discover alternatives to these models the financial stipulations have to be analysed and compared to reveal their benefits. With each having variations within ownership, finance and construction.

01 Financial housing taxonomy. SOURCE: Multiple (see appendix)



ZAC (France): Zone
d'Aménagement Concerté
(Integrated Development
Zone)



HafenCity Hamburg GmbH

The Ideal City's existing imaginaries

- "the competitive city",
- "the sustainable city",
- "the liveable city" and
- "the smart city"

Alternate imaginaries?

- "the anthropocene city" (of recentered ecology)
- "the democratic city" (of radical egalitarianism)
- "the small-tech city" (of distributed platforms)



” We should not fight to get back to **the city that we had**, but instead fight to get **the city that we want.** ”

Ellen Braae, Tom Nielsen, Deane Simpson, Altinget, 17/06/2020



“...Architecture’s most powerful critical potential is to contrast existing reality with an exemplary alternative.”

Stan Allen 1997



“...the sudden appearance of a previously unimagined form of the city – optimistic, generous and unprecedented – is perhaps the most disruptive event that architecture could provoke.”

Stan Allen 1997

