

PLAN



ISOCARP
Knowledge for Better Cities

Issue 4 May 2018

Wuhan

Transformation Zhongshan Avenue District

What Makes a World Class City?

Reviving a World Heritage Street

The New Urban Agenda



武汉市土地利用和城市空间
规划研究中心
WUHAN LAND USE AND URBAN SPATIAL
PLANNING RESEARCH CENTER



ISOCARP

Knowledge for Better Cities

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Editor's note

Frank D'hondt, Editor



Urban planning is more than making plans. It is also - or at least should be - a reflective discipline on how planning works out in practice; and how good planning was conducted

to achieve the desired spatial intervention or transformation. The International Guidelines on Urban and Territorial Planning (UN-Habitat, 2015) advocate 'Monitoring & Evaluation' as a basic component of contemporary planning. We need to monitor the process of planning, the process of implementation as well the real outcomes and impacts on places and people.

Serious monitoring thus requires meaningful baseline indicators and ambitious yet realistic targets to measure against. Well informed and partially 'metric monitoring' will allow for regular evaluations and feedback loops in the planning-value-chain. In theory at least! In practice we often don't have (access to) the data required for evidence-based M&E. In that case we need to rely on our common sense and accumulated professional experiences, using all our senses to assess a planning process and its outcomes. That is exactly what the ISOCARP Urban Planning Advisory Team (UPAT) did to assess the implementation of the transformational urban plan for Zhongshan Avenue in Hankou's CDB, as part of the fast growing metropolis of Wuhan, located in the centre of urbanised China.

It was the first time a UPAT was called upon to just do that – to assess and give an expert-judgement on an implemented planning project – contrary to the usual squeezing out of creative planning ideas and design suggestions at the beginning of a more formal planning process – as is the case with the other UPAT in 2017, to plan for the transformation of a defunct military airfield in Bodø, Norway – see PLAN Issue 5.

We owe this innovative invitation to the Wuhan Land Use and Urban Spatial Planning Research Center (WLSP), the host and long-due partner of ISOCARP and its UPATs. The Zhongshan UPAT Workshop took place from 26 to 31 March 2017. Prior to the starting date, the Team visited benchmark-projects in Shanghai and travelled to Wuhan by high-speed train, achieving a sense of place and connectivity. As said, main aim of the UPAT was to assess the transformed Zhongshan Avenue, with an emphasis on public space, transportation organisation and economic vitality. The Team also made suggestions for the replicability of the Zhongshan Avenue District Renewal Project in Wuhan and other Chinese cities. On the last day, the ISOCARP Team presented their findings and recommendations to officials of the City of Wuhan and the WLSP. Later on, the main findings and lessons learnt for the planning practice in general were presented and discussed at the 53rd Annual ISOCARP Congress in Portland, USA, 23-27 October 2017. The full Assessment Report was published in 'Smart Communities' - ISOCARP Review 13, and handed out on a USB-card at the Portland-conference (now also available online on the ISOCARP website). This PLAN-Magazine presents a more compact version of the UPAT Assessment, combined with many other observations and stories - to keep the memory of the Zhongshan Avenue (planning project) alive.

The Zhongshan Avenue UPAT counted eight members with distinctive roles and contributions to this magazine. UPAT Team Leader Jaap Modder from The Netherlands co-authored the Assessment Report and also co-authored an article based on observations made by Chinese key experts and stakeholders during UPAT's presentation of its findings, combined with a column on what it takes to be a world-class city. UPAT Rapporteur Frank D'hondt from Belgium/Greece authored the Assessment Report and wrote additional pieces on 'The New Urban Agenda', 'Belgian Beers in Wuhan' and 'Running Wuhan'. Senior Planner Michael Stott from Canada co-authored the latter piece, wrote a column on 'What makes a great street' and co-authored a contribution on 'Planning cultures and developments in China', together with Young Planning Professional and principal author Taru Jain from India/Australia and Geoff Rose from Australia. Taru also wrote a piece with a SWOT-analysis of the Zhongshan renewal project. Senior Planner

Deborah Lambert (Belgium/The Netherlands) authored a 'What is/Could be' Photo-Essay on Zhongshan Avenue. Young Planning Professional Mercedes Beaudoin (USA/Denmark) co-edited the Assessment Report, wrote the column 'An American in Wuhan' and interviewed Young Planning Professional Zhe Chen (China), who authored a tasty column on the famous Wuhan dry noodles - including the recipe to try it out. Vice President UPATs Martin Dubbeling (The Netherlands) facilitated the entire Wuhan UPAT and this Magazine, with special contributions on the role of UPATs in general and for Wuhan UPATs in particular. 'Wuhan Revisited' bears the signature of senior planner Bert Smolders (Arcadis Shelter/The Netherlands), whom was not part of the Team but developed a mutually warm and longstanding relationship with Wuhan and its planning culture. Last but not least, hosting organisation WLSP contributed to this Magazine by presenting its role, mandate and some achievements, providing the reader a window on the professionalism and growing popularity of the urban planning

profession in China and Wuhan in particular.

The greatest takeaway from the Wuhan UPAT is that the Zhongshan Avenue Project represents a great achievement and (inter)national benchmark towards building a more compact city that is socially inclusive, better integrated, climate resilient and that fosters cultural heritage as foundation for people-centric future shaping of urban places to be and to go. Recommendations were formulated to further improve and link the Zhongshan Avenue remake with the adjacent neighbourhoods and city-networks, culminating in some free-of-thought ideas for a future Wuhan urban agenda and governance, learning from the valuable lessons generated by the Zhongshan Avenue pilot project, as a potential benchmark for other cities in and beyond China.

Without further ado we wish you a pleasant and learning full reading.

On behalf of the UPAT Team,

Frank D'hondt, rapporteur



编者按

城市规划不仅仅是制定计划，它也是，或者至少应该是，对计划如何在实践中的运作进行反思的学科，以及如何通过良好的规划来实现空间预期或转变。《城市与国土规划国际指南》(联合国人居署，2015)提倡“监测与评价”作为当代规划的基本组成部分。我们需要监测规划的过程、实施的过程以及对当地居民的实际影响。

因此，严格的监测需要界定有意义的基准线，再通过可实现的长远目标来衡量差距。至少在理论上，确切的“计量监测”应介入规划价值链中定期进行评估和循环反馈。在实践中，通常我们无法(获得)基于证据的监测和评价所需的数据，在这种情况下，我们需要依靠我们的常识和积累的专业经验，利用我们所有的感官来评估一个规划过程及其结果。这正是国际城市与区域规划师学会(ISOCARP)城市规划咨询团队(UPAT)对汉口的中山大道街区复兴规划的实施所做出的评估，项目位于中国快速发展的中心城市—武汉，坐落在汉口的中央滨水地区。

这是城市规划咨询团队第一次对已实施的规划项目进行评估并做出专家判断，与以往规划咨询团队通常在规划初始阶段提供设计创意和建议有很大不同，如2017年城市规划咨询团队在挪威博德对废弃军用机场的改造计划(详见PLAN Issue 5)。

我们将此创举归功于武汉市土地利用和城市空间规划研究中心(WLSP)，该研中心是国际城市与区域规划师学会(ISOCARP)和城市规划咨询团队(UPAT)的长期合作伙伴。在2017年3月26日至31日期间，城市规划咨询团队在武汉进行了专题研讨会。在此之前，团队成员访问了上海的同类项目，获得了本土化的体验，并随后乘坐高铁前往武汉。城市规划咨询团队(UPAT)的主要目的是评估改造后的中山大道，强调公共空间、交通组织和经济

活力，该团队还就武汉中山大道改造项目的经验推广，提出了建议。最后一天，国际城市与区域规划师学会(ISOCARP)团队向武汉市政府相关部门和武汉市城市空间规划研究中心(WLSP)汇报了他们的调查和建议。随后，在2017年10月23至27日美国波特兰举行的第53届国际城市与区域规划师学会(ISOCARP)大会上，城市规划咨询团队(UPAT)介绍了在规划实践当中的主要发现和教训，并引起了广泛的关注和讨论。完整的评估报告发表在国际城市与区域规划师学会(ISOCARP)出版的第13期《智能社区》杂志中，并在波特兰会议上分发(现在也可以在ISOCARP的网站内查阅)。本期杂志提供了一个更紧凑的版本，再结合了其他的视角和观点，让中山大道项目更有生命力。

中山大道城市规划咨询团队的八名成员对这期杂志有着不同的贡献。城市规划咨询团队组长Jaap Modder(荷兰)除了一起撰写了评估报告外，还根据汇报中获得的专家观点和利益相关者的观点反馈，撰写了《什么是世界级城市》。团队报告起草人Frank D'hondt(比利时/希腊)撰写了评估报告，并撰文《新城市议程》、《武汉的比利时啤酒》和《奔跑武汉》。资深规划师Michael Stott(加拿大)也是《奔跑武汉》的作者，他撰写了《如何造就伟大街道》，并与青年规划师Taru Jain(印度/澳大利亚)及Geoff Rose(澳大利亚)合著《中国的文化发展规划》。Taru Jain(印度/澳大利亚)对中山路项目开展SWOT分析并撰文。《照片中的中山大道》由高级规划师Deborah

Lambert(比利时/荷兰)撰写。青年规划师Mercedes Beau-doin(美国/丹麦)共同编辑了评估报告，撰写了《美国人在武汉》，并且采访了青年规划师陈哲(中国)，他撰写了一篇关于武汉热干面的美食文化专栏。城市规划咨询团队副主席Martin Dubbeling(荷兰)促成了武汉城市规划咨询团队(UPAT)和这本杂志，他对本次工作的开展尤为为尽心尽责。

《武汉重访》中有资深规划师Bert Smolders(Arcadis Shelter/荷兰)的署名，虽然他不是本次规划咨询团队的成员，但他与武汉及其规划文化建立了一种相互温暖的长久关系。最后，主办机构武汉市土地利用和城市空间规划研究中心(WLSP)通过介绍这一杂志的作用、任务和成果，为读者提供了一扇专业性的窗口，特别在中国和武汉的城市规划界越来越受欢迎。

武汉之行最大的收获是，中山大道项目代表一项伟大的成就。其旨在建设一个更具社会包容性，更一体化，更强气候适应力和更紧凑的城市，并在“以人为本”的城市空间塑造过程中，将历史文化遗产作为未来城市的基石。我们提出了进一步改进中山大道，使其连接邻近街区，重建城市网络的建议，最终形成了关于未来武汉城市议程和治理的一些想法，从中吸取了中山大道试点项目产生的宝贵经验教训，为国内外其他城市提供基准参考。

我们希望您能从中获益并阅读愉快。代表城市规划咨询团队，

Frank D'hondt, 报告起草人



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Frank D'hondt

Contributors



Taru Jain

Taru is an urban and transport planner with 10 years of experience in practice, research and education. She has strong multidisciplinary skills and is interested in travel behaviour, urban environment and liveability. She has experience of working in India, UK, China, the Middle East and is currently based in Australia where she is pursuing a doctoral degree.



Frank D'hondt

Frank has Master degrees in both Urban Geography and Spatial Planning from Gent University in Belgium. His 25 year career has been spent advising many local, regional and national governments on sustainable urban planning. For the last decade he mainly works as an international consultant for the United Nations with assignments to Kosovo, the Palestinian territories, Nepal, Afghanistan, Kenya and the Caribbean. He was recently awarded to draft the Handbook for the application of UN-Habitat's International Guidelines on Urban and Territorial Planning.

Martin Dubbeling

Martin is a senior consultant active in the fields of urban planning and design, landscape architecture, and the environment in the Netherlands and abroad. Presently he is the ISOCARP President-Elect and he was Vice President Urban Planning Advisory Teams (UPATs), responsible for this UPAT workshop. Martin has organised UPAT workshops in Singapore, Perm, Shantou, Nanjing, the West Bank, Gaza, and most recently in Wuhan and Bodø.



Chen Zhe

Chen graduated as a Master in Urban Planning from School of Architecture and Urban Planning at the Huazhong University of Science and Technology in Wuhan. He was project manager at the Ningbo Urban Planning and Design Institute and worked on several strategic urban-rural research and transformation projects. Currently Zhe Chen works for a Chinese urban design office in Ningbo.



Deborah Lambert

Deborah studied landscape architecture at the Erasmus Hogeschool Brussels and at the Leeds Metropolitan University. In 2000 she moved to the Netherlands where she got a Masters of Arts degree in Urban Interior Design at the School of Fine Arts Utrecht. She worked as designer and project manager for several urban design offices and the municipal planning department of Amsterdam before starting her own Landscape

**Michael Stott**

Michael is an experienced urban designer and planner with a diverse range of project experience, from small-scale public realm and park projects to large-scale urban development and master plans. He has worked in Afghanistan, Bahrain, China, Jordan, Pakistan, Palestine, Saudi Arabia, Syria, and the United Arab Emirates, as well as throughout Canada and the United Kingdom. A passionate urbanist, Michael is also a Director and Board Member of the Ontario chapter of the Congress for the New Urbanism (CNU) and Ottawa's Urban Forum.

**Mercedes Beaudoin**

Mercedes received her MSc in Urban and Regional Planning from the University of Central Florida. Mercedes has worked as Research Analyst at the Metropolitan Research Centre at the University of Utah and also in the public sector. Currently she lives in Odense, Denmark where she has worked in the Municipal urban planning department. She is an ISOCARP Young Planning Professional and participated in workshops in the Netherlands,

**Jaap Modder**

Jaap holds academic degrees in social sciences and urban and regional planning at the University of Utrecht, the Netherlands. Jaap worked as a researcher, secretary general of the Dutch Institute for Housing and Planning, Alderman and Vice Mayor as well as Chairman of the Board of the Arnhem Nijmegen City Region. Presently Jaap is consultant in urban and regional planning.



ISOCARP (International Society of City and Regional Planners) is a forward thinking organisation devoted to strengthening urban and spatial planning and raising global recognition of the planning profession. Among the broad array of ISOCARP activities, UPAT workshops and seminars hold a special place. Seen as state-of-the-art exercises, UPATs contribute to advanced and liveable solutions while meeting the highest professional standards. Since its inception in 2004, ISOCARP has organised 25 UPATs all over the world: from China to Middle-East, from Europe to Central America, from North America to South Asia.

isocarp.org/activities/upats



Introductory remarks

Martin Dubbeling, ISOCARP President Elect & Past Vice President UPATs

The City of Wuhan is distinctively different than other cities in China. In the past eight years I was lucky to visit Wuhan on numerous occasions, up to four times yearly. I have the impression that there is no other city in China that is as dynamic as Wuhan. Take the Yangtze River. The broad Hankou Riverfront Park that stretches along the river is a welcoming and green oasis to cool down on the hot summer evenings. From the old downtown of Hankou down to the edge of the river is quite a walk. Only weeks later, after heavy rainfall upstream, the Yangtze River almost floods the city centre. Luckily, thanks to its fortified flood defence, Wuhan keeps dry feet. But what strikes me most is that every year countless new tall buildings are being built and new metro stations are added that improve that mobility and liveability of this city with a population of over ten million inhabitants considerably.

Long Relationship

The Wuhan Land Use and Urban Planning Research Center (WLSP) and ISOCARP have a long and warm friendship. In 2011, Wuhan hosted the memorable 47th ISOCARP congress 'Liveable Cities: Urbanising World - Meeting the Challenge'. This congress explored different aspects of urban liveability against the challenges that cities and towns are faced with as the growing urbanisation continues to evolve. This congress brought together participants from 37 countries and case studies from more than 60 cities were presented to the congress delegates. In 2012, the Wuhan Planning and Design Institute (WPDI) hosted the first UPAT workshop in China, with the aim to develop strategies and sustainable concepts for the Wuhan East Lake Scenic Area, currently a blue-green oasis in the expanding city. When Zhongshan Avenue UPAT team visited East Lake in 2017, I was very impressed by the way the recommendations of the East Lake UPAT team were implemented.

Both WLSP and WPDI are recipients and laureates of the ISOCARP for Excellence. In 2009 the WPDI was awarded for the 'New Comprehensive Planning of Wuhan', defining the ecological framework for a sustainable metropolis by linking green infrastructures and transportation. In 2016, the WLSP was honoured for the 'Zhongshan Avenue District Renewal Plan', and in particular for its inclusionary public participation and focus on the street as the umbilical cord within the network of the public realm, striving to improve



public transport, protect the history and culture of place, and encourage community involvement.

Zhongshan Avenue

Nearly every Chinese city has a Zhongshan Avenue, called after Sun Yat-sen (1866-1925), the first president and founding father of the Republic of China. The Zhongshan Avenue in Hankou follows the course of the old wall that once surrounded Hankou and has been the most important commercial and transport artery of Hankou old town for over a century. In 2014 the City of Wuhan not only started the construction of Metro line 6 under Zhongshan Avenue but also and wisely took the opportunity to reduce traffic, to improve public space and to enhance the rich and cultural atmosphere in the historic urban fabric. In December 2016 the first section of the renewed Zhongshan Avenue was opened for the public.

The task of the ISOCARP UPAT Team was to assist the WLSP in the evaluation of the newly opened Zhongshan Avenue, focussing on public space, transportation organisation, as well as present and possible future functions in the area. The UPAT Team members were selected on their knowledge and experience to provide professional assessment of the influence of renewal investments on the urban fabric inside and adjacent to the planning area and to carry out comparative research between best practice in comparable cities and Wuhan.

The Urban Planning Advisory Team (UPAT) programme is a service that ISOCARP, the International Society of City and Regional Planners, provides to cities and regions worldwide. The strength of ISOCARP's approach lies in the diversity of each team, with a context and perspective that is entirely exclusive to a certain location and point in time. Bringing together ISOCARP members and local professionals creates an alchemy that leads to creative and robust urban strategies.

The results of the UPAT team visiting Wuhan between 26 to 31 March 2017 are reflected in this PLAN Magazine. Other editions of PLAN Magazine present the results of other UPAT workshops in Gaza, West-Bank (Palestine) and Norway. I thank the WLSP for preparing and hosting the UPAT workshop and I thank the Wuhan UPAT Team for their contributions in the production of this Magazine.



New Comprehensive Planning of Wuhan 2010-2020

The Essence of a UPAT

Since 2004, ISOCARP has organised 26 UPAT workshops in countries including Singapore and several cities in China, Mexico and USA, the Middle East as well as Russia, Spain, Austria, the Netherlands, Switzerland and most recently in Norway. UPAT teams consist of planning and design professionals who are brought together from around the world for an intensive week of devising creative solutions and strategic advice in response to specific urban challenges. An average UPAT Team has seven to nine ISOCARP members: the Team Leader, the UPAT Rapporteur, two to four senior planners, two young planning professionals and the Vice President UPATs – all with a broad range of skills and experiences that match with the nature, scale and complexity of the mission, tasks and with the requested deliverables. The team can be complemented with two local young planning professionals to help with logistics and translations.

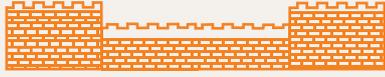
After ISOCARP and a host city have reached an agreement on the topic and the budget of a UPAT workshop, the Vice President UPATs sends out a Call for Candidates to all members. These calls have two parts: the Scope of Work (the specific topic of the workshop and the tasks of the team) and the Terms of Reference (the planning, the requirements of the team, the detailed agenda). After evaluating the 30 to 50 applications, the Vice President UPATs send a short list with suitable candidates to the host city. Eight weeks after sending out the Call for Candidates and four weeks after the Vice President UPATs and the host city jointly made the selection, the UPAT team members are flown in and the work starts.



Participation in the Urban Planning Advisory Teams is open to full ISOCARP Members only. UPAT Team members contribute with their expertise on a voluntary basis, with refunding of their travel expenses. However, for exceptional UPAT workshops ISOCARP will negotiate a fee for the UPAT Team members to produce reports, an article for the ISOCARP Review, a dedicated PLAN Magazine and present the findings at the annual ISOCARP Congress. The host city provides accommodation, meals and local transportation during the UPAT workshops as well as working and meeting facilities, access to the Internet, local information, maps and all necessary supplies.

If you have any questions about or suggestions for the UPAT programme, please check the website of ISOCARP (www.isocarp.org), or contact the Vice President UPATs (2017-2020), Milena Ivkovic (ivkovich@isocarp.org).

Zhongshan Avenue



1906

Built on on a former wall around Hankou's Old District



1917

Foreign Concession areas from 1917-1945

5 New metro stations



17 Electrical bus lines



20 City departments involved in planning & implementation



30 Rounds of public discussion on Renewal Plans



34 Heritage buildings restored, including Wuhan Art Gallery



50 New pipelines added



Jiangnan Bridge

Facts & Figures



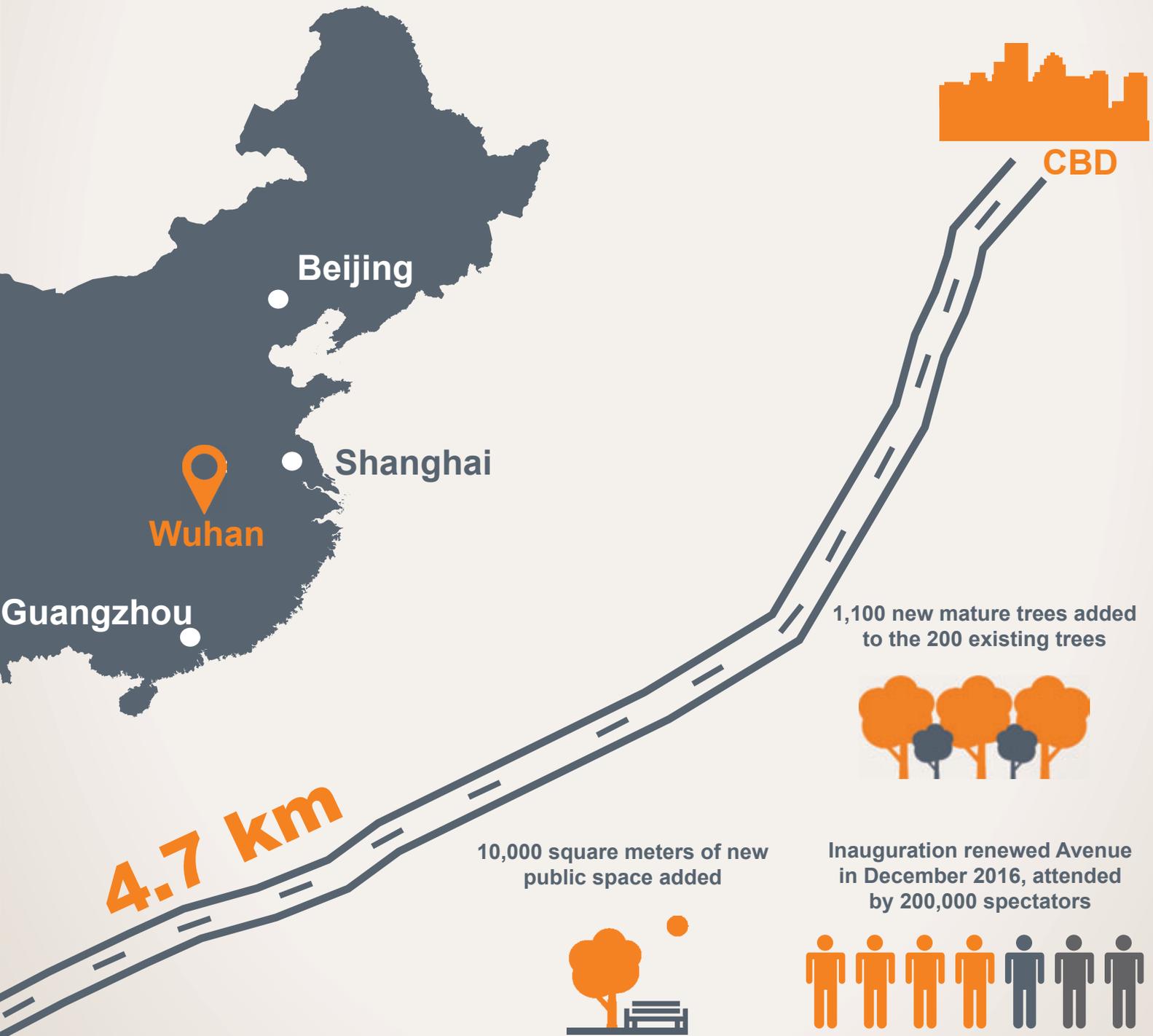
1924

Red-brick Water Tower
tallest building of
Wuhan until 1924



2014

Renewal plan
approved in December
2014



An American in Wuhan

Reflections on my First Visit

Mercedes Beaudoin

Prior to my trip to China, I underestimated the country's love of urban planning. Unlike most cities around the world I have visited, Wuhan had an exhibition center dedicated to the planning discipline. Visiting Wuhan's Urban Planning Exhibition on the first day provided an entirely different outlook on how enthusiastic the Chinese are about planning. Though I expected the exhibition to be informative about both the city's planning history and its plans for the future, I was captivated by the level theatrics. The multi storey exhibition center had all the components of a theme park: creative lighting, interactive displays, a film, and many 3D city models including one that had buildings taller than people and one as large as a basketball court. Having this experience and learning the urban planning hopes of the city set an enlivened mood for the rest of my time in Wuhan.

Culture in Planning

After visiting the Urban Planning Exhibition Centre, we wandered the streets and squares hoping to better understand how Zhongshan Avenue fitted into the greater picture of Wuhan. One of the components that surprised me the most was the utilization of space in parks. Nearly every park had giant cement squares in the middle that were nearly empty. Not knowing enough about Chinese culture, I thought, 'This space could be better designed for people and for the environment by using grasses or other landscaping.' Wrong. Wuhan's city planners know exactly what the citizens of the city want: space! At both dusk and dawn these cement squares fill with people practicing taiji (also known as tai chi in the west), dance, and poi performance art. Every night, without fail, we would witness these social gatherings. I quickly learned from our hosts that China has a long-standing history of such public performance exercises. These daily events draw a variety of people, but it seems to really act as a nostalgic habit of the older generations who want more social time, space, and exercise. Most planners in the western world would assume, like I did, that these public areas are not well planned, but in fact are planned perfectly for the culture and context of the city. With all the hustle and bustle of a big city lifestyle, these areas provide a sanctuary.

This is just one of many examples that taught me how much culture plays a role in how cities are planned and how there is no one correct way to plan a city. Different cultures



Mercedes and the UPAT team visiting the Wuhan Urban Planning Exhibition (above) and out exploring the City (below)



utilize urban landscapes and nature differently from one another. Therefore, each city should be planned differently because each culture is different.

Finding the Right Scale for Wuhan

Scale is a concept that is used tumultuously in planning, but never have I seen it needed to be discussed so much as in China. China has the world's largest population, one of the largest land areas, and has many megacities. Wuhan is one such city. Wuhan has over 10 million citizens, and as the capital of central China, more people are migrating to the city every day. One can view the repetitive high-rise skyline of Wuhan and see that providing housing is a top priority. However, providing enough housing is only one component of making a megacity liveable. How people navigate their way around the city is equally important. The redevelopment of Zhongshan Avenue is a turning point in Wuhan city planning and in the city's ability to be more livable. Zhongshan Avenue was a major thoroughfare in the city for cars, and now has been transformed to facilitate multiple forms of mobility. The design choices implemented revamp the street to be more human-scale and community friendly. Pocket parks,

plazas, street art, and benches make this street more functional than ever before for all users. With that said, it is still an arterial road for the city. Therefore, it is important to balance the scale of Zhongshan by ensuring its surrounding streets are quainter and are seamlessly connected. Having an integrative mix of scaled streets with multimodal functionalities provides more livable environments for a wider spectrum of people.

The redevelopment of Zhongshan was a tremendous, large-scale project. From my experience there, these are typical Chinese planning characteristics. When China is passionate about a project, they do it bigger and they do it faster than any other country. Though I have learned of the many excellent, large-scale projects the city of Wuhan has in the works, I think it is equally important that Wuhan plan smaller incremental improvements that relate to Zhongshan. Increasing the surrounding areas with simple, quality investments is a sure-fire way for more sustainable results. While there, I saw one such example. In fact, one of my favorite areas of the city was a small connector street between Zhongshan Avenue and the linear park along the Yangtze River. This avenue was so charming, I could have stayed there all day.

China is progressively working toward making better planning decisions to make their cities more liveable. They are looking at other cities around the world as examples to progress their urban planning designs and policies. While smaller world-class cities like Copenhagen, Amsterdam, and Vienna make excellent case studies, they do not necessarily provide the most appropriate scales for a megacity like Wuhan. For example, Wuhan has 10 times the amount of population as Copenhagen. Additionally, due to rapid population growth and economic development, few of Wuhan's ancient or historic neighbourhoods have remained intact like the other mentioned cities.

Furthermore, these other cities mentioned were developed prior to cars and were developed with other means of transportation. Wuhan, like many cities in the U.S., had an influx of development after the development and globalization of the personal automobile. That is why seeing the redevelopment of Zhongshan Avenue is such a delight for me. One of the most important realisations I had while in Wuhan was how similar the planning issues were between Chinese and American cities: we both have sprawl, increasing populations, and rely too heavily on cars. American planners find it difficult, mostly for political reasons, to implement large-scale road diets on arterial roads. However, the redevelopment of Zhongshan Avenue is a large-scale success story that American cities need to learn about and can learn from.

Conclusion

From what I experienced and from the city plans shared with us, Wuhan has the ambition to be China's most livable megacity. Some of the plans they have set forward for Wuhan include more parks, better connectivity, alternative forms of transportation, environmental conservation, and cultural preservation. Though these plans may take many years to complete, I look forward to seeing each of Wuhan's planning phases come to fruition.



Mercedes and the UPAT team out exploring the City (below)

A Snapshot of Wuhan



Wuhan universities have a staggering number of 1,2 million students, making Wuhan one of the largest university cities



In the last 10 years Wuhan has hosted several ISOCARP activities and events

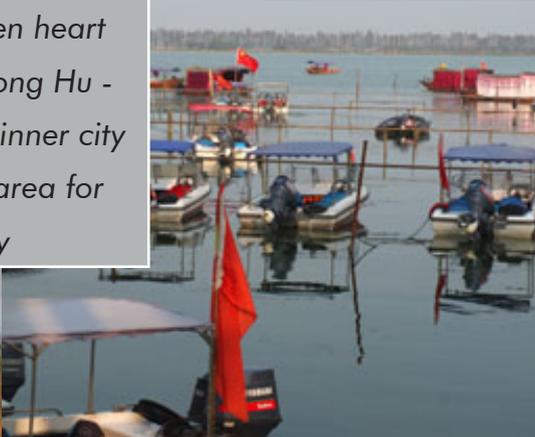
47
ISO
COI
第47届国际规划



The Wuhan Metro has seven lines in operation. Another five lines are planned to be opened in the next five years



Wuhan's green heart East Lake - Dong Hu - is an essential inner city recreational area for the city





Yellow Crane Tower provides an excellent view over the city



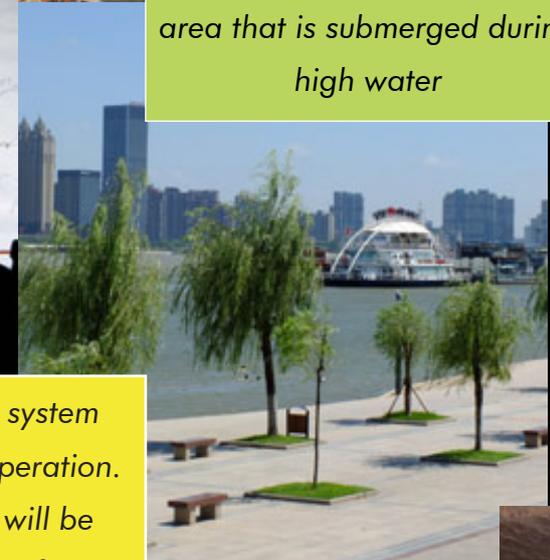
Wuhan is working on the extension of its green ways. With the improvement of the air quality, cycling in Wuhan becomes a healthy option



Hankou Riverfront Park serves as a large urban recreational area that is submerged during high water

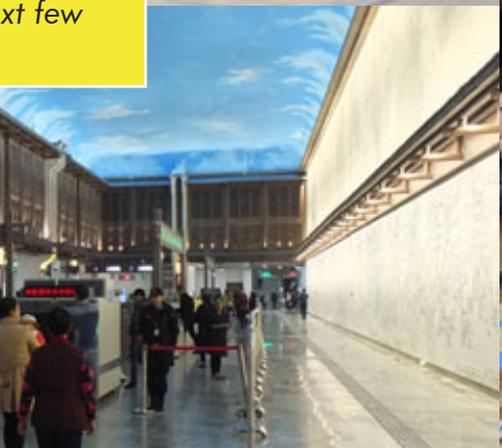


The (first) Wuhan Yangtze Great Bridge that serves rail and road traffic was completed in 1957



system operation. will be next few

Wuhan is excellently and comfortably connected with other Chinese cities by high speed rail



In Wuhan Planning Exhibition Hall inhabitants and visitors can get an overview of the past, present and future planning of Wuhan

Wuhan Planners In Action

A Profile of Wuhan Land Use and Urban Spatial Planning Research Center

Wuhan Land Use and Urban Spatial Planning Research Center (WLSP) and Frank D'hondt

Wuhan Land Use and Urban Spatial Planning Research Center (WLSP) was the key planning agency mustering all relevant stakeholders to transform Zhongshan Avenue from car-centric road to liveable street, with the support of Benwood STUDIO SHANGHAI and WPDI. WLSP also invited and hosted ISOCARP to assess the implementation of the transformational plans. Time for a self-introduction by WLSP who they are and what they are doing in and for Wuhan.

WLSP is a public institution working for the Wuhan Municipal Land Resources and Planning Bureau. With premium qualifications for land use planning and urban & rural planning, WLSP mainly conducts studies on national, provincial and municipal land use and urban redevelopment, drafts urban plans at different levels, executes land use planning for construction projects. WLSP fully embraces the concept of sustainable urban development - in line with the International Guidelines on Urban and Territorial Planning - and strongly advocates the integration of urban planning and land-management. WLSP aims at implementation-oriented planning. More than 200 research achievements were awarded with honors by governments of different levels and they have been playing an important role in boosting Wuhan as a fast growing international city.

Currently, WLSP employs nearly 150 technicians of different disciplines including land management, urban planning and design, construction, etc. Five staff-members have doctoral degrees and 73 have master degrees, accounting for 53% of the total. WLSP established a postdoctoral research center, providing urban researchers a platform to exert their talents. Also, WLSP has signed strategic cooperation agreement with many higher education schools and institutions in and beyond China. Every year, WLSP offers long-term trainings at internationally reputed planning schools. This way, WLSP can ensure internationally advanced professional capabilities to conduct its mission. By joining hands with domestic and overseas well-known institutions and consultancies like UN-Habitat, ISOCARP*, SOM, Nikken Sekkei, and ARCADIS**, WLSP carried out high-level design and research work, and efficiently completed the implementation-oriented planning for key functional zones. Box 1 explores more in detail some of the collaborations and projects that were conducted by WLSP.

WLSP Projects & Initiatives

Cooperation with UN-HABITAT

In 2016, WLSP and UN-HABITAT signed a Memorandum of Understanding in Beijing in the presence of deputy Secretary General of the United Nations. Public space improvement and alignment with UN-Habitat's International Guideline on Urban and Territorial Planning are key component of the partnership. At the HABITAT III in Quito in October 2016, WLSP launched and presented its ambitious and internationally praised 'Wuhan East Lake Greenway Public Space Pilot Project'. Earlier in Wuhan, WLSP convened an international conference on the local implementation of UN-Habitat's International Guidelines on Urban and Territorial Planning. WLSP and UN-HABITAT will further extend their cooperation in and beyond Wuhan.

New 'Think Tank' for central China

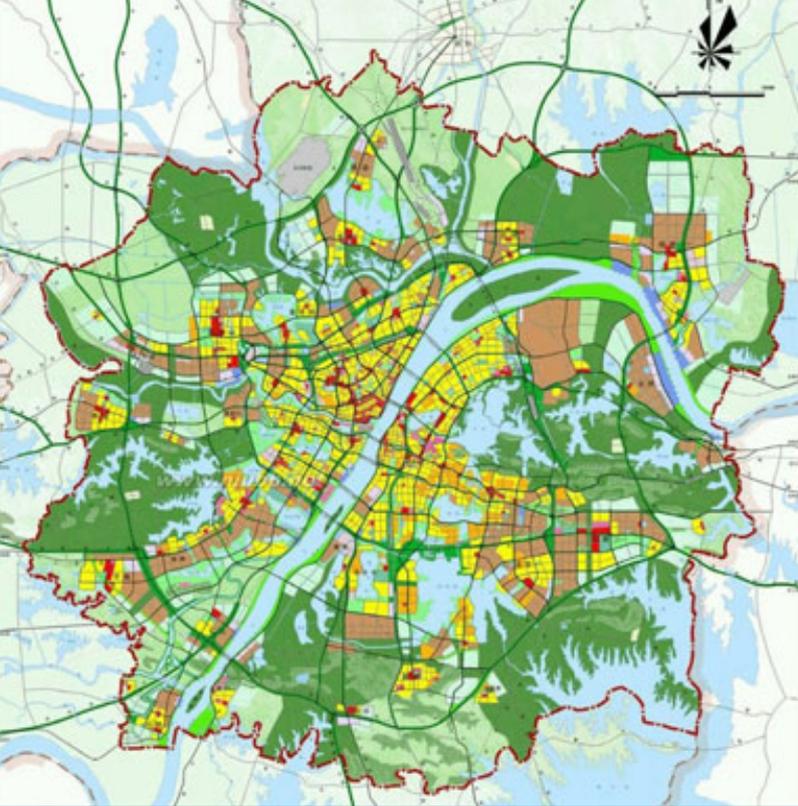
In collaboration with 'Wuhan Planning and Design Institute', WLSP established a joint team for carrying out a new 'think tank' on sustainable territorial development in central China. By virtue of its high-level research ability, IT technology support, diversified cooperation platform, extensive industrial influence, and integration of resources for management, the team successfully completed the "Declaration on Establishment of the Ministry of Land and Resources of the People's Republic of China's New-type Think Tank Central China (Wuhan) Research Base" (November 2016). This Think Tank will provide an excellent growth platform for constant improvement and expansion of WLSP's expertise in research of urban development and land use at the national level.

Mapping Wuhan

In collaboration with Delft University of Technology in The Netherlands, 'Mapping Wuhan: Morphological Study of Wuhan City's Spatial Structure and Evolvement' has been established by WLSP. By adopting international cutting-edge technology, Wuhan's urban morphological structure has been outlined for the entire urban downtown area, specific development areas and for the Hankou riverside area in particular. This will largely help WLSP to better plan and design, as well inform the review of overall Wuhan masterplan. Chinese media lauded this project for its innovative approach.

Wuhan Industry Development Planning

WLSP is conducting a special research programme to further fulfill Wuhan's ambitions to become a global metropolis and central player in China, as part of the overall urban planning review in Wuhan. The aim is a better mutual understanding



Long Lasting Partnership and Cooperation

The Wuhan Land Use and Urban Spatial Planning Research Center (WLSP), the Wuhan Planning and Design Institute (WPDI) and ISOCARP have established a long lasting partnership and cooperation that started almost a decade ago. In 2009 in Gdansk, Poland, WPDI was bestowed with the ISOCARP Award for Excellence for the 'New Comprehensive Planning of Wuhan' for 2010-2020 that sets the ecological framework for its sustainable metropolitan region. In 2011, WPDI and the Urban Planning Society of China (UPSC) hosted the successful 47th ISOCARP Congress 'Liveable Cities, Urbanising World - Meeting the Challenge'. Prior to this congress, ISOCARP and WPDI hosted an exiting Young Planning Professional (YPP) Workshop for the Wuhan High-Speed Railway Station Area.

In 2012, WPDI and WLSP invited an ISOCARP Urban Planning Advisory Team (UPAT) with international experts to draft an extensive report with 'Development Strategies and Sustainability Concepts' for the Wuhan East Lake Scenic Area, the 'Green Heart' of Wuhan. In 2016 in Durban, South Africa, WLSP received the second ISOCARP Award for Excellence for the renewal planning and realisation of the 'Zhongshan Avenue District'. Subsequently, a second ISOCARP Urban Planning Advisory Team visited Wuhan in 2017 to assess and make recommendations for the future development of the Zhongshan Avenue District. This PLAN Magazine reflects the findings of the second UPAT team that cooperates with WLSP and WPDI. This Magazine also is a harbinger for many other joint activities in the years to come between ISOCARP and our partner organisations WLSP and WPDI.



武汉市土地利用和城市空间
规划研究中心
WUHAN LAND USE AND URBAN SPATIAL
PLANNING RESEARCH CENTER



ISOCARP
Knowledge for Better Cities



Reshaping Memory Lane

The case of Zhongshan Avenue

Frank D'hondt & Jaap Modder

This article is a shortened version of the original Review Report, which features in ISOCARP's Review 13 publication, page 252 - 274, launched and presented at ISOCARP 54th World Congress in Portland, USA and available online at www.isocarp.org.

Wuhan is located at the confluence of the Yangtze and Hanshui Rivers and is comprised of the three towns of Wuchang, Hankou, and Hanyang (Figure 1). Wuhan aspires to be an urban innovation in China, ahead of, and in line with, the new national urban policy for China, aiming at a more compact, better integrated, more socially inclusive, better connected, and climate resilient Chinese cities. However, it remains a huge challenge to keep up with the fast pace of urbanisation while keeping and/or making the old and new cities liveable, breathable, and thus less car-dependent. While Riverfront high-rise construction is still the most visible staple of urban expansion and densification, Wuhan is also investing heavily in the regeneration of the existing urban fabric and historic areas of the city including the Tanhualin District in Wuchang, and the Zhongshan Avenue District in Hankou. Both cases exemplify the policy intention to reconnect with the past and ensure Wuhan's rich cultural and architectural heritage is preserved for generations to come. In 2013, Wuhan Municipal Government's planned to close Zhongshan Avenue to facilitate the construction of a new metro. This action provided a unique opportunity for the Wuhan Land Use and Urban Spatial Planning Research Centre (WLSP) to initiate the 'Zhongshan Avenue District Renewal Plan'.



Figure 1 : Location in Wuhan

A Long Street with a Great Story

Towards the end of the Qing Dynasty, Hankou was one of the Yangtze River cities that was opened to foreign trade by the 1858 Treaty of Tientsin. From 1861 to 1898, the UK, Germany, Russia, France, and Japan established their own concessions in Hankou. Once all five concessions were established, ports and freight yard warehouses were opened along the river, large public-service buildings were constructed on the main avenue, and embassies, banks, churches, hospitals, schools, hotels, and other public service buildings, as well as mansions, villas, flats were built on the business street located on the western side of the concession - now Zhongshan Avenue. As a result,

exquisite European buildings featuring great architecture such as Hankou's red-brick water tower – Wuhan's tallest building until 1924 – still stands as one of the most famous landmarks. The intermingling of foreign people, Sino-Western streets, and exotic lifestyles can still be seen in the buildings of Hankou to remind people of this dazzling era. With the consecutive ending of the concessions between 1917 and 1945, Zhongshan Avenue was only gradually integrated into the post-revolution urban fabric and transformed into the commercial axis to/from the new developing CBD in West-Hankou, including low-rise housing occupied by impoverished early rural-urban migrants like the Li-Feng community with their typical Linung housing style behind the commercial and historic facades of the avenue.



Figure 2 : Hankou's City Wall in 1915

Zhongshan Avenue was built on the remnants of the city wall of Hankou, still visible on old maps – see Figure 2 with a map of 1915. Until recently, Zhongshan Avenue was a typical busy commercial road in Hankou; heavily used and congested by motorized traffic mixed with pedestrians, motorbikes and bicycles. As a result, the quality of shopping and living along the Avenue suffered and seriously devalued and degraded the cultural and architectural heritage of the Avenue and its surroundings. As resultant of its multi-layered history, Zhongshan Avenue is more than just a street – it's a street with a unique history in China and thus globally. The Zhongshan Avenue District Renewal Plan is therefore much more than

fixing and beautifying the street, after adding a new underground. It also is about reviving the fascinating 'history' of the Hankou artery and enabling current and future Wuhan generations to reconnect with its diverse past. Today more than 150 historical buildings and 19 boutique and arts & crafts shops are located along the Avenue, including 17 of Wuhan's most prestigious shops selling old clocks and watches, eyeglasses, jewellery and pastries – see Figure 3.

The Roadmap to a Better Street

The Zhongshan Avenue District Renewal Plan was initiated as a response to the new Chinese urban policy and to the International Guidelines on Urban and Territorial Planning . These policy guidelines are reflected in the seven

high-level objectives of the renewal plan: (1) commercial and residential co-habitation, (2) cultural heritage preservation and tourism, (3) quality retail and creative industries, (4) sustainable public under/over-ground transit transportation and transit oriented development, (5) pedestrian friendliness, (6) socially inclusive urban design and public space-making, and last but not least, (7) a participatory engagement of all the key stakeholders. These goals are further spatially differentiated in space and time – see Figure 4.

The project planning started with the development of the new metro line and its five underground stations along the avenue, of which the second eastbound stop on Zhongshan Avenue was planned as the major underground station for Hankou. The cut and cover metro construction closed down the street for all traffic and created the need to plan for the Avenue's reconstruction after the completion of the metro.

This post Metro construction planning started with a Shanghai based urban design bureau , which produced an illustration of the completed remake of the avenue. This product mainly produced artist impressions intended to inspire the city-level and district Wuhan decision makers – with apparent success. As a result, WLSP was appointed to develop the Zhongshan Avenue District Renewal plan, in line with the citywide master plan. In developing this plan, WLSP put a tremendous effort into mapping the avenue, consulting with all key stakeholders (especially the district authorities and urban service providers), and in drafting the final renewal plans. The resulting plan focused on creating a lively street and public spaces with rich historical cultural atmosphere. It was awarded ISOCARP's Merit Prize at the 52nd ISOCARP Congress in Durban, South Africa in September 2016 . While the planning phase – less than 2 years overall – may seem extremely short to non-Chinese planners, the implementation phase was done in a record time of one year. This is astounding, especially given the complexity of coordinating both underground and aboveground works simultaneously.

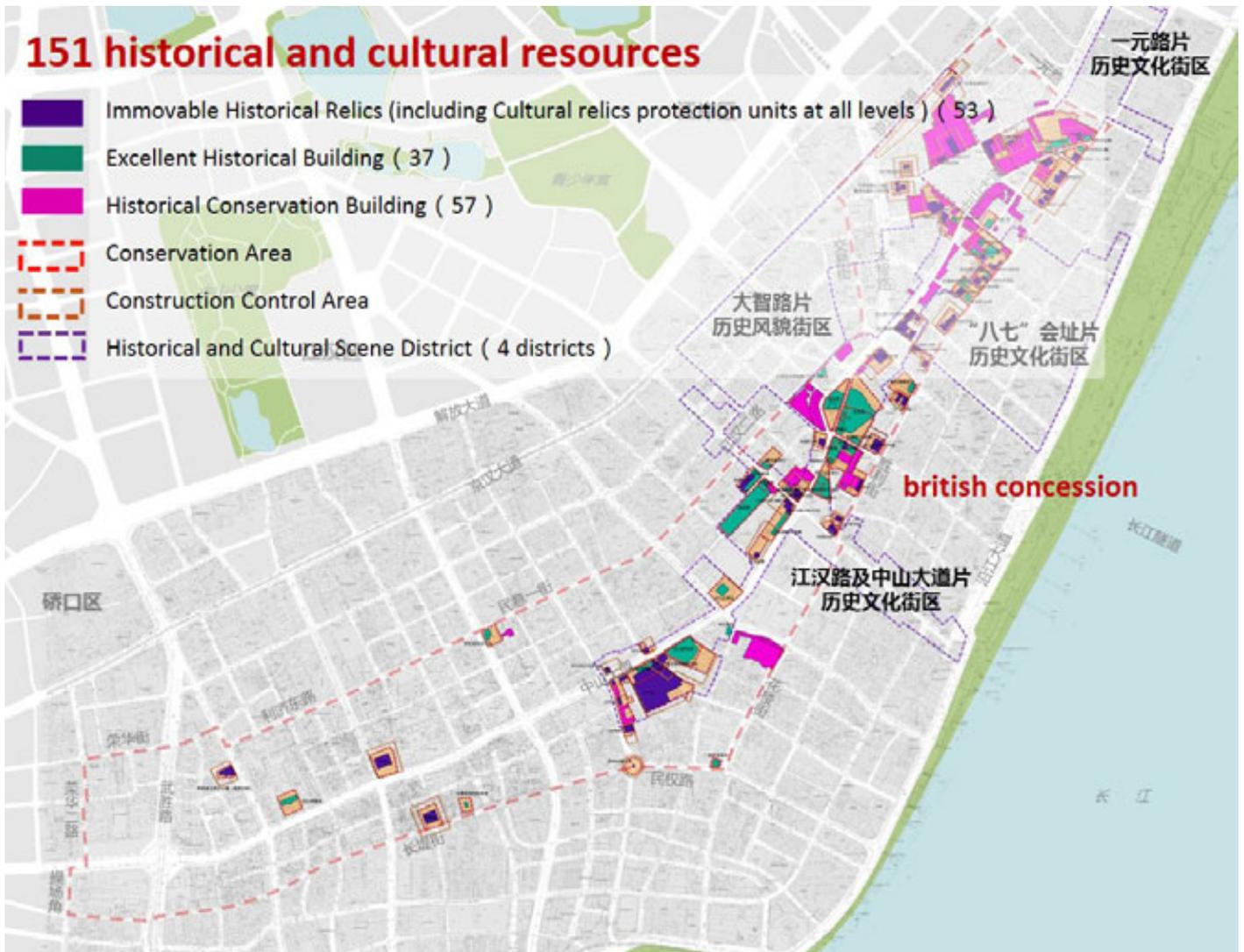


Figure 3 : WLSP's inventory of architectural heritage

The overall length of the avenue is about 5 km long, however only the eastern section of about 3 km was entirely redeveloped with a strong emphasis on public space, retail upgrade, pedestrian-only street sections, cultural heritage conservation, and cultural programming. The reason why the western section was only marginally improved - both in planning and implementation - was not entirely clear, but is most likely due to time and budget restrictions, as well the transition to the Hankou car-centric CBD. As a result, it is hoped that the success of the more radical transformation of the eastern section will inspire a future 'spill over' to the western section. If not, it might be the other way around: the car-centric western section could potentially result in re-admitting car-transit over the entire stretch of the avenue. Therefore, monitoring and evaluating these projects are key to steer future development in the right direction.

Paving the Way for Better and More Liveable Streets - UPAT Findings and Recommendations

WLSP invited ISOCARP to review the implementation process and to audit outcomes resulting from the Zhongshan Avenue Renewal Plan. The aim was to obtain independent advice that improves the implementation process and explores the potential to expand the project to adjacent areas of the city. ISOCARP responded by assembling a 7-member international Urban Planning Advisory Team (UPAT) that travelled to Wuhan for one week (see article on UPAT elsewhere in this Magazine). The UPAT-judgement is based on secondary information such as a brochure made for the ISOCARP-awards of excellence and a series of intermediate urban design schemes for the different sections of the avenue – making it difficult to assess the conformity between plan and

implementation. Also, out of our sight was the final decision-making process and the stakes of all key decision makers in the implementation of the plans. This issue will re-emerge elsewhere in this magazine, but in general more consistency and transparency throughout the entire planning cycle from conceptual idea to detailed urban design over integrated master plan is a primary recommendation for future planning operations. While this urban project also seems to be innovative in consulting and engaging residents and economic stakeholders of the avenue, lack of data and documentation prevented an evidence-based review on the quality and outcomes of the participatory planning approach.

The overall impression of the transformation was very positive – in particular for the renewal of the first 3 km from east to west. The first encounter with the new street is



Figure 4 : WLSP's macro-zoning scheme Zhongshan Avenue

impressive: a very human streetscape with sufficient pedestrian space, many new trees, a large collection of well-restored historical architecture, new plaza's and public art, and brand new high-frequency electric (non-polluting and silent) public buses with specially designed bus shelters. However, the encroachment of cars on the pavement, the relatively high speeds of cars, and buses honking at cyclists and pedestrians are some first emerging issues to address. Figure 5 provides the comprehensive analysis for the entire length of the avenue, further explored in a separate contribution on the SWOT-analysis by Taru Jain.

The size and design of Zhongshan's public spaces were not always in tune with the 'allure' of this prestigious avenue, but overall, they provide a great attraction for people to come out and enjoy street life again. While the landscaping and street furniture

is generally high standard, there are several odd mishaps such as an electricity box blocking the pedestrian crosswalk, a bike-lane crossing obstructed by separation poles, and inconsistency in use of pavement materials (see the photomontage for some visual evidence). Additionally, the upgraded façade of the main avenue strongly contrasts with the untouched 'backside'. This is especially that case where the traditional (and poor) Li-Feng communities live in their small and unhygienic houses in a myriad of narrow streets – a contrast that is charming for visitors but challenging for its residents and the district authorities. While the urban renewal plan includes an indicator that not more than 20% gentrification will be allowed, it remains unclear how this can be enforced and how at the same time the living conditions of the poor Li-Feng communities can be improved through a better integration in the

likely economic revival of the new avenue. While the metro-stations are well spaced and designed, the above-ground access-buildings contribute less to the spatial and street quality. However, merit goes to the iconic Art Gallery and its new Plaza located towards the end of the eastern section which includes the avenue's first entirely pedestrianized area with some lovely restored old shops. Cyclists are admitted here, but a properly-marked cycle lane could do wonders, as it would be the case for the rest of the avenue, including the sections where cyclist are not allowed to share the wide road with transit buses (see below).

The middle-section in the Jiangnan District is clearly the most vibrant place to be on the new memory lane, with the new plaza in front of the iconic redbrick water tower as its memory landmark. This is one of the most spectacular

Zone 1 SWOT Analysis

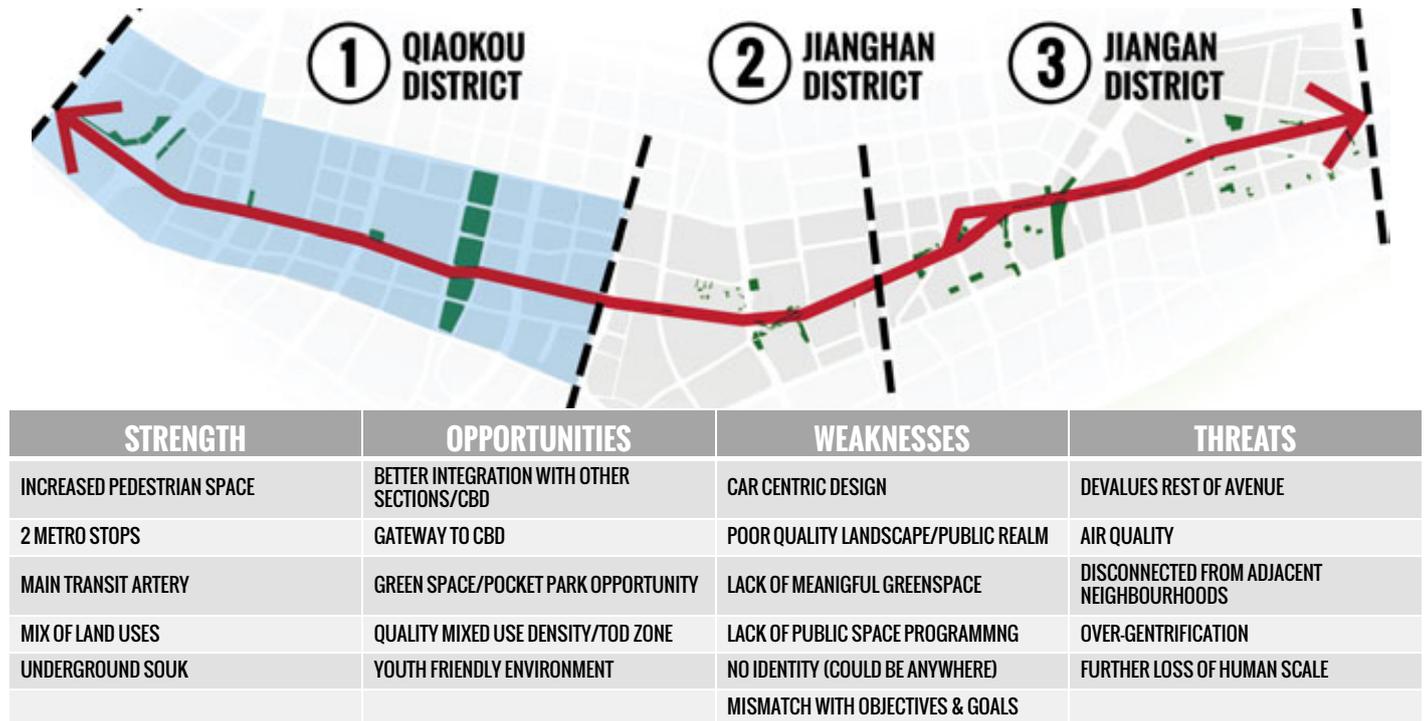


Figure 5 : SWOT Analyses Zhongshan Avenue

examples of a transformation from a car-centric to people-centric streetscape. Also, the side streets add a lot of diversity and vitality to this central area, albeit there is still a need for a smoother transition to and integration with the central plaza. Although many new trees were planted along the street and on the plaza, more green space is needed to absorb the ever-increasing popularity among families, youth and elderly as well wheelchair depending persons. As mentioned in the previous section, cycling was not entirely thought through for this section of the avenue and needs to be redressed.

The western section is the most problematic redeveloped section as it leads to Hankou's CBD that is still overly car-centric. While the first part west-bound from the core area still remain its human scale character, most of western section is more a remnant of the past with multi-lane car traffic and challenging pedestrian crossings. Maybe the unfinished metro stations in this section added to the problem of traffic congestion and pollution, but

overall a re-profiling of the road might be needed to better align this section with the other parts of Zhongshan Avenue. Also, the quantity and quality of public space, landscaping and greening require a serious boost to match with the other two sections. Furthermore, the fact that bicycles are a rare sight in this section indicates a serious problem related to the overall goals and ambitions of the Zhongshan renewal plan. Another notable observation that needs to be addressed is the fake shopping facades and huge commercial billboards masking the adjacent poor neighbourhoods.

Summing Up

Zhongshan Avenue Renewal Plan won the ISOCARP Award for Excellence in 2016 for a good reason – the residents and the leadership of Wuhan City can certainly take pride of this achievement. While the ISOCARP Review Team was truly impressed by the pace and overall quality of the implementation of a great part of the plan, there is certainly room for further improvement.

Such improvements include in the short term:

- Design a comfortable, distinctly separated bike lane and give priority to cyclists and pedestrians along Zhongshan Avenue – preferably two-way for non-motorized and one-way for motorized traffic;
- Give history and culture a more profound place in this Memory Lane (tangible and intangible cultural heritage);
- Repair small errors (e.g., pavement, routing, spatial order)
- Bring in more greenery as planned, but speed up this part of the implementation;
- Make a wayfinding plan for all sorts of users and visitors of Zhongshan Avenue.

While further increasing and improving the retail diversity will boost the street-economy, the layered historic-cultural dimension of the new memory lane should be further fostered through cultural and educational programming. This should also include public art



Figure 6 : Nodes in Zhongshan Avenue

reflecting that cultural diversity, as part of a citywide public art master plan. A wayfinding strategy might tap into the multiple heritage layers of the historic avenue. The traditional Li-Feng community should be more actively involved in this strategy, as one of the main drivers of a Community-Based Organization to proactively monitor and maintain the Zhongshan Avenue transformation.

The Zhongshan Avenue Renewal Plan and its current implementation provide a fantastic learning and training ground:

- To redesign planning processes from conceptual ideas to implementation and monitoring;

- To develop city-wide guidelines for pedestrian spaces, landscaping, transit and traffic management;
- To rethink agencies structure and project-based cooperation;
- To streamline delivery of urban services;
- To make it the start of a new and different approach and policy in urban planning;
- To add a new scale of planning and design - both the old-school neighbourhood scale as well new-style network approach;
- For a better integrated planning and better urban governance, well monitored through a transparent set of urban indicators and metrics.

Overall, the Zhongshan Avenue UPAT Review fits well in the symbiotic relationship between ISOCARP and Wuhan city. Hence, investing in a long-term cooperative relationship seems to pay off well for all.

Figure 7 : Spatial analyses for a better understanding of Zhongshan Avenue



Zhongsan Avenue Team

A successful project requires a dedicated team



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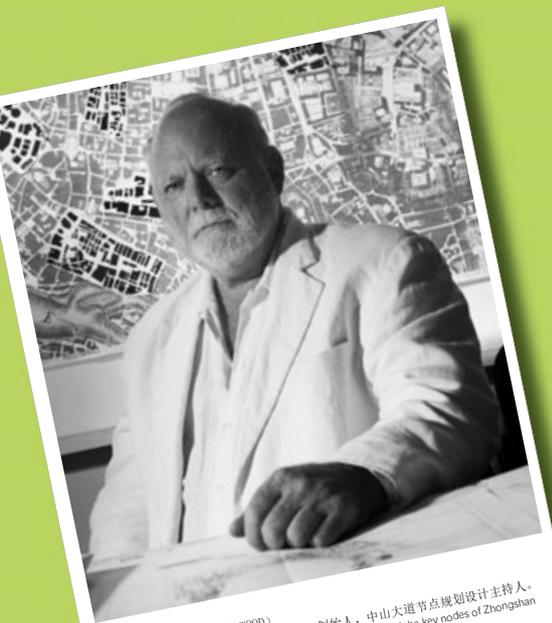
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Zhongshan Avenue Renewal

A SWOT Analysis

Taru Jain

Imagine a modern Chinese street with eroding historic facades, as if lamenting the changing times which saw the slow life slowly fading away. This was Zhongshan Avenue, not very long ago. It is not difficult to say that the Zhongshan Avenue Renewal Project is a great success when one compares how much has been achieved in a span of a little over one year. Through this project the modern Chinese normal of car-centric design, for once, took a back seat and a small but significant attempt was made towards applying the principles of the New Urban Agenda (see also further) - human scale, walking and transit,

internal, i.e. strengths and weaknesses, and external factors, i.e. opportunities and threats. The SWOT method provides a quick yet comprehensive framework to assess performance of a system and identify ways in which it can be improved. Primary information from field diagnosis along with interviews and meetings with the local stakeholders allowed the UPAT team to understand the process of planning and implementation and its product. The SWOT framework was used to analyse the entire stretch of the project, followed by a detailed assessment of the three parts of the Zhongshan Avenue Renewal Project.

in addition to the product itself, the way in which several organisations worked together to transform the street and its surrounding areas, in a time span of a little over one year, is also admirable.

Conservation of historical and cultural assets was one of the reasons why this project was initiated. One cannot entirely disagree that in its fast pace to becoming one of the most developed nations, China lost a considerable bit of its historical assets. Hence, Zhongshan Avenue in a way serves as a cultural oasis in a modern bustling city. The beautiful buildings reassert their powerful magnetism and continue

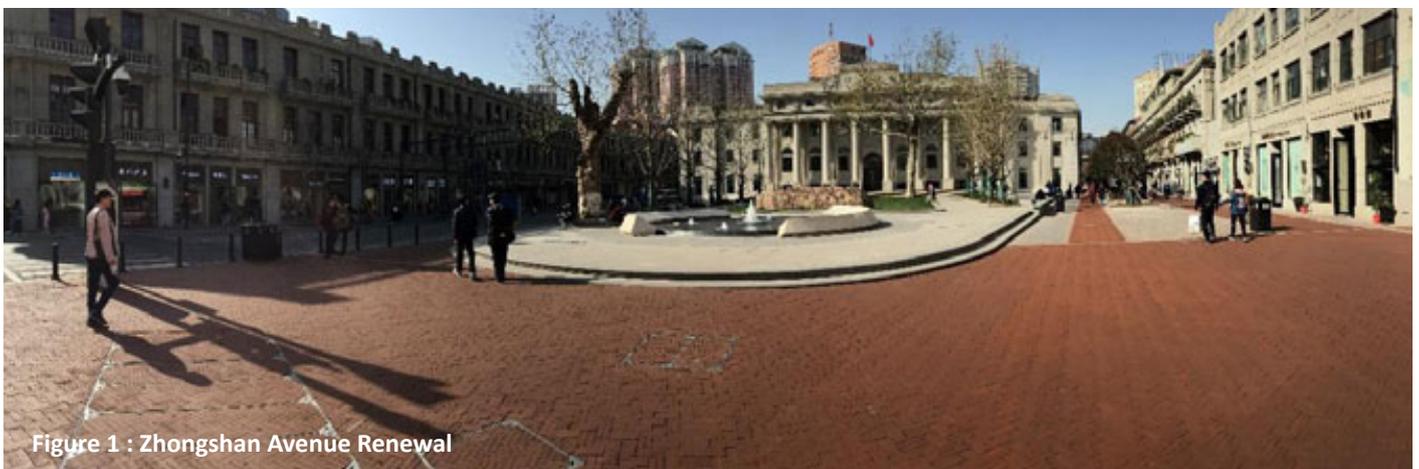


Figure 1 : Zhongshan Avenue Renewal

socially inclusive design and a mix of uses to ensure vitality. Given the limited time and access to data, the UPAT Assessment choose SWOT as the desired method, in preference to other data intensive and complex methods. SWOT, or the Strength, Weaknesses, Opportunities and Threats, analysis is a popular organising framework in management. This framework was originally developed to help in understanding the interaction between

Strengths

This new avatar of Zhongshan Avenue provides the locals with a place to sit, shop, eat and simply laze in and absorb the deliciousness of the slow pace - something that probably got lost as multilane highways and tall towers transformed it into a gigantic urban machine. The attempt to challenge the supremacy of the car is a key strong point of the project. Moreover, in

to be one of the biggest strengths of this project. This is complemented by the addition of green pockets and trees which supports Wuhan's objective to be an 'Open City with a Green Heart'. The project has improved living conditions in some of the neighbouring residential areas and has boosted local businesses.

Zhongshan Avenue Renewal project consists of three distinct segments.



Figure 2 : Cultural Oasis ad Treasured Open Space

These segments fall under the jurisdiction of three different district administration. The three districts used the overarching master plan for the project to develop detailed plans and implement the same in the three segments. Hence, the three segments vary greatly in terms of approach, infrastructure and quality.

The key strength of the segment of Zhongshan Avenue in Qiaokou district is the strong public transport connectivity with two metro stations. The vibrant mix of land use and wide footpaths available to enjoy the same are a big strength for the area. The presence of schools, shops and the underground souk oriented to local needs are a good indicator that the street has retained its original function and life.

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The middle segment lies in Jiangnan District. Its biggest strength are the many historical assets including the Water Tower. These along with the

pedestrian mall and large plaza make Zhongshan Avenue an iconic attraction. The Market Street along with shopping belt with niche activities such as the wedding photography services add a unique character to the street and

make it a fashionable destination. The various pieces of active art in this area engage the users and allow them to 'live' this magnificent transformation. The complete ban on private vehicular movement is the biggest strength of this part of the avenue - because it enhances the benefits of all the above mentioned aspects and makes this place a desirable oasis in the middle of a fast moving city.

The eastern part of Zongshan Avenue in Jiangnan District with narrow street type environment and low-rise buildings best complements the human scale. This section also has a fine sprinkling of heritage buildings, cultural resources and aesthetically enhanced building facades which lend beauty and uniqueness. The reprioritization of road space has reduced space for through vehicle movement while space for pedestrians has been increased and enhanced. The Museum Street precinct is another feather in the cap and a unique feature that draws pedestrians.



Figure 3 : Beautiful and Inviting Facades

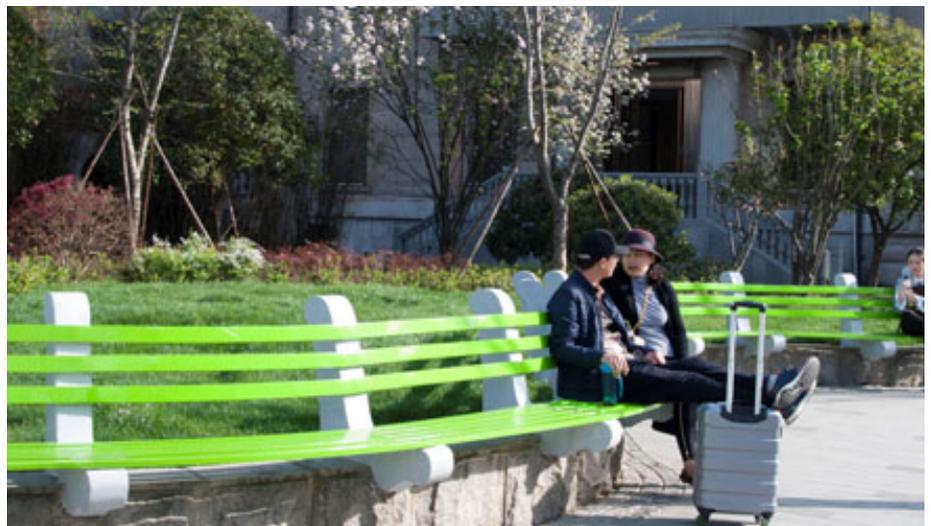


Figure 4 : Green Pocket Park



Figure 5 : Inconsistency in Bike Infrastructure is a Major Problem

Weaknesses

Although the project has brought about a marked difference to this part of Wuhan, there are some aspects which should be further upgraded. There is an obvious lack of implementation consistency among the three sections of the avenue. Treatment of cars, two wheelers, buses and cycles varies abruptly. Disability access is provided in sections but lacks continuity. Design language, surfaces, facades and signage do not follow a consistent pattern. Lack of enforcement, specially parking, speeding and two wheelers on pavements, further adds to the confusion. Although the avenue has created a lot of open space, there is a lack of public space programming to categorise this space and tailor it to the needs of the wide spectrum of users. Lack of meaningful green space is also a missed opportunity, especially as heat build-up is a major problem during the summer months in Wuhan (one of the furnace cities of China). Lastly, although this has been attempted, the avenue still seems very disconnected from its side streets and neighbourhoods. This is a difficult task as it goes beyond brick and mortar and touches upon human and social aspects.

Closer inspection revealed that different district administrations have interpreted the master plan very differently. For instance, the avenue in Quiaokou District is very car centric

with poor disabled access and open space. This street could be anywhere in Wuhan and lacks uniqueness, specialness and identity. The false facades make it look more like a temporary theme park than a lasting piece of public infrastructure. Jiangnan District although resonates with the project’s key objectives, has banned bicycles which is counterproductive at a network level. Jiangnan district is again car centric with fast moving traffic which compromises the safety of pedestrians and cyclists.

Opportunities

This project has opened the city to several new opportunities- domestic and international tourism being one of

them. It has served as a great example to the city and the rest of China about making a U-turn in mobility planning and successfully embracing trends such as prioritising public transit and pedestrians over vehicular traffic. Government making visible attempts to prioritise walking and public transport over private vehicle, sends across a strong message to the public. With young people being a considerable chunk of the consumer of these new places, road reprioritization projects symbolise that cars are ‘not cool’ and bring back walking and cycling ‘in fashion’. They present a powerful opportunity to influence travel behaviour and encourage sustainable travel.

Success breeds success and it is certain that the path this project has opened will lead to more such endeavours. The renewal project has served as a testing bed for implementation of a radically different idea. The local population and businesses have tasted the financial and economic benefits of doing things differently. Hence this is a big opportunity to expand this project to the neighbouring network and create city wide linkages with other open areas such as the riverfront. This will multiply the positive impacts of the project several times over and transform the urban core of Wuhan into a unique and inviting place.

Looking specifically at the three districts, the Quiaokou District Precinct due to the excellent metro connectivity



Figure 6 : Interactive Art in the Thriving Food Precinct

and proximity to the CBD enjoys great potential to be integrated with the CBD and other parts of the city. With some parts of the area still under development there is an opportunity to develop quality mixed use, transit oriented development. Zhongshan Avenue in Jiangnan District has immense potential as it is already a very strong commercial node. This can be further enhanced by integrating the bus and metro connections and bringing back the park and lake to enhance the local environment. Different type of users use the vast open spaces in this area and their experience can be further improved through better programming of new public space to cater to different types of activities. The Avenue has a completely different creature in Jiangnan District due to the presence of personal vehicles. Opportunities to reduce traffic movement by converting the road to a one-way street should be considered. This will allow in making space for a bike lane which will further the guiding objectives of the project.

Threats

There is no doubt that Zhongshan Avenue is a bold step in challenging the 'normal'. However, there needs to be a careful follow up strategy to ensure that it does not remain a one-off intervention. With break neck speed of planning and construction, several details were incongruous with the objectives and at places quality was compromised. As the initial excitement dies down, things can start to fall apart and these issues can quickly add up to discredit the message this project seeks to deliver. The maintenance and upgradation of the infrastructure along with enforcement of rules and regulations are critical to make sure that the project doesn't start to deteriorate.

Inconsistent rules regarding traffic priority and passage reflect that the administration has not been able to fully resolve who is the primary 'user' who should get absolute priority. This creates confusion which is further compounded by lack of enforcement. With no physical speed barriers, buses and cars often whizz past much above the prescribed speed of 20 kilometres per hour- creating a precarious situation for pedestrians and cyclists.



Figure 7 : Lack of Parking Enforcement



Figure 8 : Poor Quality Materials and Construction

With lack of open space at the city level, it is very possible that Zhongshan Avenue, specially parts around Water Tower which are especially popular, will quickly become very overcrowded. Hence, there is a need to not just expand the project but also invest energy in public space programming for smarter use of available space.

As seen in a similar pedestrianisation project in Nanjing Road, Shanghai, overtime these projects can lead to gentrification where the main street caters to a specific segment of populations with expensive branded showrooms replacing local businesses. It is important that Zhongshan Avenue does not go down that path and continues to cater to a wide variety of people from all walks of life. Continuing to talk about social inclusion, the stark contrast, between the glittery facades on Zhongshan and the dim residential side-streets with modest overcrowded dwellings, is a ticking bomb. There is a risk that the original inhabitants will not be able to integrate with the up-scaled activities. There is also a risk that they

will feel pushed out to make way for fashionable new apartments or shops.

Summary

The project is a welcome step in the right direction - towards a more walkable and human scale core in the city. By breaking the mould of car centric planning, the project is a great model for other cities around the world. Similarly, in use of public participation and harnessing cooperation of several agencies, this project is a great example for future planning and urban design projects in Wuhan and other Chinese cities.

Tremendous effort has gone into planning and execution of this project. It is necessary that this project does not remain a one off and that its legacy continues and objectives upheld. One Zhongshan Avenue cannot change the future of the city and it needs many more such endeavours to live up to the moniker of 'open city with a green heart'.

What Makes a Great Street?

Michael Stott

Streets are all around us. They are the fabric and centerpieces of our cities, towns and neighbourhoods, and a vital part of our everyday lives and shared experiences. Streets come in all sizes too: Arterial; Avenue; Boulevard; Collector; Cul-de-sac; and Alley-way to name a few. Some are famous and have become destinations in their own right, including: Bourbon Street in New Orleans; Unter den Linden in Berlin; Avenyn in Gothenburg; and the Champs-Élysées in Paris. Some streets are infamous: The Grand Concourse in the Bronx; Khao San Road in Bangkok; and Chandni Chowk in Delhi. And then there are those that are renowned for all the wrong reasons, for example: East Hastings Street in Vancouver and, at the other end of the spectrum, Airport Road in Abu Dhabi. Relevant to this publication, there are also those streets that are works-in-progress, including Zhongshan Road in Wuhan. However, the one thing they all have in common is the potential to be Great Streets.



Airport Road, Abu Dhabi

“
First and foremost, a great street should help make community... A great street should be a most desirable place to be, to spend time, to live, to play, to work... Streets are settings for activities that bring people together.”

Allan Jacobs

They can bring communities together, democratise places and - when done right - contribute to a sense of belonging. Streets are more than a way to travel between two points. They are the foundation of community life.



Avenyn, Gothenburg

Streets themselves are the places where we live, work, shop and play every day. They are our open-air living rooms; a direct reflection of the character of the people who use them. They are the front door of our communities; the backbone of our cities.

In Practical Terms then, What makes a Great Street?

Is it the buildings, sidewalk cafes, footpaths, or curbs? Why not the gutters, the grit, car parking, traffic lanes, bus stops and the asphalt? How about the sky, the occasional tree and bit of street furniture? Or is it the people, their accompanying smells, the activity, the exchange, the random encounters, the complexity, and the messiness? Or is it all of these things? A Great Street comprises the entire three-dimensional visual corridor - all the good, all of the bad - which combine to form the street's character.

For example, the placement of new buildings and the integration of heritage and culturally significant buildings and spaces can provide the bones of a great street. Buildings should be designed and located to reinforce the street edge and engage pedestrians; over-scaled new buildings on the other hand can make the street level experience uncomfortable and even dangerous for pedestrians.



Union Square, Manhattan, New York City

We need to shift our focus away from building monuments and more towards designing buildings and streets that work together for the way we live in cities. How a building meets the street matters, the materials you use matter, and the scale and size of spaces and buildings matter. It has been proven that better designed streetscapes and public spaces typically have less crime, higher pedestrian activity and increased economic activity.

Similarly, we also need to consider the placement of street trees. Trees are good for streets. They can cool buildings on hot days and provide shade for pedestrians. They can create safer walking environments by forming and framing visual walls and providing distinct edges to sidewalks. When correctly placed, street trees are also proven to have a traffic calming effect. They provide an important habitat and combat climate change.

They are rhythmic, architectural and environmentally beneficial. Most important, trees make us feel good. Studies show that large canopied trees connected to one another can lower anxiety, consequently contributing to the improvement of our mental health and making people feel more secure.

Then, there are the little things. Take street corners, for example. Who hasn't stood, probably waiting for the traffic lights to change, looked out, and accidentally surveyed the landscape?

The library, the gallery, an unusual old building. The bank, the café, the corner store and the long view that orients us. The corner stop that allows us a moment to look up and see a detail you hadn't noticed before. Your mind wanders and you think: 'what would it be like to live here' or, even better, 'I love living here' and 'what a terrific location'! It's in these moments that we truly connect to our surroundings and that experience is what makes and connects to a place.

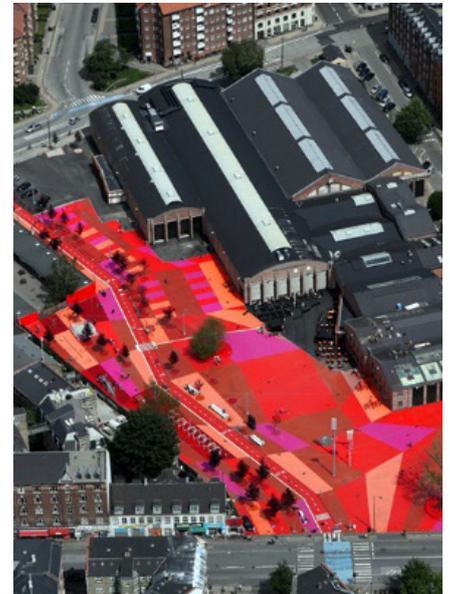
So, when we consider the elements that make great streets, and the often-conflicting demands placed on them, we realise they have an important

Chandni Chowk, Delhi





Tree lined residential streets of the West Village, New York City



Streets designed as parks, Why Not! Superkilen Park, Copenhagen



Tree lined streets & canals of Amsterdam



Avinguda de Gaudi, Barcelona



Agueda, Portugal



Times Square, New York City



Perhaps the most famous street in the world. Avenue des Champs-Élysées, Paris

function beyond movement and connection that we often underrate.

We need to rethink our streets as the social spaces of our cities. Reframing how we think about streets and their role in our cities and neighbourhoods can go a long way towards turning streets into more positive public spaces. Spaces for thought and reflection. Spaces for walking and recreation. Spaces that are equitable and democratic. Spaces for everyone.

With the idea that our streets are for everyone, we must respect our streets and treat them appropriately. Look after them, take ownership of them, nurture them, celebrate them, respect them, encourage better interfaces with them, and provide a balanced approach to their role and function. So next time you're pondering the waiting time at an intersection or crossing, instead of looking to your phone, stop, take it all in, and ask yourself if your city makes the most of its streets.

It is these moments that make us feel connected. Happy. Content. Relish it, soak it in, and look after our streets.

To help in reframing our understanding of what makes a Great Street, I find using the American Planning Association's Characteristics of Great Street to be a good starting point:

1. Provides orientation to its users, and connects well to the larger pattern of ways.
2. Balances the competing needs of the street — driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
3. Fits the topography and capitalizes on natural features.
4. Is lined with a variety of interesting activities and uses that create a varied streetscape.
5. Has urban design or architectural features that are exemplary in design.
6. Relates well to its bordering uses — allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses.
7. Encourages human contact and social activities.
8. Employs hardscape and/or landscape to significant effect.
9. Promotes safety of pedestrians and vehicles and promotes use over the 24-hour day.
10. Promotes sustainability through minimizing runoff, reusing water, ensuring groundwater quality, minimizing heat islands, and responding to climatic demands.
11. Is well maintained, and capable of being maintained without excessive costs.
12. Has a memorable character.

More space for bikes, Wuhan has it!

Deborah Lambert

Wuhan Municipality decided to redevelop Zhongshan Avenue and give the public space, that was taken over by cars, back to the people. During our work we spend a lot of time on field research. The transformation we saw was spectacular. The public space is used in multiple ways by all kinds of people, by all ages, during day and night.

Cars are largely replaced by pedestrians and public transport, but where is the cyclist? Bikes didn't seem too welcome at Zhongshan Avenue. There are no separate bicycle lanes; crossings for cyclist lead from nowhere to nowhere, traffic signs tell cyclists that they are forbidden, enforced by police men at multiple sections of the new avenue, leaving no other choice than to turn back or take a side street for the perplexed cyclists.

However, observing the new street design, it is fairly simple to implement a separate bike lane along the entire Zhongshan Avenue, without major alterations to the current situation. The UPAT Team presented this idea during the Assessment Roundtable on Friday 31 March. The suggestion was echoed by independent Chinese colleagues, more specific by Mr. Shi Nan, Vice Chairman of the Urban Planning Society of China - see also the article 'Voices of Chinese key players and experts'.

Everywhere in the city the Mobike is conquering the streets, we also saw it in Shanghai . It seems that bikes are back in Chinese cities. Put simply, more bikes mean less cars, less pollution and healthier cities. Therefore, UPAT's message to Wuhan is: "You have enough space to make

more room for bicycles and upgrade Zhongshan Avenue with separate bike lanes, gradually spreading out to other parts of the city. Follow the example of Copenhagen and Amsterdam and become one of the most cyclist friendly cities in the world!"

The photo-essay first shows some observations made by the UPAT Team regarding biking in the renewed Zhongshan Avenue. These critical observations must be seen in the context of an overall praise for the impressive transformation of a car-oriented to a more people-oriented street. The second part of the essay presents some suggestions for establishing a bike lane and culture all along the Zhongshan Avenue and its arterial streets, without repaving the entire road by adding simple and elegant marking and bike-stations.



Bicycling in Wuhan



Cycling used to be part of every day life in China, and it seems that the cyclist is winning again from the car, greenways are being integrated and everywhere there is access to the 'mobike' - a fully station-less bicycle-sharing system.



Unfortunately, planned cycling lanes have not yet been implemented, pending the development of a citywide cycling plan. As a result, crossings for cyclists lead from nowhere to nowhere, traffic signs tell cyclists that they are not welcome, and when the first phase opened, Wuhan traffic department denied access to both motorbikes and bicycles, enforcing the ban by the use of traffic police to prevent cyclists from continuing their enjoyable rides.



It is a pity as cycling helps to reduce the amount of cars. Less cars means less pollution and a healthier city, which lead to happier people. Isn't that what we all want?



Copenhagen #1 ranked as most bicycle friendly city in the world.

Amsterdam #2 ranked as most bicycle friendly city in the world.



Zhongshang Avenue without bicycles

Zhongshang Avenue with a separate bicycle path

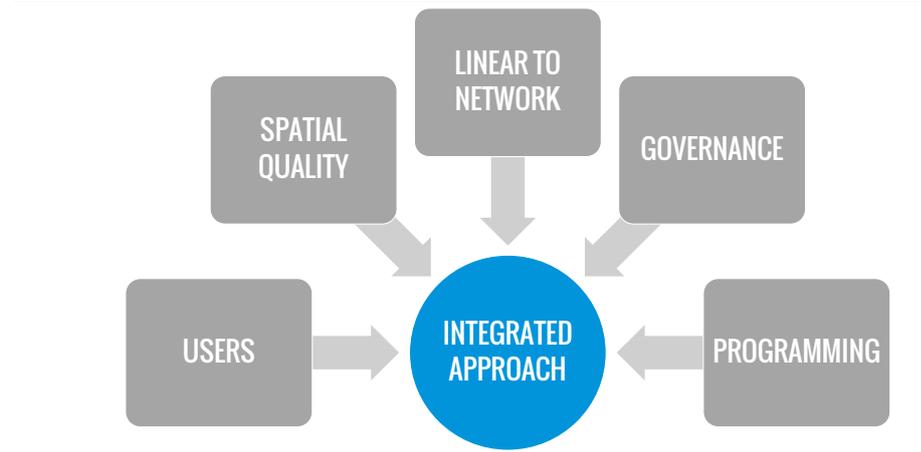
Recommendations for further improvement of Zhongshan Avenue Transformation

The transformation of Zhongshan Avenue from a car-choked transit road to a pedestrian and heritage friendly commercial and cultural street is a serious game-changer for Wuhan and other Chinese cities. Nevertheless, given the incredible speed of planning and implementation, there is ample room for further improvement. Recommendations to further capitalize on the tremendous interventions done so far are attributed to five clusters, as illustrated, right, and described below.

Users

It is recommended to look at future adjustments and improvements through the lens of the different users of Hankou's commercial and cultural axis: (a) residents from the street and local neighbourhoods, (b) commuters and visitors from other city districts and the wider city-region, (c) regional visitors from other cities and regions in China/Asia, and (d) international visitors from further abroad. All these user groups have unique reasons and expectations when (considering) visiting Hankou's commercial memory lane, at different times of the day. The spatial layout, in addition to commercial and cultural programming, should proportionally cater to these different user-groups. Of course, prioritizing the needs and aspirations of the local population, including the poor communities through a pro-poor integrative urban policy, is vital. A pedestrian and bicycle prioritization policy is not only helpful for all vulnerable populations such as the poor, children, elderly, and the disabled, but also appeals to a growing legion of 'green citizens' preferring biking or walking rather than car-driving. More than ever citizens of big cities are looking for mobility options that improve their fitness, basic health (e.g., air quality), and that make streets a place of destination rather than space of transit. Hence, the urban policy could be further reversed to favour slow traffic over motorized individual traffic, which translates into a more bicycle-friendly upgrade of the entire avenue that is well connected with other attraction points in the city.

ONE STREET, ONE REGIME



Spatial Quality

A user-oriented incremental adjustment of the avenue would lead to overall improved spatial quality of the street transformation. Spatial quality can be improved all over the avenue but it is most critical in the western section of Zhongshan Avenue, towards the CBD of Hankou district, and which is still too car-centric. While the first part west-bound from the core area still remain its human scale character, most of western section is more a remnant of the past with multi-lane car traffic and challenging pedestrian crossings. A re-profiling of the road might be needed to better align this section with the other parts of Zhongshan Avenue. Also, the quantity and quality of public space, landscaping and greening require a serious boost to match with the other two sections. Furthermore, the fact that bicycles are a rare sight in this section indicates a serious problem related to the overall goals and ambitions of the Zhongshan renewal plan. Another notable observation that needs to be addressed is the fake shopping facades and huge commercial billboards masking the adjacent poor neighbourhoods. With that said, the western section has an interesting potential. Currently, there is the large underground retail-space similar a low quality 'bazar'. If a critical mass can be achieved after opening the two metro-stations in this section, this bazar can upgrade to include cultural amenities and programming which might provide a quality alternative for above-ground street-life when the weather conditions are challenging.

Linear to Network

While the Upgrade Programming for the avenue includes a betterment of the housing and living conditions of the residents and poor communities adjacent to the Zhongshan Avenue, additional planning and programming is required to expand this people-centric street upgrade to adjacent streets and avenues. This should include the CBD and the city-image-defining Yangtze and Han Riverfronts – re-branded and developed as Wuhan New City, thus connecting with the two other city-centres of Wuhan. This network approach also includes a substantial upgrade and expansion of a blue/green network with priority for recreational, walking and cycling activities – with commuter cycling at city-wide scale (and connecting the large blue/green spaces such as the river- and lakefronts e.g. East-Lake Green Heart). Special attention needs to be paid to develop a Wuhan Wayfinding Approach with designated signposting for pedestrians and cyclists along the blue/green network including historic-cultural routes such as Zhongshan's memory lane – that could again function as a pilot for a city-wide approach. Many world-class cities, such as London, have developed unique wayfinding projects that add to the international appeal and navigation of the city – e.g. London's Thames Pathway as part of 'Legible London'.

Governance

The transformation of Zhongshan Avenue could not have been successful without the strong cooperative leadership of the city and district governments, working together with service providers such as the Metro agency, as well through consultation of the local population. Yet, there is always room for improvement and quality management from conceptual idea to repaving the street. The 'One Street, One Regime' approach as advocated above involves a temporary project management team approach with variable composition throughout the different stages of planning and implementation –bringing together all the relevant stakeholders around a joint declaration of intent, preferably morphing into a Community Based Organization that will monitor and maintain the quality of the new street, including social and cultural programming. The Zhongshan Avenue Renewal Pilot Project can serve as Training Ground for the betterment and expansion of 'street and neighbourhood' renewal governance, including a set of Guidelines to deal with all the related issues in a localized way. Ultimately, this people- and multiple user centric new street/ neighbourhood approach has a great potential to become the leading urban renewal strategy to implement policy goals for a more compact, better integrated, socially more inclusive, less car-dependent and climate resilient city.

Programming

A post-intervention user-survey might result in the need for more social, educational, and cultural amenities and activities, as well in the need for more street furniture (especially benches in the western section), green spaces and parks, including a string of pocket parks and playgrounds along and behind the memory lane. Also, a socially secured regeneration and renewal of the poor neighbourhoods behind the avenue needs to be further programmed and implemented, with proper involvement of the local communities. This would result in a better integration of these poor communities in the economic, social and cultural regeneration of Hankou's central commercial axis. The overall Upgrade Programming should be done with special attention for spatial and design consistency in the layout of the street, the use of landscaping, and in materials. By giving special care during each stage of development from design to implementation, the errors of the fast implementation of the renewal plan will become lessons learned. This will enhance the 'One Avenue, One Regime' approach needed for a less fragmented and more continuous layout and flow of people, with an even stronger emphasis on the heritage aspects of Hankou's memory lane.



No Bikes Allowed?

WHAT MAKES A GREAT STREET?

The best streets are those than can be remembered. They leave strong, long-continuing positive impressions.

- / Makes a community and encourages participation
- / Facilitates interaction with all kinds of people
- / Accessible to all, easy to find and easy to get to
- / A desirable place to be, to spend time, to live, to play, to work, at the same time
- / A setting for activities that bring people together
- / Physically comfortable and safe, barrier free
- / Shady and pleasant on a hot day
- / Should not provoke a sense of confinement
- / Not just for the movement of people and vehicles but great places

Expert Voices

Chinese Key Players and Experts Share their Thoughts

Jaap Modder & Frank D'hondt

On the last day of the UPAT Workshop in Wuhan, the ISOCARP team presented its findings in a meeting with Chinese key players and experts. In this contribution we will clip some quotes from key stakeholders but focus on the feedback from leading experts representing the professional and the scientific urban planning community in China, respectively Dr. Shi Nan, Vice Chairman of the Urban Planning Society of China and Dr. Li Zhigang, Professor and Dean of the School of Urban Design at Wuhan University.



Dr Shi Nan

Shi Nan sees a direct link between the Zhongshan Avenue project and Wuhan's ambition to develop Wuhan as an international metropolis. Upgrading of urban functions in the downtown area, not only the Zhongshan Avenue, is a condition to reach that goal. A second important point to stress is the role public participation played in the Zhongshan Avenue project. It's important to find a new balance (in the urban planning practice in China) between government's goals and the views and interests of the public and the business community. Shi Nan referred to a recent message by President Xi Jinping where he declared urban planning to become an important means in the

national governance. Involvement of all social aspects but also integrating heritage and cultural issues in the urban planning endeavors are part of this. According to Shi Nan, Wuhan has strong opportunities in this respect. Therefore, the Zhongshan Avenue project shouldn't be just considered as an engineering project; it's much more. This project plays a significant role in upgrading the city functions, city life and city governance, claims Shi Nan.

Shi Nan presented three proposals to facilitate further improvement. First idea is his plea for connecting space improvement with reconstruction of housing in the downtown area. That way a shift can be made that is different from policies in place since the 1980s, with an increasing emphasis on local people's needs. The second proposal deals with culture. Shi Nan endorses UPAT's comment on the important role literature and film in the image of an international city. In Nan's view, Wuhan and the wider region should better exploit and brand its cultural treasures. Third and last, the conditions for cycling should be further improved, in line with the UPAT recommendations. In conclusion, Dr Shi Nan believes the Zhongshan Avenue Renewal Project will play a significant, exemplary and guiding role not only in Wuhan but even for entire China.

“

I have not been to Zhongshan Avenue for quite a long time but this morning I rode on a bicycle to visit the new Zhongshan Avenue and was pleasantly surprised by its transformation. I paid a visit to the museum, and felt fantastic after getting a view of the water tower and the art squares etc. The joy of biking could be further improved by providing more space for cycling. All in all, this project is so much more than a street design and engineering project. We should learn from this project to further improve heritage, culture and community driven planning and urban transformation.

”

Addressing his Chinese colleagues, Nan advocates to capitalise on the know-how to optimize this project and find a balance on the projects' economy, to make it affordable for the city and its users. It can and should be reproducible elsewhere, according to Shi Nan. Shi Nan thanked the ISOCARP team “for their excellent work... which is of reference value to other cities”.



Prof. Li Zhigang

In Zhigang’s view, the Zhongshan Avenue Renewal Project overcame the traditional divisions between administrative districts and all other involved key players, which can be seen as a major achievement. The inclusiveness of the planning and the process for the redevelopment of the entire avenue and its adjacent streets is very innovative for urban regeneration in Wuhan and China. But since this project is rightly ‘culture-oriented’, we need to ask ourselves what kind of

historic narrative this project is aiming at, how this is represented in space and design, and whom will and should benefit from this transformation.

According to Li Zhigang, Zhongshan Avenue’s remake should express the different historical and cultural layers of both local, regional, national and even international nature. This should be done with an open mind and attitude towards changing cultures and history in the making, reaching out to all social groups residing and visiting this part of the city. With the growing attractiveness of this central avenue, social protection is to be strengthened to balance gentrification. Moreover, in his view it is vital to develop more daily-life-oriented, community-based spaces and programming for culture, education, sports, and health, aside from the commercial and retain activities.

Wuhan’s spirit should be both interiorized and externalized in Zhongshan Avenue, as a prime urban spiritual place with a local sense of belonging.

“ I totally agree on turning generic spaces into meaningful and spiritual places, which is highlighted by the independent assessment group, in addition to the fusion of building block and community life, which is of much importance to the new Zhongshan Avenue. I am convinced that under the strong support of the Wuhan Planning Bureau and the district governments, and on the basis of accumulative work experience, we are bound to achieve more similar urban renewal projects in the future. ”

Finally, Li-Zhigang stresses the importance of a free and independent expert-assessment hosted by WLSF and implemented by ISOCARP. It should be used as a platform for further improvements and duplications elsewhere in the city.



“

Inspired by ISOCARP’s “Planning Excellence Award” for the Zhongshan Avenue Renewal Plan, the City of Wuhan is very eager to use ISOCARP’s expert-assessment on the implementation of this strategic project as a basis for further improvement and its replication throughout the city

”

Mr. Peng Tao, Deputy Secretary-general of Wuhan Municipal Government



“

Supported by the ISOCARP experts we can be collectively proud to turn this car-oriented road into a people-oriented street. Yet we all can acknowledge there is still a long way to go.

”

Mr. Liu Qizhi, Deputy Director-general WLSF

“

Your suggestions, delivered in less than one week, inspire us and I believe they are feasible. We should indeed be aware of the risks of gentrification and make sure this not a one-off initiative.

We expect all ISOCARP experts to revisit Wuhan and see the changes made, e.g. during the World Sports Games in 2019.

”

Mr. Liu Bin, Deputy Chief of Qiaokou District

“

In coordination with the metro-works, we carried out around 50-odd kilometers of pipe networks (water supply, water drainage, electric power, and gas) along the Zhongshan project. We preserved 200 original tall trees and planted around 1,100 new tall trees. We included public artwork in the new street design and co-developed a smart Zhongshan Avenue App to inform citizens and tourists including cultural programming.

”

Mr. Li, President Wuhan Real Estate Group

“

Jiang’an District greatly welcomed and facilitated this initiative to restore the cultural importance of Zhongshan Avenue, while improving its functionality for its residents and users. Thanks to joint endeavors and communication with local residents, we implemented the project successfully and timely.

”

Mr. Luo, representative of Jiang’an District Government

“

In November, 2015, the district government organized a kick-off meeting for 11 property units in the Jiangnan District section of Zhongshan Avenue. Little by little they became more enthusiast and pooled together an investment of more than RMB 30 million to upgrade their properties, accounting for 38% of the total urban upgrade funds spent in the Jiangnan Section

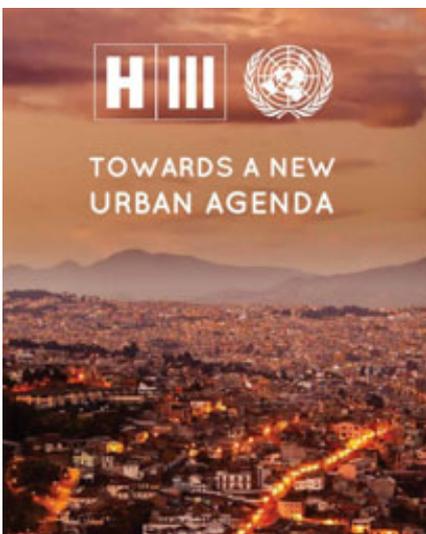
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Mr. Shu Yuanhua, representative of Jiangnan District Government

New Urban Agenda & Planning Guidelines

Frank D'hondt

The 'New Urban Agenda' as well as the 'International Guidelines on Urban and Territorial Planning' are often cited throughout this magazine. In this contribution we look at the importance and relevance of these ground-breaking international policy frameworks for better planned, developed and managed cities and territories.



New Urban Agenda

The New Urban Agenda (NUA)¹⁴ is the outcome document of the third United Nations Conference on Housing and Sustainable Development (Habitat III) which took place in October 2016 in Quito, Ecuador. Founded by the Spanish in 1534, on the ruins of an ancient Inca city, Quito proudly possesses one of the most extensive and best-preserved historic centres of Spanish America – see photo . The historic centre of Quito has one of the largest, least-altered, and best-preserved historic centres in Latin America. Quito, along with Cracow, was the first World Cultural Heritage Sites declared by UNESCO in 1978. Quito is also working hard to become a world class city in balancing urban performance and liveability.

Sustainable Development Summit

One year earlier, in September 2015, the United Nations Sustainable Development Summit adopted a new framework to guide development efforts between 2015 and 2030, entitled 'Transforming our world: the 2030 Agenda for sustainable development'. The 2030 Agenda contains 17 Sustainable Development Goals (SDG's) and 169 Targets. The SDGs address, in an integrated manner, the social, economic and environmental dimensions of development, their interrelations, aspects related to peaceful societies and effective institutions, as well as means of implementation (finance, technology, capacity development, etc.). By endorsing a stand-alone goal on cities (Goal 11), known as the 'Urban SDG', – "Make Cities and Human Settlements Inclusive, Safe, Resilient and Sustainable" – the international community recognised urbanisation and city-growth as a transformative force for development.

This first ever international agreement on urban-specific development acknowledges sustainable urban development as a fundamental precondition for sustainable development. SDG11 laid out the foundation for a New Urban Agenda.

New Urban Vision

More than ever before the United Nations followed a participatory process in preparing the New Urban Agenda, with apart from the usual positions of its member-states, a tremendous input from city authorities, civil society, academia and planning professionals, through organisations such as ISOCARP. In that sense the New Urban Agenda is more than a UN document and acknowledges the need of multi-partnerships to implement and apply at local city and community level.

Point 11 of the adopted New Urban Agenda outlines the contours of a new urban vision:

"We share a vision of cities for all, referring to the equal use and enjoyment of Cities and human settlements, seeking to promote inclusivity and ensure that all inhabitants, of present and future generations, without discrimination of any kind, are able to inhabit and produce just, safe, healthy, accessible, affordable, resilient, and sustainable cities and human settlements, to foster prosperity and quality of life for all.

We note the efforts of some national and local governments to enshrine this vision, referred to as right to the city, In their legislations, political declarations and charters."



International Urban and Territorial Planning Guidelines

Sustainable urban and territorial planning is key to implement the New Urban Agenda. In Point 97, the New Urban Agenda acknowledges:

"(...) the principles and strategies contained in the International Guidelines on Urban and Territorial Planning, adopted by the Governing Council of UN-Habitat at its 25th session in April 2015."

In response to the ongoing rapid urbanisation and related economic, social and environmental impacts; and anticipating the Sustainable Development Goals and the New Urban Agenda of the United Nations,

the Governing Council of UN-Habitat approved the International Guidelines on Urban and Territorial Planning (the 'Planning Guidelines') as a non-binding universal urban and territorial planning framework for decision-makers and -shapers.

Sustainable Development Summit

The Planning Guidelines are intended to be:

"A global framework with simple and universally agreed principles to guide decision makers for improving policies, plans, designs and implementation processes leading to more compact, socially inclusive, better connected cities and territories that foster sustainable urban development and are resilient to climate change."

Published in more than 10 languages and with over 100,000 downloads from UN-Habitat's website, the Planning Guidelines generated a genuine interest and demand for universal principles to better plan cities and territories all over the globe.

The Guidelines were prepared by an International Group of Experts – including delegates of ISOCARP - and developed alongside a Compendium of Inspiring Planning Practices as a database of examples to support and illustrate the guideline principles. A Handbook is under preparation to provide tools and indicators to apply the Planning Guidelines.

The Planning Guidelines Resolution calls upon "International financial institutions, development agencies and UN-Habitat to assist member States in using and adapting the Guidelines to their territorial and national contexts, where appropriate, and further developing tools and monitoring indicators". It is therefore encouraging to see that the SDGs, NUA and the Planning Guidelines are helping to reshape urban policies and planning practices at both the national and city-level in a large country such as China, resulting in urban innovations such as the Zhongshan Avenue Renewal Plan and Implementation.

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i Source: Habitat III Secretariat (United Nations)



Delegates at the third United Nations Conference on Housing and Sustainable Development (Habitat III) in Quito, Ecuador

Becoming a World Class City: How about Wuhan?

Jaap Modder

Take Barcelona. Over fifty years it changed completely, from a dark and polluted city into one of the top tourist attractions in Europe, one of the most attractive cities in the world. And, maybe even more important, a city where modern and globally performing companies want to do their business. Nowadays it is vibrant city with a lot of culture (museums and street art), new architecture, pedestrian space, bike lanes, nightlife and much more. Okay, they were lucky. The Olympic games came at the right moment. Another factor for its success lies in the global

city. They brought in new architecture, created attractive public space, they build new cultural institutions, cleaned up the city, connected it with the seafront again, made it attractive as a conference venue, it's an endless list. In short the Barcelona planning agencies did everything that could increase the quality of the city. But it wasn't only the planning agencies who did it. Barcelona has a well-developed civil society that cooperated with the new dynamics. It was a combination of top down and bottom up interaction that made Barcelona liveable again.

This is what makes the difference between the winners in the quality contest (and there are a lot of highly influential "best liveable city" rankings nowadays) and the rest. The growth of cities is bringing enormous challenges for the people responsible for its development. How to cope with growing demands in housing, how to tackle pollution, how to stay attractive for business, how to create livable streets, green space and leisure facilities for their citizens? How to make use of new technology, how to organize better (and clean) mobility, how to optimize accessibility on different scales (city, region, country, continent, global)? And finally, how to avoid the flipside of a successful city like gentrification, segregation, too much tourists etc.? All these challenges ask for effective urban planning which is in line with the aspirations and demands of citizens, so that they can tune in. And these efforts do pay back.



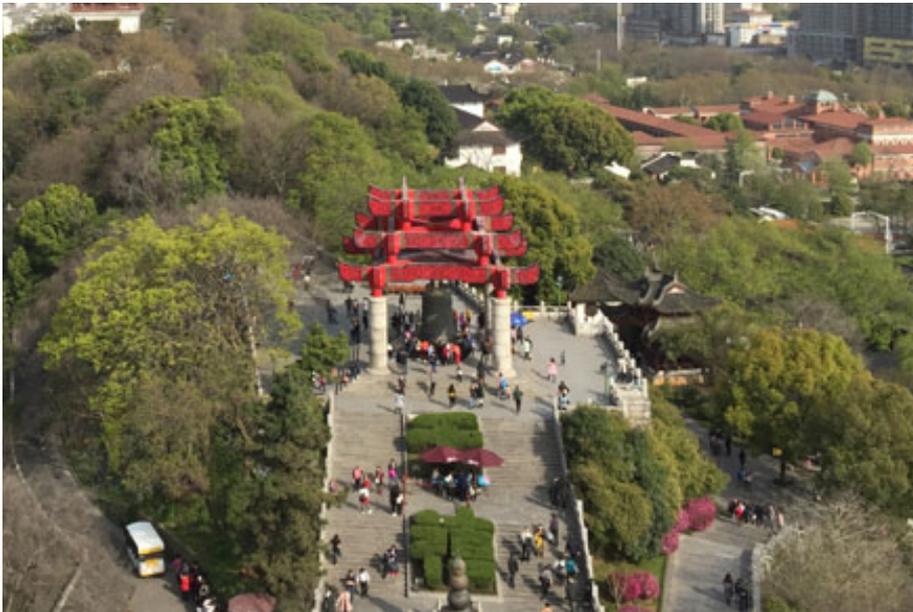
Barcelona's waterfront was transformed ahead of the 1992 Olympic Games

economy. The "new economy" has the city as its biotope. Cities in the 21st century are the economic magnets. It's where your work is, where the chances are, the prosperity. That's what happened in Barcelona too. Luck and better external conditions are important factors for successful cities but there is much more needed to become a world class city. Barcelona made the right choices in terms of a liveable

"The triumph of the city", it's a book written by a Harvard economist (Edmund Glaeser) and it describes why cities are back on the map. It's the economy, yes. Sometimes there are lucky circumstances, sheer luck. But effective urban planning and good governance in combination with an active and cooperate civil society cannot be ruled out as decisive factors for their success.

Ranking of Best Cities

Let's look at latest ranking of "best cities" by the internationally acclaimed Monocle magazine. They do this every year. Tokyo tops their 2017 list and that is especially because of the safety of this 10 million metropolis. Maybe easy for them because Japanese culture is full of polite behaviour and civilized conduct. But if we look closer it also has much to do with city planning. First of all the fact that they succeeded in combining the huge metropolitan scale (city and region) with the quiet village like atmosphere in the neighbourhoods of which Tokyo is assembled. Add an abundant amount of parks and a perfect public transport system and



Wuhan has Spectacular Green Spaces

there you go. It's urban planning, yes. That is why Tokyo tops the list. Vienna is second on this year's index. A rich city loaded with European history and culture. Oh yeah, it's already in place, but they use it so well. And that is the result of their urban policies. Vienna is one of the most walkable and bikeable cities in the world. And just as the Japanese they foster the smaller scale of neighborhood organization. Vienna has clean air and it's green. That sums up for the success of this European city. There's much more to say about the Monocle and other international rankings each year but the basics are here: clean, safe, convenient and liveable. And a friendly and inviting attitude to visitors.

How about Wuhan?

There are five cities in this year's Monocle ranking in Asia: Hong Kong, Singapore, Fukuoka, Kyoto and Tokyo. Most Chinese cities have big problems with their air quality. This explains a lot about China's seat in the front row of countries that are heavily investing in better city climates. It's by far the first and foremost condition for a world class city, being healthy, being clean. And the Chinese are fully aware of that fact. And the urgency of this issue is not only felt in the city itself, it's also a national challenge.

The Quality of the City

But Wuhan can do a lot in its own right. Restrictions on cars, for their level of emissions, promotion of electric cars, bikes and public transport. It's something to start with today, and with a very strong regime. If you want to have results in twenty years time there's no time left for deliberating things. . Again, it's a basic condition for a world class city. But let's look at what is already in place in Wuhan in order to be a world class city in a few decades. First of all it has the proper size, being the largest city in Central China. Size not always matters (there are many small cities in Monocle's ranking) but critical mass can help in solving problems. A striking feature of Wuhan is it's external accessibility:

high speed train connections in all directions. And an intercontinental airport. The metro-system in Wuhan works pretty well: modern, convenient and efficient. So far, so good. And how about the "software" of the city? Wuhan is an educational city par excellence. Around 10% of it's population is student on one of the around 80 universities and colleges. Can be speak of a bigger asset than that?

How about green space? That enormous park system on the other side of the Yangtze river. Where they recently banned the car and now have a huge network of recreational bike lanes. This is something other great cities could be pretty jealous about. Maybe it needs better and faster connections with the city. And maybe, lessons learned from Boston and Karlsruhe, a network of park lanes can connect the park system with the city and these park lanes should penetrate into the city. A better connected and integrated relation between city and park system is the result.

And then there's that rivers, the Yangtze and the Han river, and that marvelous river front. It's a huge asset for a world class city. The city of Wuhan is working on improving the quality of the riverfront. It would be worth to consider expanding these efforts to the water quality of the river. In livable cities like Copenhagen and Zurich, both in Monocle's world top 10 this year, you can swim in the rivers and the harbor of these cities. And remember that photo of Mao Zedong swimming



Wuhan's waterfront

in the Yangtze in Wuhan. Clean open water for a city is, just as clean air, one of the very basic conditions for a world class city. The river is a gift, to make it a clean and swimmable space is the challenge.

But there's more. Great cities of the world are known by everybody also because they know these cities. They have seen them in movies, they read about these cities because writers told the tales of these cities. If we look at attractive cities around the world this kind of exposure is a key to success. Movies and books, they not only attract people but also make citizens of great cities proud of their city. It asks for an open climate. Richard Florida claims that successful cities have three T's: talent, technology and tolerance. Open and multicultural cities, like New York City, can be tolerant towards their fellow citizens but also toward visitors. To be a cultural city asks for openness and tolerance, for hospitality. Another almost classic asset for a world class city is attract visitors. Tourism yes but also being a venue for big events: conferences, concerts, exhibitions. Wuhan has one of the best permanent exhibitions on the city itself, it's growth and its aspirations. So there is that attitude already to expose, to show the world that this city is a good place to visit, as a destination but also as a venue for business or other exchanges (cultural, scientific etc). And this should not only be restricted to one time events. More important is to have it on a regular base and to have institutions (national and international) in your city on a permanent base.

Summing this up. Becoming a world class city asks for long term investments in the city as a place of culture and exchange, of getting people there, meeting them and developing relations abroad. Great cities have great streets and great neighborhoods. Elsewhere in this magazine cities we elaborate further on great streets but Tokyo, and many other cities, learns us that combining the big and the small scale is one of the successes of world class cities. Wuhan is good at that big scale, a lot of other Chinese cities are good in developing the big size. On the long term it's the small scale and the medium size that is responsible for the quality of the city, the quality that is



Wuhan Streetlife

needed for citizens to feel at home but also for the visitor to feel attached. The urban planners of Wuhan should focus on developing or bringing back the human scale in cities. The renewal of the Zhongshan Avenue in Wuhan is a small step in the big city but it's a huge step towards the urban perspective of a world class city. And it is a big chance to spread this approach out, in the immediate vicinity but also elsewhere in the city.

We didn't touch all the subjects which are or should be on the to do list for Wuhan. How about climate change? China is very serious about it and can take a forefront position in a few years. Every city in the world, but Chinese cities more than others, should contribute to the Paris climate deal. These are basics, which means without these problems not solved there is no such thing as a world class city. We didn't mention UN Habitat and the New urban agenda. Another mandatory task focusing among others on social inclusiveness. Look at these rankings again. But you don't do it

primarily for the ranking. Socially inclusive cities perform better in their own right, they are more stable and strong, better integrated. We didn't talk about fostering the city's cultural heritage. Like the Yangtze, it's given in Wuhan. In our recommendations on the Zhongshan Avenue we held a plea for better use of local and regional culture in the public domain. Climate agenda, new urban agenda, own Wuhan agenda, they can be brought in line and set forward as an "attack plan" for the future. It's a must to keep in pace with a fast changing world and a more prominent position on the global map.

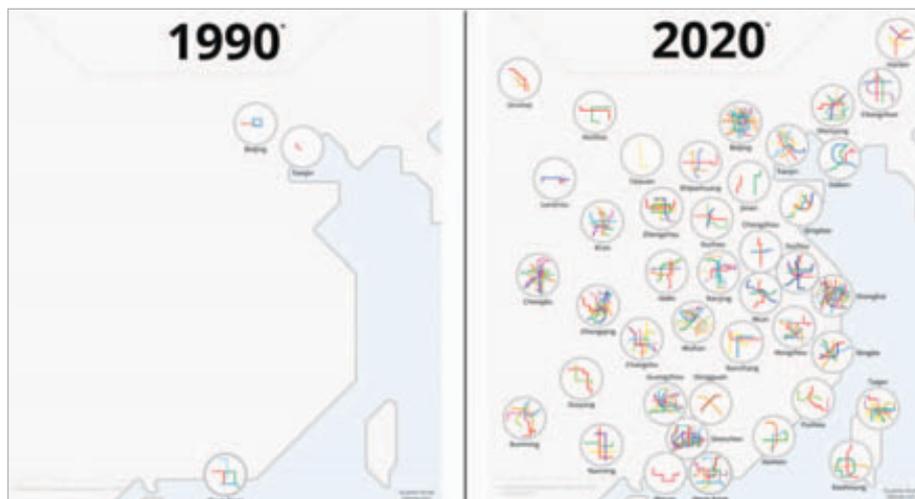
Much to do, appropriate programs to make, huge efforts necessary. But it's worth it and it's an urgency. In about half a century China is more part of the modern world than ever before: connected and fully integrated. This asks for a proactive approach to that future. The Chinese attitude of doing things fast, decision-making as well as implementation will help - that is for certain.

Planning and Development Culture in China

Taru Jain, Geoff Rose* and Michael Stott

Planners, designers, academics and economists around the world have marvelled at the pace of China's urban and economic growth.

Over the last 35 years, China has moved more than 500 million rural Chinese into China's 600 cities. Since 2014, there has been a renewed emphasis on the growth of urban areas under China's National Urbanisation Plan which seeks to transform a further 100 million rural residents into urban ones by 2020. To enable the rapid growth of these Chinese megacities and in response to the recent poor economic performance of the U.S. and Europe, China has since 2000 been investing heavily in its High Speed Rail (HSR) network, now the largest in the world.



Another key development in the growth of Chinese cities has been the rapid growth of China's metro and light rail sector. To put this into perspective, before 1990 only Beijing, Hong Kong, and Tianjin had metro systems. By 2009 that number increased from 3 to 10 cities and by 2020 it is expected to grow to more than 40 cities.

With such rapid development of cities and infrastructure, as well as the mass migration of people to cities, it's easy to see why the scale and pace of urbanisation in China is believed to be without precedent in human history. For the last four decades, urbanisation in China has been centred on export

demand, cheap labour and low pricing. But now as more than half of the China's population lives in cities, and the country is moving toward a more consumption-driven economy, there is a general uneasiness around how to actually manage and govern these megacities. The problem according to University of North Carolina's Dr. Yan Song, "is not population size, it's a problem of poor urban management".

Cities and Infrastructure - Drivers of Economic Development

In the late 1990' when Asia was suffering with an economic crisis, China's strategy was to invest in infrastructure which was seen essential to provide a boost to the local economy. It was thought that better infrastructure will ease the movement of goods and support a booming industrial sector. China's cities have witnessed unprecedented in-migration



Wuhan's rapidly changing skyline viewed from the Yellow Crane Tower

in the past two decades. The swelling urban population needs a constant stream of amenities such as housing, schools, hospitals and roads. This is how the culture of speed, urgency and criticality trickled into urban planning system. There is an urgency to create bigger infrastructure to forward the national centralist dream to fuel China's growth. Cities, after all, are the engines of economic growth.

Centralism and Top Down Approach to Planning

Centralism is sacred in China. When the government wants to build something, things usually get done. Land acquisition is not an issue because the Government owns all the land. Public opinions matter but public consultation procedures do not bog down projects as can happen in the West where cities must go through several iterations before even a draft plan is approved. In contrast, some of the biggest projects have gone ahead without laborious public debates or consultations. With a centralised approach to planning, each agency is afraid of discrediting the other so flaws in implementation are often overlooked. In the time that Britain took to conduct a public inquiry into the proposed construction of Heathrow's Terminal Five, Beijing built a new airport terminal from scratch. However, this is changing now and new projects such as Zhongshan Avenue Renewal Project, cities are attempting to move up the ladder of public participation.

Competition and the Race to Build

Every Chinese city wants to have world leading infrastructure to attract attention. The idea is to build it quickly to attract more people, industries and jobs. This has attracted a lot of attention to the 'Ghost Cities' with brand new but empty buildings. China is set to invest trillions of Yuans in transport infrastructure before 2019. A major component of this investment will be in metro systems. There is concern that this is driving investment away from buses, which are crucial for transporting lower income groups across the expanding Chinese cities. Hence, we need to think whether, in its quest to 'build to impress', China is taking enough time to weight all the

available options and think about the long term. Many western nations have come to the realisation that you cannot build your way out of congestion. Their focus has changed from asset creation to asset management and management of the use of transport assets. In the Chinese case, the focus is very much on build now – the 'manage the use' dimension is yet to capture the attention of policy makers.

Evaluation Framework

One of the main barriers to the successful implementation and delivery of projects like Zhongshan Avenue (a common theme in rapidly developing nations/economies) is the lack of a clear plan evaluation framework that extends over the life of the project - from plan preparation to plan implementation and to plan amendment. Without an evaluation process in place, there is little to learn from in hindsight. Lack of consistent urban metrics to comprehensibly measure socio-economic impacts means that only the most obvious impacts are known and valued. It is important that the full range of impacts on environment, society, livelihoods and liveability are understood and translated to tangible figures. This will encourage investment in projects which promote liveability and help in translating the prevailing planning rhetoric (of sustainable, green and open cities) to a development reality.



UPAT Team analysing Zhongshan Avenue



Pedestrian safety hazards & barriers



Use of materials not always coherent

Winding the Microscope to Zhongshan

The review of Zhongshan Avenue Urban Renewal Project hinted at all the issues listed above. The project involved over five kilometres of road and façade redevelopment. This was achieved in just one year. The Avenue consisted of three segments under three different district administrations. The conceptual design master plan was translated into detailed plans by three different district governments. With the clock ticking, there isn't always enough time to resolve conflicts with local priorities resulting in a fragmented product. In Zhongshan Avenue, this was clearly visible in the way the districts interpreted the master plan in completely different ways. The three segments were very different in terms of resolution of pedestrian and vehicular priority, design vocabulary and accessibility infrastructure to name a few. In some cases, temporary materials were used as facades to cover up deteriorating buildings. In other, details such as a public space programming were completely overlooked resulting in generic open spaces. Problems in resolving road use priority and continuous paths for all road users is not just inconvenient but potentially very dangerous.

Fast pace almost necessitates a top down line of command and control. That makes consultations with stakeholders difficult and quality control a luxury. Although attempts were made to facilitate public participation, the real extent of its success is not known. The quest for speed produces problematic results no matter whether it is at the scale of entire urban areas or at a more localised street level redevelopment. Most importantly, isolated examples such as Zhongshan Avenue Renewal are only valuable if they can be sustained, expanded and extended over a long term. Moreover, it is also important that the benefits accrued from sustainability focussed projects such as Zhongshan are not lost by investing in projects which do not fit in with the established intent (in long terms plans) for sustainability.



Inappropriate facade treatment



Logic of routing & dealing with wider community issues

Planning in Transition

As noted above, planning in China is tied closely to its political, economic and social development objectives. The process of plan making, implementation and the construction of large infrastructure and public facilities have played significant roles in China's rapid economic development. However, the current top down approach has also caused an increase in several off-shoot problems including increased environmental degradation and levels of pollution and an often-fractious approach to the development of new settlements and municipal infrastructure and, in particular, the implementation of urban revitalisation and public open spaces projects.

However, there are signs of hope. China's investment in public transport infrastructure and more sustainable and lower carbon forms of energy production mean that the country is changing the trajectory of the past development. It is understandable when driving at speed that the focus is very much on the view out the windscreen but it is also important to look in the rear-view mirror occasionally and learn from the past to ensure that yesterday's mistakes are not repeated tomorrow.

* Geoff Rose is Professor at Monash University, Australia

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There and Back Again, Wuhan

An Interview with Chen Zhe

Mercedes Beaudoin

Chen Zhe



Chen Zhe is an urban planner who studied Urban Planning and Design at Huazhong University of Science and Technology in Wuhan. He lived in Wuhan's Wuchang District from 2008 to 2011. Chen Zhe was selected as our Chinese representative on our UPAT workshop. After completing his master's degree, he moved across the country to work at Ningbo Urban Planning and Design Institute (NBPI). Since leaving over six years ago, he has visited Wuhan three times.

1 What made you decide you wanted to join ISOCARP's team for the Zhongshan Avenue project?

I spent 3 years in Wuhan for my master's degree during which I fell deeply in love with this amazing city. There, I not only adore the rich culture lies beneath the rapidly developing urban blocks, but also enjoys the environment formed from the marvelous rivers and delicate streets. Constructing Zhongshan Avenue maybe have a significant impact to the city, like a catalyst. My friends living in Wuhan think that Zhongshan Avenue has changed the city and their life, I want to know what the specific changes are, including getting better or worse. All these experience and understandings of Wuhan and the site will undoubtedly be helpful in the Wuhan ISOCARP workshop.

2 Did you ever used to go to Zhongshan avenue when you lived in Wuhan? Why or why not?

Seven years ago, I led a design group to attend an urban design competition, the site was exactly inside the Zhongshan Avenue project area. I visited the avenue several times and the situation was very worrying at that time.

3 What was your first impression of the newly renovated Zhongshan Avenue?

It never occurred to me that so many people would come to this place and experience the real life of Wuhan, because it was a forgotten corner. In the recent past, the Ministry of Housing and Urban Rural Development(MOHURD) required the local government to carry out Urban Repair and Ecological Restoration which stressed the regeneration of city culture and vitality. I suppose Zhongshan Avenue accord with this request. Maybe this project will be an example for other cities. For Wuhan, this project is just a starting point, there are many similar areas in

4 How do you think the citizens of Wuhan feel about all of the exciting changes on the avenue? In what ways will their lives change/benefit from this transformation?

They are proud of their cultural identity. Such a large area can truly show the history of Wuhan. They have the street that is free to walk in such a crowded city. The vitality of commerce extends. The local population has gained more job opportunities; The history of the city has been preserved and extended; Residents' sense of community identity is further improved; The mode of transportation has changed; The young people came back and renewed his vitality; House prices in the neighborhood have gone up; They will bring their friends and family to have fun in there; The government was commended for its execution;

5 The before and after pictures are amazing. Which elements of the redevelopment do you believe have made the biggest effect in transforming Zhongshan Avenue? Why?

The metro and streets. For such a huge city, the construction of the subway can shorten the distance between time and space. The construction of the subway is the foundation of the development, A lot of project construction funds can be included in the cost of subway construction, it saves investment. Adopting the development concept of Transit Oriented Development (TOD), it can change the structure of urban development. Beautiful streets can slow people down, to understand the history of the city.

6 How do you think this project will affect the rest of Wuhan's development as a world class city?

The restoration of urban culture and vitality was successful. In the next construction phase, culture will be put in the first place. However, the quality of the public space and the quality of the buildings vary from place to place to place. Some parts are excellent. Other parts certainly need improvement. Overall, it is a very good start and the Wuhan government certainly will learn from this experience for other areas that will be redeveloped.

7 It was so nice to work with you and to learn about Chinese culture. What was it like to have people from all over the world come to Wuhan to do a workshop?

International cooperation and exchange can bring cities like Wuhan more and better ideas. It allows cities to learn from its successes and mistakes. For Chinese urban planners it is not easy at all to travel abroad to visit other cities. Therefore Chinese cities often invite foreign urban planners and designers to share their knowledge and experience and ISOCARP is an excellent and proven platform for arranging these exchanges.

Zhe, Taru, Mercedes & Michael exploring Wuhan with the UPAT team



Wuhan's Famous Hot and Dry Noodles at Cai Lin Ji

Chen Zhe

On our exploration tour of Zhongshan Avenue, visiting Cai Lin Ji's noodle eatery was simply a must to understand the sense of place of Zhongshan Avenue and Wuhan at large.

In the minds of many people in Wuhan, "Cai Lin Ji" is synonymous with hot and dry noodles. It has long been an important part of their life, and Cai Lin Ji has been a symbol in Wuhan, which has formed the breakfast culture of Wuhan. Therefore, it is also said that Wuhan is the breakfast capital. As a major brand of hot and dry noodles, Cai Lin Ji has always been in the spotlight.

The last century at the end of 20s, Cai Ming Wei came to Wuhan from Huang Pi County, making a living by selling noodles for people. The first Cai Lin Ji hot dry noodle shop opened in the intersection of Man Chun Road of Hankou. It was very time-consuming to wait for the food because noodles were boiled only when people ordered them. Everyone welcomed pre-cooked noodles that just needed to be warmed up and seasoned. Because of the generous portions, Hankou's noodle-eatery became very popular over

time, multiplying in Wuhan's other two city-districts. From the 1980s however, Cai Lin Ji noodle shops declined as they did not evolve with the city and its economy.

However, in 2008 the "Wuhan Cai Lin trading company" was established to re-invent the making hot and dry noodles and sold 5000 bowls of hot and dry noodles on the first day of re-opening in 2009. Yet, the big success only came after the transformation of Zhongshan Avenue from a polluted drive-through to an enjoyable commercial and cultural street. On the day of the inauguration of the new avenue Cai Lin Ji sold 20,000 bowls.

Once again, it is now one of the culinary landmarks of Old Hankou, and is known far beyond Wuhan.



Source: <http://www.chinasichuan-food.com/hot-and-dry-noodles-wuhan-noodles/>

Recipe for Hot and Dry Wuhan Noodles

Prep time: 2 hours/Cook time: 15 mins/Total time: 2 hours 15 mins

Ingredients

- 200g alkaline noodles, light yellow ones (either dried or fresh)
- 2 tablespoons sesame oil
- Garlic water
- 2 garlic cloves
- 2 tablespoons warm water
- Sesame paste
- 2 tablespoons sesame paste
- 1 tablespoon sesame oil
- 1 tablespoon light soy sauce
- 1/2 to 1 tablespoon dark soy sauce
- 4 tablespoons warm water
- 1/8 teaspoon Chinese five spice powder
- small pinch of salt

Serve with

- pickled radish
- green onion
- sugar
- vinegar (optional)
- Chinese Chili oil (I use my homemade version)

Instructions

1. Cook the dried noodles for 4-5 minutes or fresh ones for 3-4 minutes. Transfer out and drain.
2. Place the noodles to a clean operating board, add sesame oil and combine well. This process can cool down the noodles quickly and creating a chewy texture. Set aside to cool down completely.
3. Tune sesame paste
4. In a large bowl, first mix 2 tablespoons of sesame paste with 1 tablespoon of sesame oil. Stir until well combined. And then add light soy sauce and dark soy sauce, continue stirring in one direction until well combined. Add around 4-5 tablespoons of warm water by three batches. Each time after adding water, stir in one direction until all the ingredients are well incorporated.
5. Add Chinese five spice and a small pinch of salt based on personal taste. Combine well.
6. Other serving ingredients
7. Mince green onion and chop the pickled radishes. You can also add smashed peanuts, pickled green beans or other toppings.
8. Garlic water
9. Smashed 2 garlic cloves and then soak with warm water.
10. Assemble the noodles
11. Bring water to boil in a large pot, and re-cook the noodles for around 10 -15 seconds until hot. Shake off extra water and transfer to serving bowl.
12. Add around 2 tablespoons of tuned sesame paste mixture, 1/4 teaspoon vinegar (optional), 1 teaspoon garlic water, 1/8 teaspoon sugar and 2 teaspoons of chili oil. Top with green onion and pickled radish.
13. Combine well before enjoying.

Note

As we do not add salt directly in the noodles, it is pre-added in sesame paste. However since soy sauce has salinity, only a small amount is needed.

Wuhan Revisited

My Second Home Town, Different Every Day

Bert Smolders

On a late afternoon in 2002 my plane from Beijing landed in Wuhan. The sky was as grey as the buildings, the air wet and hot. I was asked by Tom Wolters who managed the European EU-China Environmental Management Cooperation Program (EMCP) from Beijing to work with the officials of the Jianghan district to develop strategies for the protection of the historic urban areas. Now Wuhan has put itself on the map, but 15 years ago nobody had heard of this city of 8 million inhabitants, the size of Paris, a sleeping giant in the heart of China. To my pleasant surprise I was met, on the platform at bottom of the stairs of the plane, by three cheerful guys on sneakers who waived me through all formalities and brought me directly to a restaurant to have a good Wuhan diner with a lot of baijiu. And the ever continuing toast: welcome in Wuhan! At that time I had not visited so many Chinese cities yet, but for what I saw Wuhan definitely felt different. The mighty Yangtze river with the impressive first bridge on which trolleybuses and slow night trains rode on top of each other, the dreamy historic Hankou concession area with striking German, French, Russian heritage architecture in the heart of China, the Eastlake with fishing boats on misty waters against a backdrop of pagodas on green hills, Wuhan felt special. While in Beijing, Shanghai or Xian high rise cropped up everywhere and many foreigners roamed the streets, Wuhan remained very traditional.

Exploring the City

Working with the district officers was every day an adventure, they took me everywhere and showed me all. Of course I had to play the role of the foreigner, and after (in that time)



Wuhan, Different Every Day!

alcohol flooded lunches I was asked to give a speech to groups of students or lectures at the university. They were very eager to learn and to know all about the West. And I was as eager to learn and understand a bit of this huge empire and this unknown city. I became friends with my translators David and Kevin, and was lucky to travel in the weekends with them to the treasures in the surroundings of Wuhan, to ancient villages and Tao monasteries on hill tops. I found out that Wuhan is a city of layers which need to be discovered one by one. Layers of time unfolded, with the old Chinese markets, the 19th Century concessions, the post-war residential areas and the new developments, the Buddhist and Tao temples, the historic churches (some turned into music clubs), the historic buildings of the revolution. Wuhan actually consist of three ancient cities: the historic and business oriented Hankou, the governmental Wuchang and the industrial Hanyang. And of

course there's always the wide Yangtze river, still seeming endless without too much high rise development. I took Wuhan in my heart, and after all those years I still do. Things have changed, changed a lot. But when you turn a corner the city still breathes the character which makes it a special place.

Same Wuhan, but Different

Wuhan changed. After years the sleeping giant woke up, and presently the national policy promotes Wuhan as main development center in the heart of China, first to ease the pressure on the coastal areas but now merely as a force in itself. Real estate boomed in Wuhan, with booming high-rise apartment blocks and shiny malls. New elevated roads were constructed in the hope to solve the traffic jams - of course to no avail to alleviate traffic congestion. Luckily an ambitious program to develop subways was



carried out simultaneously, and presently the subway completely changed the life in the city, making travel possible that might have taken a day ten years ago. This change due to improved infrastructure also applies to the national position of Wuhan. The high speed rail station connects Wuhan with centers as Beijing, Shanghai and Guangzhou only three to five hours away, rendering the 12 hour night trains rides into romantic memories. Soon the city will be connected by high speed train with Hong Kong and a day trip will be feasible. Also air traffic dramatically changed the international position of Wuhan. At my first arrival, the city airport had already moved from the inner-city to its new location, but since then new international airports are and are being built, linking Wuhan with the rest of the world.

The face of the city changed, more colorful and better designed. Looking at my first Wuhan photos I see also the people changed, from wearing provincial Chinese attire to high fashion outfits and even facelifts.

I remained working with the local government when our EMCP project was finished. It turned out that Arnhem in the Netherlands had a twin-city relation with Wuhan and together we developed all kind of initiatives. With Jos Verwey and Rob van Herwijnen we had symposia on urban planning and agriculture but also other activities such as a fashion show with the Arnhem Fashion Academy. Special was

the development of Holland Park. The mayor of Wuhan visited Arnhem and was so impressed with the open air museum and the park that he asked Arnhem for a park in Holland style. The question was transferred to us, and a special cooperation project started in which the Guanshan park was designed with all Dutch features such as flower fields and a central lake, and with buildings which were designed on the original building drawings of buildings in the Arnhem open air museum, including a tea pavilion, a pancake house and an impressive windmill. The windmill is even better than in Arnhem; in Wuhan it even works without wind. To ensure a real Dutch character,

a Dutch landscape designer, Jasper Tiemens, stayed for more than a year in Wuhan to work with the local landscape department.

From Consultancy to Cooperation

A next phase came with the cooperation with Wen Mei Dubbelaar, my Chinese colleague who had been working for Arcadis on projects in the Netherlands. This joint approach by a Dutch/Chinese team turned out very successful, and presently Arcadis has an office with more than 30 staff in Wuhan, with Wen Mei as the director water for Arcadis China. An important part of the work is presently in the "sponge city" planning, planning and creating comprehensive water retention in the existing city and new developments.

One of the key factors in the success was to morph a one-way consultancy into a two-way cooperation, including mutual study tours, joint presentations at several conferences and seminars, training for Wuhan planning office staff at Delft Technical University, bringing in Dutch trainees to the Wuhan planning office, and now even extending in a cooperation project with Wuhan for UN-Habitat in the recovery of a city in Nepal after the earthquake.



A "Sponge City" refers to a city where its urban underground water system operates like a sponge to absorb, store, leak and purify rainwater, and release it for reuse when necessary.



Bert Smolders visiting Wuhan.

Overcoming Challenges

Presently Wuhan is rapidly becoming a modern mega city. With all the positive change this also poses threats and challenges. Dealing with the ecosystem is the first challenge. Water is already mentioned - recent urban developments filled up many open water bodies in Wuhan but hopefully this trend can be reversed through the sponge city approach. Air pollution is of course another serious problem - electric cars and promotion of cycling already show change but power plants and industries still produce a substantial amount of emission.

Identity is a second important issue. With massive reconstruction, cities are rapidly becoming similar all over China, losing their links with place and time. However, it is great to see that the heritage preservation recommendations of 15 years ago are presently put into practice - restoring historic Hankou neighborhoods, using the creative industry to start a process of small scale improvements, and redesign the historic streets with traditional pavements and trees. The fact that development started later than in other Chinese cities greatly helped Wuhan to retain and rediscover its historic treasures. It is good to experience that the design capacity of Wuhan, both on municipal and private level, greatly has improved. It is also a

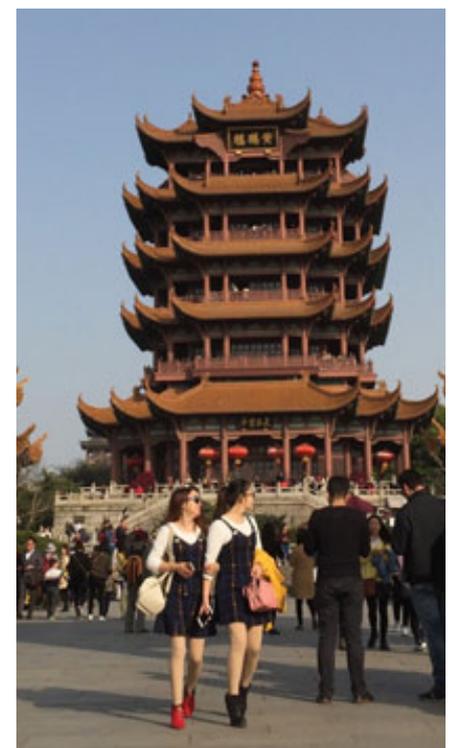
matter of organisation of the planning process, in which cooperation between departments in project teams is becoming more common.

But even more identity is found in the relation with the ecosystem in which the river and the lakes are more most important. Wuhan is unique as a city of rivers and lakes, the river side parks are great achievements combining leisure and safety. For the future it is equally important to safely locate important public buildings near the river, enhancing the face of the city both in image and function.

Infrastructure has substantially improved, but the elevated roads also tear-up the residential blocks of the city. When car traffic in the future has changed to 100% electric, the environmental impact will be less. On ground level roads start to divide the city into islands, when crossing the street is blocked by fences. Accepting that paving more roads and widening existing roads never will make things worse rather than help is a fact which has to be accepted. A human scale urban pattern will keep Wuhan attractive. In this respect also the design of buildings along streets, on ground level is important. Instead of buildings set back from the streets with parking in front and closed fronts on lower floors an attractive city on eye level has to be retained and newly created. This was

the attraction of Wuhan as a city and it important to keep this quality for the future.

The motto of Wuhan is “changing every day”, and no motto could be more appropriate to describe my Wuhan-experience over the past 15 years. But under this changing face the city has a distinct character which makes it unique and which I love as my second home town, with an identity that I hope can be cherished for a long time in the future.



Running Wuhan

Frank D'hondt & Michael Stott



Sunrise run with local residents along the world's busiest inland waterway. Yangtze River, Wuhan.

Awkward and funny at the same time. That's how it feels running along the Yangtze River in central China's Wuhan at 6am on a working day, before the heat and air pollution render running an impossibility.

As one of only a handful of foreigners in Wuhan you are very much an exotic attraction, especially when spotted running at 6 AM running alongside the Yangtze River. There are many turned heads and looks of surprise from local residents as they see us running along the waterfront. More than that though, there's also plenty of head nods and winks from other runners and exercisers as we make our way along the river. There's no formal communication needed here, just mutual recognition of each other doing an activity that spans cultures and languages. Running along the

Yangtze River path and seeing people getting on with their daily routines just as they have done their whole lives, you almost begin to feel that most of us don't realize just how interconnected our lives are regardless of geography and geopolitics. There's a beautiful serenity and calm at this time of the morning before the day takes over and we immerse ourselves in our daily lives.

If you're out early enough in Wuhan you observe plenty of local residents doing various forms of exercise and rituals along the great river. In fact, it's a fairly common practice in many Chinese cities that has its roots in both ancient and modern Chinese history.

From our hotel, reaching the waterfront is slightly problematic and there are many things to consider before venturing out for your morning run,



Local resident kite flying along the river's edge. Yangtze River, Wuhan.

including what to do if you run too far and need to find your way back without speaking Mandarin. A great tip that we've learned over the years is to take a picture of the street signs and front entrance of your hotel on your phone. This way, if you get lost out on your run you can use the image to ask local residents to visually guide you back. Once you've settled where you're going to go for your run, the next challenge is to physically get there as Wuhan in particular has more than its fair share of aggressive drivers, uneven pavement surfaces, dangerous road crossings and broken sidewalks that make getting to the starting line more perilous than your usual morning run.

Once you arrive at the river ready for your run however, it's very much worth it and a truly pleasant experience.



Local residents enjoying morning walks and using the recently installed public exercise equipment along the river's edge. Yangtze River, Wuhan.

As recreational runners, we often explore the cities we visit for work or leisure as 'hunting-gatherers'. We hunt virtual prey in the cityscape to stay in shape; we gather a basket of urban impressions to enrich our image and understanding of the city we run and often advise on urban re-development. It's also one of the best ways to see any city and highly recommended as a unique experience. Runs can be as short as 5km and as long as a half marathon or even more, especially on a free day. We usually start running from our hotel and as seasoned runners we try to choose the location of our hotel with access to runnable parts of the city, at least seen from satellite maps or online running forums. Over the years, you might say that we've developed an almost sixth sense that allows us to spot the more attractive part of the city where running seems to be safe and enjoyable.

Notably, there are some key elements to consider when choosing the best possible running route in your host city including:

- Linear urban car-free green recreational zones along rivers, lakes or the seafront;
- Large urban or rural parks and forests with runnable loops;
- Large and connected pedestrianized sections of large commercial centres and historic districts;
- College or university-campuses with wide open green space, tree canopies and internal pathway systems;
- Nearby national or regional parks with runnable trails, often on the dotted around the periphery of a city.

The proximity of accommodation to one of these runnable city assets often

defines the final choice, although during longer stays more less obvious routes tend to reveal themselves.

There are also a few other key factors that play an important role in choosing your running route in your host city and the final decision it is usually weighted against the following preconditions:

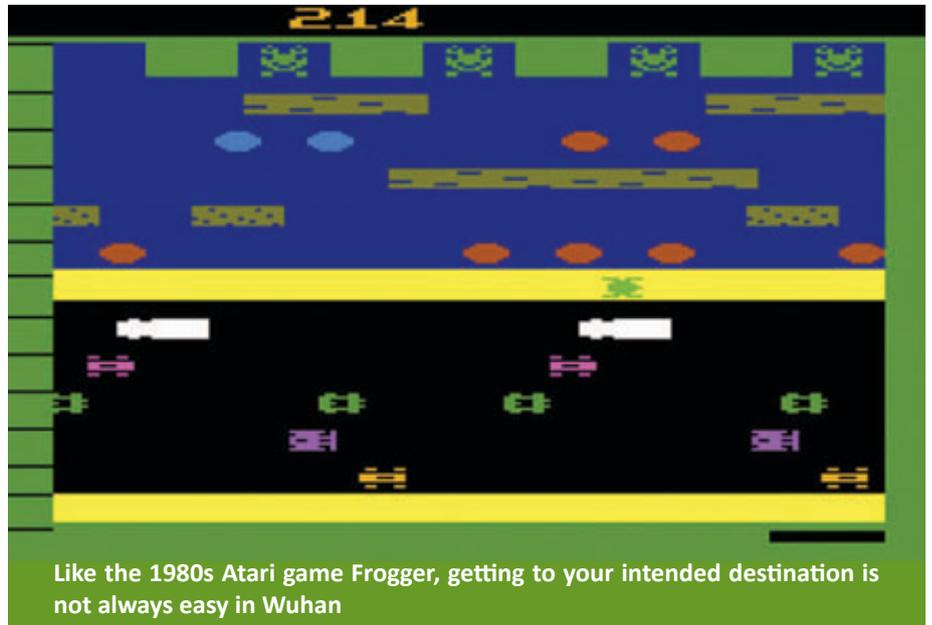
- Weather, it may seem obvious but when you're in a new city there can be many variables effecting local conditions including humidity, unseasonably cold temperatures or heatwaves.
- Weather-related urban pollution levels – never run with red alert pollution levels. There are several apps you can download to your phone that include up to the minute air quality readings; this is a must as it can do real damage to your heart and lungs;

- Crossing busy urban roads and highways at ground-level is not only dangerous but also breaks your running pace. If there are too many crossings on your running route, a different one might be more favourable;
- Lack of street lighting and or awareness of runners on the road, especially at sunrise or after sunset; and
- Cities and/or neighbourhoods that dislike running gear as garment on its public streets and parks – usually cities with soaring temps.

Of course, running in a new place also has some important running safety considerations. What we've learned over the years, often the hard way, includes:

- Plot out in advance the safest route possible;
- Avoid times with heavy pedestrian and car traffic;
- Take the right gear with you, including identification of some kind;
- Consider running with a friend (especially at night);
- Approach intersections and streets with caution;
- Wear high visibility clothing; and
- Trust your instincts.

Runners are known to debate at length which cities are the best for running: which has the best trails, urban and waterfront routes, running traditions,



and over the years we have developed an ongoing list of our favourites, including Barcelona, Brisbane, Boston, Tel Aviv, New York, Vancouver, Hanoi, Valencia, Vienna, Rome, Shanghai, Seattle, San Francisco, Hong Kong, London, Berlin, Minsk and Antwerp to name a few. By no coincidence, many of our favourites are also places where there have been ISOCARP or UN Habitat conferences – this goes to show you that good company is an equally important factor when running!

What then does it take for cities to stand out as great places to run?

- A culture of non-motorized movement in large parts of the city,

often fuelled by regular organized running events in the city such as full and half marathons. Seeing many runners and joggers all over the city invites you to run yourself;

- A network of car-free urban areas that are well connected by streets and parks with runnable wide and shady sidewalks, and relatively easy and safe road crossings;
- Publicly accessible running tracks for speed and interval training in sport stadia, colleges and universities and city centres;
- An easily readable urban pattern and excellent wayfinding to and in between its parks, streets and open spaces;



- Public water fountains and restrooms located in and around the city and especially in public parks;
- An accessible public transit network that makes it possible to run A-B routes and return by metro or transit;
- A safe environment, both objective and subjective, with visual presence of friendly, multilingual police;
- Enforcement of traffic and parking violations in order to keep sidewalks and pathways free and limit speeding vehicles; and
- A passionate local running organization and running events run through the year.

Applied to Wuhan there are certainly many elements that could still use improvement, including:

- Public drinking fountains;
- Greater public awareness of pedestrian prioritisation;
- Greater policing of electric scooters that both drive on sidewalks and approach in silence;
- Greater attention to detail in the design and repair of the public realm and streets including repair of broken sidewalks, uneven surfaces, lack of controlled intersections and traffic calmed areas;
- Introduction of separated or dedicated running tracks in populated areas of the city;

- Introduction of a wayfinding including highlighting locations of accessible trails and routes;
- Introduction of dedicated running and pedestrian routes, at the East-lake park in particular
- Creation of grade or device separated running and bicycle lanes on the recreational routes;
- Expansion of the metro-network to connect with recreational areas around the rapidly growing metropolis; and
- Complete the transformation of Zonghshan Avenue to include a dedicated linear axis with green links to the Yangtze River and existing network of parks– also elsewhere in this Magazine.

Although Wuhan needs to put in more effort in terms of truly becoming a world class runnable city, it is making strides in the right direction.

Most importantly, however, Wuhan must begin to better address currently levels of air pollution, caused by a combination of industrial activities and excessive vehicular exhaust.

One way to combat this, is to introduce community building events such as Car-free Sundays, where cars are banned from key parts of the city so that cycle, running and walking groups can take over and give motorists an idea of their locality with fewer cars in their way. While one day a week or month will not, in and of itself, reduce air pollution to the necessary extent, it goes a long way toward encouraging an important culture shift. In the end, especially for us runners, a more runnable and walkable city is a healthier, safer and more pleasant, city for all to enjoy.



Wuhan's annual marathon, a great start!



Views along the edge of the mighty Yangtze River, Wuhan, China

Made in Belgium

Belgian Beer Lifestyle on the Rise in Wuhan

Frank D'hondt

After our day-time working sessions and explorations of the different sections of Zhongshan Avenue, most if not all Wuhan UPAT members ended up in a bar drinking a Belgian beer, often in the so called Museum street, a Paris or Brussels style old street between Zhongshan Avenue and the Yangtze waterfront. Having two UPAT members with Belgian roots could have been an explanation but there was more to it.

Fancy billboards of Belgian beers were all too visible, even with Belgian (and other) beer brands painted on windows of cafes and bars. Moreover, locals were happily ordering and drinking them. It might well be that the simulacrum of European style bars was at least as important as the quality of the drinks, but nevertheless offered a well-deserved 'happy hour' after a long day of work. In fairness, I was truly amazed with the variety of Belgian beers on the offer at these bars and cafes.

Made in Belgium, Consumed in Wuhan

Only later I learned there is a growing number of specialized Belgian bars in Wuhan such as 'Belgian Beer Garden', 'Manneken Café' – named after the famous Brussels 'Manneken Pis'- statue – and 'Brussels & Atomium Beer Pub' – again referring to another but slightly larger iconic Brussels monument – the 1958 World Expo 'Atomium'. The bars we visited during our stay were more ordinary pubs but nevertheless offered plenty of rather specialized Belgian

ales, including rare monk-brewed 12° Rochefort Trappist – more than what you would find on the shelves in an average café in Belgium! All in all, quite surprising, also considering the relative remoteness and still dominantly traditional Chinese city of Wuhan, compared to e.g. Shanghai, Beijing or Hong Kong.

Fact is, when looking at import figures, that China became the largest consumer of Belgian beers in Asia, surpassing Japan since 2014 for that matter. According to a report published by the Federation of the export of Belgian beers, Belgium shipped in 2014 more than 160 thousand hectoliters, an increase of 140% over the previous years, and more than 10% of the total export of Belgian beers worldwide. By 2014, China had already become the third largest export market for Belgian beer. According to the president of the Federation of Belgian Brewers, Jean-Louis Van de Perre, China is not only a beer-loving country but also in a process of economic growth, with the rapid growth of a middle class. Those people would like to taste foreign beers, which are more expensive than Chinese beers, but offering different more 'exotic' experiences, said Van de Perre .

A Global Exchange

Apart from all the excitement about drinking Belgian beers in the middle of mainland China, there is something funny and at the same time worrying going on here. While Belgians are

trading their famous 'heritage' beers more and more for beverages made somewhere else – cokes and other soft drinks, but also wines, spirits and other beers from all over the world, the Chinese are trading their own local beers for more exotic and so called authentic beers from Belgium and other traditional Beer-nations such as Germany and the Check Republic. While there is nothing wrong in exchanging and exporting quality beverages and their corresponding bar-design styles, there is a certainly a negative trade-off on increased carbon emissions and at the same time a risk that originally domestic production oriented local breweries – including the famous Trappist beers that require to be brewed within the walls of the centuries-old monasteries to be labelled as 'authentic' – will industrialise and consequently lose their artisanal taste and uniqueness.

In hindsight, as a Belgian bearing beer as one of the rare features of national pride, I should maybe have resisted ordering a Belgian Trappist in Wuhan and explore upcoming Wuhan microbrewery beers. What will Belgium have to offer Chinese tourists if they're already familiar with the taste of Belgian ales? A matter of 'sense of place', no?

Source:

"China becomes largest consumer of Belgian beers in Asia", Xinhua Press 5 August 2015 (<http://www.globaltimes.cn/content/935677.shtml>)



Brussels & Atomium Beer Pub in Wuhan



Brussels Beer Garden in Wuhan



The Pubs Stock a Variety of Belgian Beers ...



... and Show European Sports Games



UPAT Happy Hour in Wuhan's Museum Street ... Cheers!

The Urban Planning Advisory Team (UPAT) programme is a service that ISOCARP, the International Society of City and Regional Planners, provides to cities and regions worldwide. It is one of the flagship activities of ISOCARP. The key to the success of the UPAT programme is that ISOCARP can mobilize its members and select diverse teams to work for one week in a different continent and in a different context. In the mixed UPAT teams Experience meets with Innocence and Knowledge joins forces with Creativity. ISOCARP has organised 26 UPAT workshops since 2004. In 2018 three more workshops took place in Ningbo, Durban and Guangzhou.



Ningbo Xinmalu Historic District UPAT, China, 15-21 April 2018

The Ningbo UPAT team assisted the Ningbo Urban Planning and Design Institute (NBPI) in their visioning process for the new identity and urban renovation of Ningbo's Xinmalu Historical District. The ambition of NBPI is that Xinmalu Historical District becomes an example of urban renovation and ecological restoration that combines the restoration of urban functions, the improvement of living conditions and that utilizes potential spatial, social, cultural, ecological and economic values. The results of the 27th UPAT will be published in PLAN Magazine 6.



Durban Inner City UPAT, South Africa, 29 April - 5 May 2018

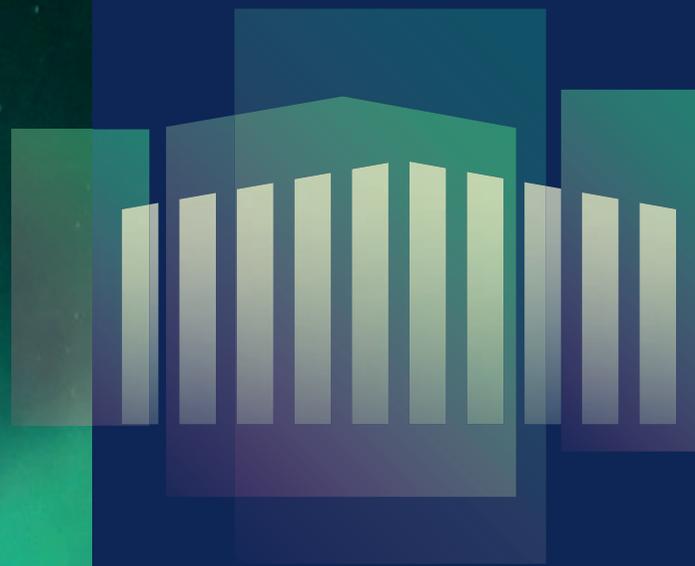
In 2017 the eThekweni Municipality received the ISOCARP Award of Excellence for the Durban Inner City Spatial Framework Plan and Regeneration Strategy as these planning policies provides a comprehensive planning strategy that can set an example for many other cities. The Durban UPAT team will advise the eThekweni Municipality on the next steps and the implementation process for the urban transformation and development of Durban Inner City. The results of the 28th UPAT will be published in PLAN Magazine 7.



Guangzhou Historic & Cultural Corridors UPAT, China, 3-9 June 2018

The Guangzhou Urban Planning & Design Survey Research Institute (GZPI) and ISOCARP will jointly work on the development of the Historic and Cultural Corridors in Guangzhou's historic inner city. The ambition of GZPI is to connect the historic urban resources of Guangzhou, and to accelerate the functional dispersal, optimization and upgrade along the corridors. Additionally, the old town of Guangzhou will need to deal with the impacts of climate change. The results of the 29th UPAT will be published in PLAN Magazine 8.

The journey to The World's Smartest City has begun



Cool planning in the green, smart city in the arctic.

The current airport and the need for a new runway triggered one of the greatest projects of urban development in the history of Norway. The construction of a new airport will liberate an area equivalent to 800 football fields of “blank space” for innovative and sustainable urban development. The new city will strengthen Bodø's position as an intermodal hub for transportation, and create and test solutions for environmental and people friendly cities of the future. The journey to “The World's Smartest City” has begun.

The 50 000 inhabitants in Bodø are surrounded by the Norwegian Sea and picturesque mountains connected to the rest of the region, Europe and the world by railway, harbour, roads and the airport.

Welcome to Bodø!

**54th ISOCARP
CONGRESS 2018**

1-5 Oct. Bodø, Norway





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