LIVEABLE CITIES – for the 21st Century

PEOPLE ORIENTED CITY PLANNING AS STRATEGY

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FOUNDING PARTNER: GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS, COPENHAGEN
Graduation 1960

The all time low point of City planning
Had to go back to Architecture School and study 40 more years
Bangladesh, Vietnam, Iran,
"Cities for People" (2010)

German Version. Jovis Verlag 2015

Available in all major languages!!
Two old Paradigms - and a new!
1960... CHANGE OF PARADIGME

Carinvasion

Perth, West Australia

Elsinore, Denmark
All Cities have Traffic Departments and perfect statistics concerning traffic and parking.

Do you know of any City department for pedestrians and public life? Hardly any City have statistics and data concerning the people who use the city.
Orașe pentru oameni

Jan Gehl
1960 CHANGE OF PARADIGME
“Modernism”
becomes dominating paradigm for Planning
After 1960
Rapid growth, Large units

City Plan Scale
Birdseye view / Aircraft perspective

Site Plan Scale
Rooftop / Helicopter perspective

People Scale
Eyelevel / 5 km/h perspective
THE BRAZILIA SYNDROME

Brasilia (1955- )
Brasilia - The people scale is completely neglected.
Downtown, Dubai
If a bunch of professional planners had been asked to reduce life in public spaces – they could hardly have done this more efficiently than already prescribed by the Modernists!
THE ARCHITECTS : MORE AND MORE FOCUSED ON FORM
Downtown, Dubai
Brooklyn, New York – Residences: Frank Gehry
“Welcome to London”
Enjoy yourself in EuroLille (Rem Koolhaas)
Welcome to the Riverside and Please enjoy!!!
Maybe it is more charming on the other side of the building? Please enjoy your lunch on this north facing courtyard!!!
Old Housing area (1905)
Copenhagen, Denmark

Uninteresting
City Plan Scale
But a really nice and inviting People Scale
Overview of Quality criterias
-The Pedestrian landscape

### Campo in Siena

<table>
<thead>
<tr>
<th>Protection</th>
<th>1. Protection against Traffic &amp; Accidents</th>
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<tbody>
<tr>
<td></td>
<td>- traffic accidents</td>
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<tr>
<td></td>
<td>- fear of traffic</td>
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<td>- other accidents</td>
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<table>
<thead>
<tr>
<th>Protection</th>
<th>2. Protection against crime &amp; violence (feeling of safety)</th>
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<tbody>
<tr>
<td></td>
<td>- lived in / used</td>
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<tr>
<td></td>
<td>- streetlife</td>
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<tr>
<td></td>
<td>- streetwatchers</td>
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<td>- overlapping functions - in space &amp; time</td>
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<tr>
<th>Protection</th>
<th>3. Protection against unpleasant sense experiences</th>
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<tbody>
<tr>
<td></td>
<td>- wind / draft</td>
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<td></td>
<td>- rain / snow</td>
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<td></td>
<td>- cold / heat</td>
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<td>- pollution</td>
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<td>- dust / glare, noise</td>
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<tr>
<th>Comfort</th>
<th>4. Possibilities for WALKING</th>
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<tbody>
<tr>
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<td>- room for walking</td>
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<tr>
<td></td>
<td>- unifying layout of streets</td>
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<td></td>
<td>- interesting facades</td>
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<td>- no obstructions</td>
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<td>- good surfaces</td>
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<tr>
<th>Comfort</th>
<th>5. Possibilities for STANDING / STAYING</th>
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<td></td>
<td>- attractive edges</td>
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<td></td>
<td>- Edgeeffects</td>
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<td></td>
<td>- defined spots for staying</td>
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<td>- supports for staying</td>
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<th>Comfort</th>
<th>6. Possibilities for SITTING</th>
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<tbody>
<tr>
<td></td>
<td>- zones for sitting</td>
</tr>
<tr>
<td></td>
<td>- maximizing advantages primary and secondary sitting possibilities</td>
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<tr>
<td></td>
<td>- benches for resting</td>
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<thead>
<tr>
<th>Enjoyment</th>
<th>7. Possibilities to SEE</th>
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<tbody>
<tr>
<td></td>
<td>- seeing distances</td>
</tr>
<tr>
<td></td>
<td>- unhindered views</td>
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<td></td>
<td>- interesting views</td>
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<td>- lighting (even dark)</td>
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<tr>
<th>Enjoyment</th>
<th>8. Possibilities for HEARING / TALKING</th>
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<tbody>
<tr>
<td></td>
<td>- low noise level</td>
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<tr>
<td></td>
<td>- bench arrangements</td>
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<td>- talkscapes</td>
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<tr>
<th>Enjoyment</th>
<th>9. Possibilities for PLAY / UNFOLDING / ACTIVITIES</th>
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<tbody>
<tr>
<td></td>
<td>- invitation to physical activities, play, unfolding &amp; entertainment - day &amp; night &amp; summer &amp; winter</td>
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<tr>
<th>Enjoyment</th>
<th>10. Scale</th>
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<tbody>
<tr>
<td></td>
<td>- dimensioning of buildings &amp; spaces in observance of the important human dimensions related to senses, movements, size &amp; behaviour</td>
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<th>Enjoyment</th>
<th>11. Possibilities for enjoying positive aspects of climate</th>
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<tbody>
<tr>
<td></td>
<td>- sun / shade</td>
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<td></td>
<td>- warmth / coolness</td>
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<td>- breeze / ventilation</td>
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<tr>
<th>Enjoyment</th>
<th>12. Aesthetic quality / positive sense-experiences</th>
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<tr>
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<td>- good design &amp; good detailing</td>
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<tr>
<td></td>
<td>- views / vistas</td>
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<td></td>
<td>- trees / plants / water</td>
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### Overview of Quality Criteria

**Protection**

1. **Protection against Traffic & Accidents**
   - traffic accidents
   - fear of traffic
   - other accidents

2. **Protection against crime & violence**
   - lived in / used
   - streetlife
   - streetwatchers
   - overlapping functions

3. **Protection against unpleasant sense experiences**
   - wind / draft
   - rain / snow
   - cold / heat
   - pollution
   - dust / glare
   - noise

**Comfort**

4. **Possibilities for WALKING**
   - room for walking
   - unifying layout of streets
   - interesting facades
   - no obstacles
   - good surfaces

5. **Possibilities for STANDING / STAYING**
   - attractive edges
   - defined spots for staying
   - supports for staying

6. **Possibilities for SITTING**
   - zones for sitting
   - maximizing advantages
   - primary and secondary sitting possibilities
   - benches for resting

7. **Possibilities to SEE**
   - seeing distances
   - unhindered views
   - interesting views
   - lighting (even dark)

8. **Possibilities for HEARING / TALKING**
   - low noise level
   - bench arrangements
   - talkscape

9. **Possibilities for PLAY / UNFOLDING / ACTIVITIES**
   - invitation to physical activities
   - play, unfolding & entertainment
   - day & night
   - summer & winter

**Enjoyment**

10. **Scale**
    - dimensioning of buildings & spaces in observance of the important human dimensions
    - related to senses, movements, size & behaviour

11. **Possibilities for enjoying positive aspects of climate**
    - sun / shade
    - warmth / coolness
    - breeze / ventilation

12. **Aesthetic quality / positive sense-experiences**
    - good design & good detailing
    - views / vistas
    - green plants, water
The most important scale of all is People Scale. The City at eye level and at 5 km/h.
After 50 years: A distinct change of Paradigm

WANTED:
- Lively, Liveable City
- Sustainable City
- Healthy City
Lively, Liveable City
Mainstreet Copenhagen in 100 years
From necessary to optional activities
Sustainable City

A good Public Realm is a crucial factor for good Public Transportation
Healthy City

"Houston - the City with the fattest people of the World"
WHO (World Health Organization)
Global Action Plan 2008

"– introduce transport policies that promote active and safe methods of travelling to and from schools and workplaces. Such as walking or cykling."
WANTED:
- Lively, Liveable City
- Sustainable City
- Healthy City

Looking carefully after people in city planning will efficiently address all 3 issues
CITIES FOR PEOPLE

2010 – 2015  20 Languages + 6 contracts
Major City Improvement Projects:

Previous Projects

Current Projects

GEHL-Architects, Urban Quality Consultants, Denmark
In this City everything will be done to **invite** people to **walk** and **bicycle** as much as possible in the course of their daily doings”
Copenhagen 1962 –
From traffic place to People Place
50 Years Anniversary
Copenhagen
- The City to the waterfront

1962

First steps
  • Pedestrianising Strøget, 1962
Copenhagen
- The City to the waterfront

future...

Waterfront city
- Nyhavn - completely pedestrianised
- Frederiksholms Kanal
- New bridge by Langebro
- Connecting missing links along the waterfront
- Bernstorffsgade upgraded
- Connecting Kødbyen with the waterfront
Phase 1:
1960-1980: Pedestrian Streets (Walking / Promenade)
Phase 2:
1980-2000: Car-free Squares / Cafées
(Staying / Recreation)
Phase 3:
2000 - : Activity Parks / “Playgrounds”
(Playing / Sports / Activities)
PUBLIC SPACE POLICY

VERSION 2.0
(Next generation)
City of Copenhagen

New Strategy 2009

“Best City in the World for People”
"Old" Copenhagen Street: 4-5 car lanes

New Copenhagen Street: 2 car lanes
Street trees
2 bikelanes
2 sidewalks
-and a good median for safe street crossings

Phase 4: General improvements for pedestrians and public life throughout the city.
Walk, be safe, enjoy
Priority for pedestrians and bicyclists: Sidewalks and bicycle tracks are taken across all the smaller side streets.

Walk, be safe, enjoy.
Wider sidewalks on the sunny side of important streets
Bicycling in Copenhagen
-on a citywide network of bicycle lanes
-an efficient, citywide transportation system
Bicycles are taken straight through the street crossings and the lanes are marked with blue bicycle signals. Bicycle signals turn green six seconds before the car signals.
Trains & Metro welcoming bicycles
A bicycle culture have step by step been developed. Everybody bikes.
The Danish Crown Prince is doing it too

Two guys on the road towards the throne
Princes Frederik and Christian on their way to the day care
Celebrating a 45th Wedding Anniversary

Combined Age 136 years

Home

Dinner

Celebrating a 45th Wedding Anniversary
Manhattan & the 45th Anniversary!
City of Copenhagen

New Strategy 2011

“Best City in the World for Bicycles”
BICYCLE POLICY

VERSION 2.0
(Next generation)
Major complaint:
Serious congestions - on the bicycle lanes
Green waves for bicycles
Green Cycle Ways
- separate double directional routes for bicycles only
With wider bikelanes one will need more space for bikes in the trains – which is duly provided (2011)
New pedestrian and bicycle bridges throughout the city
“The Bicycle-Tube”

Connecting bicycle bridge - Copenhagen, Denmark
Going to work in the City of Copenhagen

37% use bicycle
27% drive car
33% use public transit
5% walk
Going to work in the City of Copenhagen

2015: 45% use bicycle
Congratulations Copenhagen: “Worlds most livable city” (Monocle 2013) + (Monocle 2014)
Danish architectural policy
Putting people first

February 2016
The Danish Government
In this City everything will be done to invite people to walk and bicycle as much as possible in the course of their daily day doings”
Melbourne, - 3 mio. Inh.
When it comes to street life and ambience Melbourne has by now a distinct touch of – say – PARIS!
First Copenhagen-style bike lanes in Australia

30 August 2005

Copenhagen  Melbourne oct 07
SYDNEY – A GREAT CITY FOR PARTIES & SUMMITS
..... BUT NOT SO GLORIOUS FOR THE EVERYDAY LIFE
Main Street in Sydney to be transformed to Pedestrians, Bicycles and Light Rail

Present situation George St. After conversion

George Street Concept Design
New York, USA, 2007-2009

9th Avenue - before

9th Avenue – after, with “Copenhagen style” bike lane
Broadway Boulevard 23
May 2009
“When you can make it there you can make it anywhere, New York, New York !!”
Moscow, Russia: Where car is King
Tverskaya, Main Street, Moscow

December 2011

July 2013
THE ROUTE TO A LIVEABLE CITY

These days, Moscow, which let us remember, is one of the major cities in the world, is developing fast. The goals and direction of its development formed the focal point of the discussions at the Moscow Urban Forum. This annual event was held for the second time in 2012. It has become an important, established platform where government officials, members of the business community, and respected experts can hold productive discussions. The central theme of this Second Moscow Urban Forum — “The Megacity on a Human Scale” — is relevant not only to Moscow, but also to many of the world’s other large cities.

Moscow’s rapid development in the private business sector, which began in the 1990s and continued through the first decade of this century has, unfortunately, not been accompanied by a similar development in the infrastructure and public environment. The Muscovites themselves were the first to feel this imbalance. The urban community has made it clear that the ideology behind the development of the metropolis must change. Instead of creating isolated islands of wealth and prosperity in the city, it is essential that this high quality of living be spread throughout the city as a whole.

By incorporating new territories, Moscow has more than doubled its size. This unprecedented step grants the city exceptional possibilities in solving its accumulated problems and for accessing its future development and long-term growth. These newly incorporated territories are the ideal locations for alternative and additional clusters of employment with centres for education, scientific research, sports and health care. On a cautionary note, however, these new territories must not be seen as an absolute panacea. The “old” Moscow contains many “hidden” opportunities that will be revealed only if the right decisions are made.

A prime example of such a decision is the new approach to solving Moscow’s most complex problem, the transport infrastructure. To avoid impeding growth, the city government has had to implement some tough measures. We revised our existing investor relations and terminated the contracts for the construction of a total of about 3 million square metres of floor space. Had we not, the traffic situation would have worsened considerably. All contracts were revoked reasonably, in good faith and the investors were reimbursed for their incurred costs. This permitted us to maintain and increase our previous levels of investment. As a result, investments in Moscow in 2012 increased by about 8.5 per cent. This is a tangible result of actions taken for the benefit of the city and a most acceptable one for investors.

We focused the city’s own resources, public money, on the development of the underground, the railways, the ground public transport and the road infrastructure. The budget for Moscow’s transport infrastructure development programme for 2012–2016 is 2 trillion roubles.

Our first priority is the development of the Moscow Metro. In 10 years’ time, the length of the underground lines will be extended by 1.5 times — from 300 to 450 kilometres. The second priority is the development of a suburban railway service. The reconstruction of the Small Ring Railway has begun so that it may, for the first time, incorporate passenger traffic. The radial railway lines will be reconstructed inside the city and also at a distance of 10–15 kilometres from its boundaries where the carriageways are most crucial. In just two years we have radically upgraded Moscow Transportation Authority’s ageing fleet, which is the main carrier transporting passengers over land. We’ve developed large-scale programmes for road building and for reconstructing the city’s major out-bound routes and are already turning these programmes into a reality. Most notably and for the first time in the history of our relationship with both the Moscow Region and Russia’s Ministry of Transport, we have managed to synchronize the work on the reconstruction of federal roads outside the city.

The modernisation of the transport system is just one of 16 government programmes for Moscow’s development up to 2016. Other equally ambitious programmes are being implemented in the fields of healthcare, education, culture, the improvement of public spaces, and the creation of a modern system for the delivery of public services. People can now access information and monitor the progress of these programmes easily. As a result, the city’s budget is open and transparent. Step by step we are beginning to receive feedback from the public. To this end, online portals have been created where every citizen can submit a request, comment or complaint about the city’s services. The checklist of accepted complaints and suggestions is under constant review. Issues so far included are the cleaning and maintenance of communal railways, the redecoration and maintenance of houses, road maintenance, the performance quality of health centres and so on. This feedback system allows us to overcome one of the main problems of any big city — the perceived gulf between the government and the public.

Our main goal is to transform Moscow into a liveable city. I believe that our experiences of such large-scale work could be useful to other major cities and to our colleagues in Russia’s regions. We are willing to share our experiences and to learn from our colleagues and partners. The purpose of this Moscow Urban Forum is to promote constructive dialogue and practical cooperation between countries, regions and cities.

SERGEI SOBYANIN, THE MAYOR OF MOSCOW
"Green - washing"?
"People - washing"
WELCOME TO THE 21st CENTURY