LIVEABLE CITIES – for the 21st Century

PEOPLE ORIENTED CITY PLANNING AS STRATEGY

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LES VILLES HABITABLES — pour le 21ème siècle

STRATÉGIE DE PLANIFICATION URBAINNE ORIENTÉ VERS LES GENS

JAN GEHL, PROFESSEUR, DR. LITT.
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UBRAN QUALITY CONSULTANTS, COPENHAGEN
Graduation 1960
The all time low point of City planning
"Cities for People" (2010)
French Version, Montreal 2012
German Version. Jovis Verlag 2015
Available in all major languages!!
Two old Paradigms - and a new!
1960 CHANGE OF PARADIGME
“Modernism” becomes dominating paradigm for Planning
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!
1960...CHANGE OF PARADIGME

Carinvasion

Perth, West Australia       Elsinore, Denmark
After 50 years: 
A distinct change of Paradigm

WANTED:
- Lively, Liveable City
- Sustainable City
- Healthy City
Lively, Liveable City
Jane Jacobs

1961

The Death and Life of Great American Cities
The "US School" from Jane Jacobs onwards

- William H. White
- Clare Cooper Marcus
- Donald Appleyard
- Peter Bosselman
- Allan Jacobs
- Fred Kent

PPS
The "Copenhagen School" 1965-2015
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 cycling”
WANTED:
- Lively, Liveable City
- Sustainable City
- Healthy City

Looking carefully after people in city planning will efficiently address all 3 issues.
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”
Bylivsundersøgelser
Kort over undersøgelser om byliv for forskellige byer.

Major City Improvement Projects 1988-2015
Melbourne, - 3 mio. Inh.
When it comes to street life and ambience Melbourne has by now a distinct touch of – say – PARIS!
SYDNEY – A GREAT CITY FOR PARTIES & SUMMITS
A City encouraging walking and cycling

During consultation for Sustainable Sydney 2030, 97% of people told us they wanted action on climate change, their number one concern. Making cycling and walking a real transport choice is direct action Council can take to address global warming. The City has allocated $70 million over the next four years to deliver a safe and easy-to-use cycle network. The network is outlined in our Cycling Strategy and Action Plan 2007-2017, adopted in April 2007 after consultation.
Main Street in Sydney to be transformed to Pedestrians, Bicycles and Light Rail

Present situation

George Street Concept Design

George St. After conversion
Signs observed 2014 in Wollongong, Australia
“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
“Towards a great city for people”
Gehl Architects, July 2013
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 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 Magnificence 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 modern Moscow’s most complex problem, the transport infrastructure. To avoid impending gridlock, the city government has had to implement some tough measures. We revised our existing investee relations and terminated the contracts for the construction of a total of about 9 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, the investment 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 rubles.

Our first priority is the development of the Moscow Metro. In 10 years time, the length of the underground lines will be extended by 7.5 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 borders where the railways 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 outbound 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 in the reconstruction of federal roads outside the city.

The modernization 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, complaint or question 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 buildings, the installation 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 perception that 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
Copenhagen 1962 – 2012
From traffic place to People Place
50 Years Anniversary
Strøget (main street) pedestrianized 1962
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 København 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)
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(Playing / Sports / Activities)
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 streetcrossings

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.
Bicycling in Copenhagen
-on a citywide network of bicycle lanes
an efficient, citywide transportation system
Trains & Metro welcoming bicycles
A bicycle culture have step by step been developed.

Everybody bikes.
Going to work in the City of Copenhagen

41% use bicycle
25% drive car
30% use public transit
5% walk
City of Copenhagen

New Strategy  2011
“Best City in the World for Bicycles”
Major complaint: Serious congestions on the bicycle lanes
With wider bikelanes one will need more space for bikes in the trains – which is duly provided (2011)
Oct 2011: New Danish Government arriving on bicycles at the Palace to be commissioned by the Queen. No Limousines no more?
Danish architectural policy
Putting people first

February 2014
The Danish Government
WORLD’S MOST LIVEABLE CITIES, MONOCLE 2013

1. Copenhagen
2. Melbourne
3. Helsinki
4. Tokyo
5. Vienna
6. Zürich
7. Stockholm
8. Munich
9. Sydney
10. Auckland

YELLOW = Public Space—Public Life surveys carried out
Livability Test:

Mrs. Lan,
Danish Embassy in Hanoi
Do you have a Baby Boom in Copenhagen?
Just another promenade in the city!
30% of all families with children have Cargobikes
Copenhagen version: Social gathering
Every bike can take one, two, (three) kids—and they do.
Learning to bike at an early age and with great determination - And proud as Peacocks they are!

Paula R. Gehl 4 years  
Laura R. Gehl 4 years
Bicycle training in kindergarten
Biking to school and biking in all directions from age 4 (good bicycle lanes a precondition)
Many children present in a city is a sure sign of quality and livability.
WELCOME TO THE 21st CENTURY