

LIVEABLE CITIES –for the 21st Century



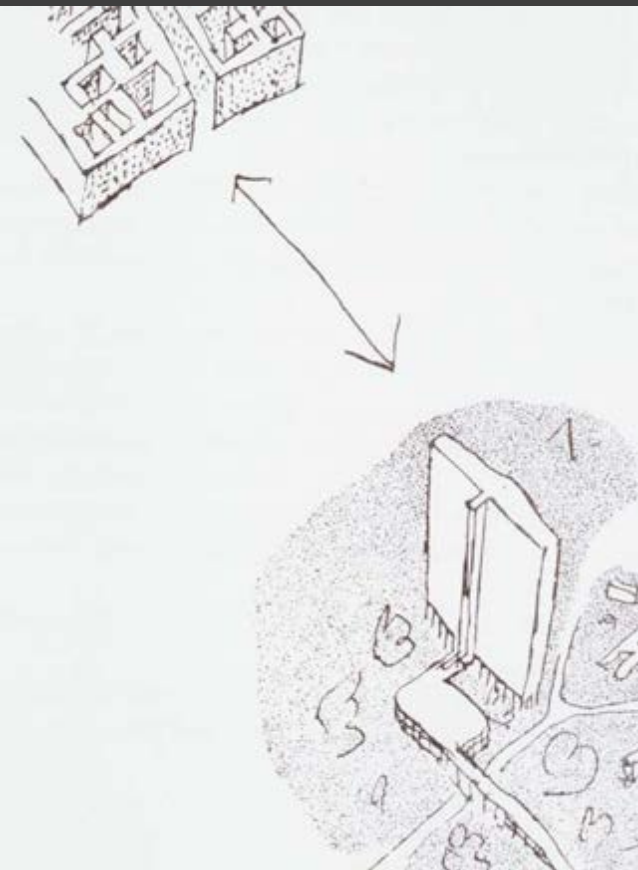
PEOPLE ORIENTED CITY PLANNING AS STRATEGY

JAN GEHL, PROFESSOR, DR. LITT.

FOUNDING PARTNER: GEHL ARCHITECTS

URBAN QUALITY CONSULTANTS, COPENHAGEN

Those were the days when architects were big, and people were quite small....

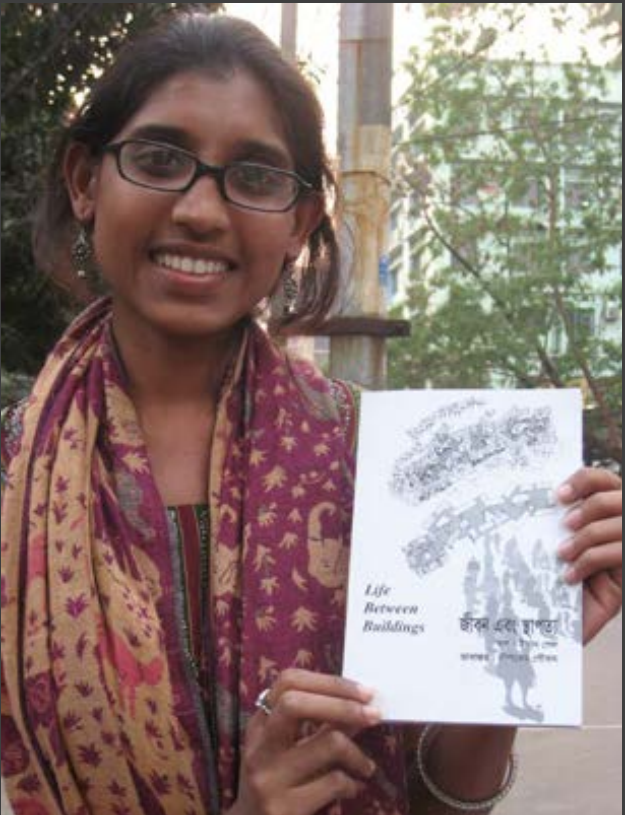


**Graduated
as
Architect
1960**

The worst period in City Planning ever!







Bangladesh, 2008



Vietnam, 2008



Iran, 2010





JAN GEHL

LEBEN
ZWISCHEN
HÄUSERN

Jovis

GEHL ARCHITECTS established 2000.



Major City Improvement Projects:





”Cities for People”
Available in all major languages!!

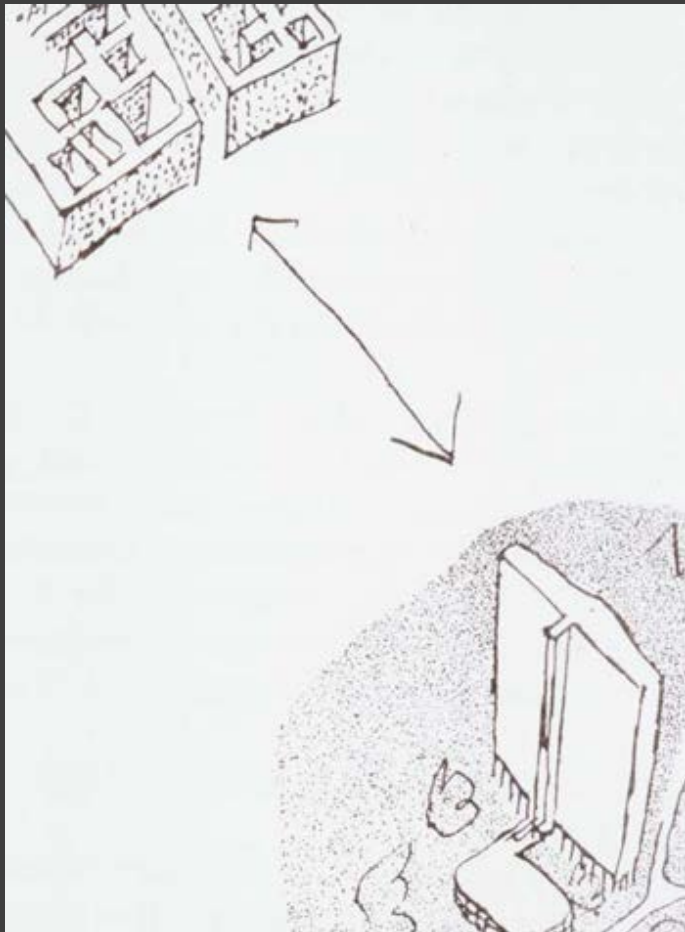


**“HOW TO STUDY PUBLIC LIFE”, 2013
(Jan Gehl & Birgitte Svarre)**

1960 CHANGE OF PARADIGME

“Modernism”

becomes domminating paradigm for Planning

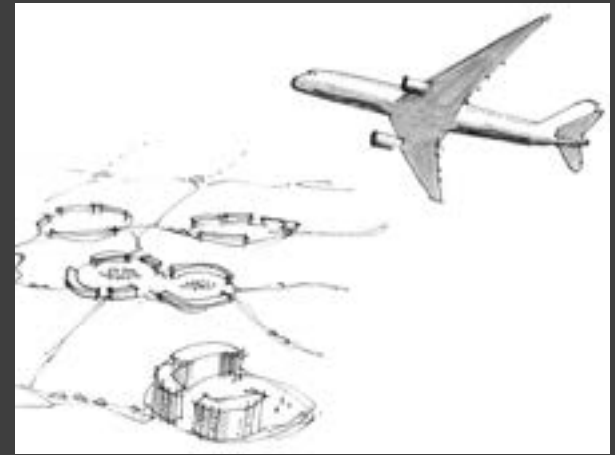


After 1960

Rapid growth, Large units

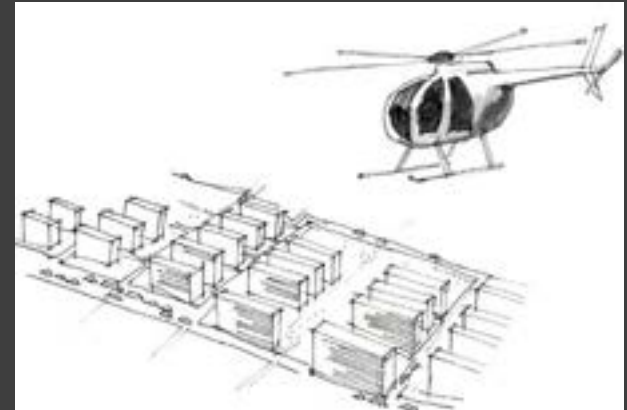
City Plan Scale

Birdseye view / Aircraftperspective



Site Plan Scale

Rooftop / Helicopterperspective



People Scale

Eyelevel / 5 km/h perspective





Human Scale completely forgotten!



1960...CHANGE OF PARADIGME

Carinvasion



Perth, West Australia



Elsinore, Denmark

A photograph of a busy city street. The street is filled with cars, many of which are parked or in a traffic jam. Pedestrians are walking on the sidewalks. In the background, there are buildings with signs, including one that says "BLES". The overall scene is one of a densely populated urban environment.

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



Jane Jacobs



1961

After 50 years: A distinct change of Paradigm

WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City



WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City

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

Lively, Liveable City



Sustainable City



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

Healthy City



Is er ikke kun i Houston, folk er store, selv om byen så gerne i trak er udhævet til "Den fedeste by i Amerika. Dette foto er taget i Florida. - Arkivfoto: Claus Bonnerup

Houston er de fedes by



"Houston -the City with the fattest people of the World"

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”

Copenhagen 1962 – 2012

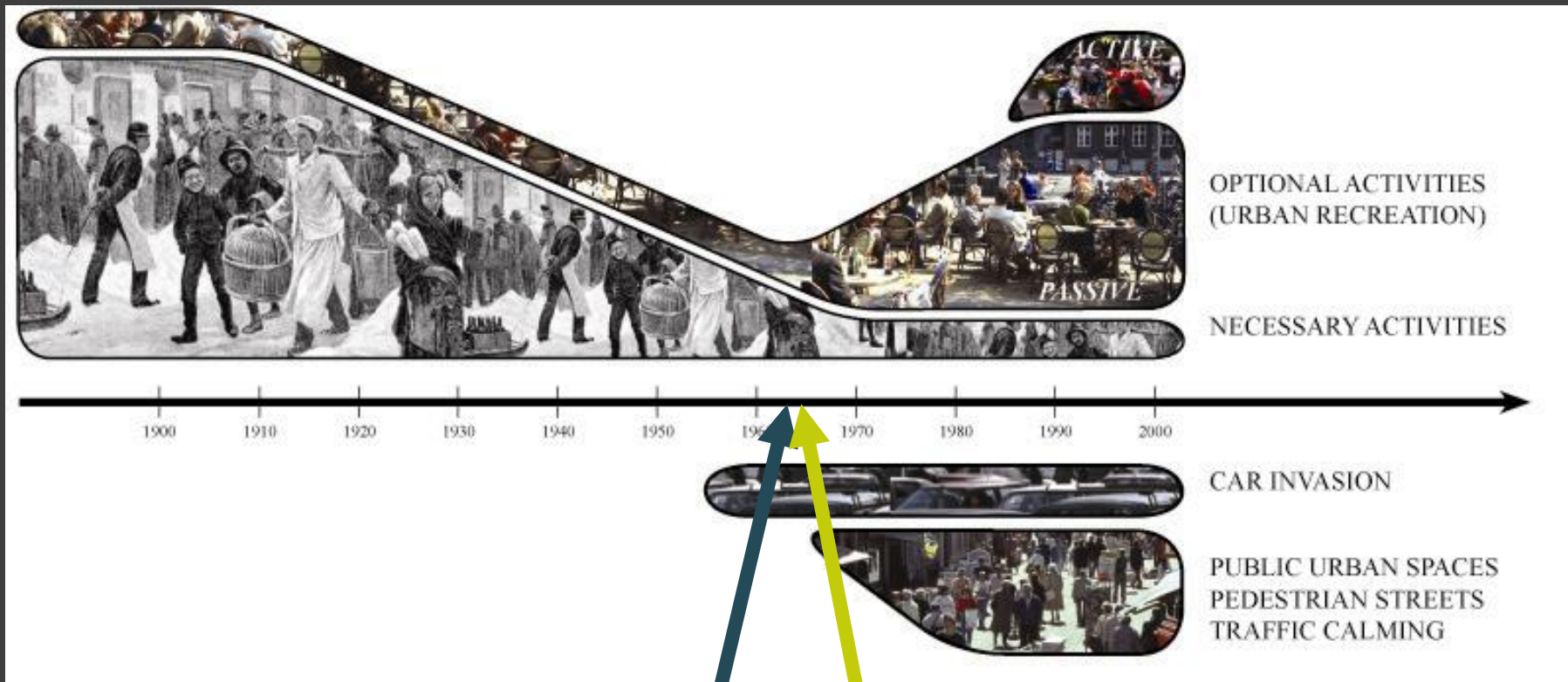
From traffic place to People Place

50 Years Anniversary

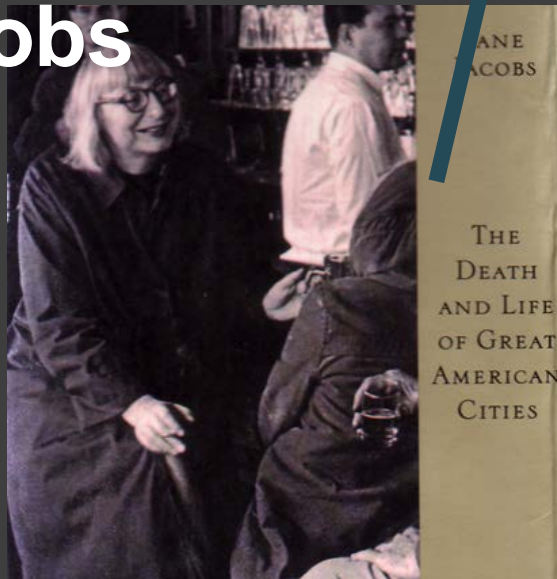


Strøget (main street)
pedestrianized 1962





Jane Jacobs
1961



Strøget
Copenhagen
pedestrian st.
1962



Nyhavn - beforeand after 1980

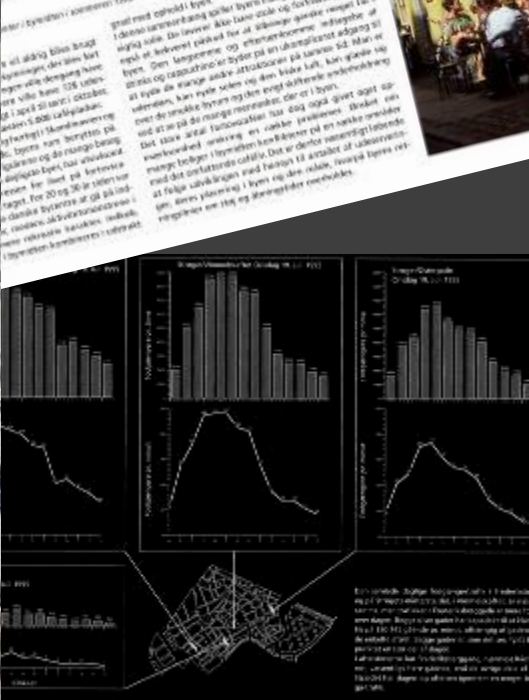


Gammel Strand - beforeand after 1991



Strædet - beforeand after 1992





Public Space-Public Life Surveys: Copenhagen 1968, 1985, 1995 (+2005)

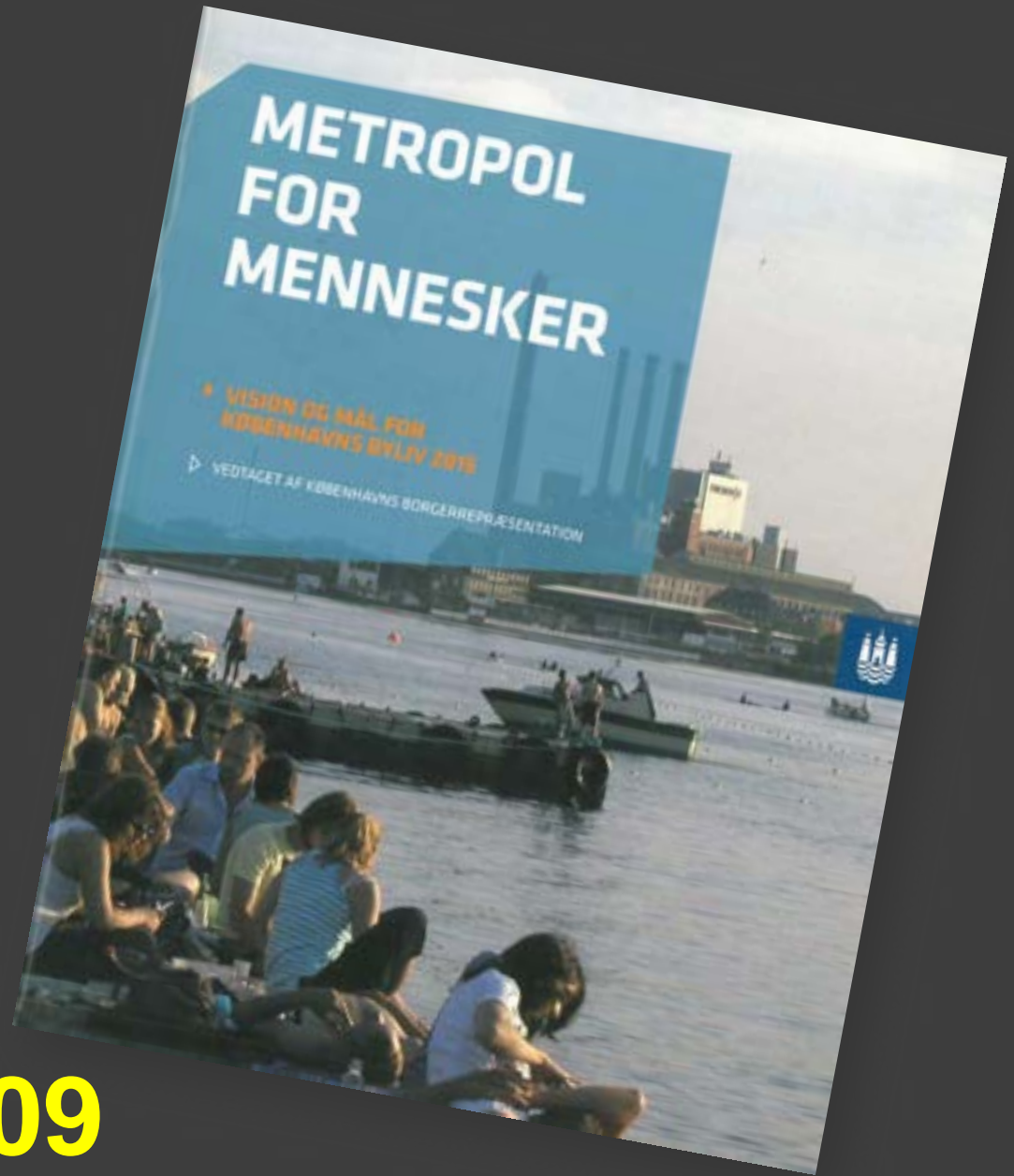


**Copenhagen Street:
2 Sidewalks, 2 proper
bicycle lanes, street
trees, 2 lanes for 2 way
traffic, and a substan-
tial median to facilitate
crossing the street**

**“We do not have to
think and act as 1960s
traffic engineers for
ever -times are
changing and traffic
engineers are by now
much smarter”**



City of Copenhagen



New Strategy **2009**

“Best City in the World for People”

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 turns green six seconds before the car signals



Regulations: All Taxis must provide racks for 2 bicycles



**Trains & Metro
welcoming
bicycles**

A bicycle culture have step by step been developed Everybody bikes



The Danish Crown Prince is doing it too

TO PÅ VEJ MOD TRONEN

Frederik og Christian med kurs mod vuggestuen og et liv, som ingen andre

AF MIA LARSEN
FORSTE BILDE

Et år og en måned senere har prins Christian og prins Frederik fået deres første dag på vuggestuen.

Prins Christian og prins Frederik har fået deres første dag på vuggestuen. De to drenge er på vej til daginstitutionen, hvor de vil være sammen med andre børn og voksne.

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Two guys on the road towards the throne
Princes Frederik and Christian on their way to the day care

Going to work in the City of Copenhagen

37% use bicycle
27% drive car
33% use public transit
5% walk



City of Copenhagen



New Strategy **2011**

“Best City in the World for Bicycles”

Cykelproblemerne vokser i København

Storbyboerne er trætte af trængslen på cykelstien og af cyklisternes frækhed, viser en meningsmåling.

Af Flemming Christiansen

Cyklisterne på en københavnsk cykelsti kan minde om en flok tørstige gnuer, der hisser hen over savannen: Der er mange af dem, virkelig mange, alle har et horn i siden på alle - og det

havn er trængslen på cykelstierne havnet på en fjerdeplads - efter tre gamle kendinge: forurening fra lastbiler og personbiler og parkeringsproblemerne.

Det viser en undersøgelse foretaget af Institut for Funktion-Analyse blandt repræsentativt udsnit på af storbyens beboere.

Borgerne er blevet spurgte om en række problemer, hvor hver tredje angiver, at cykelstien er »et stort problem«.

Af en serie interview med enkeltborgere i samme

Desuden viser det kommunale cykelregnskab, at hver femte københavner finder cyklerne voldsomt zoneret

ikke kun er bilisterne, der er sure på cyklisterne. Cyklisterne er også ved at være



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?

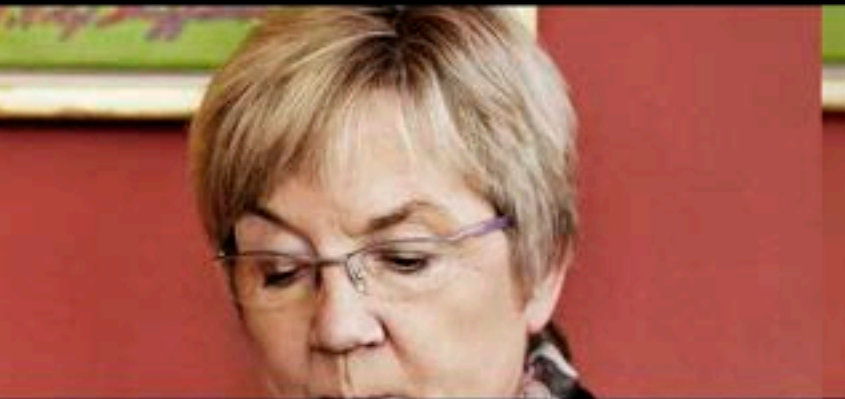
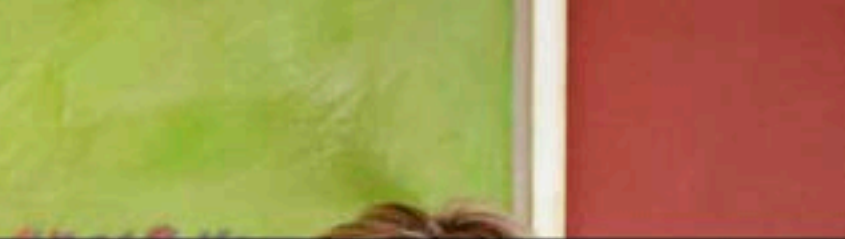
CLEARCHANNEL

TILLYKKE KØBENHAVN

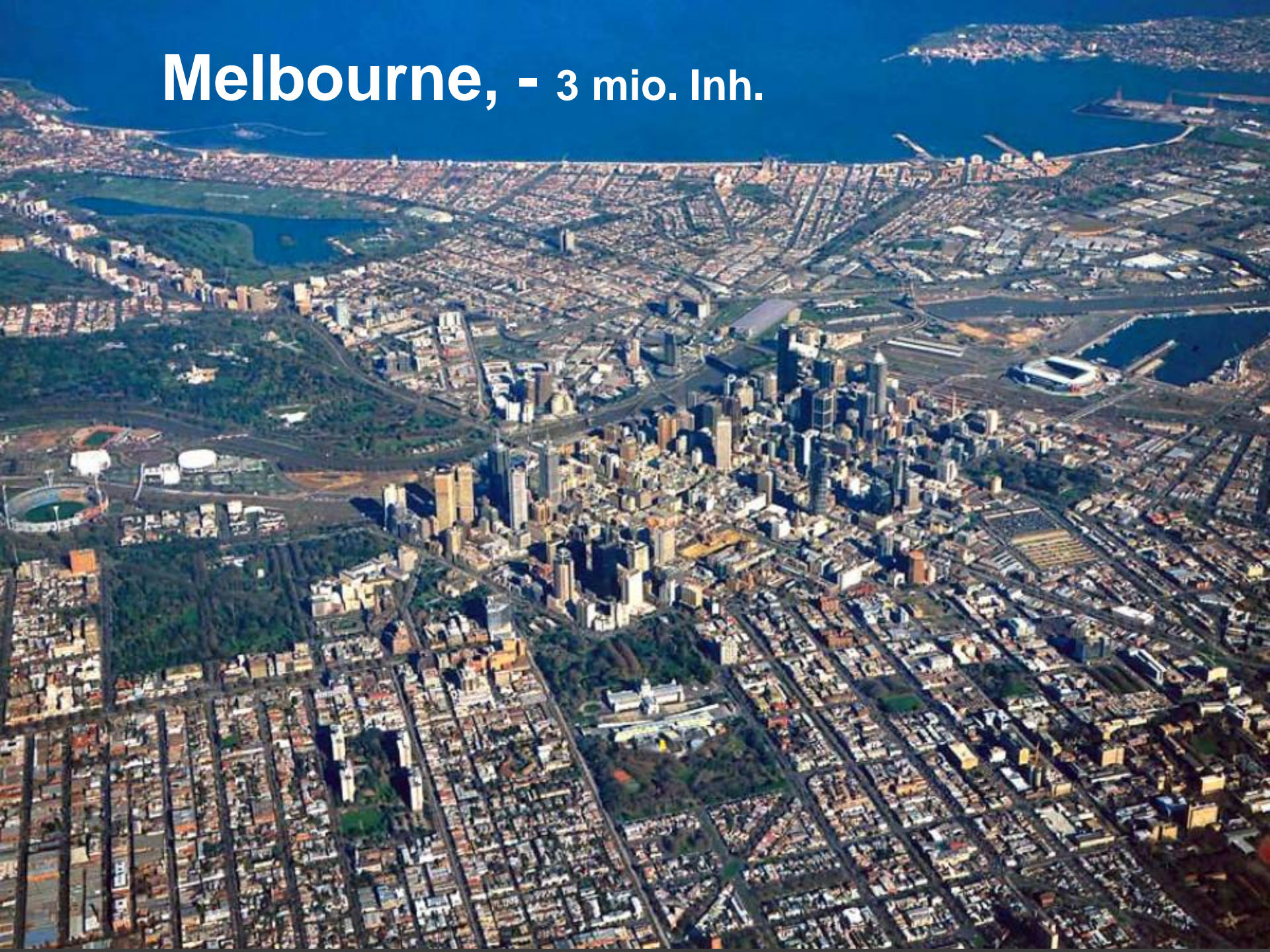
MED 1. PLADSEN PÅ MONOCLES LISTE OVER
MOST LIVEABLE CITIES IN THE WORLD

Clear Channel | Vi ♥ København

**Congratulations Copenhagen:
"Worlds most livable city"
(Monocle 2013)**



Melbourne, - 3 mio. Inh.



Melbourne, Australia , 1994 -



Swanston Street- before



Swanston Street- after

First Copenhagen-style bike lanes in Australia

30 August 2005



Copenhagen



Melbourne oct 07



Move to Melbourne.

Call 13 22 66 or visit bankofmelbourne.com.au

3534

8 Moreland via City



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ABN 33 007 407 187 Australian Financial Services License 21278 Australia (MBSI 2009)

Bank of Melbourne

A CITY GOOD AT PARTIES, OLYMPICS and 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

København, Danmark

København, Danmark

Oslo, Norge
Odense, Danmark

Odense, Danmark

Stockholm, Sverige

Perth, Australien
Melbourne, Australien

København, Danmark

Odense, Danmark
Edinburgh, Skotland

Riga, Letland

Adelaide, Australien
Vejle, Danmark

Wellington, New Zealand

Zürich, Schweiz
London, Storbritannien
Melbourne, Australien

Cape Town, Sydafrika
Stockholm, Sverige

København, Danmark

Sydney, Australien
New York, USA

Potterydam, Holland

Svendborg, Danmark
Odense, Danmark

Seattle, USA

Perth, Australien
Christchurch, New Zealand

Auckland, New Zealand

Hobart, Australien
Launceston, Australien
Melbourne Docklands, Australien

Adelaide, Australien
Oslo, Norge
Moskva, Rusland

1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

Bylivsundersøgelser

Kort over undersøgelsesområder for byens rumbyens livsundersøgelser af Jan Gehl og Gehl Architects. De efterhånden mange undersøgelser gør det muligt at sammenligne på kryds og tværs af tid og sted.

London, Storbritannien
2004

Moskva, Rusland
2011

København, Danmark
1988, 1996, 1998, 2006

Oslo, Norge
1988, 2011

Odense, Danmark
1988, 1998, 2009

Stockholm, Sverige
1990, 2005



Edinburgh, Skotland
1998



Riga, Letland
2007



Manhattan, USA
2007



Rotterdam, Holland
2007



Svendborg, Danmark
2008



Seattle, USA
2009



Perth, Australien
1994, 2009



Melbourne, Australien
1992, 2004



Wellington, New Zealand
2007



Cape Town, Sydafrika
2005



Sydney, Australien
2007



Auckland, New Zealand
2010



Adelaide, Australien
2002, 2012



Christchurch, New Zealand
2009



Hobart, Australien
2011



Launceston, Australien
2011

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Zürich, Schweiz
2004



Istanbul, Tyrkiet
2010



Chongqing, Kina
2010

Major City Improvement Projects 1988-2013

WORLD'S MOST LIVEABLE CITIES, *MONOCLE* 2013

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

YELLOW INDICATES CITY PLANNING WITH PUBLIC LIFE SURVEYS

NEW YORK



A GREENER, GREATER NEW YORK





**New York, USA,
2007-2009**



9th Avenue- before



9th Avenue – after, with “Copenhagen style” bike lane



Phot:DOT/NYC

LOUNGE CHAIR
T-SHIRTS

SALE - \$14.99

I
LOUNGE CHAIR
IVY

TIMES SQUARE • SUMMER 2009

PRICE \$5.99

AUG. 27, 2012

THE NEW YORKER



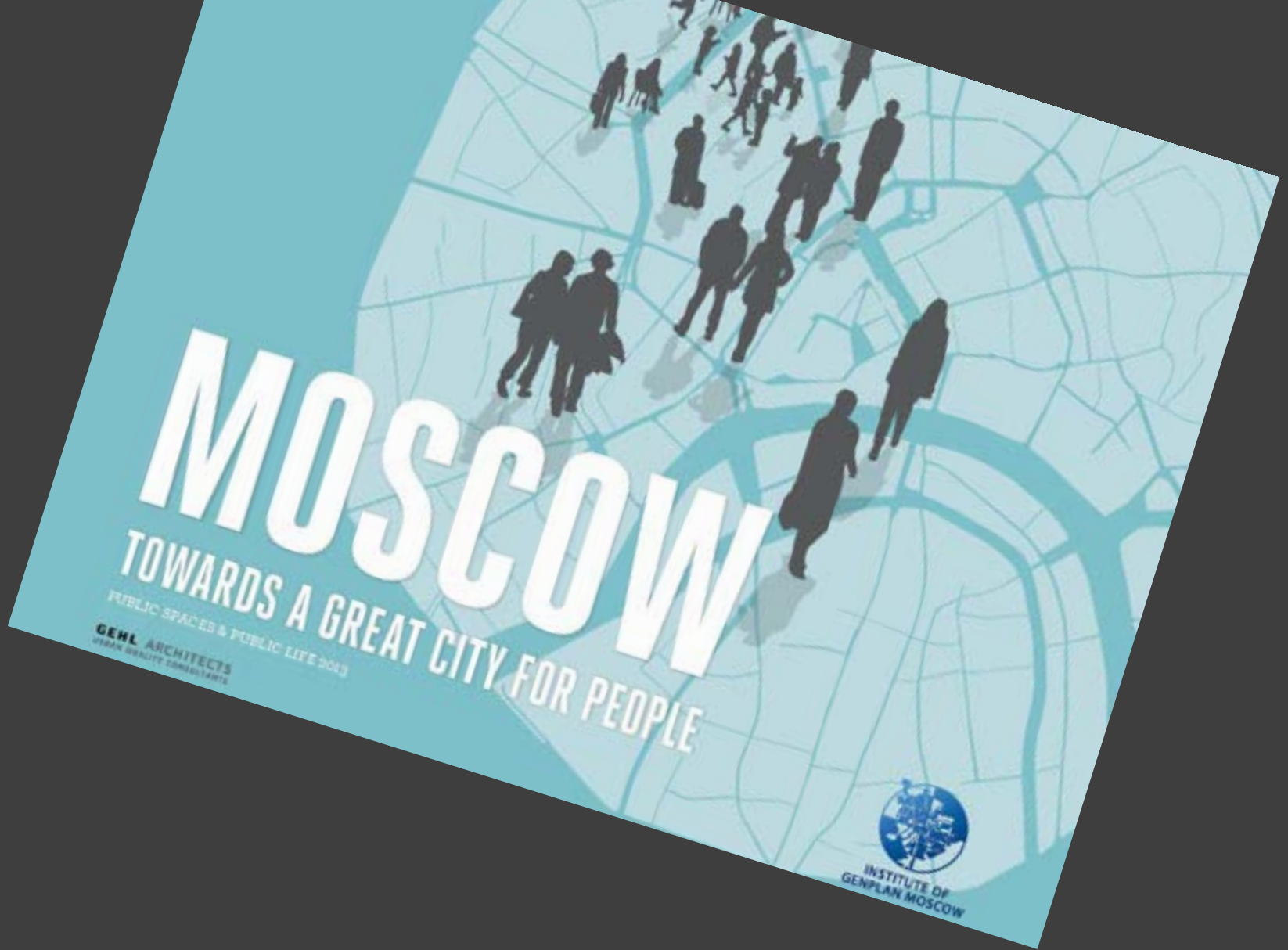
Bruce McCall



Moscow, Russia: Where car is King



**Tverskaya
Main Street, Moscow
December 2011**



**“Towards a great city for people”
Gehl Architects, July 2013**



July 2013





July 2013



**MAYOR OF VILNIUS, LITHUENIA:
“THIS MAY TEACH YOU NOT TO PARK IN MY BICYCLE LANES”**

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 Moscovites 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 prob-

lems 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 investor relations and re-audited 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 revisited 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 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 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 synchronise the work in 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 mod-

ern 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 hallways, 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.

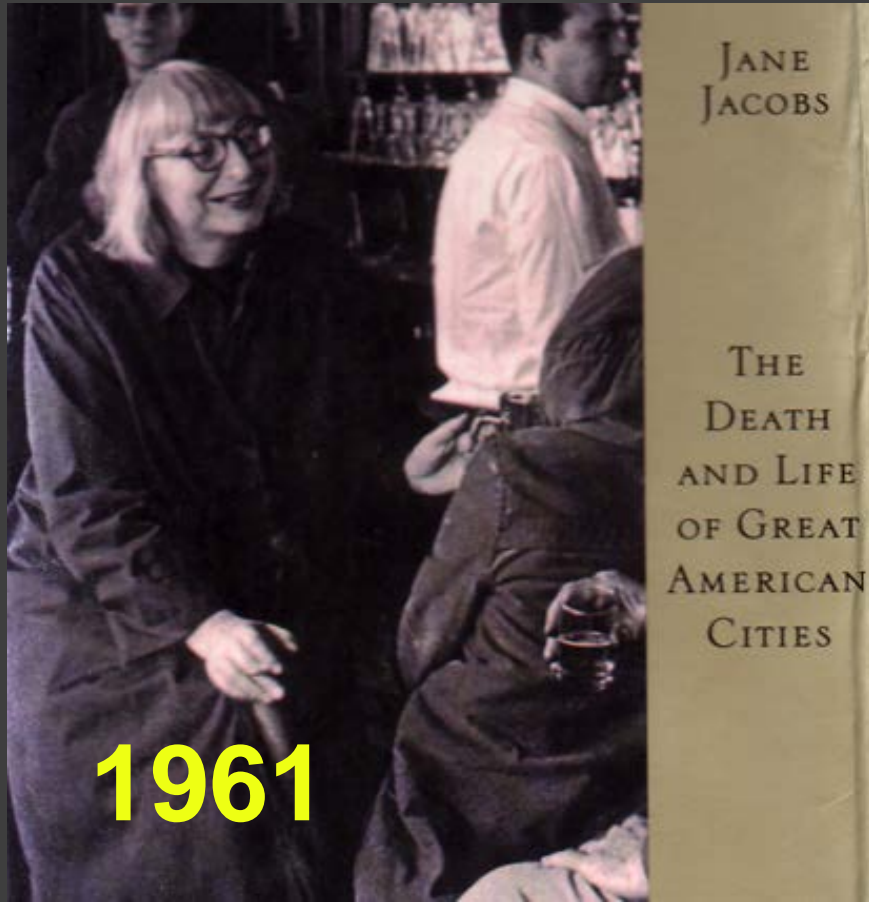
Our main goal is to transform Moscow into a liveable city. I believe that our experiences of such large-scale work could be useful to other major cities and to our colleagues in Russia’s regions. We are willing to share our experiences and to learn from our colleagues and partners. The purpose of this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

SERGEI SOBYANIN,
THE MAYOR OF MOSCOW



Mayor of Moscow Sergei Sobyanin

From Jane Jacobs to Livable Cities





WELCOME TO THE 21st CENTURY

I Love CPH

I Love CPH

DENS DSTE CYKE



2006

2009



AMMAN, JORDAN,

ASHRAFIEH SQUARE

København, Danmark

København, Danmark

Oslo, Norge
Odense, Danmark

Odense, Danmark

Stockholm, Sverige

Perth, Australien
Melbourne, Australien

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Odense, Danmark
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Manhattan, USA
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Launceston, Australien
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Zürich, Schweiz
2004



Istanbul, Tyrkiet
2010



Chongqing, Kina
2010

Major City Improvement Projects 1988-2013





1971

1971-2013, Livet mellem Husene. 7 versioner



1971-2013

35 udgaver 24 Sprog

Moscow, City Hall Square



December 2011



July 2013



Moscow, City Hall Square July 2013

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