

"A CITY'S GREATEST ATTRACTION..."

PLANNING FOR PEOPLE / PLANOWANIE DLA LUDZI

(Talk at The Economic Forum in Gdynia October 9th 2009)

GEHL Architects – Urban Quality Consultants

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Our people / Ludzie



Unique **Platform** = Research / Badanie



Unique Platform = Books / Książki



GEHL ARCHITECTS URBAN QUALITY CONSULTANTS

40 YEARS OF RESEARCH



Life Between Buildings

Life Between Buildings, published in 1977, continues to be a widely read handbook on the relationship between public space and the social life in cities. Published in many volumes and 16 languages.



The work and further research of Gehl Architects is based on Jan Gehl's 4 decades of empirical research carried out at The School of Architecture, The Royal Danish Academy of Fine Arts.

The research of Gehl Architects deals with the most relevant and influence public life, public space and how people use it.

The research is the basis of our world wide urban quality guidelines and reflects our experience that working with the urban realm requires a multidisciplinary approach on the basis of urban environment and public infrastructure and planning that also includes new urbanism and new urbanism. It is a continuous and ongoing process to study and understand how people experience and use the city.



New City Spaces

New City Spaces (2001) presents an international comparison on the re-use of public life and public space. City examples from Barcelona, Lyon, Stockholm, Freiburg, Copenhagen, Portland, Curitiba, Curitiba and Melbourne are presented as well as 50 remarkable new public spaces. Published in Danish, English, Spanish, Portuguese, Czech and Chinese versions.



New City Life

New City Life (2006, Gehl, Svarre, Svarre & Svarre) shows the last 10 years, the use of public space has changed drastically. New City Life is a handbook describing how to improve the quality of life in the city by responding to the challenges facing cities in the 21st century. Published in Danish and English.



Public Spaces - Public Life

Public Spaces - Public Life (2008) explores 24 years of development of the public space in Copenhagen since 1984. It makes the impressive progress of public life that followed. Winner of the 'UrbanForm Research Award', USA, 2008.

Unique Platform = Education / Edukacja





GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

We provide: **Planning for People**
Oferujemy: **Planowanie dla ludzi**

Our philosophy / Nasza filozofia

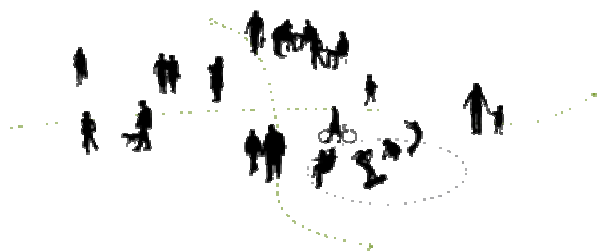
Gehl Architects create cities that are

- lively,
- healthy,
- sustainable,
- attractive and
- safe

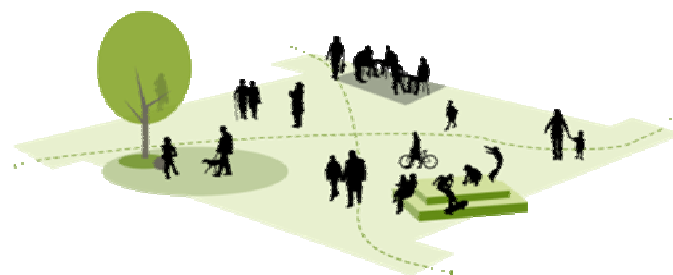
improving people's quality of life.



Life / Życie



Space / Przestrzeń



Buildings / Budynki



Traditional planning / Tradycyjne planowanie

Buildings / Budyunki



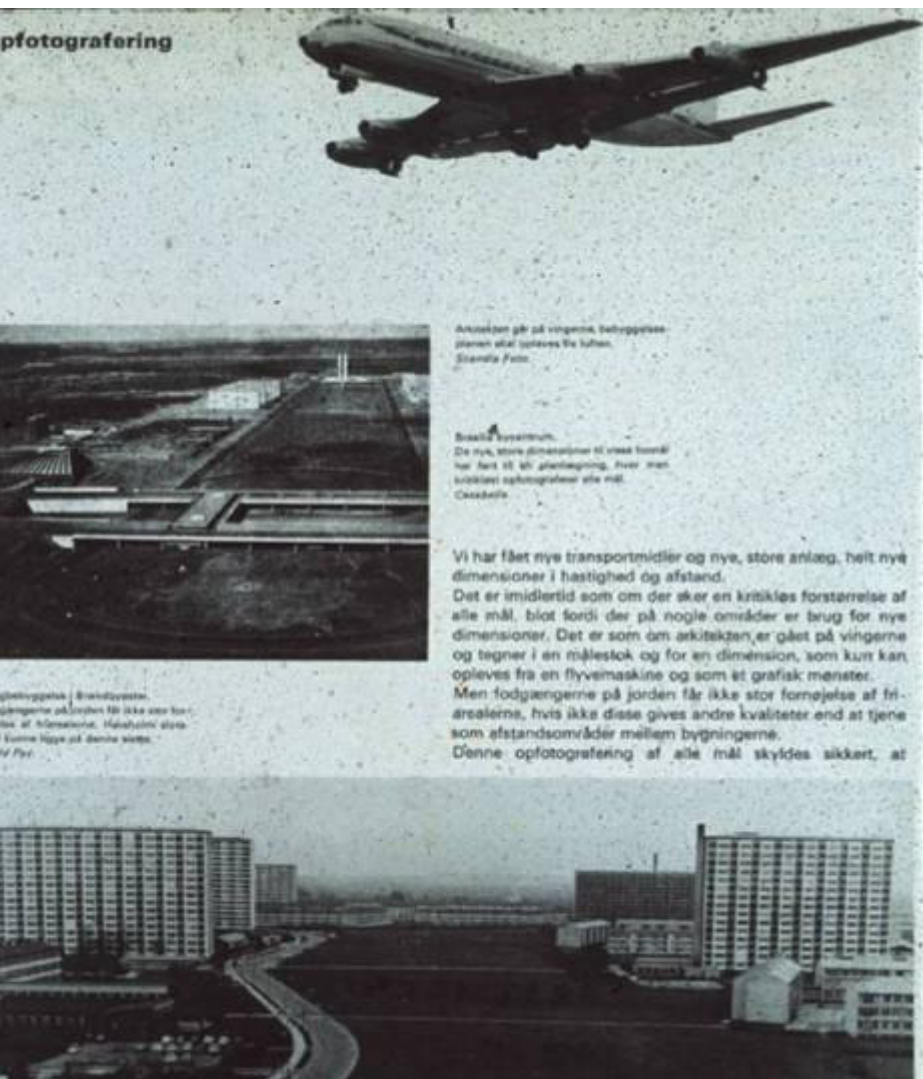
Space / Przestrzeń



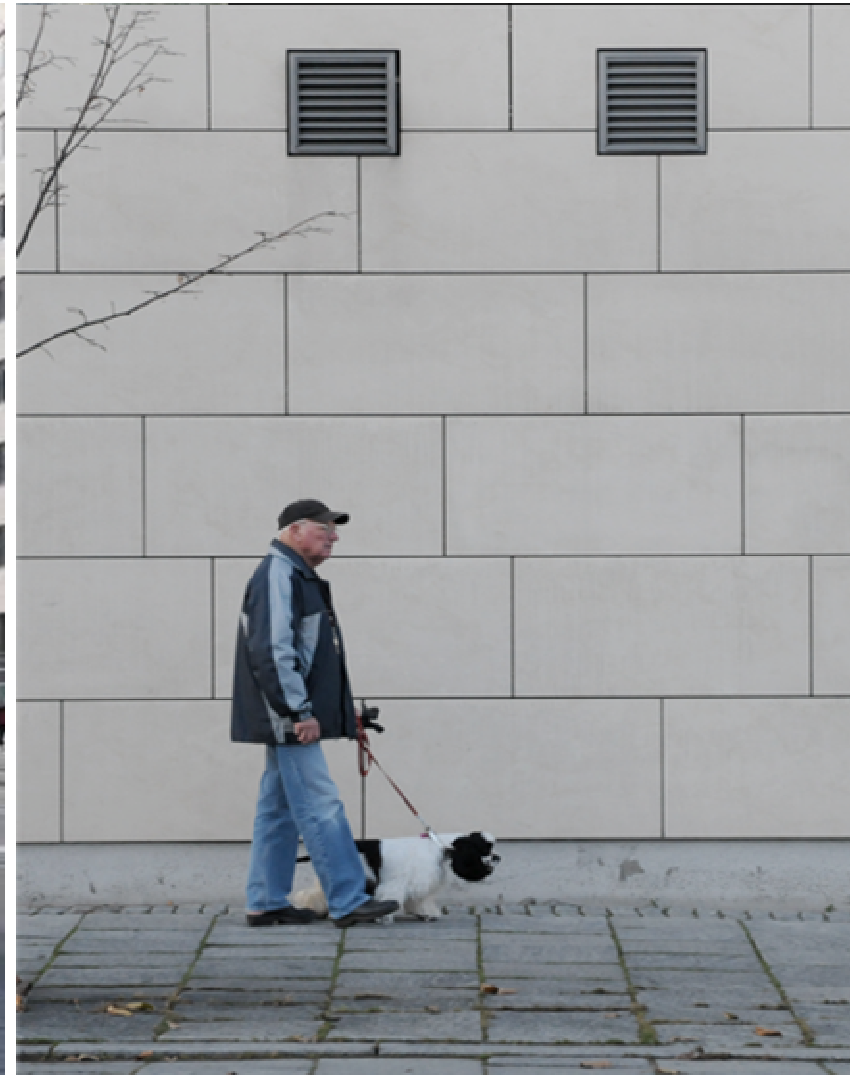
Life / Zycie



Traditional planning / Tradycyjne planowanie



Traditional planning / Tradycyjne planowanie



Loosing touch of the human scale



Not made for people



To make our cities better –
we must understand its people



Cultures are different...



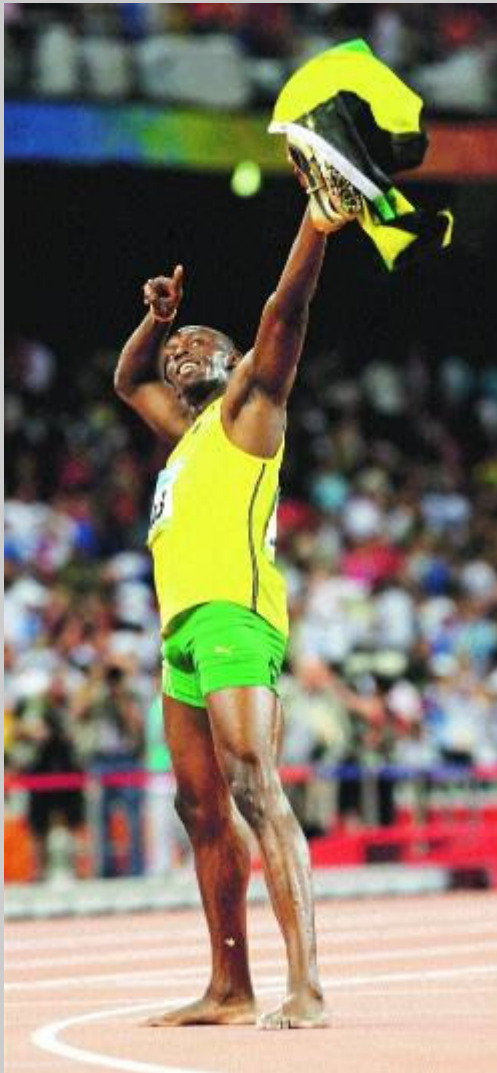
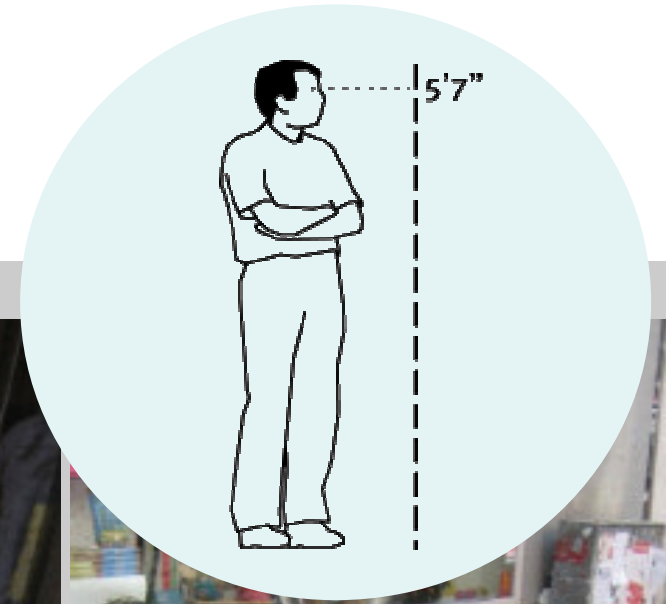
Climates are different...



...but many aspects of peoples behaviour are universal



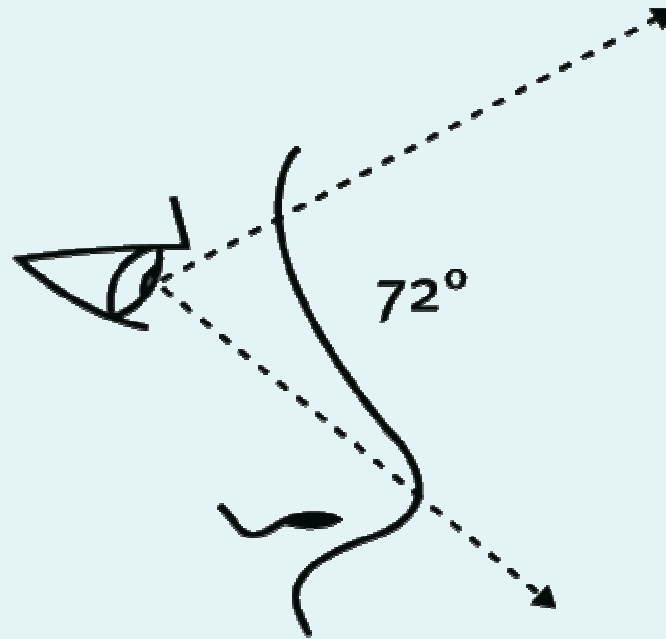
The human is a walking being with a ground speed of 5 km/h



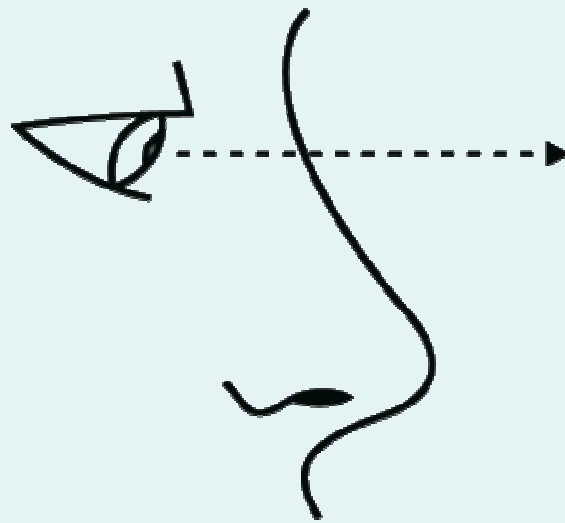
All our senses are important



75% of all impressions are through eyesight



Experienced from an average height



The social field of vision

Distance 100 – 0,5m



Distance: 100m
Movement and posture



Distance: 80m
Sex and age



Distance: 50m
Haircolor and characteristics



Distance: 20m
Public distance



Distance: 10m
Facial expression and emotions



Distance: 5m
Social distance and contact



Distance: 2m

Personal distance and conversation



Distance: 0,5m

Intimate and sensitive distance



The social field of vision

Distance 100 – 0,5m



We need a lot of stimulus

1000 stimulus per hour =
1 per every 4 seconds





4 SEC.

4 SEC.

4 SEC.

4 SEC.



Small scale 5 km/h architecture
Human scale many details interaction



People are invisible in traditional planning

Lots of data on cars and traffic

Always an office for transport

No data on pedestrians and cyclists

Never an office for urban life

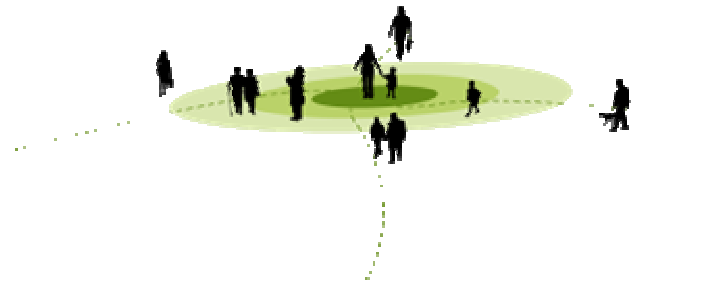


Data on people make them visible in planning

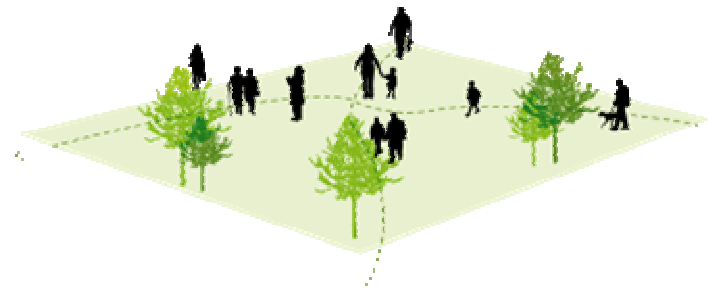


Planning for a Liveable City

Not only are new quality criteria required - but also a new planning process



Life / Życie

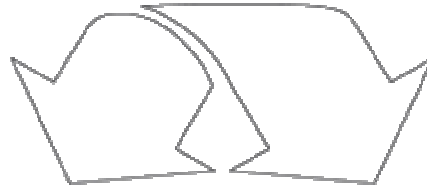


Space /
Przestrzeń

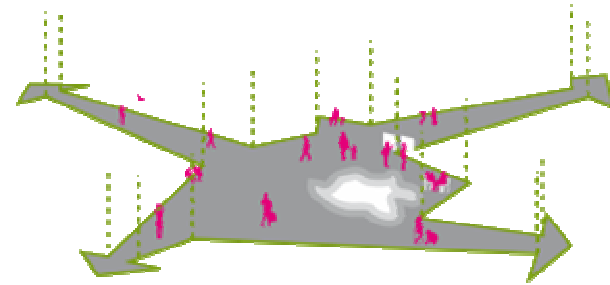


Buildings / Budynki

PROXIMITY



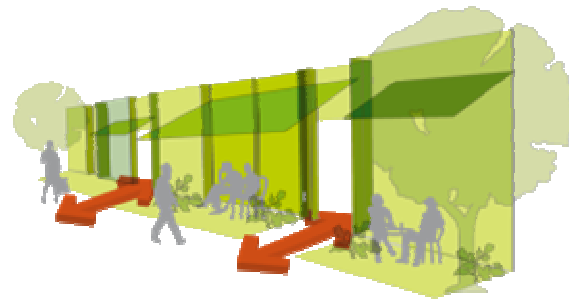
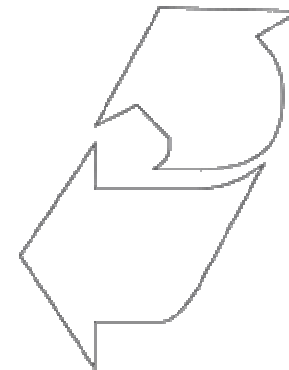
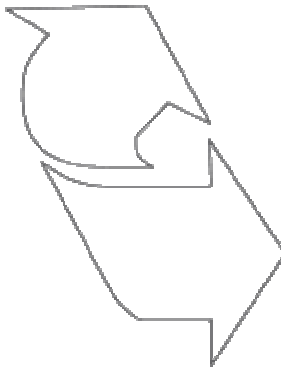
connections



destinations



city life

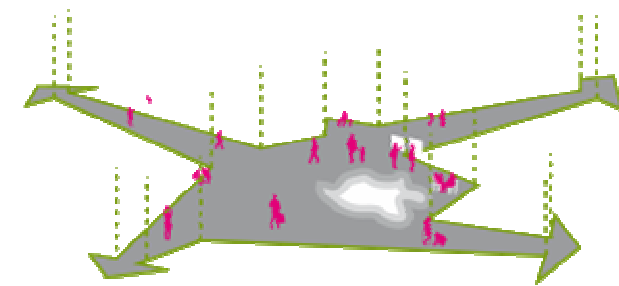


functions

Fine grain Network for People on Foot and on Bikes

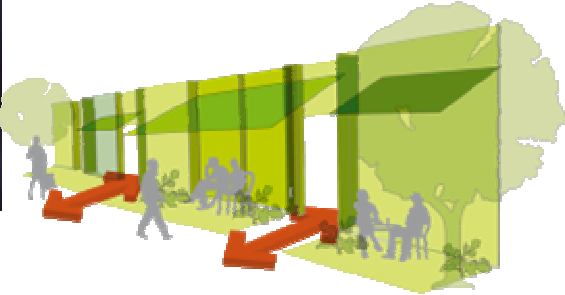


Spaces of Human Scale acting as Equalizers

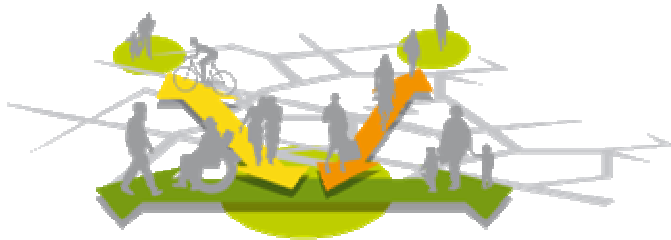
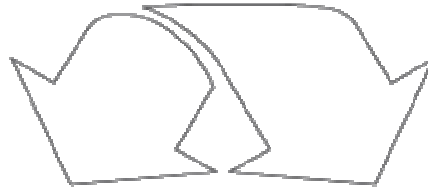


destinations

Active Frontages creating Social Opportunities for People to meet



DIVERSITY



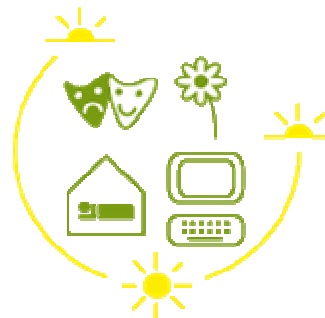
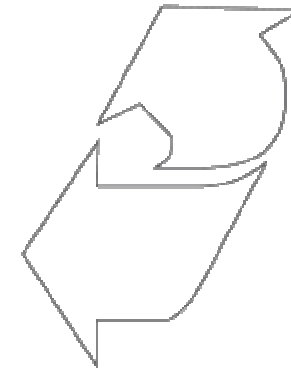
activities



users

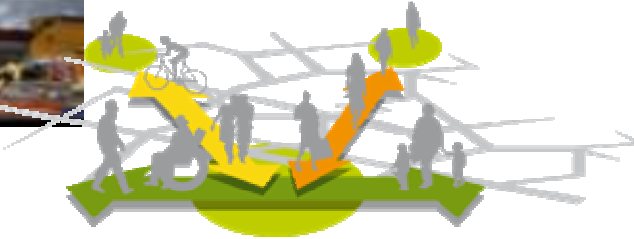


city life



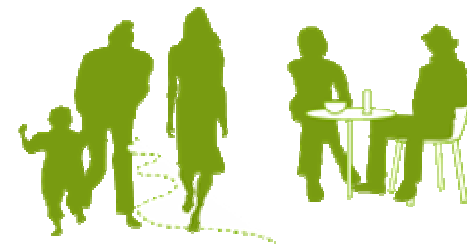
seasons

Mixed Use and overlap of Functions ensures diversity of activities



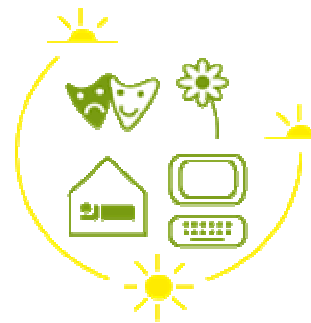
activities

Cities must cater for all age groups and invite for a healthy active life style



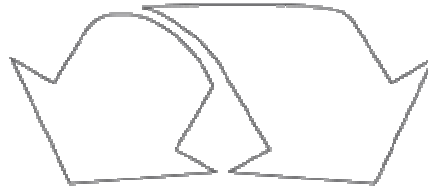
users

Experience of Safety



seasons

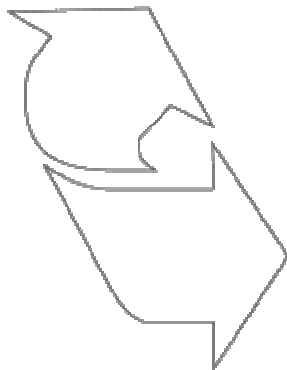
FLEXIBILITY



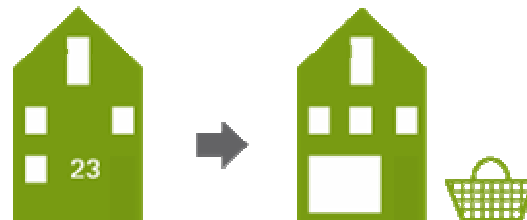
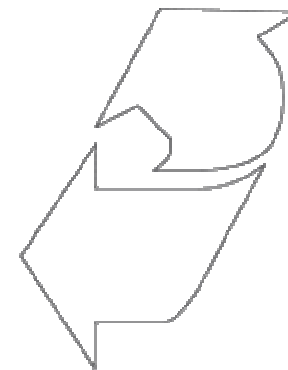
built form



typological variation



city life



adaptable use

Joined up Buildings makes Flexible Urban Frameworks



built form

Varied Building Sizes and Spatial Conditions on the Plot allow Different Functions



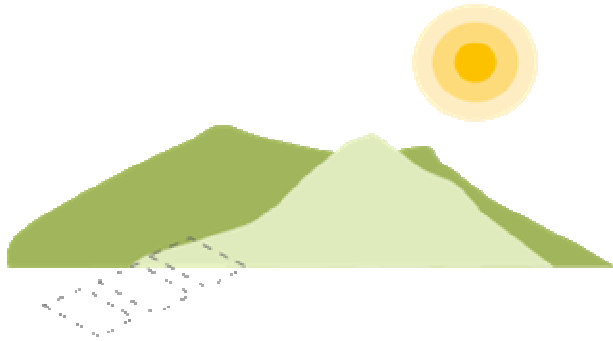
typological variation

Allow for change of use over Time

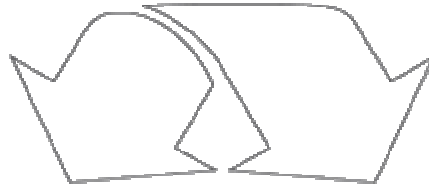


adaptable use

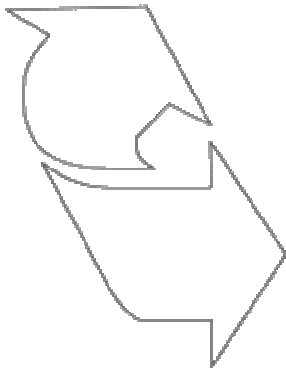
A HUMAN SCALE



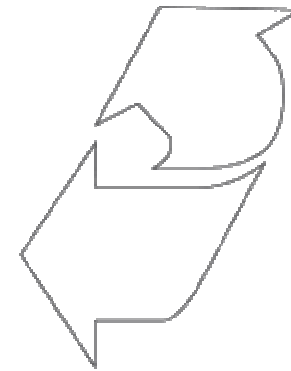
reduce build footprint



better microclimate

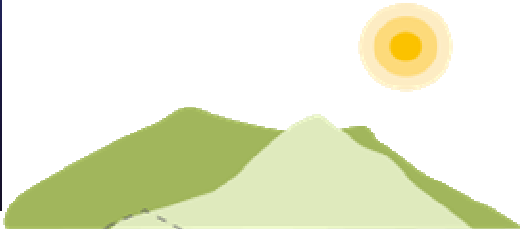


city life



urban capital

Consider Space as a Limited Natural Resource



reduce built footprint

Small Dimensions are more Social and provide better Microclimate



better microclimate

Small can also be more efficient – closeness can create innovation and urban capital



efficiency

We can design a City full of Sustainable Buildings

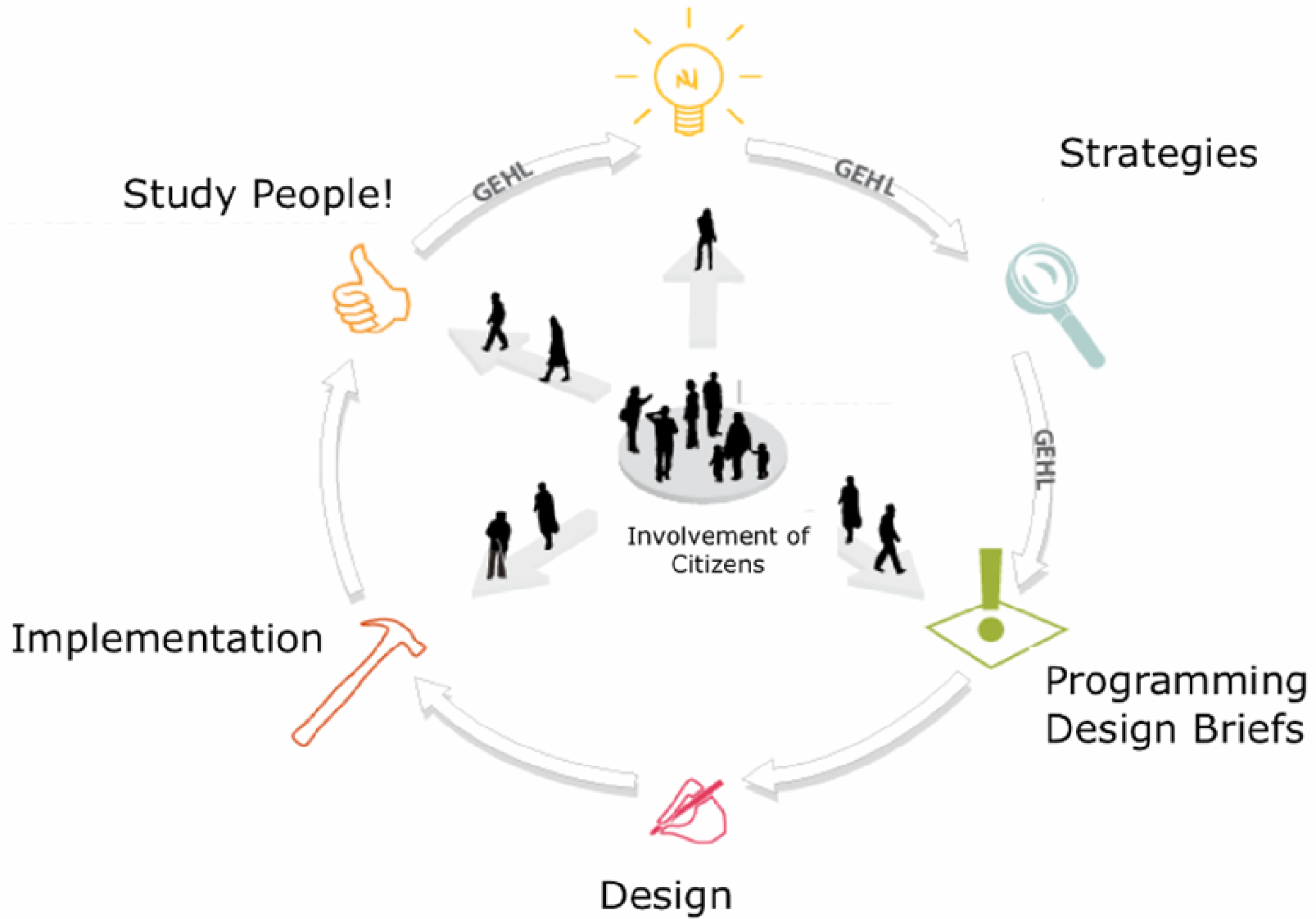


But it does not mean that the City is Sustainable

Images from US, Mexico, Europe, Asia



Visioning & Analysis



I CPH



The Best Bicycle City in the World
Aim for 2015

- ➔ More than 50% bike to work
- ➔ 50% reduction of accidents
- ➔ 80% feeling safe bicycling



Biking is for everybody



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 HILLARY HANSEN
af STEEN BRILLHAGE

Et år efter at Fredrik og Christian blev kronprins og kronprinsesse, er de stadig på vej mod tronen. De to sønner af kongen og dronningen er stadig på vej mod tronen. De to sønner af kongen og dronningen er stadig på vej mod tronen. De to sønner af kongen og dronningen er stadig på vej mod tronen.

Et liv som alle andre
De to sønner af kongen og dronningen er stadig på vej mod tronen. De to sønner af kongen og dronningen er stadig på vej mod tronen. De to sønner af kongen og dronningen er stadig på vej mod tronen.

Et liv som alle andre
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In Copenhagen you grow up as a bicyclist



We use it for transportation, not just exercise



What is good about bicycling?

Another 12 good reasons...

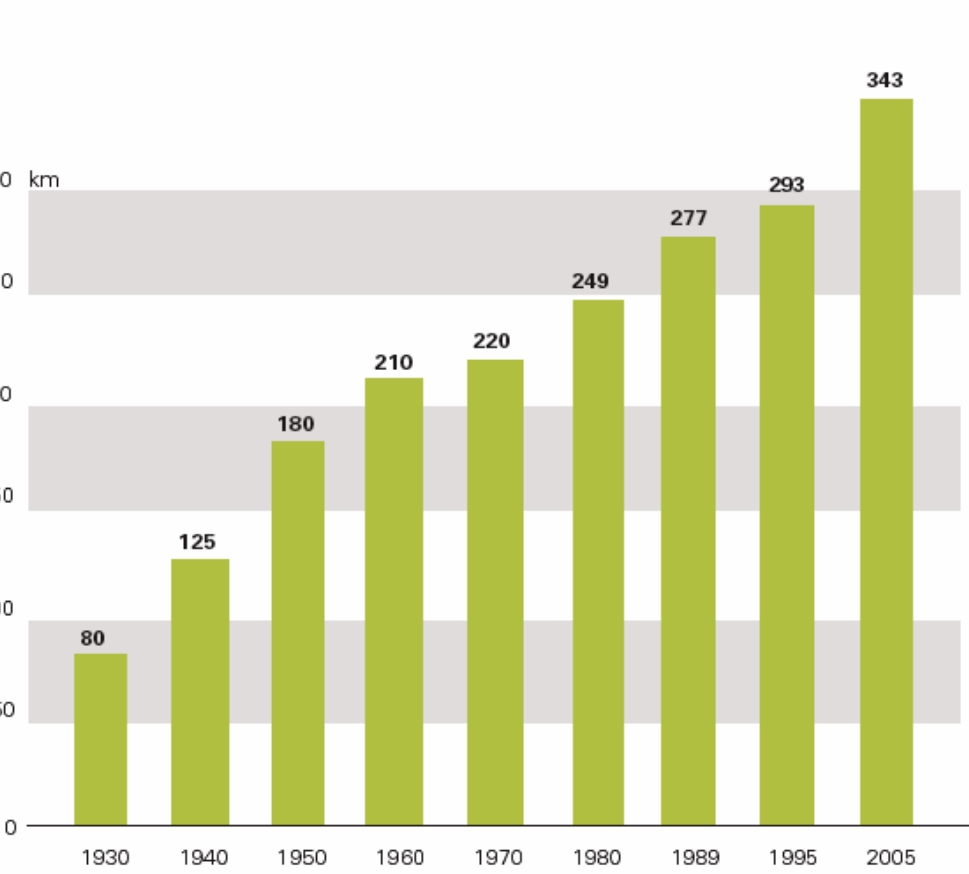
Society benefits:	For Everyone	Good for the economy	A human dimension in cities
Physical benefits:	Quick and easy	Efficient	Take up little space
Environmental benefits:	No pollution	No noise	In all weather
Health benefits:	Physically healthy	Safe when there is a culture	Mentally healthy

Bicycling in Copenhagen

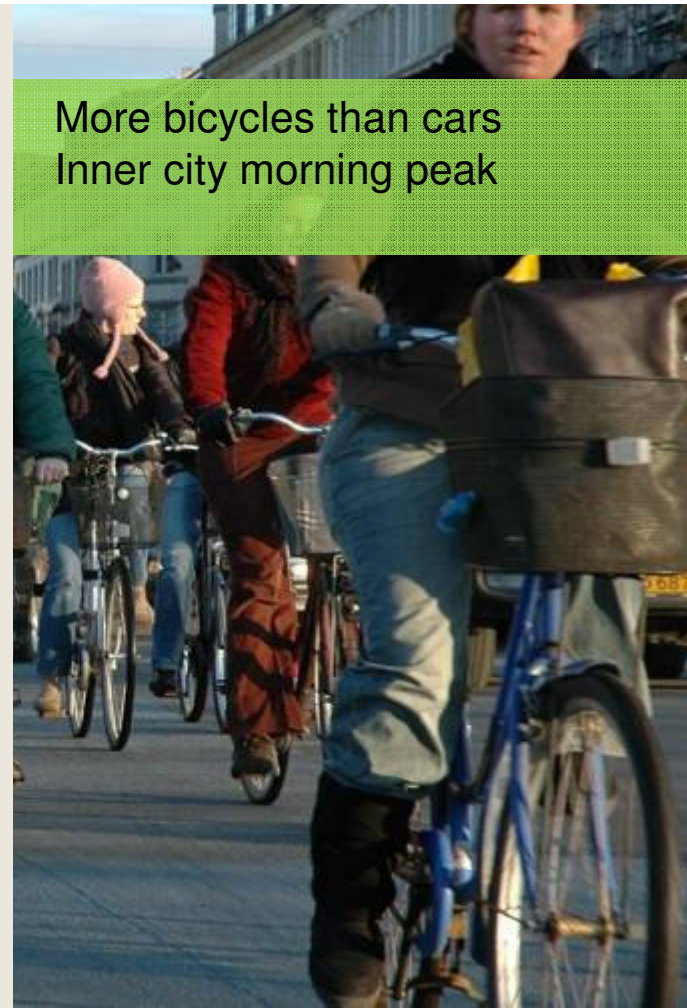
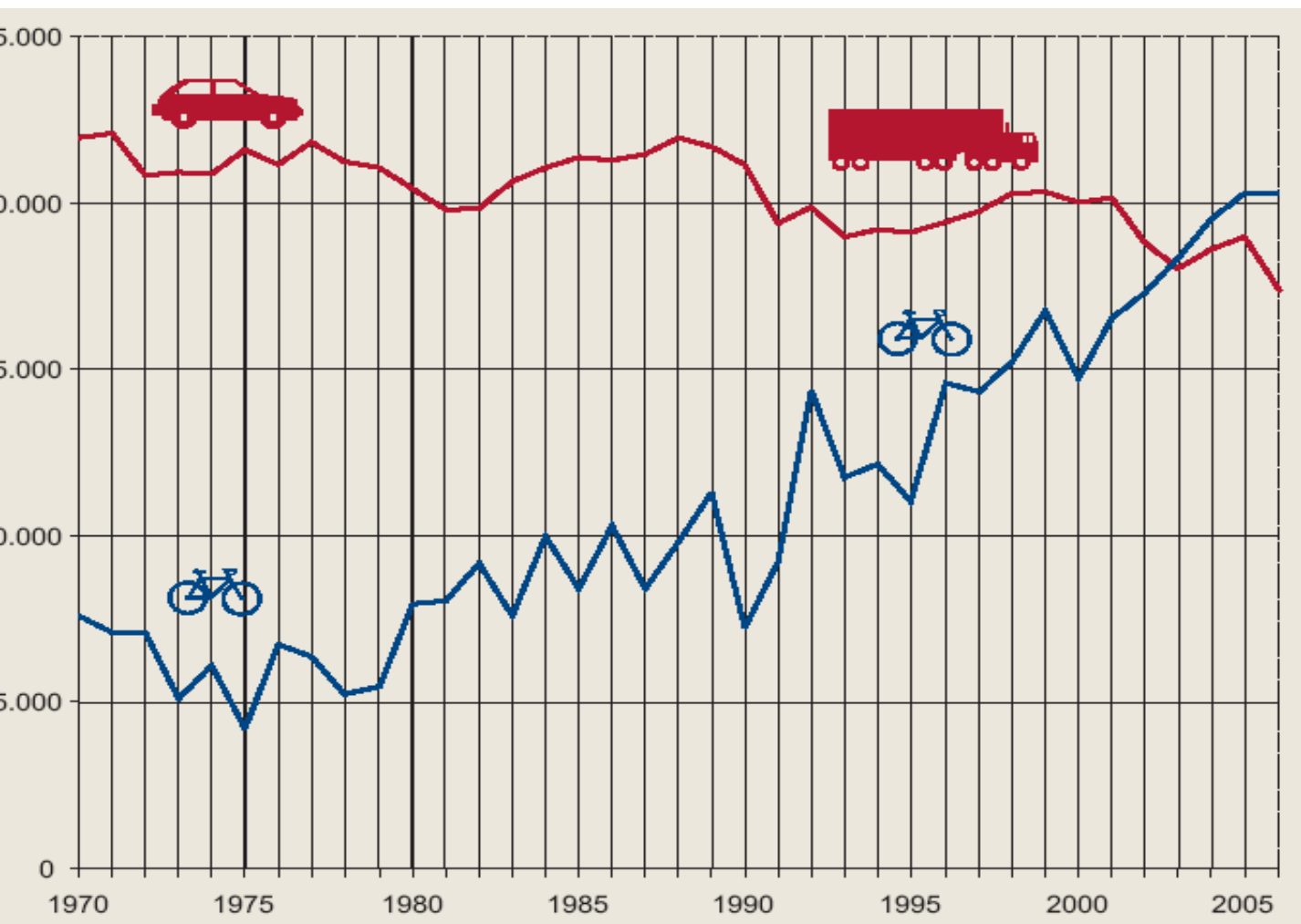


Constant improvements

Growth of the cycle lane network in Copenhagen from 1930-2005 (in km)



Bicycling has doubled in the last 10 years



Go to work on your bicycle

- 36 % use bicycle
- 27 % drive car
- 33 % use public transit
- 5 % walk



Go to work on your bicycle

70 % continue
in the winter



A city full of bicyclists is a friendly city



It is easy to bring the bicycle along Pedestrians & bicyclists are related

Yes, we can easily
become
pedestrians

True door to
door transport



It is the quickest and easiest way
to get around in cities



Prioritize Safety: Make seperated bicycle tracks & medianes



Make crossings safe



...if you give the bicyclist the priority!



5-6 seconds green light before the cars.

Bicyclists can turn right but cars can not.



Both ways through one way streets



Bicycle lanes are efficient

- 5 times more people can move per hour on a bicycle lane compared with a lane for cars.
- (Estimation by the planners in the Municipality of Copenhagen)



Bicycles take up little space

- 10 bicycles = 1 car parking space



If the weather is bad or the distance too long
– use public transit



Bicycles on commuter trains



Bicycles on the Metro



Bicycles on taxis



More and more cities are introducing the "Copenhagen Model"

Sustainability helps focusing on pedestrians and bicyclists

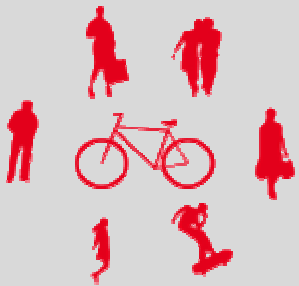


GEHL Architects in New York – Hardware & Software

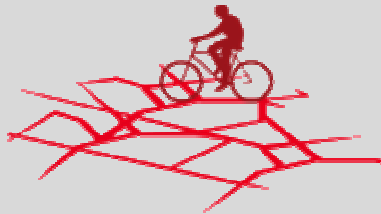


Improve the bicycling infrastructure and experience

Introduce bicycling infrastructure as an important step towards a sustainable and healthy city lifestyle.



Mainstreamed
bicycle culture



Complete the
city wide
network



Simple and
straight forward
network



Bicycle lanes
where people
want to go



Improve
bicycling
experience

Summer Streets

3 SATURDAYS IN AUGUST





Spring Street



rand Street



Inn Square



West Broadway



stor Place



FROM A VEHICULAR DOMINATED STREET...



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

NEW ROAD 2001

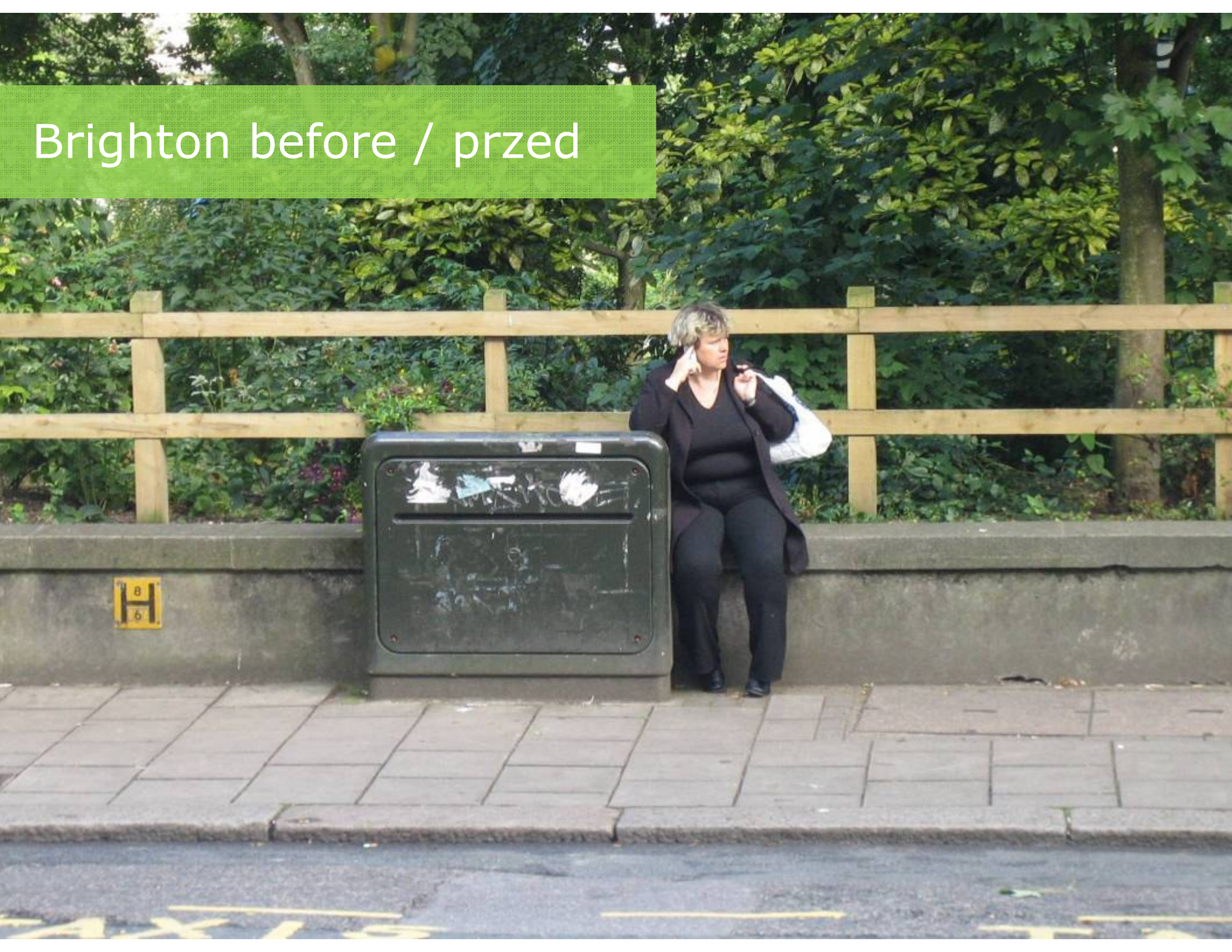


...TO A VIBRANT, INCLUSIVE &
PEOPLE-ORIENTED STREET



NEW ROAD 2007

Brighton before / przed



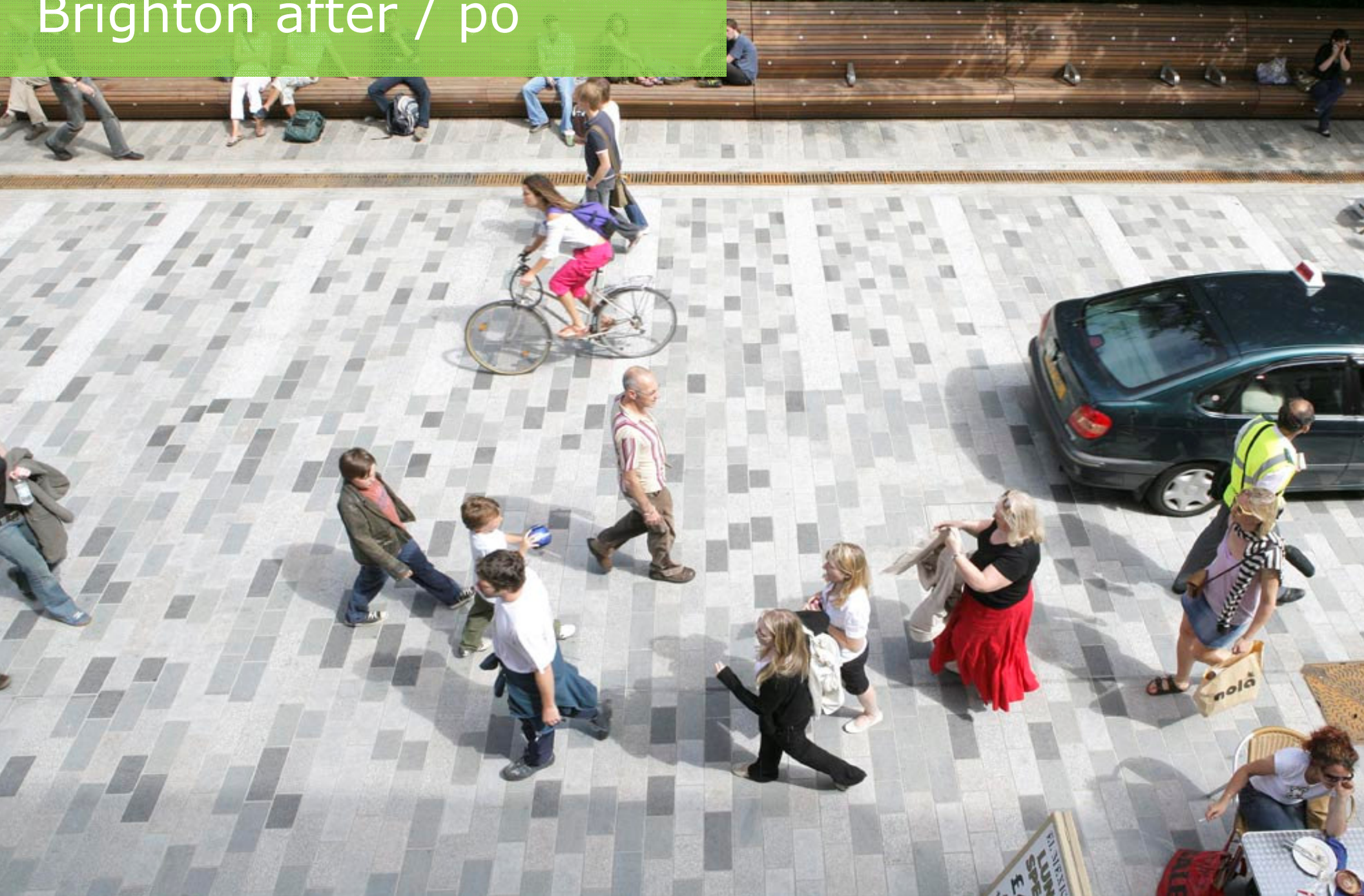
Brighton before / przed



Brighton after / po



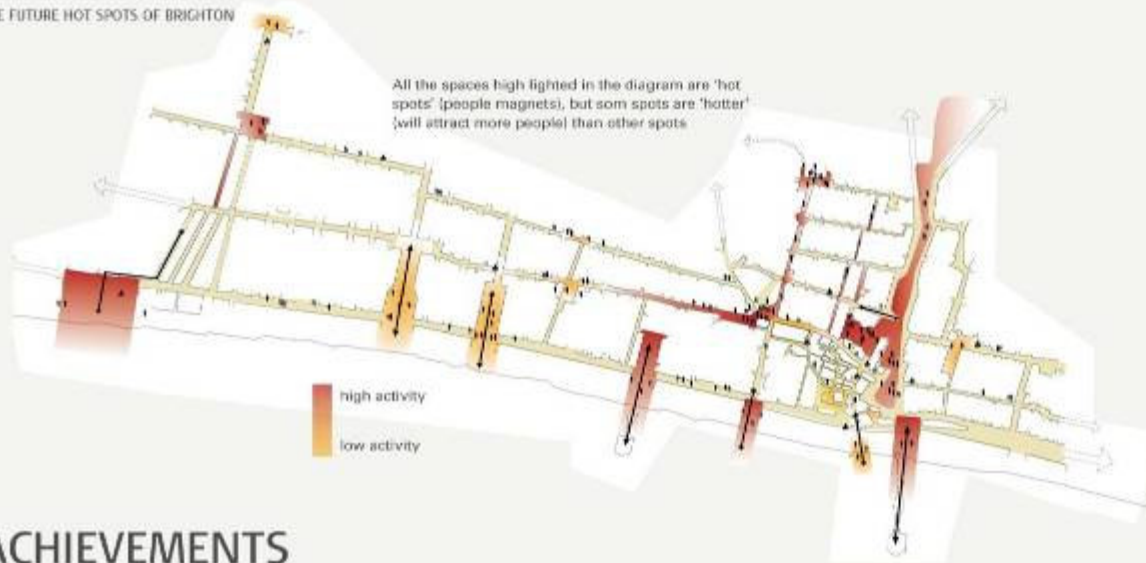
Brighton after / po



2007 BRIGHTON NEW ROAD

A HOLISTIC PUBLIC SPACE NETWORK

THE FUTURE HOT SPOTS OF BRIGHTON



ACHIEVEMENTS

AFTER THE RENOVATION, NEW ROAD BECAME ONE OF THE MOST POPULAR PLACES IN BRIGHTON TO SPEND TIME

175%
more pedestrian traffic



a place where all transport modes are welcome – but where the pedestrian is king



600%
more staying activity



Brighton & Hove
Landscape Study – Public Space – ROAD 10

FROM VEHICULAR DOMINATED STREET TO A PEOPLE FRIENDLY STREET

The improved New Road, one of Brighton's most important streets, is one of the first examples of a multi-modal, non-vehicular street in the United Kingdom. The design is informed by a detailed understanding of how people use the site and the detailed knowledge of the history of Brighton's Royal Pavement and its Gardens, where they walk and choose to spend time.

Based on consultation with existing users a final (adjusted) vision for the urban life of New Road was achieved. It today incorporates interests of different user groups and encourages bicycling, walking, standing and sitting with the focus on people-focused public space programming and thus making it sustainable in both a social and environmental way. Cars are allowed at all times and the character of the street signals pedestrian activity.

Participative walking and involving road users from the outset has resulted in a good understanding of the scheme and its potential benefits. The people of the street have been positive about the project, even the motorists have actively affected their behaviour.

English Partnerships has selected this project as a exemplary best practice example for the forthcoming Urban Design Compendium in the United Kingdom.

Defti Architects also developed strategies for improving the urban realm of the entire Brighton and Hove over the next 7-10 years.

As a dynamic working process with the local authority and local residents, the design team identified problems and developed a long-term plan for improvement. The resulting strategies were implemented in 5 specific Public Space Programmes for areas where improvement is vital to beginning a new era in the city.

Defti Architects worked closely with the city to develop new working processes to ensure greater collaboration between city departments. Working in multi-disciplinary teams, strategies were developed to establish greater collaboration amongst city divisions, allowing their unique experiences and insight to achieve a holistically conceived, high quality urban environment.

Defti Architects will continue their involvement with Brighton and Hove acting as public realm consultants providing quality assurance for next 5 years of the plan.



HERE THE CAR IS KING



...AND OTHER USERS ARE NOT PRIORITISED

2004 LONDON TOWARDS A FINE CITY FOR PEOPLE

MAJOR PROBLEMS

The majority of all difficulties related to walking are caused by the high priority given to vehicular traffic. The car has been king for a very long time and there is no end to pedestrian hardships. Below are displayed some general problems facing pedestrians and cyclists in London. All represent daily moments of irritation and danger.

OBSTACLE COURSE ON THE FOOTWAY



NARROW FOOTWAYS



UNNECESSARY FOOTWAY INTERUPTIONS



DIFFICULT CROSSINGS



POOR ACCESS



LACK OF ROOM - LACK OF SPACE



CLUTTERED STREETSCAPE



POOR CONDITIONS FOR CYCLISTS



London - towards a fine city for people

TOWARDS A FINE CITY FOR PEOPLE

With the introduction of 'Congestion Charge' London has entered a new era where car dominance has been replaced by a better balance between vehicular traffic, public transport, cycling and pedestrian traffic.

"Towards a Fine City for People" describes the present walking conditions in London and pinpoints the types of barriers and obstacles pedestrians have to fight when walking in London.

The present problems are symptoms of low pedestrian priority shown in numerous ways and what is yet to be developed is the more leisure side of the city where the recreational activities - which at present are carried out in the parks - are also part of the city's squares and streets.

A general discussion of urban quality has been raised with the report and a process has begun towards improving the quality of the public spaces and thus inviting people to reappropriate their city.

MAJOR RECOMMENDATIONS

CAPITALISE ON THE UNIQUE QUALITIES



CREATE A BETTER BALANCE BETWEEN TRAFFIC AND OTHER CITY USERS



IMPROVE CONDITIONS FOR WALKING IN THE CITY



IMPROVE CONDITIONS FOR WALKING IN THE CITY



ENSURE ACCESS FOR ALL



IMPROVE CONDITIONS FOR STAYING IN THE CITY



IMPROVE THE VISUAL QUALITY OF THE STREETSCAPE



IMPROVE CONDITIONS FOR CYCLING





FROM A DESERTED CITY CENTRE.

MELBOURNE PLACES FOR PEOPLE

ACHIEVEMENTS

NEW SQUARES, PROMENADES & PARKS

71%
more space for people & activities on streets & squares

NIGHT TIME PEDESTRIAN TRAFFIC HAS INCREASED BY 100%

100%
night time pedestrian traffic

STATIONARY ACTIVITIES HAVE INCREASED BY 300%

300%
more stationary activity

A LARGER RESIDENTIAL COMMUNITY

890%
more residents

DAYTIME PEDESTRIAN TRAFFIC HAS INCREASED BY 40%

40%
more daytime pedestrian traffic

AN INCREASING STUDENT POPULATION

62%
more students in the central city

A REVITALISED NETWORK OF LANES & ARCADES



ART PROGRAMS



MORE PLACES TO SIT & PAUSE



ATTRACTIONS & PLACES TO GO



A 24-HOUR CITY



BETTER BICYCLE & PUBLIC TRANSPORT ACCESS



A GREENER CITY



VASTLY IMPROVED BUSINESS ECONOMY



city planning almost unknown for at least 30 or 40 years. Melbourne has been preserved, it is no longer an attraction and a disaster — ever to new circumstances expensive the suburbs to whom who no city. with the half-price-trade — of Collins Street, of just another and that could be Chicago is a relationship. shops and increasingly the banks and banks, have their obligations to make the

An empty, useless city centre

ARCHITECTURE Norman Day

city, empty and useless except during office hours.

Mr. Robertson spoke of his for incorporating shops, blocks, theatres and apart housing into new, office, use means. New projects, he said, are meant into the city through an assistance in the form of tunnels, shopping places and street access to the large streets and main station. There are planning houses New York to encourage the of historical buildings. New buildings include functions of arcades, cinemas, offices and apartments, all in the city. New York has had success the creation of malls and reduction of traffic. Compare that the dismal business on Du Street. Melbourne's heritage of a south lanes and arcades — example, the Block and the Collins Street area.



...TO A VIBRANT PUBLIC REALM



Places for People, 1994



Places for People, 2004

PLACES FOR PEOPLE

In 1984 Professor Jan Gehl was invited to Melbourne to conduct a survey examining the issues and opportunities regarding public space and collected data on public life. The data was presented in Places for People: Melbourne City 1994

In 2004 Gehl Architects conducted an update on the 1994 study. The results were clear and concise: By having followed the recommendations from the 1994 report and introducing an active design strategy Melbourne achieved a rebirth of public life in the city

They improved their quality of the public realm and has introduced 71% more people-oriented high-quality urban spaces from 1994 to 2004.

Places for People was awarded the 'Edra Places Award' 2006 as well as 'The Australian Award for Urban Design' 2005.

MAJOR CITY IMPROVEMENTS PROJECTS



EXAMPLES OF SURVEYED STREETS



Sydney,
George Street
2007



Melbourne
Swanston Street
2004



Stockholm
Drottninggatan
2005



Copenhagen
Strøget
2005



London
Regent Street
2002



London
Oxford Street
2002



New York
Broadway, Times Square
2000



New York
E. Fordham Rd, Bronx
2000



New York
Flushing Main St, Queens
2000

A Sustainable Urban Culture

We must take People into account and change **Methodology, Design and Process Management** towards People Oriented and Sustainable Build Form



A wide wooden pier extends from a modern apartment building on the left towards a body of water on the right. The pier is populated with people in various ways: some are sitting on the wooden planks, some are walking, and a group of people is dancing in the foreground. The background shows a city skyline across the water under a clear sky.

GEHL ARCHITECTS
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Planowanie dla ludzi Dziękuję

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