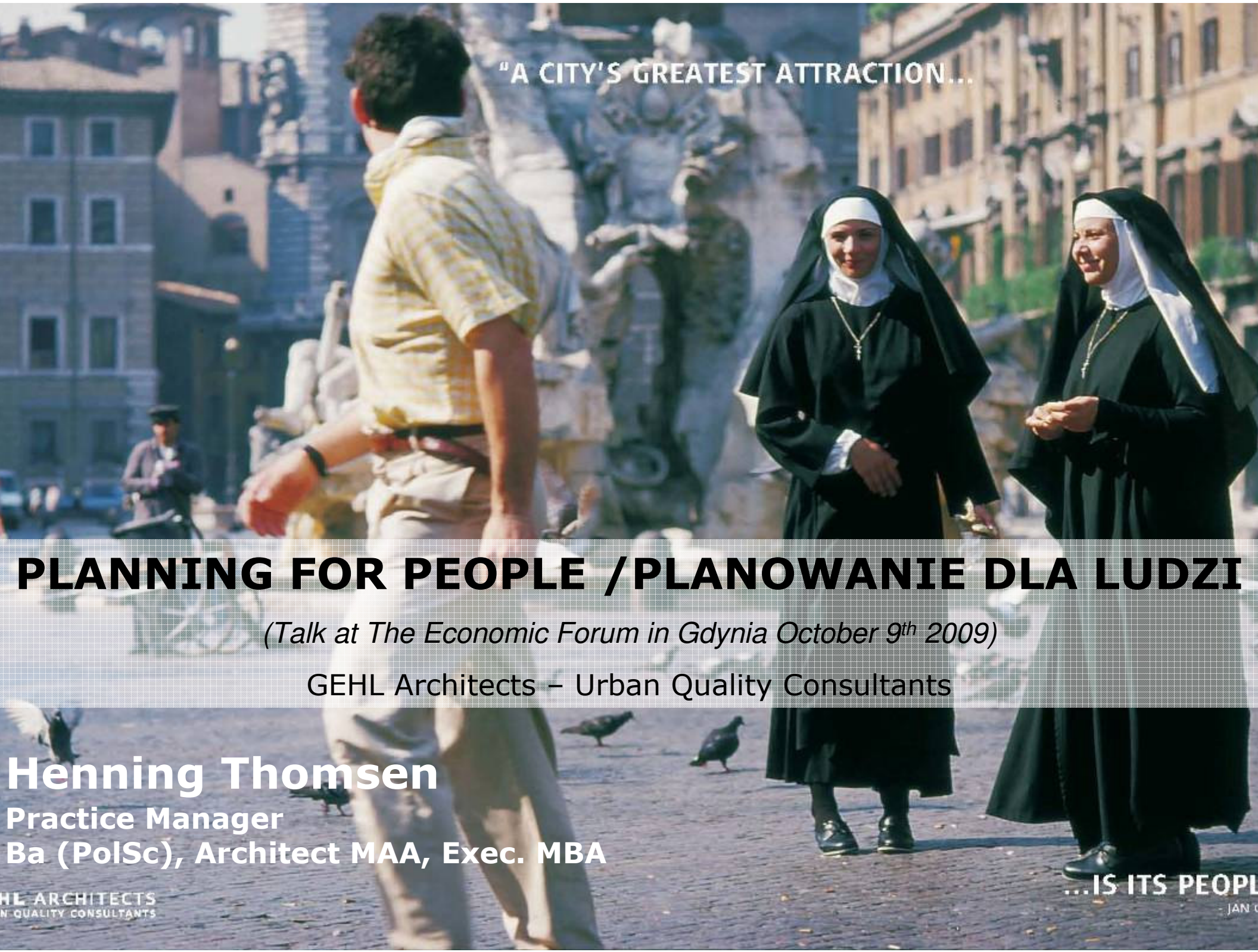


PLANNING FOR PEOPLE /PLANOWANIE DLA LUDZI

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

GEHL Architects – Urban Quality Consultants

Henning Thomsen
Practice Manager
Ba (PolSc), Architect MAA, Exec. MBA

Our people / Ludzie

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

Unique Platform= Research / Badanie

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

Unique Platform= Books / Książki

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

Unique Platform= Education / Edukacja

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

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

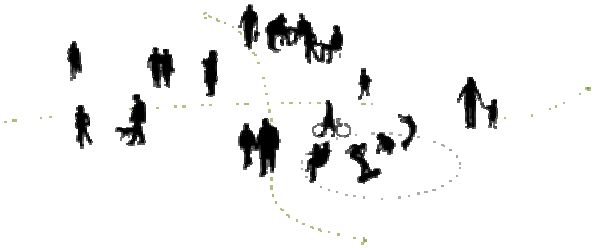
Our philosophy / Nasza filozofia

Gehl Architects create cities that are

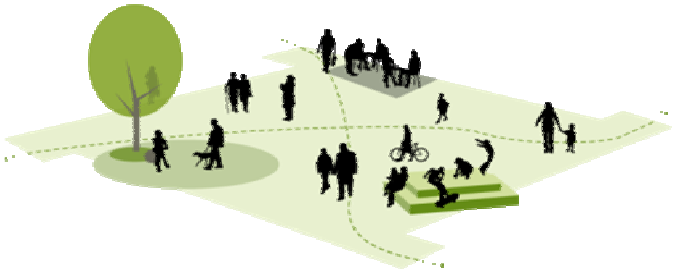
- lively,
- healthy,
- sustainable,
- attractive and
- safe

improving people's quality of life.

Life / Zycie



Space / Przestrzeń



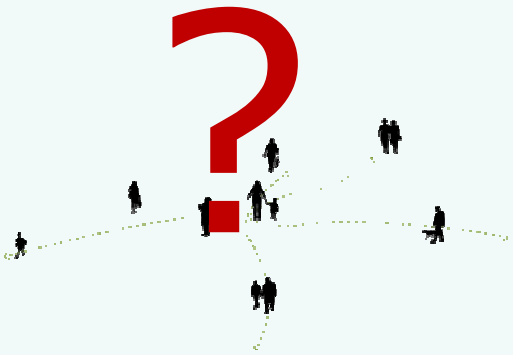
Buildings / Budynki

Traditional planning / Tradycyjne planowanie

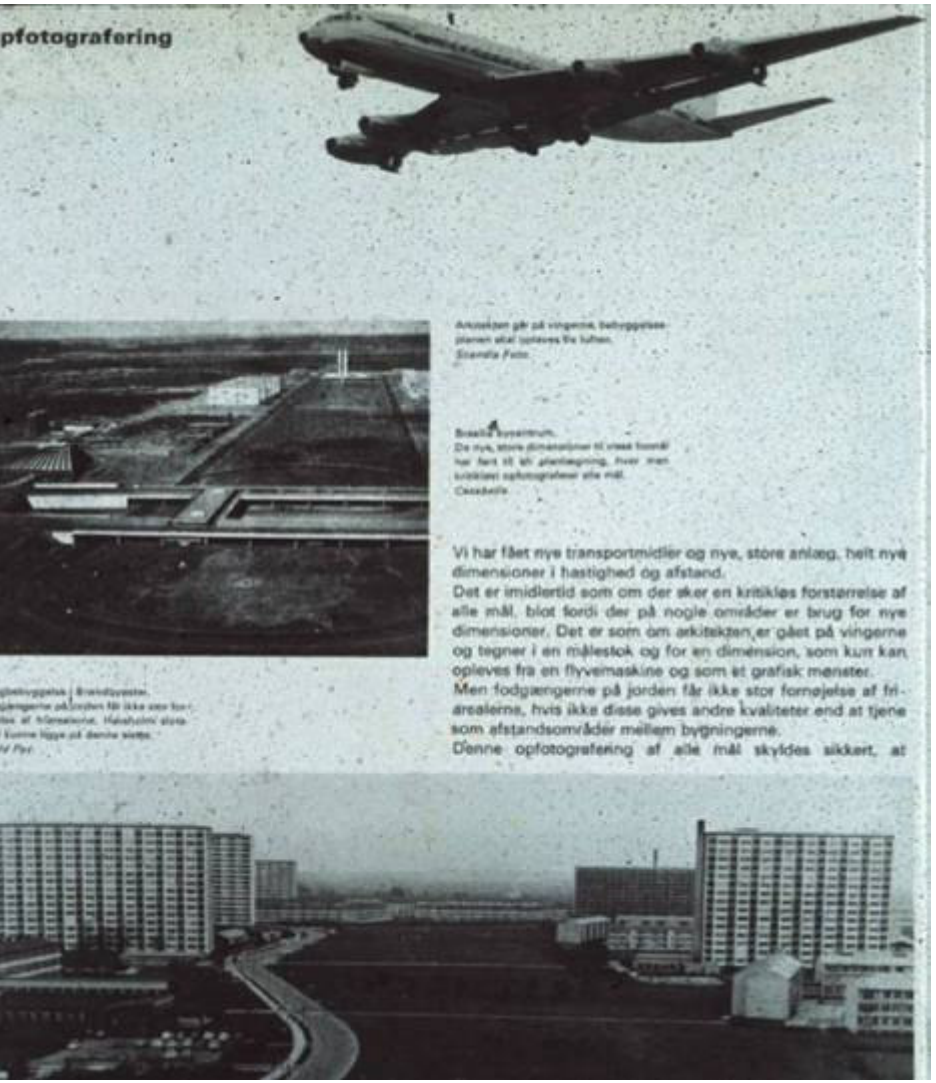
Buildings / Budynki

Space / Przestrzeń

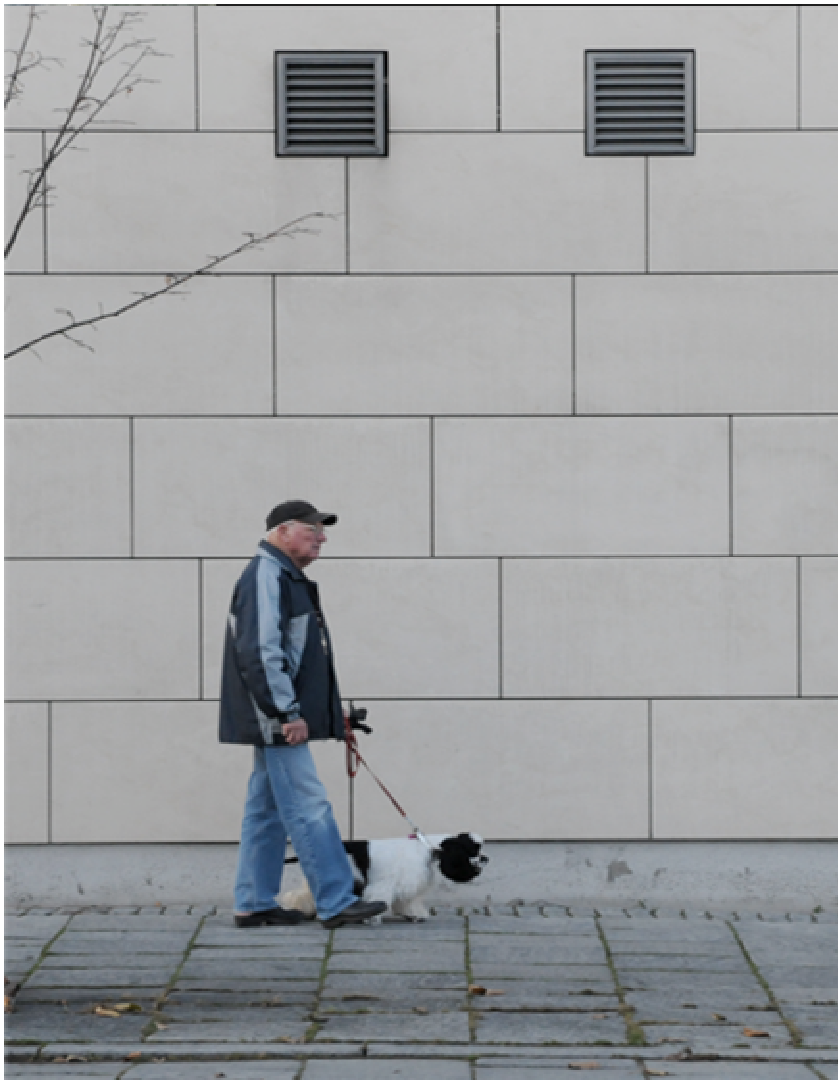
Life / Zycie



Traditional planning / Tradycyjne planowanie



Traditional planning / Tradycyjne planowanie



Loosing touch of the human scale

Not made for people

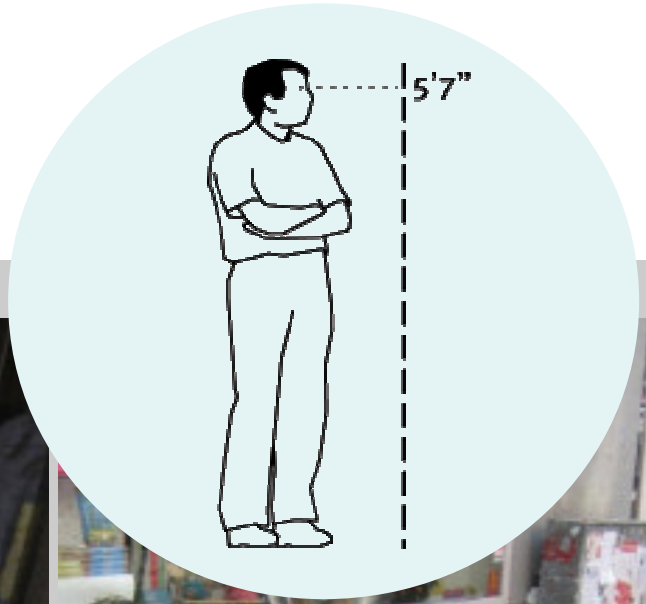
To make our cities better –
we must understand its people

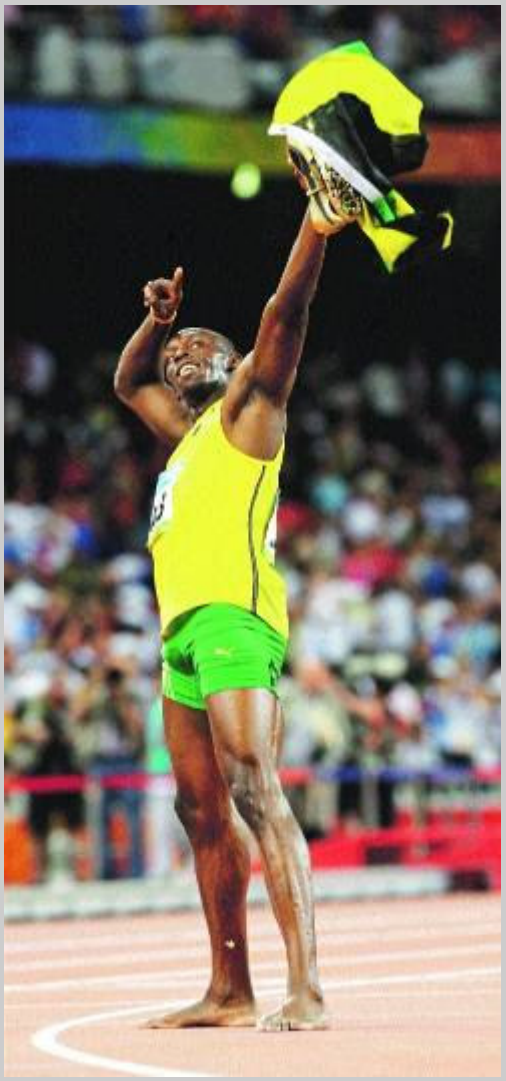
Cultures are different…

Climates are different…

…but many aspects of peoples behaviour are universal

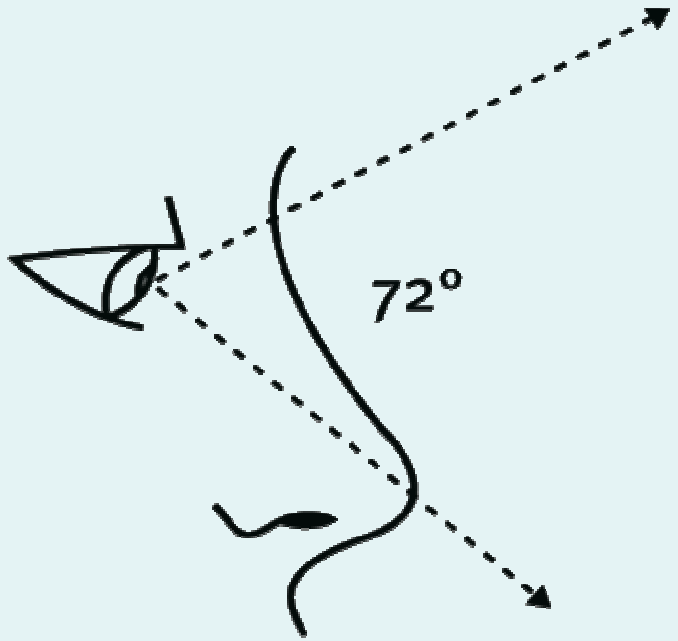
The human is a walking being with a ground speed of 5 km/h





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

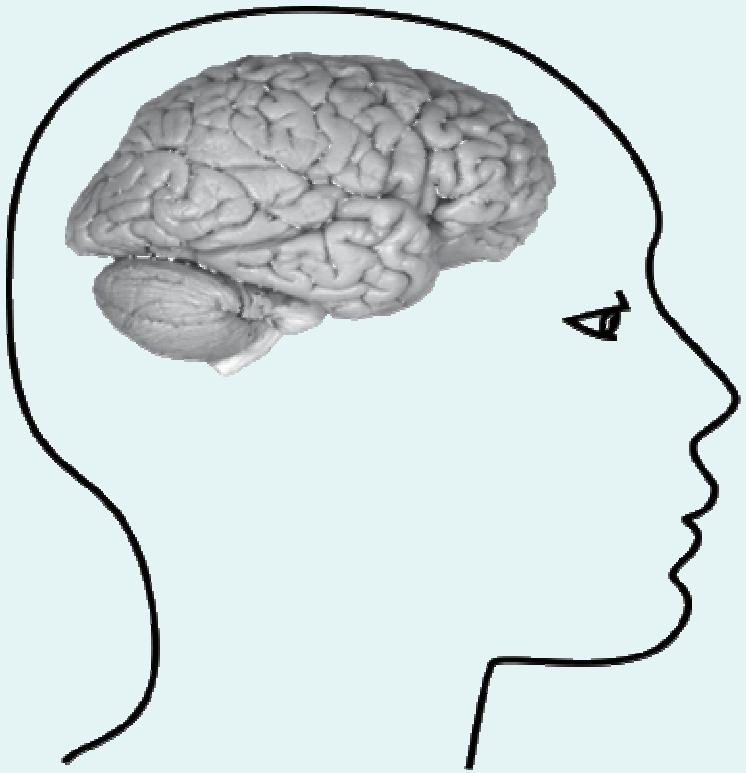
Distance: 2m
Personal distance and conversation

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

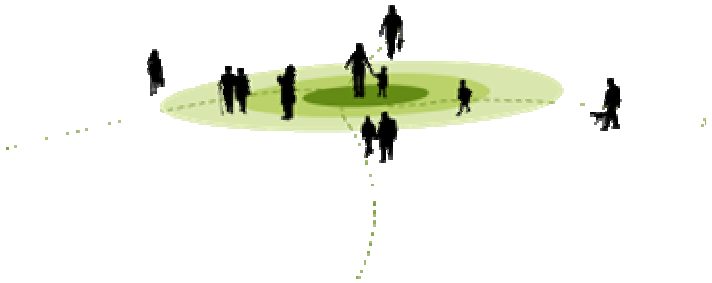
No data on pedestrians and cyclists

Never an office for urban life

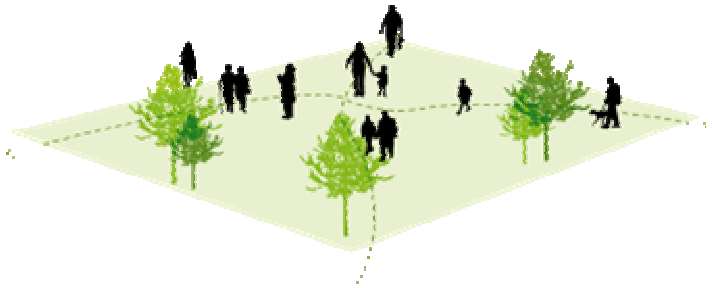
Data on people make them visible in planning

Planning for a Liveable City

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



Life / Życie



Space /
Przestrzeń

Buildings / Budynki

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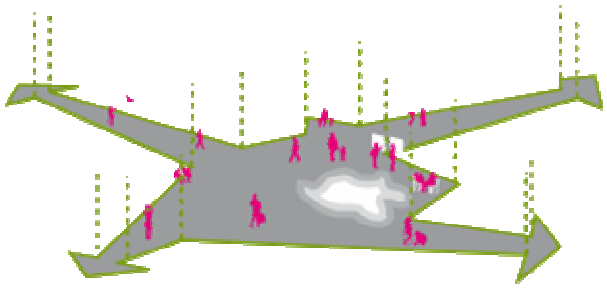
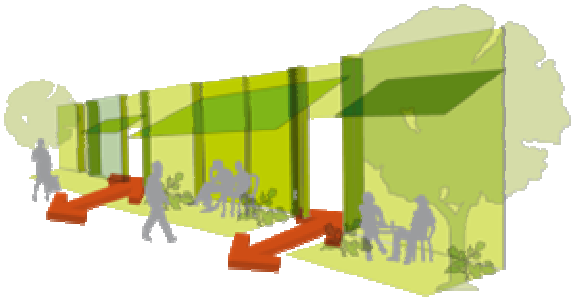
PROXIMITY

connections



destinations

city life



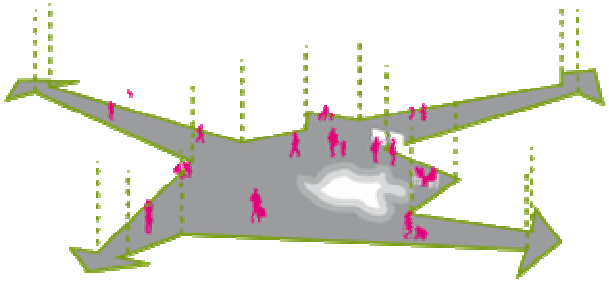
functions

Fine grain Network for People on Foot and on Bikes

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

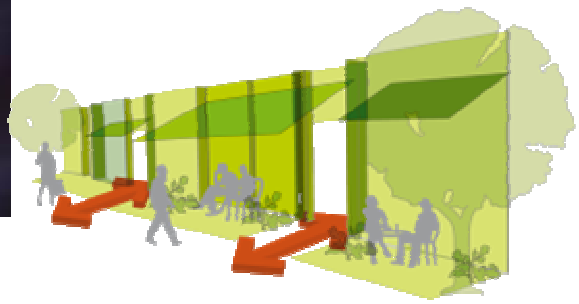
connections

Spaces of Human Scale acting as Equalizers



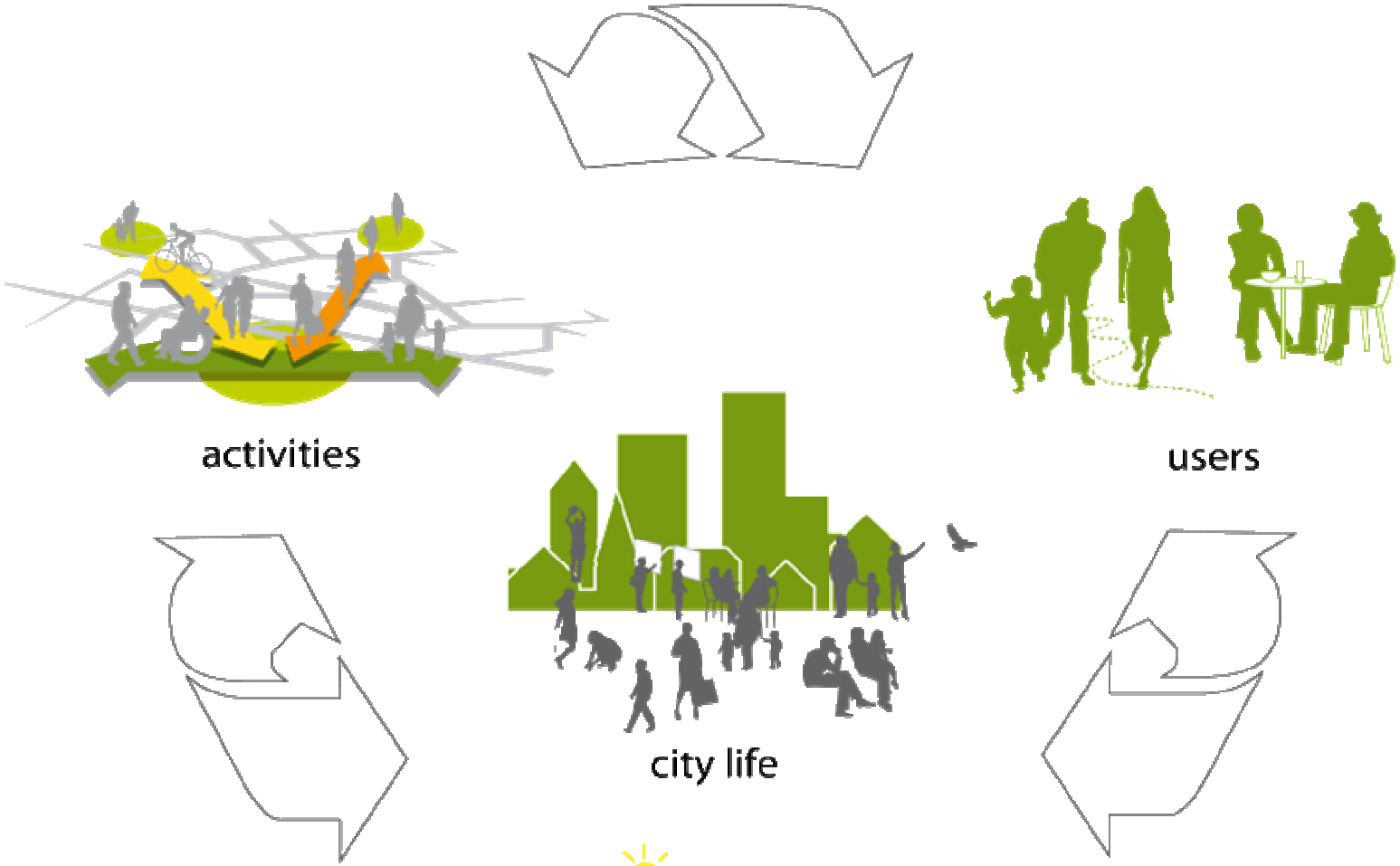
destinations

Active Frontages creating Social Opportunities for People to meet

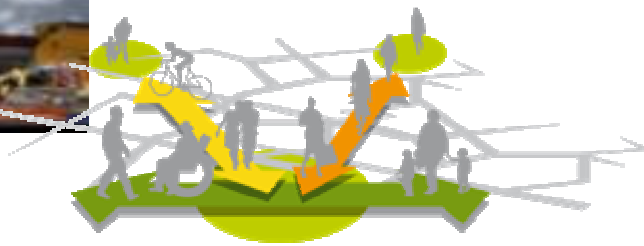


functions

DIVERSITY



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

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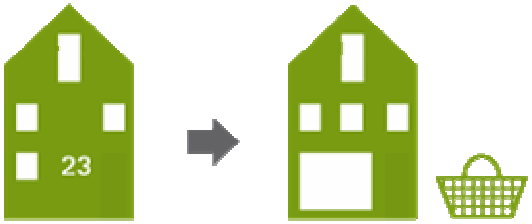
seasons

FLEXIBILITY

built form

typological variation

city life



adaptable use

Joined up Buildings makes Flexible Urban Frameworks

built form

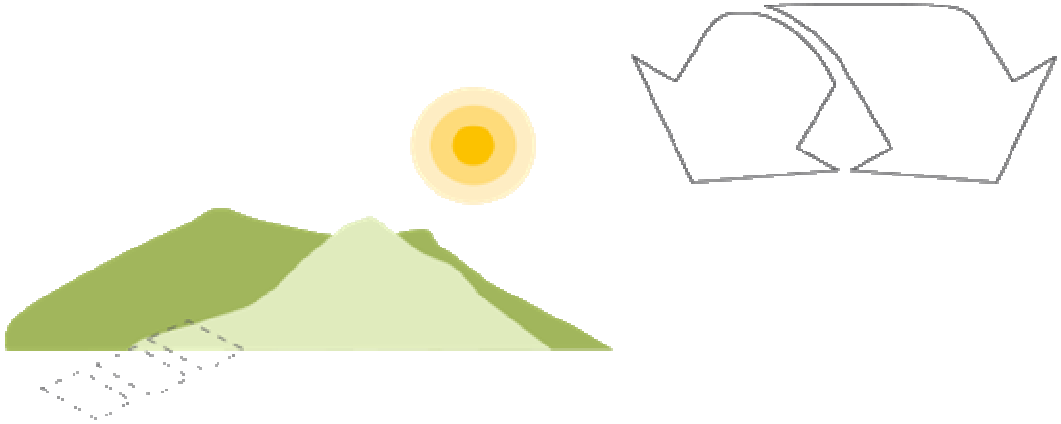
Varied Building Sizes and Spatial Conditions on the Plot allow Different Functions

typological variation

Allow for change of use over Time

adaptable use

A HUMAN SCALE



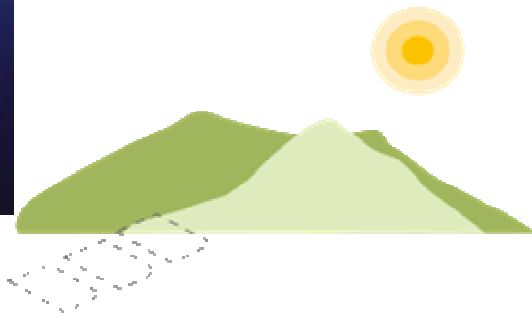
reduce build footprint

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

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

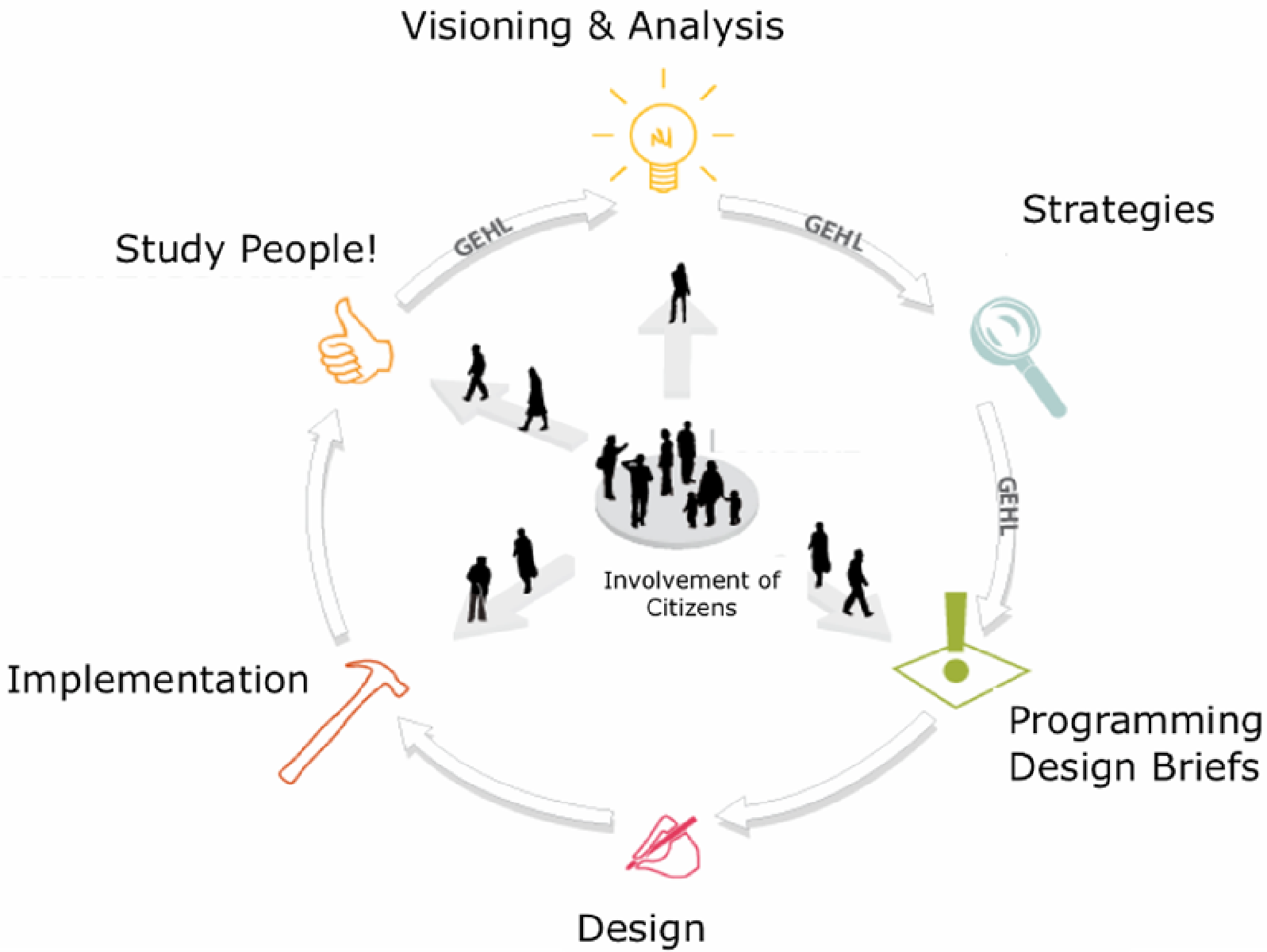
$

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
Strategies
Programming
Design Briefs
Design
Implementation
Study People!
GEHL
GEHL
GEHL
Involvement of
Citizens

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

KØBENHAVNS KOMMUNE
Teknik- og Miljøforvaltningen
www.kk.dk/cyklernesby

www.kk.dk/miljoemetropolen

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

In Copenhagen you grow up as a bicyclist

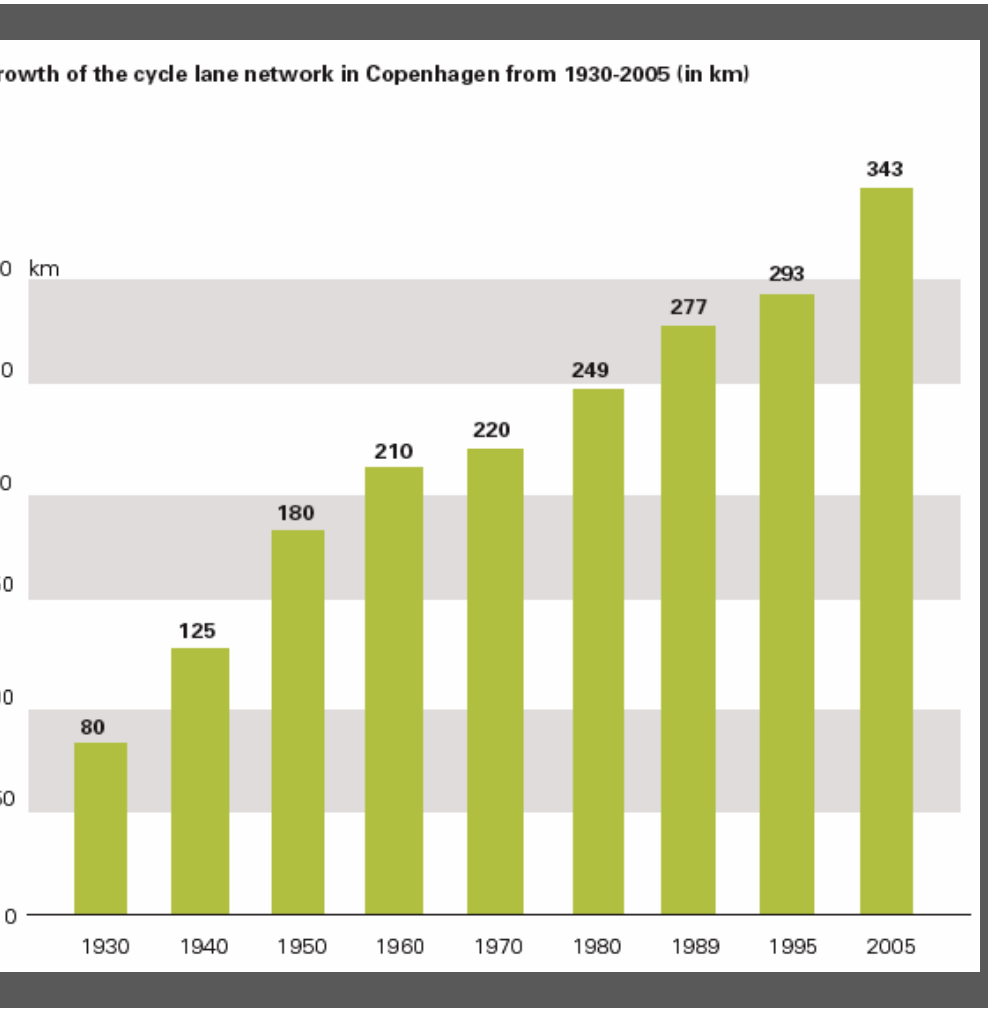
We use it for transportation, not just exercise

What is good about bicycling?
Another 12 good reasons…

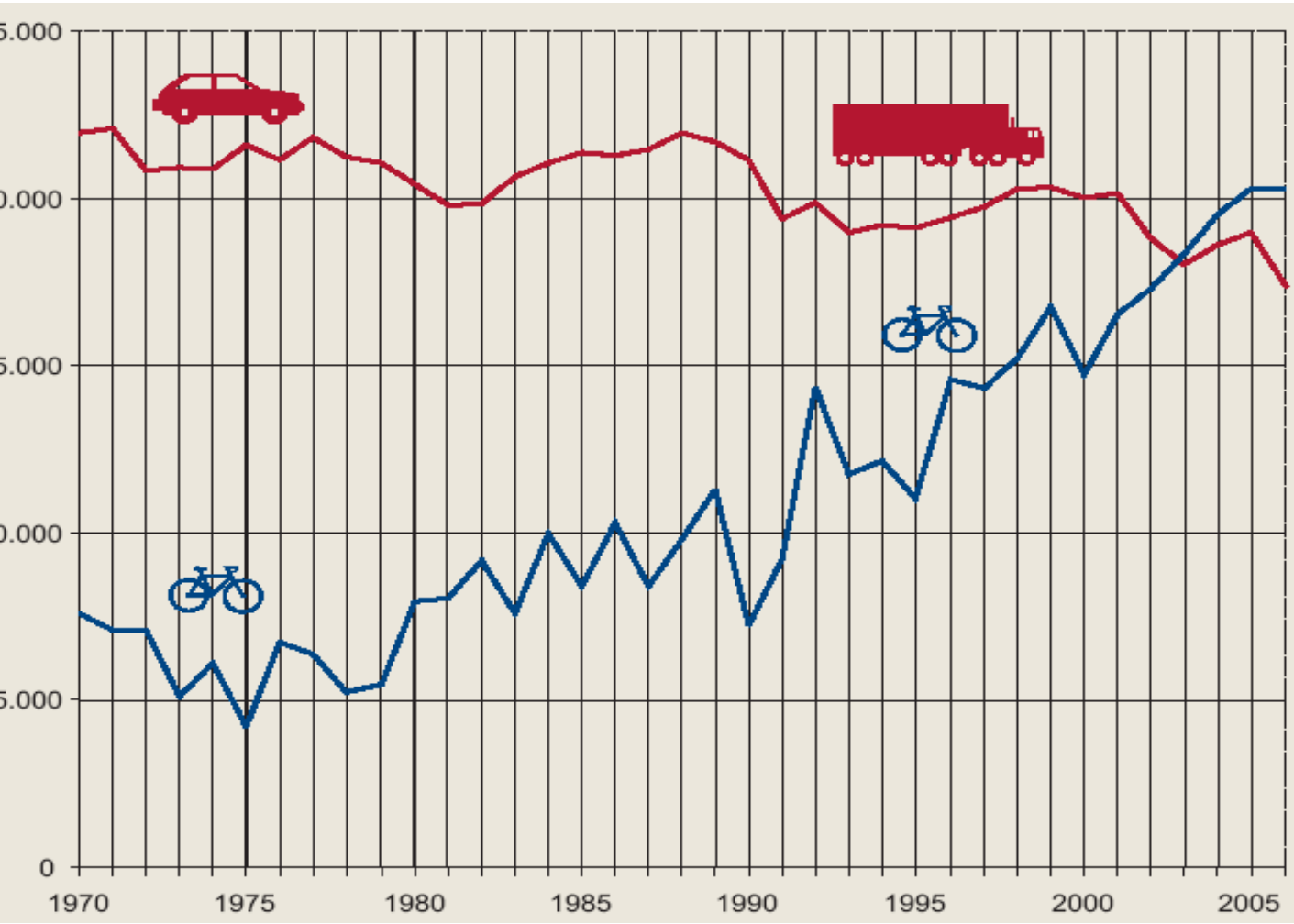
Society benefits:	For Everyone	Good for the economy	A human dimension in cities
Physical benefits:	Quick and easy	Efficient	Take up little space
Environmental benefits:	No pollution	No noise	In all weather
Health benefits:	Physically healthy	Safe when there is a culture	Mentally healthy

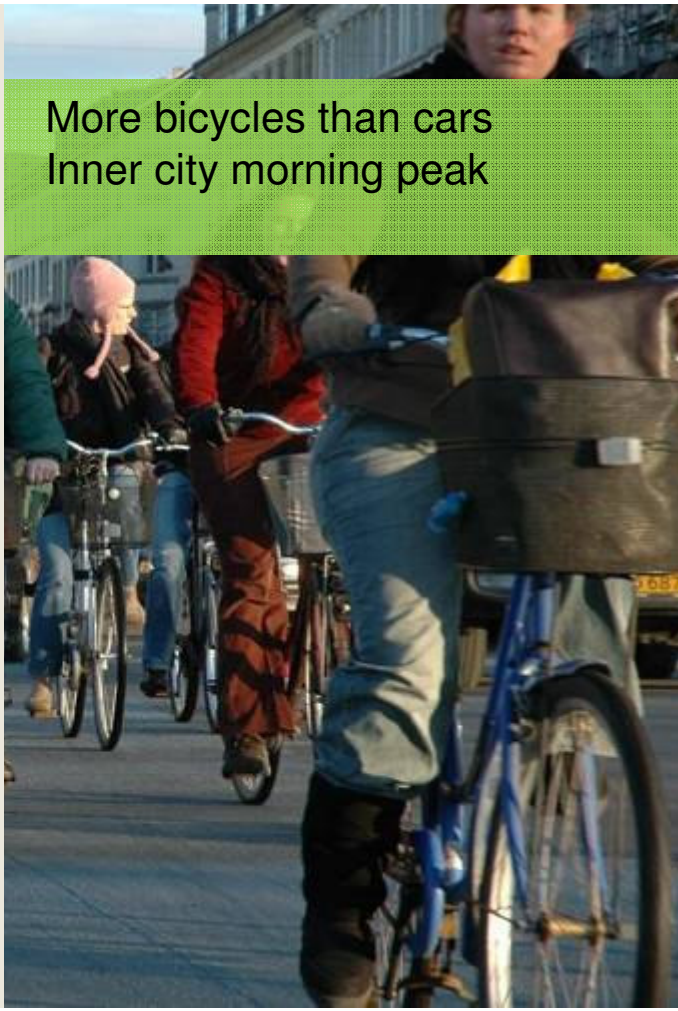
Bicycling in Copenhagen

Constant improvements



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

A city full of bicyclists is a friendly city

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

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 taxies

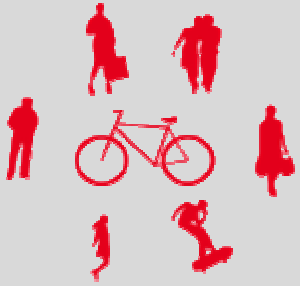
More and more cities are introducing the ”Copenhagen Model”

Sustainability helps focusing on pedestrians and bicyclists

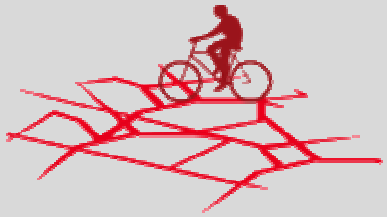
GEHL Architects in New York – Hardware & Software

Improve the bicycling infrastructure and experience

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



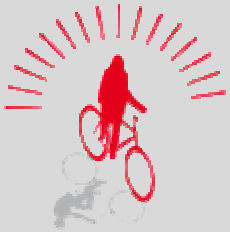
Mainstreamed bicycle culture



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

pring Street

rand Street

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

inn Square

West Broadway

stor Place

FROM A VEHICULAR DOMINATED STREET...
citi
GEHL ARCHITECTS
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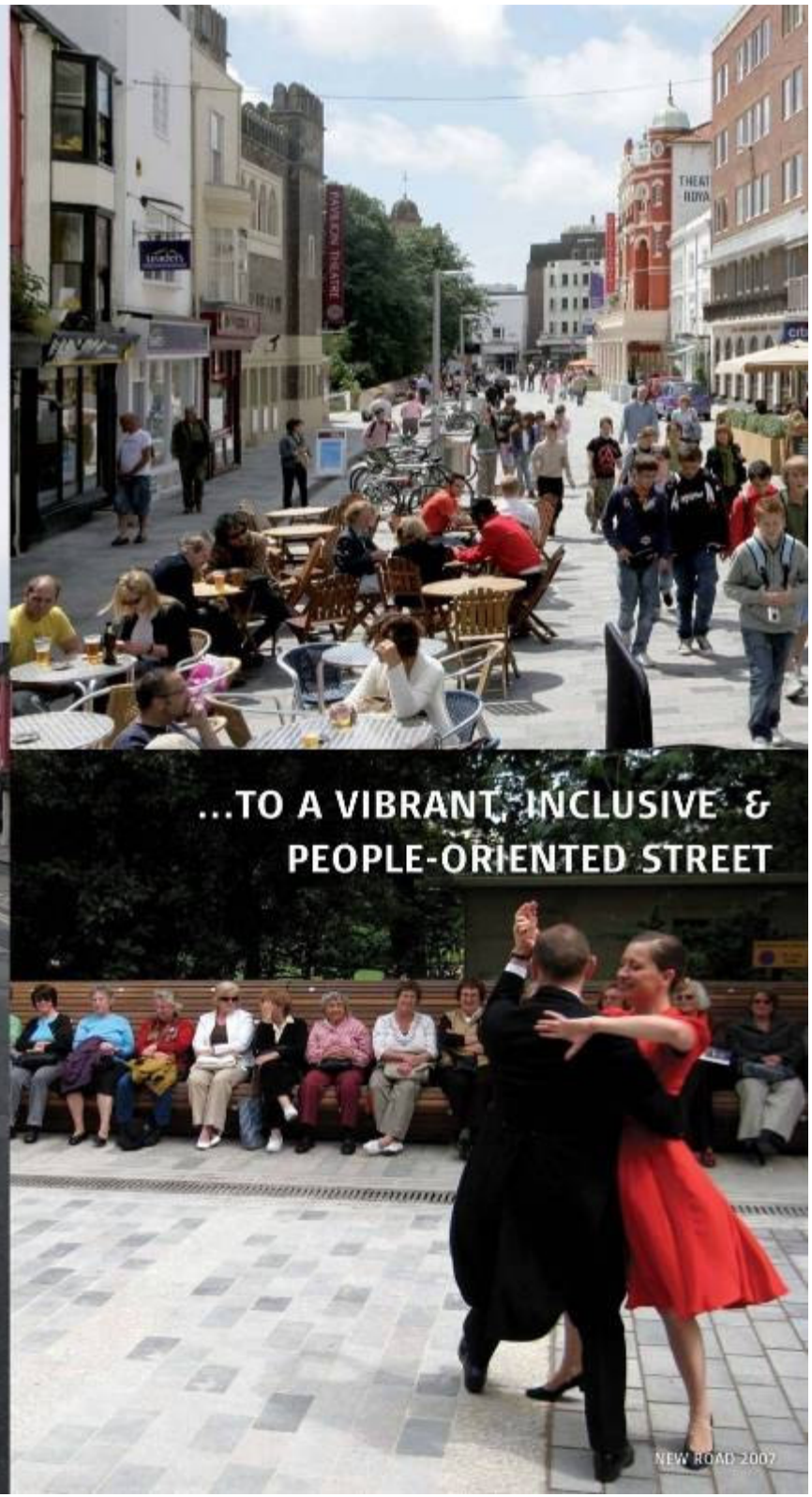
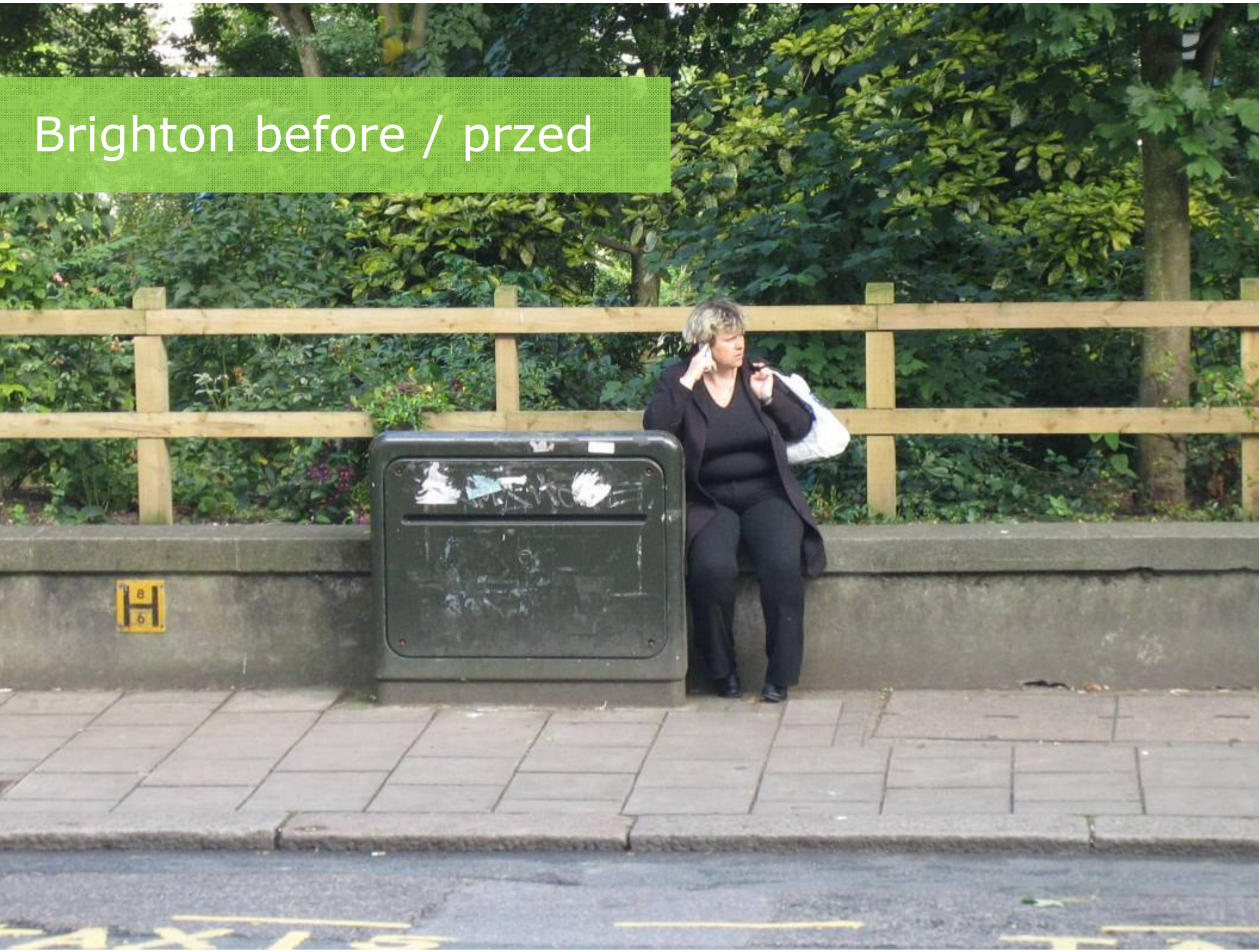
NEW ROAD 2001

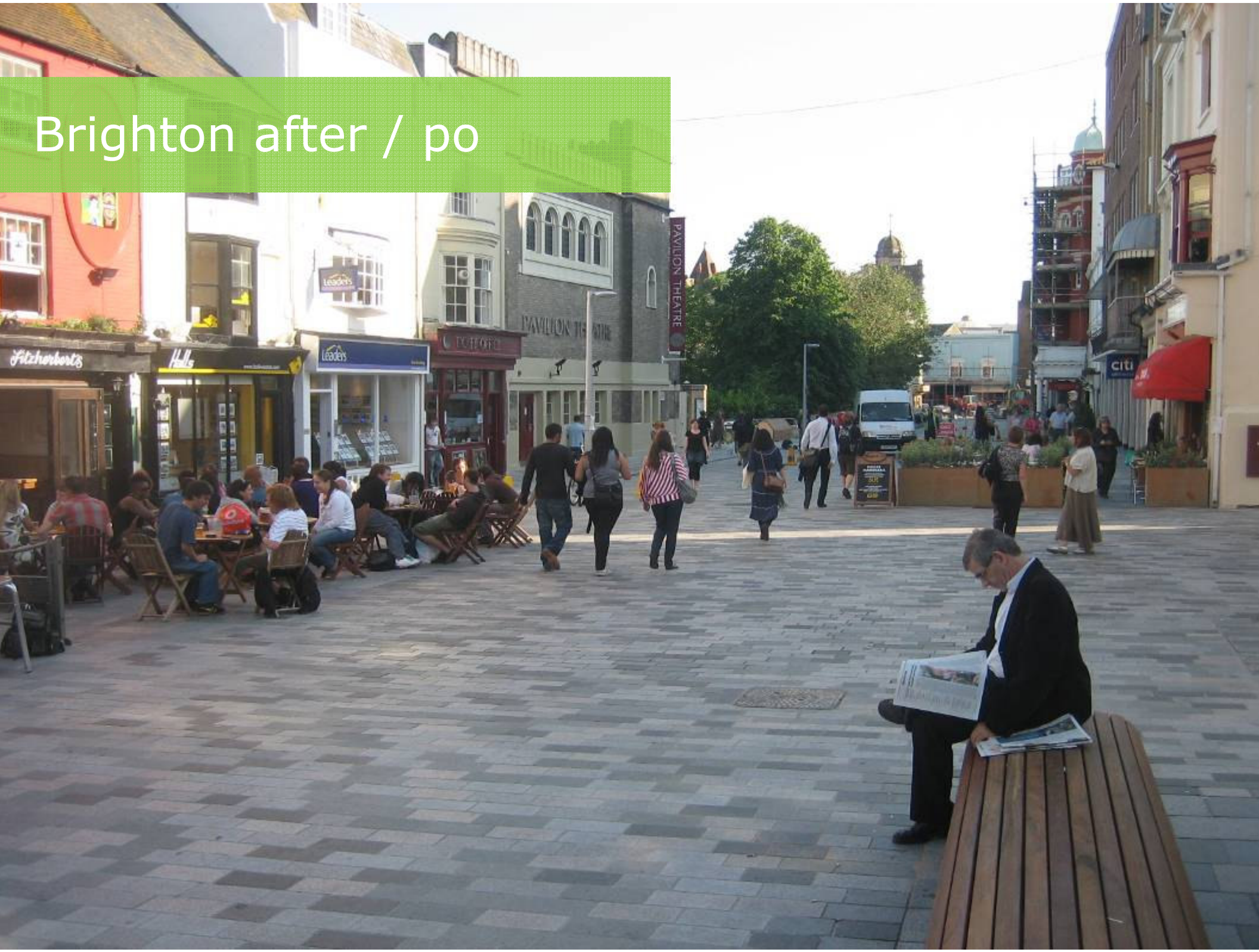

...TO A VIBRANT, INCLUSIVE &
PEOPLE-ORIENTED STREET
NEW ROAD 2007

Brighton before / przed

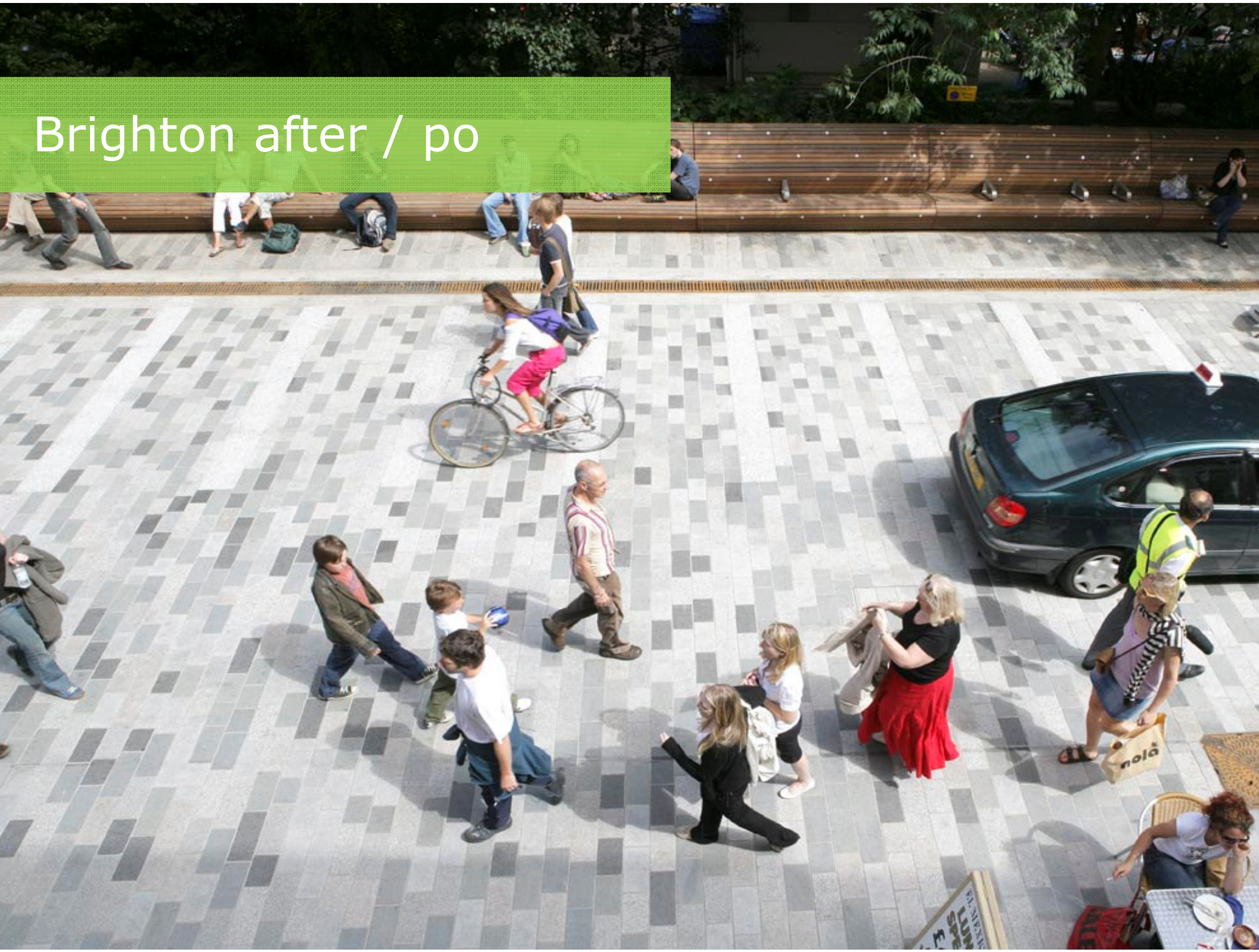


Brighton before / przed

Brighton after / po



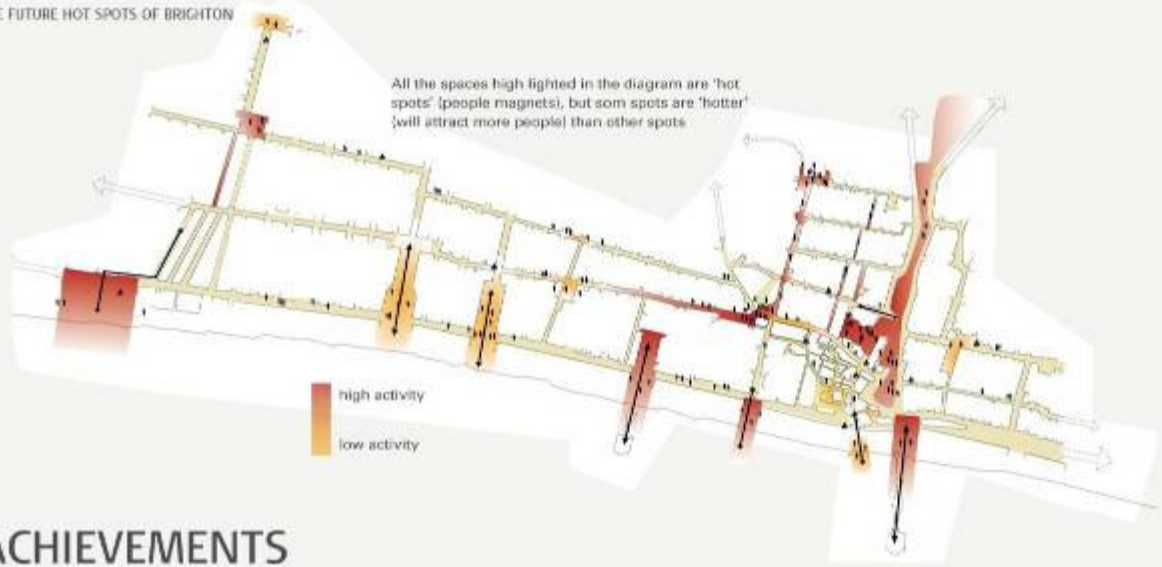
Brighton after / po



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

600%
more staying activity

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

Brighton & Hove
Sustainable Hotel – Public Space – Public Life

FROM VEHICULAR DOMINATED STREET TO A PEOPLE FRIENDLY STREET

The Improved New Road, one of Brighton's most important streets, is one of the few shared-surface multi-modal non-residential streets in the United Kingdom. The designs are informed by a detailed understanding of how people use the site and the historically sensitive surroundings of Brighton's Royal Pavilion and its Gardens, where they walk and choose to spend time.

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

Partnership working and involving road users from the outset has resulted in a good understanding of the scheme and its potential benefits. The people in the street have been positive about the project, even as work has temporarily affected their businesses.

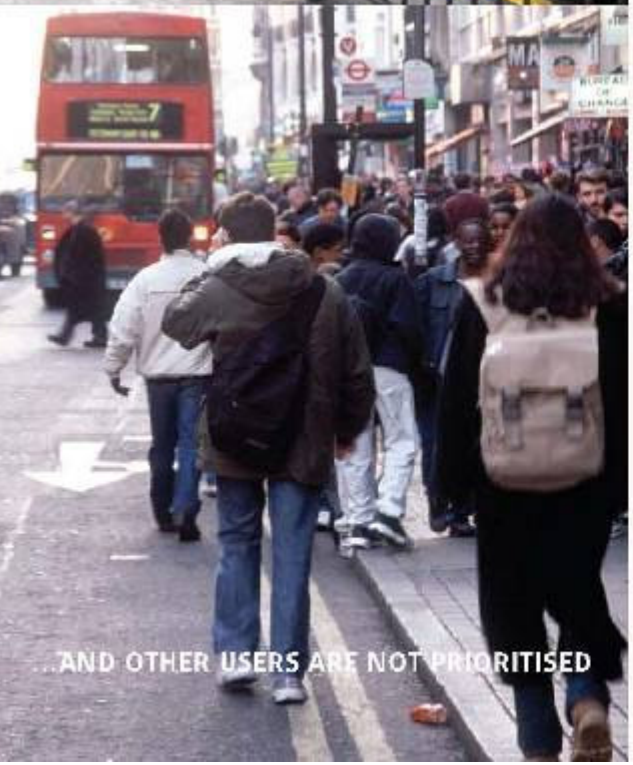
English Partnership has selected this project as a exemplary best practice example for the forthcoming Urban Design Compendium in the United Kingdom.

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

In a dynamic working process with the local authority and local residents, the design team identified problems and devised a long-term plan for improvement. The overriding strategies were exemplified in 5 specific Public Space Programmes for areas whose improvement is vital to beginning a new era in the city.

Gehl 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 devised to establish greater collaboration amongst city divisions utilising their unique competencies and insight to achieve a holistically conceived high quality urban environment.

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



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 INTERRUPTIONS

DIFFICULT CROSSINGS

POOR ACCESS

LACK OF ROOM - LACK OF STATS

CLUTTERED STREETSCAPE

POOR CONDITIONS FOR CYCLISTS

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

London - Towards a fine city for people

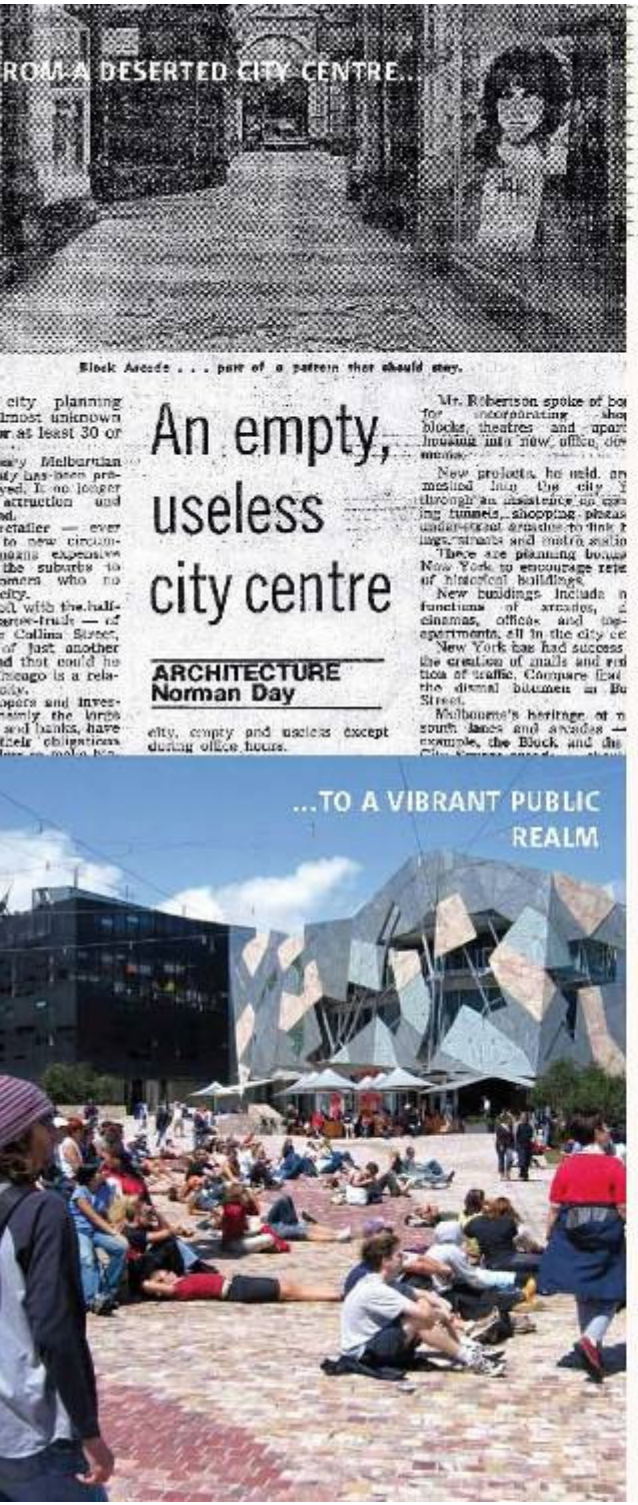
TOWARDS A FINE CITY FOR PEOPLE

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 reconquer their city.



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

Places For People, 1994

Places For People, 2004

PLACES FOR PEOPLE

In 1994 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
2008

New York
E. Fordham Rd, Bronx,
2008

New York
Flushing Main St, Queens
2008

A Sustainable Urban Culture

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

Planowanie dla ludzi

Dziękuje

Learn more on www.gehlarchitects.dk