

# Livable Cities - for all



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**FOUNDING PARTNER: GEHL ARCHITECTS , URBAN QUALITY CONSULTANTS, COPENHAGEN**



**“8 – 80”**

**Name of Canadian Organisation  
caring for good quality cities**

**CITIES FOR ALL**

# **THE MACRO STORY**

## **Overview!**





China



Italy



Sweden



Quebec, Canada

**The good old days**



# THE CLIENT:

A slow, linear,  
horizontal,  
max 5 km/h  
walking creature

– with a great  
interest in  
**OTHER PEOPLE.**



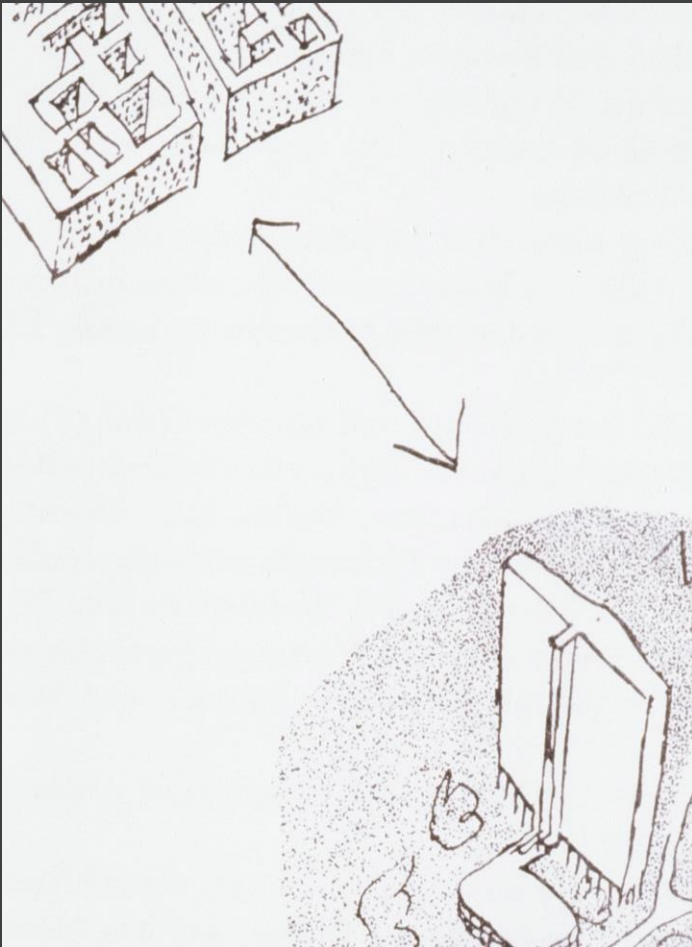
# 20th Century Problem

The two old Planning  
Paradigms



# 1960 - ..... “Modernism”

becomes dominating paradigm for Planning





From now on we have  
an entirely new  
species:  
**MODERN MAN**

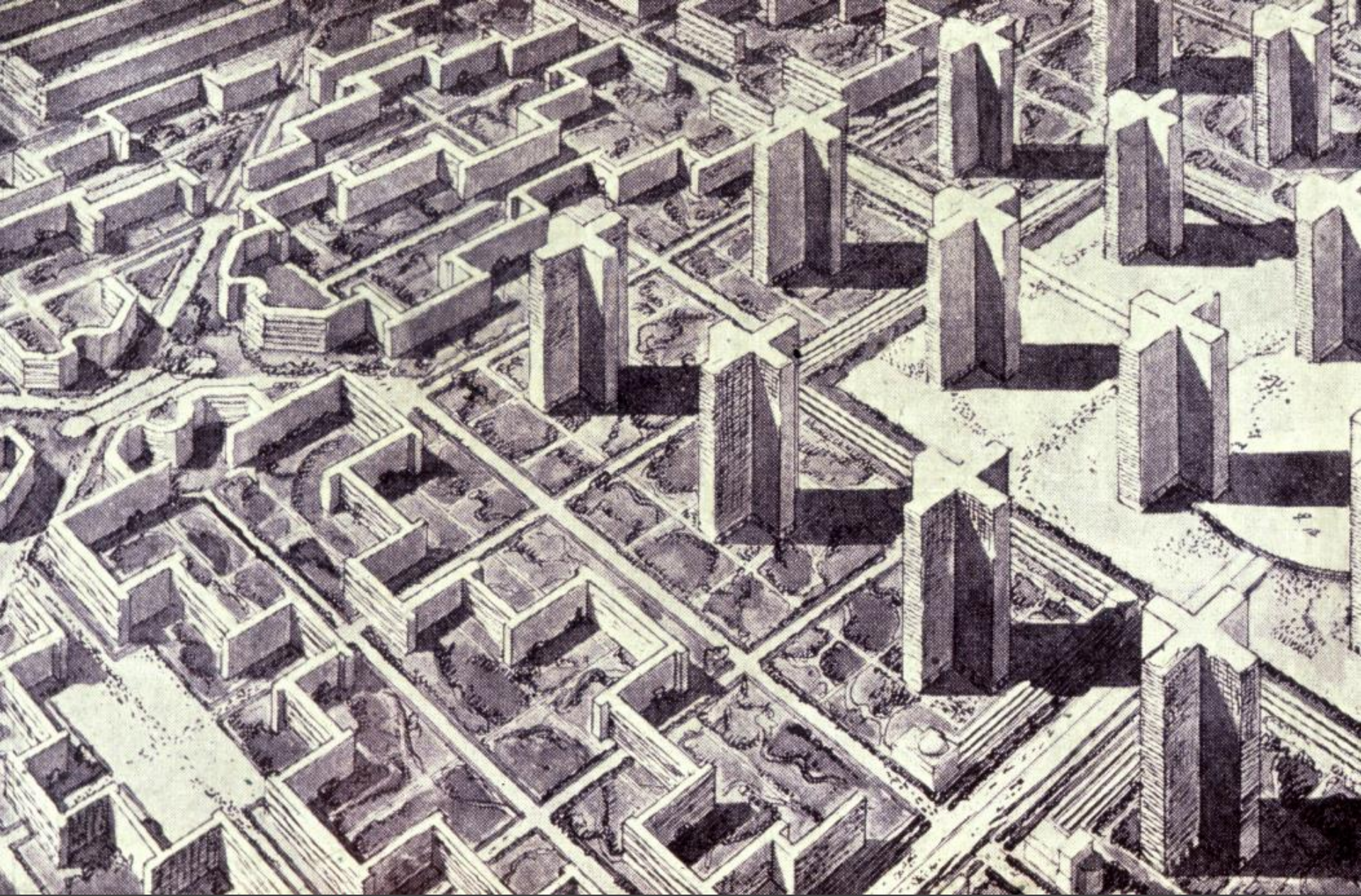






**Before: Focus on Spaces**





**Modernism: Focus on Objects**





**Modernism:  
A Good bye to Concern for People**



# 1960- ..... Carinvasion

becomes domminating paradigm for Planning







**Scene 2: The Automobile arrives!!**





**The Outcome: The car is King**





One-way streets: greater traffic capacity and more speed, but a noisy and aggressive traffic environment follow (New York City).



...or two-way streets with two lanes for cars, bicycle paths, trees and a median strip: a more attractive, safer street (redesigned city street in Copenhagen).

## Reordering priorities, please

Over the many years in which car traffic has grown dramatically, capable traffic engineers the world over have endeavored to develop methods for increasing traffic capacity on city streets. This and the following 3 pages show ideas that ensure room for more vehicular traffic in the streets. The problem is that all of these ideas have systematically worsened the conditions for people to be able to walk in cities.

In order for city planners to incorporate the human dimension, it is necessary to reevaluate the many capacity-friendly traffic ideas that have crept their way into cities over the years. There is a good pedestrian-friendly solution to each of these problems, as shown on the following pages.

It is high time that we reorder our priorities.



Obstacles on the sidewalks  
Cordoba, Argentina



...or a dignified pedestrian experience  
Riga, Latvia



Narrow sidewalks  
London, UK



...or a more equal distribution of space  
Copenhagen, Denmark



Applying to cross the street  
Sydney, Australia



...or being politely informed  
Copenhagen, Denmark



Blinking red light urging people to speed up while crossing  
New York, USA



...or being politely informed  
Copenhagen, Denmark





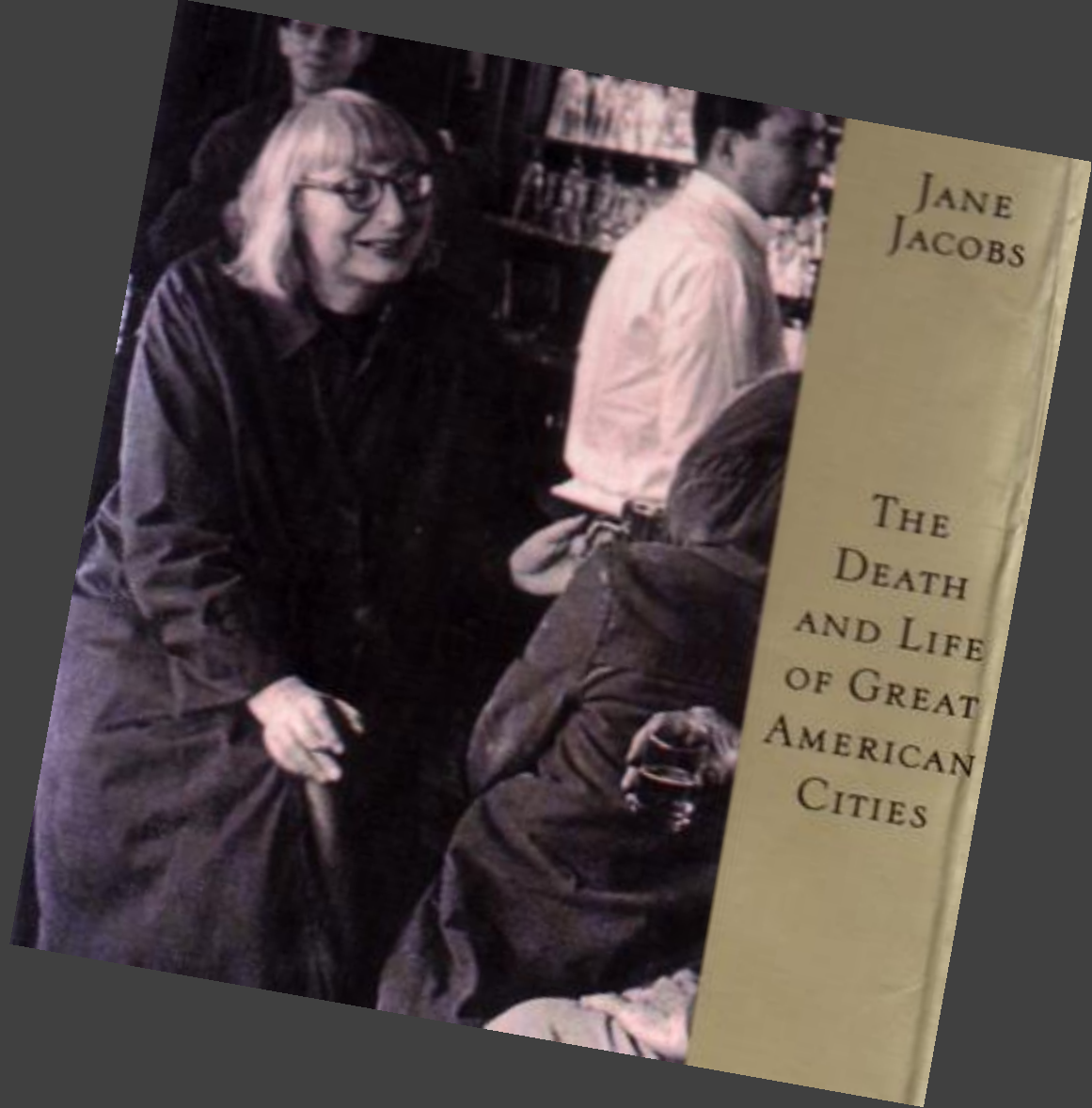
**What was known  
about quality for  
people by 1960?**

**Virtually nothing**



# Jane Jacobs

## 1961



**"The Death and Life of Great American Cities"**

# Short story of my life

# 1960

## Graduated as Architect



## The all time low point of City planning







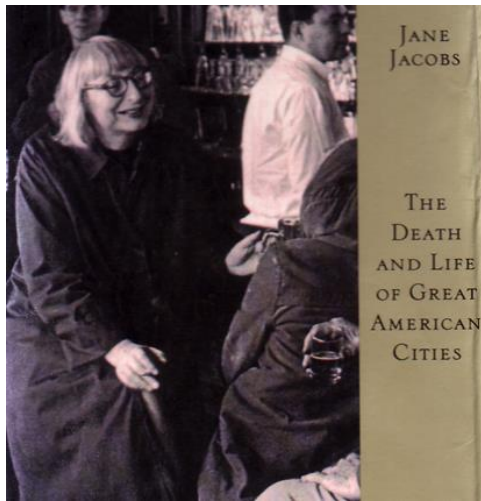
# Making People visible



**Had to go back to Architecture School  
and study 40 more years**





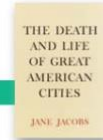


JANE JACOBS

THE  
DEATH  
AND LIFE  
OF GREAT  
AMERICAN  
CITIES

## The first public life studies

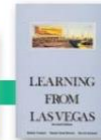
1960 1970 1980



Jane Jacobs  
Death and Life of  
Great American  
Cities (1961)



Aldo Rossi  
L'architettura  
della città  
(1966)



Robert Venturi, Steven Izenour  
and Denise Scott Brown  
Learning from Las Vegas (1972)



William H. Whyte  
The Exploding  
Metropolis  
(1958)



Kevin Lynch  
The Image of the City  
(1960)



Gordon Cullen  
The Concise  
Townscape  
(1961)



Edward T. Hall  
The Silent  
Language  
(1959)



Oscar Newman  
Defensible Space  
(1972)



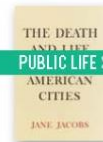
Erving Goffman  
Behavior in Pub-  
lic Places (1963)



Edward T. Hall  
The Hidden  
Dimension  
(1966)



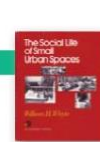
Robert Sommer  
Personal Space  
(1969)



Jane Jacobs  
The Death and Life  
of Great American  
Cities (1961)



Jan Gehl  
Life between  
buildings  
(1971)



William H. Whyte  
The Social Life  
of Small Urban  
Spaces  
(1980)



Clare C. Marcus  
and Carolyn  
Francis  
People Places  
(1990)



Peter Bosselmann  
Representation  
of Places  
(1998)



Urbanism  
on Track  
(2008)



Christopher Alexander,  
Sara Ishikawa and  
Murray Silverstein  
A Pattern Language  
(1977)



Donald Appleyard  
Livable  
Streets  
(1980)



Allan Jacobs  
Looking at  
Cities  
(1985)



Allan Jacobs  
Great Streets  
(1995)



PPS  
How to  
Turn a Place  
Around  
(2000)



Jan Gehl  
Cities for  
People  
(2010)

## Public life studies as a strategic tool

1990



Rem Koolhaas  
and Bruce Mau  
S,M,L,XL  
(1995)



red. Michael Sorkin  
Variations on a  
Theme Park  
(1992)



Richard Florida  
The Rise of the  
Creative Class  
(2002)



Barcelona  
Den generobred by  
(exhibition 1999)



Ricky Burdett  
and Deyan Sudjic  
The Endless City  
(2008)



red. Goldsmith,  
Elizabeth and  
Goldbard.  
What We See.  
Advancing the  
Observations of  
Jane Jacobs  
(2010)

## PUBLIC LIFE STUDIES

JANE JACOBS

THE DEATH AND LIFE OF GREAT AMERICAN CITIES

JANE JACOBS

THE DEATH AND LIFE OF GREAT AMERICAN CITIES

JANE JACOBS

THE DEATH AND LIFE OF GREAT AMERICAN CITIES

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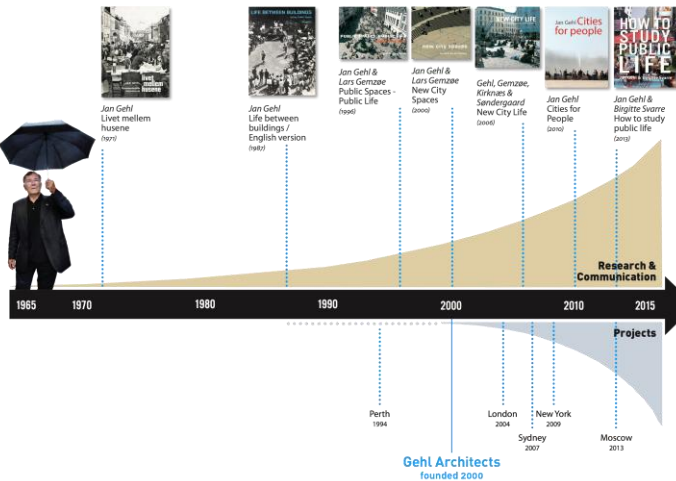
THE DEATH AND LIFE OF GREAT AMERICAN CITIES

JANE JACOBS

THE DEATH AND LIFE OF GREAT AMERICAN CITIES

JANE JACOBS

THE DEATH AND LIFE OF GREAT AMERICAN CITIES







21st century  
New challenges  
**A new Planning  
Paradigm**



# Lively, Liveable City



## Walkable City/ Sittable City

# Sustainable City



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



# Healthy City



**New Problem: “The sitting Syndrome”**

# **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- ”**



# Growing number of Elderly People



**Already in our cities 20-25% are elderly**

# Doctors advice



**10.000 steps a day –Keep the doctor away**





## WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City
- Good city for the elderly

**Looking carefully  
after people in  
city planning will  
efficiently address  
all 4 issues**





**CITIES FOR ALL**

**THE MEDIUM STORY**  
**City Scale**

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”

**CITIES ALL OVER IS DOING THIS NOW**





**MELBOURNE 1985 ....**





**SYDNEY, 2006.....**  
(Gehl Architects)









**NEW YORK, 2007.....**

Phot:DOT/NYC



# VILNIUS... a good start.



Mayor in Vilnius, Lithuania: “Do not park in my bike lanes”





Jan Gehl **Orașe**  
pentru oameni

**BUCHAREST.....SOON?**



Moscow 2012

Where car is King

**MOSCOW 2012.....**

**(Gehl Architects)**





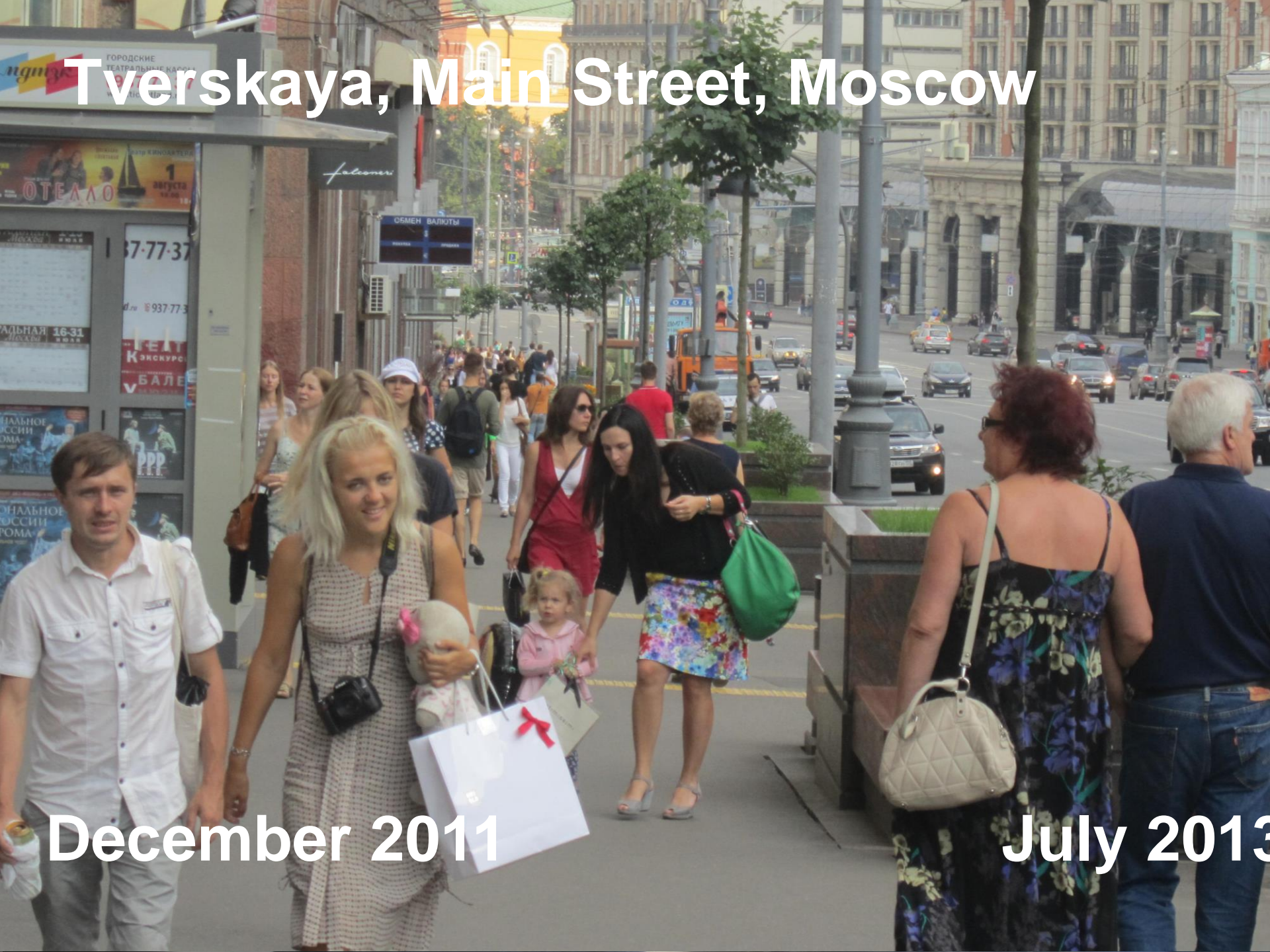
**Tverskaya  
Main Street, Moscow  
December 2011**





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





# Tverskaya, Main Street, Moscow

December 2011

July 2013















**Blame it on Humanistic City Planning**



# Copenhagen, Denmark (1,5 Mio) 1962 – 2018:

## From traffic place to People Place

### - 56 years of people first policies!



# COPENHAGEN 1962....



Copenhagen  
- The City to the waterfront

1962

First steps

- Pedestrianising Strøget, 1962









# Nyhavn - before...and after 1980





## Copenhagen - The City to the waterfront

# 2014

Connecting with the waterfront city

- Kalvebod bølge 2012
- Inderhavnsbroen 2014
- Vester Voldgade 2012
- Cirkelbroen 2014
- Bryghusproject 2015
- Kvæsthusprojektet 2015

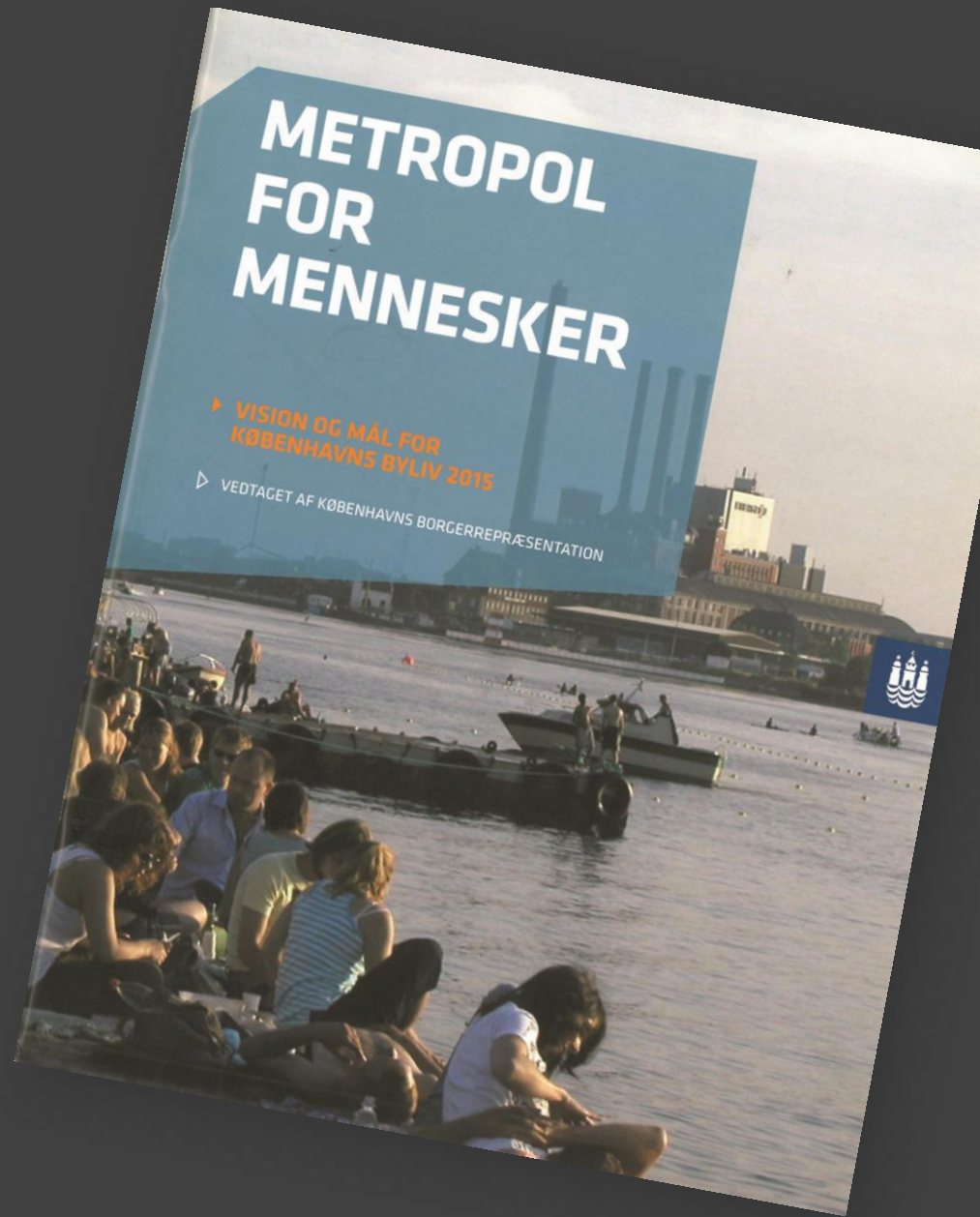


# City of Copenhagen

- **Livability**
- **Sustainability**
- **Health**
- **Social Inclusion**
- **Democracy**

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 5:**  
**General improvements**  
**for pedestrians and**  
**public life throughout**  
**the city.**

**Walk, be safe, enjoy**





**Walk, be safe, enjoy**



# Bicycling in Copenhagen

## -on a citywide network of excellent bicycle lanes





-an efficient, citywide  
transportation system





# The Danish Crown Princess is doing it too





**Oct 2011: New Danish Government arriving on bicycles at the Palace to be commissioned by the Queen. No Limousines no more?**





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Home

Dinner

45 års Anniversary





**“Bicycling without age”**  
(Wind in your hair is a human right)





**Major problem :  
Serious congestions -on the bicycle lanes**

# 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 |





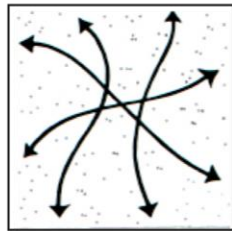
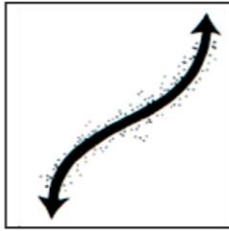
**CITIES FOR ALL**

# **THE SMALL STORY**

**People Scale – City at eye level  
The allimportant details!**

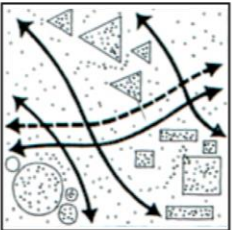


TO ASSEMBLE



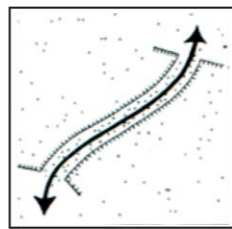
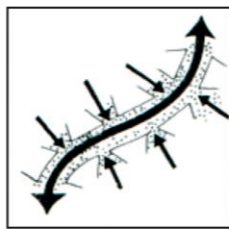
OR DISPERSE

TO INTEGRATE



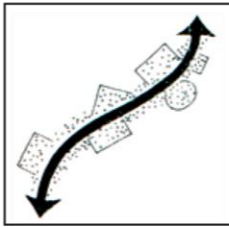
OR SEGREGATE

TO INVITE



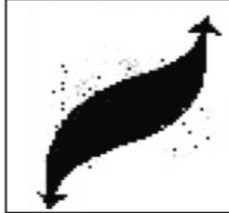
OR REPEL

TO OPEN UP



OR CLOSE IN

TO INCREASE



OR REDUCE



**First we shape the cities  
-then they shape us**

# **Piazza Il Campo, Siena, Italy (14th century) The Finest Urban Space in the World**



**- a miracle or straightforward common sense?**



# DESIGNING / DETAILING THE PUBLIC SPACES

## A KEY WORD LIST

P R O T E C T I O N	<b>1. Protection against Traffic &amp; Accidents</b> <ul style="list-style-type: none"> <li>- traffic accidents</li> <li>- fear of traffic</li> <li>- other accidents</li> </ul>	<b>2. Protection against crime &amp; violence (feeling of safety)</b> <ul style="list-style-type: none"> <li>- live-in / road</li> <li>- street life</li> <li>- streetwatchers</li> <li>- overlapping functions - in space &amp; time</li> </ul>	<b>3. Protection against unpleasant sense experiences</b> <ul style="list-style-type: none"> <li>- wind / draft</li> <li>- rain / snow</li> <li>- cold / heat</li> <li>- pollution</li> <li>- dust, glare, noise</li> </ul>
	<b>4. Possibilities for WALKING</b> <ul style="list-style-type: none"> <li>- room for walking</li> <li>- untiering layout of streets</li> <li>- interesting facades</li> <li>- no obstacles</li> <li>- good surfaces</li> </ul>	<b>5. Possibilities for STANDING / STAYING</b> <ul style="list-style-type: none"> <li>- attractive edges</li> <li>- »Edgeeffect«</li> <li>- defined spots for staying</li> <li>- supports for staying</li> </ul>	<b>6. Possibilities for SITTING</b> <ul style="list-style-type: none"> <li>- zones for sitting</li> <li>- maximizing advantages primary and secondary sitting possibilities</li> <li>- benches for resting</li> </ul>
	<b>7. Possibilities to SEE</b> <ul style="list-style-type: none"> <li>- seeing-distances</li> <li>- unhindered views</li> <li>- interesting views</li> <li>- lighting (when dark)</li> </ul>	<b>8. Possibilities for HEARING / TALKING</b> <ul style="list-style-type: none"> <li>- low noise level</li> <li>- bench arrangements</li> <li>- »talkscapes«</li> </ul>	<b>9. Possibilities for PLAY / UNFOLDING / ACTIVITIES</b> <ul style="list-style-type: none"> <li>- invitation to physical activities, play, unfolding &amp; entertainment - day &amp; night and summer &amp; winter</li> </ul>
C O M F O R T	<b>10. Scale</b> <ul style="list-style-type: none"> <li>- dimensioning of buildings &amp; spaces in observance of the important human dimensions related to senses, movements, size &amp; behaviour</li> </ul>	<b>11. Possibilities for enjoying positive aspects of climate</b> <ul style="list-style-type: none"> <li>- sun / shade</li> <li>- warm / cool places</li> <li>- breeze / ventilation</li> </ul>	<b>12. Aesthetic quality / positive sense-experiences</b> <ul style="list-style-type: none"> <li>- good design &amp; good detailing</li> <li>- view / vistas</li> <li>- trees, plants, water</li> </ul>

PROTECTION

COMFORT

ENJOYMENT

# Overview of Quality criterias

## -The Pedestrian landscape

### Campo in Siena



P R O T E C T I O N	<b>1. Protection against Traffic &amp; Accidents</b> <ul style="list-style-type: none"> <li>- traffic accidents</li> <li>- fear of traffic</li> <li>- other accidents</li> </ul>	<b>2. Protection against crime &amp; violence (feeling of safety)</b> <ul style="list-style-type: none"> <li>- lived in / used</li> <li>- streetlife</li> <li>- streetwatchers</li> <li>- overlapping functions - in space &amp; time</li> </ul>	<b>3. Protection against unpleasant sense experiences</b> <ul style="list-style-type: none"> <li>- wind / draft</li> <li>- rain / snow</li> <li>- cold / heat</li> <li>- pollution</li> <li>- dust, glare, noise</li> </ul>
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**In conclusion:**

**Planning is important  
but the key to success  
lies in looking carefully  
after the People Scale**

**FINE SPACES FOR WALKING**  
**\*  
EXCELLENT SPACES FOR STAYING**





# Summary of Quality Criteria

**Getting along**

**Getting across**

**Getting around**

**Sitting in the city**

**Hearing & talking in the city**

**Climate in the city**

**Looking at the city**

**The city by night**

















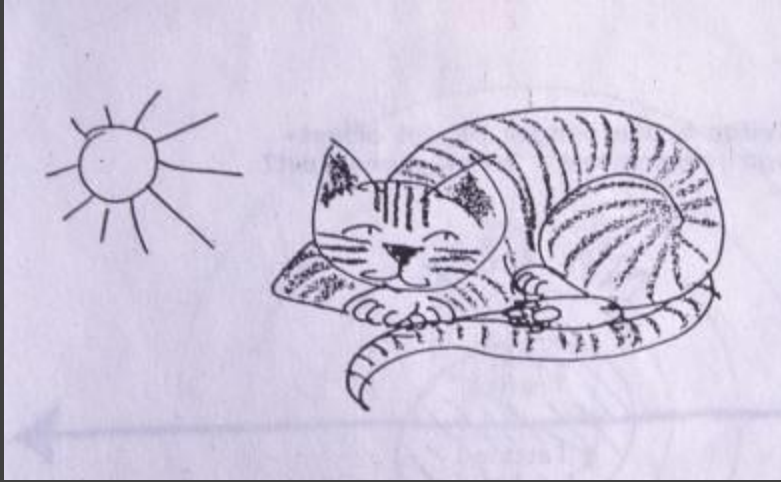
Sofia, Bulgaria



London



# GOOD CITIES FOR ALL?



**Just look at the Cats!**  
**They will tell you all about quality, scale and sense of place**

















Always a two-way contact:  
To watch and be watched



Pedestrian traffic weekdays daytime +40%















