



Cities for People

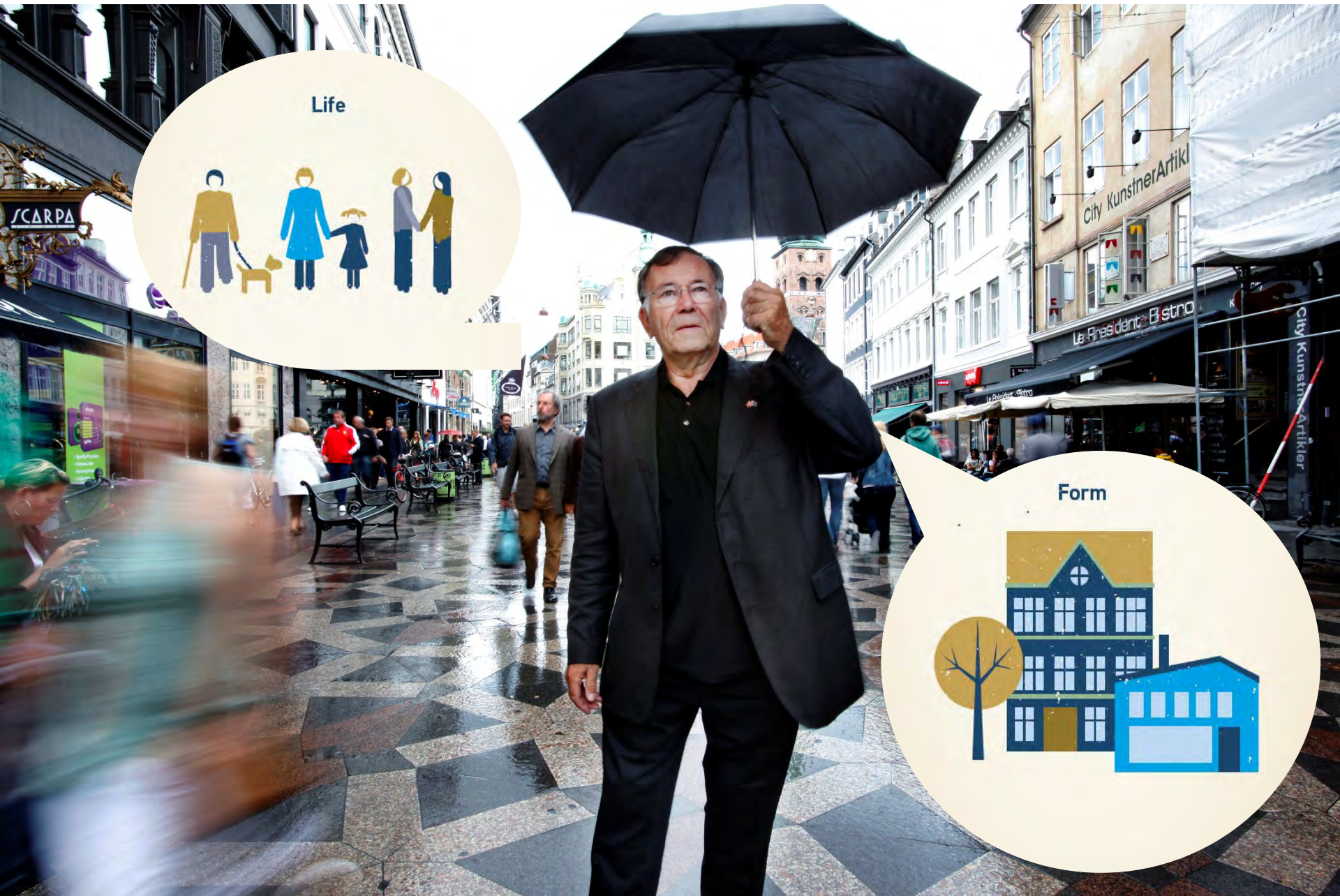
Henriette Vamberg, Partner @ Gehl



Founder: Professor Jan Gehl, architect







Life



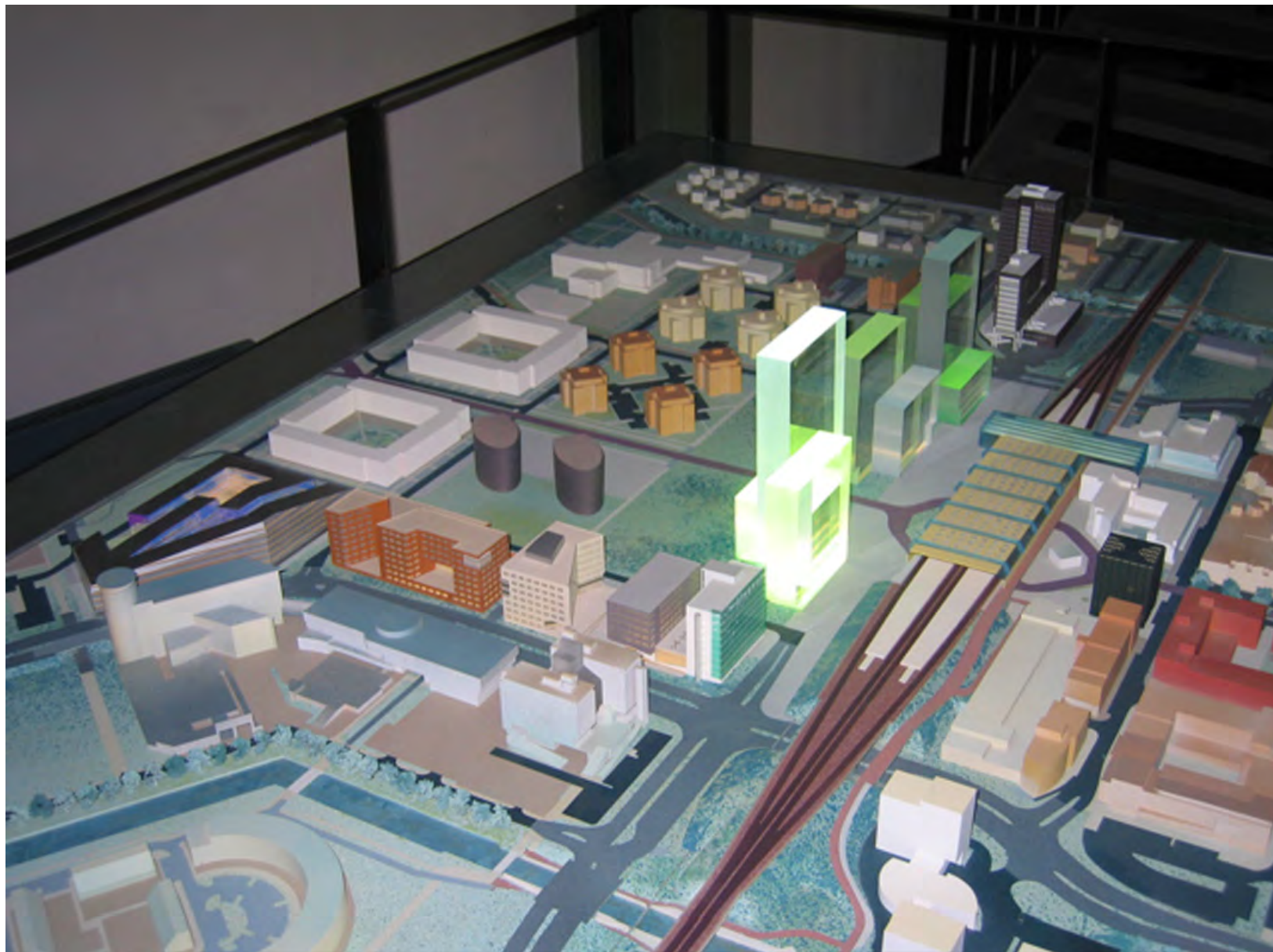
Form



“The Brasilia Syndrome”..... planning from above!







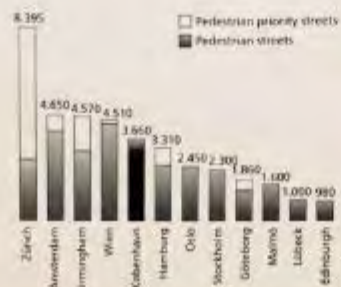
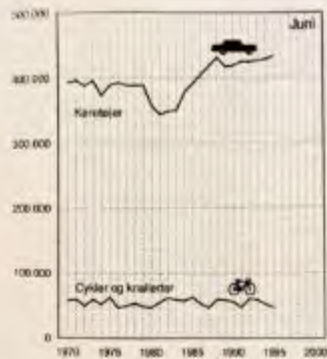
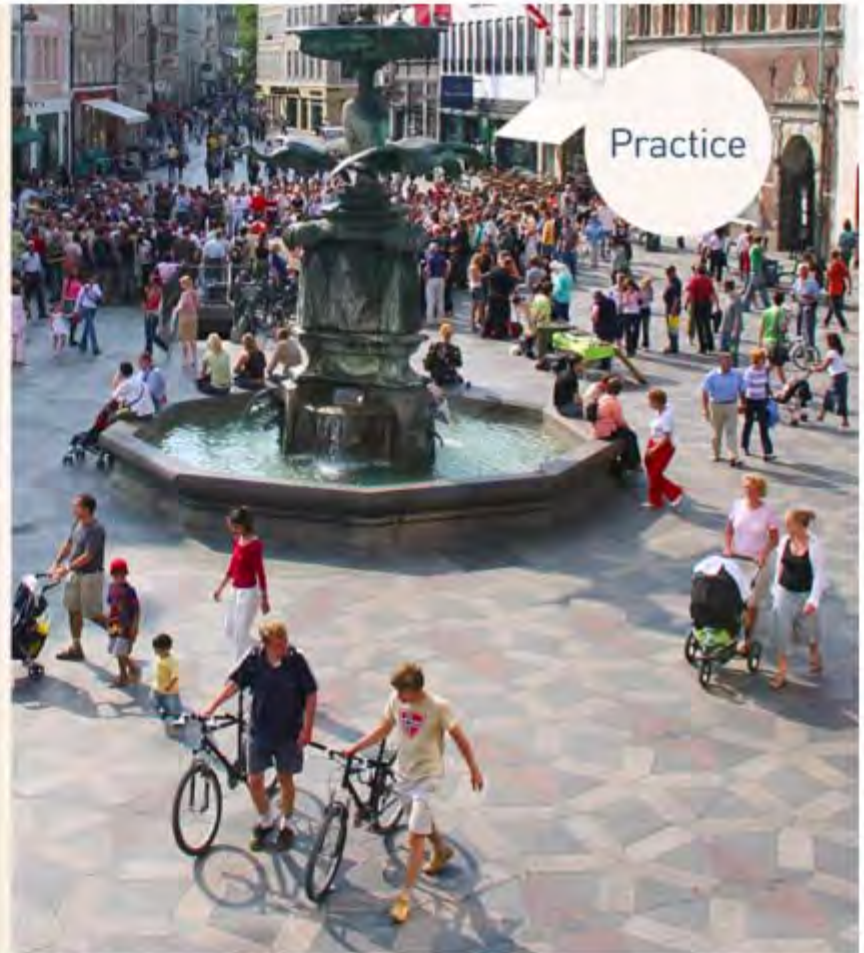




Research



Practice



Gehl Architects



Copenhagen 1962 – From traffic place to People Place



“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”**

From car invasion





1962 First Pedestrian street



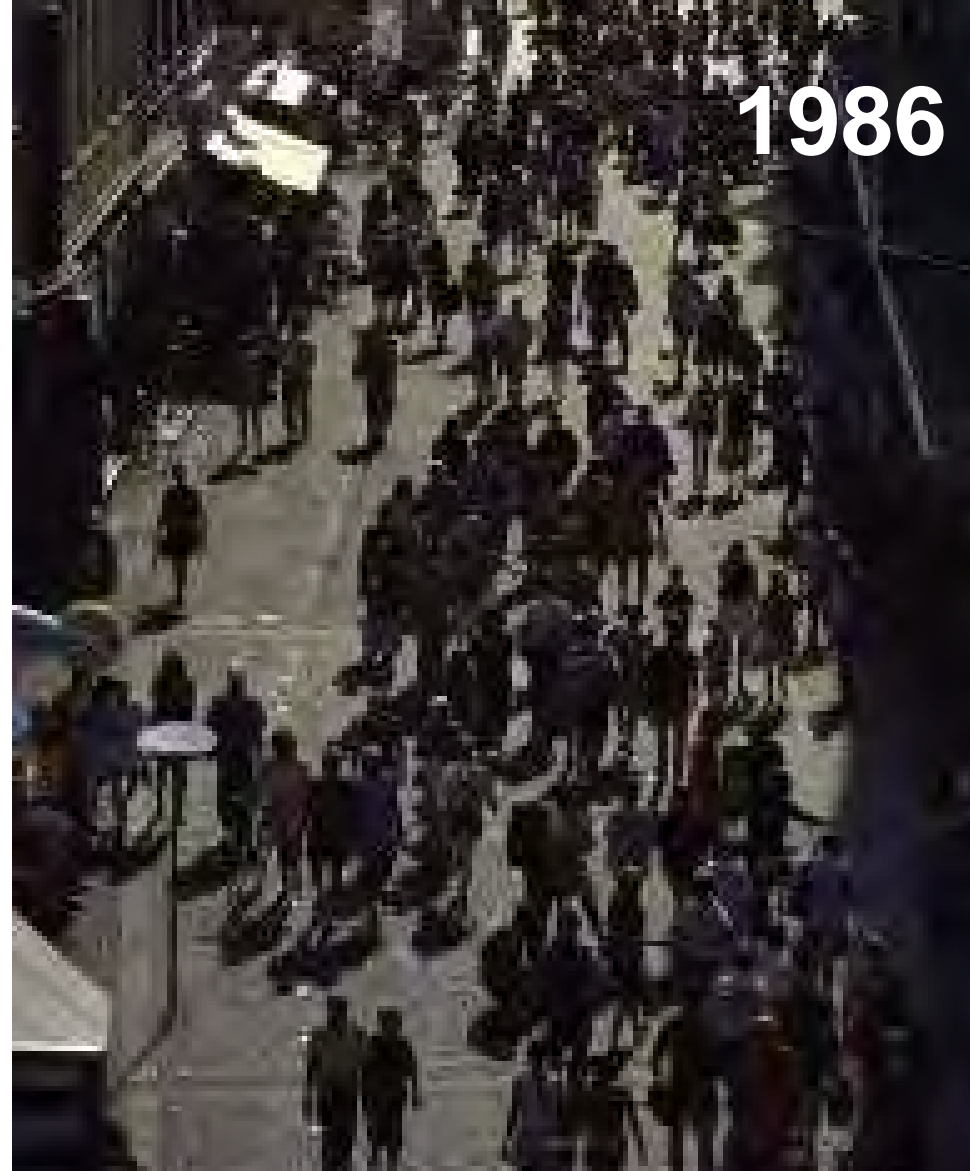
1973 Network of streets



Today More and more places to stay

22 squares that used to be parking lots are now people spaces

Strøget (main street) pedestrianized 1962



**In 1962 all 18 squares were parking lots
- now they are all people squares**



Nyhavn



Nyhavn





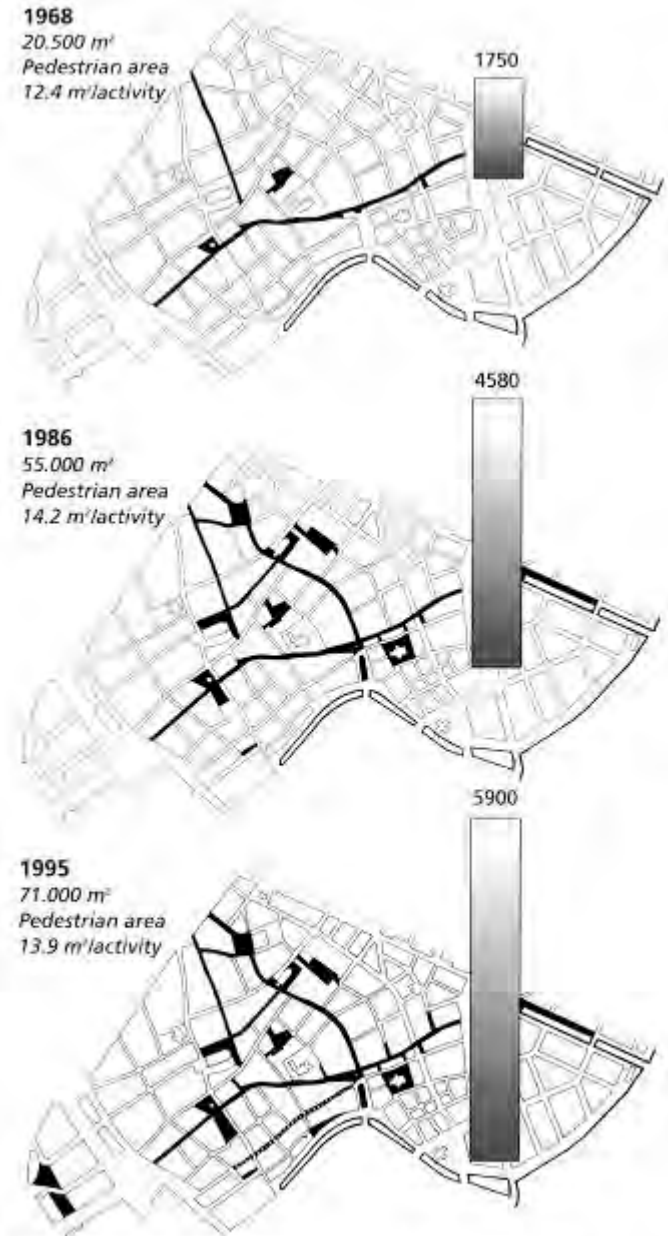
Town Hall Square



Town Hall Square



4 times more people spend time in the city



Average number of people engaged in stationary activities throughout the city center at any time between 12⁰⁰ and 16⁰⁰ on summer days in 1968, 1986 and 1995.

People are staying longer...



.....and longer





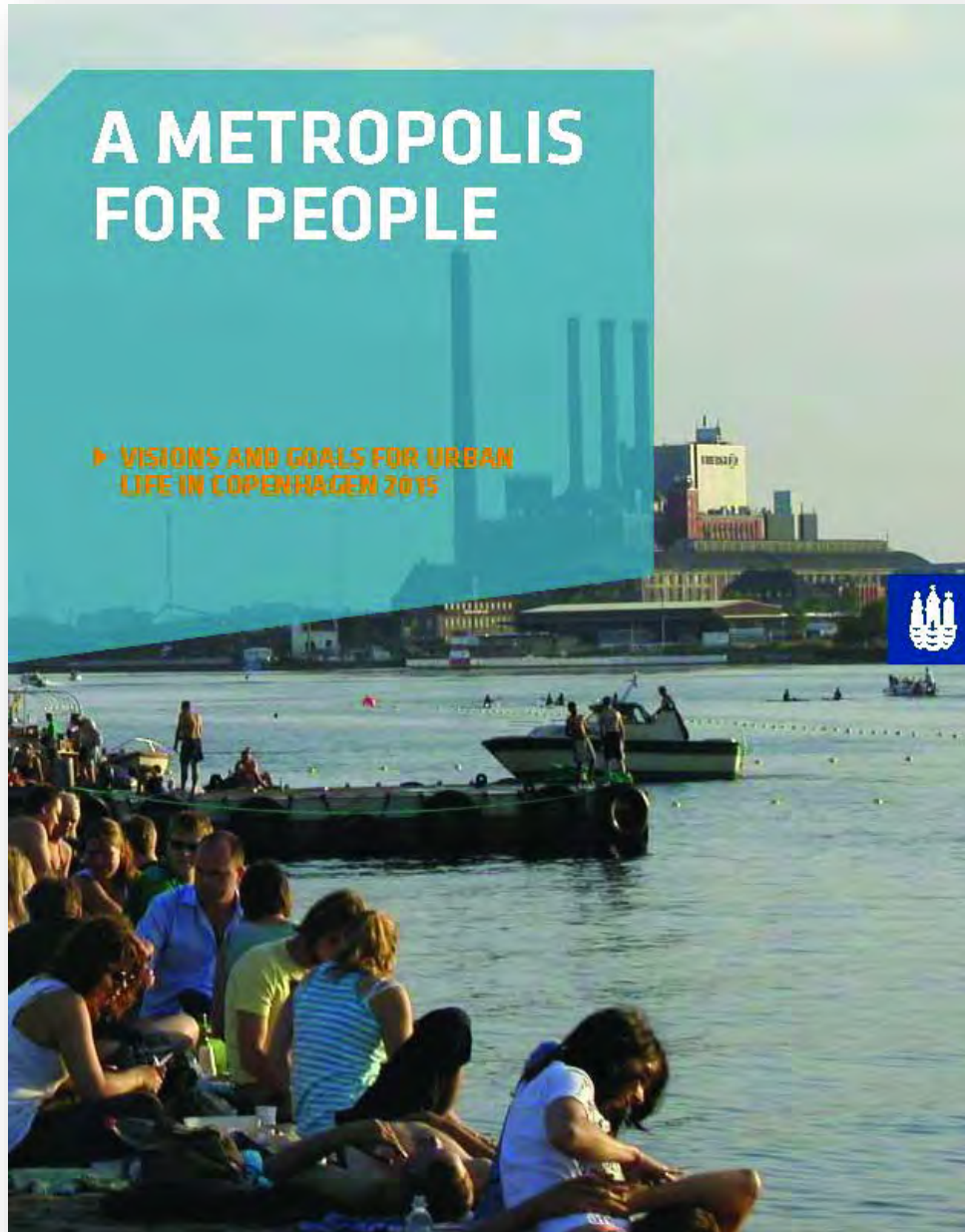
1/3 of the out door activity is now in the evening and night in the summer

Families now stay in the city



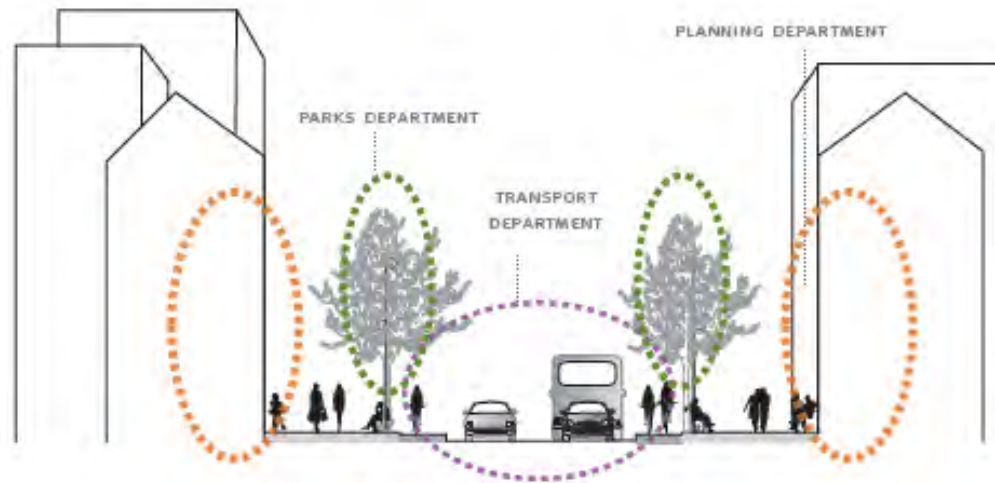
A METROPOLIS FOR PEOPLE

► VISIONS AND GOALS FOR URBAN
LIFE IN COPENHAGEN 2015



The need for a holistic approach to urban design

Designing
objects



Making places
(creating
opportunities
for places to
flourish)



Public life is growing from the centre and out into other districts











Swimming down town











City of Copenhagen: Bicycle Strategy 2011

"From rather good to being World class"

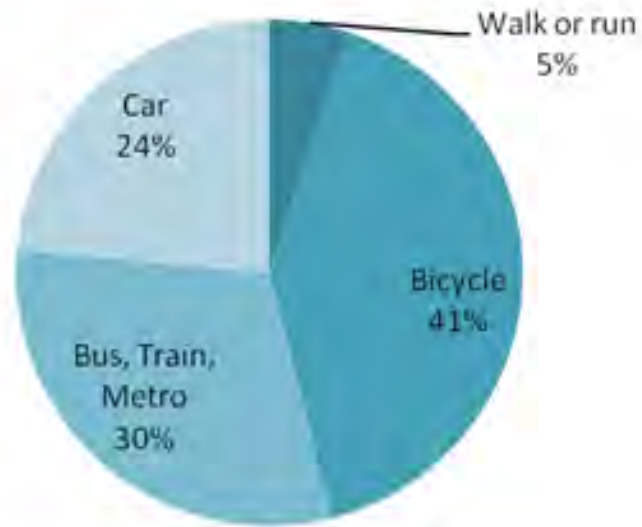


Bicycling in Copenhagen

- on a citywide network of bicycle lanes



Trips to work or education in the City of Copenhagen 2013



70% continue to bicycle in the winter







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 bisser 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 fjerde

Desuden viser det komm



Major complaint :
Serious congestion - on the bicycle lanes



Green wave for bicycles













Integration with public transport



Oct 2011: New Danish Government arriving on bicycles at the Palace to be commissioned by the Queen.

The Danish Crown Prince is bicycling too

TO PÅ VEJ MOD TRONEN

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

AF HELLE LIND HANSEN
FOTO: STEEN BRUGAARD

En far og en søn. Fædrene som skaber. Det er et almindeligt mønster.

Kronprinsparret går ind i den for første gang i historien. De er ikke kun i det offentlige rum, men i Kongehuset på Frederiksberg. Den med de to sønner, Christian og Isabella. Der synes hermed, det ikke er på vej, og det lyder som en vision.

Det er et sædvanligt dødsfald, at den, der er den eneste i Danmark, der har et liv, som det er, som det er. Frederik har et liv, som det er.

Vi er som en søn
Når Frederik og Mary endelig sætter sig på tronen, vil de være som en søn, som det er. Det er som det er, som det er.

At være som en søn, som det er, som det er, som det er. Det er som det er, som det er, som det er.

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Frederik og Mary er som en søn, som det er, som det er, som det er.

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Why do Copenhageners cycle?

| | |
|----------------------------|------|
| "Quick, easy, convenient" | 56% |
| "Exercise" | 21 % |
| "Cheap" | 12 % |
| "Environmentally friendly" | 1 % |



"Adults who bicycle to work or who use a bicycle regularly have a

30 % lower mortality

Than others who lead a similar lifestyle"



**Total health effect:
0,80 cents /km
335 mio euro/year**



A GREENER, GREATER NEW YORK



CHALLENGES

1. Future growth _ + 1 mio. New Yorkers by 2030.
2. An overcrowded and worn-down public transport system
3. Congested streets and avenues
50% of all car trips in Manhattan are less than 1 km
4. Congested sidewalks
5. Few and overused places for recreation
6. Generally a low public space quality
7. Increasing issues around obesity and inactive lifestyles
8. Increasing awareness on sustainability

Major Goals



- o Cut annual traffic fatalities by 50% (from 2007 level)
- o Implement system of rapid bus lines
- o Double bicycle commuting from 2007 to 2012
- o Institute complete-street design policy
- o Institute programs to treat streets as public space
- o Reduce agency energy and vehicle use





July 1st, 2006 - June 30th, 2009

This intersection marks the historic completion of 200 miles of new on-street bicycle lanes for NYC within three years. An unequalled accomplishment.



9th Avenue Protected Bike Lane/Complete Street



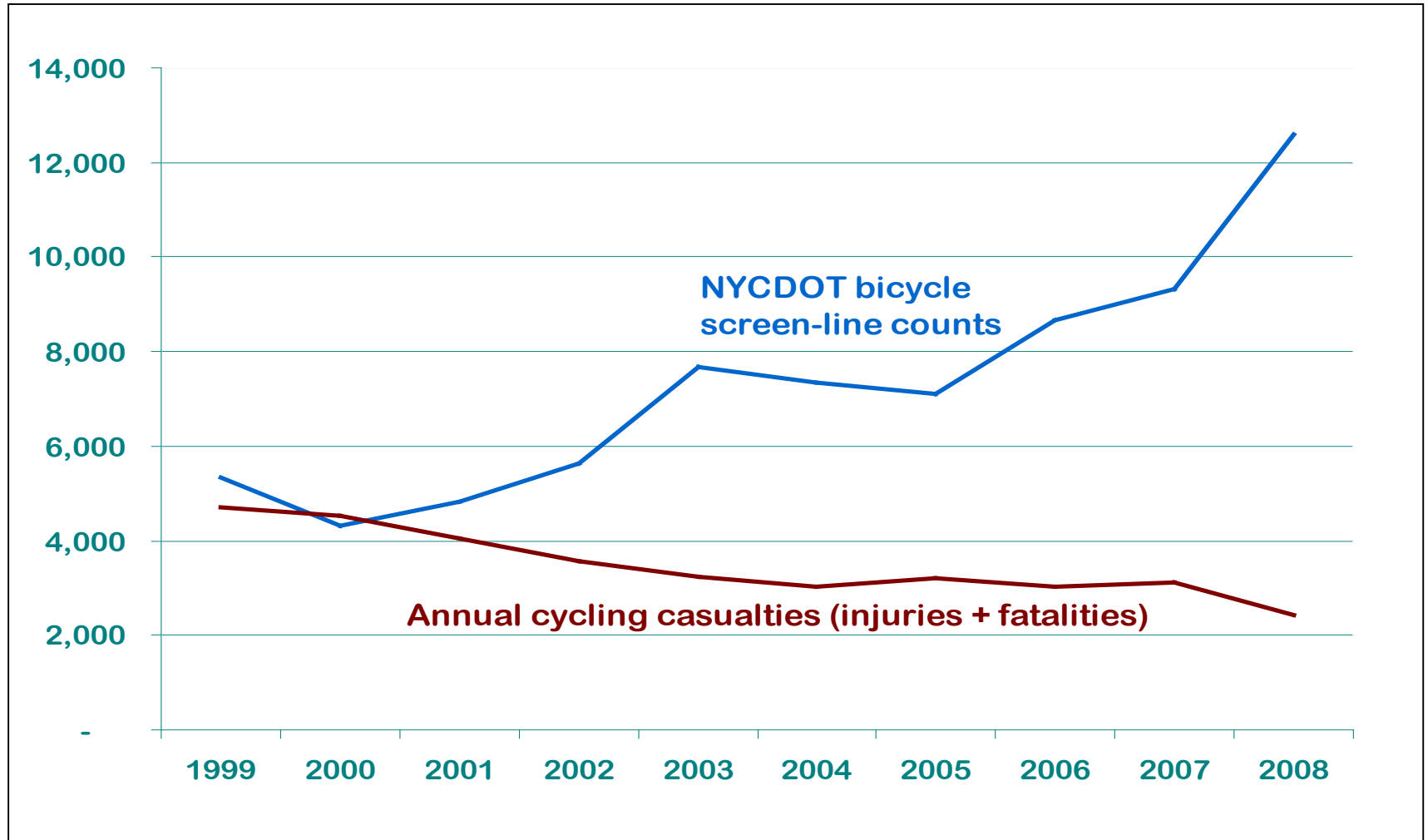
9th Avenue first year of operation:

- Crashes of all kinds down 56%
- Bicycle volume up by 50%

Grand Street Cross-town



Safety in Numbers

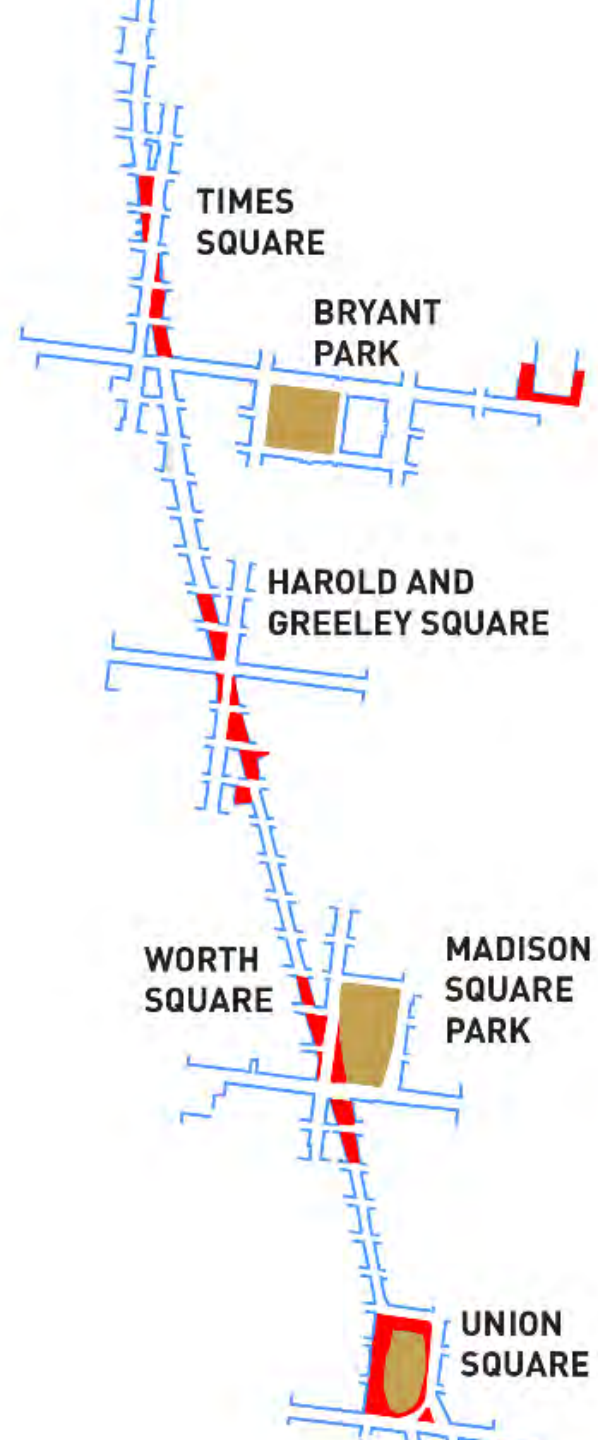


Pilot projects in New York



Broadway Boulevard

Increasing public space on Broadway



Herald Square - before



Herald Square - after



Herald Square - before



Herald Square - after







Madison Square Park- after

Times Square - before



Times Square - after



A place more accessible for all



Opportunities to meet and interact



Opportunities for fun and entertainment





January 2010

Green Light for Midtown Evaluation Report





Times Square - after



17% improved travel time for vehicular traffic

11% more pedestrians

63% reduction in traffic accidents

80% less pedestrians in the roadway

84% increased stationary activities in Times Square

29% raise in property value (rest of NYC dropped 6,5-36,5%)

**“In God we trust.
Everyone else bring data !!”**

former Mayor Michael Bloomberg



Measuring the Street:

New Metrics for 21st Century Streets



The background of the entire page is a light blue map of Moscow, showing its characteristic radial-concentric street pattern. Overlaid on this map are numerous black silhouettes of people in various poses, walking and standing, which represent the human element of the urban environment.

MOSCOW

TOWARDS A GREAT CITY FOR PEOPLE

PUBLIC SPACES & PUBLIC LIFE 2013

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS



**INSTITUTE OF
GENPLAN MOSCOW**





OBSTACLES ON THE SIDEWALK



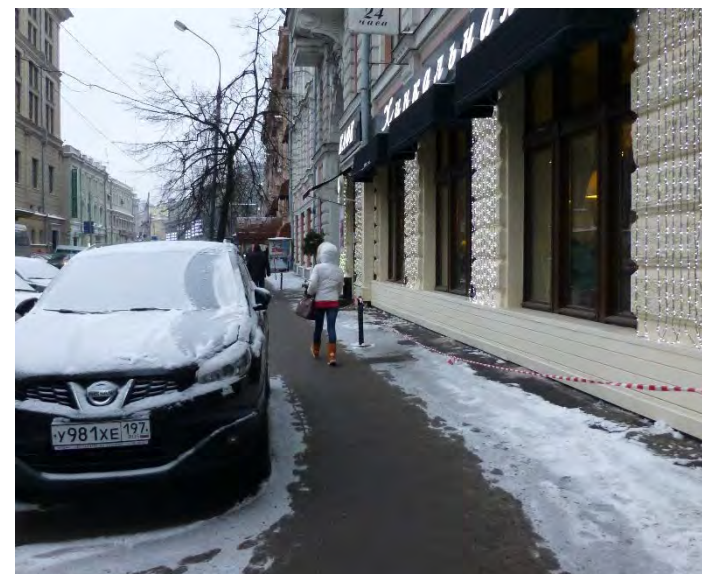
COMMERCIAL SIGNS OCCUPY MUCH SPACE



THE MOST NARROW PLACE AT TVERSKAYA



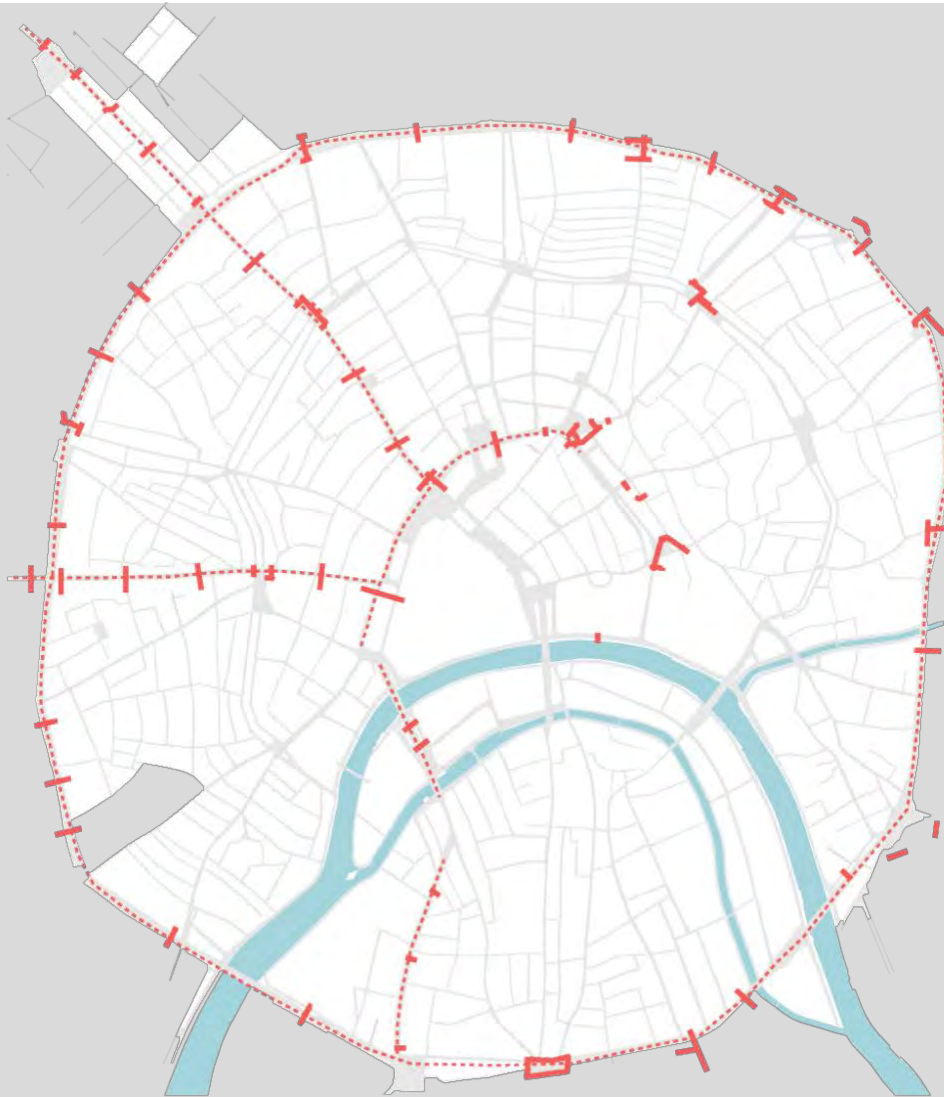
TVERSKAYA NARROWED BY CAUTION TAPE



SNOW AND ICE NARROWS SIDEWALKS



DIFFICULTIES IN STREET CROSSINGS USING UNDERPASSES



underpass street without pedestrian crossing



WOMEN TRYING TO ACCESS UNDERPASS
WITH PRAM



OLDER WOMAN NAGIVATING THE STAIRS
AT A TVERSKAYA UNDERPASS

FEW ELDERLY AND CHILDREN IN THE STREETS



UNSAFE TRAFFIC ENVIRONMENT FOR CHILDREN



NO SERVICE OR ACCESSABILITY FOR THE ELDERLY

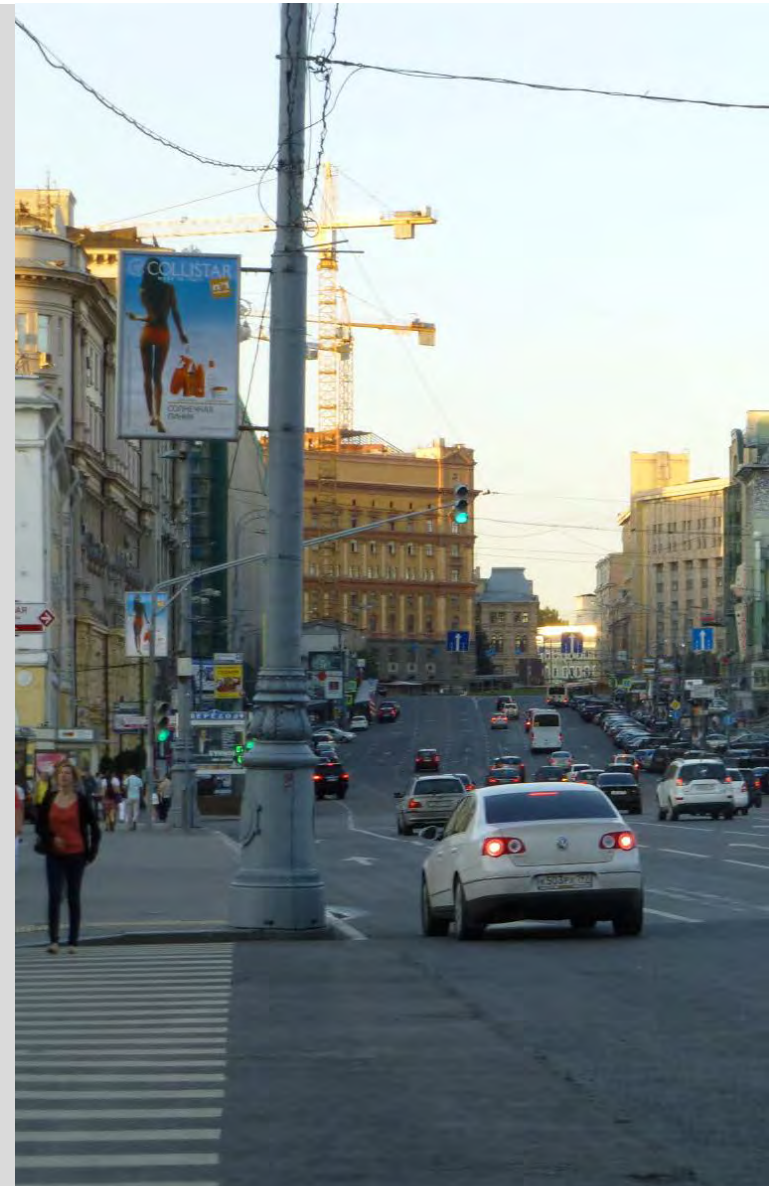
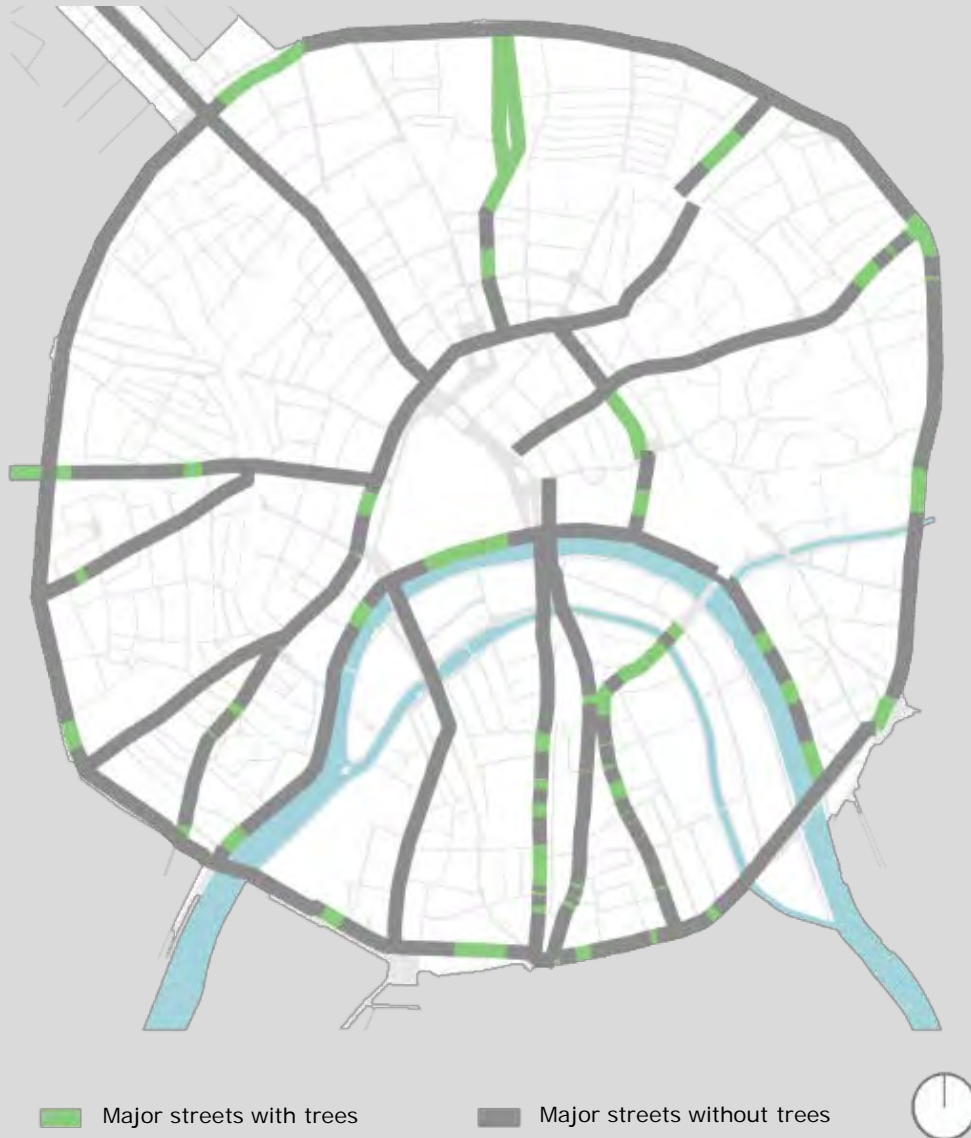


LITTLE ACCESSABILITY FOR PRAMS



LACK OF STREET TREES MAKE A GREY CITY

MAJOR STREETS WITH OR WITHOUT TREES

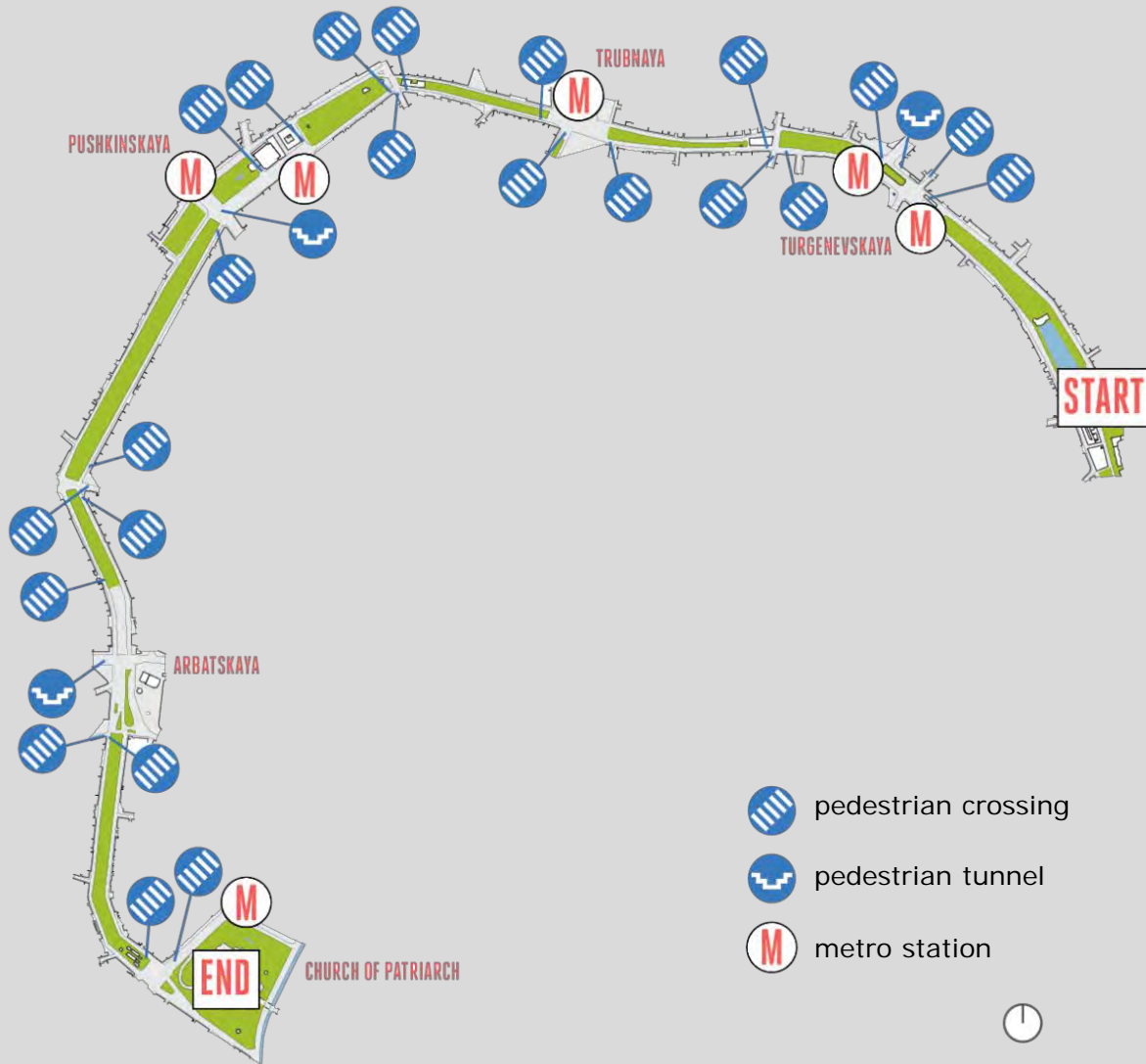



TEATRALNAYA





DIFFICULTIES WALKING ON THE BOULEVARD RING





50% of the total
walking time



50% of the total
walking time

TOO FEW BENCHES IN POPULAR PARKS



83% AVERAGE COVERAGE OF BENCHES IN ALEXANDROVSKY SAD ON A SATURDAY IN JULY







MOSCOW

TOWARDS A GREAT CITY FOR PEOPLE

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ИНСТИТУТ
ГЕНПЛАНА
МОСКВЫ

МОСКВА

НА ПУТИ К ЛУЧШЕМУ ГОРОДУ ДЛЯ ЛЮДЕЙ

ОБЩЕСТВЕННЫЕ ПРОСТРАНСТВА И ОБЩЕСТВЕННАЯ ЖИЗНЬ
2013



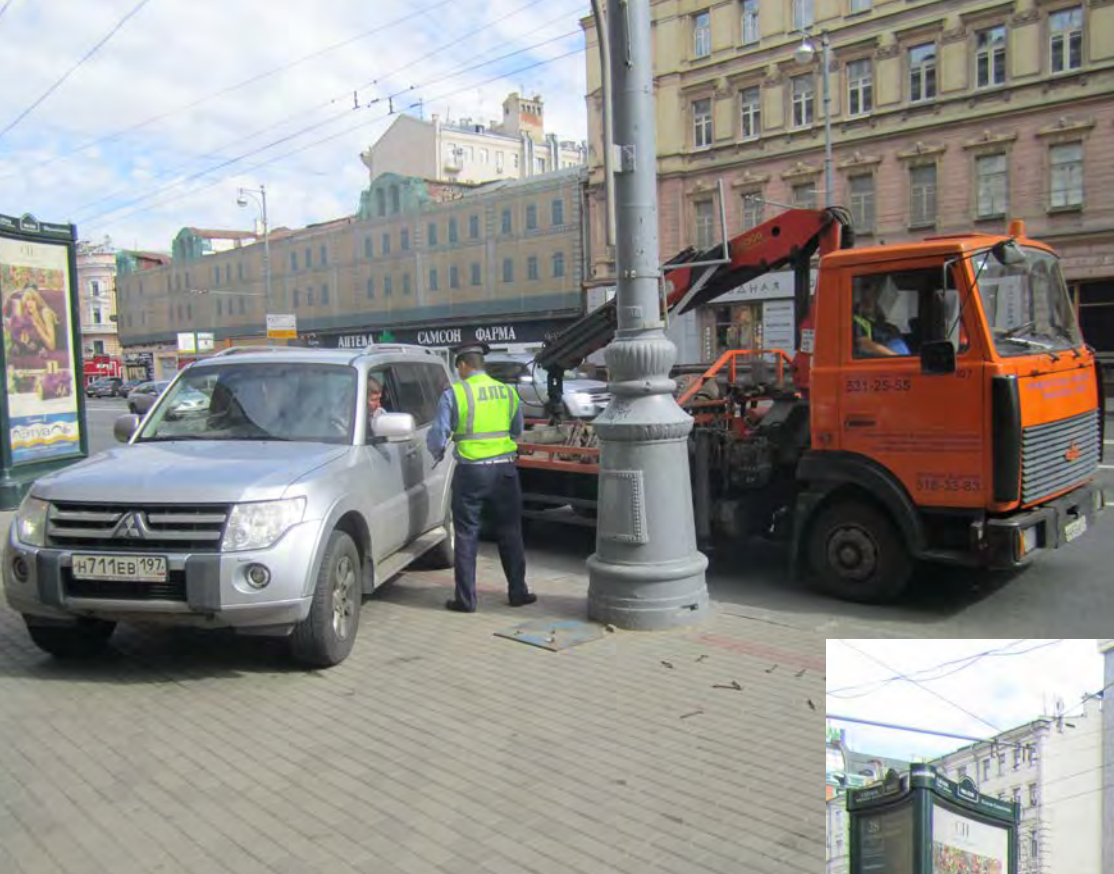
Tverskaya, Main Street, Moscow



December 2011



July 2013





кофейня

ШОКОЛАДНИЦА

кофейня

Джонс



24





Мясницкая улица
Myasnitskaya Street



Лубанка
Lubanka



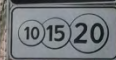
Книжный магазин
«Библио-Глобус»
Biblio-Globus Book Store

Центральный
детский магазин
Central Children's Store

← Московский почтамт
Moscow Post Office



Здесь работает
бесплатный Wi-Fi







PRIME

СЕРВИС

СУПЛА

P



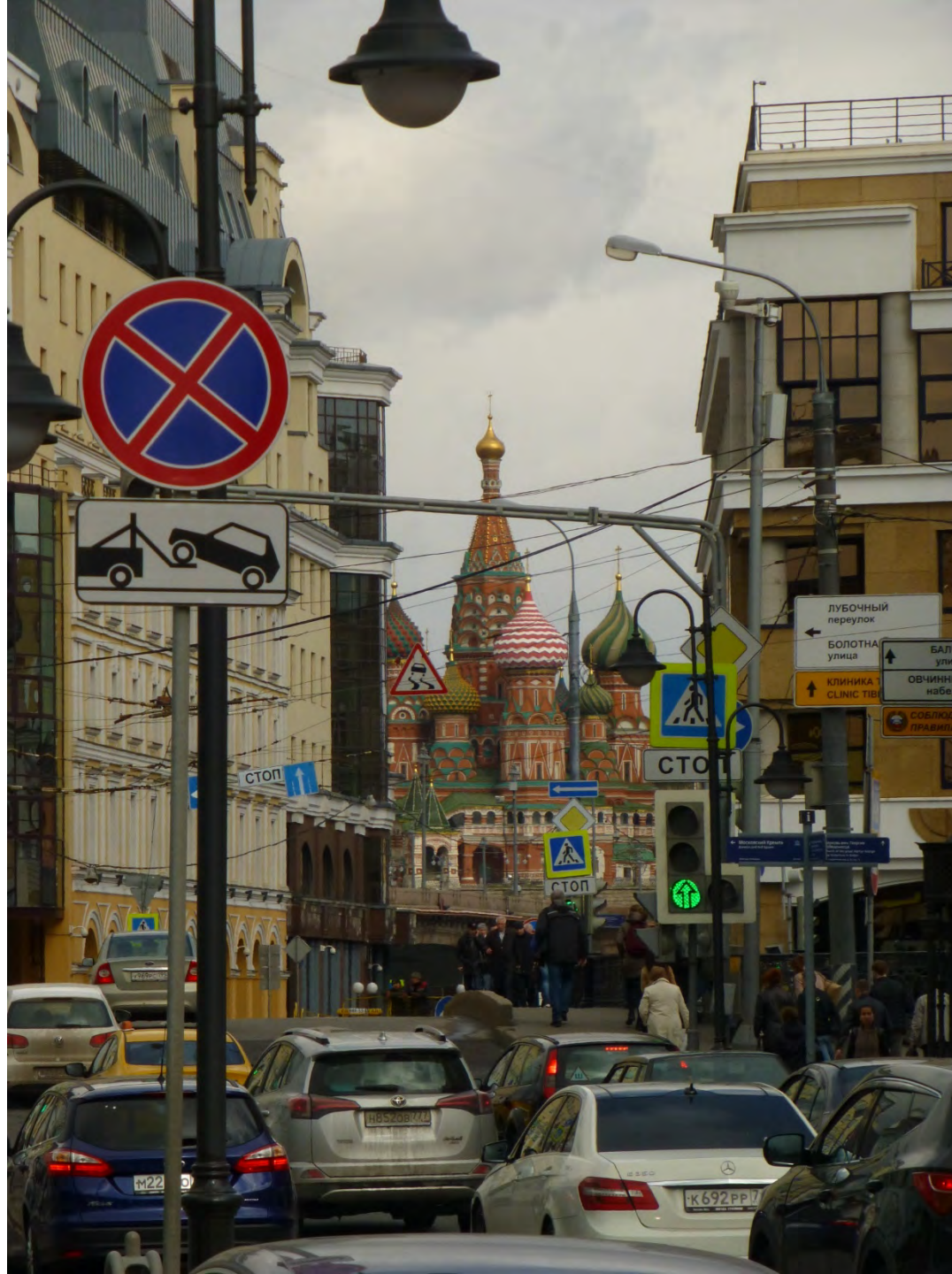
10 15 20

БОЛЬШОЙ
ОЧИННИКОВСКИЙ
ПЕРЕУЛОК

Правый поворот налево
вдоль здания

























СЕГОДНЯ











Осторожно,
двери!



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 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 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 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, 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 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 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 SOBYANNIN,
THE MAYOR OF MOSCOW

From City of Industry to City of Knowledge



BEFORE: The industries would attract the workforce and the capital.
The modernistic city model was developed following this principle.



NOW: The workforce is attracted by places offering a high quality of life.
The workplaces and the capital go where the skilled workforce is.
This is the knowledge city.

Sao Paulo, Brazil



An active city, day and night, all year

A traffic balanced city with focus on pedestrians, cyclists and public transportation

A greener city

Supporting existing city life

Attracting more life to the city centre













Introducing more diverse activities

Attracting a variety of user groups

Workshops

- Local anchoring and public outreach



| | | | |
|----------|--|---|--|
| PROTEÇÃO |  Trânsito motorizado |  Crime e violência |  Experiências sensoriais negativas |
| |  Convívio para caminhar |  Convívio para parar/ficar |  Convívio para sentar |
| |  Contato visual e auditivo |  Uso dia e noite / variação durante o ano |  Atividades lúdicas, recreativas e interação |
| PRAZER |  Construção na escala humana |  Aspectos positivos do clima |  Estético e sensorial |

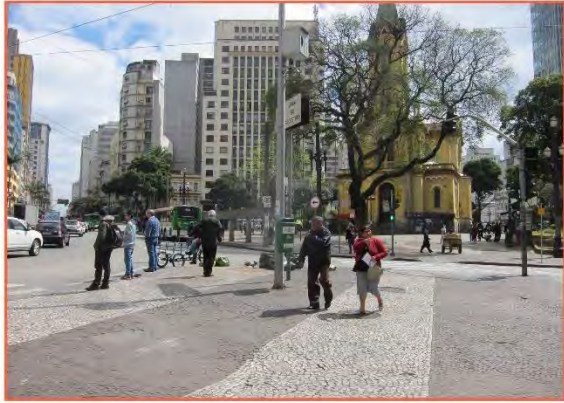


On site

- Local anchoring and public outreach



4 pilot project sites in São Paulo city centre



Largo Paissandú &
Avenida São João

Praça Ouvidor Pacheco e Silva
& Largo São Francisco



Rua 25 de Março

Pateo do Collegio & Rua
Roberto Simonsen



Largo São Francisco

– Before



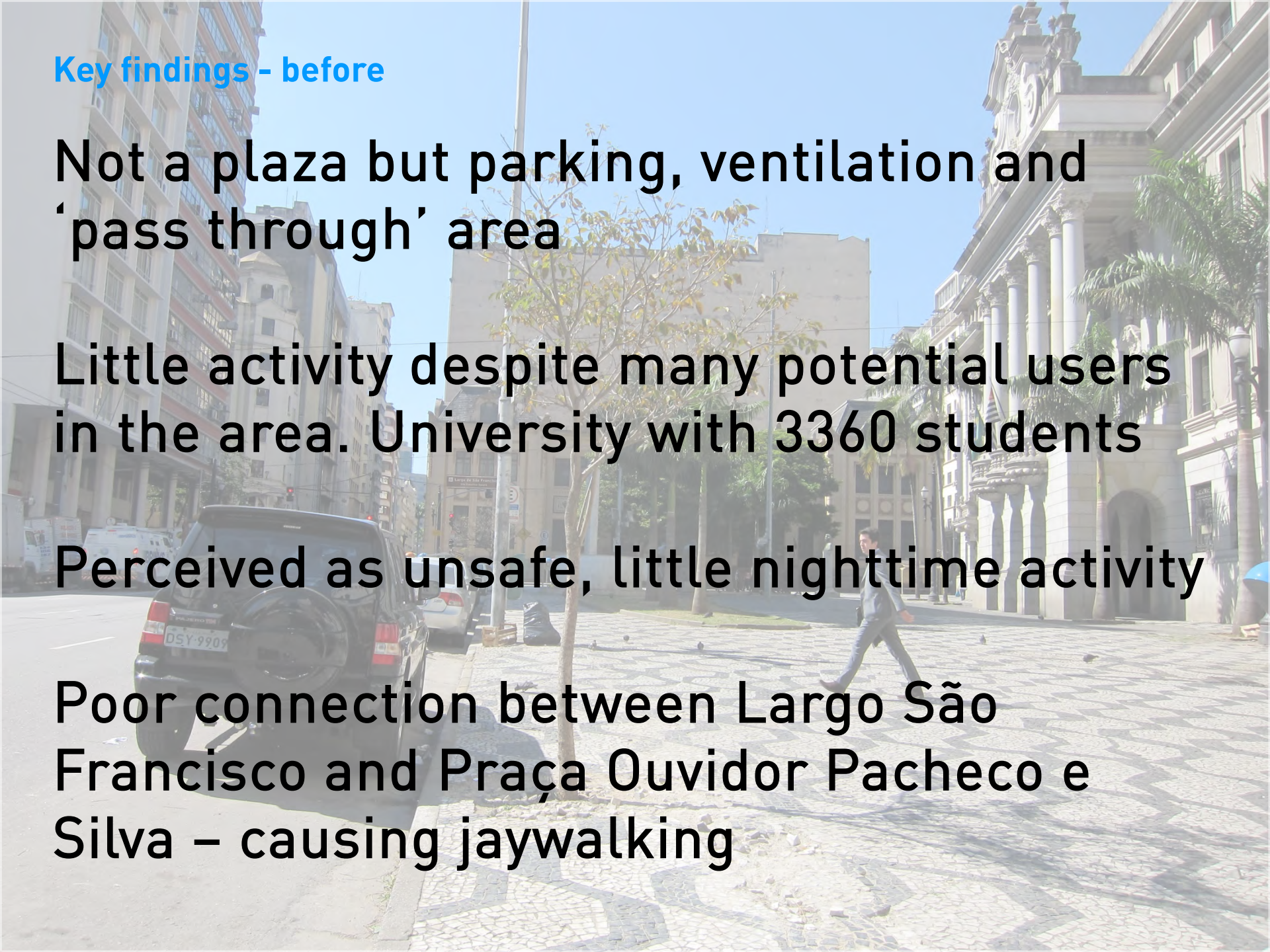
Key findings - before

Not a plaza but parking, ventilation and 'pass through' area

Little activity despite many potential users in the area. University with 3360 students

Perceived as unsafe, little nighttime activity

Poor connection between Largo São Francisco and Praça Ouvidor Pacheco e Silva – causing jaywalking



Largo São Francisco and Praça Ouvidor e Silva

– Before and after



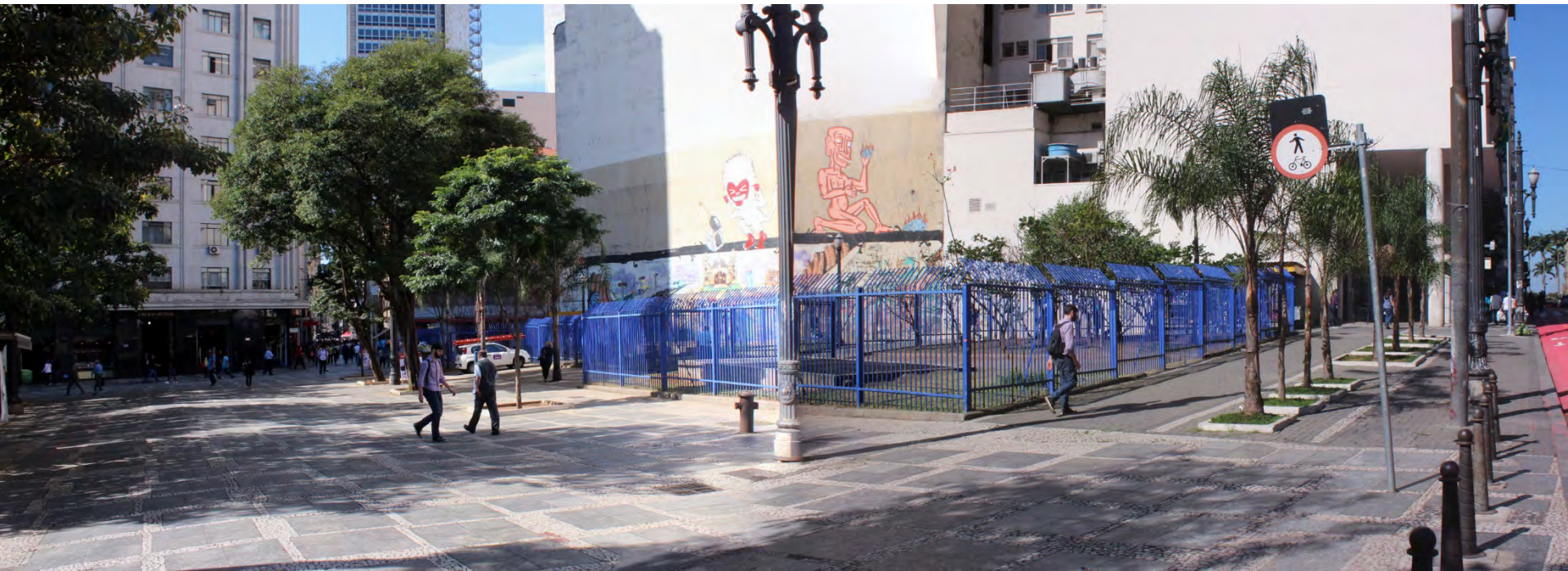
Largo São Francisco and Praça Ouvidor e Silva

– Before and after



Largo São Francisco and Praça Ouvidor e Silva

- Before



Largo São Francisco and Praça Ouvidor e Silva

- After



Praça Ouvidor – Largo São Francisco

Active and vibrant square



Largo São Francisco and Praça Ouvidor e Silva – everyday activity



Lunch break, rest under the shade
- Free WIFI

Largo São Francisco and Praça Ouvidor e Silva – everyday activity



Event calendar and public outreach



Right; event calendar
Left; after-survey and interview team

Largo São Francisco and Praça Ouvidor e Silva – event activity, Karoke Night

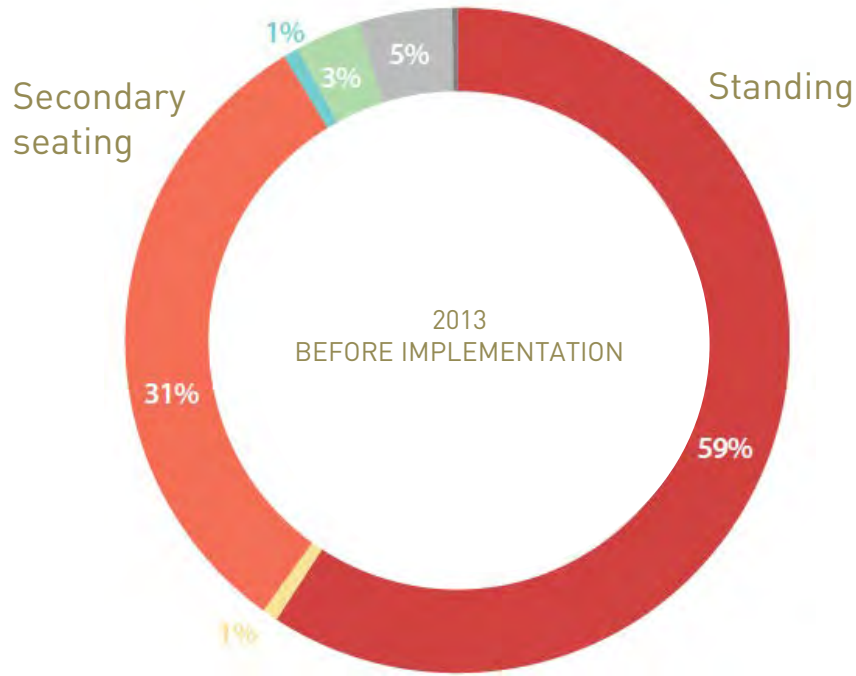


... and active, vibrant square with both day and evening activity for all

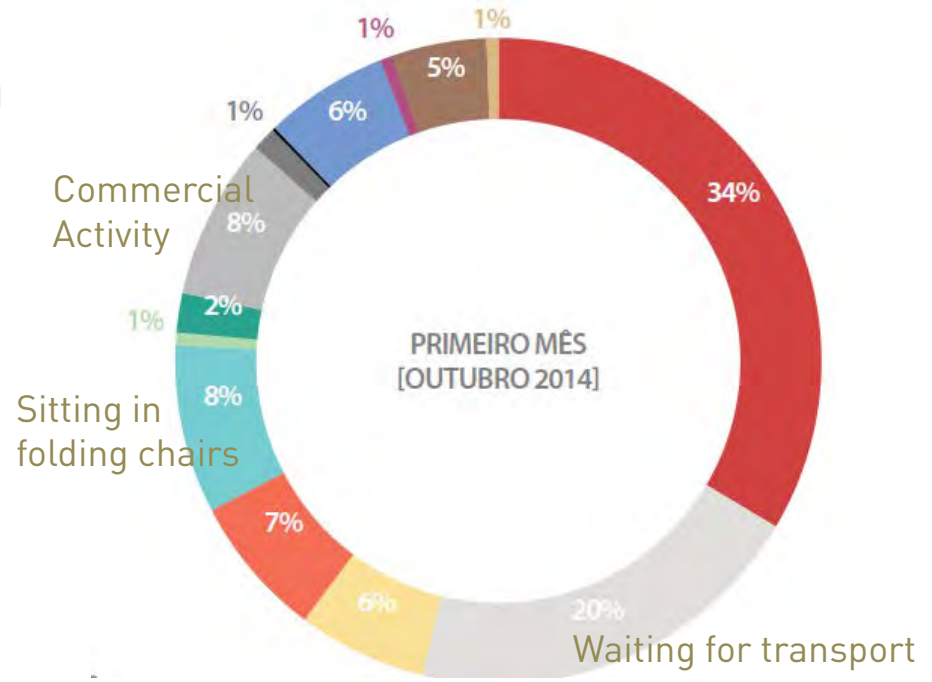


More users and a more diverse use

- Key findings, Before and After



Majority is people standing
Seating is limited to secondary seating



80% Increase in people spending time
More commercial activity
Folding chairs are popular

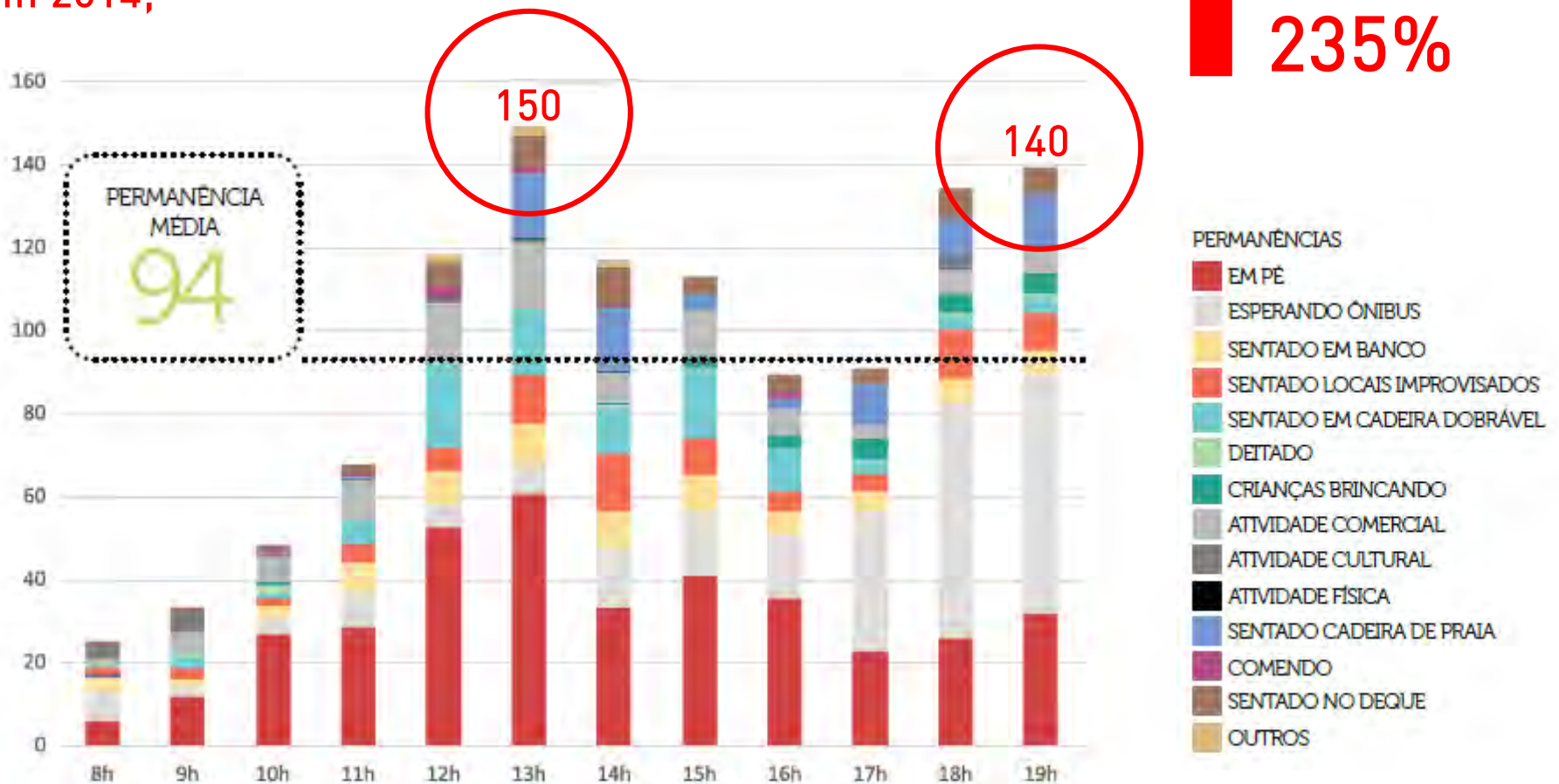
Peak at lunch and high activity level after 6pm

- Key findings, after implementation

In 2013; 43 people was counted at both lunch hour and at 7pm

In 2014;

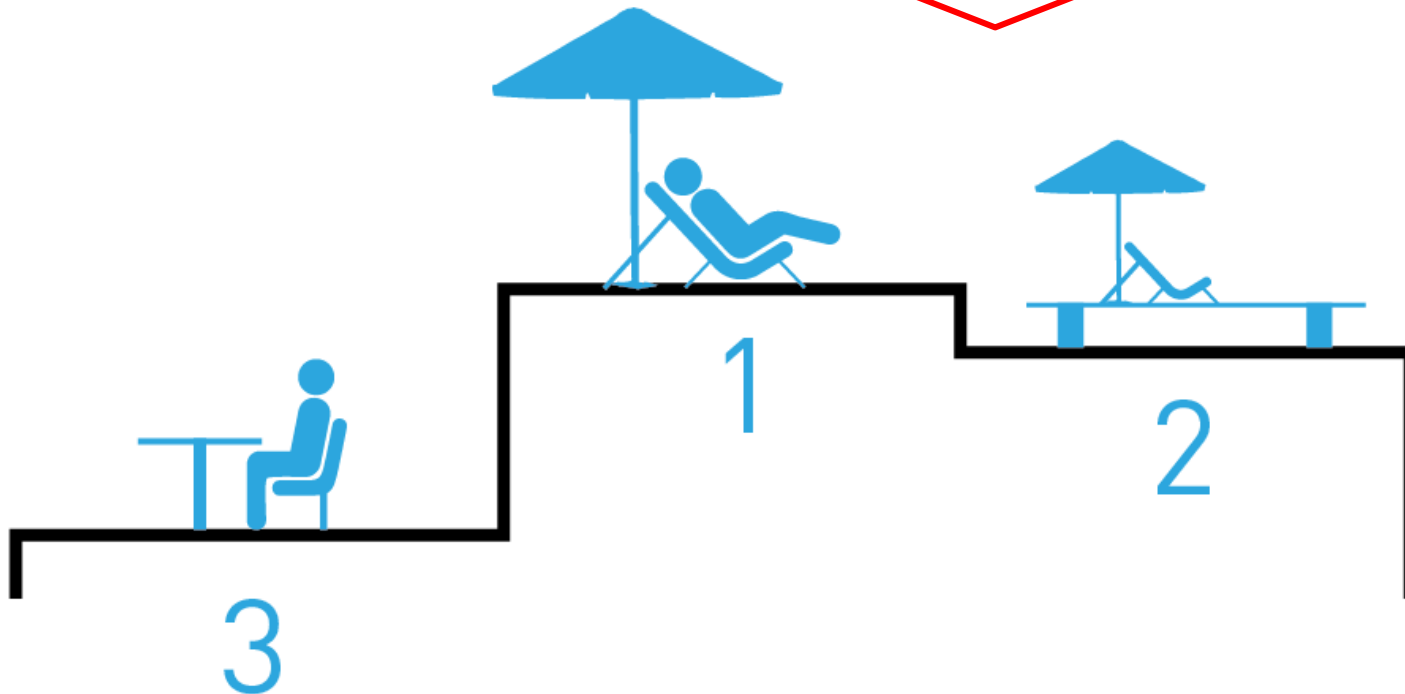
↑ Increase in peak hour activity by **235%**



What people liked most - hardware

- Public outreach

When asked about what new elements in the square people liked the most - 62% of the responses was in favor of the deck chairs and umbrellas

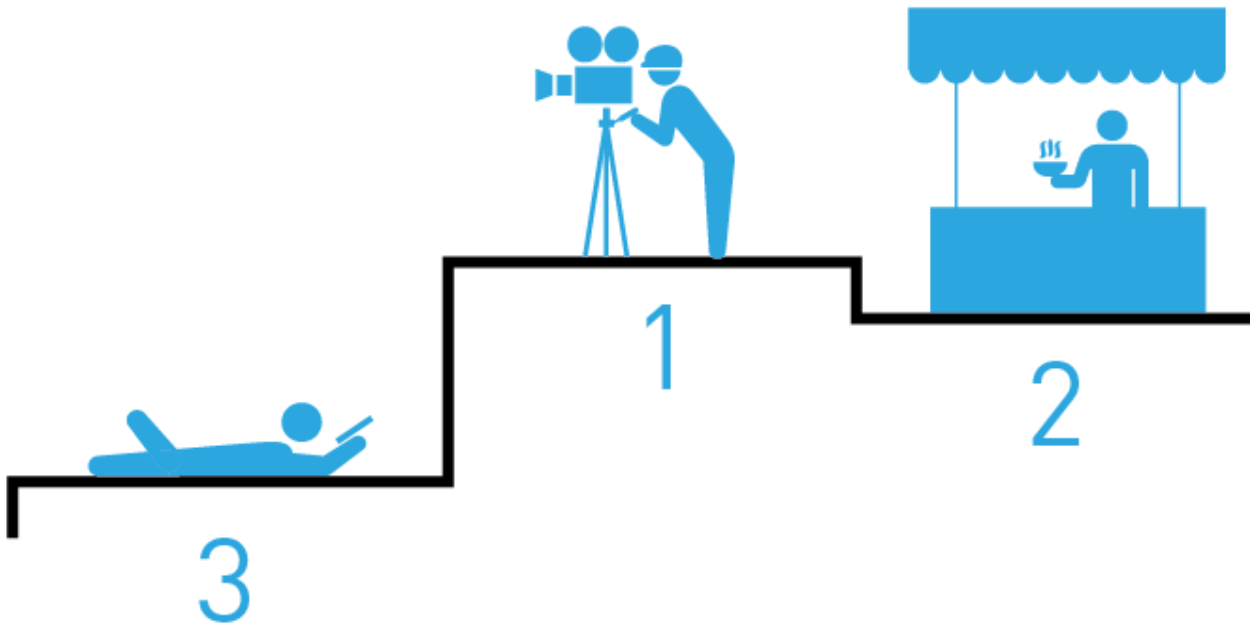




What people liked most - software

- Public outreach

Of the many activities hosted in the new square - 22% of interviewed especially favored the film screenings





Opening party

- “Feirinha Gastronômica”



Stories, Impact



New users

Stories, Impact



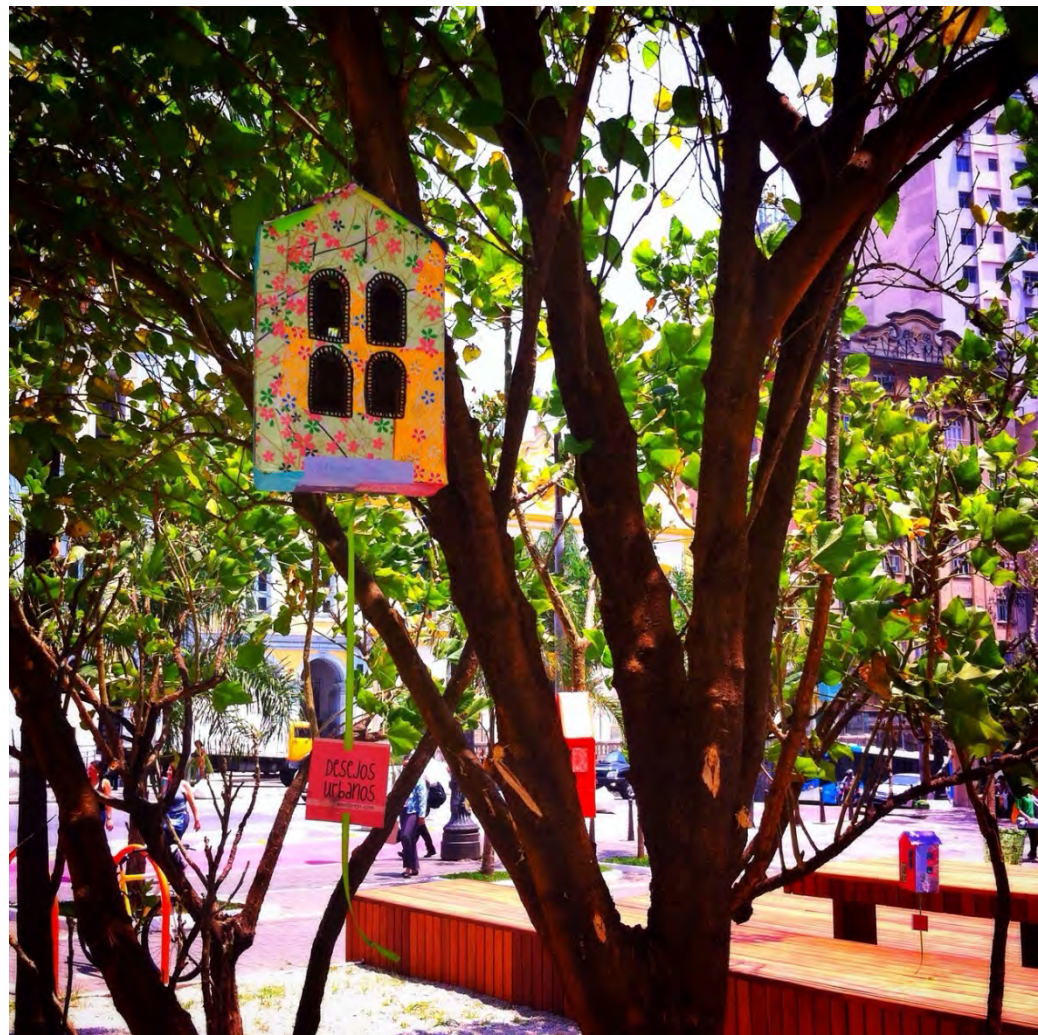
Without pushing the existing users out
Space for all

Stories, Impact



Birthday party

Stories, Impact



Artist installations

Stories, Impact



Social media
#praiapaulistana #praiaurbana #spbeach

“There is so much more to walking than just walking” – Jan Gehl





Sofia

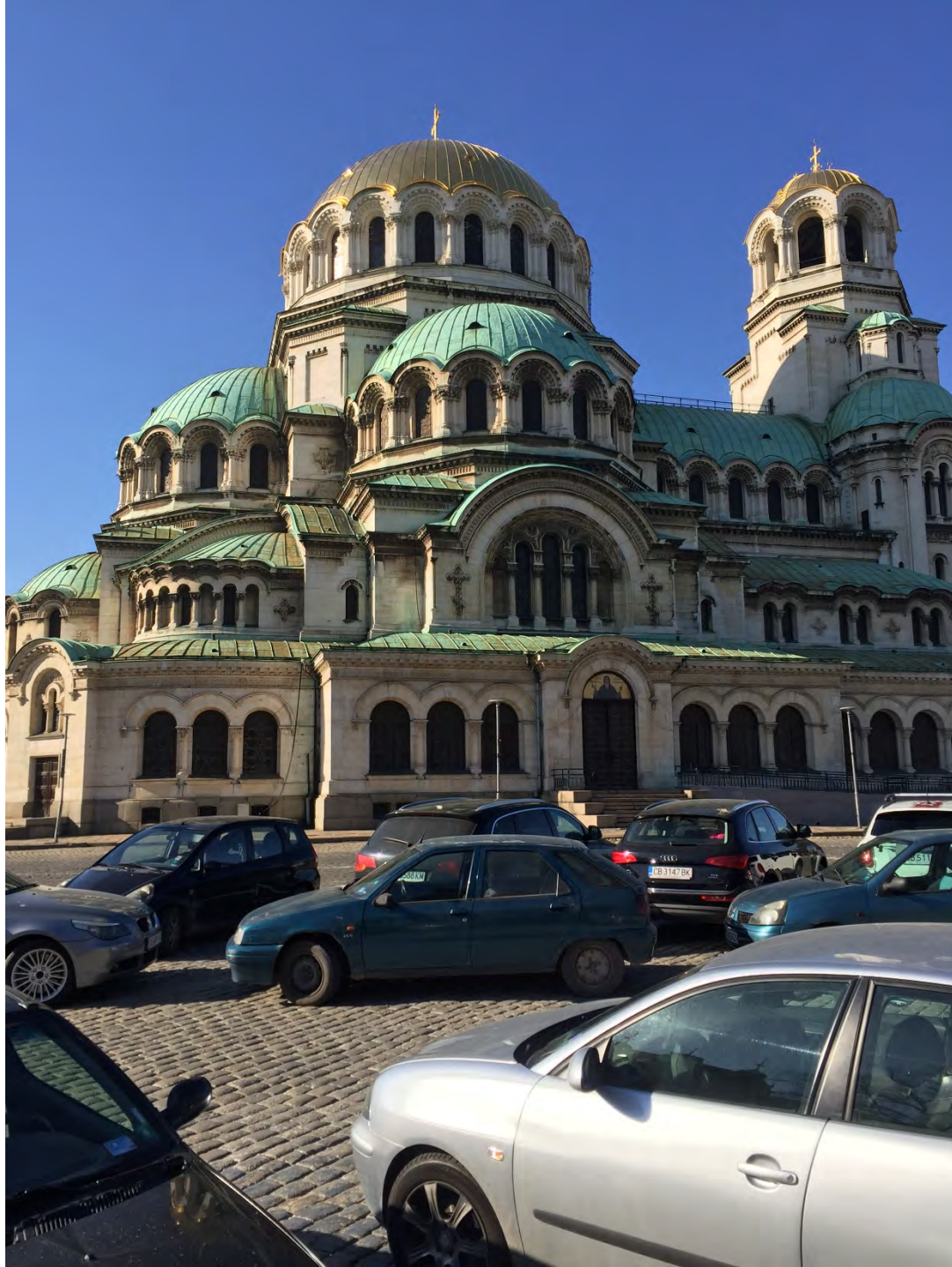






















































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Mobility

Pedestrian environment

- How are walking conditions for pedestrians? (discuss, describe & take photos)
- Do people feel safe from traffic? (discuss & describe)
- Where is it pleasant to walk along and where not? (discuss, draw pleasant & unpleasant to walk on map)
- Are the distances walkable? (discuss, 5 min test walks and map how far you get)

Bicycle environment

- Bicycle network - Is it well connected, are there any missing gaps? (discuss, map, take photos)
- Conditions for bicycling - Safety from traffic? Dedicated lanes? Coherent system? (discuss, map, take photos)
- Parking your bike - Enough facilities? Are they located conveniently? Are they safe from theft? (discuss, map, take photos)

Public Transport System

- How is the quality of the public transport network? (research, discuss)
- Metro & bus stops - Are they well integrated in the city fabric? Are they well signed? Are there amenities close to them? Is it pleasant to wait? (discuss, take photos, map)
- Interchanging to other modes of transport - is it convenient and easy? (discuss, take photos)

Vehicular traffic

- Car numbers & volumes (desktop research)
- Conflict points with other transport modes & congestion - where and why? (explore, map & take photos)
- Parking - Where and in what forms? Is overground parking very present in the city? (desktop research, take photos, map)

➔ Sample Counts

- Look at a map and decide on some counting locations.
- Decide: only pedestrians, or also other modes of transport?
- Go out and conduct the counts for 10 minutes at each location.
- Conduct the counts at different times of the day (rush hour, evening,)
- Fill the numbers into the sheets and calculate to hourly
- Compare different locations & illustrate the flows on a map

When selecting locations for your counts, coordinate with the Public Life & Public Space Quality team!



СТАНЦИЯ
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Public Space Quality

→ 12 Quality Criteria

- Evaluation of selected sites with the set of 12 Quality Criteria
- decide on specific locations, see instructions attached, go to locations and fill out sheets on site

→ Noise Levels

- Go out and evaluate on noise levels at selected streets and places (explore, take notes, you can also download an app)
- Is the noise level pleasant? Is it possible to talk? What atmosphere does it create? (discuss & take notes)

→ Frontages & activation

- Level of activation of buildings and frontages (take photos, map)
- Facade study - level of activity in ground floor zones (see instructions)
- Eyes on the street at night (map & take notes when dark, evaluate feeling of safety)

Street Trees

- General: Is Sofia's city center very green? (describe, take photos)
- Where are street trees located? Along certain streets? (research, GIS, map, photos)
- In which quality & form? Aligned, old characteristic trees, in groups? (photos, describe, map)

Micro Climate

- Shelter from rain or sun (general and at selected locations: describe, map, photos)
- Wind conditions (general and at certain locations: describe, map)
- Pleasant in winter and in summer? (discuss & describe)

Paving Quality

- Paving material and condition. (in general & give examples of places, photos)
- General: Is it convenient for its purpose? Is it underlining the city character? (explore, discuss, describe)
- Specific: In what locations is paving good, where bad?
(map and take photos of good & bad for example potholes, obstacles, nice paving,...)

**When selecting
the locations for your
counts, coordinate with
the Public Life team!**







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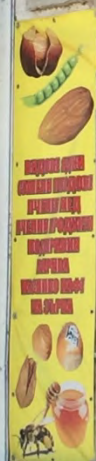
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VBOX7

Public Life

Destinations & Culture

- What destinations and spaces attract most people?
- Events: when and what kind of events happen in the center? Where? (discuss, research, make calendar)

User groups

- Research on demographics and user groups (desktop research)
- What people are usually in what areas? (discuss, map)
- Where are children, elderly, teenagers usually meeting? (map & take photos)

Staying

- Which Public Spaces in the center attract most people? Where do people stay? What do they do? (discuss, map, take photos)
- Outdoor Cafés, Benches, .. (take photos, map and describe)
- Different times: morning, during the day, rush hour, nighttime safety, weekday/ weekend



→ Staying Registrations

- Select squares, parks and streets that you want to do registrations in.
- Go out into the city center and conduct the counts. (see instructions & registration sheets)

Age Groups

- What age groups are present in the city?
- What areas attract which age groups?
- Where are playgrounds for children, meeting places for elderly and places for tourists?

→ Sample Age & Gender Registrations

- In places you have chosen for staying registrations you can also conduct age & gender counts.



НОТАРИУС
Елена Еленкова

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