

Livable Cities for the 21st Century



ON THE IMPORTANCE OF PUTTING PEOPLE FIRST

JAN GEHL, PROFESSOR, DR. hc.

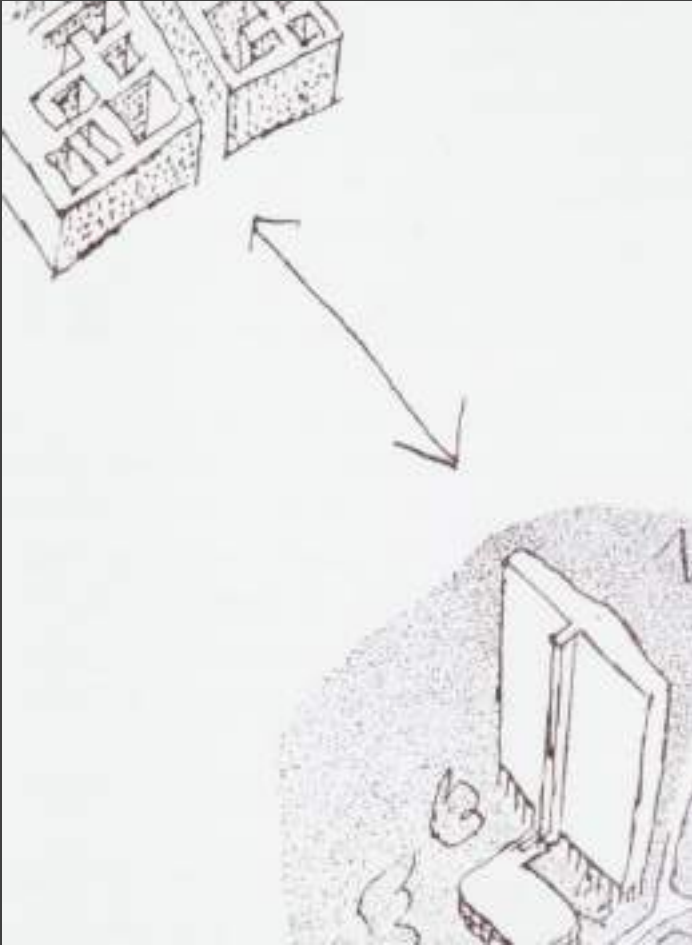
FOUNDING PARTNER: GEHL ARCHITECTS , URBAN QUALITY CONSULTANTS, COPENHAGEN

20th Century Problem

The two old Planning
Paradigms

1960 - “Modernism”

becomes dominating paradigm for Planning







rio Terza Canal

Fondamenta Milanesi

Fondamenta Milanesi

Calle Castiglione

Fondamenta Milanesi

Fondamenta

Calle del Forno

Calle del Forno

rio Terza Canal

Studio Dentistico
Parafarmacia Dr. Riccardo

Calle de Castiglione

Campo Santa Margherita

Campo Santa Margherita

Calle Rector

rio Terza Canal

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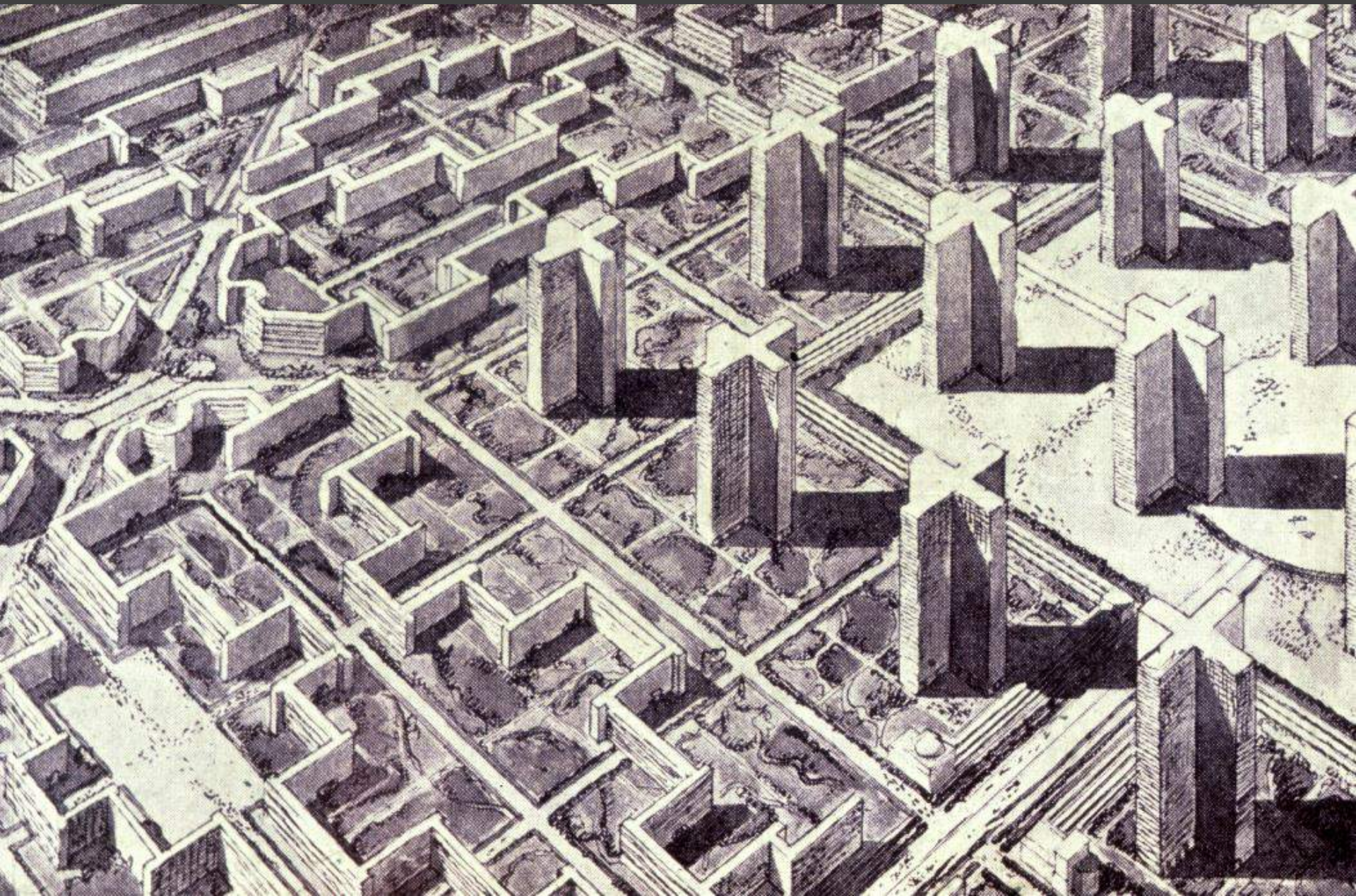
Linguistic
Schachachenhalle

Calle Bianca Cappello

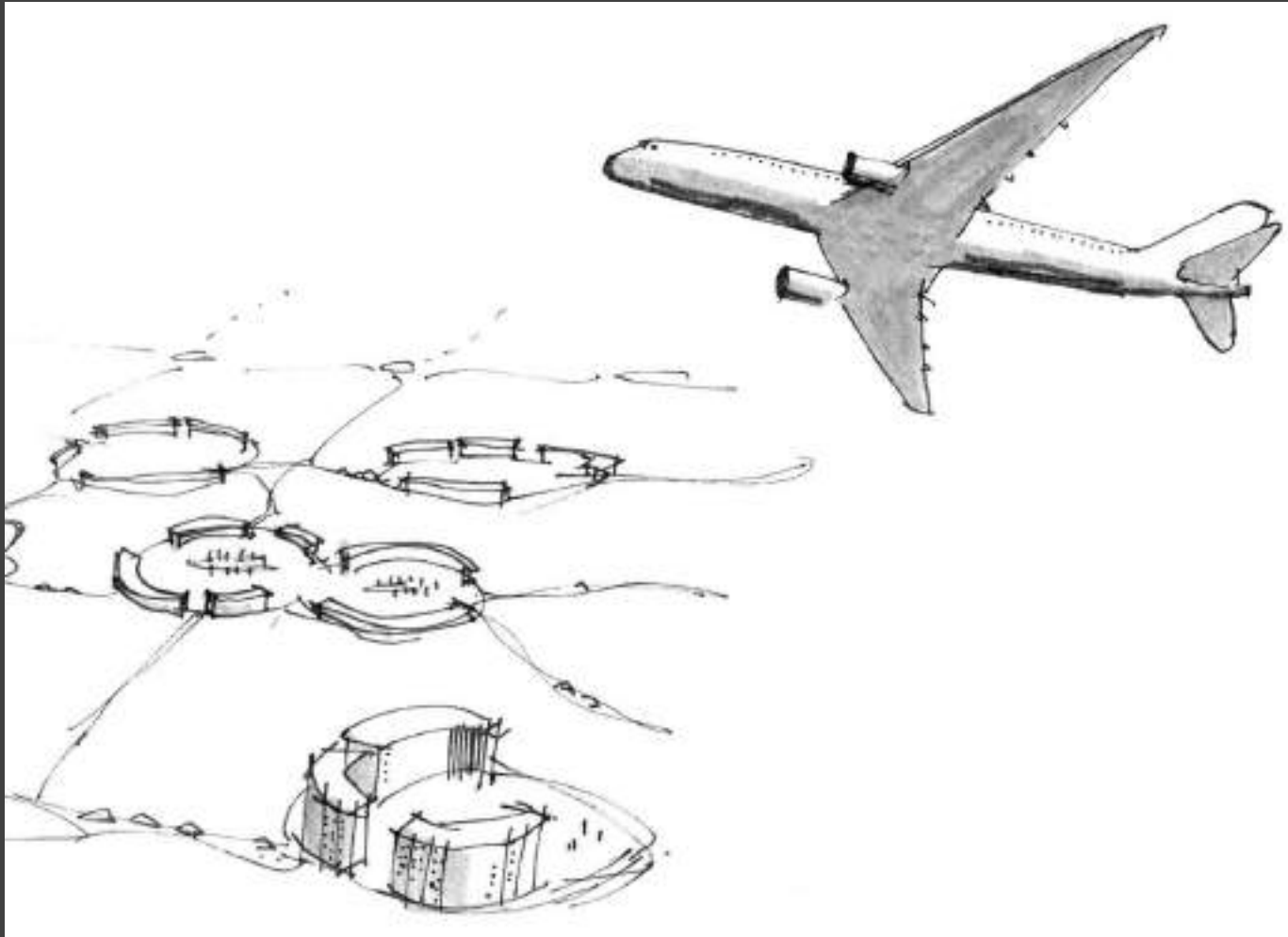
Calle Santa Forlega

Calle Santa Forlega

Calle Santa Forlega



City Plan Scale

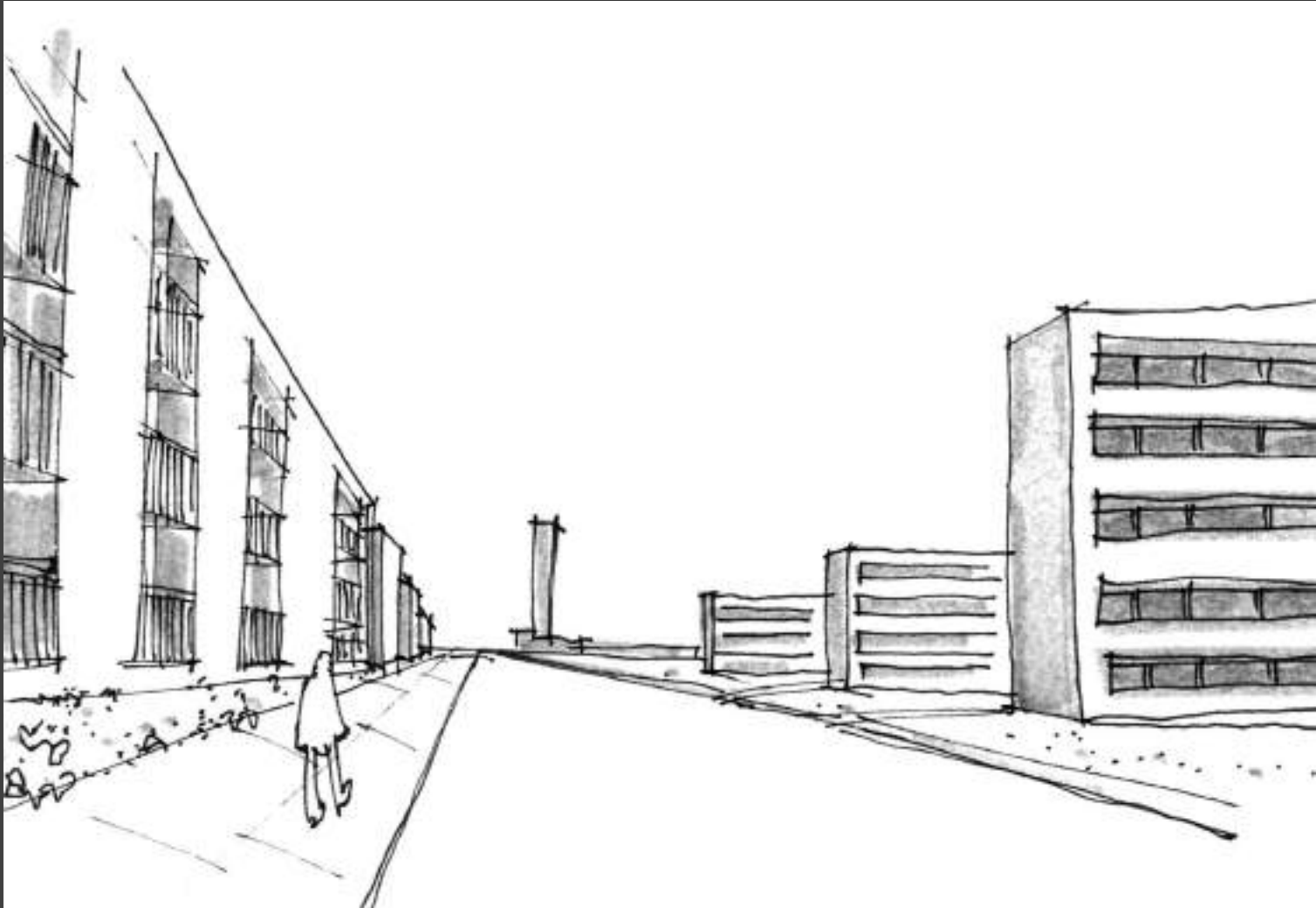


Well organized



People Scale

Eyelevel / 5 km/h perspective



Completely neglected



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



Modernism: A Good bye to Human Scale

1960- Carinvasion

becomes domminating paradigm for Planning





Scene 1: A peaceful people city



Scene 2: The Automobile arrives!!



Scene 3: The car is King

5 km/hour

Architecture

60 Km/hour



Motorism: A Good bye to Human Scale



**All Cities have Traffic Departments
and perfect statistics concerning
traffic and parking**

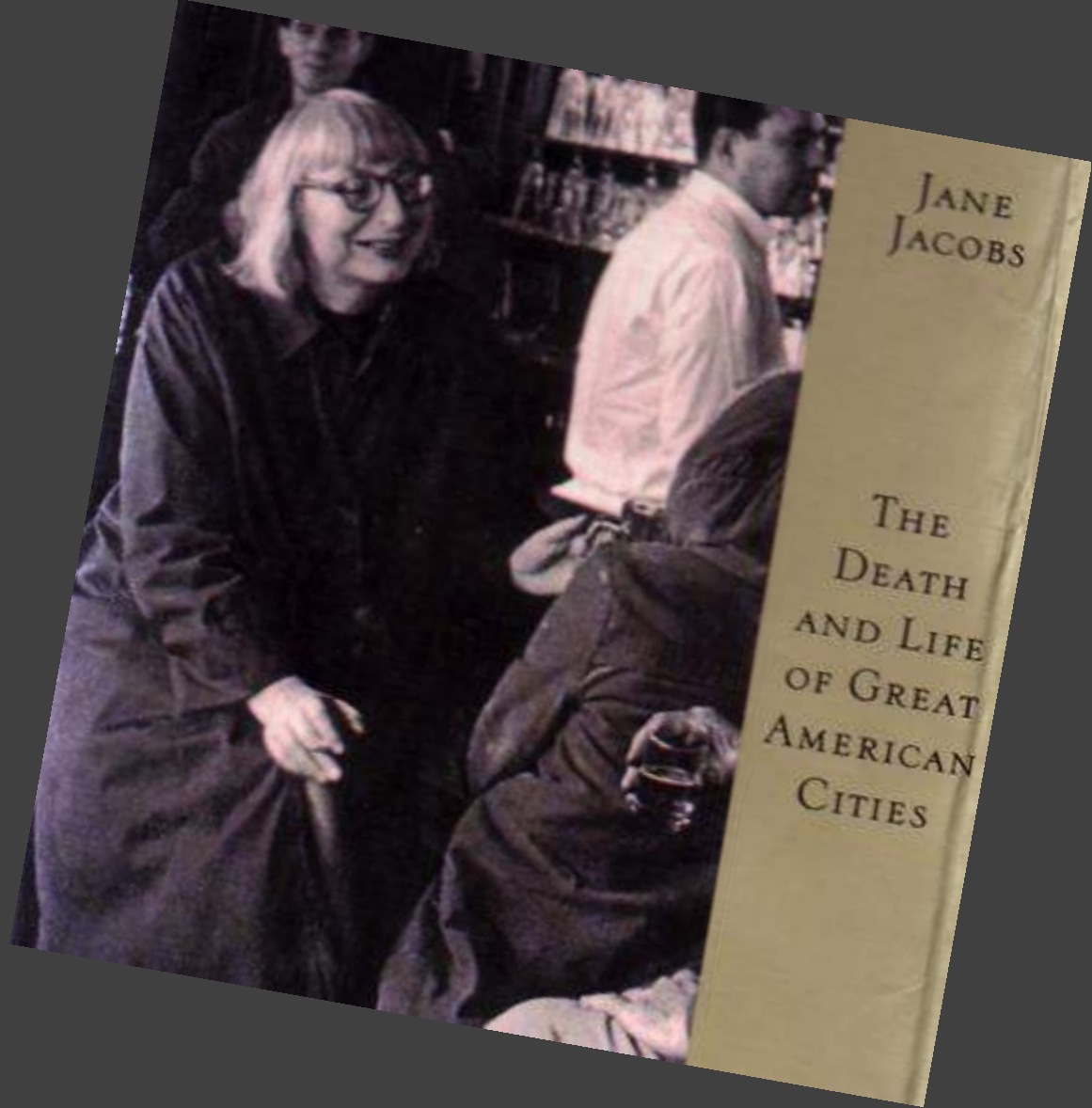
**Do you know of any Citydepartment
for pedestrians and public life?**

**Hardly any City have statistics and
data concerning the people who use
the city**

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

Virtually nothing

Jane Jacobs 1961

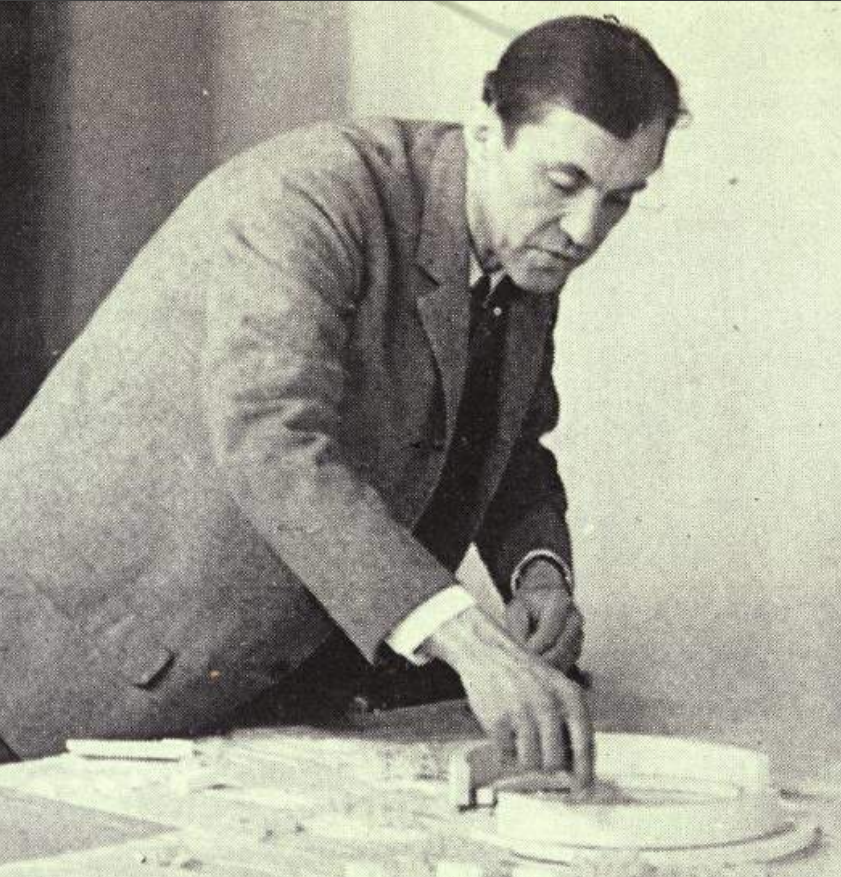


”The Death and Life of Great American Cities”

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

Sembra ma non è un «beatnik»

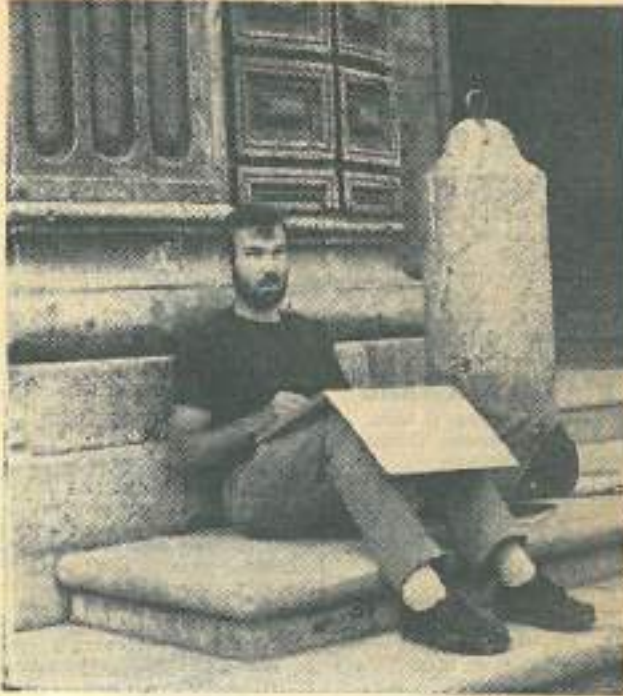
Da diversi giorni abbiamo notato un giovane straniero aggirarsi per la Piazza del Popolo. Abbiamo subito pensato: «I beatnik» in Ascoli?

Ma il suo fare aveva qualcosa di particolare. A parte le misurazioni ed i rilievi con strani apparecchi ottici, lo straniero prendeva in continuazione appunti su tutti i passanti, insomma chi era?

Pochi parole di presentazione e di saluto e subito si è scoperto l'arcano. Si tratta dell'architetto danese Jan Gehl, che avendo ricevuto una borsa di studio per studiare la forma e la vita delle piazze italiane da un punto di vista architettonico e sociologico, ha incluso la nostra Piazza del Popolo nei suoi itinerari.

Il giovane e simpaticissimo architetto, che si avvale della collaborazione della gentile consorte laureata in psicologia, si va chiedendo perché mai — nei centri storici italiani — con tanti spazi e belle strade nuove, la popolazione insiste a passeggiare sulle antiche piazze.

Saremmo interessati, al termine delle sue indagini, di conoscere se ha svelato l'arcano del nostro inguaribile «passeggiar piazza». (Foto Riga)



Just sitting there watching –for 40 years !







Washington Park, New York



Triumph Square, Moscow



The “Edge Effect”



Sweden



Aberdeen, Scotland



Denmark



Edinburgh, Scotland









”Cities for People”
Available in all major languages

CITIES FOR PEOPLE 2010



2010 – 2018

30 Languages + 9 contracts

CITIES FOR PEOPLE 2010



Ukraine 2018



Macedonia 2018

2010 – 2018

32 Languages + 5 contracts



Kazakhstan 11-14 January 2016

CITIES FOR PEOPLE: Island Press, 2010:



CITIES FOR PEOPLE: Arabic Version, April 2017:



Ян Геел **Градове
за хората**





2015

Vše pro
vaše CITY!



Czech Republic, Celebrating the first 3 years







Jan Gehl **Cities
for People**





Official Architecture Policy for Denmark, 2014

“Putting People First”

Architecture Biennale, Venice 2016.

Theme for the Danish Pavillon:

“Putting People First”

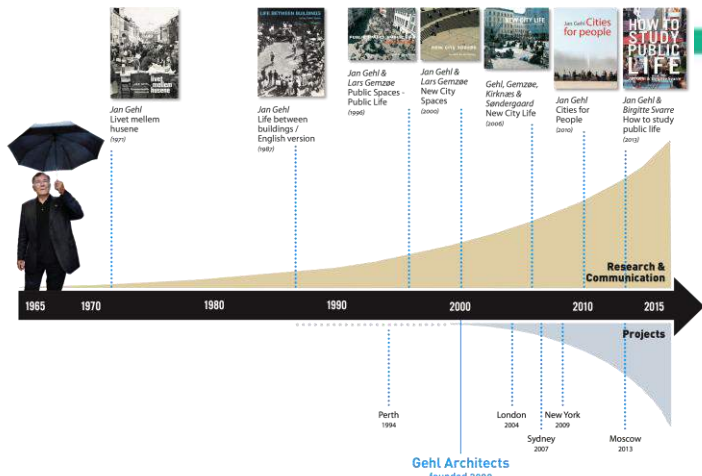
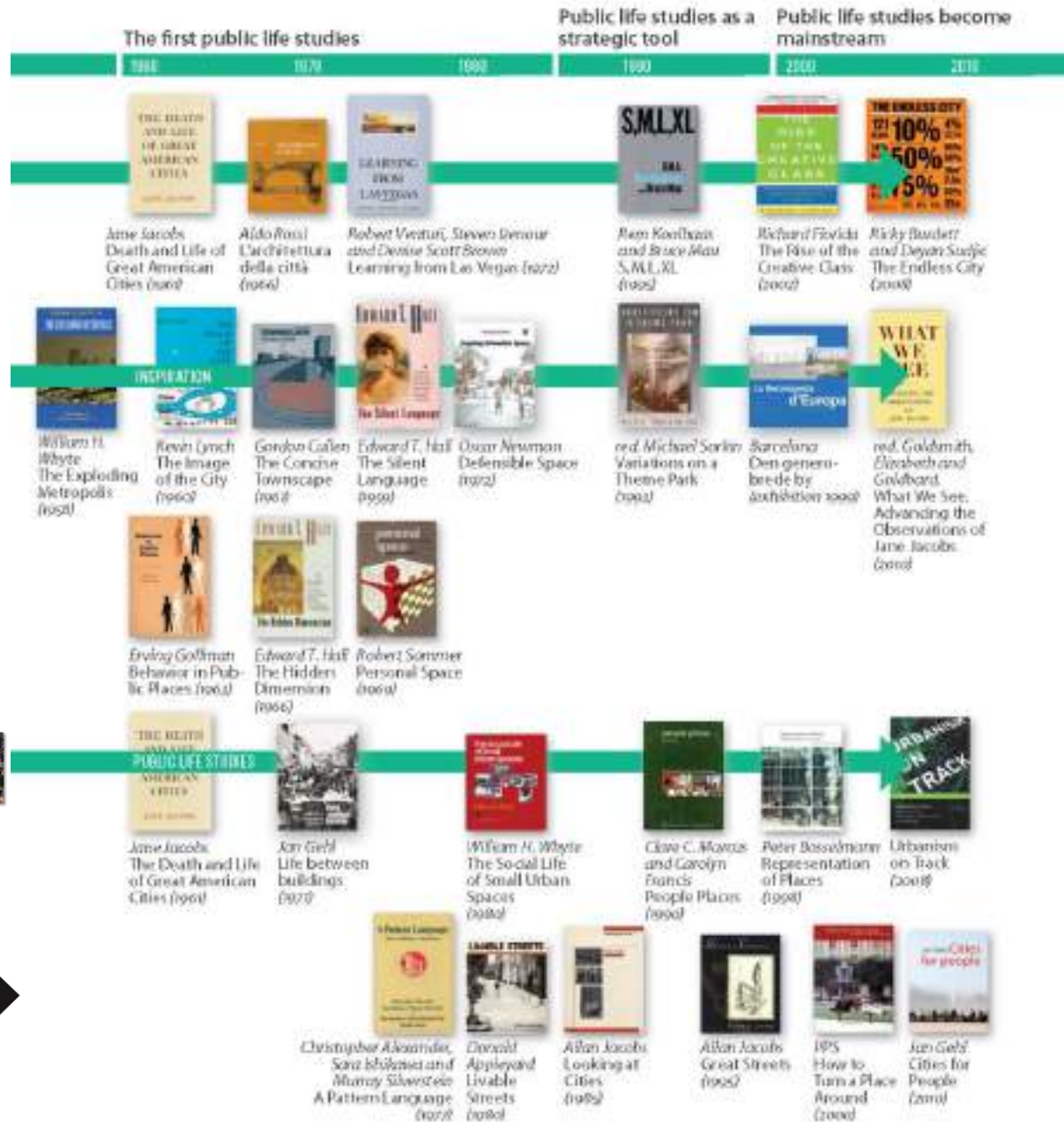
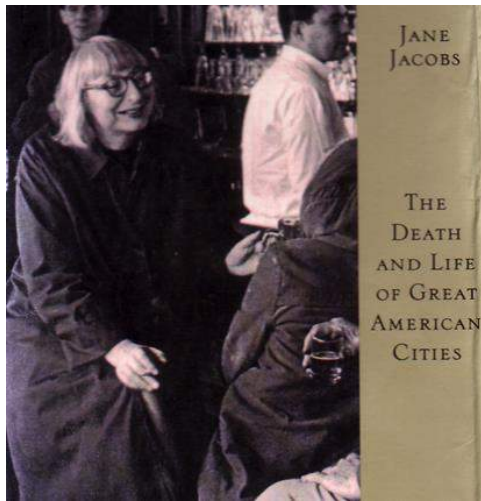








21st century
New challenges
**A new Planning
Paradigm**



After 50 years: A distinct change of Paradigm

WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City

Lively, Liveable City



Lively, Liveable City



Nuuk, Greenland

Vancouver

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 cykling- ”

Increasing number of elderly people



Already 20-25% elderly people in our cities

WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City
- A good city for elderly

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



Јан Гел Градови
за луѓе



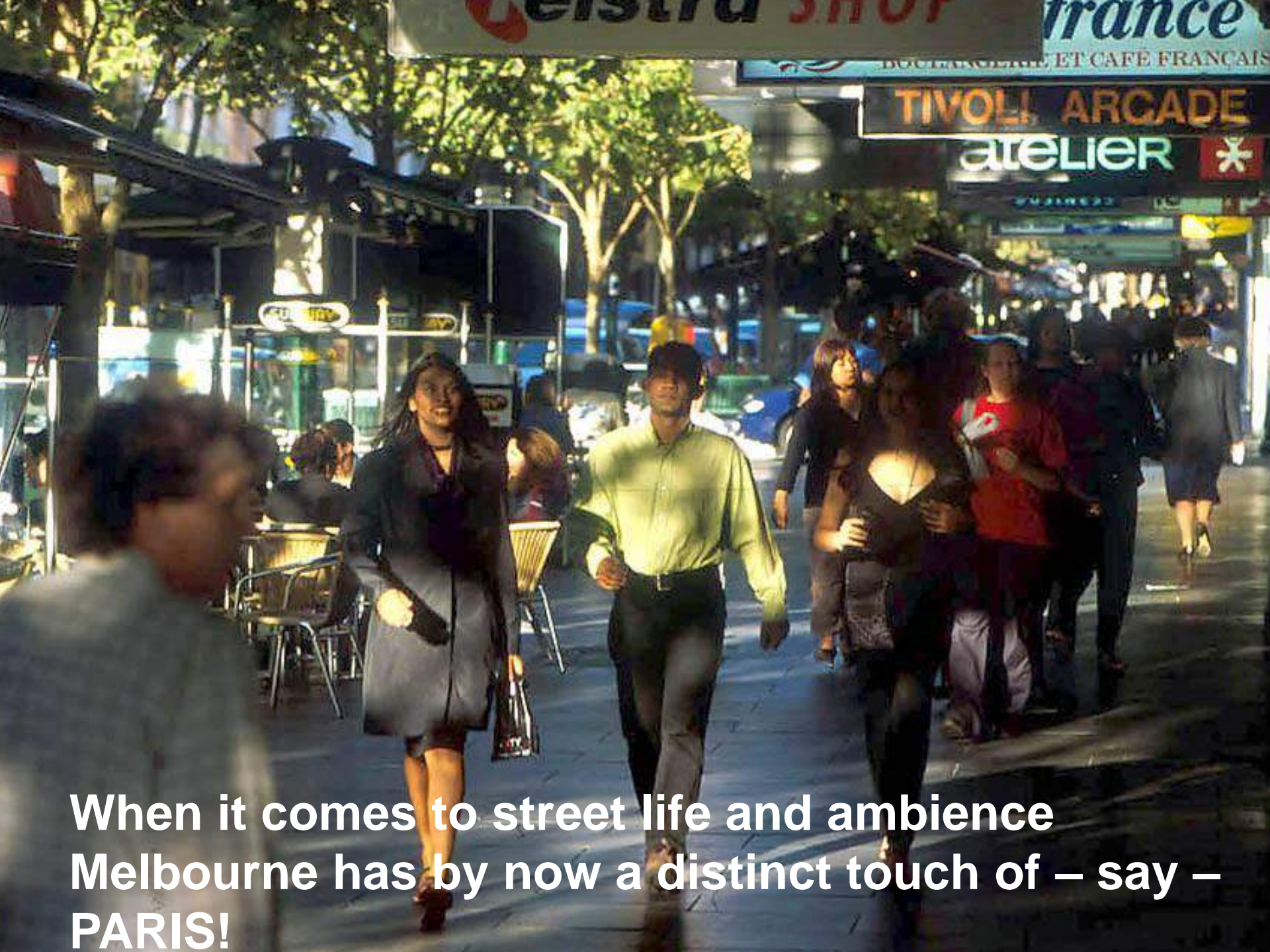
In this City everything will be done to invite people to **walk** and **bicycle** as much as possible in the course of their daily day doings”

CITIES ALL OVER IS DOING THIS NOW

Melbourne, - 3 mio. Inh.

MELBOURNE 1985





**When it comes to street life and ambience
Melbourne has by now a distinct touch of – say –
PARIS!**



Move to Melbourne.

Call 13 22 66 or visit bankofmelbourne.com.au

Bank of Melbourne

3534

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8 Moreland via City

10:00 AM - 10:30 AM

Bank of Melbourne



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





New York: Mayor Michael Bloomberg



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**



Mayor of Moscow Sergej Sobyandin

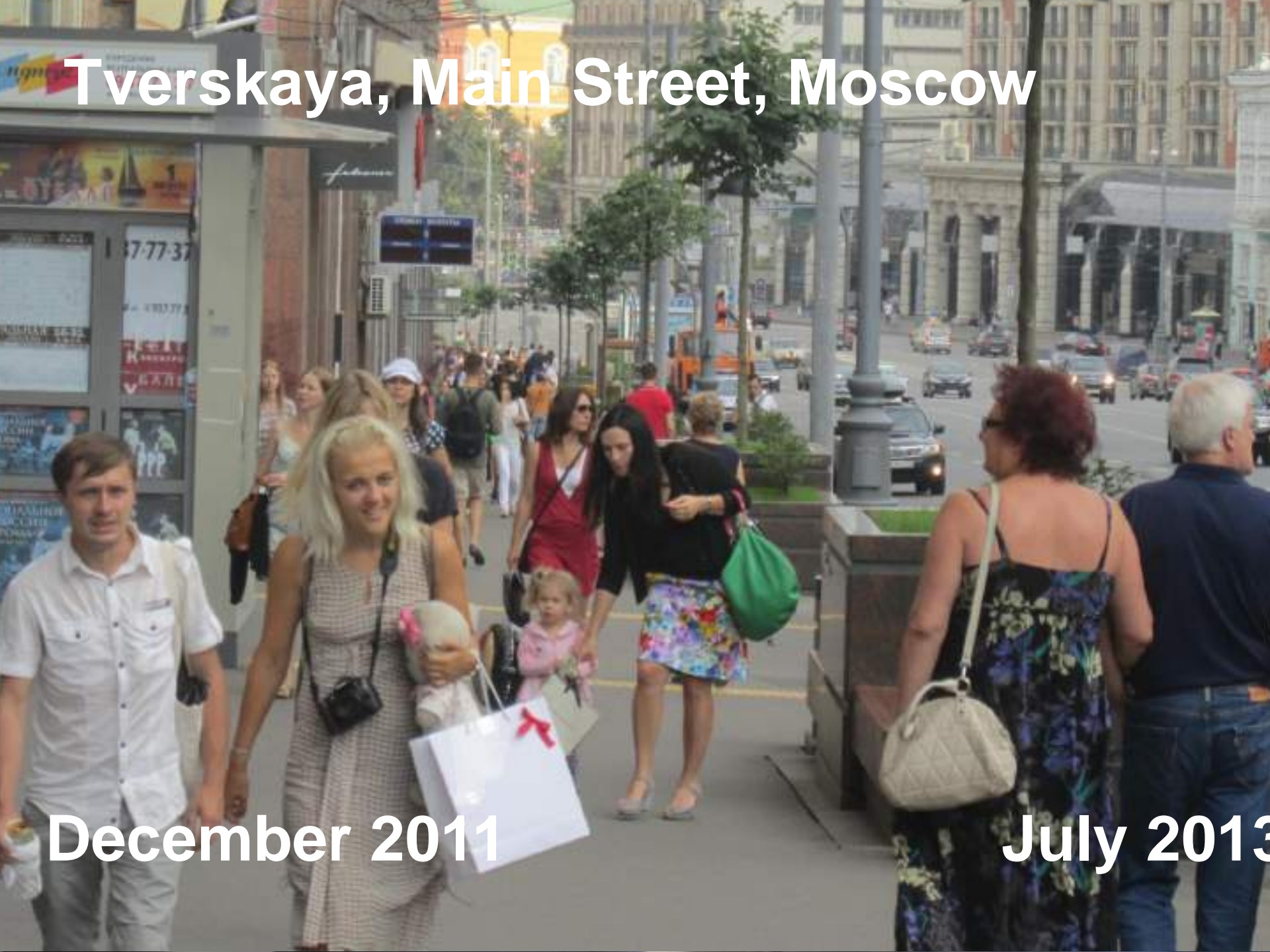


July 2013



July 2013

Tverskaya, Main Street, Moscow



December 2011

July 2013





СРЕДНЕВЕКОВЫЙ
ИСТОРИЧЕСКИЙ
ЦЕНТР
ГОРОДА
ИЗ
ПРОГРАММЫ
РЕСТАВРАЦИИ
И
РЕКОНСТРУКЦИИ
ГОРОДА
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ИСТОРИКО-КУЛЬТУРНОГО
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НАСЛЕДИЯ





Newest problem: The Moscow Babyboom



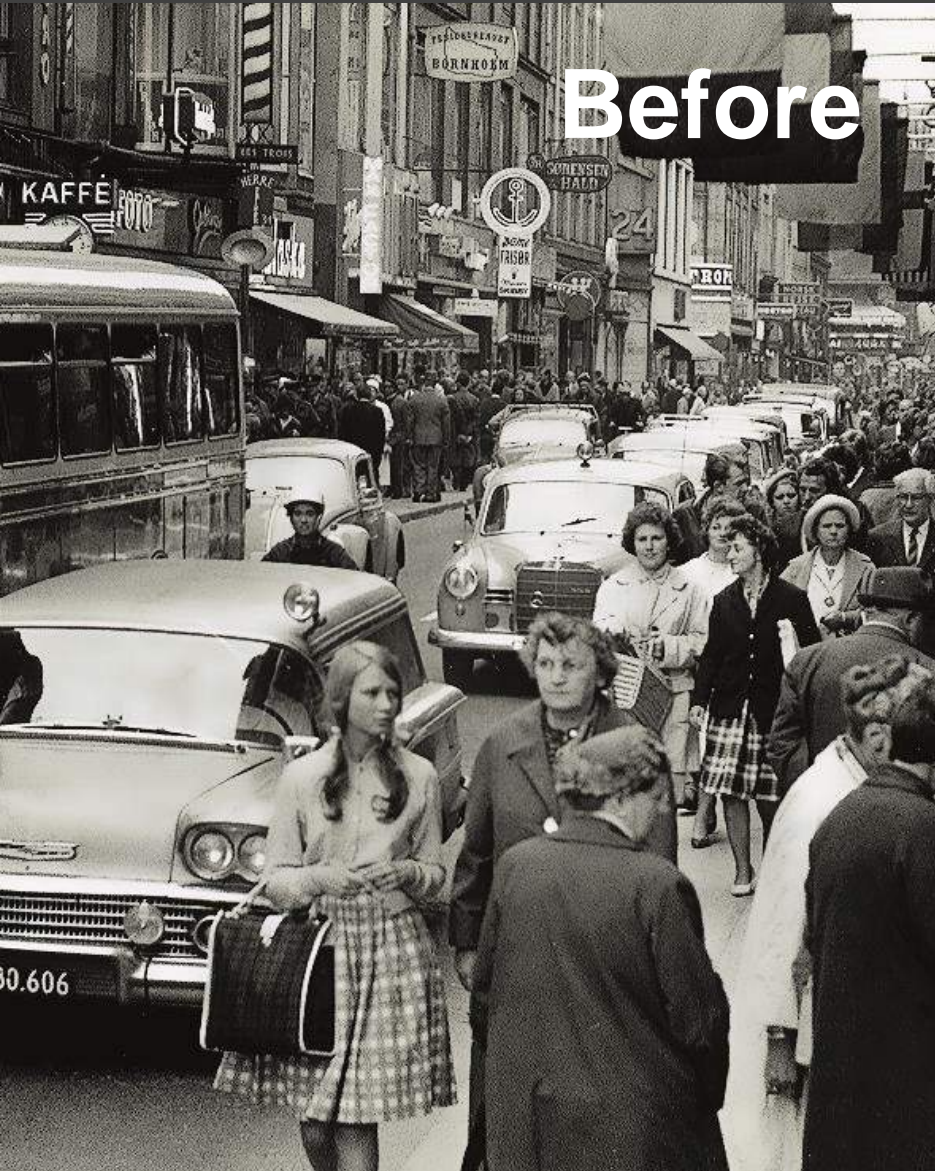
Blame it on Humanistic City Planning

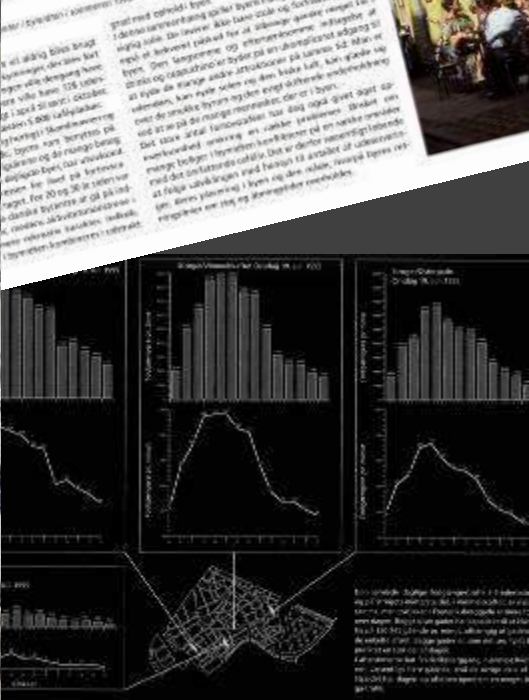
Copenhagen, Denmark (1,5 Mio) 1962 – 2017: From traffic place to People Place - 55 years of people first policies!



COPENHAGEN 1962.....

Strøget (main street) pedestrianized 1962





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

Copenhagen
- The City to the waterfront

1962

First steps

- Pedestrianising Strøget, 1962



Copenhagen - The City to the waterfront

2014

Connecting with the waterfront city

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

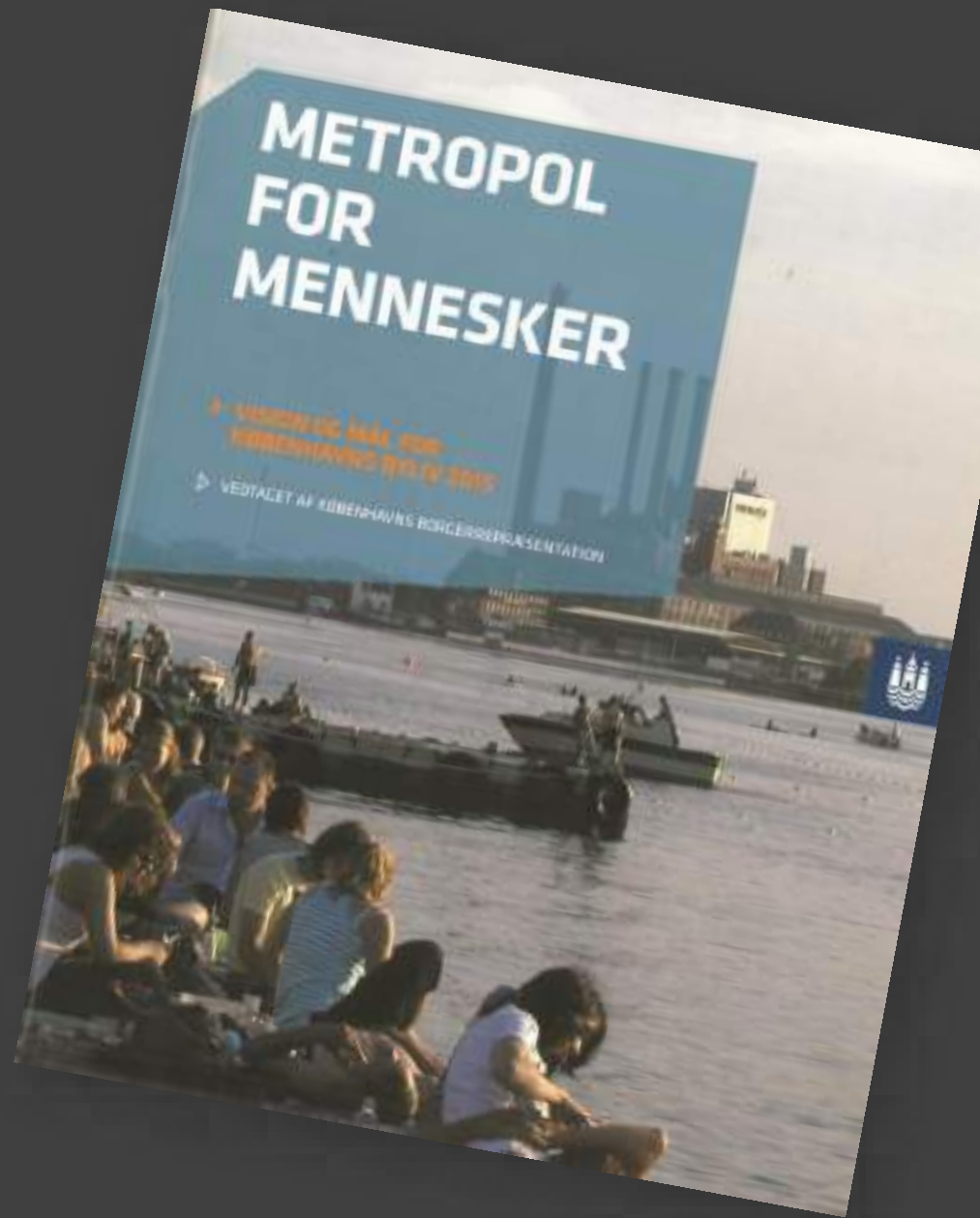


City of Copenhagen

- **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 4:
General improvements
for pedestrians and
public life throughout
the city.**

Walk, be safe, enjoy

Priority for pedestrians and bicyclists: Sidewalks and bicycle tracks are taken across all the smaller side streets



Walk, be safe, enjoy

An impressive culture of using public spaces has gradually evolved



Bicycling in Copenhagen

-on a citywide network of bicycle lanes



-an efficient, citywide transportation system







**Your bicycle is welcome
in the trains.
In this way a proper
alternative transporta-
tion system is provided**



A bicycle culture have step by step been developed Everybody bikes



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?

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 gauer, 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 fjerdeplads – efter tre gamle kendinge: forurening fra lastbiler og personbiler og parkeringsproblemerne.

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

Borgerne er blevet spurgte om en række problemer, som rører dem personligt. Hver tredje angiver, at cykelstien er »et stort problem«.

Af en serie interview med enkeltborgere i samme

Desuden viser det kommunale cykelregnskab, at hver femte københavner finder cyklerne voldsomt overrepræsenterede på cykelstierne.

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



Major complaint :
Serious congestions -on the bicycle lanes





An impressive culture of using bicycles has gradually evolved



2017: 41% use bicycle

THE LIVABILITY TEST!

Mrs. Lan,
Danish Embassy in Hanoi



Do you have a Baby Boom in Copenhagen?





Just another promenade in the city!

30 % of all families w/ children have Cargobikes



Every bike can take one, two, (three) kids -and they do



Bicycle training in kindergarten



Biking to school and biking in all directions from age 4 (good bicyclelanes a precondition)





Copenhagen Lulaby!

REFLECTION:

Many children present in a city is a sure sign of quality and livability

Јан Гел **Градови
за луѓе**

