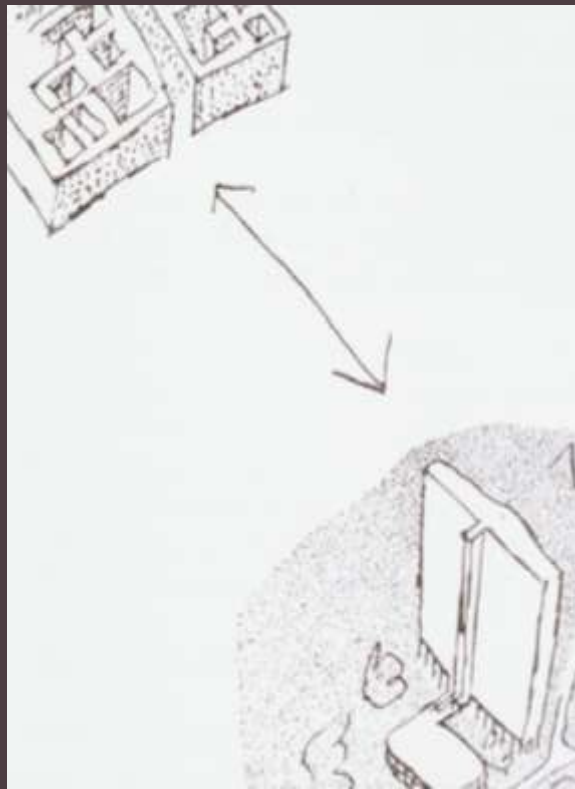
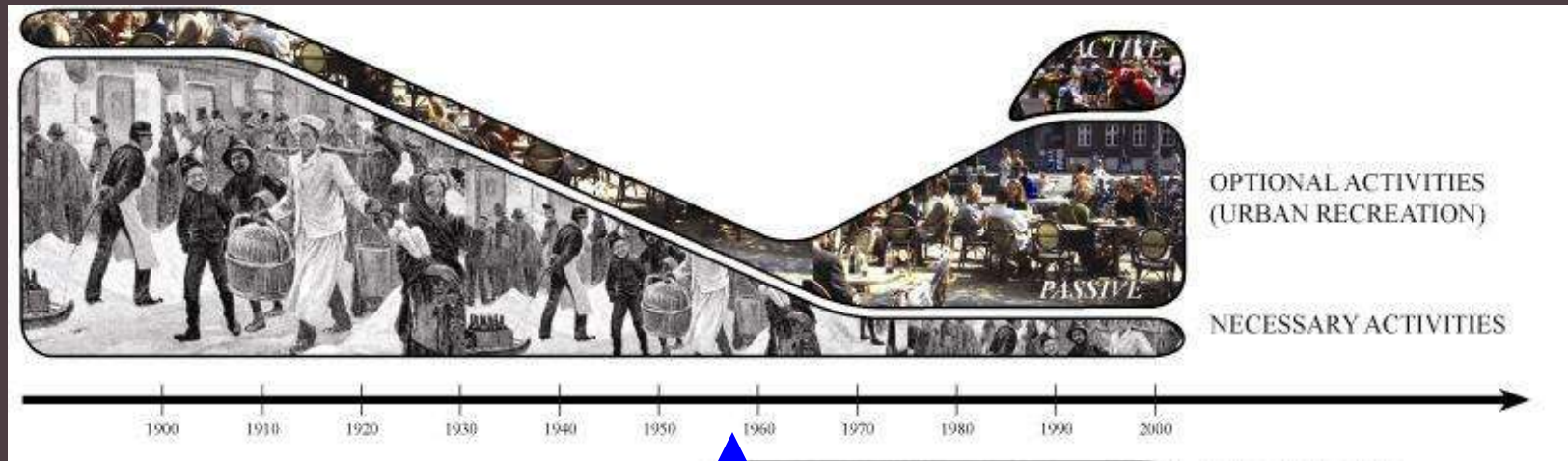


LIVEABLE CITIES –for the 21st Century



**JAN GEHL, PROFESSOR, DR. LITT.
FOUNDING PARTNER: GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS, COPENHAGEN**

1960 CHANGE OF PARADIGME 1



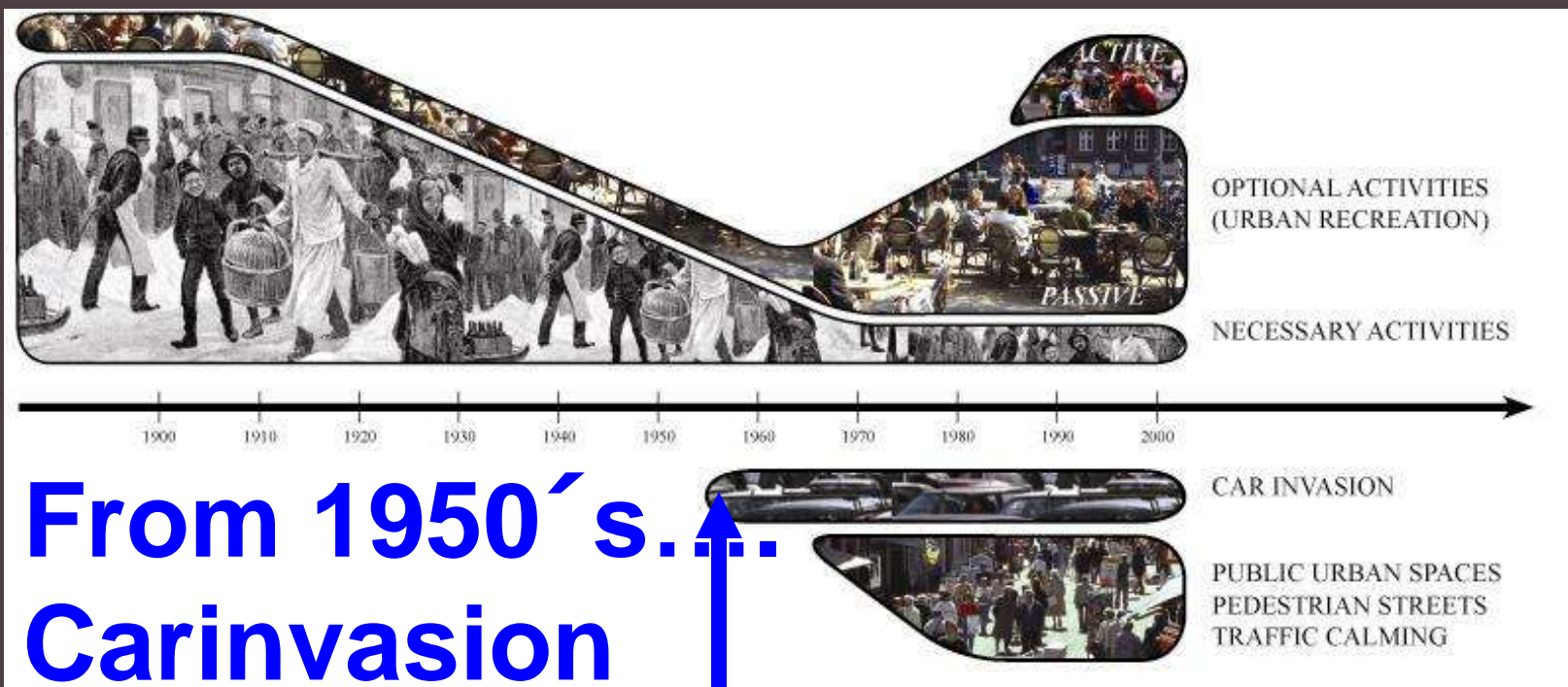


City Planning based on Modernisctic Ideology



We form the cities –then the cities form us

1960 CHANGE OF PARADIGME 2





City Planning based on cheap Gasoline

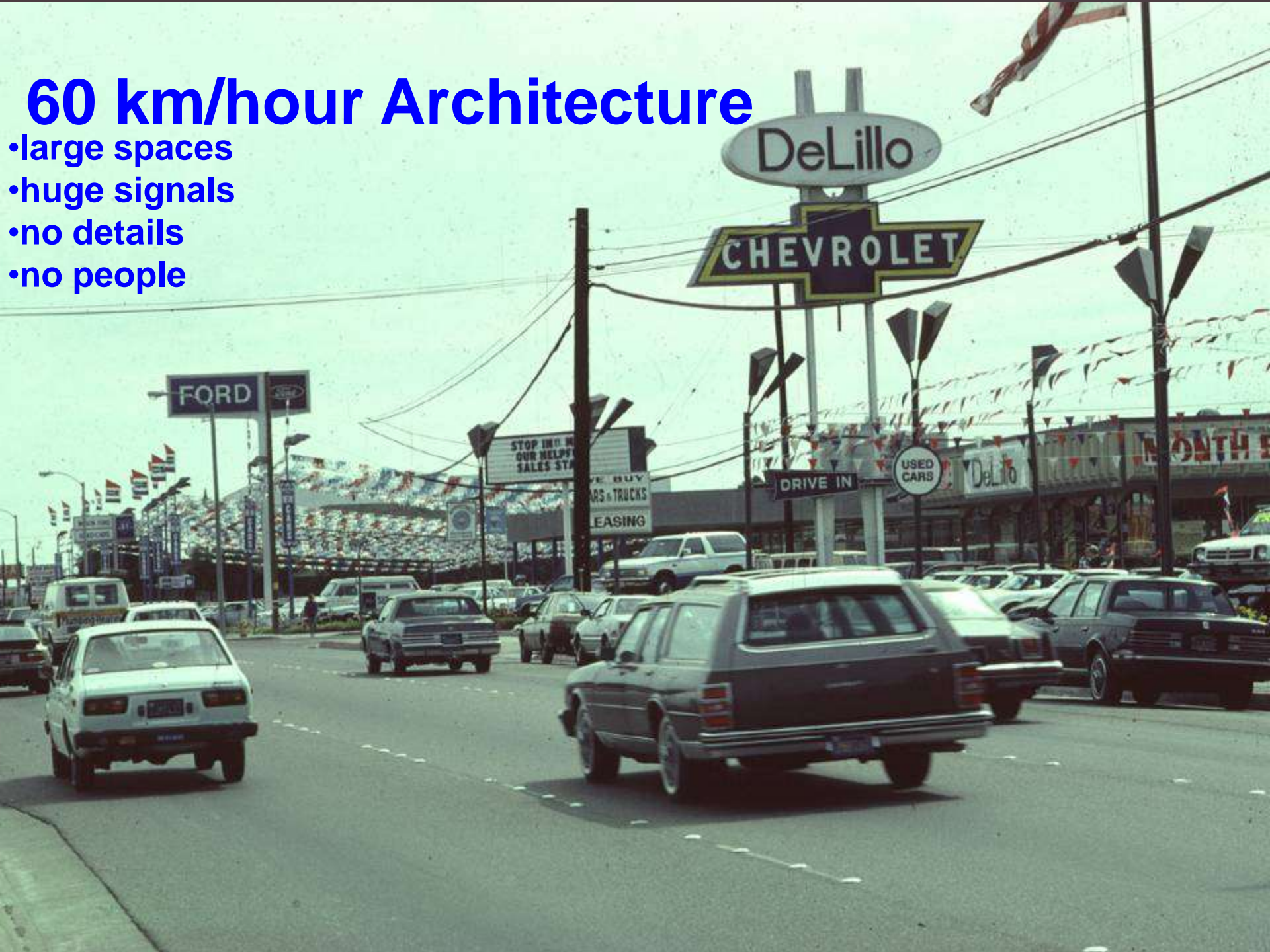


5 km/hour Architecture

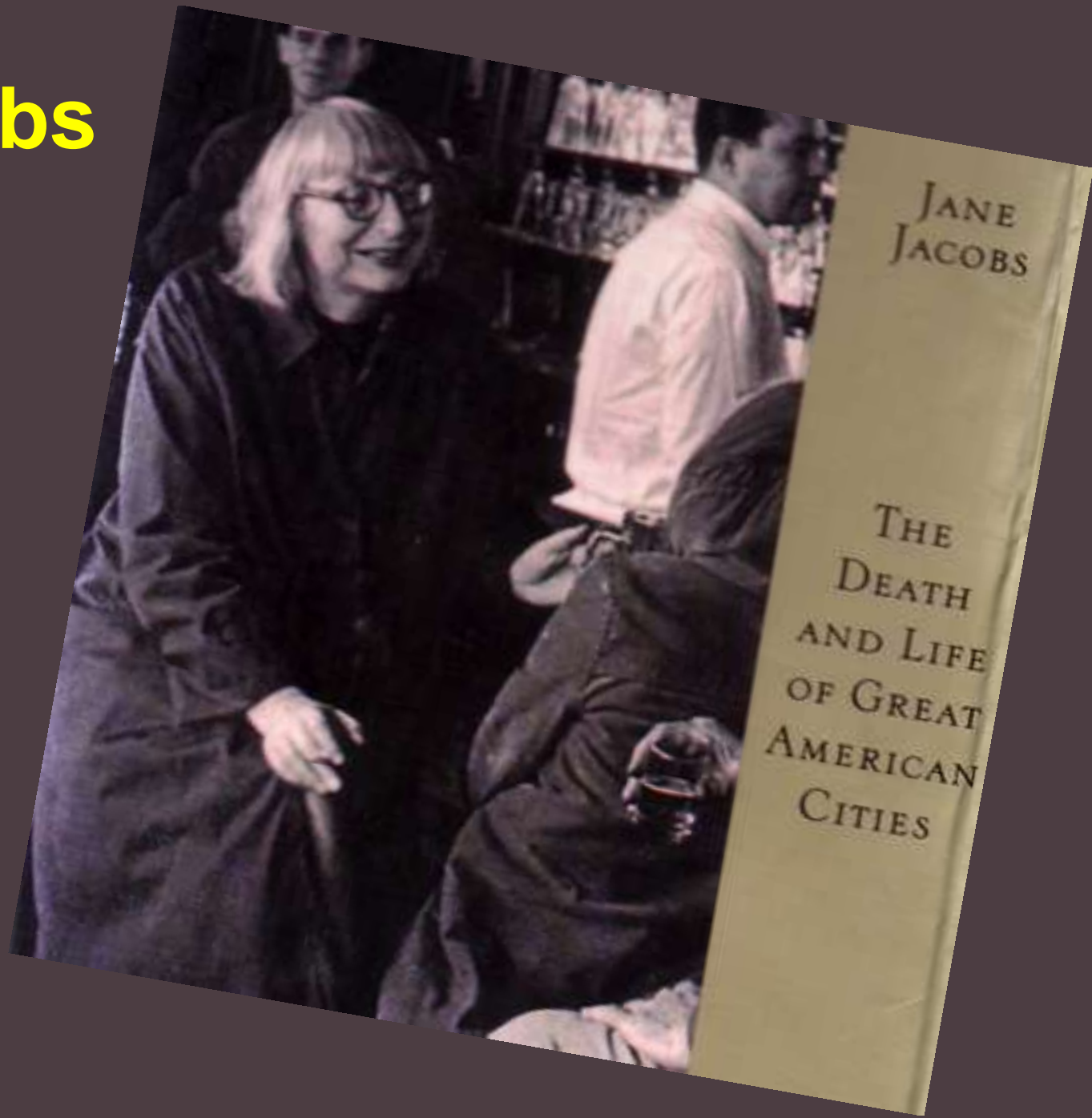
- small spaces
- small signals
- details
- people
- close up's + distant views

60 km/hour Architecture

- large spaces
- huge signals
- no details
- no people

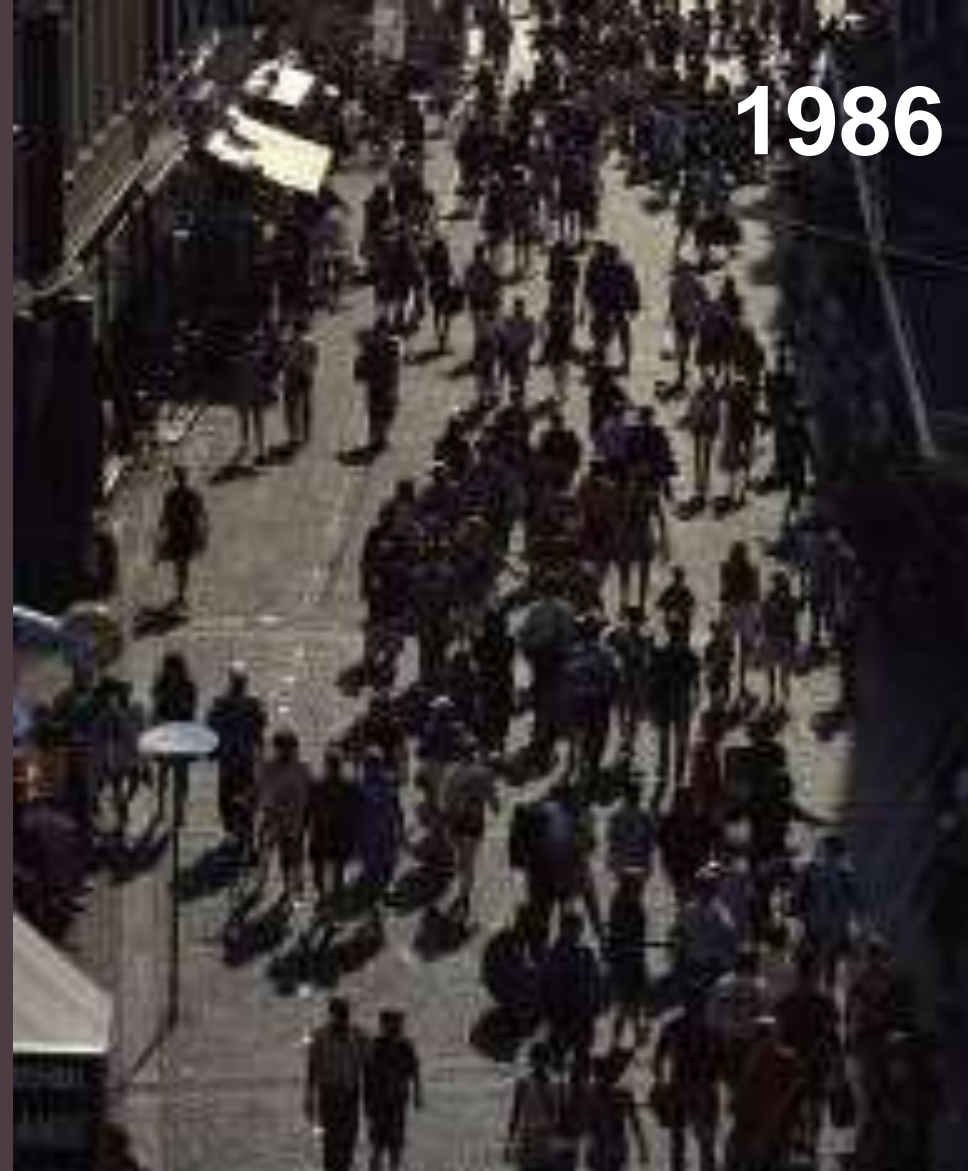


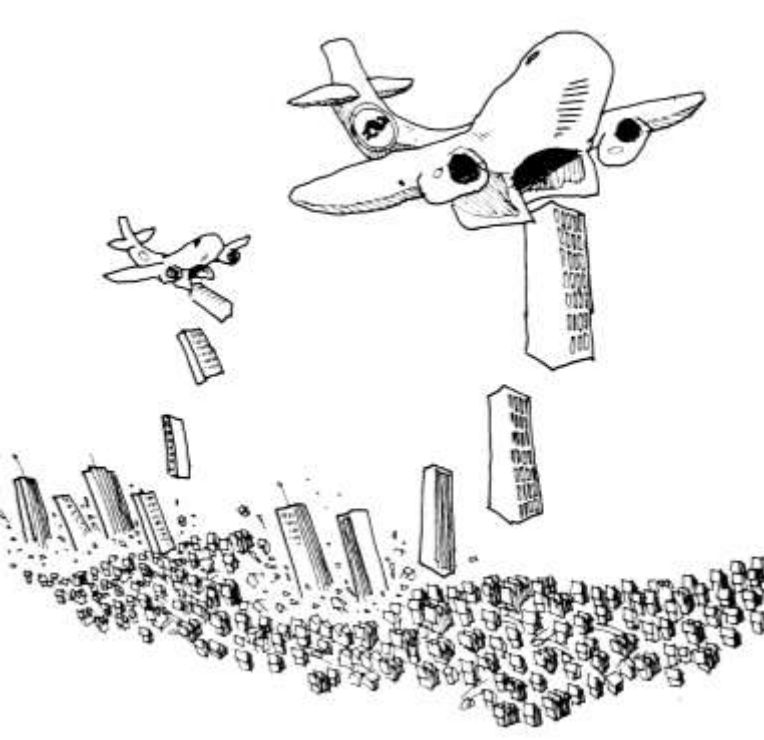
Jane Jacobs



1961

Strøget (main street) pedestrianized **1962**





Those were the days when architects were big, and people were quite small....



**Graduation
1960**

The all time low point of City planning



Bangladesh, 2008



Vietnam, 2008



Iran, 2010









2010: After 50 years: Another change of Paradigme



WANTED:

- Lively, livable City
- Safe City
- Sustainable City
- Healthy City

Lively City



Safe city



Sustainable City



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

Healthy City



”Houston -the City with the fattest people of the World”

Suggestion for simple City improvement Policy

”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”

(Keyword is indeed inviting)

Copenhagen 1962-2012

(region 1.3 million)

From traffic place to people place - a steady people friendly developement for 50 years!!!



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

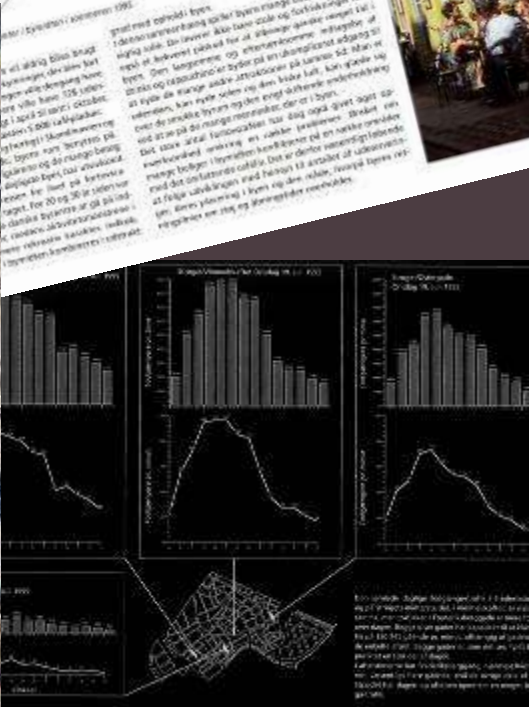
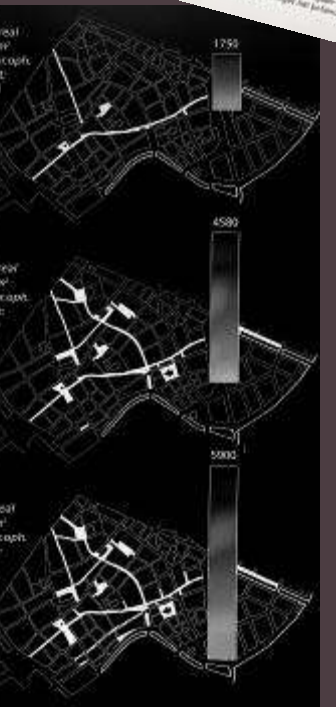


1975



1985



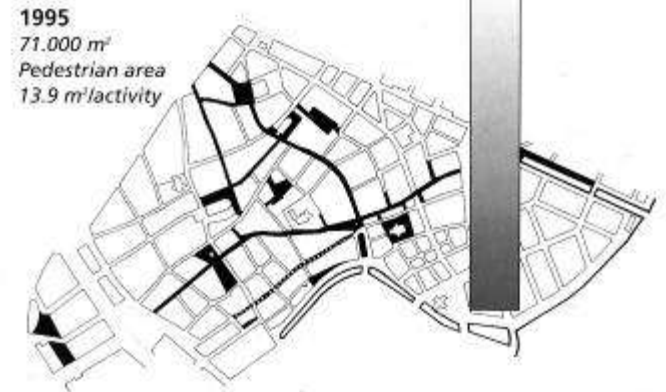
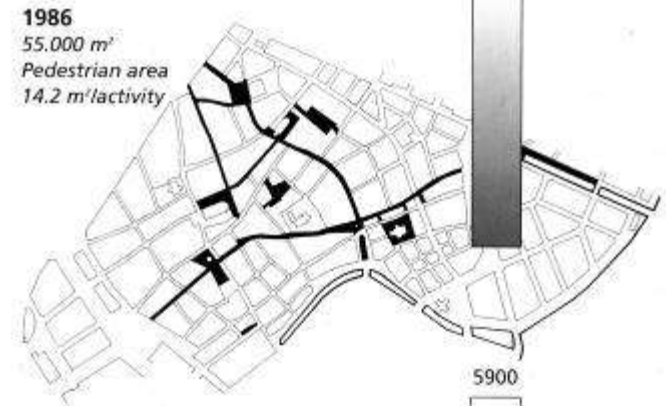
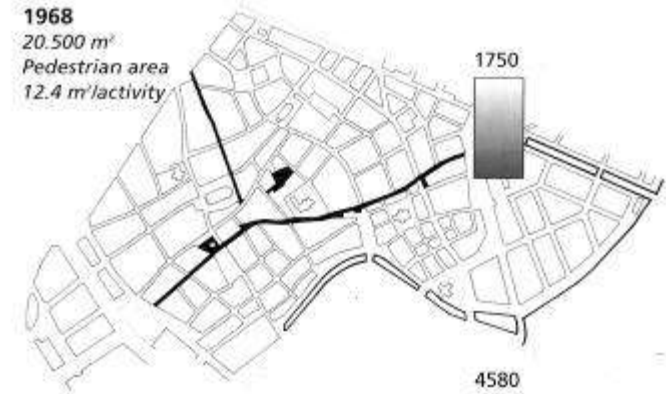


Public Space-Public Life Surveys: Copenhagen 1968, 1985, 1995 (+2005)

Many more People are walking in the city



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.



In only 40 years the good season has been extended from 2 to 10 months



**Copenhagen Street:
2 Sidewalks, 2 proper
bicycle lanes, street
trees, 2 lanes for 2 way
traffic, and a substan-
tial median to facilitate
crossing the street**

**”We do not have to
think and act as 1960s
traffic engineers for
ever -times are
changing and traffic
engineers are by now
much smarter”**



Priority for pedestrians and bicyclists

Sidewalks and bicycle tracks across side streets





City of Copenhagen

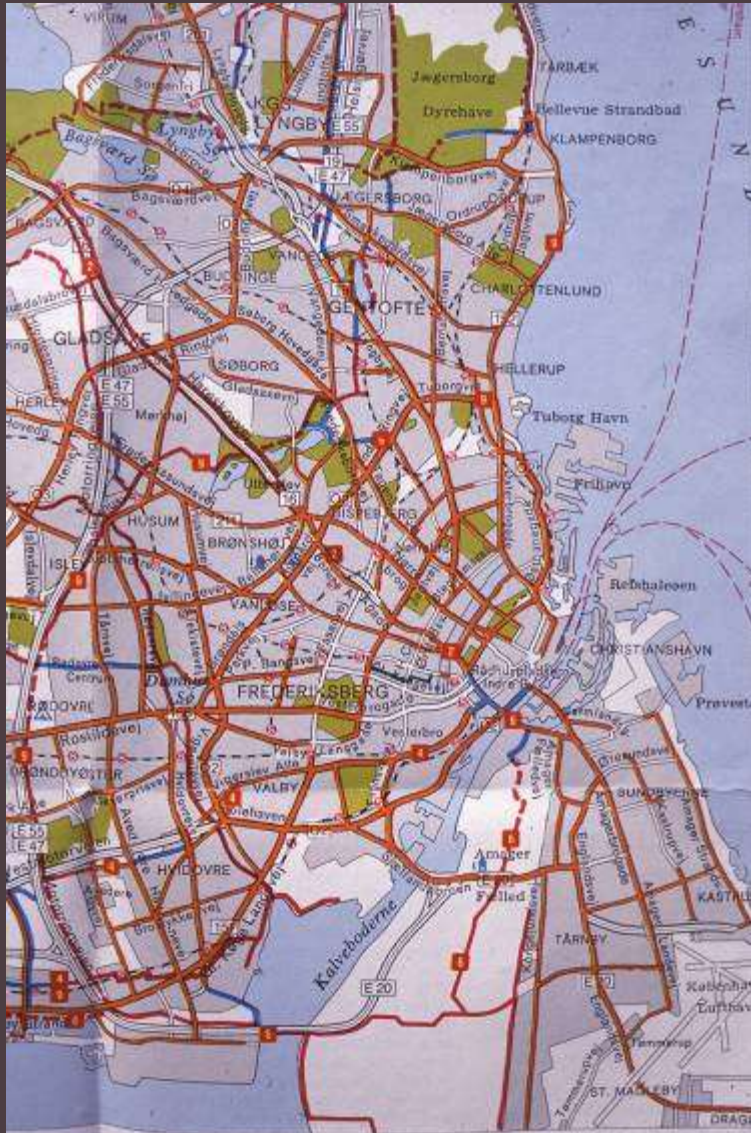


New Strategy **2009**

“Best City in the World for People”

Bicycling in Copenhagen

-on a citywide network of bicycle lanes



-an efficient, citywide transportation system



Bicycles are taken straight through the street crossings and the lanes are marked with blue



Bicycle signals turns green six seconds before the car signals



**Trains & Metro
welcoming
bicycles**



A bicycle culture have step by step been developed

Everybody bikes



Going to work in the City of Copenhagen

37% use bicycle

27% drive car

33% use public transit

5% walk



City of Copenhagen: Bicycle Strategy **2011**

”From rather good to being best in the World”





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



**THE MONOCLE
GLOBAL QUALITY
OF LIFE SURVEY**

福岡 17
Fukuoka 17 →

VANCOUVER 8 →

Copenhagen 1 →

Sydney 11 →

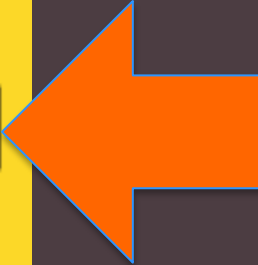
Paris 10 ←

14 | Berlin →

← **HELSINKI 5**

N-13
Madrid
↓

Munich 2 ↓



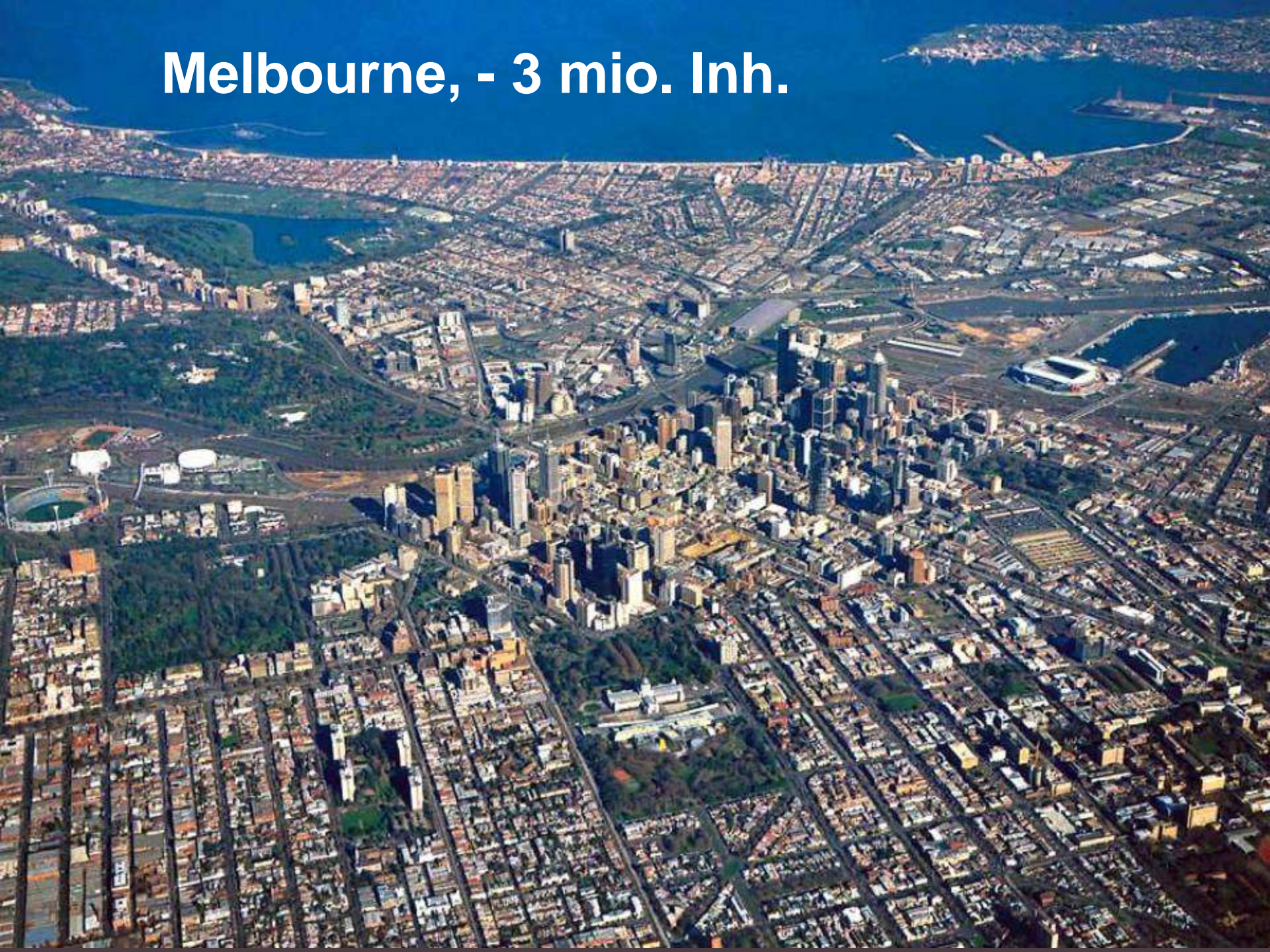
Worlds Most Liveable Cities 2010 ("Monocle")

Suggestion for simple City improvement Policy

”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”

(Keyword is indeed inviting)

Melbourne, - 3 mio. Inh.





Block Arcade . . . part of a pattern that should stay.

EFFECTIVE city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melburnian that means our city has been progressively destroyed. It no longer contains the attraction and charm it once had.

To the city retailer — ever ready to adapt to new circumstances — it means expensive expansion into the suburbs to chase the customers who no longer visit the city.

The tourist is left with the half-truth — well, quarter-truth — of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make bigger and better profits.

As a result, the city has reaped more rates, which increase at a similar ratio to the size of each new building.

So our planning body, Melbourne City Council, is also a beneficiary of its laissez-faire approach to new development.

An empty, useless city centre

ARCHITECTURE Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Jaquelin Robertson spoke about his experiences as city planner for New York City.

His problems were like ours, only magnified by the size of that biggest apple, but there the comparison ends. His department actually instigated creative

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartment housing into new office developments.

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping plazas and under-street arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal bitumen in Bourke Street.

Melbourne's heritage of north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts "for the public use".

Having almost succeeded in castrating the Strategy Plan, we should not pin too many hopes on the existing system.

The lessons from New York



The Donut

The Age c. 1980



Places for People 1994

Report by Jan Gehl



Places for People 2004

Report Gehl
Architects

www.gehlarchitects.dk

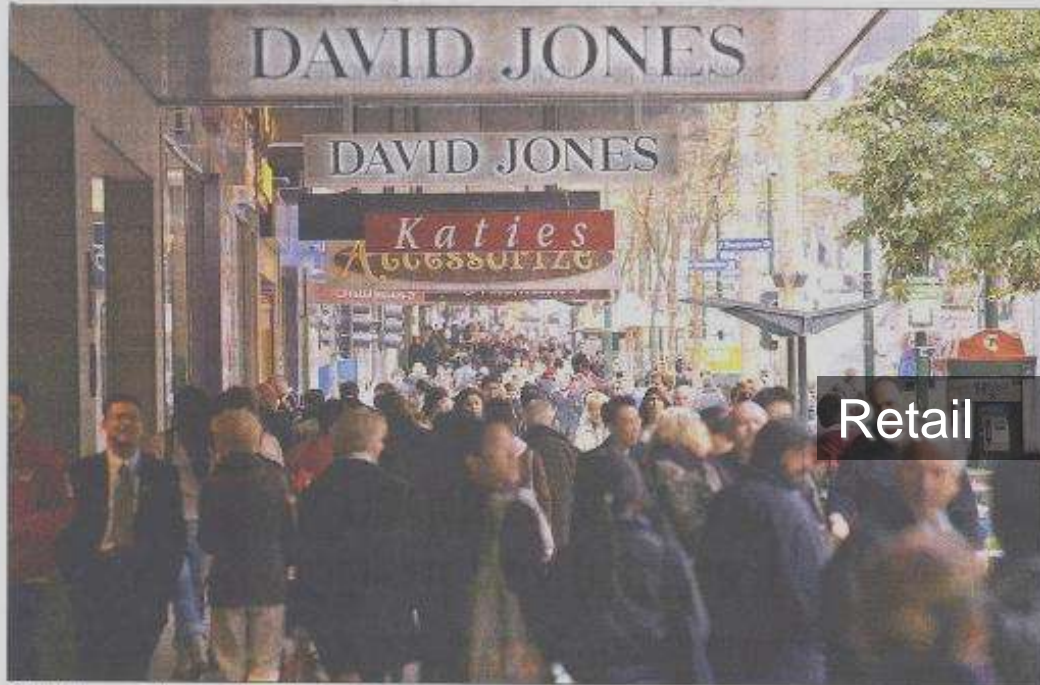


MELBOURNE City Center 1994-2004



Pedestrian traffic weekdays daytime: +40%
Pedestrian traffic evening: +100 %
Stationary activities +200-300%

The most liveable city has more life and more living there



Central Melbourne now has more workers and apartment dwellers, and there is a renaissance in shops and bars.

PICTURE: NICK OWEN

Our revived urban heart has new beat

By ROYCE MILLAR and MARTIN BOULTON

MELBOURNE'S heart is revived and pumping, with new figures painting a picture of a city reasserting itself as a residential, shopping and social mecca.

Twenty years after planners warned that the CBD was in terminal decline, Melbourne City Council's latest land-use and floorspace census shows that new apartments, shops, bars and jobs are underpinning a renaissance.

The census, compiled every two years, tracks the use of land and buildings across the Melbourne municipality and CBD.

The 2004 census, released today, reports that there are 12,693 apartments in the CBD, up from just 375 in 1992.

"The CBD includes the Hoddle grid plus the area north to Victoria Parade and south to the

Yarra River. It does not include Docklands or Southbank.

There are now more city workers than ever before, but full-time and male employment is declining. Increasingly city workers are female and part-time, casual or contracting.

After the economic slump of the early to mid-1990s, the city is growing. Total city floorspace has expanded by about 70 per cent in the 20 years to 2004.

Lord Mayor John So welcomed the findings and said he was especially pleased by figures showing that more than 4000 jobs had been added since the last census in 2002.

"Melbourne has been undergoing a phenomenal change. We may not even notice it here all the time, but people who visit us regularly (from overseas) are amazed at the development and the changes," he said.

Retail growth continues with

the QV, former GPO and Melbourne Central redevelopment but the census shows the retail construction boom is more of a regeneration, returning the city's shopping floorspace to late-1990s levels.

As the shift to the new shopping and living spaces Dalmar's closure had a big impact — as are postal services and banks. But bars and pubs, cafes and restaurants are flourishing. Supermarkets, grocery stores, specialist food shops and specialised food shops are also on the increase.

Office vacancies have risen since 2002 following a flurry of commercial construction but are a long way short of the recession levels of 2001.

And the City's businesses have reduced, with key sites including the former Southern Cross and Queen Victoria

Central sites now taken for housing, including Colliers International (Victoria), said the CBD rejuvenation was due in part to its increasing popularity as a residential destination.

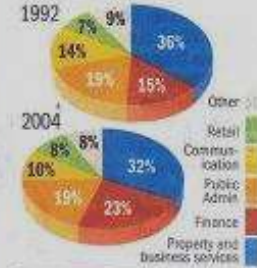
"The city has a marketing strategy that is a dynamic city council, it's a more interesting city than it was 15 years ago and its evolving in front of us," he said.

But not everyone is swept up in the renaissance. David Little, a Melbourne taxi store at the top end of Bourke Street more than 50 years ago, Little has changed since.

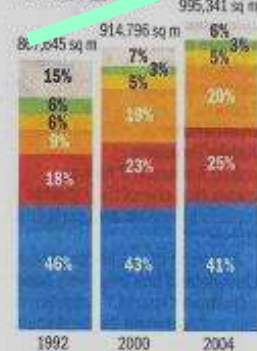
He said business is now quiet and that 30 years ago it was a busy, full-time regular customers. "This part of the city has more restaurants and cafes than retail shops now," he said.

A CITY REVISITED

JOB BY INDUSTRY



SPACE USERS PROPORTION OF OVERALL RETAIL



RESIDENTIAL CBD APARTMENTS



OFFICE VACANCIES (sq m)



CBD EMPLOYMENT



BAR & PUB CAPACITY



MELBOURNE
NOW

The World's Most Liveable City



First Copenhagen-style bike lanes in Australia

30 August 2005



Copenhagen



Melbourne oct 07



A CITY GOOD AT PARTIES, OLYMPICS and SUMMITS....



..... BUT NOT SO GLORIOUS FOR THE EVERYDAY LIFE



Main Street in Sydney to be transformed to Pedestrians, Bicycles and Light Rail



Present situation



George St. After conversion





A City encouraging walking and cycling

During consultation for Sustainable Sydney 2030, 97% of people told us they wanted **action on climate change**, their number one concern. Making cycling and walking a real transport choice is direct action Council can take to address global warming. The City has allocated \$70 million over the next four years to deliver a **safe and easy-to-use cycle network**. The network is outlined in our Cycling Strategy and Action Plan 2007-2017, adopted in April 2007 after consultation.

55 KILOMETRES OF SEPARATED
CYCLEWAYS WITHIN A

200

KILOMETRE CYCLING NETWORK

World's Most Liveable Cities, *Monocle* 2012

1. **Zurich**
2. Helsinki
3. **Copenhagen**
4. Vienna
5. Munich
6. **Melbourne**
7. Tokyo
8. **Sydney**
9. **Auckland**
10. **Stockholm**

NEW YORK NEW YORK





GREATER NEW YORK









9th Ave. Apr.08



9th Ave. Sep.08









Phot:DOT/NYC

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I
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IVY

TIMES SQUARE • SUMMER 2009

PRICE \$5.99

THE

AUG. 27, 2012

NEW YORKER



Bruce McCall

Lee Kuan Yew World City Prize (Singapore)

2010

- 1. Bilbao**
- 2. Melbourne**

2012

- 1. New York**
- 2. Copenhagen / Malmö**

Moscow 2012





КРОСТ
КОНЦЕРН

...ода для

Города для людей

Города для людей

новые городские пространства

Byer for mennesker
Jan Gehl

WELCOME TO THE 21st CENTURY



I Love CPH

I Love CPH

DENS DSTE CYK

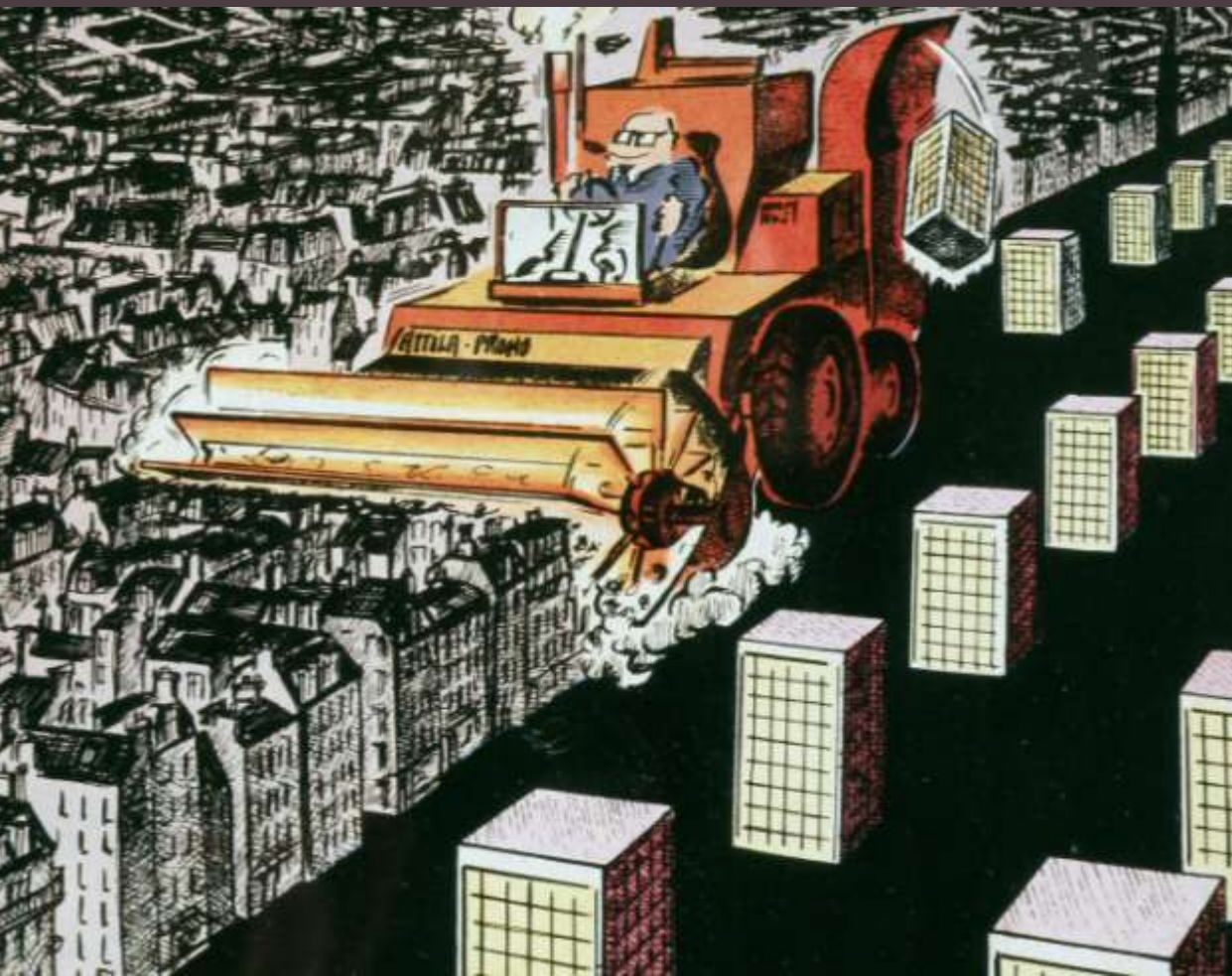
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”Welcome to London”



Enjoy yourself in EuroLille (Rem Koolhaas)



Cities for People”

Available in all major languages





2010

Cities for People”

Available in all major languages !!





Copenhagen City Architect Tina Saabye
”For all of us, People planning is on our minds”

Developing Cities

Dhaka,
Bangladesh



Hanoi, Vietnam



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

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

Borgerne er blevet spurgte om en række problemer, som rører dem personligt. Hver tredje angiver, at cykelstien mylderet 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 værne sig mod at blive overrepræsenterede på cykelstierne.



Major complaint :
Serious congestions -on the bicycle lanes

