

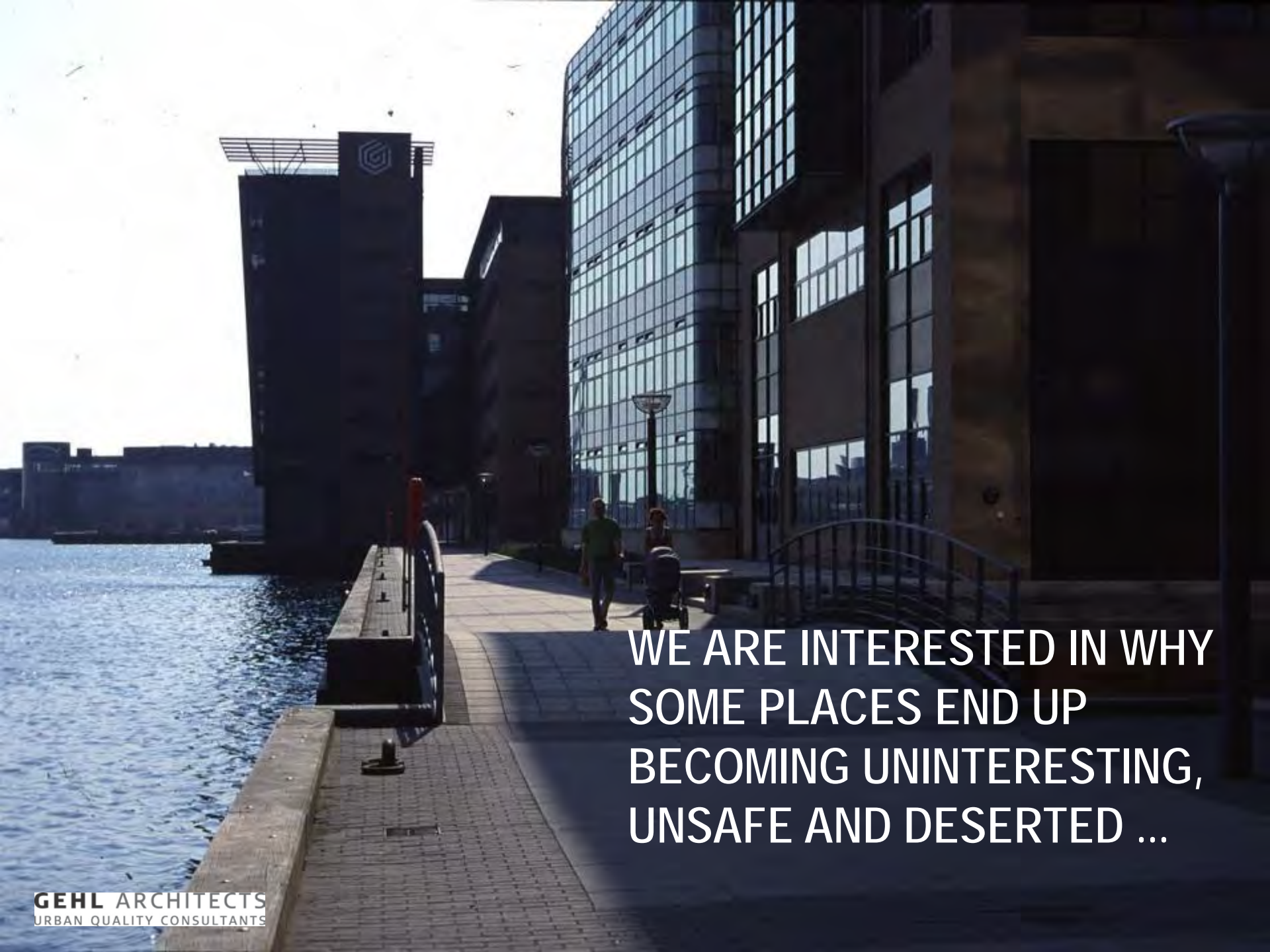


All images and content courtesy of Gehl Architects unless noted otherwise. Please contact us to use images or content. Thank you.

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

Changing the urban design paradigm: The Human Way

Allison Dutoit
Gehl Architects
Architect BFA, M. Arch
allison@gehlarchitects.dk



WE ARE INTERESTED IN WHY
SOME PLACES END UP
BECOMING UNINTERESTING,
UNSAFE AND DESERTED ...



... WHILE OTHER PLACES
ARE INCLUSIVE, INSPIRING,
SAFE AND LIVELY

... AND WHAT MAKES PEOPLE WANT
TO BICYCLE EVEN WHEN IT RAINS...



...AND CHOOSE TO STAY OUTSIDE
WHEN IT IS COLD!



....AND WHAT SPACES INVITE FOR PEOPLE TO LINGER FOR LONGER THAN EXPECTED



Malmö, Sweden

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

Creating Cities for people is about prioritizing the needs of people



and carefully designing space for the unexpected to unfold and for city life to flourish

PEOPLE ARE NOT IN THE CENTER OF THE CURRENT PLANNING PROCESS



All cities have

- Traffic departments
- Data on traffic volumes and needs
- Prognoses for future traffic volumes



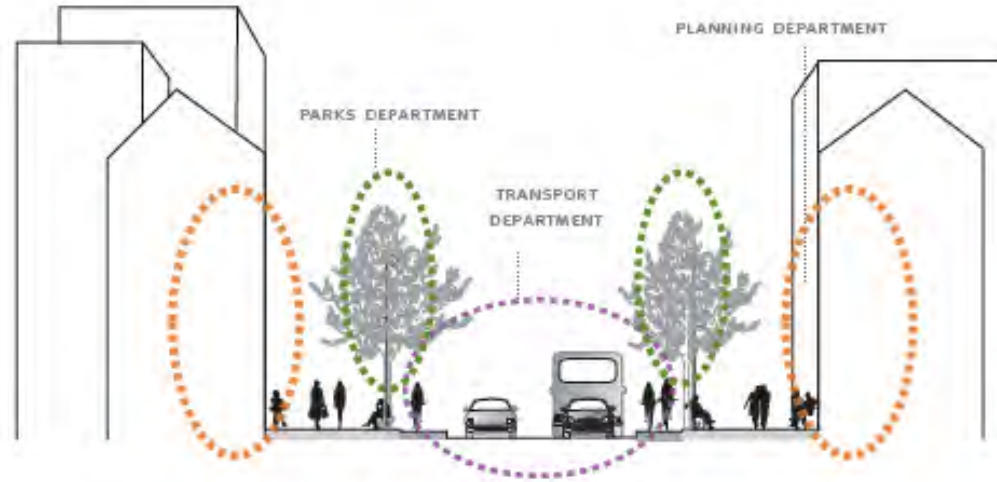
Few cities have

- Departments for pedestrians and public life
- Statistics for the use of public spaces
- Strategies for development of city life culture



Joined-up thinking

Designing objects



Making places
(creating opportunities for place to flourish)



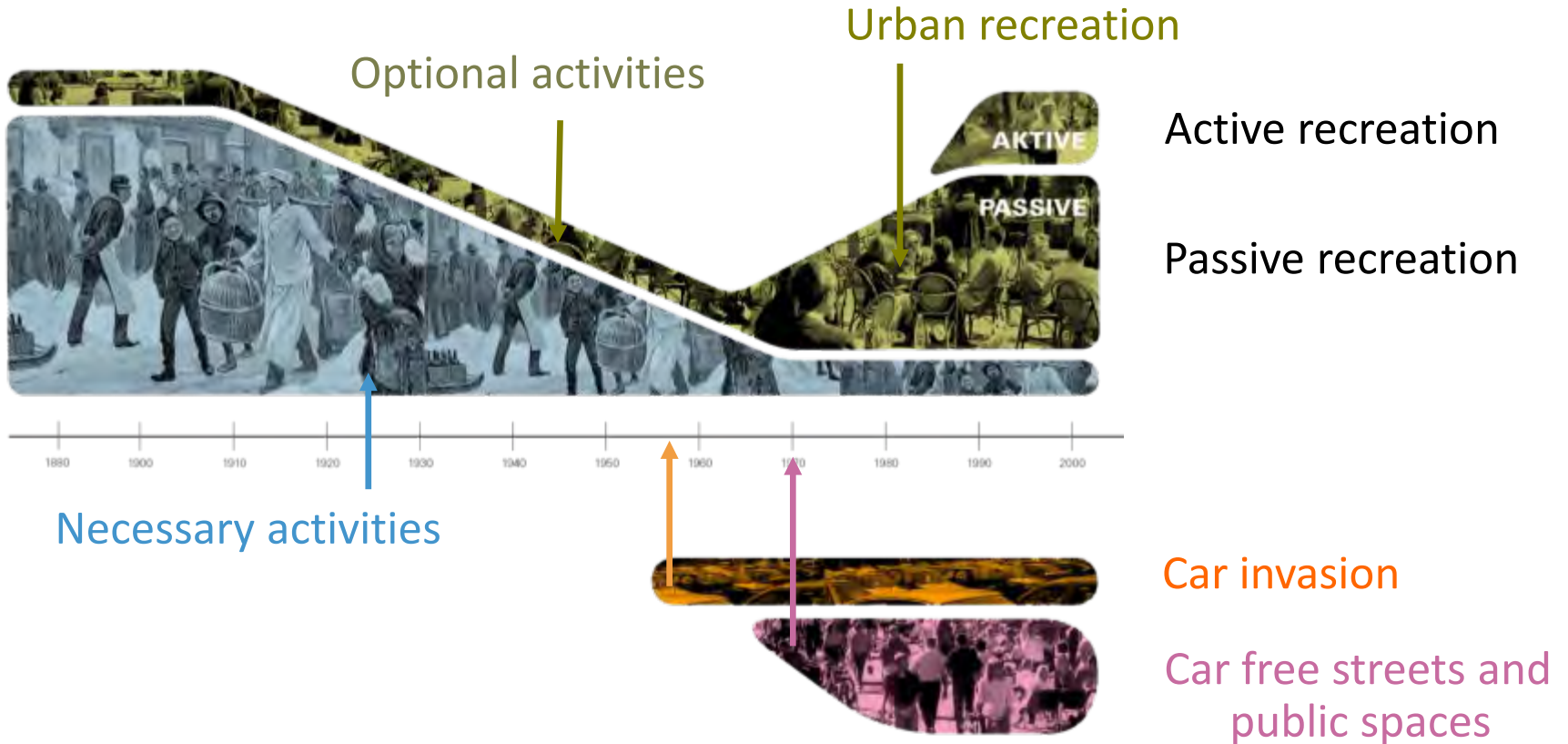
Two key indicators to help city leaders make wiser decisions about the city for people



- We count how many are walking – **Movement**
- We log what they are doing when they are staying in a space - **Stationary activities**

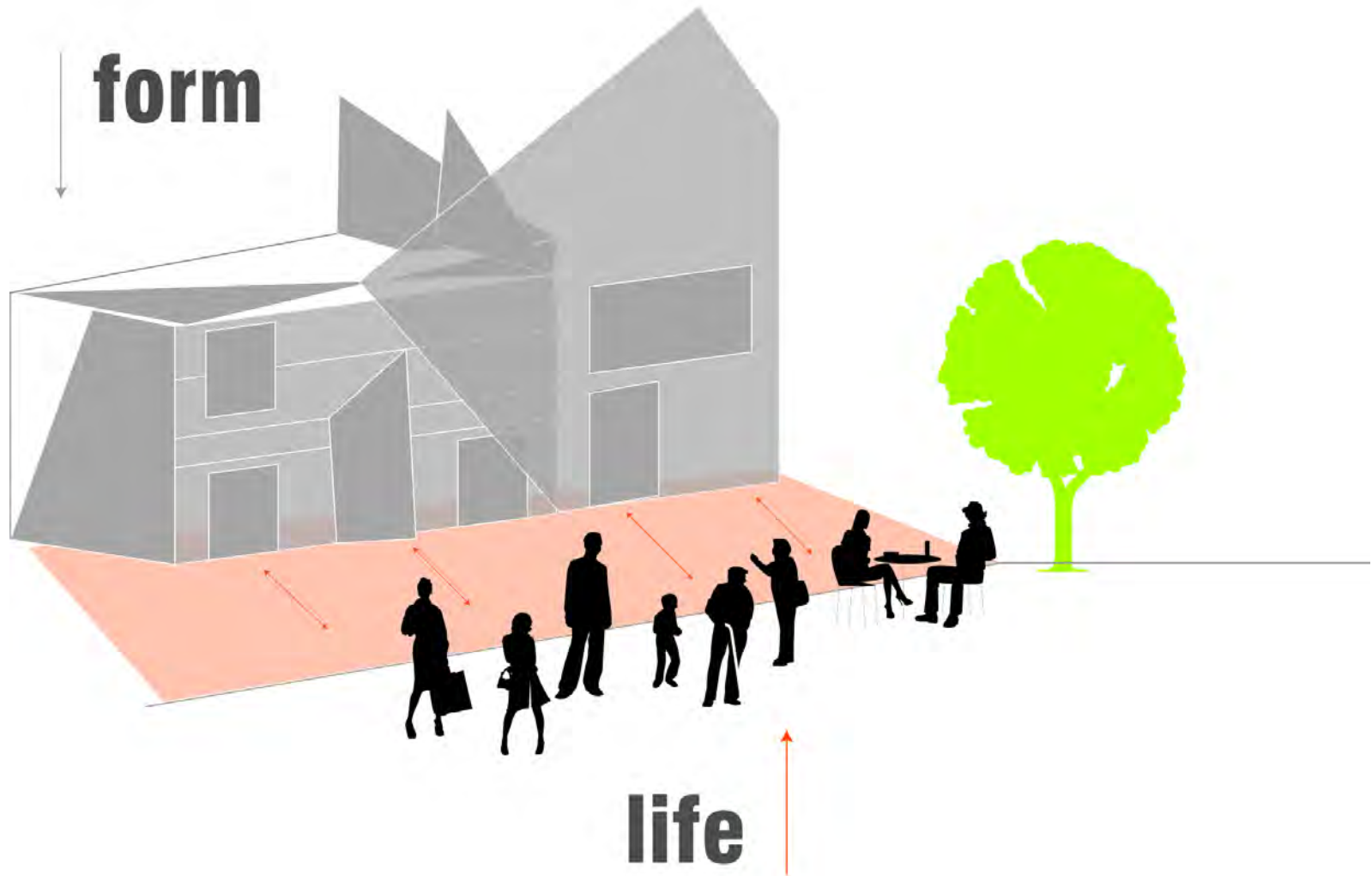
City life has changed

Quality and attraction are an important factor in urban life





Our work is about the interaction between **FORM**
(buildings and infrastructure) and **LIFE**



Shifting the discourse in a time of scarcity

2010

Sustainability not seen on the streets



Traffic dominates society



Economy primarily based on consumption



Designing objects



Disagreement on global sustainability

2030

Streets become the locus for sustainability



Choice dominates



Economy based on quality of life



Making places



Local livability translates into global sustainability





Don't forget
the basics...



the starting point is people



Space and time
are also
resources...

Why do we cycle?



CYKLEN ER NEM OG HURTIG



Københavnerne grunde til at cykle til og fra arbejde/ uddannelse (%)

Staying still is more sustainable than green mobility...



Planning from above...

Opfotofering



Arkitekten går på vingens højryggesider, slår ned og ser ned på luften.
Stanley Fox.

Reise-Systemet.
En ny, store dimensioner af træskulptur
har ført til en planlægning, hvor man
kunne opfotoferer alle mål.
Cassandre

Vi har fået nye transportmidler og nye, store anlæg, helt nye dimensioner i hastighed og afstand. Det er imidlertid som om der sker en kritisk forstørrelse af alle mål, blot fordi der på nogle områder er brug for nye dimensioner. Det er som om arkitekten er gået på vingene og tegner i en målestok og for en dimension, som kun kan opleves fra en flyvemaskine og som et grafisk mønster. Men fodgængerne på jorden får ikke stor fornøjelse af friarealerne, hvis ikke disse gives andre kvaliteter end at tjene som afstandsområder mellem bygningerne. Denne opfotofering af alle mål skyldes sikkert, at

Bygningerne i Brezobuena.
Elevationerne på indersiden af alle de her
bygninger er forskellige. Hver af dem
har sine egne og sine egne
spidstier.





Mono-functional and isolated...






Life Between Buildings?





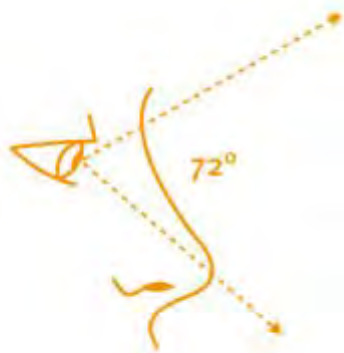
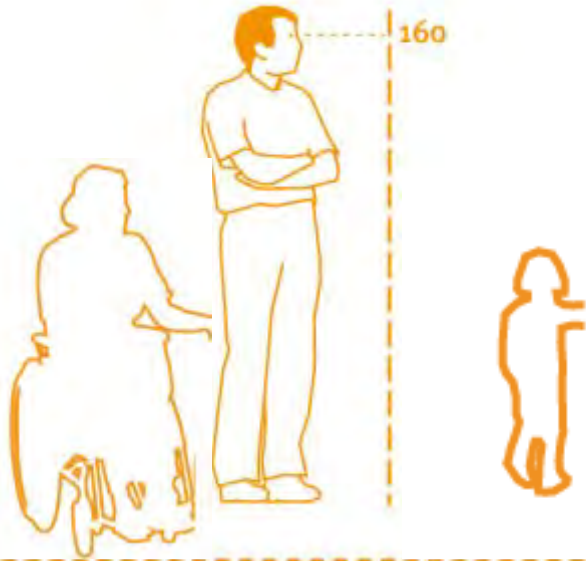


Velkommen til København!

A blue speech bubble with a white border and a tail pointing downwards. The text inside is white and reads: "Liveable places are walkable places".

Liveable places
are walkable
places

Human scale and senses









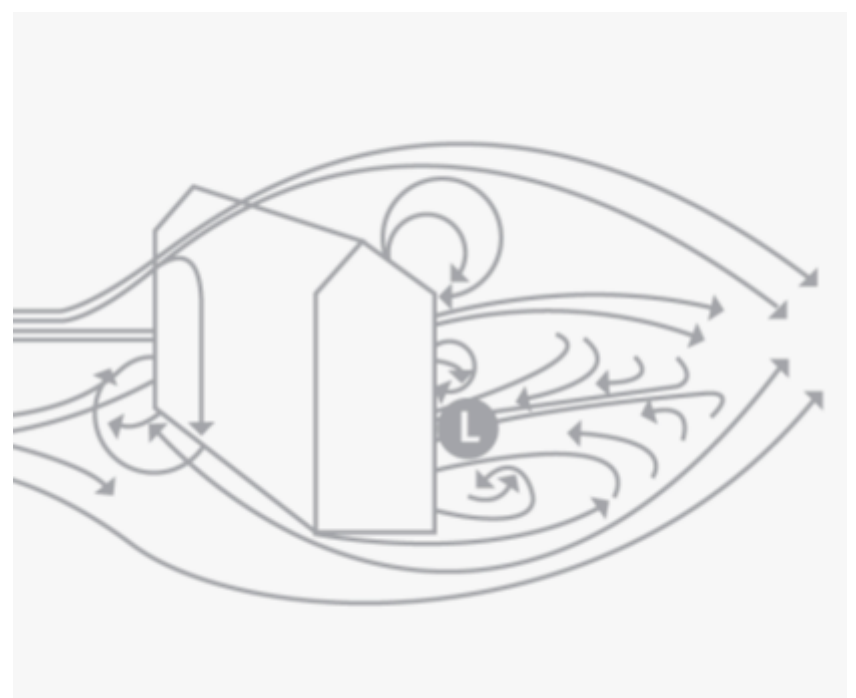
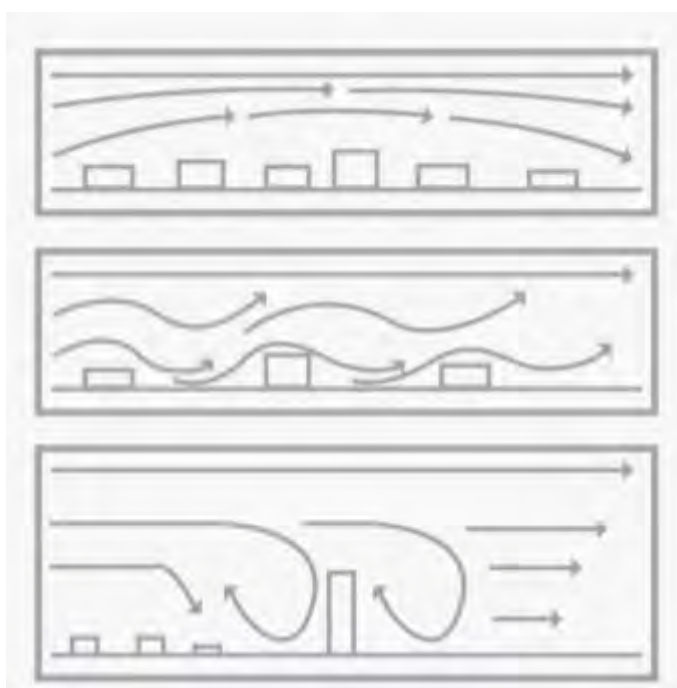


“Man is man’s greatest joy”

(Old Icelandic saying)











Made for driving through





Everyday life



More families



The Lesson from Copenhagen: the better conditions for walking and spending time – the more people will walk and spend time in the city....





Better conditions for bicycling = more bicyclists

Hardware

Hardware



Software



Software



Challenges.

1. Exemplify
change rather
than lobby for it

2.
Consider
Behaviour

3.
What gets
measured gets
done

4.
A smart city
for people



1. Exemplify
change rather
than lobby for it
(New York City)

Urban prototyping as a way to ensure effective use
of resources, time and money



NEW YORK – WORLD CLASS STREETS





Herald Square - before



Herald Square - after



Herald Square - before



Herald Square - after





40% decrease in pedestrian injuries in Times Square



84% more people are lingering (eg. Reading, eating)



42% of NYC residents shop in Times Square more often



The percentage of area employees satisfied with the Times Square experience increased by 72% (from 43% to 74% of those surveyed)



74% of New Yorkers say Times Square has improved dramatically





11% increase in pedestrian numbers



35% decrease in pedestrian injuries throughout project




17% improvements in travel time



63% decrease in injuries





2.
Consider
Behaviour

Measure systems and characteristics of things or measure people and outcomes (health, happiness, safety).

Create design and policy incentives that foster sustainable behavior

Measuring Systems and Things OR measuring People and Relations

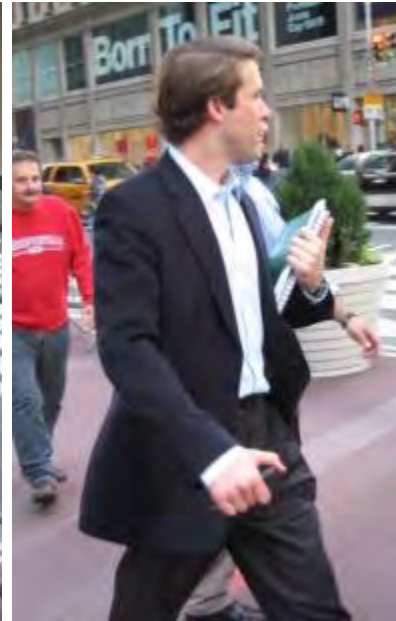
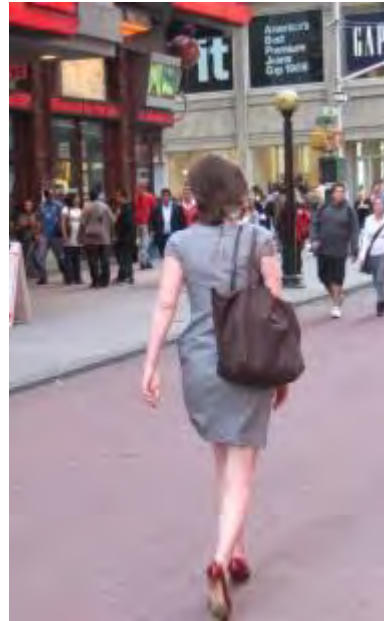


Measuring building focuses on the sustainability of building construction....



And doesn't engage enough in capitalising on some of the human behavioral savings .

Inviting a new user group...



...locals

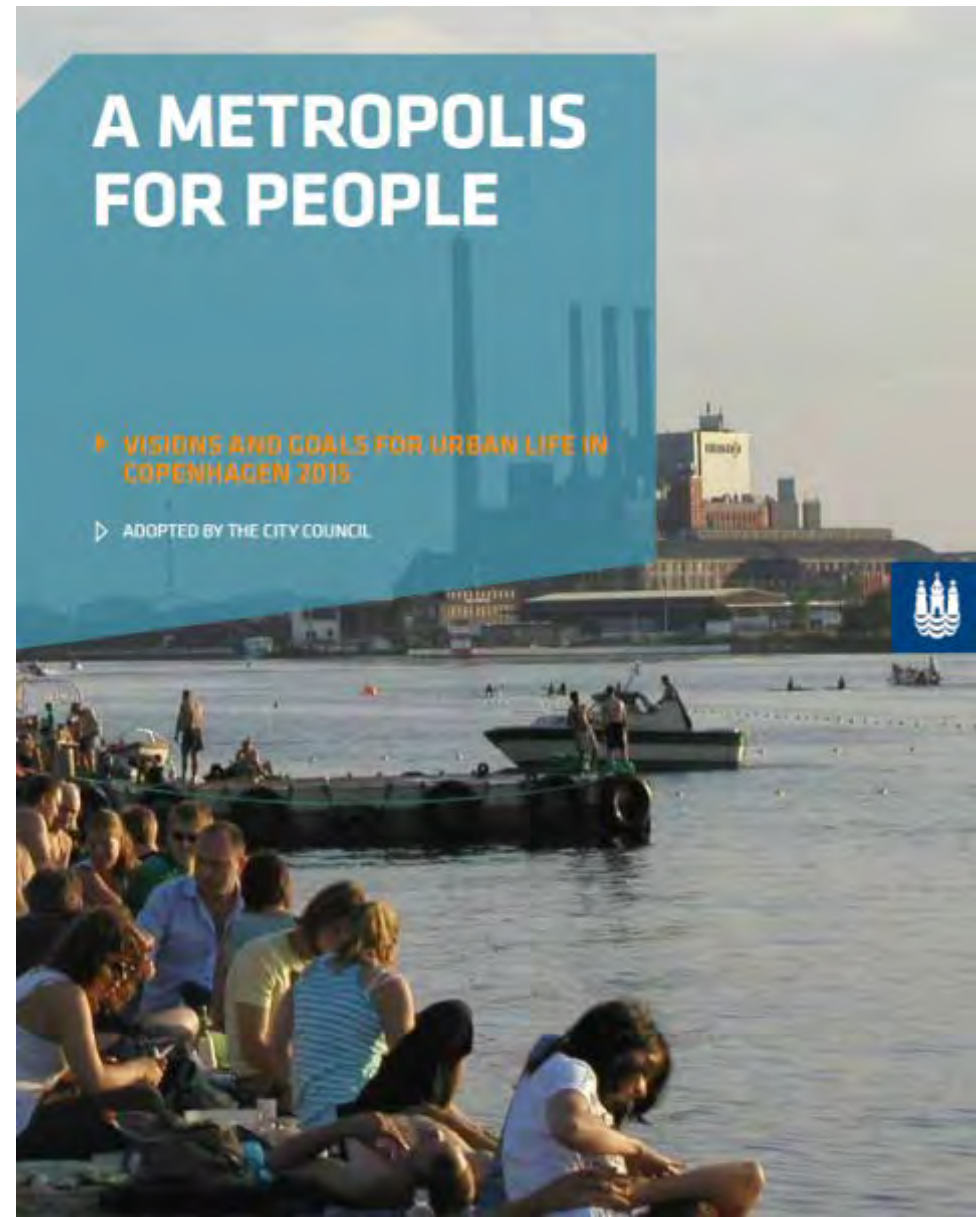
A place more accessible for all



Copenhagen Municipal Vision

Copenhagen has a vision

We will become the world's most liveable city: a sustainable city with urban space inviting people to a unique and varied urban life. We will become a metropolis for people.



Efficiently using scarce public resources



Quality of Life: Physically Active Urban
Quality City through Productive Urban Pl

Example:
Odense Bicycle City

Investment:	-20 mio
<i>Proven</i> Health care savings	+33 mio
<hr/>	
Municipal profit:	+13 mio

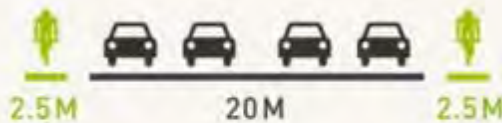
50% earned in 7 extra years of productive life

20% saved on fewer days of illness

30% on health care savings



DATA SOURCES: KØBENHAVNS KOMMUNE, TRAFIKSTYRELSEN, BANE DANMARK, WIKI



25% OF THE **SPACE**



95% OF THE **CAPACITY**



1.3% OF THE **COST**



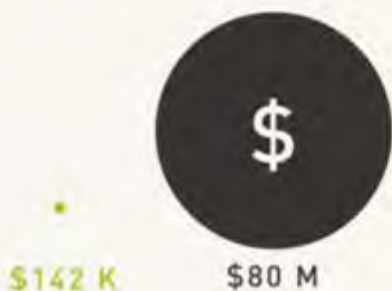
DATA SOURCES: KØBENHAVNS KOMMUNE, TRAFIKSTYRELSEN, BANE DANMARK, WIKI



100% OF THE **SPACE**



16% OF THE **CAPACITY**



0.2% OF THE **COST**



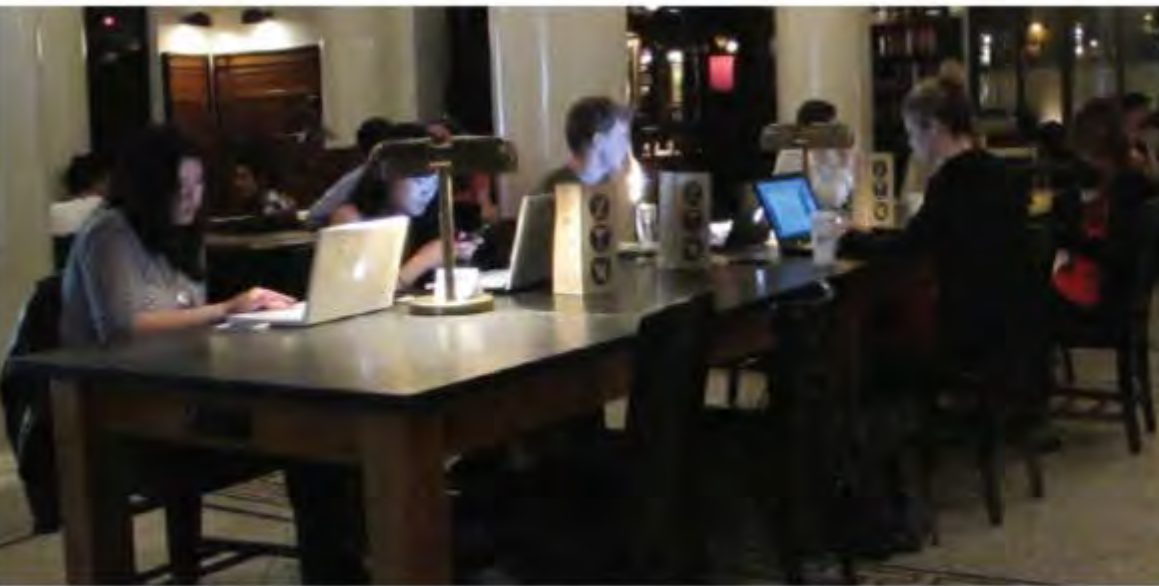
4.

A smart city for
people

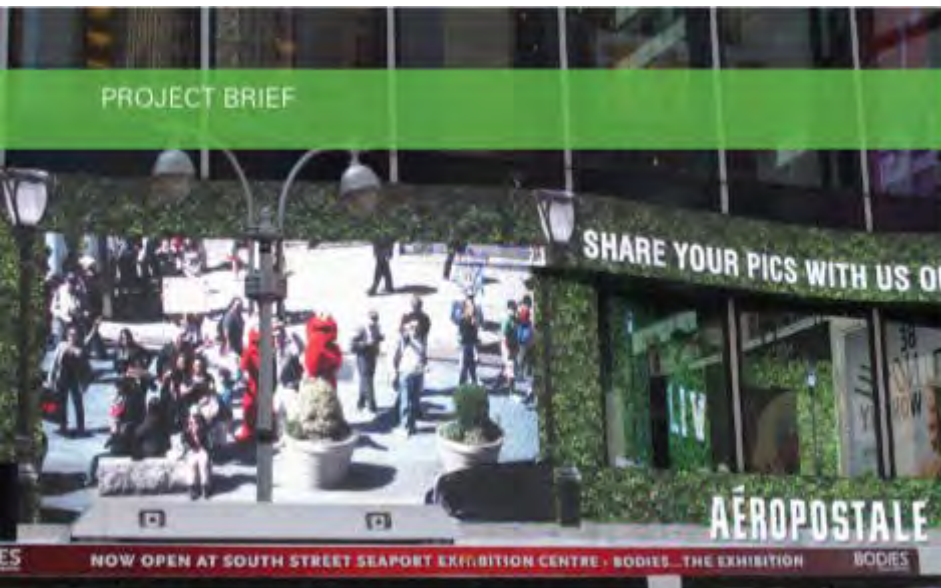
Using technology to augment everyday urban routines only increases the need for thoughtfully designed streets and public spaces and networks



NEW YORK CITY'S PUBLIC REALM HAS TRANSFORMED INTO AN EXTENSION OF THE OFFICE - FOR MEETINGS OR WORKING ALONE



INDOOR AND OUTDOOR PUBLIC SPACES MUST BE ADDRESSED TOGETHER HOW CAN TECHNOLOGY FACILITATE ANALOG ACTIVITY



INTERACTIVE BILLBOARDS IN TIMES SQUARE AND REAL TIME PUBLIC TRANSPORTATION INFORMATION

**1. Exemplify
change rather
than lobby for it
(New York City)**

**2.
Consider
Behaviour**

**3.
What gets
measured gets
done**

**4.
A smart city for
people (SF)**

1. Exemplify
change


2.
Consider
Behaviour

3.
What gets
measured gets
done

4.
A smart city for
people (SF)



the starting point is people



and the end is
about people
too.

Thank you.