



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

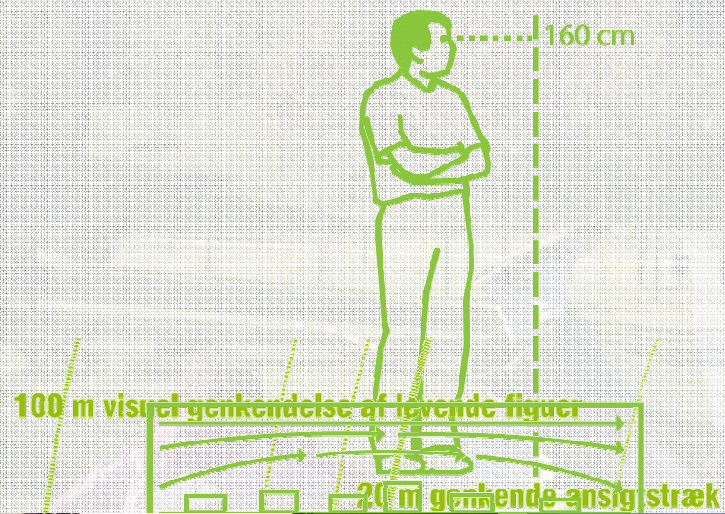
LIFE / FORM

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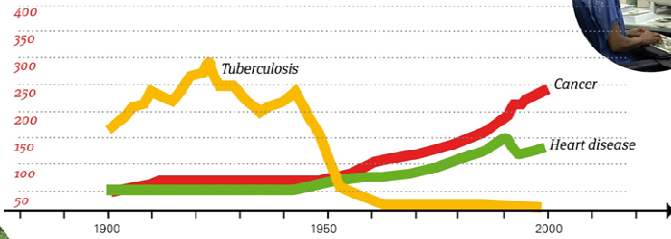
LIFE / FORM



HEALTH / TIME

Public Health

Deaths per 100,000 population (Source: Japanese government vital health statistics 1899-2001)



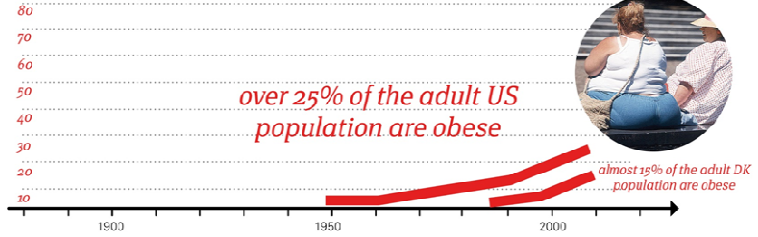
Passive work



Physical labour

BMI in USA

Body Mass Index (over 30 = obese) in % of American population



over 25% of the adult US population are obese



almost 15% of the adult DK population are obese



Physical labour

Passive work



Weeks of vacation per year

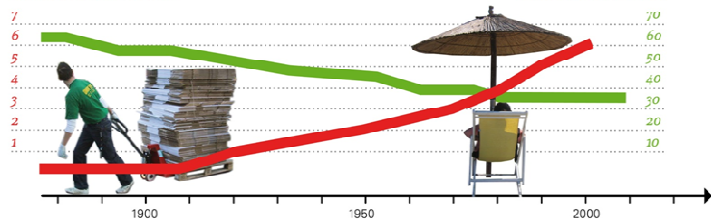
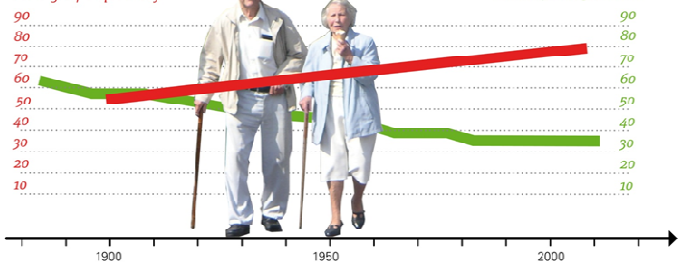
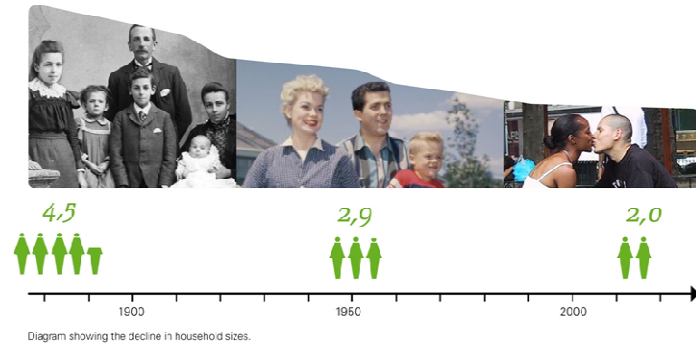


Diagram showing work/leisure time balance

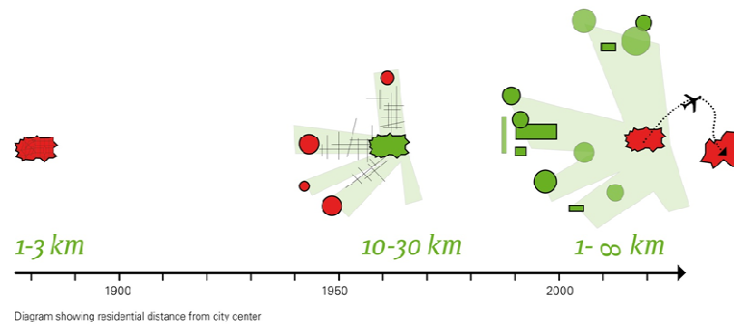
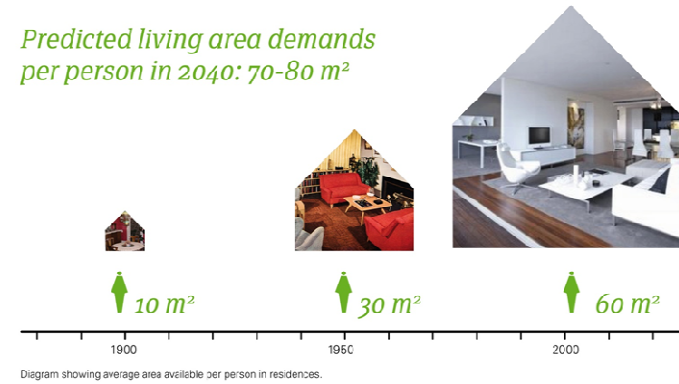
average life expectancy



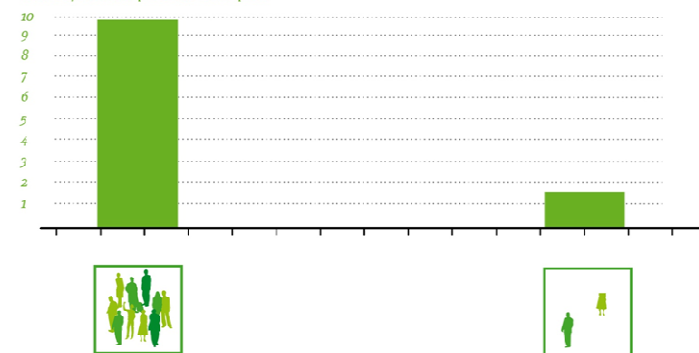
SPACE / DENSITY



Predicted living area demands per person in 2040: 70-80 m²



Urban density
Number of residents per 100m² built space



NECESSARY / OPTIONAL

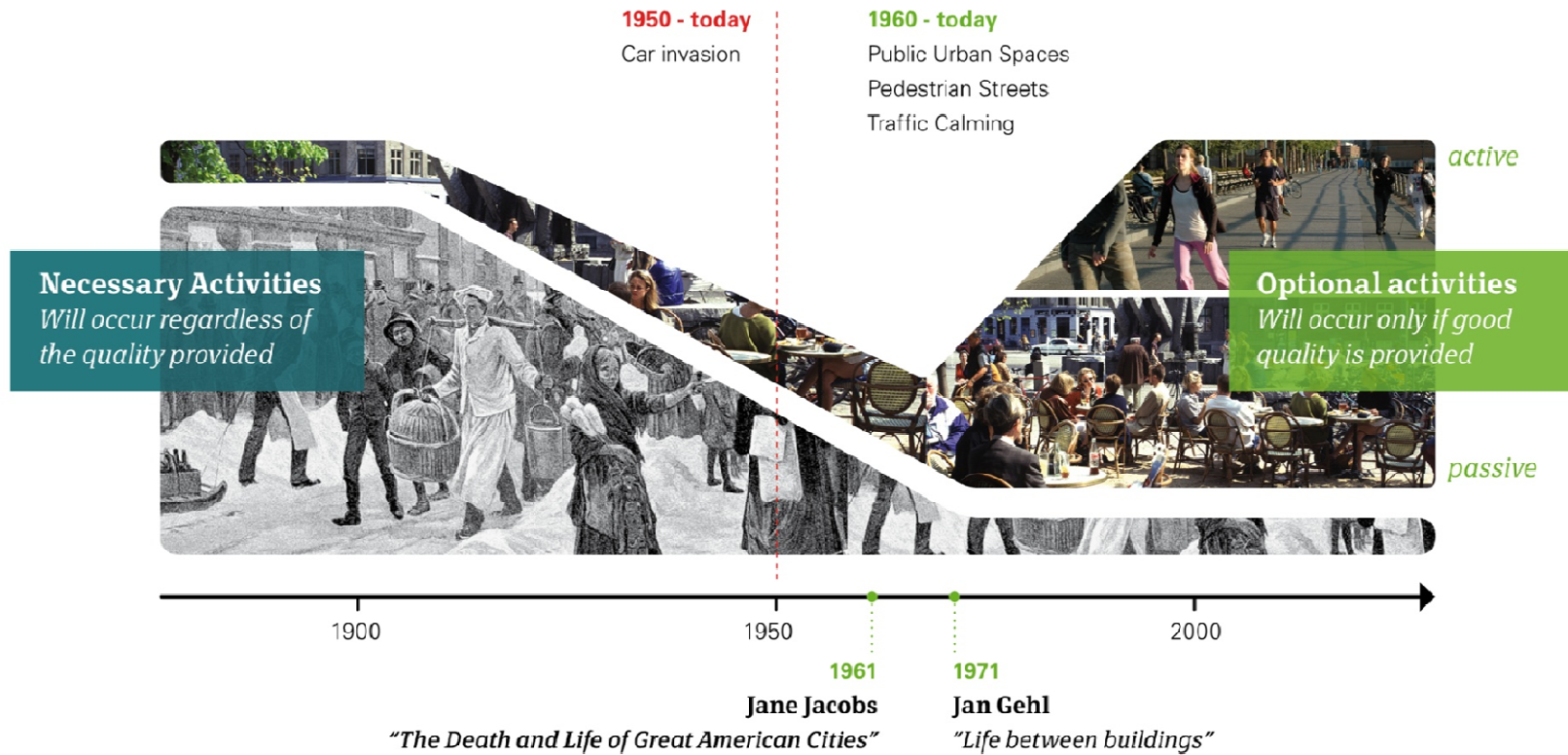


Diagram showing the relation between necessary and optional activities over the course of 100 years.
Note the arrival of the car in the mid-fifties and the current international trend of providing space for optional public life.

LIFE / **FORM**

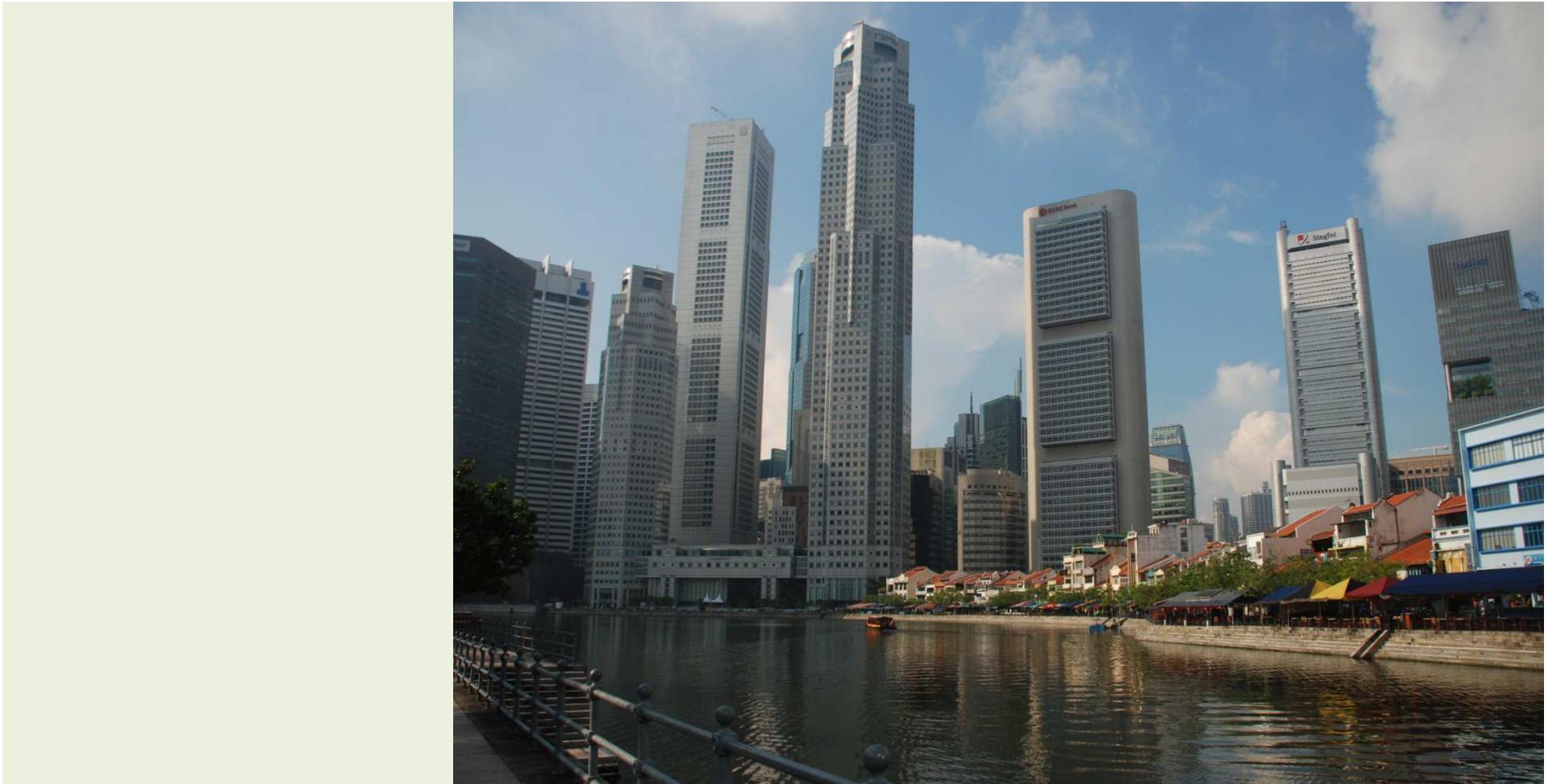
21st Century challenge:
Lack of human scale



21st Century challenge:
Lack of human scale

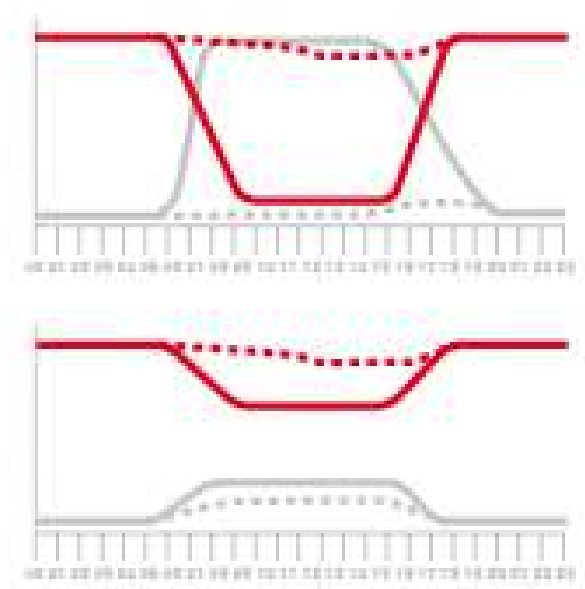


21st Century challenge:
Lack of human scale





Kalvebod Brygge, København



Rosengård, Malmö





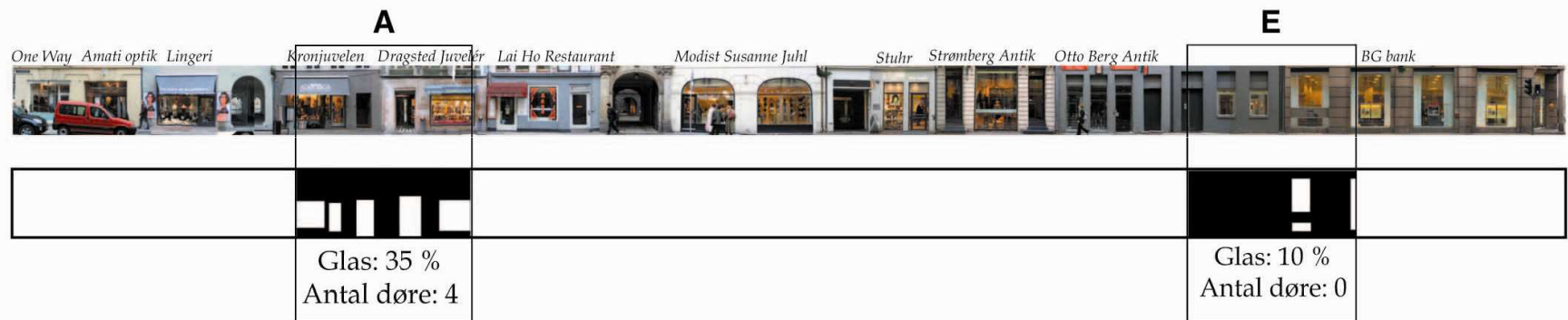
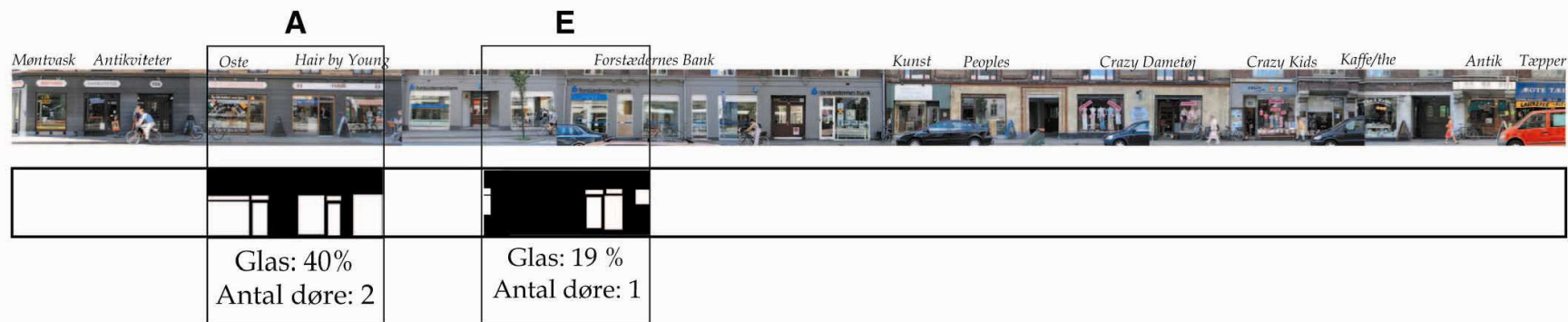


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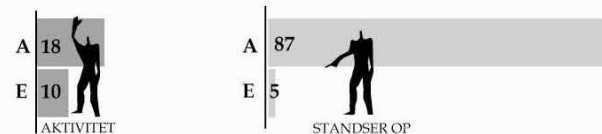
GÅENDES ADFÆRD FORAN STUEETAGER I HOVEDGADER

Gennemsnit af alle der går forbi de 2 x10 meter facadeafsnit i de 7 undersøgelsesområder:



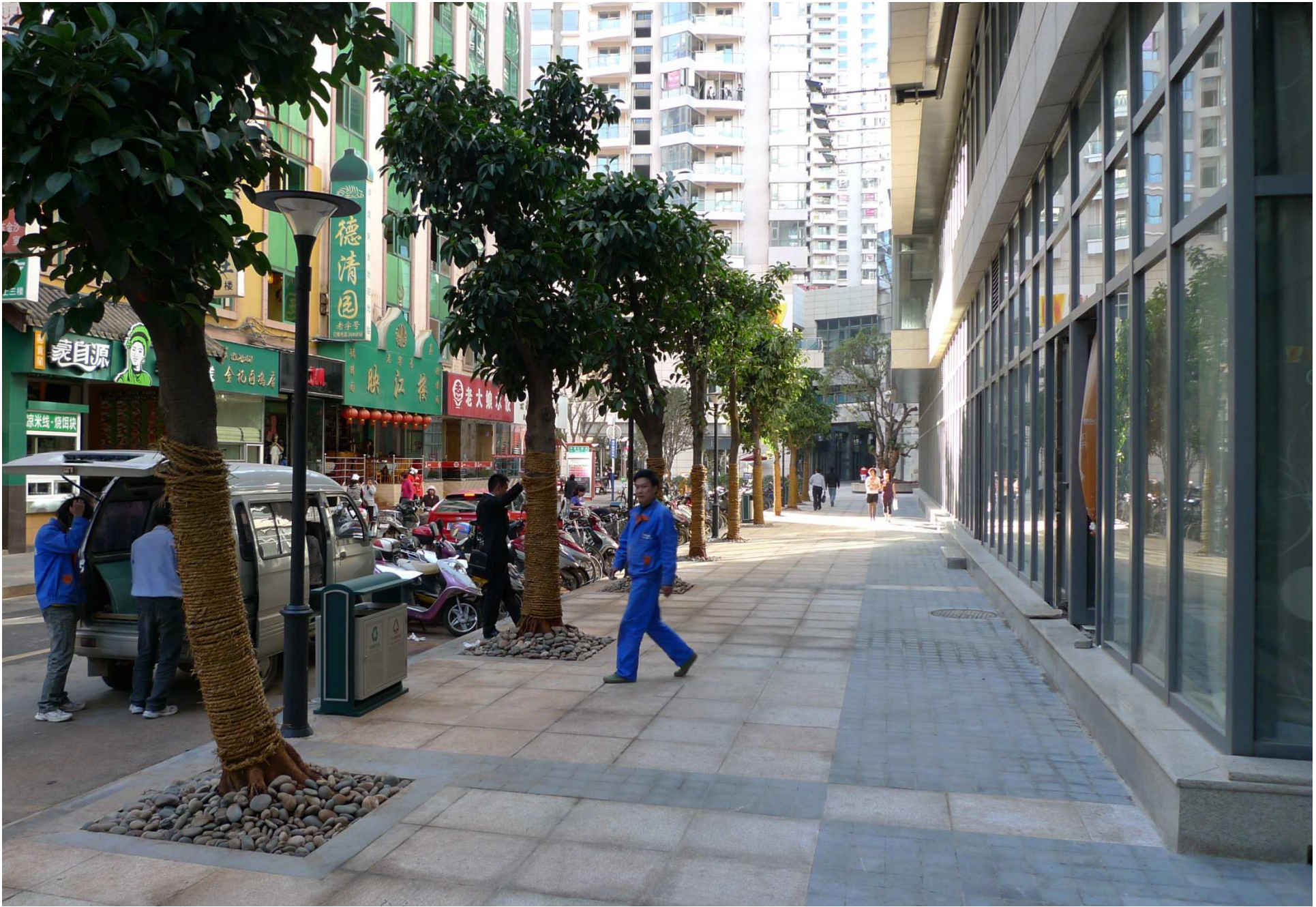
AKTIVITETER PR. TIME FORAN STUEETAGER I HOVEDGADER

Gennemsnit foran hver af de 10 meter facadeafsnit i de 7 undersøgelsesområder:



Ialt er der **7 gange** mere aktivitet og standsninger foran en spændende facade





A summer day on a street with row-houses

Total number of activities: 5950

Types of activities:

Arrivals & departures
(on foot, by bicycle or car) 52%

Stationary activities
(interactions, staying,
doing something, playing, strolls in the area) 48%

Average duration:

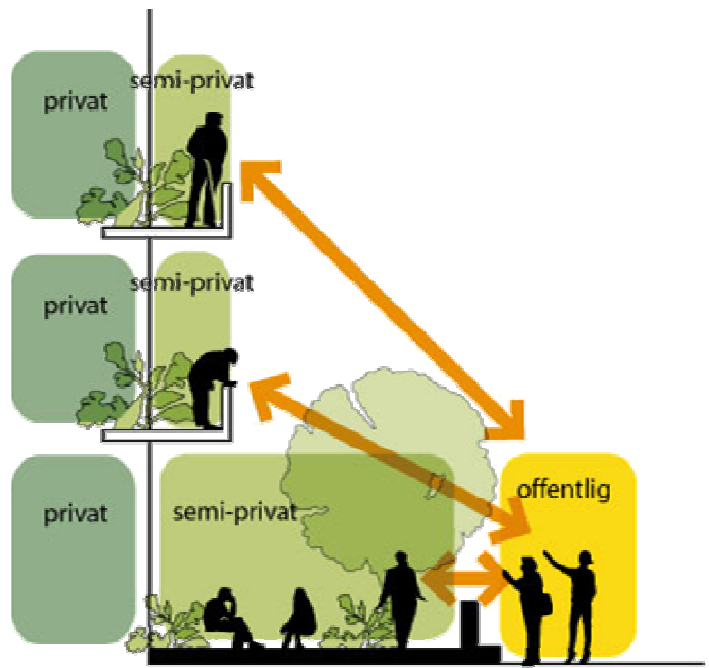
Arrivals & departures 45 sec

Stationary activities 8,4 min

Activity level in street:

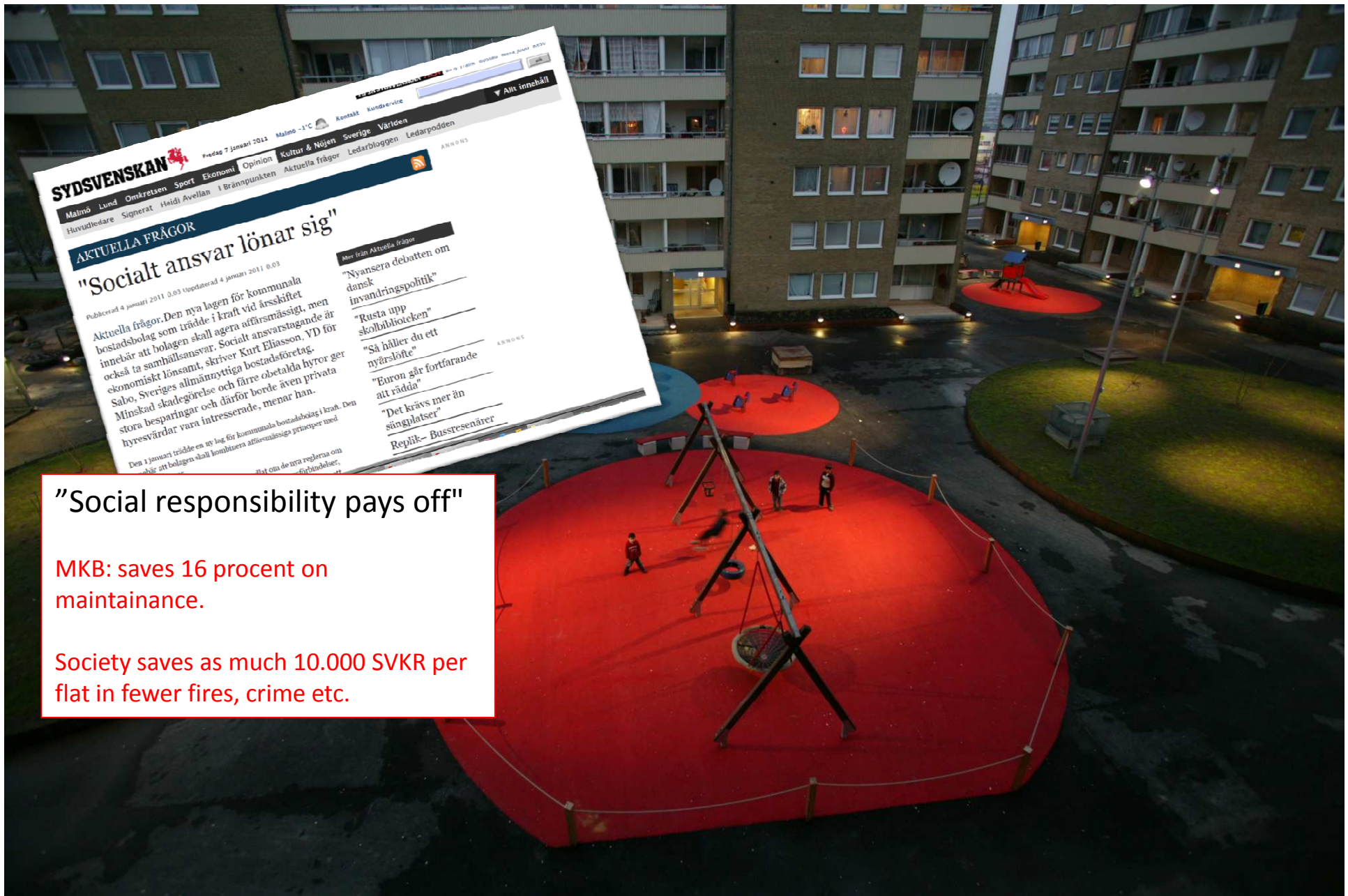
Arrival & departure 11%

Stationary activities 89%









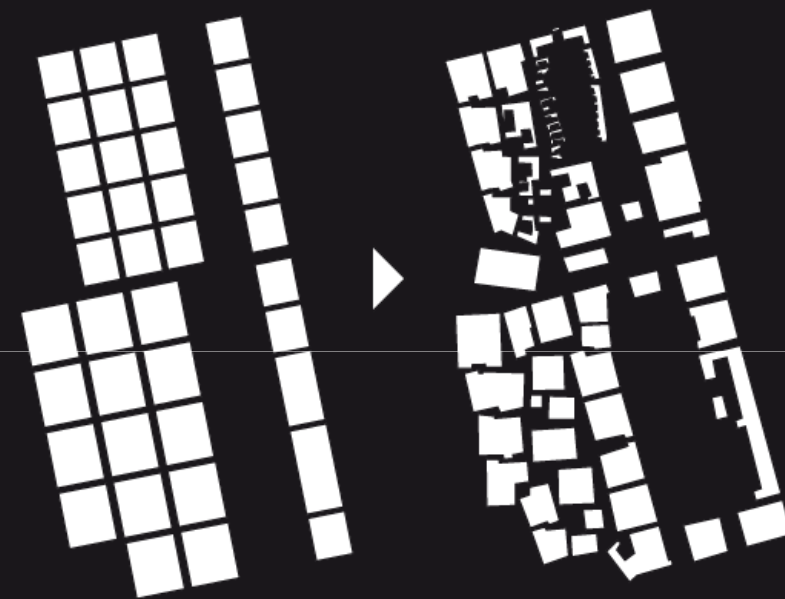
"Socialt ansvar lönar sig"

"Social responsibility pays off"

MKB: saves 16 percent on maintenance.

Society saves as much 10.000 SVKR per flat in fewer fires, crime etc.





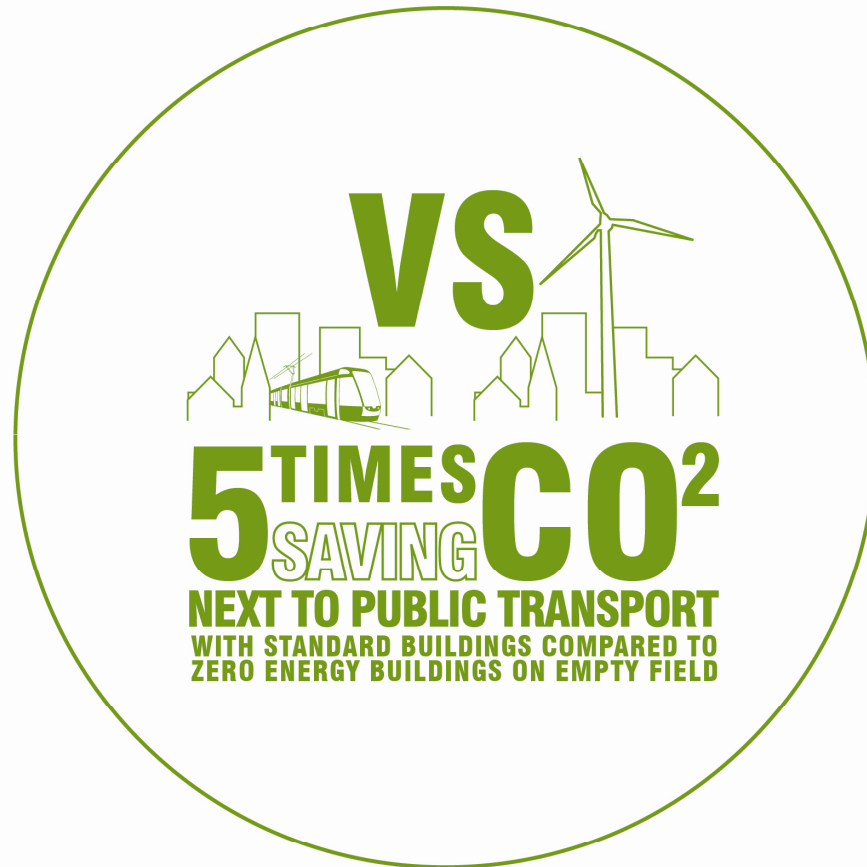
Modificeret grid Eks Bo01 i Malmø



Det er et spørgsmål om at tænke bedre materialevalg og bedre integration af landskab og byrum ind i processen. Med marginalt øgede omkostninger, om nogen overhovedet, kan vi opnå langt højere kvalitet. I et længere perspektiv er en sådan by højst sandsynligt sågar billigere, fordi byggeri af høj kvalitet holder længere – teknisk, praktisk og emotionelt; mennesker passer på miljøer, de synes om.

Klas Tham, Bo01



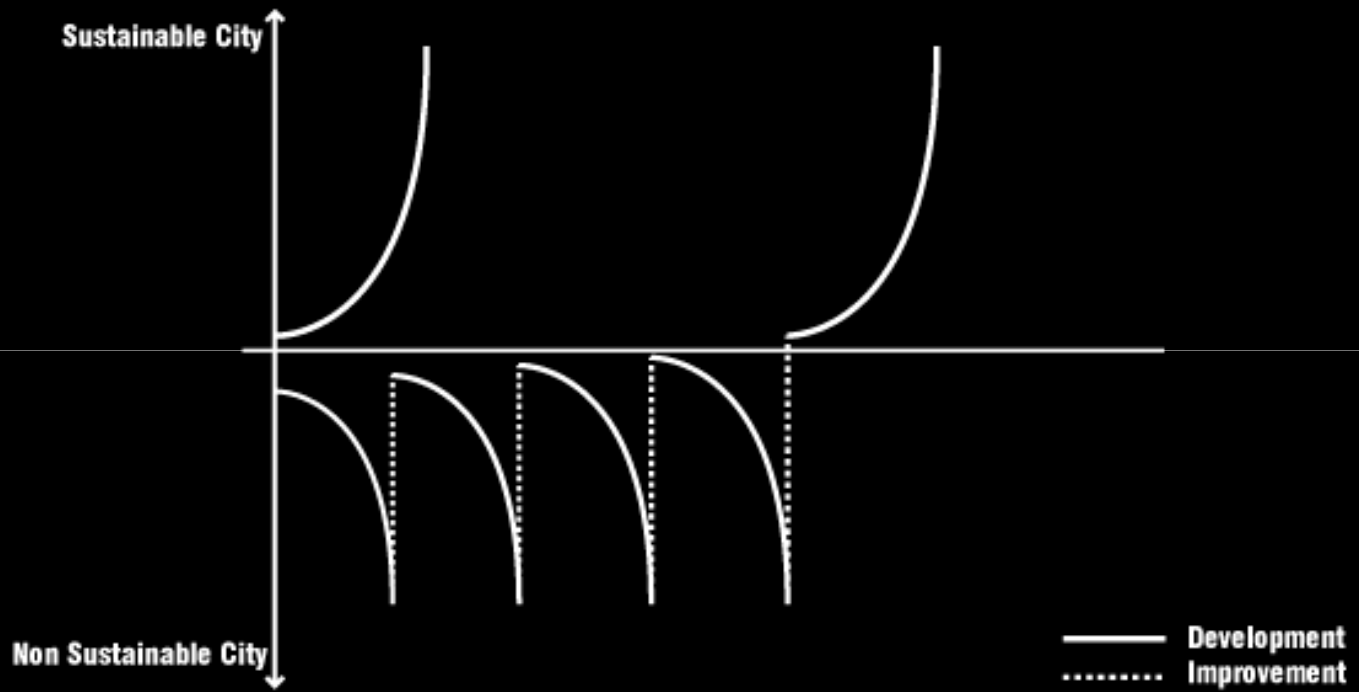






It is about arriving in a place...

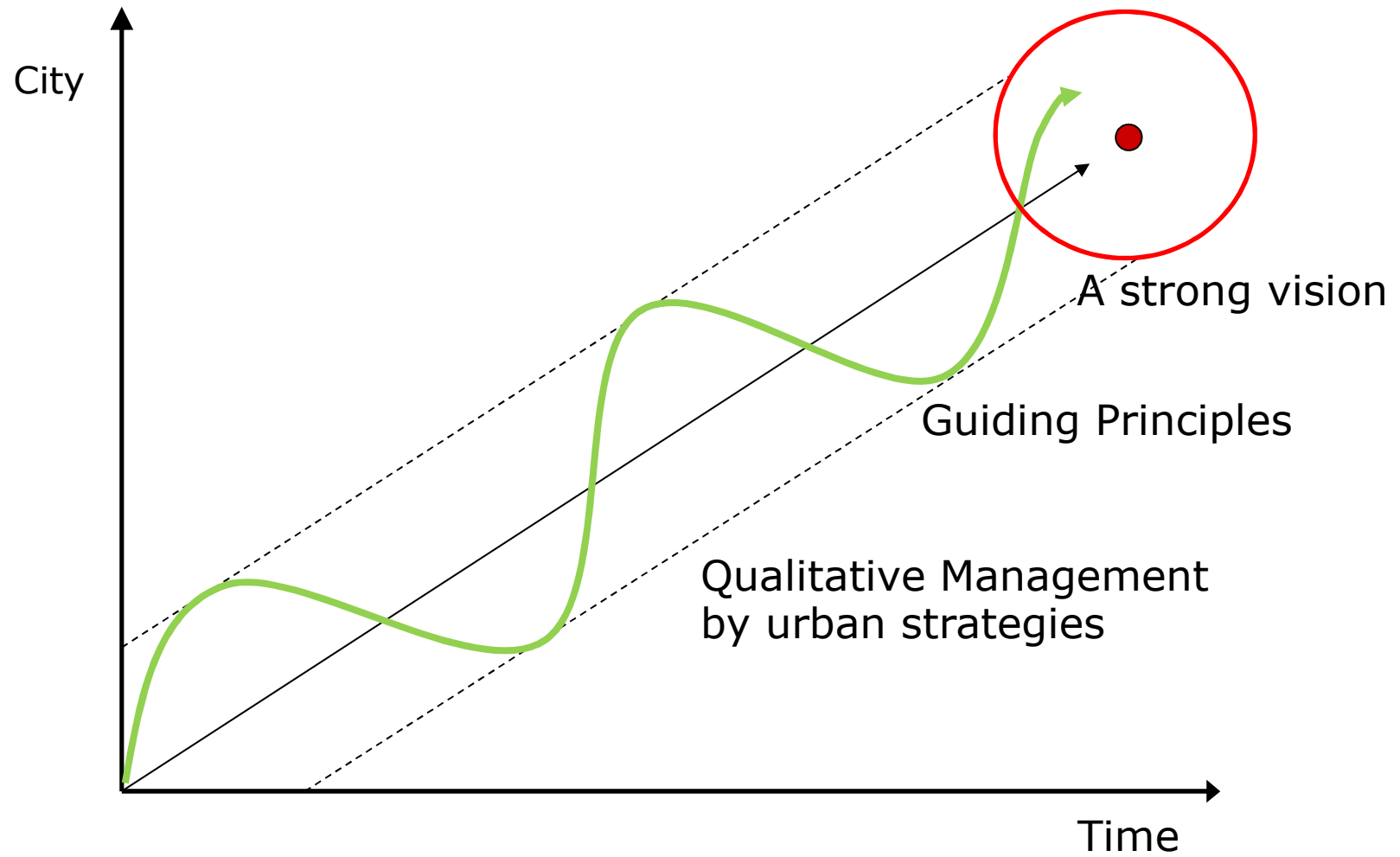






CHALLENGE / DESIGNED FOR WHO...?

FRAMEWORK / NOT MASTERPLAN



NEW WORLD EDITION

Instant invitation for a sustainable life | New York

Learning from New York
Pilot Projects



Learning from New York Pilot Projects

World Class Streets: Remaking New York City's Public Realm

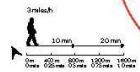
A Walking (and Bicycling) City

New Yorkers spend a lot of time in the public realm as a result of the city's density, which promotes walking, public transit riding and, increasingly, bicycling. Improving walking conditions will benefit everyone in New York City, create more pleasant links between destinations and provide an environment that is enjoyable as well as functional.

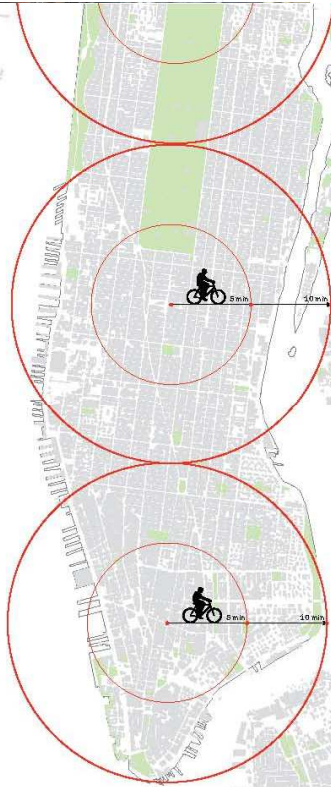
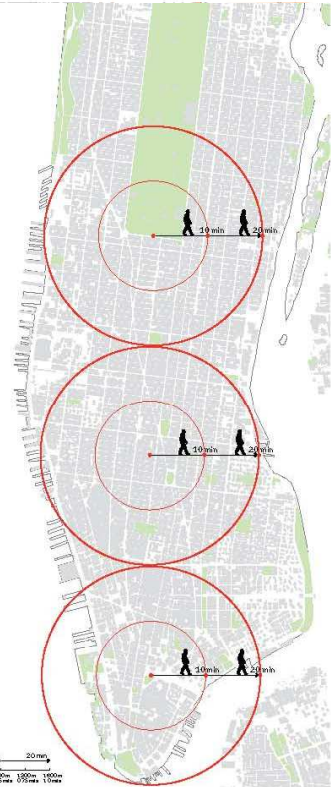
Most New Yorkers are never more than a 20 minute walk away from a subway or train station.



10 and 20 min walking catchment area to subway and train stations.



Calculated Manhattan walking distances shown in minutes.



Calculated Manhattan cycling distances shown in minutes.

World Class Streets: Remaking New York City's Public Realm



Pedestrian traffic

New York has some of the highest volumes of pedestrians in the world, and New Yorkers flock to inviting public spaces, such as the Hudson River Greenway, the car-free parks on weekends and the new public spaces that NYCDOT created along Broadway in Midtown Manhattan during 2008.



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World Class Streets: Remaking New York City's Public Realm

Method for measuring pedestrian traffic

This part of the study provides information on how much—and where—people walk, sit, stand or carry out various stationary activities in the city. These are a good indicator of the quality of an urban space.

A high number of pedestrians walking in a city does not necessarily indicate a high-quality walking experience. However, if a large number of people choose to engage in voluntary activities (having an outdoor lunch, playing, or sunbathing) then a city most likely has an excellent public realm.

NYCDOT and Transportation Alternatives recruited over 40 volunteers to assist the Gehl staff with data collection in Fall 2007. NYCDOT and Gehl Architects conducted thorough volunteer orientation sessions to ensure data was collected in accordance with the methodology employed by Gehl Architects in cities around the world.

Gehl and NYCDOT are presently coordinating the training and transfer of the Public Space/Public Life survey methodology to NYC agencies.

Gehl has used its method in studies in London, Sydney, Perth, Adelaide, Melbourne, Wellington, Rotterdam, Dublin, Riga, Stockholm, Oslo and Copenhagen.

Surveyors counted pedestrians on streets for 10 minutes every hour between 8 a.m. and 8 p.m.



Survey Areas

Selection of public life and public space survey areas

The vast size and diversity of New York City's five boroughs and numerous neighborhoods make it impractical to survey the entire city in detail. Instead DOT suggested survey areas that are centers of activity along key multi-modal corridors. By studying these very different but vibrant centers of city life, this survey provides snapshots of the potentials and challenges found in the public realm of New York City today. The study team gained an overall understanding of pedestrian activities along key corridors in Brooklyn, the Bronx, Manhattan and Queens. These insights form part of the basis for NYCDOT's public realm programs.

Data Collection Locations / Conditions

Gehl chose specific locations near key intersections and major destinations. They were chosen to investigate special conditions in each neighborhood as well as typical conditions that can be applied to much of each borough. Data was collected from 8am-8pm during a series of weekdays in October under good weather conditions.



Broadway, Manhattan.



East Fordham Road, Bronx.



Flatbush Ave, Brooklyn.



24th Street, Manhattan.



SoHo, Spring Street, Manhattan.



Main Street, Flushing.



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World Class Streets. Remaking New York City's Public Realm

Few children and elderly in the street

Who uses New York streets?

Overcrowded or otherwise unattractive sidewalks and walking environments are not only less pleasant places to be, they in fact discourage some groups from walking or being on a public street altogether.

Only 10% of pedestrians identified at our survey sites were children or seniors (under 14 or over 65 years old), although these groups account for a combined 30% of New York's population



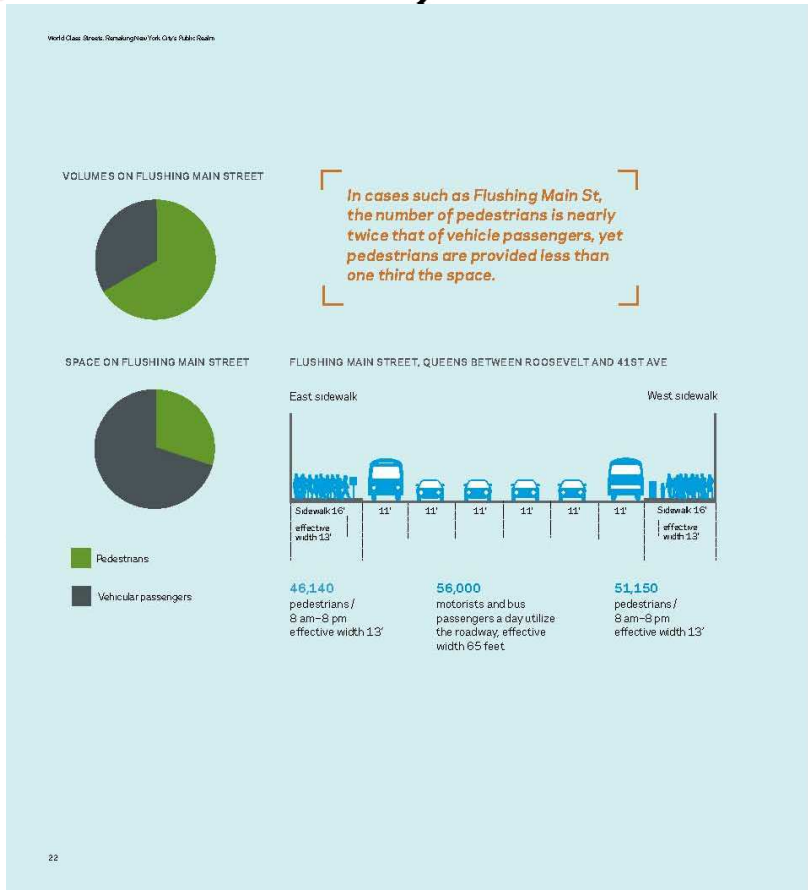
The elderly and young are rarely seen in the street environment in places where streets are traffic dominated and are not perceived as safe.

World Class Streets. Remaking New York City's Public Realm



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In cases such as Flushing Main St, the number of pedestrians is nearly twice that of vehicle passengers, yet pedestrians are provided less than one third the space.

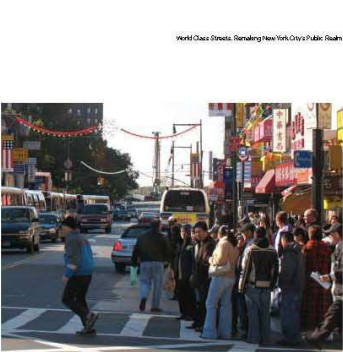


In some locations, only 50% of the sidewalk on Broadway is possible to use for walking.

Obstacles on Sidewalks

The effective width for walking is sometimes 50% of the sidewalk

The numerous obstacles found on New York City sidewalks further contribute to crowding and hurt the quality of the pedestrian experience. Vendors and street furniture play a key role in the public life of the City, but often unregulated vendors and poorly placed or planned furniture restrict pedestrian access. Often the most crowded areas (such as sidewalks near subway stops and street corners) are the places where the most obstacles exist. At some street corners, multiple trash cans or newsboys force people into traffic. Cluttered sidewalks not only impede access but also negatively affect the visual environment.



Pedestrians are pushed into the road when waiting for a green light.



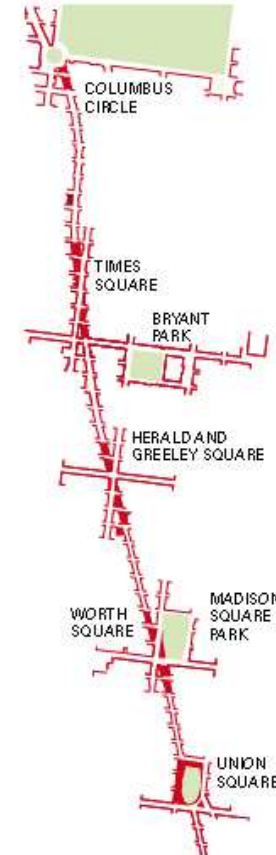
On very crowded sidewalks, street vendors may cause further problems.



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TOTAL PUBLIC SPACE RECLAIMED FOR PEOPLE: 385,000 FT² (35,771 M²)

35,000 m² of reclaimed space – 3 new Piazza Navona's in the middle of Manhattan



EXTENDED PUBLIC SPACE

COLUMBUS CIRCLE

TIMES SQUARE

HERALD SQUARE GREELEY SQUARE

MADISON SQUARE PARK WORTH SQUARE

UNION SQUARE

NEW PUBLIC SPACE

58 TH STREET SQUARE

47TH ST. SQUARE

35TH ST. SQUARE

25TH ST. SQUARE

17TH ST. SQUARE

57 TH STREET SQUARE

42ND ST. SQUARE

31ST ST. SQUARE

FLAT IRON SQUARE

GAINED PUBLIC SPACE

GAINED 39,190 FT²

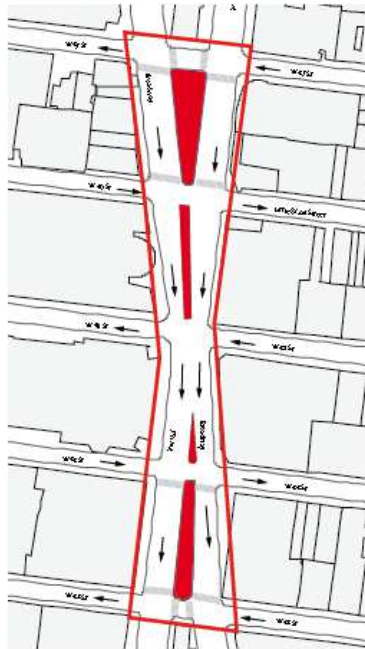
GAINED 107,790 FT²

GAINED 79,930 FT²

GAINED 100,390 FT²

GAINED 57,726 FT²

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TIME SQUARE
total area: 16 960 m²
Pedestrian area: 1 880 m²

Times Square consists of
89 % road space
11 % people space



Time Square at night. People are crowding on a strip of concrete surrounded by traffic.

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11% increase in pedestrian numbers

63% decrease in injuries

35% decrease in pedestrian injuries

74% say Times Square has improved dramatically

17% improvements in travel time

29% raise in value while rest of NY dropped 6,5-36,5%

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