

Gehl

Kristian Skovbakke Villadsen • Partner • Director • Architect MAA

How to bring visions into the everyday life of cities?





The Gehl Team



Architect **Helle Seholt** and Professor **Jan Gehl** established Gehl Architects in 2000 with the aim of creating cities for people. Gehl builds on Jan Gehl's research which was first introduced through his book 'Life Between Buildings', a publication which radically challenged the relationship between people, architecture, and planning in the late 60's.

In 2011 Scottish Architect **David Sim** joined Gehl Architects as partner, and since then, five additional people have joined the partner group - **Henriette Vamberg**, **Camilla van Deurs**, **Ewa Westermark**, **Jeff Risom**, and **Kristian Villadsen**.

The new generation Gehl team, who have been part of Gehl for many years, continue to build on the values and knowledge of Jan Gehl's early work. They infuse it with new knowledge, methodologies, services, processes, and overall expertise within the fields of architecture and urbanism, always aiming to increase the quality of life for people in cities. See the story of Jan Gehl and Gehl Architects here: www.gehlarchitects.com/story



Gehl

Gehl is an urban design and research consultancy offering expertise in the fields of architecture, urban design, landscape architecture and city planning. We address global issues with a unique people-focused approach, utilizing a rigorous analysis to understand how the built environment can promote well-being. We have offices in San Francisco, New York and Copenhagen.

CITIES
250+
COUNTRIES
50+

Mission Making Cities for People

Changing the paradigm in
planning and design
towards cities that are
made for people.



Gehl



Public Life

Putting people first by studying, surveying, engaging and understanding public life.



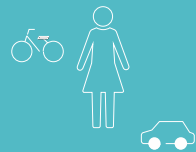
Masterplanning Frameworks

Valuing co-creation, the human scale, mixed neighborhoods, public spaces, and integrated mobility through the creation of masterplanning frameworks.



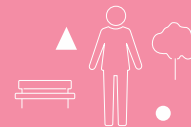
Urban Strategy

Making urban strategies that help in the transition towards a more liveable city.



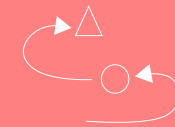
People First Mobility

Looking at people first mobility not just as the journey, but as a route towards a balanced mobility that accommodates all user groups.



People First Design

Designing attractive, diverse and networked public spaces with a relationship to the wider urban context that are driven by public life and people first design.



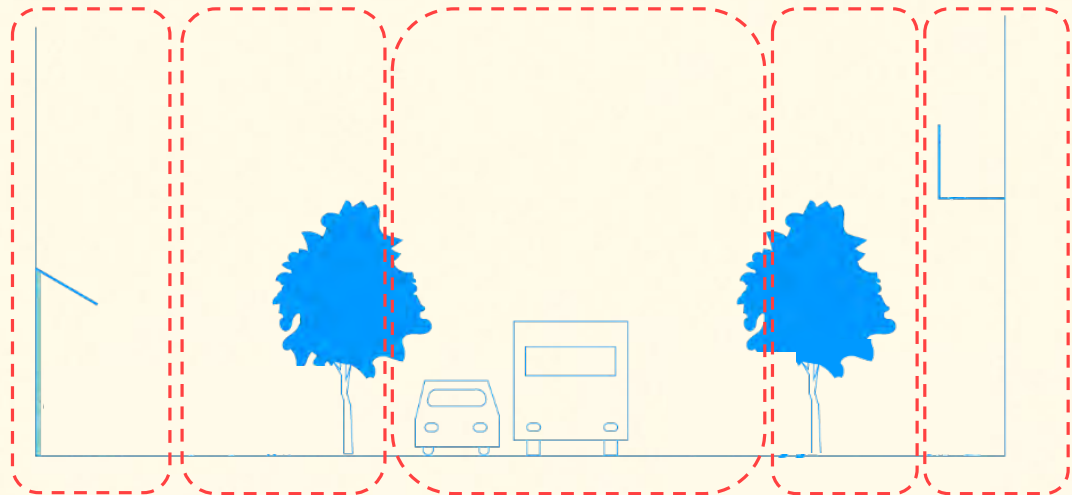
Process Leadership

Bringing the outside perspective needed to facilitate process leadership through creative and facilitative processes with clients in leadership positions.



From silos to a human experience

- Work across municipal departments
- Connect transport and urban planning with health policies
- Align national, regional and municipal goals



How we design space
Siloed planning, design and management



How we experience space
Integrated planning, design & implementation



小型 | 小型 | 混合 | 大型
车道 | 车道 | 车道 | 车道
60 | 60 | 50 | 40

禁止停车
非机动车道
自行车

Gehl





Invitation Cities

We need cities where it is easy to do good. Most people choose their lifestyle, based on what is most convenient, easy and accessible in their everyday. So, we have to create cities where the most convenient, easy and accessible lifestyle is also the most healthy, sustainable and livable – it is as simple as that.

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'Life is what happens, when you are busy making other plans'

— John Lennon



1

Think Streets
as public spaces

Streets make 20-30% of the city

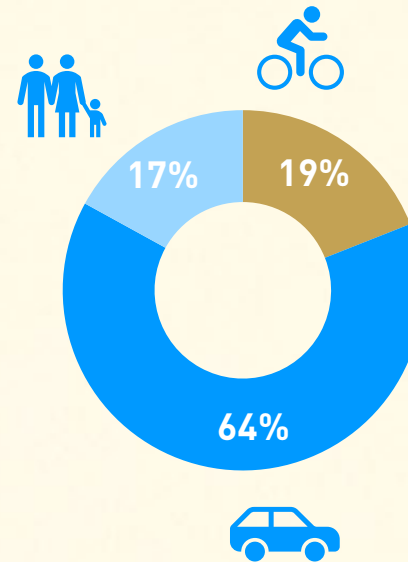
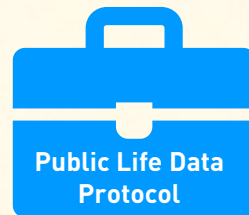
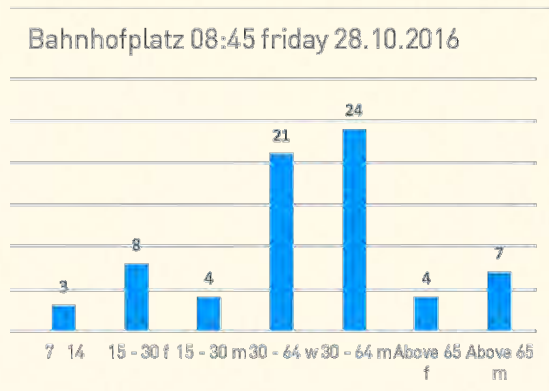


Streets often account for 80% of public space



Make People Count

- Pedestrian/passenger counts
- Activity mapping
- Age & gender surveys
- Qualitative Interviews
- Public space assessment
- Public Life Data Protocol





A normal
day on 16th
Street

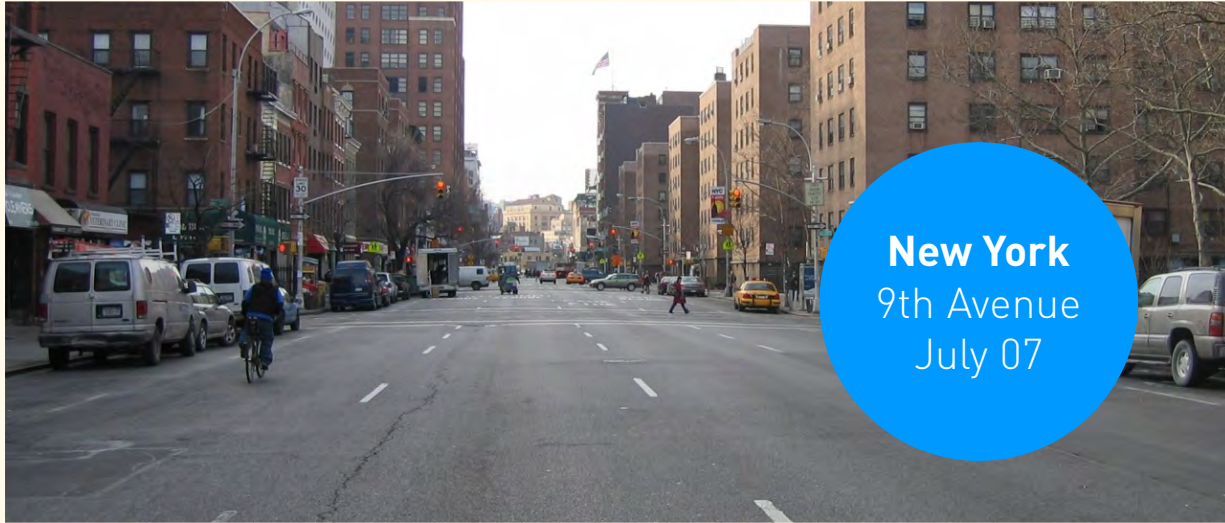
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**Meet in the
Street
2015**

+30%
pedestrians overall
during MITS
compared to
baseline

157%
Increase in commercial
activities when lawn
furniture was placed
along 16th St



From roads to streets



How to do it! — Best practice

New York



Before



After

New York has **evaluated their city** and used pilots to develop a new design standard.

Findings in pilot areas:

- 63%** decrease in accidents
- 29%** increase in property value
- 10%** improved travel time
- 9%** less Co2 emissions

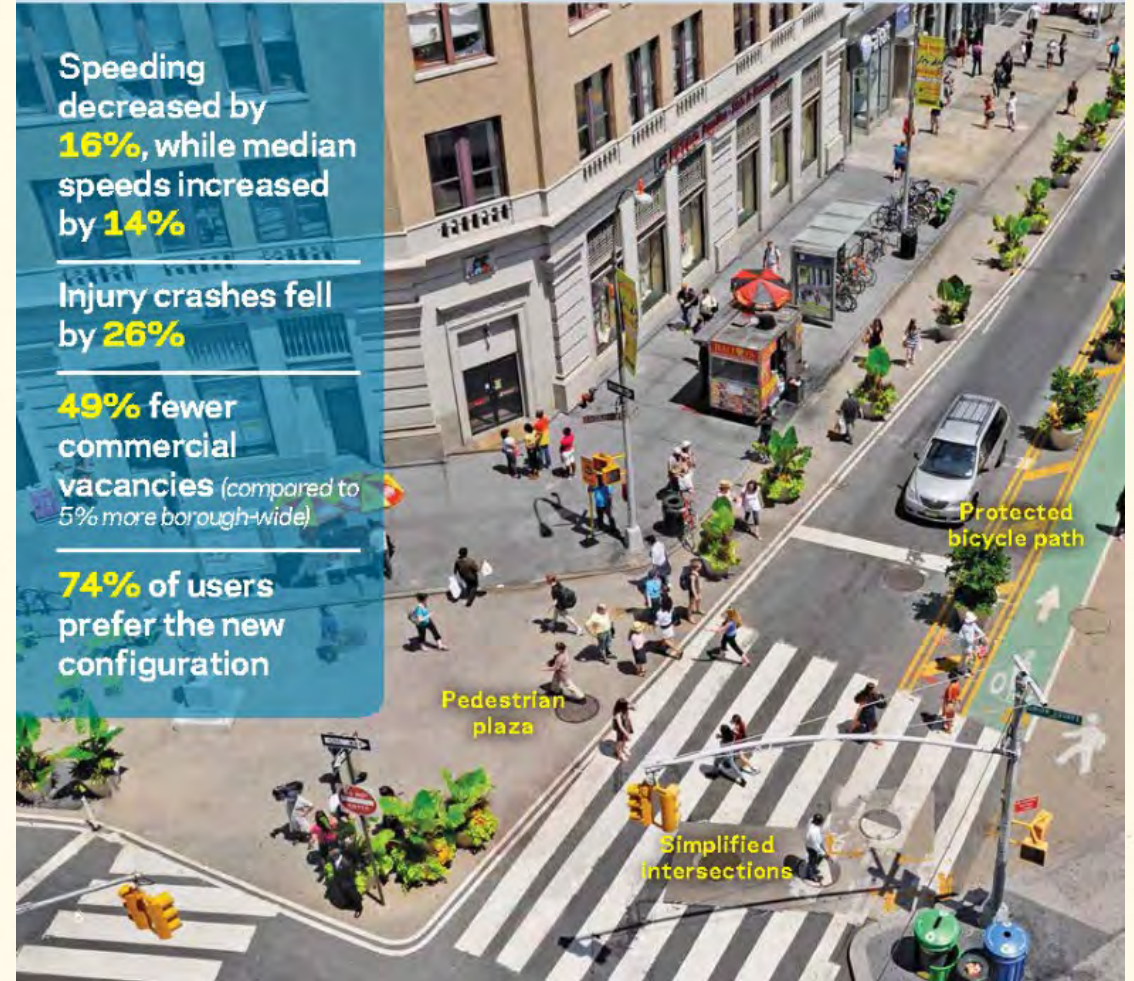
Expanding an iconic space: Union Square North (Manhattan)

Speeding decreased by **16%**, while median speeds increased by **14%**

Injury crashes fell by **26%**

49% fewer commercial vacancies (compared to 5% more borough-wide)

74% of users prefer the new configuration





New Road, Brighton

162% more pedestrian traffic



Gehl

600% more staying activity



6/24/2019

Gehl

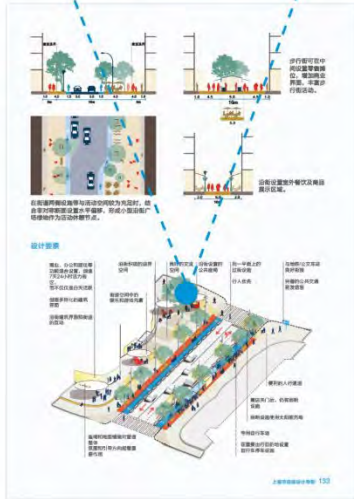
How to do it!

Renew process, guidelines & policies

We cannot build the vision for tomorrow with the policies of the past. From organization to policies and guidelines, there is a need to rethink how we plan and design our cities. The vision for livability and sustainability is only reachable if we rethink our planning culture.



Cover of the Shanghai 'Street Design Guidelines', published in 2016



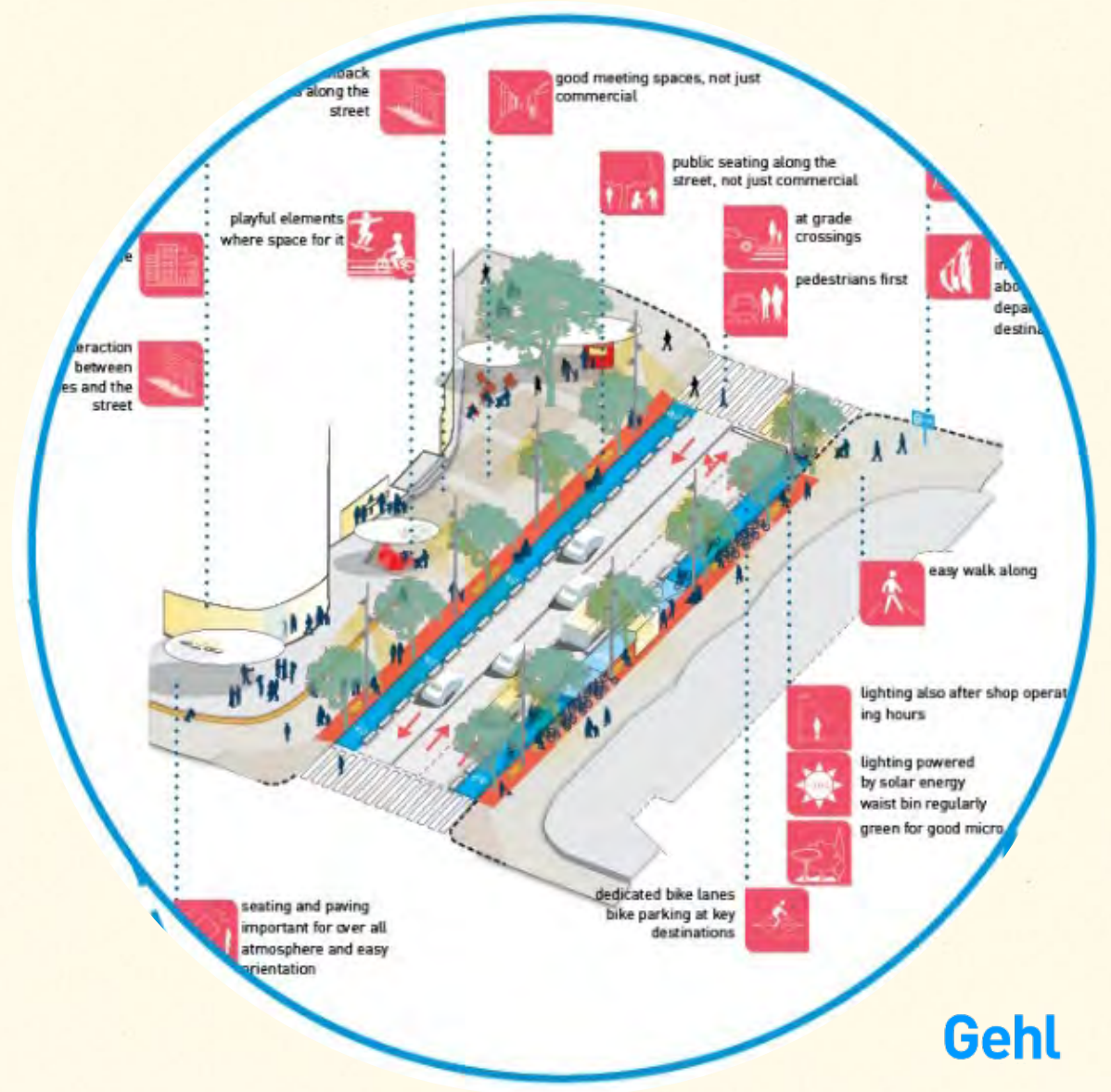
Street typologies, organized by typology - not traffic volume

Shanghai Street Design Guidelines

In 2016, the City of Shanghai released their 'Street Design Guidelines', which Gehl provided feedback on. The guidelines illustrate the city's ambitious goal towards a more livable and sustainable future.



Elements for lively and inviting streets as the key public spaces of the city

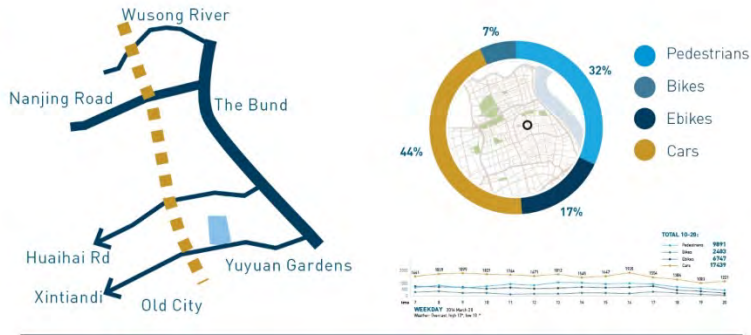


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How to do it!

Test new solutions with pilots

Pilot projects should be used to test and evaluate new approaches in a city and should be learned from, in order to create new design standards. It is key to find examples which are representative of the identified challenges in a city, which can serve as best practice examples for future change. Most importantly the pilot projects should be the base for new design standards and principals, so the vision can be implemented broadly and improve the quality of life across the city.



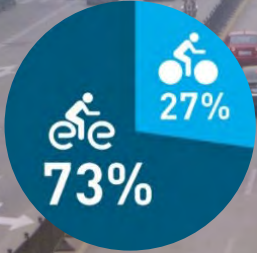
Case | Henan Road, Shanghai

Henan road is a major artery in Shanghai's urban network, mainly serving cars - not people. However, surveys showed that the number of pedestrians and bicycles outnumbered the car use and that a large number of bicycles are actually e-bikes. The modal split on Henan Road is impressive from a green mobility aspect, but this will change with the growing car ownership in Shanghai,

unless the green mobility use is strengthened through supporting infrastructure. We suggested to re-design the street according to its current use - implementing a separated bike and e-bike lane, creating a better microclimate for walking, and introducing safe pedestrian crossings.



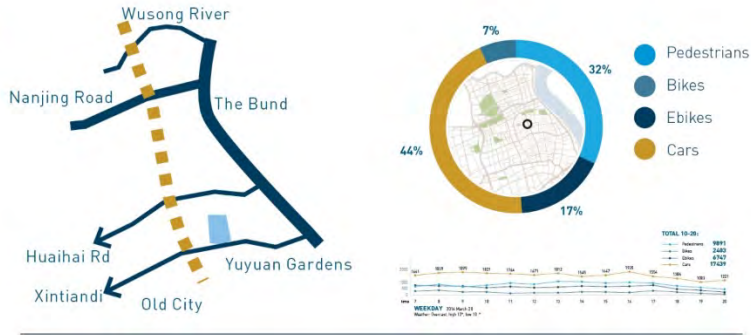
It is key to improve the street as a main link for bicycles, creating better bus stops, reducing the barrier effect of the street through better pedestrian crossings.



How to do it!

Test new solutions with pilots

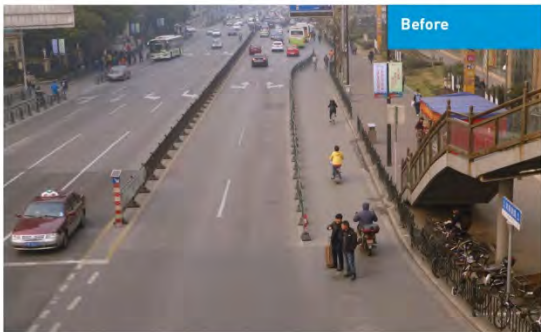
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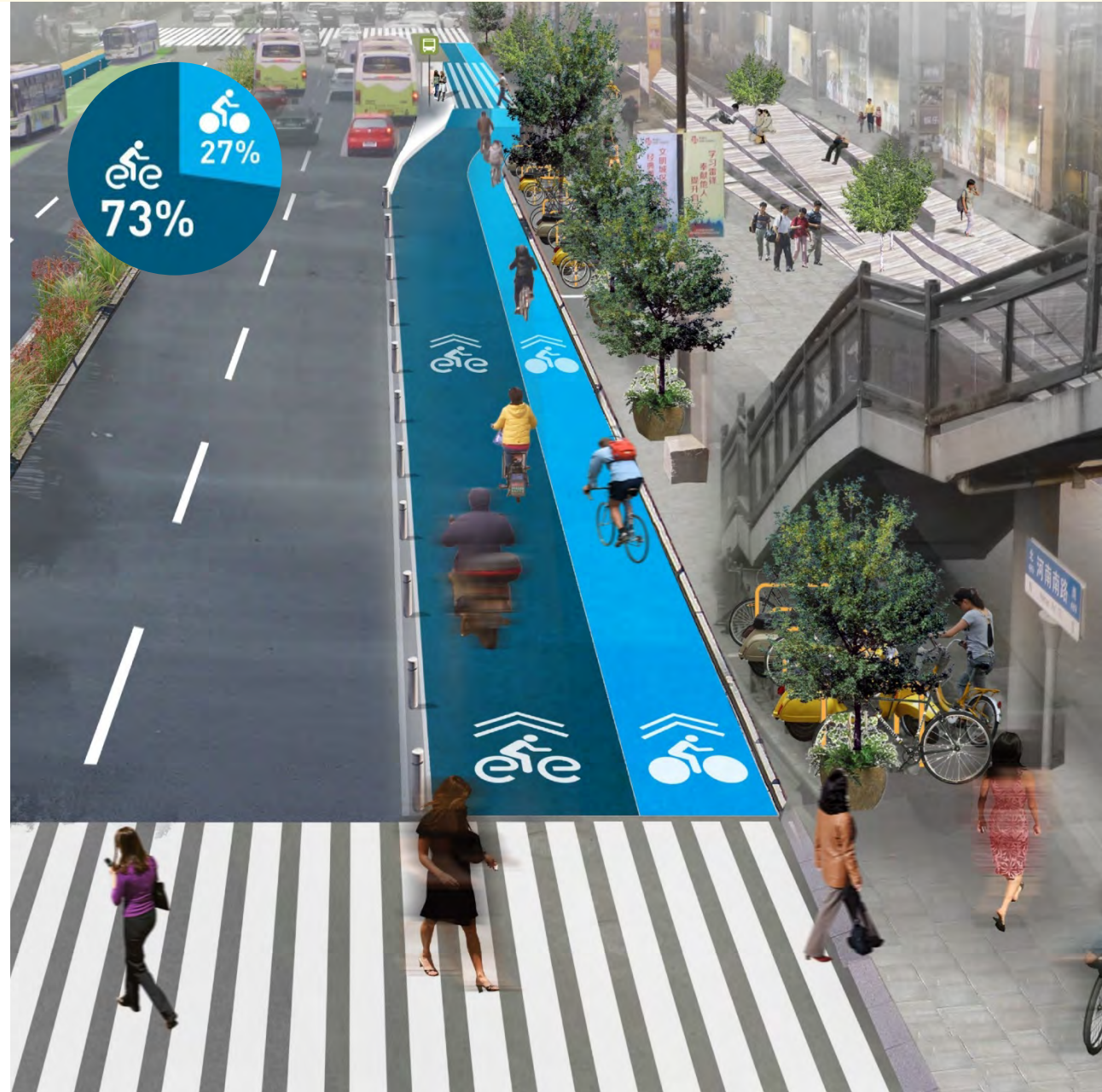
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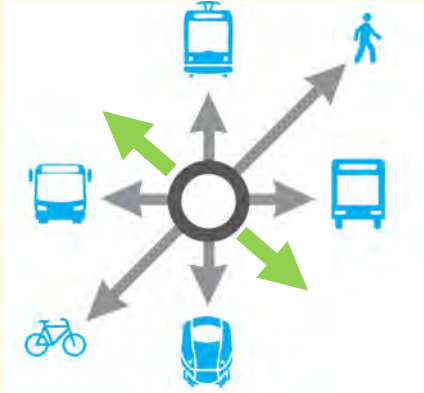




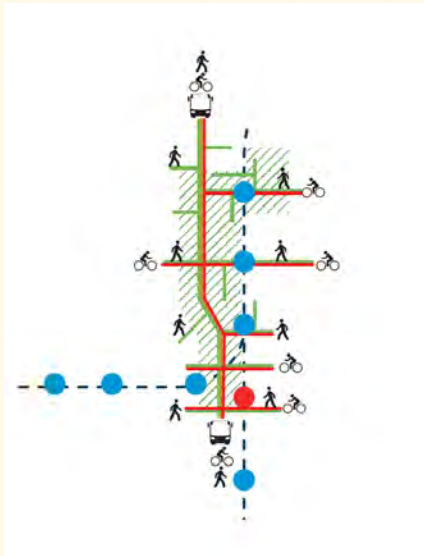
2

**Build new neighborhoods
to invite for sustainable behavior**

Lörrach



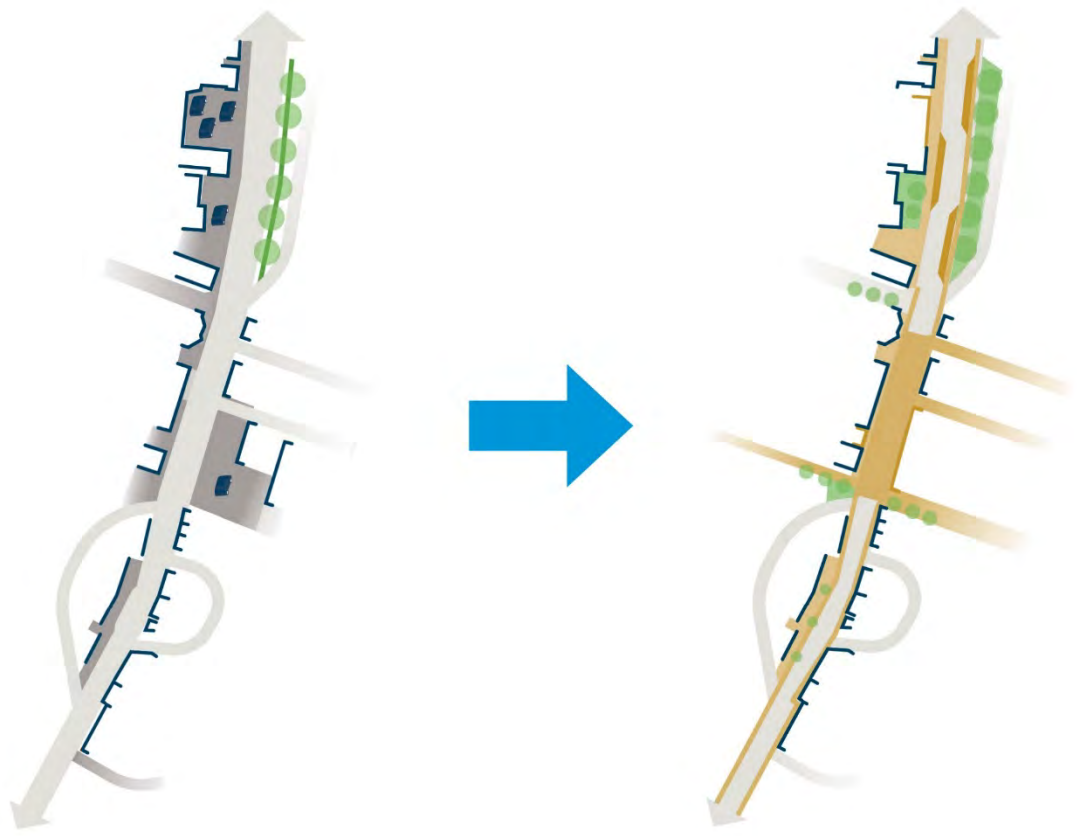
Source – Fondation Beyeler Media Release 29 Jan 2016



Source – Modellrechnungen zur Potenzialschätzung Mobilitätsdrehscheibe Am Zoll LorrachRiehen – Kanton Basel Stadt









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Bundes-
republik
Deutschland

you DECID



JFM
URANT LOTUS

Hotel
Basel

IBA Basel 2020
Internationale Bauausstellung – Imaginer et Bâtir l'Avenir



Carlsberg Quality Process



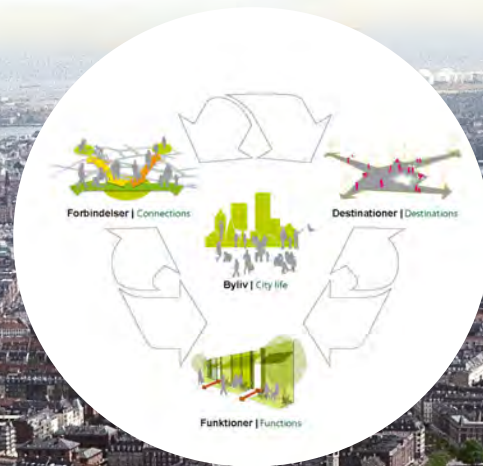
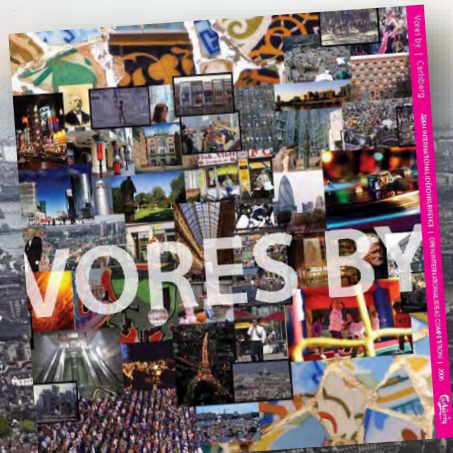


Illustration Entatis



- BEVARINGSVÆRDIGE OG FREDEDE BYGNINGER
- KOMMENDE & IGANGVÆRENDE UDVIKLINGSPROJEKTER
- PARKER & HAVER



Lokalplan nr. 432 "Carlsberg II"

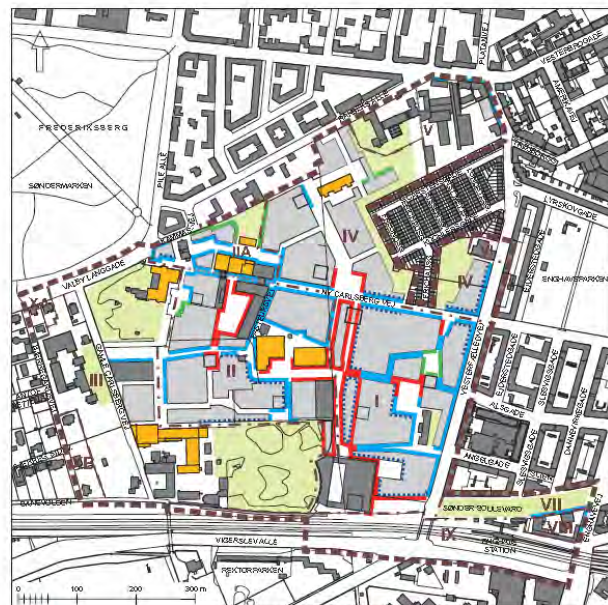
Del II - lokalplanens bestemmelser



Lokalplanen er vedtaget på Borgerrepræsentationens møde den 29. januar 2009 og bekendtgjort den 18. februar 2009.



København Kommune



- | | | | |
|--|--|--|------------------------|
| | Lokalplanområde | | Aktive facader |
| | Grænse mellem underområder | | Åbne facader |
| | Grænse mellem delarealer | | Afdæmpede facader |
| | Boliger over 3. etage | | Eksisterende bygninger |
| | Kollektive anlæg, idræt, kultur, institutioner mv. | | Have |
| | Principielle byggefelter | | |

Aktiv facade

- Langs de på tegning 2 med rød streg markerede facadeforløb skal stueetagen have en aktiv facade, der understøtter det ønskede byliv gennem en anvendelse med en høj grad af facadeaktivitet, der lægger op til interaktion og visuel kontakt mellem stueetage og byrum. Dette sker gennem åbne facadepartier med mange indgange, svarende til en indgang for hver ca. 6 m.



Stregen og fotoet illustrerer en aktiv facade med stor åbenhed, mange indgange, høj detaljeringsgrad og stor grad af interaktion og visuel kontakt mellem ude og inde.

Åben facade

- Langs de på tegning 2 med blå streg markerede facadeforløb skal stueetagen have en åben facade, med en høj grad af åbenhed og visuel kontakt, men ikke nødvendigvis direkte aktiv facade, og med minimum én indgang for hver ca. 10 m.



Stregen og fotoet illustrerer en åben facade med stor grad af visuel kontakt mellem ude og inde.

Afdæmpet facade

- Langs de på tegning 2 med grøn streg markerede facadeforløb signalerer de afdæmpede facader en højere grad af privethed f.eks. gennem mindre visuel kontakt og færre indgange - dog minimum en indgang for hver ca. 12 m.



Stregen og fotoet illustrerer en afdæmpet facade med mindre visuel åbenhed og mindre visuel kontakt mellem ude og inde.







Architect: Praxis

Gehl
Architects



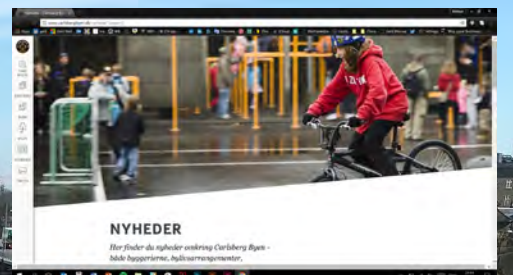
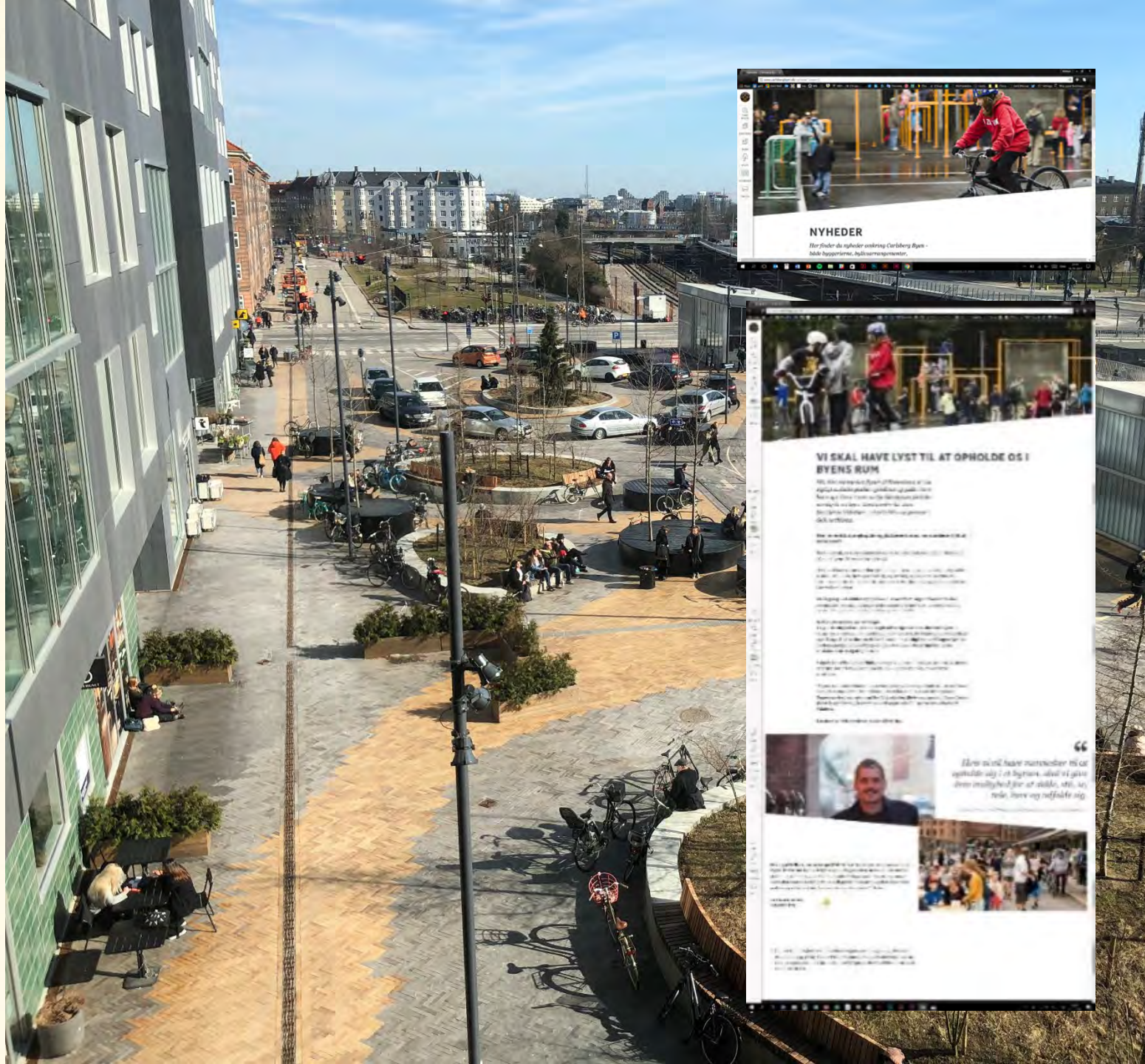
fotex



Gehl
Architects



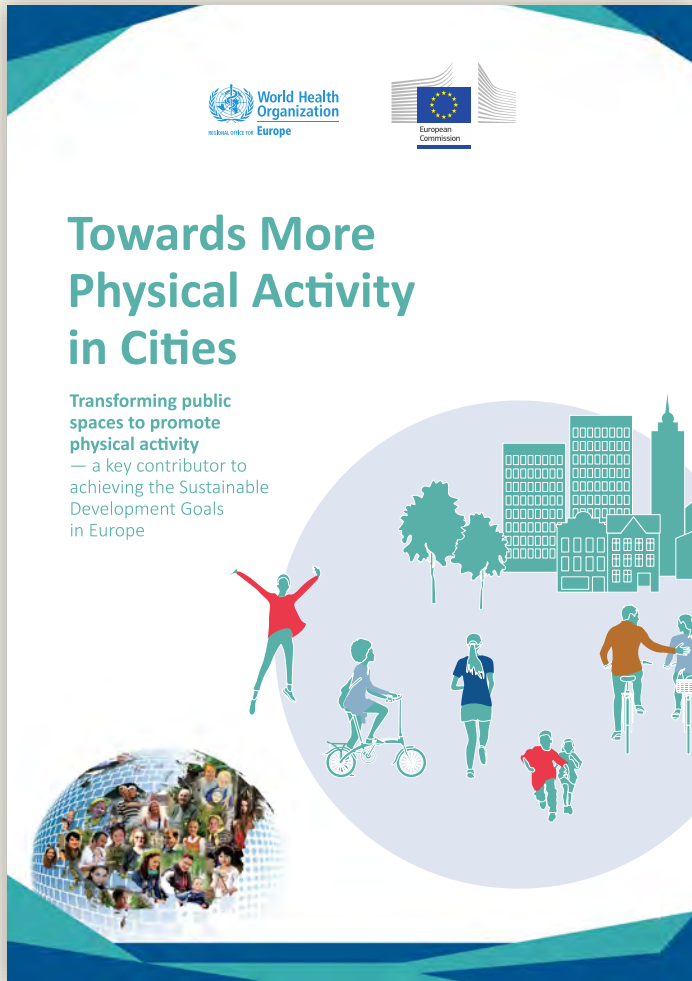
Gehl
Architects



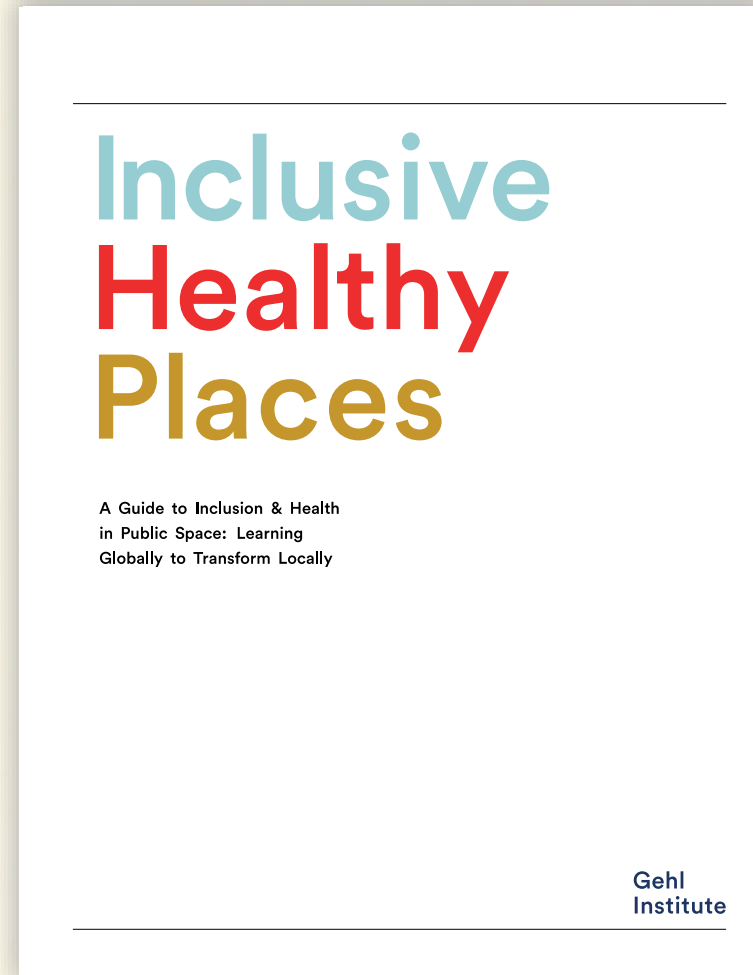
An aerial, high-angle photograph of a city street, overlaid with a semi-transparent blue filter. The scene shows a diverse group of people engaged in various activities: some are sitting on a long wooden bench along the sidewalk, others are walking across the street, and a person is pushing a bicycle. A dark-colored car is parked on the right side of the road. The overall atmosphere is one of a vibrant, active urban environment.

3

Invite for a change of
lifestyle with inclusive
healthy places



euro.who.int/en/publications



gehl.institute.org



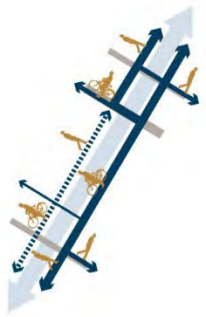




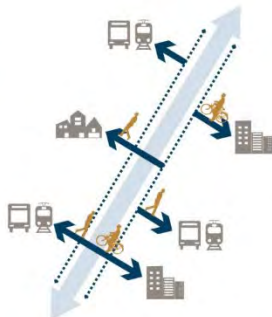
Shanghai Riverfront Guideline

The four basic strategies are intended to guide the development of the riverfront areas both in the short and long term. The focus is on improving the accessibility and quality of the spaces in order to invite both locals and visitors. The four strategies correspond to the themes of the policy document and are the main principles behind the development.

4 Basic strategies



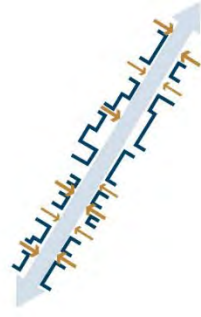
1 One continuous river



2 Connect to the city



3 Diverse spaces



4 Active edges

The Magnolia Award is given as a means to encourage and recognize foreign experts for their outstanding contributions to Shanghai's economic construction, social development and foreign exchanges



“The four strategies from “Towards a people oriented waterfront” has with it’s simplicity and quality focus, helped us with the complexity of succeeding with the completion of 45 Km of connected public space along the Huangpu River in only a few years” says Director Zhu from Shanghai Huangpu River Waterfront Developing Office.





2016 to 2018

45 km

Riverfront is connected
for people

Gehl

Focus on hardware & software

Developing a
culture
of cyclists



1. sekvens: Ankomst og opløsning

- Værdier og karakteristika for området og de enkelte bygninger og gader.
- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.
- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.



2. sekvens: Det lange stræk

- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.
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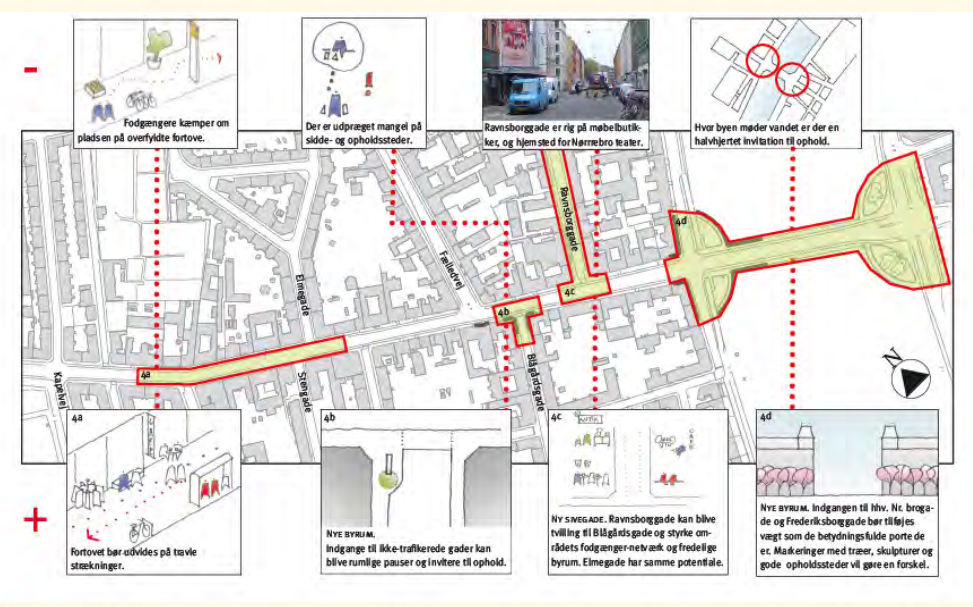
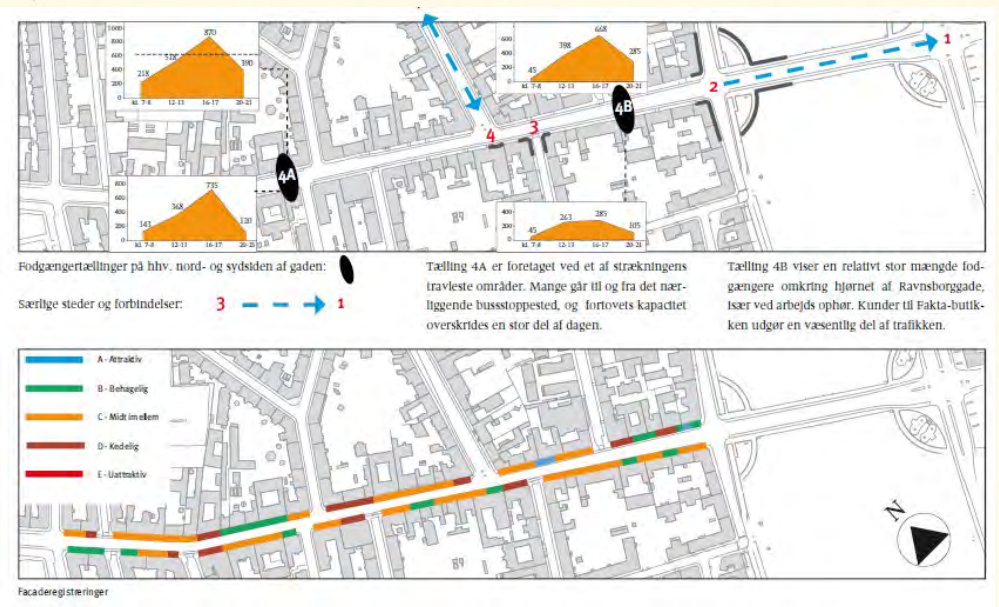
3. sekvens: Den store pause

- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.
- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.
- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.



4. sekvens: Den kosmopolitiske gade

- Hvordan området er organiseret og hvordan det fungerer som et rumligt rum.
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1. sekvens: Ankomst og opløsning

- Ved indkomsten blev der oprettet en række små, grønne og blå mødesteder.
- I forbindelse med den nye planlægning blev der oprettet en række små, grønne og blå mødesteder.
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2. sekvens: Det lange stræk

- På det lange stræk blev der oprettet en række små, grønne og blå mødesteder.
- På det lange stræk blev der oprettet en række små, grønne og blå mødesteder.
- På det lange stræk blev der oprettet en række små, grønne og blå mødesteder.



3. sekvens: Den store pause

- På den store pause blev der oprettet en række små, grønne og blå mødesteder.
- På den store pause blev der oprettet en række små, grønne og blå mødesteder.
- På den store pause blev der oprettet en række små, grønne og blå mødesteder.



4. sekvens: Den kosmopolitiske gade

- På den kosmopolitiske gade blev der oprettet en række små, grønne og blå mødesteder.
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Car traffic has been reduced by 60%, from 15.000 cars to 6.000 cars per day, the number of cyclists using the corridor has increased by 20% to 36.000 cyclists daily. Also 60% more pedestrians are using the bridge connecting the corridor with the inner city area and a 45% reduction of the number of traffic accidents.



Why do Copenhageners cycle?

- 63%** Easy, fast & convenient
- 17%** Exercise
- 15%** Financial reasons
- 5%** The environment



- 50%** commute on bike
- 70%** continue to cycle during the winter



Copenhagen 1995-2013

