

Ola Gustafsson
Director & Team Lead
15 mars 2018 - Stockholm

Gehl, København, cykling och livet mellan husen

Gehl



Gehl Architects – Köpenhamn/ San Fransisco/ New York

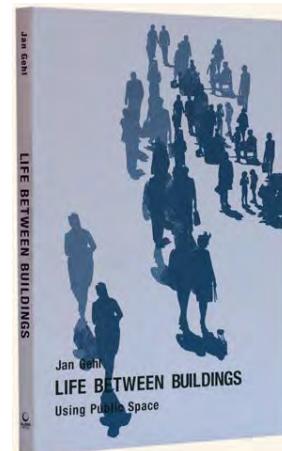
**Vårt fokus är att skapa städer för människor.
Människor är utgångspunkten i allt vårt arbete.**



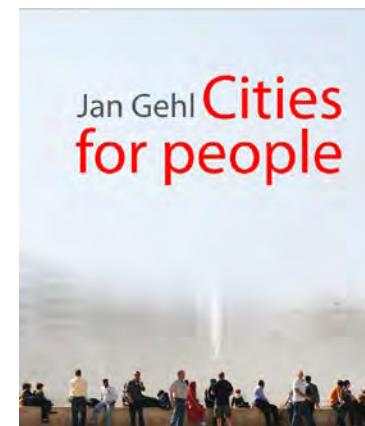
Gehl
Architects



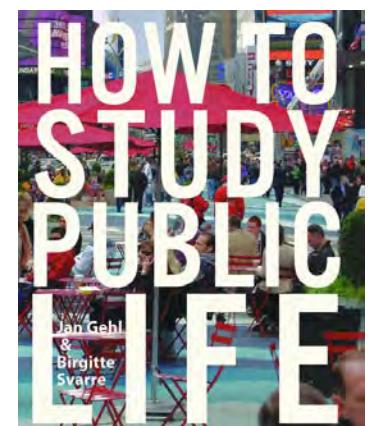
”Hur påverkar städer människor?”



1971



2010



2013

Vi arbetar med kopplingen mellan fysisk form och mänskligt liv



Fysisk form

- + Infrastruktur
- + Gator och offentliga platser
- + Byggnader

Liv

- + Beteenden och användning
- + Kultur och trender
- + Handel, ekonomi etc

Vårt beteende påverkas av vår miljö



VS

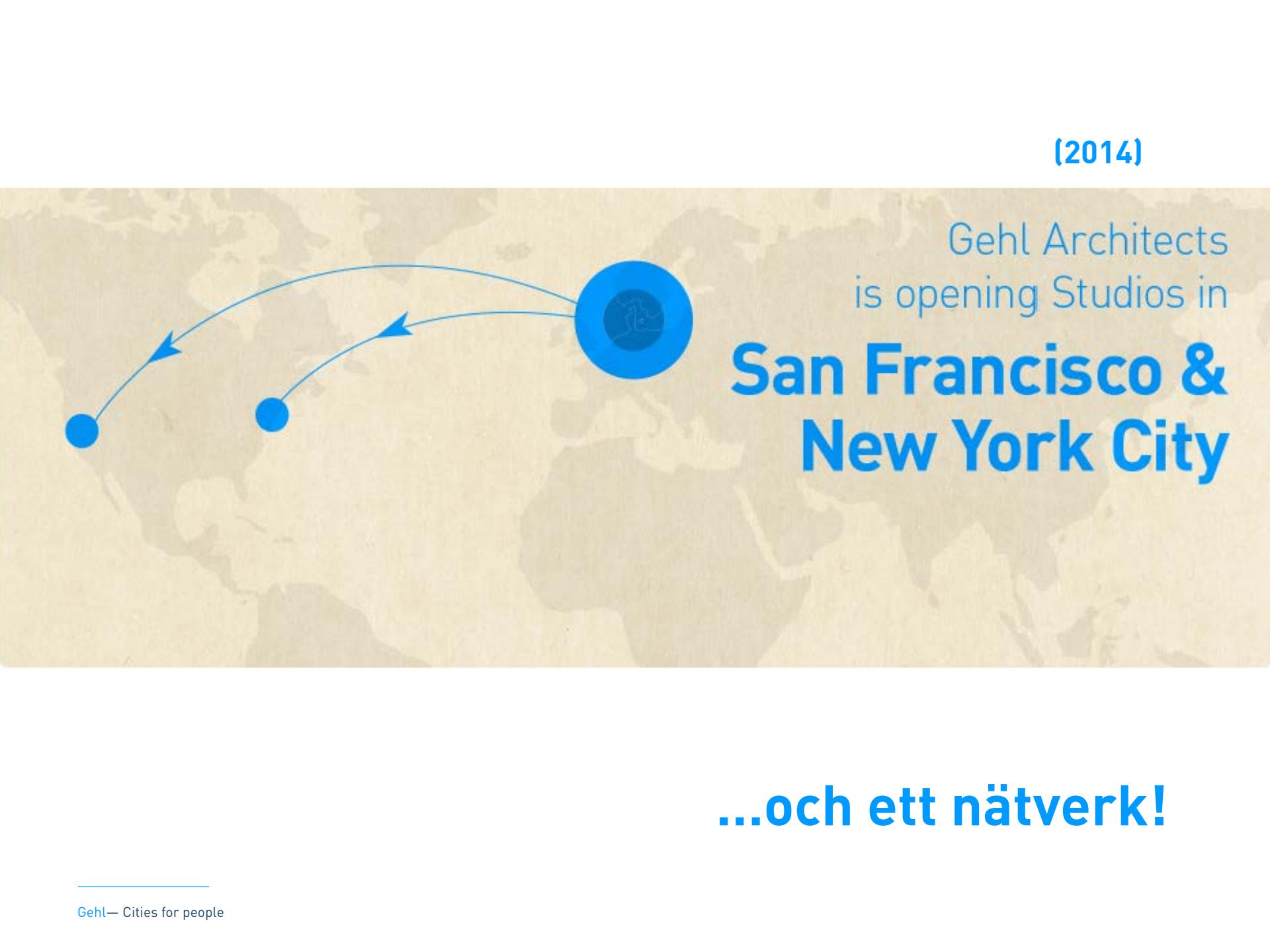


Från en person till ett team...



Gehl Architects 2000-

(2014)



Gehl Architects
is opening Studios in
**San Francisco &
New York City**

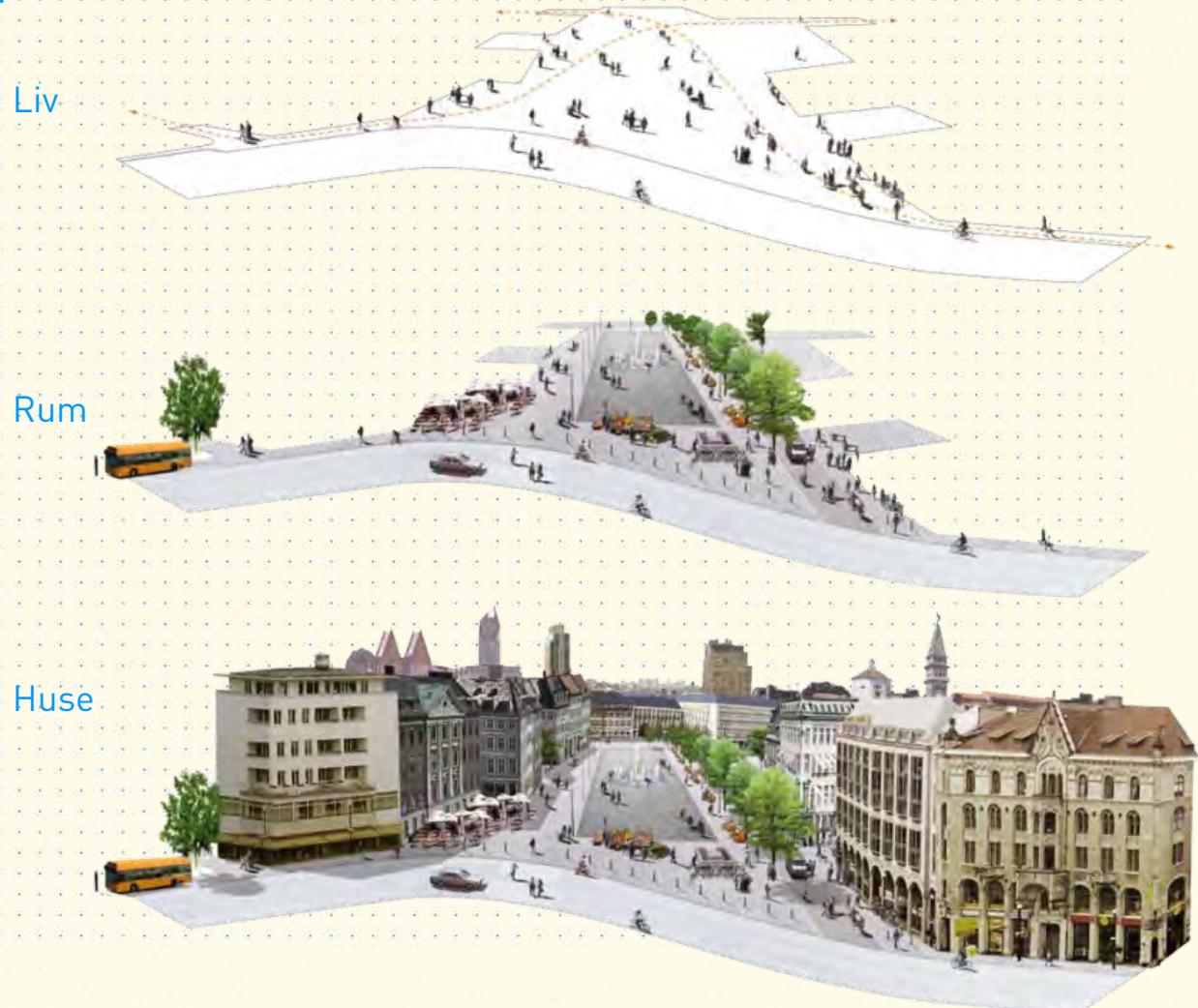
...och ett nätverk!

**Vi har arbetat i (och lärt av)
mer än 250 städer i 50 länder.**



Strategic planning - Masterplanning Urban design - Capacity building...

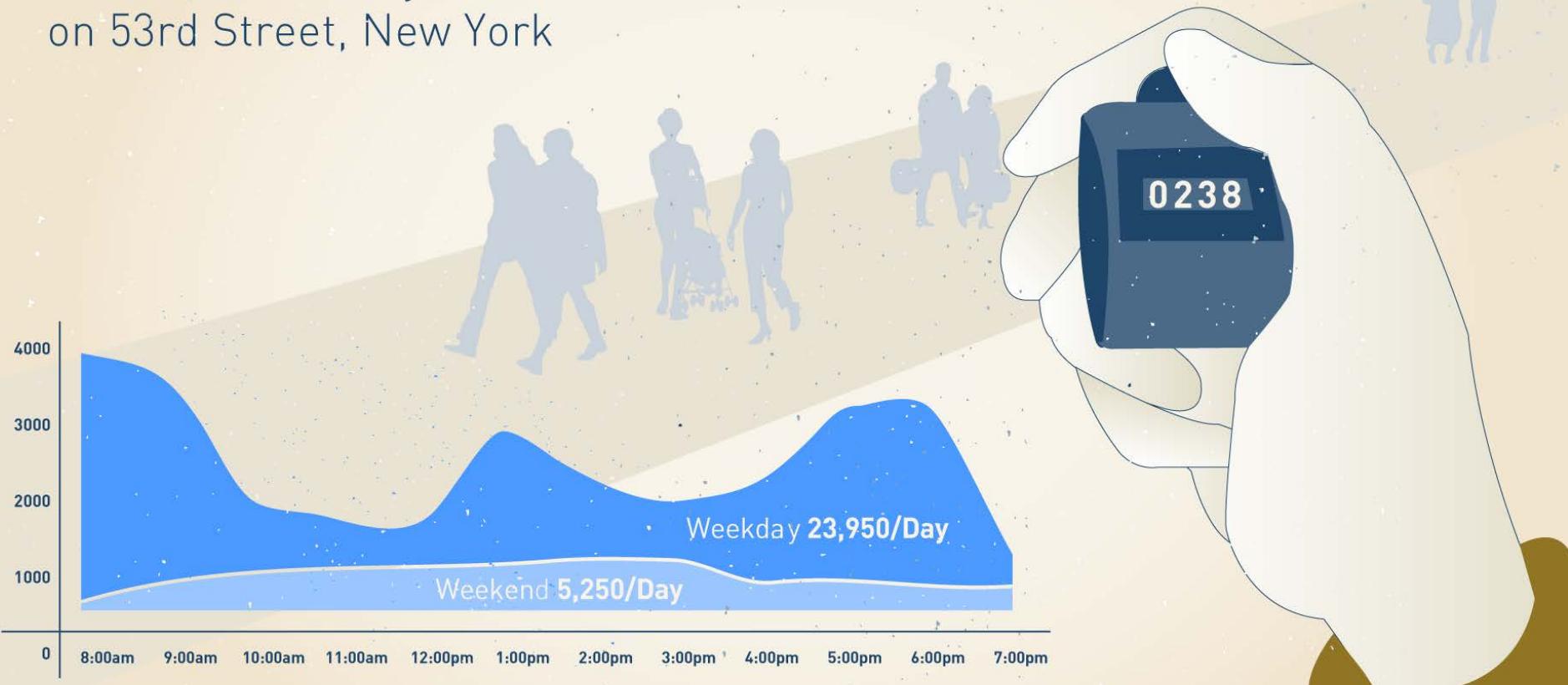
Tilgang Mennesker først



You measure what you
care about

Observation & analysis of People Focused Data helps us understand public life.

Pedestrian Activity
on 53rd Street, New York



Evaluation Methods

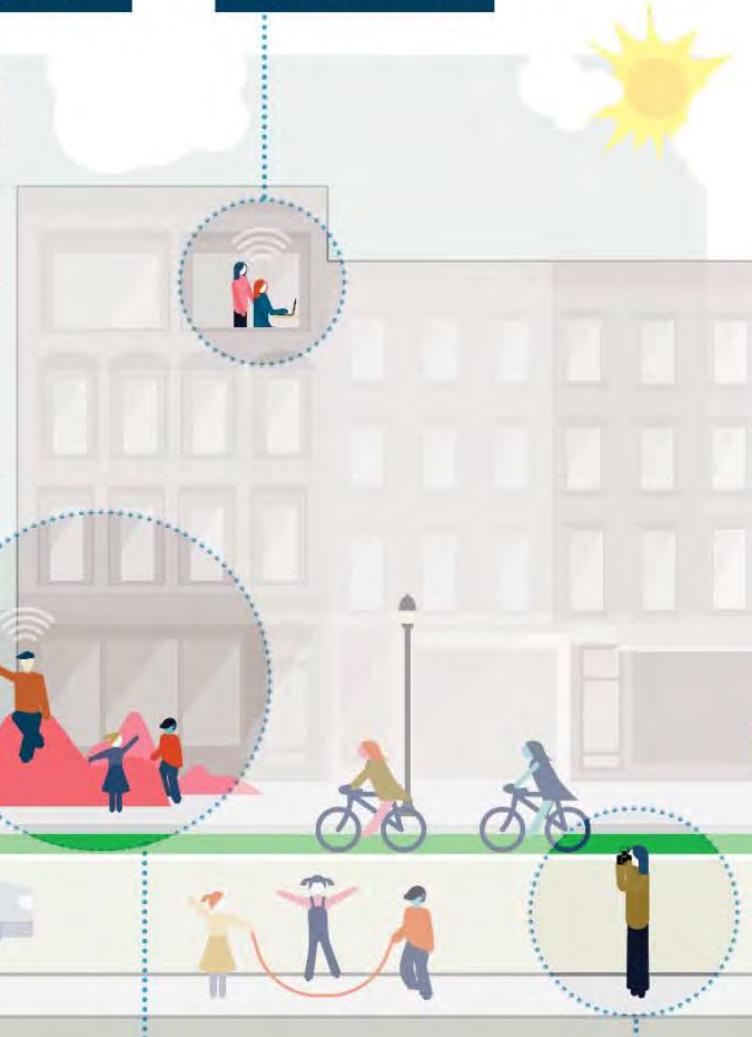
ENGAGEMENT RECORDS



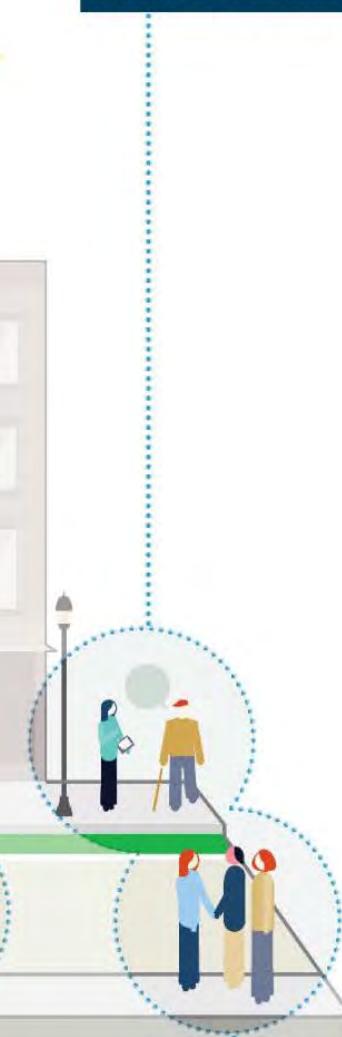
SOCIAL MEDIA ANALYSIS



ONLINE SURVEYS



INTERCEPT SURVEYS



OBSERVATIONAL ANALYSIS



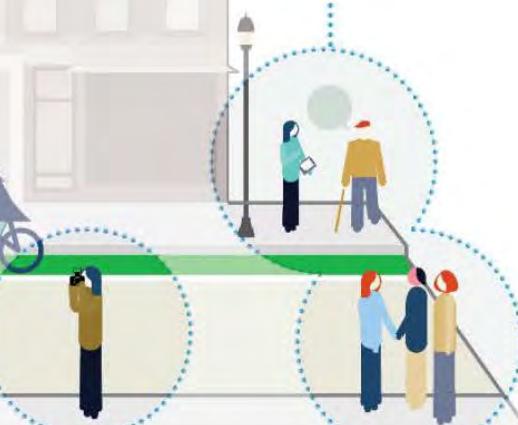
PROTOTYPE EVALUATION



PHOTO SURVEYS



IN-DEPTH INTERVIEWS

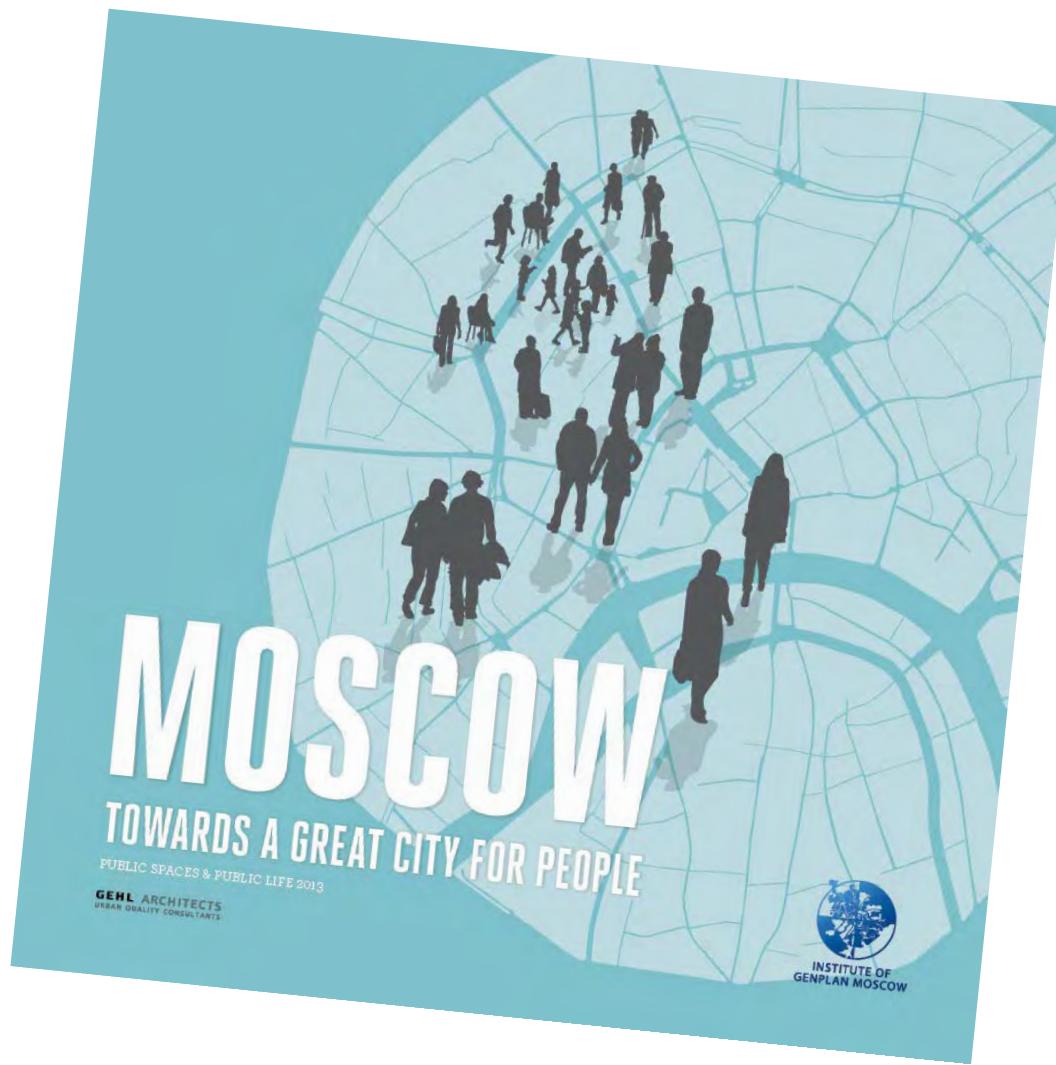


Det temporära skall kopplas till långsiktiga målsättningar

TID som ett strategiskt redskap



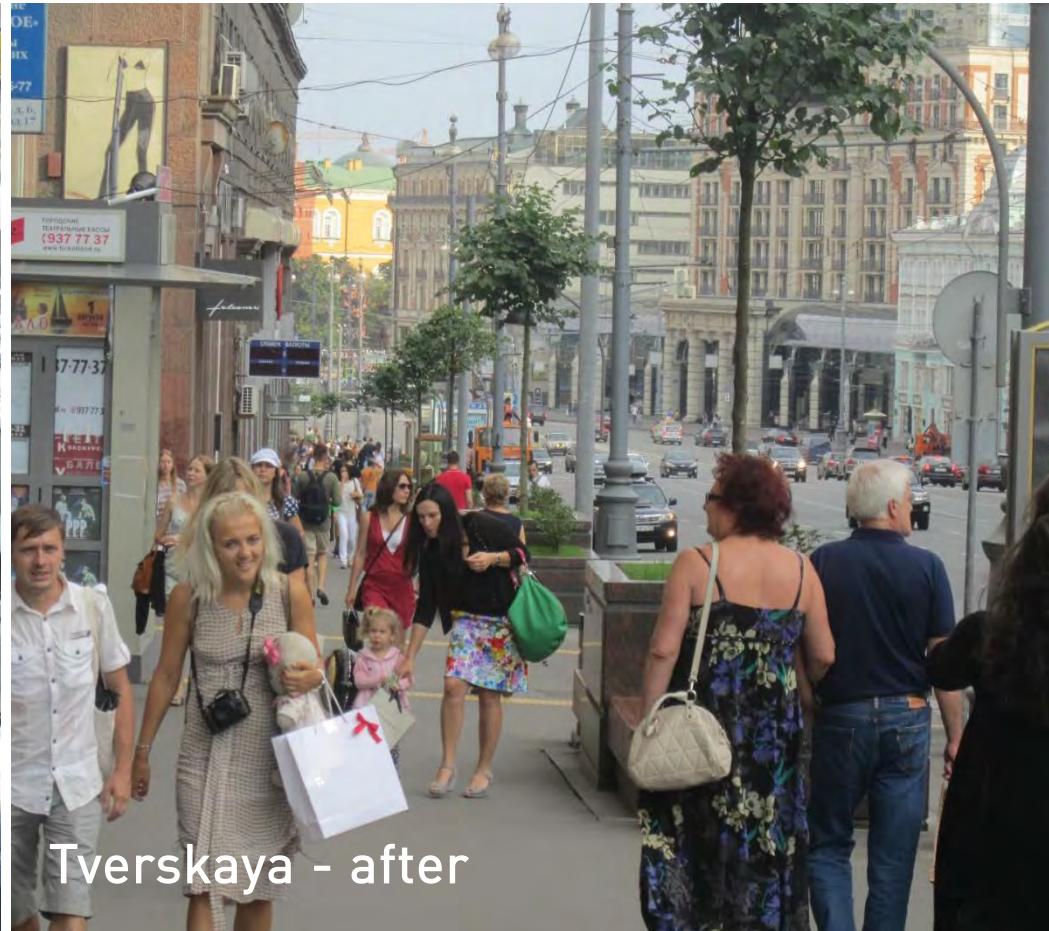
Moscow, Russia , 2012-



Moscow
2012-



Tverskaya - before



Tverskaya - after

Moscow
2012-



Krymskaya - before



Krymskaya - After

New York, USA, 2007-



Broadway
New York
2007/2008



Before



After

Broadway
New York
2007/2008

Before

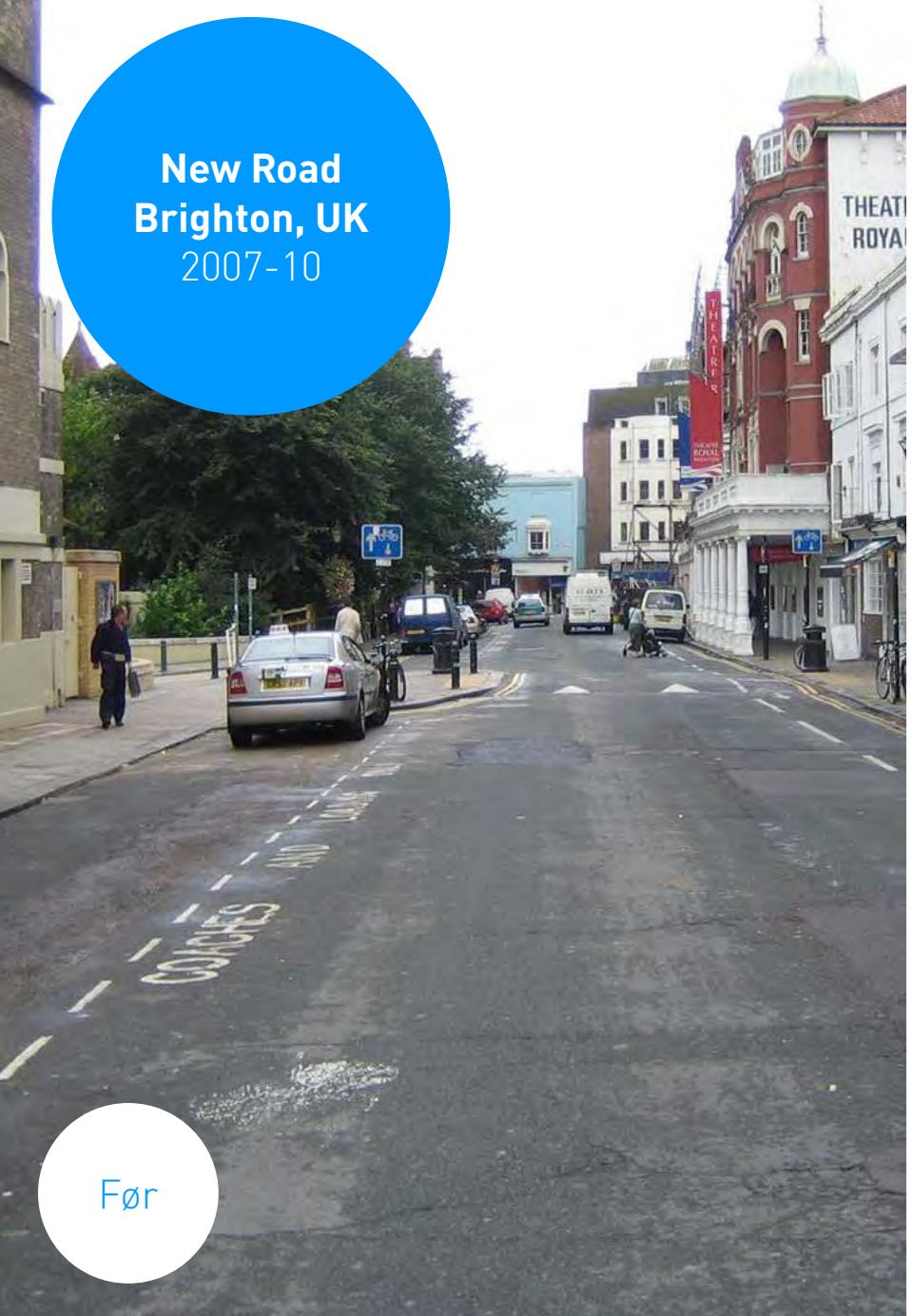


After



New Road
Brighton, UK
2007-10

Før



Efter





Inte bara de stora städerna...



Köpenhamn



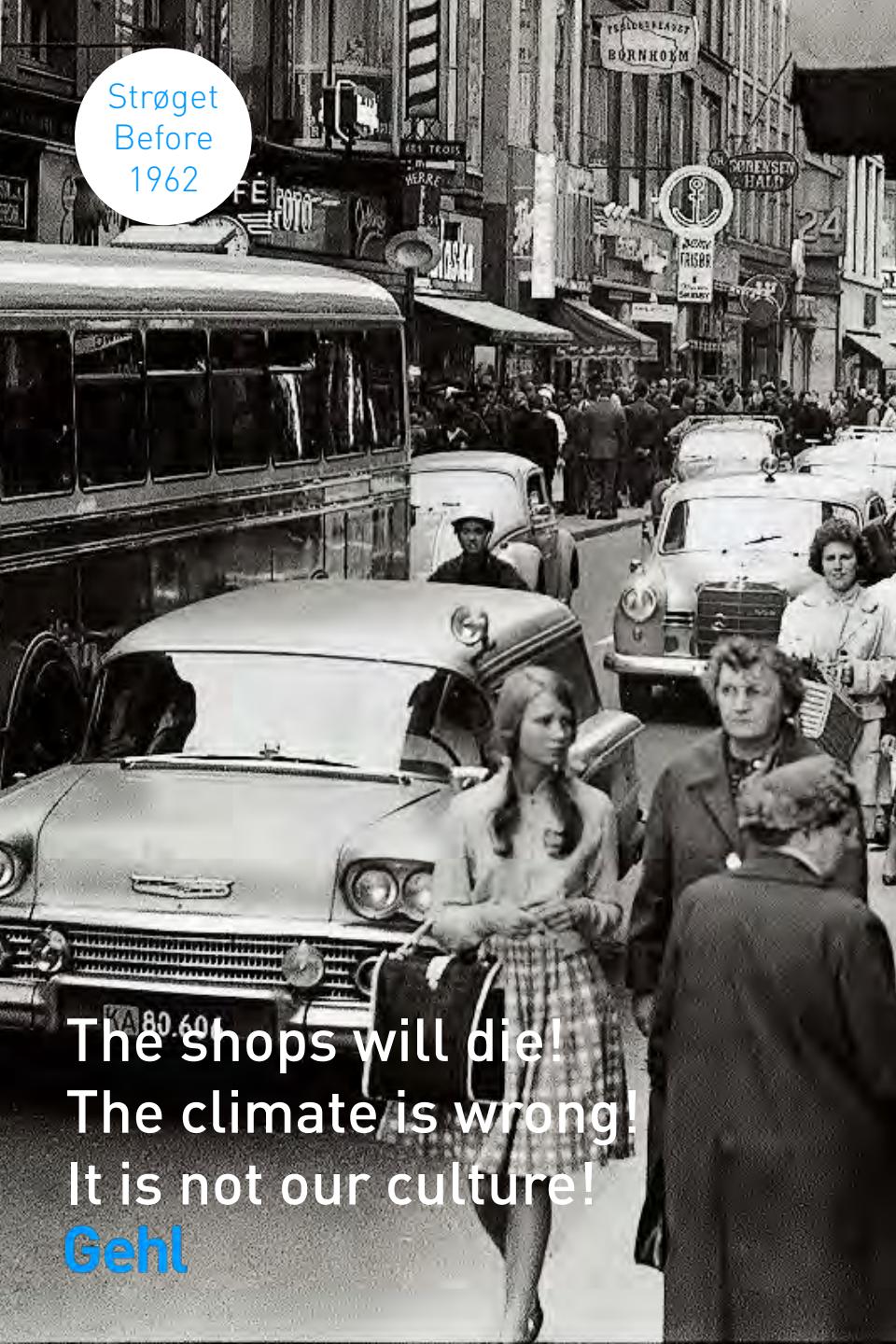
Was it always like this?



Copenhagen in the 50s



Strøget
Before
1962



The Shops will die!
The climate is wrong!
It is not our culture!
Gehl

Strøget
Today



80.000 pedestrians per
24 hours in the summer

Strædet
Before



Gehl

Strædet
Today





Gammeltorv/Nytorv,
Copenhagen, 1954



Gammeltorv/Nytorv,
Copenhagen, 2006



Nyhavn before



Nyhavn today

Gehl



Before



After

Phase 1:

1960-1980: Pedestrian streets (Pedestrians / Shopping)



Phase 2:

**1980-2000: Car-free squares / cafées
(Spending time / Recreation)**



Phase 3:

2000 - : Activity parks / “Playgrounds” (Play / Sports / Activities)

Copenhagen
- The City to the waterfront

1962

First steps

- Pedestrianising Strøget, 1962

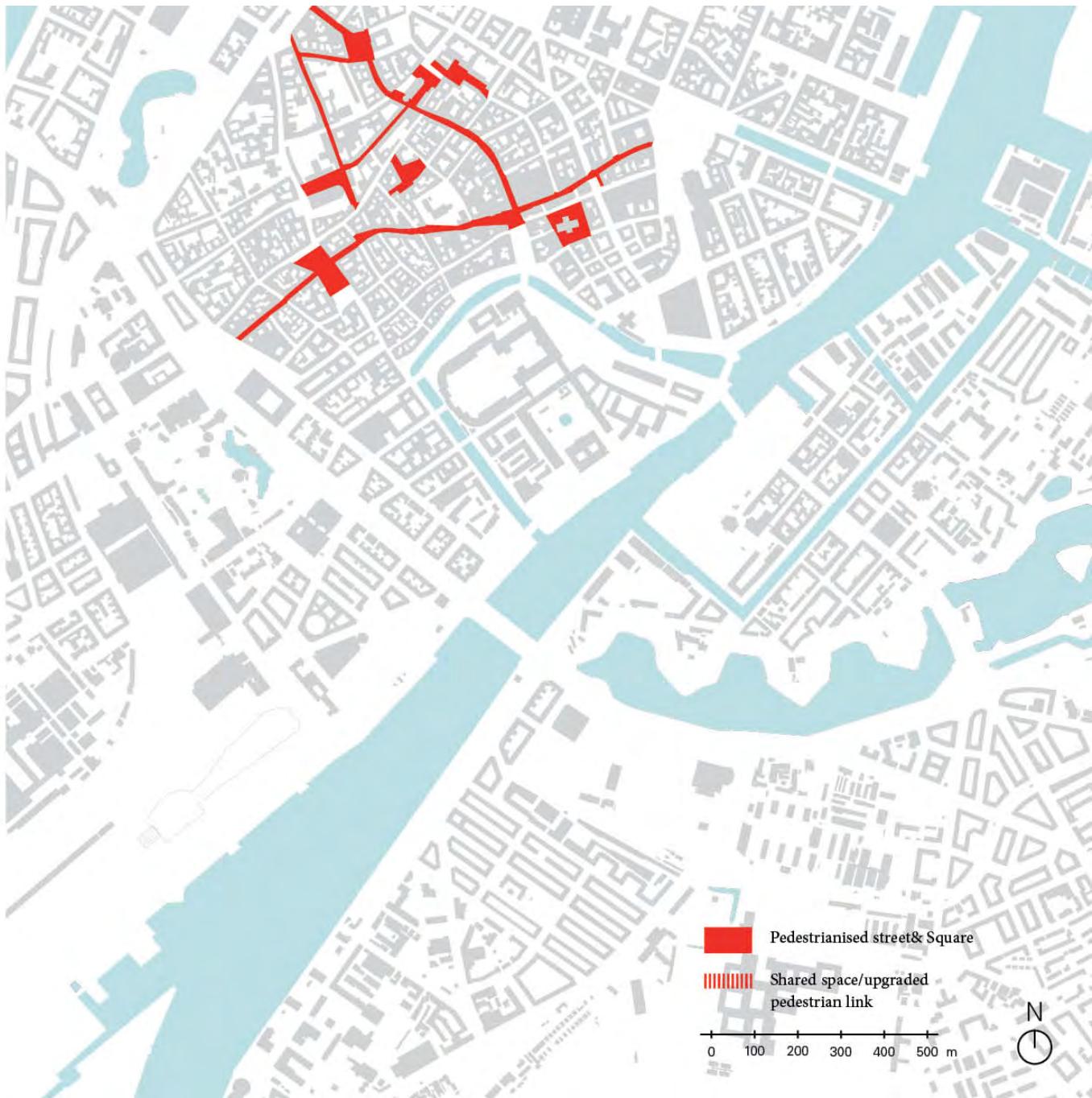


Copenhagen - The City to the waterfront

1973

Calming of the centre...
49.200 m² carfree streets and
squares

- Gråbrødretorv 1968
- Købmagergade 1973
- Stora Kannikestrædet 1673
- Rosengaarden 1973
- Pilestræde 1973
- Gammeltorv og Nytorv 1973
- Kultorvet 1973

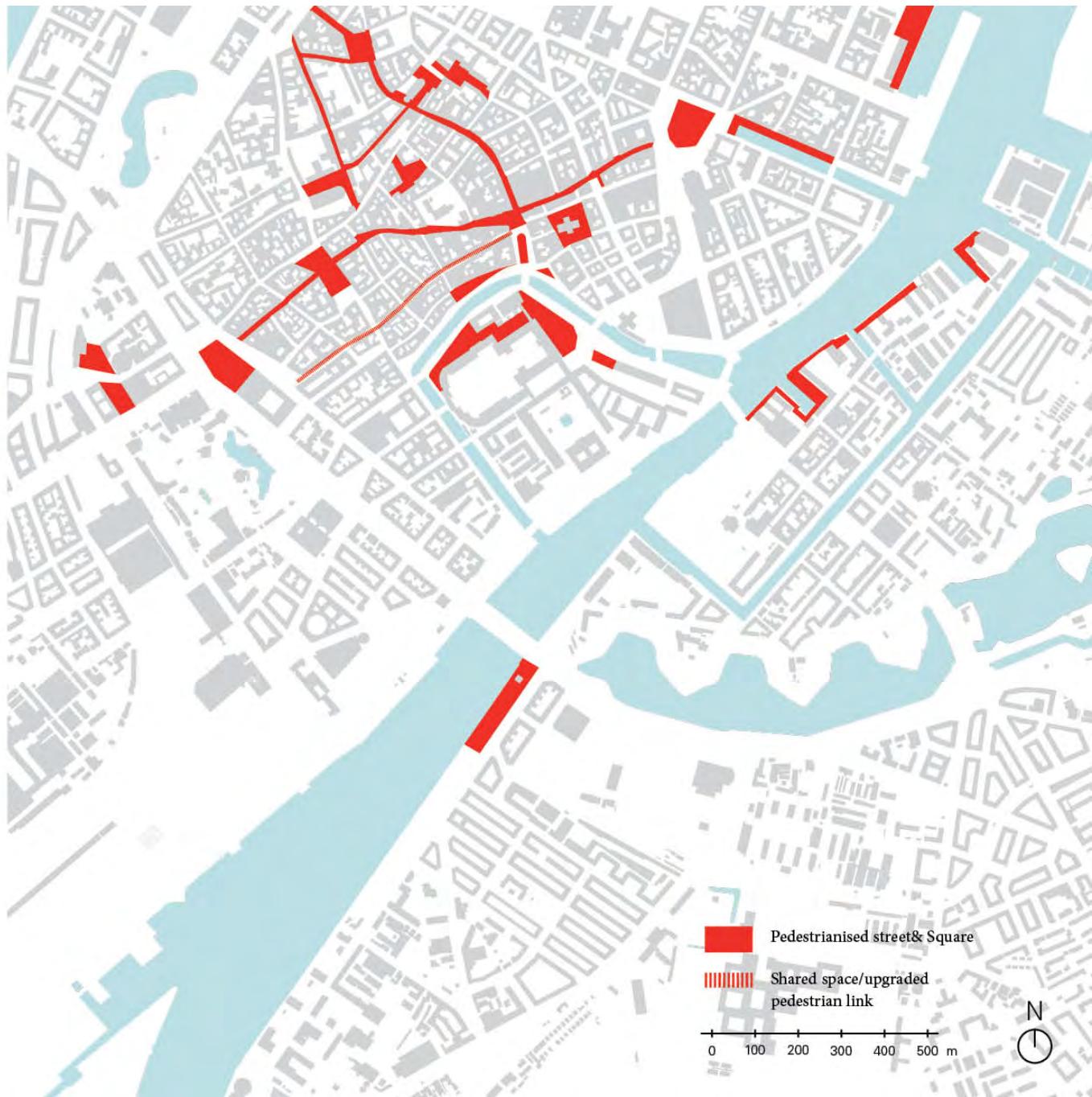


Copenhagen - The City to the waterfront

1996

Reaching out to the water

- Nyhavn 1980
- Amaliehaven 1983
- Axeltorv 1988
- Strædet 1992
- Islands Brygge havnepark 1994
- Gammel Strand 1991
- Ved Stranden 1995
- Højbro plads 1986, 1996
- Rådhuspladsen 1996



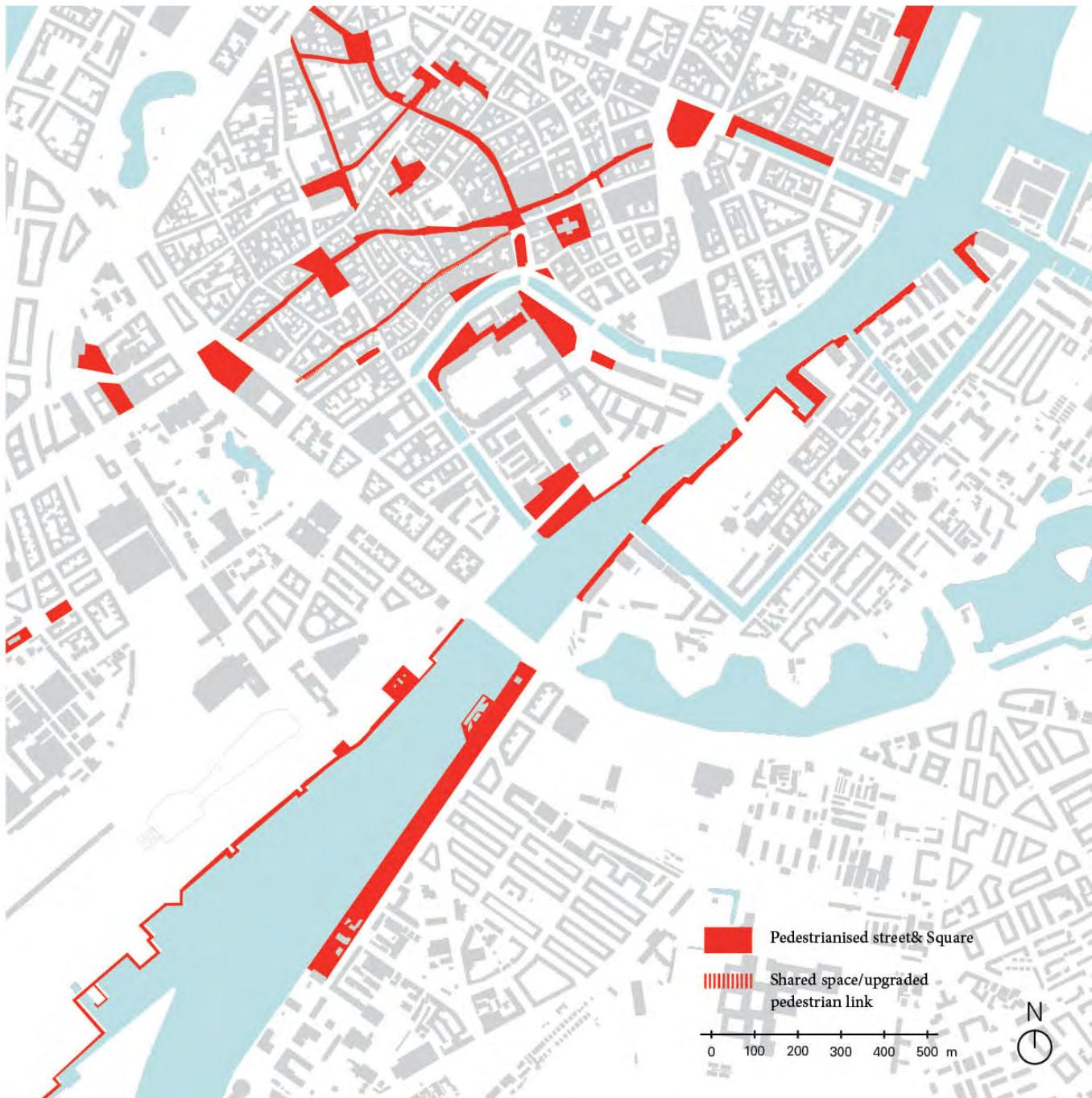
Gehl

Copenhagen - The City to the waterfront

2005

Waterfront city emerging

- Søren Kirkegaards plads 1999
- Kalvebod brygge 1998 - 2001
- Christiansbro 1998-1999
- Islandsbrygge havnebad 2005-2003



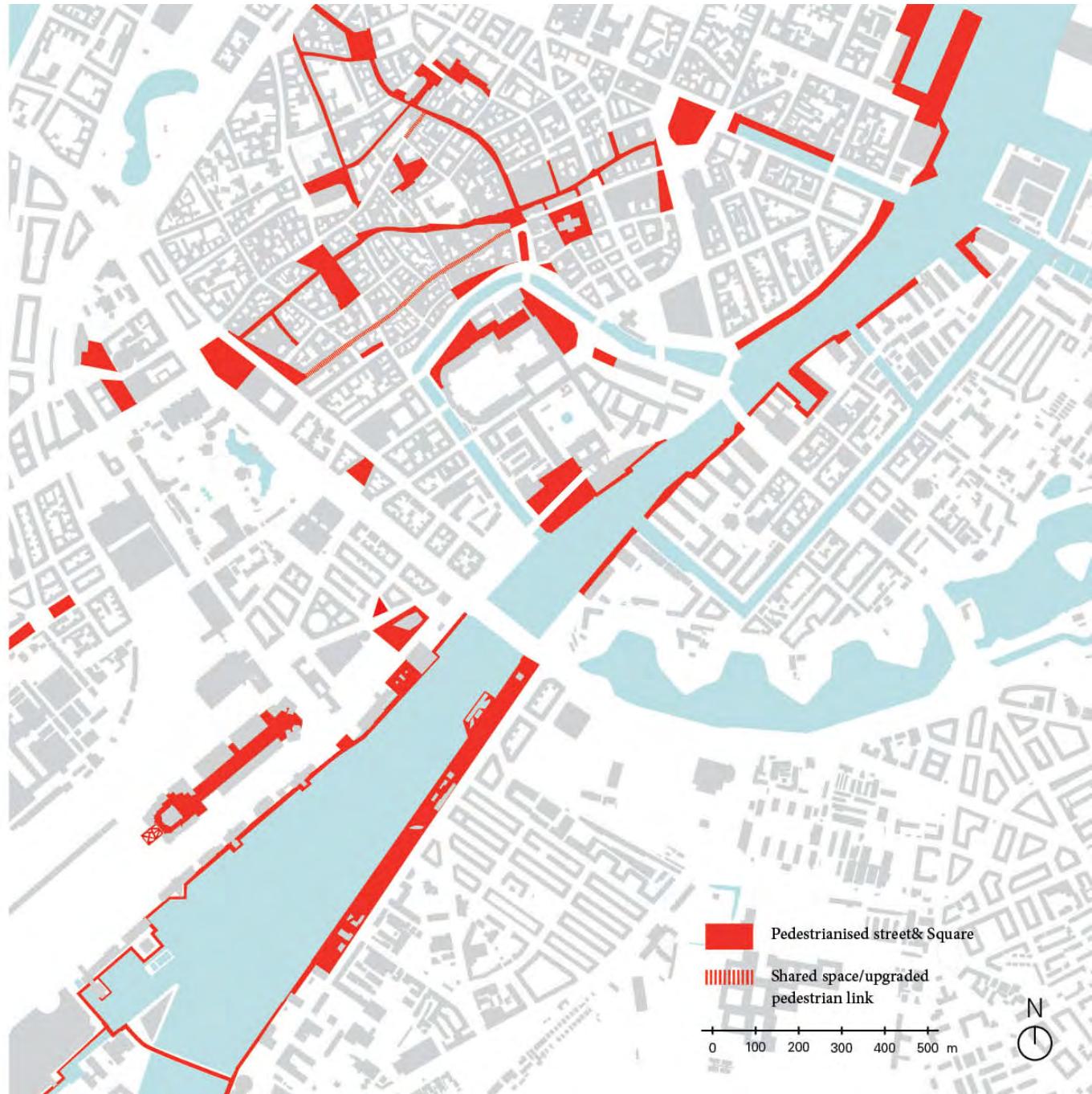
Gehl

Copenhagen - The City to the waterfront

2011

Waterfront city emerging

- Skuespilhuset 2007
- Havnepromenaden 2011
- SEB bank og pension 2011
- Krystallen 2011



Gehl

Copenhagen - The City to the waterfront

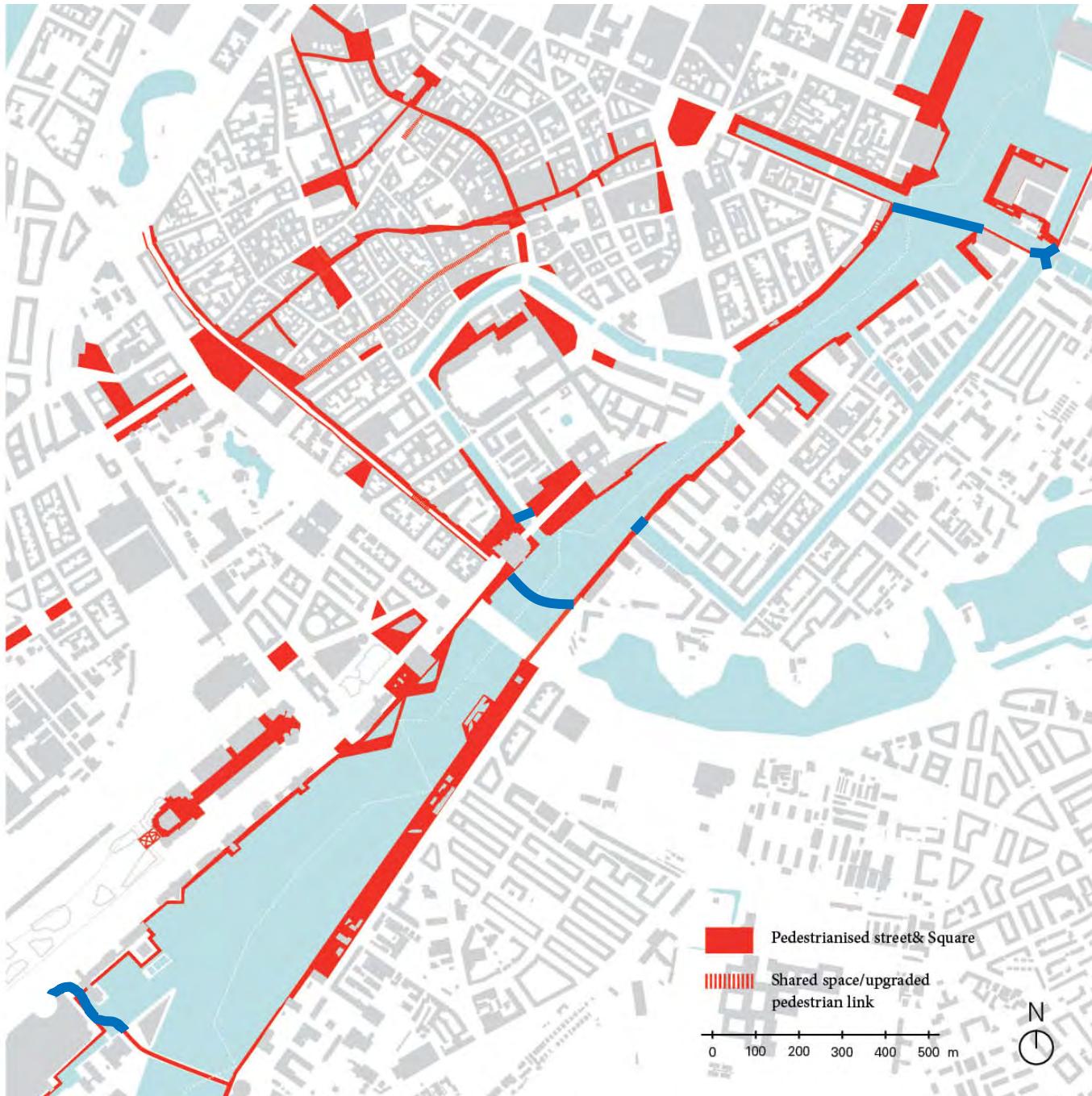
2017

Connecting to and over the waterfront

- Kalvebod bølge 2012
- Vester Voldgade 2013
- Vesterbro passagen 2014
- Kvæsthusbroen & Ofelias Plads 2016
- Nyhavn, last piece
- Blox 2018

Connecting over the waterfront;
new pedestrian & bicycle bridges

- Cykelslangen 2014
- Trangravsbroen & Proviantbroen 2014
- Cirkelbroen 2015
- Indrehavnsbroen 2016
- Frederiksholmskanalbro 2016
- Lille Langebro 2018



Gehl

Copenhagen - The City to the waterfront

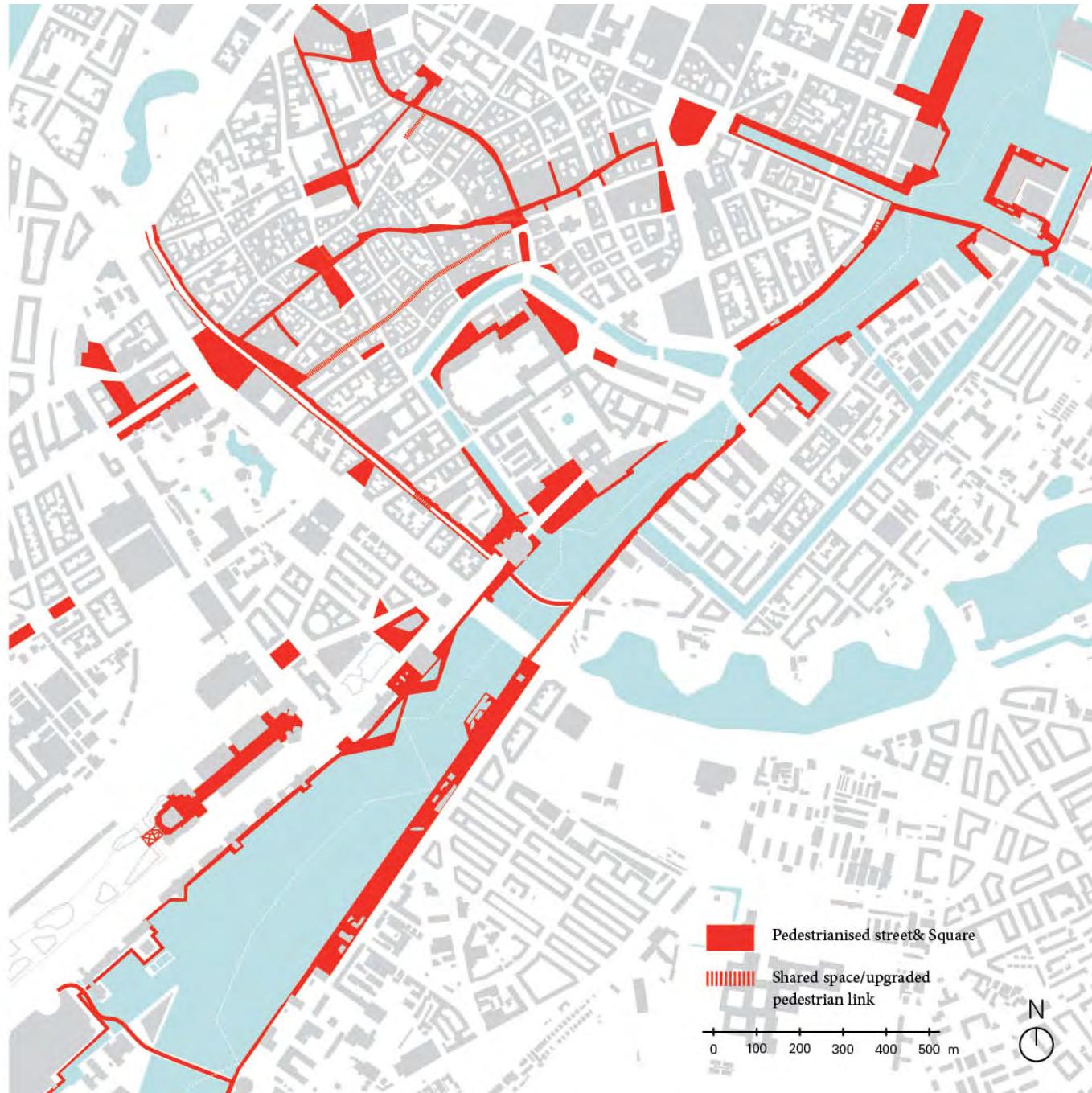
2017

Connecting to and over the waterfront

- Kalvebod bølge 2012
- Vester Voldgade 2013
- Vesterbro passagen 2014
- Kvæsthusbroen & Ofelias Plads 2016
- Nyhavn, last piece
- Blox 2018

Connecting over the waterfront;
new pedestrian & bicycle bridges

- Cykelslangen 2014
- Trangravsbroen & Proviantbroen 2014
- Cirkelbroen 2015
- Indrehavnsbroen 2016
- Frederiksholmskanalbro 2016
- Lille Langebro 2018



Gehl

Studies of Public Life in Copenhagen

1968, 1986, 1995 and 2005 later CPH municipality

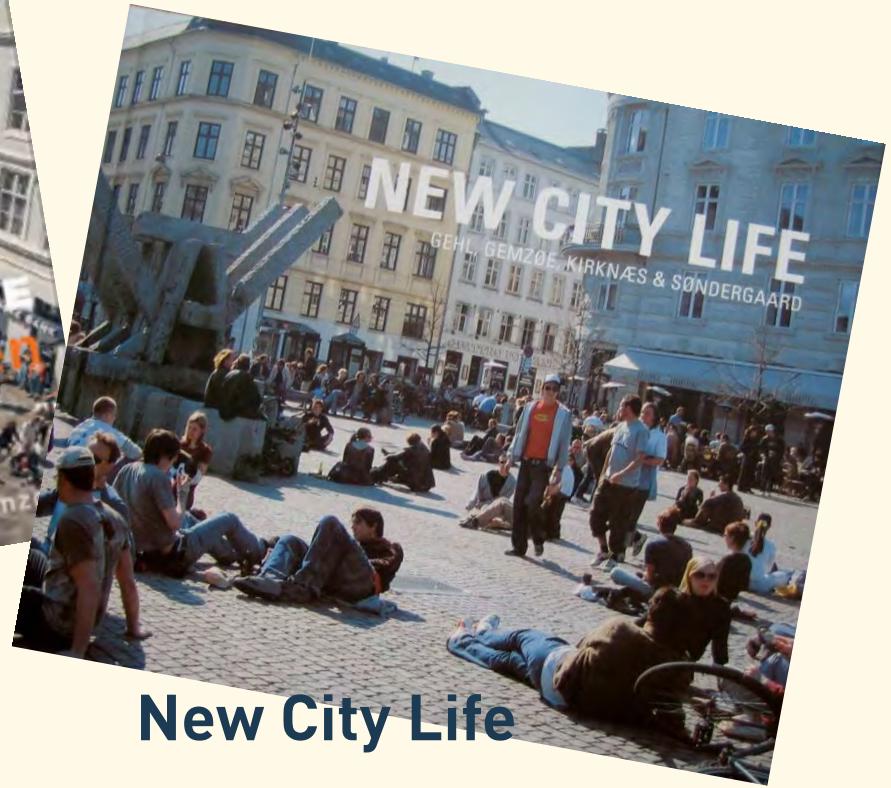


Public Spaces - Public Life

Copenhagen 1996

Jan Gehl & Lars Gemzøe

Gehl



New City Life

Copenhagen 2005

Jan Gehl & Lars Gemzøe

Extending the day



Extending the week



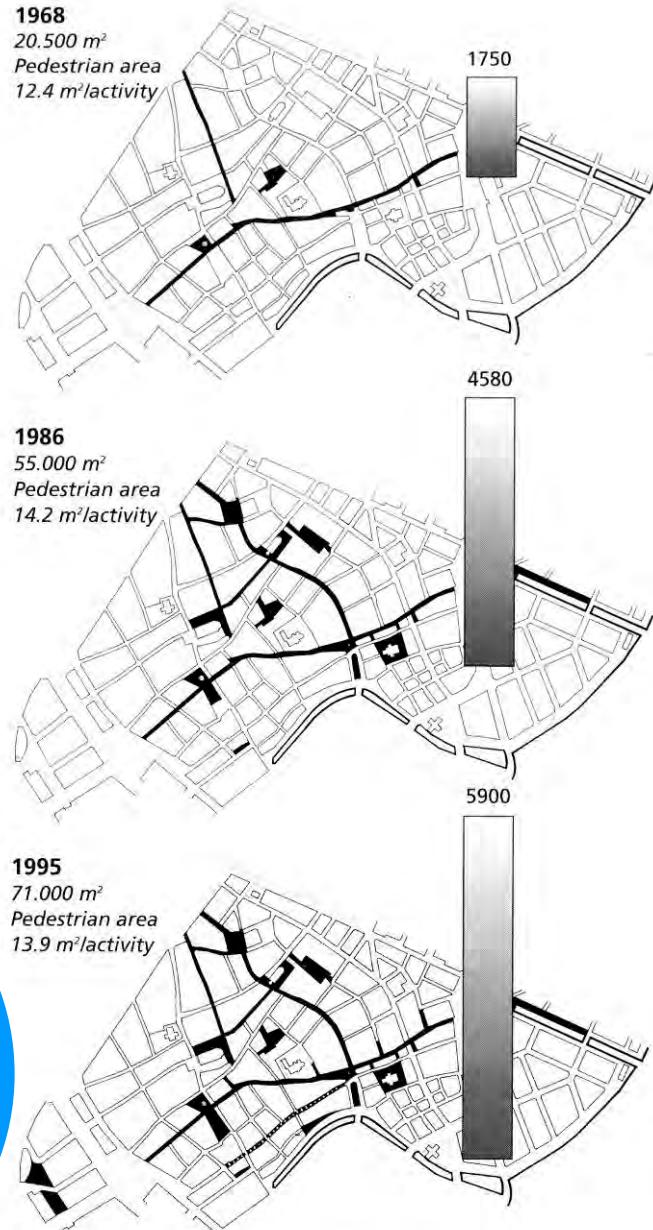
Extending the season

Extending the invitations

People are staying longer



4 times
more space
=
4 times more
staying



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.



"Without Public Life surveys we as politicians wouldn't have had the courage to implement the many projects we have that increase the City's attractiveness."

- Bente Frost, Mayor of buildings and the environment,
Copenhagen, '94-97.

Walking

Cycling

Public
transport

Public
space



A METROPOLIS FOR PEOPLE

► VISIONS AND GOALS FOR URBAN LIFE IN
COPENHAGEN 2015

▷ ADOPTED BY THE CITY COUNCIL



OUR GOALS FOR URBAN LIFE

THE COURSE SET AND THE DEMANDS MADE IN OUR WORK WITH URBAN LIFE WILL BE GOVERNED BY OUR THREE MAJOR GOALS



1. MORE URBAN LIFE FOR ALL

BY 2015, 80% OF COPENHAGENERS SHOULD BE SATISFIED WITH THEIR OPPORTUNITIES FOR TAKING PART IN URBAN LIFE.

2. MORE PEOPLE TO WALK MORE

2015 SHOWED A 20% INCREASE IN PEDESTRIAN TRAFFIC COMPARED WITH 2010.

3. MORE PEOPLE TO STAY LONGER

BY 2015, COPENHAGENERNE SHOULD SPEND 20% MORE TIME IN THE URBAN SPACE THAN THEY DID IN 2010

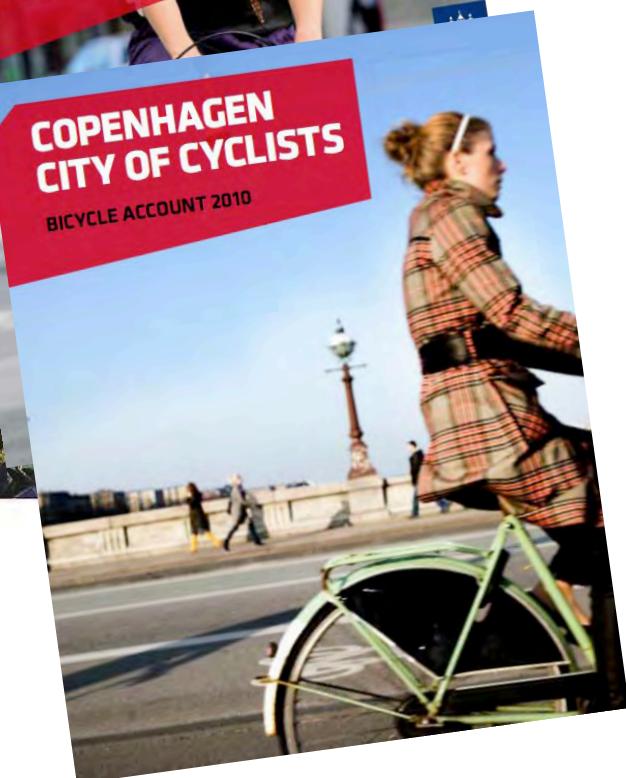
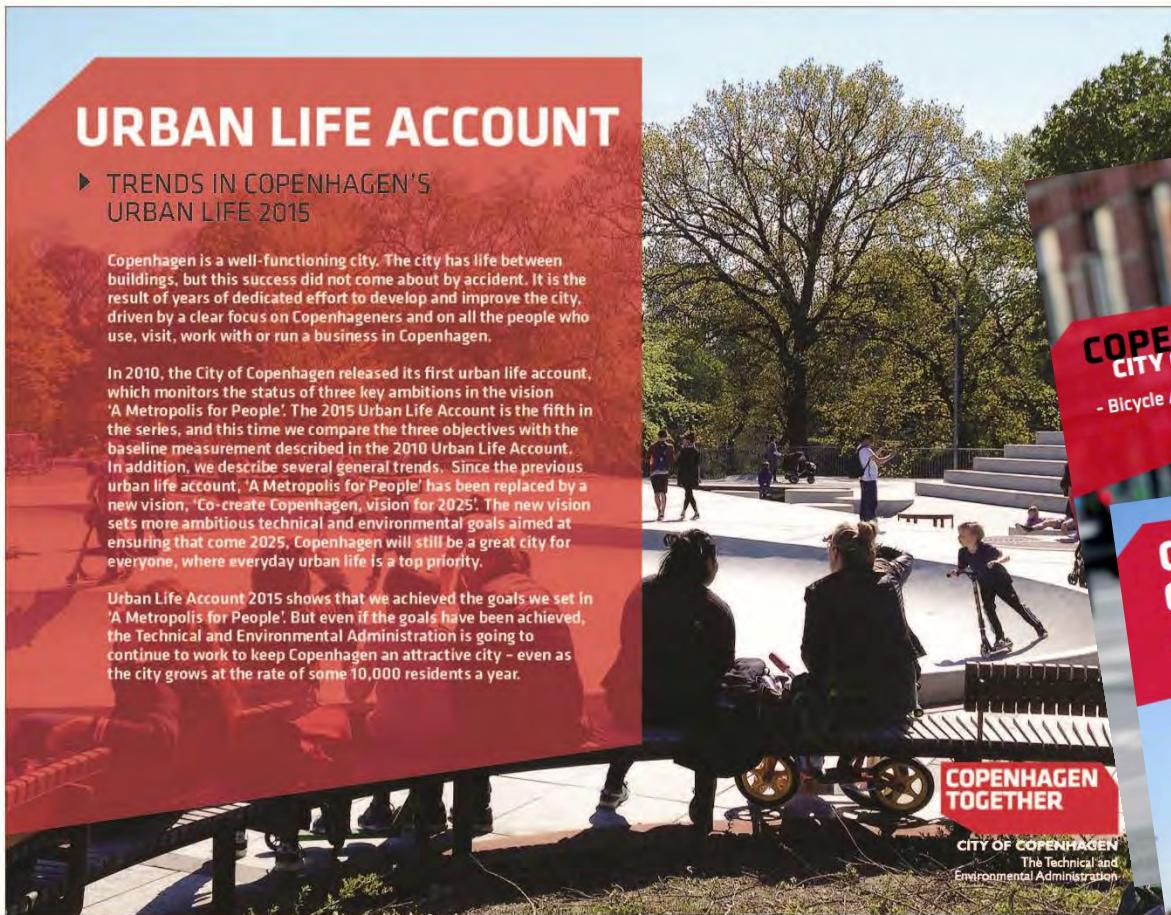
URBAN LIFE ACCOUNT

► TRENDS IN COPENHAGEN'S URBAN LIFE 2015

Copenhagen is a well-functioning city. The city has life between buildings, but this success did not come about by accident. It is the result of years of dedicated effort to develop and improve the city, driven by a clear focus on Copenhageners and on all the people who use, visit, work with or run a business in Copenhagen.

In 2010, the City of Copenhagen released its first urban life account, which monitors the status of three key ambitions in the vision 'A Metropolis for People'. The 2015 Urban Life Account is the fifth in the series, and this time we compare the three objectives with the baseline measurement described in the 2010 Urban Life Account. In addition, we describe several general trends. Since the previous urban life account, 'A Metropolis for People' has been replaced by a new vision, 'Co-create Copenhagen, vision for 2025'. The new vision sets more ambitious technical and environmental goals aimed at ensuring that come 2025, Copenhagen will still be a great city for everyone, where everyday urban life is a top priority.

Urban Life Account 2015 shows that we achieved the goals we set in 'A Metropolis for People'. But even if the goals have been achieved, the Technical and Environmental Administration is going to continue to work to keep Copenhagen an attractive city – even as the city grows at the rate of some 10,000 residents a year.



2. MORE PEOPLE TO WALK MORE

2015 SHOWED A 20% INCREASE IN PEDESTRIAN TRAFFIC COMPARED WITH 2010.

2015 GOAL

The City of Copenhagen has a goal of achieving a 20% increase in pedestrian traffic from 2010 to 2015, reaching an average of 12 minutes a day.

A metropolis for people is a city that is pleasant for walking. Walking is our most basic form of transportation. Walking is easy, free and healthy and more sustainable than driving. It lets us use our senses, explore and meet other people. Walking is part of urban life. Therefore, Copenhagen aims to make the city more comfortable, safe and accessible for pedestrians.

The City of Copenhagen pursues a wide range of initiatives aimed at improving the opportunities for walking in the city. This includes measures such as establishing footpaths in new and existing urban areas, safe school routes, interesting building facades, renovation of shopping streets and traffic safety projects to make walking in Copenhagen safer and more interesting.

The weather, however, remains unpredictable. And that may offer one explanation for the drop in the latest count in 2015, as the summer season was unusually wet and had fewer hours of sunshine than normal.

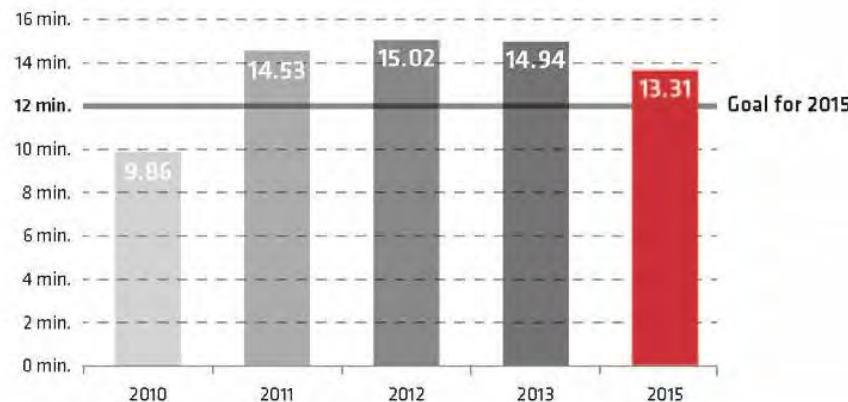
2015 STATUS

IN 2015, COPENHAGENERS WALKED FOR 13.31 MINUTES A DAY (CORRESPONDING TO 1.31 KM A DAY).

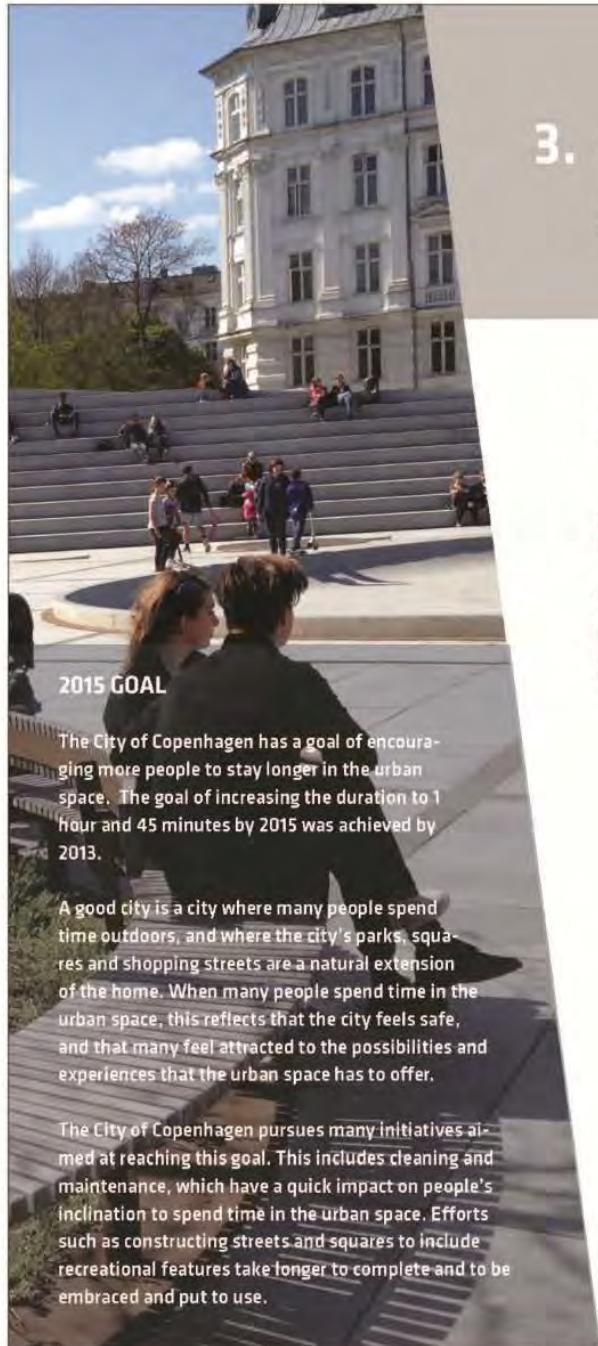
TRIPS THAT INCLUDE OTHER MEANS OF TRANSPORTATION ARE NOT INCLUDED IN THIS FIGURE.

ALTHOUGH THE GOAL HAS BEEN ACHIEVED, THE CITY CONTINUES TO STRIVE TO IMPROVE ACCESSIBILITY FOR PEDESTRIANS.

2015 STATUS



Source: Transportation habit study, Technical University of Denmark
A 'walk' is defined as walking to or from a parked car, bicycle etc., walking to and from end-destinations or walking for recreational purposes. We are aware that some of the figures carry a certain statistical uncertainty.



3. MORE PEOPLE TO STAY LONGER

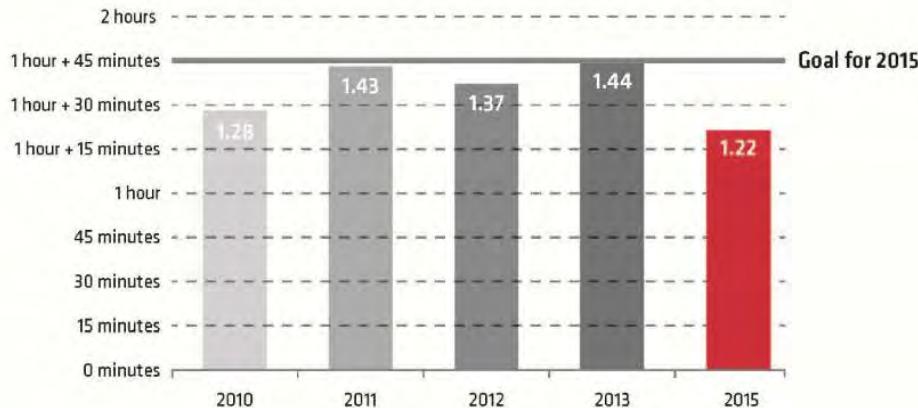
BY 2015, COPENHAGENERNE SHOULD SPEND 20% MORE TIME IN THE URBAN SPACE THAN THEY DID IN 2010

2015 STATUS

IN 2015, COPENHAGENERS SPENT 1 HOURS AND 22 MINUTES A WEEK IN SQUARES AND SHOPPING STREETS.

THE GOAL OF INCREASING THE DURATION TO 1 HOUR AND 45 MINUTES BY 2015 WAS ACHIEVED BY 2013. HOWEVER, THE FIGURE FOR 2015 IS LOWER THAN THE FIGURE FOR 2010 – ONE EXPLANATION MAY BE THAT THE SUMMER OF 2015 WAS UNUSUALLY GREY AND WET.

2015 STATUS



Source: YouGov

The figure is an average of the replies to questionnaires about frequency and duration. We are aware that the survey carries a certain statistical uncertainty.

4. NEW URBAN SPACES THAT INVITE URBAN LIFE



NEW URBAN SPACES SINCE 2010

Since 2010, Copenhagen has added several new and unique urban spaces and meeting places that invite Copenhageners and visitors to engage more in social, cultural and recreational activities. The new urban spaces serve a variety of purposes: recreation, exercise, transportation etc. at different times of the year and throughout the day.

Since 2010, traffic counts have been carried out over the summer in many of Copenhagen's squares and shopping streets where people pass through and settle in.

The recorded recreational activities show a snapshot of life in the selected urban spaces: the scope of activities and the distribution of different types of activities at a given time of on a summer day. Thus, the counts do not reflect how many people frequent a given urban space in the course of a day but illustrates whether it invites people to settle in.

TODAY, VESTER VOLGADE HAS PROMENADES THAT INVITE PEOPLE TO SETTLE IN, AND WHICH GIVE PEDESTRIANS RIGHT OF WAY IN A STRETCH THAT PREVIOUSLY HAD HEAVY TRAFFIC.



VESTER VOLGADE, THE INNER CITY

The renovation of Vester Voldgade was completed in 2013. Vester Voldgade has become an inviting urban space with restricted access for cars and a welcoming boulevard feel with rows of trees and broad promenades with public benches and outdoor cafe seating.

After the transformation, the recreational use of the urban space has gone up by 93%, and on weekdays in summer between 10:00 and 18:00, an average of 27 persons an hour settle in to enjoy this urban space. The recreational use increases throughout the afternoon, and the main recorded activities are 'sitting in a cafe' and 'sitting on a bench'. The section between Farvergade and Stormgade has more recreational visits than the rest of the stretch.

Since 2013, the recreational use of Vester Voldgade has gone up by

93%

REGBUEPLADSEN, THE INNER CITY

Regnbuepladsen is located along Vester Voldgade just across from City Hall Square. The square was completed in 2014. Here, a number of parking spaces have been transformed into a green promenade with pavement cafes, a cherry grove and room for markets and recreational use.

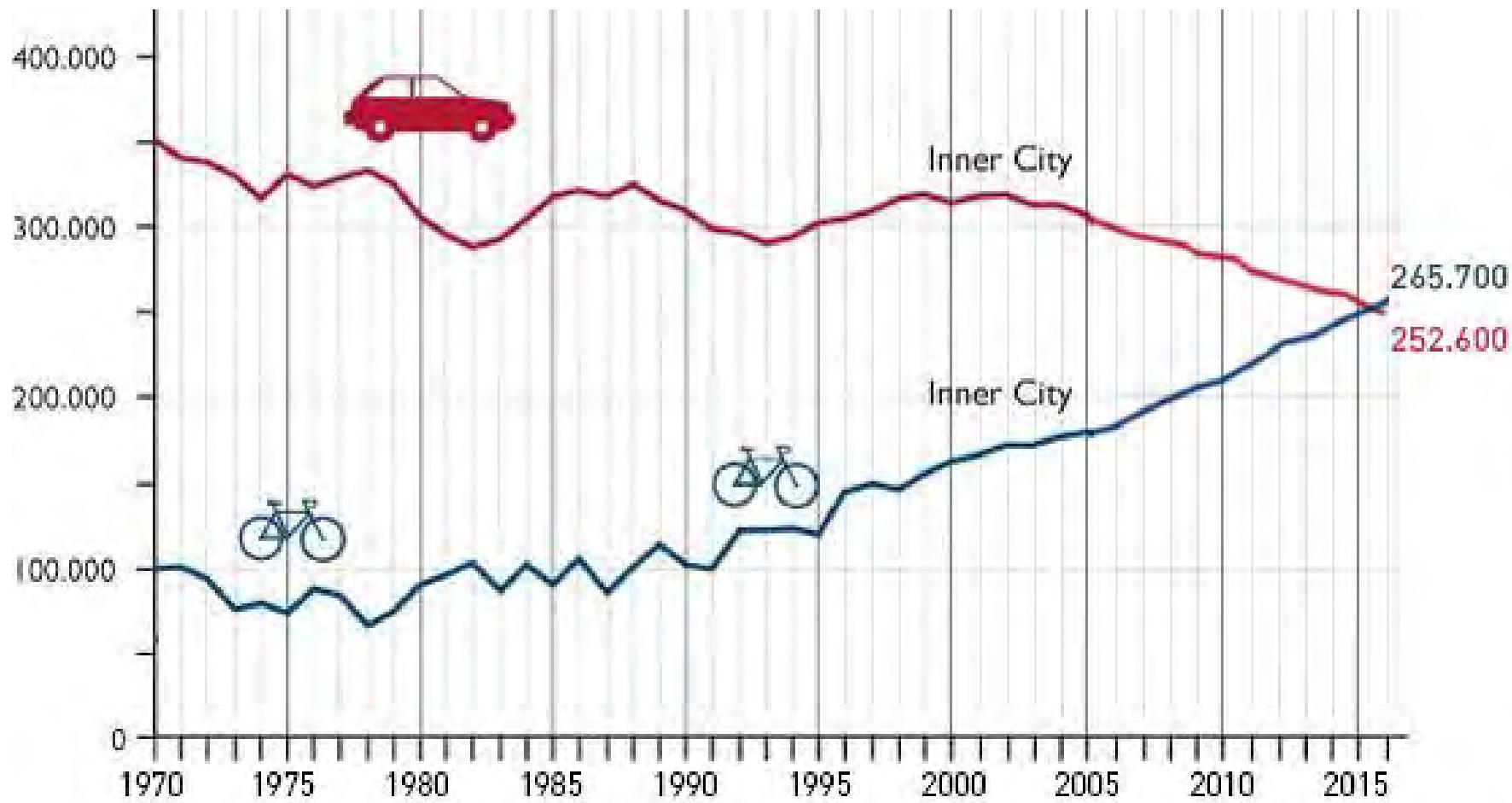
Urban life has flourished, and recreational use of the renovated square has increased – from an average of 17 persons an hour in 2013 to 45 persons an hour between 10:00 and 18:00 on a weekday in summer. Recreational visits to the square increase in the afternoon, as people get off work and come here to enjoy an afternoon in the sun. The predominant recreational activity is 'sitting in a cafe'.

Since 2013, the recreational use of Regnbuepladsen has gone up by
165%





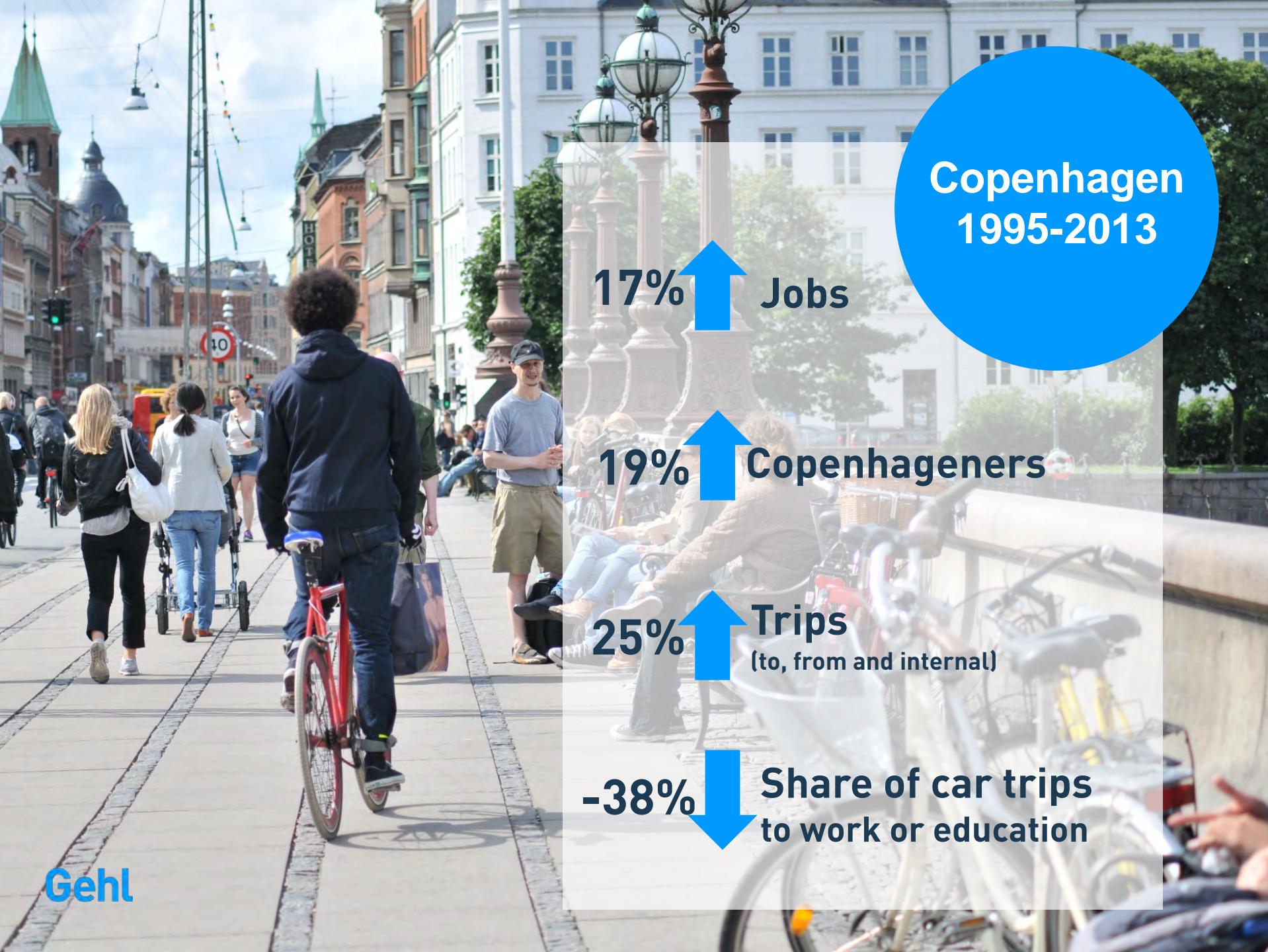
Cycling democracy



Nørrebrogade, Copenhagen by Queen Louise Bridge 1946-2014,
number of bicycles, weekday



Bicycle lanes were introduced in 1982,
Nørrebrogade has 6,000 vehicles per weekday as of 2013



Copenhagen
1995-2013

17%

Jobs

19%

Copenhagener

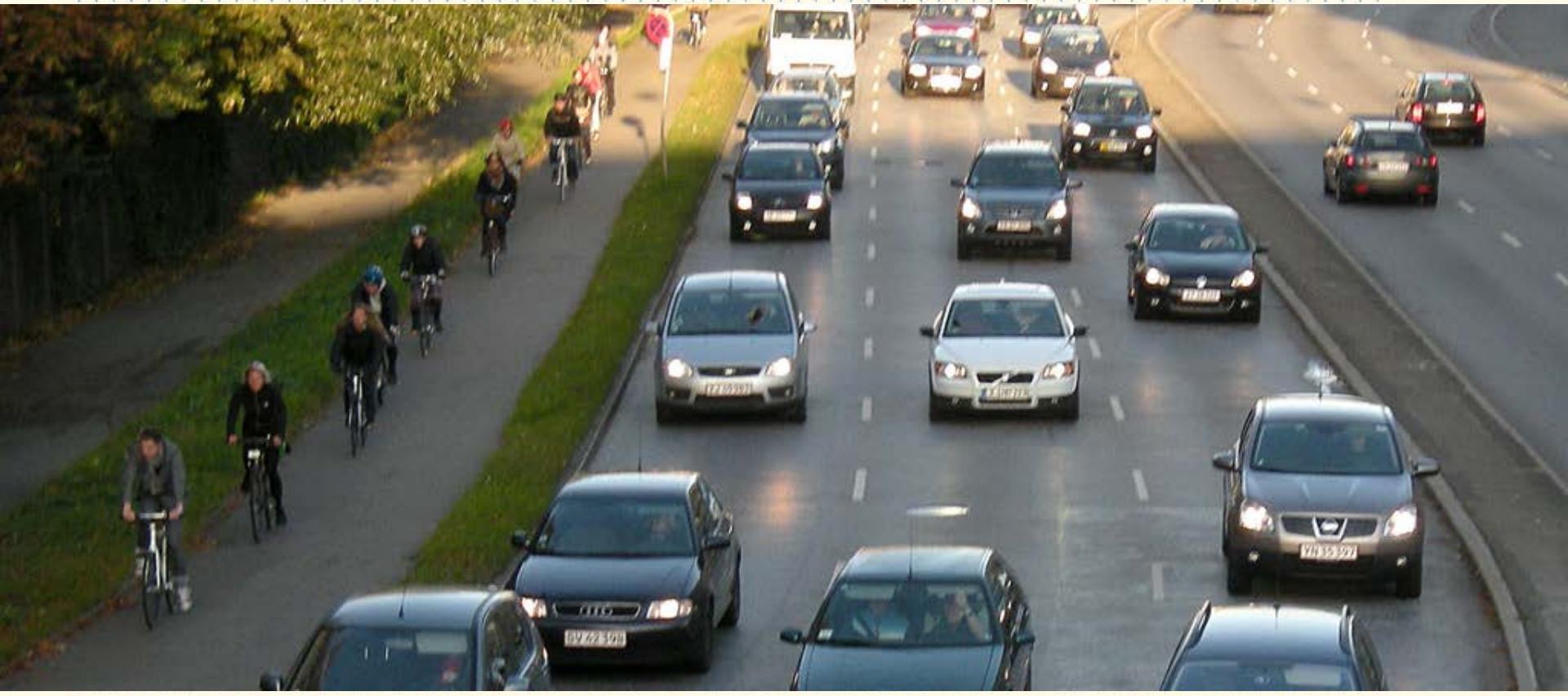
25%

Trips

(to, from and internal)

-38%

Share of car trips
to work or education



5 times more people can move per hour on a bicycle track compared with a traffic lane in only 25% of the space

Socio-ekonomiska vinster



+ 1,22 Dkk
Vinst för samhället
vid 1 extra km körd
på cykel i
Köpenhamn



- 1,13 Dkk
Utgift för samhället
vid 1 extra km körd i
bil i Köpenhamn



Health impact:
6 DKK per KM
2.5 mia. per year

(Incentive 2015 for Cph, includes internal + external factors and
costs of accidents)

Investments in cycling 2007/:

App. 100 mio. DKK per year

App. 150 DKK per citizen



Nothing special

- Just a means of transport in its own right



- A citywide network of bicycle tracks



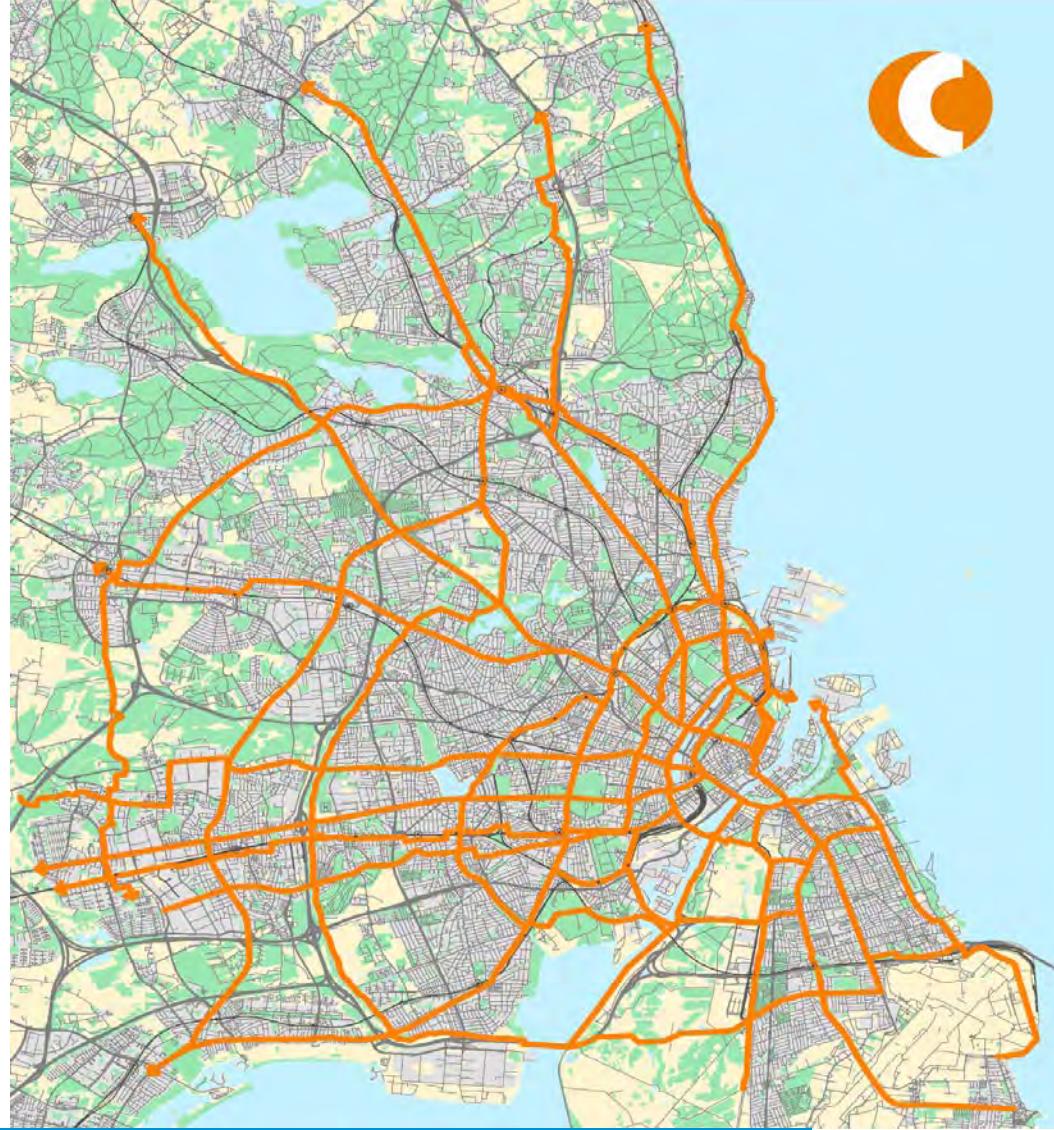
Green routes – a wide network of choices

- separate double directional routes for bicycles only





Copenhagen Super Cycle Highways



Super Cycle Highways:

- 20 municipalities and the Regional Authority
- Coordinated with S-train (suburban train system)

Safe and comfortable mobility for all users



Sidewalks taken across side streets
Copenhagen, Denmark

Gehl

EPPEFORUM

Det är de små detaljerna som betyder nå...



Gehl
Architects

EPPEFORUM



Zone

1 time

6-20

16-19

Undtagen

kortstreck

med licens

till zonen

Bilarna får
vänta...



Gehl
Architects

Parking on the outside of bike lanes



Sidewalk - one-way bike lane - cars

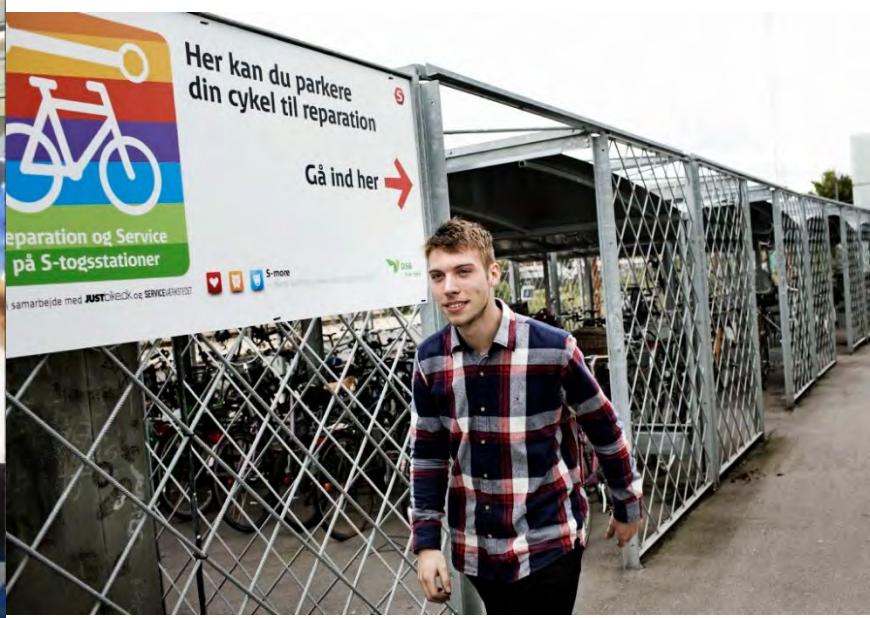


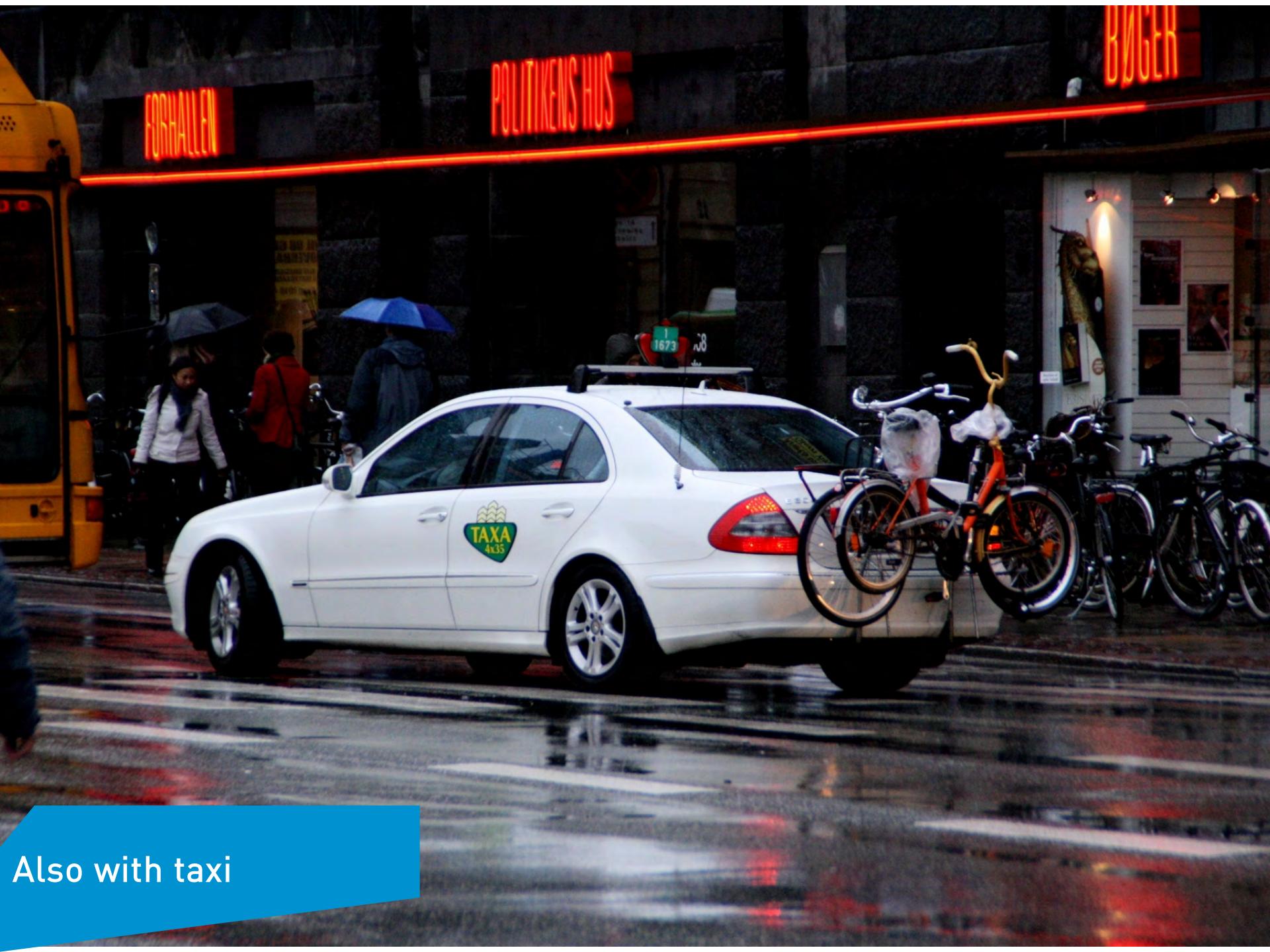
Clearly marked crossings and no sharp turns!





Intermodal





Also with taxi



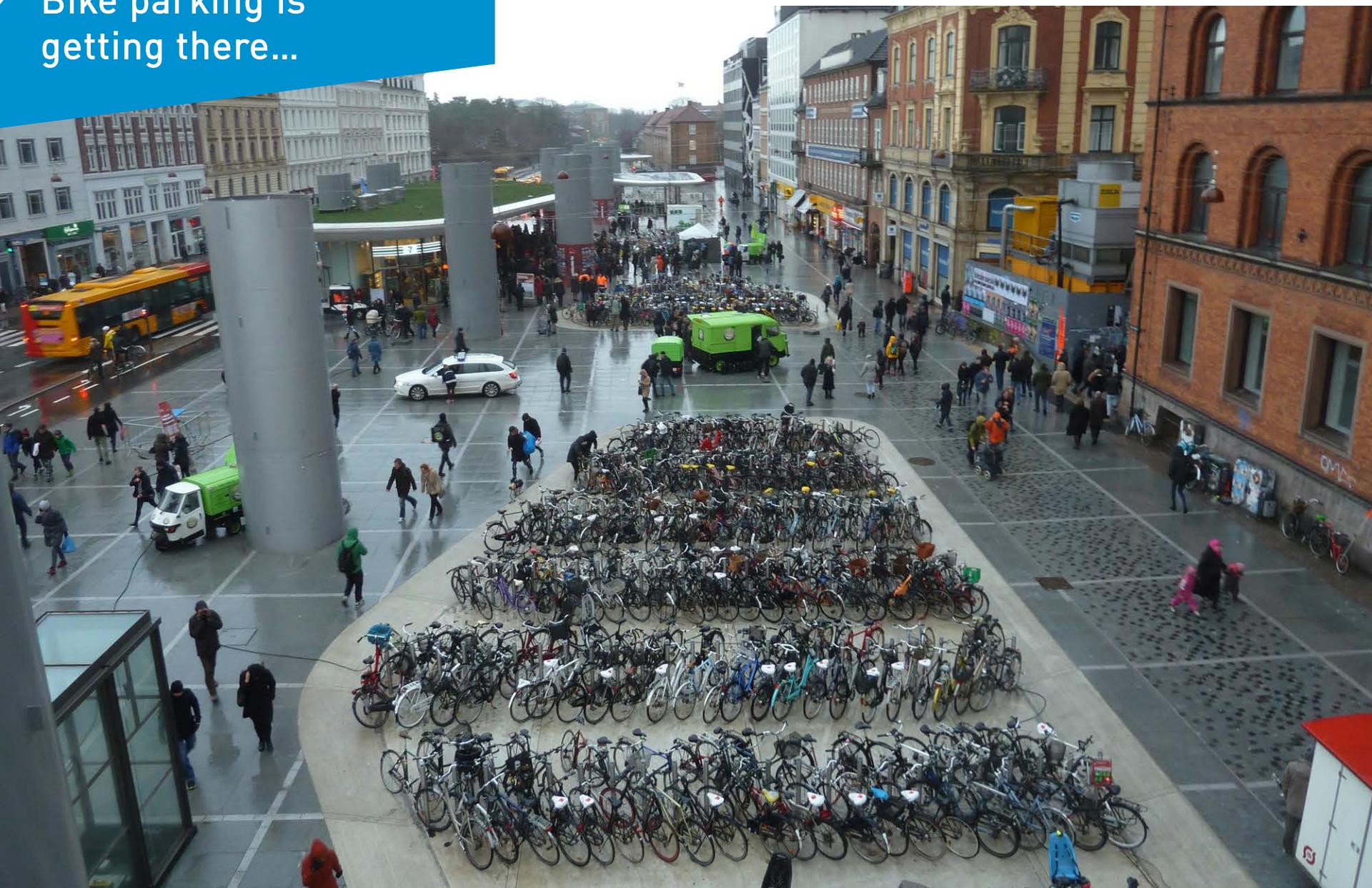
Small details make a
big difference



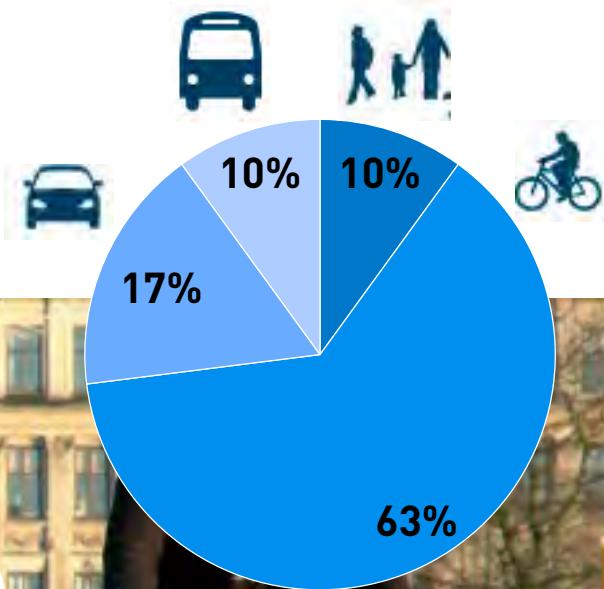
ITS – example: "Green Wave" Through Traffic



Bike parking is
getting there...



In Copenhagen, everyone bikes



Copenhageners' journeys to work
and education in Copenhagen

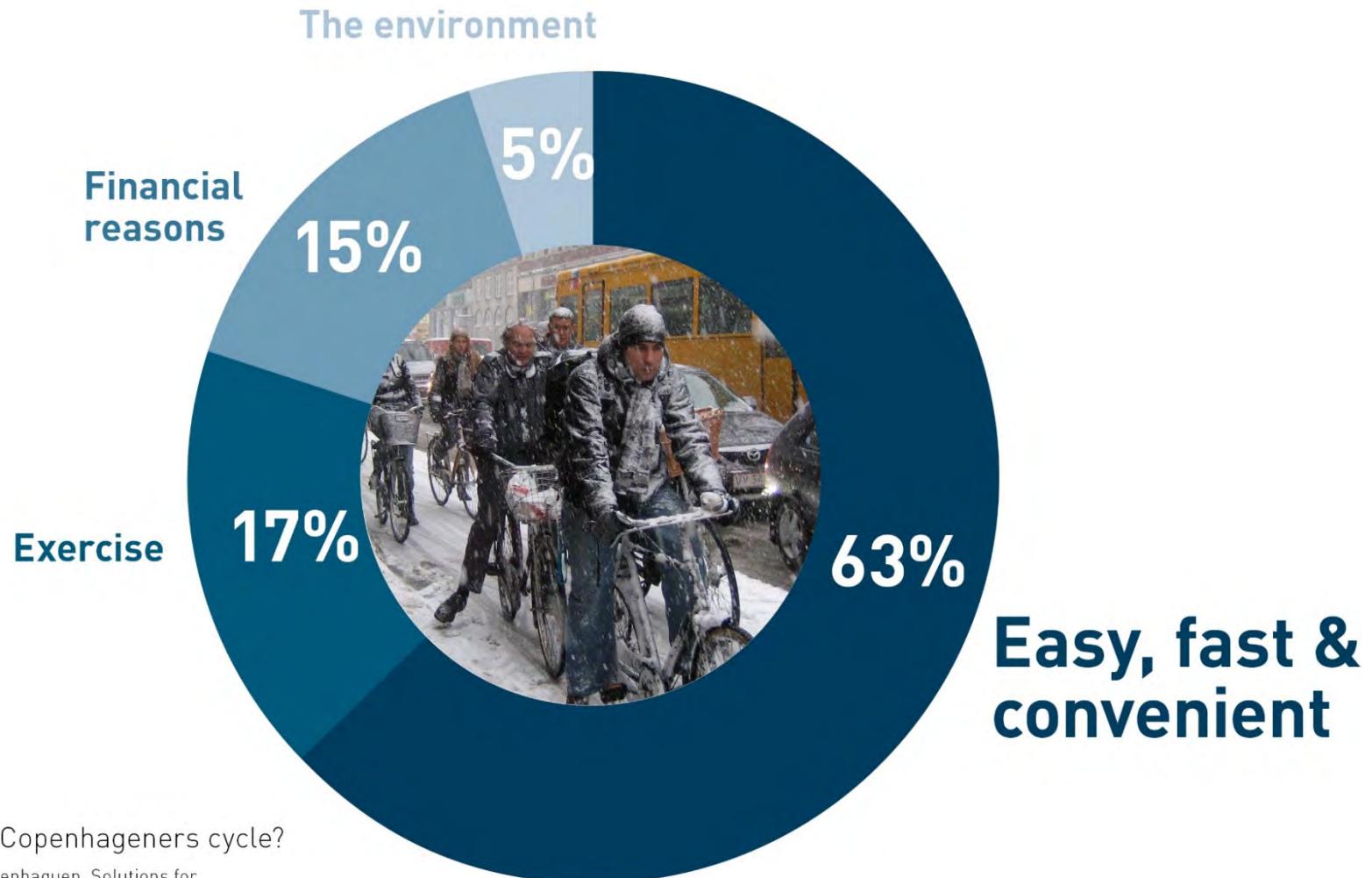




Gehl

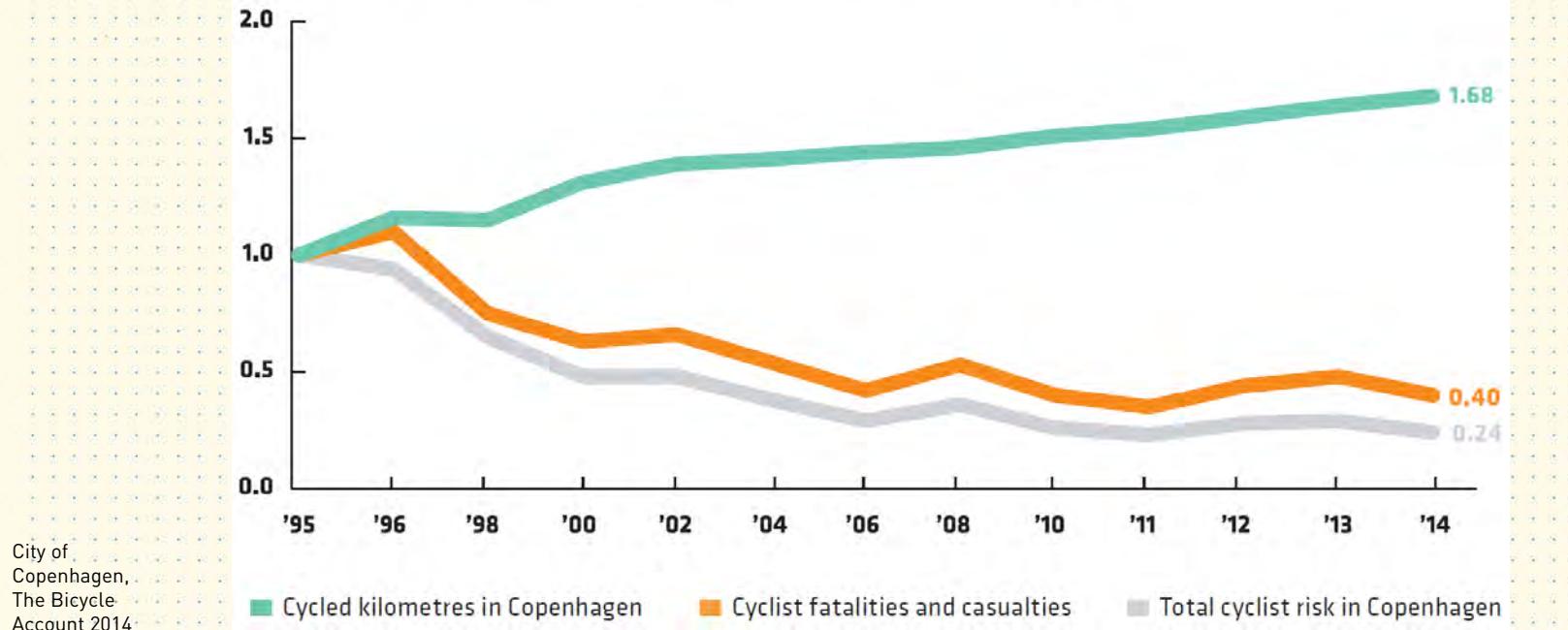
75%
continue in
the winter

Why do people in Copenhagen bicycle?



More cyclists, less risk

TREND IN RELATIVE CYCLIST RISK IN COPENHAGEN (1995 = INDEX 100)



Cycling as part of many other strategies Ex. to attract families to the city



Of all families with two or more children
have a cargo bike or a bicycle trailer.



NOT a lifestyle

Photo courtesy of City of Copenhagen

Gehl

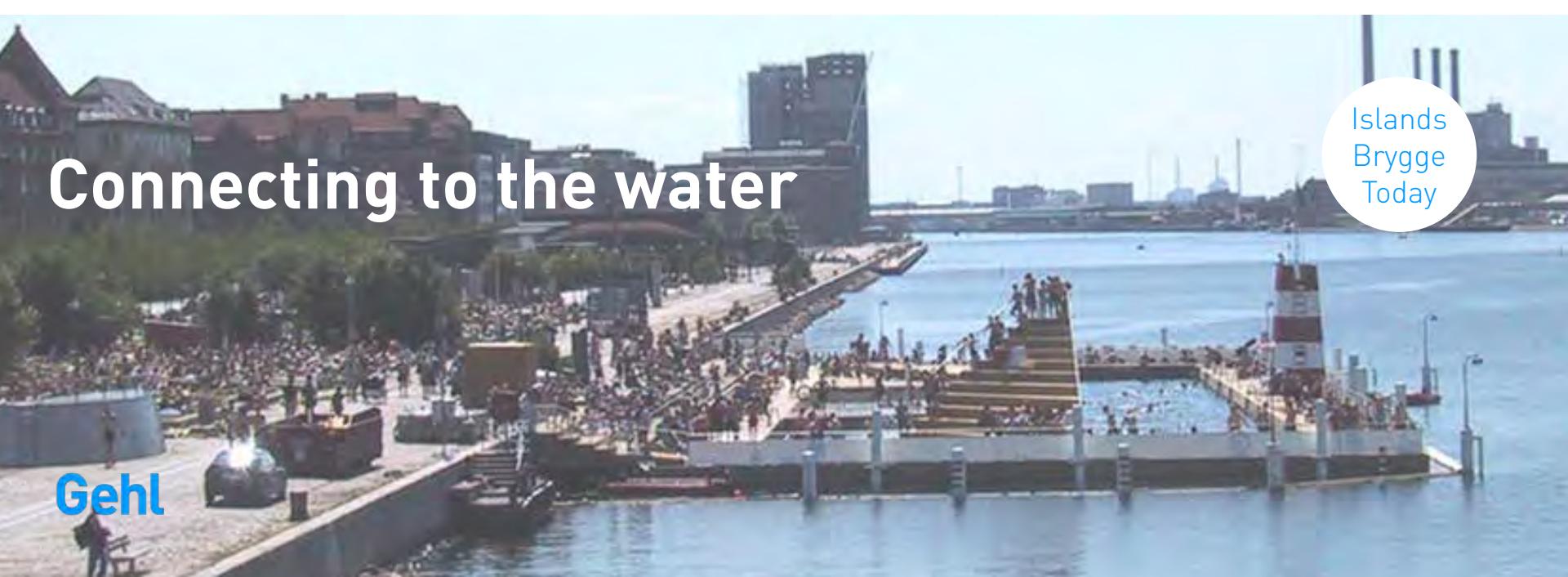


“People do not change because you tell them to, but because the environment compels them to”

Gehl



Islands
Brygge
Before



Connecting to the water

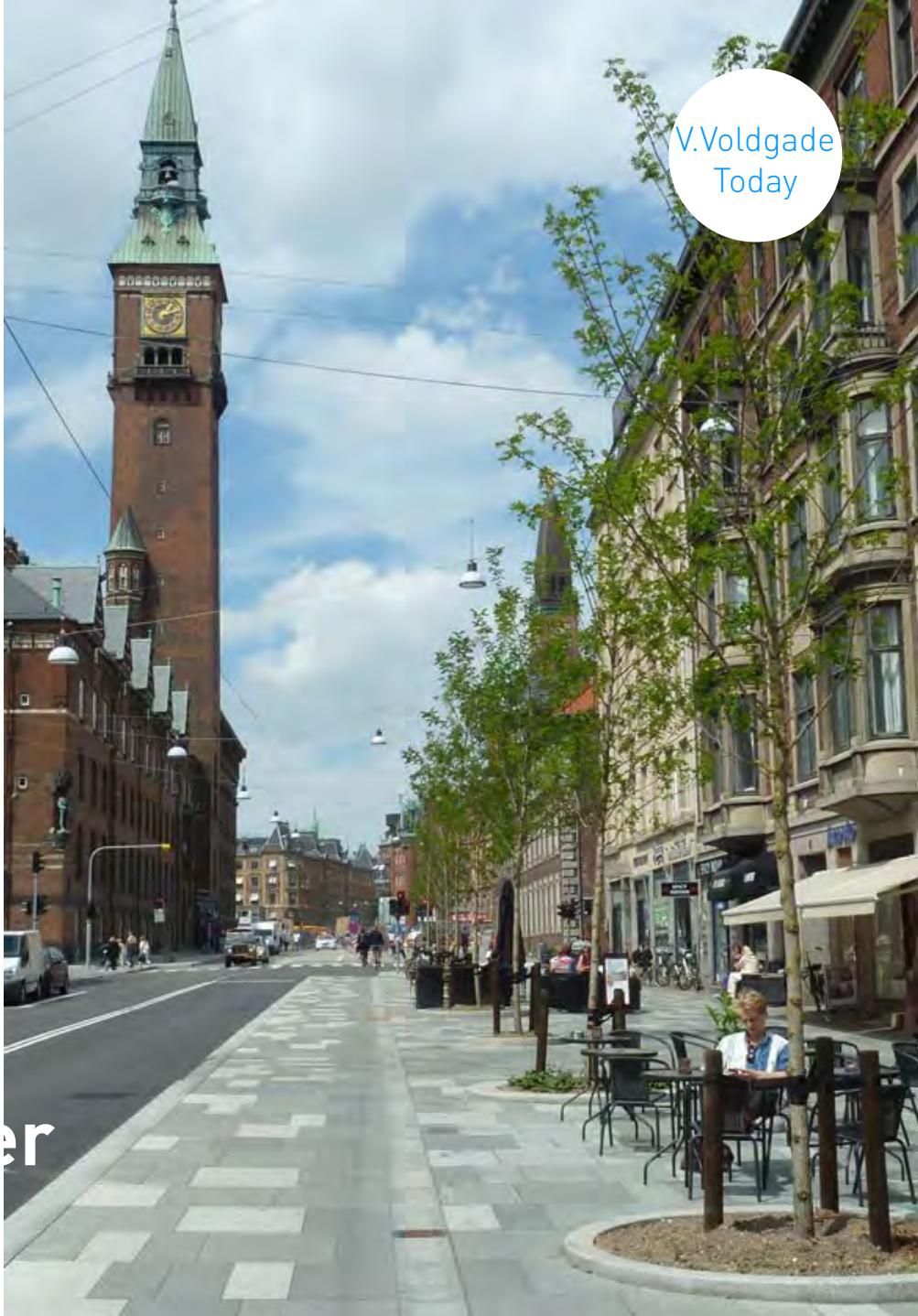
Islands
Brygge
Today

Gehl

Kalvebod Bølge; a new layer of life added



(2012)



Connecting to the water
Gehl



Gehl

Streets as recreational spaces

Sønder Boulevard





From Passive...

Sct Hans Torv

Gehl

...to Active

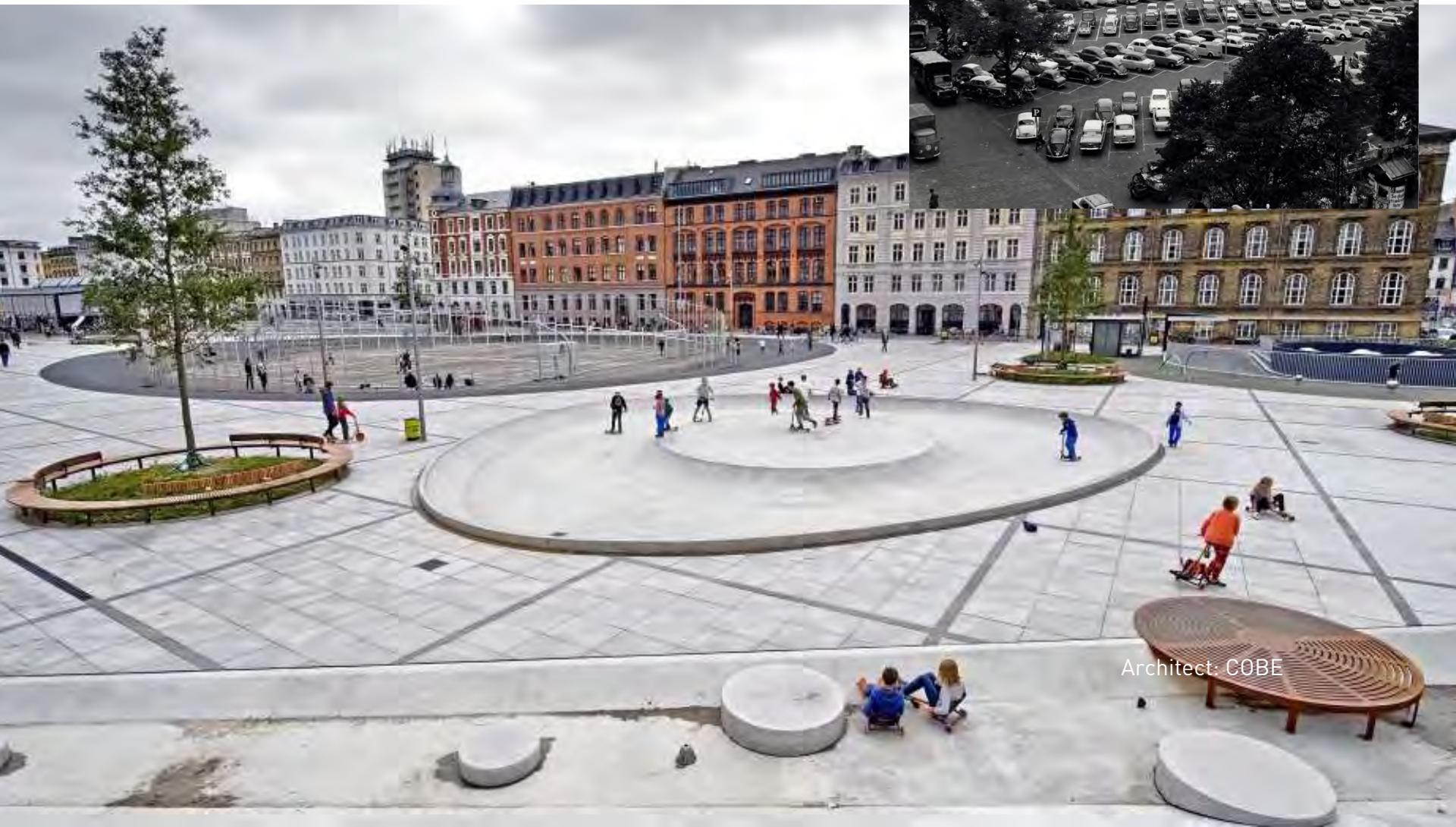
Nørrebro

Serving more purposes...



Sjællandsgade, København

Focusing on activity



Architect: COBE

From Classic...

...to Experimental

Superkilen Nørrebro – “The Black Square”



Gehl

Climate adaptation



Klimakvarteret Østerbro – Illustration Tredje Natur



Connect the network

Gehl
Architects



Ola Gustafsson
ola@gehlpeople.com

TACK!

www.gehlpeople.com
@citiesforpeople