

# LIVEABLE CITIES –for the 21st Century



## PEOPLE ORIENTED CITY PLANNING AS STRATEGY

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FOUNDING PARTNER: GEHL ARCHITECTS  
URBAN QUALITY CONSULTANTS, COPENHAGEN



**2010 - After 50  
years:**

# Another change of Paradigme



## **WANTED:**

- Lively , Livable City
- Safe City
- Sustainable City
- Healthy City



# Lively and Livable 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"**

**”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”**



# Copenhagen 1962 – 2012

## From traffic place to People Place

### 50 Years Anniversary





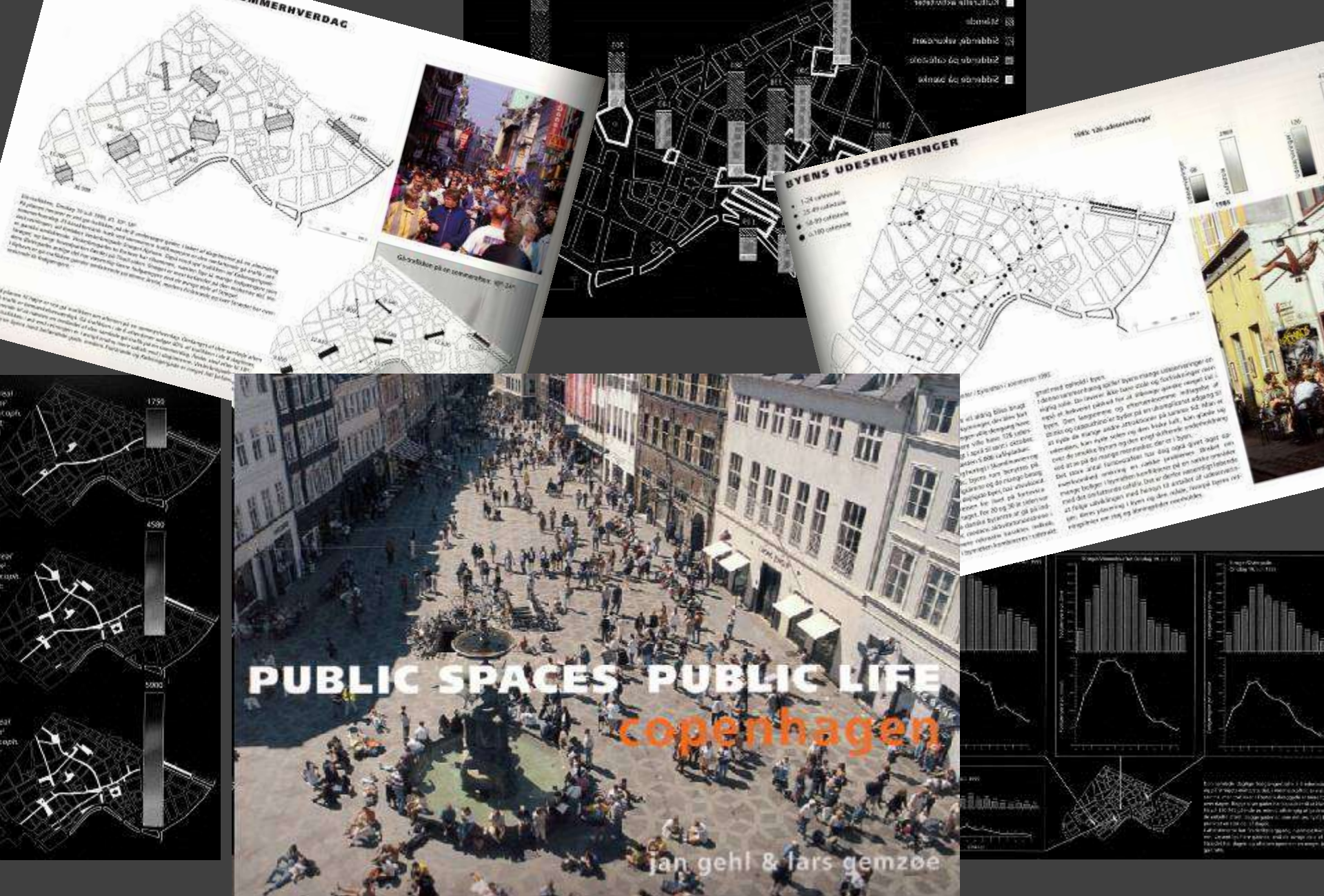
# Strøget (main street) pedestrianized 1962



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



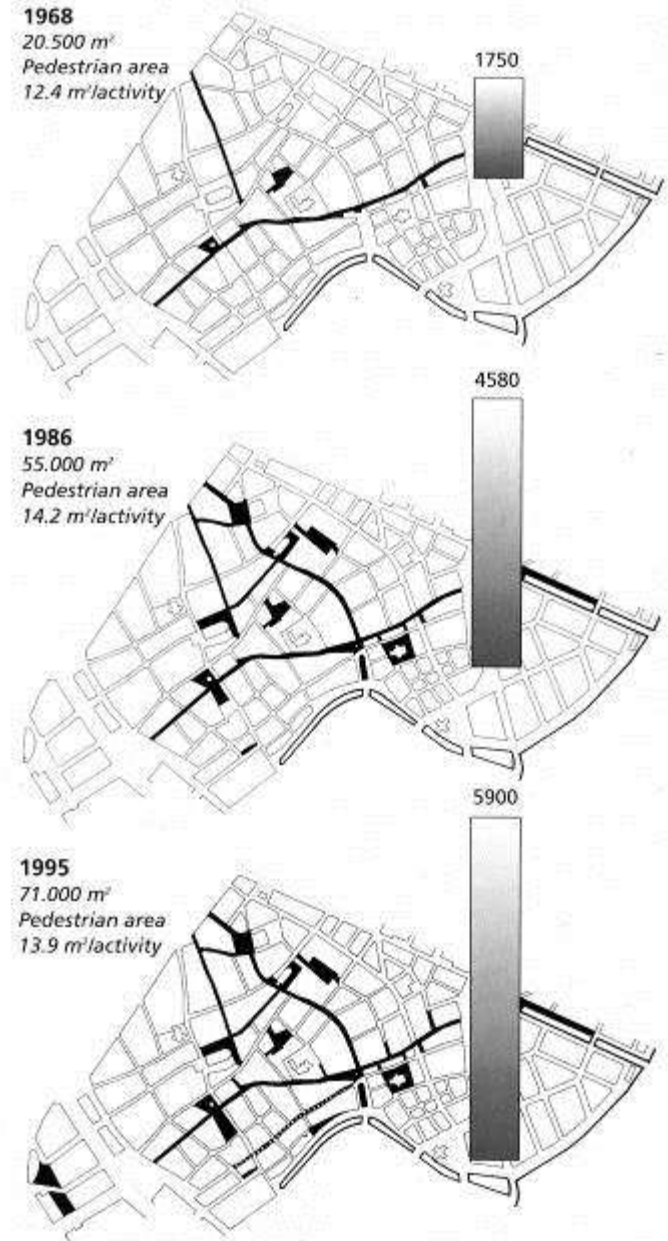




Public Space-Public Life Surveys: Copenhagen 1968, 1985, 1995 (+2005)



# 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 12<sup>00</sup> and 16<sup>00</sup> on summer days in 1968, 1986 and 1995.





**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”**



# 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**

# 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**





**70% continue to bike in the winter**





# 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?**



CLEARCHANNEL

# TILLYKKE KØBENHAVN

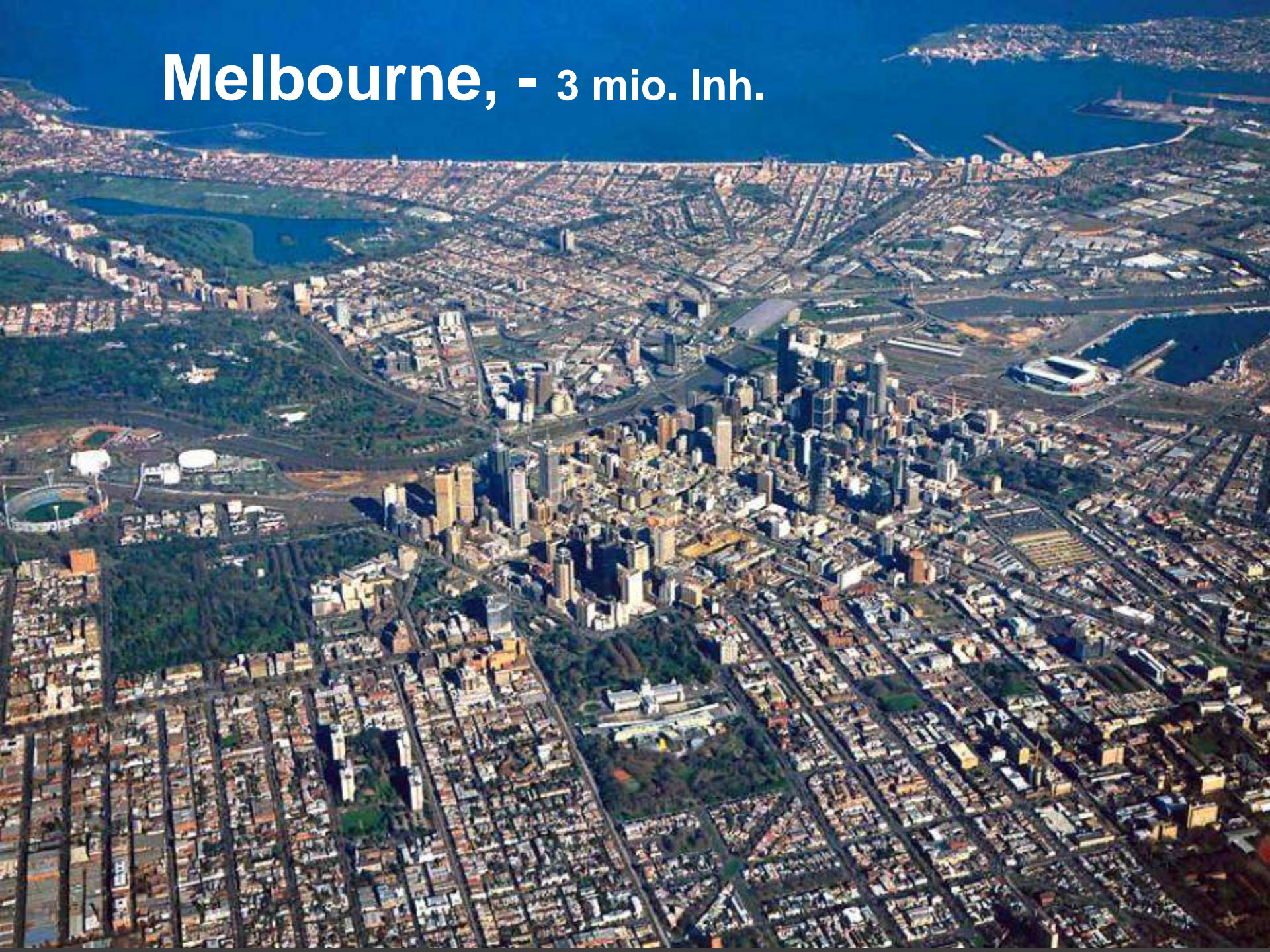
MED 1. PLADSEN PÅ MONOCLES LISTE OVER  
MOST LIVEABLE CITIES IN THE WORLD

Clear Channel | Vi ♥ København

**Congratulations Copenhagen:  
"Worlds most livable city"  
(Monocle 2013)**



**Melbourne, - 3 mio. Inh.**







## Places for People 1994

Project by Jan Gehl



## Places for People 2004

Project Gehl Architects

[www.gehlarchitects.dk](http://www.gehlarchitects.dk)



# Melbourne, Australia , 1994 -



Swanston Street- before



Swanston Street- after

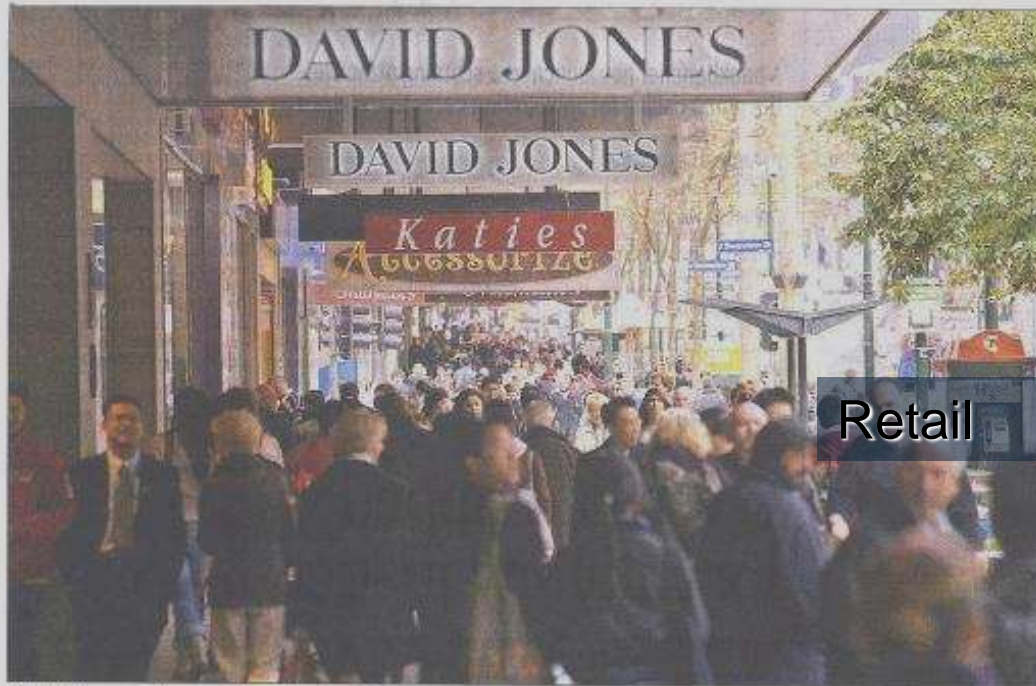




- when it comes to street life and  
ambience Melbourne has by now a distinct  
touch of – say – PARIS!



# 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 JONAS

## 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.

One of the shifts in the retail scene is the loss of space. Daimaru's closure had a big impact — as are postal services and banks. But bars and pubs, cafes and restaurants are flourishing. Supermarkets, grocery stores, shopping centres 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

hospital sites now spoken for by the new St. Vincent's and the new Colliers International (Victoria), said the CBD rejuvenation was due in part to its increasing popularity as a residential destination.

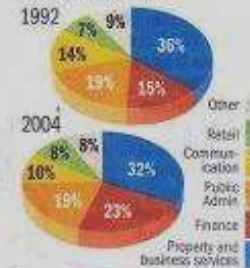
"The city has a marketing strategy that is a more interesting city than it was 15 years ago and its evolving in front of us," he said.

But not everyone is swept up in the excitement. David Wherouse, a taxi driver at the top end of Bourke Street more than 50 years ago, said little has changed since.

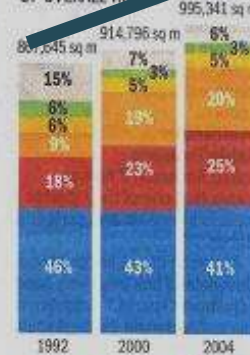
He said business is now as good as it was 30 years ago, but the city has more part-time regular customers. "This part of the city has more restaurants and cafes than retail shops now," he said.

### A CITY REVISITED

#### JOBS BY INDUSTRY



#### SPACE USERS PROPORTION OF OVERALL RETAIL



#### RESIDENTIAL CBD APARTMENTS



#### OFFICE VACANCIES (sq m)



#### CBD EMPLOYMENT



#### BAR & PUBS BY CAPACITY





# WORLD'S MOST LIVEABLE CITIES, *MONOCLE* 2013

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

**YELLOW** = GEHL Architects have been advisors

# NEW YORK







GREATER NEW YORK









Avoiding a crash comes down to one simple action.



Avoiding a crash comes down to one simple action.



# New York, USA, 2007-2009









Phot:DOT/NYC





# MOSCOW URBAN FORUM

October 7-9, 2011

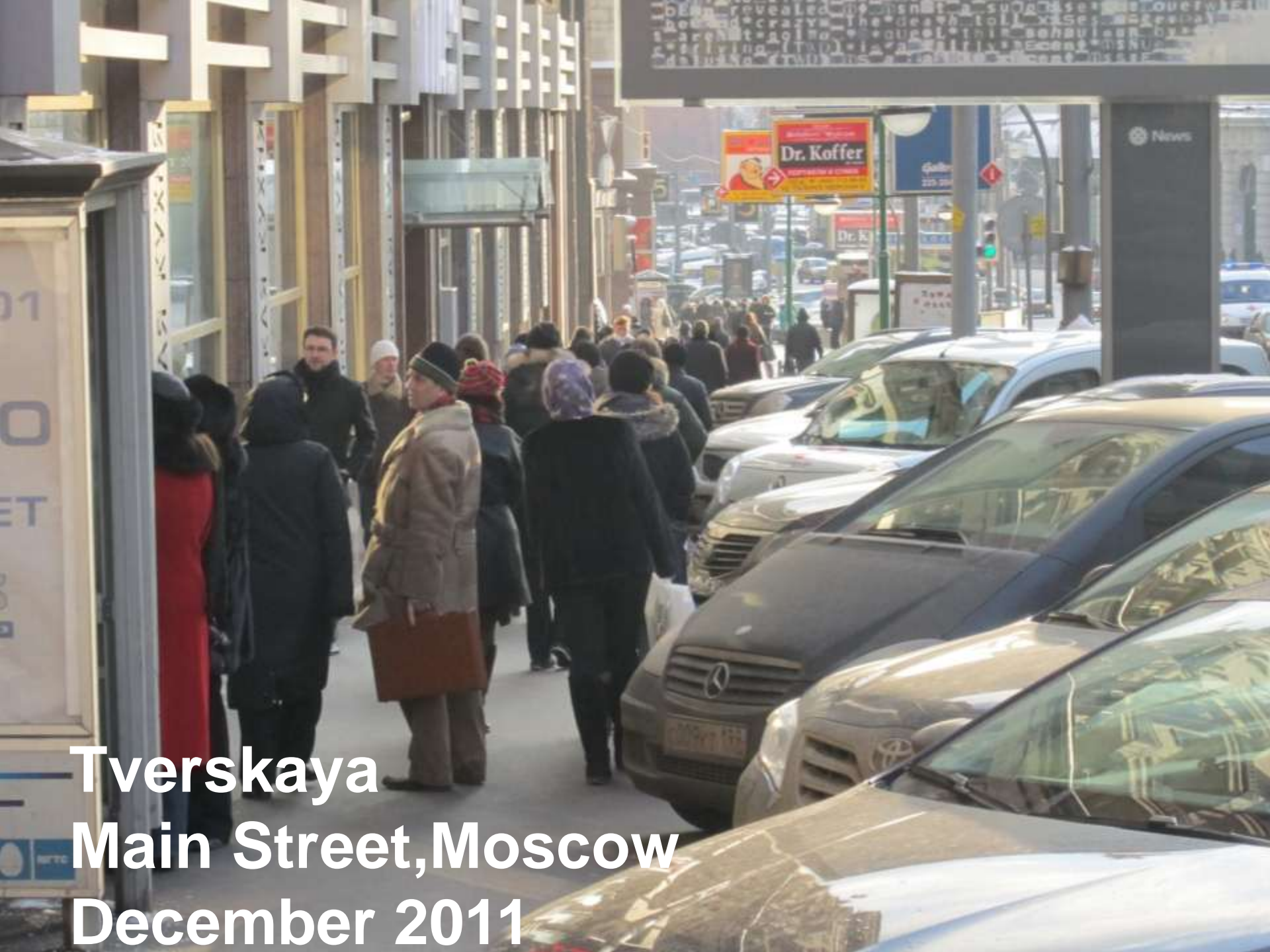
«Решения для российских городов»







**Moscow, Russia: Where car is King**



**Tverskaya  
Main Street, Moscow  
December 2011**





**КРОСТ**  
концерн

Города для

Города  
для людей

новые городские  
пространства

Byer for  
mennesker

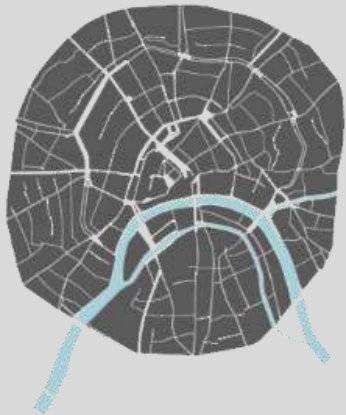


**“Towards a great city for people”**  
**Gehl Architects, July 2013**



# INTRODUCING THE STUDY

MOSCOW IS A LARGE CAPITAL. THE SIZE OF THE INNER CITY IS COMPARABLE WITH THE INNER CITY AREAS OF SEVERAL OTHER GLOBAL METROPOLISES.



MOSCOW CITY CENTER  
19,7 KM<sup>2</sup>

NEW YORK MANHATTEN  
22,8 KM<sup>2</sup>

LONDON CITY CENTER  
24,7 KM<sup>2</sup>

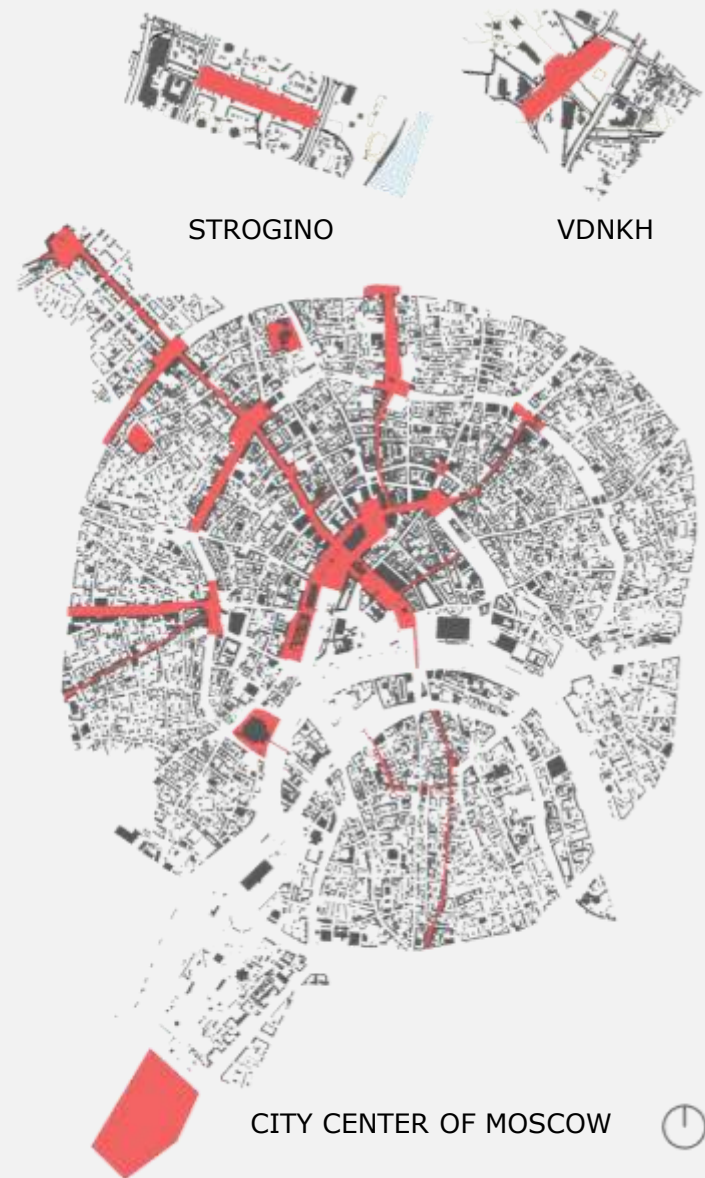
PARIS 1ST-10TH ARRONDISSEMENTS  
24,7 KM<sup>2</sup>

STUDY AREA:

SELECTED STREETS, SQUARES & PARKS IN MOSCOW CITY CENTRE



CITY OF MOSCOW – METROPOLITAN AREA



STROGINO

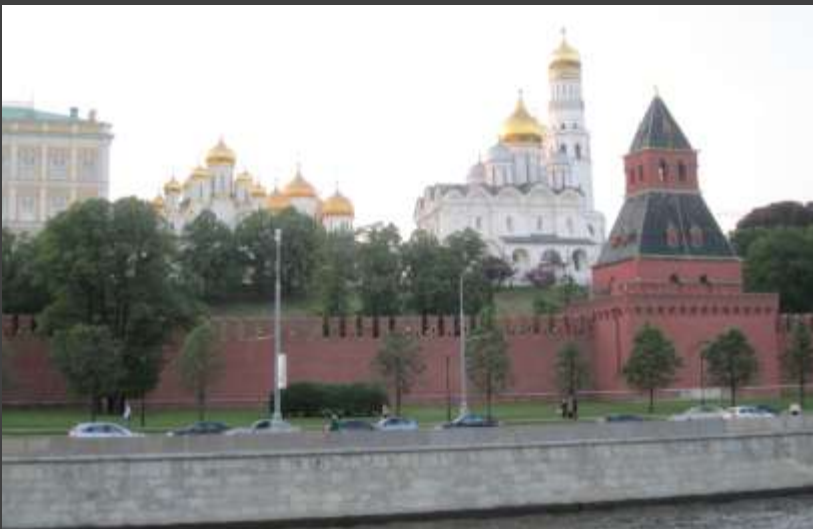
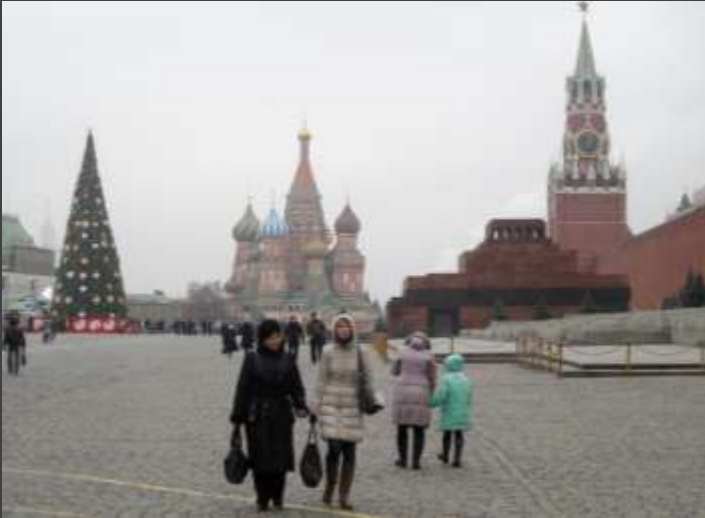
VDNKH

CITY CENTER OF MOSCOW





# GREAT HISTORY - REFLECTED IN THE SKYLINE

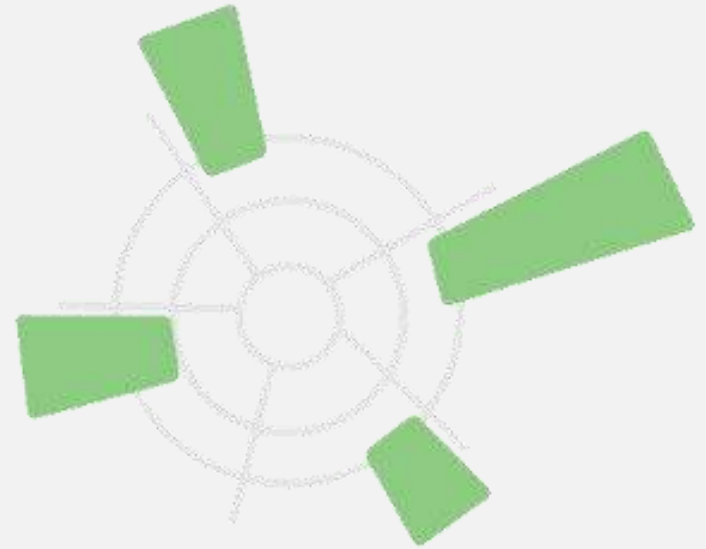


# MOSCOW QUALITIES

*Moscow is a green city with great amenities...*



ABUNDANCE OF  
RIVERFRONTS



ABUNDANCE OF FORESTS AND  
PARKS OUTSIDE THE CITY CENTRE

---

*... and a compact city with a strong character.*



LOW AND DENSE WITH A  
BEAUTIFUL SKYLINE



CLEAR CITY  
STRUCTURE



STRONG CHARACTER  
IN BUILT  
ENVIRONMENT



# MOSCOW CHALLENGES

*Moscow is choked by vehicular traffic ...*



CONGESTED STREETS

UNDERDEVELOPED  
PUBLIC  
TRANSPORT

PUBLIC SPACE  
USED FOR  
TRAFFIC &  
PARKING

BICYCLING IS  
NOT A USED  
MODE OF  
TRANSPORT

*... and the people are relegated to second place.*



LOW PEDESTRIAN PRIORITY

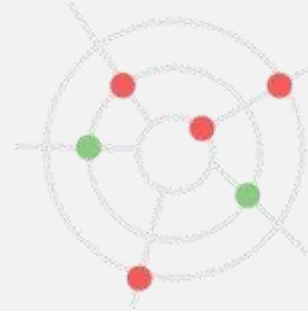
LACK OF PROGRAMMING  
AND DIVERSITY

# MOSCOW CHALLENGES

*Moscow's great amenities are difficult to access and enjoy...*



UNCELEBRATED  
WATERFRONTS



FEW SPACES FOR  
RECREATION WITHIN  
THE CITY CENTRE



LACK OF  
GREENERY IN THE  
STREETSCAPE

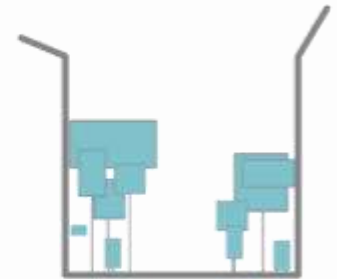
*... and the strong character is difficult to read and experience.*



LACK OF LEGIBILITY



UNDERUTILIZED  
CITY AMENITIES



LOW VISUAL  
QUALITY



# THE CAR IS THE KING



# KEY WORDS FOR A GOOD PEOPLE ENVIRONMENT



WALKING ALONG



GOOD CONDITIONS FOR  
HEARING & TALKING



GETTING ACROSS



ACTIVITIES & SEASONS



A CITY FOR ALL



LVISUAL QUALITY



OPPORTUNITIES TO REST

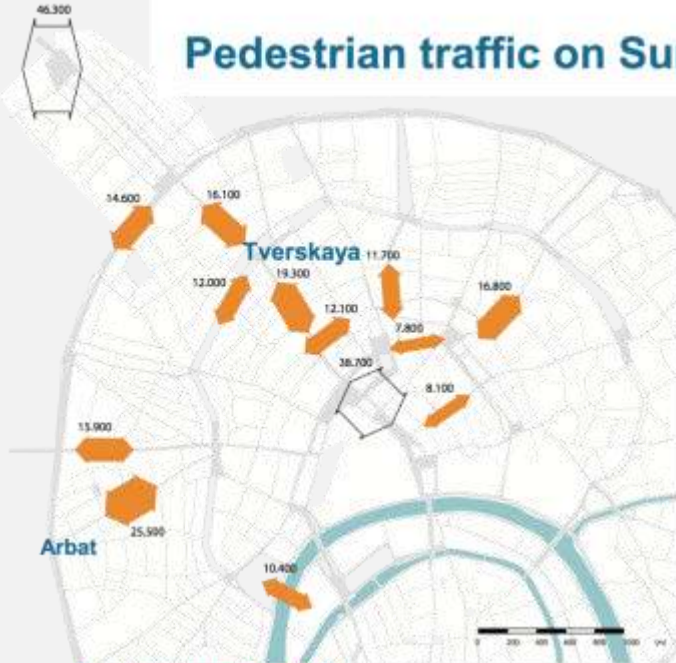


GOOD CITY BY NIGHT



# VERY FEW PEOPLE ARE WALKING IN MOSCOW, WHY?

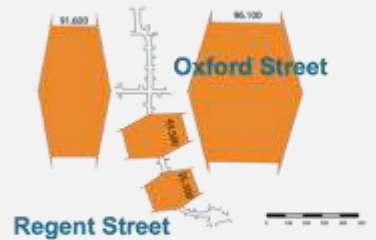
Pedestrian traffic on Summer Weekdays from 10 AM to 18 PM



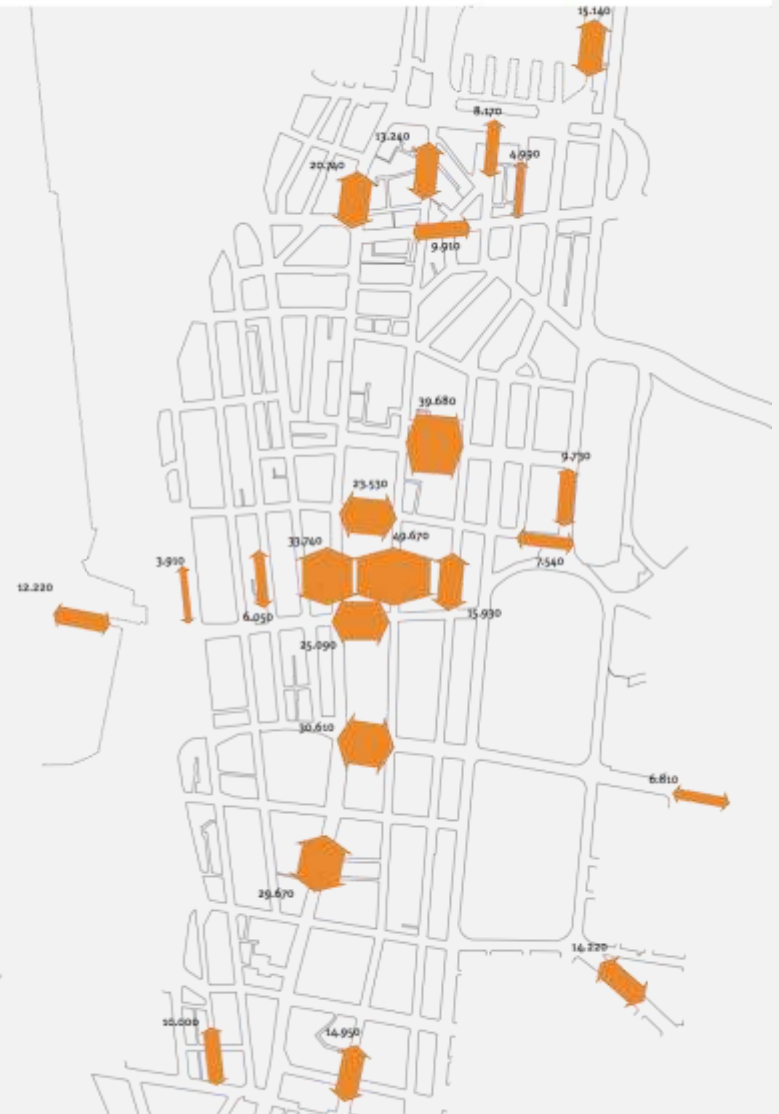
Moscow 2012



Rotterdam 2007



Central London 2004



Sydney 2007

**PEOPLE DO NOT WALK MUCH - THEY ARE MOSTLY UNDERGROUND**

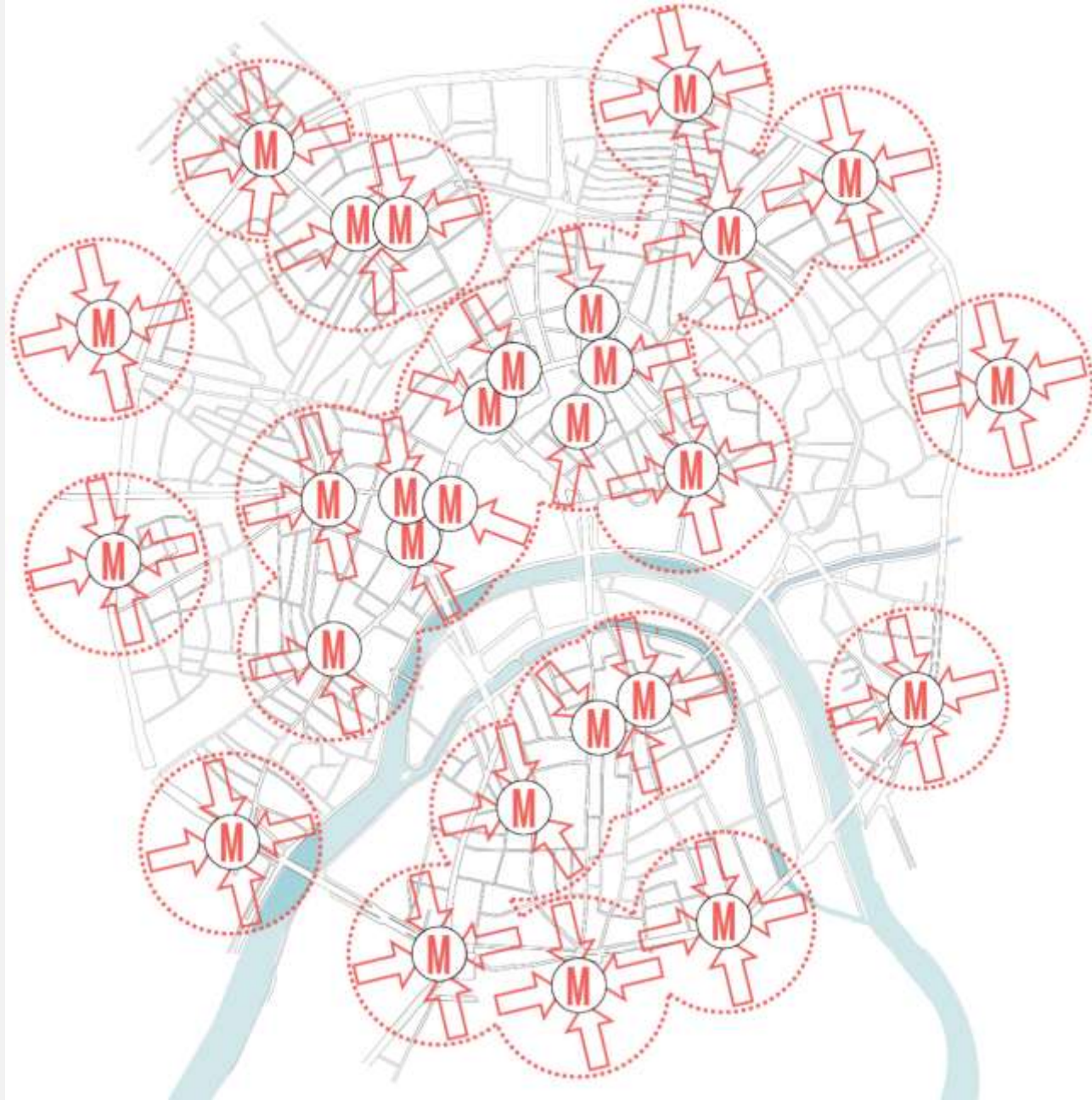




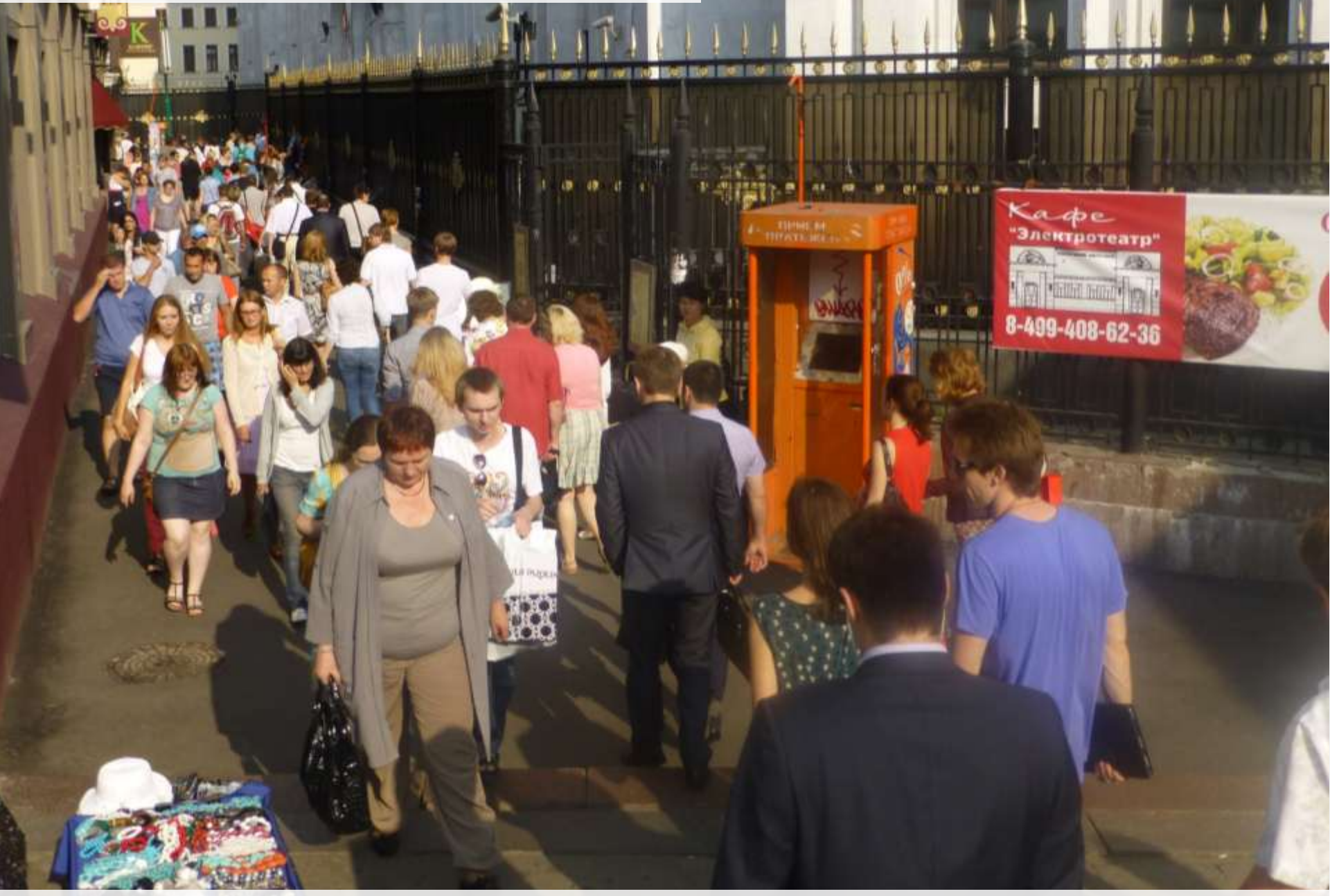
# MOSCOW IS GENERALLY NOT A CITY FOR WALKING

UNATTRACTIVE WALKING  
ENVIRONMENT SENDS  
PEDESTRIANS TO THE METRO

HECTIC TRAFFIC AROUND THE  
METRO STATIONS

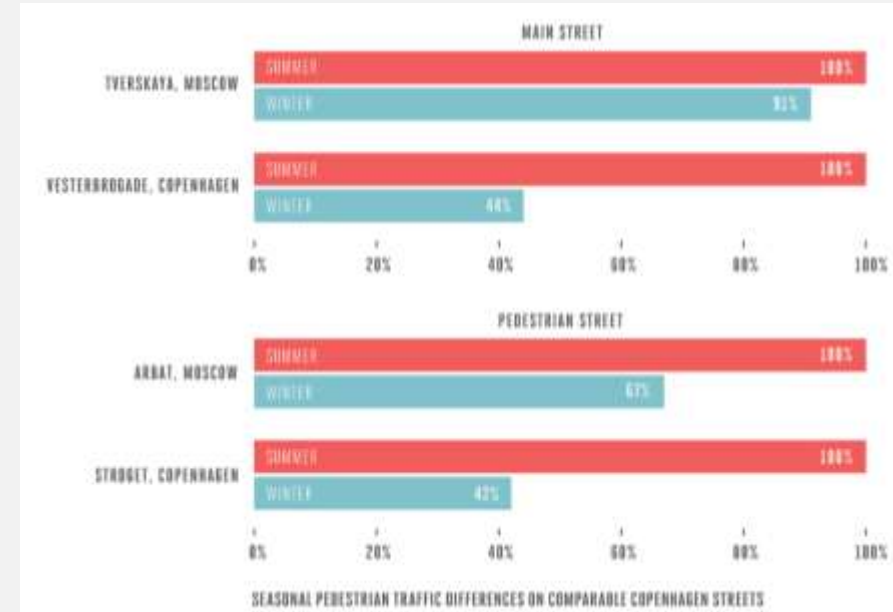


## CROWDING AROUND METRO STATIONS





# ALMOST SAME NUMBER OF PEDESTRIANS ON TVERSKAYA IN THE WINTER





## LITTLE SPACE FOR PEDESTRIANS



EIGHT LANES OF CAR TRAFFIC DOMINATE TVERSKAYA



SIDEWALKS OF TVERSKAYA REDUCED BY PARKING



MYASNITSKAYA IS AN EXAMPLE OF A STREET WHICH IS DOMINATED BY VEHICULAR TRAFFIC



## OBSTACLES ON THE SIDEWALK



COMMERCIAL SIGNS OCCUPY MUCH SPACE



THE MOST NARROW PLACE AT TVERSKAYA



TVERSKAYA NARROWED BY CAUTION TAPE



SNOW AND ICE NARROWS SIDEWALKS

# CHALLENGING PEDESTRIAN CROSSINGS





# THE UNDERWORLD: PEDESTRIAN TUNNELS



# CROSSING AT GRADE: NEWSKIY PROSPECT, ST. PETERSBURG



180 METERS AVERAGE DISTANCE BETWEEN CROSSINGS AT NEVSKY PROSPEKT, ST. PETERSBURG



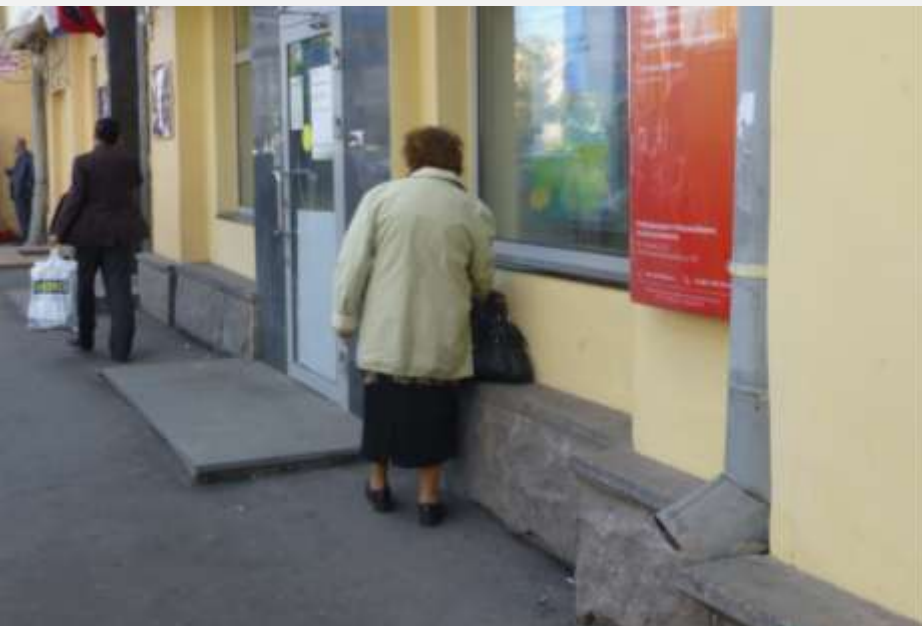
# ALMOST NOWHERE TO REST



A STREET WITH NO SEATS, ARBAT



BOLLARDS ARE USED AS SEATS, ARBAT



THE ELDERLY NEEDS OPTIONS TO REST



WAITING IS MADE HARDER WITH NO SEATS

# FEW OUTDOOR CAFÉS ALONG MAIN STREETS

THE MAIN STREETS LIKE TVERSKAYA HAVE NO OR FEW OUTDOOR CAFÉS DUE TO NOISE AND LACK OF SPACE.



OUTDOOR CAFÉS AT KAMERGERSKY

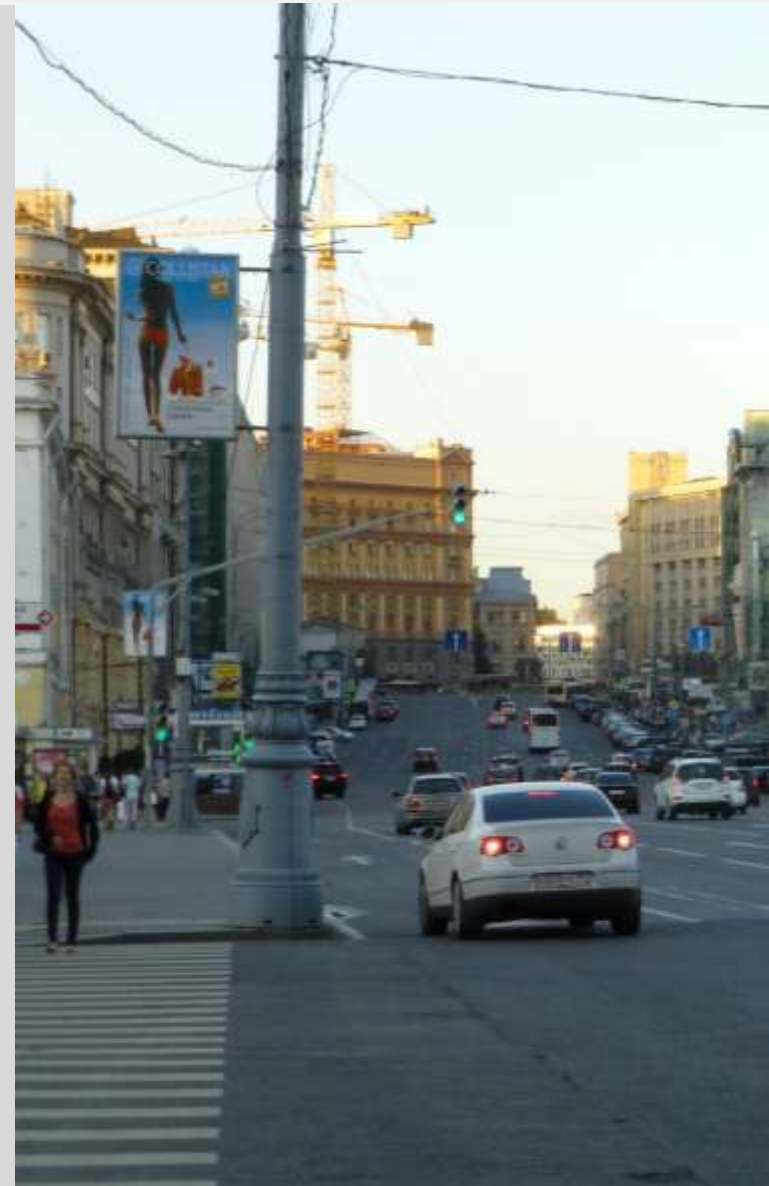
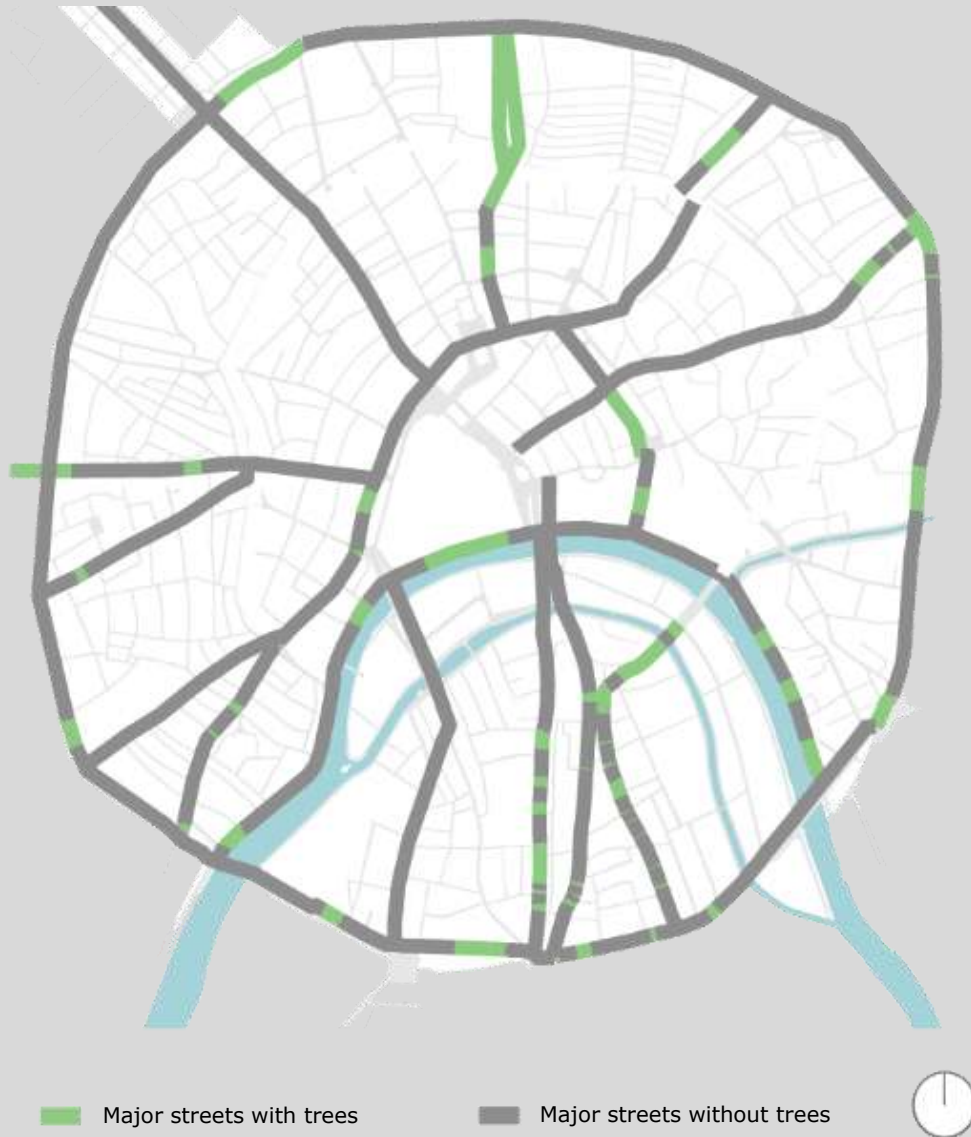


OUTDOOR CAFÉS AT TVERSKAYA



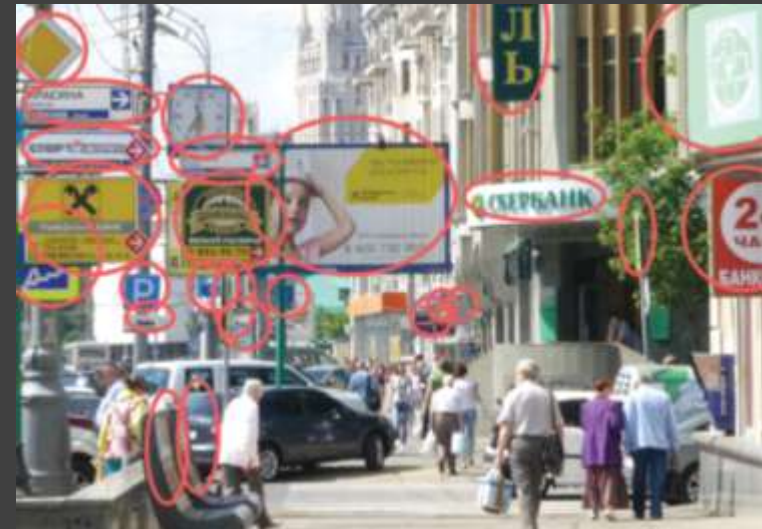
# LACK OF STREET TREES MAKE A GREY CITY

MAJOR STREETS WITH OR WITHOUT TREES



TEATRALNAYA

# ELEMENTS OF A PROBLEMATIC VISUAL ENVIRONMENT

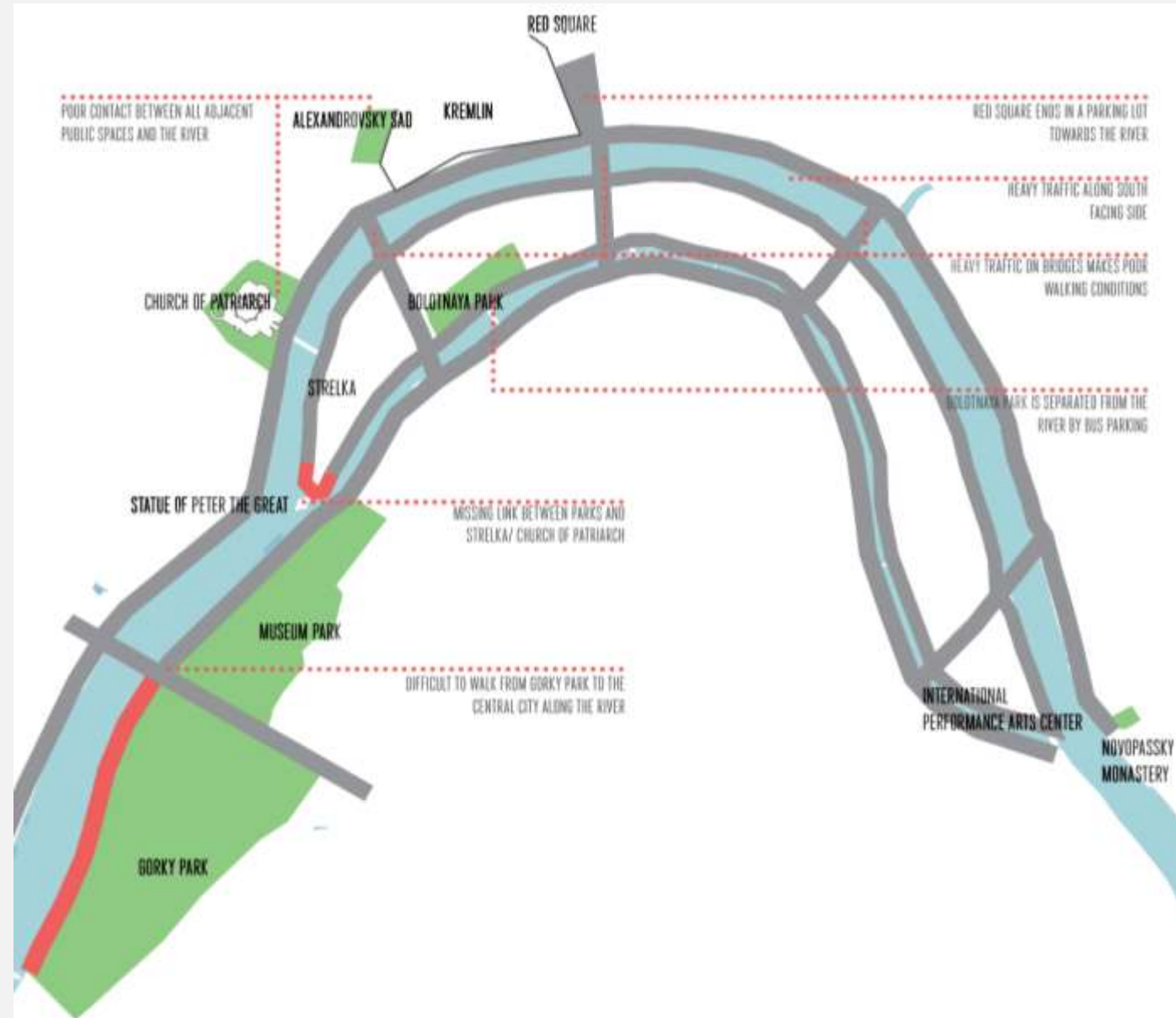




# AN INACCESSIBLE RIVERFRONT



Grey Riverfront allocated for cars  
Red Riverfront allocated for people



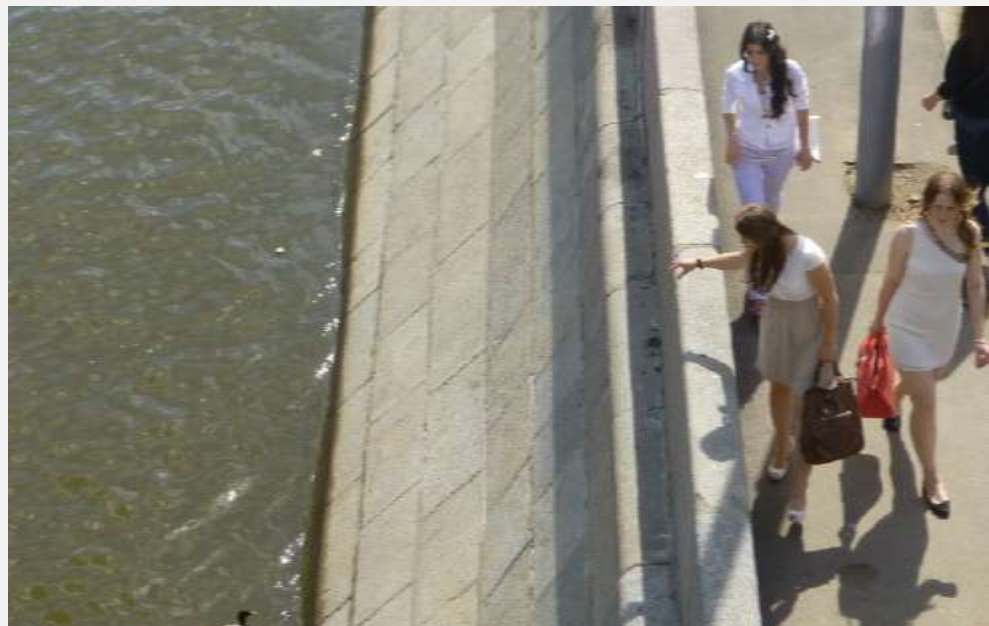
# AN INACCESSIBLE RIVERFRONT



ALMOST ALL OF THE RIVERFRONT IS USED FOR TRAFFIC



DIFFICULT TO WALK ALONG THE RIVER

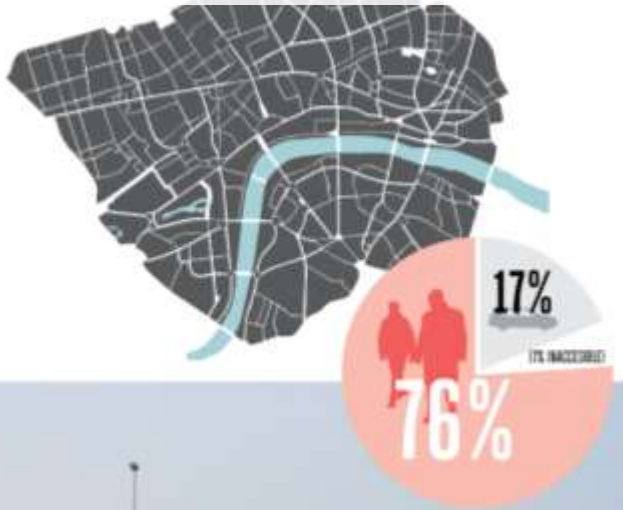


DIFFICULT TO GET DOWN TO THE WATER



# COMPARISONS

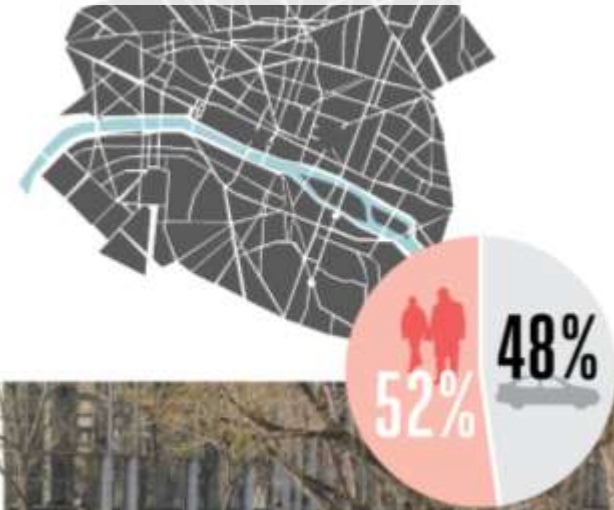
SOUTH BANK, LONDON



LOWER MANHATTEN, NY



SEINE, PARIS

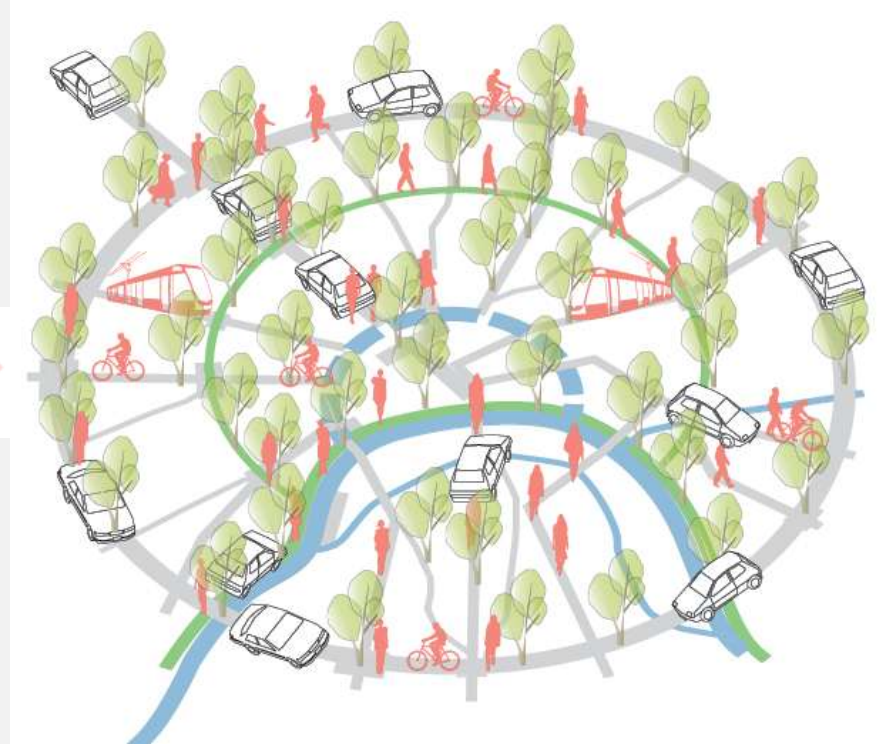
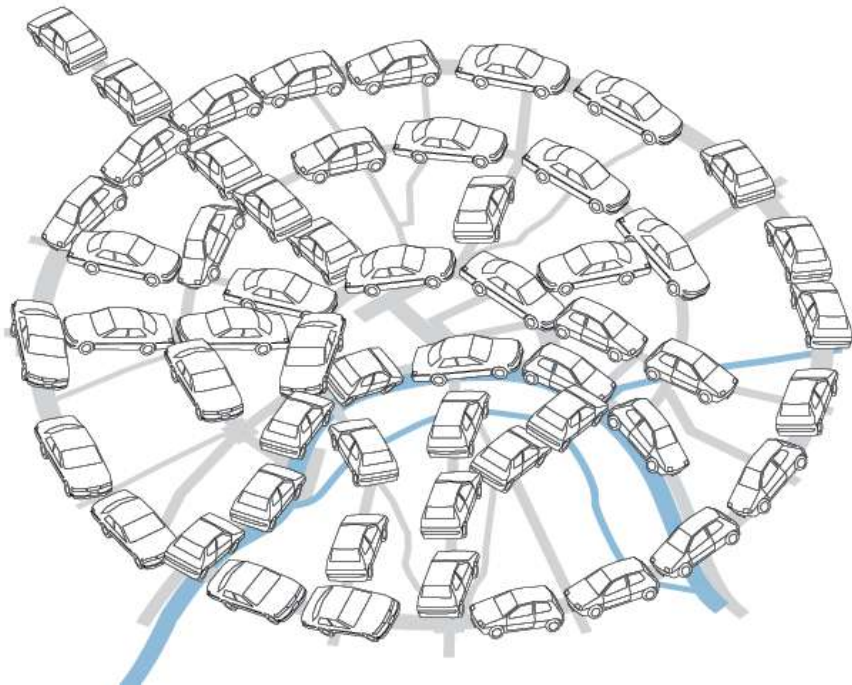




**TOWARDS A FINE CITY FOR PEOPLE  
STRATEGIES & RECOMMENDATIONS**



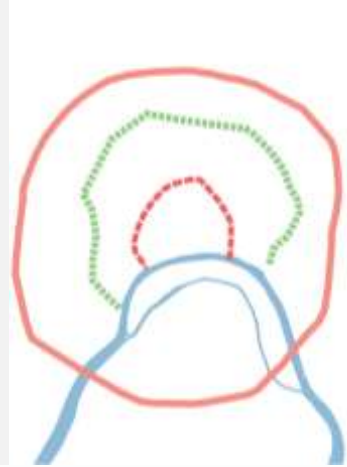
## KEY RECOMMENDATIONS: CELEBRATE UNIQUE QUALITIES



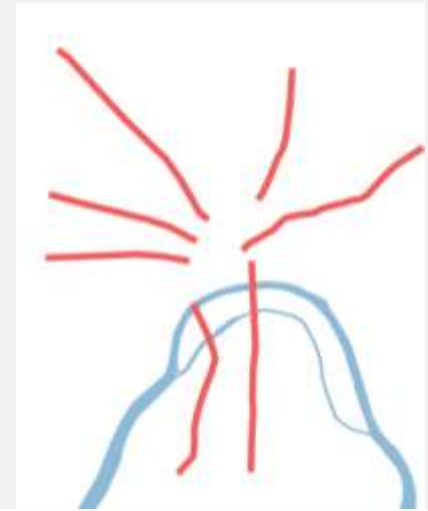
# KEY RECOMMENDATIONS: CELEBRATE UNIQUE QUALITIES



CAPITALIZE ON THE GREEN



CELEBRATE THE THREE  
CHARACTERISTIC RINGS



EMPHASIZE THE  
DISTINCTIVE BOULEVARDS



MAINTAIN THE LOW RISE CITY



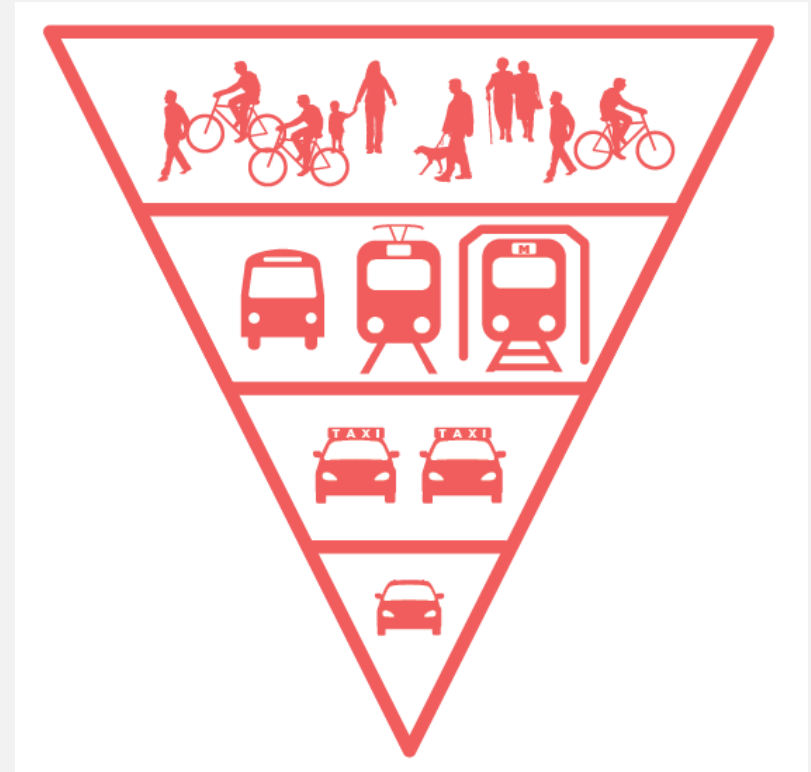
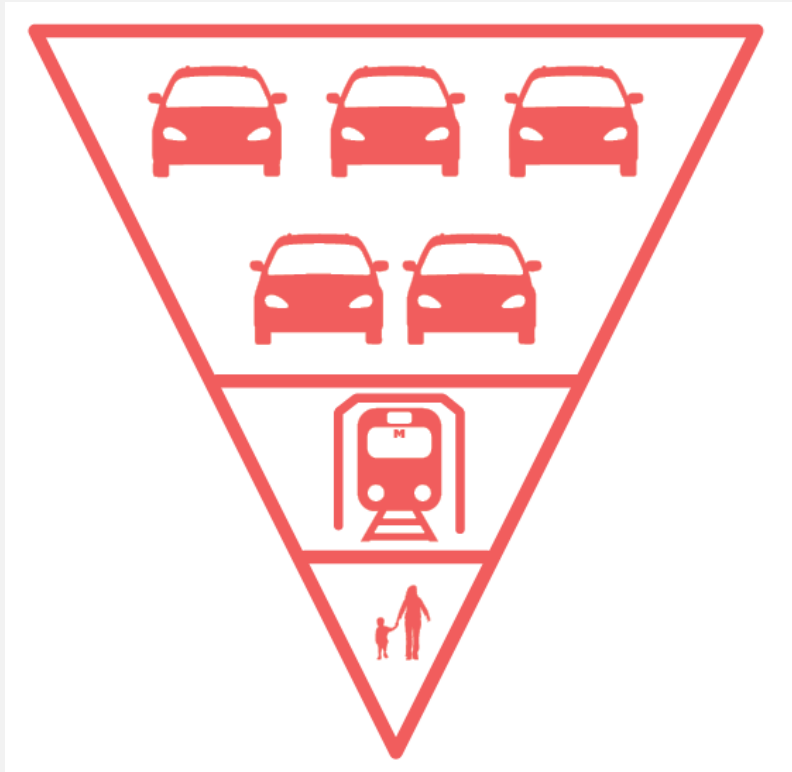
STRENGTHEN THE  
HISTORIC QUALITIES



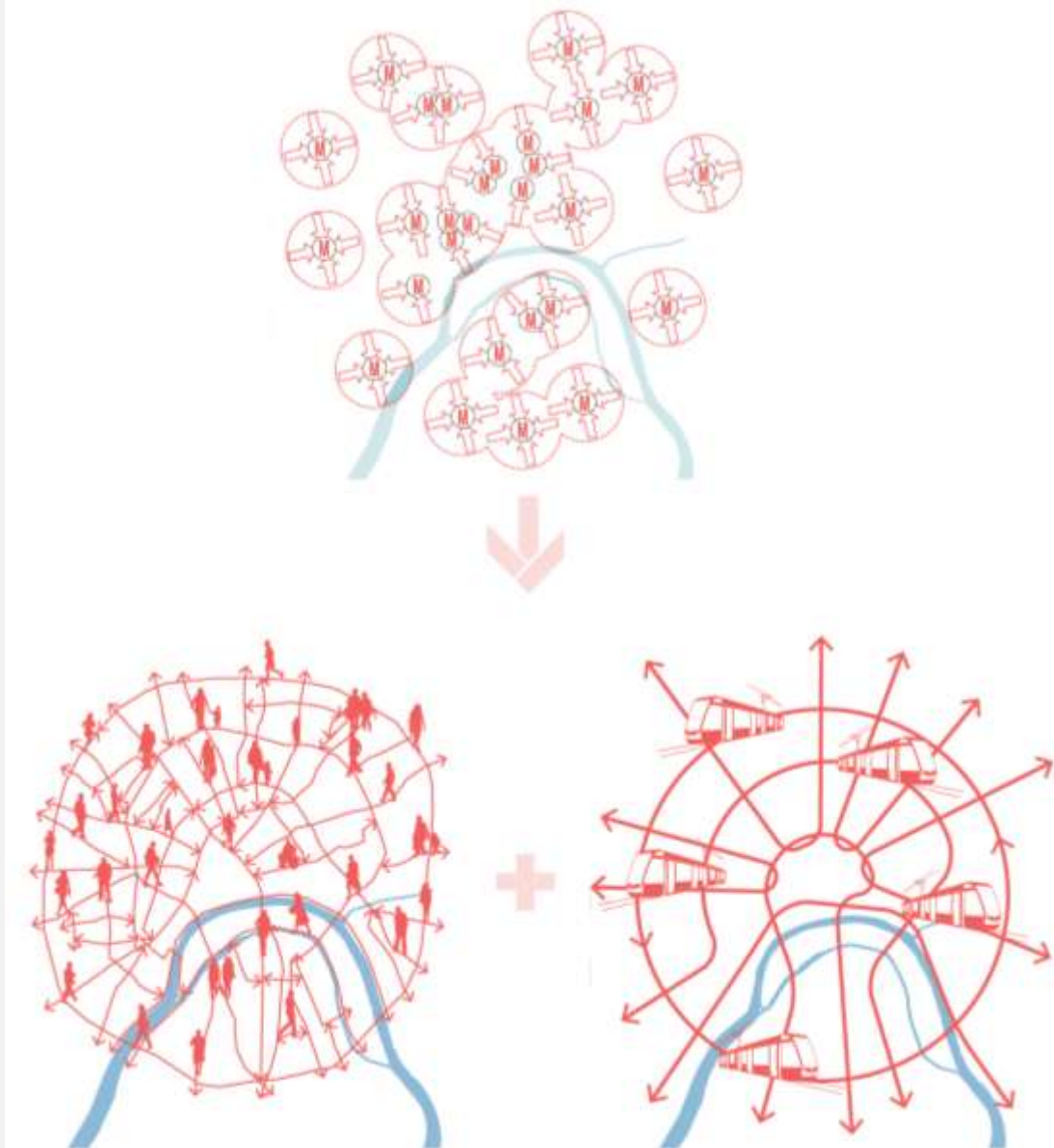
CELEBRATE THE MOSCOW  
WATERFRONTS



# KEY RECOMMENDATIONS: DEVELOP A 21<sup>ST</sup> CENTURY TRANSPORT SYSTEM



# KEY RECOMMENDATIONS: MAKE A WALKABLE CITY



LIGHT RAIL, BORDEAUX



LIGHT RAIL, LYON



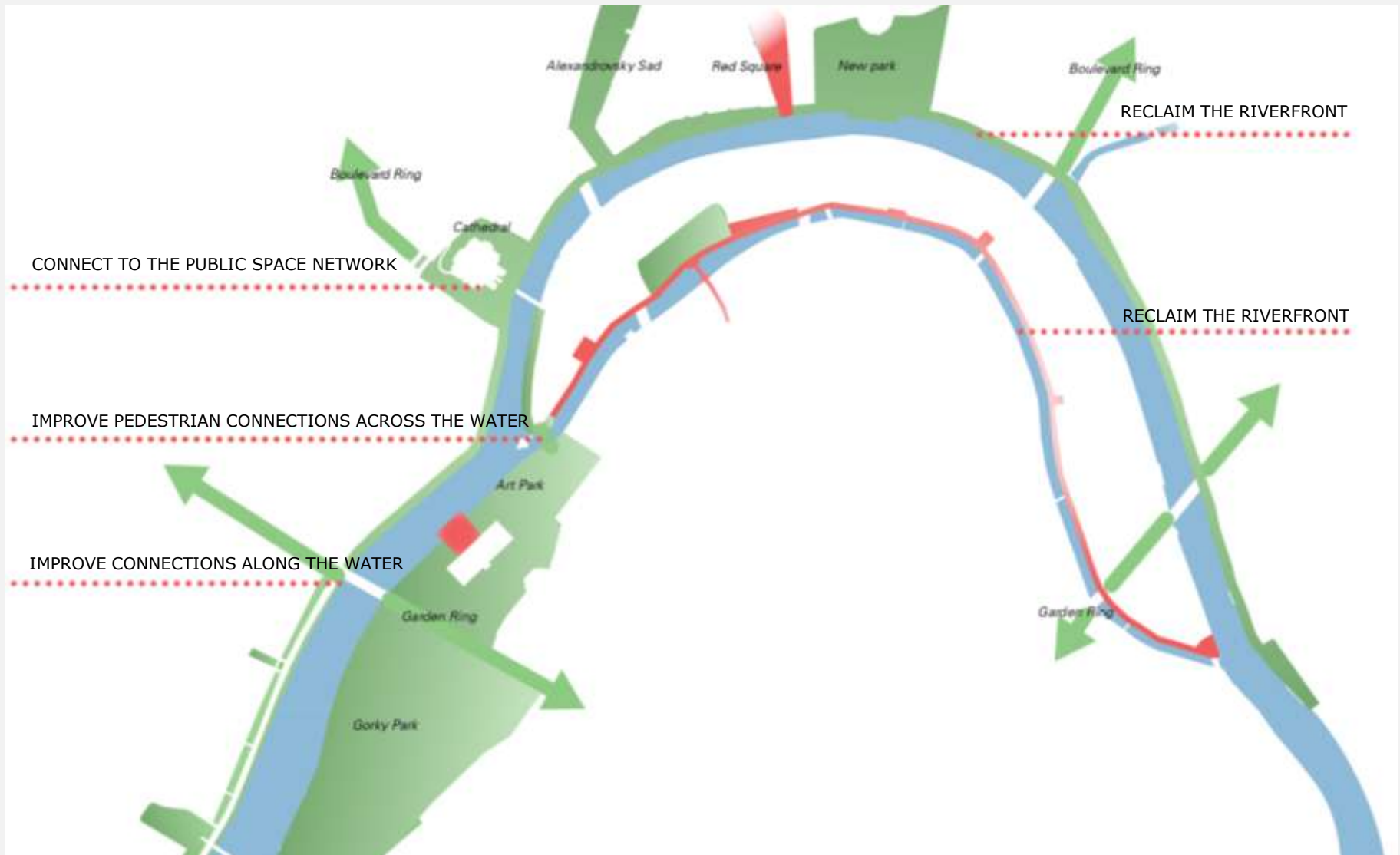
LIGHT RAIL, STRASBOURG



# VISION: TVERSKAYA



# BRING PUBLIC LIFE TO THE WATERFRONTS







**“Towards a great city for people”**  
**Gehl Architects, July 2013**



July 2013





July 2013





**“Do not park in Bicycle Lanes”  
Mayor of Vilnius, Lithuania**



# Tverskaya, Main Street, Moscow



December 2011



July 2013

# Moscow, City Hall Square







**Moscow, City Hall Square**

**July 2013**



**Moscow Improvement Project, on Public Exhibition Oct 2013**





# THE ROUTE TO A LIVEABLE CITY



These days, Moscow, which let us remember, is one of the major cities in the world, is developing fast. The goals and direction of its development formed the focal point of the discussions at the Moscow Urban Forum. This annual event was held for the second time in 2012. It has become an important, established platform where government officials, members of the business community, and respected experts can hold productive discussions. The central theme of this Second Moscow Urban Forum — “The Megacity on a Human Scale” — is relevant not only to Moscow, but also to many of the world's other large cities.

Moscow's rapid development in the private business sector, which began in the 1990s and continued through the first decade of this century, has, unfortunately, not been accompanied by a similar development in the infrastructure and public environment. The Muscovites themselves were the first to feel this imbalance. The urban community has made it clear that the ideology behind the development of the metropolis must change. Instead of creating isolated islands of wealth and prosperity in the city, it is essential that this high quality of living be spread throughout the city as a whole.

By incorporating new territories, Moscow has more than doubled its size. This unprecedented step grants the city exceptional possibilities in solving its accumulated prob-

lems and for accessing its future development and long-term growth. These newly incorporated territories are the ideal locations for alternative and additional clusters of employment with centres for education, scientific research, sports and health care. On a cautionary note, however, these new territories must not be seen as an absolute panacea. The “old” Moscow contains many “hidden” opportunities that will be revealed only if the right decisions are made.

A prime example of such a decision is the new approach to solving modern Moscow's most complex problem, the transport infrastructure. To avoid impending gridlock, the city government has had to implement some tough measures. We revised our existing investor relations and terminated the contracts for the construction of a total of about 9 million square metres of floor space. Had we not, the traffic situation would have worsened considerably. All contracts were revoked reasonably, in good faith and the investors were reimbursed for their incurred costs. This permitted us to maintain and increase our previous levels of investment. As a result, investments in Moscow in 2012 increased by about 8.5 per cent. This is a tangible result of actions taken for the benefit of the city and a most acceptable one for investors.

We focused the city's own resources, public money, on the development of the underground, the railways, the ground public transport and the road infrastructure. The budget for

Moscow's transport infrastructure development programme for 2012–2016 is 2 trillion roubles.

Our first priority is the development of the Moscow Metro. In 10 years' time, the length of the underground lines will be extended by 1.5 times — from 300 to 450 kilometres. The second priority is the development of a suburban railway service. The reconstruction of the Small Ring Railway has begun so that it may, for the first time, incorporate passenger traffic. The radial railway lines will be reconstructed inside the city and also at a distance of 10–15 kilometres from its borders where the railways are most crucial. In just two years we have radically upgraded Moscow Transportation Authority's ageing fleet, which is the main carrier transporting passengers over land. We've developed large-scale programmes for road building and for reconstructing the city's major out-bound routes and are already turning these programmes into a reality. Most notably and for the first time in the history of our relationship with both the Moscow Region and Russia's Ministry of Transport, we have managed to synchronize the work in the reconstruction of federal roads outside the city.

The modernization of the transport system is just one of 16 government programmes for Moscow's development up to 2016. Other equally ambitious programmes are being implemented in the fields of healthcare, education, culture, the improvement of public spaces, and the creation of a mod-

ern system for the delivery of public services. People can now access information and monitor the progress of these programmes easily. As a result, the city's budget is open and transparent. Step by step we are beginning to receive feedback from the public. To this end, online portals have been created where every citizen can submit a request, comment or complaint about the city's services. The checklist of accepted complaints and suggestions is under constant review. Issues so far included are the cleaning and maintenance of communal hallways, the redecoration and maintenance of houses, road maintenance, the performance quality of health centres and so on. This feedback system allows us to overcome one of the main problems of any big city — the perceived gulf between the government and the public.

Our main goal is to transform Moscow into a liveable city. I believe that our experiences of such large-scale work could be useful to other major cities and to our colleagues in Russia's regions. We are willing to share our experiences and to learn from our colleagues and partners. The purpose of this Moscow Urban Forum is to promote constructive dialogue and practical cooperation between countries, regions and cities. ■

SERGEI SOBYANNIN,  
THE MAYOR OF MOSCOW

# Mayor of Moscow Sergei Sobyannin



WELCOME TO THE 21st CENTURY

I Love CPH

I Love CPH

DENS

DSTE CYKE