PUBLIC SPACES - PUBLIC LIFE
-in the 21st CENTURY

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URBAN QUALITY CONSULTANTS, COPENHAGEN
INTRODUCING SPECTACULAR MONUMENTS AS CITY IMPROVEMENT STRATEGY
INTRODUCING SPECTACULAR MONUMENTS AS CITY IMPROVEMENT STRATEGY
Or-improving public spaces as city improvement strategy

Barcelona

Lyon

Copenhagen

Melbourne
Public Life
- the hard Ware

new city spaces
Jan Gehl & Lars Gemzæe

Publ.2001
The traditional city......forever
The invaded city....from 1950s
The abandoned city..from 1970s
The reconquered city...from 1980s
*Willingness to put constraints to the vehicular traffic

*realisation of the importance of public life
9 reconquered Cities

- Barcelona
- Lyon
- Strasbourg
- Freiburg
- Copenhagen
- Portland
- Curitiba
- Cordoba
- Melbourne
Public Life - the Soft Ware

Publ. 2006
Mainstreet Copenhagen in 100 years
From nessesary to optional activities
1900 to 2000: From necessary to optional activities in the Public Spaces

Will occur regardless of the quality provided

Will occur only if good quality is provided
1900: Nine times more residents in this house than today
Jane Jacobs
1961
Strøget
Copenhagen pedestrian st.
1962
"Copenhagen School"
* Life Between Buildings
*Copenhagen Surveys

1971..2006
"The New York School"

* William H. Whyte

* PPS

Project f. Public Spaces

"The Berkeley School"
* Alexander
* Appleyard
* Cooper Marcus
* Allan Jacobs
* Bossellmann

1981 1988 1993
First Oil Crisis 1973
Traffic Calming 1970s

1998
NEW ATHENS CHARTER OF CITY PLANN
1900 to 2000: From necessary to optional activities in the Public Spaces

Will occur regardless of the quality provided

Will occur only if good quality is provided
A 2007 VISIT FROM CITY OF NEW YORK

Commissioner for Planning: Amanda Burden
Commissioner for Transport: J. Saddik-Khan
Copenhagen - 1.3 million inhabitants

- from car spaces to people places
- incremental process
- from shopping to meeting place
- data on pedestrians
Copenhagen:

1.3 million (region)

From traffic place to people place
Strøget (main street) pedestrianized 1962
In 1962 all 18 squares were parking lots - now they are all people squares
The development of pedestrian areas in the city from 1962……7 times more People Space!

First pedestrian promenade in 1962: 15,800 m².

By 1973, the network of pedestrian streets connected the most important locations in the city centre: 49,200 m².
Many more People are walking in the city
The number of café chairs rose by 61% from 1986-1995. The number increased by another 47% from 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 12th and 16th on summer days in 1968, 1986 and 1995.
Number of Cultural Events increasing

- International Day
- Nyhavn Christmas Market
- Environment Traffic Day
- Ice-skating rink at Kongens Nytorv
- Ice-skating rink Frederiksberg
- Environment Festival
- Copenhagen Pride Parade
- Culture Night
- Whit Carnival
- Jazz Festival
- Copenhagen Marathon
1995-2005: Many more Sunday visitors

- 1995:
  - Weekday: 262,000
  - Saturday: 245,000
  - Sunday: 86,700

- 2005:
  - Weekday: 258,000
  - Saturday: 253,000
  - Sunday: 154,000
Evening activities 1995-2005

+ 43%
More people, more time spent, longer days & and much longer season
1990-2007: Fine Public Spaces are introduced in the City Neighborhoods
Bicycling in Copenhagen
-on a citywide network of bicycle lanes
Bicycle signals turn green six seconds before the car signals - an efficient, citywide transportation system.
Increase in Cycling VS. Decrease in Driving
Mother in law: Age 85

- open to age groups 5-85+

Age 92

Mother in law: Age 85
100% more bicycling in Copenhagen from 1997 to 2007

MODAL SPLIT:
36% go to work on bicycle
23% use car
33% use public transport
The experience from Copenhagen:
More bicycling = Fewer accidents
Major complaint 2002: Congestion - on the bicycle lanes!
-making the traffic environment more calm and friendly
-and making the crossing of streets much safer
- sidewalks and bicycle lanes are taken across all sidestreets. This makes room for street trees, benches, kiosks - and generally makes the city more comfortable and people friendly!
However, such fairy tales does not apply to cities in Australasia,
Melbourne, - 3 mio. Inh.
Effective city planning has been almost unknown in Melbourne for at least 30 or 40 years.

For the ordinary Melburnian that means our city has been progressively destroyed. It no longer contains the attraction and charm it once had.

To the city retailer — ever-ready to adapt to new circumstances — it means expensive expansion into the suburbs to chase the customers who no longer visit the city.

The tourist is left with the half-truth — well, quarter-truth — of a "Paris end" to Collins Street, and the reality of just another little Chicago. And that could be unfair, because Chicago is a relatively attractive city.

Property developers and investors, who are mainly the large insurance groups and banks, have simply fulfilled their obligations to their shareholders to make bigger and better profits.

As a result, the city has reaped more rates, which increase at a similar ratio to the size of each new building.

So our planning body, Melbourne City Council, is also a beneficiary of its laissez-faire approach to new development — committees, Strategy

An empty, useless city centre

ARCHITECTURE

Norman Day

city, empty and useless except during office hours.

Our planners lack the courage to bring the city back to life.

Last week American architect Japelin Robertson spoke about his experiences as city planner for New York City.

Mr. Robertson spoke of bonuses for incorporating shopping blocks, theatres and apartments housing into new, office developments.

New projects, he said, are enmeshed into the city fabric through an insistence on connecting tunnels, shopping malls and underground arcades to link buildings, streets and metro stations.

There are planning bonuses in New York to encourage retention of historical buildings.

New buildings include mixed functions of arcades, shops, cinemas, offices and top-floor apartments, all in the city centre.

New York has had success with the creation of malls and redirection of traffic. Compare that with the dismal blipom in Bourke Street.

Melbourne's heritage of north-south lanes and arcades — for example, the Block and the new City Square arcade — should set the pattern of future development.

Our planners should be reaffirming the notion of Melbourne as an arcaded city instead of allowing architects to allocate useless, wind-swept forecourts.

"For the public use!"

Hiring almost succeeded in casting the Strategy Plan, we should not pin too many hopes on the existing system.

The lessons from New York still remain to

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"The Age"
1980
but when it comes to street life and ambience it has by now a distinct touch of -say- Paris
MELBOURNE City Center 1994-2004

Pedestrian traffic weekdays daytime: +40%
Pedestrian traffic evening: +100%
Stationary activities +200-300%
First Copenhagen-style bike lanes in Australia

30 August 2005

The State Government has announced that it will fund the conversion of the on-road ‘economy’ bike lanes on Swanston Street between Victoria Street at the City Baths to Melbourne University at Faraday Street to a separated bike path between the parked cars and the footpath. The project will cost $550,000 and will be the first Copenhagen-style bicycle route in Australia.

This photo shows a similar treatment in Narre Farimagsgade – a street in Copenhagen. The riders travel between the footpath and the parked cars. The travel lane is to the left of the picture, on the other side of the row of parked cars.(The photo has been flipped horizontally because Danes travel on the right hand side of the road.)
However, is there a use for public space in the present-day electronic world?
THE CLIENT:
A slow, linear, horizontal, max 5 km/h walking creature
Prerequisites for Planning:

- Human Body
- Human Movements
- Human Senses
- Human Interaction
- Human Behaviour
ZZN Geschäfts- und Wohnüberbauung
Zentrum Zürich Nord
EUROLILLE
(Rem Koolhaas)
France
Public Life
- the Soft Ware

Publ.2006
### DESIGNING / DETAILING THE PUBLIC SPACES
#### A KEY WORD LIST

**PROTECTION**
- 1. Protection against Traffic & Accidents
  - traffic accidents
  - fear of traffic
  - road accidents
- 2. Protection against crime & violence
  - feeling of safety
- 3. Protection against unpleasant sensor experiences
  - fear
  - noise
  - pollution
  - dirt
  - dust

**COMFORT**
- 4. Possibilities for WALKING
  - room for walking
  - varying types of aisles
  - interesting facades
  - nodules
  - good surfaces
- 5. Possibilities for STANDING / STAYING
  - attractive edges
  - supports for staying
  - defined spaces for staying
- 6. Possibilities for SITTING
  - zones for sitting
  - primary and secondary sitting possibilities
  - benches, forests

**ENJOYMENT**
- 7. Possibilities to SEE
  - viewing distances
  - interesting views
- 8. Possibilities for HEARING / TALKING
  - low noise level
  - bench arrangements
- 9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
  - facilities for physical activities, games, unfolding & entertainment
  - day & night summer & winter

- 10. Scale
  - dimensions of buildings & space in nature
  - value of the important human dimensions
  - related to sensorial processes & behavior
- 11. Possibilities for enjoying positive aspects of climate
  - sun / shade
- 12. Aesthetic quality / positive sensor experiences
  - good design
  - good colors
Piazza Il Campo, Siena, Italy (14th century)

The Finest Urban Space in the World

- a miracle or straightforward common sense?
Overview of Quality criteria - The Pedestrian landscape

**Campos in Siena**

<table>
<thead>
<tr>
<th>Protection</th>
<th>✓</th>
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<tbody>
<tr>
<td>1. Protection against Traffic &amp; Accidents</td>
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<tr>
<td>- Traffic accident</td>
<td>✓</td>
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<tr>
<td>- Fear of traffic</td>
<td>✓</td>
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<tr>
<td>- Other accidents</td>
<td>✓</td>
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<tr>
<td>2. Protection against crime &amp; violence (feeling of safety)</td>
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<tr>
<td>- Lived in / used</td>
<td>✓</td>
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<tr>
<td>- Streetlife</td>
<td>✓</td>
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<tr>
<td>- Streetviewers</td>
<td>✓</td>
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<tr>
<td>- Overlapping functions - in space &amp; time</td>
<td>✓</td>
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<tr>
<td>3. Protection against unpleasant sense experiences</td>
<td>✓</td>
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<tr>
<td>- Wind / draught</td>
<td>✓</td>
</tr>
<tr>
<td>- Rain / snow</td>
<td>✓</td>
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<tr>
<td>- Cold / heat</td>
<td>✓</td>
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<tr>
<td>- Pollution</td>
<td>✓</td>
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<tr>
<td>- Desease, noise</td>
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<table>
<thead>
<tr>
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<td>- Room for walking</td>
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<tr>
<td>- Untiring layout of streets</td>
<td>✓</td>
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<tr>
<td>- Interesting facades</td>
<td>✓</td>
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<tr>
<td>- No obstacles</td>
<td>✓</td>
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<tr>
<td>- Good places</td>
<td>✓</td>
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<tr>
<td>5. Possibilities for STANDING / STAYING</td>
<td>✓</td>
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<tr>
<td>- Attractive edges</td>
<td>✓</td>
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<td>- Edgeeffect</td>
<td>✓</td>
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<td>- Defined spots for staying</td>
<td>✓</td>
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<tr>
<td>- Support for staying</td>
<td>✓</td>
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<tr>
<td>6. Possibilities for SITTING</td>
<td>✓</td>
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<tr>
<td>- Zones for sitting</td>
<td>✓</td>
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<tr>
<td>- Maximizing advantages</td>
<td>✓</td>
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<tr>
<td>- Primary and secondary sitting possibilities</td>
<td>✓</td>
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<tr>
<td>- Benches for resting</td>
<td>✓</td>
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<table>
<thead>
<tr>
<th>Enjoyment</th>
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<td>7. Possibilities to SEE</td>
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<tr>
<td>- Seeing-distances</td>
<td>✓</td>
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<tr>
<td>- Unhindered views</td>
<td>✓</td>
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<tr>
<td>- Interesting views</td>
<td>✓</td>
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<tr>
<td>- Lighting (even dark)</td>
<td>✓</td>
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<td>8. Possibilities for HEARING / TALKING</td>
<td>✓</td>
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<tr>
<td>- Low noise levels</td>
<td>✓</td>
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<tr>
<td>- Bench arrangements</td>
<td>✓</td>
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<tr>
<td>- Talkscapes</td>
<td>✓</td>
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<tr>
<td>9. Possibilities for PLAY / UNFOLDING / ACTIVITIES</td>
<td>✓</td>
</tr>
<tr>
<td>- Invitation to physical activities, play, unfolding &amp; entertainment - day &amp; night, summer &amp; winter</td>
<td>✓</td>
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<thead>
<tr>
<th>Scale</th>
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<tr>
<td>10. Scale</td>
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<tr>
<td>- Dimensioning buildings &amp; spaces in observance of the important human dimensions related to senses, movements, size &amp; behaviour</td>
<td>✓</td>
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</tbody>
</table>

| 11. Possibilities for enjoying positive aspects of climate | ✓          |
| - Sun / shade                                      | ✓          |
| - Warmth / coolness                               | ✓          |
| - Breeze / ventilation                            | ✓          |

| 12. Aesthetic quality / positive sense-experiences | ✓          |
| - Good design & good detailing                    | ✓          |
| - Views / vistas                                  | ✓          |
| - Trees / plants / water                          | ✓          |
Overview of Quality criteria - The Pedestrian landscape

**Nyhavn, Copenhagen**

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<td>- traffic accidents</td>
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<td>- streetlife</td>
<td>- rain / snow</td>
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<td>- other accidents</td>
<td>- streetwatchers</td>
<td>- cold / heat</td>
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<td>- overlapping functions</td>
<td>- fog / glaze</td>
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<td>- in space &amp; time</td>
<td>- dazzle / glare / noise</td>
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<td>- dimensioning - buildings &amp; spaces in observation of the important human dimensions - related to senses, movements, size &amp; behaviour</td>
<td>- sun / shade</td>
<td>- good design &amp; good detailing</td>
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<td>- warmth / coolness</td>
<td>- views / vistas</td>
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<td>- breeze / ventilation</td>
<td>- trees / plants / water</td>
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In the image, you see a diagram illustrating the various aspects of quality criteria for pedestrian landscapes, with Nyhavn, Copenhagen as an example. The diagram categorizes the criteria into Protection, Comfort, and Enjoyment, each with multiple sub-points detailing specific factors for each category. The diagram is marked with checkmarks indicating the criteria that are met, such as protection against traffic accidents and crime, possibilities for walking and standing, and aesthetics.
Overview of Quality criteria

- The Pedestrian landscape

|-----------------------------|--------------------------|----------------------------------|---------------------------|
| 1. Protection against Traffic & Accidents
  - traffic accidents
  - fear of traffic
  - other accidents
| 4. Possibilities for WALKING
  - room for walking
  - unifying layout of streets
  - interesting facades
  - no obstacles
  - good spaces
| 10. Scale
  - dimensioning of buildings & spaces
  - observance of important human dimensions related to senses, movements, use & behaviour |
| 2. Protection against crime & violence (feeling of safety)
  - lived in / used
  - streetlife
  - streetwatchers
  - overlapping functions - in space & time
| 5. Possibilities for STANDING / SITTING
  - attractive edges
  - Edgeeffects
  - defined spots for staying
  - supports for staying |
| 3. Protection against unpleasant sense experiences
  - wind / draught
  - rain / snow
  - cold / heat
  - pollution
  - dazzle, noise |
| 6. Possibilities for SITTING
  - zones for sitting
  - maximizing advantages primary and secondary sitting possibilities
  - benches for resting |
| 7. Possibilities to SEE
  - seeing-distances
  - unhindered views
  - interesting views
  - lighting (when dark) |
| 8. Possibilities for HEARING / TALKING
  - low noise levels
  - bench arrangements »talkscapes |
| 9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
  - invitation to physical activities, play, unfolding & entertainment - day & night all summer & winter |
| 11. Possibilities for enjoying positive aspects of climate
  - sun / shade
  - warmth / coolness
  - breeze / ventilation |
| 12. Aesthetic quality / positive sense-experiences
  - good design & good detailing
  - views / vistas
  - trees, plants, water |
Kay Fisker Square, main square in new city district

An example of a square in the new town of Ørestad with a very poor rating in most areas covered in the list of quality criteria.
Kay Fiskers Plads, Ørestad, Copenhagen 2005
10.000 m²
Aker Brygge, harbour port district, Oslo, 1985

Brygge Torvet 6,000 m²
Kaj Fiskers Torv

Aker Brygge Torv
Pedestrian traffic:

Kaj Fiskers Torv: 40% more people per day
Kaj Fiskers Torv

Running from A to B

Aker Brygge Torv

Promenading & Sitting
Stationary activities / Sitting, standing and so on:

Aker Brygge Torv: 44 times more “Life” in the space

212 (Average)

5,5

Observations in Kay Fiskers Plads

Stationary activities

<table>
<thead>
<tr>
<th>Time</th>
<th>children playing</th>
<th>Sitting total</th>
<th>Sitting on secondary possibilities</th>
<th>Sitting on a cafe chair</th>
<th>sitting on a bench</th>
<th>standing</th>
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<tbody>
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<td>10</td>
<td>12</td>
<td>79</td>
<td>114</td>
<td>132</td>
<td>276</td>
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<td>11</td>
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<td>79</td>
<td>114</td>
<td>132</td>
<td>276</td>
<td>0</td>
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</tbody>
</table>
Hotel on the Dead Sea Coast, Jordan
Shopping & Leisure Center, Dubai
"City-Sculpture" Tate Modern, London
TAKE A CLOSER LOOK AT HOW CHILDREN MAKE CITIES
PLEASE
Never forget who we are working for!

"the Client"
However, is there a use for public space in the present-day electronic world?
Internet cafe?
(Bogota, Colombia 2003)
Some 10 reasons why a pedestrian & public life policy is needed in the 21 century
Transport dimension

Getting from A to B - simple, cheap, low noise
Work Dimension
compassion for those who have to be on the streets
Sustainability dimension

- sustainable
- cheap
- healthy
- no emissions/pollution
- takes up very little space
- simple infrastructures
- needed for efficient public transportation
Health dimension
Recreational dimension

Urban recreation - where the presence of other people are the special attraction
Urban recreation - where the presence of other people are the special attraction

Recreational dimension
Social dimension

The City as meetingplace!
From the biggest city events to just seeing and hearing other people in the public spaces
People watching
- the number one attraction in any city
People watching - the number 1,2,3...10 attraction in any city
Information & learning dimension
Democratic dimension
”Open Society” dimension
Free speech! -in a privatized world!

1 sq.meter reluctantly set aside (by Courtorder) for Democracy and the right of free speech. (Atlanta Airport, USA)
A heartfelt welcome to a local shopping center (Australia)
Friendly, safe city dimension
Sheer fun dimension
”a general human dimension”
.....Oh, what a wonderfull World!
City Center Car Parking further reduced 1995-2005
PHILADELPHIA, USA
(In 1995 Sidewalk cafés were introduced/allowed in Philadelphia)
Melbourne has seen a remarkable increase in the number of outdoor cafes and cafe seats over the past decade.