

Introduction

Toshio Kitahara:

Thank you for the introduction. My name is Kitahara. Dr. Jan Gehl and Dr. Birgitte Svarre, I'd like to introduce these two speakers to you.

In recent years, in many cities around the world initiative are being taken to revive streets and squares for pedestrians to enjoy the place for interaction and relaxation. Dr. Gehl has been promoting this human-scale urban planning for the past 50 years, both in theory and practice. He is really a leading public space design pioneer in the world.

Dr. Gehl was born in 1936, and in 1960 he graduated from the Faculty of Architecture, Royal Danish Academy of Fine Arts. Upon graduation, he started working as an architect and has been really pursuing what would be comfortable places for people.

In 1965, he stayed in Italy for a long time to study its streets and squares, and in the following year he published three papers describing cities and cities for people and four Italian squares.

As you can well see from the titles of these papers, public spaces and the interaction of human beings with public spaces, from early times he has given a lot of thought to this, and these were three papers that were actually coauthored by his wife, Ingrid. Ingrid is a psychologist, and her perspective to look into human psychology as well as their behavior really offered many revelations to Dr. Jan Gehl who had a lot of doubts as to the functionalism in mainstream architecture in urban planning, so he thought that there may be something different by observing what's going on in the streets and towns, and so his wife's advice really gave a lot of power to his following work.



In 1966 he was invited to become a faculty member of the Royal Danish Academy of Fine Arts, and for more than 40 years he has worked on the theme of human-scale urban planning as an educator, researcher, and as a practitioner. And other than his own school, he has taught in many universities in the United States, Canada, Australia, and Europe.

In 1971, he published *Life Between Buildings*. This book studied how people would behave and have action in towns and cities and how public places or spaces would affect and influence their activities, and would it be a space which would really make people feel comfortable, and the activities to be promoted. And so that was really studied in actual practice. And so the interaction between the cities and people have been deeply pursued, even with the psychology and physiology of people, and this book really has had a big influence on all people who are engaged in public space planning and design, and it indeed a bible for all these public space designers.

His activities are not just limited to Denmark and northern Europe, but as early as the 1970s he was engaged in public space renovation in Canada and Australia, and he has now broadened his activities too all five continents, so he doesn't have much time to spend at home. That's his daily life even now. So when I ask him, when are you home, and that's a question asked by my wife as well, so my wife often asks me the same question.

And vis-à-vis his accomplishments where he received a lot of awards, in 1993 he was awarded the Sir Patrick Abercrombie prize from the International Union of Architects which is the

top prize in the area of urban planning. I'm sorry, my pronunciation was not articulate enough. And in 2000 he founded Gehl Architects as the actual practicing site for human-scale urban planning, and he has retired from professorship at university and is now the founding partner of Gehl Architects.

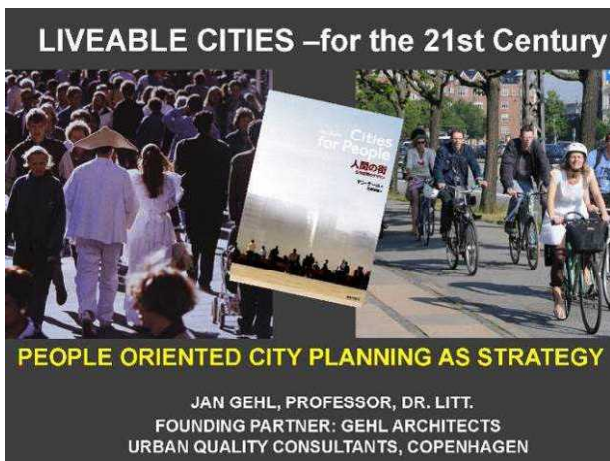
His books include *Life Between Buildings* and *Cities for People*, the two books which were translated into Japanese, and there are many more books in English, and in the following keynote lecture particularly, Dr. Jan Gehl will be providing more concrete examples for human-scale urban planning, and town planning at eye level, this perspective will be elaborated further.

And we have asked Dr. Birgitte Svarre to give a presentation as well. Dr. Svarre studied modern culture for her master's degree and afterwards she learned and studied architecture in the Royal Danish Academy of Fine Arts where she obtained her PhD. She takes a cross-cutting view of the complex situation related to human activities in cities and urban areas, incorporating perspectives of society, environment, and economics. She has been engaging in such research and practice.

Lego blocks are well known in Japan and they are very popular here. The headquarters is located in Denmark in a city called Billund. It's in the middle of Jutland, and Dr. Svarre is from that part of town, and ever since she was quite young, as a child she liked to play with Lego blocks and so she plays with Lego with her three children frequently even to this day I understand. So she is engaged in urban building, city building, both in her private life as well as public life. And since 2008 she has been active as a member of Gehl Architects, and her main role is in cultural analysis of the urban environment. She also coordinates between experts and administrative staff and citizens for educational programs. And she also oversees the publishing activities and teaches at several universities.

Keynote Speech,

Jan Gehl:



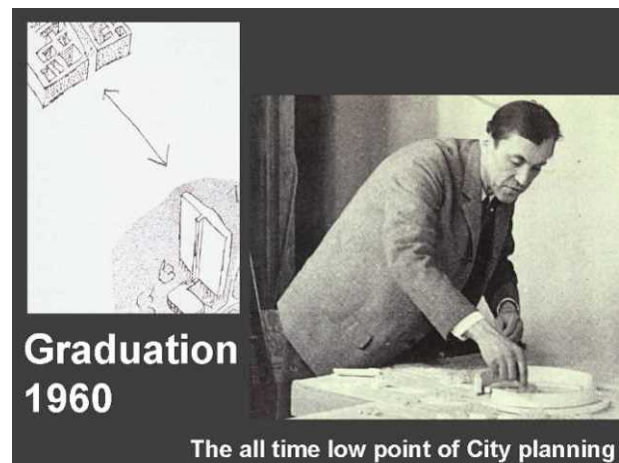
First I would like to thank the organizers for inviting me and Birgitte Svarre to this event. It's a great pleasure and a great honor to be back in Japan where I have spent some wonderful times with friends, and especially with Toshio Kitahara who has translated all my books into Japanese. And thank you also for the very kind introduction.

I will speak about livable cities for the 21st century, and my point is actually, to be seen here, that if we make people-oriented city planning, that's a very good strategy for achieving livable cities. Today cities are increasingly competing with each other on livability rather than on who has the most traffic or something like that, so livability is very much a quality issue, and the people planning is very a strategy to achieve quality in the cities.

Toshio Kitahara, he introduced my life, and actually you stole the first part of my lecture, but it comes here again. I graduated as an architect in 1960, and I was taught architecture in the 1950s and that was very much the time when the modernistic movement was sort of being spread and we were taught about how to make cities by hanging over models and moving around with the objects until suddenly, wow, this is a fine city.



And also, this is a little sketch by Corbusier saying that cities are bad, free-standing buildings are good, no streets, no squares, no more. Now we have grass and we have vertical garden cities.



So I came out of university... Let's see how it works... I came out of university with all these modernistic teachings, and I was just about to be an architect and do this kind of thing.



Then I met my wife and she was a psychologist, and at once we had all these nasty questions in our house, why are you architects not interested in people? Why don't you learn anything about people in your university and your

architecture schools because architecture has an enormous influence on the quality of life of people? And that was the beginning for a long career of mine working in the borderland between architectural planning and psychology and sociology.



And very soon I realized I had to go back to university to learn more or study more, and I had to go there for 40 more years and I made a few books in this period.



And it's very comforting and very, for an elderly person like me, it's a fantastic thought that this little book is now used in many, many countries all over the world and also in many developing countries where these humanistic ideas for city planning are being used.



And I am very proud that all my books have been translated into Chinese.



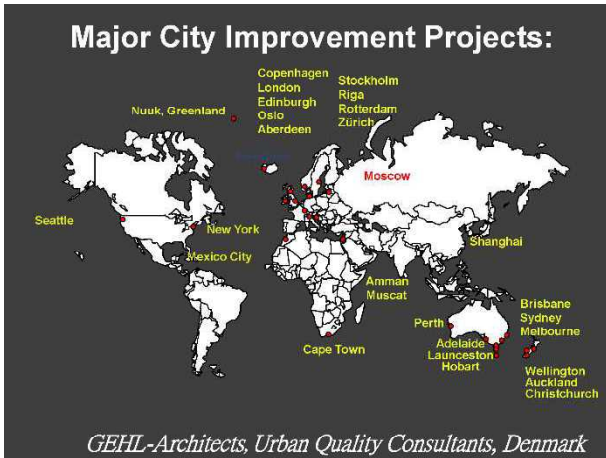
And I know that they are widely spread in China because I've signed them all. It took a long time. What I'm not so happy about is that they never had time to read the books. But maybe given more time they will have time to read the books. We'll see.



Then, after all these years in university where we did studies and research, there were so many mails from cities all over the world coming and saying you can criticize what we are doing but couldn't you come and show us what we should do in our city or in our district, whatever.



And then I was forced in the year 2000 to form the company Gehl Architects where we originally were just two, one of my students and myself, but now we are about 50 people working all over the world.



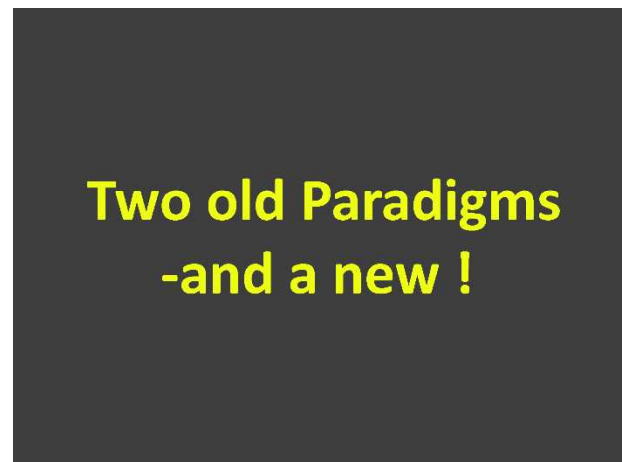
And it shows quite a bit about the enormous interest in the people dimension in architecture, in people-oriented planning and architecture, that in just 14 years we have worked in cities from Greenland to Christchurch in New Zealand, from Seattle and San Francisco to Shanghai, including also New York, Moscow, London. This shows that there is a very, very great interest in the people-oriented architecture, and also there is great criticism of the kind of planning which has been going on in all these years.



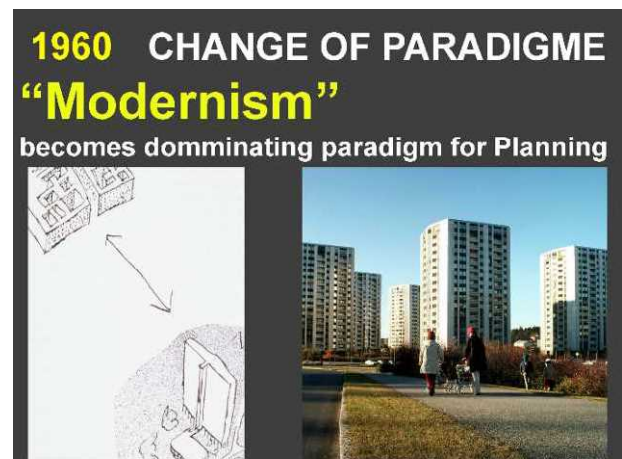
In these many years I've had a very, there has been, there is a foundation in Denmark, the Foundation for the Built Environment, and they have been taking great interest in this people-oriented approach to planning and they have supported us in university. And then when I left university they came again and said, Jan, we would like you to sit down and write and put down everything you know in a book while you can still remember it because they looked at me as if I was very old, which I actually am.

So we put together this one. I said I had no time, but they say,

isn't that a matter of having good assistants, and then they said, here's one million, there's another million, and then I hired Birgitte, who was editor for this book and a number of other great team, and here we are, and I'm going to tell a little bit about what this book is about. And also I'm very proud that it's now available in Japanese and I'm also very proud that it's, for the first time one of my books is out in French, but not in Paris, not in France, but in Québec in Canada. But then they are exporting it to France. Also you can see one of these books is in Greek, and I said, the Greeks came and said, can we publish your book in Greek? I said, no, no, no, no. You have other things to use your money for, don't use your money for my book. And they said, no worry, no worry, the Danish Embassy will pay, so they published it in Greek also. This book is now out in many languages.




What this book is about is very much about the two old paradigms and the new paradigm of city planning.




Of course, as mentioned, we have this old paradigm of modernism which of course comes right back to the '30s and the '20s, but around 1960 it really exploded with the rapid growth of the cities. They needed a smart way of planning and they had the modernistic ideas so they became the dominating planning paradigm, and that has been so for

almost 50 years.


After 1960
Rapid growth, Large units
City Plan Scale
Birdseye view / Aircraftperspective



Site Plan Scale
Rooftop / Helicopterperspective




People Scale
Eyelevel / 5 km/h perspective



What really happened at that time was because of the rapid growth of the cities, the planners went up in airplanes and started to move things around like this, and the site planners, they were flying over in helicopters I think and organizing the objects like this.

If a bunch of professional planners had been asked to reduce life in public spaces – they could hardly have done this more efficiently than already prescribed by the **Modernists !**



And what happened in this period was that nobody was looking after the people scale, where people were. That was an area which was completely overlooked and has been overlooked for many, many years.

I would say that if a bunch of professional planners at any time had been asked to make sure that there was no life in the public spaces, they could not have been more efficient than the modernistic ideas. It's very, very efficient. Nearly everything you can do to make people not want to be in a public space, you can find in the modernistic planning.

1960...CHANGE OF PARADIGME
Carinvasion



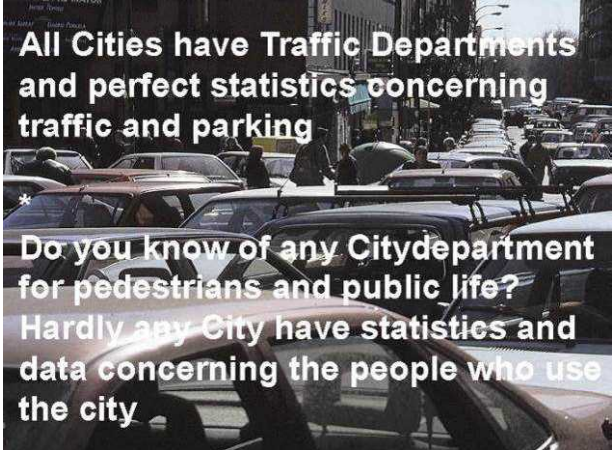
Perth, West Australia



Elsinore, Denmark

The other paradigm which really started in a big way around 1960 was the invasion of the motorcar, and ever since the motorcar started to invade our cities, that traffic and traffic problem has been the major problem and a lot of energy has gone into the traffic situation.

All Cities have Traffic Departments and perfect statistics concerning traffic and parking



*** Do you know of any Citydepartment for pedestrians and public life? Hardly any City have statistics and data concerning the people who use the city**

All the cities I know, they have a very, very good and smart traffic department and they count all the cars every year and they have perfect statistics where everything with traffic is well known.

But do you know of a city that has a department for pedestrians and public life? And do you know of cities that have precise records about how the city is being used by people? For many years that was the case that we knew everything about traffic and nothing about people.



Just another lovely Saturday Morning in Ireland

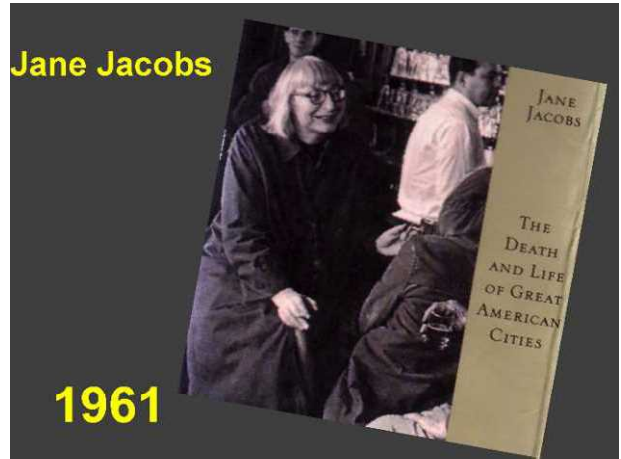
This has been changed, but this paradigm of accommodating the traffic and actually making city planning so that you could make the cars happy has been going on all this time, and gradually we lost a lot of feeling for what is good quality in cities, and in the end we thought that this would be a fine situation here because nobody is killed as far as I can see, so it must be fine.



We forgot how nice it was before actually. And gradually the quality for people was eroded in cities all over the world, gradually, gradually, gradually.



It's of course worse in Romania, in Bucharest, but of course with my book now in Romanian it will be sorted out quickly, I hope.



Jane Jacobs

1961

Already in 1961 Jane Jacobs, an American journalist living in Greenwich Village, she wrote a very famous book, *The Death and Life of Great American Cities*. In this book she said that if we do city planning based on the modernistic principles and the automobile worshipping or the motorists and the modernist, if we use these paradigms for planning, the great cities will soon be dead cities, and she said, look out of the window. See what's happening in the streets and make your cities for people instead of using all these modernistic and car-oriented ideas. She wrote this one in '61 and that was a very famous book but it took a long time before the world really heard this early warning.



It is a fact that in all these 50 years of modernism, ordinary people never liked it very much, and the world is full of these kinds of pictures where you criticize the way cities are being planned.

After 50 years: A distinct change of Paradigm

WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City

But now, and that is maybe the main message in this book, now it's absolutely visible that we have a distinct change of paradigm. Today what nearly all the cities I know are trying to achieve is to make a livable, lively city, a sustainable city, and a healthy city or a city inviting for healthy lifestyles, this thing about the lively and livable city.

Lively, Liveable City



Of course that has very much to do with changes in lifestyles, changes in economy. We have more leisure time now. We live longer. We live more spread out, and we have a more privatized life, but throughout the history of mankind, meeting your fellow citizens in the public spaces has been a major quality and reason for the cities where you could meet your fellow citizens and together you could develop the culture.

So, and also for *Homo sapiens*, the biggest interest in life is other people, and through the modernists and the automobile we have sort of scattered the people, so this element of public space where you could meet your fellow citizens has been diluted, but the need is still there, and we can see whenever we make good public spaces anywhere in the world people come right away because meeting other people is a major need for *Homo sapiens*.

Sustainable City



A good Public Realm is a crucial factor for good Public Transportation

Another thing, which is a newer thing which has come up after the Brundtland Report in 1987, that is an increasing awareness that the major problem for the climate comes from the cities so the cities will have to be much more sustainable. And of course the more you walk and the more you bicycle the better, but also there is a close connection between a good public transportation system. It is needed to have a good public rail because these two things, they complement each other.

Healthy City



Houston er de fedes by
"Houston -the City with the
fattest people of the World"

A third thing which is more and more obvious is that we need to have much more healthy city planning in various parts of the world, especially in America. They have realized that for 50 years they have done everything to make people inactive so you could sit all day behind the computer or behind the wheel in a car and never move at all. We know now that that is very dangerous.

In America more people die now from lack of exercise than die from smoking. And the idea that everybody would take the escalator up to the fitness center three times a week, some people do that, but actually it's not for everyone. So we realize that through city planning we have invited people to be inactive and we know that it's very important that you are

active. If you are one hour active every day you can live seven years longer and have a much better life. And much cheaper for the health system. So that's why many cities now say we'll do everything we can to make city planning which invites people to move naturally, use your own muscles.

**WHO
(World Health Organization)
Global Action Plan
2008**

” – introduce transport policies that promote active and safe methods of travelling to and from schools and workplaces. Such as walking or cykling- ”

We also have the World Health Organization. They have the action plan where they say to all the males of the world, introduce traffic policies so that you work, you walk, and you bicycle in your day-to-day life, you build it into your city planning.



WANTED:

- Lively, Liveable City
- Sustainable City
- Healthy City

Looking carefully after people in city planning will efficiently adress all 3 issues

So we have these new goals in city planning, and actually if we look carefully we can see that if we are careful about planning for people, whether they are walking or public space, public life, or bicycling, this is actually a very efficient way to address, you get a more lively, livable city, you get a more sustainable, and you get a more healthy city if you look after people.

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”**

Are there any cities that have followed this kind of planning? Yes. Certainly there are more and more of these cities, and I'll invite you to one of them, which is my hometown of Copenhagen.

**Copenhagen 1962 – 2012
From traffic place to People Place
50 Years Anniversary**

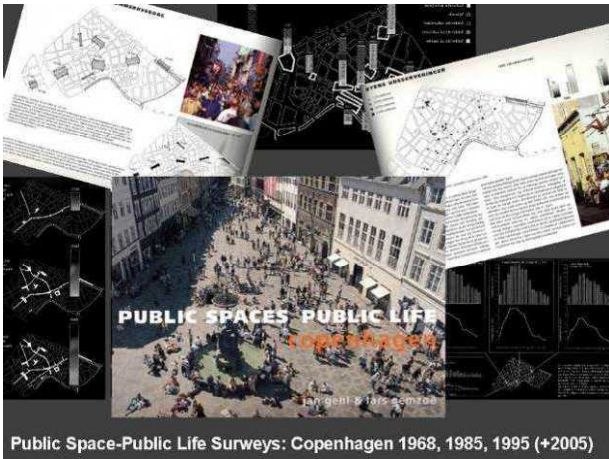


Copenhagen actually started very early to push the cars out of the city center. It is 52 years ago, and nobody believed that it could work to have a people street in Scandinavia. It was too cold and it was against the culture and we were not Italians, we were Danes, and we will never use public space.

**Strøget (main street)
pedestrianized 1962**



Then they put the cars out and the next year we were Italians and we have been more and more Italian in all the years following. So it started very early.



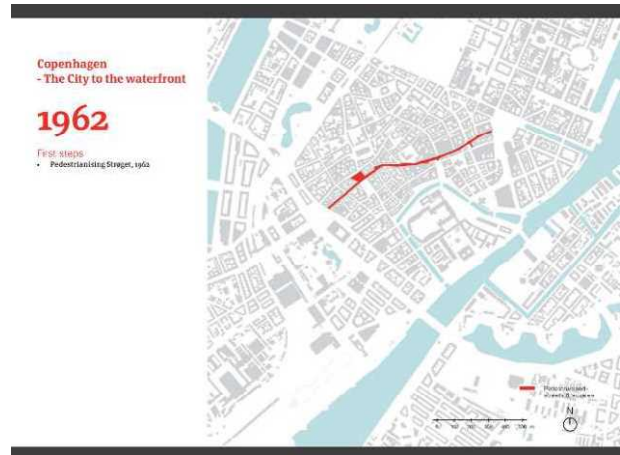
Also, Copenhagen was the first city in the world where the life in the city was systematically studied, and that was studied by some of us people from the university. We studied the life in the city as a research project, but that meant that the city had documentation about life. They could prove that whenever they did improvements for people, there were more people and they were more happy, whatever.

When I resigned from, retired from university, I got this nice letter from the mayor saying if you guys in university had not studied the public life of this city so carefully, we politicians would never have dared to do all these things which have today made Copenhagen the most livable city in the world. So data is very important.

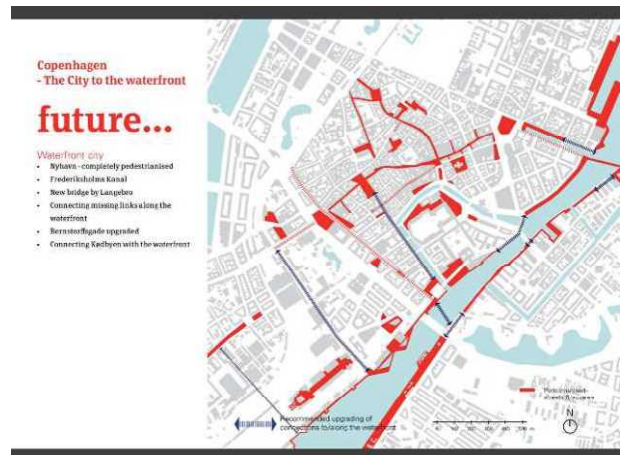


Also in this process, we have seen a change in the character of life in public spaces. If we go 100 years back, most of the things in the streets were things you were forced to do. Everybody had to be on the streets every day as part of their day-to-day life. Now you could easily have a life where you don't go there, but we can see that the people who now are prominent in the public spaces are people who are not there because they are forced to be there but they are there because they like to be there. So we have what we call urban recreation where people sit around and have coffee and look

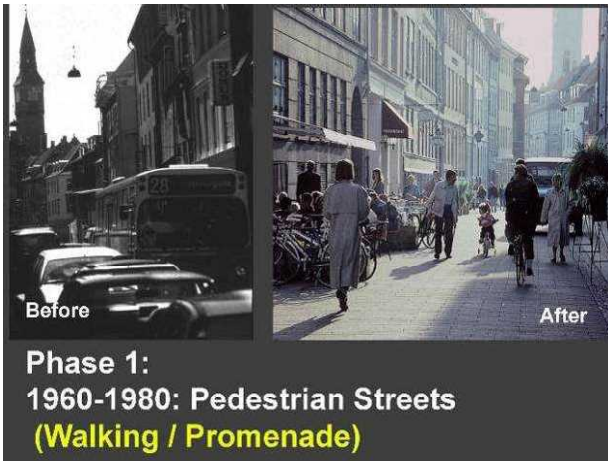
at things, and also we've had this new activity that people do sports and other active things in the public space, and all these things which are not forced upon people but which are voluntary, optional, that forces or we need to have now much better quality in the public spaces or people will not use them. So we have seen this change and also this growing emphasis on the quality of the spaces we make.



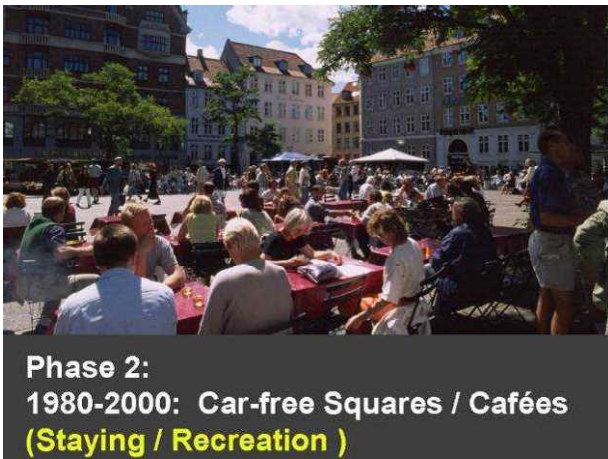
Just to show you the development in Copenhagen, because they started 50 years ago and every year they have added new elements so that the city now is actually quite good.



If we look at the city center it would look like this now. All these spaces are spaces which in the meantime have been operated so they are better suited for people.



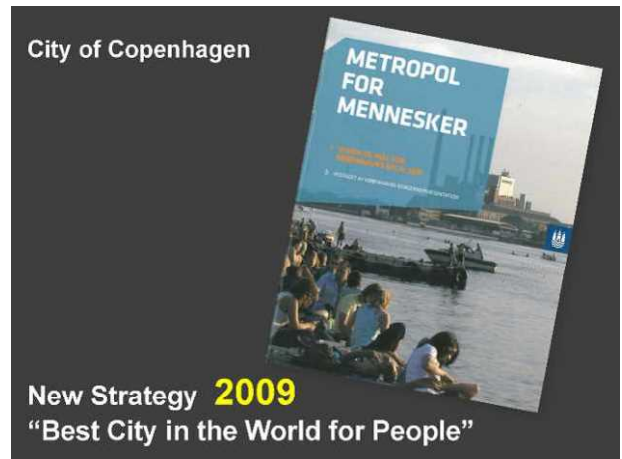
Actually, if we look at it, we can see now that there are three or four distinct phases in this development of public space. The first one was pushing the cars out of streets, so that was something about making the city better for walking and promenading.



The next phase, which was from 1980 to 2000 maybe, then we started to take the parking out of the squares and make good squares, so the emphasis was on staying in the city and enjoying the city and recreation, and that was a time when all the cafés popped up and everybody started to have cappuccino all over the world in the public spaces.



The third phase which is after the year 2000 is increasingly something about playgrounds for grownups, sports, activities, swimming in the harbor, or all kinds of fascinating challenges for people who want to be active. This is the third phase.

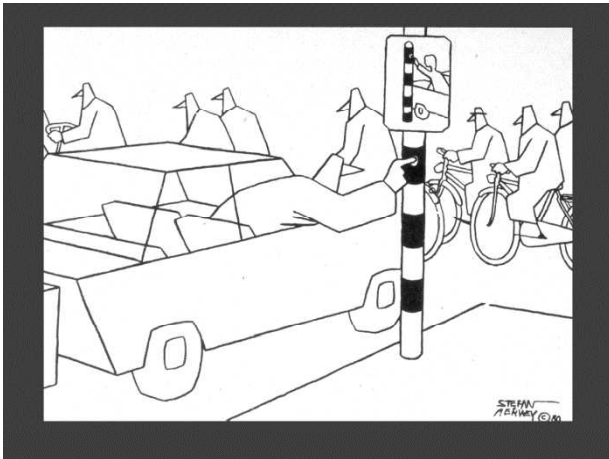


And now Copenhagen, as the first city in the world, they have an official city policy: we will be the best city for people in the world. This is specified in several points. And all the projects now in Copenhagen, they take this one and say, what do you do in your project to achieve this as a best city for people in the world?



And we have now a fourth phase, I would say. That is not only the city center but the whole city, they have this policy,

let's make it better for people, and just one example is how the streets of the city have been treated. They used to be all asphalt for four or five lanes of motorcars. Now the ordinary streets are just two lanes, one in either direction, a good median so it's easy to cross the street, street trees, bicycle lanes, and the keywords for all this, walk, be safe, and enjoy being out in the city.



We have not reached this point yet in Copenhagen.



But what is happening now is also that whenever you have a small street going into a big street, they take the sidewalk and the bicycle lane across, and that in itself is very nice because that means that you prioritize the pedestrians and the bicyclists; they are just as valuable as any guy in a Mercedes Benz. But I heard from my daughter that this is very important because she told me, oh, it's so wonderful this new system where they take the sidewalks across the streets because now my granddaughter, Laura, who's seven, she can now walk to school because she can stay on the sidewalk all the way to school. She doesn't have to cross any streets any more. That is a great difference for a seven-year-old person. So Copenhagen has done a lot for the pedestrians and to invite people to walk.



But also in Copenhagen they've done a lot to invite people to bicycle, and one of the things which you can find in Copenhagen is that they now have a complete city-wide system of good bicycle lanes on all the major streets, there are good lanes, with a curb to the traffic and curb to the sidewalk.



And over the years this has developed into an efficient city-wide transportation system. You can transport everything on bicycles. Every third family with children in Copenhagen, including Birgitte, they have a cargo bike where they can get the kids to school and kindergarten, and the kids like much more to be in the cargo bike than be strapped in the back seat of a car. Also you can transport your bass and cello, fine.

Cello- and bass players cycle



And one of the important things of the Copenhagen bicycle system is that gradually it has become more and more safe, and especially the crossing which is the weak point in the bicycle 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

Everybody can make bicycle lanes but how do you cross streets? In Copenhagen they've done a lot of things with special crossing colors and special lights for bicycles, and a number of other things to make bicycling really nice and safe.



Regulations: All Taxis must provide racks for 2 bicycles

To have a good bicycle system you have to integrate it with other items of transportation. All taxis in Copenhagen must take two bicycles. And in the train they have compartments

now for the bicycles and you can bring your bicycle for free on the trains.



Trains & Metro welcoming bicycles

And that is very nice because then you can bicycle a kilometer to the station and take your bike, and go 20 kilometers and then you can bicycle another kilometer in the other end, and then you have a complete transportation system.

A bicycle culture have step by step been developed Everybody bikes



Over the years, gradually a bicycle culture has developed. Now everybody bikes. The businessmen, the pregnant women, and the children from when they are four or five.

Going to work in the City of Copenhagen



And as it is now, 41 percent of all people coming to work in Copenhagen, they arrive now on a bicycle and only 25 percent

drive a car. That means we have less traffic than any other major city of that size, one-and-a-half million.



Also in Copenhagen now they have an official policy: we will be the best city for bicycles in the world. And then do we have problems in Copenhagen? Of course we have problems.



Major complaint : Serious congestions -on the bicycle lanes

Now the major problem is the serious congestion in the bicycle lanes and everybody is complaining, and what to do about this?



The solution has been just to double the widths of the bicycle lanes on the most popular streets, and it's very good economy to double the bicycle lanes because in the bicycle lanes you can have five times more people than you can in a car lane, so

if there are enough bicycles then it's good transport economy to widen.

So they take the asphalt from the cars, they take another lane from the cars, and give them to the bicycles.



And in the train they have been forced to double the capacity for bicycles, so now the Copenhagen trains look like this.



This is the Danish government. We had a new government a couple of years ago and when they were coming up to the Queen to get the commission to be ministers in the government, they arrived on bicycles. No limousines, no more. I think the next day they were all in limousines but now they were electric limousines. But I think that is a very nice thing when people at the top of society they also show that we have all of us to do something about sustainability in the city.



And who is this lady? It's not my mother. It is the Danish Minister of Culture, and she told me one day that she was going to be in a photo series of cultural ministers of Europe, they should sit on their favorite sofa and read their favorite book. And she said, Jan, I took your book, I took the English version so that people can see all over Europe that we are interested in people in our country. And I think that was a nice gesture of this lady. But this lady also has just published the official Danish architectural policy which is putting people first in architecture and planning, which is a great step forward. The previous one was something about making architecture for export or something like that, but now it's something about being more human in your city planning and in your architecture.



Last year Copenhagen again was the number one city in the list of livable cities in the magazine *Monocle*, and actually this year it was also No. 1, and I think that all this work for people on the sidewalks, public spaces, and bicycle lanes is very, very important for being a livable, lively city.

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”

Are there other cities that have the same kind of policies? Yes, by now there are more and more.



And I will invite you to the city of Melbourne which is 3 million. It looks like an American city or any colonial city from the air, but down in the city they have seen enormous changes.



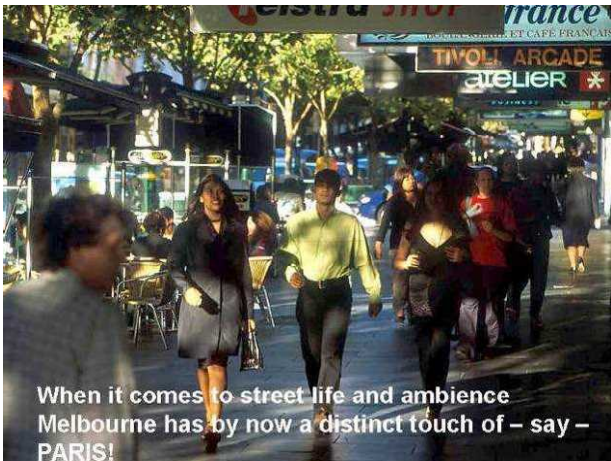
Melbourne was famous for being absolutely dead and dull. It was an empty and useless city center. There was nothing going on at night or on the weekends. It was called the donut. They decided 25 years ago to do something drastic to invigorate, reinvigorate Melbourne to make it a lovely city for the Australians in the state of Victoria, and they have been very successful.



I know it because I have been and Gehl Architects have been involved throughout this process as advisors, just as we had done in Copenhagen.

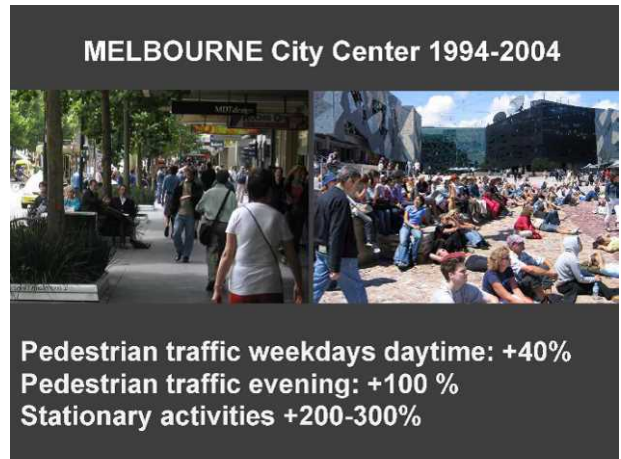


And there have been miracles in Melbourne because they have had a very strong city architect and they made this decision, in Melbourne we walk, and to make sure that you feel that you're invited to walk, they widened all the sidewalks, they put granite on all the sidewalks. They put trees so you are shaded. They have the best urban furniture program I've seen in any city.



And when you go down to Melbourne now, it's by far the best city in Australia, and it's by far the best city in the southern hemisphere I would say. And going there you feel that you

are in Paris, but the weather is much better in Melbourne, so actually it's quite nice.



We've also found that there are many more people now using Melbourne and that all the economic factors are up. If you are sweet to people in the 21st century it's good for your economy.

First Copenhagen-style bike lanes in Australia
30 August 2005



What are they doing now? They are doing a bicycle system like in Copenhagen, and Copenhagen style means that the parked cars protect the bicycles instead of having the bicycle protecting the parked cars. So if you don't know what to do, move to Melbourne. It's very good advice.

SYDNEY – A GREAT CITY FOR PARTIES & SUMMITS



Are there other cities? Yes, we could mention Sydney, and I will go very quickly through Sydney.

..... BUT NOT SO GLORIOUS FOR THE EVERYDAY LIFE



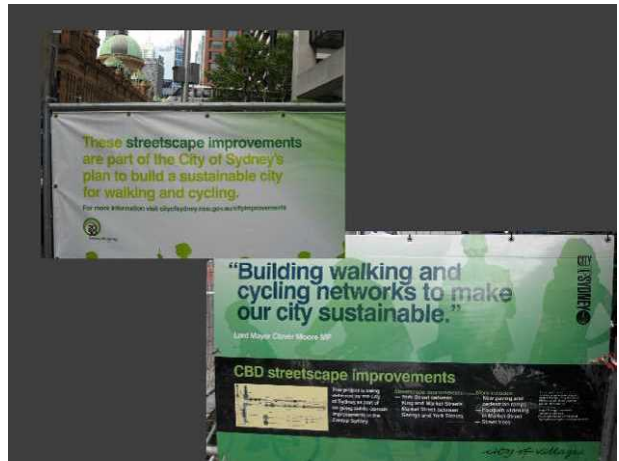
Sydney started later than Melbourne and Sydney has more to go because the city center in Sydney is really not very attractive.



There is a big plan now for improving Sydney and the cars are coming out of the main street, light rail is coming in. And they have a very ambitious program of bicycle lanes all over the city.



And maybe they haven't done so much in Sydney but they are so good in printing posters so the whole city is full of posters saying we will do something for the climate, we shall walk, we shall bicycle.



So whenever you go around in Sydney you can see all these signs, we are building for walking and bicycling to make the city more sustainable, and I think it's an excellent idea to tell the population why you are doing these things and what the goal is.



What we have found in all these cities is that it is a very, very important tool to have figures, to make surveys of the people to know about how the city is being used by people, and then

you can start to discuss how we can improve it. So in all these places they have carried out these kinds of studies.

WORLD'S MOST LIVEABLE CITIES, MONOCLE 2014

1. Copenhagen	6. Vienna
2. Tokyo	7. Zurich
3. Melbourne	8. Munich
4. Stockholm	9. Kyoto
5. Helsinki	10. Fukuoka

If we look at the most recent list of most livable cities in the world, in *Monocle* 2014, you can see that Copenhagen and Melbourne are right in the top, but Tokyo has come in as No. 2. It has stepped up from No. 4 last year to No. 2 this year. Maybe next year, my friends, we will see. But there is a very interesting pattern here that many of these cities actually have done these studies of people and have documentation about the life in the city, not only about the traffic in the city.

Another interesting city which has such a plan is New York, and that was introduced by Mayor Michael Bloomberg in 2007 where he made his famous plan for the traffic in New York, and the purpose was, he promised everyone in the world we will make New York the most sustainable metropole in the world, and we will have only a few years while I'm still in office to do it, so they worked very, very fast in New York.



The first thing they did was they sent the mayor, the transportation and the planning mayor, they were sent to Copenhagen to study and we gave them some bikes and we could not get the bikes away from them.



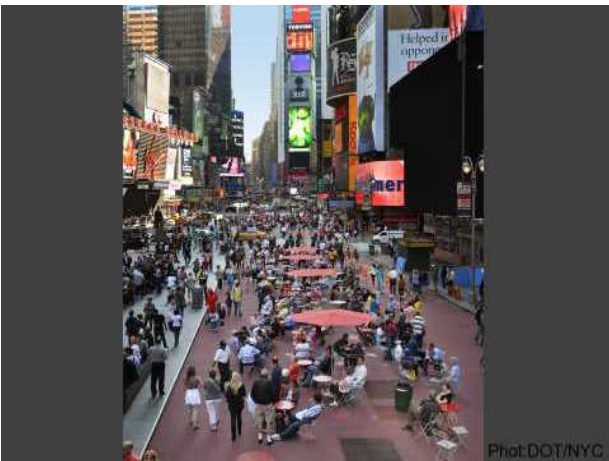
And they bicycled all over and said in the end, we want a city like this one, and then they started in New York with this very ambitious plan of putting 5,000 kilometers of bicycle lanes into New York. They said, we are basically flat, we are very compact, and we have wide streets, so it would be the perfect bicycle city.

So the mayor said, I don't want you to take your cars into the city at all. But what you can do is take the subway, we widen the sidewalks, and also we put in bicycle lanes so you can take your bicycle.



Another action of the New York plan was to make much better public spaces so that people could start to enjoy life in the city and not just go from the subway to the office. And they realized that there was hardly a bench in New York and there was hardly a sidewalk café in New York, and they wanted to have a Champs-Élysées like in Paris, they wanted to have squares like in Rome, whatever, and then they looked at the map, and then one of the things they looked at was Broadway. We could make Broadway into a fantastic boulevard, and then we actually in the process we started to discuss, couldn't we close Broadway to traffic? It appeared that all the important places where there were lots of people in New York were on Broadway where it crossed the major avenues.

So in 2009, in the spring, Times Square was looking like this, and later, let's see what happens.



Oh, my dear, I think your transformation has been too fast. There was supposed to be a picture here of the same but full of people because they closed Broadway in a number and all the squares, Times Square, Harrow Square, Union Square, Madison Square, and the moment they closed it, people came streaming in and started to sit and enjoy New York, so they were very Italian in New York the moment they were given

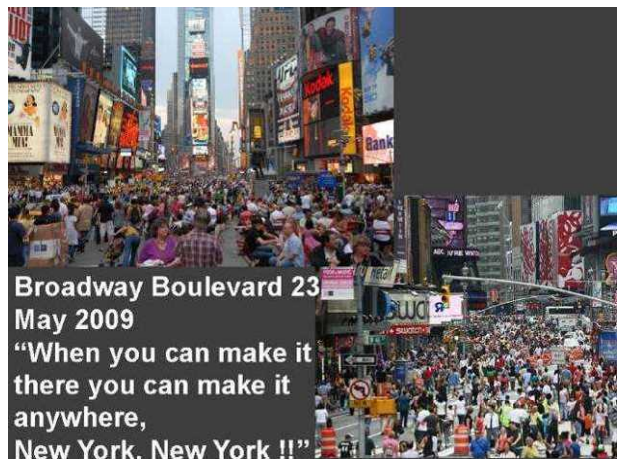
the space. The mayor said, this is an experiment, don't worry, I'll only do it for half a year. Half a year later he came and said, experiment? It's not an experiment any more. It's the biggest success in recent American planning history, the closing of these squares, and giving them from traffic to the people.



Interesting. Well, now Times Square is used for a lot of funny things, like a yoga class here.

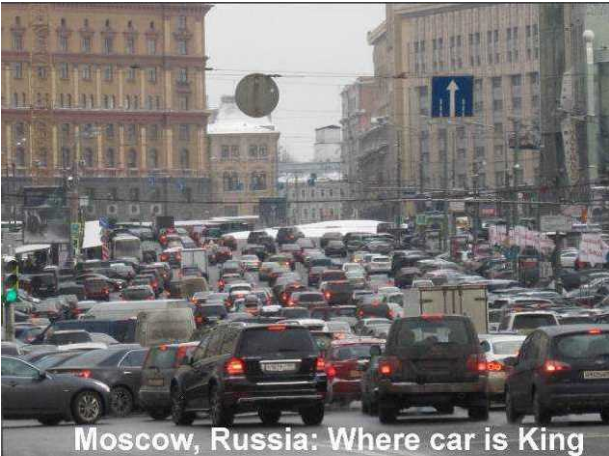


And also in the *New Yorker* magazine they've taken the idea of recreation in the city a little bit further and have suggested that maybe they bring in the prairie and the puppies on ox to have a good recreational place in Times Square.



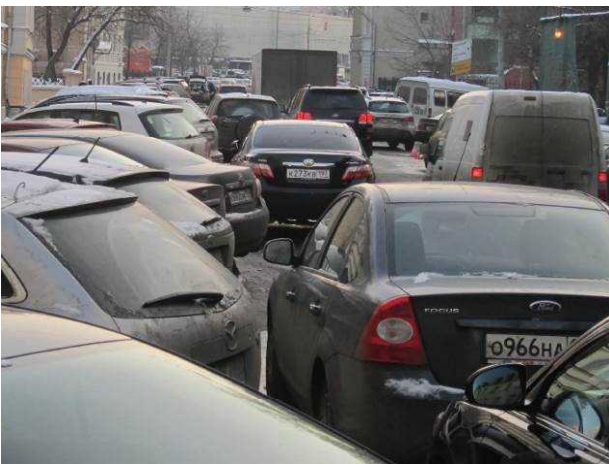
So there is this song which Frank Sinatra sings about

Broadway, if you can make it there, you can make it anywhere. Tokyo, Tokyo. Oh, New York, New York. But anyway, if you can make it there, you can make it anywhere.



Moscow, Russia: Where car is King

This was heard in Moscow where they thought they had a little problem, and they have a little problem in Moscow because I think it is generally believed that freedom from Communism is the right to park your car everywhere, and really Moscow has been completely swamped with traffic, and you can see scenes like this one.



All of them are from 2011. This is an ordinary nice street in Moscow.



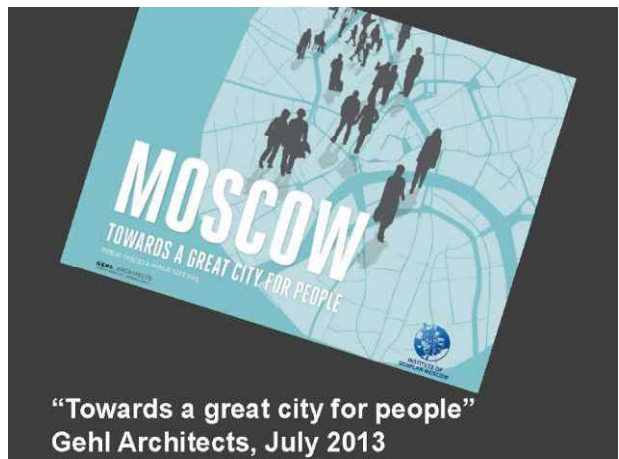
This is a nice little pedestrian crossing where you can train your slalom.



And this is main street Moscow, where, because they had not enough parking space, they started to park on the sidewalk and then people on main street had one meter left for walking, and actually really appalling conditions for people.



In Moscow they started to say, how many books have you written? And I said, yes, yes, I've written three of them. We'll publish them. And they were published in three months by the city of Moscow. That's their seal in the corner, and I forced, I made sure that they had time to read them, and the man who is not so happy in the corner, that's the Danish ambassador.



But actually it led to us, Gehl Architects, being commissioned

to do a study of the situation for people in Moscow, and that was finished by 2013.



But already in the process I was invited to visit the mayor of Moscow, and he would say, Jan, what will be in your report? And I said, maybe it's not so good an idea to park on the sidewalk on main street Moscow. Hm, you will write that? Yes, I will. And then I came back, two months later there were no cars on the sidewalk anymore because they have very efficient democracy in Moscow.



And then if you forget the car, they also have very efficient parking rules now, so your cars are picked up and taken directly maybe to Siberia.



I don't know. So you think they are very rude and brutal in Moscow, but look at this one. This is from Lithuania, Vilnius, where the mayor is trying to demonstrate that he doesn't want people to park in the bicycle lanes, so they only do it once and then they don't do it anymore.

But in Moscow we have now what I call the miracle of Moscow.



In 2011 you had this situation, and one-and-a-half years later, the grey street had become a green street.



Instead of cars you have all the way on main street you have benches and all the advertisements in the air have come down so now you can see the Kremlin in the distance, and I really think it's the most fantastic transformation of any city I've seen and in just one-and-a-half years.



And they are going on, and these are some pictures I just received, how it looked in 2012 and how it looks now, 2014. How it looks in 2012 and how it looks in 2014.



Mayor of Moscow Sergei Sobyanin

So I will end by saying I think we have come really a long way from 1960 and the introduction of modernism and motorism and the warning by Jane Jacobs saying if we follow that route, the cities would be dead and unfriendly for people. We've come a long way when even in Russia and in Moscow we can have the mayor of Moscow at a conference talking at length about the importance of having livable cities in the nation of Russia.

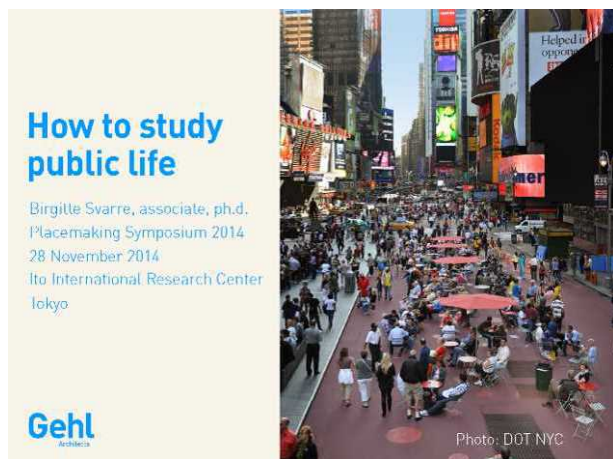


And I will end here by welcoming all of you to the 21st century because so many things are changing now. We have a new paradigm. Good luck with your work. [applause]

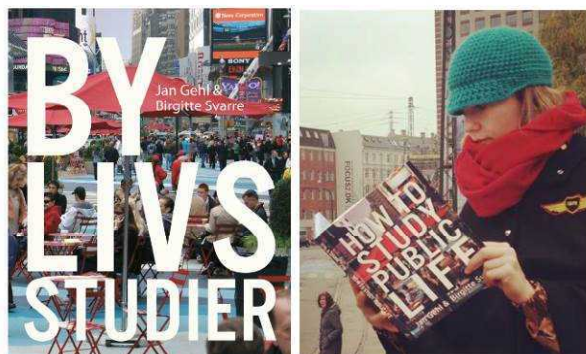
Short Presentation

Birgitte Svarre:

Birgitte Bundesen Svarre: Thank you so much for inviting us and for inviting me. It's really a great pleasure to be here. It has been fantastic. This is my first time to Japan and to Tokyo, so it has been fantastic to see just a little bit of your city, some really wonderful neighborhoods, and it has also been fantastic and very inspiring to talk to at least some of you, and it's very interesting what is going on these years in Tokyo I think.



So Jan has already talked some about how you can study public life, how you can document it, and I will talk a little bit more with this book that we wrote together last year, *How to Study Public Life*, which will also be released in Japanese this coming summer as we heard. So we really look forward to that as well.



Gehl and Svarre, "How to study public life", 2013 (Island Press)



And this book has been written to give the tools of how can you do this, how can you go out and study public life, and the whole point of the book is to give inspiration, but it's not to say that you have to use exactly this tool or the other tool: it's to say that this is inspiration to make people visible. So the interesting part is not necessarily which tool, is it this or the other, but it's the part that's about the approach, that you go out and make people visible in cities.

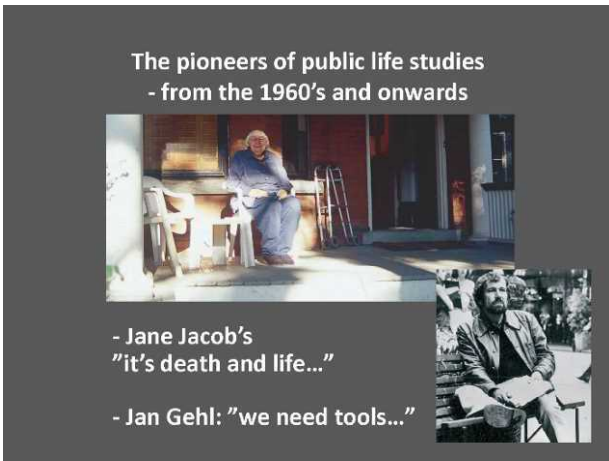
Times Square, New York: From traffic space to people place



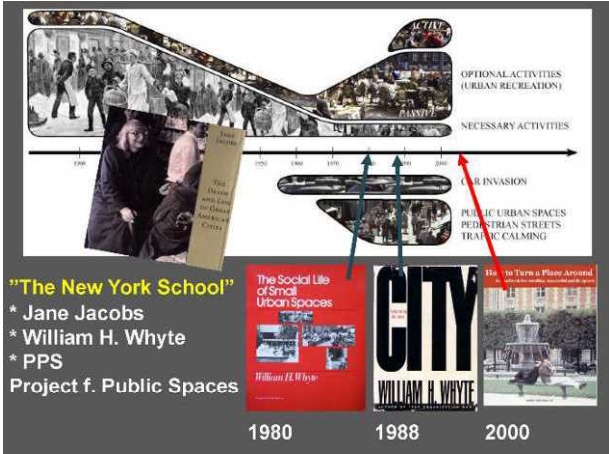
Think back five years; nobody would have dreamt of turning Times Square into a people place rather than a traffic space. Public life study was a key part of the process that enabled it to be realized so successfully.

George Ferguson, PPRIBA,
Mayor of City of Bristol, UK

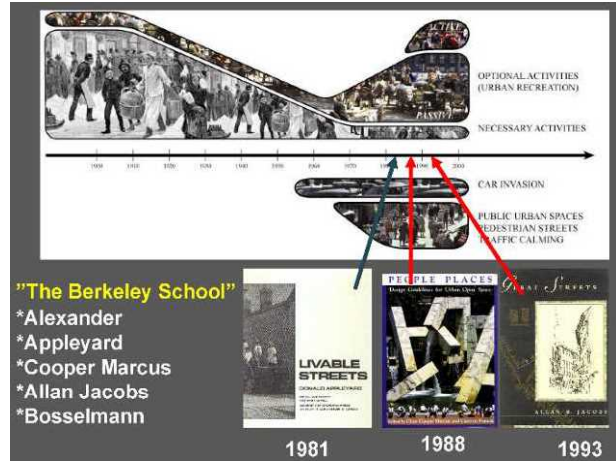
And this has also been done, and this I think I must have stolen maybe the image from you, Jan. This is the picture that you looked for. So this is New York after, Times Square in New York, where you can see that they also used these tools. And this is a quote from the forward in the book by Mayor George Ferguson, who is the mayor of Bristol, but also former president of the architectural association in the UK, and he states that, and I think we've heard that from a lot of people, how amazing it is to see these changes in New York, in Times Square. He says, just think back five years and you wouldn't have imagined this change, but it's there, and part of this has been this documentation and the use of public life studies to make people visible, to have a look, to have this new approach where it's also about the people.



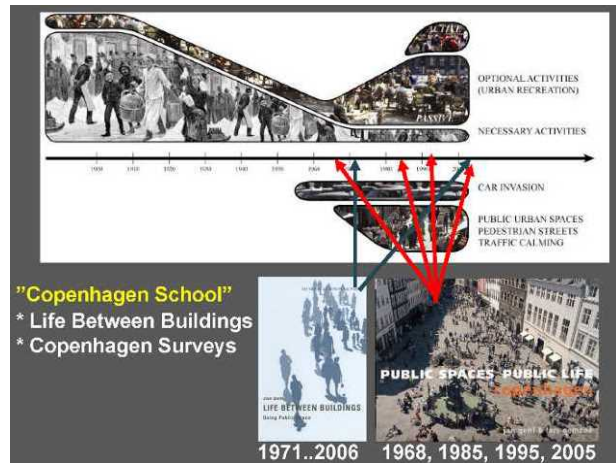
And it didn't start five years ago, as you also heard. It started way back in the '60s when Jane Jacobs from New York in Greenwich Village said, stop, there's something terribly wrong, you're destroying the cities, the modernists and the motorists, it's now it's death and life. So that was like the voice, but then some other people came along and said, well, we also need some tools, and that's really the people, the pioneers of the public life studies, that we gather together in this book, and also describe it's not only Jan and a few other colleagues, it's actually quite a few people who have worked within this field.



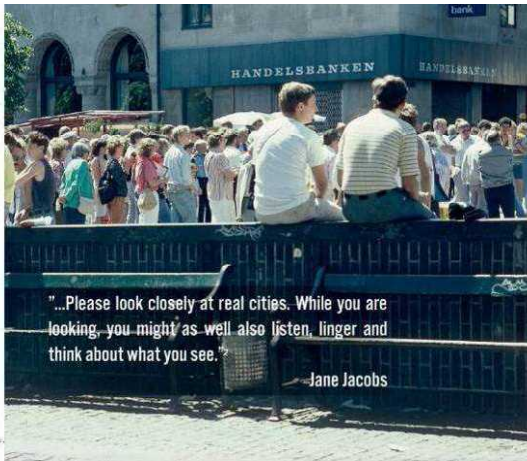
So they said, well, we need some tools, and these are some of the people who have worked to create these tools. Jane Jacobs as sort of a mother figure, and then also William Whyte, Holly Whyte from New York, and the Project for Public Spaces. And what we've done, we've collected these people, these pioneers of public life studies, their work, which is still really inspiring to read also today and more relevant than ever maybe, and then we've grouped them in schools, so this is what we call the New York School of Public Life Studies.



And then on the west coast we also have the Berkeley School with people like Peter Bosselmann, who I know is familiar to some of you, and Allan Jacobs, Clare Cooper Marcus, and also Donald Appleyard and Christopher Alexander. So really a lot of people have worked with these issues. Some of them like Clare Cooper Marcus has a special focus on women and children, what we can do for them in public spaces. So this is really a broad field that has been worked across the continents over the years.



And then of course the Copenhagen School as we call it, with Jan Gehl and other good colleagues such as Lars Gemzøe and others. And then in 1971, the classic book that it is now today, with the principles came out, Jan's work where he wrote down about this *Life Between Buildings* the principles for it. And then these studies, Jan also mentioned them, continuously studying the public life, documenting it in Copenhagen to see the development also historically in a bigger perspective.



And a quote from Jane Jacobs because this is what it's really about, what we encourage to do, this book, to go out in the city and see what works, what doesn't work. Sometimes we are stuck at our desk with our plans and so on and it becomes very abstract, but really to go out and learn from what works and what doesn't work out in the city, to learn more and study more systematically, and also ask basic questions about who uses it and what time of the day and so on, really those fundamental questions.

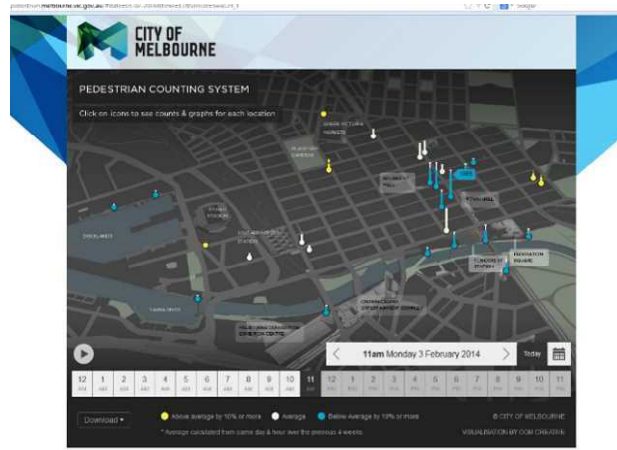


Make people visible by

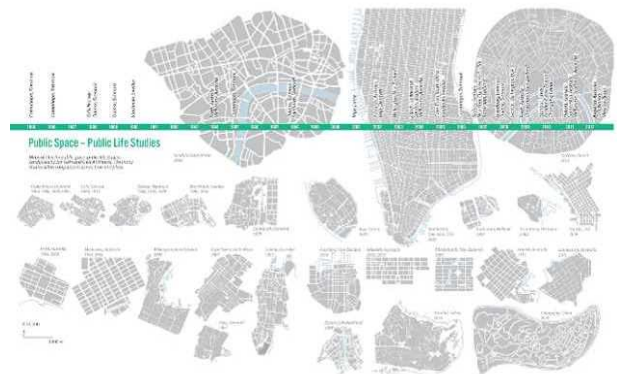
- Counting
- Plotting on a plan
- Tracing
- Tracking
- Look for traces
- Foto documenting
- Diary
- Test walks

And these are just some of the ways you could do it. You can go out, you can count people, how many people are walking in this place or the other of the city. You can go out and make tracking of people's movements and you can see where they are standing and so on. You can document a lot with photos as we've also seen today, and you can also look at the small details. Do a journal or something like that, to see, to really study the small details that can make a big difference.

So really the point is, and I'm not going to go into too much detail about that, but the point is to go out there and learn more. That can qualify the design, the programs, but it can also qualify the debates because we get a more concrete documentation, a point of departure to discuss and prioritize from.



And then of course, and we do not write too much about that, but there are also new methods, new ways of doing this. You can also use GPS tracking and you can get data in news ways, like here in Melbourne where they have online data of pedestrian movements 24/7 all year and you can go online and see where are people staying and walking in Melbourne. And of course this is fantastic and something we should use but we want to stress that that's not the only answer because here it's also important that you remember those questions about you have a lot of data but really who is it for and so on, like the bigger questions, what is it we're looking for? So the important part is really what we use this for, that we use it for making cities better for people.



And Jan mentioned some of the cities that he and Gehl Architects have worked with over the years. So it's really tools that could be used all over the world. It's not just in one context or the other, and of course you can always attach them to context. So it has been used, as you can see on these maps, in London and in New York and Moscow and so on, and Jan already showed you some images, so it's really usable across disciplines, across continents, and also in debates with politicians for instance you can use this.

Public space public life studies Copenhagen 1986, 1986, 1996, 2006



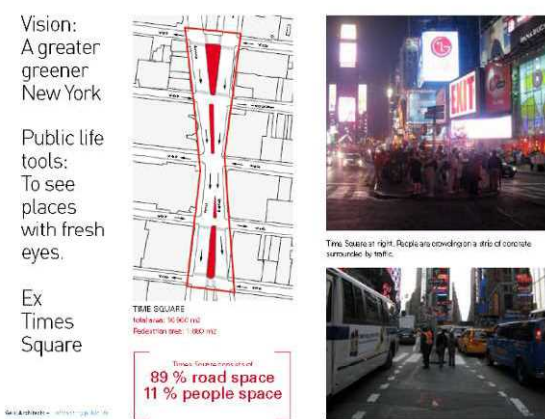
And that's how it has also been used in Copenhagen. Here you see the documentation continuously, systematically, documenting public life, where people are staying, how many more, after ten years are enjoying life in the city, and so on.

Public life studies as a political tool

"Without the public life studies from the School of Architecture, we politicians wouldn't have had the courage to implement the many projects to increase the attractiveness of the city."

Bente Frost, Mayor for Building and Construction, Copenhagen 1994-1997

And that of course, as we heard, is important for politicians to give them the courage to move on and also to say this is actually, we are actually doing something good and it's not just a hunch, some kind of feeling in the stomach, it's actually something where we can document it. So it has been used in Copenhagen and in other cities as also a political tool.



And this is just to expand a little bit on the New York example because, as you saw, Mayor Bloomberg, he had that

vision of the greater greener New York, and this way of working, the public life studies, was also a way to have a different look at the city, for instance Times Square, where if you look at the square before there was almost 90 percent laid out for cars, road space, and then only 10 percent for people. And then you can turn the numbers around so actually only 10 percent of the people were in the cars, whereas 90 percent, you can see them up there, maybe you have even tried it, they are in there, standing and waiting to cross because of all the cars going back and forth on Times Square. So that was the situation.

And when you do it like this it becomes a matter of, is this really how we want it? Or would we like to make some changes? We want it to be differently the set in New York, we want a city for the 21st century, and we think it's ready for change. So this helped bring about that change, and also documented as Jan showed.



So again, this is before, and this is then how it looked in the summer of 2009, and then importantly enough to be able to document that this is actually good, more people are staying and so on, you can see it, but also documenting that it's also good for business, and that's also important because there can

be a lot skepticism when you do these things and then it's important to be able to actually document that it works.

DESIGNING / DETAILING THE PUBLIC SPACES
A KEYWORD LIST

PROTECTION	1. Protection against traffic & accidents - safe, unobstructed, clear of cars, other vehicles	2. Protection against crime & violence (feeling of safety) - clear, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	3. Protection against unpleasant noise experiences - low noise, low traffic, low density, low speed, low volume, low glass, noise
	4. Possibilities for WALKING - open for walking, unobstructed, clear of cars, other vehicles, good surfaces	5. Possibilities for STANDING / SITTING - attractive objects, clear, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	6. Possibilities for SITTING - diverse seating, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves
	7. Possibilities to SEE - seeing distances, unobstructed, clear of cars, other vehicles, good surfaces	8. Possibilities for HEARING / TALKING - low noise level, clear, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES - diverse, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves
ENJOYMENT	10. Scale - diverse, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	11. Possibilities for enjoying positive aspects of climate - diverse, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	12. Aesthetic quality / positive noise experiences - diverse, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves

And then I want to give you one more concrete example of a tool, and I think you have it on your piece of paper, even in Japanese. You can find it in the book *Cities for People*, and this is called the 12 Quality Criteria. And I would say to you that this is something that you should take home and then I would say please try this at home. Please go home if you have a project or go out in the city and then evaluate spaces, places, it could be a street, it could be a neighborhood, with these quality criteria.

You can see for yourself and read for yourself today or when you get home the details of these criteria, but I'll just take you through them quickly.

So the first three ones are about protection, and then you have a middle section about comfort, comfort for people, and then the third part, the final part about enjoyment.

And these principles, these quality criteria are also described in the book and how they gather a lot of the knowledge that Jan and others have gathered over the years from starting really systematically and for days and so on and weeks and years, these public spaces and what works and what doesn't.



And when you look at the space, this is probably the finest urban space in the world. If you haven't been there, I highly recommend you go there, in northern Italy, in Siena, you have the Campo, it's a fantastic space. And then one might say, maybe it's just accidental that it's like that.

Overview of Quality criteria -The Pedestrian landscape

Campo in Siena, Italy

PROTECTION	1. Protection against traffic & accidents - traffic, accidents, flow of cars, other vehicles	2. Protection against crime & violence (feeling of safety) - clear, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	3. Protection against unpleasant noise experiences - low noise, low traffic, low density, low speed, low volume, low glass, noise
	4. Possibilities for WALKING - open for walking, unobstructed, clear of cars, other vehicles, good surfaces	5. Possibilities for STANDING / SITTING - attractive objects, clear, unobstructed, well-lit, visible, transparent, open spaces, no alcoves	6. Possibilities for SITTING - diverse seating, attractive, comfortable, sunny and sheltered, unobstructed, well-lit, visible, transparent, open spaces, no alcoves
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But when you look at these quality criteria that you now also have in front of you, it's probably not a coincidence, because here you have basic human needs, you are protected from traffic, it's a safe place, it's also a place where you can easily walk, you can stand, and you can see people, but you can also sit down for a short while or for a longer while, you can be active, you can play, and so on, there's a lot of kids playing in this square at all times, you can hear people, you can talk, and so on.

And then there's also the tenth quality criterion about scale. This is designed in the right scale, in the human scale, and you can also enjoy the nice climate. It's designed in a way that profits from the climate of that place.

And then the twelfth about the aesthetic qualities, it's also positive.

And when you then look at other spaces to see is it then accidental.No?

Overview of Quality criterias
-The Pedestrian landscape

Nyhavn, Copenhagen



P R O T E C T I O N	1. Protection against Traffic & Accidents	2. Protection against crime & violence (feeling of safety)	3. Protection against unpleasant sense experiences
	4. Possibilities for WALKING	5. Possibilities for STANDING / STYLING	6. Possibilities for SITTING
	7. Possibilities to SEE	8. Possibilities for HEARING / TALKING	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
	10. Scale	11. Possibilities for enjoying positive aspects of climate	12. Aesthetic quality / positive sense experiences
C O M F O R T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
E N J O Y M E N T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓

If you look at a place like Neuhaus in Copenhagen, it also lives up to these 12 quality criteria.



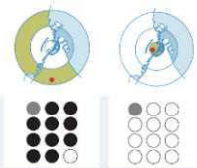
Area in Copenhagen with and highest residence prices
- And with highest concentration of Architect families

P R O T E C T I O N	1. Protection against Traffic & Accidents	2. Protection against crime & violence (feeling of safety)	3. Protection against unpleasant sense experiences
	4. Possibilities for WALKING	5. Possibilities for STANDING / STYLING	6. Possibilities for SITTING
	7. Possibilities to SEE	8. Possibilities for HEARING / TALKING	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
	10. Scale	11. Possibilities for enjoying positive aspects of climate	12. Aesthetic quality / positive sense experiences
C O M F O R T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
E N J O Y M E N T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓

Two public spaces in Copenhagen

Kay Fisker's Square: 8,000 pedestrians per day.
Open, windy, large scale
Benches and café chairs: 0
Average number of people present: 19

Strædet: 8,000 pedestrians per day.
Nice micro climate, human scale
Benches or café chairs: 372
Average number of people present: 259



13 times more people on the high quality public space!



Kay Fiskers Plads, Ørestad, Copenhagen Strædet, Copenhagen

If you look at one of the most popular areas in Copenhagen, also for architects, even though it doesn't look like something from an architectural magazine on aerial, it's a really nice place at eye level and lives up to all these criteria.


And then we've compared different examples of spaces, and as you can see on the right-hand side you have a really nice place where a lot of people choose to sit down and enjoy themselves with a light atmosphere in the center of Copenhagen, and it lives up to all the quality criteria, and then on the left-hand side you have a space where you have just as many people passing by but they run as quickly as they can from the metro and then over to the shopping mall. There are no possibilities, no invitation to sit down and so on, so they just run as fast as they can.

12 quality criteria

P R O T E C T I O N	1. Protection against Traffic & Accidents	2. Protection against crime & violence (feeling of safety)	3. Protection against unpleasant sense experiences
	4. Possibilities for WALKING	5. Possibilities for STANDING / STYLING	6. Possibilities for SITTING
	7. Possibilities to SEE	8. Possibilities for HEARING / TALKING	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
	10. Scale	11. Possibilities for enjoying positive aspects of climate	12. Aesthetic quality / positive sense experiences
C O M F O R T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
E N J O Y M E N T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓

Please note:
Aesthetics only one out of the 12 quality criteria

Kagurazaka, Tokyo
- A human scale neighborhood



P R O T E C T I O N	1. Protection against Traffic & Accidents	2. Protection against crime & violence (feeling of safety)	3. Protection against unpleasant sense experiences
	4. Possibilities for WALKING	5. Possibilities for STANDING / STYLING	6. Possibilities for SITTING
	7. Possibilities to SEE	8. Possibilities for HEARING / TALKING	9. Possibilities for PLAY / UNFOLDING / ACTIVITIES
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C O M F O R T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
E N J O Y M E N T	✓	✓	✓
	✓	✓	✓
	✓	✓	✓
	✓	✓	✓

And then please note, I know a lot of you are architects or planners or work within this field, but it's only the 12th criteria that deals with aesthetics, and that's very important because this is also a way of getting away from too much attention given to form, as Jan also mentioned. So it's only the 12th that deals with the aesthetics, with the form.

And then yesterday we had the pleasure of being in Kagurazaka, and actually here, on this specific corner, you can also say thumbs up to all 12 quality criteria, a really nice

neighborhood, very inspiring, a human scale, and a lot of good qualities.



I must admit that right now I'm a little bit nice to you because actually the thing about possibilities for sitting down, I think this is almost the only place where you can sit down in the neighborhood, but I thought I'd be nice to you, but you can also see in other parts of the neighborhood that people actually need at times to sit down, and especially when we have more elderly people, it's even more relevant to have these places where you can sit down.

Tsutaya Bookstore, Tokyo
- A bookstore and meeting place

P R O F I T	1. Protection against Traffic & Accidents - traffic, accidents - noise of other vehicles - other noise	2. Protection against crime & violence (feeling of safety) - lighting - clear sightlines - emergency functions - security & crime	3. Protection against unpleasant sense of urban environment - noise - dust / dirt - heat - cold - bad odors
	4. Possibilities for walking - direct for walking - comfortable level of terrain - spacious & wide sidewalks - clear sightlines	5. Possibilities for standing / sitting - attractive sitting / standing places - clear sightlines for standing / sitting - clear sightlines for sitting	6. Possibilities for sitting - places for sitting - comfortable sitting - attractive sitting / standing places - clear sightlines for sitting - clear sightlines for standing
	7. Possibilities to see - seeing distances - unobstructed sightlines - clear sightlines - clear sightlines	8. Possibilities for hearing / tracking - clear sightlines - clear sightlines - clear sightlines	9. Possibilities for play / sunbathing / activities - attractive sitting / standing places - clear sightlines for sitting - clear sightlines for standing
E N J O Y M E N T	10. Scale - comfortable scale - clear sightlines - clear sightlines - clear sightlines	11. Possibilities for enjoying positive aspects of city - clear sightlines - clear sightlines - clear sightlines	12. Aesthetic quality / positive sense of urban environment - good design / quality - clear sightlines - clear sightlines

Another example, the bookstore that you may know, which is both a bookstore, the Tsutaya bookstore, but also a meeting place where people also enjoy sitting down.

The paradox

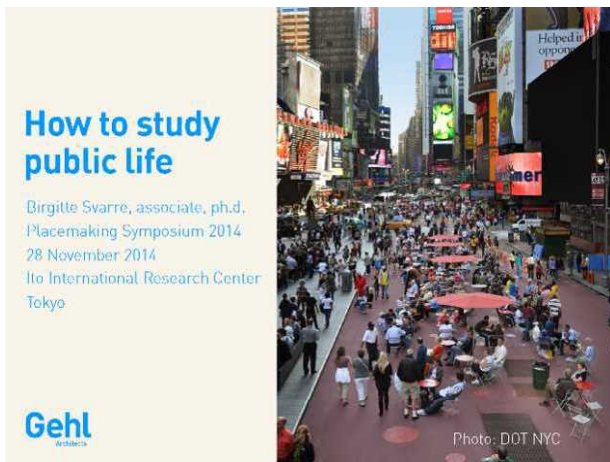
"We know very much about the habitat of Siberian tigers and Mountain gorillas, but only very little about the habitat of homo sapiens"

Enrique Penelosa,
Former mayor Bogota, Columbia

So I will end with this quote from the former mayor of Bogota, Enrique Peñalosa, who puts it like this, that we know so much about the habitats of mountain gorillas, Siberian tigers, and so on, but really the habitat of *Homo sapiens* we know so little, and these tools are really all about that. It's about studying more closely public life, learn more, and then use the knowledge when we design, when we do programs, when we build cities in order to make them cities for people.



And then just my last slide because, as you can see, this is a little old slide. It's one that I have from Jan as well, and it's one that I have, if I don't have it in my lecture, I have it somewhere in the back of my head because this really reminds me that we may have a lot of good ideas as architects, planners, and so on, about what works and what doesn't work, but really how people behave, we oftentimes forget about that, and I think image somehow illustrates that to me.



So people behavior, learn more about it, and build it into our cities so that we can create cities for people in the 21st century.
Thank you

Comment from Dr. Birgitte Svarre about the 12 Quality Criteria was as follows:

“There is no specific method other than to evaluate whether there is seating etc. All the points specified under each criteria. There will always be a difference between how individuals rate which is why it is more a dialogue tool than an objective check list.

If you have several urban spaces and rate them all in the same manner, you can compare them. Jan and others did that in the book *New City Life* eg. ”

Discussion

**Toshio Kitahara,
Jan Gehl,
Kazuyoshi Watari**

Moderator, Toshio Kitahara: *[speaks in Japanese]*

Dr. Gehl and Dr. Watari, I'm very happy to be able to discuss today's theme more in depth, and that is what I have planned. Dr. Gehl talked about cities for people over 50 years, comfortable and lively cities, how to build such cities is something that he has been working on, and specific examples were given by the speaker. In particular, towards the end he showed New York and Moscow. It was shocking in a certain way. Times Square is such that when I first looked at the photograph of Times Square I thought it was a montage photograph. That is how shocking I found it. I couldn't believe that Times Square could change to that extent, but that actually happened, and what that means is that we can change our city as well if we wanted to.

And Dr. Svarre talked about approaches to cities for people, and the 12 criteria were indicated by the speaker. And in Japan we are trying to improve the attractiveness of cities and we are trying to make cities more lively and such attempts are being made.

So in this three-party discussion, first of all we'd like to hear from Dr. Watari about recent approaches taken in Japan and examples in which he himself has been personally involved, and then we'd like to have Dr. Gehl talk about his experiences in Denmark and the world and perhaps comment on Dr. Watari's presentation.



日本におけるプレイスメイキングの萌芽と 可動イスの可能性

渡 和由

Kazuyoshi Watari

Kazuyoshi Watari: *[speaks in Japanese]* First of all, spending some time to talk about the beginning of place-making in Japan and the possibilities of mobile chairs, and Dr. Jan Gehl said, putting people first, that was emphasized. And first of all, where to place people, that is the very first thing we have to consider. And so we're thinking chairs would be very helpful, and this is the example in Tokyo.



Tokyo is now run second, so at last we have been

able to establish this kind of comfortable space at the foot of high-rise buildings. We are able to offer this kind of place. And there are no people sitting, and I often come across this, but as I come closer to this, well, everyone can just take a seat, well, this is the signboard, and so there's no such culture established yet in Japan because this instruction needs to be really placed to let people know.



And this is a newly-developed outdoor café in a public space in Jimbocho. And people, if they just paid, they would feel very comfortable to take a seat, and they have that sort of mentality to think they are not really allowed to take a seat if they are not really paying for anything.

■公園でのコーヒーハウスを活用した借景のある居場所づくり



And this is not Tokyo but this is in Toyama, and the most beautiful Starbucks in the world. And so you have this view in the background, and this is a seat for you to enjoy the view outside.



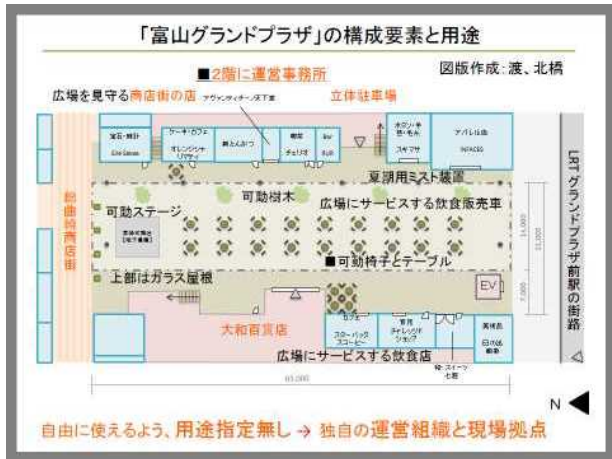
And also, this is a prime location, and like a teahouse in the Japanese garden, you have all these open spaces, and then on the four fronts, and the best place can be used for seating.

■再開発による「空地」を活用した日本で最も使われる都市広場「富山グランド・プラザ」(富山市)



And this is the world's most commonly-used urban space, and then I just looked into various parts, and then per annum, 1,700 events were implemented in three years' time. So there is no specific purpose designated for this open space, so regardless of the rules and regulations, you can just freely place chairs and also you can have different events.

And then in terms of the spaces, as you can see in this photograph we have a glass roof and also we have all these stores, and parking space is available close by.



This is the view from the top. And then many stores, smaller stores that used to be located in this location and a Starbucks, and also on both sides you have a department store as well as this parking space, and also the LRT station is here.

■屋外と屋内で自由に使えるイスとテーブルがある
小さな交流施設「つむじ」



And from this point beyond, this is more down-to-earth sort of activities, and the two previous speakers really had very exciting case studies, and so this is more of the very, very not steady and low profile type of thing, but you have this small square and then chairs and then you can have free access to these chairs and this can be used for various interactions.

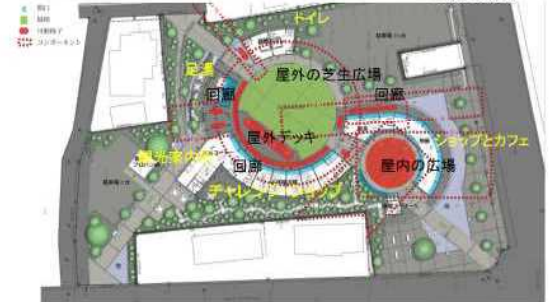
① 体験・ふれあい遊び	⑤ 式典・PR
② 市・移動販売	⑥ 選挙・番組収録
③ 祭り	⑦ 企業プロモーション
④ ショー	⑧ 講演・地域貢献
⑨ 展示	⑩ パーティ

■都市広場に収めるイベント環境づくりの支援形態
— 富山グランドプラザをケーススタディとして —
北橋主税 運 和由 2013

And utilizing the movable chairs, and also you can bring anything from outside, and then execute various events, and different types of events in these categories are held almost every day and probably more than one in one day, and in this way, we do have this kind of example nowadays, concrete examples in Japan.

イスの設置場所を赤で示したサイトプラン

約120脚の自由に使えるイスを導入



中之条町ふるさと交流センター「つむじ」 設計: 景デザイン研究所

And this, I am a site planner and this is the site plan from the top view, and so where to place people, that is something we need to really think about in the very initial phase of the design, but the design itself was done by design people in the local community as well as a design firm. And then, I really want to emphasize this, this indoor square as well as the outdoor square, so there are two of them, and surrounding all this while the buildings were built. And so if you start thinking about chairs in

the very first place, then you may see some different design for the actual physical structures.

自由な可動イスの可能性

■計画から実施の過程で、行ったこと
多目的利用の軽い可動イスの導入を勧めた

なかなか、十分なイスの量を供給してくれない。
→イスを100脚分ほど寄付した

実施後、効果は静かに発揮されている。

「イスやテーブルは無くならない。
利用者自身が、自分達で動かしてくれる。
特に問題もないので、常駐していても、ほぼ何もしない。
大きなイベントの時だけ移動を手伝う。」(管理者談)

And so the free and movable and mobile chairs and the possibilities thereof, and what I have done is colored in the orange, so you really have to bring in all these lightweight movable chairs. The residents in the local community really were agreeing with this, but there were not enough chairs and so I personally donated 100 chairs, so in total 120 chairs. And then in a very quiet way we see the fruits and effects.

And then the chairs and tables have not really gone away. They are not stolen in any way. And then, there is no resident manager doing anything, so they would just give a helping hand at the time of the events.

回廊のイスとテーブル



This is, even one person can take a seat, and also

more than two people, or just traveling 1.5 kilometers from their homes and then they would just come..

屋外の広場デッキと回廊 夏の日常利用風景



And then in the summertime, the bottom right-hand side photograph shows no people but actually there have been some signs of actual use.

冬の日常利用風景



So no supervisors were here but even in the wintertime you see these users, and also those in wheelchairs would come to this place from the nearby facility.

室内の広場
日常利用とイベント利用



日常利用



イベント利用の準備

And this is the same in mid-winter, so we have placed all these chairs, and then there was a kind of stove, a fireplace was added, and so you can freely arrange the seating arrangements, so in the daytime children would come and then there are various different people coming to use them.

■地域再生を目指した
直売所を中心とする「空のえき」



イベント時の利用風景

小美玉市空のえき「そ・ら・ら」

And this is another facility and a different design firm and also another local community came up with this for larger ones and this is outside in Ibaraki Prefecture, and this is to revitalize the local community, and then we have this food shop at the center.

イスの設置場所を赤で示したサイトプラン

可動イスの導入を勧めた

設計者は異なるが「つむじ」の様な形態に

約300脚のイスを設置



And I am not really involved in any way as to the specific dine, but as Dr. Gehl mentioned, if you have all these people and something to protect you, behind you, and then in front, if you have the beautiful view, and then if you have a certain prospective view, well, I think this principle is actually being implemented in its own way. So what I really did was to recommend the introduction of mobile chairs.



芝生コンサート

自由な
イスで
屋外に
人が居る

イスから見る広場



芝生ビアガーデン・イベント

And then this time around a local municipality brought 300 chairs, and it's been just four months since its opening, but already 300,000 people have come to this place.

■市民に貸し出す「みんなのイス」
Chairs for People 歩道広場での利用例（つくば市）



200脚のイスを市民団体として所有した

And this is another example. I have really focused more on chairs for everyone. And this facility is in Tsukuba and they bought 200 chairs, and then I personally bought 80 of them, and then there are stored in the warehouse and those who want to use them just rent all these chairs from the storage warehouse. And this is just one example of what we're doing. And the sidewalks, all these four chairs can be brought out.

■大学病院の外来待合室で、土曜ジャズコンサート
待合室と中庭にイスの導入を勧めた
医師がコンサートを企画した
待合室の両脇にある2つのコーヒー店も支援



And again, this is a new hospital ward, and in planning a new hospital, in the waiting room and waiting lounge we decided to use chairs as much as possible, and so we recommended the introduction of these chairs into the courtyard, and so the physicians have organized this kind of very outstanding jazz concert on weekends.

And so you see the physician over here, and on weekdays the chairs rotate to a different direction,

and then these would be used for people to enjoy the jazz concert.

And that's all from me. What I'd really like to emphasize and share with you is first of all you really have to think about how to place and locate people, and then the building design would change and also the way people would use the space would become different. That's it. Thank you.

Moderator: *[speaks in Japanese]* Thank you very much. Using movable seats to make space for people. These were the examples that were explained. To create places where people gather. And when we talk about this, the professionals, that is ourselves, we used to think of fixing benches. We tend to think that way. We feel that we have to fix the benches but we should leave a lot of space for flexibility. The people who actually use the space should be able to arrange things and we should leave some freedom for them to do that, by so doing to make more efficient use using temporary settings, to make it more efficient, effective to use space. I think that is what the exercise is about.

We used to bring little tables or little podiums for people to play Japanese chess, and so this is a concept which is not unfamiliar to Japanese. We used to bring tables to open spaces to play chess games and so forth. In 1987 Dr. Gehl published the English version of *Life Between Buildings* and I translated it and then in the 1980s, in Japan in many cities ordinances were enacted to improve the quality of cities and efforts were being made to do that, and I was involved in planning to improve the urban landscape in Nagoya, and public space for example, widening sidewalks to improve the quality and to make more sophisticated cities, and by

introducing this hardware I expected that there would be more exchanges between people promoted. But that actually did not happen.

The physical space might have been improved and the city might have become more beautiful but that didn't necessarily mean that people actually communicated. So we would widen the sidewalks and we tried to create cafes but the laws prohibited us from doing so. Outdoor cafes were banned, so we were struggling as to what to do of success? If you could comment on this as well, please.

And as I was struggling I came across this book, *Life Between Buildings*, and the things I wanted to know were mentioned in depth in this book. The physical space of the cities, the relationship between that and the activities of people was written in a very vivid way, in a readily understandable manner. I would hope that this book would be read not only among professionals but among common citizens, and that is why I translated this book, and it took over 20 years. There is now a better understanding about cities for people and there are a lot of regeneration projects of public space.

And growth of cities or making in bigger scale in terms of development, that is a thing of the past now and we're being asked to build cities where we leverage existing stock. And we have to focus more on people and places that are familiar to them and try to build cities on a human scale to improve the quality, and that is what is required. And since over 50 years ago Dr. Gehl has focused on people's psychology and physiology, and he has had a good grasp of the relationship between human behavior and space. He has actually gone out into cities and observed and analyzed and come up with ideas. And as a result, a dramatic change in Times Square was

materialized, and that demonstrates his experience.

So once again, could you talk about these changes, the changes in New York? Right in the middle of New York, in Times Square, you created space for pedestrians. You reversed the situation between pedestrians and car traffic, and a lot of people had thought this was not possible. Ninety percent of people were probably skeptical that this could be done in Times Square.

But what is necessary to bring this about? In Japan, people would say Copenhagen is nice but this is not possible in Japan, and there is still a lot of this remaining in Japan. So what's the point in convincing these people? What's the point

Gehl: Thank you for the question. What you ask now I've heard every time for 50 years when we started to work in the city. When they started in Copenhagen 50 years ago, everybody said it will never work here, we are Danes, we are not Italians, it will never work. Next year when the quality was there, people started first very carefully, can we trust this, will there be cars coming? And then gradually they took command of the space and we've seen this.

I've heard this question every time, and especially in New York where everybody would come up to me and say, you must realize, this is the Big Apple, we never sleep in New York, these European ideas can never work in America. Then they did it and they are more Italian than in Rome now.

So I've seen all these changes and I certainly think that, I'll also mention that over this period of 50 years there has been a number of society changes. We have more leisure time, we have a bit better

economy, and we have more time which we could spend. We are as usual, as we always were, interested in other people, and the public space gives you the access in a very quiet way to be part of society.

You mentioned that people did not communicate in Nagoya and you wondered what happened. As far as I'm concerned, when there are people in the space there is communication but they don't have to talk to each other, but the very fact that you can watch them and see how they are dressed, see how people behave and whatever, that is communication, and that is the oldest way of communication. Everything starts by seeing the other people, then sometimes other things can happen, but what we can do as architects and planners is to bring people out there in the same spaces, then they can decide how to use it.

And I would like to comment on the experiment here. First I would say, I think it's so valuable that experiments are done and that we know gradually more and more by making experiments. One of the things I thought about when you presented this is that there may be a difference between what Brigitte Svarre talked about because she talked about a wider list of qualities, that if you are to use the movable chairs you have to have a good climate and not be afraid and a number of things would have to be in order. So to me it's very much about a holistic approach where all the quality criteria are addressed, and one of them is a good place to sit, and the good thing about the movable chair is you can place it where you think it's a good place and that is valuable that we know more about that. But I do think that we have to address all 12 criteria and also realize that movable chairs is one answer and there are many other answers.

I think that William Whyte, he said that he found in studying in New York, he said, people sit where they can sit, and he said that the places where nobody were sitting was where there was nothing to sit on, so bring in the chairs, bring in something to sit on, and I think that's a very good idea. We have to make a number of experiments.

And I would like to come a little bit further. We have seen in the 50 years we are talking about a change in the behavior in public space, and maybe the best illustration is the cappuccino culture of the café culture because originally cafes were found in the Mediterranean countries, in Greece, in France, in Spain, but now you can see the cafes are all over the world. I've seen outdoor cafes in Greenland, one of the biggest I ever saw was in Iceland, and you've seen it in America and whatever. And in this new book, *Cities for People*, I mentioned that in the old days people were all the time in the streets because they had to, so nobody had to explain why you were in the street – of course I'm in the street because I have to walk to work or I have to sell something or whatever. But now we have nothing to do in the streets, do we have invented a new thing to do which is having coffee.

And we have studied coffee behavior, and people will generally spend one-hour-and-a-half with a cup of coffee and of course you can do it in two minutes, but what is happening is they are sitting and looking up and down, and then of course from time to time a little bit of coffee. And I also noticed when we studied a café, suddenly everybody drank coffee, but when we are not studying, everybody was watching the people. If you are just sitting on a bench for three hours people will think you are crazy. But you are sitting with a cup of coffee for three hours, people will think that you really are

enjoying yourself.

So we invented the coffee as a good reason for being in the city, and that is maybe, I would like also to have tables and some coffee for some of the chairs because then people will stay for longer maybe. But it's very interesting to study this spreading of the café culture at the same time as we have no reason for being in public space, so we have to invent a reason – coffee. Cheers. *[laughter]*



Moderator: *[speaks in Japanese]* Thank you very much. Of course it can be a passive type of communication. In other words, you are just sitting and just looking at other people, so that also is an essential type of communication, and starting from there you can start conducting a more proactive communication, that can be the source of that, and how can you make a place for triggering those types of activities. I think that is very important.

In Japan it is impossible some people say. They always say because it's Japan, Japan is unique, we cannot do that. We are Japanese people but at the same time we are human beings and there is a common psychology, common behavior to people, and that means that in Copenhagen it was successful, in New York there was success. What about Japan? Before saying that is not possible, why don't we experiment? The importance of experiment I think is also the message that was mentioned by Dr. Gehl.

I have also been engaged in a very modest type of experiment and I would like to show you some photographs.

This is a main street in front of the JR Chiba Station toward the old city center of Chiba City. This is a width of 50 meters, and the width of the sidewalk is 10 to 15 meters, and this is the 15-meter width of the sidewalk, and as an environment it is very well developed, but it is almost empty. There are banks and brokerage firms, offices that are lined up there. And we planned created an event to create an attractive place here with citizens' participation by installing parasols, and under those parasols citizens can display their handicrafts that they created. It is a kind of sidewalk museum. In other words, the citizen are participating together to create such a sidewalk museum to display their goods, their handicrafts. A lot of people say Chiba doesn't have any culture and we didn't like that criticism, so that is why we were motivated to create an attractive place as such.



And so we started this project in the year 2000, and we had 25 parasols and there were 15 exhibitors exhibiting under those parasols. We started very small. But this year was the 15th years we have conducted this event, this year 106 parasols, there are 70 exhibitors exhibiting. And initially there was 1 million yen of subsidy from Chiba City, but after ten years, from 2010, the subsidy was cut, terminated by Chiba City, and we were wondering what to do but the citizens said that they want to volunteer and pay for themselves to conduct the event, but of course there are contributions and donations from the surrounding businesses and shops and so forth to help with the efforts and that is why we have been able to continue this for over ten years.



And now this is a volunteer project by the citizens' efforts.



So these photographs show a gallery of this year.

And in the evening as well, in the parasol there is a 60-watt light bulb that it is used, so it is like a very illusionary type of nice atmosphere that is created.



So this is from 2001 where Dr. Gehl visited us during the event, and an outdoor café was opened on an experimental basis at this time, so he stopped by and we took a nice picture.

And so of course development of cities starting from a physical space was the original approach but people and life are more important. I think Dr. Gehl and Mr. Watari agree with me, but we wanted to experiment with community-building focusing around people and life. This was the stimulation that we got from Dr. Gehl's attempts and projects.

How To Study Public Life. From Dr. Svarre there was an explanation of this concept, studying the an community and integrating the findings into the planning for community-building, and the book explains this concept. So the city creation starting from place-making, I think that is the concept there. That is playing a major role, so implementing community-building starting from the place everything is happening.

So the issue is what to pay attention to in the different places and what to capture in the places, and how to link those findings to planning and

design, for example you talked about 12 quality criteria. That can be used for evaluation and I understand that concept, but how do you link the findings to the planning and the design? Is it possible to apply the same quality criteria and, if so, how do you do that? So how do you link the findings to the planning and design? Dr. Gehl, do you have any advice, please, on this point?

Gehl: In this recent book which has just come out in Japan, *Cities for People*, I was charged to try to think about all the experience we have had in all these years in all these various cultures and countries, and I think that in this one it very much takes the departure point in people as a species, we have the same, all over the world we have the same biological history, we have the same senses, and many of the things we do are identical. I have worked in Arab nations and in a number of places there and found, to the surprise of many people, that the response in Jordan or in Oman was just as we could have expected in Europe or in America, as mentioned. So I make the point that there are so many things which are the same all over the world where the issue is to make good urban habitat for *Homo sapiens*, and most of the answers are in the bodies of ourselves and that is what is applied.

Then of course there is a number of cultural issues which have to be met, but a number of the basic things are exactly the same. And if you look at this new book of mine, *Cities for People*, there are quite a few examples from Japan where I found that many things are going on just like they go on in other places, and that's why I do think that we will see also in Japan a growing interest in public spaces where you can meet your fellow citizens instead of seeing them only on the television. And that is, we have all these new media where we can see pictures

and be in communication, but throughout the history of man, the personal meeting, the personal presence, being in the same place, has always been very, very attractive, and in my point of view we need this, and we have made cities and cultures where gradually there are fewer and fewer opportunities to meet your fellow citizens.

I do think also that it's very important for democracy and for openness and social inclusion in society that people from all parts of society can use the same spaces, and not only walk through them but also sit down and enjoy the climate and the other people and the scenery, and of course that's where the chairs come in, where if you are to stay you need something to sit on, and this is one of the answers.

Moderator: [*speaks in Japanese*] Thank you very much. The style of behavior or the behavior pattern that is common to people, you should study that and identify that. Mr. Watari, there may be some additional comment.

Watari: [*speaks in Japanese*] So I'd just like you to answer my question in one minute. In urban recreation and also the café culture that you have just mentioned, the economic effect, can we expect that that will generate economic outcome effect?

Gehl: In this world we have, where the economic factors are very, very important, you wouldn't see all these good public spaces all over the world if it wasn't economically a good idea. If it wasn't good economy involved in all this, it would have been stopped right away. But what we have seen is that gradually it is expanding, and also we have now lots of evidence that there is actually good economy in being sweet to people in the 21st century. Especially

for Melbourne we have very, very precise figures that with all the good things they've done for people, all the economic factors are up. They spend more money, the real estate prices are higher, there are more jobs, and whatever. So we have, also in New York it was started carefully before they closed Broadway, what could be the economic effect? And then they closed it. And now later on they found that there is much more turnover in the shops in the closed parts of Broadway than in the rest of New York. So there is strong evidence that being sweet to people is also being sweet to the economy in the 21st century.

Moderator: [*speaks in Japanese*] Thank you so much. Places that are comfortable for people, the neighborhood, places that are familiar to people, to create liveliness so that people can be attracted to those places, not just for the senses but it can lead to economic effect, and in order to realize that you need to show convincing data, hard data to convince people.

In the case of New York, 90 percent auto space and 10 percent people space, but there is 90 percent pedestrians and drivers of the cars are only 10 percent so that can be hard data to convince people, and to create such data and generate the data you need to observe, you need to study, and you need methodology and you need experimentation. And with that experiment you are able to gain the understanding of a broader audience. So that was my impression from the discussion.

Of course I have many more questions to ask and we'd like to continue the discussion, but the time is over and I would like to thank the speakers for their very insightful input. [*applause*]