

Kristian
Director & ass. Partner

Gehl Urban Sustainable Behaviour



Our three goals

Developing equitable, healthy
& sustainable cities for all...



The Gehl Team



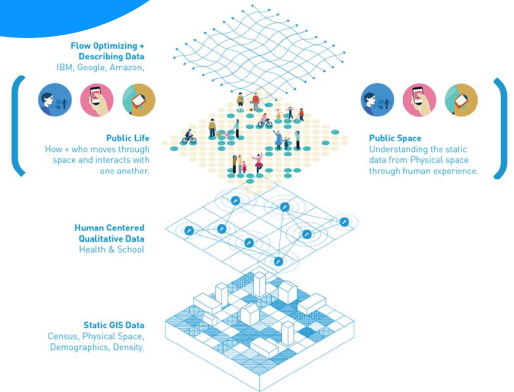
Gehl

Gehl is an urban design and research consulting offering expertise in the fields of architecture, urban design, landscape architecture and city planning. We address global needs with a unique people-focused approach, utilizing a mix of architectural frameworks built on research and ground-level testing. We have offices in San Francisco, New York and Copenhagen.

CITIES
300+
 COUNTRIES
50+

Mission Making Cities for People ^{Life}

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



Gehl



Public Life

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



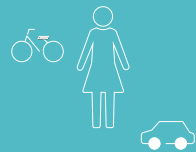
Masterplanning Frameworks

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



Urban Strategy

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



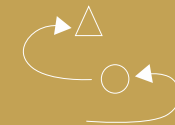
People First Mobility

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



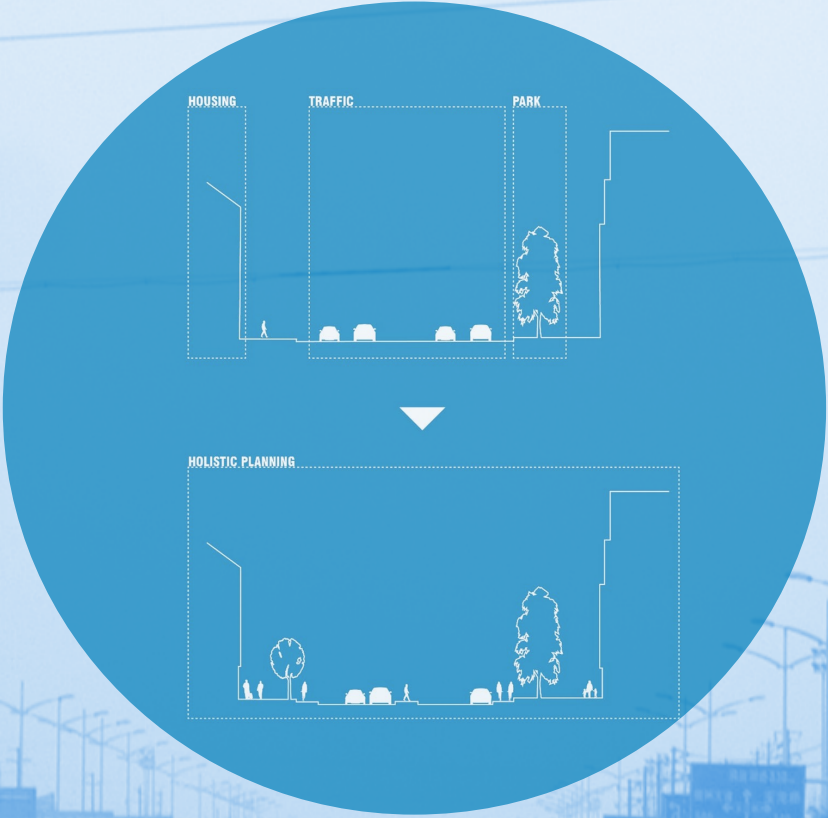
People First Design

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



Process Leadership

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



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








Gehl





The Meander is...
a place for learning, making, and
being creative

Built on decades of understanding,
the **Gehl Lens** uses data, thick and thin,
making **meaningful stories** from thorough human-centered research.

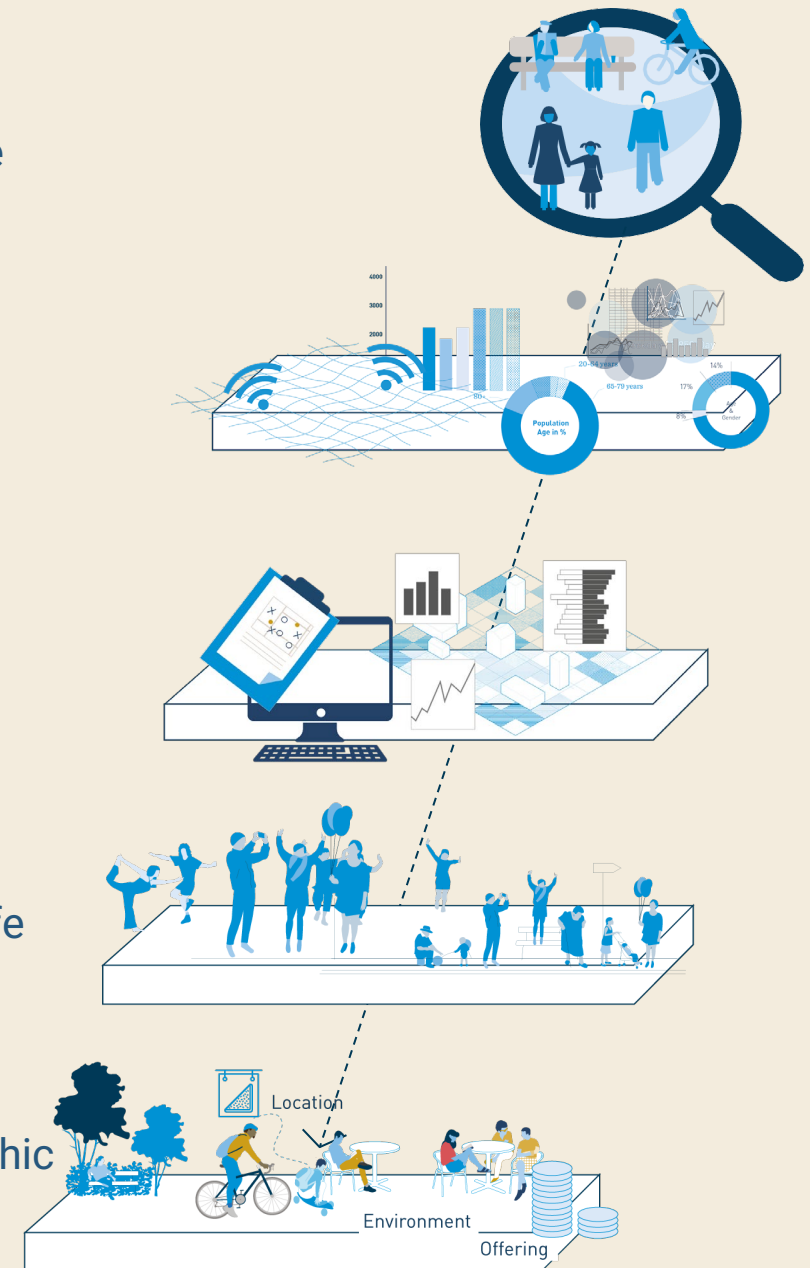
Lived experience from eye-level

Big Data

Online surveys

Neighborhood life

Socio-demographic data and market research



DATA – INSIGHTS-ACTION

By giving large data sets a social context, BIG DATA is converted to THICK DATA



A surveyors guide to collecting Public Space Public Life Data

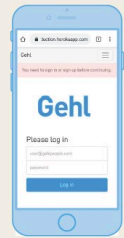
This manual is an appendix to the video 'PSPL surveyor guide'. Please note that there has been a few small visual updates to the platform since this introduction video was created, so now there are symbols next to the categories, as well as new colour themes.

1. Getting into the platform

Open the web-browser on your phone and navigate to : gehl-production.herokuapp.com
Enter the login information you have been given by your contact.

⚠ Chrome and Safari browsers work best

⚠ Note that the login is case-sensitive, so make sure you are using the right upper- and lower cases.



NEWS

Arup to introduce permanent flexible working model for 15,500 staff

By Tom Lowe | 20 May 2021

Public Space & Public Life during COVID-19

REPORT SNAPSHOTS HIGHLIGHTS DATA CONTACT



1
There has been a significant drop in downtown activities - especially on commercial shopping streets.



2
The city is being used more for recreation, play, and exercise.



3
Use of public space is more or less the same as before, while movements from A to B (and mobility) have decreased significantly.



4
Local places that already offer a public activity (such as a playground) are even more popular than before.



5
Some places are too popular where social distancing rules are difficult to follow.



6
The search for essential outdoor and climatic human needs is now more valuable.



7
New activities and forms of urban life are emerging in many cities - our public spaces are being used like never before!



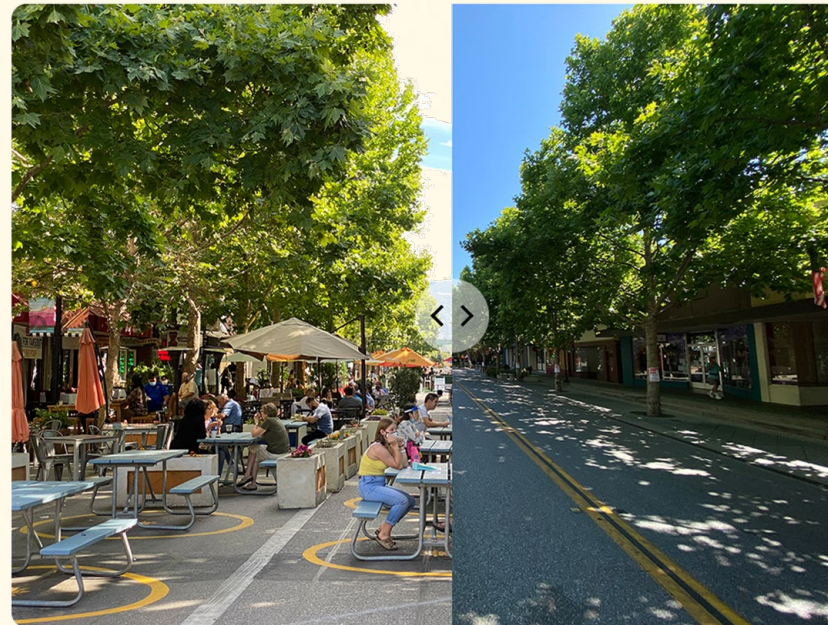
8
More children and older people are using the city's space than before.



9
Women use public space differently than men. Women are often seen in pairs, and men are often seen alone or in groups of 4+.



10
Overall mobility has decreased in the city, but pedestrian movement is increasing in neighborhoods outside of the city center.



Castro Street before and after the Castro StrEATS Summer open streets program.



Air pollution and childhood development

Google Air View data collected over 1.5 years

Lived Experience data collected using Gehl Lens

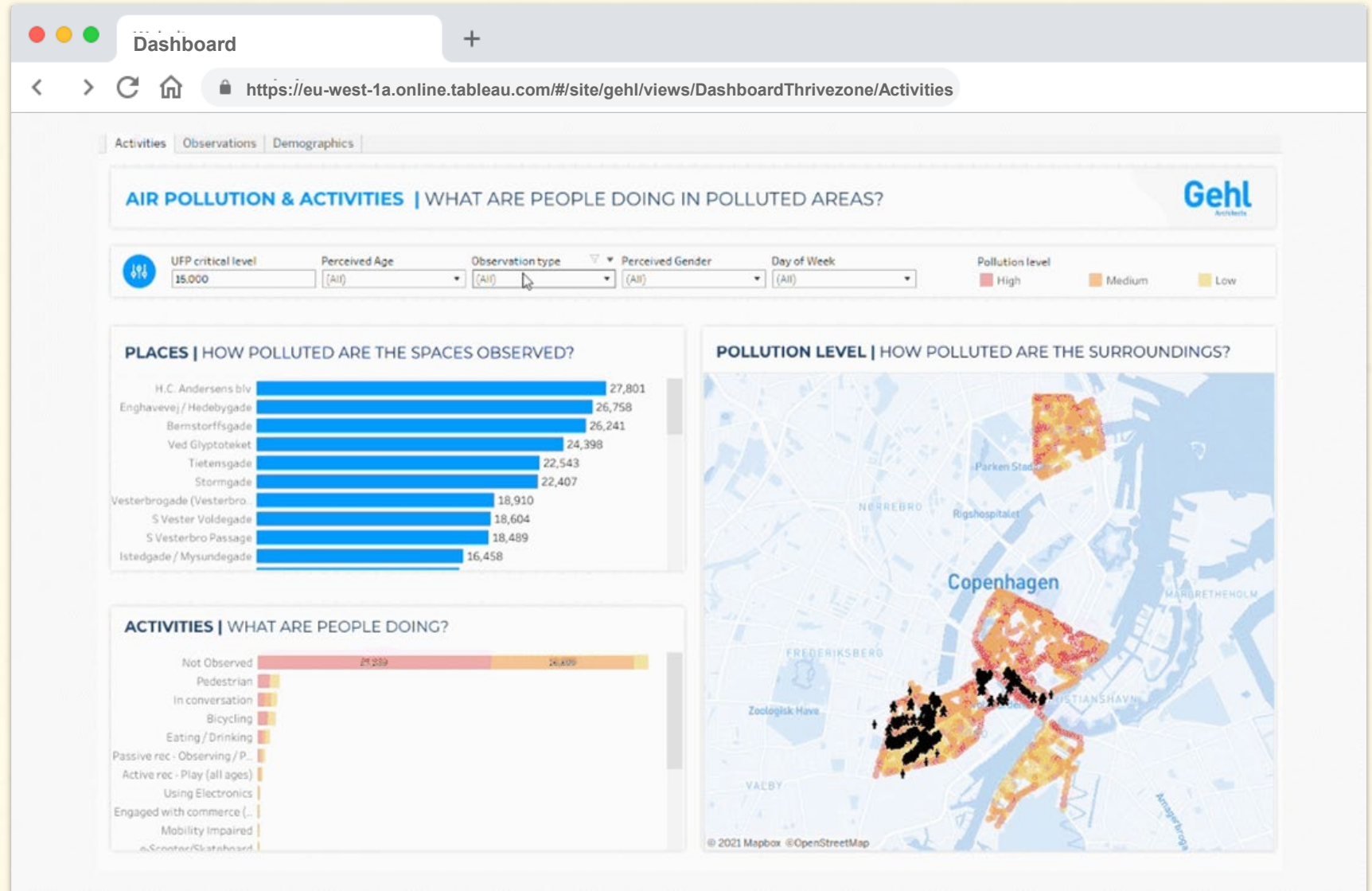


BBC NEWS

Home UK World Business Politics Tech

Air pollution: Even worse than we thought - WHO

22 September 2021



Dashboard

https://eu-west-1a.online.tableau.com/#/site/gehl/views/DashboardThrivezone/Activities

Activities Observations Demographics

AIR POLLUTION & ACTIVITIES | WHAT ARE PEOPLE DOING IN POLLUTED AREAS?

Gehl Activities

UFP critical level: 15,000 | Perceived Age: [All] | Observation type: [All] | Perceived Gender: [All] | Day of Week: [All]

Pollution level: High (Red), Medium (Orange), Low (Yellow)

PLACES | HOW POLLUTED ARE THE SPACES OBSERVED?

Location	Count
H.C. Andersens biv	27,801
Enghavevej / Hedebygade	26,758
Bernstorffsgade	26,241
Ved Glyptoteket	24,398
Tietensgade	22,543
Stormgade	22,407
Vesterbrogade (Vesterbro)	18,910
S Vester Voldegade	18,604
S Vesterbro Passage	18,489
Istedgade / Mysundegade	16,458

ACTIVITIES | WHAT ARE PEOPLE DOING?

Activity	Count
Not Observed	21,239
Pedestrian	26,439
In conversation	
Bicycling	
Eating / Drinking	
Passive rec - Observing / P...	
Active rec - Play (all ages)	
Using Electronics	
Engaged with commerce (...)	
Mobility impaired	
on Scooter/Skateboard	

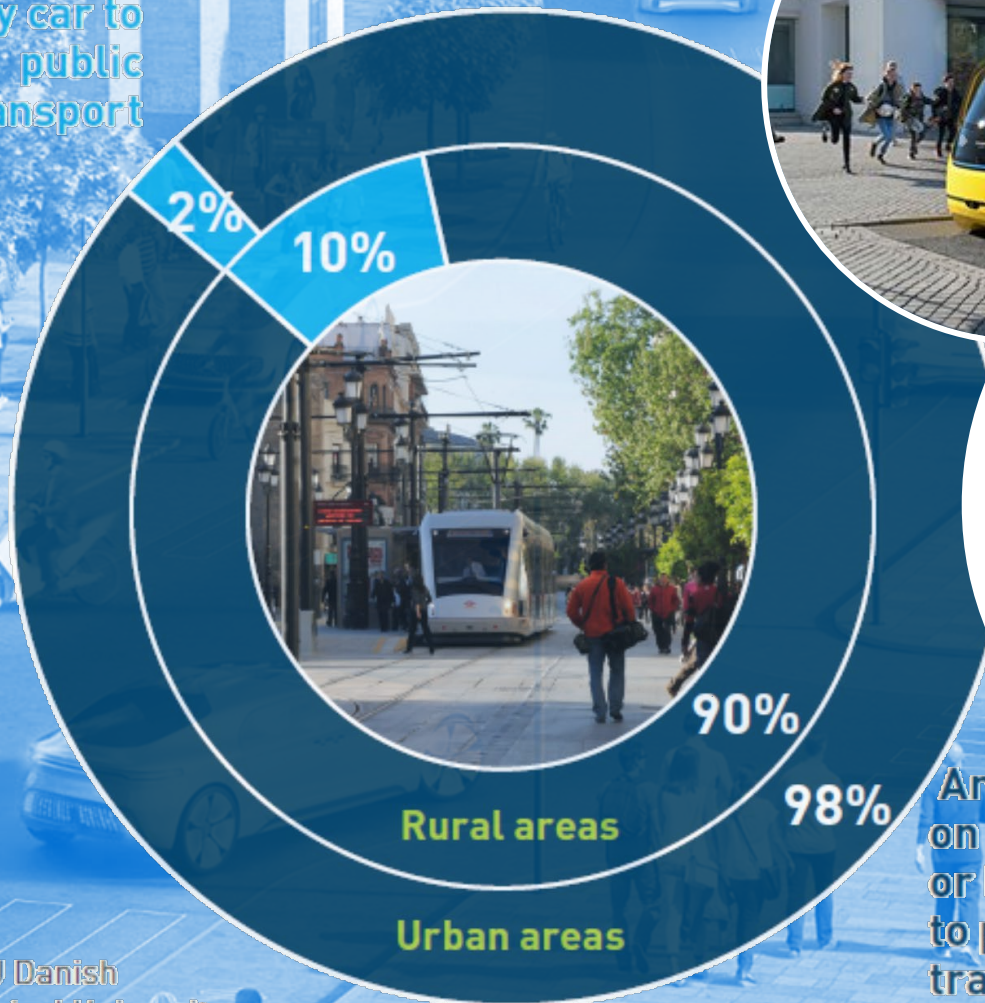
POLLUTION LEVEL | HOW POLLUTED ARE THE SURROUNDINGS?

Map of Copenhagen showing pollution levels by area. High pollution (red) is concentrated in the central city center, while lower pollution (yellow) is seen in surrounding areas like Valby and Frederiksberg.

© 2021 Mapbox © OpenStreetMap



Arrive
by car to
public
transport



DTU Danish
Technical University



DAIMLER

BRASS TACKS WITH SMART HEADS

The city whisperer

City planner Kristian Skovbakke Villadsen of "Gehl" explains in "Brass tacks with smart heads" why many cities lack the view for the human being. Around the world, more and more people are looking for quality of life in the city. In many metropolises, however, this leads to the opposite: traffic jams, hectic pace and little space for encounters.

Mr. Villadsen, you are passionate about improving cities. What is important in this context?

A city is only worth living in if its inhabitants consider it worth living in. Whether in the southern or northern hemisphere, in any city, at any time of the day we want to feel free and comfortable, our children should be able to go to school safely, public places should invite us to meet friends there - and we want to be part of a community. Many cities are particularly worth living in. Especially those in...

III MHP
A PIRELLA GÖTTSCHE LOWE COMPANY

motor
presse
Stuttgart

MOBILITY.OS

Wer baut das Betriebssystem der Mobilität?

In der neuen WeTalkData Studie 2021 von MHP Management- und IT-Beratung GmbH und Motor Presse Stuttgart erfahren Sie, wie Mobility Operating Systems zukünftige Mobilität organisieren und neuem FrauLeben und Digitalisierung die Schlüssel für eine nachhaltige Mobilitätsweise sind.

we talk data

NATIONAL STREET SERVICE



Our goal is to make the streets safer and more enjoyable for everyone who uses them.



上海市街道设计导则

SHANGHAI STREET DESIGN GUIDELINES

上海市规划和国土资源管理局
上海市交通委员会
上海市交通委员会
上海市城市规划设计研究院
Shanghai Urban Planning & Design Research Institute

同济大学出版社
TONGJI UNIVERSITY PRESS

Arrive
on foot
or bike
to public
transport

VS

5 TIMES SAVING CO₂

WITH STANDARD BUILDINGS
NEXT TO PUBLIC TRANSPORT
COMPARED TO ZERO ENERGY & CARS

How to do it! — Best practice

New York



Before



After

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

Findings in pilot areas:

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



How to do it! — Best practice

New York



Before



After

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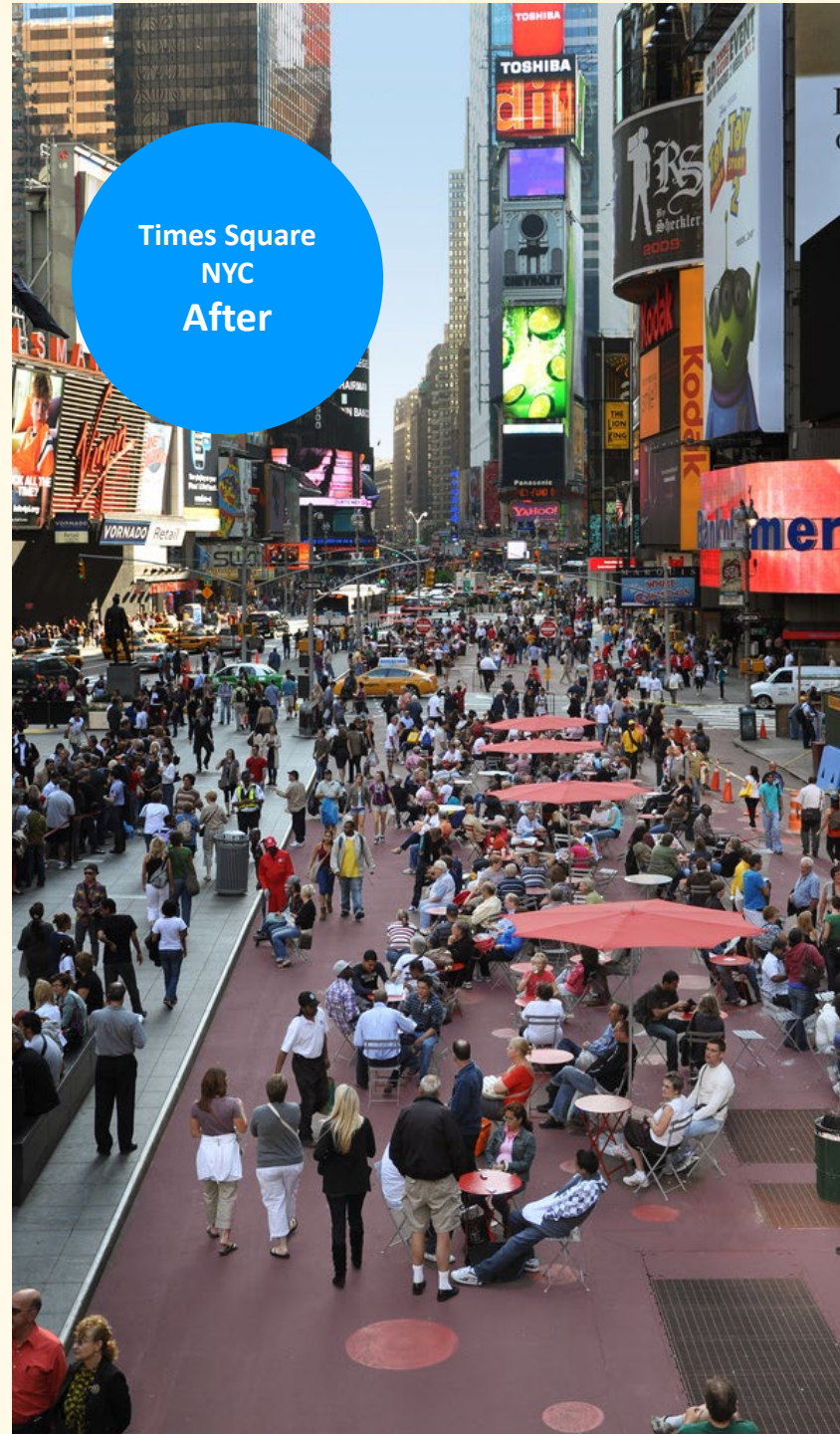
Gehl
Architects



Times Square
NYC
Before



Times Square
NYC
After



Transforming an underused parking area:
Pearl Street (Brooklyn)

172% increase
in retail sales (at
locally-based businesses,
compared to 18%
borough-wide)

BID held **27** public
events in 2012

Maintenance
partner agreement

Pedestrian
plaza

Creating a seating area out of curb lane:
Pearl Street (Manhattan)

77% increase in
seated pedestrians

14% increase in
sales at fronting
businesses

Striping and
planters

Seasonal seating
platform in
curbside lane

Expanding an iconic space:
Union Square North (Manhattan)

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

Injury crashes fell
by **26%**

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

74% of users
prefer the new
configuration

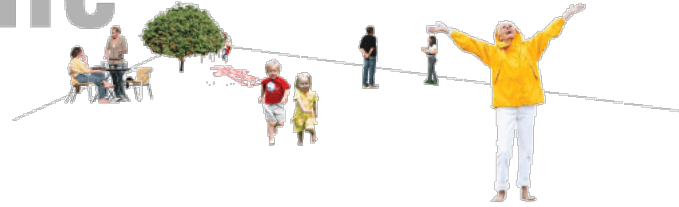
Protected
bicycle path

Pedestrian
plaza

Simplified
intersections

**Develop Brownfields and Station Areas
– No more Greenfield development...**

Life



Space



Building



Trælasten
Urban infill





Sammenhængende by

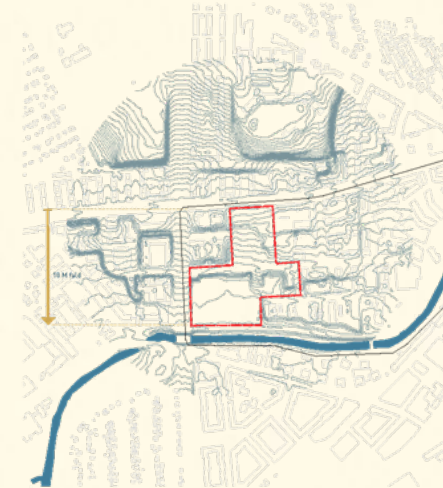
Potentialer og udfordringer på byniveau



Tæt på - og alligevel langt væk



Grønne og blå kvaliteter



Dramatisk ådal



En puslespilsbrik



Mobilitet: Tæt trafik og få forbindelser



Kulturaksen og Aarhus K

Sammenhængende by

Eksisterende naboer

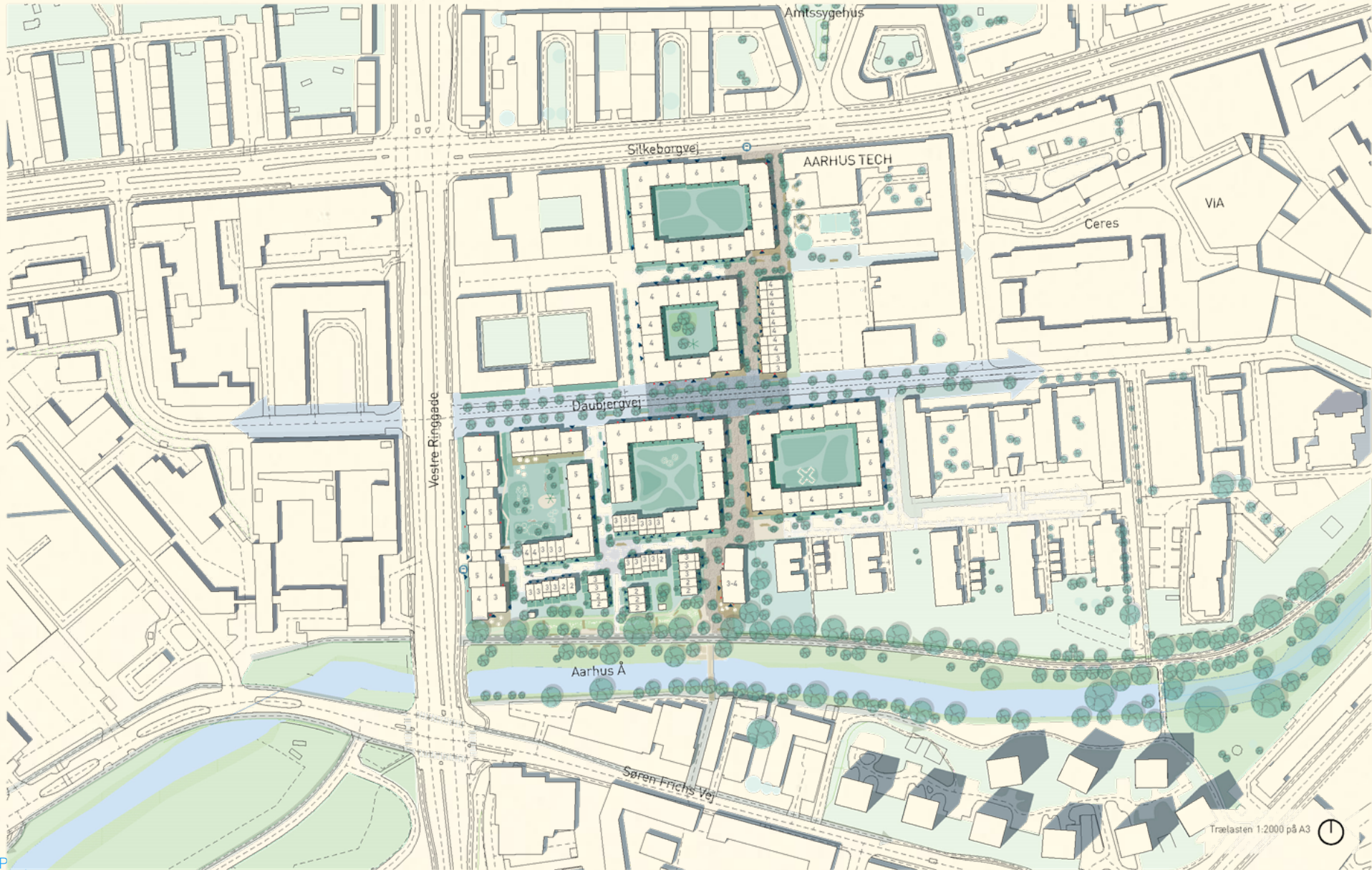


Sammenhængende by
Nye forbindelser



Helhedsplan

Trælåsten - illustrationsplan



Strategi for byrum

Det rekreative stræde (Nord)

Studieliv, work-live enheder og boliger

Det Rekreative Stræde er en gennemgående akse i Trælasten og kobler Silkeborgvej og åen.

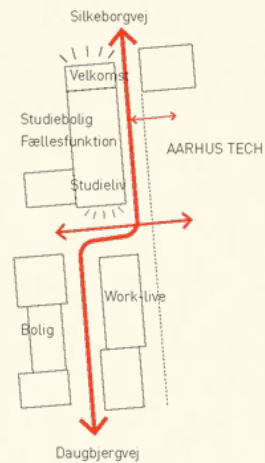
Små knæk, giver plads til mindre pladsdannelser og ophold.

Træer og frodige bede til vandhåndtering skaber en grøn forbindelse.

Kommercielle aktiviteter, boliger med grønne kantzoner, work-live og fælleslokaler.

Strædet prioriterer gående og cyklister.

Potentiale til at koble til uderummene på AARHUS TECH



Smalle grønne kantzoner

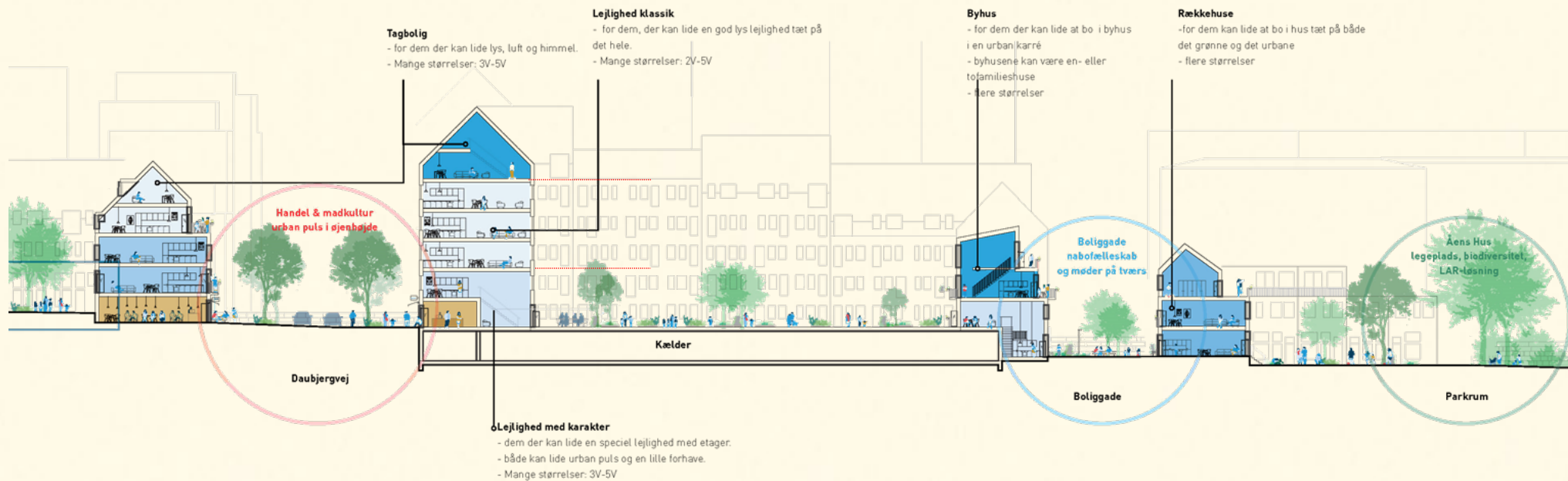


Forbindelse til AARHUS TECH og invitation til ophold



Kiosk og invitation til ophold ved busstop på Silkeborgvej

Boliger for hele livet



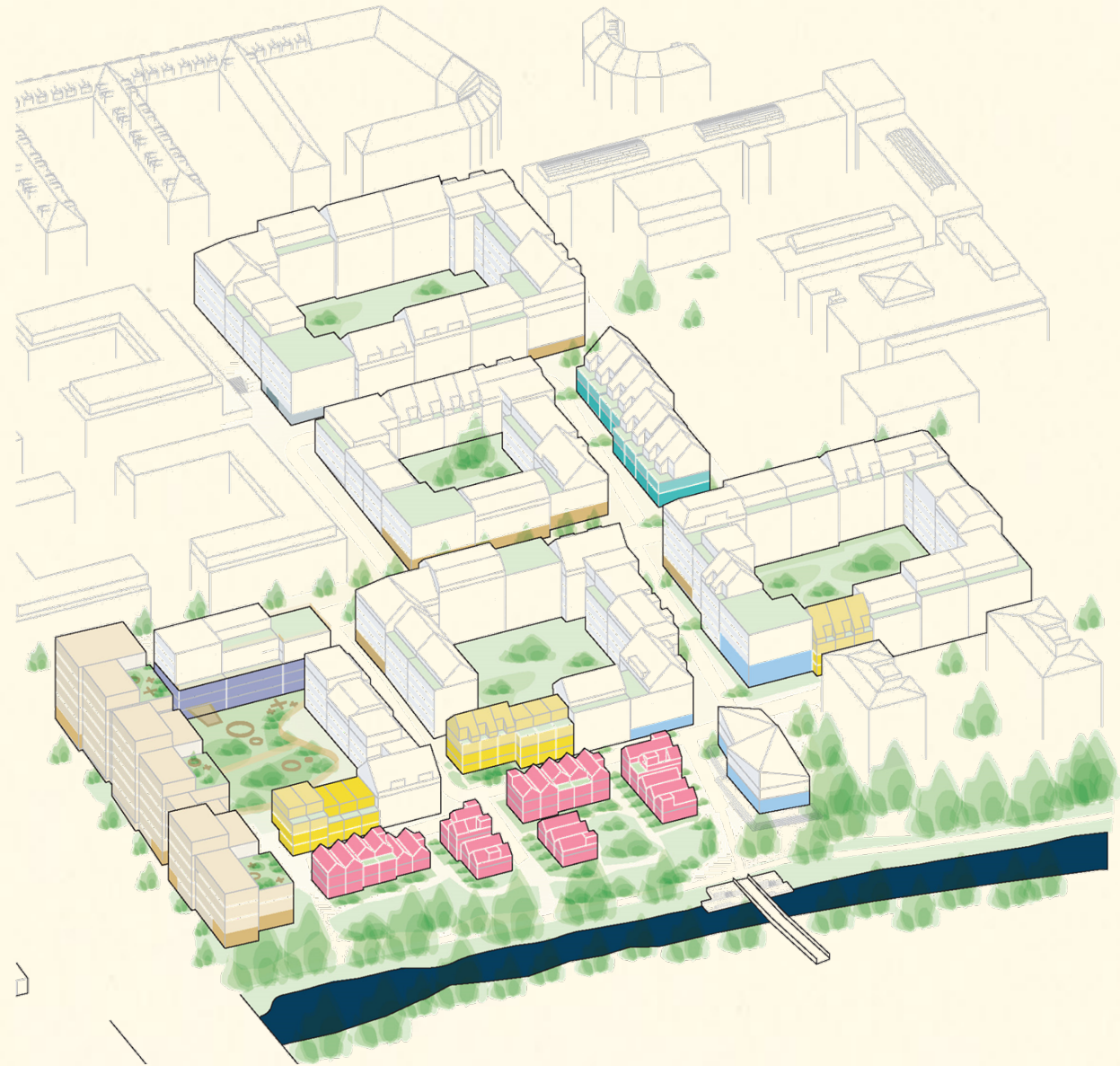
- Public engagement in 1:1
- Neighbour participation to make it permanent
- 260 on site in-dept Interviews / only 35 participants at official public hearing



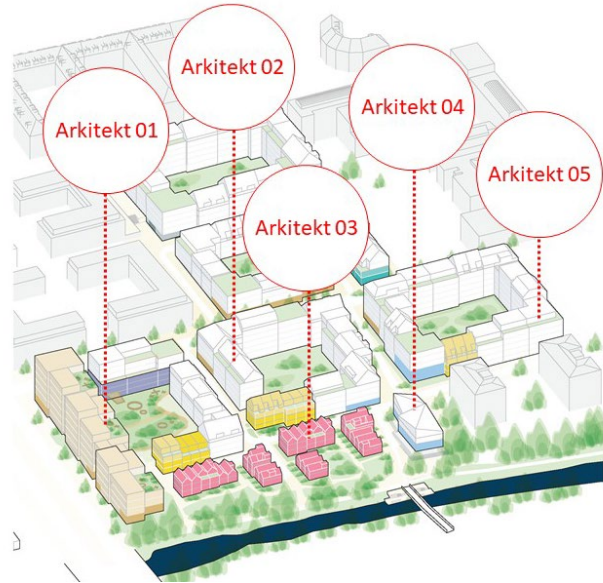




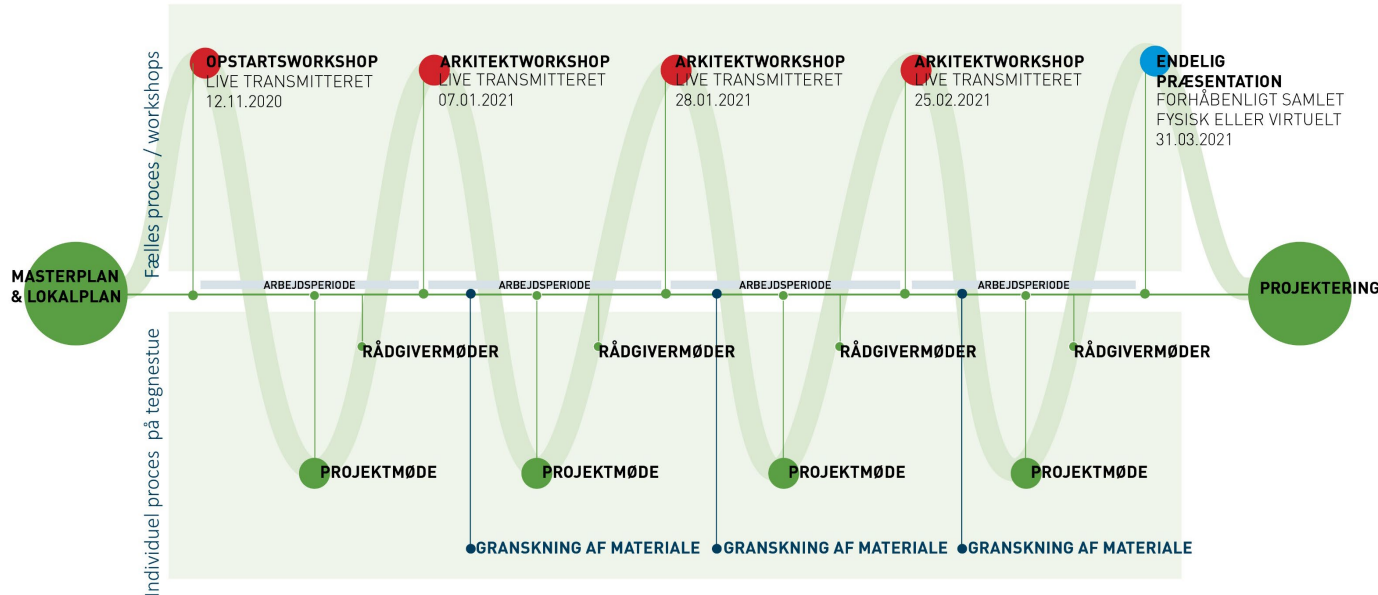
Åens Hjerter med Åens Hus, park, legeplads, bro og det rekreative strøg



Integreret Design Proces



Integreret Design Proces



Integrated Design Process

- Creating and securing both coherence and actual diversity.
- Creating a space for innovation and quality driven discussions in a co-creative environment
- Creating a sense of ownership to all projects across all participants in the process
- Testing the technical opportunities for implementing the vision early in the process.
- Getting a shared and vision driven starting point for all projects, independent of the actual implementation timeframe for the individual plot











Slakthus

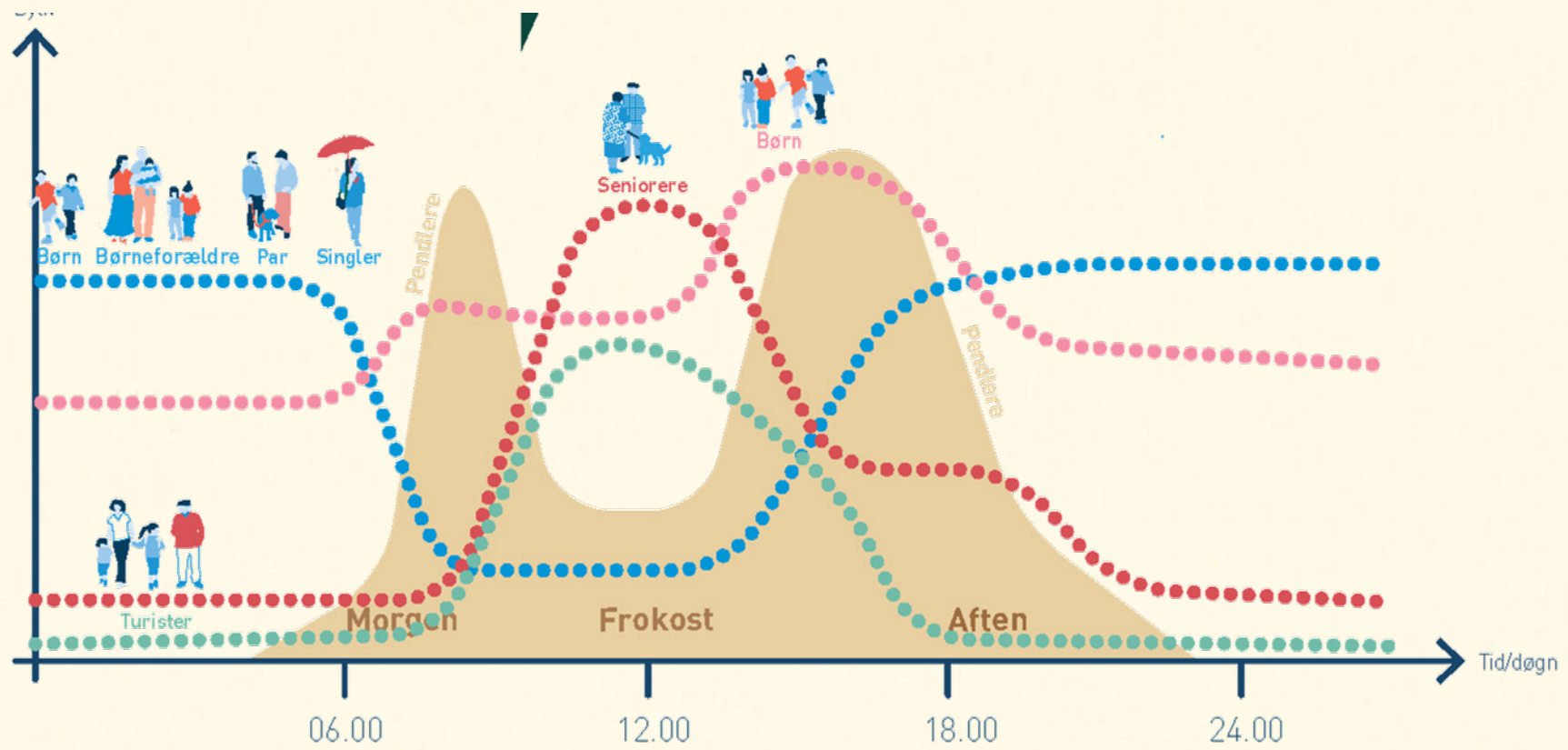
From industrial site
to historic landmark





Stockholm
Meatpacking
District







SLAKTHUSPLAN

TORGET

Halmgräven

Stora Skorstensgatan

Västragatan

FÄLLAN

Slakthus | Meatpacking Stockholm



Vision för Slakthusområdet

– För att manifestera och ge rum åt den kreativitet och innovationskraft som satt Sverige på världskartan

Med inspiration från platsens innovativa och unika historia är Slakthusområdet ett självklart besöksmål som stärker Stockholms konkurrenskraft internationellt – en spännande stadsdel med ett mångsidigt innehåll som lever under dygnets alla timmar.

År 2030 är Slakthusområdet en urban stadsdel med ett unikt innehåll av mat, kultur och upplevelser som skapar ett attraktivt område som människor vill besöka, arbeta och bo i.

Slakthusområdet sjuder av kreativitet och nyskapande med arbetsplatser för kreativa näringar, tech och innovation, som skapar en del av Stockholms södra kontorsnod.

Slakthusområdet är en plats där besökande, boende och arbetande tillsammans skapar en engagerande och inkluderande stadsdel för oväntade möten.

Slakthusområdet är en testbädd för stadsutveckling som sätter Stockholm på världskartan med nya standarder för framtidens stadsliv, framtidens boende, arbetsplatser och hållbara stadsmiljöer.

Målbild & Stadsbyggnadsprinciper

Syftet med förstudien har varit att enas kring stadsbyggnadsprinciper och en samlad målbild som ska belysas på tvärs över alla processer.

Identitet

Slakthusområdets hjärta

Rätt mix och densitet

Levande stadsdel

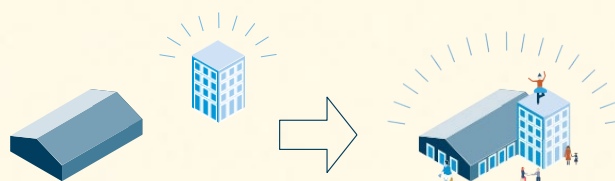
Närhet och kopplingar

En hållbar livsstil

Innovation

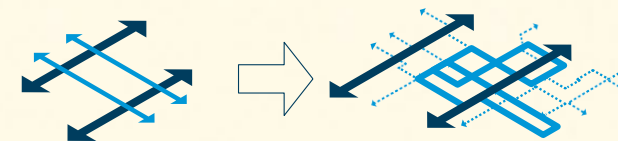
Organisk utveckling

Platsspecifika stadsbyggnadsprinciper



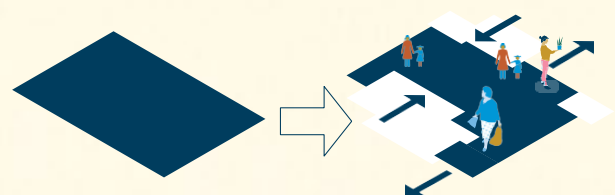
Bygga vidare på och skapa en ny identitet

Aktivera först de de existerande byggnaderna tillfälligt för att säkerställa att området lever under hela identiteten bevaras. Senare kan nya till för att styra stadens liv och funktioner.



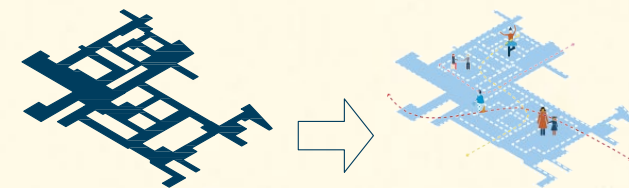
Industriell skala med mänsklig touch

Den industriella strukturen tecknar områdets stora linjer, ett mer finmaskigt nätverk skapas för att hantera byggtiden och att det dagliga flödet och rumsliga upplevelser i gata och byggnadsstrukturer läggs stadsrum.



Från space till place

stadsrummet och skapar en stor som säkrar ett bra mikroklimat skapar nya upplevelser, precis runt hornet.



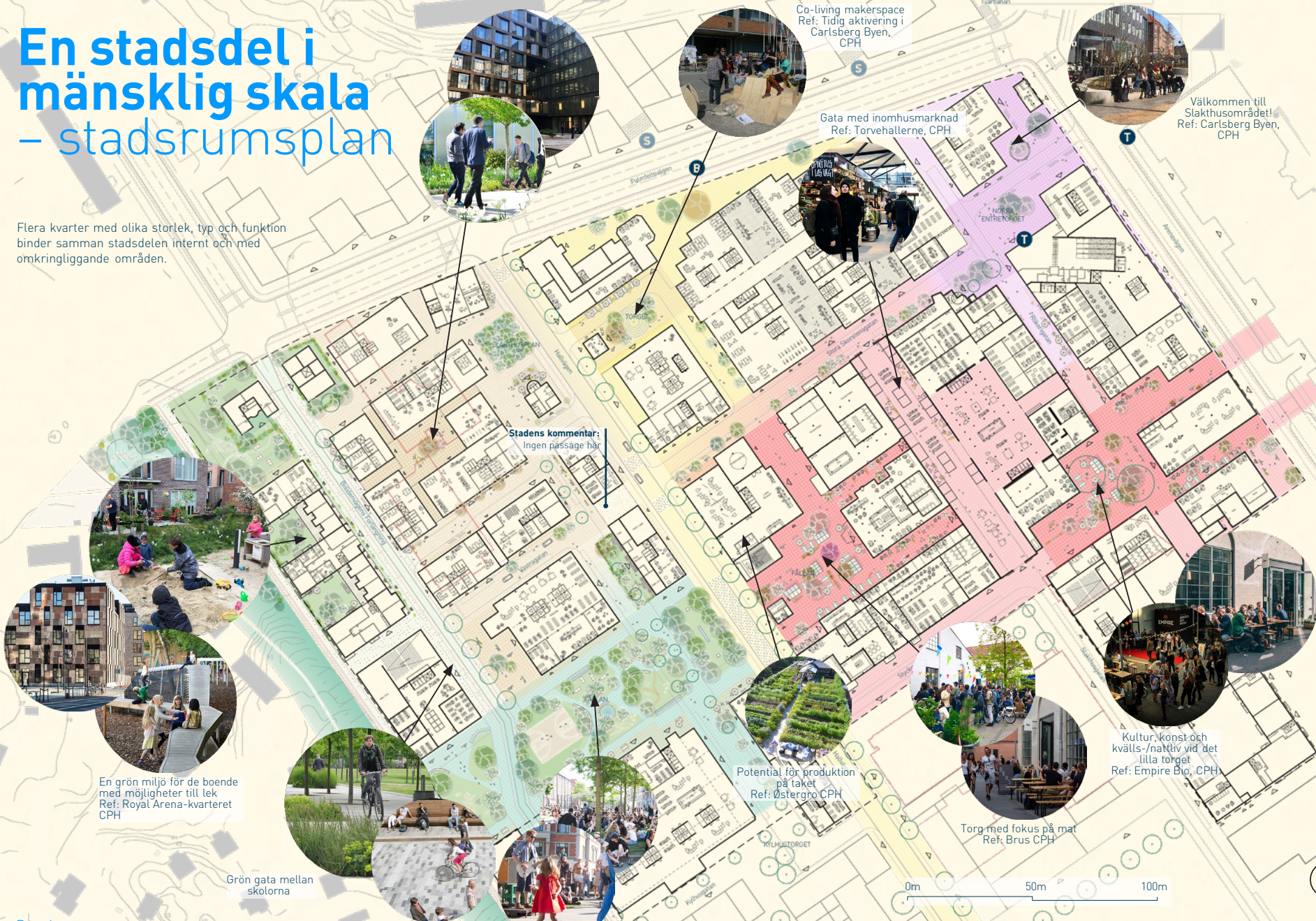
Ett sammanhållande golv: både inne och ute Byggnaderna definierar Bottenvåningen är en del av det offentliga rummet, variation av stadsrum butiker och bostädernas trädgårdar skall alla ses och som i sekvenser som ett sammanhållande golv i Slakthusområdet.





En stadsdel i mänsklig skala – stadsrumsplan

Flera kvarter med olika storlek, typ och funktion binder samman stadsdelen internt och med omkringliggande områden.



Klustret

Framtidens arbetsplatser

Start-ups **Co-work** Historisk
Inramning **Vardagsservice**

Närhet Wellness **Det lokala
livet** Grönska



Carlsberg Quality Process



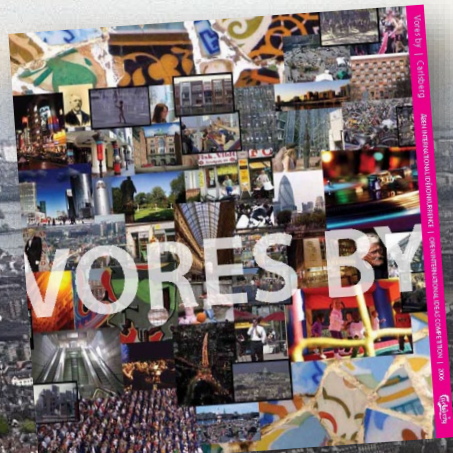


Illustration Entatis



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



Lokalplan nr. 432 "Carlsberg II"

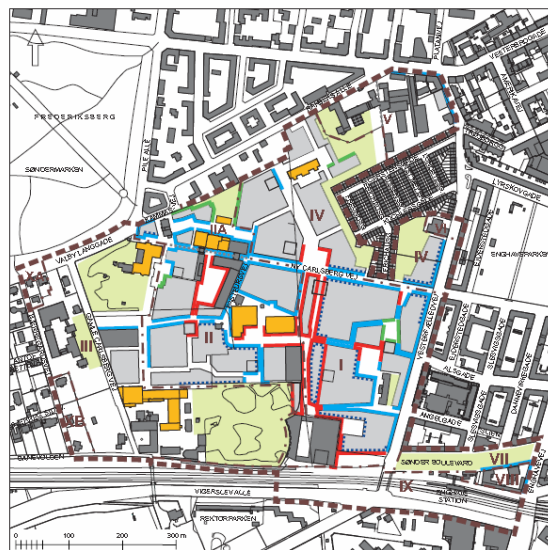
Del II - lokalplanens bestemmelser



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



Københavns Kommune



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

Aktiv facade

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

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



Åben facade

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

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



Afdæmpet facade

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

Skitsen og fotoet illustrerer en afdæmpet facade med mindre vinduesåbninger og mindre visuel kontakt mellem ude og inde.









Architect: Praxis



Gehl
Architects



fotex



Gehl
Architects





Gehl
Architects

Towards a riverfront for people

The implementation of continuous public spaces along the Shanghai Huangpu Riverfront offers something for people all across Shanghai. The Huangpu River runs through 10 of Shanghai's 17 districts.

In this evaluation, we have measured the impact of the strategic guidelines. It is evident that with the implementation of continuous public spaces along the riverfront, it is truly becoming a connected and lively riverfront for people.

Among others, we find that:

- more than 29km of bicycle path has been implemented and 33% of visitors come to boost health;
- 83% do not arrive by car;
- 62% stay longer after the improvement of public spaces
- 82% increase in greenery for all of Shanghai
- Overall, the riverfront offers increased proximity to better public spaces for 4,8 million people working and living within a 15 minute walk of the Huangpu River.

The work has been adopted into the UN Habitat "Shanghai Manual 2020" as a best case for greener and more social urban development. At a wider scale, it has a true impact for China's ambition to reach carbon neutrality by 2060.

The work is continuing with the aim of making continuous public spaces for all of the riverfront. Furthermore, the strategy will also be used to evaluate and improve existing public spaces.

报告中提出的四个策略简明扼要，非常有助于象黄浦江贯通这样高度复杂的项目，并且已经帮助我们在短短两年内45公里岸线贯通中得到了贯彻。

上海黄浦江办公室的朱主任提到

"The four strategies from "Towards a people oriented waterfront" has with it's simplicity and quality focus, helped us with the complexity of succeeding with the completion of 45 Km of connected public space along the Huangpu River in only a few years"

Director Zhu from Shanghai Huangpu River Waterfront Developing Office.



Increased proximity to better public space for **4,8 million people** working and living within a 15 minute walk of the Huangpu river



45+ km
continuous public space implemented along the Huangpu River

Cover photo - online from <https://www.archdaily.com/980404/demonstration-section-of-riverfront-public-space-original-design-studio>
Image © Changheng Zhan

Background

In 2014 Energy Foundation China, Gehl, CSTC, SUPDRI developed "Towards a people oriented waterfront" which contained 4 strategies for Shanghai Riverfront development.

The strategy was developed for and in close collaboration with Shanghai Municipality's Huangpu River Waterfront Developing Office, an office directly under the Shanghai Municipal Government, working across the districts and coordinating the development of the Huangpu River Waterfront.

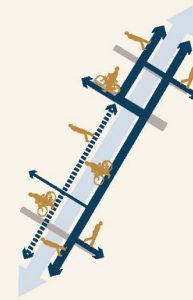
Turning vision and strategy into implementation - from around 2016, the Shanghai Huangpu River Waterfront Developing Office has used the vision to implement a people-oriented riverfront. In 2018 already, more than 45km of continuous riverfront was implemented. The work has been completed with involvement from local and international architects, engineers and consultants. The high ambition to develop a worldclass people-oriented waterfront has attracted some of the best designers and specialist in the world.

The work is still ongoing, and new areas are constantly opening and being improved.



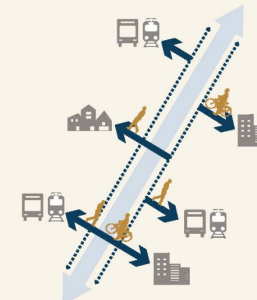
The four basic strategies are intended to guide the development of the riverfront areas both in the short and long term. The focus is on improving the accessibility and quality of the spaces in order to invite both locals and visitors. The four strategies correspond to the themes of the policy document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

4 strategies from the 2014 vision



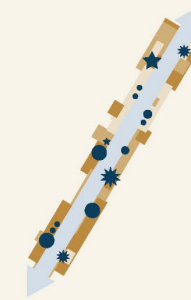
- 1 One continuous river

Ensuring access and a high quality environment along the whole riverfront



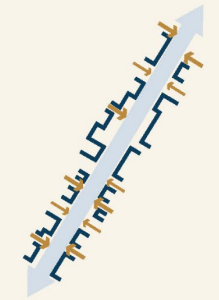
- 2 Connect to the city

Frequent and high quality connections between the riverfront and the hinterland



- 3 Diverse spaces

A variation of spaces of different character and scale that invites for activities for all user groups



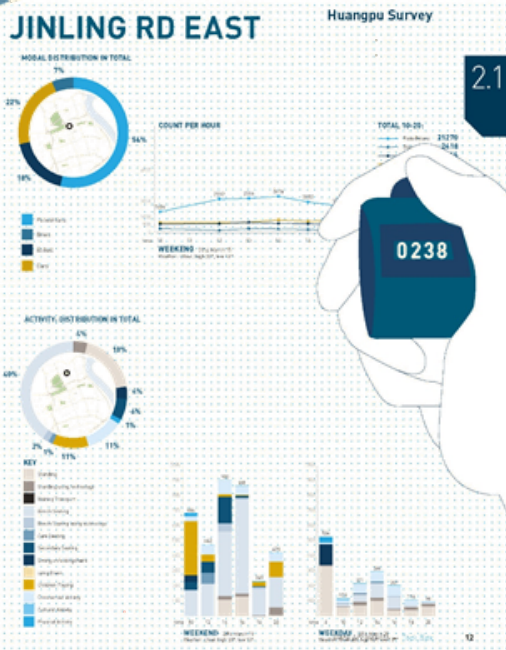
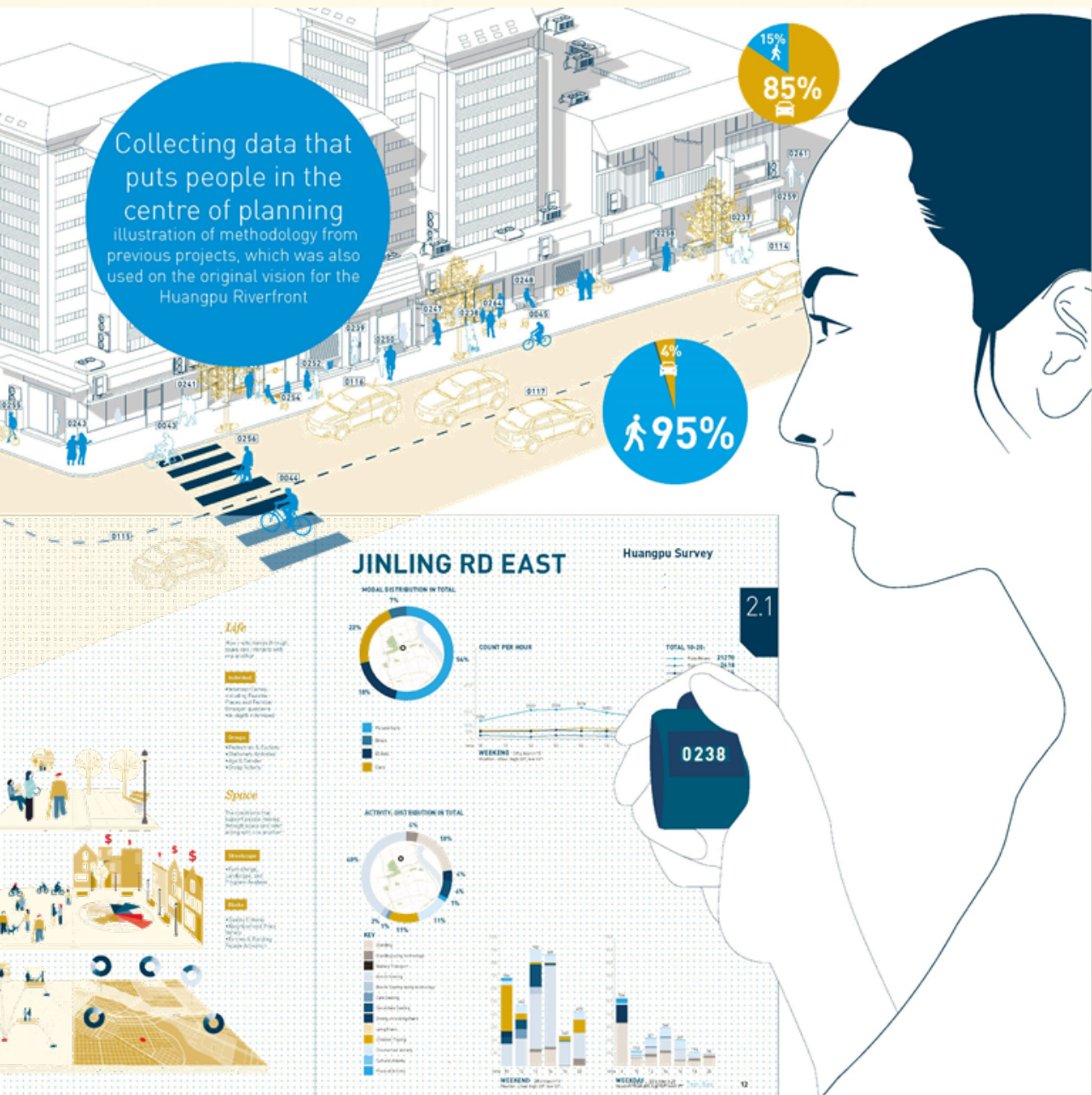
- 4 Active edges

Ensure built edges that contribute to and enliven the public realm



Gehl





Methodology

The study area: 803.3 ha
The study area stretches from the river bank to the first municipal road, 90 km along both banks from Xu Pu Bridge to the Military Road Tunnel.

The survey area: 691 ha
Survey coverage rate: 86% (the completed riverfront development)

Collected data
In the study area: Big data, Online sourced data, Social Media data, Statistics on population.
58 723 Weibo posts (anonymous)

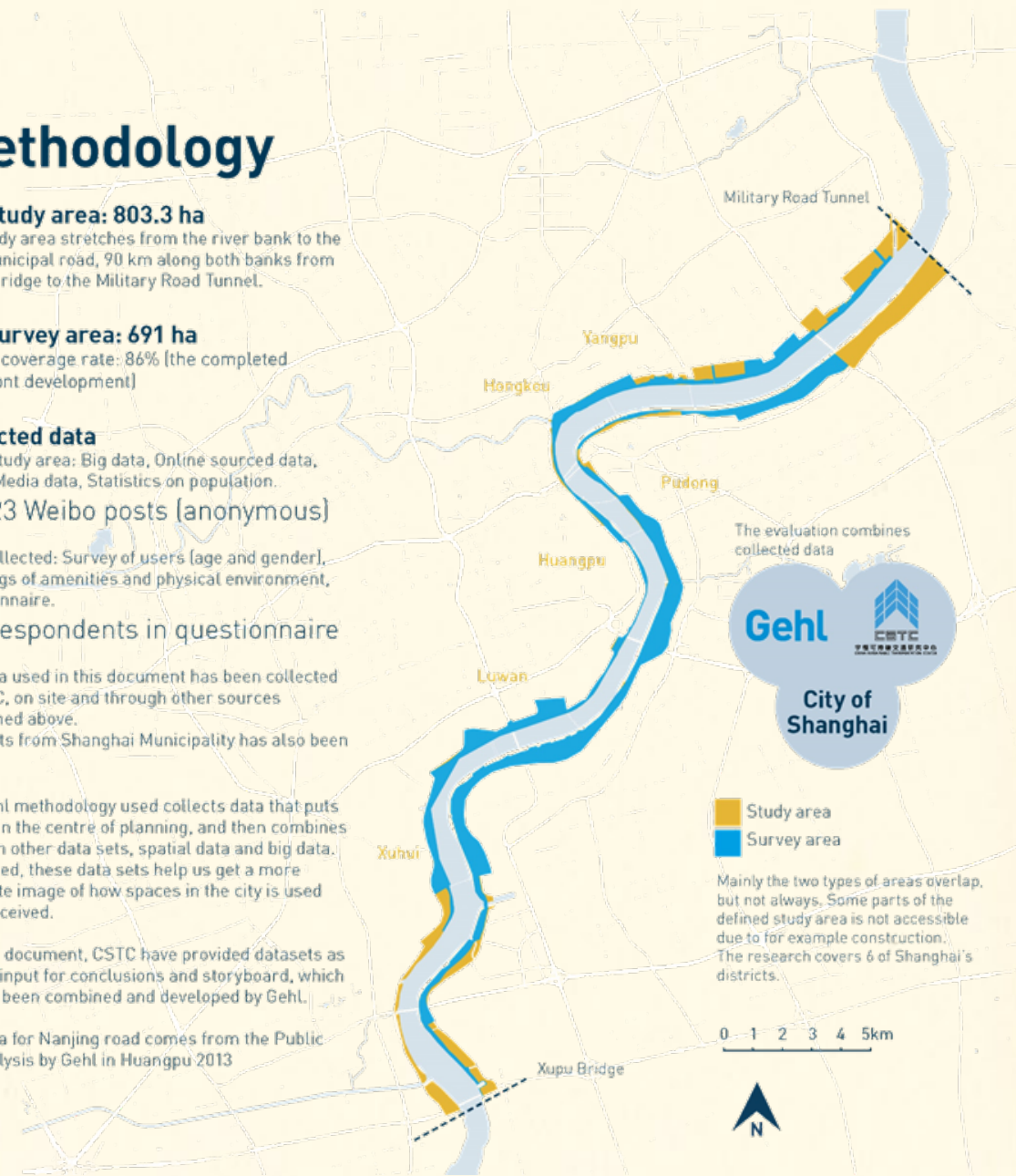
Data collected: Survey of users (age and gender), mappings of amenities and physical environment, Questionnaire.
599 respondents in questionnaire

The data used in this document has been collected by CSTC, on site and through other sources mentioned above.
Data sets from Shanghai Municipality has also been used.

The Gehl methodology used collects data that puts people in the centre of planning, and then combines this with other data sets, spatial data and big data. Combined, these data sets help us get a more complete image of how spaces in the city is used and perceived.

For this document, CSTC have provided datasets as well as input for conclusions and storyboard, which has the been combined and developed by Gehl.

The data for Nanjing road comes from the Public life Analysis by Gehl in Huangpu 2013



Learnings from Shanghai | 2015



Learnings from Shanghai | 2015

VISION COLL
-ONE CONNECTED



Nanjing rd east — selected data

FLOWS (WEEKEND 10-20)



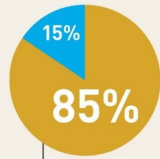
● Pedestrians ● Vehicles ● Bicycles ● E-bikes



SPACE DISTRIBUTION



● Sidewalk (effective width) ● Driveline



Learnings from Shanghai | 2015



Learnings from Shanghai | 2015



Learnings from Shanghai | 2022

Gehl

1 A more continuous waterfront

From disconnected to continuous

The development of the riverfront creates both new public space and a continuous waterfront connection.

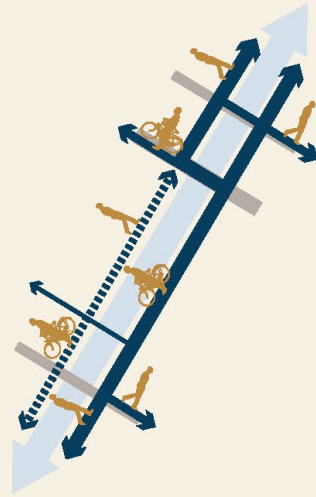
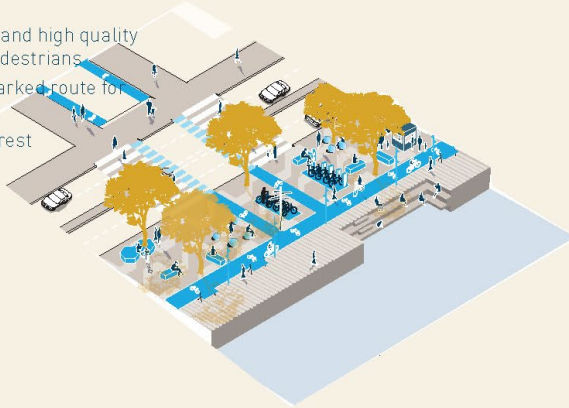
Previously, private developments and industrial areas created difficulties of moving between the different parts of the riverfront. Large parts of the riverfront was not accessible. This in addition with a lack of bridges, especially for pedestrians and slow mobility, created detours.

The redevelopment of industrial areas and creation of new accessible spaces, in addition with new bridges enables a continuous movement for commuting and leisure.

Riverfront strategy 2014 recommendations:

A continuous riverfront for pedestrians and cyclists

- Generous and high quality space for pedestrians
- Clearly marked route for cyclists
- Places to rest



It's good for you...

- A new route to choose for everyday commuting, with good infrastructure and local air quality
- Promotes commuting by bicycle through an attractive route
- A place for recreation - running and walking
- A place to spend time and be social outdoors

...It's good for the world

- Support general health through active mobility
- Sustainable through non-motorised mobility
- Supports Shanghai as a showcase for urban sustainable development

Summary - key take aways

45km of continuous riverfront connection and public space

Inviting a variety of users Invitation to walk, run and cycle along the water by providing different clearly marked routes

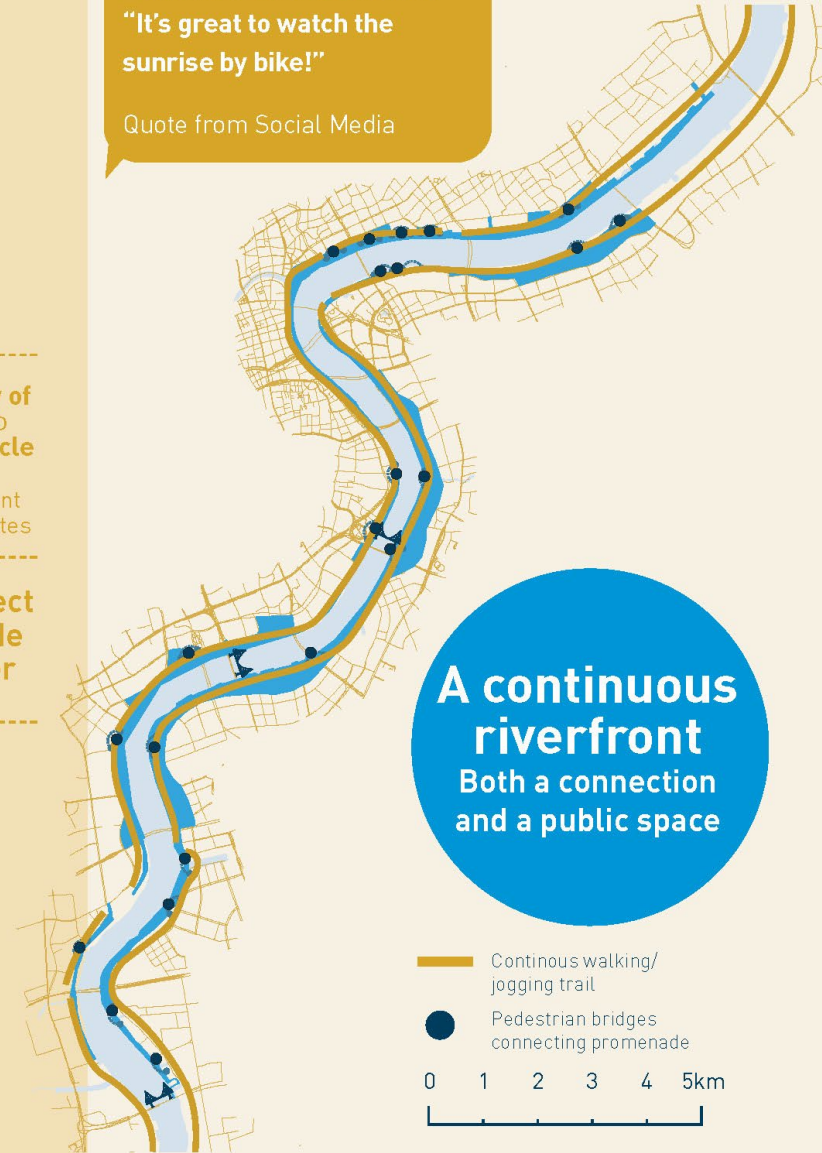
22 bridges connect the promenade along the river

From industrial to public space

Large parts of the riverfront was inaccessible - industrial sites cut the city off from the water. By opening up and developing these areas, both a continuous connection and large areas of public space is achieved

“骑自行车看日出真是太好了”
“It's great to watch the sunrise by bike!”

Quote from Social Media



A continuous riverfront
Both a connection and a public space

- Continuous walking/ jogging trail
- Pedestrian bridges connecting promenade

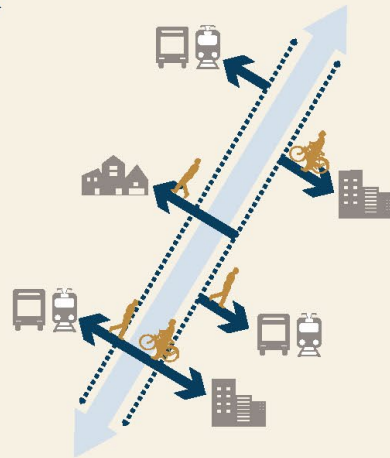
0 1 2 3 4 5km

2 A riverfront that is more connected to the city

The connections to the city used to be a major challenge. Several factors played in such as industrial land blocking river from the city, highways posing as barriers, or poor quality of connecting streets.

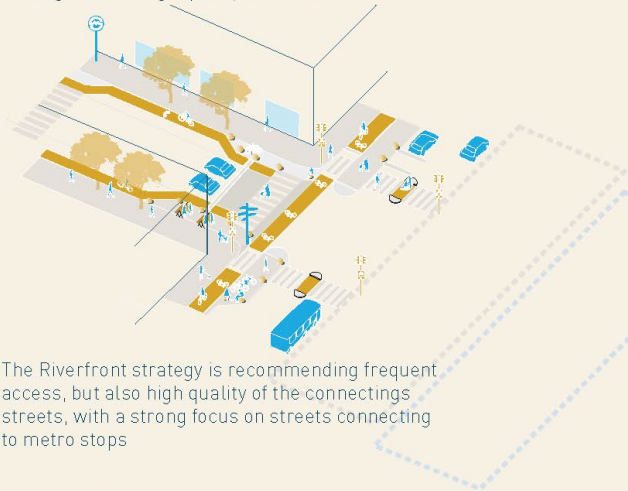
Once at the waterfront, the important floodwall was also a visual and physical barrier.

Since 2014, connections have improved on multiple layers, average connection from the riverfront to the city is every 200 metres and only a few sections have further than 800 metres between. The redevelopment of land has opened the city to the river. The floodwall has become more integrated in the landscape.



Riverfront strategy 2014 recommendations:

Fine grain and high quality connections



The Riverfront strategy is recommending frequent access, but also high quality of the connecting streets, with a strong focus on streets connecting to metro stops

It's good for you...

- Better proximity/easier access to the river as an amenity increase everyday life quality
- Riverfront is integrated into the local communities as a naturally accessible public space
- Active mobility healthy lifestyle

...It's good for the world

- Supports the 15 minute community/resilience vision of Shanghai Municipality
- Increased health has economic benefits
- Sustainability through non- motorized transport choices

Summary - key take aways

83% Do not arrive by car

but instead by foot, bicycle or public transport. This makes frequent, high quality connections hugely important

Almost 1/3 Arrive by public transport - showing how the waterfront is connected to transit hubs in the city.

Only 250m or 2 minutes walk between entrances to the riverfront today

92% of flood- barriers are now integrated in design of the public spaces

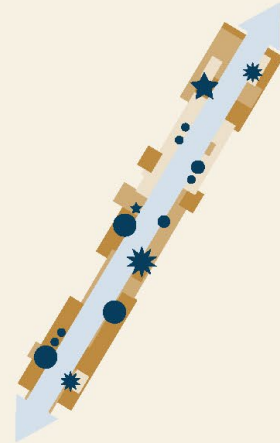


3 A more diverse riverfront

There is a strong tradition in Shanghai and elsewhere for using public spaces for social and recreational activities.

The Riverfront strategy pointed towards the challenge of the riverfront lacking activities and invitations to spend time there. As a result, far fewer people than anticipated made use of the riverfront, a waste of valuable space in a dense city like Shanghai.

The harbourfront has since been developed to become a major destination for the whole city, offering a variety of activities and experiences for all users.



Riverfront strategy 2014 recommendations:

A variation of spaces:



It's good for you...

- Better access to recreation. More recreational space near home
- Increased access to functions and services
- Increased health and wellbeing
- A social place to meet friends and family

...It's good for the world

- Good for physical and mental health and wellbeing
- Increase social sustainability - a place for people to meet.
- A place for all, regardless of gender or age.

Key take aways:

A global place

#1 The Bund is #1 of 1,345 things to do in Shanghai on Tripadvisor

A local place

78% Live nearby* The waterfront is an everyday destination

A place to spend time

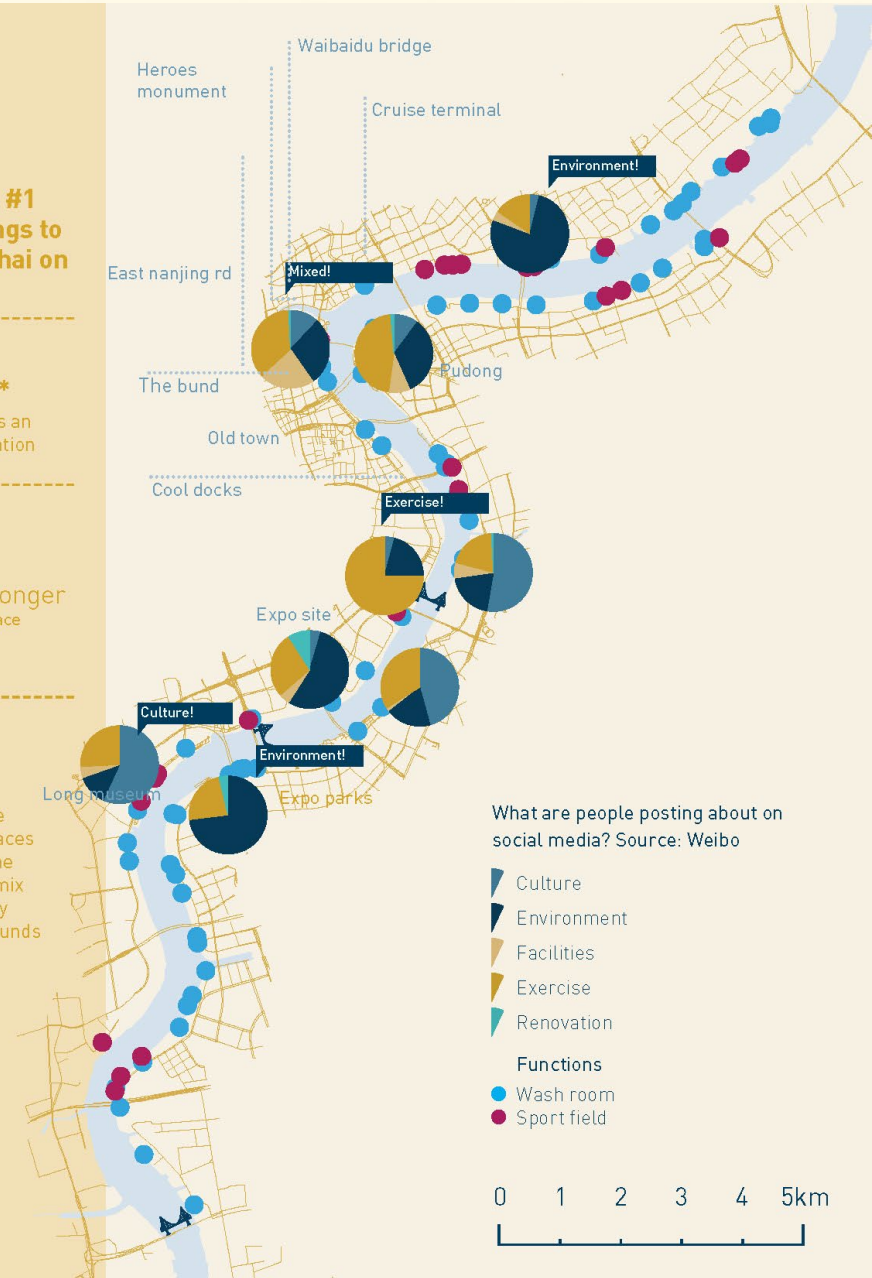
62% of visitors stay longer after the public space improvements*

A place to bring the kids

28% Come because the waterfront has places for kids to play. The waterfront has a mix of both formal play elements/playgrounds and playful art

*In average across surveyed spots

*Of respondents in questionnaire



4 A more activated and vital riverfront

The riverfront used to be challenged by a lack of support for public life along the river. Few buildings supported life and there was a lack of amenities and structures to improve safety at night. One challenge were regulations that didn't allow for structures to be build closer than 50m to the water.

There were many disused structures along the water, no longer in function, but with strong character. Existing buildings and planned new buildings had closed edges towards the water and thus no support to public life.

34 | The strategy had clear recommendation to open up closed facades, add new buildings, and the smaller scale of pavilions and kiosks, as well as a change of legislation to enable pavilions/new buildings.

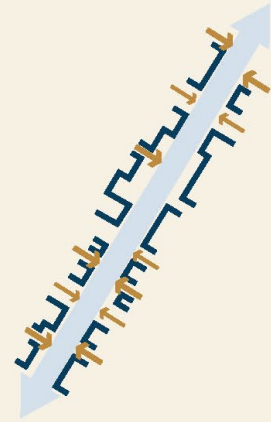
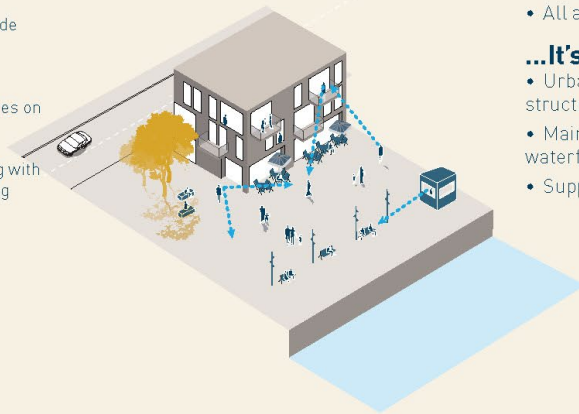
Riverfront strategy 2014 recommendations:

Principal diagram - built environment

Active ground floors interacting with outside spaces

Housing close to the riverfront offering 'eyes on the street' at night

Pavilions contributing with activities and breaking down the scale



It's good for you...

- Increased access to functions and services
- Increased safety by presence of functions
- All all types of activities along the riverfront.

...It's good for the world

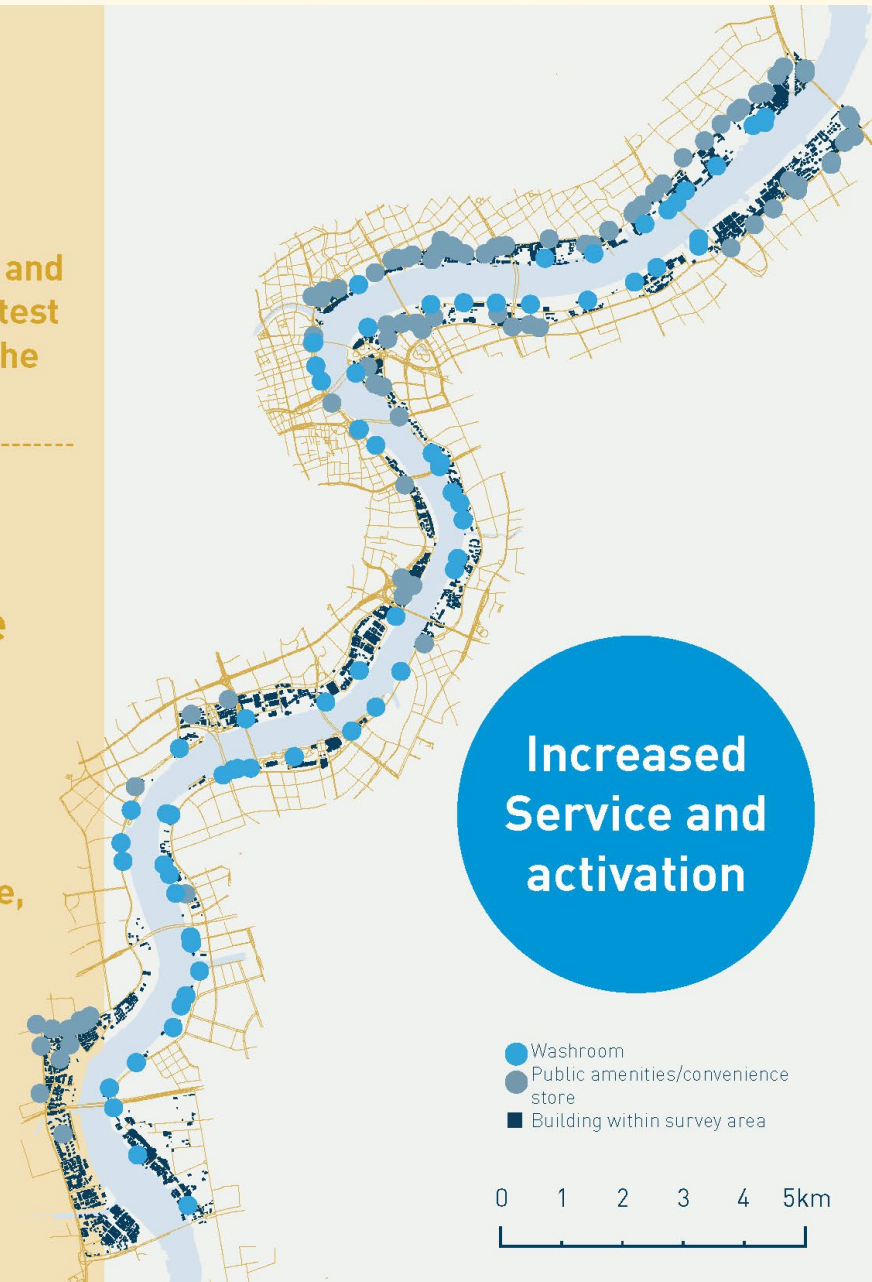
- Urban retrofit - making use of existing structures for functions
- Maintaining history and character of the waterfront
- Support public life along the river

Key take aways:

32 %

thinks more stores and services is the greatest convenience after the upgrades

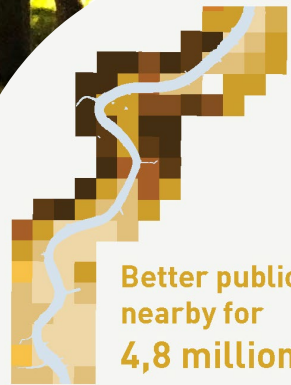
Change of legislation /Policy update new rules allow to build certain structures on the waterfront - especially pavilions to support public life, can be build 1 km apart





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

Director Zhu from Shanghai Huangpu River Waterfront Developing Office.

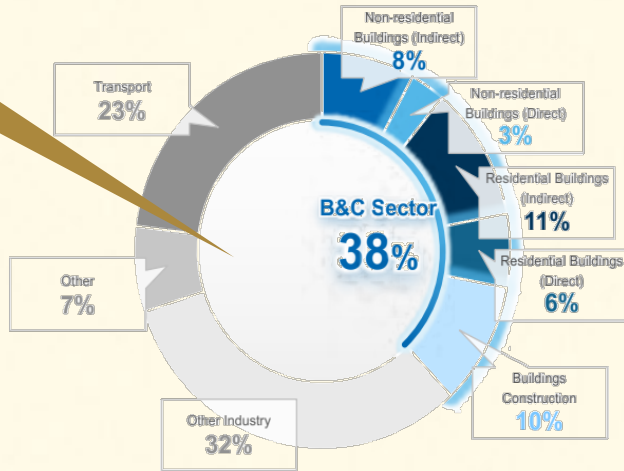


**Better public space
nearby for
4,8 million people**

Coverage of residents and business
population combined: 4,806,500

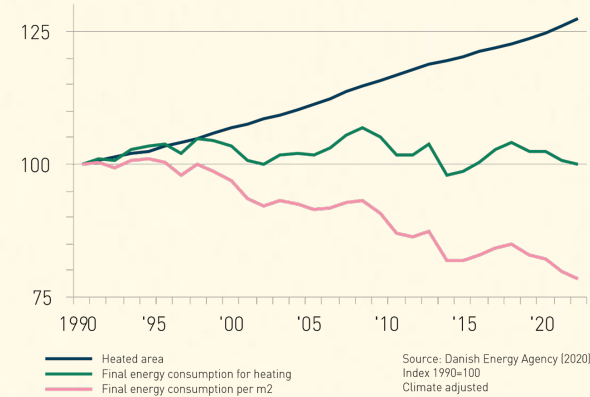
Sustainable Behaviour

CO₂ Emissions

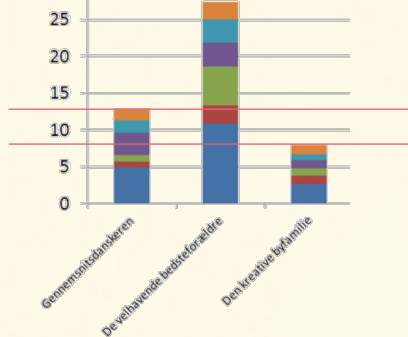


<https://rib-software.dk/blogs/kollektiv-indsats-for-at-skabe-en-bredygtig-fremtid-for-byggeriet>

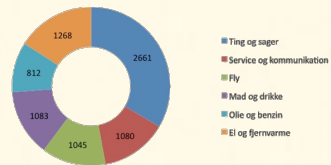
We are spending our technological gains on more floor area per person



Urban 1/3



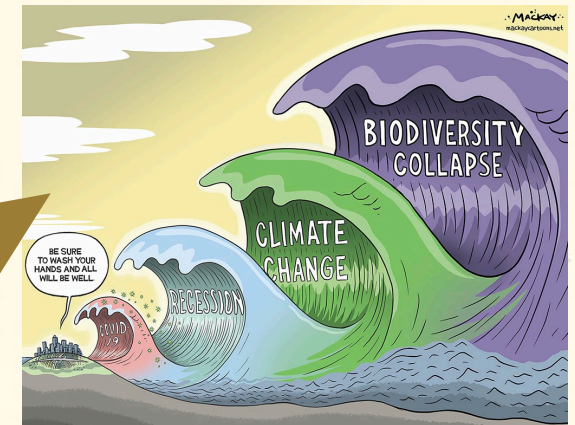
Urban family



7,9 ton pr. person ved deres forbrug. Tallene på figuren er antal kg CO₂e.

Source: [http://sustainable.dk/forbrug-og-baeredygtighed/5-forbrugssamfundets-klimapavirkning/#lightbox\[354\]/8/](http://sustainable.dk/forbrug-og-baeredygtighed/5-forbrugssamfundets-klimapavirkning/#lightbox[354]/8/)

We should **develop** and **densify** existing **cities**, **brownfields** and **station areas** while utilizing and providing **green, social, shared public facilities** and **space** – No more **greenfield development...**



Thanks for your attention!

Kristian Skovbakke Villadsen

Director/Associate/Partner

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kristian@gehlpeople.com](https://www.linkedin.com/in/kristianvilladsen/kristian@gehlpeople.com)

