“VIVIENDA MÁS ALLÁ DE SUS PAREDES”

“LIFE BETWEEN BUILDINGS”

Jan Gehl

We only have a right to access a microscopic piece of our planet:

Our home; and public pedestrian space in our city.

In my hotel I was told not to walk to the Convention Center because it was too dangerous due to high velocity roads.

I will talk mostly about what is outside of houses…but housing itself is obviously crucial.

There will be 2 billion more inhabitants in developing world cities over the next 30 years

HAPPY
DAY

The other side of the coin of slums is private ownership of land around growing cities.

Private property and the market do not work in the case of growing cities.

Two strategies:

- Slum improvement: Make them legal; supply them with water, sewage, schools, parks, public transport, pedestrian and bicycle infrastructure, pavements.

- Slum avoidance: Government land banking.

GAS

Small public works with high community participation can strengthen community organization and create self esteem.

SUPERMERCAD

But even after it has been legalized and it has been provided utilities…

Illegality leaves: Poor locations; high energy consumption; high transport costs; poor public spaces.

Adjacent to most developing country cities there are tens of thousands of hectares of adequate land for urbanism, but the poor continue to be pushed to the worst locations.

URBAN LAND REFORM

URBANIZACION
QUINTAS
DEL RECREO

30

What equality in today's market economy?

-Public good prevails over private interest.

-Equality of quality of life.

What is a good city?

A city where people wants to be outside.

Beyond survival needs, happiness needs:

-To walk
-To be with people
-To have contact with nature
-To play – HOMO LUDENS
-Not to feel inferior

A city that is good for children, the elderly, the handicapped, the poor, is good for everybody else.

What is a sustainable city?

Which is the most sustainable environment for a Galapagos iguana?

Transport is a peculiar problem.

Can we design a transport system without knowing what kind of city we want?

Despite giant highways, Atlanta has more traffic jams every year.

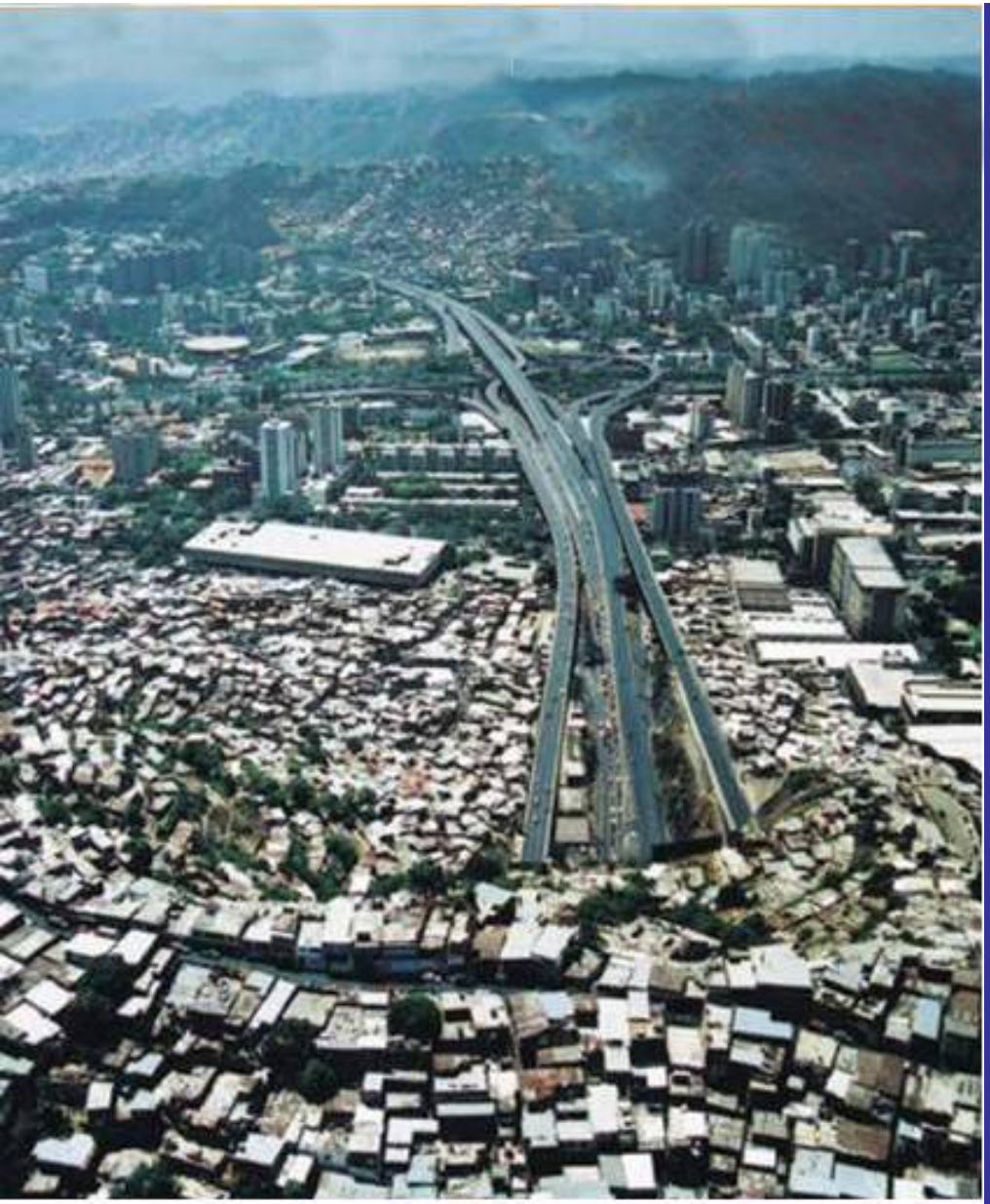
TAXI
TAXI

ISUZU
RODEO
TAXI
沪B 63837
沪B 96919

COUNTER-INTUITIVE TRUTHS:

- The Earth circles around the sun

- More road infrastructure brings about more traffic jams



Investments in infrastructure can be regressive.

There is not a “natural” level of car use in a city.

It is Government which determines, explicitly or implicitly, how much will the car be used.

If there was more space for cars in New York or London, there would be more cars.

If there was less space for cars, there would be less cars.

A long time ago cities such as Manhattan, London, Paris, or Zurich decided they would NOT build more road infrastructure in order to alleviate traffic jams.

Density is the most important element of good transport, regardless of whether we use trains, buses, taxis, bicycles or walk.

What attracts people to suburbs?

Pedestrian promenades, wide sidewalks and parks are a sort of vaccine against suburbanization.

STROZZI

Back Bay
Resident Permit Parking Only

GAYTAN

Whenever people use public transport, it is rarely out of love for the environment.

Many possible means to restrict car use:

London congestion charge, parking restrictions…(gas prices…)

Parking is not a constitutional right in any country.

Traffic jams are effective means to achieve:

- Public transport use
- Density

Bogotá: Tag number based restrictions

« Peak hour and Tag » (« Pico y Placa »)

93% population support

The street can become a park (and a symbol showing that people are more important than cars).

Mobil

BANCAFE

Bogotá : REFERENDUM

In a referendum in October 2000, nearly 64% of voters approved establishing a car free the first Thursday of February every year.

Bogotá: CAR FREE DAY

Bogotá: CAR FREE DAY

TRANSPORT

Rail systems were completely out of our reach. Particularly if we wanted to reach all sectors of the city in a couple of decades…

TRANSMILENIO

2-1 EL CODITO
URBANUSS PLUSS
TransMilenio
2201
BUSSCAR
VDO-078

It was said some roads were too narrow for TransMilenio to fit…

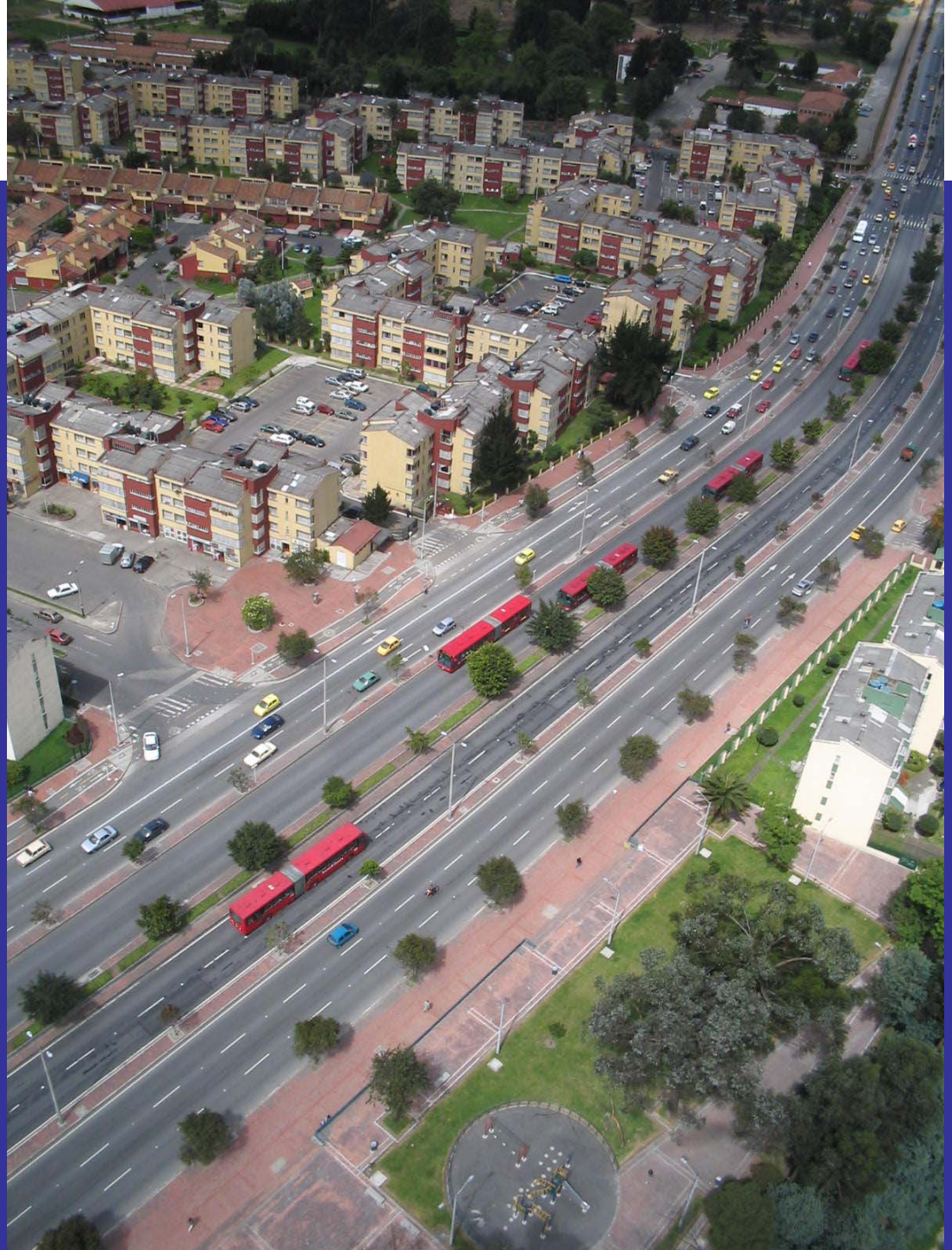
REJECT SHOP

STOP
LOOK

TRANSMILENIO

SALON DE MODAS ANGIE
FABRICA
COLME
TransMilenio

TransMilenio



NLY
NO ENTRY
AUTHORISED VEHICLES EXCEPTED
20
LOW CLEARANCE
3.4m
NO ENTRY
Browns Plains BUZ
via Runcorn
150
G 1609
20
ONLY
BUS

In terms of transport, a good city is not one with great highways but rather one where a child in a bicycle could go safely everywhere.

Tell a 3 year old: “Watch out! A car!” And the child will jump in terror.

A city friendly to people, or a city friendly to cars?

There are conflicts.

DISROAD
Color1000
兴平洋服
A LC575

新宿
Shinjuku
桁下4.2m 徐行
都営バス
tv asahi
474
品川500
あ 60-67
5328
練馬500
あ 97-40

上海自然博

A measure for anything to be done in a city:

Does IT make the city more, or less pleasant to walk?

Cars are extremely recent in human history

The 20th Century will be remembered as a disastrous one in urban history.

Towards the end of the 20th Century we realized we had gone wrong…and began to change.

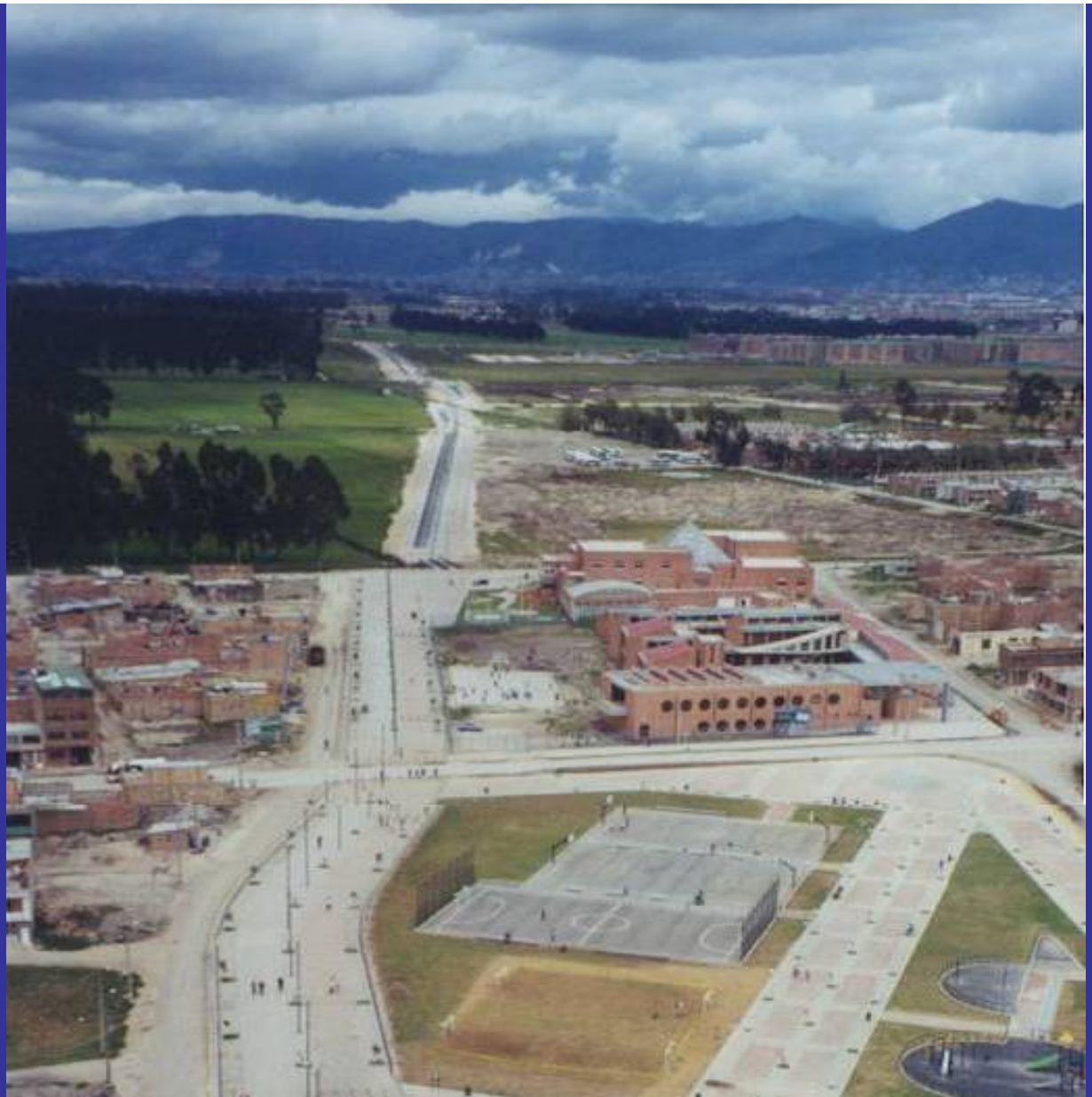
COTTONFIELD
PETER HERTZ

PETILLON

MARKS&
SPENCER

GIORDANO
江蘇陽光集團公司
珍珠城
PEARLS CITY
KFC

Why not structure the part of cities yet to be built around a pedestrian and bicycle street network hundreds or thousands of kilometers long?



BICICLETERIA
LUBER N2
BICICLETERIA
LUBER N2

Such pedestrian-and-bicycle “highways” are not just for the poor…

Where JICA proposed an 8 lane highway, we built a 35 kilometer greenway for pedestrians and bicyclists only.

How would your quality of life improve with a 50 mile pedestrian-and-bicycle-only promenade a few blocks from your home?

How does a good city distribute road space between pedestrians, bicycles, public transport and cars?

OF DRY SKIN
KAD 005N

Wynberg Butchery

BARCLAYS

TUNAKUPESHA LIMITED
SU
33996
BRIDGESTONE
DESERT
DUELER

Cars parked on sidewalks, or parking bays where there should be sidewalk, are symbols of lack of respect for human dignity.

时装城

68
EAP1636

NOKIA
NOKIA
VXJR

Telecabina
VIA TELECOM
linea libre
Miami Style
NOVIAS COCTEL ALQUILER
RECARGA DE CARTUCHOS
INMEDIATAS
BHF 383

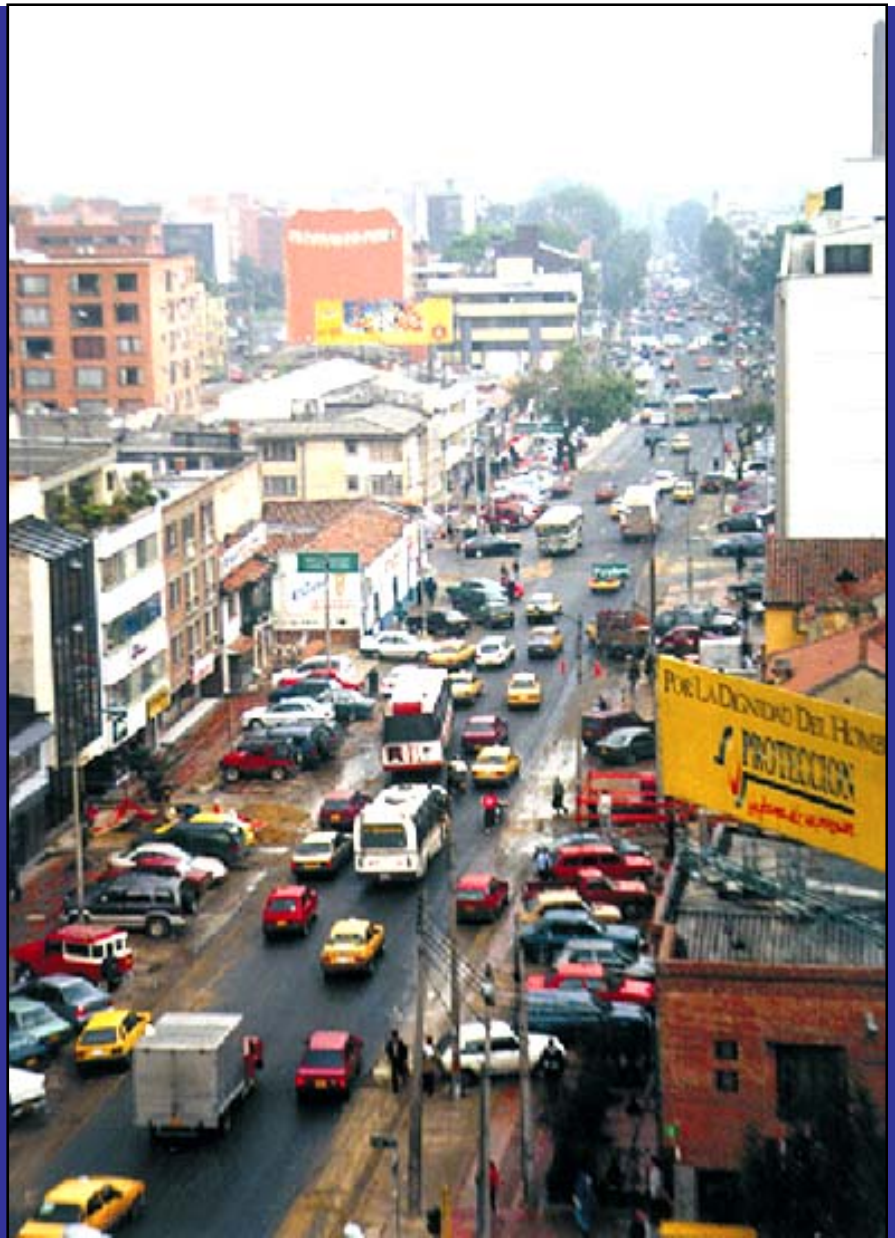
People v.s Cars

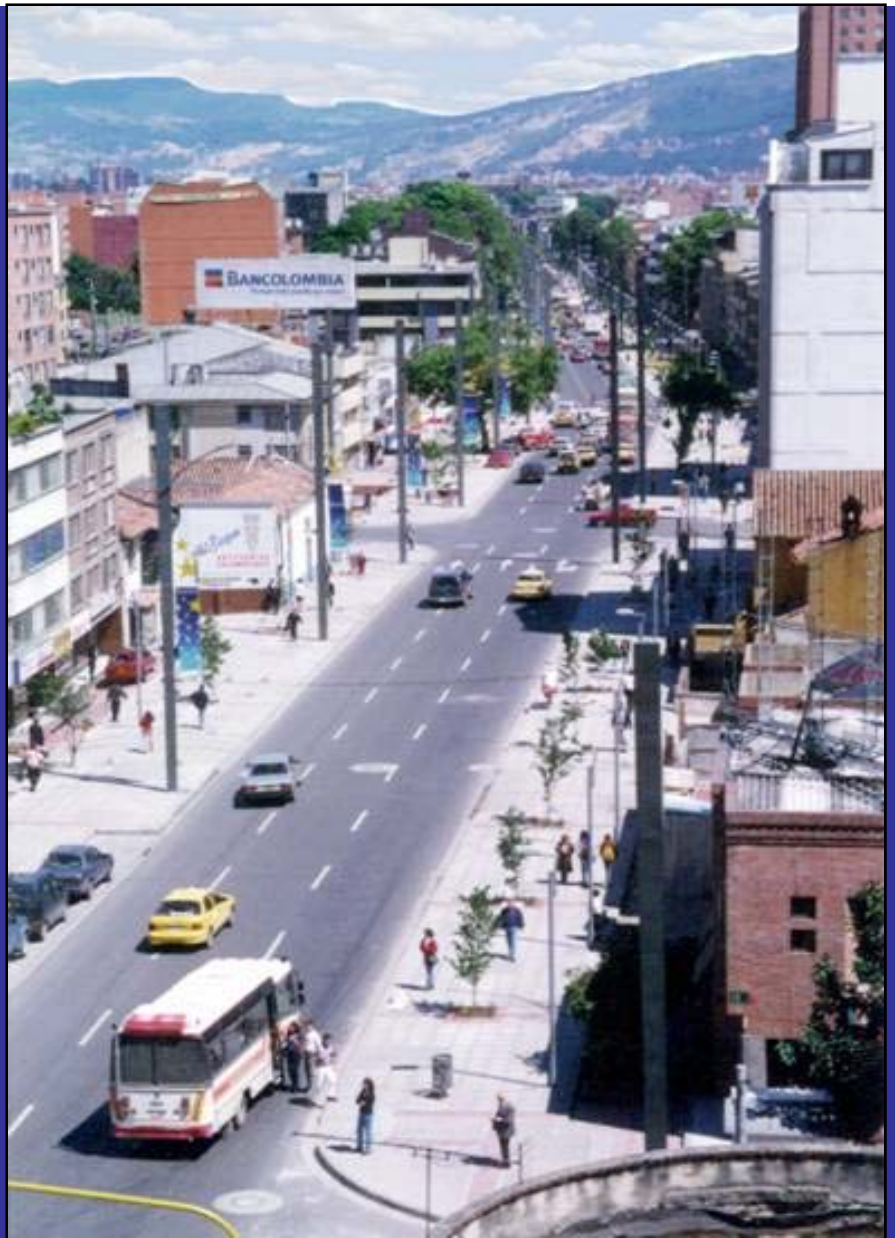
Before

After

Sidewalks are relatives of parks, not of streets.

Symbol: Pedestrians are important





Sidewalks are not enough: We require destinations.
We should be able to walk to buy bread or milk.

MODERN GOURMET
SKIN CARE * WAXING *

OXFORD CIRCUS
TOPMAN
LOOK RIGHT
LOOK LEFT
PICCADILLY CIRCUS
ALL SOULS, LANGHAM PLACE

SEPHORA
UNITED COLORS OF BENETTON

Is public pedestrian space a frivolity in a poor city with countless needs?

好心換季

When shopping malls replace public pedestrian space as the place to see and meet people, it is a symptom that a city is ill.

CHON
CHON

ONE WAY

Waterfronts and Equality

Waterfronts provide so much joy and are such a unique gift of God, in a democracy they should never be private and exclusive

Waterfronts should have pedestrian infrastructure, preferably without motor-vehicles alongside.

50
646 PTP 75

CJ 오쇼핑

인화증권
서울의 미래

A GELATERIA

SAATCHI GALLERY
SAATCHI GALLERY
DALI

A city that is safe and friendly to pedestrians and bicycles almost certainly is a good city.

Rembrandt

Groningen

A protected bicycle way shows that a child on a $ 40 bicycle is equally important as an adult on a $ 40,000 car.

Are protected bicycle ways, sidewalks and parks cute architectural features, or are they a right?

CICLO
RUTA

Access to green will be the main source of inequality and exclusion

In public space we all meet as equals.

An urban park’s measure of success are not architectural design prizes.

Birds welcome: But parks are for people first.

TOURISM IS PEDESTRIAN

Fascinating: A good city for tourism, is also a good one for equity and a good one for environmental sustainability.

Pedestrian spaces are a magical good, whose capacity to yield happiness does not wear away.

Children before cars