

What humans need in public space

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Cities for Mobility; Stuttgart, 20 June 2016
Workshop: Making the new mobility culture quickly visible

Do we experience the world differently
when we walk compared to ...

... let's say drive?

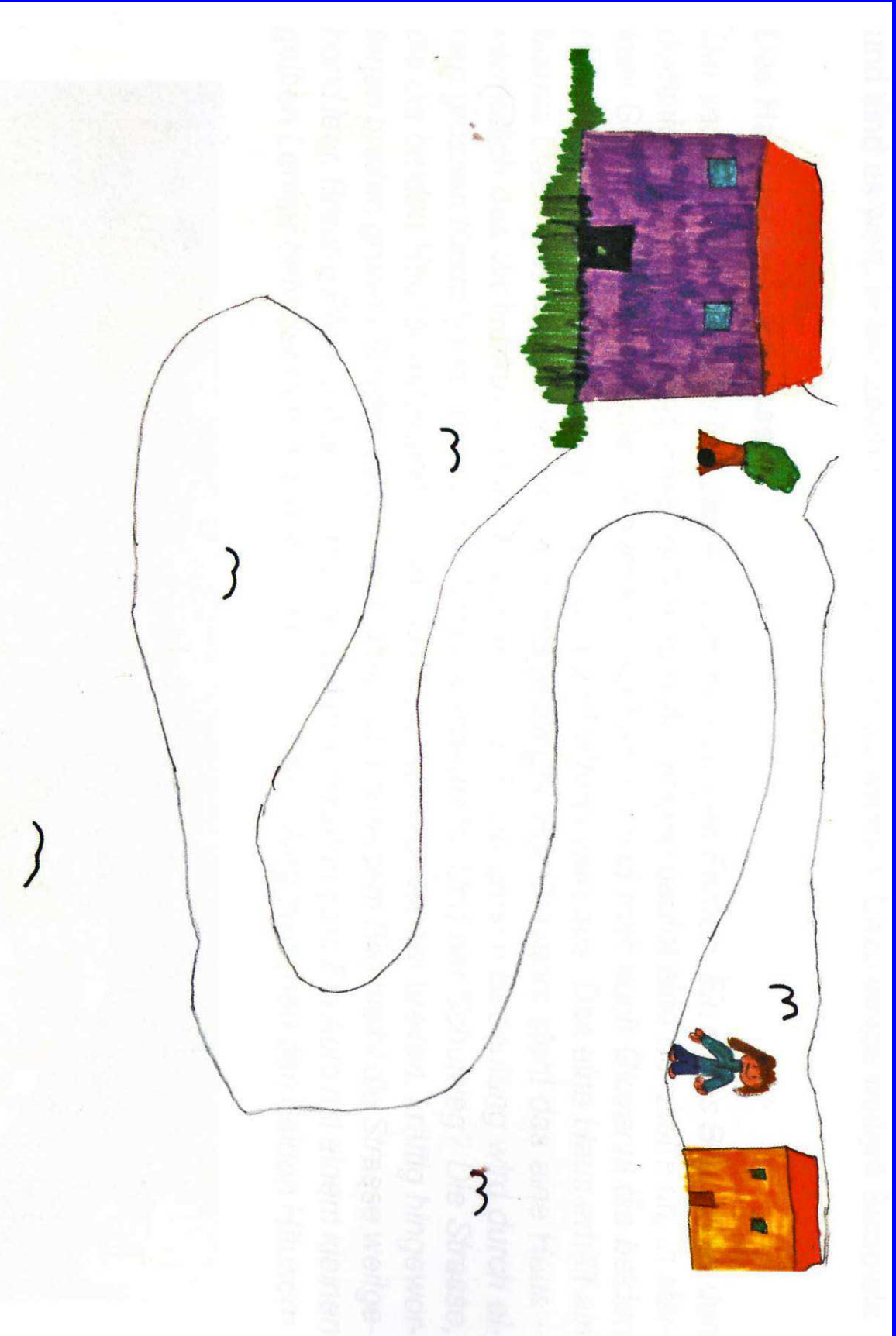
If so, how is it different?

William (7) walks to school...



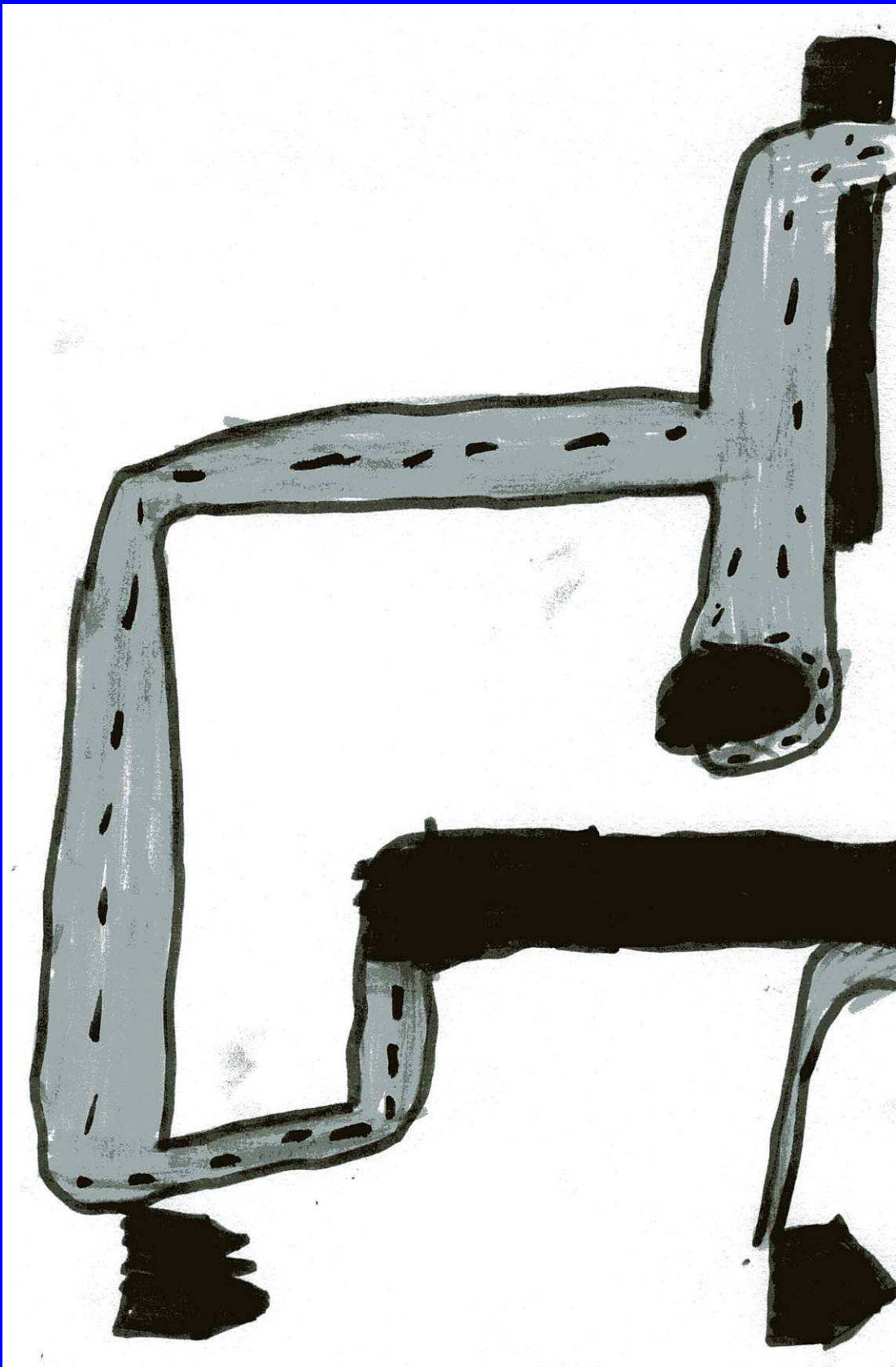
Source: Marco Huettenmoser, Muri AG; www.kindundumwelt.ch

Sandra (7) is being driven to school ...



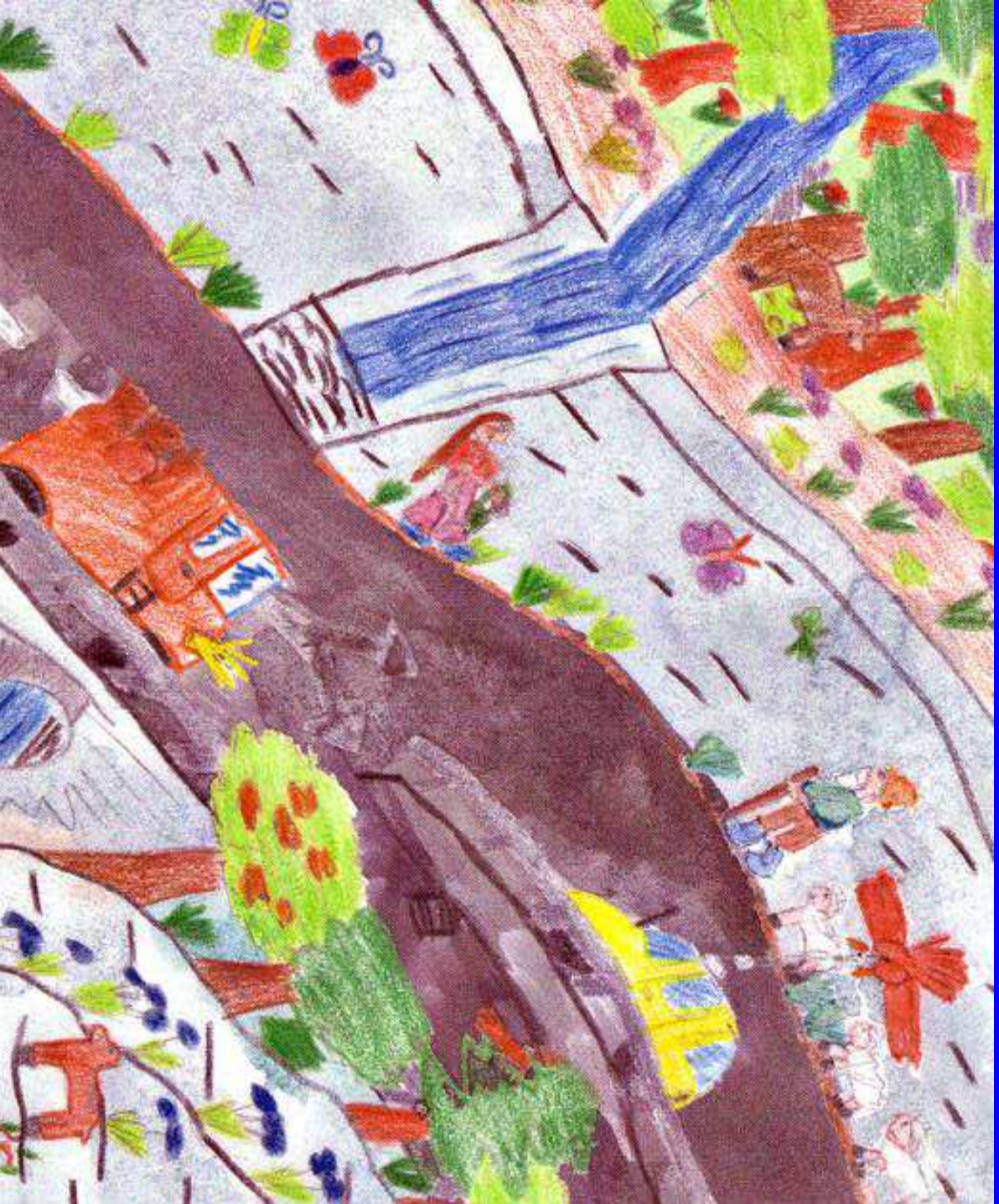
Source: Marco Huettenmoser, Muri AG; www.kindundumwelt.ch

Samuel (7) is being driven to school ...



Source: Marco Huettenmoser, Muri AG; www.kindundumwelt.ch

Maria (10) walks to school ...



Source: Marco Huettenmoser, Muri AG; www.kindundumwelt.ch

Spaces and people - Needs and requirements

Spaces that allow for communicative & social aspects of walking and sojourning



Spaces taking into account people's sensitivity for immediate environment and weather



Spaces allowing for easy transitions between walking and sojourning



Spaces allowing for multiplicity of motivations, purposes & activities



Spaces that are well linked to other modes

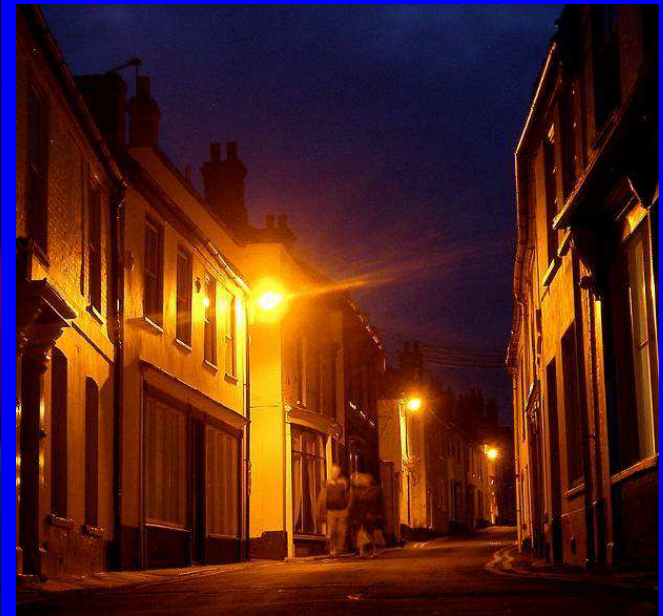


„Walking is the glue of the transport system“

Spaces that support flexible, small scale movements, but...



Spaces where people are and feel safe and secure



Inclusive spaces: open to & usable for everyone



Spaces to play and be active



Spaces that allow for physical and mental well-being



“The walking network is the biggest fitness centre”

Spaces that create happiness and emotional wellbeing



“measuring the smiles”

“It’s hard to create a space that
will not attract people,
what is remarkable, is how often
this has been accomplished.”

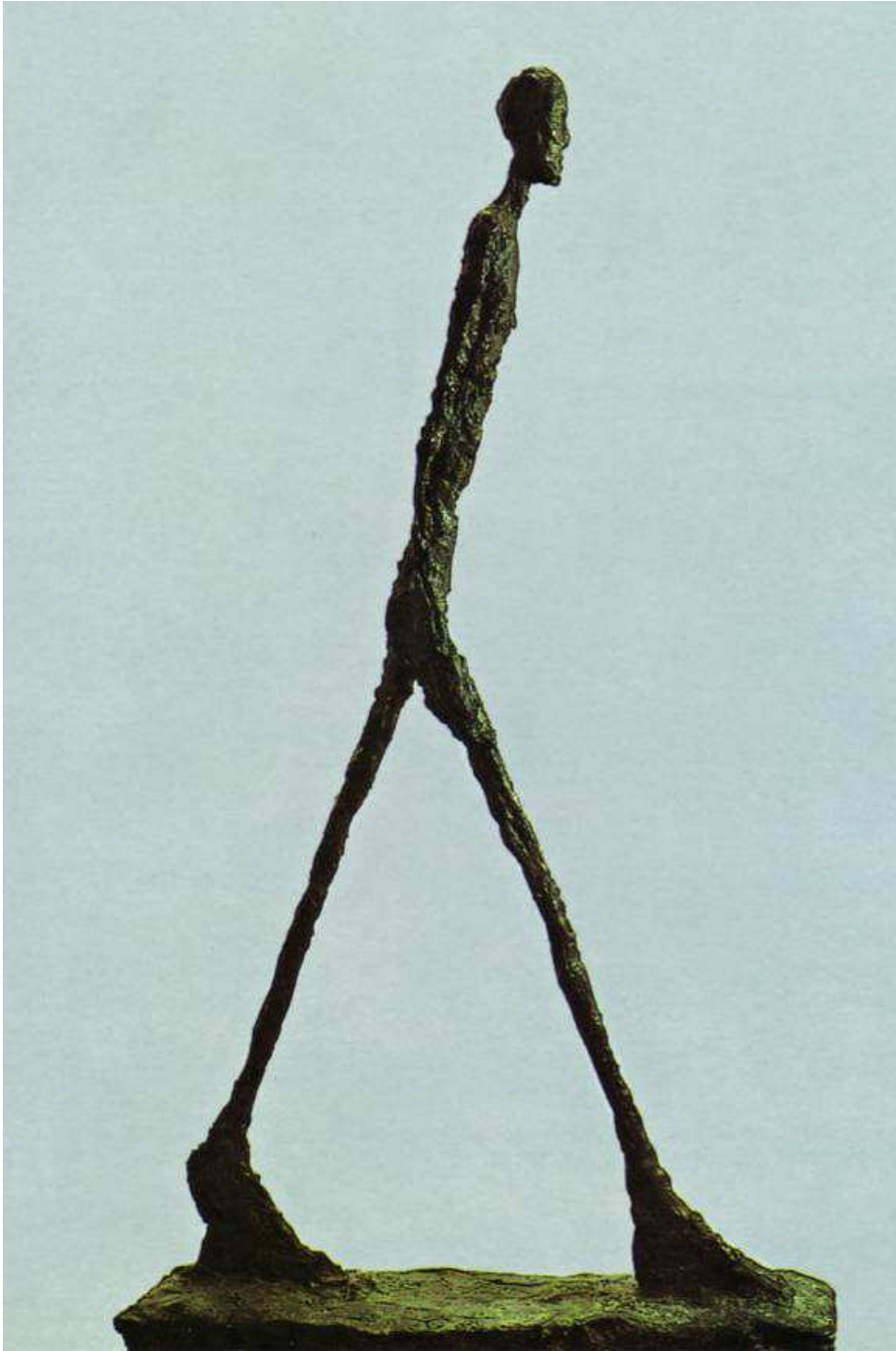
William H. Whyte

The Social Life of Small Urban Spaces

William H. Whyte 1988



Video excerpt, see long version:
<https://archive.org/details/SmallUrbanSpaces>



Conclusion

Understanding people
and their behaviour...

... are crucial ingredients
in creating successful
public spaces

Alberto Giacometti
L'Homme qui marche II, 1960
Photo: Sabine Weiss

A question in between:
How much does it cost to improve
public spaces?

Three theses on (low) cost

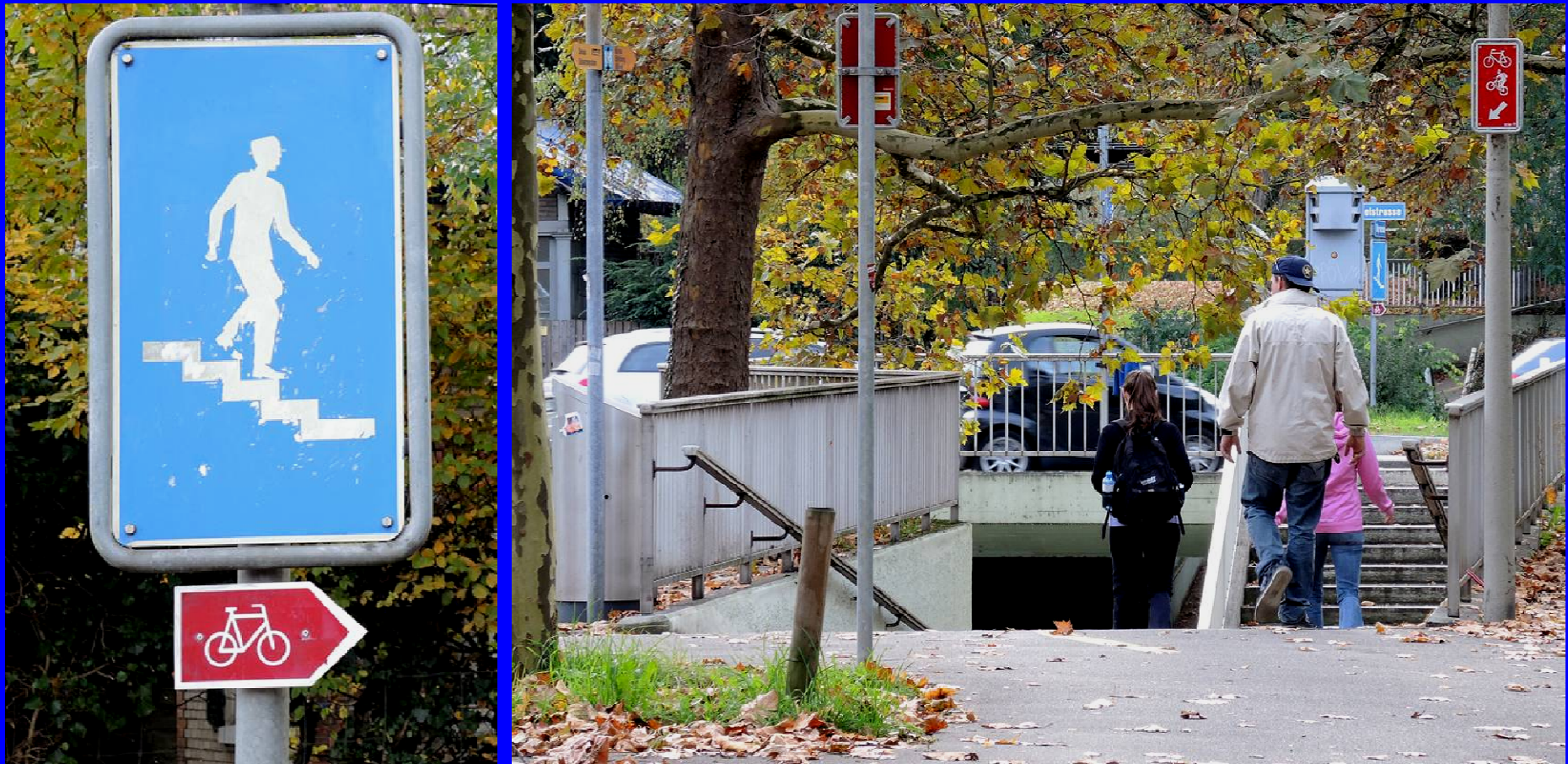
Thesis 1

Investments in walking are almost always low cost;
particularly in comparison to other means of transport



Thesis 2

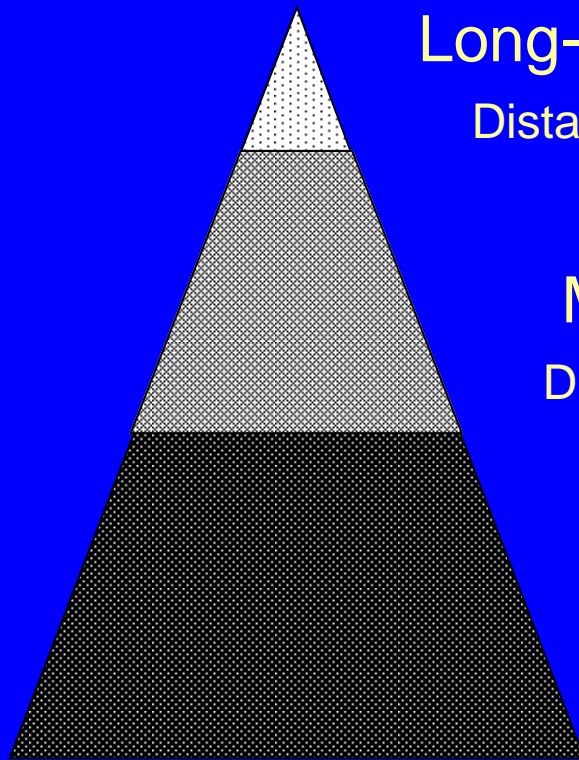
What often makes walking (seemingly) expensive are the costs caused by other means of transport; in particular the often “untouchable” settings for car traffic



Thesis 3

Our everyday lives mostly consist of short trips but the political priorities focus on the opposite

Distribution of trip distances



Long-distance trips

Distances more than
30 km: 7%

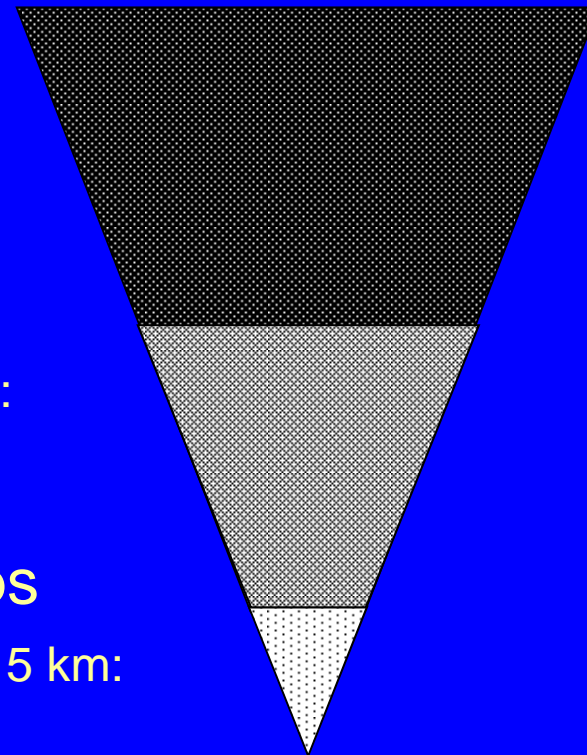
Mid range trips

Distances 5 to 30 km:
30%

Short trips

Distances up to 5 km:
63%

Distribution of resources





Conclusion

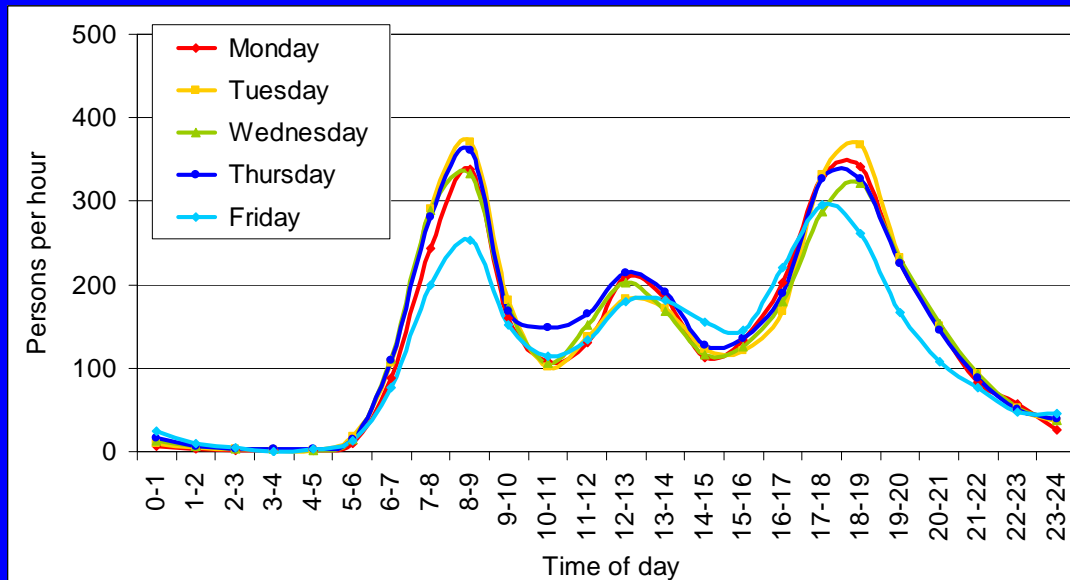
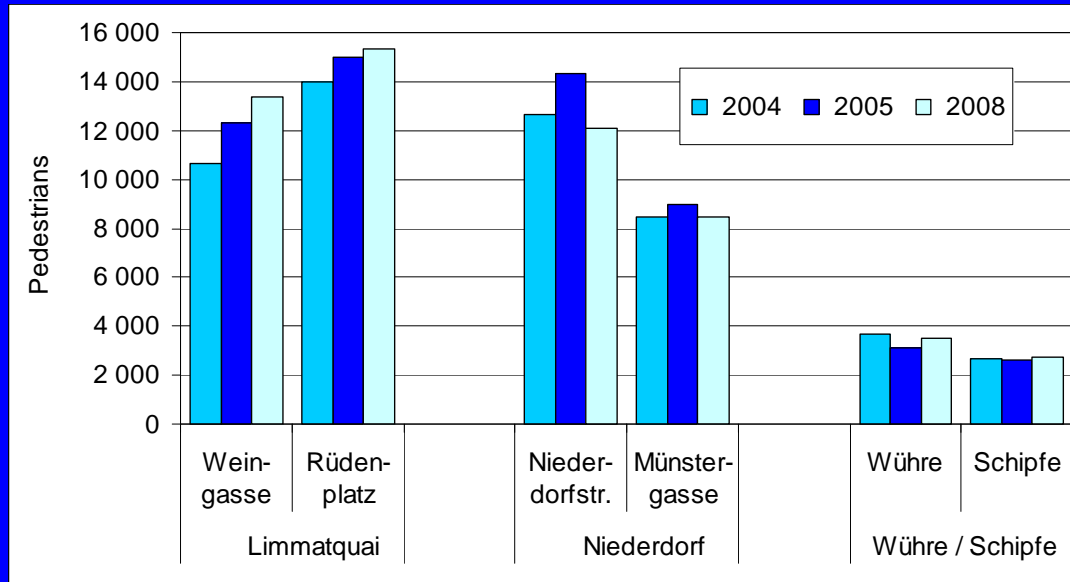
Sidestep the ideology that investments into public space are costly and genuinely caused by walkers, cyclists and public space users

Low cost methods to measure public space qualities

A couple of examples

Only what's being counted counts...

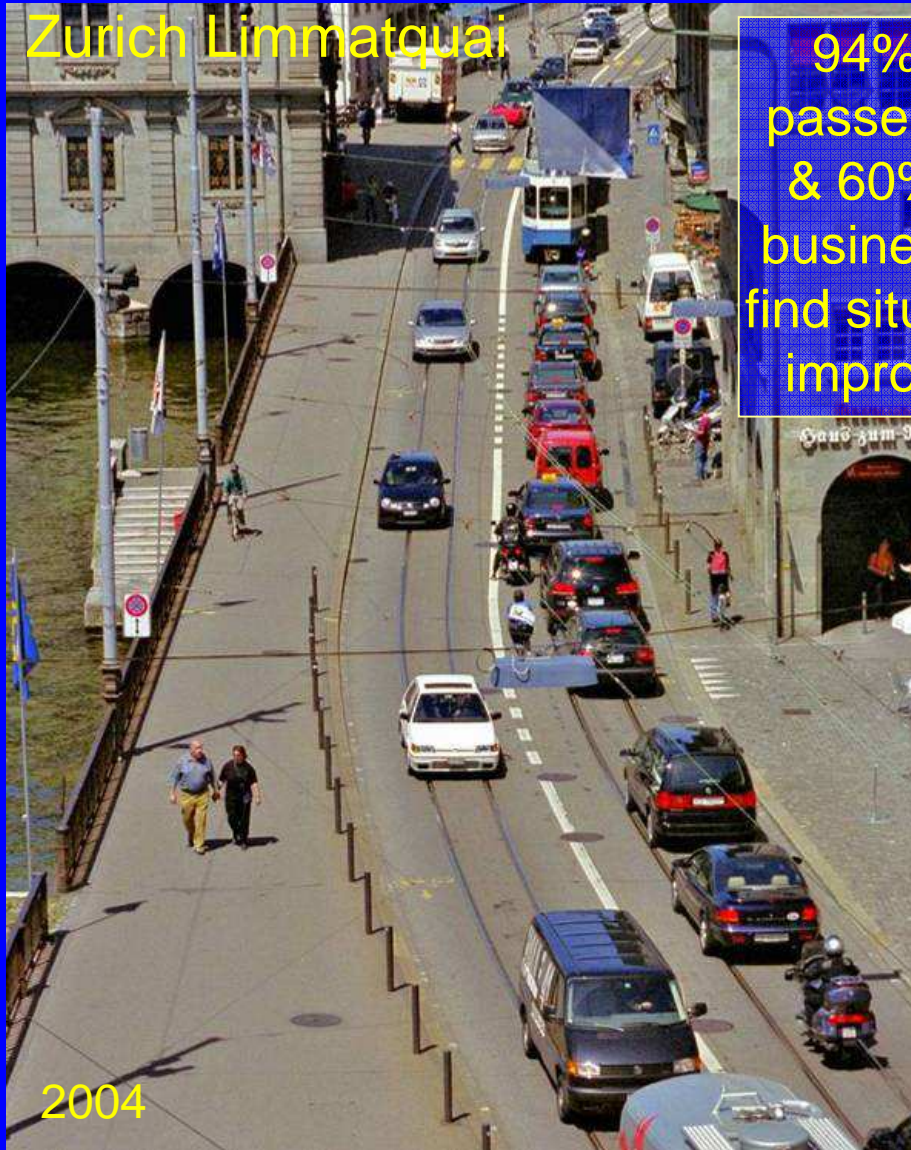
Manual and automatic counts of pedestrians and cyclists



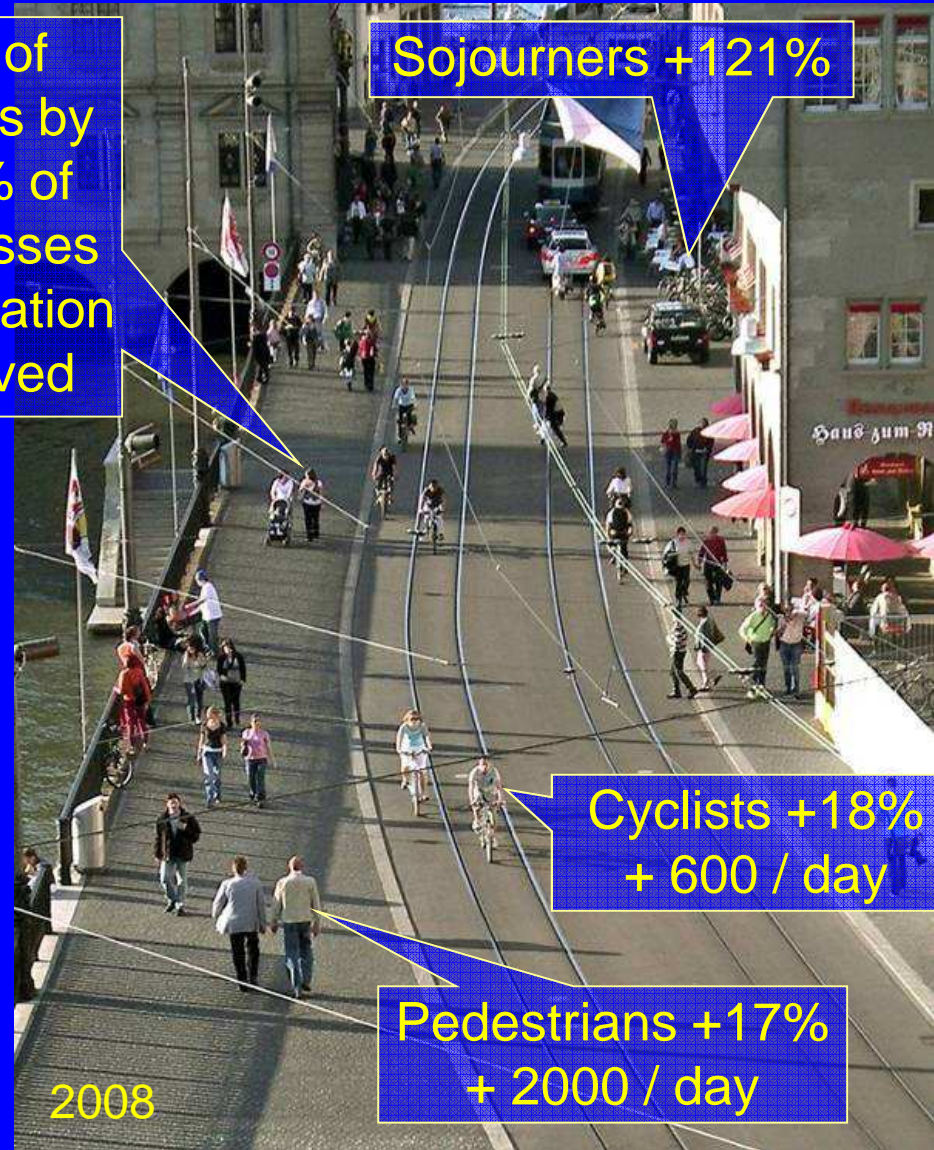
Sources: Studies Daniel Sauter for the city of Zurich

Example 1: Measuring the success: to free inner city from motorised through traffic

Zurich Limmatquai



94% of passers by & 60% of businesses find situation improved



Sojourners +121%

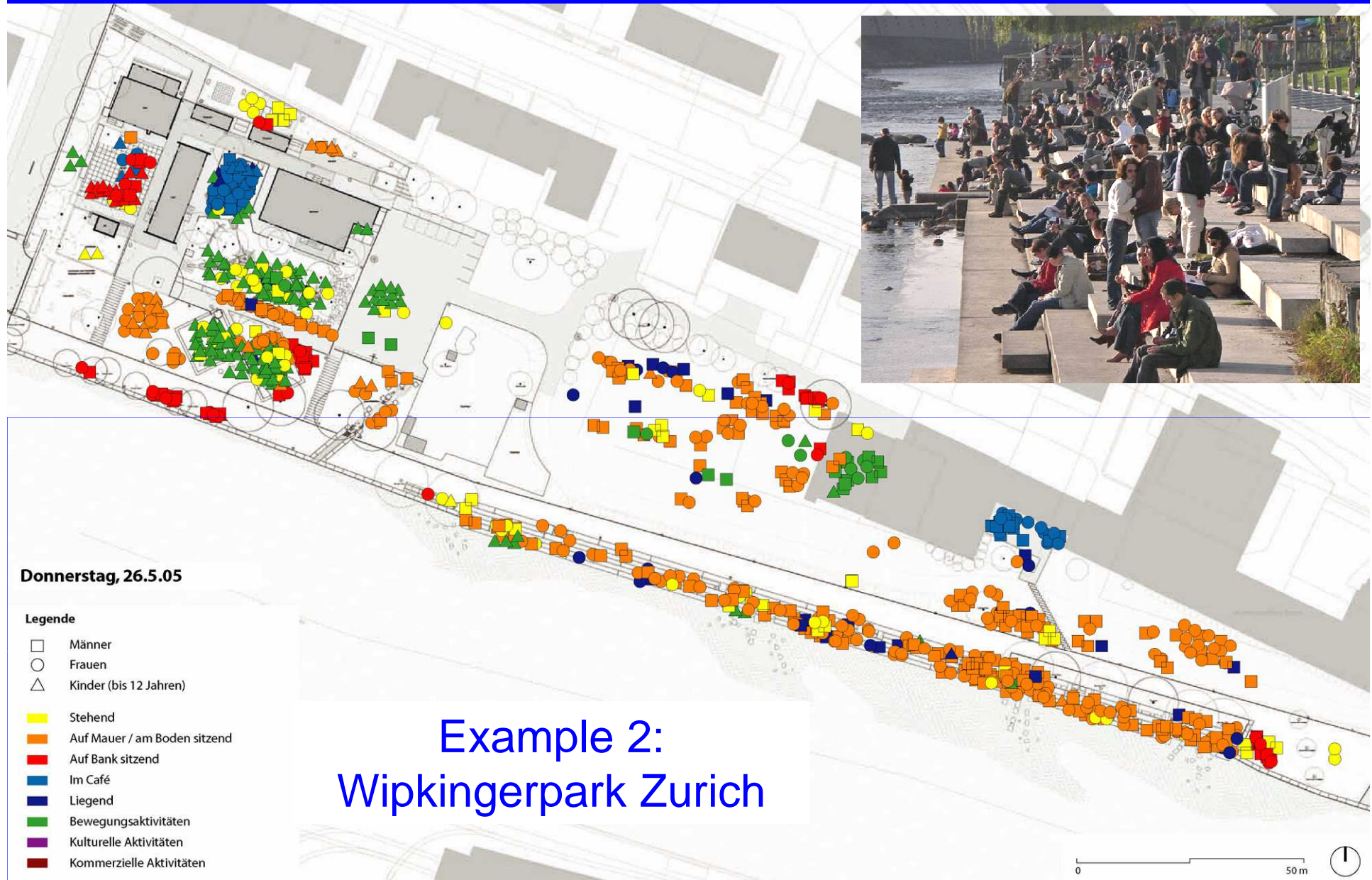
Cyclists +18%
+ 600 / day

Pedestrians +17%
+ 2000 / day

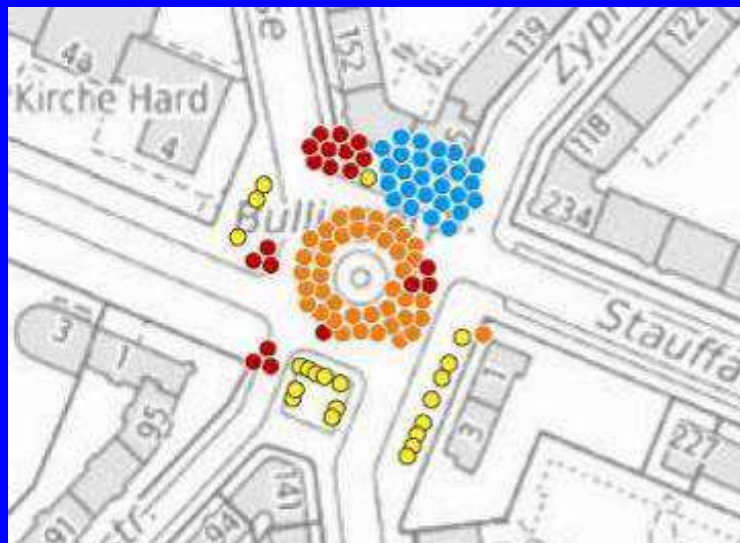
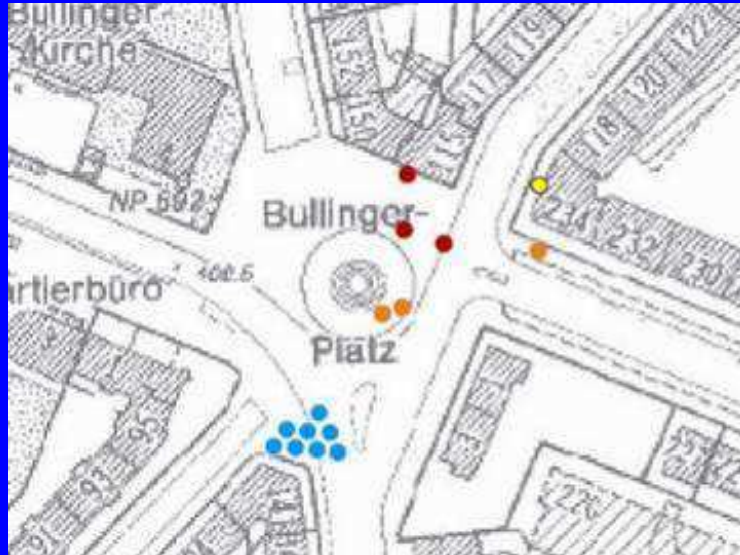
Source: City of Zurich; D. Sauter, 2008: Das Limmatquai vor und nach der Neugestaltung
www.stadt-zuerich.ch; enter search words: „Limmatquai Aufenthaltsnutzung“

Daniel Sauter, Urban Mobility Research, Switzerland

Observing sojourn activities in public spaces



Example 3: Measuring the success: relieving city neighbourhoods from through traffic



Snap shot Bullinger Square 8pm:
2008 above, 2013 below

| | |
|--------------------------|-------|
| Pedestrians | +22% |
| Cyclists | +262% |
| Cyclists on sidewalk | -65% |
| Crossings by pedestrians | +19% |
| Children accompanied | -16% |
| People sojourning | +89% |
| People in street cafés | +158% |
| Places on public benches | +400% |
| Places in street cafés | +75% |



Conclusion

Only what's being
counted counts

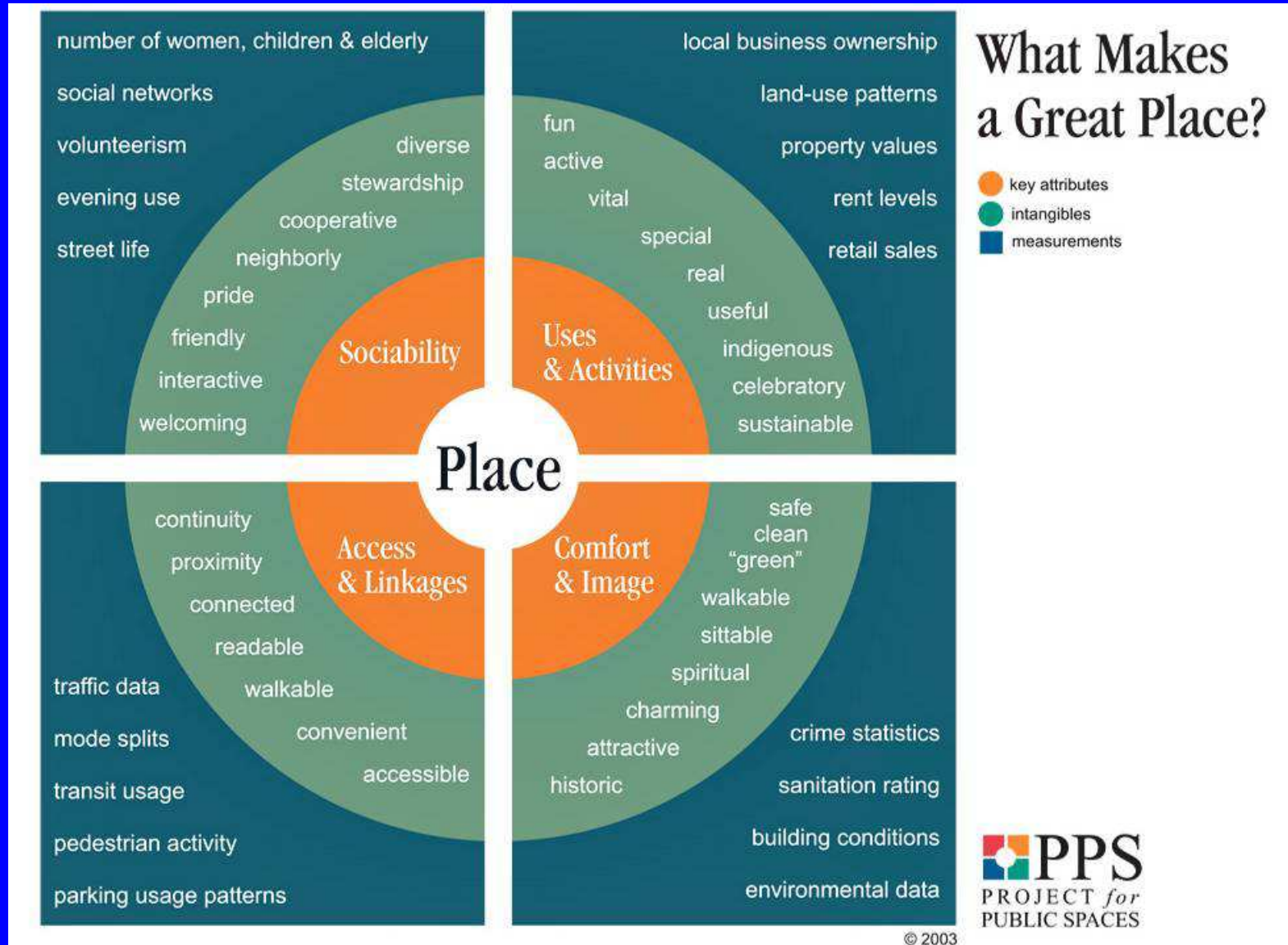
The benefits and
successes of
improvements to public
spaces can be shown
quickly with simple and
low cost methods

Resources for a systematic approach

A few examples for further exploration

Assessing streets and place qualities

Criteria to measure quality of public spaces by PPS



Project for Public Spaces, PPS 2008
www.pps.org

THE 12 KEY QUALITY CRITERIA

Protection

Protection against traffic and accidents – feeling safe

- Protection for pedestrians
- Eliminating fear of traffic

Protection against crime and violence – feeling secure

- Lively public realm
- Eyes on the street
- Overlapping functions day and night
- Good lighting

Protection against unpleasant sensory experiences

- Wind
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Comfort

Opportunities to walk

- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to stand/stay

- Edge effect/attractive zones for standing/staying
- Supports for standing
- Facades with good details that invite staying

Opportunities to sit

- Zones for sitting
- Utilizing advantages: view, sun, people
- Good places to sit
- Benches for resting

Opportunities to see

- Reasonable viewing distances
- Unhindered views
- Interesting views
- Lighting (when dark)

Opportunities to talk and listen

- Low noise levels
- Street furniture that provides 'talkscapes'

Opportunities for play and exercise

- Physical activity, exercise
- Play and street entertainment
- By day and night
- In summer and winter

Environment

Scale

- Buildings and spaces designed to human scale

Opportunities to enjoy the positive aspects of climate

- Sun/shade
- Heat/coolness
- Shelter from wind/breeze

Positive sensory experience

- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water

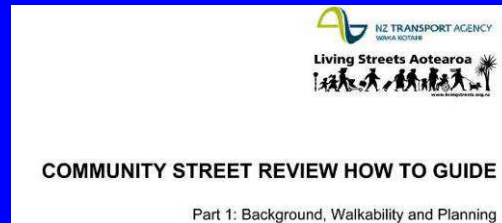
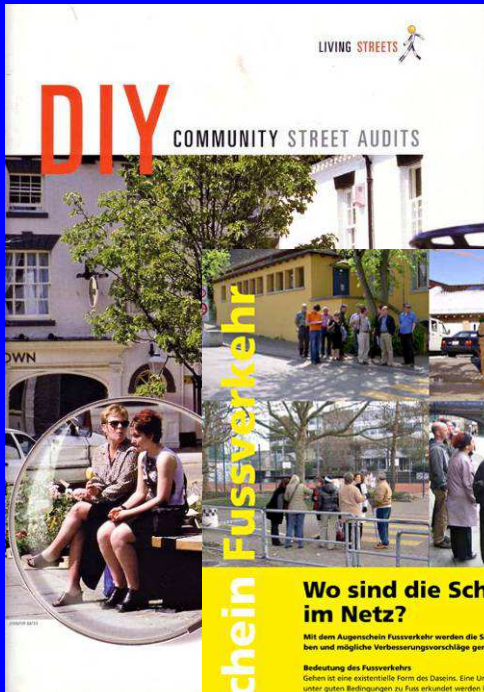
Assessing streets and place qualities

The 12 Key Quality Criteria to measure public spaces by Jan Gehl

Gehl et al. 2006
New City Life
www.gehlarchitects.com

Community Street Audit / expert audit

Quality assessments by users and other stakeholders (residents, shop keepers etc) or by experts



Augenschein Fussverkehr

Wo sind die Schwachstellen im Netz?

Mit dem Augenschein Fussverkehr werden die Schwachstellen des Fusswegnetzes erkannt und mögliche Verbesserungsvorschläge gemacht.

Bedeutung des Fussverkehrs
Gehen ist eine zentrale Form des Daseins. Eine Umgebung ist menschenfreundlich, wenn sie unter guten Bedingungen zu Fuss erkundet werden kann. Die Bedeutung des Fussverkehrs wird vielfach unterschätzt. Dabei leistet er Beschäftigte:
• Rund 60 Prozent aller Wegeplanen im Verkehr werden zu Fuss zurück gelegt.
• Im Durchschnitt ist täglich jede Person rund eine halbe Stunde zu Fuss unterwegs.
• Täglich bekommen
• Wer ist zu Fuss alle mobilsten langen, gehen mit von Kindern alle anderen sind
• Kinder sind ständig mit Frauen sind
• Ältere Personen sind

walk-space.at
Der Österreichische Verein für FußgängerInnen

AKTUELL »FUSSGÄNGERCHECK« FÜR STÄDTE & GEMEINDEN

Warum ein «Fußgänger-Check»
Wer zu Fuß unterwegs ist, ärgert sich über unnötige Schwachstellen und Engpässe des Wegnetzes: Hier wird das Trottoir durch parkierte Autos verengt, dieser Übergang über eine stark befahrene Strasse ist nicht sicher und dort zeigt ein Trenndiämfeld, dass für eine viel begangene Route eine Verbindung fehlt.
Mit dem «Fußgänger-Check» sollen im Sinne einer Qualitätssicherung die Schwachstellen des Fußwegnetzes aufgespürt werden und im Rahmen der Umsetzungsmöglichkeiten erste Maßnahmen vorgeschlagen werden – ein Kurzkonzept im Sinne der Erzielung von Potentialen erfolgen.

Ein Instrument für ein besseres Fußwegnetz
Ziel dieses Verfahrens ist, die Schwachstellen des Fußwegnetzes zu erkennen und Verbesserungsvorschläge anzugeben. Herzstück des Vorgehens ist eine gemeinsame Begehung bei der die Stärken und Mängel im Wegnetz erfasst werden.
• erste Erkenntnisse können rasch und kostengünstig erfasst werden
• Personen aus unterschiedlichen Bevölkerungsschichten, welche das Gebiet täglich als FußgängerInnen kennen mit ihren Erfahrungen einbezogen.
• Einbeziehung der zuständigen Stellen - unkomplizierte Lösungsfindung schon vor Ort - standardisiertes Vorgehen - kostengünstige Durchführung.
• Der «Fußgänger-Check» kann lokales Wissen der FußgängerInnen mit verantwortlichen Behörden zusammen bringen und schafft so den Rahmen für einen Dialog.

RATE MY STREET

how people friendly is your street?

Find a street:

OVERALL RATING: ★★★★★

Details:
Crossing the street: ★★★★★
Buses and taxis: ★★★★★
Tidy pavements: ★★★★★
Finding your way: ★★★★★
Safety from crime: ★★★★★
Safety from traffic: ★★★★★
Clear/Attractive: ★★★★★
Disabled access: ★★★★★
More details: Rate this street

Living Streets:
www.livingstreets.org.uk

Fussverkehr Schweiz:
www.fussverkehr.ch

Walk-Space, Austria:
www.walk-space.at

Project for Public Spaces:
www.pps.org

Walkability Checklist:
www.walkinginfo.org

TRL: rate my street:
www.ratemystreet.co.uk

Community Street Review NZ:
www.levelofservice.com

Walkonomics:
<http://walkonomics.com>

Pedestrian Environment Review System:
www.trl.co.uk

Measuring Walking

Towards internationally standardised monitoring methods
of walking and public space

Objective: “Establishing a set of international guidelines for
the collection, analysis and dissemination of quantitative
and qualitative techniques for measuring walking.”

International Walking Data Standard:
Treatment of Walking in Travel Surveys

Adopted at Walk21 in Vienna October 2015

Objective: to make travel survey data comparable

See www.measuring-walking.org (website currently
being built)

Making Walking Count: A standardised city
survey

Contact: www.walk21.com





Conclusion

There is an increasing number of tools and methods available...

... to measure public space qualities and show the positive impact of their improvements

Source: American Stock Photography 1988

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Thank you!

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