

Concept of car reduced city center in Leipzig

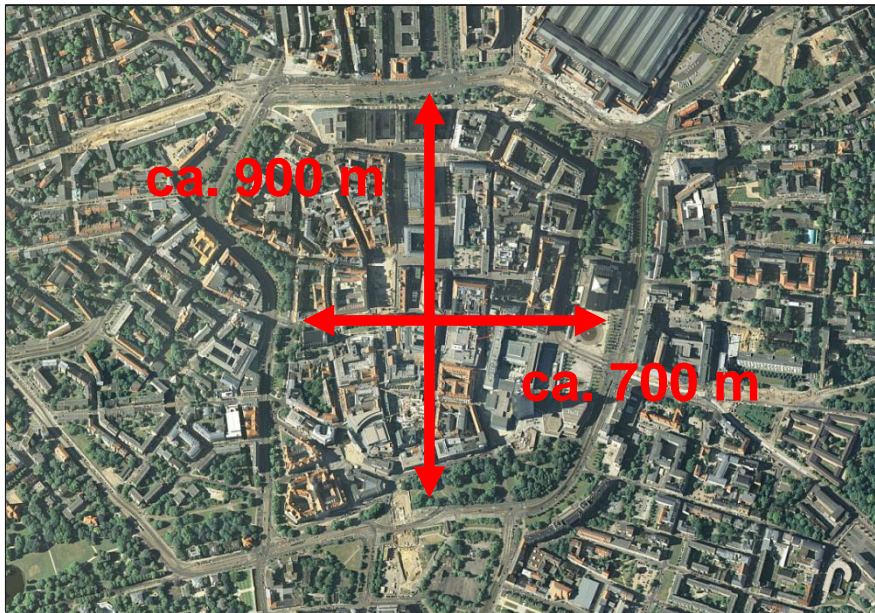


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Challenges of a growing compact city - 1



- Leipzig => one of the fastest growing cities in Germany
- with actual modal share for cars and growth of population => high risk of congestion of traffic system and losing the high quality of live standard (air and noise pollution e.g)
- with city development based on compact city principles: increasing transport demand for city center with growing population



Challenges of a growing compact city - 2



- narrow streets with no possibility/will to increase the space for car traffic including parking
- increase of use of environmental friendly modes of transport is necessary for sustainable growth and the attractiveness and connectivity of city center
- => concept of car reduced city center

Basic principles of the concept of car reduced city center [supportive]

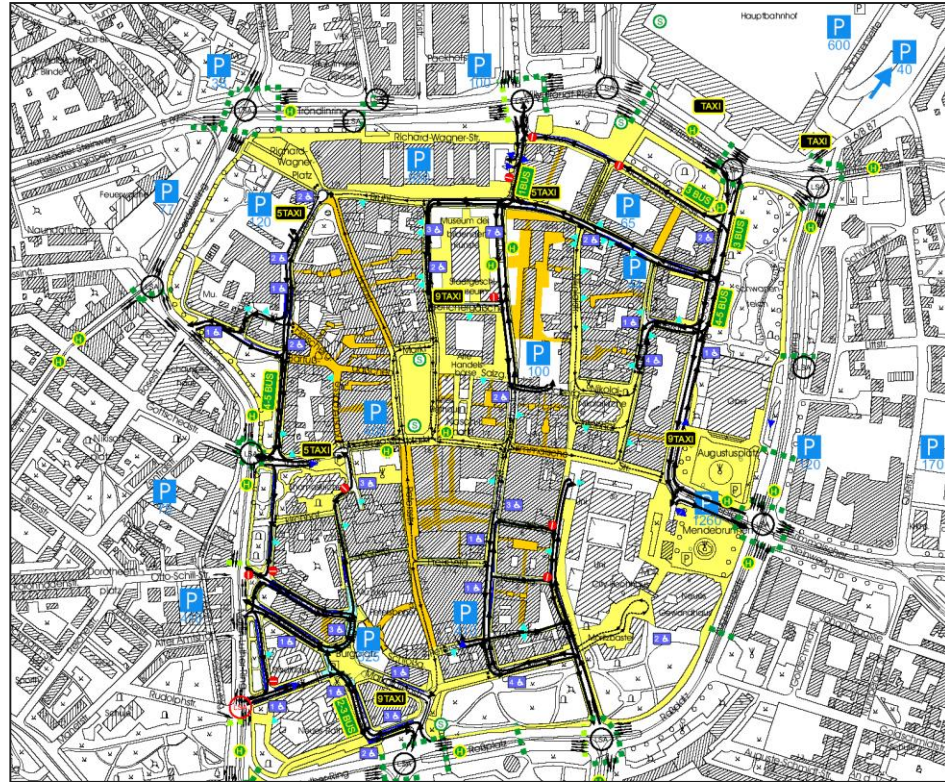
- easy access to public transportation (S-Bahn, Bus- and TRAM Stations)
- transit connections, exclusive entry points and extensive parking facilities for bicycles (3.000 parking places and 2 parking garages)
- mainly pedestrian zones and (historical) passages



Basic principles of the concept of car reduced city center [restrictive]



- no transit car traffic, restricted access and reduced parking for cars in public space (subject to charges)
- delivery traffic only allowed between 5-11pm
- speed limit 20 km/h



Frame conditions and the story ... - 1



- due to fortification the city center of Leipzig was historically very compact and walkable (a lot of market, exhibition and shop activities)
- large destruction of the city center in World War II
- car oriented reconstruction with extensive public car parking and transit streets



Frame conditions and the story... - 2



- in the early 1990'ies a lot of abandoned shops and buildings in the city center, poor quality of public space => decreasing visitors
- first concept for reanimation was developed in 1993
- last updated and approved version by the city council in 2008 (including participation process), implementation of actions from 2008-2013



Development of car reduced city center



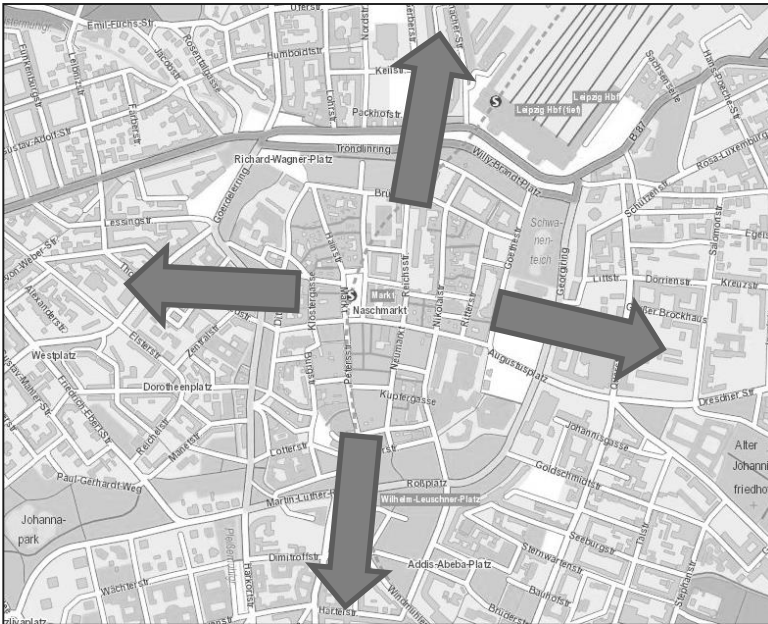
- citizens using environmental modes of transport for trips to city center: app. 81 % (increasing)
- citizens using cars for trips to city center: 19% (decreasing)
- very attractive surrounding for tourists
- high dense of shops and increasing value of buildings
- increasing numbers of “walking by” customers



Lessons we've learned & outlook



- involvement (not only information) of stakeholders is mandatory
- with increasing bicycle traffic: conflicts between cyclists and pedestrians are not solved completely
- next step: extension of the city center (EU project DEMO-EC 2017-2021), with comprehensive communication and participation concept
- goal of new project: overcome the barrier of the “Promenaden Ring”



How to transfer the concept to other places?



Possible steps:

1. finding appropriate areas (walkable scale; potentials for stay (shops, museum, parks) [Where should we start?]
2. contact to multipliers and include them into development and promote the advantages of walkable cities [What are the benefits for them?]
3. start with activities and temporary closing and evaluation [Which lesson we'll learn?]
4. if successful start implementation of permanent measures like closing streets and redesigning public space