

Urban Practitioners' Network for Better Urban Services

Car-reduced city centre in Leipzig,
Germany

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G 310 – Energy, Water, Transport, Sector Project Sustainable Mobility



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With already almost one decade of experience in transport planning, Jan Rickmeyer joined the Sustainable Mobility team of GIZ in December 2017. Nevertheless, he is no stranger to international sustainable mobility projects and cycling transport initiatives in which he is well connected and deeply embedded. As transport policy advisor, Jan is responsible for establishing administrative partnerships and providing urban transport counseling on local, regional and international levels.

- born in 1978 in Leipzig, Germany
- Studied Traffic and Transport engineering at the Technical University of Dresden
- until 11.2017 he worked as Cycling Coordinator of the City of Leipzig
- international experienced through EU Projects and development cooperation missions

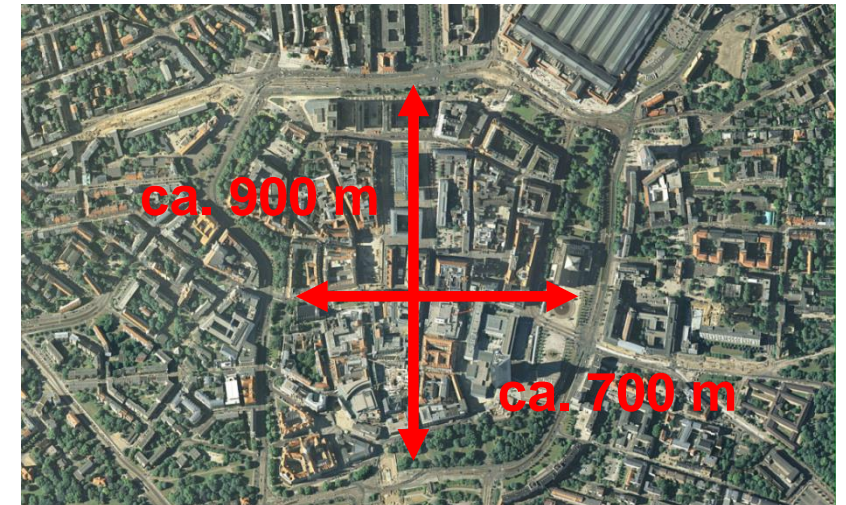
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Challenges of a growing compact city

- 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





cont. Challenges of a growing compact city

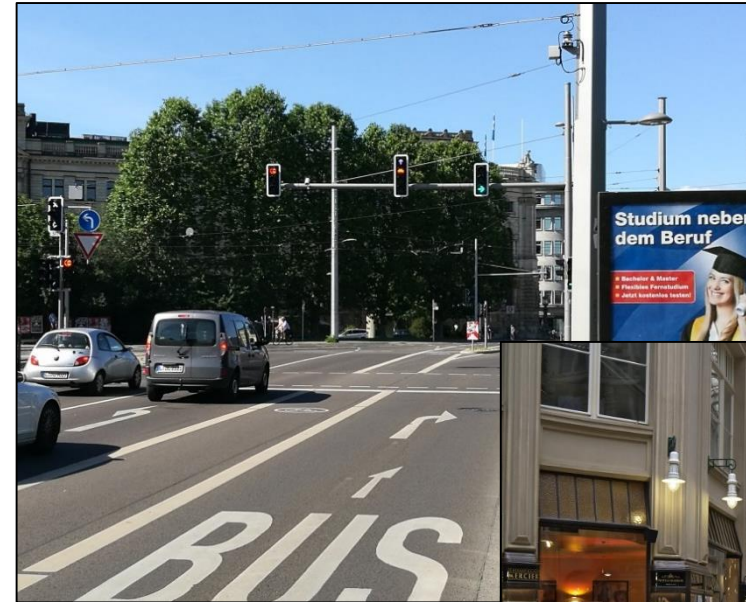


- narrow streets with no possibility/will to increase the space for car traffic including parking
- increase of use of environmental friendly modes of transport is necessary for sustainable growth and the attractiveness and connectivity of city center
- => concept of car reduced city center



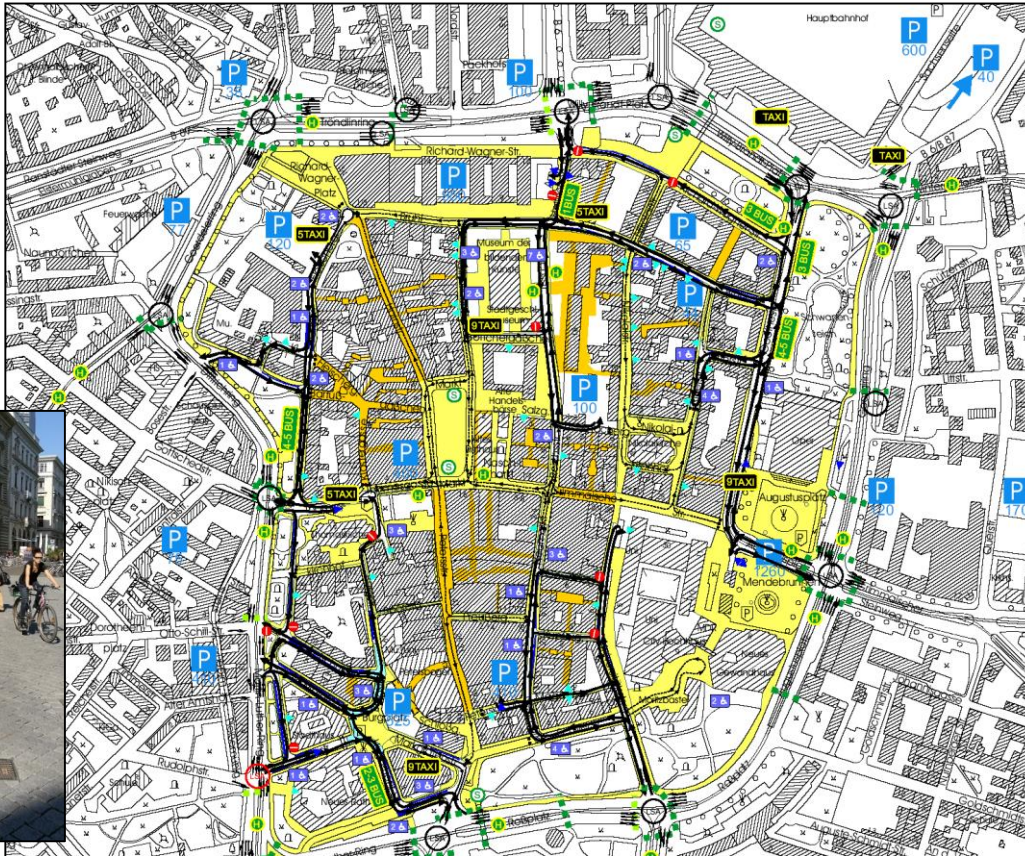
Basic principles of the concept of car reduced city center [supportive]

- 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]

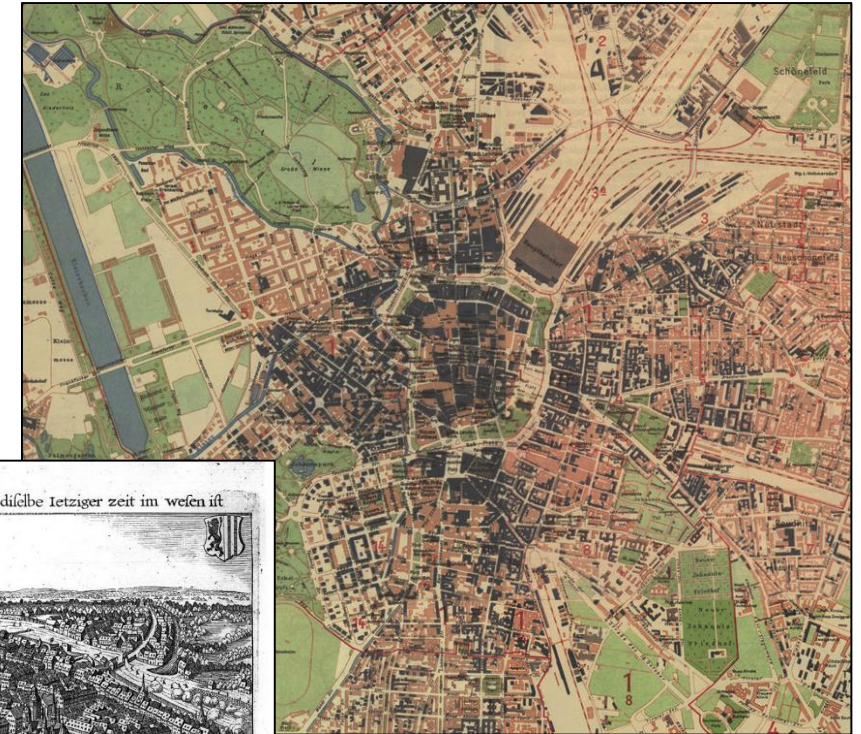


- no transit car traffic, restricted access and reduced parking for cars in public space (subject to charges)
- delivery traffic only allowed between 5-11pm
- speed limit 20 km/h



Frame conditions and the story...

- due to fortification the city center of Leipzig was historical 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...



- in the early 1990's a lot of abandoned shops and buildings in the city center, poor quality of public space => decreasing number of 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

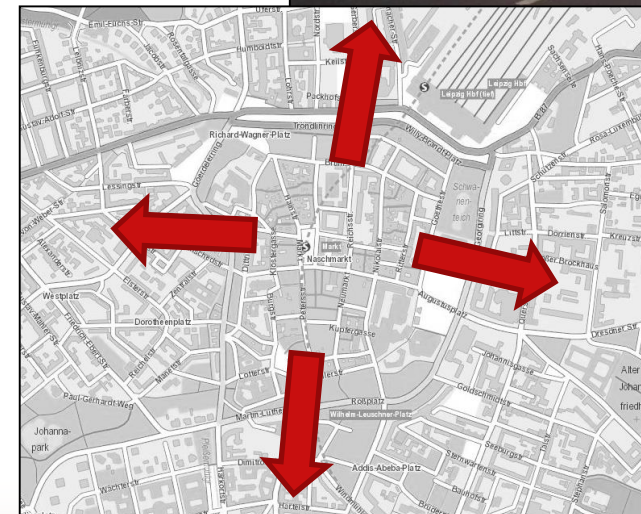


- citizens using environmental modes of transport for trips to city center: app. 81 % (increasing)
- citizens using cars for trips to city center: 19% (decreasing)
- very attractive surrounding for tourists
- high dense of shops and increasing value of buildings
- increasing numbers of “walking by” customers



Lessons learned, next steps within the city

- 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 project 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



Example for project transfer => "Revitalization of Old Town Chiang Mai"



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