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DEMO-EC

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Action Plan

PP2 Leipzig - Germany

Draft version

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Introduction

1. General information

Leipzig is one of the fastest growing cities in Germany. More and more people want to live, work and live here. In order to maintain and further improve the quality of life, more urban quality and functionality on streets and squares as well as sufficient green and open spaces are required. Urban spaces and their design significantly influence the quality of urban living together. The example of the city center and the adjacent areas shows clearly how population growth affects urban development. In order to meet the increasing demands on functionalities of the city and so that this potential is optimally used and high-quality public spaces are created, strategic considerations are required.

The focus of transport policy is on promoting sustainable mobility and shifting the increasing volume of traffic to means of transport belonging to the environmental association. Specifically, the number of passengers in public transport is to be increased by offering extensions. Funding to promote the environmental network is to be increased. In the distribution of traffic areas, pedestrian and bicycle traffic as well as public transport should have a higher priority. As a result of these measures to implement the sustainability scenario, the traffic quality can be maintained and the air and noise protection limit values will not exceed the permitted limit values. Traffic flows better and the streets provide the necessary space for everyone who needs a car.

The focus of transport policy is the promotion of sustainable and clean mobility in order to further develop Leipzig in a way that is compatible with all road users. A key goal of STEP Transport and Public Space is to increase the proportion of environmentally friendly modes of transport to 70 percent. This is the only way to keep the burden of car traffic at about the current level, despite the enormous growth in population. In addition to the ecological component, the focus is also on economic and social sustainability.

The environmental association is given a higher priority overall in the distribution of the traffic area. The bicycle network is primarily being expanded as part of the road network, and the number of parking spaces is being increased. Alternative mobility and sharing offers (such as car sharing) as well as inter- and multimodality are increasingly being promoted. In the sense of mobility management, information and communication measures are used to promote environmentally friendly means of transport. In order to increase safety, both infrastructural and regulatory measures (such as the separation of local public transport and motorized private transport as well as higher priority of the bike in the distribution of traffic areas) are used. With regard to business logistics, the primary focus is on promoting new concepts.

That is why the city of Leipzig is involved in the further development of the "concept enlarged car reduced downtown" in the Interreg project DEvelopment of sustainable MObility management in European Cities (DEMO-EC).

Project: DEMO-EC DEvelopment of sustainable MObility management in European Cities

Partner organisation: City of Leipzig

Country: Germany

NUTS2 region: Leipzig

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2. Policy context

The Action Plan aims to impact:	□	Investment for Growth and Jobs programme
	□	European Territorial Cooperation programme
	X	Other regional development policy instrument

Name of the policy instrument addressed: Urban space concept for the enlarged inner city of Leipzig

3. Details of the actions envisaged

3.1 The background

With the Integrated Urban Development Concept (INSEK) Leipzig 2030, the city of Leipzig has a future strategy for the development of the city of Leipzig for the next 10 years. In order to cope with the predicted growth in terms of sustainable development in Leipzig and at the same time maintain the quality of life, a spatially differentiated strategy has been derived from the city-wide goals and priorities. It supports the different challenges and potentials of the individual urban areas for the solution of the city-wide tasks.

The design of mobility is one of the most important future topics of the growing city of Leipzig. An intelligent mobility strategy must take into account population and economic interests, environmental concerns, social considerations and urban planning issues. It is important to present the necessary measures that can be used to increase the attractiveness of public transport, cycling and walking as well as innovative models for individual transport (car sharing, e-mobility). The city center up to the tangent square is particularly relevant for the reduction of vehicles and the traffic systems.

The 2030 Mobility Strategy determines the way in which the agreed goals of the Urban Development Plan (STEP) Transport and Public Space are to be realized. A key goal of STEP Transport and Public Space is to increase the proportion of environmentally friendly modes of transport to 70 percent. This is the only way to keep the burden of car traffic roughly at the current level, despite the enormous population growth.

30,000 to 50,000 cars drive at high speed and with considerable noise development every day on four to eight-lane streets of the Leipzig Promenade Ring. Crossing the ring on foot or by bike is only possible at certain points. The "barrier" from high motor vehicle traffic on the promenade ring between the city center and adjacent urban areas prevents these sub-areas from growing together. Without a significant reduction in cars, coherent urban planning in this area will not succeed.

With several short-term measures, the aim is to reduce motorized private transport and air pollution at various points in the immediate vicinity of the city center as quickly as possible. Above all, these are measures to reduce motor vehicles, such as markings on bicycle lanes, traffic flow metering at traffic lights, changed turning relationships and lanes.

These measures to be described restrict the flow of vehicles, particularly on sections of the city near the city center, such as Harkortstraße, Innere Jahnallee, Berliner Straße or Martin-Luther-Ring.

3.2 Action

ACTION:
Reduction of vehicle traffic on the promenade ring and the roads leading to it

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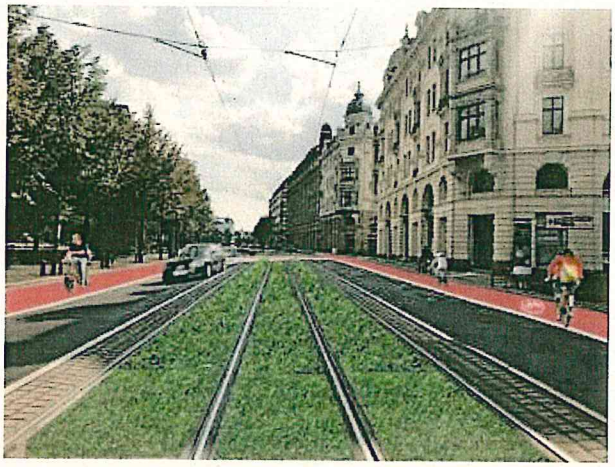
The promenade ring of the city of Leipzig is characterized in particular by very large lane widths and high traffic volumes of up to approx. 47,000 vehicles / 24 hours. So far it has represented a considerable barrier for cyclists in urban traffic. New cycle paths on the outer lanes of the carriageway will reduce the area available for motor vehicle traffic and reduce the volume of traffic in the future. With the expansion of the bicycle network, even more Leipzigers are switching to bicycles and car traffic in the city center is further reduced. Pedestrians can also cross the ring faster, more safely and more easily. In order to enable safe cycling on the ring quickly, the improvements are being implemented in stages. Some ring sections are already equipped with a good bike path. There is, for example, an existing cycle path along the old Leipzig main post office on Augustusplatz to the train station. At this point, no changes are planned for the time being. At the partner meeting in Milanowek, the main focus was on reducing the volume of motor vehicles and ensuring safe cycling in the city. The major problem for the players in the city of Milanowek was the high volume of motor vehicles on the streets and the unsafe guidance of cyclists with the partners. Cycle lanes were discussed as a solution, reducing vehicle traffic and significantly increasing traffic safety.

There was also discussion with the partners from Zaragoza on the topic of "vehicle reduction". The dense inner city of Zaragoza is particularly exposed to high levels of traffic jams and exhaust gases. The enormous dynamics of traffic growth have overwhelmed the adaptability of the infrastructure in many places. With traffic calming, bike lane markings and partial closures, Zaragoza has found instruments to counteract this problem.

In addition to the old town center, two other areas closer to the outskirts were discussed. The aim was to discuss how to get relief there and also create connecting routes that allow cyclists to get to the city center safely.

These discussions are comparable to the problems with regard to the traffic situation on the Promenadenring in the city of Leipzig. Against the background of the content-related discussions between the project partners and through a political decision to cycle on the Promenadenring and to reduce motorized individual traffic within the framework of the City of Leipzig's clean air plan, measures are taken to reduce vehicle traffic in the vicinity of the Promenadenring and the Promenadenring . These include the following changes in traffic organization, which are described in more detail below and are to be implemented this year and next.

In a first step, the obligation to use the cycle path in the course of the Dittrichring or Martin-Luther-Ring between the nodes Dittrichring / Käthe-Kollwitz-Straße and Martin-Luther-Ring / Karl-Tauchnitz-Straße is to be lifted. This requires adjustments and new calculations on several traffic light systems. It is planned that these traffic lights can be adapted by the second quarter of 2020, including the necessary marking work. So far, the cars are guided in two lanes in both directions, but cyclists are forced to switch to the footpath. In this area, one lane can be created on the outer lanes. Bicycle traffic and pedestrians have enough space. Since car traffic will then only be single-lane, it is assumed that car traffic will be reduced. To check the effects of changes in the organization of traffic, traffic counts will be carried out in the third quarter of 2020.

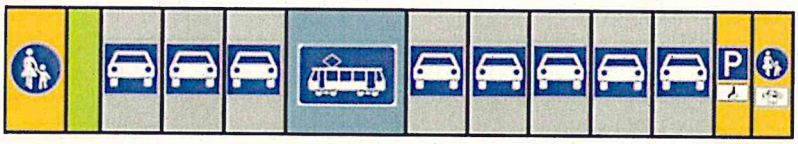


Before: A total of four lanes are available for car traffic. Cyclists are not even considered.

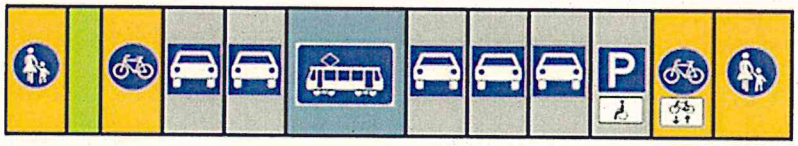
Later: There is one lane each for car traffic and bicycle traffic. Bicycle lanes in both directions.

(Source of all pictures: https://www.oekoloewe.de/nachhaltige-mobilitaet-stadtentwicklung-detail/autospuren-zu-radwegen-auf-dem-promenadenring.html)

In order to successively further reduce the volume of motorized private transport on the Promenadenring, lane formation is planned in the area between Augustusplatz and Schillerstraße in 2021. On the inside of the Promenadenring between Augustusplatz and Roßplatz there is as yet no road cycling option. With the removal of a lane for motor vehicle traffic, there is space for a protective strip for bicycle traffic in two-way traffic. A lane for motorized private transport is omitted at the node area of Augustusplatz. With a protective strip to the remaining two lanes of motor vehicle traffic, bike traffic is guided in both directions on this section.



Before: Cross-section of the carriageway at Augustusplatz from Roßplatz: There are currently eight lanes available for vehicle traffic.



Later: A two-way cycle path is created on the outside of Augustusplatz. The space for motor vehicles is reduced by one lane in one direction and two lanes in the other direction.

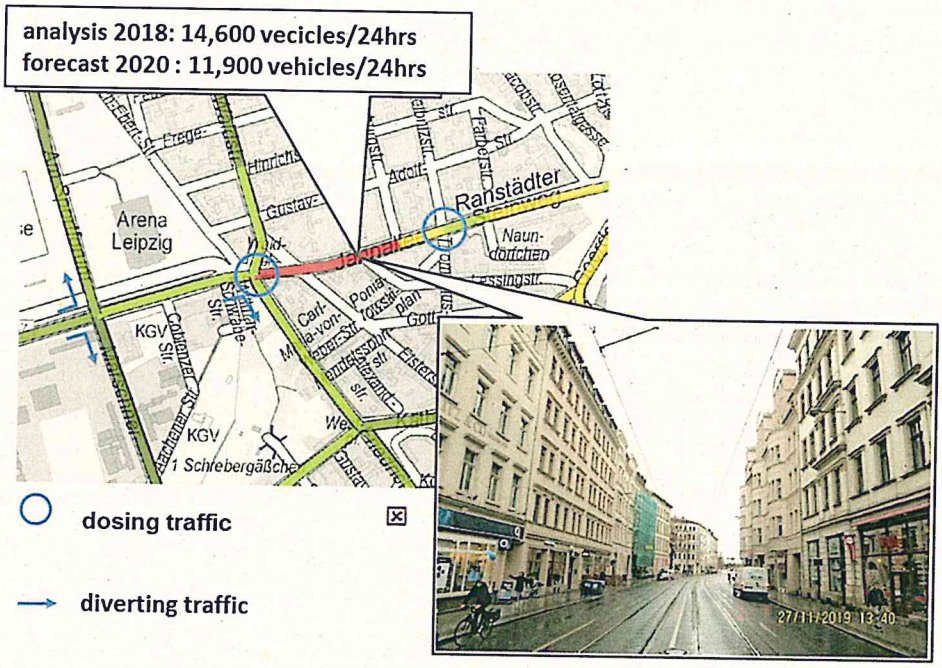
This reduces the proportion of motor vehicle traffic on the promenade ring and a further section for the safe guidance of bicycle traffic is possible in the area of the promenade ring. This is exactly what mobility management does and is aimed in the project, by combining these aspects.

The short-term measures to reduce motorized individual traffic on and around the promenade ring are part of the clean air plan as part of the changes described below:

Jahnallee:

There should be only one lane in both directions over the entire length from Waldplatz to Leibnizstraße. At the two traffic light intersections, the two lanes that are still leading straight should therefore be reduced to one at a time. The right lane in front of the traffic light becomes a right-hand lane.

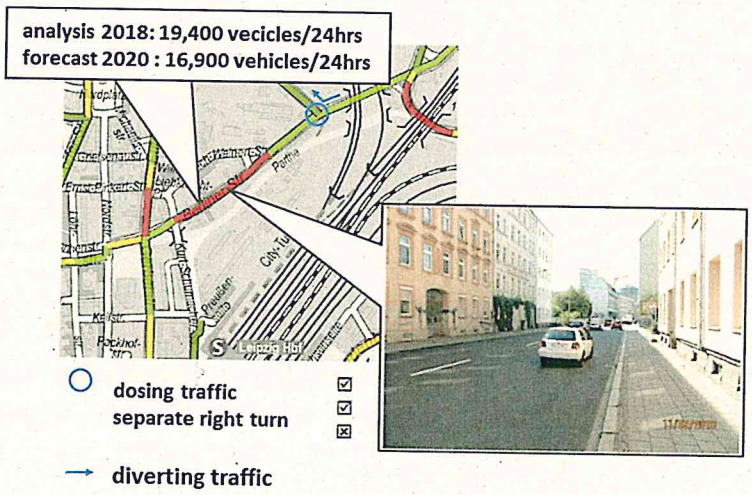
In the Inner Jahnallee there are 14,600 vehicles a day, the number of which is to be reduced to 11,900 vehicles by the change in traffic routing.



(Source: City of leipzig, Department of environmentally protection)

Berliner Straße:

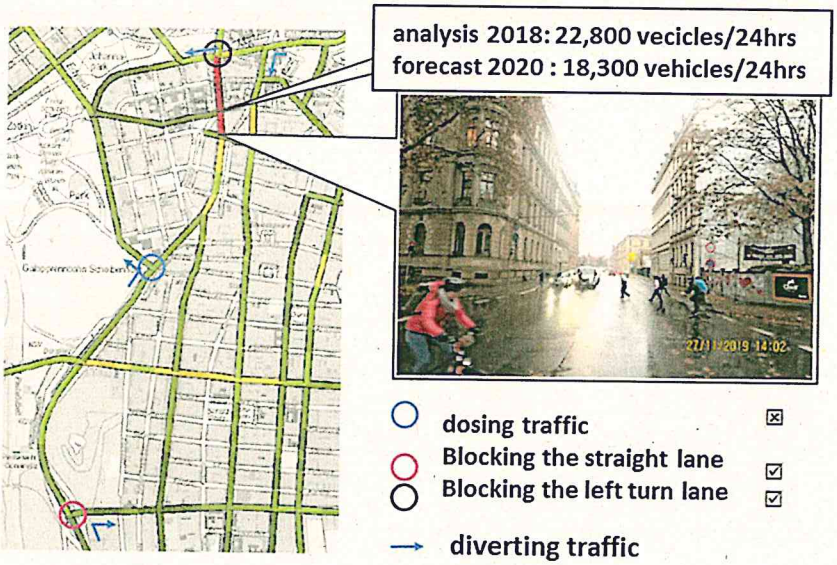
At the intersection of Berliner Straße and Roscherstraße there will in future only be one instead of two straight lanes towards the city center. The right lane becomes the right-hand lane into Roscherstraße. With this changed traffic organization, the number of vehicles moving towards the inner-city ring is to be significantly reduced.



(Source: City of leipzig, Department of environmentally protection)

Harkortstrasse:

In the area between Martin-Luther-Ring and Riemannstrasse in Harkortstrasse, which leads both in and out of the city center, the vehicle lanes are reduced from two in one direction to one in each direction. In addition, the flow of traffic is metered and derived through changes to traffic lights at upstream intersections. This reduces traffic on an important access road to the city center from 22,800 vehicles to 18,300.



(Source: City of leipzig, Department of environmentally protection)

With the help of the measures mentioned above, motor vehicle traffic in the area of Leipzig city center is reduced and kept out of the city center. The conditions for cyclists are optimized and more attractive routes are created.

3.3 Players involved

Regional Stakeholders: the members of the city council of Leipzig

Decision Makers:

Mrs. Dorothee Dubrau, Mayor and deputy for urban development and construction

Mr. Michael Jana, Head of the Department for Traffic and civil engineering office

Employees of the City Administration: form the Department for Traffic and civil engineering office

Advice from: the partner of DEMO-EC, City of leipzig, Department of environmentally protection

Role of the players involved:

- Development of the idea through exchange with the DEMO-EC partners
- Collection of ideas through visits to Zaragoza and Milanowek
- Support in the implementation of the measures by the Department of environmentally protection

3.4 Timeframe

Preparation of the Action: Since Semester 6 (2019)

Performance of the Action: 2020/2021

Post processing of the Action: until the end of phase 2 of DEMO-EC

3.5 Costs

Financial resources: The costs for adjusting the traffic lights and for marking work are set in the city budget.
Human resources: employees of the City Administration Leipzig

3.6 Funding sources

For financial resources: 100 % Public resources.
For human resources: mainly employees of the City Administration Leipzig

Date: 20.03.2020

Signature: _____

Stadt Leipzig
Verkehrs- und Tiefbauamt
04092 Leipzig

Stamp of the organisation (if available): _____