

Parking standards as an integral part of a new SUMP

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Agenda

1 Climate Mobility Plan

2 Measures

3 Structure & Process



1

Climate Mobility Plan Freiburg 2030

- introduction -

Climate Mobility Plan

Policy Context

- Climate Mobility Plan = SUMP with focus on CO₂-reduction
 - new planning instrument (Germany)
 - goal: - 40% CO₂ in traffic until 2030 compared to 2010
 - 2 years (ending in 03/2023)
 - definition of measures to be implemented by 2030
 - considering all modes of transport
 - obligatory proof of effectiveness & public participation
- if successful: higher funding rate for infrastructure measures

Climate Mobility Plan

Objectives

CO₂ - reduction

main goal

managing growth

capacity limits in the
road network have
been reached



cost-effective mobility

motor car traffic expensive
with follow-up costs

quality of life

safe and attractive
pedestrian and bicycle paths
less noise and air pollution

save resources

fossil fuels: expensive and dependent
renewable energies: limited


















2

Climate Mobility Plan Freiburg 2030

- measures -


















Climate Mobility Plan

Measures

1 – Mobility Infrastructure		3 – Regulation Car Mobility	
	Expand cycling network		Reorganize parking in public space
	Expand tram and bus network		Redesign of street spaces
	Mobility hubs	4 – Urban Development	
	Support pedestrian traffic		Less car dependent new urban areas
	Promote electric cars through charging infrastructure		Less car dependent new industrial areas
	Electrify bus fleet	5 – Communication	
2 – Mobility Services			Strategic communication
	Expand public transport		Mobility advice
	More attractive pricing and digital connection		Regional cooperation
	Expand carsharing		
	Expand bike and scooter sharing		

Climate Mobility Plan

Measures

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Climate Mobility Plan

Measures



On-Street-Parking: Reorganize parking in public space

- Concept for city-wide parking management
- Expansion of areas with parking fees
- Conversion of existing car parking spaces for other vehicles (e.g. sharing, loading, bicycle)
- Higher fees for parking



Off-Street-Parking: New urban areas with reduced level of motor car traffic

- Revision of parking space statute
- Mobility concepts in new urban areas

Climate Mobility Plan

Measures



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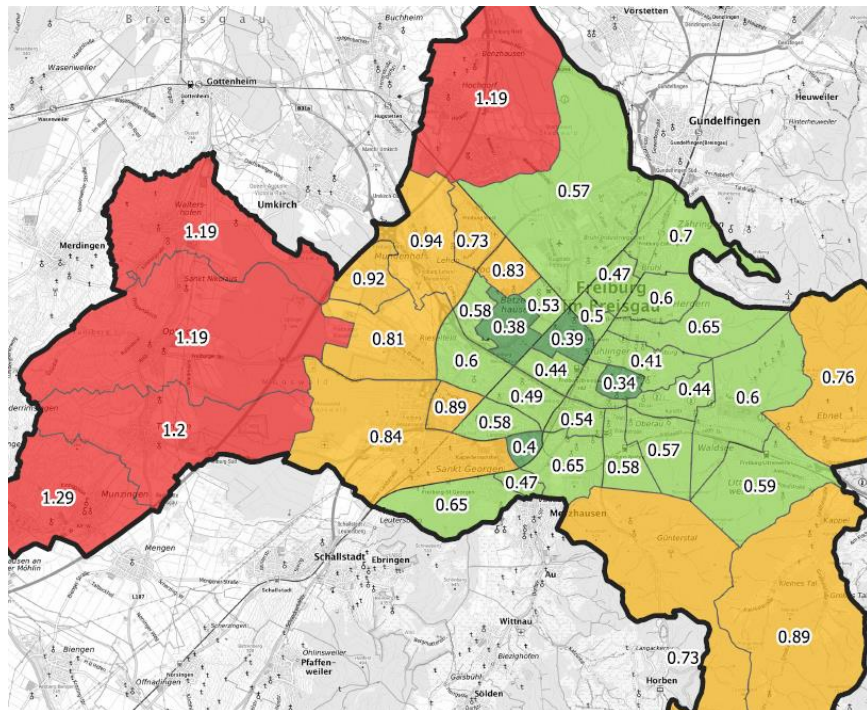


Off-Street-Parking: New urban areas with reduced level of motor car traffic

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CIVITAS
Park4SUMP











- $< 0,4$
- $0,4 - 0,7$
- $0,7 - 1,0$
- $1,0 - 1,3$

- number of car parking spaces / apartment in 3 zones
- lower number of car parking spaces
- integration of standards for bicycle parking (incl. cargo bikes)
- possibility of further reduction through mobility concepts

Climate Mobility Plan

Measures: Environmentally friendly mobility concepts

Legende

-  Carsharing
-  Fahrradstation
-  Lastenfahrrad(-stellplatz)
-  Fahrradtiefgarage
-  Tiefgarage
-  Rad-Vorrangroute FR2
-  Rad-Vorrangroute BIO
-  Stadtbahnhaltestelle



Kleineschholz

- about 500 apartments, 1.250 inhabitants
- city centre (1km to main station)
- car parking standard: 0,3 / apartment
- concentration of private parking lots in one garage
- no parking in public space
- high quantity & quality bicycle parking
- 20 car sharing cars
- bicycle rental, cargo bikes
- connection to tramway
- connection to bicycle routes

Climate Mobility Plan

Measures: Environmentally friendly mobility concepts



K9 Architects

Dietenbach

- about 6.900 apartments, 15.800 inhabitants
- edge of the inner city
- car parking standard: 0,5 to 0,7 / apartment
- concentration of private parking lots in garages
- no car parking in public space
- high quantity & quality bicycle parking
- 150 car sharing cars
- bicycle rental, cargo bikes
- connection to tramway
- connection to bicycle routes
- mobility management

3

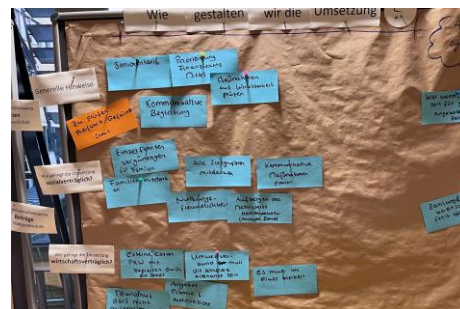
Climate Mobility Plan Freiburg 2030

- structure & process -

Climate Mobility Plan

Structure & Process

- project team:
 - 5 people in public administration
 - 1 consultancy for public participation
 - 1 consultancy for traffic modelling
- project duration:
 - 2 years
- costs:
 - 280.000 financed by federal state Baden-Württemberg



Climate Mobility Plan

Lessons learnt



- higher regulations of parking in private and public space can influence the individual mobility significantly
- less parking spaces in private areas lead to lower construction costs, enable the greening of courtyards (since there is no/a smaller underground car park) and clear space for more and better bicycle parking
- communication is crucial to implement push measures



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