EPA-POLIS-P4S parking webinar
December 09th 2021

Innovative traffic concepts in new development areas

Examples from the City of Freiburg

Garten –und Tiefbauamt
Dr. Peter Schick

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Parking standards Freiburg

1. about the City of Freiburg
2. challenges with growth
3. environmentally friendly and innovative traffic concepts in new development areas

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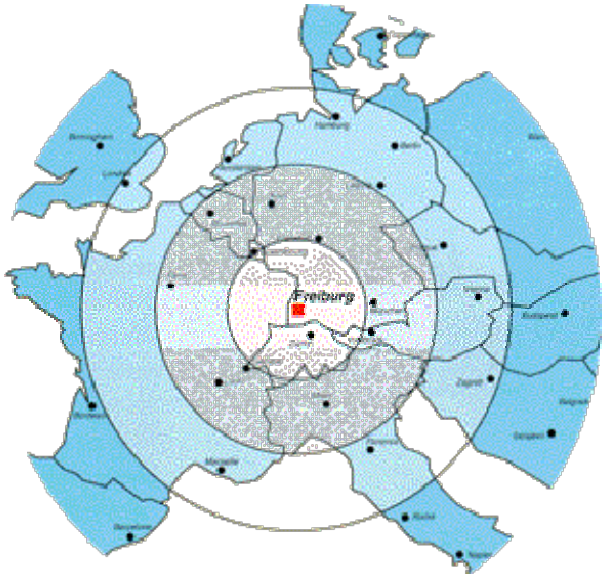
about the City of Freiburg



About the city:

- 230.000 residents - 30.000 students
- Population growing rate about 1 % per year
- beautiful city with historic old town

Environmental policy:

- often named „eco capital of Germany“
- long tradition of environmental policy (since 1970)
- strong influence of green policy

about the City of Freiburg

tram network

railroad network

car free inner city

pedestrian and cycle network

traffic policy in general

traffic calmed streets

car- (and bike-) sharing

electric buses

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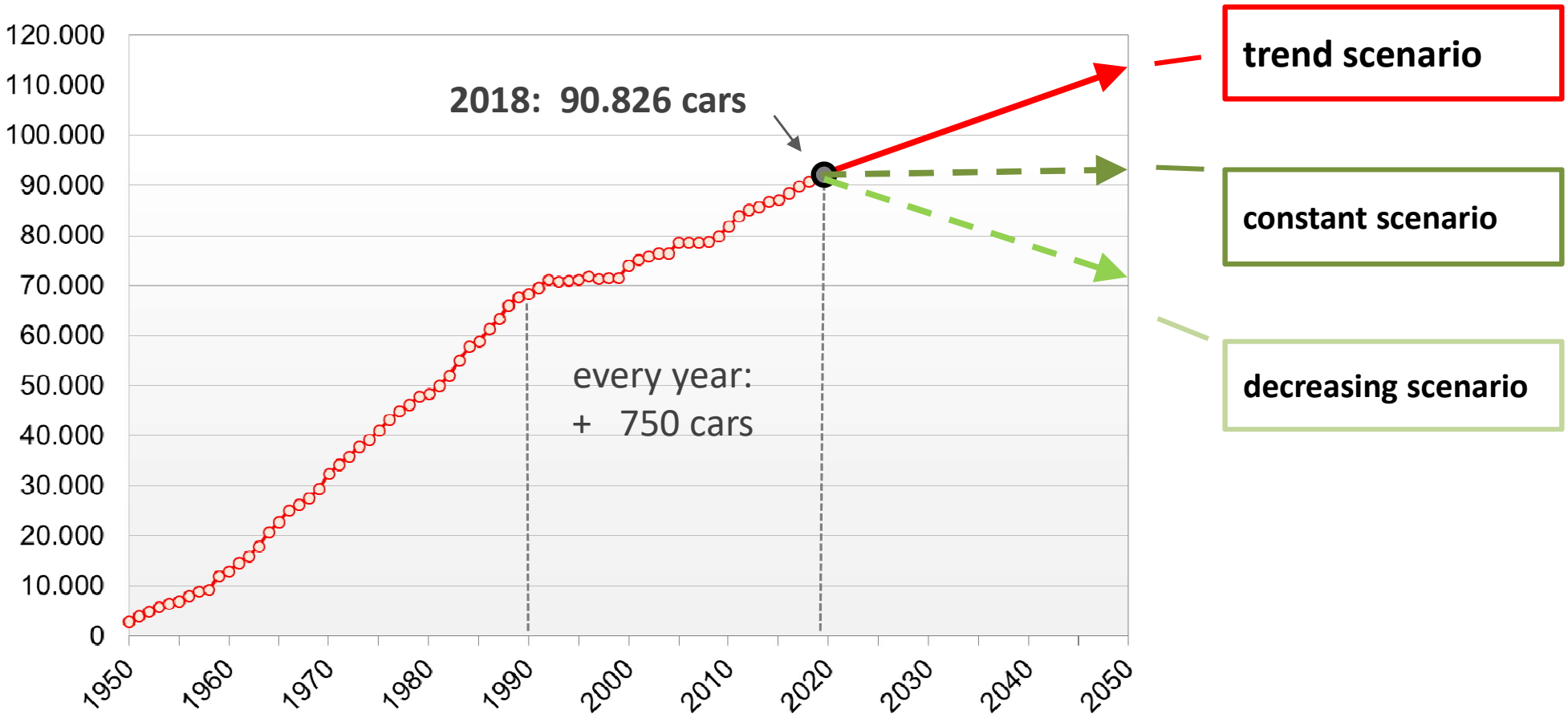
challenges with growth

development of absolute number of cars in Freiburg



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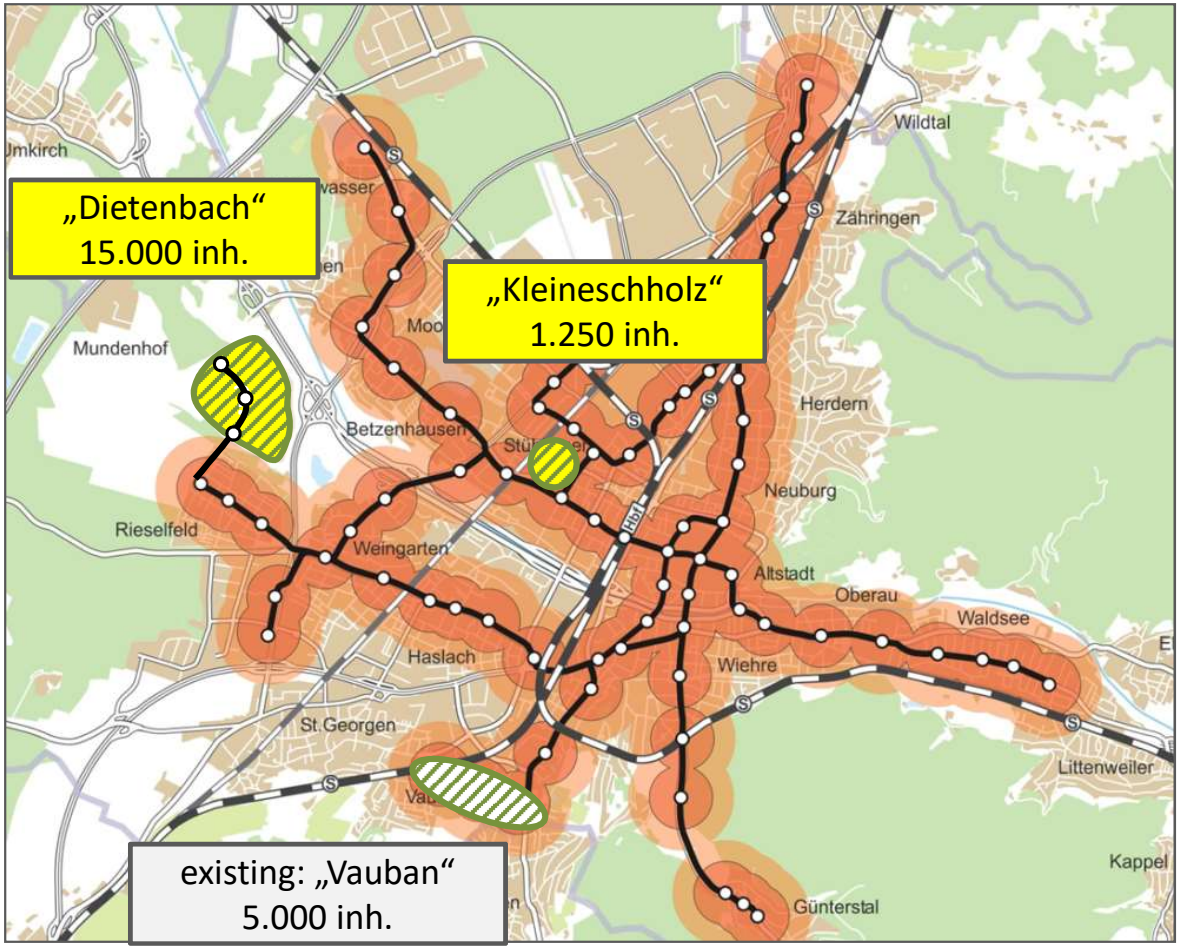
innovative traffic concepts in new development areas



new development areas

- what is the best environ-mentally friendly concept?
- what are most suitable parking standards - for car parking and bicycle parking?
- what parts are necessary for good mobility concepts? (carsharing etc.)

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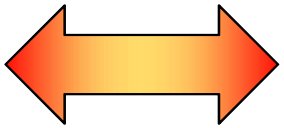
innovative traffic concepts in new development areas

targets

conflicting goals

general social trends

- climate protection high priority
  → reduce motor car traffic
- housing costs are too high
  → smaller underground car parks
- high quality of urban space
  → neighborhood as car free as possible



- occupation and wealth on the rise in the region of Freiburg
- land development for industry and commerce dispersed in surrounding areas

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classic (typical) development of housing in Germany until about 2010/2015

- one parking space for motor vehicles for each apartment
- bicycle parking: very different regulations

County law of the „State of Baden-Württemberg“ 2015

- parking standards can be reduced by a local law of the city

local law / statutes of the City of Freiburg (2016)

- General number is 1.0, reduction is possible with mobility concepts to 0.6

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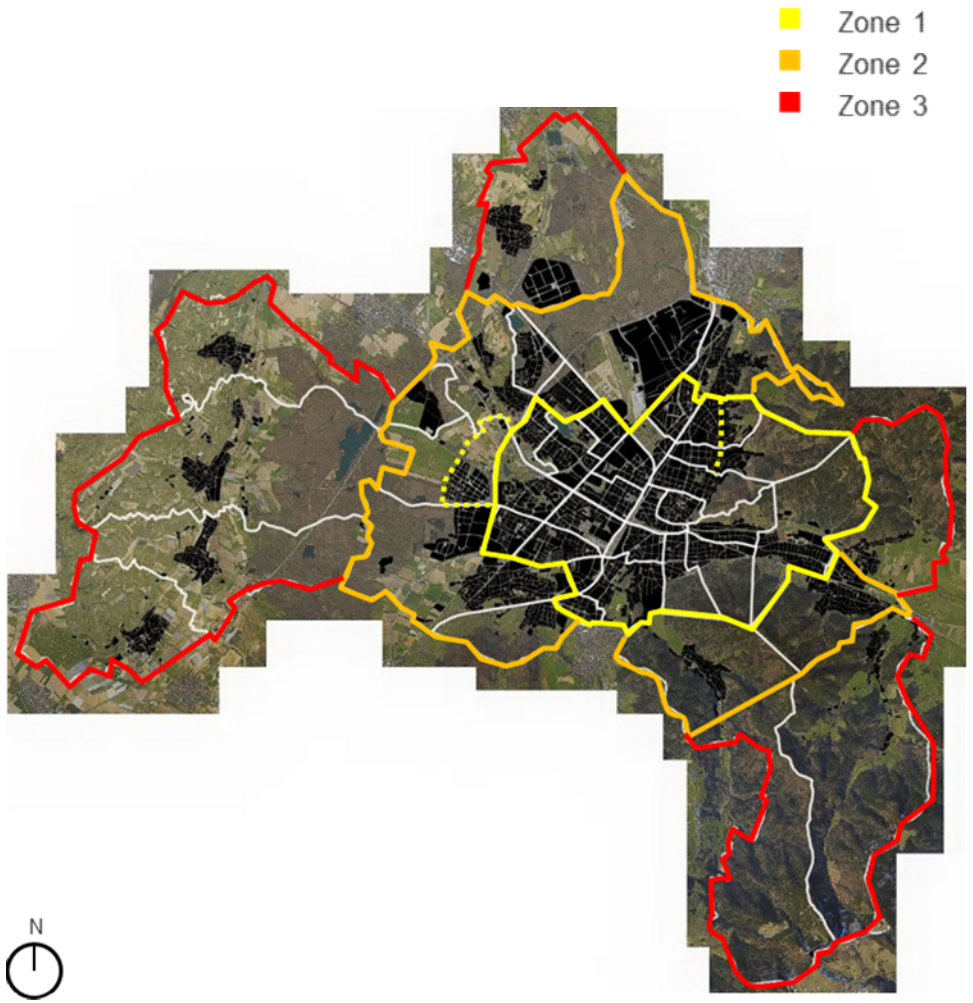
concept for parking standards in Freiburg (planned)

- **establish zones**
  (with different level of car dependancy)
- **set standard for car parking**
  (inner city low numbers, outside higher numbers)
- **set standard for bicycle parking**
  (probably: 2,5 bicycle parking spaces per household)
- **set measurements for supplementing mobility concept** (sharing services etc.)



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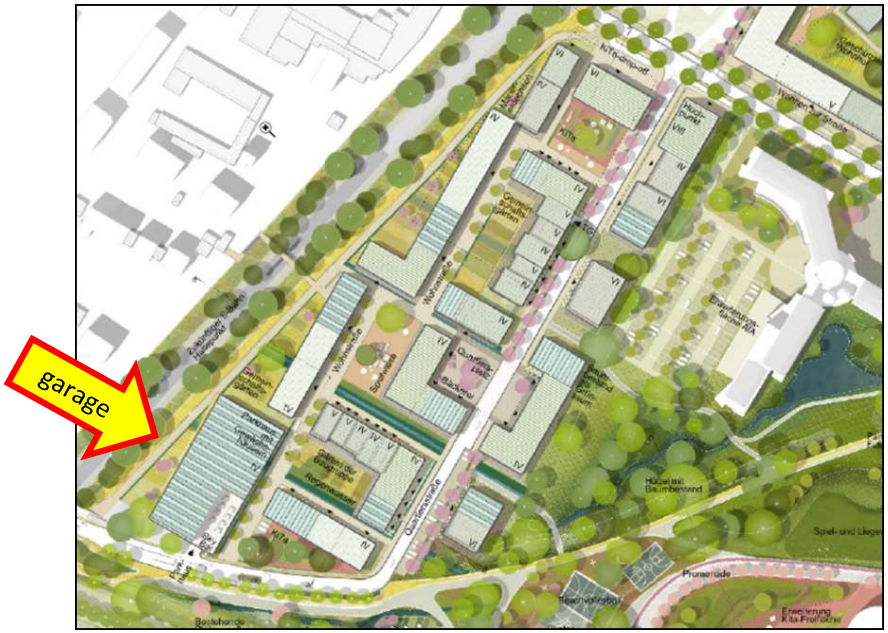
Example 1: development area „Kleineschholz“ – inner city development



- about 550 households, 1.250 inhabitants
- inner city location

concept for parking standards:

- car parking standard: 0,3 per flat
  50 % with 0,4 (for „normal“ housing)
  50 % with 0,2 (for subsidized housing)
- bicycle parking: 2,5 per flat

supplementing mobility concept

at least 15 car sharing cars
bicycle rental, cargo bikes
parking will be charged in the area

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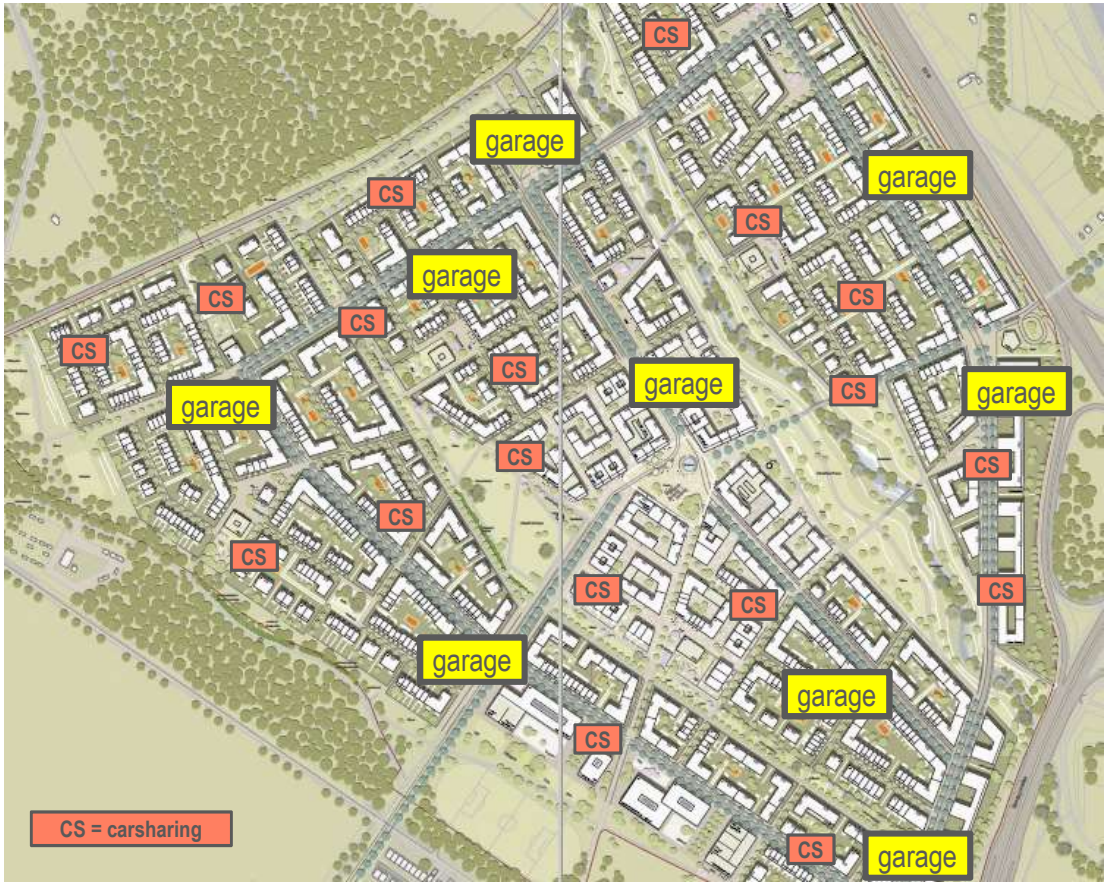
Example 2: development area „Dietenbach“ – at the edge of the inner city



development area

- 6.500 appartements
  about 15.000 inhabitants

concept for parking standards:

- car parking standard: 0,5 per flat
- only in ‚neighborhood‘ garages
- bicycle parking: 2,5 per flat

supplementing mobility concept

tramway access, bicycle lanes
parking only in in centralized garages
> 100 carsharing-cars
carsharing area-wide, bike rental and cargo bicycles

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Example 3: existing area „Vauban“- realised 1995 - 2010

development area

- about 5.000 inhabitants

concept for parking standards:

- car parking standard: about 0,4-0,5
- no cars next to housing

supplementing mobility concept

carsharing: about 40 cars
parking only in (two) centralized neighborhood garages
bike rental and cargo bicycles

rated in the „citizen survey 2018“ as one the most desired living areas in Freiburg

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Summary and conclusions:

new development areas in Freiburg will …

… be less car-dependant

… have a lower number of car parking spaces per flat

… not have single underground car parks –
but centralized multi storey parking garages

… need an operator (probably private company owned by the city)

… need garages with multiple services:
carsharing, E-charging, delivery service

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Thank you for your attention!

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