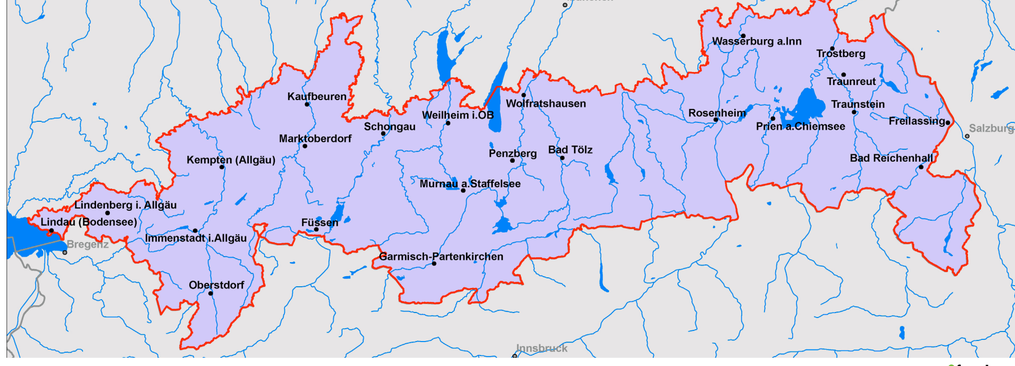
Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

Mobility challenges in German Alpine cities

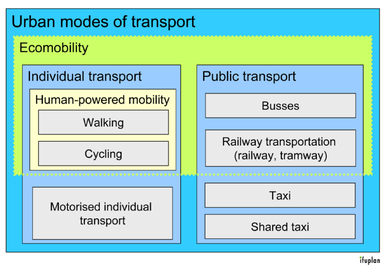


Particularly in the Alps, cities and their hinterland are characterised as areas of dense and intersecting spatial uses, as places of residence, work, supply and recreation. While transport is indispensable as a mean to satisfy these spatial uses, it also potentially threatens the very quality of urban areas...

- through noise, emissions,
- through spatial fragmentation and land use related to transport infrastructure
- and through the threat accelerated traffic poses mainly to elderly and children.

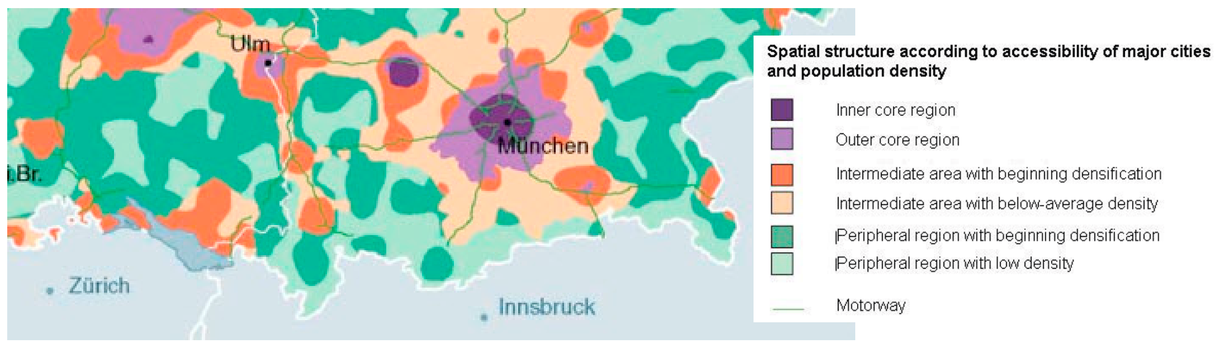
Urban mobility

Urban mobility represents all forms of spatial mobility of passengers and freight considering all transport carriers in the urban area. This includes inner-urban mobility (source and destination in the same city) as well as mobility between cities and their catchment area. Besides inner-alpine mobility relations this comprises also mobility between agglomerations outside the AC area and the AC area. Forms of telecommunication have been excluded from the study's scope.



At the same time, urban mobility can contribute to urban life...

- through walkable neighbourhoods that encourage social interaction and increase purchasing power within the city,
- bicycle infrastructure that encourages exercise
- and a multitude of transport options, that sets cities apart from most rural areas.



Source: BBSR 2005

Polycentric structure

The German Alpine Convention area features a polycentric spatial structure of small and medium-sized towns (cf. BBSR 2005), surrounded by rural and partly peripheral regions. Urban agglomerations are missing, but nonetheless the relevance of the outer-Alpine agglomeration of Munich for the central part of the German Alpine area becomes evident.

Particularly the intermediate area with below-average density south of Munich is featuring strong predicted growth rates until 2020 compared to the population in 2002. These centrifugal effects of major cities on their more remote catchment areas – i.e. the ever stronger juxtaposition of urban and rural areas in the course of a continued agricultural decline and increasing commuter distances described by the term peri-urbanisation – are similarly taking place in the surrounding area of other German major cities.

Main challenges

Small and medium-sized towns in the German Alpine area are not as much challenged by issues conventionally related to urban mobility such as the collapse of motorised individual transport, logistical challenges of coping with public transport volumes and the massive deterioration of residential and environmental quality through motorised transport, they have their own challenges to face:

- How and to what extent can the dominance of motorised individual transport be transformed towards multimodality resp. higher shares in ecomobility ? What combination of push- and pull-factors is required to reduce transport volumes in motorised individual transport and increase volumes in ecomobility modes?
- How can transport linkages between cities and their rural surroundings be demand-oriented and environmentally-friendly at the same time?
- Can neighbouring Alpine cities be linked to each other to build functional urban areas, thus forming a certain counterpart to non-Alpine agglomerations?
- Is integrated settlement and transportation planning taking place at the level of urban regions and do these respective levels hold sufficient decision-making power?

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These findings have been produced in the framework of the current consulting mandate, with which ifuplan has been commissioned by the German Federal Ministry for Transport, Building and Urban Development.
In the framework of the mandate of the Alpine Convention's Working Group Transport, adopted at the 10th Alpine Conference in Evian, the Working Group Transport of the Alpine Convention is expected to deliver an overview over the situation of sustainable mobility of the Alpine population with a focus on cities and their hinterland. According to the mandate, efforts should focus on "existing good practices, on different management and organisational instruments for improved urban mobility, a better environmental efficiency of inner-urban transport and urban linkages as well as new forms of urban logistics".

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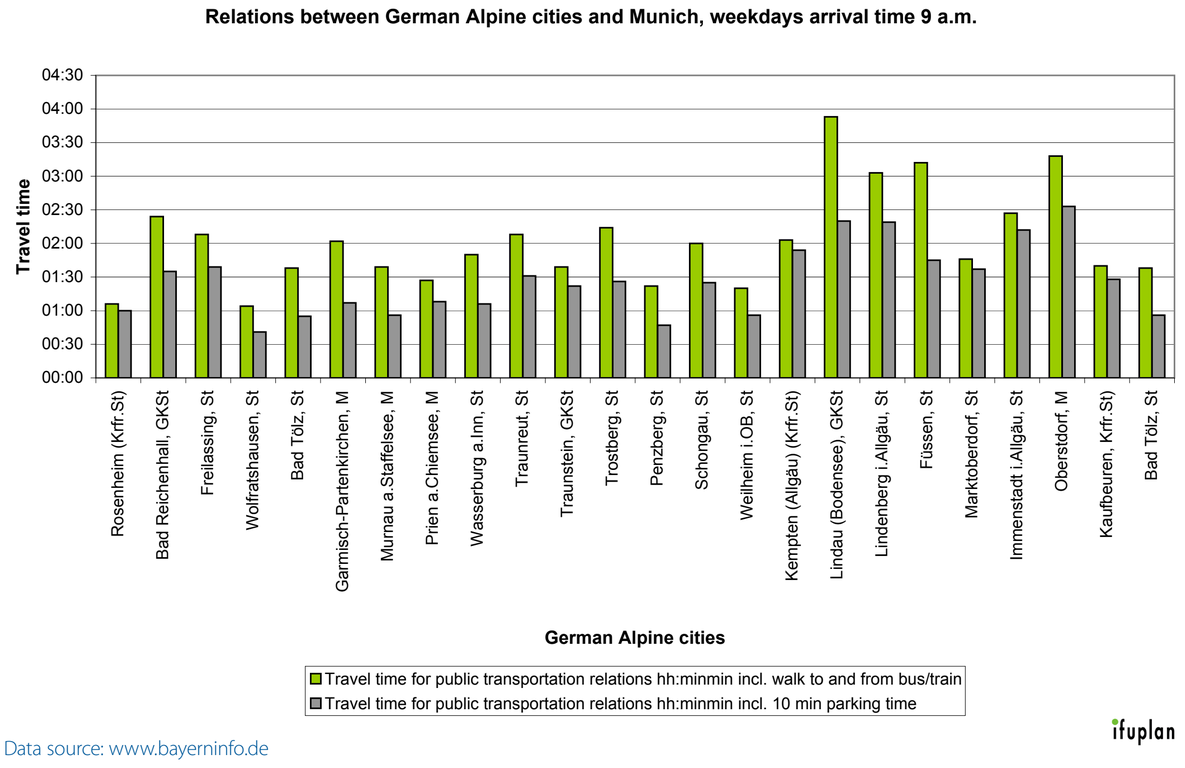
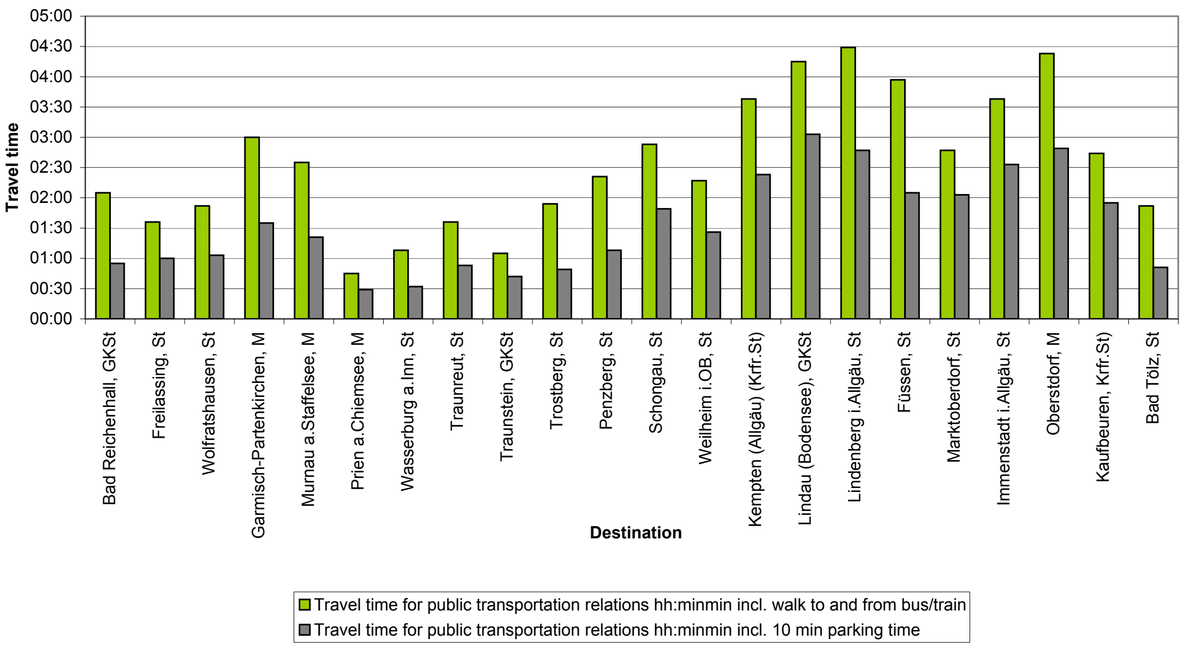
Accessibility

Despite public perception, accessibility of the next medium-sized center (central-place-category) within the German Alps as measured in travel time is comparable to most other German regions - in general, the region does not have an "accessibility problem". The gravity of the Munich metropolitan area, however, expresses itself in most public transport offers being directed towards this agglomeration. Whereas for these relations (Alpine city - Munich), public transportation offers are mostly competitive with motorized individual transport, linkages between Alpine cities display huge differences in travel time.



Data source: www.bayerninfo.de

For the case of Rosenheim, the following graph illustrates significant differences in travel time to other German Alpine cities, underlining the importance of strengthening public (mostly bus) relations west-east-bound along the German Alpine ridge.



Data source: www.bayerninfo.de

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Future need for action

The future need of action for steering urban mobility in the German Alps towards sustainability can roughly be divided into three levels:

Strategic dimension

- Integrated accessibility planning, i.e. integrating the ability of people to participate in transport and communication, the location of activities and opportunities and the availability of bridging distances through transport or communication
- Improving public transport framework conditions and demand through multifunctional and densified settlement structures

Operational dimension

- Improving public transport services along the Alpine arc
- Improving interfaces betweeen transport modes (e.g. bicycle and railway)
- Increasing spatial resistance for motorised individual transport, particularly in towns (access restrictions, residential parking)

Marketing dimension

Target-group-oriented offers and marketing of ecomobility:

- Lifestyle groups
- Demographic change
- Customer dialogue

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