

Stuttgart laufd nai

Roadmap for the „Stuttgart Laufd Nai”¹ Campaign –

A paradise for pedestrians and cyclists with optimal access to public transport in the heart of the city!

How do we want to live in our city in the future? Which measures will improve the well-being and health of our citizens, and create an urban environment worth living in for all inhabitants? What is necessary to bring Stuttgart's development in line with human needs, with the vision of a vibrant, safe, sustainable and healthy city? Key questions ask whether pathways and squares are characterised by a high amenity value, whether venues for interaction can develop and social cooperation return. A city has to have room for a wide variety of demands. The decision on the shaping of the public sphere, and on whether and how that is to happen, belongs to the citizens. Direct democracy, active participation and a lively debate in the city community serve as instruments to realise the idea of an extended pedestrian zone. Together, we want to „dare more city“.

For decades, the **pedestrian-friendly shaping of the public space** has been grievously neglected. Noise, pollution, narrow pavements, damaged cobblestones, over-wide streets, innumerable barriers, deserted street canyons clogged up daily by rivers of cars... All those issues create places hostile to life, places that make people feel uneasy and unsafe, places they avoid. This is the case in Stuttgart, although the city was once ahead of its time by implementing the first pedestrian zone in Germany in its Schulstraße in 1953. By transforming the Königstraße into a pedestrian zone at the start of the 1970s, Günther Behnisch breathed life into one of the most important shopping promenades of the German Federal Republic. Since then, however, no further major advances have followed.

At this point, we are planning to start our initiative. We want to overcome the **paralysis in urban development** with a broad, non-partisan alliance of social groups. All partners involved have realised the added value of this campaign. We will concentrate our efforts to overcome the blockade in city development and to transform Stuttgart into a city with a human dimension. We want to retain good practice, and improve it.

Our goal is to start a **petition for referendum** in May 2017 **to extend the pedestrian zone within the limits of the future city ring road**. This includes the area between the federal main road (*Bundesstraße*) Konrad-Adenauer-Straße/Hauptstätter Straße (B14), between Theodor-Heuss-Straße/Heilbronner Straße (B27/B27a), as well as between Paulinenstraße/Paulinenbrücke and Wolframstraße (the new eastern junction). Central measures will include transforming Schillerstraße into a pedestrian square with bus access, and merging the upper and middle Schlossgarten park areas into an intact green space that continues right down to Akademiegarten and Schlossplatz. As a first measure, we plan to reduce driving speed on the new city ring road to 30km per hour.

Here in Stuttgart's historic medieval city centre, we want to jump-start the movement to create urban spaces worth living in – a first step to spark creative ideas in all city

¹ Swabian dialect expression with the double meaning of "walking in" and "feeling good".

districts and to inspire debate about a pedestrian-friendly, cyclist-friendly, child-friendly and barrier-free city development with urban qualities.

Our Goal:

To turn the entire street network within the Stuttgart city centre ring road into a pedestrian zone.

There will be the following specific exceptions:

1. The present access roads and thoroughfares **for SSB busses** (Rotebühlstraße, Schlossplatz, Schillerstraße) are of fundamental importance and will be retained. As a consequence, nothing will change for public transport at the important traffic junctions. Taxis, too, will retain stopping points. The city's excellent eco-mobility network (*Umweltverbund*) of bus, train, bike, etc. will remain, while conflicts with car traffic will be reduced. Access to the Central Railway Station (*Hauptbahnhof*) for cyclists and pedestrians will become considerably more attractive.
2. With the implementation of the **City Bike Traffic Concept**, there will be areas dedicated exclusively to cyclists, areas reserved for pedestrians, and shared areas where both will treat each other with consideration. This concept ensures that cyclists will be granted fast and safe passage through the city centre. Already-approved cycle paths will be retained and considerably expanded. Existing and planned Main Cycle Routes will be incorporated. Existing car parking decks will be transformed into parking spaces for bicycles. For quick stops, outdoor bicycle racks will be provided throughout the city.
3. Delivery traffic for the inner-city retail trade will be safeguarded. However, delivery times will be rigorously controlled in the future. We are also aiming at the gradual implementation of a **City Delivery Traffic Concept** in order to reduce combustion-motor and heavy delivery traffic by introducing micro depots and electrified cargo bicycles.
4. All above-ground parking spaces for cars and lorries will be rededicated in the process of transforming roads into pedestrian zones. Wider pavements, extended green spaces, new trees, city oases, playgrounds, urban gardening, street cafes, spaces for free cultural exchange... Stuttgart's citizens themselves will decide what happens to the spaces that are becoming available. Apart from **civic participation**, we also want the **participation of children and young people** to ensure that as many individuals as possible help shape our city on a human scale and depending on their own needs. Thus we can ensure that people identify closely with the new public „living room“ of urban society.
5. Our **City Car Park Concept** promotes the re-usage and conversion of the parking spaces that are becoming available. In part, those spaces will be used as bike parking areas, others as storage spaces for the exchange of goods by city commerce. Around the above-ground car parks, mixed residential and commercial areas will newly develop. Car parks which are immediately accessible via the city ring road will remain.

Starting Point:

Young people in Stuttgart rarely use the car to travel to work or to their place of education, a current survey showed. Public transport, on the other hand, is becoming increasingly popular. While 59 percent of young people used public transport to work or education in 2005, numbers had risen to 78 percent ten years later. The figures for car usage have been decreasing from 34 percent to as little as 14 percent over the same time period. The number of licensed vehicles registered to the age group 18-25 has also decreased by 76 percent since 2000, while the overall number of young inhabitants of Stuttgart increased by 13 percent. This illustrates the immense **loss of significance of the car** among young people in Stuttgart.

If we look at the time period between 2005 and 2015, we can see that public transport usage has increased among all inhabitants of Stuttgart. Distances covered by bike are also increasing. The same is true for pedestrians. Car use as a means of transportation, however, shows a clear downward trend. These facts regarding the increased significance of the eco-mobility network need to be made visible in the context of urban planning and construction.

The **German Federal Environmental Agency** presented the following conclusion in its study *Environmental Awareness and Environmental Behaviour of Young People*², dated January 2016: „The proposal to change cities and local communities in a way that will allow individuals to be dependent as little as possible on the car, but enable them to overcome distances on foot, by bicycle or with public transport, has met with great approval by young people. At 84 percent, support from the younger generation is even somewhat higher than the overall approval rate of 82 percent“. This suggests that our proposal for the extension of pedestrian zones will meet with widespread support in the populace.

From the results of the most recent **citizens' survey**, it is possible to identify various trends illustrating that the planned extended pedestrian zone will be able to fulfil many of the population's demands. A majority of 57 percent expressed a desire for more parks and green spaces. The transformation of the city centre provides a lot of room for such measures. Results are even more evident with regard to traffic volume. Across all age and professional groups, 68 percent of Stuttgart inhabitants believe that the federal capital suffers from too much traffic. Every second inhabitant believes that air quality in Stuttgart is poor. An extended pedestrian zone will make a noticeable difference in reducing high traffic volumes. Since green spaces improve air quality, the project will also make a direct contribution to a better urban climate. And the reduction of traffic volume is directly addressing the root cause of air pollution. 38 percent of respondents consider noise pollution in Stuttgart too high - which again is directly connected to traffic volume. Here, an extended pedestrian zone will create oases of tranquility and spaces to relax and enjoy.

For **pedestrians**, Stuttgart has developed several concepts: As early as 2011, the former chief mayor Dr. Wolfgang Schuster (CDU) signed the „**International Charta for Walking**“. This was included into the **Traffic Development Concept 2030**, which includes a firm commitment to the promotion of pedestrian traffic. An extended

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https://www.umweltbundesamt.de/sites/default/files/medien/378/publikationen/umweltbewusstsein_und_umweltverhalten_junger_menschen.pdf

pedestrian zone realises one aspect of this proposal. In addition, the city is currently working on a traffic concept for pedestrians that stipulates connecting inner city areas with the city centre through so-called „**promenade routes**“. An extended pedestrian zone takes those initial plans to their logical conclusion.

The Bezirk Mitte, where the extended pedestrian zone will be located, is currently suffering from a considerable lack of **playing areas for children**. According to the Playing Area Plan, the number of square metres for playing areas has to increase by two thirds. With an extended pedestrian zone, this lack of playing space could be solved or at least amended.

In its **Bike Traffic Concept** of 2010, the City of Stuttgart put forward ambitious goals: within ten years, the share of bike traffic - measured against all journeys made inside the city - was to increase from 6 to 20 percent, or to an absolute minimum of 12 percent - no less than a doubling of the bike traffic share. In order to achieve this, the bicycle infrastructure has to be expanded massively, and the extended pedestrian zone will become a showcase for a bicycle-friendly city. The already existing **Main Cycle Route 1** between Fellbach and Vaihingen runs directly through the inner city, and the planned Main Cycle Routes 2, 3 and 4 are fitting seamlessly into the city's Bike Traffic Concept. Besides allowing for a widening of existing cycle paths, the extended pedestrian zone offers an opportunity to massively increase the number of secure and roofed bicycle racks. The spatial and structural requirements are already in place today.

The city's **Clean Air Plan** is currently undergoing its third update. Its central points emphasise an urgent need for action with regard to air pollution control in Stuttgart. The critical air measurement station at the Neckartor is located in immediate proximity to the extended pedestrian zone. By calming traffic and creating new green areas, our project will contribute to a compliance with legal limits and to the improvement of air quality in Stuttgart.

The **Noise Action Plan** for the reduction of damaging noise pollution is another obligatory component of local politics and government. Expanding the pedestrian zone and increasing speed limits for the city ring road will help silence traffic, the main source of noise.

The central aim of the City of Stuttgart's **logSPACE concept** is the reduction of conventional motorised delivery traffic in the city centre. Numerous deliveries could be carried out with small electronic vehicles, cargo bicycles or transportation aids like rolling pallets, handcarts, etc. Space for suitable micro depot locations is available. The City is actively working to win over more businesses beyond the two firms currently involved in the logSPACE pilot project. This will be facilitated with the implementation of an extended pedestrian zone.

We support...

... Human Beings

Parts of the street area within the city ring road are already dedicated to pedestrian traffic. A consistent extension of the pedestrian area to include the main traffic roads will significantly improve the quality of stay for pedestrians. Barriers will vanish, street signs, pollards and kerb stones will no longer be necessary. If car parking lots can be

removed, space will become available for pavements to be broadened. As a result of the redevelopment, car traffic will be reduced significantly. With it will decrease noise, pollution and the disruptive effects of parking cars. Safety for pedestrians, on the other hand, will increase considerably. As a consequence, the city centre will become a haven for people of all ages, with and without mobility restrictions - an oasis of well-being and a showcase for a city on a human scale.

... Bicycles

We aim to create something new, while incorporating what already exists. The Main Cycle Route 1 is already running lengthwise through the entire city. However, this is not enough. Besides improving and widening existing cycle paths, the creation of a high-quality, dense cycle path network is both essential and desirable. This should improve the accessibility of many important inner city destinations, and create room for cargo delivery bicycles.

Starting at the Central Railway Station, a further bicycle path will lead up Lautenschlagerstraße, continue along Theodor-Heuss-Straße, and lead through Kienestraße into Kronprinzenstraße. Parallel to the Main Cycle Route 1 in Tübinger Straße, cycling opportunities at walking speed will also be available in the lower Marienstraße.

We will also provide sufficient crossing opportunities between the cycle routes. In the course of the reshaping of Schillerstraße (Arnulf-Klett-Platz), ample space for cyclists will be created, which will be particularly useful in connection with the planned bicycle parking lot in the Central Rail Station. The existing Planie tunnel, too, can be incorporated into the plans as a bicycle tunnel. As a starting solution, the cross-link through Bolzstraße to connect with the Main Cycle Road 1 will remain.

... Bus and Rail

Bus and rail traffic gain increased importance with the improved pedestrian zone. The roundabout at Schlossplatz will still be connected. Schillerstraße and Rotebühlstraße/Torstraße will remain accessible via SSB city rail lines. Stuttgart Local Council has already taken the decision to create a reduced traffic zone in Schillerstraße. Scheduled services are already passing at reduced speed between Tagblatt-Turm and Rotebühlplatz. The removal of several traffic lights will ensure that despite the planned speed reductions there will be no increase in travel time. Solving the current traffic congestion problems outside the Central Rail Station and dismantling traffic lights will instead create a more relaxed atmosphere for all inner city bus lines.

... Taxis

The important taxi ranks at the Central Railway Station, at the S-Bahn station Stadtmitte and at the Schlossplatz will remain. All other taxi ranks within the city ring road will be relocated to replacement spaces at the access points to the city ring. For the inner city area, a bicycle taxi concept should be developed and implemented via tendering processes or granting of licenses, to ensure that taxi services within the improved pedestrian zones will be maintained.

Previous experiences with the implementation of other pedestrian zones also showed that the overall number of pedestrians will increase, which will in turn lead to increased demand for taxi journeys out of the city centre.

... **Commerce:**

Step by step, the distribution of goods within the city will become climate-neutral. The current pilot projects for alternative city logistics (e.g. logSPACE, micro depots, promotion of cargo bikes) will become part of everyday life. Fixed delivery times (18:00 to 11:00 at present) are to be firmly enforced by retractable bollards along the entryways to the extended pedestrian zone. As a first step, access to the city will be restricted to lorries with a gross vehicle weight of up to 7.5 tonnes in order to protect the extended pedestrian zone's high-quality infrastructure, such as pavements, trees and seating facilities. In the long run, all lorries are to be directed to goods depots rather than to individual businesses.

The improvements described above will lead to a shift in traffic activity towards pedestrians, cyclists and public transport. The result is a key example for a city serving human needs. In the outskirts of the extended pedestrian zone, the federal capital will establish a few parking spaces specifically reserved for car sharing. This will guarantee that access to motorised car sharing vehicles is available if needed. The city centre will remain accessible for emergency vehicles of police and rescue services. It would be very useful if police patrols could be adapted to the new environment.

... **Urban Life:**

Above-ground parking spaces and auxiliary areas will be turned into city oases. Play areas for children, seating accommodation in the shade of trees and water fountains will invite people to linger. Drinking fountains for people and animals will alternate with street cafes and parks. An urban area worth living in will develop, in which people are inspired to meet. Cultural and political life can also flower in the newly gained public space.

Commerce and tourism will benefit from this positive change, as experiences from the cities below illustrate:

As early as 1962, the Strøget in **Copenhagen** was turned into a pedestrian zone. The more relaxed and cosy atmosphere was appreciated by the local people from the start, and activities in the open have since increased fourfold.

In 1998, the Finnish city of **Kajaani** decided to implement a pedestrian zone. After its completion, an overall majority of inhabitants felt that their city had become more beautiful, more comfortable and safer. While 60 percent of inhabitants expressed the opinion that their city was a good place to live in before the implementation, 80 percent agreed with this statement afterwards. Moreover, over half of all retailers were convinced that their business had improved or would be improving in the near future.

The English city of **Wolverhampton** achieved a shifting of its traffic situation by introducing a pedestrian zone in four steps between 1987 and 1991. In the following six years, traffic on the city ring road decreased by 14 percent, without causing any traffic shifts into the adjacent parts of town. Even years after the project's completion, rail and

bus transport was still growing. While in 1994 only 23 percent of all trips were made with public transport, numbers had increased to 26 percent by 2000. Even ten years later, percentages were still rising.

In Germany, the town of **Nürnberg** can pride itself on successfully introducing an extended pedestrian zone in 1989. The surrounding town districts suffered no increase in car traffic. The reduction of air pollution is particularly significant. The emission of nitrogen dioxide could be reduced by 30 percent within a year, while carbon monoxide and environmental micro-particle pollution were reduced by 15 percent in the same time period.

Why shouldn't Stuttgart be equally successful?

In order for this to happen, our action group is working to agree on a legally-compliant question for a citizens' petition with the city administration. In a second step, the representatives of the action group will collect 20.000 signatures for the citizens' petition. All Stuttgart citizens who are 16 years of age and have German citizenship, or are citizens of a EU country who have lived in the federal capital for at least 3 months, are eligible to sign the petition. The third step for the action group is to win the referendum, thereby ensuring that it becomes legally binding for the City of Stuttgart. In order to reach this goal, the action group has initiated the campaign "Stuttgart laud nai".

Partners: Fraktionsgemeinschaft SÖS LINKE PluS (initiators), Fuss e.V. Gruppe Stuttgart, Bund Umwelt und Naturschutz Stuttgart (BUND), Die Anstifter, Naturfreunde Stuttgart e.V., Naturfreunde Radgruppe Stuttgart, Bürgerinitiative Neckartor, Texterei Andreas Zinßer, Jan Lutz - Büro für Gestalten, Vaihinger für den Kopfbahnhof (VK21), Nordlichter, Stuttgart ökologisch sozial (SÖS), Vaihingen ökologisch sozial, Linksjugend [solid] Stuttgart

Stuttgart laud weidr nai³: The improved pedestrian zone is the beginning of a transformation of the city on a human scale. Neighbouring areas like the Hospital quarter, the Stöckach, the Leonhards- and Bohnenviertel could follow. For the western part of Stuttgart, we can imagine a model resembling the Spanish city of Barcelona, which heralded an ecological traffic change concept with so-called „super blocks“, aiming at a greater quality of life and quality of stay, and at a reduction of the volume of automobile traffic. A fundamental reversal in city development has to move in tandem with a systematic expansion of the eco-mobility network infrastructure. The capacities of public transport have to be expanded, and new city rail transit lines (*Stadtbahn*) have to be built. Pavements and cycle paths have to be improved, expanded, and developed further. The promotion of a city concept of short distances has to become the cornerstone of local politics in order to reach the city's political goal: to make Stuttgart into a city shaped according to human requirements.

³ „Stuttgart keeps walking in“ and „Stuttgart keeps being fun“