



EcoMobility Days 2016

16-20 October 2016, Quito, Ecuador



Torben Heinemann

Head of Transport

City of Leipzig, Germany



Torben Heinemann is the head of the office for Traffic Planning and Road construction in the City of Leipzig, Germany.

In his position he has led various sustainable transportation achievements in the city. The development of strong, pedestrian-friendly city center and pro-public transport development are a few examples.

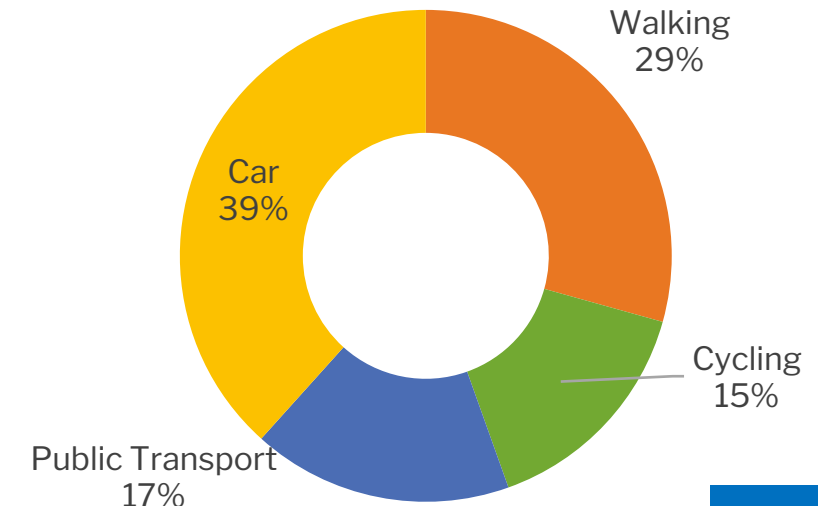
Leipzig, due to its people friendly developments, won the German National Award for Sustainable Cities in 2012 for its quality of life and urban structure. The City also hosted the OECD's 2015 International Transport Forum.

Leipzig is also an EcoMobility Alliance member city and under the leadership of Torben the city delegation has recently participated in a EU commissioned project called the World Cities project where the city shared experiences and learnt from its partner city, Kumamoto, Japan.



City of Leipzig

- Population: 570,087
- Area (in sq. kms): 297





Sustainable Mobility – made in Leipzig

Leipzig, 17.10.2016

Dipl.-Ing. Torben Heinemann

City of Leipzig

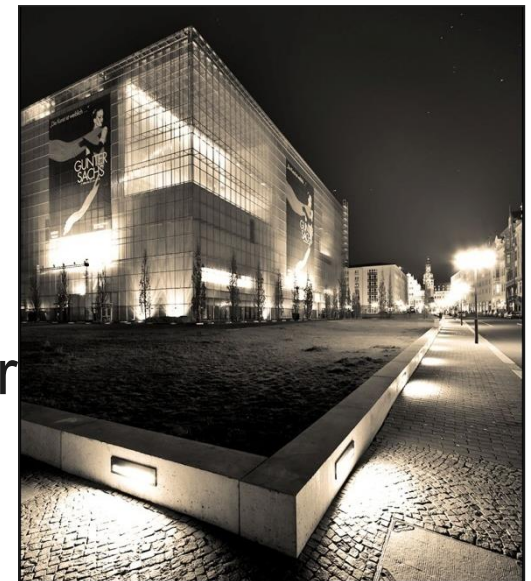
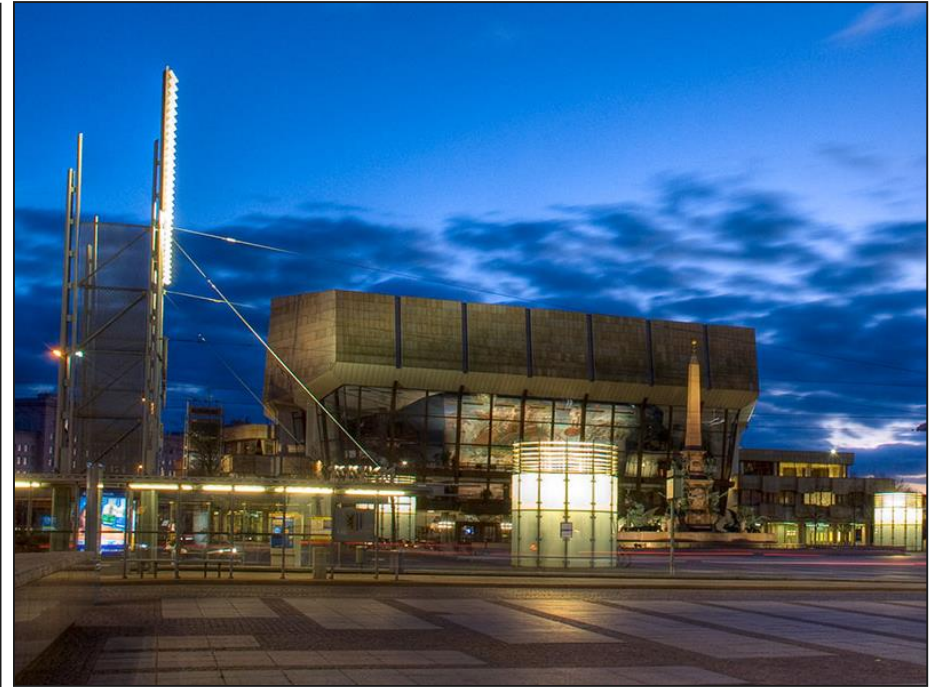
Office for Traffic Planning and Road Construction



Leipzig – city of culture, trade and traffic

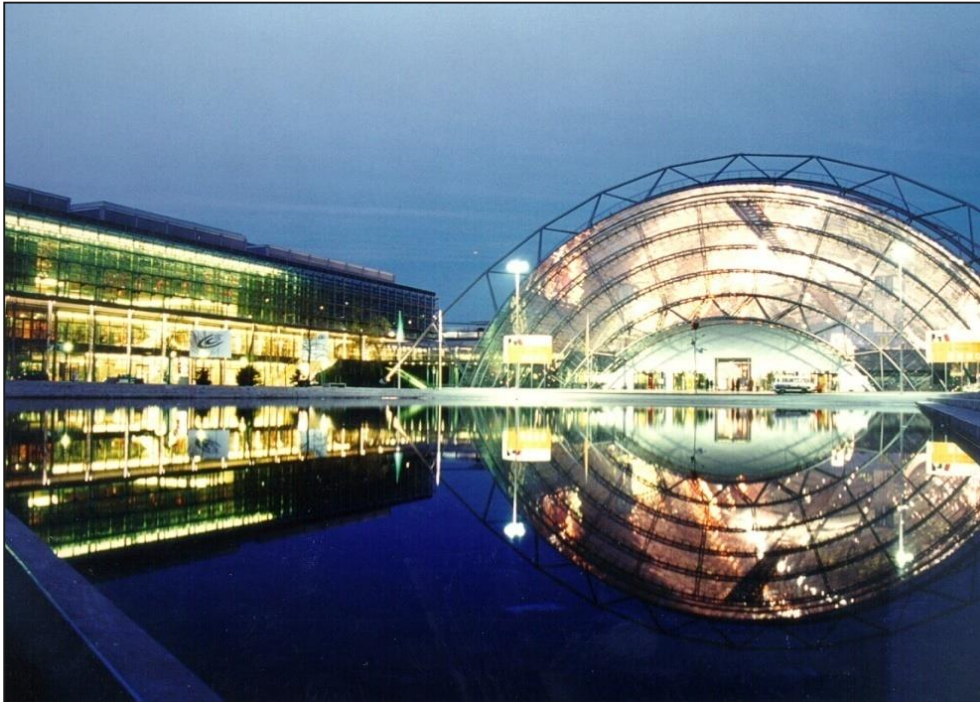


Leipzig - city of culture



- working site of Johann Sebastian Bach
- home of the world famous Thomaner Chior
- a place for modern art and architecture

Leipzig trade fair international



- investment: 800 Million €
- start planning: 1992
- opening: 1996
- visitors per year: 1.4 Million

Leipzig – numbers and facts



inhabitants **585,000**
(in 2011 plus ca. 9,000 people
in 2012 plus ca. 10,000 p.
in 2013 plus ca. 11,000 p. plus 2.06 %
in 2014 plus ca. 13,000 p. plus 2.12 %
in 2015 plus ca. 16,000 p. plus 2.90 %)

area **29,760 ha**

road network **1,777 km**

tram network **148 km**

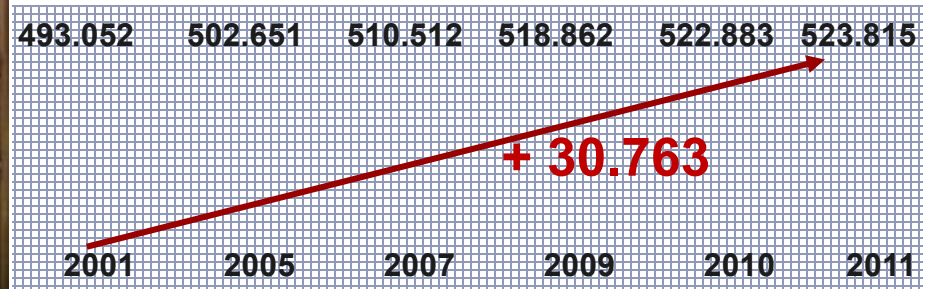
tram lines **13**

bicycle network **444 km**

Leipzig: A growing City



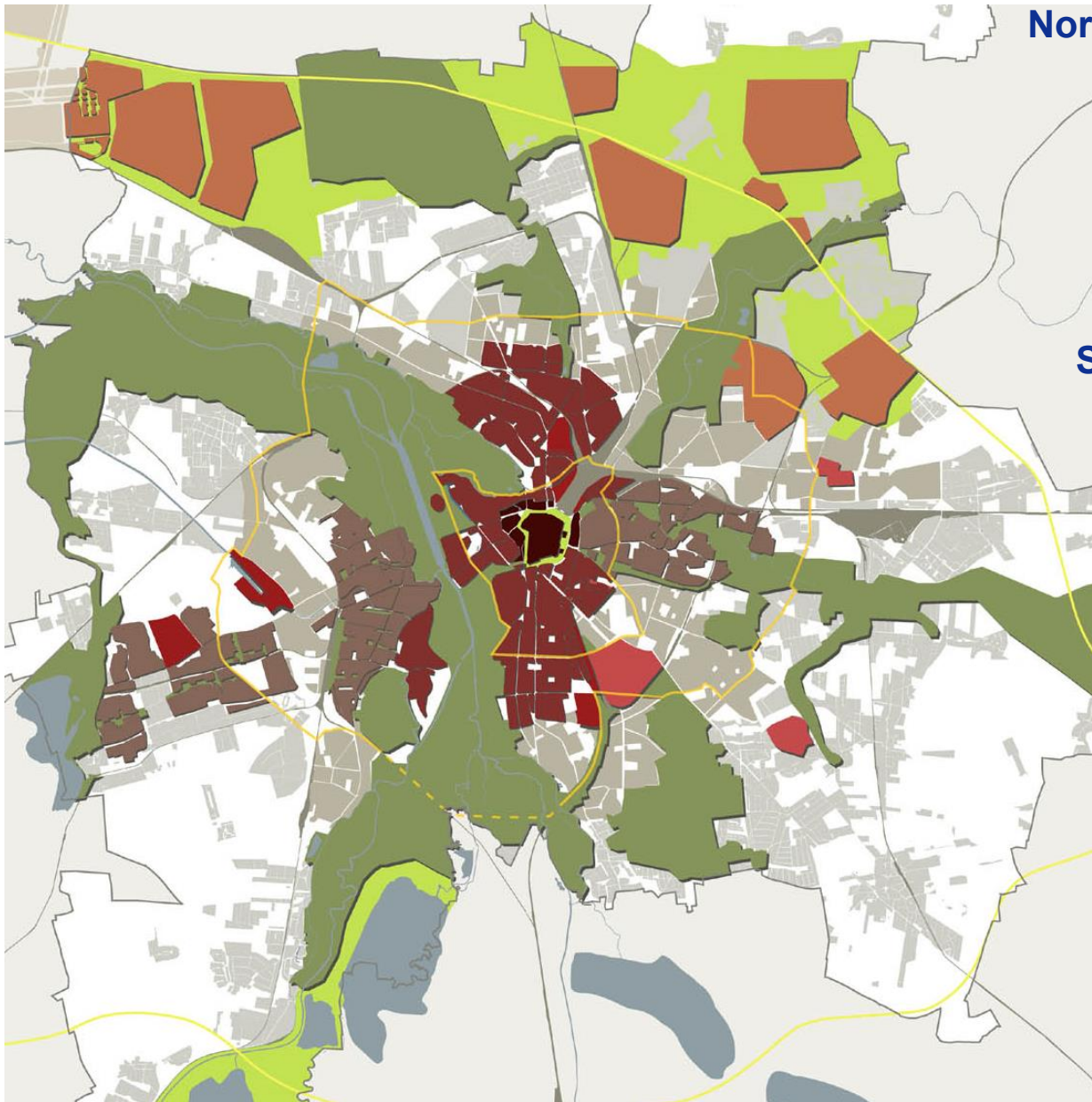
- new population about 60,000 over the past 5 years



- more than 95 % of inhabitants enjoy living in Leipzig
- particularly attractive to young people
- registered employees in 2011: 216,189

Source: Statistisches Landesamt Sachsen

Leipzig city structure



North: New fields of employment



South: Leipziger Neuseenland





Espenhain, 1980's



Leipzig, 1992





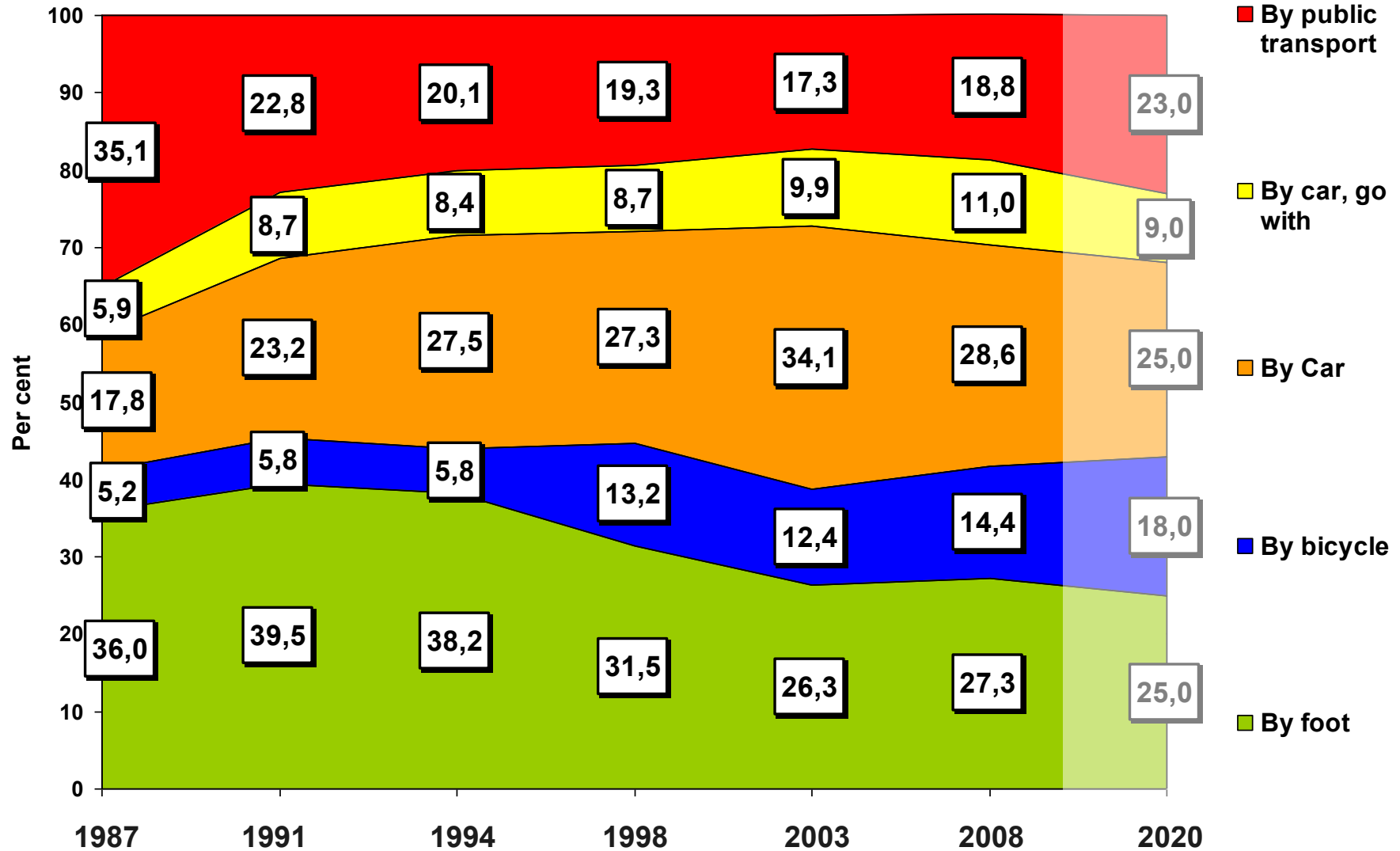
Principles of sustainability

Leipzig won the national German price for sustainability for the criteria:

- quality of life and
- structure of the city



Expected Modal Split in Leipzig for 2020

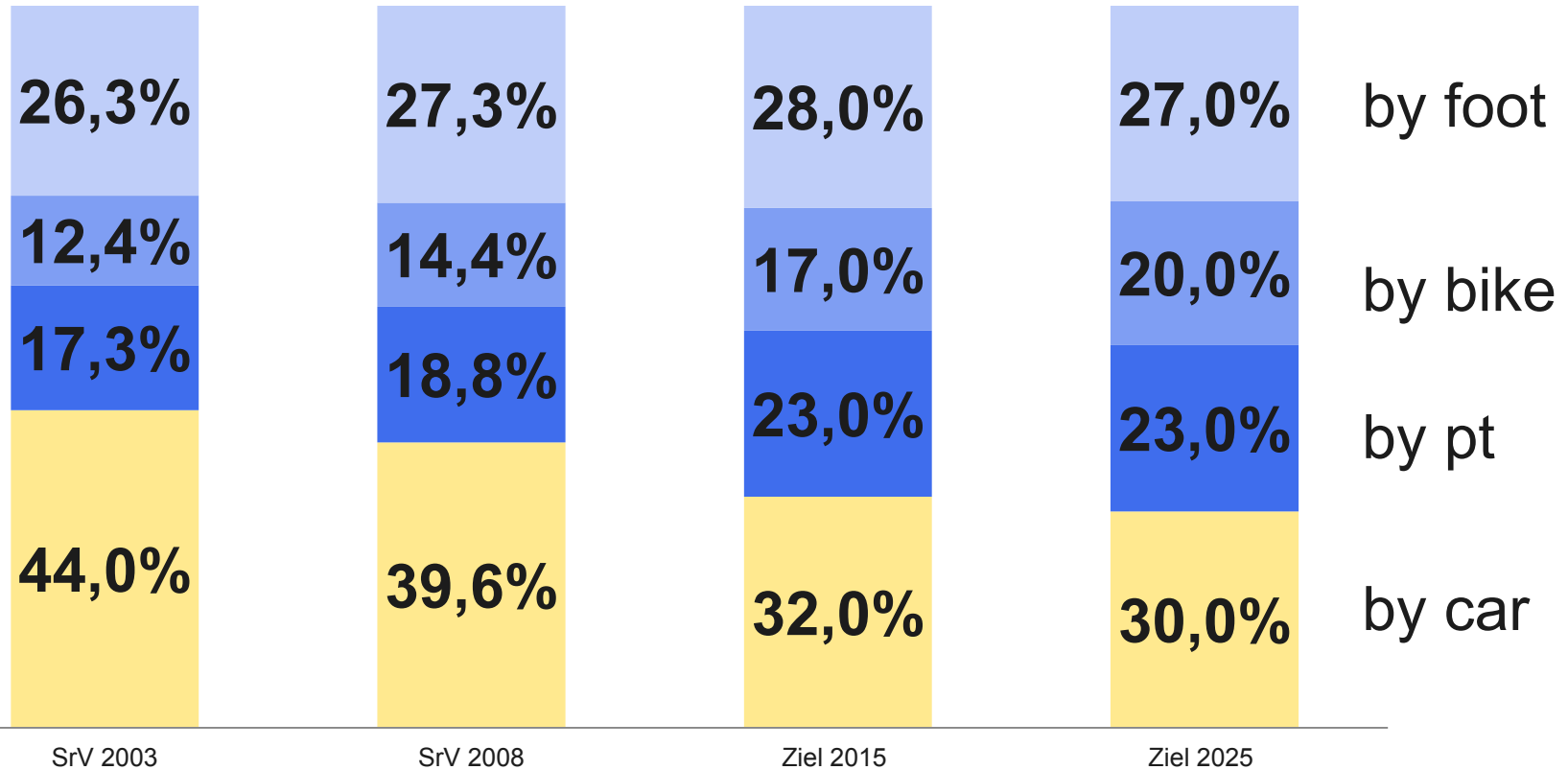


New goals for the Modal Split 2025



Modal Split

■ MIV ■ ÖV ■ Rad ■ Fuß



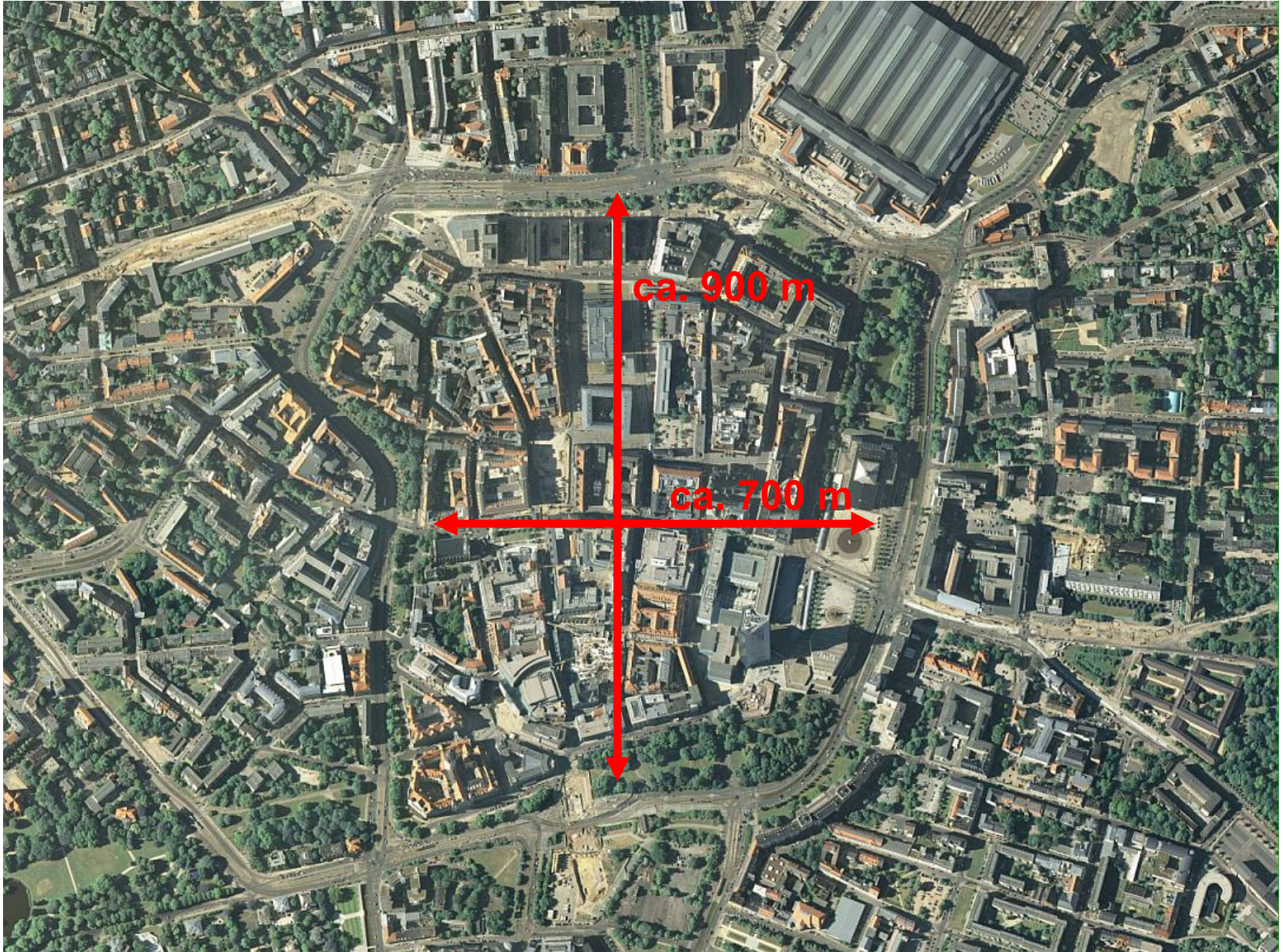
by foot
by bike
by pt
by car

- SrV = Survey of travel behaviour of TU Dresden for the City of Leipzig every 5 years
- Ziel 2015 according to STEP 2003
- Ziel 2025 according to STEP 2015 (draft version)

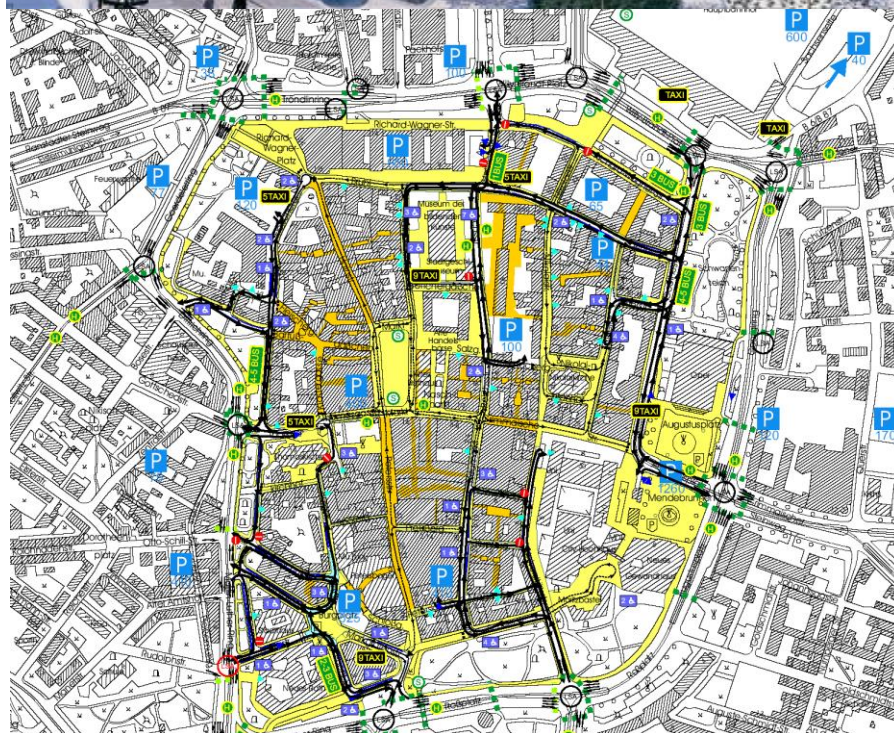
Leipzig – compact city center



Leipzig - downtown



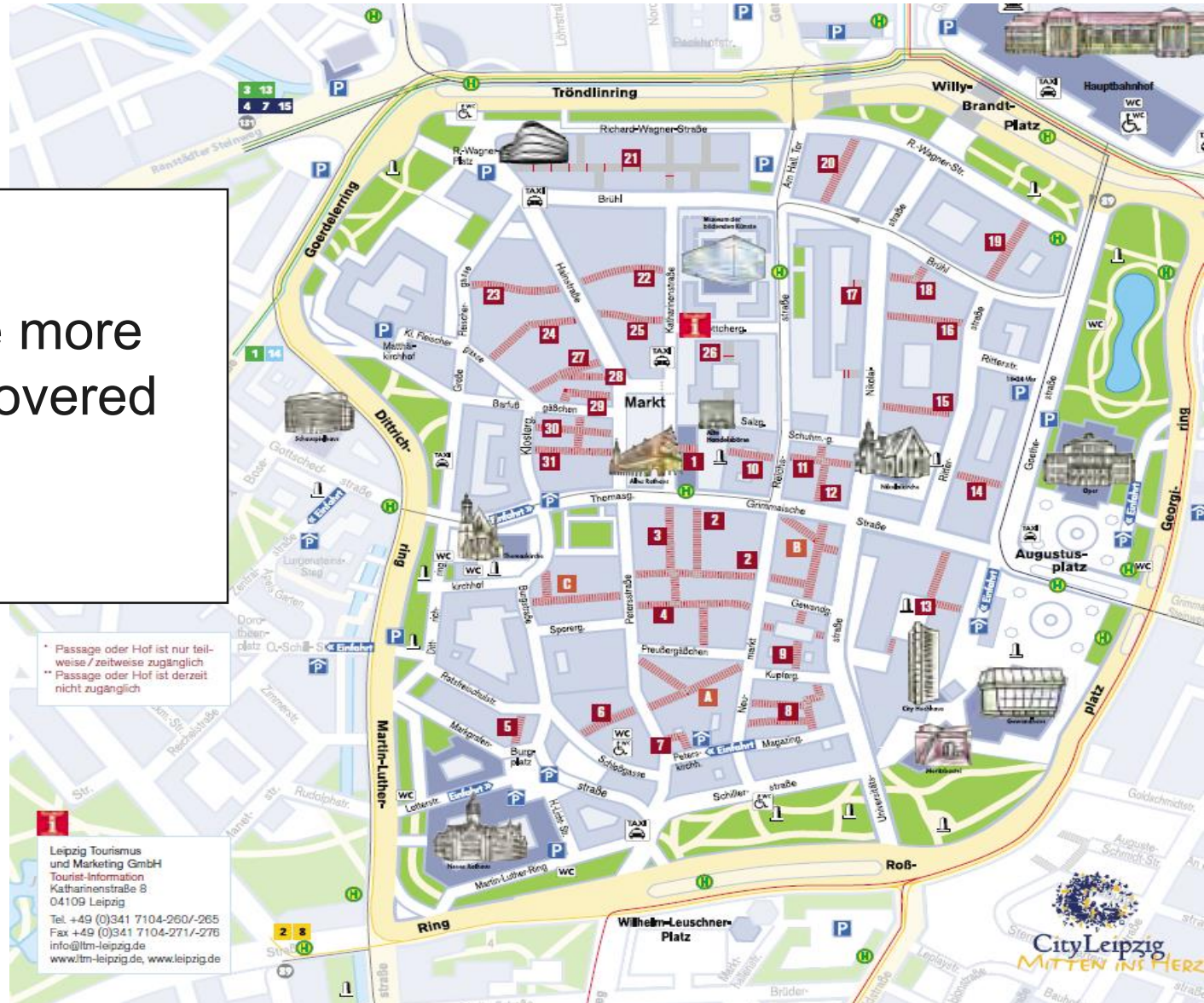
City-centre – limited access for cars



Passages in the city



There are more than 30 covered walkways



City Centre – strengthening functional mix

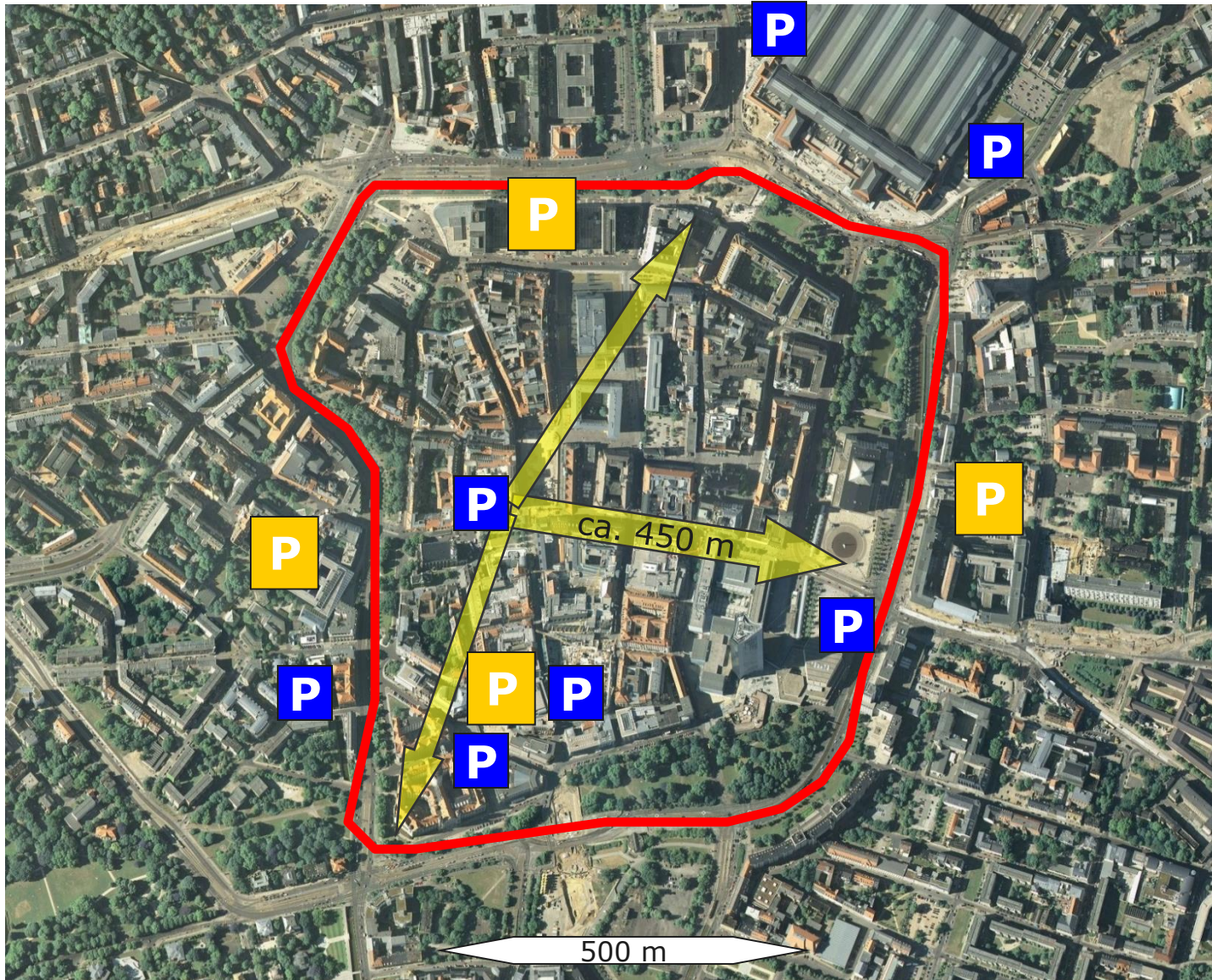




Car reduced city center



Parking in the city center



Parking in the City center:

5.900 parking places in public parking garages underground and above ground

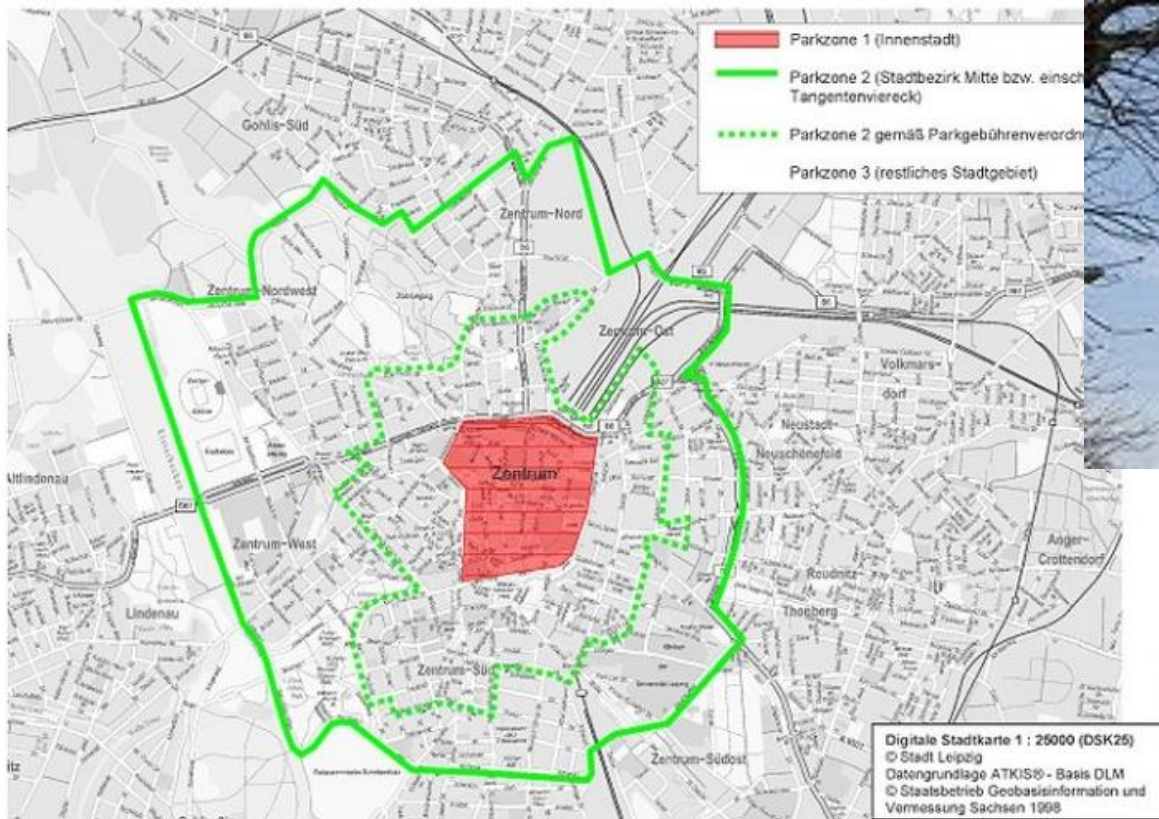
10.400 parking places totally in the inner city

Parking in the city center



- Raising the parking fee by 200 % in 2011, new: 2,- €/h
- Reduction parking lots on street in the city center from 870 to 225 in 10 years

Parkgebührenzonen



Stadt Leipzig – Verkehrs- und Tiefbauamt



Revitalizing public spaces: Richard-Wagner-Platz a former parking lot for 120 cars



Why support walking?



- the desire to spend time in public spaces is a sign of urban quality
 - spaces without people are vast and empty
- the presence of people brings social security
- walking is healthy and leads to well being
- walking gives urban quality
- Spaces for pedestrians are attractive for tourists



Thomaskirche

Photo: Andreas Schmitz



Am Markt

Photo: Andreas Schmitz

Why support walking?



- for an attractive public transport there is a need for an attractive net for walking
- ecological mode of transport
 - walking does not cause any environmental
- economical aspects
 - cost for infrastructure are much smaller than for any other form of transport
- supporting walking increases the possibilities for handicapped people to be independently mobile
 - walking is not discriminating age or sex
- attractive public spaces
- attractive situation for local economies



Am Markt

Photo: Andreas Schmitz

Balance the conflicts between pedestrians and cyclists



pedestrian zone in Leipzig



Karl-Liebknecht-Straße in Leipzig – new built



Karl-Liebknecht-Straße in Leipzig – new built



Karl-Liebknecht-Straße in Leipzig – new built (details)

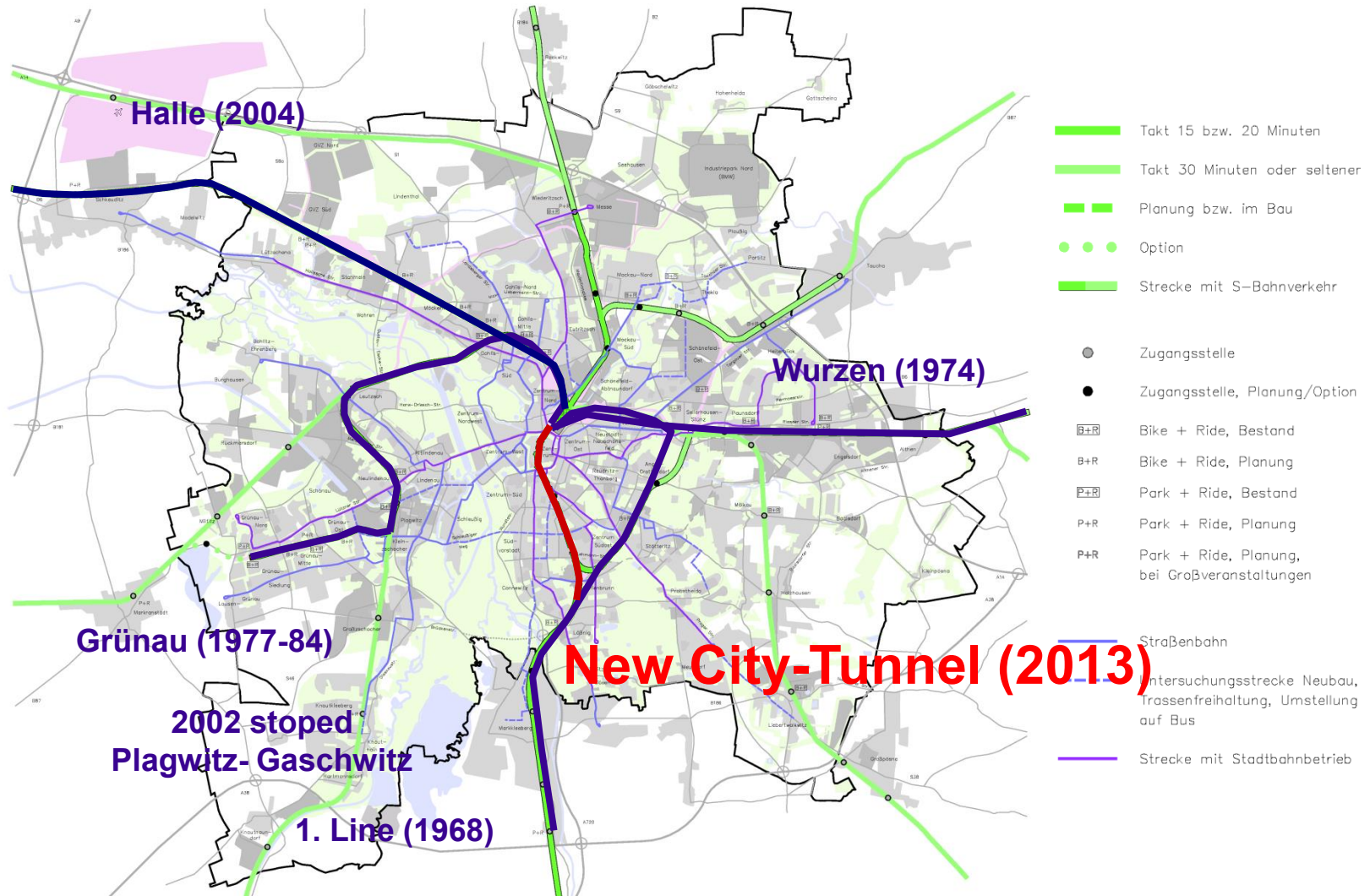


Leipziger Hauptbahnhof – main train station

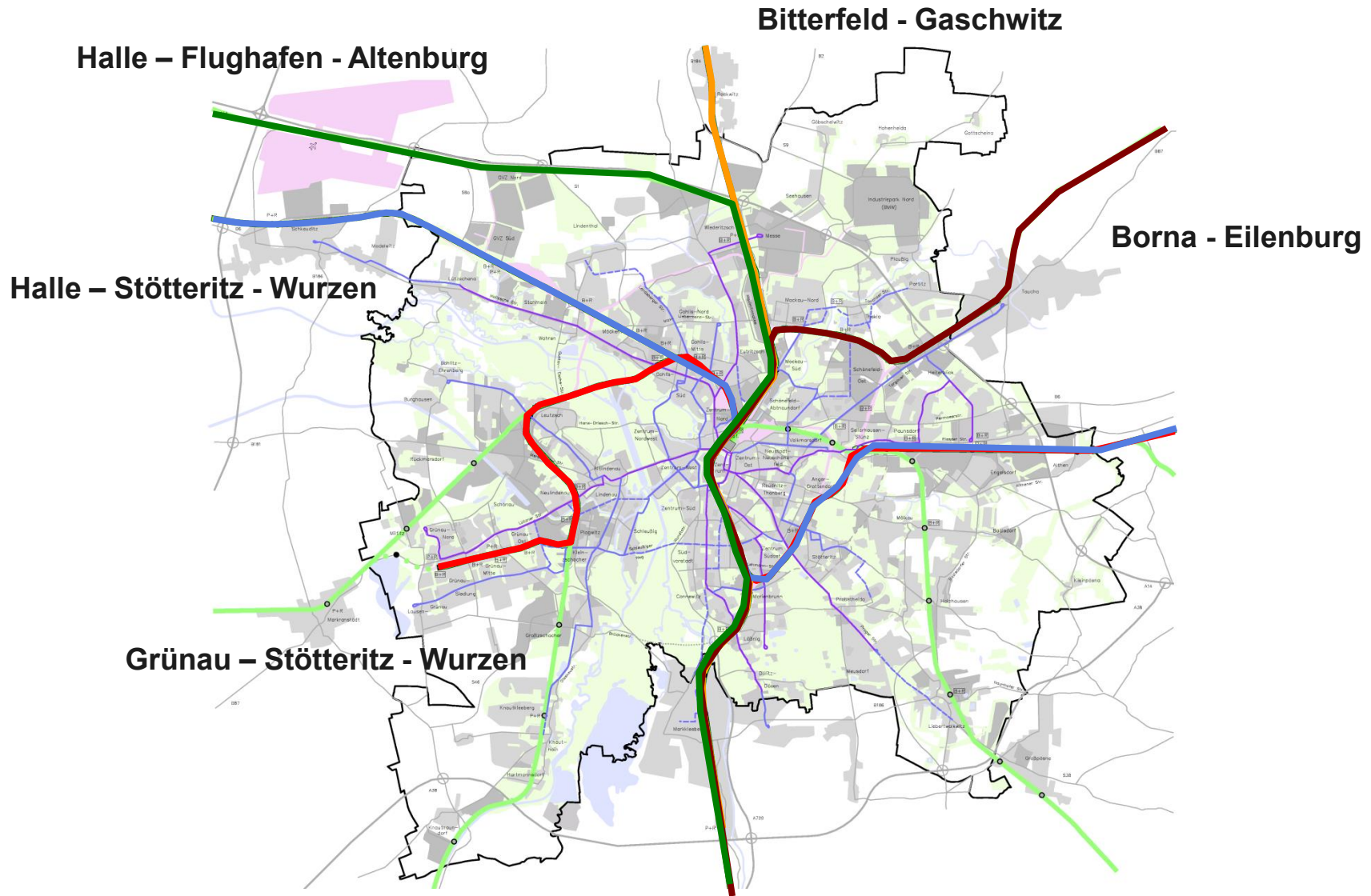


Source: Freistaat Sachsen

history - local and regional rail service



The new local and regional rail service



Main station



Market station



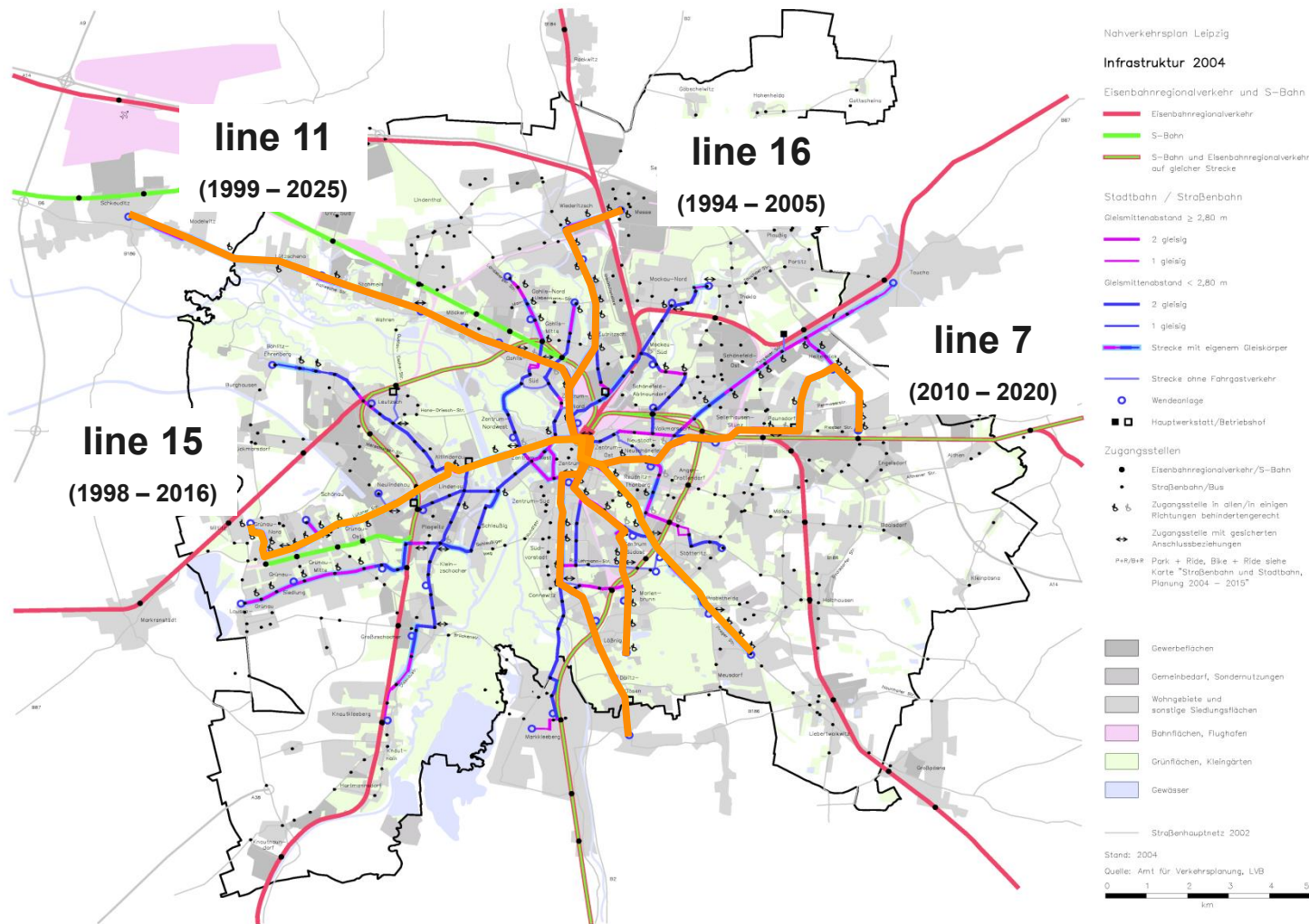
Wilhelm-Leuschner-Platz



More than 80 % of public transport in Leipzig by trams



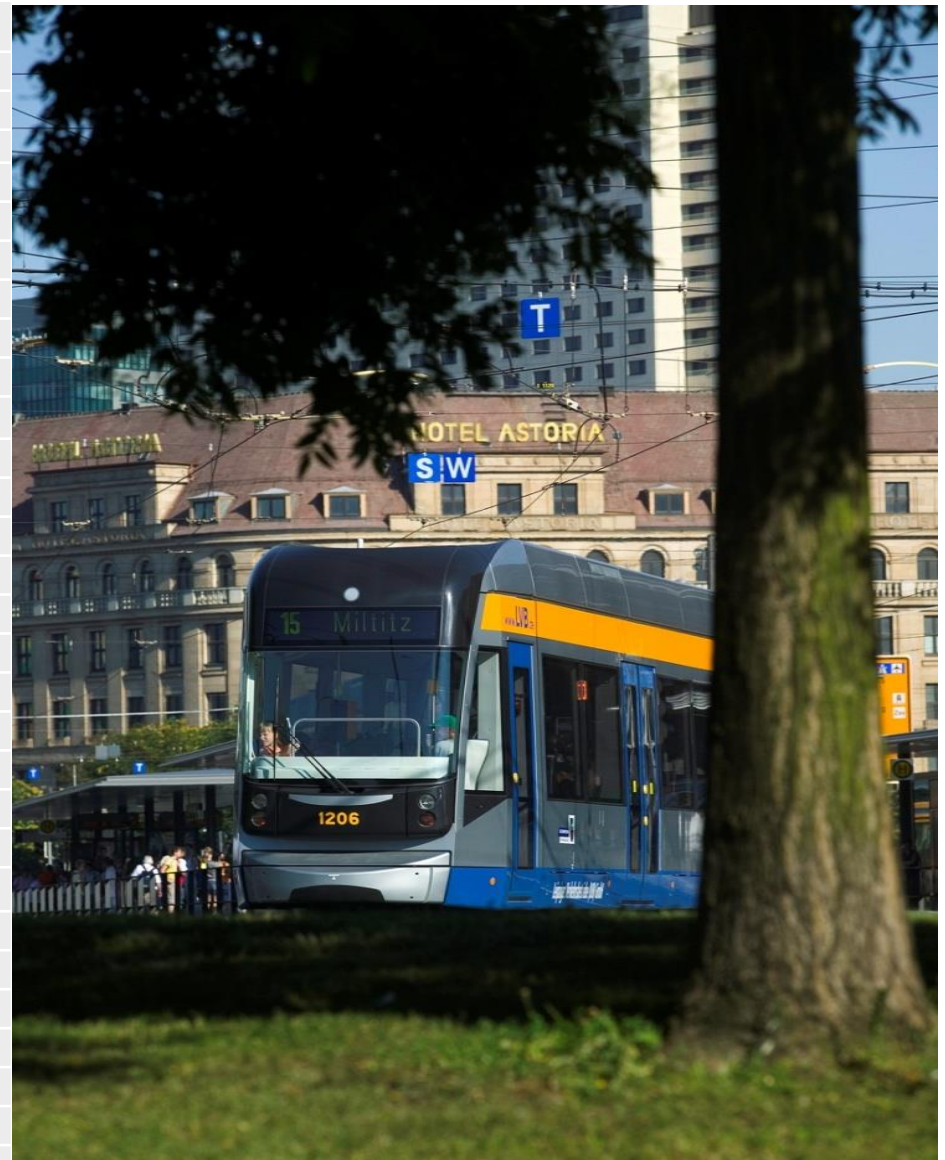
The tram improvement program



Leipzig – one of the oldest tram networks in the world



Top	City	Year	km
1	New Orleans	13.01.1835	
2	Boston	26.03.1856	40,6
3	Ciudad de Mexico	12.12.1857	
4	Rio de Janeiro	30.01.1859	
5	San Francisco	04.07.1860	115
6	Toronto	11.09.1861	75
7	Geneve	19.06.1862	36
8	Alexandria	08.01.1863	32
9	Den Haag	03.06.1864	105
10	Sankt Petersburg	08.09.1863	240
11	Berlin	22.06.1865	189,4
12	Vienna	04.10.1865	172
13	Budapest	30.07.1866	155
14	Warszawa	11.12.1866	124
15	Stuttgart	28.07.1868	122
16	Bruxelles	01.05.1869	138
17	Timisoara	08.07.1869	38
18	Brno	17.08.1869	70,2
19	Arad	24.10.1869	48
20	Turino	1872	
21	Porto	15.05.1872	
22	Leipzig	18.05.1872	148
23	Frankfurt/Main	19.05.1872	67,5
24	Moskau	22.06.1872	181
25	Hannover	16.09.1872	123
26	Dresden	26.09.1872	131,4
27	Antwerpen	25.05.1873	72
28	Gdansk	22.06.1873	52
29	Lisboa	17.11.1873	

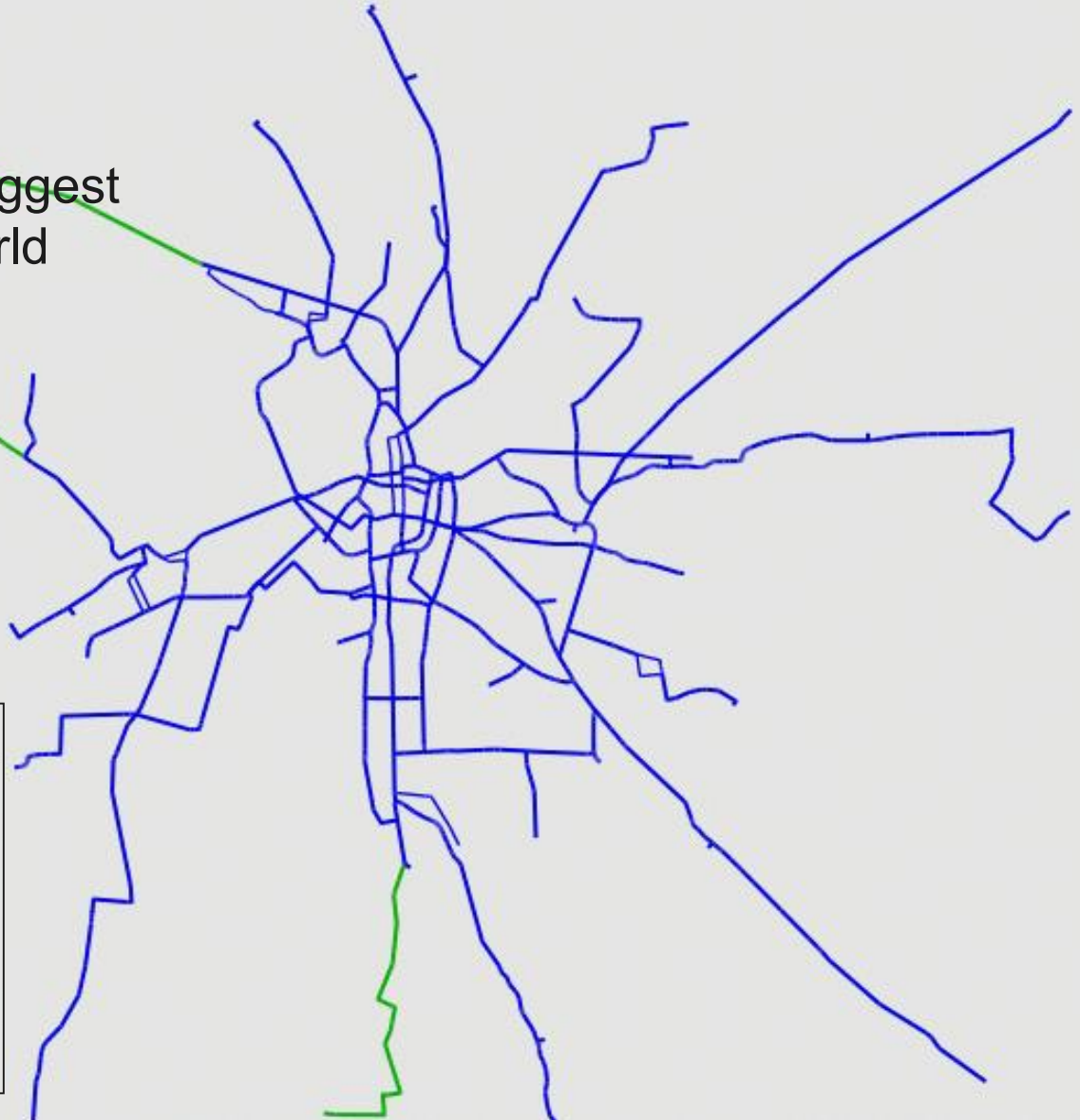


Tram network in Leipzig



One of the oldest and biggest tram networks in the world

- 3. Köln
- 4. Berlin
- 10. Leipzig**
- 14. Dresden
- 16. Bonn





Leipzig – Tram network in the TOP 10 of the world

Top	City	Year	km
1	Melbourne	11.11.1885	245
2	Sankt Petersburg	08.09.1863	240
3	Sofia	01.12.1898	195,3
4	Collogne	18.05.1877	194
5	Berlin	22.06.1865	189,4
6	Lodz	24.12.1898	182
7	Moskau	22.06.1872	181
8	Kattowice	27.05.1894	171
9	Budapest	30.07.1866	155
10	Leipzig	18.05.1872	148
11	Bucuresti	09.02.1874	143
12	Prag	23.09.1875	141
13	Bruxelles	01.05.1869	138
14	Dresden	26.09.1872	131,4
15	Oslo	06.10.1875	131,4
16	Bonn	15.04.1891	125,4



Tram stop Goerdelerring



Tram stop Main Station



Tram stop New fairground



Tram stop New Fairground



Tram stop Lindenau bus depot



Cycling in Leipzig



Cycling in Leipzig

- good conditions for cycling:
 - plan landscape
 - compact city principle as part of city development
- number of bicycles: approx. 535.000
- length of bicycle net
 - bicycle lanes: 108 km
 - bicycle advisory lanes: 18 km
 - bicycle paths: 225 km
 - others: 93 km
 - overall: 444 km



Cycling in Leipzig

■ 1998

ca. 236,000 bicycles for 437,000 inhabitants
= ca. 540 bicycles per 1,000 inhabitants

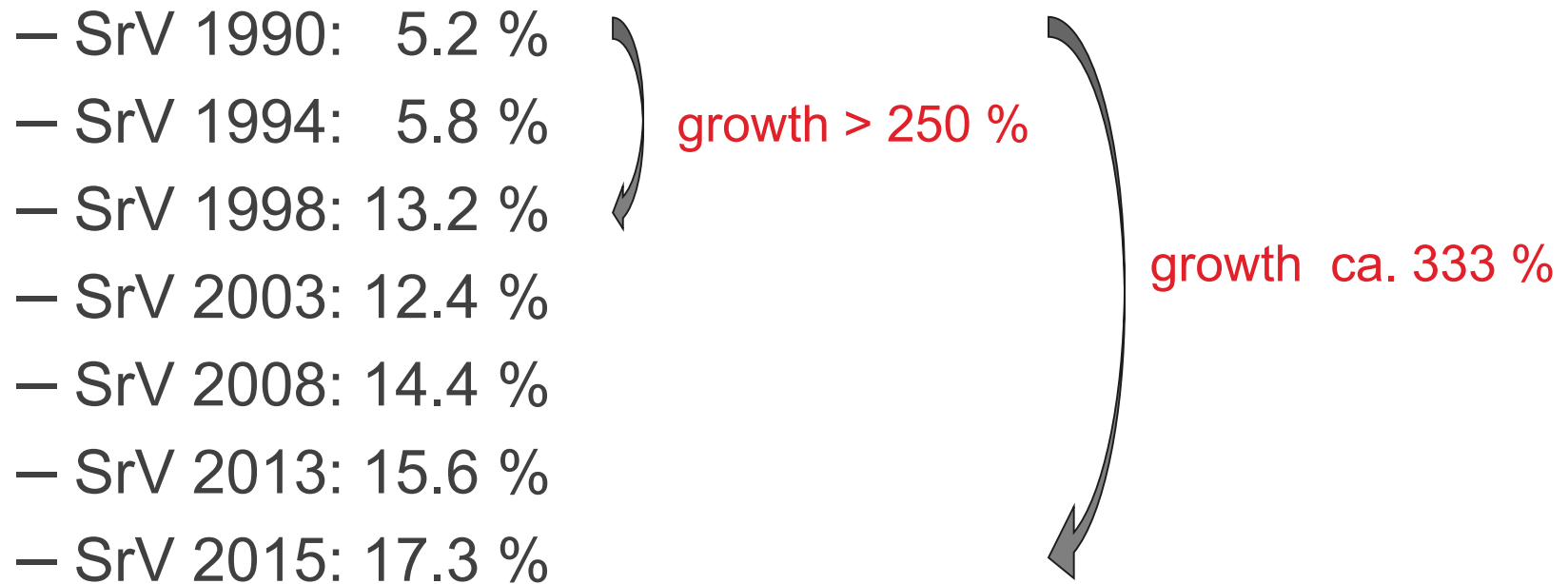
■ 2013

ca. 495,000 bicycles for 539,000 inhabitants
= ca. 918 bicycles per 1,000 inhabitants

■ growth from 1998 to 2013

ca. 259,000 bicycles
= ca. 378 bicycles per 1,000 inhabitants
or 170 %

■ Cycling share of Modal Split:



■ Cycling share of Modal Split:

- SrV 1990: 5.2 %
 - SrV 1994: 5.8 %
 - SrV 1998: 12.8 %
 - SrV 2000: 13.8 %
 - SrV 2008: 17.8 %
 - SrV 2013: 22.8 %
 - SrV 2015: 23.8 %
- with ca. 333 %

**Over 20 years plus
400 % of bike trips
per day in Leipzig**

bicycle parking downtown



■ bicycle racks for two bicycles each:

- 2008: ca. 630 bicycle racks
- 2009: ca. 730 “
- 2010: ca. 830 “
- 2011: ca. 880 “
- 2012: ca. 1,030
- 2013: ca. 1,200
- 2015: ca. 1,600



Additional bicycle parking at private bicycle racks (some with advertising), on private grounds or in garages.

Best practice for bicycle infrastructure

bicycle parking

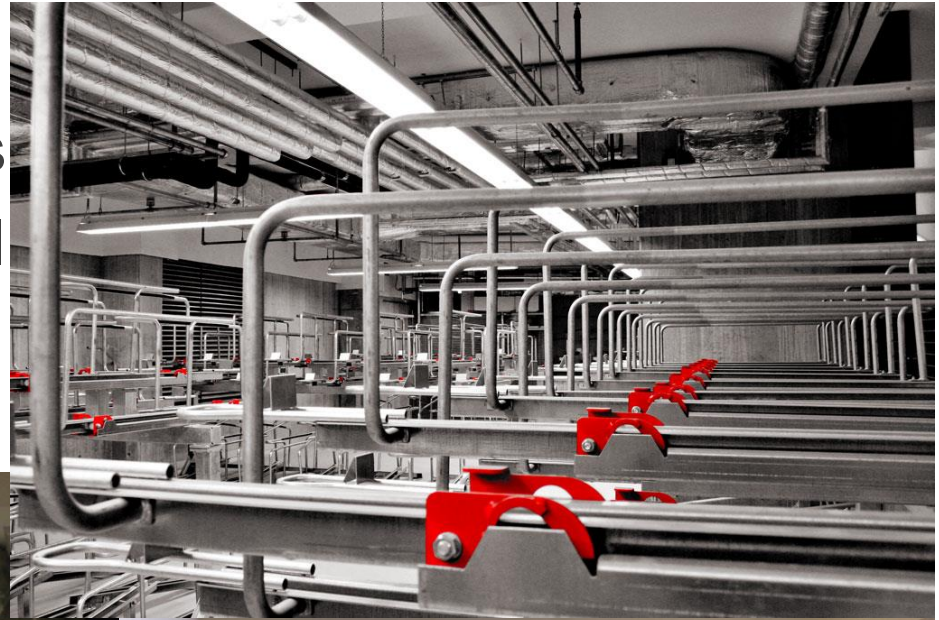


- bicycle parking concept for city center
- use of parking rack
„Leipziger Anlehnbügel“
- approx. 4.500 parking racks placed in Leipzig

bicycle garage in the university

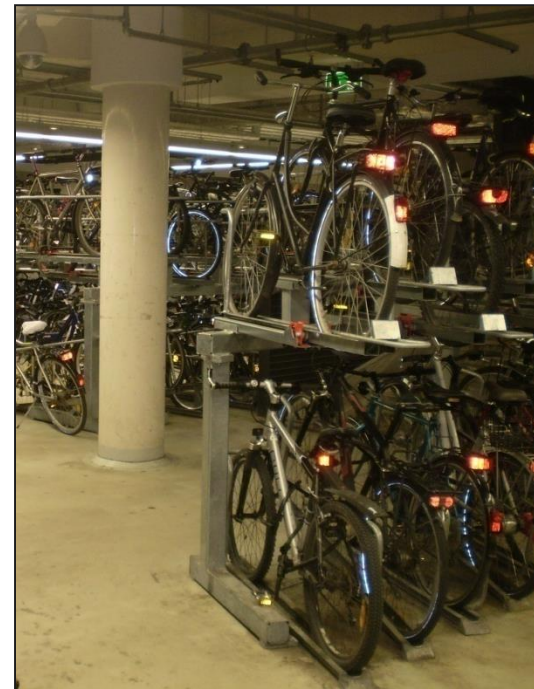


- opening of bicycle garages:
 - in 2009: ca. 600 parking lots
 - in 2012: ca. 1,100 additional parking lots
 - total: ca. 1,700 parking lots



Best practice for bicycle infrastructure

bicycle underground parking at the university



Examples for bicycle infrastructure

bicycle parking at the zoological garden



Examples for bicycle infrastructure

bicycle parking at the German National Library



Examples for bicycle infrastructure

bicycle parking at the main train station



Examples for bicycle infrastructure

bicycle parking in the pedestrian zone



Examples for bicycle infrastructure

bicycle parking next to mobility center



Examples for bicycle infrastructure

bicycle parking in the city centre



Bicycle parking in the city center near the university



approx. 300 bicycles on this picture

Best practice for bicycle infrastructure

bicycle lanes



- width of bicycle lanes: mostly 1.85 m
- length: 108 km of 444 km bicycle net

Examples for bicycle infrastructure

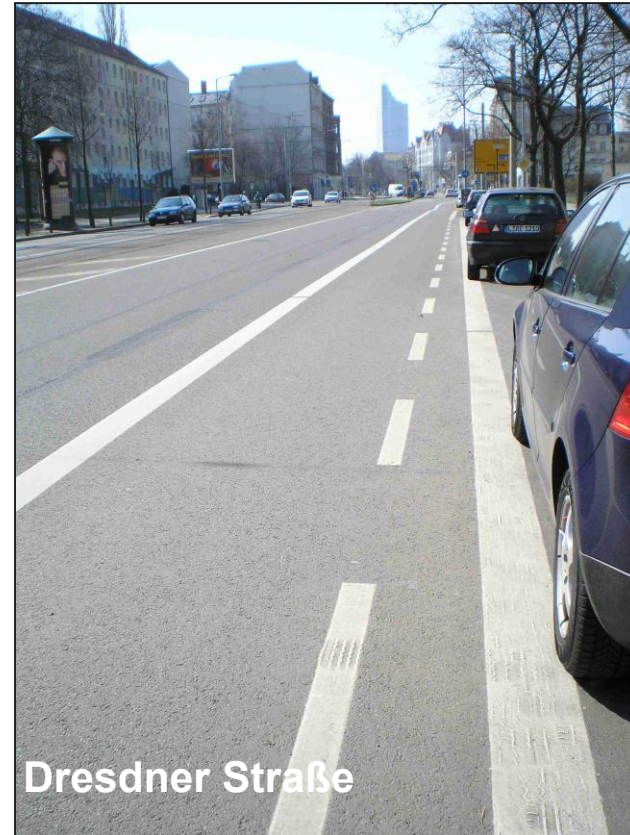
bicycle lanes in intersections

- for improved recognizability:
red colouring of bicycle lanes



Best practice for bicycle infrastructure

bicycle lanes alongside to parking



- marking of the bicycle lanes on both sides
- marking with 0.50 m next to parking, for protection against car doors opening

Examples for bicycle infrastructure

bicycle lanes alongside to parking



Thank you for your attention!





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