REGIONAL MOBILITY CONCEPT
FRANKFURT RHINEMAIN
SUMP as a new perspective in mobility planning
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CONTENT

- The Frankfurt RhineMain region and the role of ivm
- Transport planning in Germany and our region
- Towards a Regional Mobility Concept
- Aspects of a regional approach to sustainable mobility – best practice
FRANKFURT RHINEMAIN
A region in the heart of Europe...
FRANKFURT RHINEMAIN

... and at the European crossroads
FRANKFURT RHINEMAIN
... and on the European crossroads

- With about 1,800 suburban, national and international trains as well as more than 350,000 passengers per day Frankfurt central station is the most important rail transport hub in Germany.
- “Frankfurter Kreuz” interchange – formed by A3 and A5 motorways – carries more than 300,000 motor vehicles each day.
- With more than 145,000 passengers per day Frankfurt international airport is continental Europe’s largest airport.
- 324,000 commuters come into Frankfurt to work every day.
IVM
Integrated traffic and mobility management in the region of Frankfurt RhineMain

- regional institution, founded in 2005
  - non-profit
  - financed by public funds only
- 18 shareholders:
  - Countries of Hesse and Rhineland-Palatinate
  - 7 counties, 8 cities
    - (as unitary authorities)
  - RMV (regional transport authority)
- develops and implements strategies for sustainable mobility in mutual agreement
MOBILITY AND TRANSPORT PLANNING
The German Framework

- no explicit legal obligation for a comprehensive urban mobility plan like a SUMP
- Infrastructure funding: current laws will be phased out soon
- cities can apply for co-fundings at the federal national initiative for climate protection
- German transport development plan comes close to a SUMP and is well established but not obligatory
- SUMP-like mobility planning is needed due to national legislation: fundings and some municipal plans (e.g. municipal land use planning) require a certain degree of comprehensive traffic concepts
- on the level of the German states the legislation on public transport requires local public transport plans which also rely on input from comprehensive traffic concepts
SUMP is a Transport Development Plan is a SUMP
From sustainable urban mobility plan to mobility and transport (development) plan („D-SUMP“)
SUMP is a Transport Development Plan is a SUMP
What does the new one provide that is missing in the old one – and what is missing...

- mobility needs of the citizens
- political vision for sustainable mobility
- integration
- cooperation
- participation
- evaluation

(additional) effort (costs, time, staff, know-how)
ENDURANCE
SUMP in Germany – first overview

- SUMP: Dresden, (region) Hanover, Berlin, Dortmund, ...
- vision with political legitimacy in the field of sustainability: ca. 13
- ca. 50% of 125 cities (according to the definition of OECD, 50,000 inhabitants and more) with development plan in the transport sector
- focus on mobility needs: ca. 13
- SUMP in progress: Stuttgart, Aachen, Frankfurt/Main, Bremen, Bergisch Gladbach, Alfter, ...
- permanent monitoring and evaluation: ca. 4
- enhanced participation: ca. 14
REGIONAL MOBILITY CONCEPT
Existing concepts – a first overview
MANY WAYS LEAD TO SUMP
Monolithic vs. cumulative approach

Regional Plan, City Development Plan, Land-use Plan

Transport Development Plans / Urban Mobility Plans

Basic data, quantity structure, strategical orientation and coordination in the transport sector

various transport measure / action plans
Public Transport Plan
Noise Abatement Plan
Clean Air Plan
Further sectoral plans at municipal level

Binding Site Plan, Planning Permission

Fig.: adapted according to FGSV 2013
REGIONAL MOBILITY CONCEPT
Meaning of strategies and measures in the spatial context
REGIONAL MOBILITY CONCEPT

Focus: Documentation and integration

- Strategic and conceptual level
- Regional mobility concept
- Municipal concepts with focus on mobility and transport

Fig.: adapted and extended according to FGSV 2013
REGIONAL MOBILITY CONCEPT

Objectives

• Development of an **overall concept to integrate the approaches and offers of traffic and mobility management** in the municipal action plans
• the concept focuses on approaches and measures which promote **sustainable mobility**
• ...and refers to **aspects of climate and environmental protection** in terms of the funding guideline
• the concept **integrates existing approaches and strategies**
• the result provides a **framework and an overall strategy** for the promotion of sustainable mobility as well as of traffic and mobility management in the region
• ...and therefore determines the business strategy of ivm.
INTERMODAL MOBILITY STRATEGIES
Use existing resources in a better way, create new offers

- **Concepts:**
  Bundling of ideas and projects

- **Technological developments:**
  Information, booking and paying

- **Infrastructure/offers:**
  Public transport, carsharing, short range mobility – first and last mile in public transport

- **Consulting:**
  Mobility management for schools and companies
REGIONAL P+R-/B+R-CONCEPT

Integrated approach

- **Objective:** bicycles instead of cars for short-range mobility
- **Modules:** planning, financing, operation
- **Cooperation:** with RMV and the city of Frankfurt on the Main
- **Support:** by Hessen Mobil and Regionalverband (regional authority)
SHORT-RANGE MOBILITY
Regional bike-sharing system

- **Regionwide consistent** usable offers (area of RMV)
- Spatially **differentiated estimation of the potentials** of implementation and realization
- Developing **organisational and role models** in cooperation with RMV and other regional stakeholders
- **Optimal integration** in the regional mobility system
  \[
  \rightarrow \text{promoting rail passenger transport}
  \]
CARSHARING
Strategies for small and medium-sized towns

Handreichung

Carsharing - Verbesserung der Rahmenbedingungen in der Region Frankfurt RheinMain

Carsharing: Die neue Landlust
Von Heimo Fischer

In deutschen Großstädten boomt das Carsharing-Geschäft. Auf dem Land ist die gemeinsame Nutzung von Leihwagen noch die Ausnahme. Neue Anbieter wollen das nun ändern.

SHORT-RANGE MOBILITY

Attractive infrastructure by the use of cost-efficient measures

- Manual: **good examples** with exemplary character
- Applicable / transferable
- affordable
- „city-compatible“
- Realizable in short-term and middle-term
- **Planning guide** with profiles of measures
INFORMATION

Example of cycling

• Multimodal mobility guide: Vielmobil.info
  ➔ comparison of all means of transport in realtime

• Radroutenplaner Hessen (bicycle route planner Hesse)
  ➔ for daily and leisure-time related trips

• Meldeplattform Radverkehr (Cyclist’s reporting platform)
  ➔ communication between users and administration

• Schülerradroutenplaner (bicycle route planner for students)
  ➔ road safety on the way to secondary schools
BOOKING AND PAYMENT
Opportunity for public transport as a system integrator

- **eTicketing:**
  among others the mobility card of RMV can be used for the bike sharing system of MVG

- **Fares / Tariffs:**
  additional offers, innovative tariff models

- **The near future:**
  information, booking and payment from a single source (Qixxit and Co.)

- **technologies:**
  smartphones as the key for intermodal travel behaviour
DYNAMIC TRAFFIC MANAGEMENT
Environmentally sensitive access flow control

- Only temporary intervention, but highly effective!
MOBILITY MANAGEMENT FOR SCHOOLS

Links to cycling

- Secondary schools in rural areas
  → long distances, limited public transportation options
- School development plans
- School transport
- School mobility plans
- Schülerradrouteplaner (bicycle route planner for students)
  → www.radrouteplaner.hessen.de/schule

- Outlook:
  B+R-concept, cycle streets, sharing and leasing systems, pedelecs...
MOBILITY MANAGEMENT FOR COMPANIES
Breakthrough project for MM

- **Goal/aim:** promote the region wide implementation of MM in general

- **Objectives:**
  - set up a conceptual framework for MM in companies create and ensure region wide standards
  - find a suitable way of financing
  - „capacity building“ → qualified staff for MM
  - integration of MM into every day work of the administrations → actively linking MM with other topics like PT-planning
MOBILITY MANAGEMENT FOR COMPANIES
Breakthrough project for MM

• Measures:
  • Regional study on the potential benefits of MM
  • funding through effizient mobil
  • Pilot project in Darmstadt:
    • Free of charge consultation in different intensities for companies
    • Goal: enable companies to develop and implement their own mobility strategy
  • Building up of a regional network
  • Developing regional standards for
    • Tool box (analysis etc.)
    • workshops, coachings
    • audit and re-audit
    • evaluation methodology
    • PR-materials
  • Transfer the concept to the rest of the region...
MOBILITY MANAGEMENT FOR COMPANIES
Breakthrough project for MM

• How far did we reach after five years:
  • permanent programm with stable financial ressources
  • app. 40 companies took part (public and private)
  • MM has been integrated into administrations, qualified staff has been hired
  • MM has been pulled out of „the green corner“
  • regional consultants discovered MM...
  • very active network of participants
  • intensive communication between administrations and companies
  • transfer is ongoing, municipalities requesting the local implementation of the framework
MOBILITY MANAGEMENT FOR COMPANIES
Results of first „real life evaluations“

Veränderung Verkehrsmitellnutzung IHK Darmstadt

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BUMP-Workshop Seite 28
„Vision Mobility“ Kreis Offenbach (kind of SUMP)
Example of interaction between regional and local SUMP level

• **Goal/aim:**
  - Create a common political ground for the future development of mobility and traffic → „getting politicians on the mobility track“

• **Objectives:**
  - develop a politically accepted and promoted multimodal vision on mobility and traffic
  - define a set of measures for sustainable mobility and implement pilots → especially implementing innovative „voluntary measures“
  - connect to other municipal plans (PT-planning)
„Vision Mobility“ Kreis Offenbach (kind of SUMP)
Example of interaction between regional and local SUMP level

- Interaction region – local community
  - financial support from ivm
  - ivm is heavily involved in the process
    - delivering concepts, data ...
    - placing innovative mobility measures → convincing politicians to spend money on it
    - ensure that measures are in line with regional frameworks
STADT 25+ FRIEDRICHSDORF
Urban development process to promote sustainable mobility
FURTHER INFORMATION
www.epomm.eu/endurance
www.ivm-rheinmain.de

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