

"Parking space management as the key to a liveable city" of the Bremen Alliance for the Transition on Tuesday, 23/10/2018

The Bremen Alliance for Transport Change met with great publicity. Here are the impressions of the rapporteur B. Josuneit:

This was a remarkable trade day, on which the Bremen Alliance for Transport had loaded on Tuesday in the rampart of the central city library. While the cars jammed in the after-hours traffic outside, in the hall was talked about the design of urban mobility beyond the burdens of motorized private transport. Although the ecological and social consequences of climate and harmful exhaust gases, absurd space requirements, noise and urban areas are highly visible through the primacy of the street, it is only with great difficulty that the political insight is realized - as was clear in the conversations of the participants. that the public transport planning has to move away from the preference of the car.

What are the expectations of the trade day? One participant answered the question in the run-up to the opening as follows: »Thanks to the alliance that has existed for a year now (from BUND, VCD, ADFC and Fuß eV and in cooperation with the Platz Platz campaign), this conference day not only has the potential of the Verkehrswende project continue to keep in conversation, but also the potential to bring new movement to a standstill. "

The response to the Fachtag was great, as Wolfgang Köhler-Naumann from the VCD enthusiastically stated in his welcome speech. The chairs were occupied to the last row by interested citizens and representatives from politics and associations. What exactly was the event? Parking space management as the key to a city worth living in: Experiences from other countries have shown that this is the best way to develop awareness in the sense of sustainable mobility.

Despite the experience of the numerous difficulties involved, the atmosphere in the hall was perfect. It was part of five lectures and a panel discussion for all: learning, informing and sharing. Even from Bavaria one had come to learn more about means and possibilities of parking space management in Bremen and umzu.

The beginning was the traffic scientist and emeritus Professor Heiner Monheim with a lecture on the future of urban mobility. Monheim eloquently clarified the absurd conditions of motorized private transport (MIV) with impressive figures, such as that daily 160 million empty car seats are driven through the Republic. This moved in the sense that, especially in rural areas, public transport is often ceased with the argument of empty seats. Monheim's memory also left an impression that the curb was once thought to be a natural border between the street and the sidewalk. In this case, then the peu á peu tolerated pavement parking of cars is nothing more than a legalization of the encroachment on pedestrian traffic, which expresses the blatant discrimination of all other mobility needs. It seems so almost bizarre that families sometimes do not even come with a stroller on the sidewalks of their residential streets, because oversized SUVs use the sidewalk for free - and claim on average 23 out of 24 hours a day the space of a small shared room. Monheim: There is a right to undisturbed pedestrian traffic! Again, there was applause for Monheim, who tied the hall with passion and expertise.

However, a major problem for the traffic scientist is the lack of reliable and differentiated traffic data. If one knew statistically, where the cars come from, how long and for what they parked there, one could better recognize and change the mass misappropriation. And he warned at the same time: The responsibility for private transport should not simply be forwarded to the individual: The abolition of their own car cause that instead of their own now just parked other cars in the same place. The state must send signals: Promotion of public transport, a Germany-wide premium route structure for all road users, taxation of the car by weight and size, intelligent toll on consumption.

But that was the task of the federal government, which still sees itself as responsible exclusively for car traffic. Monheim's demand on the municipalities is therefore to join forces more closely and to initiate jointly urgent reforms.

However, parking space management succeeds only if at the same time public parking space is reduced and returned. And the actually praising residents parking must be embedded at the same time in the programmatic question: How can we create more space for real life in traffic? The cities of Freiburg and Münster have already demonstrated successfully with the example of bicycle promotion that a humane change in traffic away from the car can fundamentally change the life in the city for the better.

Uta Bauer from the German Institute for Urbanism described the parking space management as the supreme discipline of the traffic revolution in her presentation. Based on statistics, she underscored that cities are getting busier: more commuters and larger cars are increasing both the search for parking spaces and the space requirements of dormant traffic with far-reaching consequences. Reckless parking let even emergency vehicles no longer come through all the residential streets. The municipalities, it was the interim conclusion, must act if they do not want to choke in the plate. Parking management - a concept of work, as one of the initiators formulated during the change of speakers - was the best way to control traffic. Where there is no guaranteed parking space at the workplace, the use of the car is reduced. Driving bans as a possible alternative, however, did not achieve these effects.

Parking space management in Munich shows encouraging figures here: Cycling increased by 75% in the same period of the previous year, the number of long-term parkers fell by 40% and car use by 14%. Here, the parking must be significantly more expensive to use the key of parking management really can. Parking is mistakenly understood as basic and customary law. The comparison with other types of use of space demonstrated the unreasonableness of the conditions to the Auditorium in the Wallsaal: So far, residents' parking in Munich costs about eight cents, a market stall occupying the same area in front of the street but 18 euros per day.

The price of parking is therefore the means of choice to return the public space its high value. Bauer quoted a local resident: "We do not have a parking problem, but a free-before-the-business-or-the-apartment-parking problem." In addition, the alternatives to the car would have to be improved in the sense of a push-and-pull strategy, and bus and rail connections, above all, to be extended to the bacon belt of Bremen. It also called for safer and more attractive pedestrian and cycle paths, space for people to stay and meet in the city.

"Is not it time for harsher measures?" Was a question from the audience. That was not feasible and not a good solution, replied Bauer. Rather, you have to give people time to reorientate themselves. After the lecture there was a lot of discussion and comments - so eager that at some point the well-deserved break was interrupted.

During the break, many participants in the hall took part in the request for the Space Da initiative, which called for more foot and cycle infrastructure, broad routes, clean air, meeting, fun and security in the urban area, and a fairer distribution of space and money Bremen.

In addition to members of the association, Ralph Saxe, spokesman for the transport policy of the Greens and employees of the traffic development plan in Bremen, came to inform themselves about approaches and solutions for parking management. He himself works on tools for a better allocation of parking spaces and, during a break conversation, he addresses the pragmatic difficulties of enforcing small increases in the price of the park in the face of the interests of political coalition partners.

What are possible difficulties for the aim of the Bremen Transport Alliance? "We must not lose sight of the external presentation. Many drivers say we wanted to take the cars away from them," said one participant in the event. But this is actually a distorted perspective: After all, it's not about taking something away, but about giving back space for real life in the city. "But it is a pity that the opposition from business and politics did not come." Will this change at upcoming trade events?

Dominik Santner of the Chamber of Labor then problematized after the break the quite explosive situation of the city of Bremen in relation to their surroundings. He called for a more workplace-oriented approach to transport planning, such as a stronger connection to peripheral business parks and promotion of occupational mobility management in the sense of a long-term focus on the conception of interconnected work and mobility opportunities. Anyone who commutes to work from the surrounding area to Bremen - something that some 80,000 people do every day - needs an attractive alternative to the car in order to switch trains, which has hardly been the case so far.

Jutta Deffner, who works at the Institute for Social-Ecological Research in Frankfurt am Main, talked about the change in the culture of mobility in her exciting presentation »Traveling in the city of tomorrow«. This must include rational aspects (plans), symbolic (emotions, discourses) and material components (built space). And she outlined the scenarios needed to meet the global climate change goals. On the basis of a model street in Vienna Deffner discussed the interaction between social and built space. In this street both the dormant and the flowing traffic had been taken out. In the place of parking lots, for which everything else had to give way before, are now green areas, benches, cafes, places to meet, to linger, to play. According to Deffner, this new design influences the way this room works for a good living together.

According to Deffner, the massive reduction in car ownership is indispensable for adhering to climate protection goals, while at the same time strengthening local supply and mobility (regional economies). You have to involve all concerned and make you want to do what should be redesigned. A comment from the audience emphasized this aspect: only when citizens are not addressed as objects of mobility planning but as participants in the construction and interpretation of the interpretation, can the traffic turn succeed: The built space is a socially produced space, in which all must participate.

Finally, the head of the traffic department in the SUBV Bremen, Gunnar Polzin, finally applied the measures from the Transport Development Plan (VEP) Bremen 2025. Like Santner, Polzin is also thinking of new planning areas to better combine work and mobility. The question of Ralph Saxe on the possibility of a car-free city center met Polzin with the reference that many Bremen car parks are very close to the center, so the center must be accessible by car. Polzin advocated a broad coalition of politics, administration, retail, construction and politics in the city and region. There was criticism from the audience loud, because in its list, neither the actually affected Bremer Bremer, let alone the Bremen Alliance for the traffic turnaround appeared.

The subsequent panel discussion addressed both the progress made in the area of transport change and its stagnation. There was also frustration in the face of slowness, disinterest and deportation, for example in the implementation of the measures adopted four years ago in the VEP. As the only representative of the administration Gunner Polzin were to be reproached by the others only conditionally. Many different interests are politically compatible, the realization that mobility in the city could look very different and possible, takes time. Mühsam, so the BUND chairman Dieter Mazur, was the ground gradually recapture for a liveable city. Uta Bauer pleaded in the direction of the Bremen Alliance, not a new master plan but rather to tackle practical implementations. To hear and to see was also the great joy and gratitude of the organizers in the face of the passionate exchange of the past hours.

Question to participants following the panel discussion: What did you take with you from the symposium? "That was impressive, what was gathered here in numbers. I did not know much like that «. Was there something you had missed? "In the end, it might have needed more concrete solutions. And it was a little too little parking space management. " In spite of the density of information and the high quality of the lectures, not everything had been said. Thus, the Fachtag has shown how much in this topic is how much reason and emotions, design and problems are interconnected. The order to the Bremen alliance to continue the joint work continues to exist in this sense.

While the first guests left the hall, the cars were still accumulating in the evening rain as if nothing had changed in the past hours. And yet most of them felt that the event had taken an important step towards a liveable city.