

The Cologne Urban Transport Plan

Topic

Sustainable Urban Transport Plan

Summary

The Cologne plan gives an overall concept for public transport including improvements on quality and service standards (e. g. accessibility, timetables). The Cologne plan generally aims to reduce the need for individual transport and prioritises public transport in order to change the modal split in public transport. The plan takes into account the users' requirements for private and business travel and aims at a balance of interests between different groups of users and their differing needs and expectances.

Case Study

Introduction

The main objective of the Urban Transport Plan of Cologne is to provide compatible urban modal split and accessibility because this is a focal economic factor in the competitiveness of big cities. But it is necessary to take into account that changes in public transport should not reduce the amounts of passengers. The city aims to:

- A modal split that favours PT use
- Offer high quality public transport (has grown 50% in 25 years)
- Manage individual transport in order to improve access to the city centre and avoid environmental damage.

The process of defining the objectives and related targets were established through a working group with all stakeholders in the city and region and political council decision; setting priorities by costing and comparing alternatives.

Basic facts

Cologne has a department for statistics which is gathering all the information concerning economic, social, transport and environmental trends in the city and region. Some environmental data such as noise, emissions etc are measured.

Traffic is measured via video, counts, sensors and loops. A model is used to assess the traffic situation and the longer term developments. An extended model is used to assess the environmental quality, also for new investments and buildings.

Users and stakeholders

The plan is delivered by the city. Besides all relevant city departments, the public transport operator and transport association are involved.

Cologne Interest groups are involved in the planning and decision process in order to provide accessibility.

Implementation set-up

The main actions in the plan are:

- Reach a more sustainable modal split (bikes and pedestrians about 17 %)
- Integrated price systems in the public transport
- parking management/guidance
- Attractiveness of public transport by real time info and quality of vehicles
- traffic management
- Influencing individual transport, improve access, reduce congestions and traffic in inner city(3,9% reduced traffic)
- Speed limit Tempo 30 km/h
- Cycling concepts and cycle networks
- Improved intermodal terminals (tram/train, bus, bikes, cars).
- Transport associations, regional integration (Verkehrsverbünde)
- Regional integration (administrative level)
- Public relation actions for transport and civil participation in city quarters and parts of the city (citizens are much more interested in what happens in front of their door and not in what happens at the other end of Cologne)

Politicians and administration often visit best practice examples in other European cities in order to learn from them. The Cologne administration has partly participated to European transport trainings and to local and national transport training offered by universities, institutes.

Very often for planning external expertise is used to support the administration

Jointly to the public transport plan there is a programme or plan for transport technology which includes traffic management. The plan was adopted in 91, the measures were evaluated in 2000 and the plan was revised in 2000.

Cologne is preparing a special clean air plan, which involves transport measures. There are no hot spots thanks to transport planning.

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