



Regional Cooperations to solve mobility problems in the Munich Region

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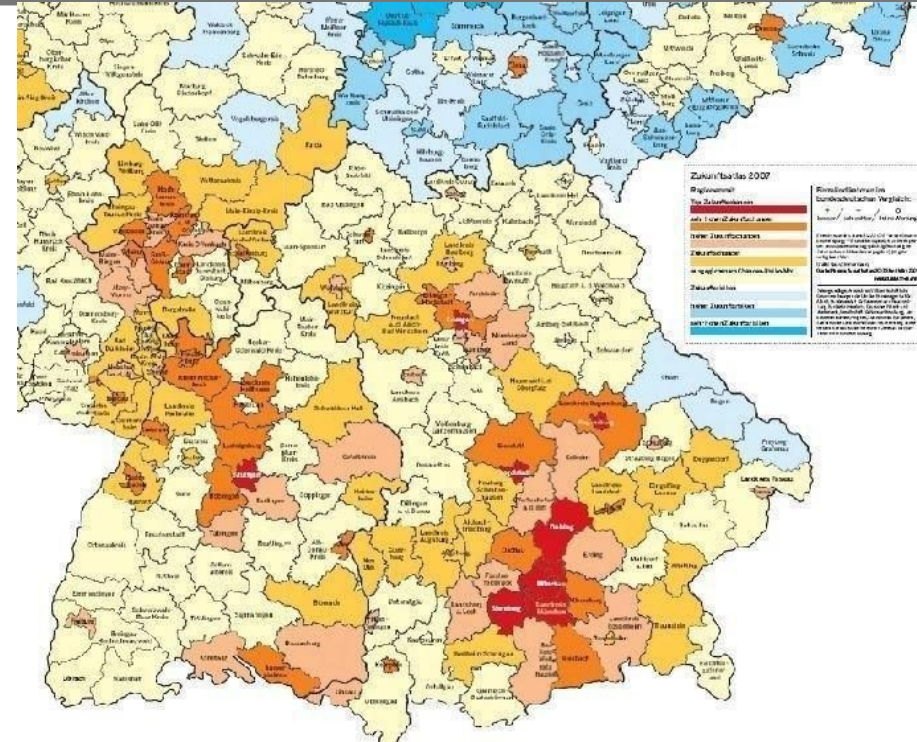


Region of Munich: Challenge of „Growth and Prosperity“

prognosted growth in inhabitants and employees from 2010 to 2030 in the Munich region



prognostizierte Einwohnerentwicklung (2010 – 2030) in München und Umland in Tsd. (source: PV München, 2009)

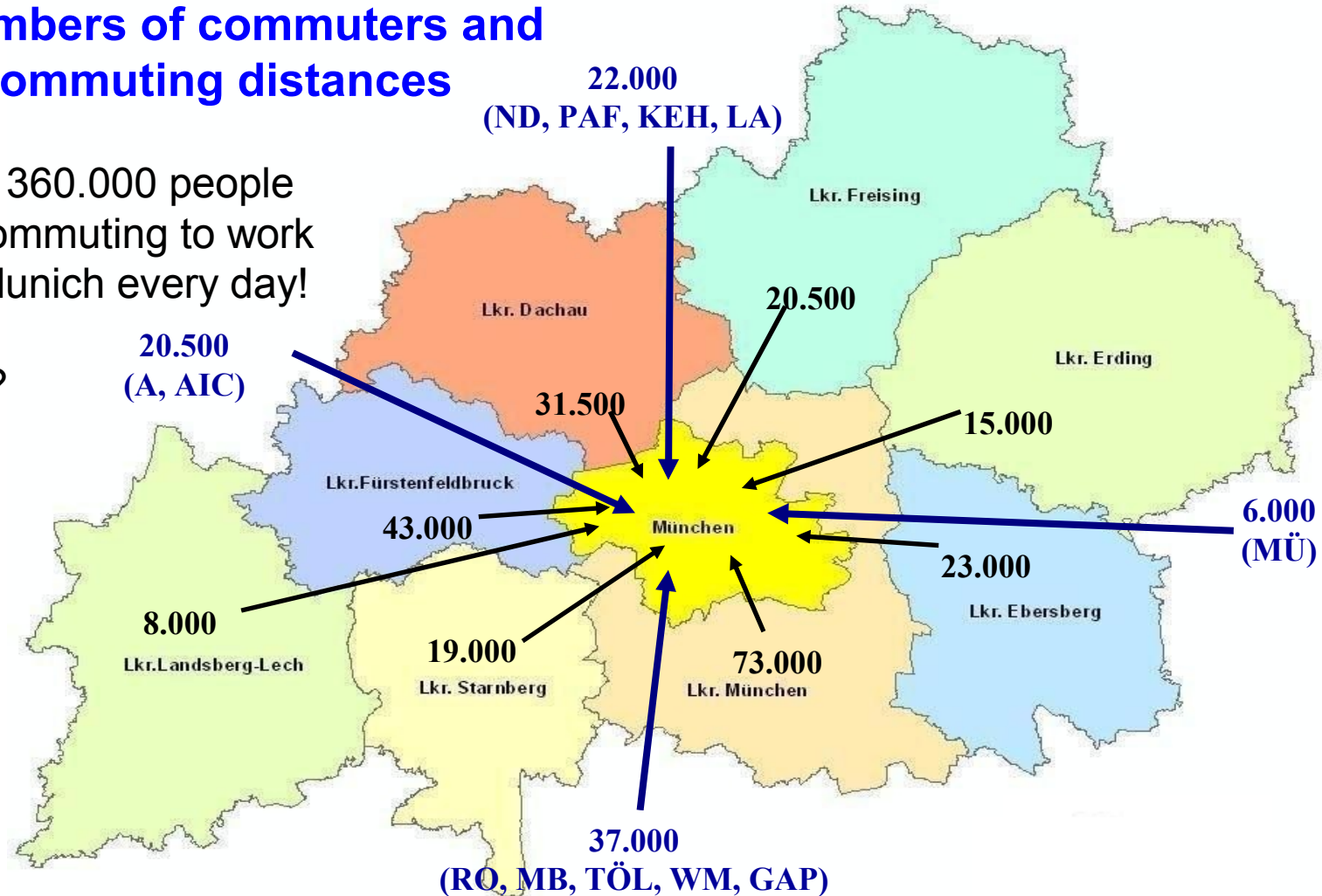


- **growing numbers of commuters**
- ... to work
- ... for shopping
- ... for leisure activities
- **land use / urban sprawl**

Growing numbers of commuters and increasing commuting distances

Today: about 360.000 people are commuting to work into Munich every day!

Tomorrow: ???



1. Regional Planning Association:

- in 1973 there were invented 18 planning regions in Bavaria by law (top-down-approach)
- corporation under public law
- association of municipalities, districts and district-free cities

Function:

- coordinating regional development in behalf of its members
- developing regional plans / objectives positioned in the regional plan





2. Munich Metropolitan Region (EMM)

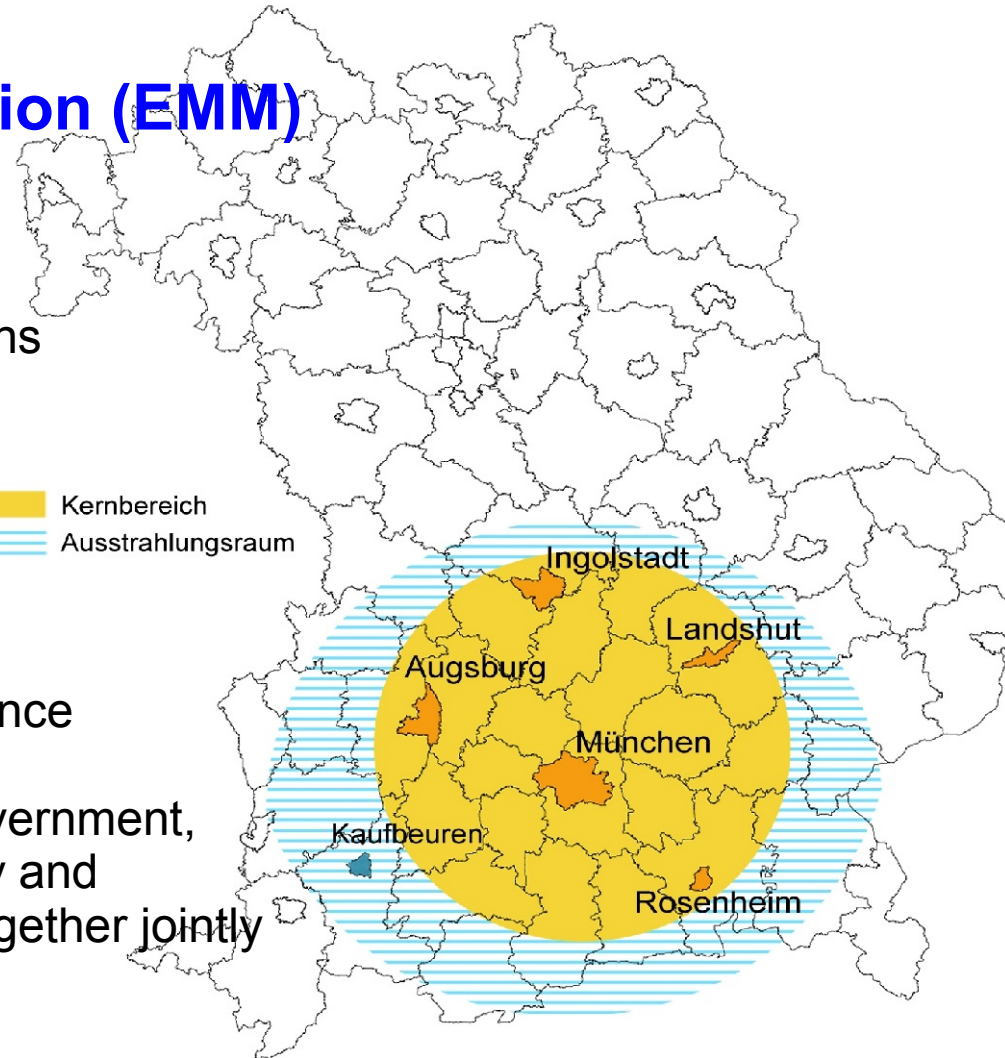
- approach of german metropolitan regions invented in 1995
- today 11 European metropolitan regions in Germany

Munich Metropolitan Region (EMM)

was founded in 2007

- bottom-up initiative started by the Lord Mayor of Munich, Christian Ude
- no planning authority but regional alliance / partnership working on projects
- wide range of partners - from local government, private business, chambers of industry and commerce to universities - working together jointly

 Kernbereich
 Ausstrahlungsraum



Objectives of the Munich Metropolitan Region (EMM):

- Working together for a top position in Europe
- creating a place for people from around the world
- Stay leading in dynamic growth
- Remain a European top location for innovation
- Increasing quality of life by intact landscapes and a high-level culture

Mobility:

- Optimize transport links and improve accessibility within the region and outside



Six thematic working groups, one dealing with “mobility“

Best practice projects of the EMM Mobility Working Group:

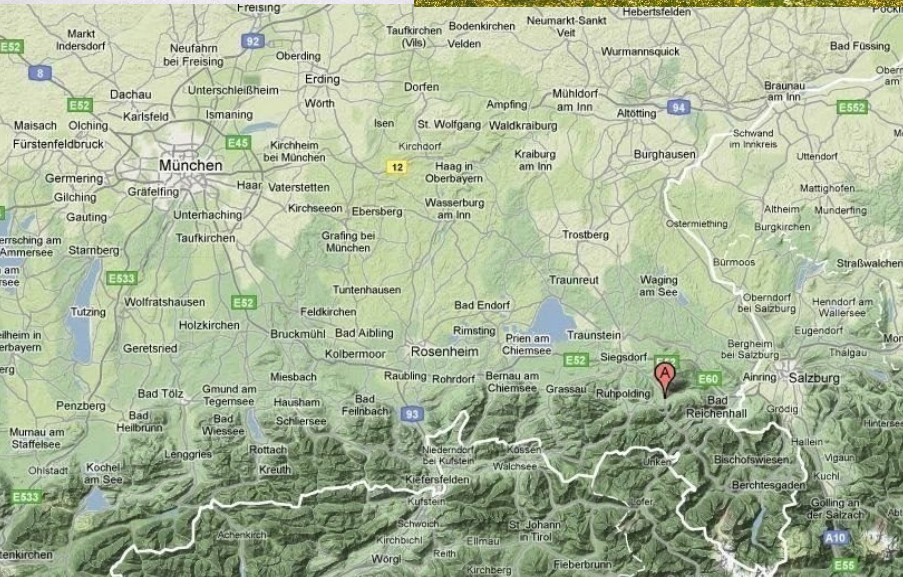
- **Accessibility Atlas for the EMM** (Internet-GIS-tool)
- **AboPlusCard / EMM-Ticket:** invention of a single ticket for commuters in the EMM
- **Rail traffic and rail network:** Lobby international accessibility by Trans-European network (TEN), support better connection with internal transport network of the EMM and the trans-alpine transport systems
- **Regional Mobility Management**

3. The „Inzell Initiative“: Solving Traffic Problems together!



What is „INZELL“?

- Inzell is a small community of 5.000 inhabitants 100 km south-east of Munich
- idyllic atmosphere close to the alps for a workshop about traffic problems in a city region



- in **1995** first **joint workshop** of **BMW** and the **City of Munich** „**Solving traffic problems together**“ in Inzell
- name „Inzell“ was kept until today!

What is the „Inzell Initiative“?

an Initiative by BMW and the City of Munich to jointly discuss traffic problems and to look for sustainable solutions

How is the Inzell Initiative working?

- voluntary participation of actors involved in traffic issues from politics, industry, science and public administration
- discussion in **plenary workshops**
(last meeting January 2012, about 100 participants)
- results of these discussions are fixed in theses and project ideas
- Inzell-**Forums** are commissioned to work on these project ideas for two years and present solutions in the next plenary workshop



The four „Forums“ (working areas) of the Inzell-Initiative:

1. Traffic- and Mobility-Management
2. Public Transport
3. The City and its region
4. Future of mobility in the Munich region

VERKEHRSMANAGEMENT	ÖFFENTLICHER VERKEHR	STADT UND UMLAND	ZUKUNFT DER MOBILITÄT
<p>Pat: Dr. Wilfried Blume-Beyerle, KVR, LH München</p> <p>Verkehrs- und Mobilitätsmanagementplan (VMP)</p> <ul style="list-style-type: none">• Aufstellung gemäß Stadtratsbeschluss• Entwicklung von Basisstrategien und einer transparenten Bewertungsmethodik <p>Strategisches Verkehrsmanagement</p> <ul style="list-style-type: none">• Entwicklung regional integrierter Steuerungsstrategien und -technologien• Umsetzung von Maßnahmen zur Luftreinhaltung <p>Verkehrsmanagementzentrale</p> <ul style="list-style-type: none">• Erweiterung bzw. Verbesserung der Funktionalitäten• Aufbau einer integrierten Qualitätssicherung <p>Mobilitätsmanagement</p> <ul style="list-style-type: none">• Untersuchung der Mobilitätsbedürfnisse von Seniorinnen und Senioren sowie Migrantinnen und Migranten	<p>Pat: Alexander Freitag, MVV GmbH</p> <p>Sicherung Finanzierung</p> <ul style="list-style-type: none">• Untersuchung von Finanzierungs- und Entgeltmodellen• Mittel- und langfristige Finanzierung des ÖV vor dem Hintergrund sinkender Zuschüsse <p>Fahrrad und ÖPNV</p> <ul style="list-style-type: none">• Identifikation; Darstellung und Umsetzung von Maßnahmen zur attraktiveren Verknüpfung <p>Park+Ride</p> <ul style="list-style-type: none">• Projekte und Konzepte zu erhöhter Attraktivität und Ausbau von P+R-Anlagen <p>Elektronische Systeme für Information und Vertrieb</p> <ul style="list-style-type: none">• Klärung Möglichkeit der Einführung elektronischer Bezahlsysteme	<p>Pat: Dr. Manfred Rothkopf, IHK, Horst Menz, Planungsreferat, LH München</p> <p>Verbesserung der Planungsgrundlagen</p> <ul style="list-style-type: none">• Weiterentwicklung und Anwendung des multimodalen Gesamtverkehrsmodells• Auswertung der Untersuchung Mobilität in Deutschland für die Region München <p>Strategien zur regionalen Verkehrsentwicklung</p> <ul style="list-style-type: none">• Fortsetzung der kooperativen Verkehrsentwicklungsplanung im Münchner Norden• Vertiefung des Projektes Siedlungsentwicklung und Mobilität in der Region <p>Wirtschaftsverkehr</p> <ul style="list-style-type: none">• Fortschreibung des Konzepts für Güterverteilzentren in Stadt und Umland <p>Regionale Verkehrskonferenz</p> <ul style="list-style-type: none">• Dritte Verkehrskonferenz Anfang 2010 zum ÖPNV-Ausbau <p>Tangentiale ÖPNV-Verbindung im Umland</p> <ul style="list-style-type: none">• Optimierung der tangentialem Regionalbuslinien• Weiterverfolgung der Option zur Stadt-Umland-Bahn	<p>Pat: Christian Ude, Oberbürgermeister, LH München</p> <p>Ergebnis der Analysen und Prognosen</p> <ul style="list-style-type: none">• Entwicklung der Mobilitätswünsche und Verkehrsangebote• Entwicklung von Bevölkerung und Wirtschaft• Entwicklung der Rahmenbedingungen <p>Zukünftige Szenarien und Projekte</p> <ul style="list-style-type: none">• Förderung alternativer und effizienter Antriebe• Umsetzung von Nahmobilitätskonzepten• Angebot von kombinierten und flexiblen Mobilitätsdiensten• Mitwirkung an Vorgaben des Bundes und der EU

- strategic and problem-oriented discussion on transport topics
- specific projects are formulated and worked out in the forums
- each forum is headed by a patron, resp. his institution

Principles of the Inzell platform (decided in 1995 and kept until today):

1. The **structural development of residential areas** should be geared to the **public transport network**.
2. The closer to the **city center**, the lower the proportion of automobile traffic should be.
3. **Through-traffic** should be kept **away** from **densely populated areas**.
4. Those who wish to **calm traffic flows in residential areas** must **concentrate traffic on the main arteries**.
5. Cooperative traffic management enables the performance of the transport systems to be boosted and improved.
6. **Priority** for **(local) public transport**.
7. The **park-and-ride system** as a means of networking different modes of transport needs to be **improved**.
8. A **parking-space management concept** must be drawn up for the city.
9. In the individual transport area, **commercial and trade traffic** need priority.
10. **Freight transport** needs to be **optimized by** promoting **logistic systems**.
11. **Avoid traffic** by encouraging car owners to **carry more people in their vehicles**.

What makes the INZELL-Initiative successful?

- **cooperation instead of confrontation:**
not ideological perspectives, but search for common ground
- **ideas by integration:**
development of a network of experts, who will provide the initiative with different views and develop together new solutions
- **practical oriented (projects instead of neverending discussions):**
development of projects which can be implemented in the foreseeable future
- **recommendations instead of anticipation of decision-making:**
no political decisions should be anticipated but reasonable recommendations for political decision-makers should be developed



**Thank you for
your attention!**





Further Information about Regional Cooperation in Munich:

http://www.region-muenchen.com/themen/info_en/info_en.htm

<http://www.metropolregion-muenchen.eu/en.html>

http://www.inzell-initiative.de/_engl.Version/inzell_initiative_eng/inzell_initiative_eng.htm