SF 54: Urban development planning for a city of short distances

Fr	B	C	NY	S	T	Total
9	5	6	3	7	2	32

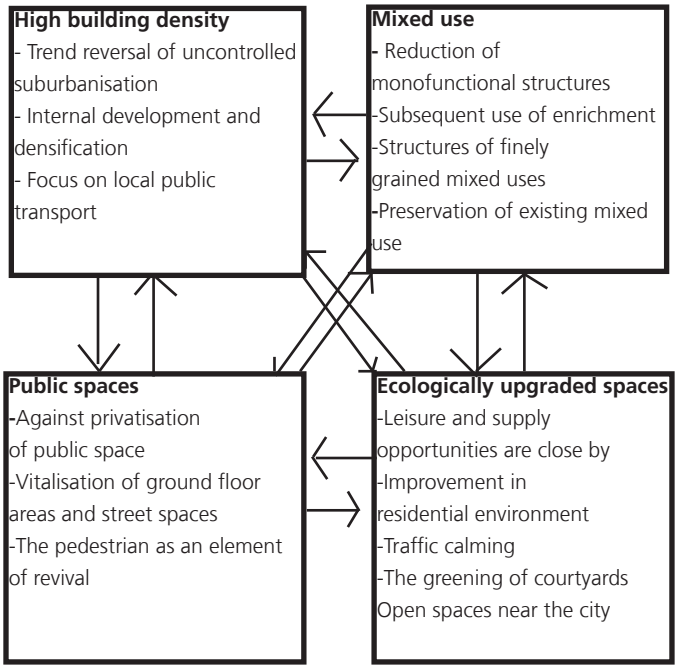
Beispiel:
With its high population and building density, its relatively small proportion of road surfaces, its very well-connected public transport system, the mix of uses, including the possibilities of local supply as well as the transport concept for reducing car use, the newly built residential district of Vauban in Freiburg satisfies all the essential requirements of a compact city.

1. Differentiated description of the key field

The compact city is intended to counteract the large volume of traffic and the suburbanisation taking place in many large and mega cities and, in return, enjoy a dense and mixed land use. At best, this leads to traffic avoidance but at the very least to a modal shift to public transport. To achieve this goal, redensification (internal densification, closure of gaps between buildings/brownfield sites, additional storeys) of already existing cities is required, but this can only take place if the settlement area in question is already developed to a high level through efficient public transport systems (Hesse, Markus, 2005). Because where there are lot of people, good connectivity to public transport must be in place so that people can dispense with private transport.
It can also be expressed the other way around: Where public transport is well developed, there must be a high density of people who use the services. In the „city of short distances", extending the pedestrian and cycling paths is necessary to make short trips as pleasant as possible.

The expansion of local public transport and walking and cycling paths ideally allow the demolition of urban infrastructure (roads, car parks, multi-storey car parks, etc.), which in turn provides areas for further densification.

To make the densely populated districts sustainable and comfortable, they must have a healthy mix of uses and counteract a mono-functional residential structure. Mixing residential and working uses guarantees that the neighbourhoods are used throughout the day and the flow of commuters between the residential and business districts is reduced. Moreover, sufficient supply and recreational areas should be present to ensure a balanced social structure in the district.



(Image: Jessen, Johann, 2000).

2. Reference to sustainability:

Consistently pursuing densification within the city limits before developing sites outside them has a positive effect on a city's sustainability. The small-scale mixing of uses, the consistent exploitation of gaps between buildings and multi-storey construction facilitate a high density, while preserving the same positive attitude to life. If density, mobility, infrastructure, supply and recreation are treated as being equivalent, one can describe the compact city as something to be recommended on all levels of sustainability.

3. Relevance to industrial sectors?

Mobility:	High
Energy:	Medium
Production & logistics:	High
Security:	Low
ICT:	Medium
Water infrastructure:	None
Buildings:	High
Governance:	Medium

Brief description of the high level of importance:
Mobility is the focal point of the key field, which is primarily concerned with reducing and improving mobility in urban areas. This results in potentials for vehicle construction and logistics, which, thanks to the changes in the urban structure, can apply their competences and test their new mobility concepts. Furthermore, the requirements for the buildings to be made more flexible (interior and expandability) to meet the requirements for mixed use are changing,

because it cannot be assumed that the ratio of working and residential areas will always be the same.

4. Impact (positive & negative)

1.) Review suitable plots of land inside cities for redensification purposes
2.) Extension of local public transport systems
3.) Toll for private cars in city centre (to make driving a car less attractive)
4.) Fixing of the appropriate mix of uses/neighbourhood
5.) The combining of uses, e.g. work and home (home office)

5. Implementation measures:

Social media marketing identifies 5 success factors for active investment management:
1. Development of a complete conceptual overall control system
2. Clear strategic alignment of the investment portfolio
3. Orientation towards the public end
4. Operational controlling
5. Service and mediator function of the city administration.

6. Actors: Who can shape things?

Vehicle manufacturers are making new mobility concepts possible through their innovations in the field of vehicle manufacturing.

Logistics and urban planners play a major role in the development of infrastructure and of urban space.

The city administration and the political sphere must take care of the general conditions such as giving the go-ahead for the construction of new public transport systems and land for building, while architects and contractors are needed to carry out suitable building concepts.

7. Prerequisites:

Structural: Suitable areas for redensification must be available; further expansion of the city outside the city limits must be avoided

8. Obstacles/barriers:

- Car-based lifestyle and car as a prestige object go hand in hand
- Development is often difficult to control
- Restructuring of existing neighbourhood required to achieve target state
- Limited chance to influence the situation as regards the place of residence and workplace of each resident of the city.

9. Indicators:

- Population development in the city/region
- Volume of traffic/number of commuters (e.g. cars per day)
- Well-developed local public transport? (y/n)
- What percentage of the population lives <400 m from a metro station (TOD)?
- What percentage of the population uses the local public transport service?

10. Special features/remarks:

Risk assessment is always a project development issue. There are only indirect municipal measures specifically for this purpose, e.g. via the Innovation Fund.