

# Integrated Action Plan (IAP) / Sustainable Urban Mobility Plan (SUMP)

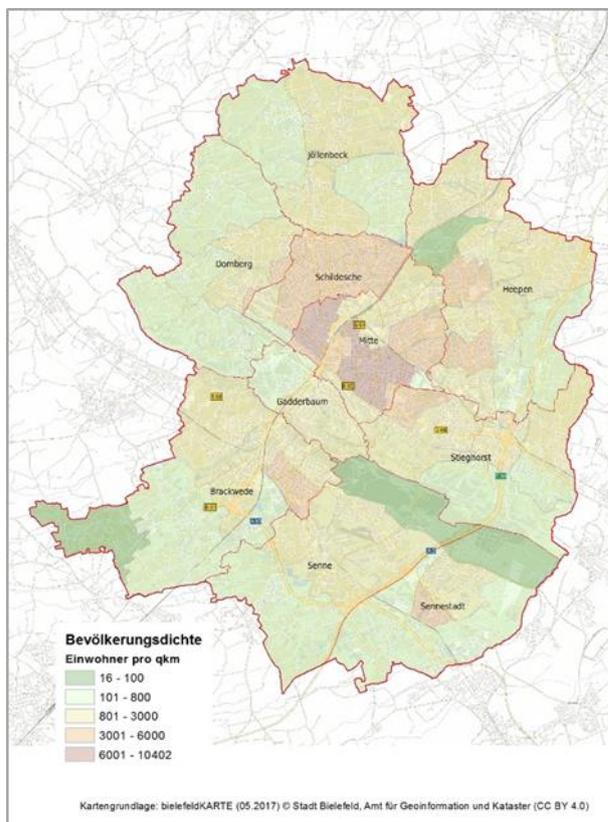
## City of Bielefeld

### Executive Summary

#### Starting position

Bielefeld is a city with a heterogeneous and polycentric settlement structure. With an area of 258 square kilometers and 340,000 inhabitants, it is the 18th most populated city in Germany and No. 8 in the federal state of North Rhine Westphalia. The city is divided into ten districts, which, in terms of settlement structure, can be divided into a densely populated center with the city districts "Mitte" and "Schildesche" as well as the more extensive eight outer districts. Due to the partly rural outdoor areas over 50 percent of the city are agricultural and forest areas, which is slightly above the average of small cities in North Rhine-Westphalia. A special structural feature of Bielefeld is the division into two parts by the Teutoburg Forest, which is both green lung and "traffic needle".

The city structure can also be seen in the interlinkages. The Bielefeld city center, with its high proportion of jobs, is the nerve center of the path links. The most commonly used traffic links are radially aligned with the center. In addition to the city center, the district centers characterize the city. Thus, e.g. the district centers "Brackwede" and "Sennestadt" south of the Teutoburg Forest and the center of "Heepen" northeast of the city center have high domestic traffic. Important traffic generators outside of the city center continue to be Bethel in Gadderbaum district, with around 8,500 employees the city's largest employer, and the University and University of Applied Sciences Bielefeld with around 35,000 students located west of the center in the districts "Dornberg" and "Schildesche".



Population Density Bielefeld

The city of Bielefeld is the economic center of the region of East Westphalia-Lippe. In recent years there has been a trend towards re-urbanization. The city has grown by about 10,000 people since 2010. Forecasts for the future assume that Bielefeld will grow by a further 6 percent by 2025. The city must therefore cope with growing housing development with increasing traffic flows and expect bottlenecks in existing transport infrastructure and services.

As the regional center of the region, with strong regional connections to the surrounding cities, many employees commute from the surrounding area to Bielefeld; in 2015 there were about 78,000 people every day. This corresponds to about 44 percent of all people employed in Bielefeld. This high commuting rate is comparable to that of other major cities in the German federal state of North-Rhine Westphalia. In return, around 44,000 people commute to the Bielefeld countryside for work-related reasons. With about 15 percent of the routes, Gütersloh is the most frequent destination, followed by Herford with approx. 9 percent and Halle, Minden and a number of other surrounding cities with approx. 4 percent. The commuter balance with almost 34,000 people is thus positive. Bielefeld is also an urban node in the core network of TEN-V (Trans-European Transport Network) and the North Sea - Baltic Corridor, which extends from Rotterdam via Berlin and Warsaw to Tallinn. As for all the other 88 European "urban nodes", this results in expectations for the integration of the urban and regional transport network into the European core network, which according to European policy should be developed by 2030. In addition to long-distance commuters, the organization of freight and goods traffic is particularly important in this policy area.

In 2016, the City Council decided to develop a sustainable mobility concept according to the SUMP standard. The main objective is to change the mobility behavior of the Bielefeld population in order to optimally use the positive effects of the individual types of traffic and to ensure healthy living and housing conditions. The aim of the integrated plan is to develop a consensus and implementable overall concept, including the transport policy relevant groups and associations in Bielefeld. Likewise, a culture of communication and work should be created in order to make future planning and decision-making processes comprehensible and binding for all stakeholders. Following the decision of the integrated plan is a new mobility strategy. This will be further developed in the subsequent process into a complete integrated mobility plan according to the SUMP standard.

## Description of the process

At the beginning, existing planning documents, statistics and maps were analyzed in order to get a comprehensive impression of the mobility situation and to identify the strengths and weaknesses of Bielefeld (January to April 2017). The data in the transport, environment and urban development documents compiled by the project management team has been aligned with a list of core mobility plans. Thereafter, the existing core data were compared with those of comparable German cities to identify the strengths and weaknesses of Bielefeld.

After presenting the results of the document analysis, the mobility working group identified the most important traffic challenges for Bielefeld in its first meeting and in the preparatory online survey (May 2017). The challenges were then complemented by an expanded circle of Bielefeld and regional actors at the "Future Workshop" (June 2017), and finally validated

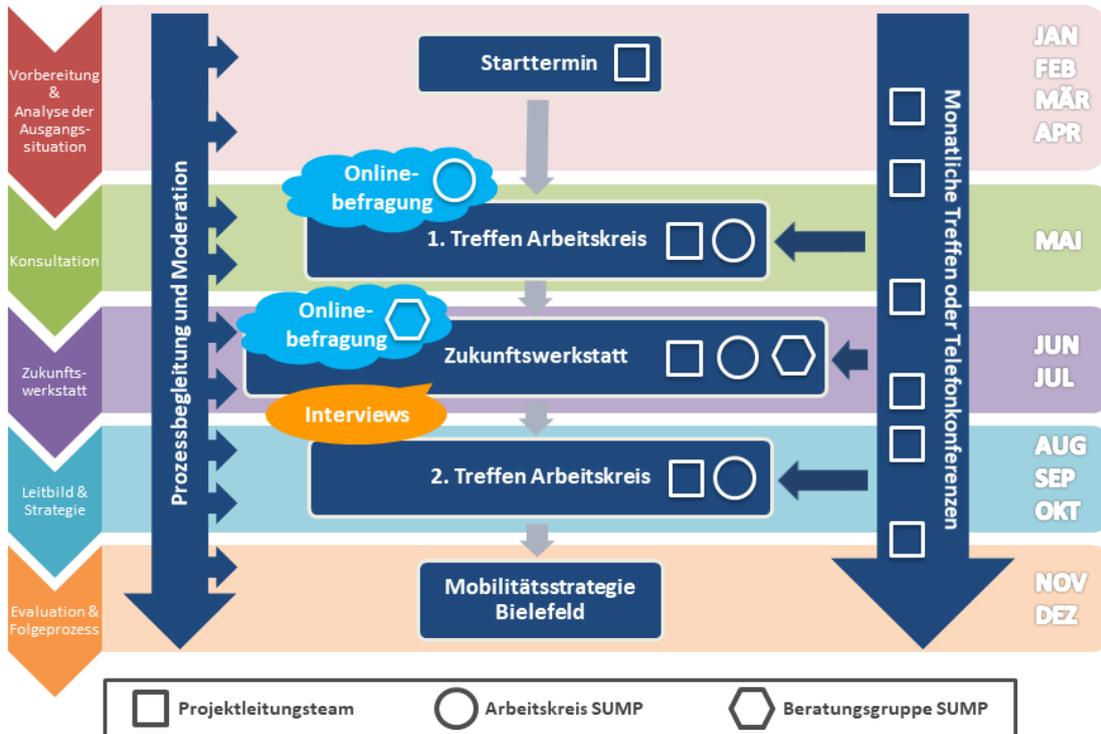
by interviews with four high-level political representatives (August 2017). The problem areas identified by the actors underline and concretize the findings of document analysis, and locate them in part. A weighting was not made.



#### Working structure

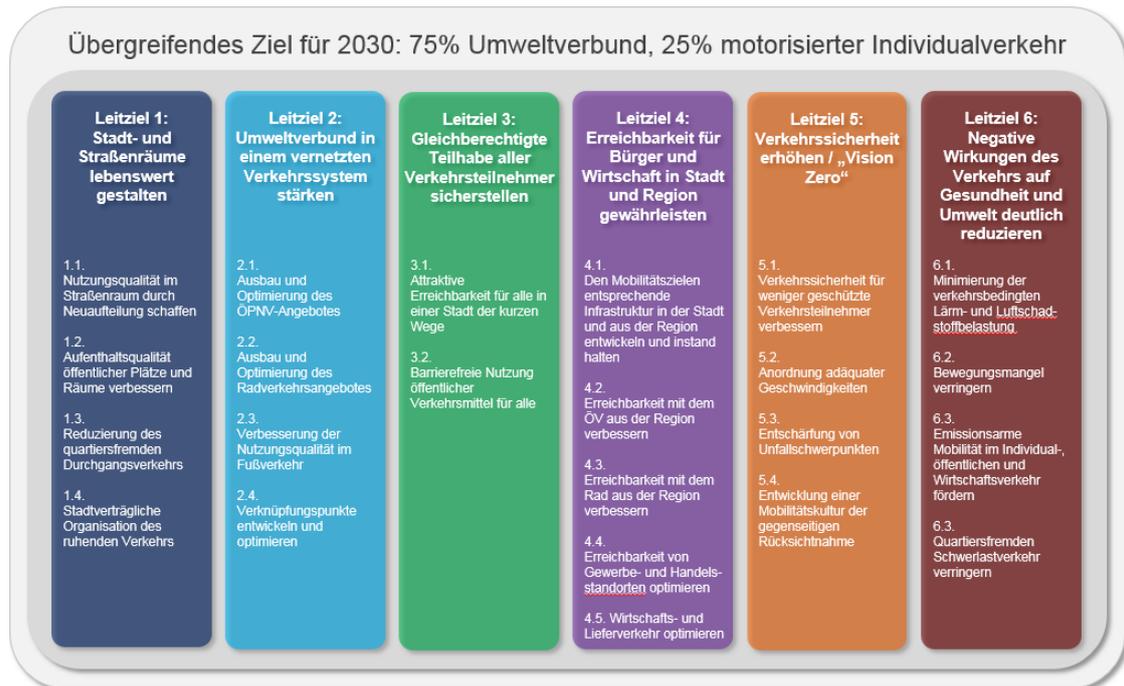
- Projektleitungsteam = project management team (members of municipality departments of mobility, environment, urban planning plus public transport provider)
- Arbeitskreis = working group (project management team plus politicians and relevant stakeholders on mobility)
- Beratungsguppe = Future Workshop (project management team plus politicians and relevant stakeholders on mobility plus other stakeholders of city society)

Building on the identification of traffic challenges, and partly in parallel with them, “Future Workshop” and its preparatory online survey (June 2017) have developed future scenarios and action strategies for mobility in Bielefeld. The online survey included both open questions that give room to all opinions as well as a prioritization of the identified overarching target images and action strategies. The anonymity of the replies ensured that everyone involved was heard equally. The core of the mission statement consultation was the subsequent “Future Workshop”, in which, in a three-hour group work, maps, statistics and the results to date were used to create visions of the future, goals and action strategies.



Process of creating the mobility strategy

On the basis of the results of the consultation process and taking into account existing planning in the fields of traffic, environment and urban development, a draft concept of the mobility strategy was developed in September 2017. It's guiding objectives and action strategies were further developed in several work rounds from the problem areas and objectives of the "Future Workshop". The overarching goal for the intended distribution of the traffic on the modes of transport was carried out as a specialist assessment by the project management team and validated by the working group. It is based on many years of experience and a good overview of the current mobility trends in German cities. The mission statement was then agreed with the entire project management team and presented at the second working group meeting (October 2017), discussed and enriched with amendments and supplementary proposals and then finalized.



Visions of the future, goals and action strategies for mobility in Bielefeld

Recommendations for the working method were developed and necessary steps for the further development of the mobility strategy to a complete integrated mobility plan were defined, which include a selection and prioritization of measures, a budget and time planning as well as a monitoring and evaluation concept. Therefore the development of the vision will define the aim and objectives of the integrated mobility planning policy for the coming years.