



Information about urban development

Transport Development Plan



Transport Development Plan

The Transport Development Plan is a comprehensive general management concept presenting the aims and strategies of urban development in relation to traffic. It outlines a 10 to 15 year framework for traffic development in Munich, and serves as a guideline for responsible authorities in politics and planning, as well as institutions, businesses and residents.

The Transport Development Plan lays down all the city's major traffic ventures. It contains specific statements about the different means of transport and their areas of use. Social, economic and cultural aspects are taken into account, as well as the different needs of men and women as users of the various transport systems.

Over the last few years, the Transport Development Plan was discussed at various stages in numerous public events with residents, city council, district committees and neighbouring communities, as well as with various institutions and associations. On 15 March 2006, the Transport Development Plan was approved as the core project of the urban development program PERSPECTIVE MUNICH by the City Council of Munich.

Reducing traffic

In order to ensure city-friendly mobility for Munich's traffic participants in the future, highest priority is given to all measures aimed at reducing or shifting traffic towards ecologically sustainable means of transport. The aim is to increase the amount of routes travelled by foot, bike and public transport.

Shifting traffic

The development and extension of the public transport network is designed to decrease the necessity for private vehicle usage, and to clear the roads for non-divertible freight traffic. Useful extensions to the road network, the establishment of freight traffic and distribution centres, and the development of an integrated city logistic concept are considered vital means to improve existing freight traffic conditions.

Managing traffic

In order to keep traffic congestion to a minimum, unavoidable private vehicle traffic needs to be organised in a viable, city-friendly way. This includes traffic management measures for regional and inner city connections and an increased use of vehicle telematics systems for better traffic management.



How is Munich supposed to look in ten, twenty or even thirty years? How can we live and work well today and in the future? What influence do economic, political and social developments have on life in Munich?

These questions are at the heart of the urban development program PERSPECTIVE MUNICH. It outlines perspectives for the city's economic, social, urban and regional development. PERSPECTIVE MUNICH is not a fixed plan, but a flexible framework. Its guidelines define new urban development aims and directions, and its core projects present the means for testing new approaches to urban development and city living. The motto "To maintain and improve mobility for all road and transport system users and manage traffic and transportation to the benefit of the city" describes the underlying vision for Munich's traffic development.

The starting point

Population and employment developments

Population and employment trends have a major impact on the traffic development in Munich and its surrounding region. Residents' traffic behaviour also plays an important role. Which routes are preferably taken by car? How high is the willingness to take public transport? Who travels what routes by bike, and which routes are especially important for pedestrians? All of these are crucial considerations for planning and managing traffic. After all, the traffic system is supposed to be as functional and efficient as possible, while also minimising environmental impacts such as airborne fine particles and noise pollution.

Analysis 2000 – Prognosis 2015

In the year 2000, the number of residents and jobs in Munich and its adjoining communities was counted in order to create a reliable basis for the planning process. Based on these findings, as well as predictions for Munich's population and employment trends and probable future mobility behaviour, a prognosis was established outlining the likely traffic developments for the year 2015.

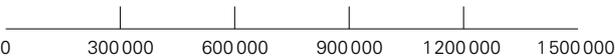
The region of Munich will continue to grow both in terms of its population and employment. This will go hand in hand with a major increase in regional traffic as well as in- and out-bound city traffic.

City of Munich (incl. secondary residence)

Residents 2000	1 379 500
Residents 2015	1 418 500

Surrounding communities

Residents 2000	1 235 800
Residents 2015	1 355 800



Population trends

Until the year 2015, the number of residents in Munich is expected to increase by 39,000 and in the surrounding communities by 120,000.

City of Munich

Jobs 2000	810 700
Jobs 2015	846 300

Surrounding communities

Jobs 2000	493 500
Jobs 2015	570 500



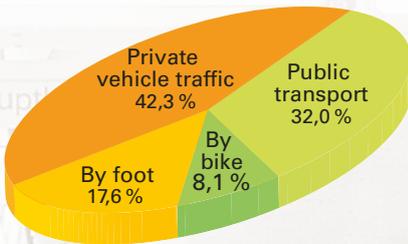
Employment trends

Until the year 2015, the number of jobs in Munich will increase by 36,000 and in the surrounding communities by 77,000.

Future traffic developments

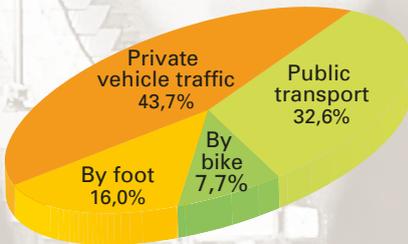
While the analysis from the year 2000 is based on sound data and numbers, the forecast for 2015 can only determine probable urban, demographic, economic and technical trends in order to predict Munich's future traffic patterns. Changes in various social and political conditions also play an important role. Household structures, individual life styles, and workforce participation have changed over the last few decades, and so have users' needs of the public transport system.

Mobility will increase further. Different activities – connected with work, leisure time or social engagements, for example – will be combined with one another. This will lead to an increase in complex, interconnected travel routes. Traffic patterns across the day will also change due to increasingly flexible working hours and retail business hours. Residential development structures in Munich and especially its surroundings will necessitate travel across longer distances. Taken together, longer distances and the rising number of trips will lead to a significant increase in trips travelled by both private and public transport throughout Munich.



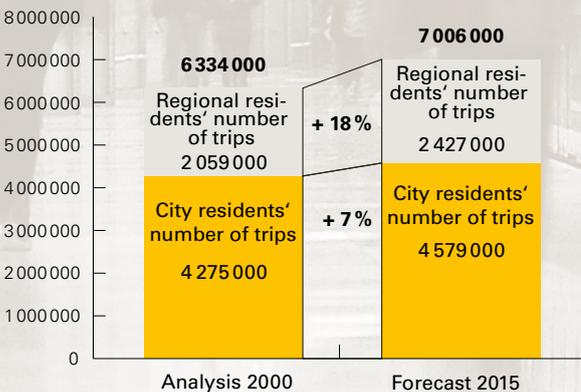
Transport choice analysis 2000

Munich residents do 42.3% of all their necessary travel by car, 32% of travel by public transport, 17.6% by foot, and 8.1% by bicycle.



Transport choice forecast 2015

Compared with the analysis from 2000, the year 2015 will see an increase in both private vehicle traffic and public transport use.



Number of trips travelled per day

The forecast determines a total of 700,000 additional trips travelled per day. With an 18% increase in the number of trips travelled by residents of the surrounding communities, this regional forecast is significantly higher compared to that of Munich's city residents, who are predicted to see a 7% increase in additional trips.

Action and Measures Strategy

The Action and Measures Strategy of the Transport Development Plan describes in detail what measures will be taken to maintain and improve mobility for everyone, while simultaneously managing traffic in a sustainable and city-friendly way. Issues such as gender mainstreaming (i.e. the consideration of the specific needs of women as transport system users), and the accessibility of the transport system for people with disabilities, form an integral part of the planning process.

Parking

Parking space management plays a major role in reducing traffic problems in the city. Information and parking guidance systems – like the one in place at the ring road around Munich’s historic centre – are supposed to encourage a more effective use of the existing parking facilities, and reduce traffic caused by the search for parking spaces. Traffic in



built-up urban development areas like the inner city can thus be eased. Diversified time and price regulations, as well as special resident car parks in areas with limited parking spaces, are meant to ease the situation further. Park & Ride facilities will also be extended in order to reduce private vehicle traffic.

Road freight traffic

Road freight traffic will be eased in built-up areas of the city, and better management will ensure increased efficiency



for road freight traffic. The realisation of the City Logistic Terminal (CLT) east of the Friedenheimer Brücke, as well as the construction of additional freight distribution centres, are intended to support this plan. Freight traffic conditions will also be improved through road design and traffic regulation measures, like designated de-

livery and loading zones. These will be realised as part of the parking space management framework.

Bicycle traffic

A special “Bicycle Traffic Development Plan” coordinates the inner city planning of bicycle routes with Munich’s surrounding communities in order to improve the city’s regional integration. Riding a bicycle is becoming more attractive: the already realised part of the main bike route network, with its current 16 signposted routes, will be extended over the next few years. The main routes radiating out from the city centre will be complemented by an inner and outer ring route. Bike riders will then be able to take quick short-cuts throughout the city.

A bicycle shelter at the central





railway station and the development of further Bike & Ride facilities will clearly improve connections with the public transport network.

Pedestrian traffic

Most day-to-day facilities – including recreational areas and leisure facilities – should be easily accessible by foot. The infrastructure for pedestrians will be improved through better quality footpaths and road crossings, for example.



Street lighting and public space design are not just aesthetic

issues, they also increase the security and attractiveness of the social environment. In addition, alterations of road networks can create more space for pedestrians.

(especially through a link-up with the surrounding regions) and the supply of public transport services can be adjusted as much as possible according to demand. This will include guidance systems for private vehicle traffic as well as information services for public transport users. In selected



Mobility and traffic management

Informing and advising traffic participants about different transport options significantly contributes to the reduction and diversion of private vehicle traffic. With a competent traffic management system, the efficiency of the existing infrastructure can be increased

areas, traffic-sensitive control measures can help ease traffic and reduce environmental impacts.

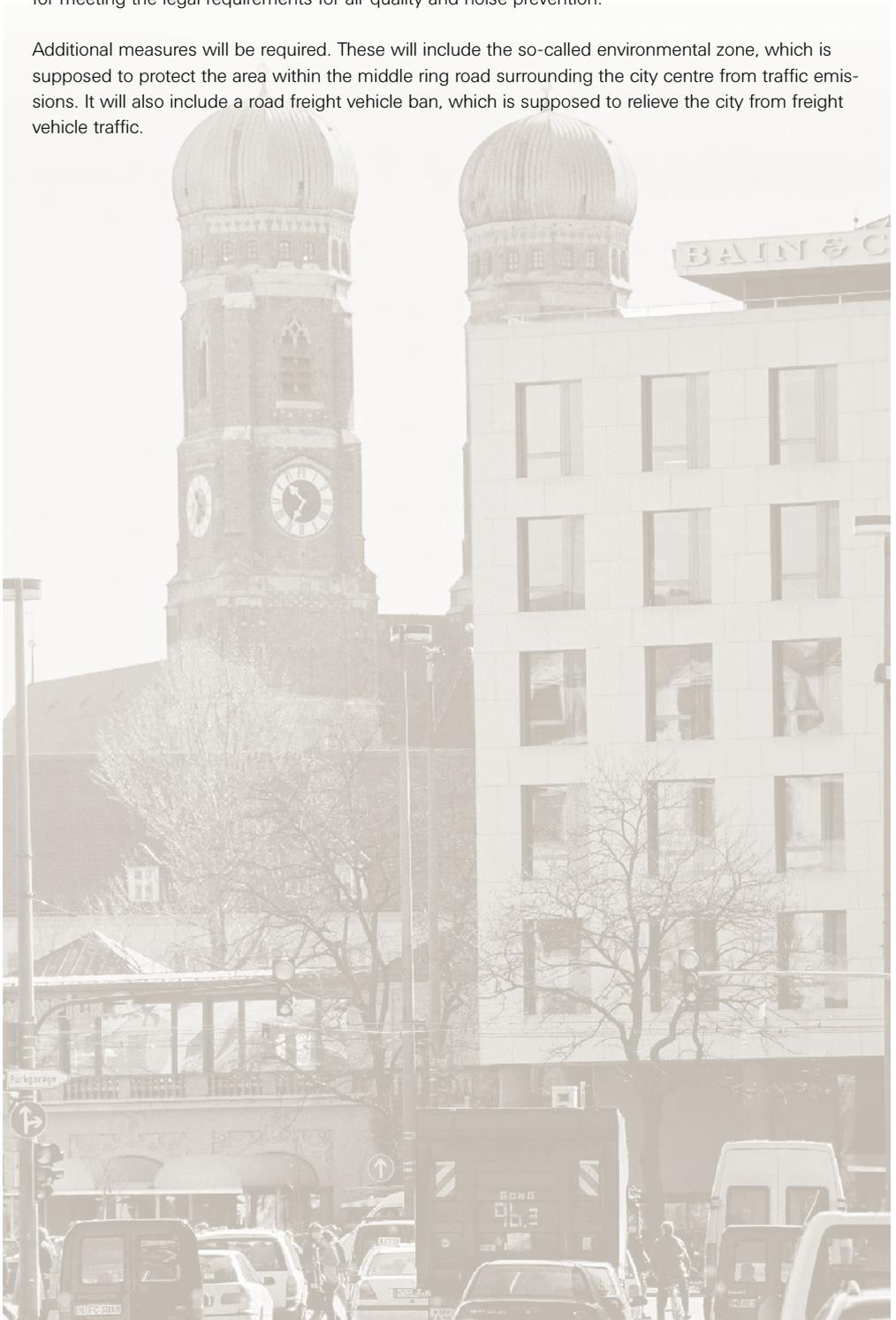


Environment

Traffic emissions play a key role in the attempt to stay within the air pollution limits outlined by the EU. Over the next few years, it will be difficult for Munich and many other European cities to adhere to the new acceptable limits of nitrogen emission coming into force in 2010, as well as not to exceed the strictly limited levels of airborne fine particles which, due to their small size, can be absorbed through the lungs and pose a health hazard.

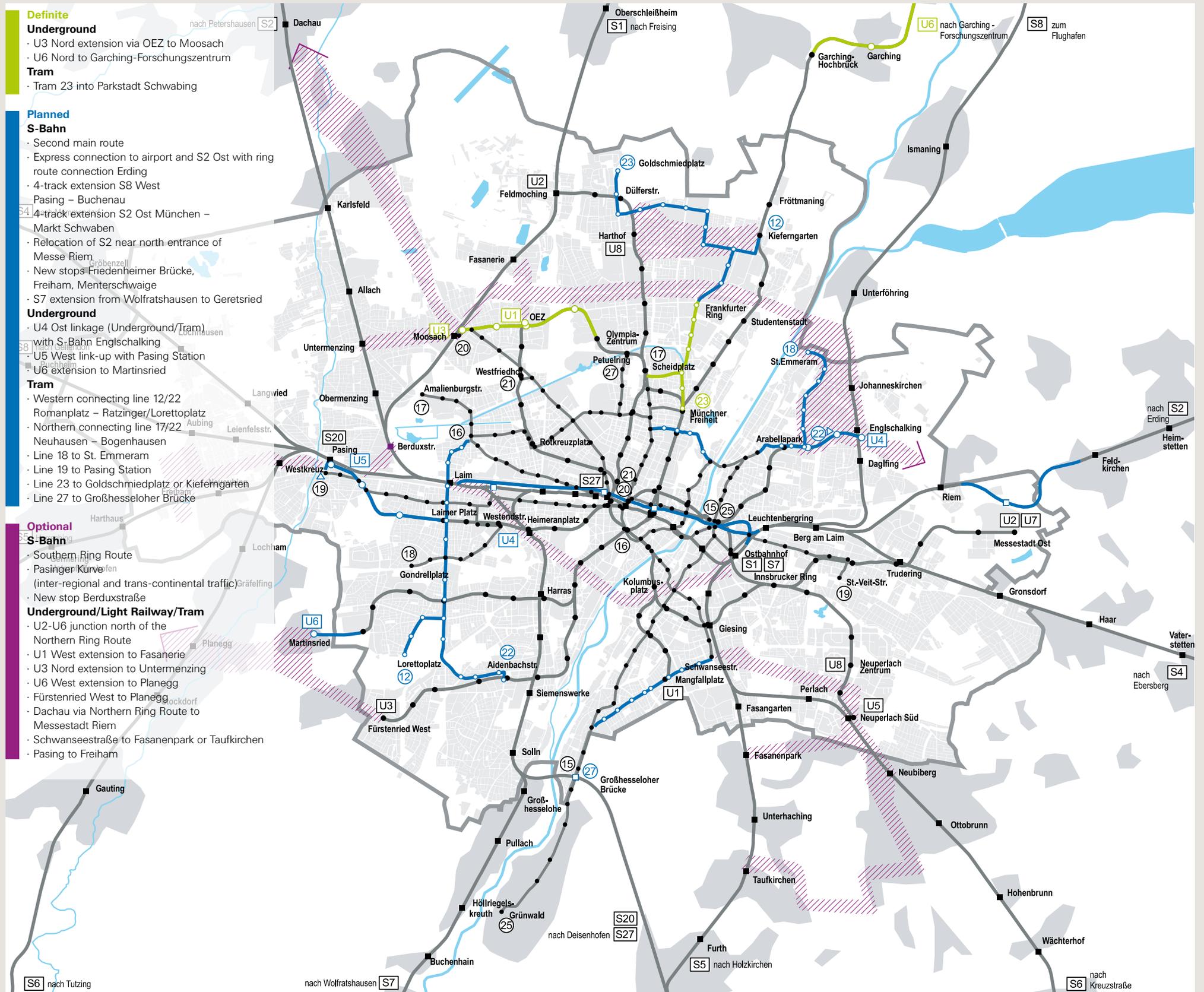
Even though it can be expected that the continually improving vehicle technology will positively affect the level of harmful substance emissions, other significant measures will be needed to meet the recommended pollution limits in the future. In this context, the measures introduced as part of the Transportation Development Plan by the City of Munich play a crucial role. Through the strengthening of public and non-motorized transport, for example, these measures will create the conditions for meeting the legal requirements for air quality and noise prevention.

Additional measures will be required. These will include the so-called environmental zone, which is supposed to protect the area within the middle ring road surrounding the city centre from traffic emissions. It will also include a road freight vehicle ban, which is supposed to relieve the city from freight vehicle traffic.



Public Transport Measures – Rail Network

(as at March 2006)



Definite measures

Usually with secure finances; these are measures which have been approved and are either in the process of being realised or already partially complete

Prospective measures

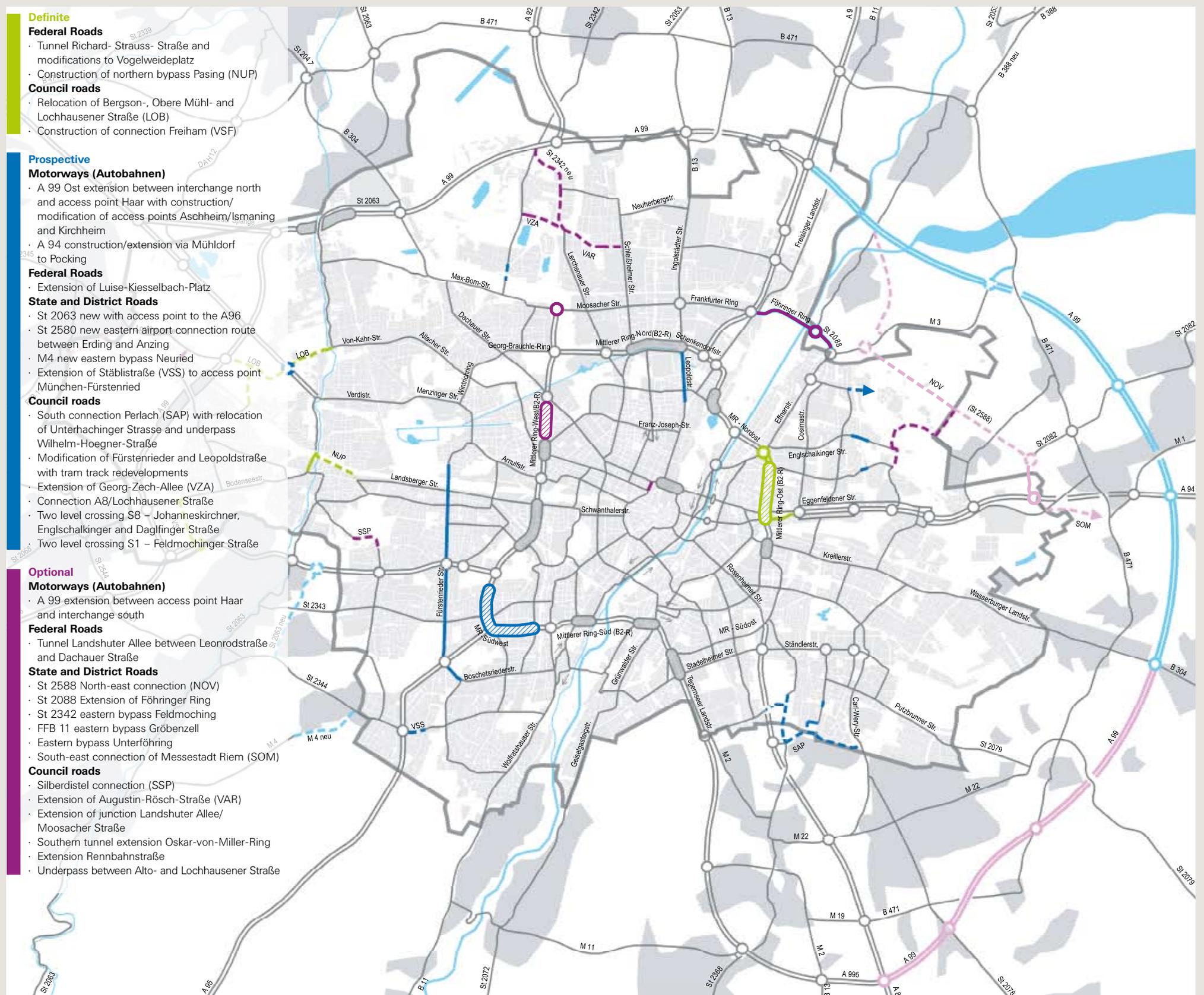
Planned to be executed before 2015, but lacking secure finances

Optional Measures

With a need for further research and a long-term plan of action

Individual Transport Measures – Road Network

(as at March 2006)



Definite

Federal Roads

- Tunnel Richard- Strauss- Straße and modifications to Vogelweideplatz
- Construction of northern bypass Pasing (NUP)

Council roads

- Relocation of Bergson-, Obere Mühl- and Lochhausener Straße (LOB)
- Construction of connection Freiham (VSF)

Prospective

Motorways (Autobahnen)

- A 99 Ost extension between interchange north and access point Haar with construction/ modification of access points Aschheim/Ismaning and Kirchheim
- A 94 construction/extension via Mühlhof to Pocking

Federal Roads

- Extension of Luise-Kieselbach-Platz

State and District Roads

- St 2063 new with access point to the A96
- St 2580 new eastern airport connection route between Erding and Anzing
- M4 new eastern bypass Neuried
- Extension of Stäblistraße (VSS) to access point München-Fürstenried

Council roads

- South connection Perlach (SAP) with relocation of Unterhachinger Strasse and underpass Wilhelm-Hoegner-Straße
- Modification of Fürstenrieder and Leopoldstraße with tram track redevelopments
- Extension of Georg-Zech-Allee (VZA)
- Connection A8/Lochhausener Straße
- Two level crossing S8 – Johanneskirchner, Engelschalkinger and Daglfinger Straße
- Two level crossing S1 – Feldmochinger Straße

Optional

Motorways (Autobahnen)

- A 99 extension between access point Haar and interchange south

Federal Roads

- Tunnel Landshuter Allee between Leonrodstraße and Dachauer Straße

State and District Roads

- St 2588 North-east connection (NOV)
- St 2088 Extension of Föhringer Ring
- St 2342 eastern bypass Feldmoching
- FFB 11 eastern bypass Gröbenzell
- Eastern bypass Unterföhring
- South-east connection of Messestadt Riem (SOM)

Council roads

- Silberdistel connection (SSP)
- Extension of Augustin-Rösch-Straße (VAR)
- Extension of junction Landshuter Allee/ Moosacher Straße
- Southern tunnel extension Oskar-von-Miller-Ring
- Extension Rennbahnstraße
- Underpass between Alto- and Lochhausener Straße

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Perspectives

Mobility is a precondition for the social and economic development of society. It is an important factor in our lives, whether that be on the way to school, work or to the shops, or whether it concerns the delivery of goods or the pursuit of recreational activities like going for a swim or hiking in the mountains. For all these activities, we travel in different ways – by foot, bike or car, or on a tram, bus, S-Bahn or Underground. Despite the fact that public transport has significantly been improved over the last few years, private vehicle traffic will continue to grow in the future. This is mainly due to the increasing number of residents and the predicted growth of employment, as well as an increase in recreational and retail traffic.

Traffic increases are also connected with additional social, economic and ecological concerns, such as the growing demand for space, harmful substance emissions, noise pollution levels, accidents and financial pressure. This impacts on the quality of the cityscape, the surrounding landscape, and on the availability of public space. Following the motto “compact – urban – green” of the PERSPECTIVE MUNICH, the aim is to achieve sustainability for both residential and traffic developments. This alone can guarantee everyone’s mobility, secure freight traffic and make sure that Munich and its suburbs are easily accessible, while simultaneously reducing the negative impacts of traffic.

The Building Blocks of Munich’s “Culture of Mobility”:

The growing population and increased availability of jobs necessitate extensions of the public transport and road networks.

In the whole region settlement and traffic planning need to be closely coordinated.

All measures to reduce traffic and to move towards more environmentally friendly means of transport are given highest priority.

Mobility is to be supported through a comprehensive regional mobility and traffic management system that includes all the different means of transport.

Measures for directing and controlling traffic on inner city and regional routes will help to manage unavoidable private vehicle traffic in a city-friendly way.

Freight traffic and distribution centres will be established in order to improve the conditions for road freight traffic and to relieve congestion in the inner city.

By strengthening public transport and non-motorised transport, the conditions are established for meeting the legal requirements regarding air quality and noise pollution.

Continuous information campaigns and public relations activities will encourage residents’ acceptance of and active participation in the realisation of the goals of the Transport Development Plan.

Issues like gender mainstreaming and the accessibility of public transport system and terminals for people with disabilities are integral to the realisation of the Transport Development Plan.

Traffic development changes and the fulfillment of objectives outlined in the Action and Measures Strategy will be monitored and examined through a set of appropriate indicators.

The Transport Development Plan will be adapted according to significant changes in structural, economic, social and demographic conditions.



**Mobilität
in München**