

carfree development

realised projects in Europe

- * **carfree housing: definitions**
- * **list of carfree projects in EU**
- * **carfree urban planning, architecture**
- * **examples:**

Amsterdam-Westerpark: GWL-terrein

Vienna-Floridsdorf: Nordmanngasse

Cologne-Nippes: Stellwerk 60 (EAW)

Berlin-Mitte: Mauerprojekt Bernauer Straße

Hamburg-Eppendorf: Falkenried-Terrassen



carfree development

carfree housing – definitions, models (1)

carfree:

share of parking places: 0 – 0.3, for car sharing, guests, substantiated exceptions (eg disabled people)

parking places at the edge of the quarter

no individual traffic inside the quarter; exceptions for special cases (urgencies, deliveries etc.)

usually legal regulations (contracts on car ownership, zoning plan)

car reduced (car poor, car lite, low car housing, ...):

share of parking places: 0.3 – 0.7, uses of it rarely regulated

parking places inside the quarter

traffic calming street design, less individual traffic inside the quarter

usually legal regulations only in zoning plans (if any)

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carfree housing – definitions, models (2)

parking place free:

individual option on carfree: number of parking places on demand
parking places at the edge of the quarter or in underground garages
individual traffic only for deliveries (short time parking)
optionally legal regulations in contracts, zoning plans etc.

optically carfree:

conventional share of parking places
parking places at the edge of the quarter or in underground garages
no individual traffic inside the quarter
legal regulations in zoning plans and via traffic law codes
simple concept, more and more adopted.

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relevant carfree projects: built examples

Denmark: Copenhagen (Christiania)

Austria: Vienna (Ökohaus Puchsbaumplatz; Nordmanngasse; Sargfabrik & Miss Sargfabrik; Bike City)

Switzerland: Zurich (Kraftwerk1)

The Netherlands: Amsterdam (GWL-terrein)

Germany: Berlin (Lebens(t)raum Johannistal; Mauerprojekt Bernauer Straße), **Bremen** (Gruenenstrasse; Beginenhof), **Freiburg** (Vauban), **Hamburg** (Saarlandstrasse; Kornweg; Falkenried-Terrassen), **Kassel** (Christophstrasse), **Cologne** (Nippes), **Munich** (Kolumbusplatz II; several small projects in Riem), **Muenster** (Weissenburgsiedlung), **Nuremberg** (Langwasser P), **Wittenberg** (Werksiedlung Piesteritz)

United Kingdom: Edinburgh (Slateford Green), **Glasgow** (Glenalmond Street Housing), **London** (in most Boroughs)

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relevant carfree projects: planned schemes

Austria: Vienna (Bike City II am Wasser)

Germany: Berlin (Möckernkiez; Am Urban), **Munich** (further small projects in Riem)

United Kingdom: London (in most Boroughs)

Switzerland: Bern (Oberfeld), **Zurich** (Sihlbogen), **Zug** (Obermuehle-Matt)

... more cities are in search of suitable sites ...

carfree development

carfree urban planning & architecture (1)

* Protect the residential area from surrounding streets with its noisy car traffic. This protection could be a commercial/shopping zone, or infrastructure facilities. (example: Berlin planning, map >)

* Design streets not for the high speed of cars, but for the slower speed of pedestrians, cyclists, for playing children and communicating people. Slow speed makes details visible!

* Create public squares: small ones, larger ones. Use intersections as options for small meeting places

* Much more bike stands needed!



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carfree urban planning & architecture (2)

- * Consider *public space* as a synthesis of built environment and green structures. Could public squares be livingrooms?
- * Architecture in eyes' high: take special care for the design of basement zones, for the surface of streets and paths (usable also for wheelchair people, blinds, ...)
- * Carfree areas are calm & silent, so balconies, terraces, loggias, outside stairs can be used here. (the good example: building cooperatives in Vauban, pics >)



carfree development

Amsterdam-Westerpark: GWL-terrein

inner city

1990-1998

591 units & commercial uses

carfree

PT access: very good

share of park. places: 0.2

"soft" carfree contracts

waiting lists

rental, owner occupied



www.gwl-terrein.nl

carfree development

Amsterdam-Westerpark: GWL-terrein

**"soft" carfree contracts
means:**

- Residents sign a "carfree declaration" (not really legally binding): "I accept the area's carfree character and don't have a car"**
- carfree character fixed in legal zoning plan**
- controlling the carfree-dom of the residents ? - No: "it will rule by itself"**



carfree development

Amsterdam-Westerpark: GWL-terrein



carfree development

Amsterdam-Westerpark: GWL-terrein



carfree development

Amsterdam-Westerpark: GWL-terrein



carfree development

Vienna-Floridsdorf: Nordmannngasse

rim of the city

idea 1992, built 1997-1999

244 housing units

carfree (car reduced)

PT access: acceptable

mobility service

share of park. places: 0.1

carfree contracts

rental, owner occupied



www.schindler-szedenic.at

carfree development

Vienna-Floridsdorf: Nordmanngasse



carfree development

Vienna-Floridsdorf: Nordmannngasse



carfree development

Vienna-Floridsdorf: Nordmanngasse



carfree development

Vienna-Floridsdorf: Nordmannngasse



carfree development

Vienna-Floridsdorf: Nordmanngasse



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

rim of the inner city

site: 41,700 m²

425 housing units

initiated by carfree ngo,

later supported by city

PT access: very good

carfree (car reduced)

mobility service

share of park. places: 0.2/0.4

carfree contracts

rental & owner occupied



www.stellwerk60.de | www.nachbarn60.de

carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

1994: ASK (carfree ngo) founded. site research, lobbying, conception.

1997: Market survey

1999: Urban planning concept by ASK

2000: Urban planning contest

2001-2003: Developer found

2005: Start of distribution and construction work. Cooperation ASK and developer ended

2006: First inhabitants moved in. Neighbourhood organisation founded

2007: Given awards: Konrad-Adenauer-Stiftung, Land-der-Ideen
2007

2011: Completion

carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

Market Survey 1997:

Positive media coverage

High response

Results:

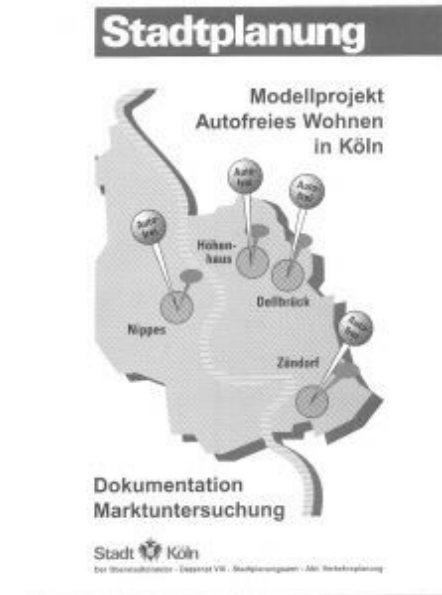
Proportion with/-out car almost equal

High education level

Higher income than average

One third families with children

Two sites should be developed



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

May 2007
(nearly
completed)



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

Mobility Concept:

Public space design: pedestrian oriented

Bicycle parking facilities: short time & visitor parking in front of entrances. Closed rooms for longtime parking

Car sharing station: reduced membership fee

Hand carts, Bicycle trailer

Delivery service

Parking garage for visitors and inhabitants with car ownership, reserve space

Carfree contracts with owner and tenant

not realised: Public transport ticket for carfree quarter

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Cologne-Nippes: Stellwerk 60 (EAW) Hand carts,

options for
bicycle parking



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Cologne-Nippes: Stellwerk 60 (EAW)



carfree development

Cologne-Nippes: Stellwerk 60 (EAW)

hand carts in mobility station

car sharing at the rim of the area



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße*

city center (Berlin Wall strip)

site: 3,000 m²

2004-2010

initiated by building company

16 townhouses / units

PT access: very good

carfree

share of car park. places: 0.0

carfree contracts

owner occupied

***working title was "Strelitzer Gärten"**



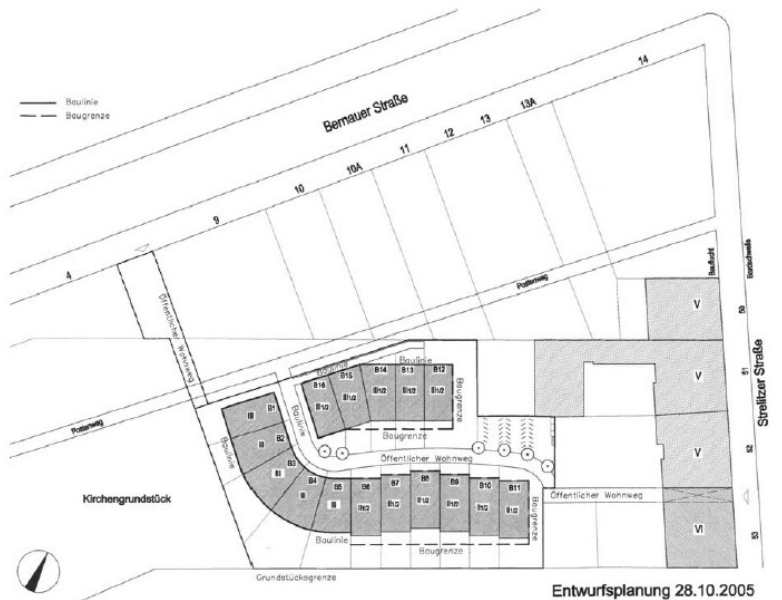
(no project website)

carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße

photo montage, Dec 2005 >

sitemap, Oct 2005



Lageplan

carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße

legal background: since 1997, Berlin`s Building Law Code allows 0.0 car parking places for new residential developments

2003: building company develops first ideas and plans. No cars!

2004/5: legal design framework contains carfree rules (due to heritage protection of former Berlin Wall strip)

2005, December: all 16 properties sold within a few days, mostly by 2 groups of families & friends

2007: start construction of first buildings

2008: first residents moved in

2010: last buildings under construction

carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße

today

see project
behind trees >

tram station
in walkable
distance



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße

today

(foreground:
construction
site of Berlin
Wall Strip
memorial
project)



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße



carfree development

Berlin-Mitte: Mauerprojekt Bernauer Straße



carfree development

Hamburg-Eppendorf: Falkenried-Terrassen

Inner city

built 1890-1903

reconstructed 1990-1999

324 housing units

carfree (without discussion)

PT access: good

share of park. places: 0.0

no carfree contracts

waiting lists

rental co-operative



www.falkenried-terrassen.de

carfree development

Hamburg-Eppendorf: Falkenried-Terrassen



carfree development

Hamburg-Eppendorf: Falkenried-Terrassen



carfree development

Hamburg-Eppendorf: Falkenried-Terrassen



carfree development

further informations:

www.autofrei-wohnen.de (partially in engl.) - overview on carfree developments world wide (realised and planned) and carfree tourist destinations

www.add-home.eu (en) &

www.mobilitaetsmanagement.nrw.de (de only) - websites of ILS Institute, contains info on carfree development

www.carfree.com - carfree cities, online mag. "Carfree Times"

http://en.wikipedia.org/wiki/List_of_carfree_places

www.worldcarfree.net - the international carfree movement

- thank you very much for your attention!