Mobility Working Group Landscape Forum Nürtingen

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Ethnographic survey

_ Current usages of central bus station (waiting areas,...)

_ Potential spaces to reclaim from car-centered city

_ Conflicts between cyclists and pedestrians on narrow paths and sidewalks

Present Network

_ 15 buslines

_ low frequency

_ long travel time

_ car dominated traffic system

_ monocentric

_ chaotic

SWOT analysis

Strengths

- River

- Wildlife

- Existing infrastructures

- Good connection with Stuttgart

Weaknesses
- Not accessible bus station
- Not integrated bus/train station
- Disconnected neighbourhood
- Weak connection between river and neighborhood
- Not well-organised bike/pedestrian lanes
- Not useful shading elements for people
- Large road for cars
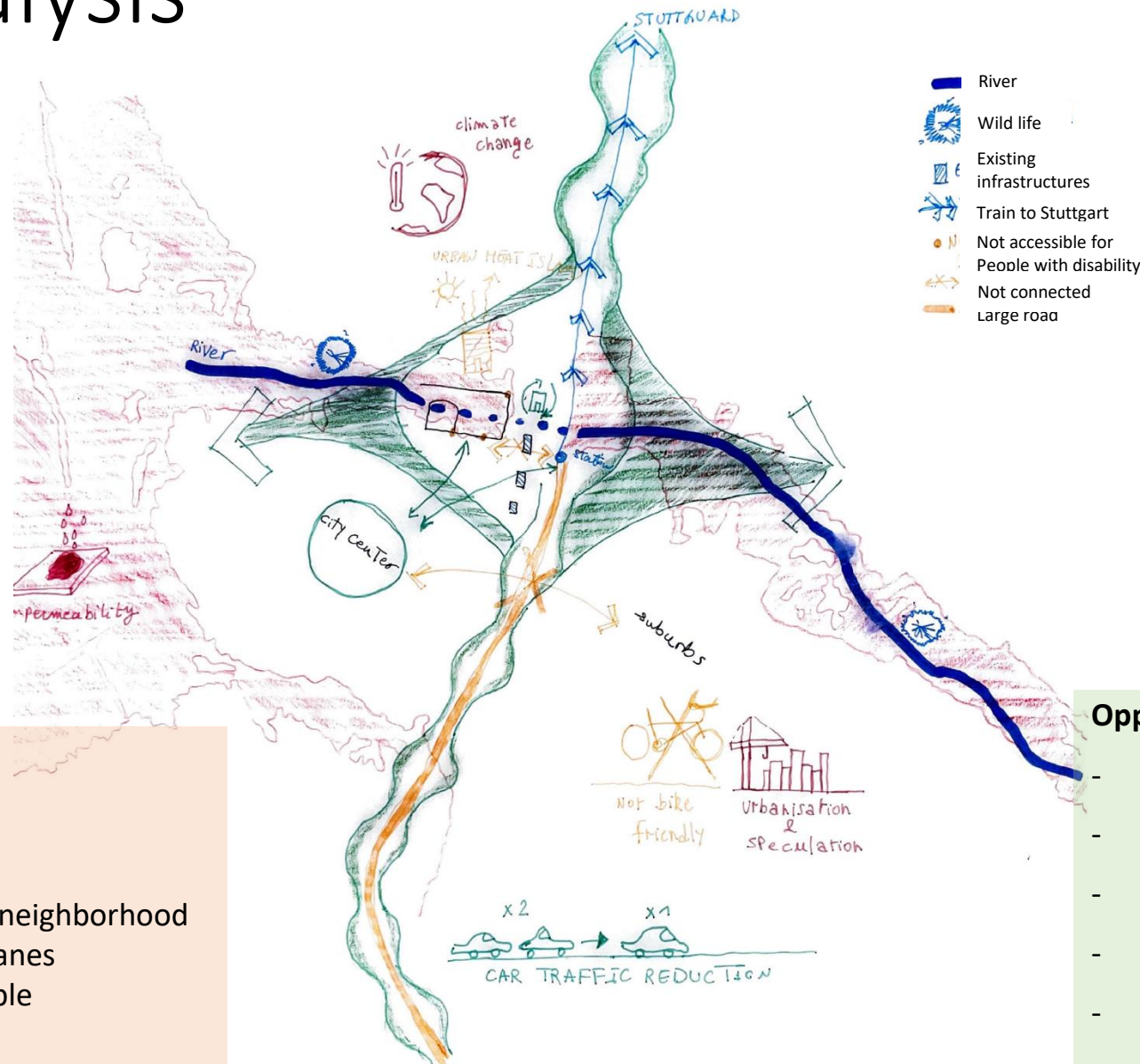
Threats

- Flood

- Climate change

- Increasing of permeable surfaces

- Speculation and urbanization

- Heat island effect

Opportunities

- Wide highway and broad streets

- River

- Proximity to center

- Car traffic reduction

- Adaptable reuse of existing buildings

Legend:
- River
- Wild life
- Existing infrastructures
- Train to Stuttgart
- Not accessible for People with disability
- Not connected Large road

Our vision

By 2050, implementing a **socially** and **environmentally**

fair **mobility shift** for resilient Nürtingen.

Social	Environmental	Mobility shift
- Proximity and accessibility > speed and distance - Pleasant experience for all - Socio-spatial cohesion	- Mitigate flooding risks - Reduce heat island effect - Restore green corridors	- Encourage soft mobility - Shift to shared mobility transportation - Provide modal choices - Walkable city -> density/diversity/design

Network Goals 2050

_ modal split

     _ 35% public transport

     _ 35% bikes and pedestrians

     _ 30% cars

_ quality system for public transport

     _ first grade: high frequency, good accessibility

     _ second grade: supplementary transit options

Analysis

road network
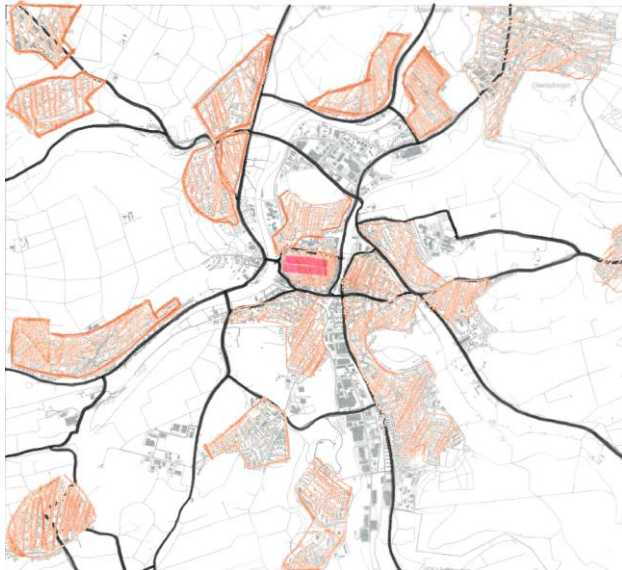
residential areas

commercial areas

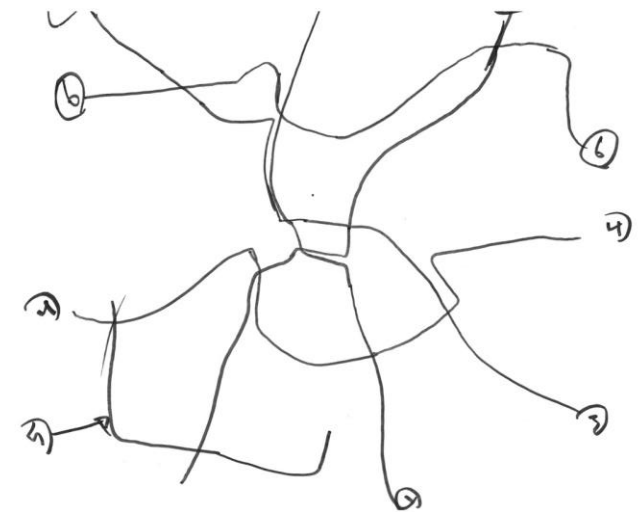education & healthcare

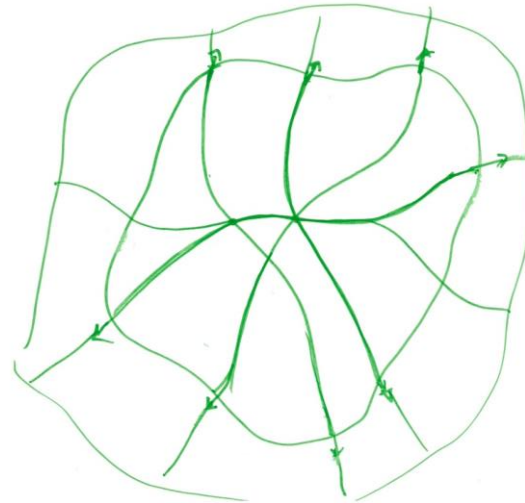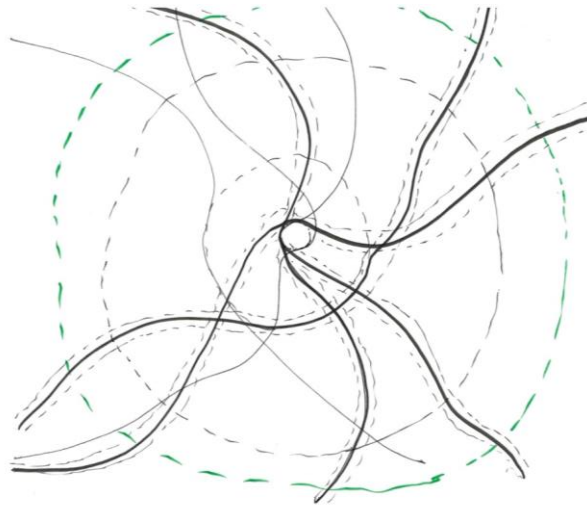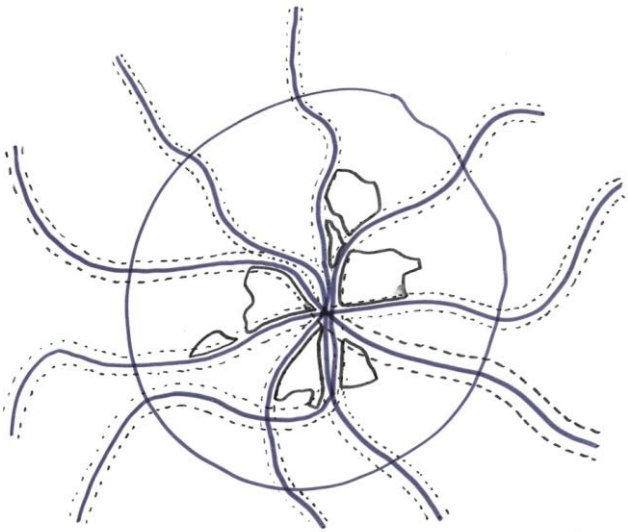# Principles of the First Grade System

_ polycentric
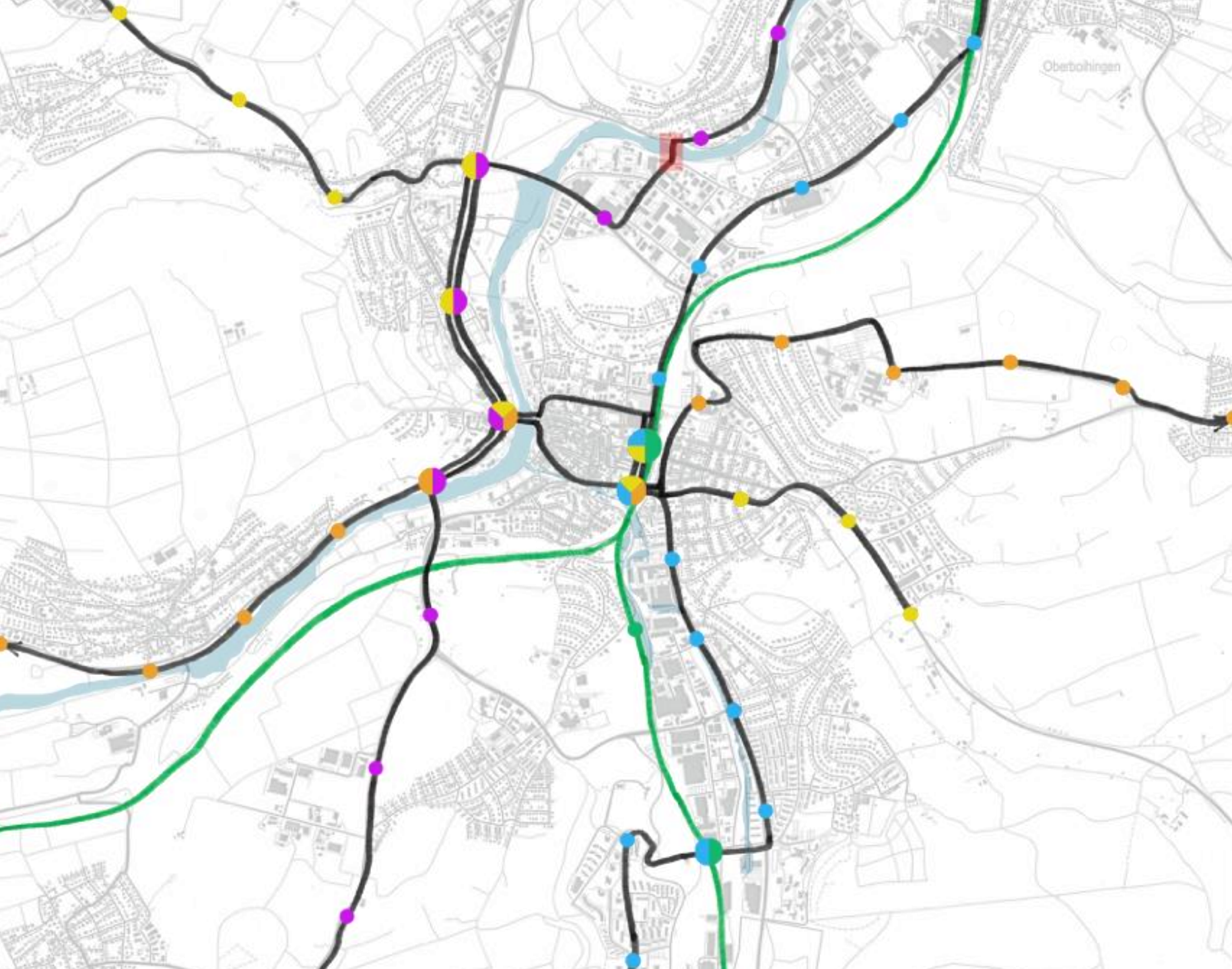
      human travel behaviour is polycentric

_ straight lines

      reduced travel time

_long lines

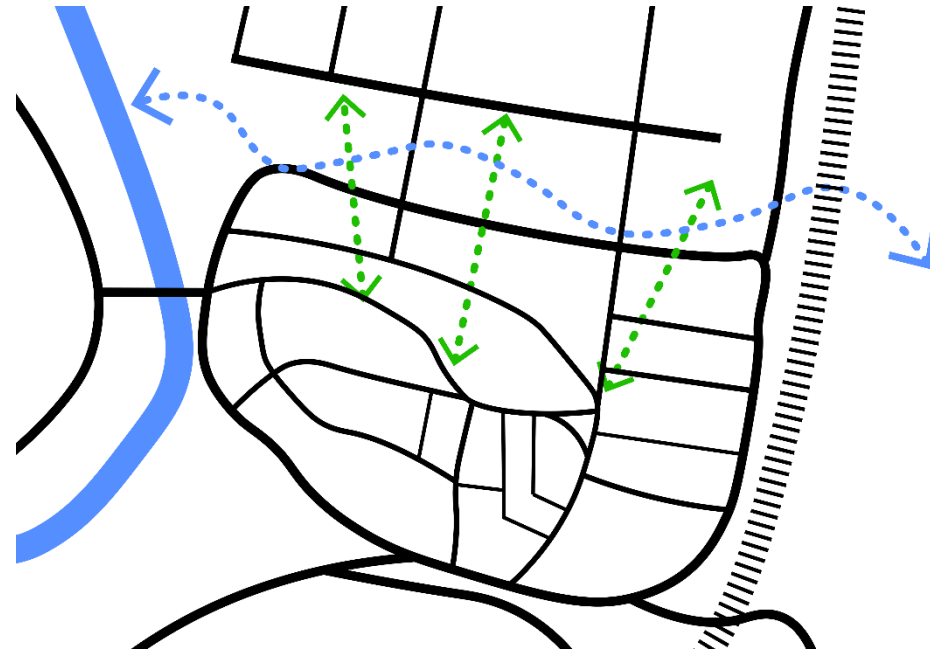   connect to region and reduce need to change

Scenario for the First Grade System
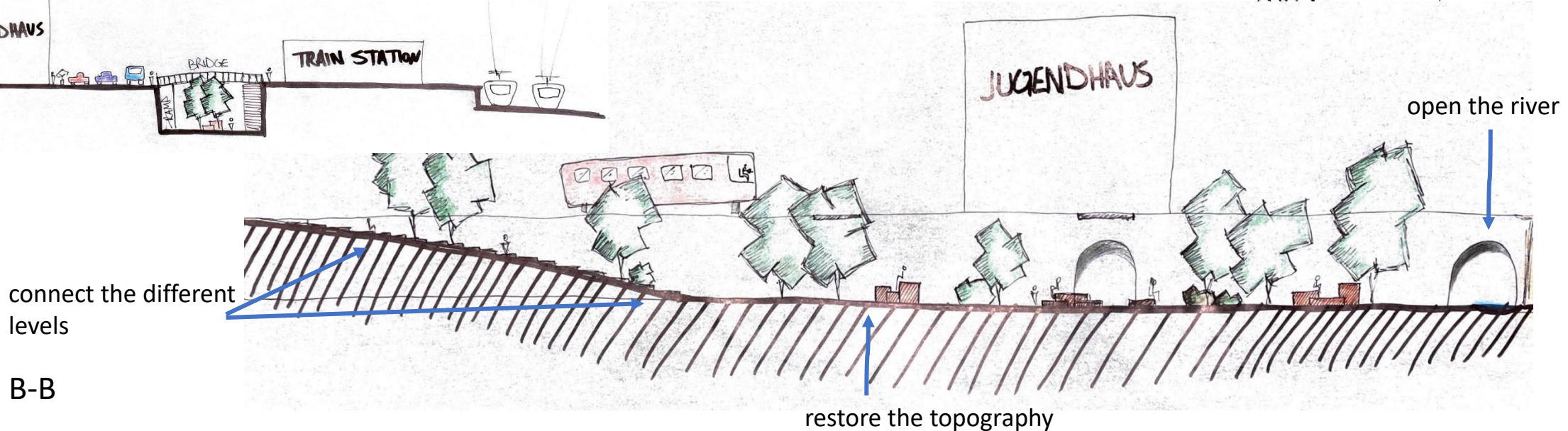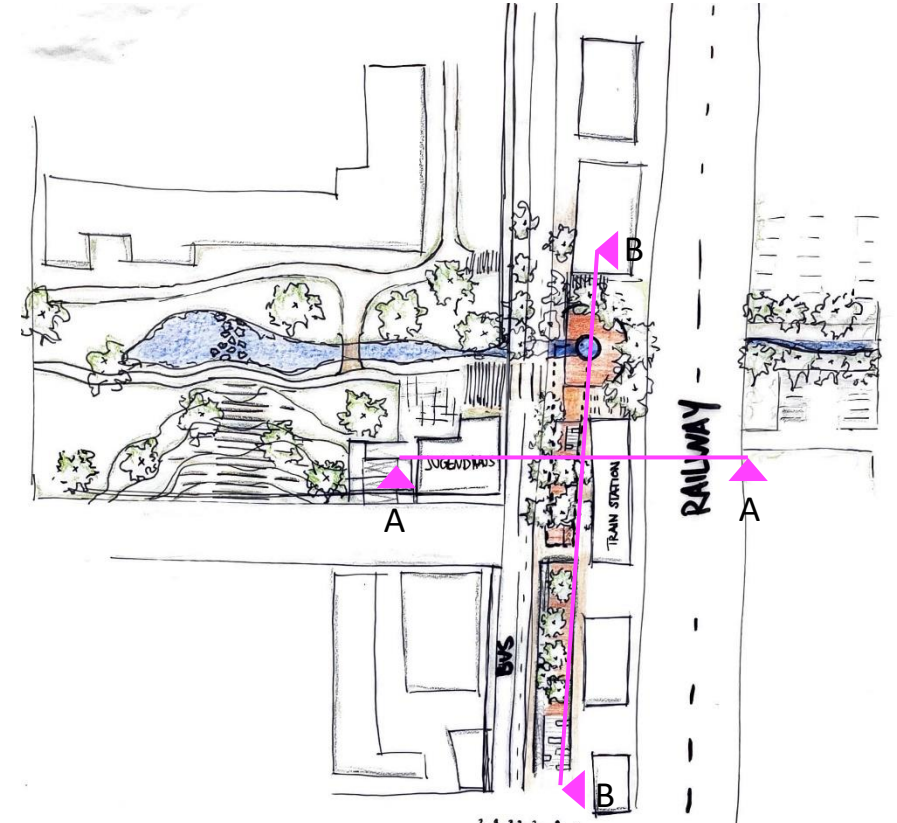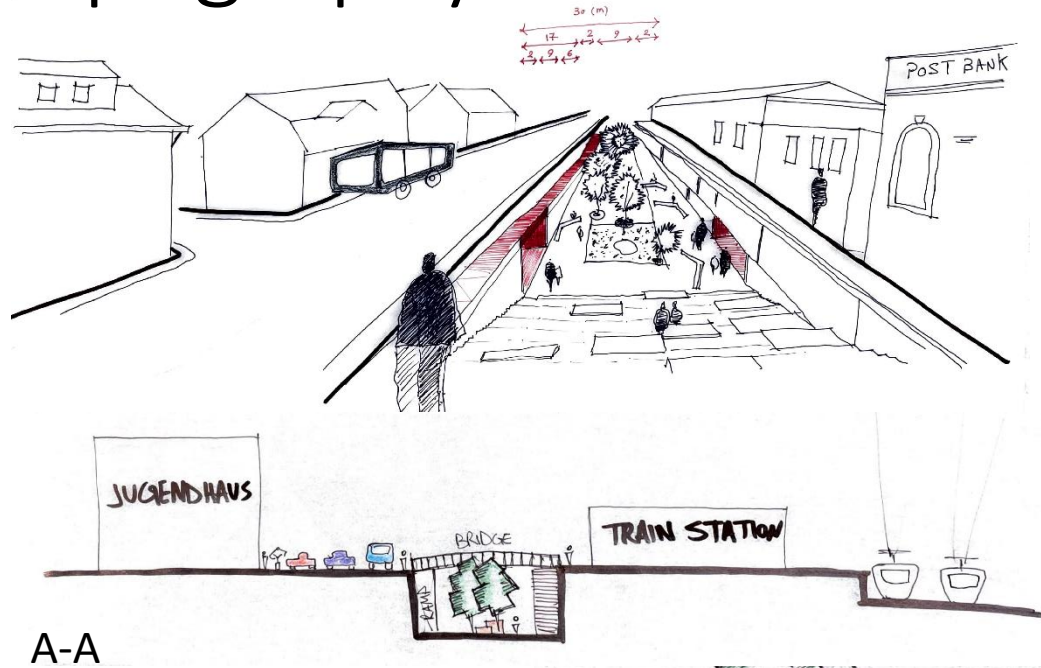
railway

bus lines

with bus stops

transit node

Goals at local scale

_ Increasing connectivity between urban centers, mobility hubs, and the urban neighborhoods

   _ More efficient bus station usages

_ Improving the green network

_ Stressing the importance of the valley

_ Enhancing multimodal mobility

Connecting public spaces by restoring the original topography

POST BANK

30 (m)

17   2   9   2

JUGENDHAUS

BRIDGE

TRAIN STATION

RAMPS

A-A

B   B

JUGENDHAUS

RAILWAY

TRAIN STATION

BUS

A   A

JUGENDHAUS

open the river

connect the different levels

restore the topography

B-B

Take away for the local community

_ Change the current modal split

_ Implement a quality system for public transport

_ Increasing connectivity between urban centers, mobility hubs, and the urban neighborhoods

_ Improving the green network

_ Stressing the importance of the valley

_ Enhancing multimodal mobility

Thank you!