What is to be ReVeAL-ed?

This project has received funding from the European Union’s Horizon 2020 research and innovation programme under grant agreement No 815069

The UVAR development story in Bielefeld

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Summer 2019 – 2022

www.civitas-reveal.eu
ReVeAL pilot city: Bielefeld

- Medium-sized city in North Rhine-Westphalia (Germany) with 340,000 citizens
- Pilot area: Old town “horseshoe” area
“Horseshoe area” in the old town

- No public transport in the area, but very well connected through close by “mobility hub”
- Pedestrian zones
- Narrow streets with little space for pedestrians and cyclists
- Lots of on-street parking and parking search traffic
- High levels of through traffic
- Challenge: ensuring delivery and access to businesses, restaurants etc, private parking garages, access for residents

Images: City of Bielefeld / Stadtarchiv Bielefeld
altstadt.raum
Verkehrsregeln während der Testphase

Planungszustand
Fahrtrichtungsregelung KB vorh.
Fahrtrichtungsverfahren
Fußgängerzone
Fußgängerzone, Anlieger frei
Fahrradstraße
Freigabe KB-Parkstreifen für alternative Nutzungen
Fahrtrichtungsregelung KB gepl.
Stellplatz CarSharing

Ergänzung Verwaltung
Freigabe KB-Parkstreifen für alternative Nutzungen
Fahrtrichtungsregelung KB gepl.
Parkhaus, öffentlich
Parkplätze-bauten, nicht öffentlich (Ausweis)

Stadt Bielefeld, Amt für Verkehr
666.22 Team Operative Verkehrswegeplanung
23. April 2021
ReVeALing how to meet user needs & get the best public acceptance

June 15, 2021 | 4PM CEST
GoToMeeting Webinar

Images: City of Bielefeld / www.altstadtraum.de

www.altstadtraum.de
Scenario workshops

- Three workshops
- Different representatives from city: transport, environmental planning, communication, digitalisation, urban planning
What is to be Revealed?

- Modal filters
- Pedestrian zones
- Reallocation of space from car parking space to other usage (seating, greening, gastronomy, bicycle parking)
- One-way streets
- Bicycle streets
- Carsharing spots
- Exemptions

1. Scenario: Temporary pilot (June-November 2021, “Verkehrsversuch”)

“It is often difficult to introduce measures where it seems like something is taken away from affected people and there is great resistance against changes. This is why it is beneficial to implement spatial interventions with a direct and immediately visible impact and additional value for people” – Bielefeld UVAR design workshop

Images: City of Bielefeld / www.altstadtraum.de
2. Scenario: Horseshoe as pedestrian zone with zero-emission delivery concept

- Shared spaces and pedestrian zones
- Cycling streets
- Modal filters
- Scheme timescale: time window
  - Differentiated costs for permits
  - Regulation by trip purpose
  - Aim: Zero-emission-logistics
- Exemptions
- Walk to school campaigns, promotion of alternatives

“Cargo bikes will be part of the city logistics concept and will still be able to enter the horseshoe, even with bollards.” – Bielefeld UVAR design workshop
3. Scenario: Reallocation of all parking space

- No public on-street parking
- Fewer / smaller car parking garages (and potentials of repurposing)
- Reallocation of all on-street parking spaces into other usage → space for pedestrians, cyclists, bicycle parking, sharing, urban redesign, … → improving “quality of stay” & quality of space
- One-way streets and low speed limit
- Promotion & improvements of alternatives, especially for residents

“Parking and curb side management are important topics for every city. The reduction of parking spaces will be tackled through parking management in the next years. It is a highly controversial topic in local politics.” – Bielefeld UVAR design workshop
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Thank you!

... also to our Bielefeld colleagues Oliver Spree and Olaf Lewald (Department for transport, City of Bielefeld)

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Image: City of Bielefeld