Transit Oriented Development in Munich, Germany

Qualified Inner City Development - Combined with Tram-Expansion

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1. **Starting point**: Although Munich has a fairly good public transport system, we experience serious traffic problems and severe air pollution.
Cont. 1. Starting point: There is a huge imbalance between residential and commercial uses triggering commuter traffic from sub-regional areas to Munich as the regional city core.
2. Institutional setting:
Munich has a 50 year long practice of transit-oriented development and a good tradition of strategic urban planning.

Since 1972
Munich has a Suburban Train System and a growing Underground system

But this had not been good enough!
Cont. 2. Institutional setting: 
From 1998 Munich pursues an integrated approach towards spatial planning and transport planning under the slogan 'compact - urban - green' focussing on inner city conversion developments.

Major Conversion Development Sites since 1995

- Former Rail Works
- Former Military Sites
- Former Airport
- Former Industry
3. Approach: To bring development to transit lines
Cont. 3. Approach: To bring transit to developments:

New tramline extension in the northeast of Munich

Former Military Area Development:
- 30 ha
- 3,600 Inhabitants
- School
- Child Care
- Neighborhood Center
4. Outputs:

High ridership on all means of public transport. Tram and Bus had been a great success in particular.

2005 - 2014: up 15 %

Modal Split

2002
- 40 %
- 60 %
- 29
- 12
- 21
- 10
- 28

2011
- 33 %
- 67 %
- 23
- 10
- 23
- 17
- 27

2002 - 2011: up 70 %!
Cont. 4. Outputs:
The extended Tram not only improves the modal split towards transit use but also allows for new mobility concepts:

- Car sharing stations
- Sharing bikes and pedelecs
- Charging stations for electric cars
- Reduced car parking space - less construction costs
5. Lessons:
Standards are helpful: no development beyond 4 - 600 m catchment areas around stations.

Ensure proximity of housing, and working. Emphasise local supply and service provision for daily necessities and their accessibility.

Avoid far out suburban shopping centres.
This is a tough job because you plan against strong market forces!
Cont. 5. Lessons: What works well in inner city areas did not yet work very well at the regional level!
6. Transfer:

- Integration of spatial and transport planning
- Promotion of mixed use developments - *residential*, commercial, retail, services
- Combine promotion of public transport and biking with restrictions to individual motorized traffic
- Federal subsidies for public city transport
- Access to conversion sites:
  - right of pre-emption
  - systematic and early acquisition of land
Cont. 6. Transfer
8 Check Points