

COLOGNE • NIPPES  
DISTRICT • GERMANY

CONTEXT

The high density housing of Cologne's Nippes District consists of mainly 3-5 storey apartments. The area is situated outside Cologne's second ring-road about 2 km north of the Cathedral, and is bisected by a main radial road, Neusser Strasse. Following local consultations, the City Council implemented traffic calming in the streets west of Neusser Strasse during the mid-1980s. Action had earlier been taken to limit through traffic by the partial closure of Maueneheimer Strasse at its junction with Neusser Strasse, and by one-way streets.

OBJECTIVES

The aims were; to further discourage through traffic while making access for local traffic easier; to slow traffic to 20 mph or less; to provide safety for children playing in the street and walking to school; and to create more attractive and useful public spaces particularly by planting and reducing asphalt areas.

DESCRIPTION

The first phase was the creation of a slow-speed area (under about 15 mph) with streets reconstructed to provide two footways, defined parking bays and a shared-space for all traffic including pedestrians and cyclists. Surplus former carriageway space was converted to either footway, parking, planting or open space,



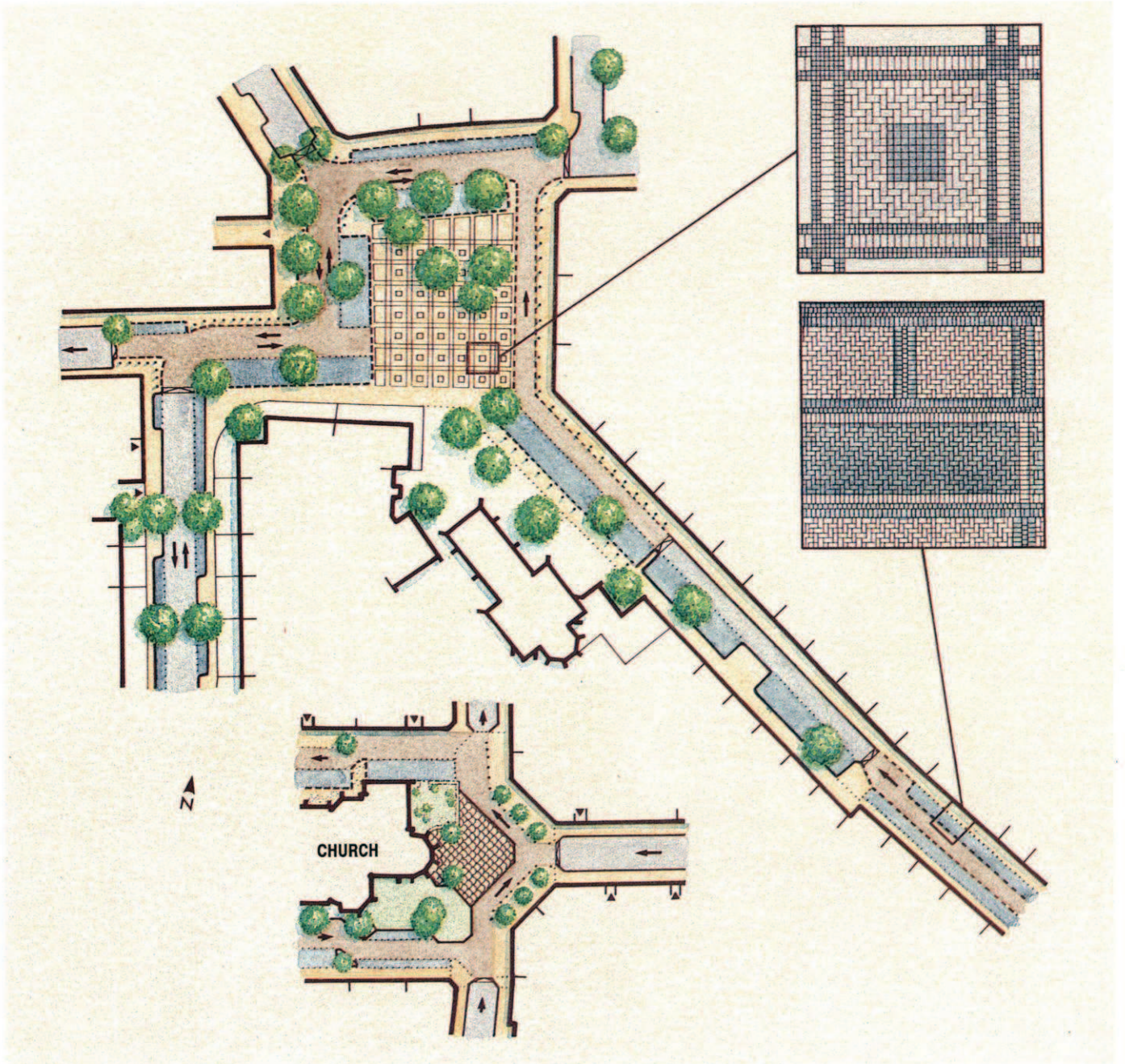
17: Through traffic has gone from Baudiplatz, and the local traffic travels slowly through the reconstructed area. Low kerbs help people with a visual handicap to locate the vehicle areas, while bollards keep drivers in their place. Planted areas are protected with iron rails. (Photo: T. Pharoah)

especially at Schillplatz, where a new square was created in front of the church. Over 30 new trees were planted in the street to define the parking bays and speed reduction measures. Slow driving is ensured by enforced turns and changes of level (see photo 17). Speed reducing measures occur every 50m. Although pedestrians may walk anywhere, they also have exclusive footway areas separated from the areas where



17









18: Paving details in the Nippes district now reflect the geometry of buildings rather than the geometry of traffic. Here part of the street has been raised, forming a "stage" at the entrance to a church.  
(Photo: T. Pharoah)

18

vehicles travel by a low kerb of about 20 mm, which helps those with a visual handicap. Mauener Strasse and Schillplatz were repaved using 100 mm x 200 mm concrete blocks, with colour differentiation for footway, parking and shared areas. Elsewhere repaving was confined to junction areas. A raised granite-paved area was created at the Baudiplatz in front of the church.

#### COST

Not known.

#### ASSESSMENT

The scheme has been popular with residents because of the more attractive street spaces that have been created, and the greater safety arising from slow driving speeds.