

37: Large pedestrian "platz" created in front of the refurbished opera house. (Photo: T. Pharoah)

38: A carriageway crossing a pedestrian zone is narrowed and interrupted with traffic signals. (Photo: T. Pharoah)

39: Traffic in Bieberg must now thread its way through a redesigned area which gives priority to pedestrians, and access to the "U bahn". (Photo: T. Pharoah)

FRANKFURT CITY
CENTRE - GERMANY

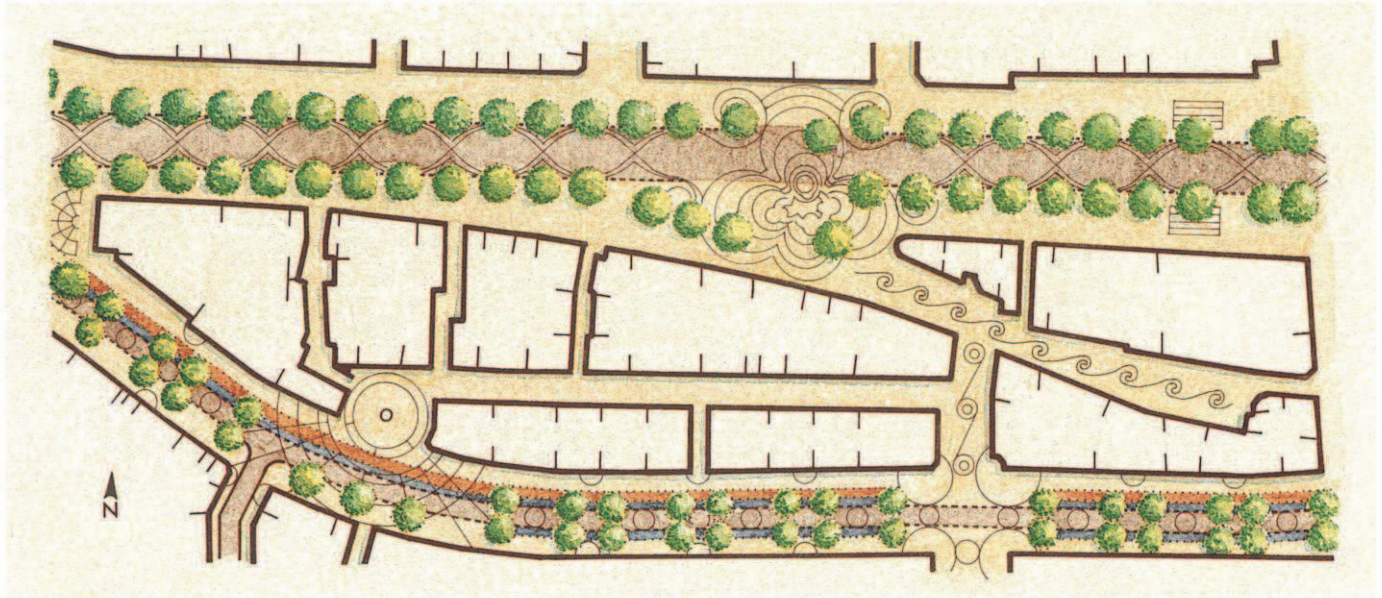


CONTEXT

As with many German cities, post-war rebuilding in Frankfurt had created large areas of roadspace which meant a city centre environment increasingly dominated by traffic. Pedestrianisation of small streets in the 1960s has been followed since 1980 by more radical conversions of road to pedestrian space. With a population of 600,000 and a successful local economy, Frankfurt experiences no lack of pressure from motor traffic, but there is a growing consensus that this must be restrained in the cultural and commercial quarters of the city.



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OBJECTIVES

To promote the economic and cultural life of the city by the creation of an attractive city centre, by improving public transport access, and by reducing the speed and volume of motor traffic.



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40: Attention to paving detail and street furniture helps to create a calm yet urban atmosphere in a secondary shopping street in Frankfurt's city centre.
(Photo: T. Pharoah)



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DESCRIPTION

City centre plans include the removal of vehicles from the most important pedestrian areas and the reduction of traffic impact in other city centre streets by the creation of tree-lined boulevards and "platz". Investment in public transport is a major element of the overall strategy, including "U bahn", "S bahn" and tram developments. Some reduction in parking capacity is also planned.

Major schemes already complete include the pedestrianisation of the main shopping street, Zeil, which formerly carried 35,000 vehicles a day, the conversion to

boulevards with restricted carriageways of Rossmarkt, parts of Kaiserstrasse, and other major city centre streets, and the creation of a large traffic-free "platz" around the refurbished opera house.

COST

Not known.

ASSESSMENT

Not known.



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41: Reducing traffic space does not have to await costly reconstruction. Here a lane is temporarily closed off with planter boxes.
(Photo: T. Pharoah)

42: Frankfurt's main shopping street, the Zeil, formerly carrying 35,000 vehicles a day and now a haven for pedestrians.
(Photo: T. Pharoah)

43: Removal of traffic lanes allows the creation of a spacious boulevard, which will eventually stretch from the city centre to the main station.
(Photo: T. Pharoah)