

# A CO-CONSTRUCTION MOBILITY-BASED APPROACH TO IMPROVE THE LIVING CONDITIONS IN THE HISTORIC CENTER

## Old Town Mobility Plan - Regensburg, Germany

### 1. DESCRIPTION

A mobility-based approach has enabled the City of Regensburg to improve the quality of life in the historic centre. The long-term strategy developed through the Old Town Mobility Plan aims to reduce car dominance, improve pedestrian and cycling conditions, reorganize parking, and requalify public spaces. Led jointly by the City Planning and Traffic Planning Departments, the program ensures that mobility supports the Old Town's role as a living, multifunctional district.

### 2. CONTEXT THAT MOTIVATED THE DEVELOPMENT OF THE PRACTICE

Regensburg's Old Town is home to over 17,000 residents and concentrates most of the city's commercial, administrative, and cultural activities. Rising car traffic, parking-related traffic, and competition between mobility modes increasingly threatened the habitability and environmental quality of the World Heritage area. Space constraints, congestion, and safety concerns underscored the need for an integral mobility strategy that creates an accessible and functional city—not a museum, but a living neighborhood.

### 3. APPROACH FOLLOWED/METHOD

- The multi-year elaboration process included a conceptualization phase (2019) and a participatory drafting (2021–2024).
- An extensive stakeholder engagement integrated workshops with shop owners, residents, property owners, tourism actors, cycling associations; open public workshops; on-street consultation; online surveys and mapping tools.
- The integrated mobility framework entails:
  - Traffic calming and low-car or car-free zones
  - Redesign and reorganization of parking
  - Expansion of shared-space concepts
  - Adjustments to cycling access based on street width and conflict analysis
- The elaboration and implementation of the plan is based on the cooperation among multiple municipal departments and external mobility experts.
- The political approval took place in July 2025, and the launch of the first implementation measures happened in October 2025.



Pedestrianization of the old city. Source: ©City of Regensburg

#### 4. EXPECTED/IMMEDIATE/MEASURABLE EFFECTS

##### Immediate effects observed

- More pedestrian streets and improved bike paths.
- Better accessibility to redesigned public spaces.
- Enhanced trust and communication thanks to transparent public workshops.

##### Expected effects

- Improved habitability through reduced car pressure.
- Reduction of search traffic in initial pilot zones.
- Greater alignment with CO<sub>2</sub> neutrality objectives for 2030.

#### 5. KEY TAKEAWAYS

- Habitability in a dense World Heritage district could be strengthened by reducing car dominance and improving the accessibility.
- The requalification of public spaces for an improved accessibility makes the historic centre more attractive and user-friendly.
- Mobility is important to sustain the historic center role as a multifunctional and inhabited district

#### FOR MORE INFORMATION:

<https://www.regensburg.de/leben/verkehr-u-mobilitaet/verkehrsberuhigung-altstadt>

