

CREATING A MOBILITY STRATEGY TO ACHIEVE CLIMATE NEUTRALITY BY 2030

1. Challenge/problem addressed

The island of Fehmarn aims to achieve climate neutrality by 2030. An important prerequisite for this is to enable climate-neutral mobility for citizens. To achieve this, it is necessary to reduce individual car traffic. This goal can only be reached with a well-developed, demand-oriented public transport system and an optimised web of cycling paths that connects all parts of the island. A mobility strategy that will put emphasis on the specific needs of the Island's citizens, visitors and businesses, while also taking the existing plans (i.e. planning of the Fehmarnbelt Fixed Link, District and Province; ferry services between Fehmarn and Denmark...) into consideration, will be drawn up and will enable climate-neutral mobility by 2030. Concerns of the citizens should be top priority.

2. Main scale of governance involved: local / regional / national / international

Mainly local / partially regional

3. Description of what is done and where

- Online surveying of the Island's citizens, visitors, and business owners
- Thematical workshops with all relevant stakeholders
- Exploring existing plans
- SWOT analysis
- Preparation of action plans
- We have received very good feedback from the online surveys we have conducted with various stakeholder groups. The survey was very extensive, as the questionnaire was structured in a way that made distinction between the different stakeholder groups we have mentioned above. On the other hand, the questionnaire was only partially completed because of mentioned variety of stakeholder groups. However, the opportunity to write down specific suggestions and requests on the map was received very positively by these groups.
- We believed that the online survey we were conducting required constant advertising. Hence, we have renewed the advertising campaign in a continual manner, with adverts in the local newspapers, stickers in public spaces (such as ticket machines or public buildings), direct mailing

campaigns towards local businesses and a flag on the beach in front of the town hall. Every time a new medium was used, we have seen significant increase in the participation numbers.

- During the workshops, the ability to focus on specific topics was favourable as it allowed for very concentrated work. Stakeholders were purposefully selected and invited to these workshops. The above-mentioned questionnaire was sent out with the invitation and had to be completed beforehand.

4. What sectors were involved?

Transportation and tourism

5. Which target/interest groups / stakeholders were reached?

- Citizens
- District and provincial planning authorities
- Touristic service providers (private campsites, travel spots, restaurants, accommodation providers, bike rental companies, etc.)
- Local and regional transportation companies (ferry service providers, bus companies, taxi businesses, railroads)
- Public authorities
- Employers

6. What methods were applied?

- Online surveying of citizens with map-based inquiry
- Direct mailing campaigns to business owners
- Thematical workshops
- Traffic censuses (with video recording)

7. Lessons learned

It was brought to our attention that citizens are only willing to leave their cars at home if their individual transport needs (e.g. commuting to work, school, utilities and leisure) are provided by the public transport services. However, this has not been achieved yet. Our area mapping and information we have gathered from the citizens indicate that the public transportation, while having significant spatial development over the years, is not temporally efficient (see photos below). Transportation within the island and to other

parts of Germany and Denmark are scarce, do not cover many hours and are not punctual, which leads inhabitants to rely on their own vehicles instead.

There are a lot of cycling paths on the island, mostly usable throughout the whole year, and forming a network that covers a good portion of the island's surface. These are however very poorly maintained (see below Figure 1 and Photo 1). Most are broken, some are covered in small pebbles, uneven surface, or mud and many of them bear the danger of frost during the winter. Risk of accidents and injury is high.

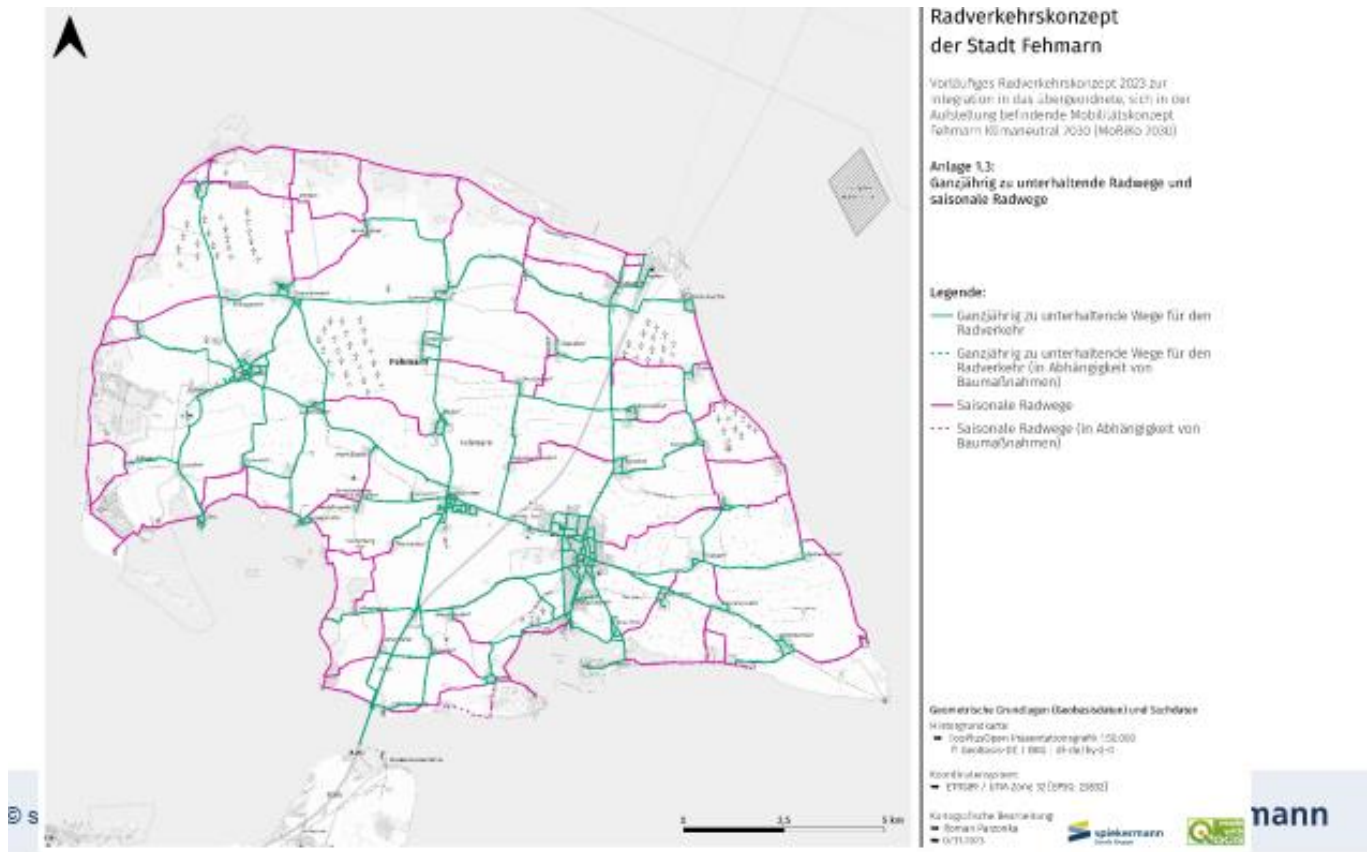
We have also learned that the citizens' wishes for better traffic conditions have been around for a long time. For instance, the constant traffic collapse in the city centre of Burg during the summer season has been a source of frustration for citizens for years (see below Figure 3). These roads are also often utilised by tourists and transit passengers to and from Denmark, as the island is a cross-border transportation hub with the ferry lines between Puttgarden and Rødby. Many citizens and politicians are sympathetic to the idea of closing the city centre to car traffic. So far, however, the local economy has opposed such plans.

8. To which Multi-level Governance steps this valuable practice contributes?

- Step 2.b: Stakeholder involvement / Stakeholder discussions across levels, by way of thematical workshops
- Step 3.a: Solutions and implementation / Looking for solutions using various methods by enquiring about the needs and relevant knowledge regarding the challenge we addressed (on-field and online surveys, map-based surveys, workshops, traffic censuses, area mapping etc.)

9. Links to further information about the practice/case

<https://www.stadtfehmar.de/index.php?La=1&object=tx,2114.27112.1&kuo=2&sub=0>



Map of Fehmarn's cycling paths

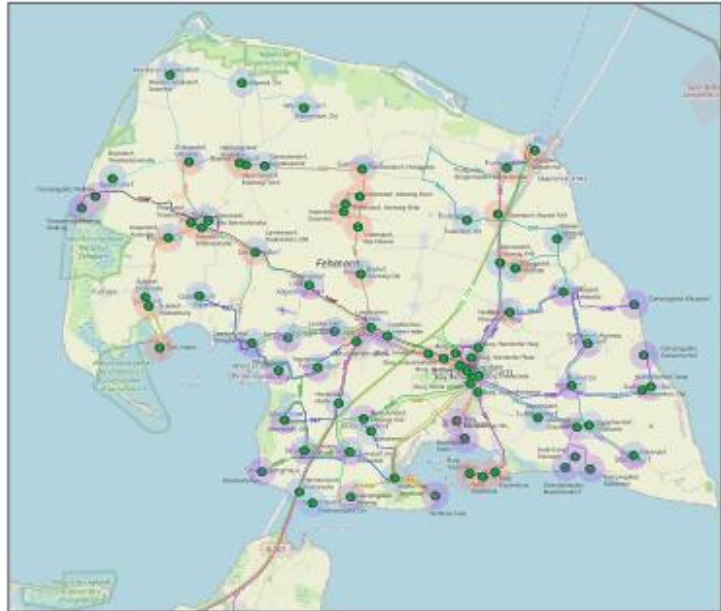


Images illustrating the condition of said paths

Analyse ÖPNV

▪ Erschließungsqualität

- Achsenerschließung
Puttgarden – Burg -Festland
 - 1 Regionalbahnlinie
 - 2 Regionalbuslinien
- Flächenerschließung
 - Mit Bürgerbus
 - Mit Schülerverkehr
- Gute räumliche Erschließung
- Mangelhafte zeitliche Erschließung



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Verkehrsmodell – Tagesdaten Hauptsaison



- Verkehrsmodell erstellt für Hauptsaison
 - Kalibriert anhand von Erhebungsdaten in zweiter Juli-Woche (Momentaufnahmen Hauptsaison)
 - DTV-Werte sind aus unseren Erhebungen nicht ableitbar
- Verwendung „Hochsaisonmodell“ zur Bestimmung der THG
- Bitte um Abstimmung

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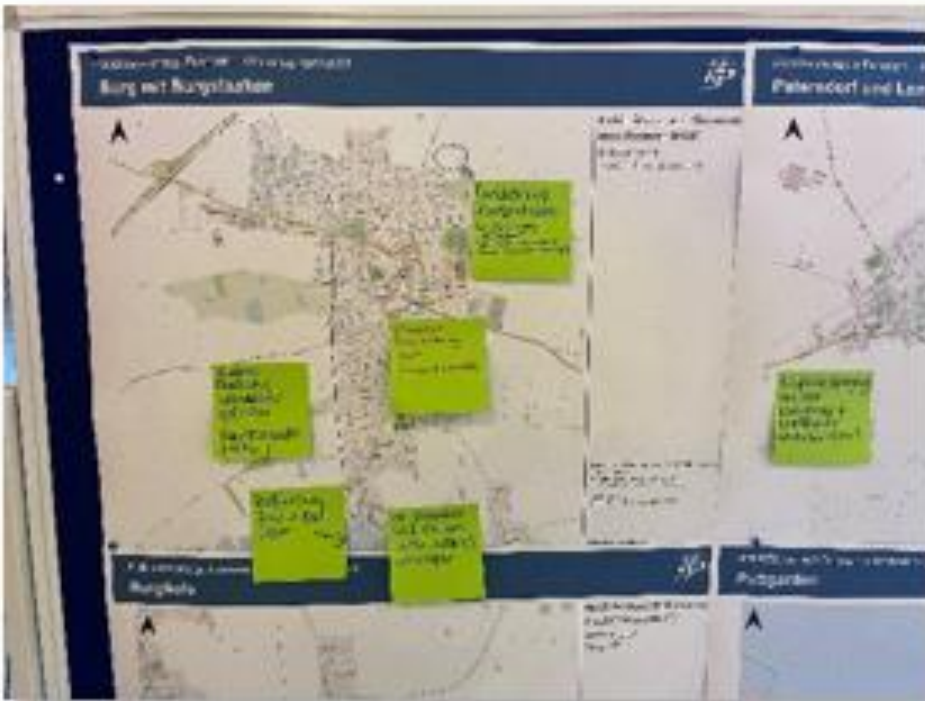


Parkraumerhebung 32. KW Lage der Parkplätze und Auslastung



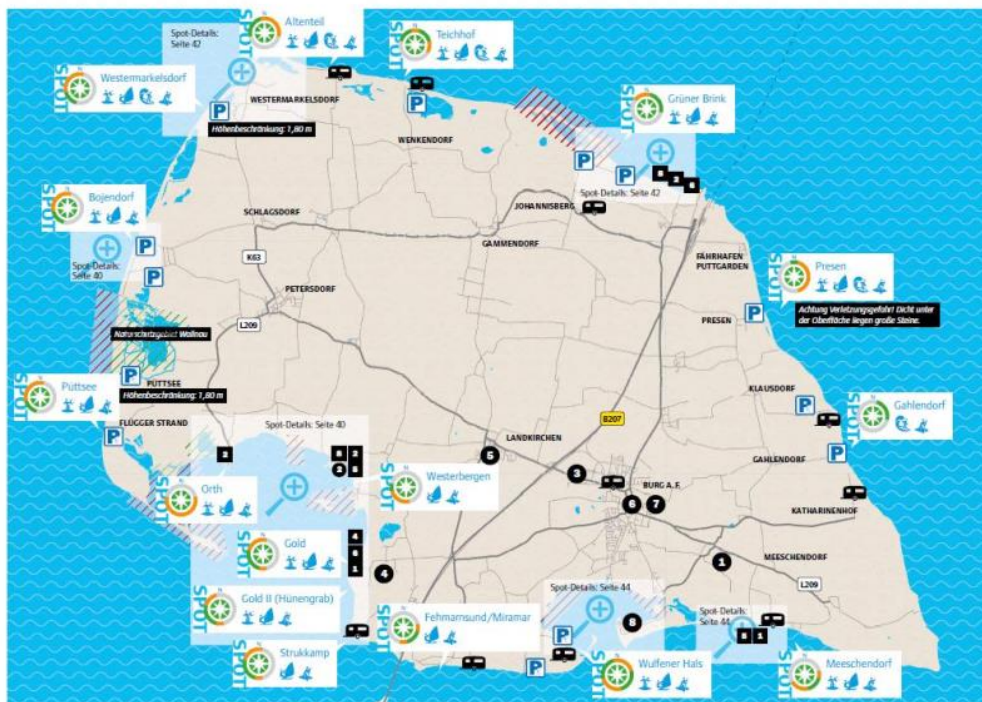
- Auswahlkriterien Parkplätze
 - Strandausstattung/Strandqualität
 - Nähe zum Strand
 - Kosten
- Kostenlose Parkplätze gut ausgelastet mit Ausnahme von
 - Presen (enge Zufahrt durch Presen, Steinstrand)
 - Presen Naturstrand (schlecht ausgeschildert, Steinstrand)
 - Gahlendorf (schlecht ausgeschildert; desolater Oberflächenbelag - Schlaglöcher, später wassergebundene Decke; Steinstrand)

Illustrations mapping the Island's public transport quality, traffic density and parking spaces



Snapshots from the stakeholder workshops

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Map of Fehmarn Island surf spots