



Guten Tag Meine Damen und Herren! My name is Paul Tÿralla.

I am a former resident of the Kingdom of Saxony and its second city, Leipzig.

I am a furrier and a tradesman's assistant. I was born in 1882, which means at 130 years old I reckon I am the oldest ever CIVITAS Forum participant!

I am also the great grandfather of the person who is responsible for coordinating the CIVITAS Forum Conference. I believe his name is errr, Jerome Simpson

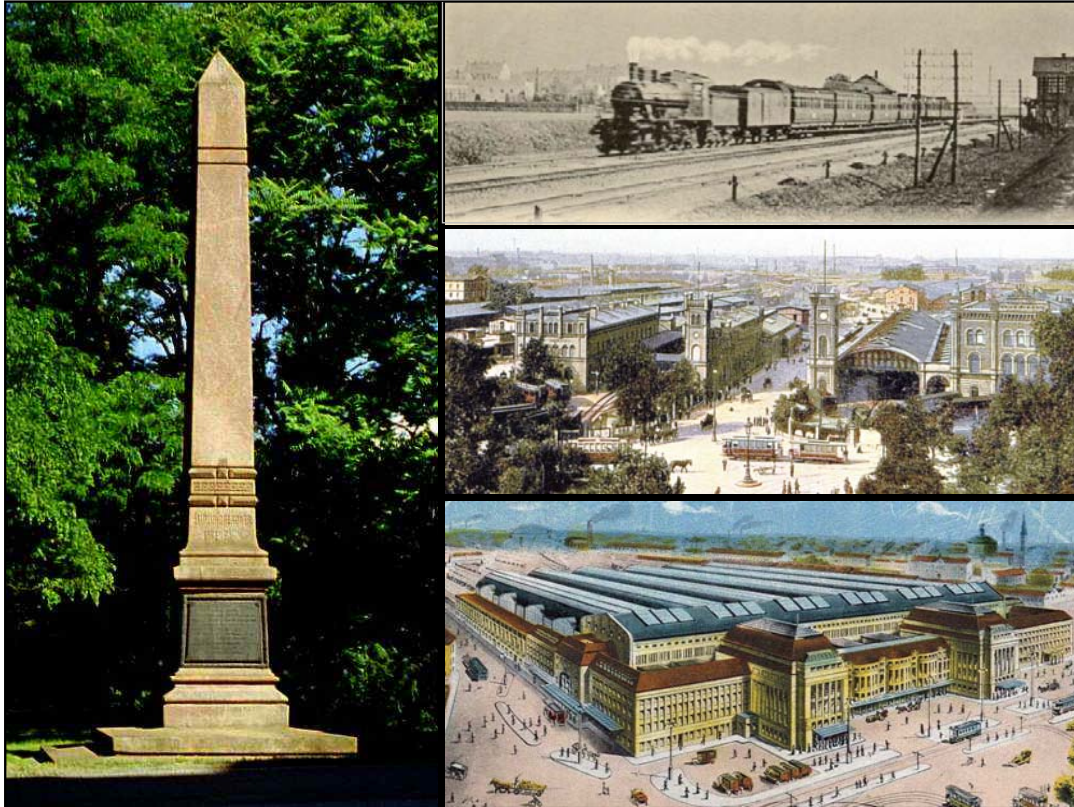
I am going to talk to you, about mobility in Leipzig and how it was yesterday and how it is today.

Liner Note: Text in black is that which will not be spoken during the Pecha Kucha presentation. If you are in a hurry, just read the **red** text!



In fact, this is not the first time I am doing this, since in April 2012 I led a half-day tour of my adopted city.

The question I'd like to raise here, however, is whether period-costume tours can influence travel behaviour and raise awareness – and in so doing, encourage a modal shift.



So let's look back and start with the railways!

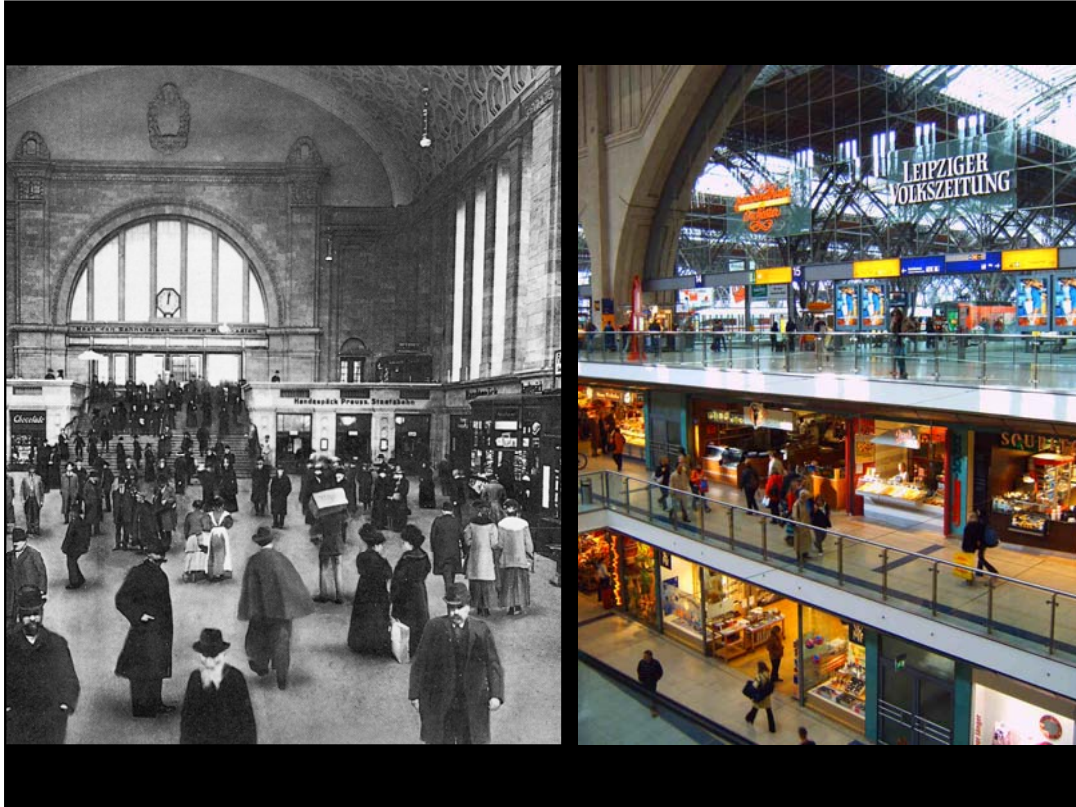
This is a monument to Germany's first railway line, which opened in 1839. It was privately operated until 1876 and ran between Leipzig and Dresden.

By the middle of the 19th century, Leipzig was connected by rail to all German and most European cities!

The city's importance grew, both as a trading and industrial hub. Thanks to the railways, I could move to Leipzig from Silesia!

But before long its three stations, two of which are shown [The Prussian *Magdeburger Bahnhof* on the left with Saxony's *Dresdner Bahnhof* on the right in 1907], couldn't cope with all the traffic, and so their authorities built a new *Hauptbahnhof*, one of Europe's largest!

The new station was inaugurated in December 1915. It might have been the largest in the world but there was another station called the Grand Central Terminal in New York. It remains one of Europe's largest, with 26 platforms!



Here's the entrance hall of the Prussian (left) half of Leipzig's new *Hauptbahnhof*, not long before I left Leipzig in 1915.

Past the ticket counters, steps lead you up to the platforms.

In 1997, the station was given a new look and it became a shopping centre too, called the "*Promenaden Hauptbahnhof*."

For this, the station floor was removed and two new levels were dug. The area now contains 140 shops and restaurants.

Now it means those who journey by train, for example, commuters can do their shopping on their way to or from home.

They don't need to travel extra kilometres around the city to shop, while the station's stores can sell products that arrive by train.

Today the *Hauptbahnhof* continues to serve as a meeting place as it did in my day. Many consider it a fine example of mobility management.



From the railway station, you can see I didn't have to travel far to catch one of several trams.

Inter-modality today means you can board a tram or a bus nearby and you can even park your car above some of the old railway lines too!

Leipzig is rightly proud of its trams. In 1896, the horse-drawn variety was replaced by the electric type.

By the turn of the century, Leipzig had a well-established and widespread public transport network, serving a city which by then was three times its size when my father-in-law arrived in 1877!

In 1914, the tram network had 28 lines and a length of 145 km. Women's lib got a boost when they were employed for the first time as *Strassenbahner*!

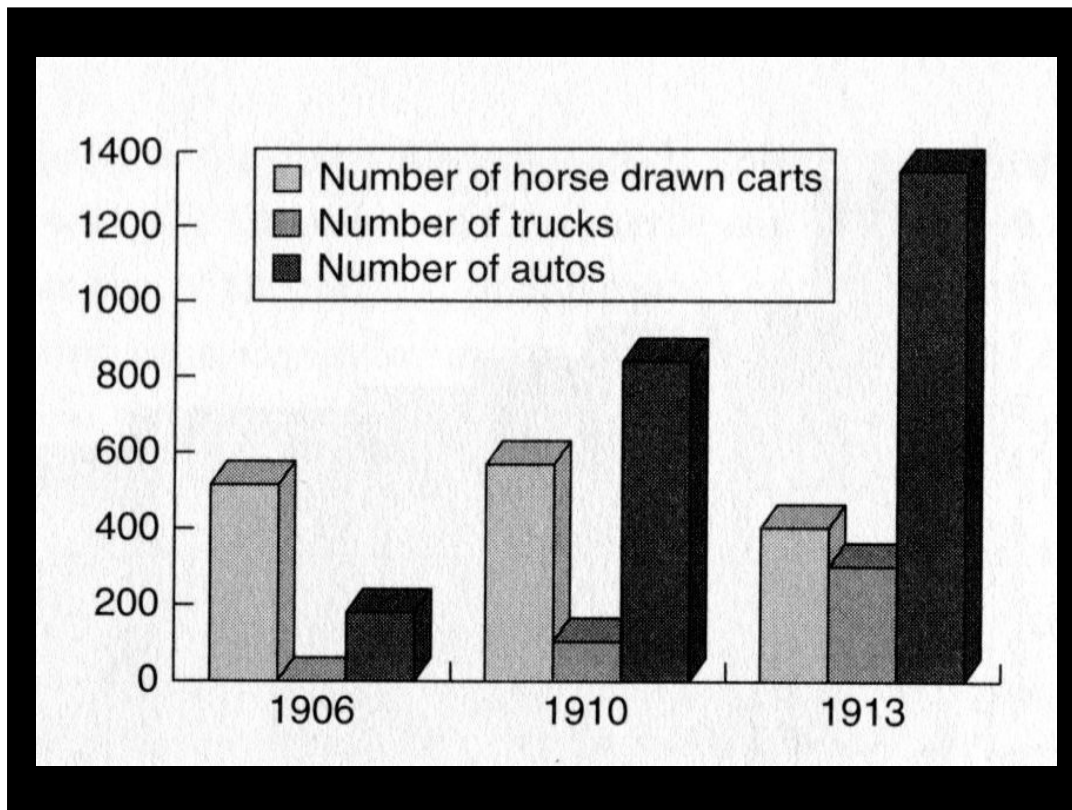
Today, with its 212km of track, Leipzig stands proud of one of Germany's longest and densest tram networks serving 110,134 passengers!



The picture on the left shows my workplace, the 'fur district' – with just one motor car. More traditional forms of mobility; the stagecoach, the bicycle, a tricycle, a tram and of course our feet are beginning to share the street with the motor car.

But barely twenty years later, you can see in the picture on the right, in this former horse and wool marketplace called Rossplatz (where my father-in-law lived) that this boulevard is turning into a car-park!

Even the tower of the new town hall has turned black from all the exhaust fumes!



In fact, in 1913 we still had a fairly desirable 'modal split' by today's standards!

But just look at how the nature of road users shifted in the first years of the twentieth century.

Yet in 1906, horse drawn carts dominated our streets, outnumbering cars by 3 to 1. There were no trucks.

But by 1913, there were three times as many cars as horse drawn carts. Trucks meanwhile were forcing our horses out of work!

With the age of motorized transportation dawning, greater freedom of movement saw the wider dispersion and distribution of people and goods far beyond that already seen with the proliferation of railways (Breuilly in Ogilvie & Overy: Germany: A New Social and Economic History since 1800. pg. 212). My family and I for instance moved out of the centre of Leipzig, to one of it's new and modern suburbs. However, there's not enough room here to go into the challenges of city growth.

Modal Share Graphic; Authority and Upheaval in Leipzig, 1910-1920. Dobson, pg. 15



It was not only trucks that were guilty of forcing horses into early retirement. Steam too was guilty, since as early as 1875, steam-driven public buses were being experimented with. The French nicknamed theirs “The Obedient,” because it was better behaved than a horse!

In February 1913, the *Leipziger Kraftomnibus* entered commercial service. This was a double-decker petrol-driven bus that ran on five lines via the *Hauptbahnhof*.

It didn't last very long though! Eighteen months later, on 12th August, 1914 it was taken over by our *Kaiser* to ferry about soldiers during The Great War – much like me.



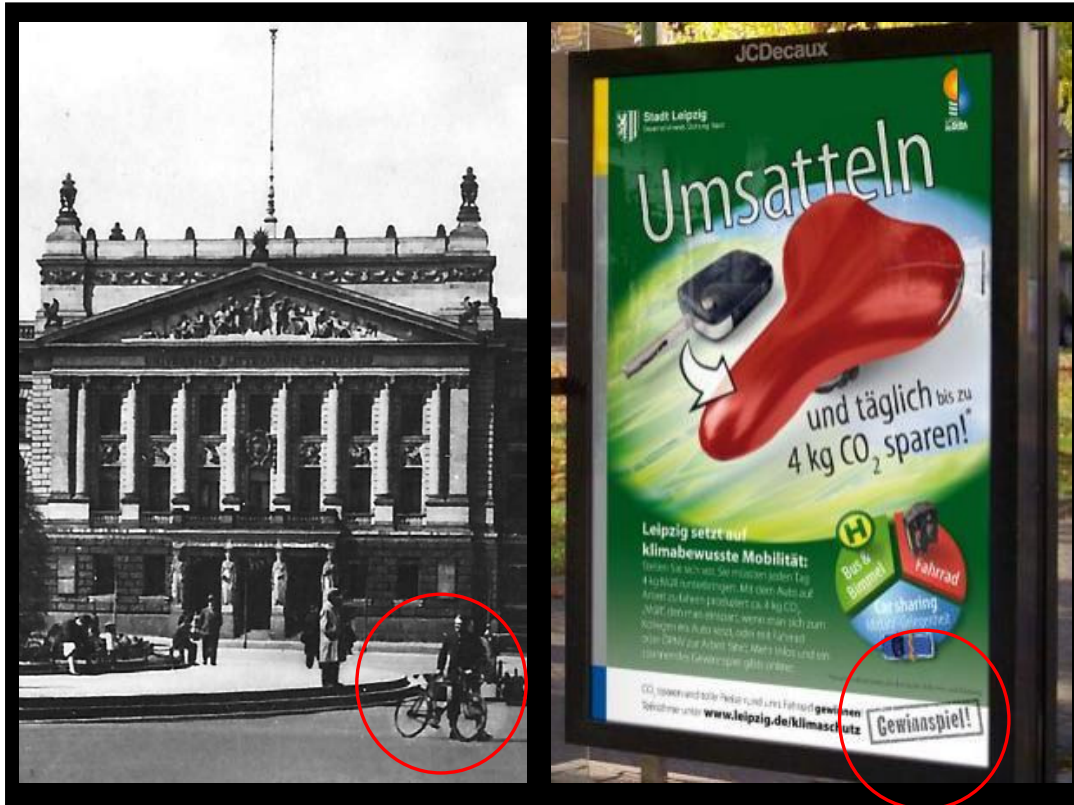
But in May 2011, Leipzig introduced 13 new diesel-engined Hybrid buses: vehicles that rely on just 1 litre of Diesel per 100 km travelled!

With this important step in transitioning to sustainable solutions for the road, **it's now also thinking about bringing back electric trolleybuses, a vehicle last seen on Leipzig's roads between 1937 and (in) 1975** (when diesel-engined buses took over).

The great potential for the future of trolley buses, which combines the advantages of tram (emission-free operation) and bus (rail freedom) without the drawbacks (tracks and expensive routes and diesel exhaust and noise) was misunderstood in the 1970s, reports Andre Loh-Kliesch of the online tool, Leipzig-Lexikon. But given the sharp rise in diesel prices, the future again looks brighter.

To this end, in October the city will host the "trolley-project's" 3rd international conference!

Source: <http://www.leipzig-lexikon.de/VERKEHR/obus.htm> and <http://www.trolley-project.eu/>

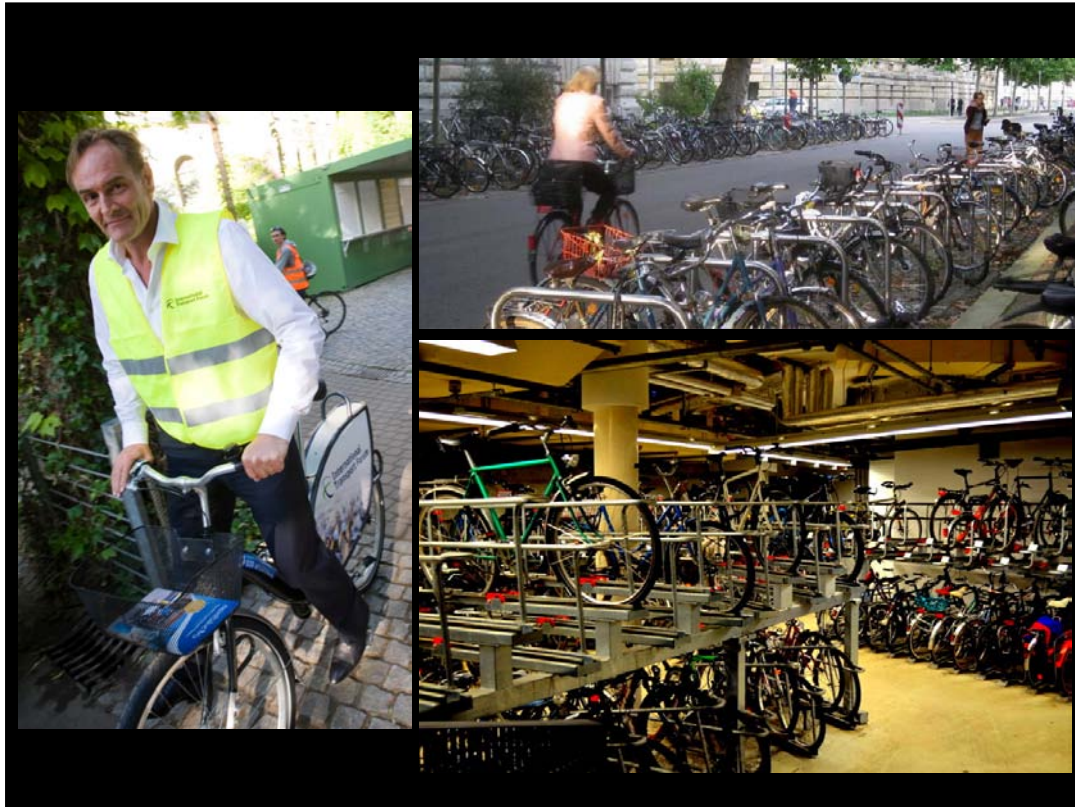


With the advent of the auto, the popularity of cycling too declined over the 20th century in the wealthy city of Leipzig and by 1990, just one in twenty daily trips were being made by bicycle!

Yet because of its large boulevards that help keep cars and trucks out of the city centre, Leipzig was seen to be a very bicycle-friendly city.

Therefore, a lot of effort has been put into shifting commuters out of their cars with an extensive mobility campaign in 2010, with the slogan "Switch to save money and 4 kg CO₂ daily" promoting not only bicycle instead of car, but car sharing and public transport too, following the 2008 campaign "car free inner city."

Targeting not just the general public but company executives too, it followed the campaign by surveying and awarding the most environmentally friendly and mobile companies.



It helps soft mobility measures to have much greater chance of success when key figures in society inspire citizens, just like Leipzig's Mayor, Burkhard Jung, who is regularly seen on his bike!

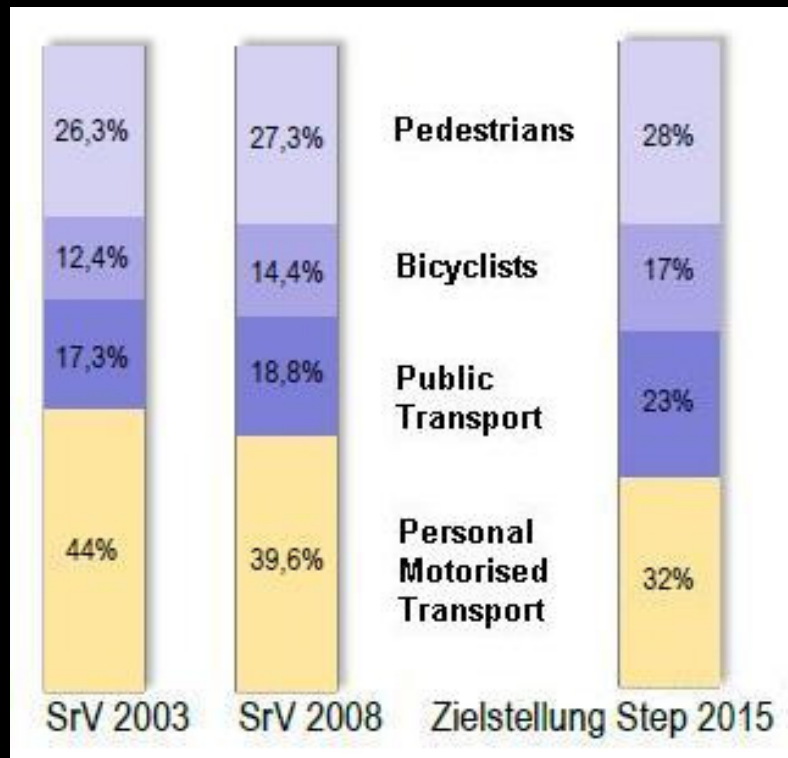
Not only this, but the cycle path network has been developed in the last 20 years, and there are both bike-share and bike and ride facilities now too, which make it much easier for people to park their bicycles too.

As a result, today the city boasts three times more riders than it had in 1990!

Now many more Leipzigers use their bikes instead of their cars, which means the risk of severe traffic injuries has been reduced.

No wonder people love to cycle around the city once again!

MODAL SPLIT 2003-15



Here you can see on this chart that not only the numbers of cyclists but pedestrians and public transport users also increased in the 5 years to 2008.

The target, is to maintain this trend and shift 12 percent of personal motorised transport users to more sustainable modes by 2015!

The current Central MeetBike project (<http://centralmeetbike.eu/>) plays an important part in supporting this modal shift.



But Leipzig's efforts haven't stopped there. **Actively engaging citizens in mobility planning is also key to success** – and it doesn't get much more innovative than a competition.

Leipzig does this in the context of an update of its urban mobility and urban development plan which was first prepared in 2003, especially since conditions and financing possibilities have changed along with policy and social objectives.

The city's inhabitants are being asked to submit their innovative ideas and concepts for local transport and the use of public space between March and October. Competition ideas can relate to three spatial levels: citywide, district or neighbourhood. Texts as well as photos, maps, videos, models and web applications are welcome.

Four public hearings were held between April and July this year – besides a competition. Each had a specific thematic focus, such as targets for modal split or transport and the environment, and engaged citizens and inspired competition submissions.

Entries will be evaluated in November 2012 by an expert jury consisting of city administration, political and academic representatives, civil associations and residents. **Awarded ideas will be further developed with the author in workshops to eventually integrate(d) them into the new mobility plan and all suggestions to improve local transport will be put on the Internet, in a brochure and displayed at an exhibition** to trigger further discussion.

More information: www.leipzig.de/verkehrsplanung (in German)

Source: www.eltis.org/index.php?ID1=5&id=60&news_id=3323

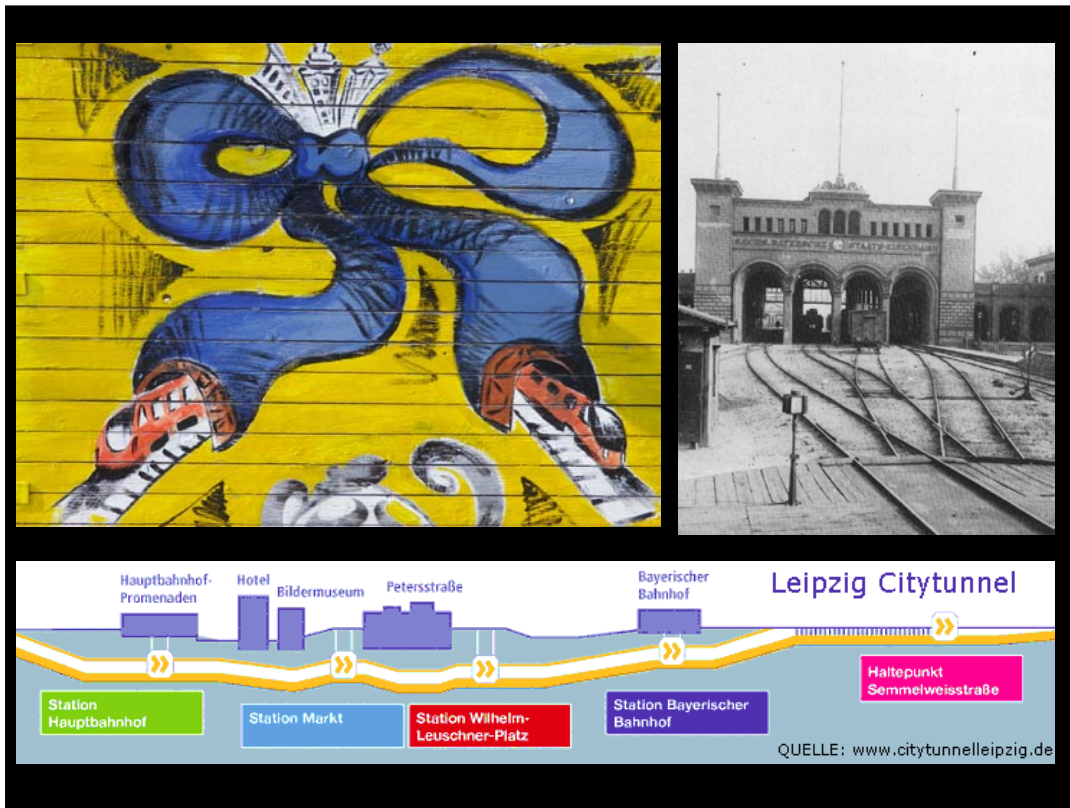


Successful mobility measures require all stakeholders to muck in.

Further public engagement was realised this year by **Leipzig's Chamber of Commerce**, when it **promoted sustainable urban transport** and the EU's role during a public event at European Week **in May**.

The authorities, citizens and NGOs are also typically active during **September's European Mobility Week**, including Ökolöwen Leipzig e. V. and ADFC. Among the activities planned include Stadtspaziergang zu Verkehrsproblempunkten im Waldstraßenviertel, Luftballon-Aktion für Tempo 30 im Stadtteil Gohlis, Aktionen gegen Verkehrslärm im Musikviertel, [PARK\(ing\)Day Leipzig](#) and Fahrrad-Demo und Fahrrad-Disco. **CIVITAS participates too.**

More info: Beate Ludwig: Ludwig@leipzig.ihk.de



I've almost run out of time but let me tell you about an exciting demand management initiative.

The big news next year is that after more than 100 years of talking, Leipzig will finally open its new 'City Tunnel.'

This is a project the authorities started before I arrived in the city. Initial work got underway in the 1900s, but stopped when the first world war broke out. Although different governments tried to finish it, it was only in 2003 that work finally got back underway.

This will allow rail passengers continuous passage through Leipzig (for example, those travelling to Munich from Berlin) **linking up** the main station (which is a *trunk* station) with **Europe's oldest preserved station - the Bayerische Bahnhof** . You can see it in 1890, to the right.

The two new stops in the city centre will **reduce traffic, making it much quieter, safer and more attractive!** It will also improve the competitiveness of city centre stores over out-of-town retail parks.



Leipzigers were always renowned for their innovations! In May the authorities offered free public transport for a week to car drivers in an effort to cut city congestion.

But we don't always need to look forward. We can also look back. At the turn of the last century, the city was at the vanguard of Germany's educational reform, testing new and less authoritarian methods of teaching.

A recent survey of CIVITAS cities' transport practitioners and policymakers picked up on education too:

- Noting for instance over 70 percent of respondents appreciated more than anything else (among 17 topics), the initiative's support (ie. experience exchange) in the field of mobility planning, marketing and awareness raising.
- Whatsmore, awareness raising activities were among the top four themes that respondents used to describe how the initiative had contributed to their city's transport policies.
- Finally, among future priorities for CIVITAS, respondents called/ing for greater focus from the Initiative on communication and information and policies that promote walking.

With this in mind, there appears to be considerable potential for tours which accent on mobility issues.



My question is; can pedestrian period-costume tours raise citizens' awareness and influence their travel behaviour?

Looking at this bus driver, you'd have to agree he does look rather worried by our populist group excursion!

Not only can we manage without buses (Leipzig is a very walkable city) but as the contents of this presentation reveal, there is lots to be said about Leipzig's mobility today and yesterday.

There's a lot we can learn from looking at what was good in a city's mobility patterns of years gone by and building on this – not all of it was bad and several modes of transport were quite sustainable.

I believe we can learn lessons from the past in achieving a modal-shift – but perhaps more successfully so among local school children and tourists (including conference participants) than a city's employed citizens.

But what do you think? Please take a postcard and share your views with me or join my discussion on Linked-In within the [Sustainable Urban Transport and Mobility Management](#) group here:

http://www.linkedin.com/groupAnswers?viewQuestionAndAnswers=&discussionID=151827853&gid=1886322&commentID=93637296&goback=.gmr_1886322&trk=NUS_DIG_DISC_Q-ucg_mr#commentID_93637296

Also let me know who you think are the key actors. For instance, solely mobility departments of city administrations or might transport museums, school teachers and tourist offices get involved too?



In fact, I was often stopped in the street during my walkabout, and my YouTube clip [here](http://youtu.be/TbpYhJFVRLM): <http://youtu.be/TbpYhJFVRLM> has been popular too – it's had hundreds of views from almost 30 countries.

Given that the “tour script” is ready then, the question is, can it be proven to work? I hereby invite the city of Leipzig and the CIVITAS Initiative to try it!

As a keen and well-versed city ambassador with personal family ties - and a history entwined with the place too, I am ready to support such a tour!

MORE INFORMATION?

WANDERVOGEL

no. 203.078

PAUL TYRALLA'S PASSAGE THROUGH LEIPZIG

Since 1900

EXTRA!
'Wandervogel. A Prussian Family's Passage Through Leipzig' is a historical study now being researched and written by Paul Tyralla's **great grandson** on seven generations of migration. "It's called that because each generation within our family was a *'Wandervogel'* - a migratory bird," quips the Budapest-based author, Jerome Simpson!
 The PDF downloads on the right are those chapters that tell Paul Tyralla's life story in detail. The book's full contents page together with an abstract is available [here](#).



HERMAN PAUL TYRALLA: WANDERVOGEL, PUBLISHER, SALESMAN

THE SILESIAN COMES CLEAN!
 Paul Tyralla was born in 1882 in rural Silesia in newly united Germany. Attracted to the big city, he moved to the Kingdom of Saxony's second leading city, Leipzig in 1900.



PAUL TYRALLA'S PASSAGE THROUGH LEIPZIG

Leipzig was a magnet for many in the nineteenth century. For Paul Tyralla its fur trade held greatest appeal - until he met Nanny Hirsch in 1906, the daughter of another Prussian in-migrant, *Schneidermeister* Friedrich Hirsch. In 1907 they had their first daughter, followed by two more as well as a son. With that he was effectively married to Saxony!



INFANTRY ON THE MARCH, 1914

In April 1915, the *Kaiser* called Paul Tyralla to the frontline. There he perished defending *der Vaterland* in the trenches of France's Champagne region.

MOBILITY MATTERS...



THE PULDESTRAIT, BADEN, 1912

In a fascinating introduction to 'Mobility in Leipzig: Yesterday and Today,' Paul Tyralla will put in a special guest performance at the **2012 CIVITAS Forum**. See his draft *Pecha Kucha!* presentation (3.5 Mb PDF) [here](#) (Pecha Kucha means no more than 20 seconds for each of the 20 picture-based slide(s)). **Feedback** is welcomed until 31st August.

RESURRECTED - On YouTube!
 Watch Paul Tyralla lead visitors through Leipzig in 2012 on the occasion of his great grandson's wedding (see also press releases in German and English).



WANT TO KNOW MORE?
 Paul Tyralla's life story in detail:
 - *The Lone Ranger from the East: Towards 1900* (1.89 Mb PDF)
 - *Leipzig Nexus: 1900-1907* (3.58 Mb PDF)
 - *Baby Boom, Class Disputes: 1907-1914* (3.62 Mb PDF)
 - *Champagne to Die For: 1914-1915* (4.54 Mb PDF)
 All text © copyrighted by the author!

If you would like to learn more about mobility in Leipzig, you can find this presentation, the tour video and the city guide, all on a website that's about me! The address is: www.wandervogel.org!

Thank you very much for your interest in Leipzig!

I wish you all a very successful Forum 2012! *Auf Wiedersehen!*

Thanks to:

Miklos Marton, Mirjam Logonder, Joshua Simpson, Kerry Kubilis: "A to B in Leipzig:" <http://oueduabroad.wordpress.com/2012/06/27/a-to-b-in-leipzig-germany/> and W.Shreiner. www.obus-ew.de (Images)

Das war das 20. Jahrhundert in LEIPZIG. Martina Güldemann, 1999

Mobilität 2020: Stadtentwicklungsplan Verkehr und öffentlicher Raum: Grundlagen für die Fortschreibung. Stadt Leipzig.

Clemence Cavoli, UCL, UK

Christophe Wasserman, LVB (Leipziger Verkehrsbetriebe (LVB) GmbH)

Beate Ludwig, Chamber of Commerce. Dagmar Roeller, POLIS

Beatrix Weise, Torben Heinemann, Stephan Rausch, Verkehrs- und Tiefbauamt

V.Bremer, S.Gretschel of Leipzig Tourismus und Marketing GmbH

de.wikipedia.org and Zahlen und Fakten: Aug. 2011. LVB.