Intermodal Mobility in Berlin –
recent projects, assumptions, observations

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Burkhard Horn
Senate Department for Urban Development and the Environment, Berlin
Overview

1. Introduction: Mobility in Berlin
   - Where are we now and what’s coming up?
   - General aspects

2. Intermodal Mobility in Berlin: recent projects
   - Combining cycling and public transport
   - Car sharing
   - Electric vehicles

3. Observations
   - Achievements … and new conflicts
   - Solution approaches

4. Conclusions and Questions
0. A Short Summary of Yesterdays Work…
Interesting projects of shared mobility...
Innovative Examples of Shared Space…
Public Space and Bicycle Parking...
High Quality Solutions for Public Space…
1. Introduction
Integrated Urban Transport Plan - StEP-Verkehr

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Long-term strategy

Adressing all transport modes

Setting ambitious aims

Placing high relevance on intermodality – for several reasons
Intermodality – Why?

1. Social Aspects
   - Demographic and social change
   - Emerging communication and technology trends
   - High demands of a mobile and flexible society
   - Strain on household and mobility budgets

2. Economic Aspects
   - Financial restrictions of the public households
   - No resources (and mostly no need) for large infrastructure projects
   - Supposingly high cost-benefit-ratio of walking/cycling,/PT-measures

3. Environmental Aspects
   - Need to reduce emissions, noise and use of public space
   - New technologies generating, supposingly generating new patterns of usage
Intermodality – Why?

Trends in society and economy influencing transport demand

Flexible, individual

Traditional, rigid structures
- in the families
- at working places
- in social life
- at place of residence

Structures & individuals

Transport demand follows trends in society and economy
Intermodality – Why?

Berlin

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<th>Year</th>
<th>60-64 Jahre</th>
<th>65 und älter</th>
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<td>2008</td>
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- **ÖPV**: Öffentliche Verkehrsmittel
- **MIV-Fahrer**: Motorrad/Inselfahrer
- **MIV-Mitfahrer**: Motorrad/Inselmitfahrer
- **Fahrrad**: Fahrrad
- **zu Fuß**: zu Fuß

Personen, Angaben in Prozent, MiD
Intermodality – What?

**Modal Split 1998**
- zu Fuß: 25%
- Fahrrad: 10%
- ÖPNV: 27%
- MIV: 38%

**Modal Split 2008**
- zu Fuß: 28%
- Fahrrad: 13%
- ÖPNV: 27%
- MIV: 32%

Daily journeys by Berlin residents
Data: 1998 from StEP 1.0; 2008 from SrV

Modal Split 2025 - Aim
- Car: 25%
- Walking 28%
- Cycling 18%
- Public transport 29%

One Aim for Cycling, Walking and Public Transport, combined in the “Environmental Alliance”

Environmental Alliance 75%
Intermodality – How?

• Making use of the existing trends
• Utilising technology potentials
• Bringing each mode up to full strength
• Explore existing and create new synergies

• No re-invention of the wheel, but attempt to „make it turn smoother and faster“…
Intermodality – How?

Bike sharing & Car sharing: ideal complements of traditional PT

Flexible, individual

Traditional public transport with lines and timetables

Bike sharing: BS
Car sharing: CS
Collect-call taxi: CCT
Metro: U
Rail rapid transit: S
Cash Car: CC
Dial-Bus: DaB
2. Recent Projects
The Dreamteam: Combining Cycling and Public Transport

1. Bicycle Parking at Stations of PT
The Dreamteam: Combining Cycling and Public Transport

2. The Bicycle on the Train
The Dreamteam: Combining Cycling and Public Transport

3. Bike Sharing
The Classic Approach: Car Sharing at Stations
Flexible Car Sharing
Flexible Car Sharing
The Newcomer: Electric Vehicles
3. Observations
There are two sides to everything...

**Great number of synergies**
- Measures supporting each other
- Time and trends are on intermodality’s side

**First Successes**
- Continuous increase of cycling
- Positive notion of walking
- Stable shares of public transport
- Reduced car use

**New conflicts**
- Allocation / organisation of space and time
- Safety
- Mobility Culture

**Lesson learned:**
- Priorisation sometimes needed
- Careful evaluation of effects, causes and potentials
- Beware of (media/social/political) hypes or fashions…
Increasing Demands: Pedestrians

- Quality of streets and spaces / barrier free accessibility (ageing of society)
  - new pedestrian strategy
- Increase number of conflicts with cycling
  - subjective view vs. objective situation?

![Empfundene Sicherheitsrisiken (gestützt)](image)

Fußverkehrsbefragung 2011 / 2012
Increasing Demands: Cyclists

- Building new and extending existing infrastructure for cycling and parking
- Conflicts with
  - pedestrians,
  - buses (combined use of bus lanes),
  - cars driving/parking on cycling lanes,
  - delivery vehicles etc.
- Unsatisfactory developments regarding accidents

Quelle: Polizei Berlin, Verkehrssicherheitslage 2011
Development Dynamics of „new“ Mobility Products / Services

Infrastructural consequences

• „Pedelecs“, „e-bikes“:
  → growth dynamics and demand for space
• „Public“ Bicycles (complementing public transport)
  → demand for space where it is most scarce, i.e. in the vicinity of public transport hubs
  (today ca. 1,250 public bikes and ca. 80 stations, extension to 5,000 public bikes and ca. 320 stations planned)
Car Sharing: New Concepts, extended products & services

- Additional claim on public space (parking)
- Competition between „classic“ and „flexible“ car sharing
- „Fight“ concerning the scarce resource of public parking space for car sharing
- Uncertainty concerning the effects on mobility behaviour
„Electrification“ of Private Transportation

- Need of public (and private) space for charging infrastructure (including parking for charging)
- In 2014 700 stations (1,400 charging points) and 5,000 electric private cars
- Uncertainty of Effects

Charging Infrastructure

February 2011
Observations and Assumptions

• New conflicts addressing “old issues”:
  – Who gets more
    ✓ Space
    ✓ Time
    ✓ Access
    ✓ Attention
    ✓ Prestige
    ✓ Money
    ✓ Right
    … of way
    … to park
    … to re”fuel”
    … in conflicts
    … regarding safety

  a) Infrastructure
  b) Mobility Culture / Climate
  c) Legal Aspects
a) Infrastructure: redesign of roads/reallocation of space

- Fehlende Radverkehrsanlagen ⇒ Mitbenutzung der Gehwege
- Schmale Gehwege mit geringer Aufenthaltsqualität

Unfallzahlen zwischen 11/05 und 10/08:

108 Unfälle mit Radfahrern
29 Unfälle mit Fußgängern

Example: Warschauer Straße

Quelle: Hyder
a) Infrastructure: redesign of roads/reallocation of space

Example: Warschauer Straße
b) Mobility Culture / „Climate“
campaign addressing behaviour and attitudes

• Starting point:
  - growing number of accidents with cyclists
  - Growing feeling of worse „climate“ in the streets, especially by pedestrians
  - More cyclists on the streets: car drivers feel restricted
• Idea: Campaign for more „respect“, „take care of each other“
• Aims:
  - Target groups oriented information about dangers and conflicts in city traffic
  - Sharpening the conscience of risks
  - More acceptance of rules
  - Strengthening a positive image of cycling
b) Mobility Culture / „Climate“ campaign addressing behaviour and attitudes

- Set up like a campaign for a (new) brand
- Personalized campaign story (Holy Christophorus, the „guardian angel“ of the travellers)
- 5 central motives, addressing (almost) all traffic modes
b) Mobility Culture / „Climate“ campaign addressing behaviour and attitudes
4. Conclusions and Questions
Conclusions

• Strengthening of intermodal mobility is important for reaching the aims of sustainable mobility and environment policies
• Some measures have proved themselves, others still have to
• Serious research and testing is always necessary, there should be no too rash decisions
• Priorities have to be set – we can‘t do everything!
• Intermodal mobility is important – but we should not forget the „classic“ measures of sustainable mobility policies.
• Criteria for successful measures are: Efficiency, impacts on the environment, impact on quality of public space, safety, costs…
Questions

• What is the real use of e-mobility for the cities?
• Does bike sharing work in every city and every country? How can we make it more efficient?
• What are the effects of the new flexible car sharing systems concerning mobility behaviour, environment and quality of public space? Who is the winner? The car industry?
• What are the best measures for improving the quality of public space? How can we put the right priorities?
Finally: an Optimistic Outlook...
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Thank you for your attention.

www.stadtentwicklung.berlin.de/verkehr

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