Ageing in the German capital - mobility for elderly people without an own car

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Overview

1. Berlin: facts, figures, challenges
2. Strategic approaches to sustainable transport policies for elderly people
3. Implementing the strategies: measures and pilot projects
4. Summary and outlook
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Berlin is different...

- Surface area: 892 km²
- Inhabitants: approx. 3,560,000
- > 40% of households without a car*
- Motorisation: 330 cars/1000 res. *
- Employed: 1,800,000 (2011)
- Unemployment rate: approx. 10%
- Low commuting rate (200,000/100,000)
- Polycentric city / short journeys
Some Impressions: Views of the City
Looking back: population development in Berlin 1995-2014

Inhabitants (in million)

+ 174,000
von 2014 zu 2010

Source: SenStadtUm, based on Amt für Statistik Berlin-Brandenburg, Lange Reihe Einwohnerregister
And still growing ...
But with significant differences...
(0-18 year old citizens)
But with significant differences...

(65+ year old citizens)
But with significant differences...
(80+ year old citizens)
Modal Split in Berlin 2008 - 2013

Modes of Transport:
- zu Fuß = walking
- MIV = motorised private transport (MPT)
- ÖPNV = public transport
- Fahrrad = bike

Modal Split 2008 Berlin - Gesamtverkehr der Wohnbevölkerung:
- MIV: 33%
- Zu Fuß: 32%
- ÖV: 24%
- Fahrrad: 11%

Modal Split 2013 Berlin - Gesamtverkehr der Wohnbevölkerung:
- MIV: 30%
- zu Fuß: 31%
- ÖPNV: 27%
- Fahrrad: 13%

Methodological adjustments were made for data comparison with 2008.
Modal Split (inner/outer city)

Inner city 2013 (all trips)
- 35.3%
- 29.2%
- 18.2%
- 17.3%

Outer city 2013 (all trips)
- 35.4%
- 29.0%
- 25.8%
- 9.8%
# Differences within the city - car use

<table>
<thead>
<tr>
<th></th>
<th>Inner city</th>
<th>Outer city</th>
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<tbody>
<tr>
<td>Share of households without a car</td>
<td>52.6%</td>
<td>33.7%</td>
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<tr>
<td>Usual car parking at home</td>
<td>72% in public road space</td>
<td>49% in public road space, 46% Garage, Carport or comparable</td>
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Household motorization by age groups

Source: Merged database of HTS, BVG 1998 (n=63,050), MiD 2002 (n=2,849), SrV 2008 (n=39,965), SrV 2013 (n=15,602)
## Modal share for senior citizens (with a car / no car in household)

### With a car

- **65 – 74 years**
  - 36% pedestrians
  - 34% by car
  - 13% public transport
  - 6% cycling
- **75+**
  - 37% pedestrians
  - 31% by car
  - 12% public transport

### No car in household

- **65 – 74 years**
  - 51% pedestrians
  - 39% public transport
  - 7% cycling
- **75+**
  - 59% pedestrians
  - 33% public transport
  - 3% cycling

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Walking is **the** mode for senior citizens!
Though figures are different: There is no need to have a car to stay mobile in Berlin! And senior citizens are taking more and more trips per day…

* Numbers refer to tripmakers
Traffic accidents with senior citizens involved

- Amount of accidents is highly connected to a growing absolute number of senior citizens, increase in 2015 by 6.73% in almost every area of the city.
- More seniors are driving cars (absolute and proportionally), increase of + 7.05% in 2015.
- Cycling and walking seniors are less involved in accidents.

Challenges for transport planning concerning mobility for elderly people

- Number of elderly people is constantly growing with growing share of trips per day
- Number of elderly people growing up with a car available is growing
- But specifically for Berlin: number of people that managed daily life without a car is growing as well!
- Various mobility options for elderly people without an own car are available (and affordable)
- Walking is THE PERFECT MOBILITY OPTION for staying healthy, integrated into society, assuring social equality

▷ How can we act?
  ▶ Strategic perspective
  ▶ Implementation
Overview

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2. **Strategic approaches to sustainable transport policies for elderly people**

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Berlin's Urban Transportation Development Plan (UTD Plan) - always including specific needs of senior citizens
Berlin's Urban Transportation Development Plan (UTD Plan)

- Lessons learnt from first UTD Plan
- Long-term overall goals
  - Energy
  - Climate protection
  - Services of general interest
- Guidelines of neighbouring policy fields
  - Urban development
  - Environment
  - Business and industry
- Framework conditions
  - Population
  - Spatial structure
  - Funding

Analyses and Forecasts

Mission Statement (integrated)

Objectives
(12 quality goals, 4 target fields)

Strategy
(6 (old) or 7 (new) sub-strategies)

Measures
(5 different categories)

Impact Assessment

Impact on transportation and room for manoeuvre

Long-term infrastructural options
The UTD Plan's Mission Statement - Contents and Objectives

- **Building on the Mission Statement in the first UTD Plan**
  - with new innovations
- **Interface to other policy/structural fields**
  - own policy making role
- **Ideals and Vision**
  - and integrating necessities
- **Instruments**
  - and supporting understanding and communication
- **Ambitious**
  - but realistic

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[Diagram showing Berlin 2040 with related terms like Sustainable mobility for all, Internationally accessible, Liveable City, Attractive inner city, Interlinked metropolitan region, Transport innovations benefit mobility and economy, Commercial transport efficient, effective, environmentally friendly, Clean. Quiet. Post-fossil.]
Choice of transport — a key policy goal

Choice of transport 2025
UTD Plan objectives

- Walking: 28%
- Cycling: 18%
- Public transport: 29%

Ecomobility: 75%

MPT: 25%

Modal Split 2013 Berlin - Gesamtverkehr der Wohnbevölkerung

- MV: 30%
- zu Fuß: 31%
- ÖPNV: 27%
- Fahrrad: 13%
UTD Plan: Mission Statement - Objectives - Strategies - Measures...

2040 Mission Statement (integrated)

Objectives
- Ecological
- Economic
- Social
- Institutional

Strategies
- Promoting ecomobility
- Urban, environmental and life quality
- Supporting commercial traffic
- Mobility and traffic management
  - Inner city
  - Outer city / Brandenburg
  - Transport links

Measures
- Spatial planning
- Price and regulatory law
- Organisational planning
- Communicative
- Infrastructure
Promoting walking - like shown, most important for seniors
The Berlin Walking Strategy: Aims and fields of action

- Decreasing number of accidents
- Increasing user satisfaction
- Barrier-free public space
- 10 pilot projects

- Pedestrian friendly urban structures in Berlin
- Qualification of street space and commercial districts
- Increasing traffic safety for pedestrians
- Mapping and information

- Attractive and barrier-free connections
- Linking walking to public transport
- Communication and public relations
- Information related to walking
Promoting cycling - a relevant option for seniors
Promoting the public transport system - most important alternative for car use
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„Guidelines for mobility of senior citizens“ in Berlin

• Berlin’s Senate focuses on barrier free public areas (according to UN-convention).

• **Developments:**
  • Consultative process (led by our department) to define priorities for actions with:
    – Senate Department for Urban Development and the Environment
    – Senate Department for Social issues
    – Various stakeholders for disabled persons
    – Public transport providers
  • Agreement: in 2020 all metro stations shall be barrier free
  • “Kneeling” of public buses is necessary and status quo
  • To the end of 2017 all Trams will be low level entrance trains and therefore even easier accessible for seniors than today
What have we achieved? (selected results)

• Since guidelines have been approved politically in August 2013 several progresses have been realized:
  – 2015: out of 132 S-Bahn-stations in Berlin 123 are barrier free accessible (110 lifts, 13 with ramp solutions), share of 93,2 % and increasing.
  – Out of 173 U-Bahn-stations in Berlin 108 are barrier free accessible (99 lifts, 9 with ramps), share of 62,4 %.
  – Out of 351 Tram trains 239 are easily barrier free accessible, up to end of 2017 remaining 112 trains will be replaced.

• Specific senior citizen ticket for public transport with high and increasing acceptance and demand (51 Euros instead of 81 Euro per month)

• Traffic safety as a key topic: improvements for pedestrians (more than 300 additional pedestrian crossings established), cooperation with Police and senior citizens organizations to improve safety, communication
So sind Sie mit dem Rollator sicher in Bussen und Bahnen unterwegs

2. Halten Sie sich fest und schieben Sie die hinteren Räder nach vorne.
3. Suchen Sie sich einen Sitzplatz und stellen Sie die Bremse des Rollators fest.
5. Vorsicht, wenn Sie vorwärts aussteigen: Die Vorderläufe könnten zwischen Fahrzeug und Bordstein rutschen.
6. Rückwärts aussteigen ist sicher.
7. Halten Sie sich fest und steigen Sie aus.
8. Stellen Sie sich sicher mit beiden Beinen auf den Weg, erst dann heben Sie den Rollator nach.
Barrierefrei durch Berlin
Barrier-free Service

Barrierefreier Zugang/Aufzug zum Bahnhof
Entrance barrier-free lift to the station

Zugang zum Bahnhof über Rampe
Entrance via ramp to the station
„Pedelec corridor“ – Reducing car dependence by improving the infrastructure for e-bikes
Infrastructural setting for the Pedelec corridor - a comfortable design for all

Abschnitt III: Lindenthaler Allee, Lissabonallee bis Potsdamer Chaussee

Abschnitt IV: Lindenthaler Allee, Potsdamer Chaussee bis Mexikoplatz

Abschnitt VI: Argentinische Allee, Sven-Hedin-Straße bis Fischerhüttenstraße

Abschnitt VIII: Argentinische Allee, Zinnowweg bis Clayallee
Bicycle parking strategy - an important topic to assure long term usage

Good progress made and further improvements of cycling infrastructure on the way

Increasing share of cycling, in every age group

Increasing challenges for bicycle parking
Bicycle parking strategy - the strategic aims

- Development of strategic guidelines for bicycle parking
- Establishing new strategies for approaches, financing, enlargements, specific solutions for specific places and problems
- Clear suggestions for Berlin including financing
- Status analysis
Programme “Barrier-free public spaces”
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Summary and outlook

- Challenges are increasing:
  - The city itself is growing
  - Constantly growing share of senior citizens in Berlin is increasing pressure to act
- Changing mobility behaviour – especially concerning car use – is a long term process (which seems to be successful for upcoming seniors in Berlin)
- Social inclusion in Berlin is not depending on owning a car
- Planning needs to understand and respect mobility needs of seniors (just as any other part of society), therefore it is necessary to implement a constant feedback of seniors into strategic and local planning
- Investing in better infrastructure of seniors is providing benefits for everyone
Thank you for your attention!