

# Identifying the Gap...

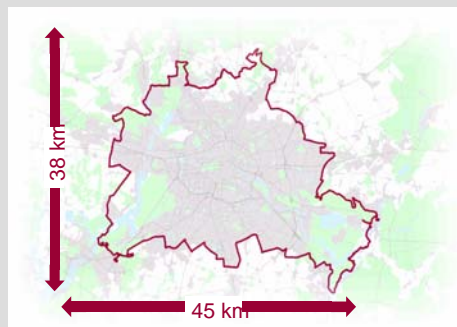
**Ambitious policies, limited instruments**

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## Agenda

1. Instead of an introduction:  
A gap in the network ...
2. Setting the course!  
European directives
3. Following the pointed  
direction? The Berlin way
4. The (expected) impact
5. Support and synergies



### A gap in the network...

- Tram connection to the new central station– aims:
  - Improve accessibility of the central station
  - Close gaps in the tram network
  - Secure performance of road network
- The timeframe
  - Project of 2003 Transport Master Plan (StEP-Verkehr)
  - to be completed in 2006
- Current status
  - Planning application still in process
  - Completion envisaged for 2012/2013

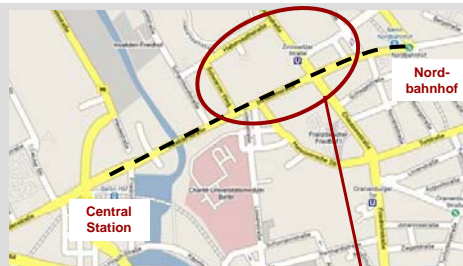
Tram Network Extension Plan 2015 (StEP-Verkehr 2003)



Why the delay in the planning process?

### A gap in the network...

- The problem
  - Bottleneck at junction with high traffic volumes
  - Compliance with emission / noise value limits challenging
- Envisaged solution
  - Reduction of car volumes in east-west direction through diversion of traffic along selected routes
  - Additional measures (restrictions for truck through traffic, 30km/h speed limit)
- Future Task
  - Ensuring compliance with NOx and PM10 value limits
  - Ensuring noise protection



Problem of high background levels...



## Setting the course! European directives

- Air Quality
  - 1999 limits set for most air pollutants
  - 2008 revision, yet limits retained unchanged, except:
    - o New limits for PM 2.5 (target value in 2010, value limit in 2015)
    - o Option to succeed an extension of the time limit for compliance with PM10/NO2 limit values (from 2010 to 2015 under defined circumstances)
- Noise
  - 2002 first directive on environmental noise
  - 2009 (July): Submission of review → proposals for amendment
- Climate change
  - Political aim to reduce CO2 → directives for implementation lag behind
  - 2007: target set to 20% of energy consumption from renewable sources by 2020
- Safety
  - 2003: Road Safety Action Programme: reduce the number of road casualties by 50% until 2010

## Following the pointed direction. The Berlin way

- Air Quality: Air Pollution Prevention Plan 2005-2010
  - SO2, CO, benzol and lead pollution below limit values
  - Ozone, NOx and PM10: Risk of exceeding limit values and tolerance margins in certain areas → additional measures required
- Noise: Noise Reduction / Noise Reduction Action Plan
  - Exceedance of limits for parts of road network; about 193.000 people affected by levels >60 db(A) at night
  - Strategic catalogue of measures for 12 areas
- Climate change: State Energy Programme
  - Overall reduction of CO2 emissions
  - ... but not enough
- Safety: Traffic Safety Programme
  - Reduction of casualties and no. of people injured in traffic
  - most vulnerable: cyclists and pedestrians, children and elderly people

**Transportation measures of high relevance**

- strategic area of urban and environmental policy
- individual measures have little effect
- strategic approaches needed

→ StEP-Verkehr

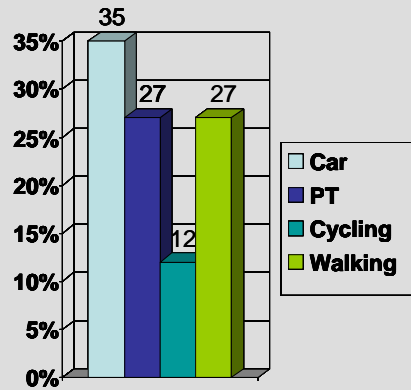
### The Berlin direction

Modal Shift (2000-2005)

- Slight decrease in car use (inner city)
  - Stagnating use public transport
  - Notable increase in bicycle use (+ 50% since 1998)
  - Increasing shares of multimodal mobility
- generally decreasing transport volumes

... moving into the right direction  
 ... but not fast enough  
 ... ambitious aims not yet met.

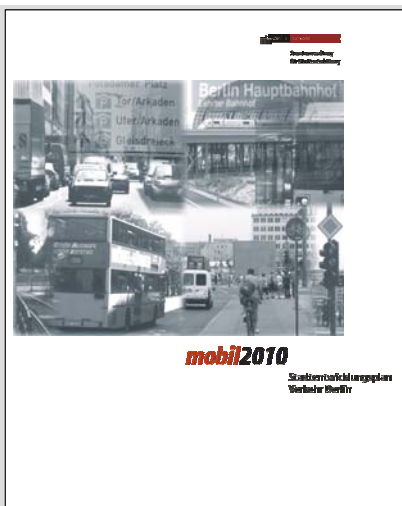
→ **Sharpening of Instruments**



Modal split in Berlin 2005

Identifying the Gap  
 3. Following the pointed direction. **The Berlin way**

### Transport Master Plan: StEP-Verkehr



Analyses and Forecasts

**Guiding Vision  
 (integrated)**

**Aims**  
 (12 Quality Aims, 4 Dimensions)

**Strategy**  
 (6 (old) 7 (new) Thematic Strategies)

**Measures**  
 (5 Different Categories)

**Infrastructure  
 Long-term Options**

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### Aims of the StEP-Verkehr

#### Economic

- 1 Long-distance accessibility
- 2 Regional accessibility
- 3 Freight and commercial transport
- 4 Efficiency

#### Ecologic

- 9 Uptake of resources
- 10 Emissions
- 11 City-compatible transport

#### Social

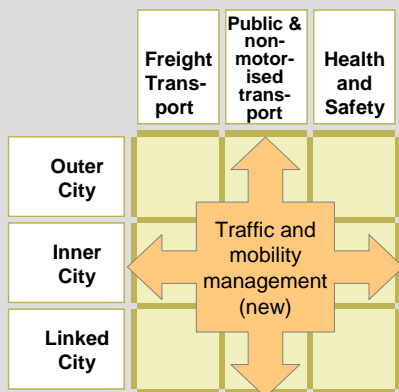
- 5 Equal mobility chances
- 6 Polycentric structure
- 7 Compatibility with spatial structure
- 8 Traffic safety

#### Institutional

- 12 Cooperation / Participation

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### Strategic Approach



#### Measures (examples)

- Spatial
  - Integrated location planning
  - Re-development of brown field sites
- Pricing, administrative measures
  - parking space management (extension, 1.000 new spaces for car sharing, bicycle parking)
  - Integrated Commercial Transport Concept
  - Measures to further increase bicycle use
  - Political initiatives (e.g. 30 km/h standard speed limit)
- Organisational
  - Improve PT connections between different carriers
  - Tariff integration of new mobility services
  - Traffic management (routing, PT acceleration)
- Information / Communication
  - Enhancement of mobility learning
  - Target-group orientated marketing
  - Mobility and travel demand management (individual target groups, companies)

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## The (expected) impact

- Air quality
  - NOx, PM10, PM 2.5, CO2... potentials of existing instruments nearly exhausted
  - Further modal shift envisaged, but
    - o Tight finances exclude increasing public transport supply
    - o Potentials of non-motorised transport might be further exploited
    - o Commercial and freight transport developments uncertain
- Noise
  - Reduction of noise levels in some highly polluted areas will be achieved
  - Some areas and their inhabitants will still suffer from noise
- Climate change
  - Instruments work in the right direction, but achievement of target values depends on many factors outside transport planning's sphere of influence
- Safety
  - Halving of accidents unlikely

## Support and synergies

### National Level

- Air quality / Noise / CO2
  - An „open ear“ for envisaged political initiatives
  - Finances to handle external effects better
- Safety
  - Measures/campaigns targeting behavioural aspects
  - Administrative and public law framework

**Requests of the  
IMPACTS Response to EU  
Green Paper on Urban  
Transport (March 2008)**

### European Level

- Air quality / Noise / CO2
  - harmonisation of regulations for environmental zones
  - integration of non-motorised transport in funding schemes
  - Exhaust and noise standards and regulations for existing fleet
  - integrated transport policies: consistencies of aims and measures
- Safety
  - harmonisation of technical interfaces for driver assistance systems (car-to-car, car-to-infrastructure)
  - Norms and standards for safety-relevant construction

**Thank you for your attention.**

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