

## Forum Urba 2015 UQAM

23.03.2011 in Montreal

### Vortrag StS VS Integrated Urban Mobility – The Berlin Experience

*Développement urbain et transport à Berlin*, par Madame Krautzberger, Ministre déléguée au développement urbain et transport de Berlin.

La ville et la région de Berlin se sont dotées d'un impressionnant plan stratégique et programme d'actions pour accélérer le transfert de la mobilité auto vers les transports collectifs et actifs. Ces investissements importants sont aussi l'occasion de reconstruire la ville en y intégrant les principes du développement durable qui lui permette d'offrir une meilleure qualité de vie, plus équitable, d'assurer son développement économique tout en réduisant l'utilisation des ressources. Qu'apprendre de ces expériences?

### Vorbemerkung

Das nachfolgende Redemanuskript enthält bereits die erforderlichen Hinweise zu Inhalt und Platzierung der Folien (gelb hinterlegter Hinweis = Mausclick zur nächsten Folie).

**(Titelfolie: Integrated Urban Mobility – The Berlin Experience)**

Mesdames et Messieurs,

Je suis très honorée de l'invitation au Forum Urba 2015 de l'université du Québec à Montréal et de l'opportunité de vous présenter la \*mobilité urbaine intégrée à Berlin\*.

Je dois à présent continuer en anglais car mon niveau de français n'est pas suffisant pour tout un discours.

I am very honoured to have been invited to Montreal to the Forum Urba 2015 conference on „Integrated Urban Mobility“.)

Events like this are a great opportunity to engage in interesting discussions on a topic that from my point of view is crucial for the future success and quality of cities around the world. Thus, I want to congratulate Mrs. Florence Junca-Adenot, director of the Urba Forum 2015, and all her staff as well as the University of Québec for having organised such an excellent congress.

To achieve and maintain sustainable urban transport is one of the great challenges of our times. Natural resources are limited and unrestricted traffic holds the risk of endangering

urban qualities. Thus, we need to remedy negative effects while endorsing the qualities of sustainable urban mobility. When I speak about sustainable transport, I refer to systems that enable citizens, businesses and tourists to get around their city easily and comfortably, to enjoy the many possibilities that it holds for them, and to do so in a clean, healthy and pleasant environment. I am quite sure that most of you will share my point of view. However, I am most curious to learn about the many different ways that lead to such systems, about the potential for success as well as the risks of failure. And of course I am proud to share with you the experiences Berlin has made in the past years in its attempts to shape urban transport in a more sustainable and integrated manner. *(Überleitungsfolie: The City)*

Before I tell you about the achievements of Berlin's transport policy, I would like to say a couple of words on the city itself and its main characteristics. *(Folie: Berlin In Brief)*

As you all know, Berlin is the capital of Germany. It is at the same time a city and a federal state, which is why the Senate Department that I am here to represent is both a federal ministry and a municipal authority. Berlin is the largest city in Germany by far. However, it is a city that due to its history is also very mixed. Here, you find all kinds of spatial layouts, a variety of building styles, an interesting and dynamic mixture of people, an economic sector currently re-inventing itself and a wealth of cultural and social institutions blending in and contrasting each other. Furthermore, Berlin is constantly changing. The German philosopher Ernst Bloch once called Berlin "The city that always becomes and never is", meaning a city of unrest and perpetual becoming. While this was first said in the 1920s, it still holds true to some degree, as I will illustrate later on with some mobility-related examples.

The overall structure of the city offers very good conditions for successfully implementing a sustainable transport policy:

- Berlin is a polycentric city: not only the two large central areas *(Folie: Polycentric City - nur Hauptzentren)* – the historical centre between Brandenburg Gate and Alexanderplatz and the area around Kurfürstendamm, which we call "City West" – but also the city's boroughs *(Folie: Polycentric City \_ Einblendung Stadtteilzentren)* each offer (almost) everything that people in the city need. This means that the distances covered by people in Berlin are surprisingly short compared to other, much smaller cities. That is one reason why going by bicycle or walking is easy in Berlin.
- Berlin is also marked by a mix of all urban uses – living, working, shopping and leisure options – in most parts of the city *(Folie: Diverse City)*. You will notice this when you visit Berlin and travel through the different neighbourhoods: you will see small busi-

nesses, dense residential areas, schools, bustling squares with shops and restaurants as well as local parks, all very close to each other. This is another fact facilitating environmentally compatible mobility.

- Berlin has many green areas (*Folie: Spacious City*), but also a lot of water. There are numerous parks – from the large Tiergarten park to many smaller local parks and squares in Berlin’s boroughs but also a lot of water. (*Folie: Blue City*) Together with the rivers Havel and Spree as well as a large number of lakes, there are many excellent recreational and leisure time options in the city or at its immediate doorstep.
- Berlin’s surrounding area is absolutely gorgeous, but much less populated (*Folie: Dense City - Rural Surroundings*). This means that Berlin has only rather few commuters compared to other large cities or agglomerations and, as a consequence, less trouble with daily commuter traffic.
- Berlin has long been known for its excellent local public transport system (*Folie: High Quality Public Transport*). We have more than 150 km of underground rail, nearly 260 km of suburban rail and a 190 km of tram lines. Together with the regional trains and the bus network, the total network length of Berlins public transport system adds up to more than 1,800 km, equalling the distance Berlin – Moscow. Moreover, the network is integrated with public transport in the surrounding federal state of Brandenburg under the umbrella of the joint Public Transport Alliance Berlin – Brandenburg (VBB). Even though there were recently some issues with our suburban trains – the most important trains for fast rail transport in the city – the system is still unmatched in terms of the quality and frequency of suburban train, underground train, tram and bus services. The city’s suburbs are also very well connected to this public transport system so that there is always a good alternative to using your private car for daily trips.
- Berlin’s vicinity is also well connected to the capital city by public transport. This system is run very successfully by the Berlin-Brandenburg Public Transport Alliance (VBB). The federal states Berlin and Brandenburg jointly plan and organise S-Bahn and regional train services. There is an integrated fare for public transport use in throughout the Metropolitan region as well as in Berlin. U-Bahn, tram and bus services are run by the federal state owned company BVG, based on a public service transport contract that came into force in the year 2008.
- All of these are reasons why astonishingly few Berliners own a car (*Folie: City of Car-Free Households*), especially compared to other large cities. There are only about 324

cars per 1,000 inhabitants, and almost half of the city's households live without a car, which is proof that they apparently get by quite well without one.

- And last but not least, Berlin's new main train station **(Folie: New Central Station)** that went into operation in 2006, combined with the extensive construction of new routes, improved the city's connection to the national railway network.

To summarise all of this, I can say that we in Berlin have a stable structural basis for our traffic and transport policy. However, not too long ago, there were developments breaking up exactly this infrastructure, which created considerable problems that we still have to grapple with today.

Ladies and Gentlemen, if you come to Berlin today and visit its tourist attractions, you will barely find traces of the fact that the city was a divided city for many years **(Folie: Separated City)**. It was a city not only severed by an insurmountable wall, but also a city in which the two halves saw very different developments over four long decades. Then, from one day to the next, the fall of the Wall in 1989 created entirely new challenges for the city's transport system.

- The transport infrastructure of the two parts of the city and the surrounding areas had to be reconnected **(Folie: Construction Site City)**. Important road links and railway tracks had been disconnected and partly destroyed. All of a sudden, new transport movements occurred for which the road and railway networks had not been designed. Much money was invested in reconnecting, extending and improving road and railway networks.
- After 1989 many people did what they had not been able to do for decades – be it because of the Wall or because of financial constraints: they moved from the city to the surrounding area. The process of suburbanisation, that other German cities had seen decades ago, now also came to Berlin.
- At the same time, more and more people in the city's eastern part and its environs started buying vehicles after decades in which due to economical reasons relatively few people had an own car.
- All of this led to a strong increase in car traffic in Berlin and its vicinity as well as to a declining demand for public transport **(Folie: Car Affected City)**. As a consequence, CO2 and other emissions from traffic rose significantly and noise levels went up.

**(Überleitungsfolie: Integrated Urban Mobility )**

Ladies and Gentlemen, it took ten years until Berlin's traffic and transport policy was able to shift its focus from "catching up" with its infrastructure to dealing with the negative traffic impact. In 2000, work began on the first urban transport development plan (*Stadtentwicklungsplan Verkehr*), the strategic master plan for Berlin's transport policy (**Folie: Integrated Urban Transport Plan**). From the onset, its goal was to include and adequately consider the many and various interests that people in the city have as regards their lives and mobility. Thus, we created what we call the "Round Table on Transport" (**Folie: Consultative Planning Process**) and invited representatives of political parties, of the business community, environmental associations, automobile and cycling associations, transport companies and many others. At the same time, we had a "Scientific Advisory Board" that helped us ensuring that our assumptions and calculations as well as the general strategic direction of the plan were in line with the latest findings of research. As a result of the intensive debates within this Round Table and the work of the authority in charge, the first urban transport development plan was adopted by Berlin's Senate in 2003. It was the first document to formulate explicitly qualitative and quantitative objectives of a sustainable mobility policy.

In the next years to follow we worked hard on implementing the measures and strategies – and our work was successful. (**Folie: Implementation of Measures 2003 - 2008**) Especially the "re-unification" of the transport networks between the east and the west of the city improved traffic conditions and reduced travel times for both, car and public transport users. As increasing the modal shares of cycling and walking had been one of the main goals of the strategy, we put a real emphasis on improving and extending cycling lanes, bicycle parking facilities, sidewalks, crossings etc. Furthermore, together with the environmental department of our administration, we implemented an environmental zone. From January 2008 on only vehicles that fulfilled certain emission standards are permitted to enter the inner city. The effect was – as we know today – a significant decrease in air-pollution, mainly in particulate matters (PM10) and in CO2-emissions.

These are only three examples of the measures we put in place. They were complemented by many more, but spelling them all out would take up to much of our precious meeting time.

While implementation cost us a lot of time, resources and money, our efforts were worth their while. One of our main achievements can thereby be considered the shifting of travel choices of the population. (**Folie: Achievements: Shift in Individual Transport Choices**)

This chart demonstrates travel preferences of senior citizens and young adults, thus covering the far ends of the demographic spectrum. As you can see, people aged 65 or older had a preference for the car as well as for walking in 2002. Six years later, their car use has increased while the shares of walking and cycling have roughly remained stable. This can not really be considered a success as we would have liked car use not to increase. However, in the light of Berlin's special history and also the many changes brought about in the years after the reunification this development appears probably rather normal.

Yet I would like to draw your attention to the other chart, showing travelling preferences of young adults. As you can see, between 2002 and 2008 car use has decreased while cycling has doubled and walking has increased considerably as did public transport use. We do look very closely at this development, as the young people are the ones that are setting trends, thus shaping the city according to their needs and determining its future patterns.

From our point of view the modal shift we have achieved is no less than the beginning of a complete turnaround, requiring long-held ideas on urban transport to be reviewed, challenged and altered if necessary.

*(Folie: Updating the Transport Strategy – Our Guiding Vision).*

This is why in 2008 we decided to update our transport strategy. The process was by and large similar to that of the 2003 plan. Again we invited politicians, business representatives, environmental groups, transport providers etc. the "Round Table". Together with them and the "Scientific Advisory Board" that we engaged we started into a process that lasted for again almost 2 years. We did much more than simply updating the contents of the plan. As I said, since we expect urban mobility to change quite considerably within the foreseeable future, we very critically examined framework conditions, formulated challenges and risks and put together a bundle of forward-facing measures. Our aim is very clear: we want to be at the forefront of sustainable urban mobility – for the sake of the people of Berlin as well as in order to strengthen the competitiveness of our city. Our guiding vision names the eight fields of action that we think need to be considered and worked on in order to achieve that overarching and ambitious aim. As you can see from the key words in the slide, our guiding vision encompasses much more than just transportation as such. We are also concerned with the qualities of urban living, with the environment and with issues of social justice. Likewise we include the relationship with the surrounding areas as well as with other metropolitan regions, the innovative potentials of transport technologies and international relations in our urban strategies. We feel that this has to be so in order to call a strategy truly "integrated".

Ladies and Gentlemen, before I tell you about the measures we intend to pursue in order to achieve our vision, let me briefly explain to you about the framework in which we act.

***(Folie: Change in Framework Conditions)***

Berlin, as many other European cities and indeed cities around the globe, is about to face some tremendous challenges that will affect all areas of urban life – not just mobility.

As in many cities, adapting to the financial frame is crucial for all fields of policy. Berlin is not a rich city, quite the opposite is correct. Even if our Governing Mayor's famous slogan: "Berlin is poor, but sexy" may sound charming, it also means that there is not enough money available in the transport sector to translate all important projects into reality. Many other German cities share that fate, by the way. What is more, over the years a backlog in infrastructure investment has built up, meaning that many roads and rail tracks are in need of repair and better preservation. We need to focus on that a lot more than in the past, which is why we give precedence to infrastructure maintenance over network expansion.

Furthermore, environmental protection is a key concern of our policies. We do have to limit emissions and noise not only due to tightening regulations partly coming from the EU, but also because our citizens increasingly demand a quieter, healthier city. The consequences we draw from that are that we further increase our efforts to promote walking and cycling in the city. Likewise, we very carefully look into the potential of so-called "green" technologies in the transport sector.

***(Folie: More Change is Yet to Come)***

But it is not only the external framework for mobility and mobility planning that is changing. Berlin as well as many other European cities also experiences changes regarding the population that are as yet unprecedented. For the first time in history the population is no longer expected to grow. We do regard ourselves fortunate in that we expect population numbers to remain stable in numbers, whereas many other cities have to prepare themselves for population decline. Nevertheless, in the near future the number and share of older people will increase. Thus, we urgently need to prepare "ageless transport systems" that are attractive to all population groups but reflect older peoples needs and demands in a more considerate way.

Last but not least, social change is also affecting Berlin in two different ways. First of all, Berlin is a vibrant city where new lifestyles have emerged in the past years that are slowly but surely replacing the more traditional ones. The change in transport behaviour that I have illustrated earlier with regard to the modal shift is just one sign of that. Greater flexibil-

ity and a preference for more direct and targeted communication are consequences that we therefore need to include in our transport policy.

In contrast to that, a tendency towards the widening gap in society between the rich and the poor is of major concern to us. We already have achieved quite a fair and socially just transport system, but we do need to safeguard and further enhance it.

***(Folie: Transport Policy Aims)***

With these challenges in mind, we have drawn up a comprehensive set of aims addressing all different areas of transport policy. A key goal is to further reduce car use in the inner city as well as in the suburbs. In order to do so, we need to make public transport, walking and cycling even more attractive.

We want to ensure fairness and equality in transportation, as we consider mobility chances as one of the main prerequisites for participating in the economic, social, educative and cultural life of the city.

As part of our aim to reduce emissions and uptake of natural resources we strive to re-organise and reallocate street space. By taking away space from the car and giving it to cyclists and pedestrians the quality of life in the city will be enhanced.

Also, the issue of travelling speed is of key importance for a transport system that is compatible with a city's needs, with a view to both safety and environmental protection. This is why we have already in the past imposed a speed limit of 30 kilometres per hour on almost all side streets, which make up more than 70% of Berlin's streets as well as on several sections of arterial roads. In the future, we want to look into the issue of city-compatible traffic speeds even more closely, which may mean having to engage in a nation-wide discussion on changing the regulative background.

***(Folie: Favourable Preconditions)***

Ladies and Gentlemen, before I explain in more detail some of our key measures to achieve these aims, I would like to emphasise again that we do not only have to face challenges, but we do have some developments working in our favour. These include the already achieved modal shift towards public transport use, cycling and walking as well as the dense and poly-centric urban structure in Berlin. A population that shows a large degree of environmental awareness and likes to experiment with innovative approaches may also be considered as a distinct advantage for innovative transport policy and planning. Speaking of innovation, Berlin has a number of internationally renowned universities and transport

research institutions that work together with the administration and the private sector towards creating new solutions for transport problems.

In order to achieve the numerous goals we have set for the future of transport in the city, we have drawn up a comprehensive set of strategies, bringing together a variety of measures targeted at the various aspects that determine travel demand as well as transport service provision. Unfortunately, time will not permit to introduce all of them to you. Therefore, I will present you some of the key measures, focussing on how they link in with each other.

***(Überleitungsfolie: Key Measures of Berlins Integrated Transport Policy)***

One of the main strategic approaches in Berlin has been to strengthen what we call the environmental alliance. The term “environmental alliance” addresses the three transport modes public transport, cycling and walking. We strongly believe that these three modes combined together provide transport users with a viable, attractive and sustainable alternative to motorised transportation. While we attempt to use the potentials of all three modes individually, we see it as vital that these three are integrated with each other as much as possible. It is through this integration that people have already decided to change their travel behaviour and we want them to do so even more in the future.

If we want to strengthen the environmental alliance, however, we need to set the framework first. For this we address land use issues, such as re-urbanisation and the densification of settled areas. Zoning for new building should be done mainly with regard to existing transport corridors, especially rail corridors. Thereby, not only the location of residential areas, but also of shopping centres, retail parks, leisure facilities etc. need to be considered.

***(Folie: Strengthening the Environmental Alliance)***

Public transport provides the most important backbone for the environmental alliance. We invest enormous amounts of money every year into rail and bus transportation. However, the amount that can be used is fixed and will not be increased within the foreseeable future. Thus, if we want public transport to be more attractive, we need to implement measures that allow us to increase attractiveness without generating further costs. One of the main approaches to do so is giving priority to buses and trams. If we make those services more reliable and faster, we will be able to cut down on the payments to the providers and invest the money thus saved into new services.

We have already in the past started to implement parking management in the inner city. By putting a price on the use of public space for parking, we attempt to mitigate the imbalance between users' costs for private and public transport. In the long run we want to have parking management in the entire city centre. We hope that this will bring people to think even more about whether or not to use a car when they go to the city. Also, by implementing mobility management and other communication and information measures we strive to discourage car use and foster the use of the alternative modes.

Ladies and Gentlemen, last but not least, we want to foster cycling and walking even more. Because of the importance of these modes, these are subject to two separate, detailed and more short-term orientated strategies.

*(Folie: The Berlin Cycling Strategy 2004)*

The first cycling strategy was drawn up in 2004. By then our aim was to increase cycling from 10% of all trips to an ambitious 15% of all trips in 2010. The main intention of the cycling strategy by then was to regard bicycle use and all that it implies as a system. Before that, cycling lanes and routes as well as bicycle racks were developed and planned whenever there was space or money left. With the cycling strategy, a systematic approach was applied for the first time, both to infrastructure creation and to other measures. Before I tell you more of those, let me assure you that this approach was very successful. All actors involved have been quite determined in improving cycling conditions. Thus, a great number of measures had been implemented in only a few years time. As a result, we achieved a modal share of 13% already in 2008, which means that we may actually even have hit the target for 2010. At the least we generated an enormous increase.

*(Folie: The Berlin Cycling Strategy 2004: Establishing Cycling Network(s))*

Let me just go through the following slides very quickly, thereby acquainting you with the measures as they had been implied. First of all, we created networks of cycling routes. Three different types of networks were thereby created: a touristic network, a city wide network of main routes, mostly along main transport corridors, and local networks connecting points of interest in the local boroughs.

*(Folie: The Berlin Cycling Strategy 2004: On-Street Infrastructure)*

To allow for fast and most importantly for safe travel we created cycling lanes and paths of different kinds. We believe that cyclists should not cycle on sidewalks, but they belong onto the road. Dedicated lanes, the use of bus lanes and safe crossings at junctions, sometimes with own traffic signals, were therefore put in place.

***(Folie: The Berlin Cycling Strategy 2004: Bicycle Parking)***

People want and need safe, well lit and easy to find spots close to their destinations, where they can park their bicycles. Together with the Berlin borough administrations we put up hundreds of bicycle racks, sometimes also taking away car parking spaces and giving them to cyclists. We have drawn up planning guidelines for bicycle parking that may also be used by investors. Also, we are in contact with house owners, encouraging them to create bicycle stands or dedicated bike storage rooms for multi-storey dwellings.

***(Folie: The Berlin Cycling Strategy 2004: Integration With Public Transport)***

Ladies and Gentlemen, combining the use of a bicycle and the use of public transport really is a great alternative to car use. This holds particularly true for a city like Berlin where most trips are no longer than 7 km. Public transport is fast and reliable, allowing people to travel longer distances quickly and comfortably. The bicycle is flexible and available directly at people's doorstep, where public transport not always goes. So we want to combine the two as good as possible as they can make up for each others deficits. They are just a dreamteam, if you ask me.

One of the main approaches we apply is Bike-and-Ride. Many underground and S-Bahn stations are already equipped with bicycle stands, and more are about to be built. On some stations, the demand already exceeds the supply of bicycle stands, so we need to expand them.

People can also take the bicycle with them on board of underground trains, S-Bahn and regional trains as well as trams. We also have already planned a system of public rental bikes that you can find everywhere in the inner city. This is to be enhanced soon, including the integration of the public bike into public transport ticketing and tariff system.

***(Folie: The Berlin Cycling Strategy 2004: Communication and Services)***

In addition to implementing "hard" infrastructure measures we have also learnt that "soft" measures, like providing information and services to people, are crucial if you want to make cycling more attractive. This is why the Senate of Berlin as well as the cycling associations have created special cycling maps for the city of Berlin. There are also route-specific leaflets and an electronic route planner that together with other information around cycling in the city can be found online. We also carry out or join into campaigns of different sorts. The one that you can see here was a national campaign, where for example a number of large-scale posters with funny but also very intelligent taglines were put up in certain areas of the city. The aim was to raise attention and give people something to think about

with regard to their travel behaviour and climate change. We also have an annual award that we give out to people or institutions that have contributed to giving cycling a positive image. In 2009 one of them was Wim Wenders, the director of movies such as “Buena Vista Social Club” or “The Million Dollar Hotel”. He lives in Berlin and can be seen cycling around the inner city frequently, which makes him an excellent testimonial for our cause.

***(Folie: The 2011 Cycling Strategy: New Developments and Core Aspects)***

Ladies and Gentlemen, last year we have started to update the cycling strategy, and the process is still ongoing. Again, a participatory process has been established, where we bring together different actors, like cyclists associations etc. We will continue with infrastructure measures, further expanding and improving the network, providing more cycling lanes and bicycle racks etc. We also have identified some new issues that need to be dealt with. With the increasing number of cyclists, adding up to 1.5 Mio trips a day today, we have in some places reached the capacity of lanes, junctions etc. Cyclists are literally piling up on some junctions, even some of the new lanes are too small to accommodate all the bikes. The parallel use of bus lanes and cyclists creates safety and reliability issues. We want to tackle these problems, while at the same time we closely monitor new requirements. For example, we expect an increasing number of elderlies to cycle, and on the streets of Berlin you already see many mothers and fathers transporting their children with bicycles and trailers. Furthermore, also special bikes are used for transporting deliveries, and all of these require different networks and lanes than for example sporty young cyclists or tourists exploring the city by bike. We also expect an increase in electric bikes or pedelecs as they are sometimes called which are very fast and may cause safety problems. Also, more people want to be multimodally mobile and combine the use of their bicycles with trains and trams, which sometimes causes capacity problems. We are not shy of addressing all these issues, especially as right now we have a large number of supporters. That is an asset we need to exploit, as a city-wide consensus for supporting cycling might allow us to implement even those measures that otherwise might be met with opposition, for example by car lobbyists.

***(Folie: The Berlin Cycling Strategy 2004/2011: Resume)***

To sum up our experience with the cycling strategies, I may well say that in Berlin cycling has become very much mainstream. Our strategy has been successful, which is also due to the commitment of all involved actors. However, as I said earlier, time is on our side. The development of energy prices, the growing-up of a young generation that is sensitive to environmental issues and new urban lifestyles also contributed to our success. Some

major challenges, however, still persist. Cyclists, as well as pedestrians, are still at risk of being injured or even killed in traffic accidents. Nevertheless, one has to admit that reckless behaviour, the disobedience of traffic rules and dangerous behaviour towards others is one of the causes for this.

Ladies and Gentlemen, cycling and cycling strategies are very much 'en vogue' at present in cities all over Europe and also in America and Australia. Yet there is another non-motorised transport mode, that looks back on a much longer history and that holds a lot of potential for the future of transport. Nevertheless, this transport mode has not always been paid the same attention to. I am talking of walking – the oldest way of moving around.

***(Folie: Pedestrian Strategy - Background)***

Following our first Integrated Transport Plan, Berlin has now set up a pedestrian strategy for the first time. Starting point of our considerations was, that every trip inevitably includes a certain proportion of walking. Whether people use a car or public transport, at some point or the other they will move around on foot. Thus, the aim of the strategy is twofold. First, we want to make walking more comfortable and safe, and second, we want to increase its modal share and its role within the environmental alliance.

When we first started with drawing up the strategy about two years ago, we brought together some of the facts we knew about walking in the city already. As we expected, most walking trips are rather short. However we were quite surprised to find that the average speed of pedestrian is 5 km an hour, which is pretty fast. Also, people in Berlin walk in all kinds of weather, at nearly all times of day and also regardless of their age. Furthermore, they walk for all different reasons and trip purposes – be it getting to work, shopping or leisure. Thus, walking is not a uniform way of getting around, but one with many differentiations and consequently different requirements. However, improving conditions for pedestrians will ultimately benefit everyone in the city.

***(Folie: Pedestrian Strategy – Contents (mit automatischen Einblendungen))***

The content of the pedestrian strategy reflects that diversity. Five strategic aims attempt to cover the relevant fields for action. We want to increase safety, but also comfort and satisfaction with walking environments. Barrier-free accessibility is a key word with regard to allowing for unrestricted, safe and comfortable mobility around the city. Adequate financing is a major precondition for all measures. However, in order to make sure that implementa-

tion is cost-effective we first want to implement a number of pilot projects to find out more about success factors for increasing walking in the city.

From these five aims we deduced 10 policy guidelines. These draw partly upon the experiences with implementing the cycling strategy, especially with regard to the importance of communication and public relations, the need to apply a systematic approach from the onset as well as the benefit of involving different actors in all stages of planning and implementation.

#### *(Folie: Scope of Action -Measures)*

The measures that work in line with the policy guidelines are somewhat diverse as well. For example, we attempt to create walking-friendly environment. This means first of all to keep distances short, so that people can reach some of their everyday activities, like schools, medical or social services, shops etc. on foot. In order to do so, we need to closely cooperate with spatial planning.

We will continue with the implementation of safety measures that have already proven successful, such as zebra crossings and pedestrian friendly traffic signalling, lighting and design of public space, stations, bus stops and walkways. Likewise, we have planned a number of pilot projects that attempt to try innovative approaches. Thereby we also draw on experiences made in other cities, like the 'meeting zones' in Switzerland or the Dutch approach of 'shared space'.

#### *(Folie: Scope of Action – (Some) Pilot Projects)*

Furthermore, pilot projects are also targeted at providing more information about walking as a contemporary mode of transport and the wants and needs of the different kinds of pedestrians. Even from the point of view of existing data, walking has for some time been neglected or not seen as a transport mode equal to driving a car or using public transport. We want to change that by generating more statistically relevant evidence on walking and be using it for further planning. We also want to enhance and refine technical quality standards and design as well as quality schemes for footpaths, crossings and traffic signals. Another pilot scheme relates to both, the pedestrian and the cycling strategy. Especially when both use the same space on walkways, in parks, etc., dangerous or unpleasant situations arise that may be remedied by infrastructure measures as well as by trying to improve the general behavioural "climate" in public areas.

#### *(Überleitungsfolie: Resume)*

Ladies and Gentlemen, I am nearly finished with my presentation on integrated urban transport planning in Berlin. Even though I have been granted generous sixty minutes to present my city and its mobility, the time has not nearly been enough to explain all of our actions with regard to integrated mobility. Therefore, I would like to finish my presentation with emphasising again what Berlins transport strategy holds in its core.

*(Folie: Core Ideas of Integrated Mobility Planning in Berlin)*

As I have shown in the beginning of this presentation, Berlin is a very diverse city with regard to its spatial and structural layout, its history, its demographic development and consequently, its mobility. We embrace this diversity and want to maintain it. However, in order to do so, we need a comprehensive transport strategy. Its task is to integrate transport modes, requirements, chances and risks, bring them into a timeline of actions and identify those areas where more detailed, sectoral planning approaches are needed. These sectoral planning strategies, of which I presented the cycling and pedestrian strategy, need tie in with the overall strategy and with each other as well. One of the preconditions to achieve this integration is that we include all relevant actors in our planning and carry out comprehensive participation processes for that.

We do realise that conditions in Berlin are quite favourable. Yet as I have explained earlier on, we do expect some developments in the next years to come our way and to challenge our plans and their implementation. However...

*(Folie: we are looking forward... (mit automatischen Einblendungen) )*

... we are not afraid of those challenges. This is one of the benefits that we gained from past planning processes, in which we have learned that if we have agreed on the overall aims then we will find a way to achieve those aims, even though this might sometimes take a bit of time and effort.

*(Folie: Thank you for your attention.)*

Thank you for your attention.