

Identifying the Gap...

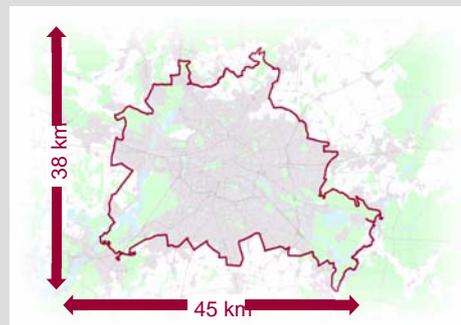
Ambitious policies, limited instruments

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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

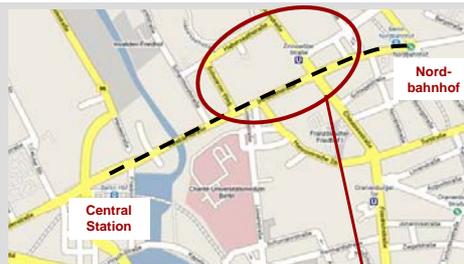
Tram Network Extension Plan 2015 (StEP-Verkehr 2003)



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

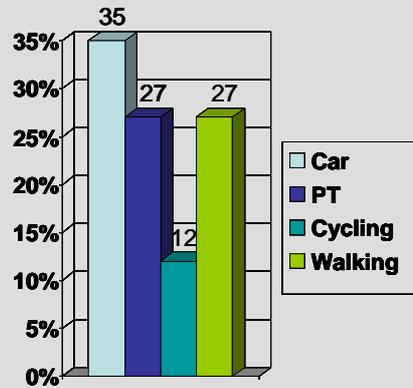
The Berlin direction

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.

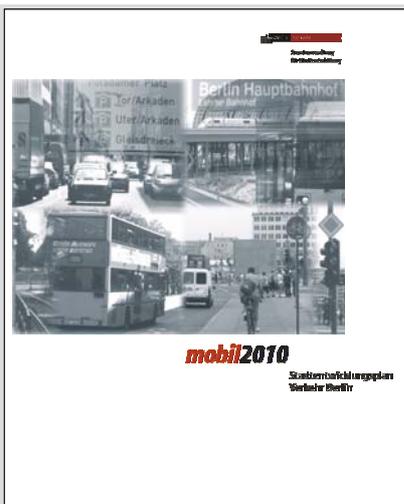
→ **Sharpening of Instruments**



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

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

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

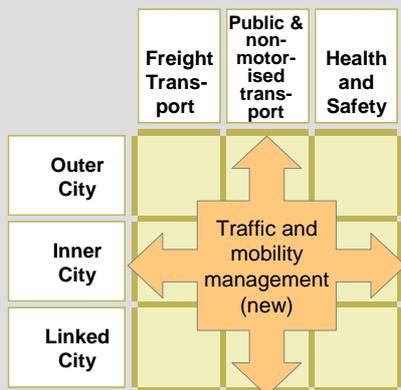
Social

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

Institutional

- 12 Cooperation / Participation

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)

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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