

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

IMPACTS Conference “Inclusive Mobility for an Ageing Society”
Lisbon, 24 June 2016

Burkhard Horn

Head of Transport Division
Senate Department for Urban Development
and the Environment,
Berlin / Germany



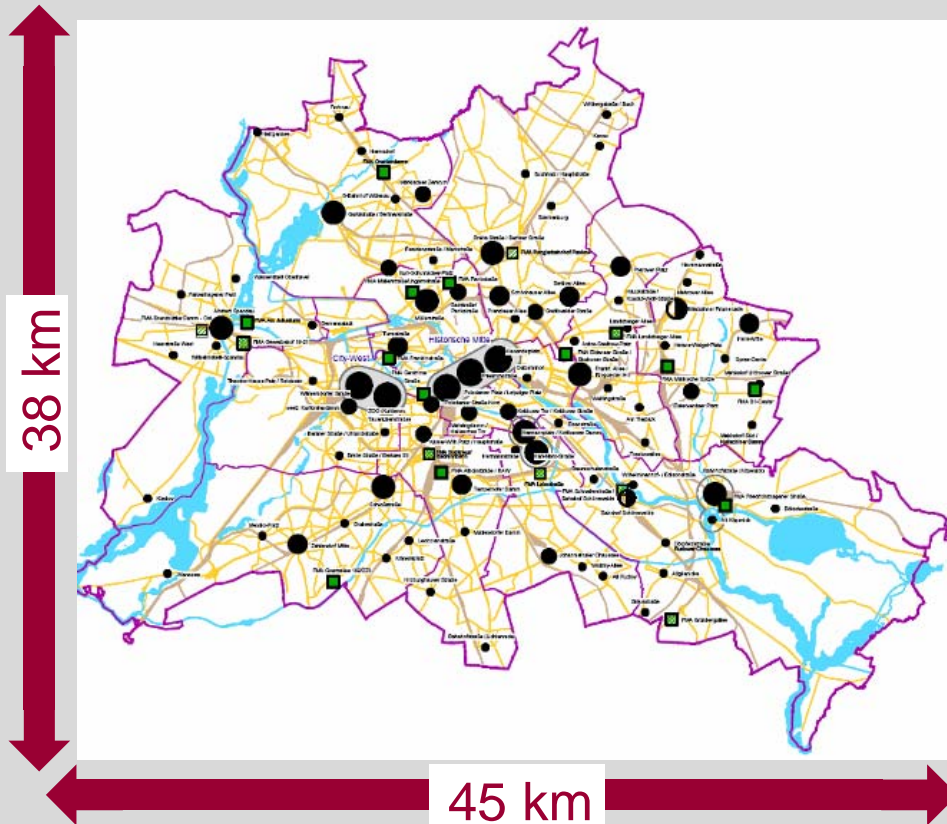
Overview

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

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

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%

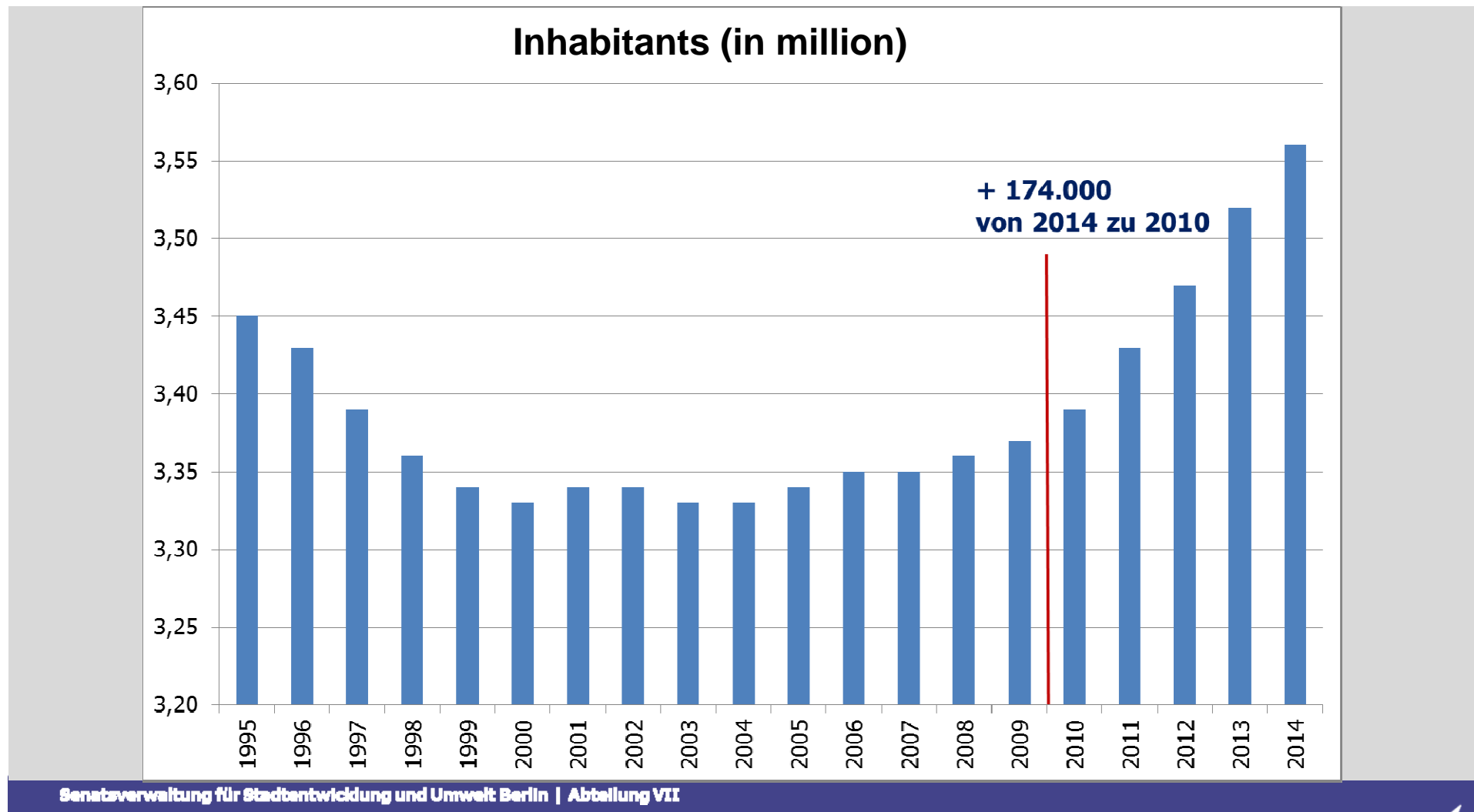
Low commuting rate (200,000/100,000)

Polycentric city / short journeys

Some Impressions: Views of the City

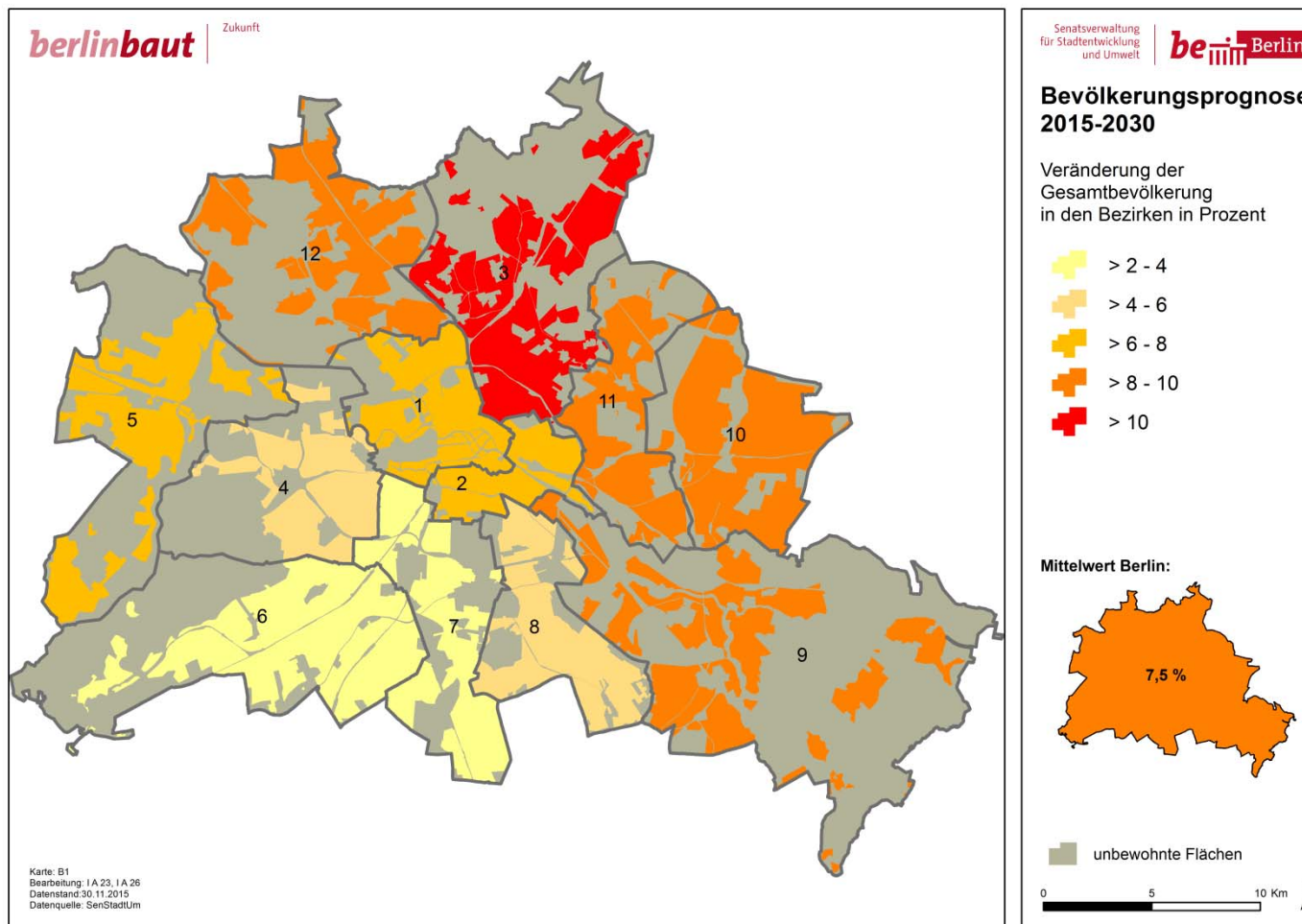


Looking back: population development in Berlin 1995-2014

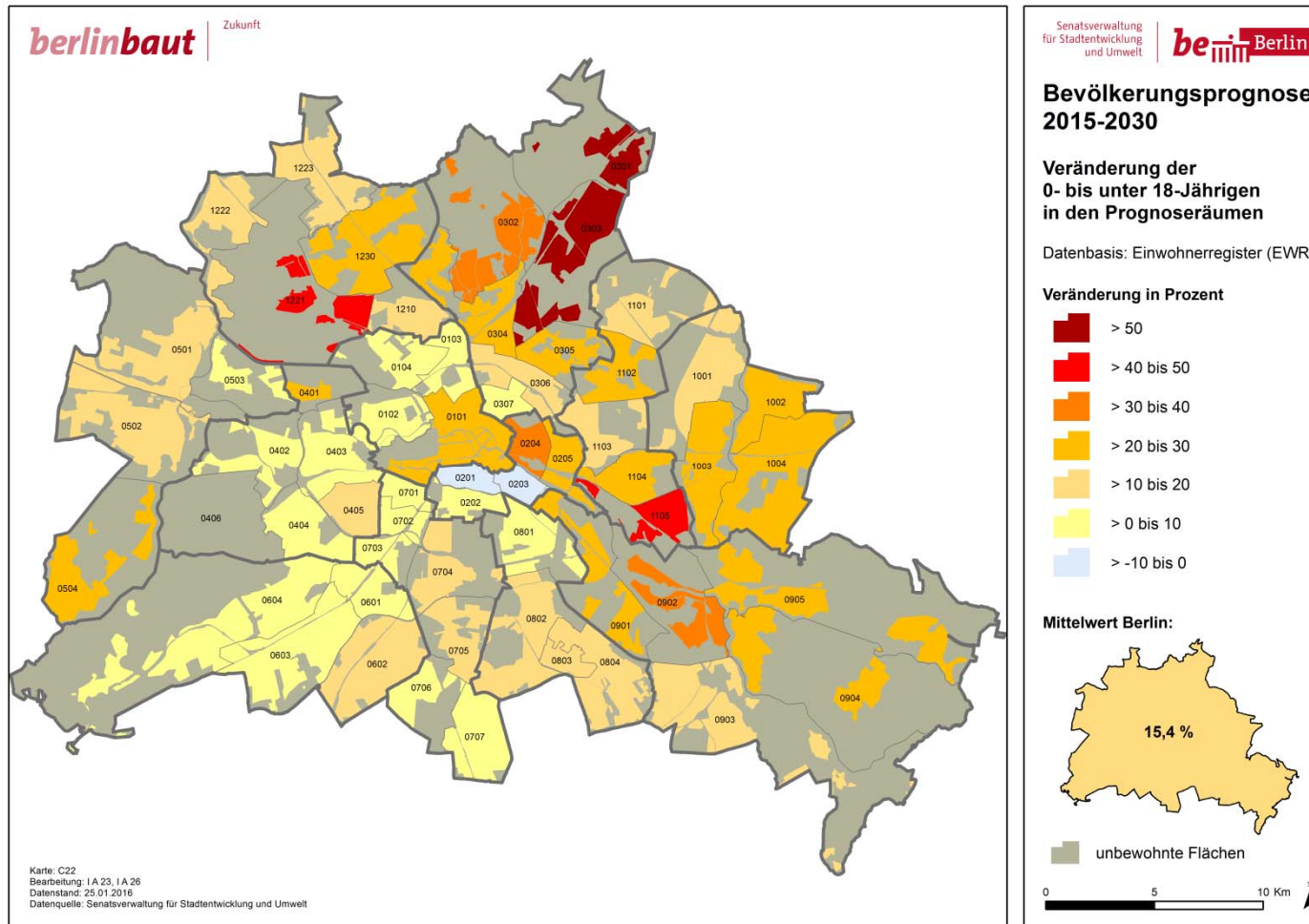


Source: SenStadtUm, based on Amt für Statistik Berlin-Brandenburg, Lange Reihe Einwohnerregister

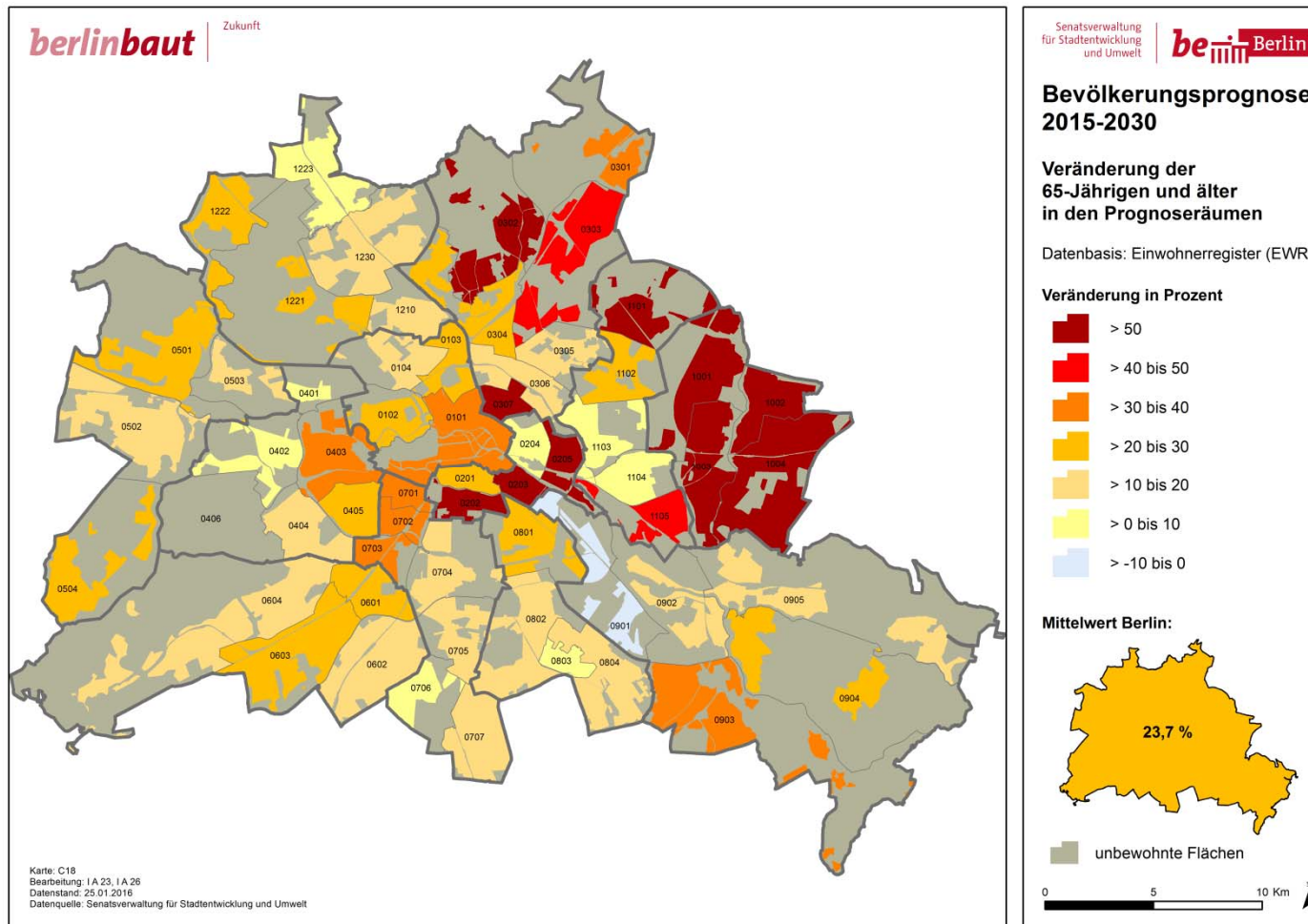
And still growing ...



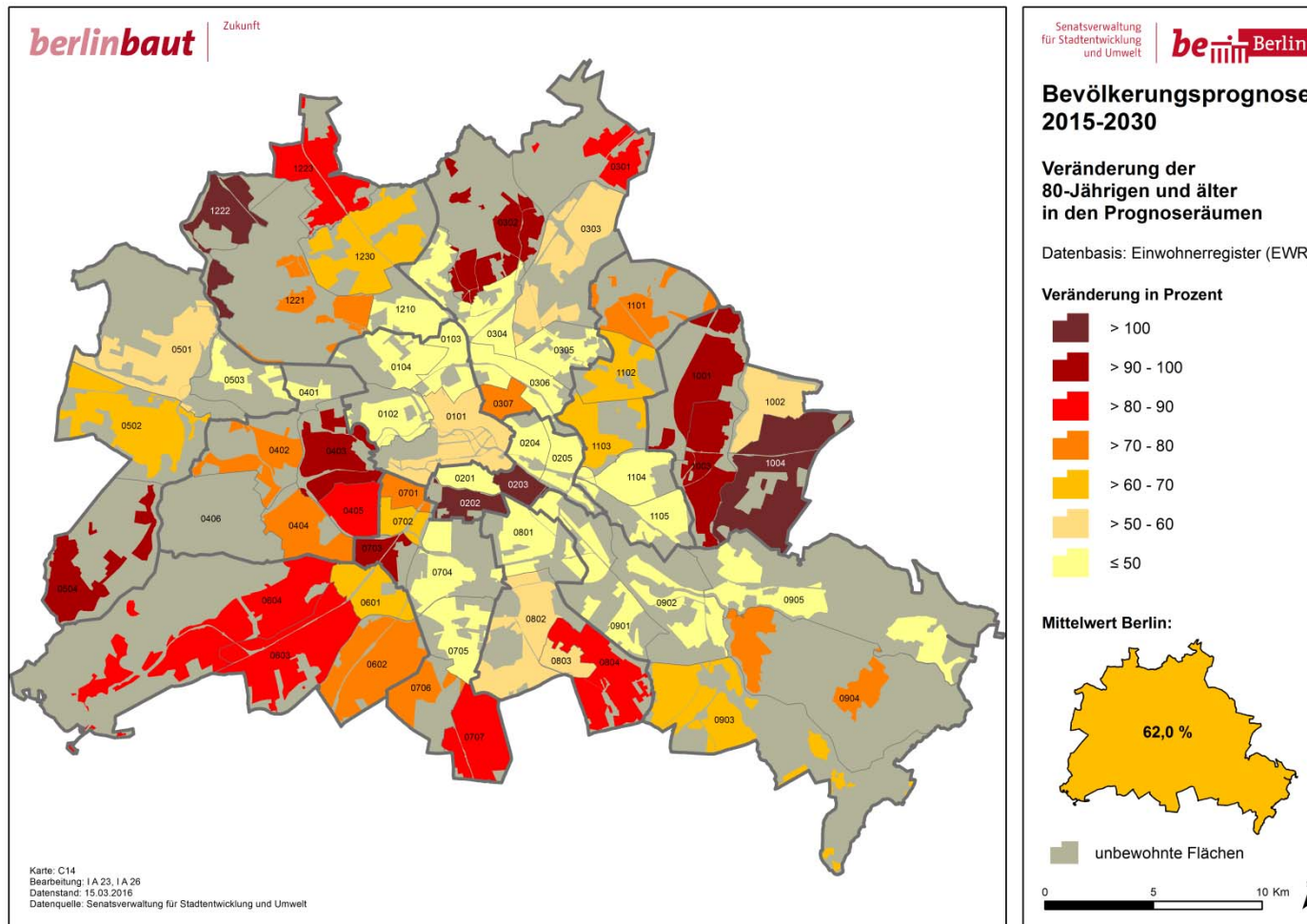
But with significant differences... (0-18 year old citizens)



But with significant differences... (65+ year old citizens)

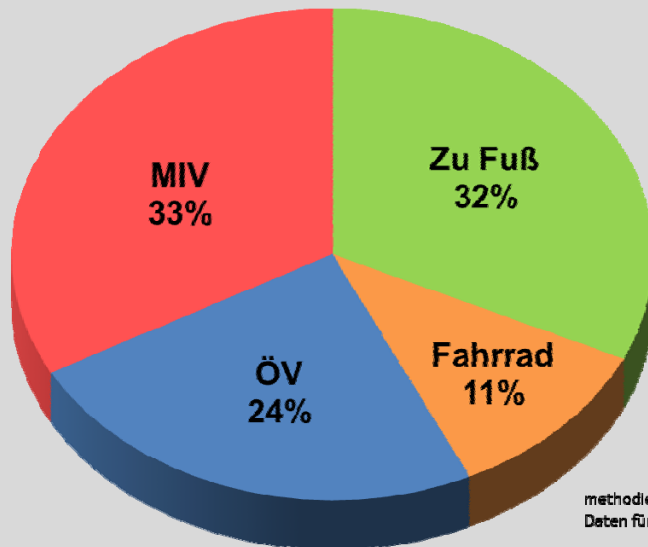


But with significant differences... (80+ year old citizens)

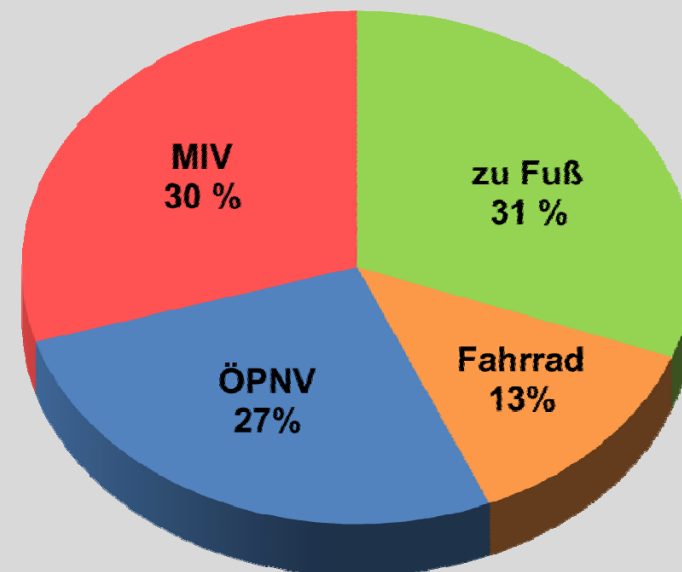


Modal Split in Berlin 2008 - 2013

**Modal Split 2008 Berlin -
Gesamtverkehr der Wohnbevölkerung**



**Modal Split 2013 Berlin -
Gesamtverkehr der Wohnbevölkerung**

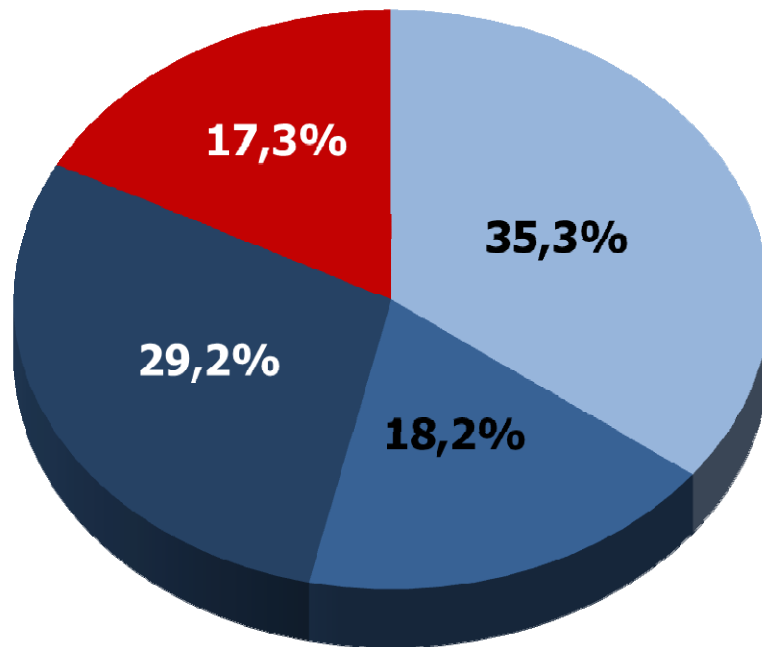


methodenbedingte Anpassung der
Daten für Vergleich mit 2013

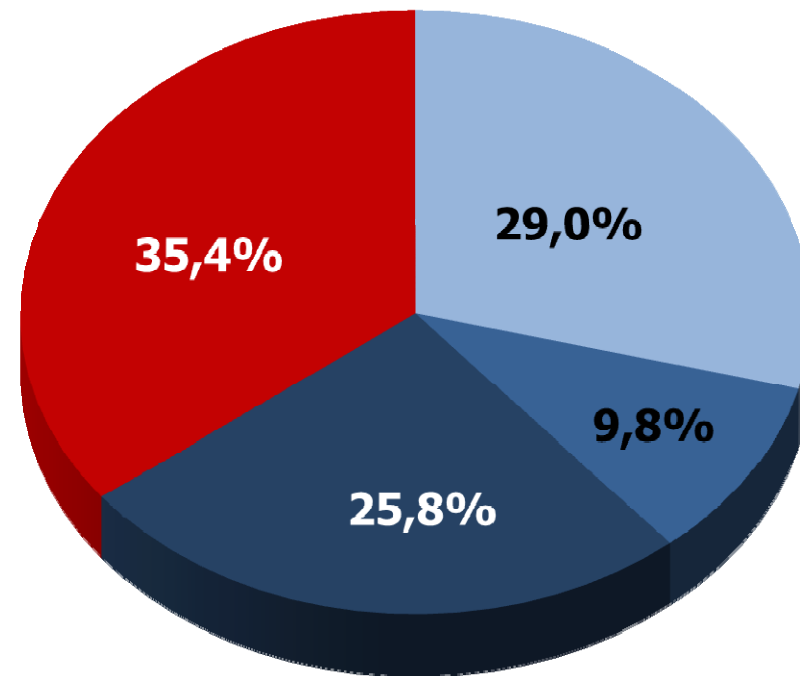
zu Fuß = walking
MIV = motorised private transport (MPT)
ÖPNV = public transport
Fahrrad = bike

Modal Split (inner/outer city)

Inner city 2013 (all trips)



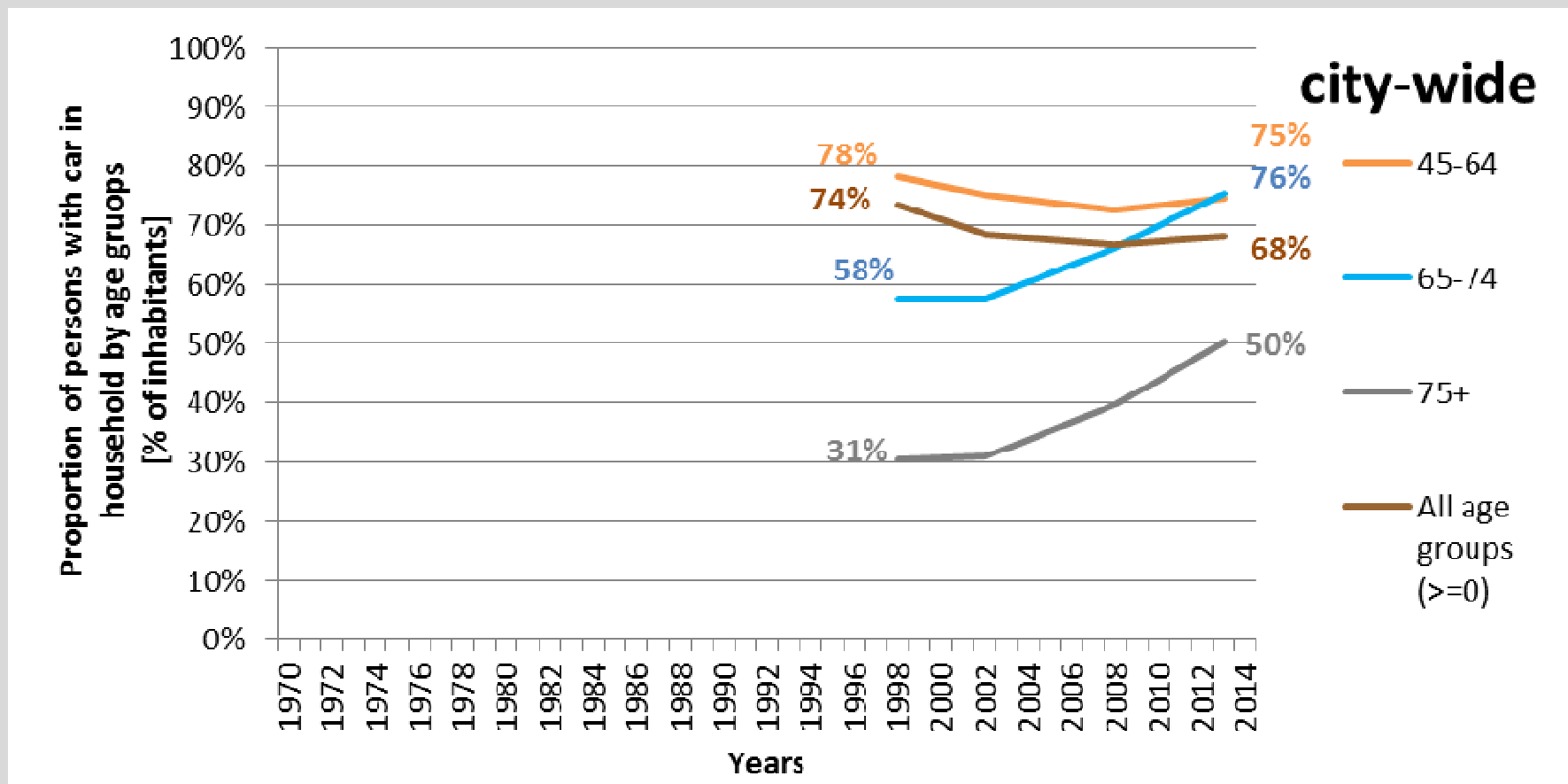
Outer city 2013 (all trips)



Differences within the city – car use

	Inner city	Outer city
Share of households without a car	52,6 %	33,7 %
Usual car parking at home	72 % in public road space	49 % in public road space, 46 % Garage, Carport or comparable

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

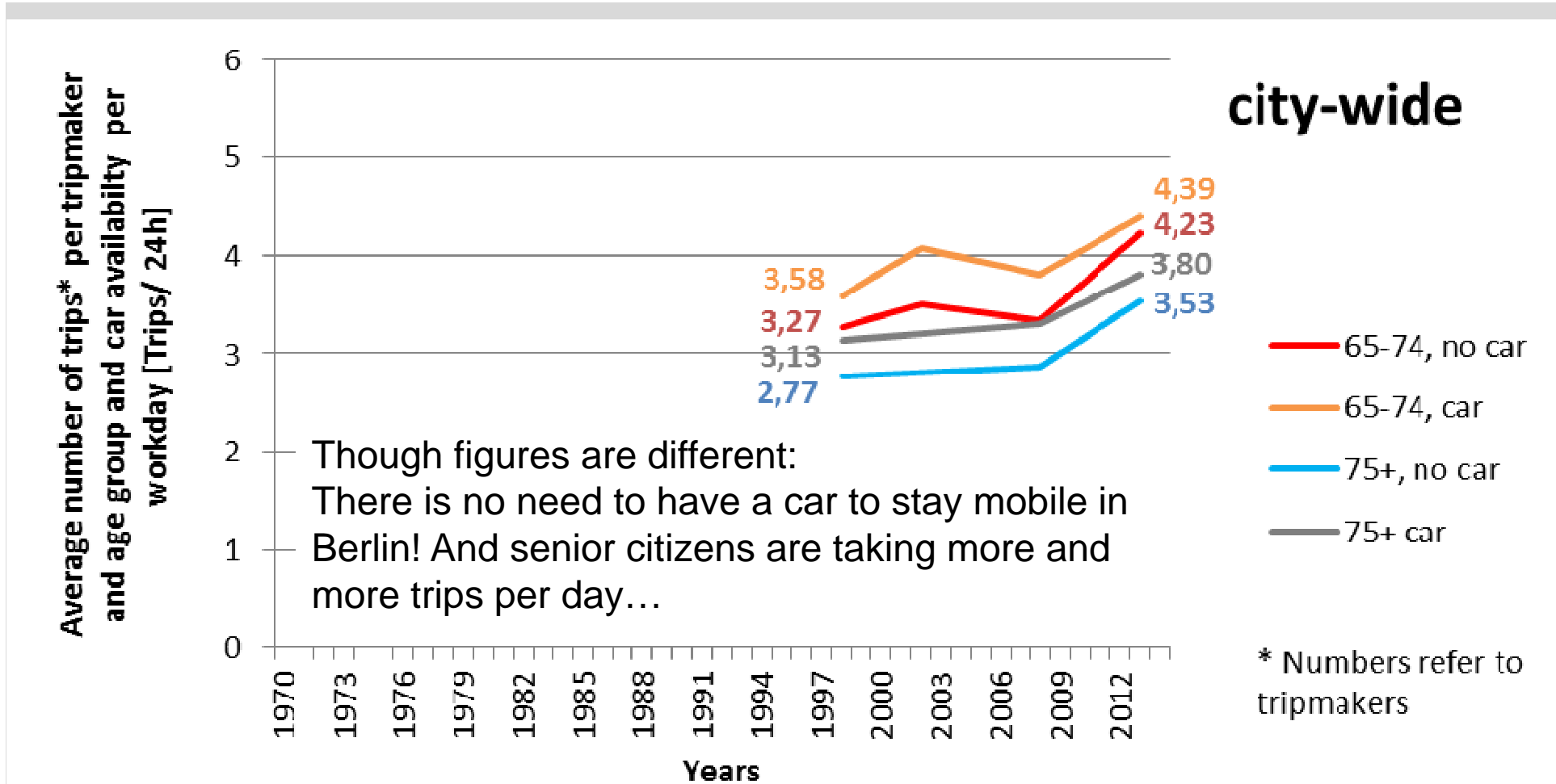
- 65 – 74 years
 - 36 % pedestrians
 - 34 % by car
 - 13 % public transport
 - 6 % cycling
- 75+
 - 37 % pedestrians
 - 31 % by car
 - 12 % public transport

No car in household

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

Walking is **the** mode for senior citizens!

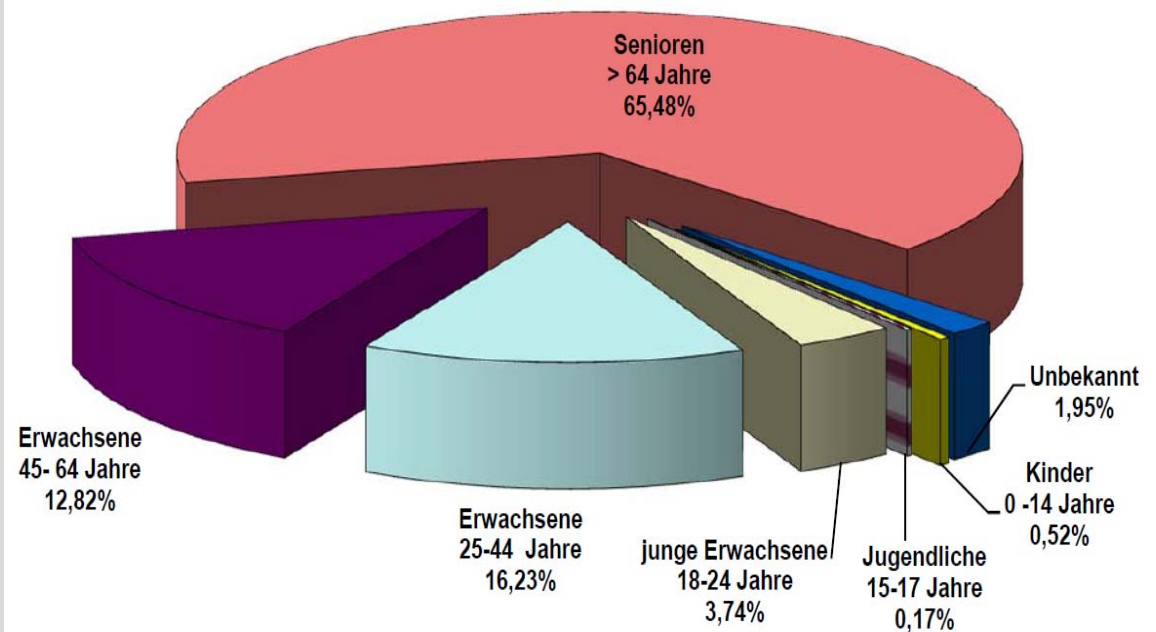
Development of average number of trips per person, age group, and car availability per workday [trips / 24h]



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

Unfallverursacher nach Altersgruppen
2015



https://www.berlin.de/polizei/_assets/aufgaben/anlagen-verkehrssicherheit/senioren-2015.pdf

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

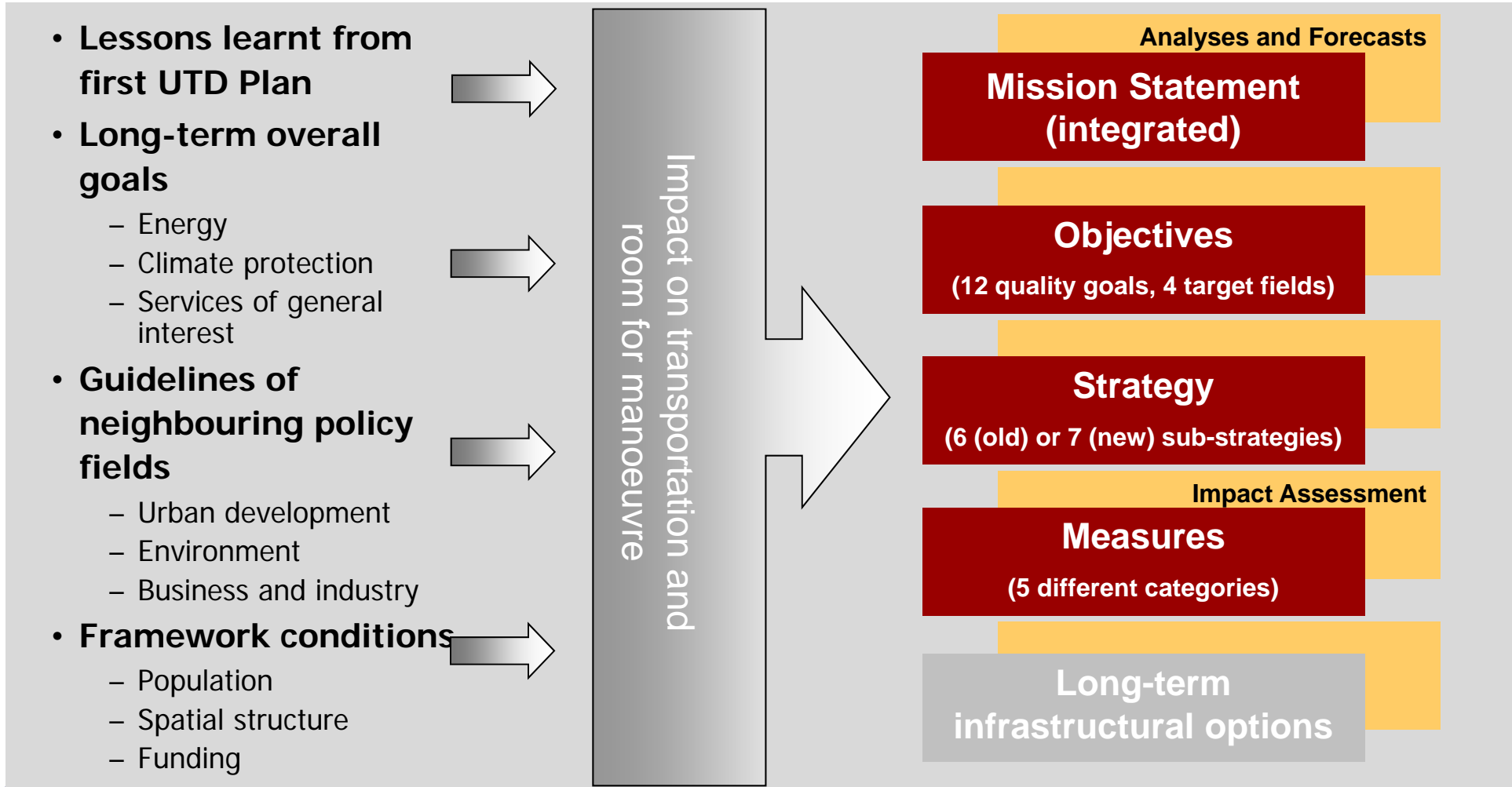
Overview

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

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



Berlin's Urban Transportation Development Plan (UTD Plan)



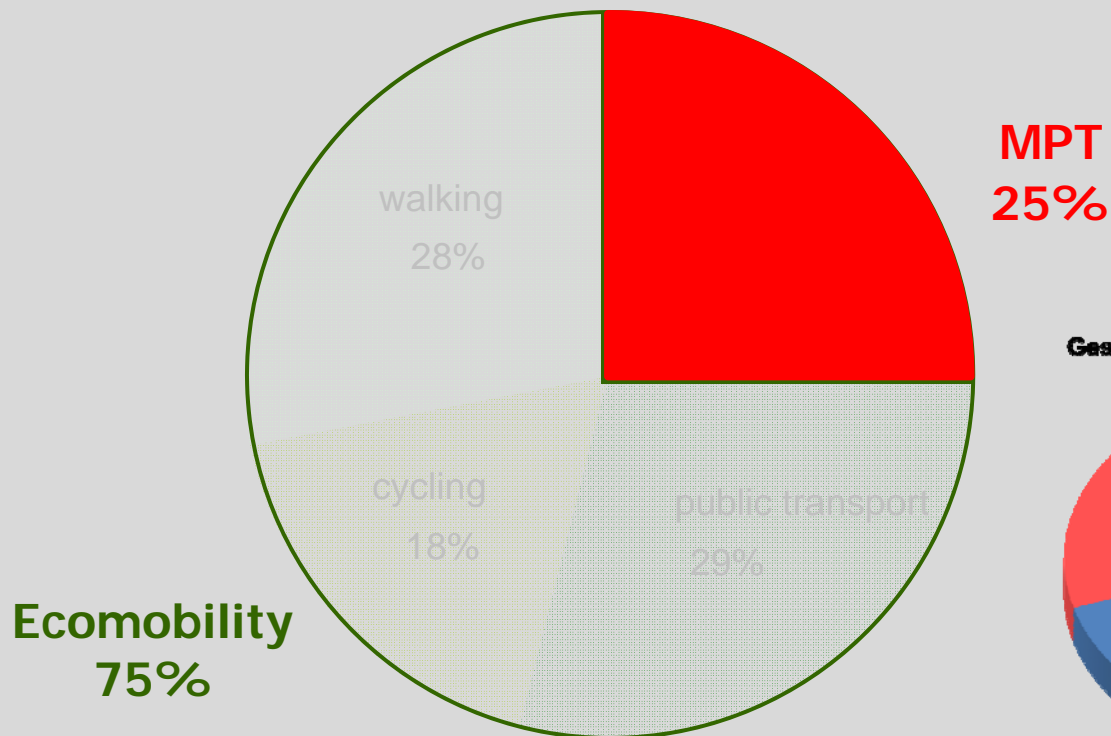
The UTD Plan's Mission Statement – Contents and Objectives

- **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

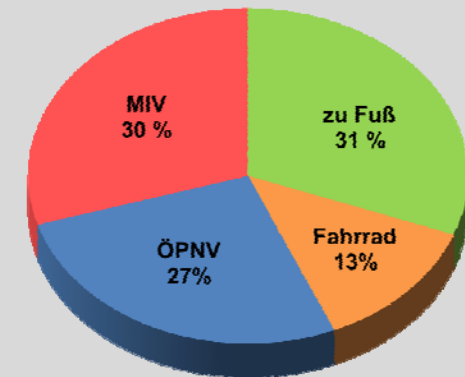


Choice of transport — a key policy goal

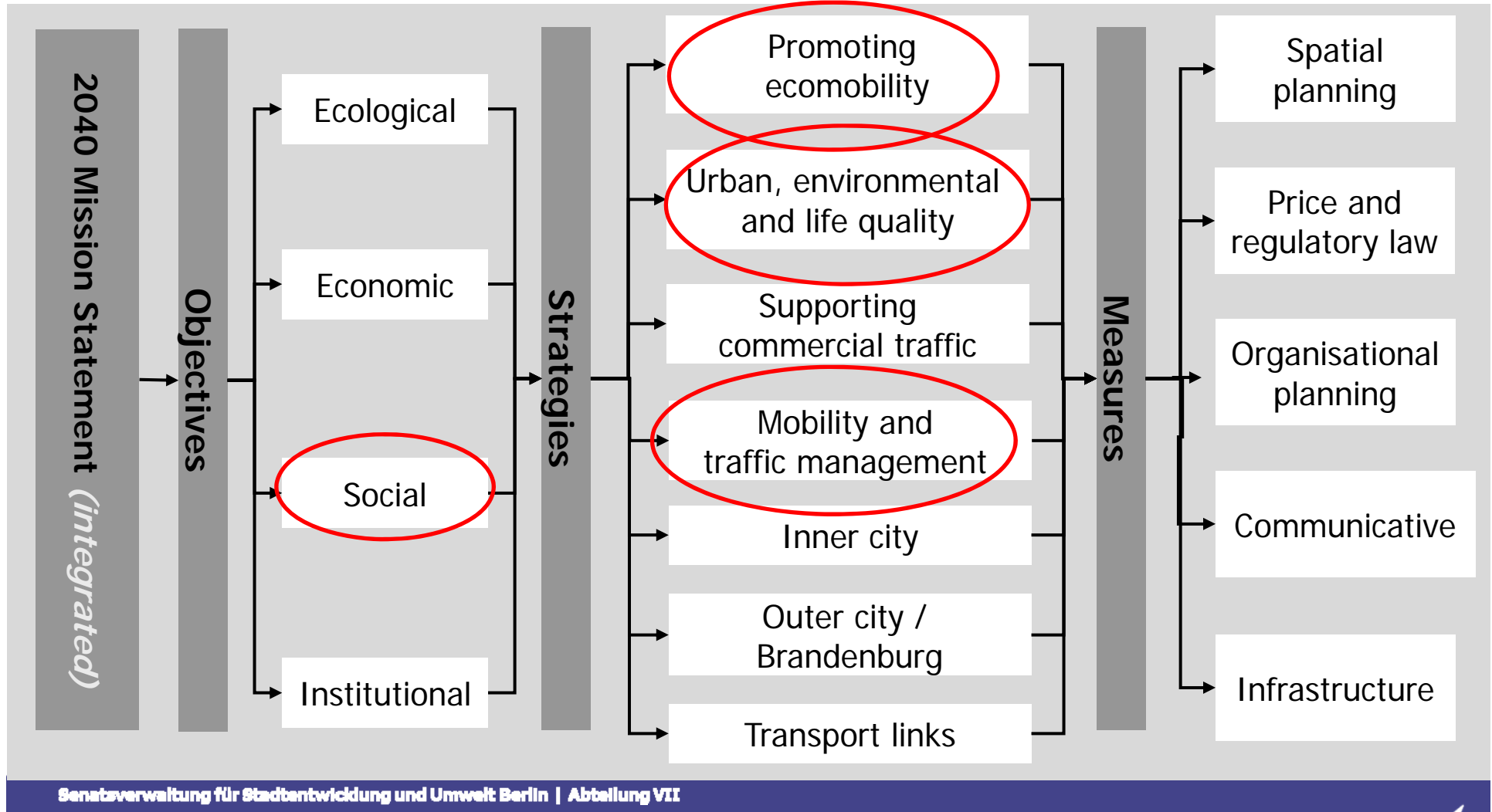
Choice of transport 2025 UTD Plan objectives



Modal Split 2013 Berlin -
Gesamtverkehr der Wohnbevölkerung



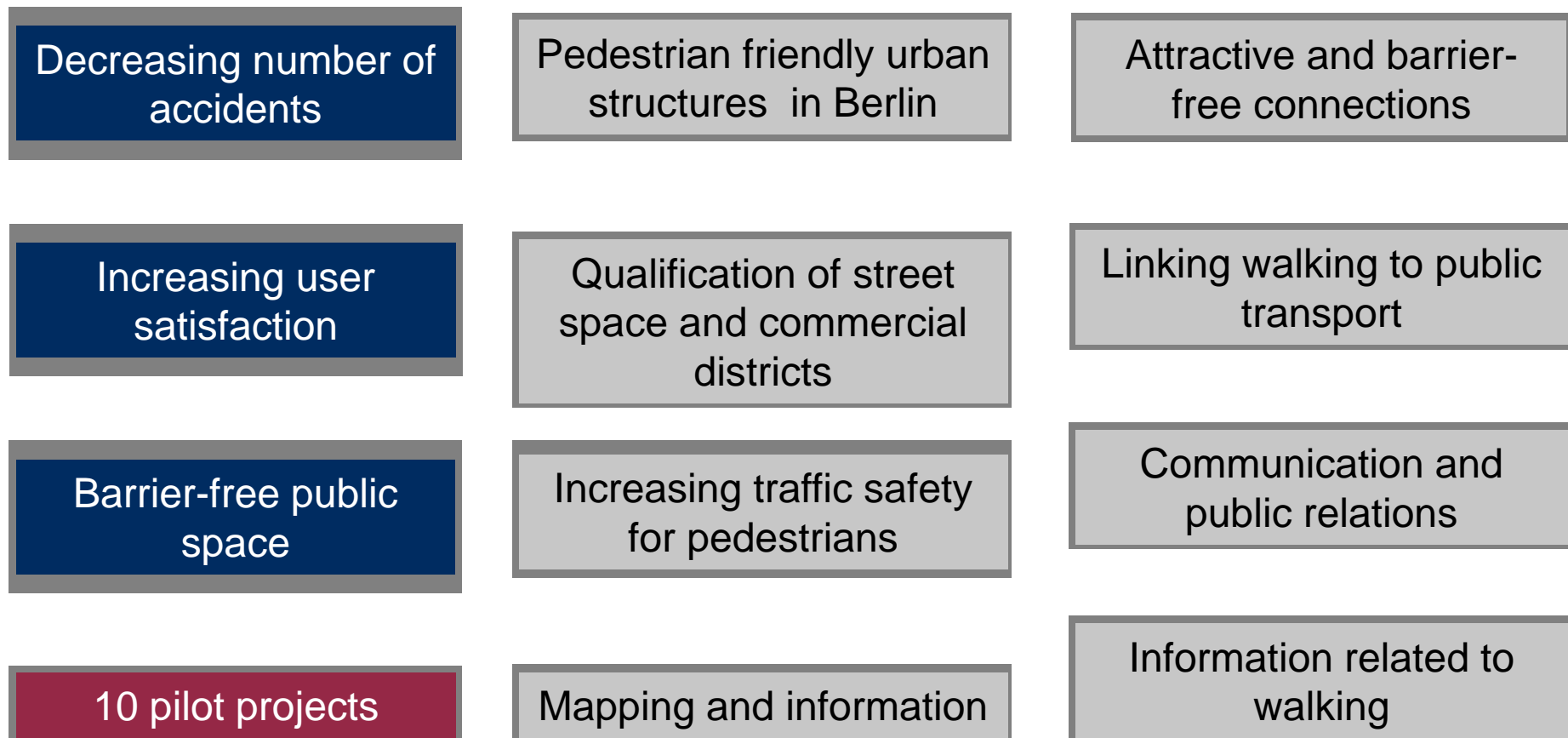
UTD Plan: Mission Statement – Objectives – Strategies – Measures...



Promoting walking – like shown, most important for seniors



The Berlin Walking Strategy: Aims and fields of action



Promoting cycling – a relevant option for seniors



Promoting the public transport system – most important alternative for car use



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

„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 accesable 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

Communication

Bahn S U Tram BUS F

Berlin. Barrierefrei 2016
Barrier-free

WEIL WIR DICH LIEBEN. **BVG**

Einfache Sprache

So sind Sie mit dem Rollator sicher in Bussen und Bahnen unterwegs



1 Kippen Sie den Rollator beim Einsteigen vorn leicht an.



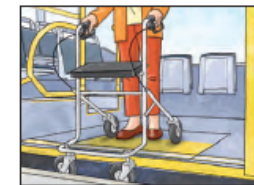
2 Halten Sie sich fest und schieben Sie die hinteren Räder nach.



3 Suchen Sie sich einen Sitzplatz und stellen Sie die Bremsen des Rollators fest.



4 Möchten Sie aussteigen, drücken Sie bitte rechtzeitig auf den Halte-Knopf.



5 Vorsicht, wenn Sie vorwärts aussteigen. Die Vorderräder können zwischen Fahrzeug und Bordstein rutschen.



6 Rückwärts aussteigen ist sicherer.

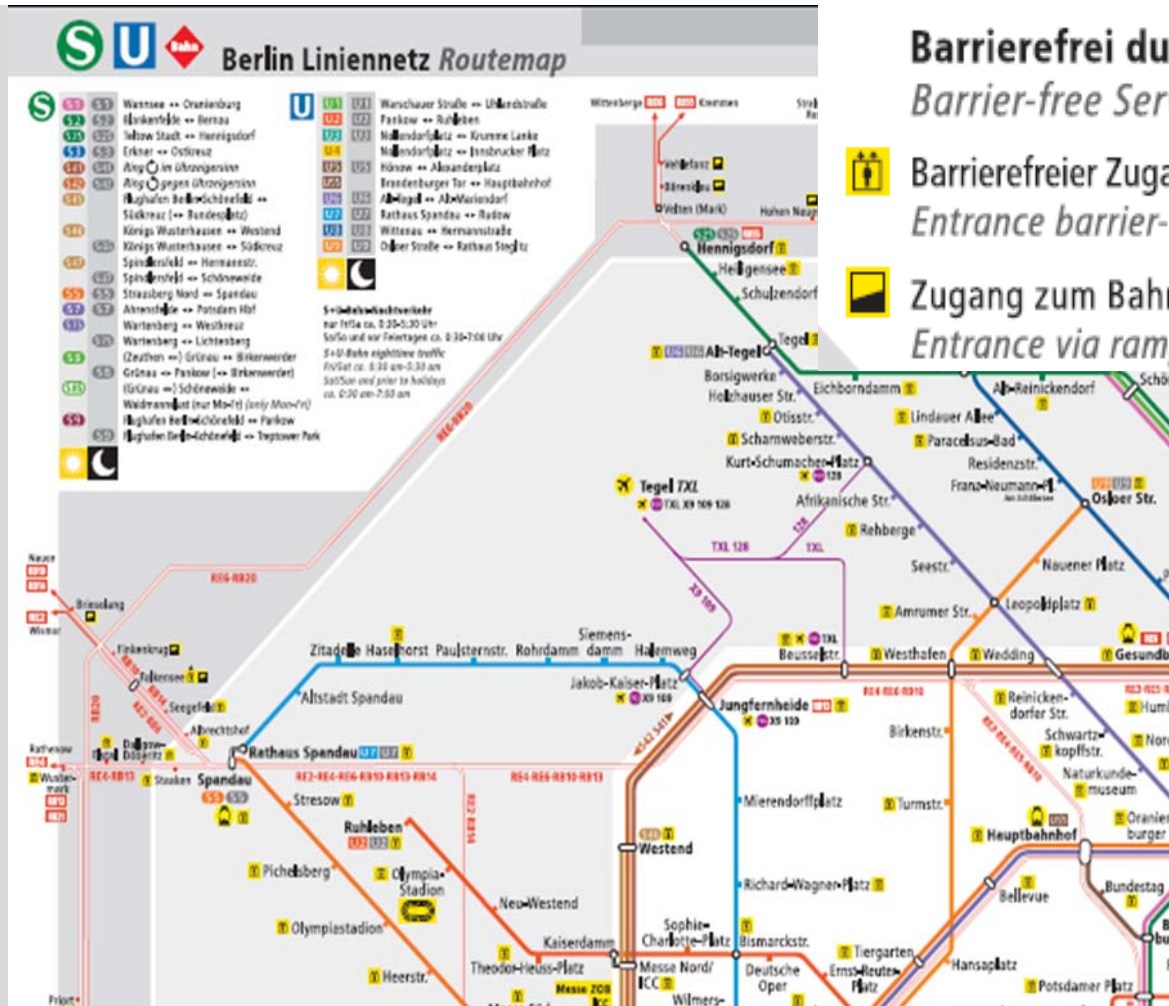


7 Halten Sie sich bitte fest und steigen Sie aus.



8 Stellen Sie sich sicher mit beiden Beinen auf den Weg. Erst dann holen Sie den Rollator nach.

Communication



Barrierefrei durch Berlin
Barrier-free Service

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

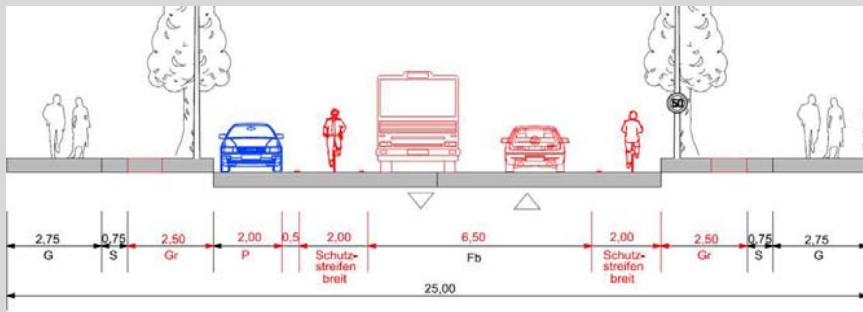
Zugang zum Bahnhof über Rampe
Entrance via ramp to the station

„Pedelec corridor“ – Reducing car dependence by improving the infrastructure for e-bikes

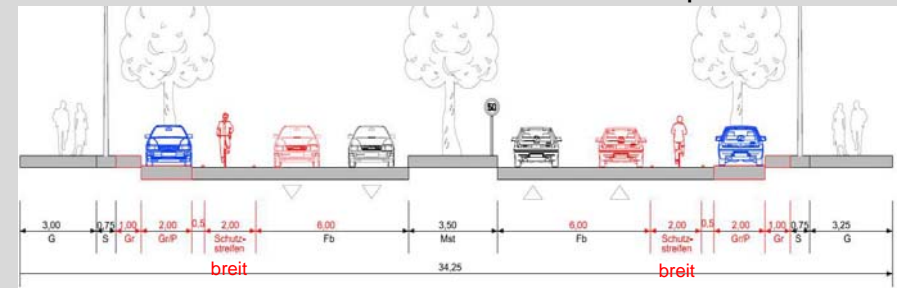


Infrastructural setting for the Pedelec corridor - a comfortable design for all

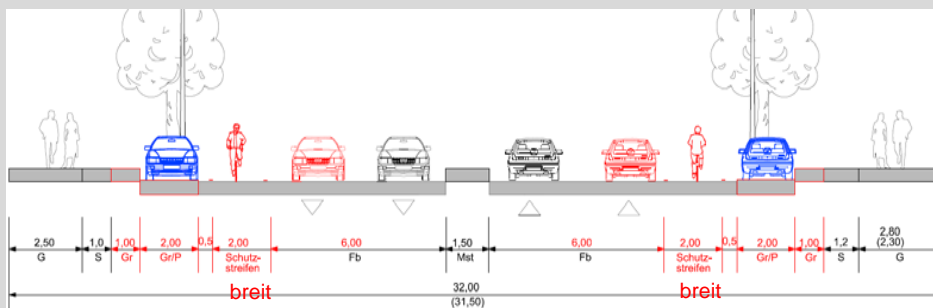
Abschnitt III: Lindenthaler Allee,
Lissabonallee bis Potsdamer Chaussee



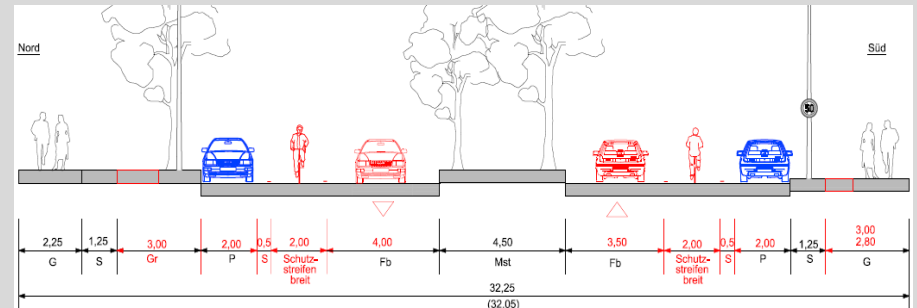
Abschnitt IV: Lindenthaler Allee,
Potsdamer Chaussee bis Mexikoplatz



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**

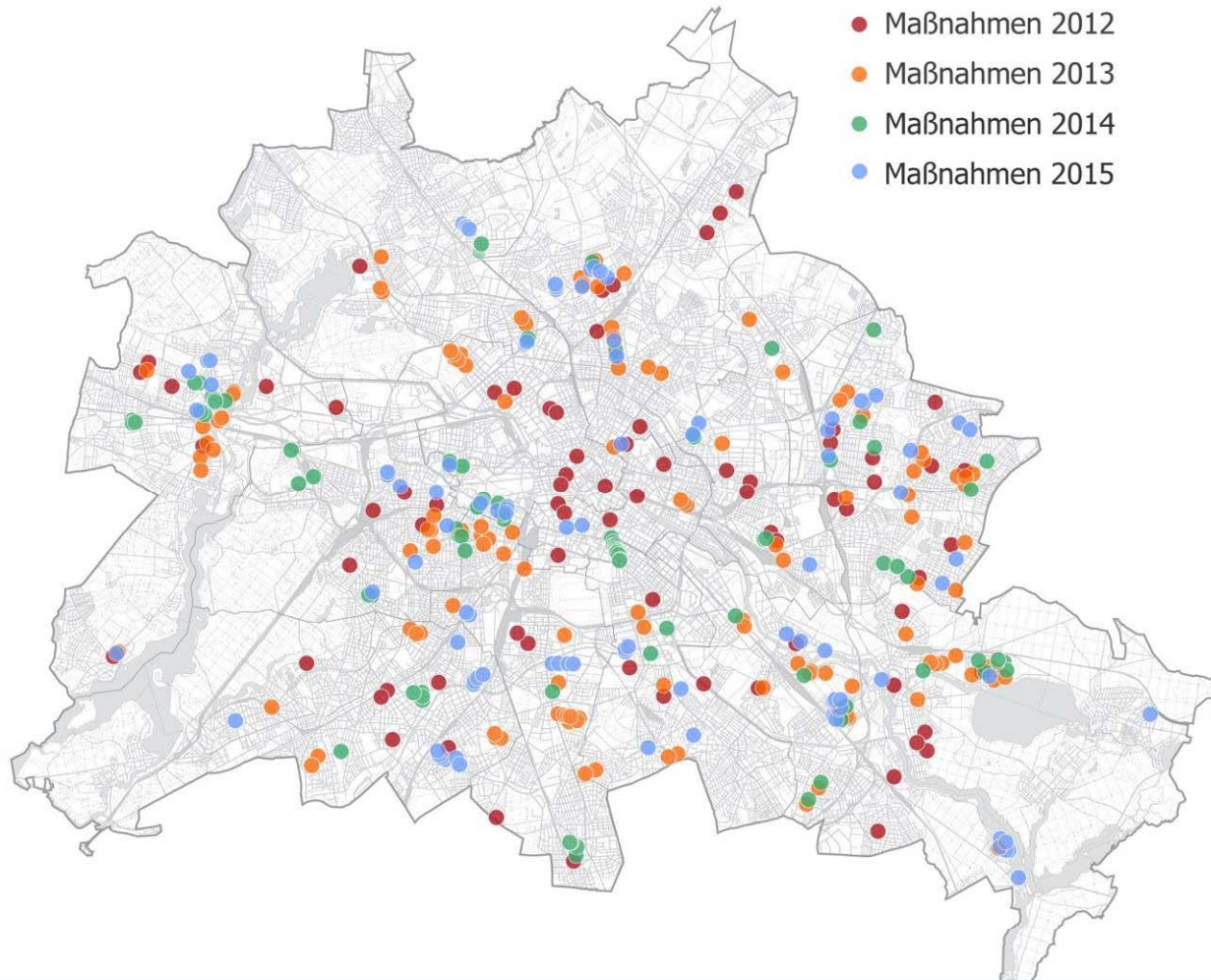


Bicycle parking strategy – the strategic aims

- 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"

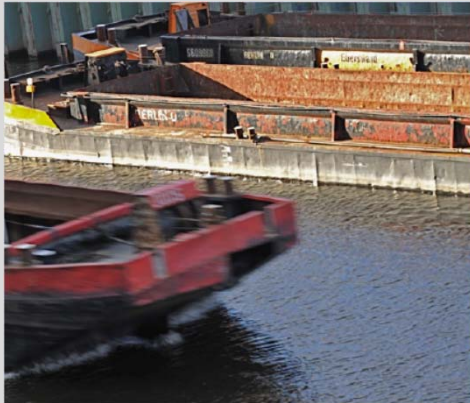


Overview

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**

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



Burkhard Horn

Senate Department for Urban
Development and the Environment

www.stadtentwicklung.berlin.de



Thank you for your attention!