MANAGING CAR USE THROUGH THE BERLIN TRANSPORTATION DEVELOPMENT PLAN

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1. Berlin today

- population: 3,4 million inhabitants (city); 4,3 mill. (metropolitan area): population stagnating but migration towards the fringes
- favourable polycentric city structure (chart)
- economy: continuing deindustrialization, slow growth of service industries, 18% unemployment, budget crisis
- modernized efficient transport infrastructure, growing transportation demand, adapted mobility patterns

2. Why is management of car use necessary?

- growing private car traffic affects the urban living conditions negatively (congestion at peak hours, environmental burdens—several charts)
- car traffic is growing because of
  - continuously growing trip length of daily trips: substitution of non-motorized through motorized trips (chart)
  - car traffic is faster than public transport (charts)
  - affluent private and public parking space in inner city attracts private car traffic (chart)
- public transport must be defended because
  - motorization is low: only public transport safeguards „mobility for all“ (chart)
  - „European structured city“ with high urban living quality is founded on public transport
  - only growing public transport demand allows reduction of subsidies for public transport


- cooperative and consultative procedure; result: high acceptance (chart)
- content of the integrated strategy „Mobil 2010 Berlin“ (chart)
- 2 out of 6 „partial strategies“ directly relating to car use management („environmental combination“, „inner city“) (chart)

4. Conceptional approach to car use management: 4 pillars

- replacement of car trips by alternative modes:
  - better public transport by
    - improvement of public transport network
    - increased speed (priority bus lanes, priority signaling)
    - better organized connecting points
    - product improvements
    - introduction of competition in p.t. market
• better conditiones for bicycle riding by
  – better lanes, improved safety, better parking facilities
  – combination of public transport and bicycle riding
  – better information

• discouragement of private car use by
  – extension of paid parking zones and higher fares
  – limitations for building of private parking space in inner city areas
  – speed limitations and enforcement (73% of urban streets 30 km/h limitation)
  – reduction of street capacities in inner city area (charts)

• diversion of through-traffic mostly by signalisation and reconstruction of junctions (chart)

5. Implementation of mobility strategy (since 2003)

• mobility programme 2006*: budgeted action programme with detailed measures

• core elements:
  – Berlin bicycle plan: 35 measures to stimulate bicycle - riding, to raise modal share from 10% to 15%
  – demand oriented reorganization of public transport: new „metrolines“
  – decentralization of parking management: new responsibilities and incentives for districts
  – comprehensive intermodal traffic management (new infrastructure and new authority)

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