ECMT-USDOT WORKSHOP ON
FOSTERING SUCCESSFUL IMPLEMENTATION
OF SUSTAINABLE URBAN TRAVEL POLICIES

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Integrated Transport Policy:
Our Concept for a Sustainable Mobile Future

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Integrated Transport Policy - our Concept for a Sustainable Mobile Future

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Transport challenges

- Passenger transport will increase by 20%
- Freight transport will grow by 64%
- Freight mileage will rise to around 600 t/km by 2015
- The volume of funding for investment is forecast to be around 140 bn €
### Current situation

#### The figures

<table>
<thead>
<tr>
<th></th>
<th>1976</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Daily trips per capita</strong></td>
<td>3.1</td>
<td>3.8</td>
</tr>
<tr>
<td><strong>Private cars per capita</strong></td>
<td>ca. 0.3</td>
<td>0.47</td>
</tr>
<tr>
<td><strong>Travel time per day</strong></td>
<td>68 min.</td>
<td>83 min.</td>
</tr>
<tr>
<td><strong>Length of journey</strong></td>
<td>8.7 km</td>
<td>11 km</td>
</tr>
</tbody>
</table>
## Current situation

### Modal split in larger cities 2000 (in %)

<table>
<thead>
<tr>
<th>Cities above 500,000 inhabitants</th>
<th>Public transport</th>
<th>Private cars</th>
<th>Walking</th>
<th>Bicycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of trips</td>
<td>21</td>
<td>44</td>
<td>26</td>
<td>9</td>
</tr>
<tr>
<td>Journeys to work</td>
<td>26</td>
<td>56</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Trips for training purposes</td>
<td>40</td>
<td>20</td>
<td>28</td>
<td>12</td>
</tr>
<tr>
<td>Shopping trips</td>
<td>18</td>
<td>35</td>
<td>40</td>
<td>7</td>
</tr>
<tr>
<td>Leisure trips</td>
<td>19</td>
<td>44</td>
<td>29</td>
<td>8</td>
</tr>
</tbody>
</table>
Current situation

Public transport in cities

- Cities with 50,000-100,000 inhabitants: 5%
- Cities with 100,000-200,000 inhabitants: 9%
- Cities with 200,000-500,000 inhabitants: 14%
- Cities with 500,000 inhabitants: 19%

Division A 13 – Policy issues relating to mobility in towns, cities and regions
Strategy for environmentally acceptable urban transport

Our concept for a mobile future is based on an integrated transport, regional planning and urban development policy with the following components:

- reducing the need to travel
- shifting traffic to more environmentally friendly modes of transport
- improving transport operations
- fiscal incentives and user charges
- improving environmental protection
- promoting new technologies and alternative fuels
- enhancing road safety
- mobility research
Strategy for environmentally acceptable urban transport

Reducing the need to travel

- integration of regional and transport planning
- polycentric settlement pattern, compact city
- new forms of cooperation, public participation and Local Agenda 21
- cooperation between towns/cities and their urban hinterland
- mixed use development
Merging regional and transport planning

**Today**

- housing
- work
- supply
- recreation
- education

**Tomorrow**

- city of short distances
Strategic for environmentally acceptable urban transport

Shifting traffic to more environmentally friendly modes of transport

- local public transport
- local and regional passenger rail service
- Local Authority Transport Infrastructure Financing Act
- promoting non-motorized retransport
- linking up the different modes of transport
Conclusion

• urban transport has to be efficient, environmentally friendly, socially acceptable

• ensure mobility but reduce volume of traffic

• improve the interplay between all components of the transport system

• integrating regional planning, urban development and transport policy

• subsidiarity

• broad dialogue