

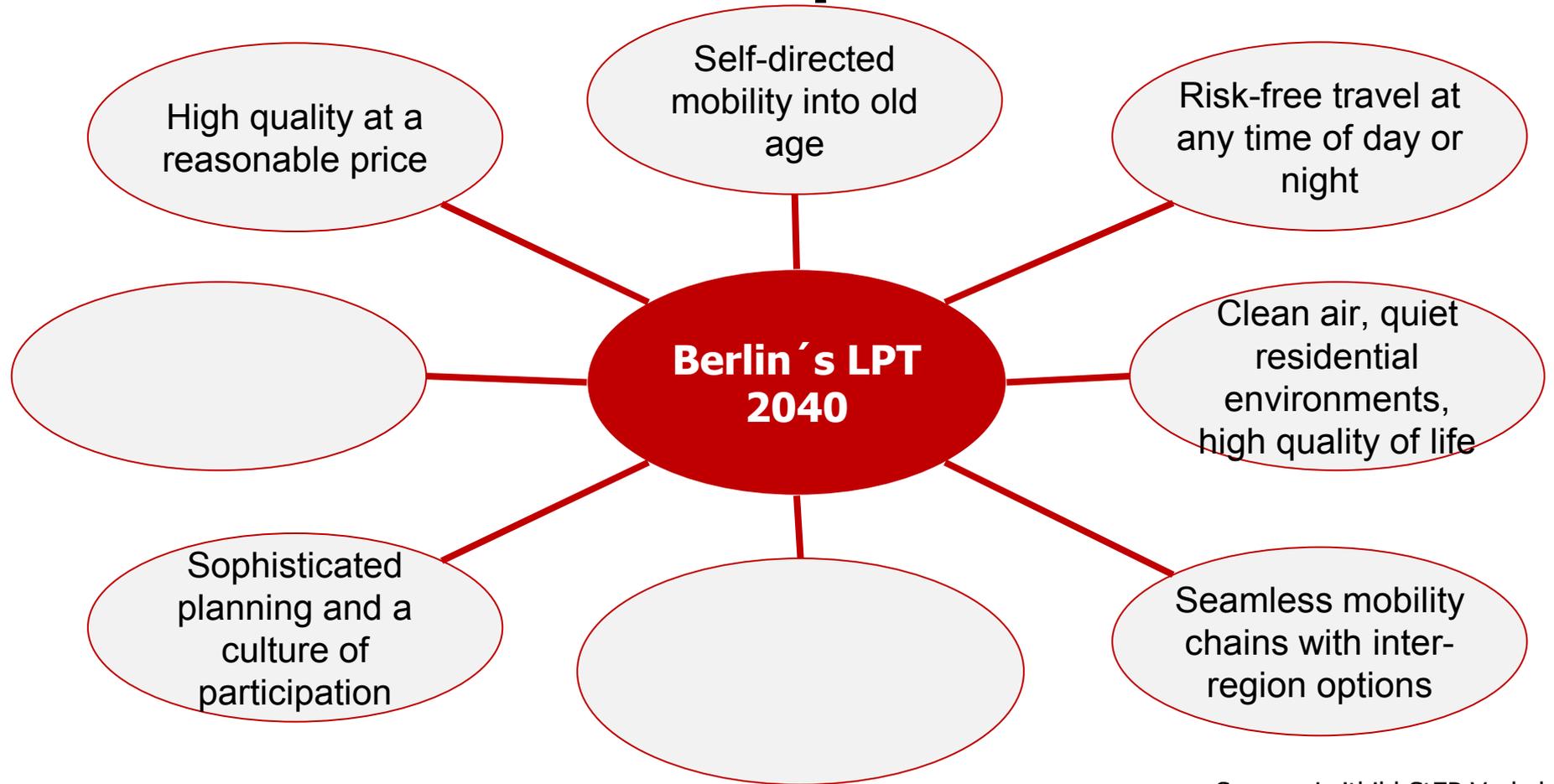
Target Group-Oriented Transportation Planning



Ladies and Gentlemen.

"Berlin is a vibrant and socially diverse city. [...] The existing transport system options cause Berliners to be and remain mobile - regardless of gender, age, life situation and the individual daily requirements "

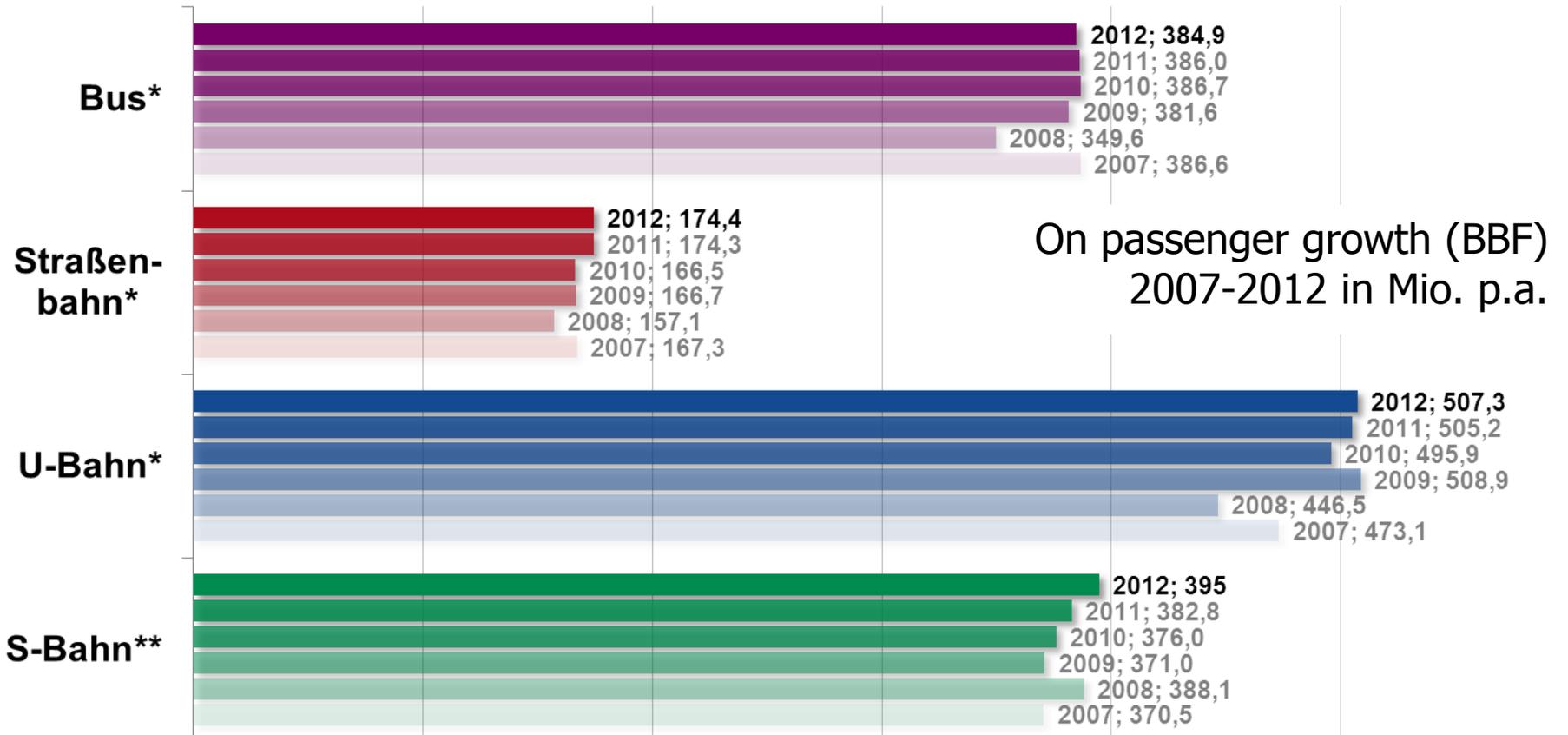
The Mission Statement for Berlin's Public Transport



Source: Leitbild StEP Verkehr

What you have just heard is an excerpt from the mission statement of StEP-Traffic. It describes a vision for the future of mobility in The State of Berlin in 2040. In this vision, public transport plays an important role. It ensures participation and integration, providing high quality, safe and accessible use of transport to all people equally.

The Reality of Berlin's Transportation

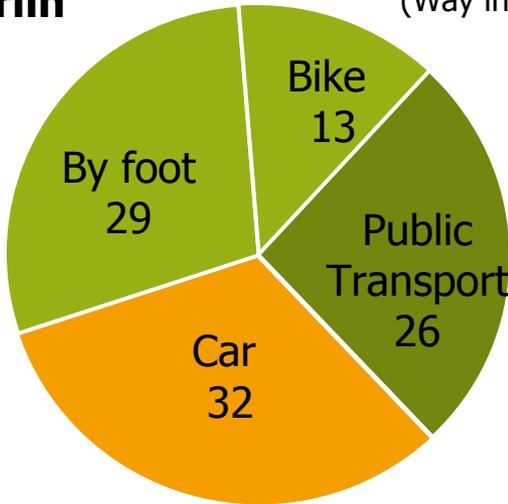


... is well examined - but who are the target groups?

How then, does this vision of the future present the realities of public transport? We know that more and more people use buses and trains in the capital, but who are these people? And what requirements do they have?

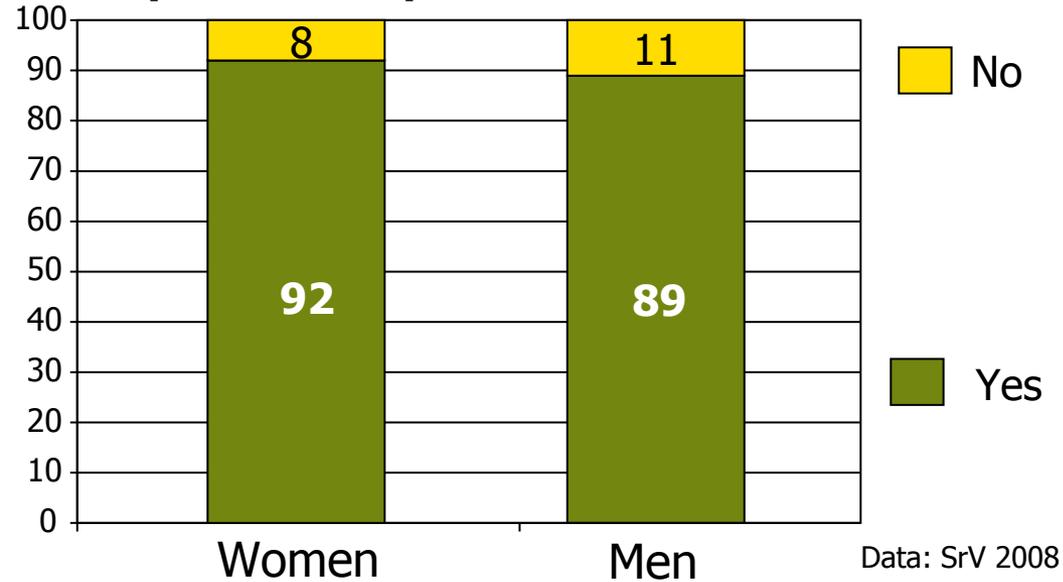
Public Transport Use in Berlin

Choice of transportation in Berlin
(Way in %)



Data: SrV 2008

Use of public transport in the last 12 months



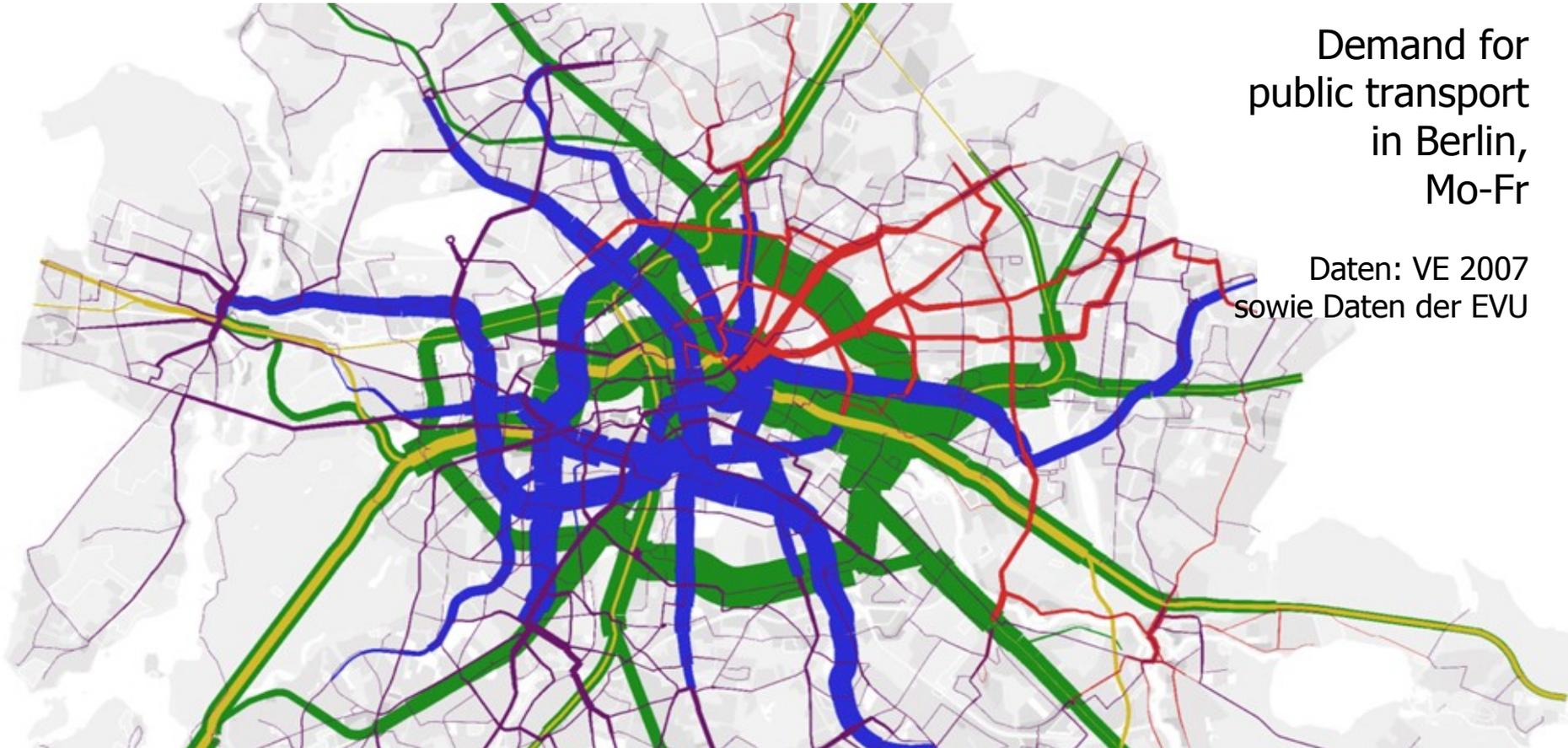
Data: SrV 2008

**Most Berliners use public transport.
But are the uses equally good for all?**

It is known that the public transport in Berlin is used almost equally by men and women (when women use public transportation regularly - they have fare cards). Those under 18 years old make up a quarter of the public transport users (source, MiD). But professionals are, whether in blue or a business costume, are also a common sight on Berlin's buses and trains. The number of seniors who have discovered public transport in recent years has also increased (which can be inferred from an increase in 65-plus ticket sales).

In short, big cities like Berlin have public transport that is used by all population groups. But can they also use it equally well?

The Berlin Public Transport Plan



The Berlin public transport is efficient and high quality.

The answer to this question could be shown by the local transport map and local transport monitoring. It could be observed that the performance and quality requirements of the state largely correspond to the extent to which the needs of different target groups have been met as has been disclosed in the gender check.

Where is Gender in Urban Transport?



Where is "gender inserted" concretely. As a rule it is not revealed in the local transport plan. A common thread between the interests and needs of all customer groups is traced on the needs and, thus, the responsiveness to gender issues as shown through all the fieldwork in the local transport plan; from proposal planning, quality standards, and all the way up to the infrastructure.

Public Transport in the Gender-Check

- A gender section does not exist in the local transport plan because Gender Mainstreaming is a cross-sectional issue.
- Whether this task has been satisfied, will be checked in detail.
- The Gender-Check was first regularly carried out in 2006 (external) and since then by the PTA itself.



Foto: Daniel Rudolph

Since 2006, there have been Gender-Checks on Berlin's transportation. It intended to show the extent to which Gender Mainstreaming is actually implemented in Berlin's public transport planning. But it can also show where there are gaps and the need for further action in supply and infrastructure.

Gender Check 2009-2011 (Selection)

Gender Check for passengers with

Complex daily schedules and multi-stop trips

Mobility restrictions

Caring responsibilities
(for children, the elderly, the sick)

Higher safety requirements

Overall e.g. following public transport characteristics

Accessibility

Barrier-free access

The presence of usable storage areas in vehicles

Objective security and a subjective sense of security

In the frame of the checks, the needs of passenger groups are not considered in that are neglected in the traditional focus of planning. In addition to supply and infrastructure indicators, the judgments of both female and male users are thereby also included in the assessment. How this is done and the possible results, we would like to present the basis of four criteria upon.

Criteria: Accessibility of Stops/Stations



Target	Guideline
Within easy walking distance of public transportation stops	Development standards: a catchment radius of 300m (in areas of high use density) or 400 m (in areas of lower density) for 80% of the population as a target value with a 96% tolerance value

An essential prerequisite for the usability of public transport is whether it is within walking distance. There needs to be short distances between stops in Berlin. Distances between sources and destinations that are in demand with regard to bus/train stops still must be guaranteed.

Criteria: Accessibility of Stops



Development standards NVZ
Quelle: NVP-Monitoring 2009 - 2012

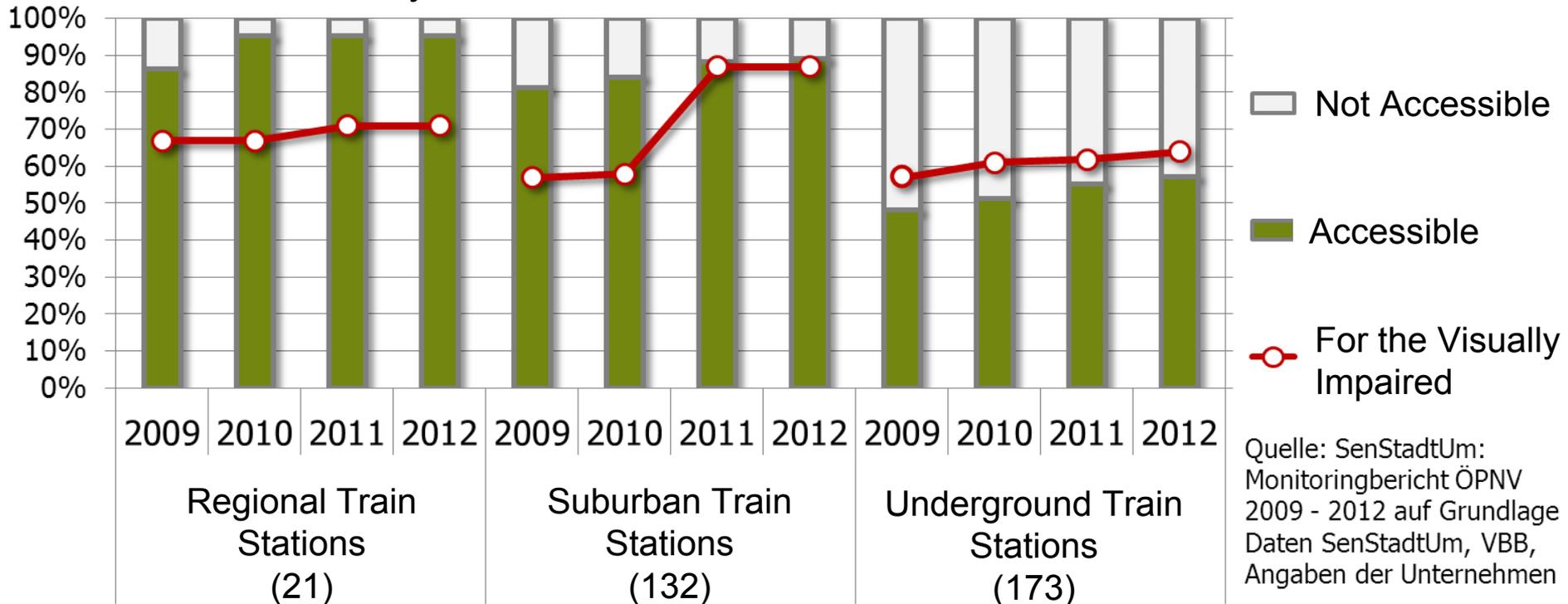
The city as a whole is well developed but a little degradation has occurred over the previous years

For the second year in a row, however, an increased tolerance for deterioration was observed. That is, the footpaths are longer in some areas.

Criteria: Accessibility



Accessibility of train and other stations 2009-2012

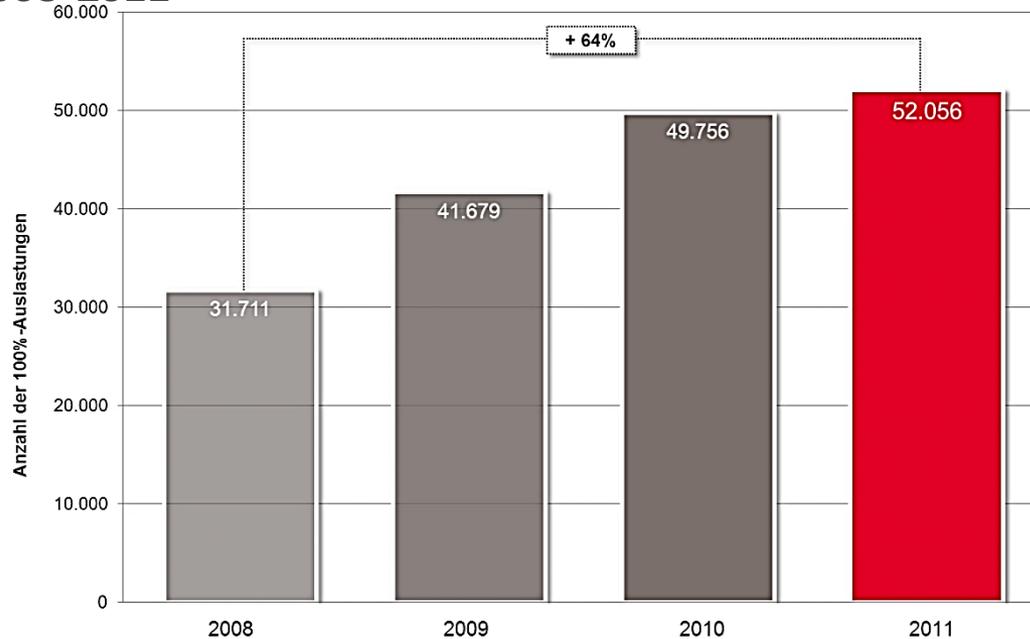


The production of accessibility of the overall system remains a (legally binding) permanent task

The majority of the stations are already accessible. By 2017, all of the trams will have the same low floors which buses have had since 2010. However, a challenge remains concerning the bus stops. Here, the expansion of accessibility is slow going.

Criteria: Ample Space in Vehicles

Developments of the 100% accessibility message on the bus 2008-2011



Daten: Meldungen der BVG



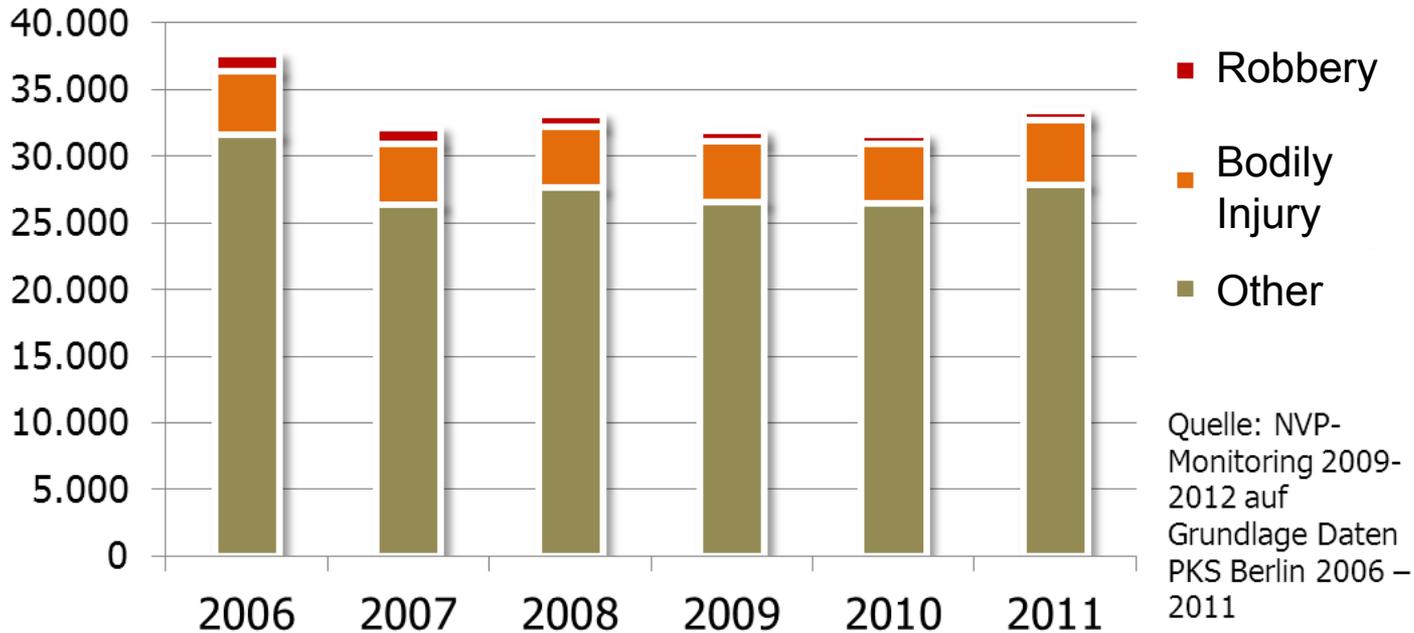
Despite theoretically sufficient space in vehicles, possible problems occur due to the increasing frequency of capacity constraints

The NVP requires that multi-purpose compartments are to be kept as part of the vehicle's use. Whether they are sufficient depends on specific needs. An increasingly constrained capacity is reached when even passengers can not be taken; a warning sign of how the availability of space is no longer so easily given throughout.

Criteria: Security (objective)



Development of crime in public transport 2006-2011 (including pickpocketing)



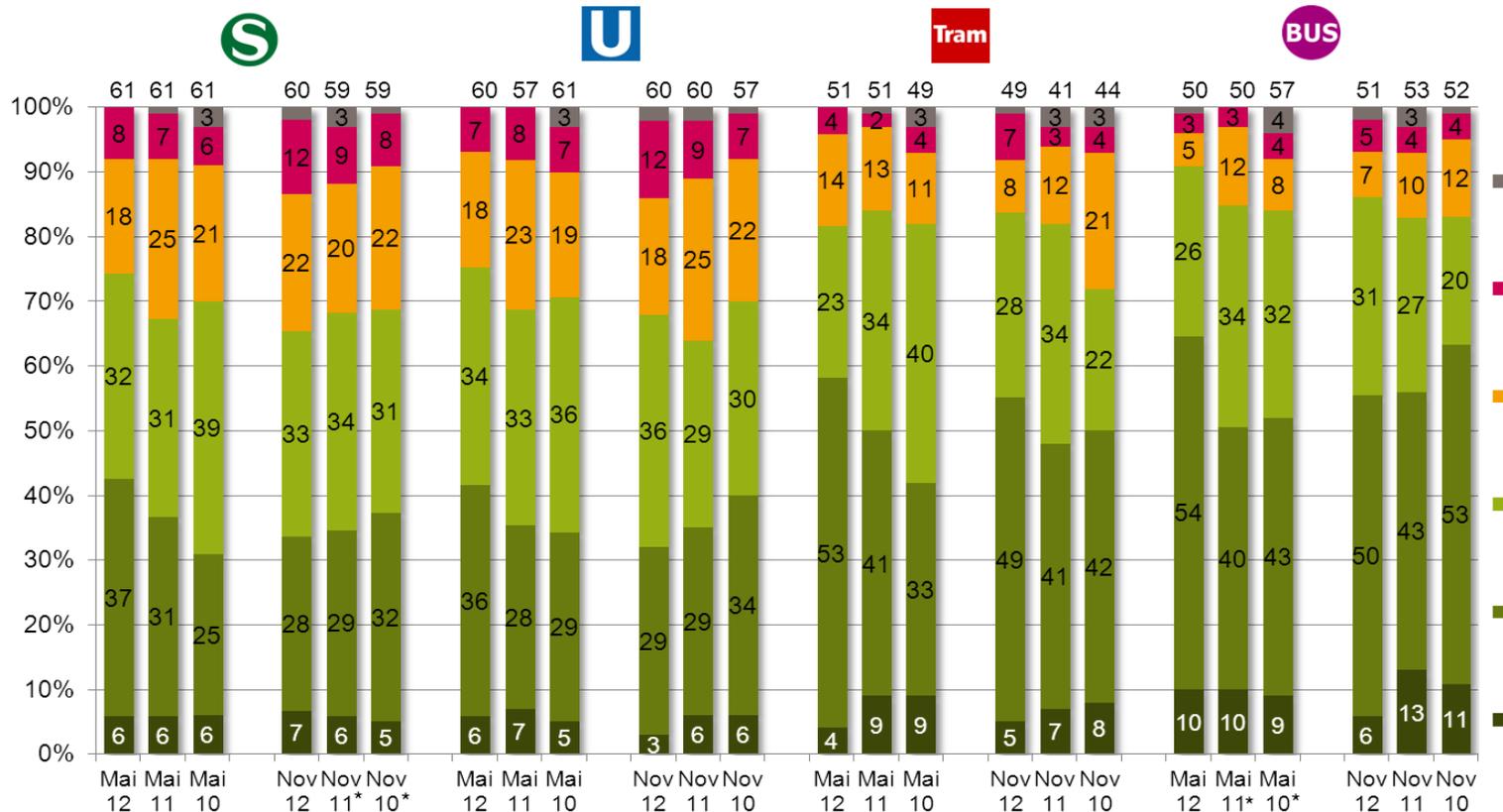
**The security objective or transport security continues to improve.
The grasp of coordinated actions by the police and transportation companies increases security.**

Safety against crime in transport vehicles, at stations and at bus stops has been, in the last three years, a frequent topic of public debate triggered by somewhat serious assaults on passengers and crew. The statistics clearly show, however, that public transport has been getting objectively safer.



Criteria: Personal Safety

Perception of safety for passengers after 22:00 in transport vehicles



At night, passengers of public transport mostly feel that they are sufficiently secure.

However, the perception of safety for passengers does not reflect this development. The results from the passenger surveys show that Berliners feel unsafe or uncomfortable in public transport, especially at night. This is critical because passengers who do not feel safe end up waiving trips by bus and train at certain times of day and therefore must accept limitations in their mobility.

Gender in Berlin's Public Transport: The Midway Point



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The ÖPNV does help quite a lot in providing the same mobility opportunities for all. Nevertheless, there are still needs.

As can be stated from an interim assessment: the public transport in Berlin contributes significantly to the fact that all people are open to the same mobility and participation opportunities. But there is still a need for action in order to secure the desired qualities and to resolve deficiencies. Accordingly, the continuation of the Local Traffic Plan for the period 2014 - 2019 should provide the same.

Gender in the LPT - What's Next

Overarching example following public transport characteristics

Accessibility

Temporal availability of public transport services

Accessibility

Usable storage areas present in vehicles

Objective security and a personal sense of security

Building on achievements

Design options from the perspective of female and male users

Continuation of the lift access programs

Additional state funds to implement the security package

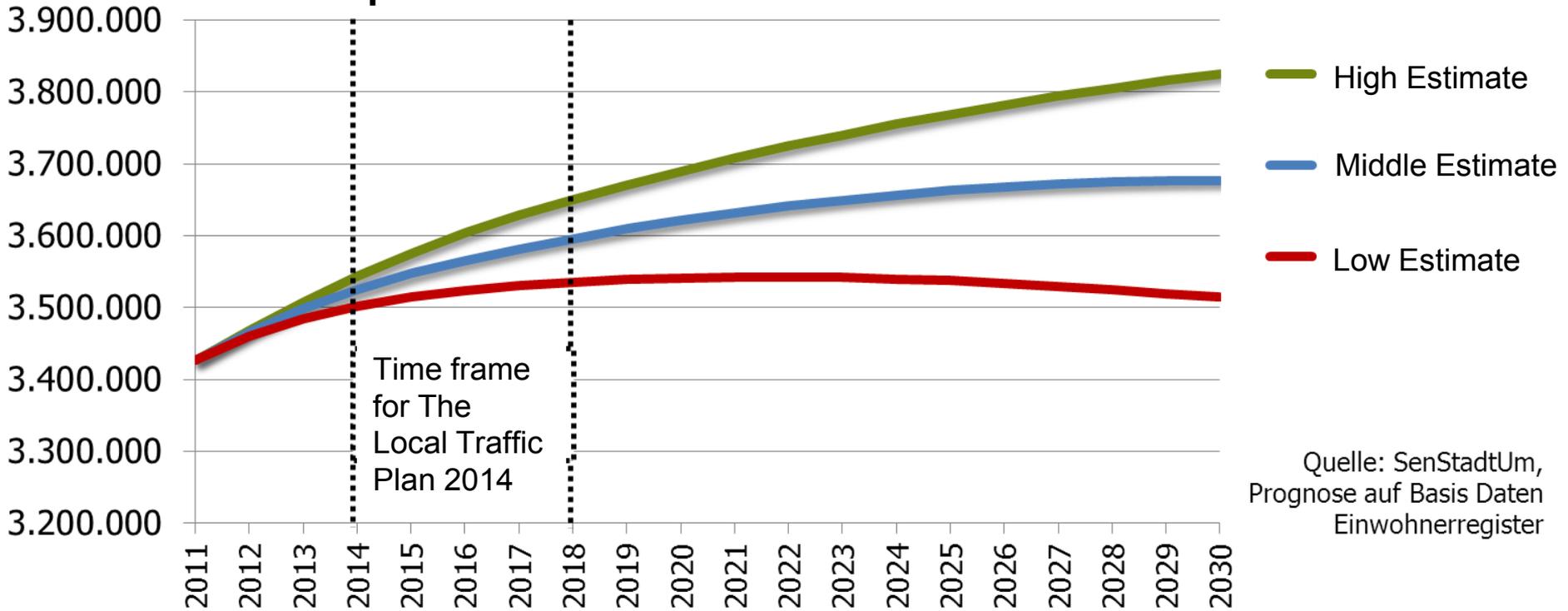
Meet new challenges

Berlin - A growing city...

This will build on what has been achieved. One focus is on the further adaption of services to temporal shifts in demand. Efforts to deliver accessibility need to be intensified just to meet the new legal requirements. Opening up with a view of the future means facing more challenges in the growing city of Berlin.

Berlin - A Growing City

Population Forecast 2011-2030 for Berlin

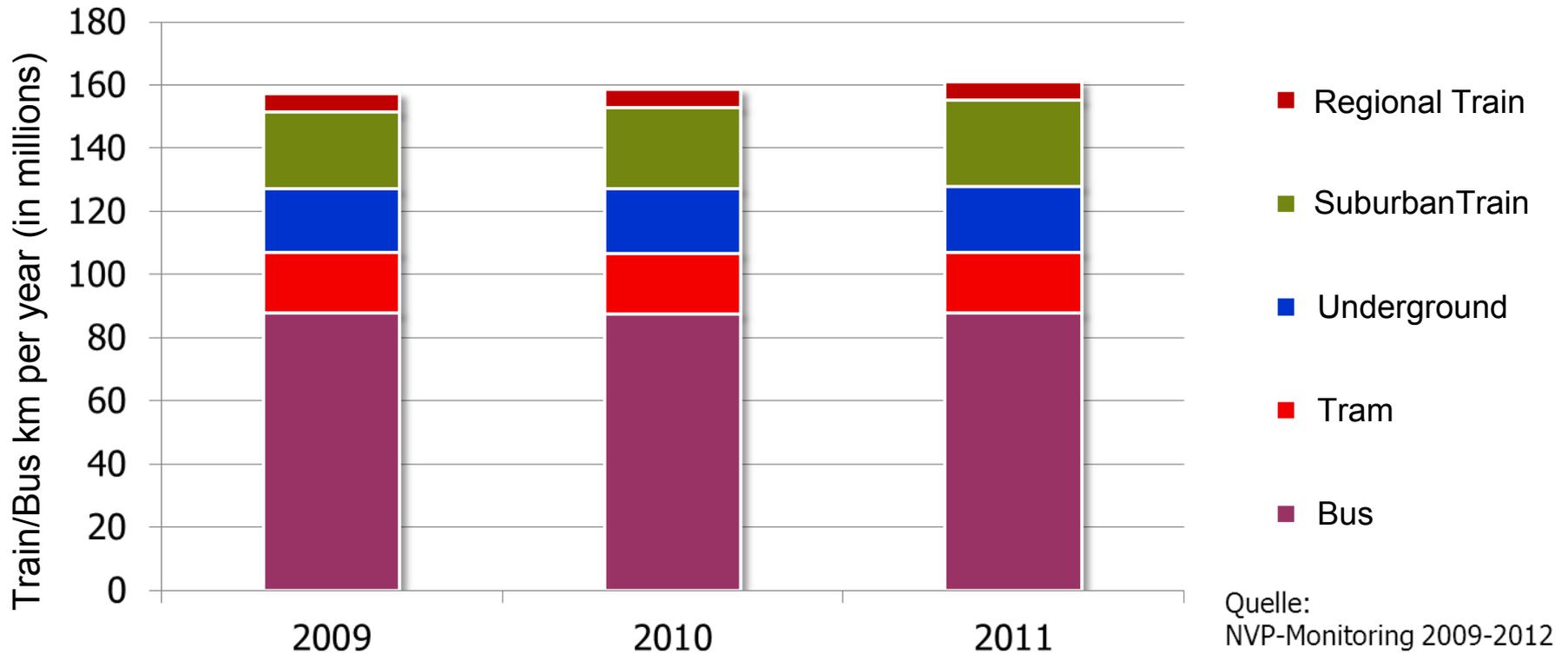


More population, more elderly people, more tourism, more jobs, more locations for living and working...

The population of Berlin has been growing for years and will continue to grow. We foresee this will increase the demand for public transport services. Even more than that, the number of older people has been increasing continuously. Berlin continues to need local transport that combines fast, powerful, options and well detailed indexing.

Designated LPT Service Volume

Development of Supply Volume for ÖPNV and SPNV 2009 - 2011



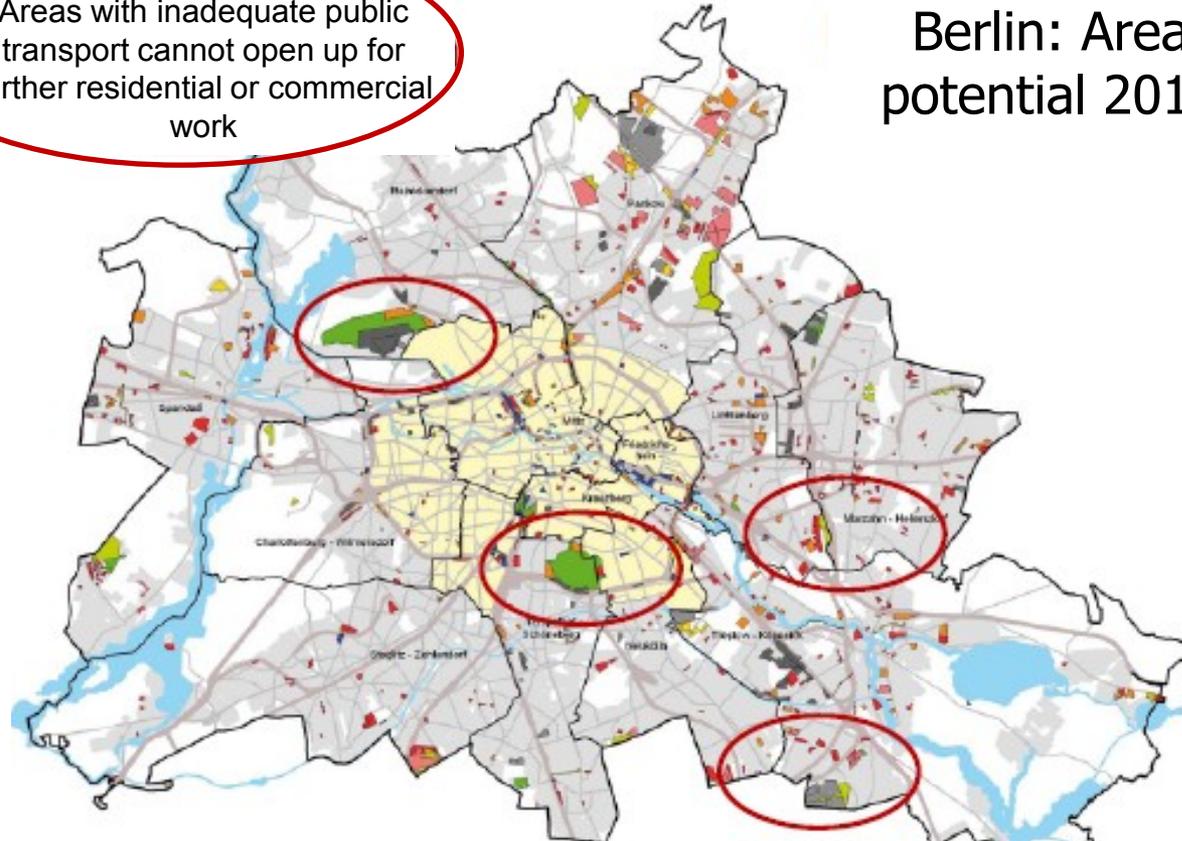
A growing city encounters a public transport service with a fixed capacity.

At present, the output volume of public transport is largely fixed on the basis of transport contracts. In recent years, there were only slight increases of rail, underground, tram and bus service all of which had to be counter-financed by cuts elsewhere in the network service. This mechanism meets its limit in a growing city.

Urban Growth Without Public Transport Growth?

Areas with inadequate public transport cannot open up for further residential or commercial work

Berlin: Area potential 2011



- Living
 - Inward development
 - Outward development
- Service
 - Inward development
 - Outward development
- Trade
 - Inward development
 - Outward development
- Green space
 - Inward development
 - Outward development
- Areas of the inner city
- Built-up areas
- Traub areas
- Main streets
- Bodies of water

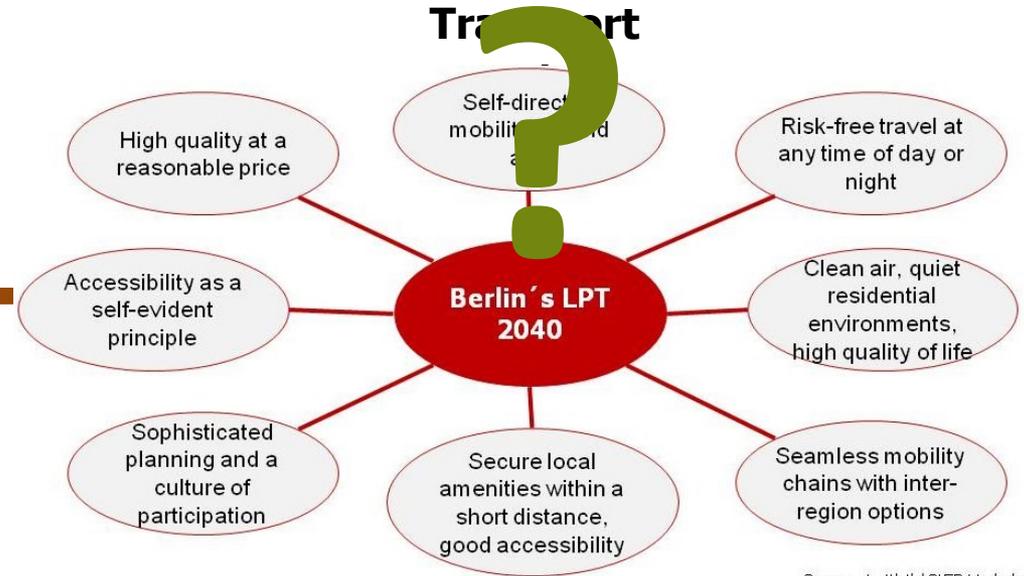
Without public transport services, accessibility to growth will no longer be ensured. The consequences affect all Berliners.

Initial calculations show that Berlin needs 3-6 percent more capacity in order to protect the existing quality of mass transit in the next few years. Without this development, either new sites cannot be opened or existing options must be thinned, having significant consequences for all the people in the city.

Consequences

- Traffic consequences
- Increase in capacity problems
- Development areas without public transportation
- Thinning of networks and services

The Mission Statement for Berlin's Public Transport



Source: Leitbild StEP Verkehr

If the mission statement of the ÖPNV is not an incubator for public transport performance then its plan will remain a vision with a far away reality.

The Local Transport Plan advocates for more capacity to be delivered and financed in Berlin's transportation through the next few years. If this does not succeed, the next "Gender Check" is sure to be less positive in Berlin's public transport. But there is still the chance that the model will not simply be a vision, but rather a reality - enabling Berliners to remain mobile regardless of gender, age, life situation or the individual daily requirements.

Thanks for your attention !

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