Mobility Reporting

A tool for socially just & environmentally friendly design of urban mobility

Workshop Wuppertal Institut, Berlin, Nov. 12, 2019
Berlin-Pankow

- Inhabitants: 407,038 (12/2018)
- Inhabitant Density/km²: 3,946 (12/2018, ØB = 3.948)
- Smallest District: Stadtrandsiedlung Malchow – 1,135 inhab.
- Car Ownership: 366 Kfz/1,000 inhab. (12/2014, ØD = 548)
- Trips/Person/Day: 3.2 (2008, ØB = 3.0)

Mode-share SrV 2008

- Walking: 29%
- Cycling: 26%
- Public Transport: 28%
- Private Motor Vehicle: 17%
Goals

„Just conditions are available, if every human is made capable of satisfying its own needs independently, in order to live a good life.“

Martha Nussbaum, capability approach, in: Gerechtigkeit oder Das gute Leben.

„Quality of life means, to bring the children to school, to go to work, to visit a doctor, to go shopping or to eat out after work and to be able to play with the children in the park – and all that, without having to get into a car.“

Ray LaHood (US Department of Transportation) in Gehl: Leben in Städten, S. 70
Goals

» Need-based mobility planning

Individual requirements for the mobility space, which are necessary for fulfilling specific needs of a person or a target group.

» Establishment of mobility reporting as traffic & transport planning tool

» Qualitative & participatory research

» Across-offices networking
Process

2017

Focus group discussions with district and initiatives
TU Berlin, District Pankow

2018

SWOT-Analyses
SWOT-Fokus group discussions II
developing a catalogue of measures
TU Berlin, TU Dresden

2019

TU Berlin
TU Dresden

2020

Elaboration & presentation of mobility report
Mobility Conference
TU Berlin, TU Dresden

Mobility Representative
District Pankow
Final Products

Strategy with Catalogue of Measures

Mobility Report
Mobility Representative
Action Guidelines
Mobility Conference
Qualitative Methods

- Focus Group Discussion
- Community Mapping
- Participating Observation
Quantitative Methods

- SrV-Survey
- Environm. Justice Analyses
- Reachability Analyses
Focus Group Discussions

Focus Group Discussion
Inner City Fringe Area

- streets & green space office
- social security office

Focus Group Discussion
Inner City Area

- city development office
- streets & green space office
- health office

Focus Group Discussion
Suburban Area

- city development office
- streets & green space office
- health office
- environmental and nature conservation office
Policy Paper

Time Frame: March-April 2018

Results:

• Strengths and weaknesses of the transport system in Pankow
• 10 guidelines for politics of transport in municipal district
• Decision on who to target for the research aim (students, mobility impaired, seniors, commuters, cross-over)

Policy Paper (to download via Webseite)
10 Guidelines

- Mobility reporting as coordination instrument
- Support local mobility & traffic prevention
- Collaboration between all stakeholders
- Intermodal mobility stations
- Compact & mixed-use city of short distances
- Safety & residential quality for walking and cycling
- Good access for suburban areas through eco-mobility modes
- Cooperation with bordering Brandenburger municipalities & Berlin municipal districts
- Improving public transport offers, accessibility & socially fair tariffs
- Environmentally-friendly propulsion technology
- Environmentally-friendly & small land solutions

Improve overall conditions for eco-mobility modes extending sharing offers
Planning Limitations
Community Mapping & Participatory Observation

Quantity: 9 community mappings with around 100 persons, 18 participatory observations

Time Frame: October 2018 – Mai 2019

Result: interviews, assessment maps & path documentations
### Community Mapping

**Inner City**

- [Image of community mapping in the inner city]

**Inner City Fringe**

- [Image of community mapping in the inner city fringe]

**Suburban**

- [Image of community mapping in the suburban area]

### Participatory Observation

- [Image of participatory observation]

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*Eigene Fotos*
Assessment Map
**Statements**

„I am not allowed to cross the intersection Gudvanger Str. / Wisbyer Str. alone, as there is no traffic light. Therefore I ride a detour.“ (student, 12)

„In the daytime, a bus is driving only every 20 minutes to S-Bahn station Buch. Therefore I rather drive the bike to the S-Bahn station. But I would never leave my bike over night at the station, as bikes are getting stolen there.“ (women, 29)
Participatory Observation

„If you drive 30 km/h as a bike rider, it’s called speeding. In comparison, 50 km/h with the car is completely ok.“ (bike rider, 47)

„All means of transport want more space, but that’s not possible. Therefore is more consideration needed.“ (pedestrian, 51)

„I ride (with the bicycle) on the sidewalk, as there are so many parked cars on the street, which is too narrow and the air is bad. The adults do the same.“ (Radfahrerin, 9)
Stationary Observation

Time Frame: August 2018

Results:

• Analysis of accident-prone intersections in Pankow

• Identification of dangerous spots

• Guide to rebuild intersections (draft)

• Federal state administration: Proposal to use data collection method for redesigning of intersections
Environmental Justice

Goal: Identifying priority areas for planning.
Reachability Analyses

Local Accessability (pedestrian)
1. pharmacy
2. general physician
3. shops (daily needs)
4. primary school
5. kindergarten
6. green & recreational space
7. playgrounds

Accessibility public transport
1. hospital
2. cultural institutions (cinema, museum, theater)
3. secondary schools
4. work place (where appropriate)

Furthermore: travel time comparison between eco-mobility modes and motorized traffic
Survey: Mobility Options & Quality of Life in Residential Environment

Sample: postal/online: 695 participants from Pankow (linked to SrV-survey Mobility in Cities)

Time Frame: September 2018 – June 2019
Current state: data analyses

Content: Evaluation of walkability and available mobility options of residential surroundings
Subjective evaluation of accessibility of daily destinations
(cross-referencing objective accessibility analyses)
## Current Step - SWOT Analyses

<table>
<thead>
<tr>
<th>Strength</th>
<th>Weaknesses</th>
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<td>(currently existing, which promote urban sustainable mobility)</td>
<td>(currently existing, which contradict urban sustainable mobility)</td>
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<table>
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<tr>
<th>Threats</th>
<th>Opportunities</th>
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<tr>
<td>(Conditions, which, with missing strategic consideration, will contradict urban sustainable mobility in future)</td>
<td>(Conditions, which potentially or perspectively, will promote urban sustainable mobility)</td>
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Next Steps – Focus Group Discussions II

- Consolidation of qualitative and quantitative research
- SWOT-Analyses
- Development of strategies with catalogue of measures

Mobility report for administration, politics and citizens -> Perpetuation!
Public Relation / Conferences

March-May 2019
- 2 presentations at the congress Poverty and Health in Berlin
- Presentation at 16th Annual Convention of Work Group Traffic in Würzburg

June-August 2019
- Result presentation for commuters on Campus Berlin Buch
- Interview with Conrad Kürzdörfer as mobility representative, Tagesspiegel Leute Pankow Newsletter

September 2019
- Presentation at German Geography Congress
- Talk at Pegasus Annual Convention
- DEPOMM Conference, Poster Pres.
- Participation at Europ. Mobility Week, Action Day, Berlin

October 2019
- Presentation at traffic committee of municipal assembly, Pankow

November-February 2020
- Conference Zukunftstadt, Münster, Poster Presentation
- Proposal Symposium Umweltgerechtigkeit, Berlin
- Conference Spatial Planning & Planning Research, Dortmund

March-Juni 2020
- Proposal Presentation, co:LABerlin, Project „New Urban Agenda Berlin“
- Proposal WorldCafé, Annual Convention Mobility & Traffic / Pegasus-Network, Frankfurt
- Article, Springer VS „Studies to Mobility- & Traffic Research“, Zukunftstadt
- Thank you for your attention -

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