

# The Berlin mobility Law : Strengthening of Road-Safety, urban climate and commercial traffic

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## 1. Administrative **Structures:**

City of Berlin and District Friedrichshain-Kreuzberg

## 2. Legal **Basis:**

The Berlin Mobility Law

## 3. Four Crises in **Traffic:**

**Safety, Distribution of Space, Sustainability, Dysfunction!**

# Administrative Structures in Berlin

- Regional Level: Senat
- 12 Districts with own political Representatives
- 12 Departments for Streets and Greens (SGA):  
Planning, Buliding and Maintenance for 5.800 Km of Streets, Parks and 500.000 City-Trees.



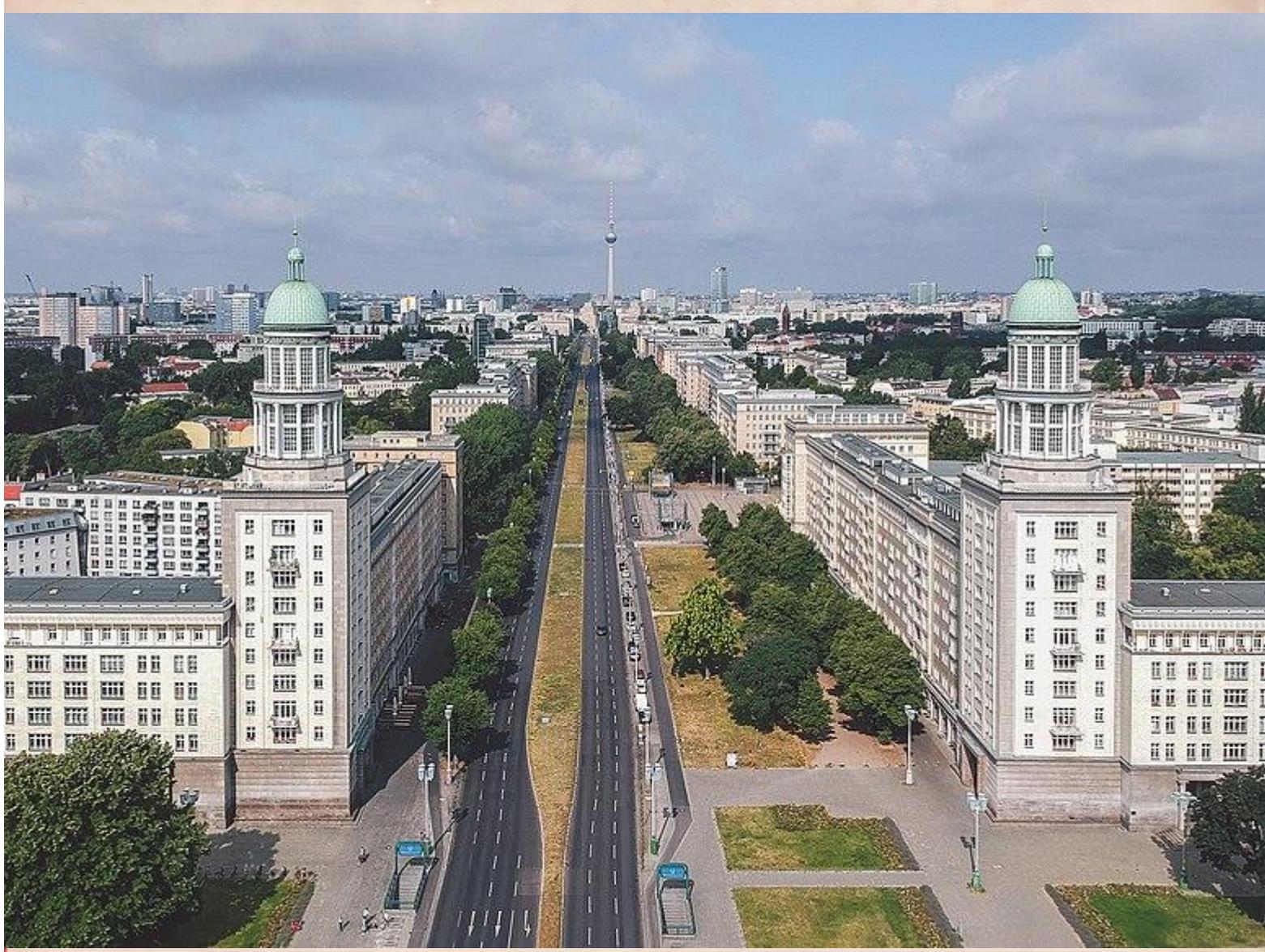
Friedrichshain-Kreuzberg:

- 290.000 Habítants
- 60 Nations
- 20 Km<sup>2</sup>
- 210 Km Streets
- 180 Hectars Parks

# Inition of "Kreuzberg"



# Inition of “Friedrichshain”



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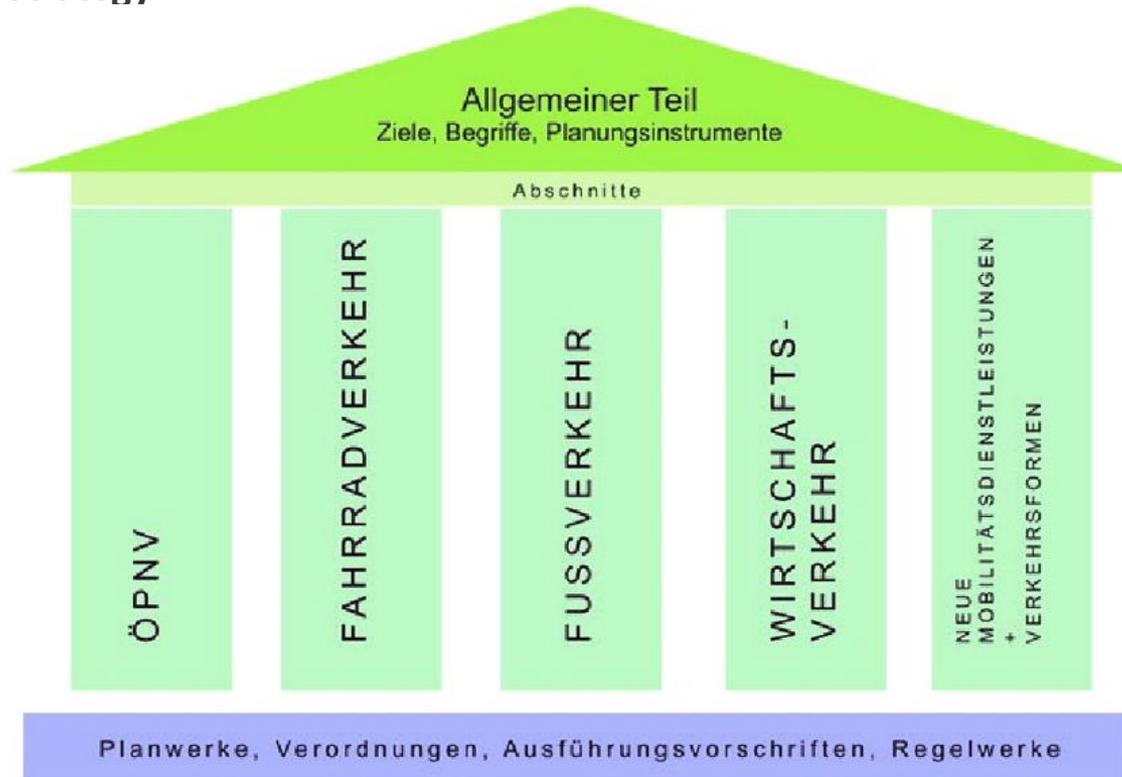
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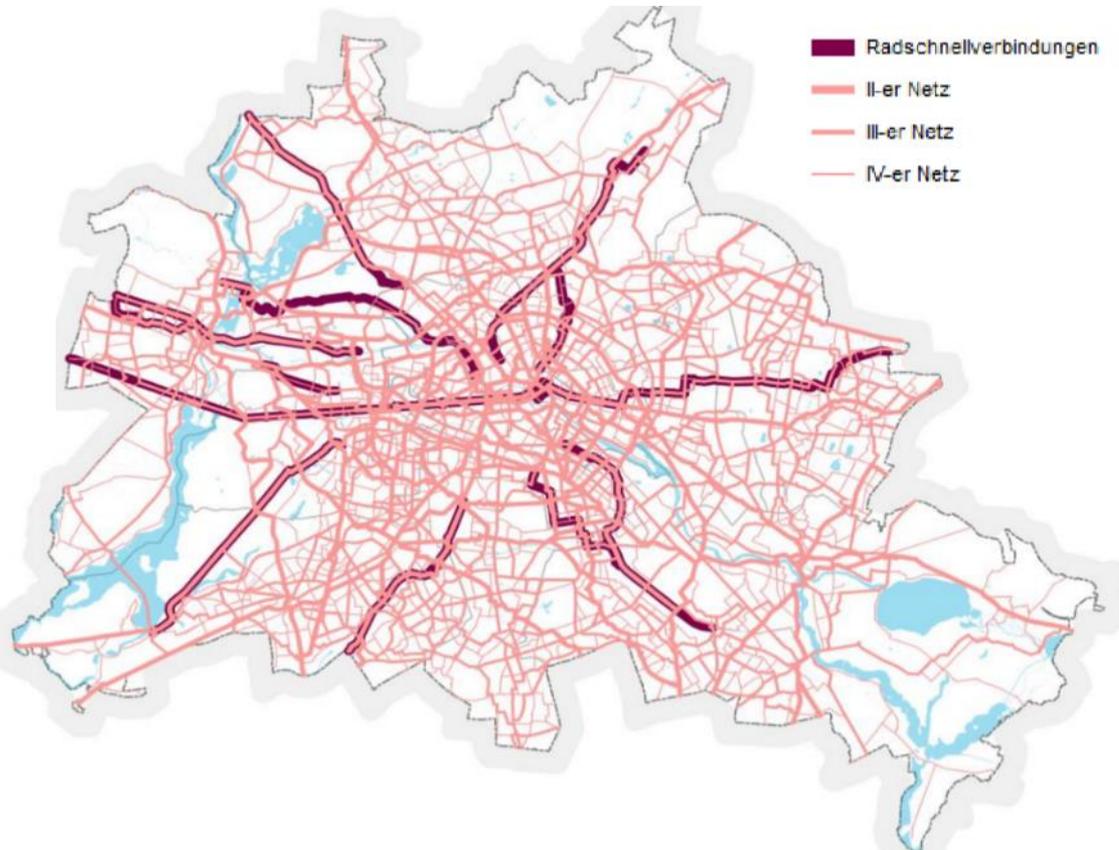
# Legal basis for mobility-Planning in Berlin

- Berlin Mobility-Law from 2018
- Three Parts till now: Cycling, Pedestrians, Commercial Traffic
- Public Transport and new mobility-Solutions
- No integrated Strategy



There are three Cycling-Networks:

- 100Km Fastlanes,
- 885 Km Cycling-Streets
- Protected Bikelanes on every Mainroad



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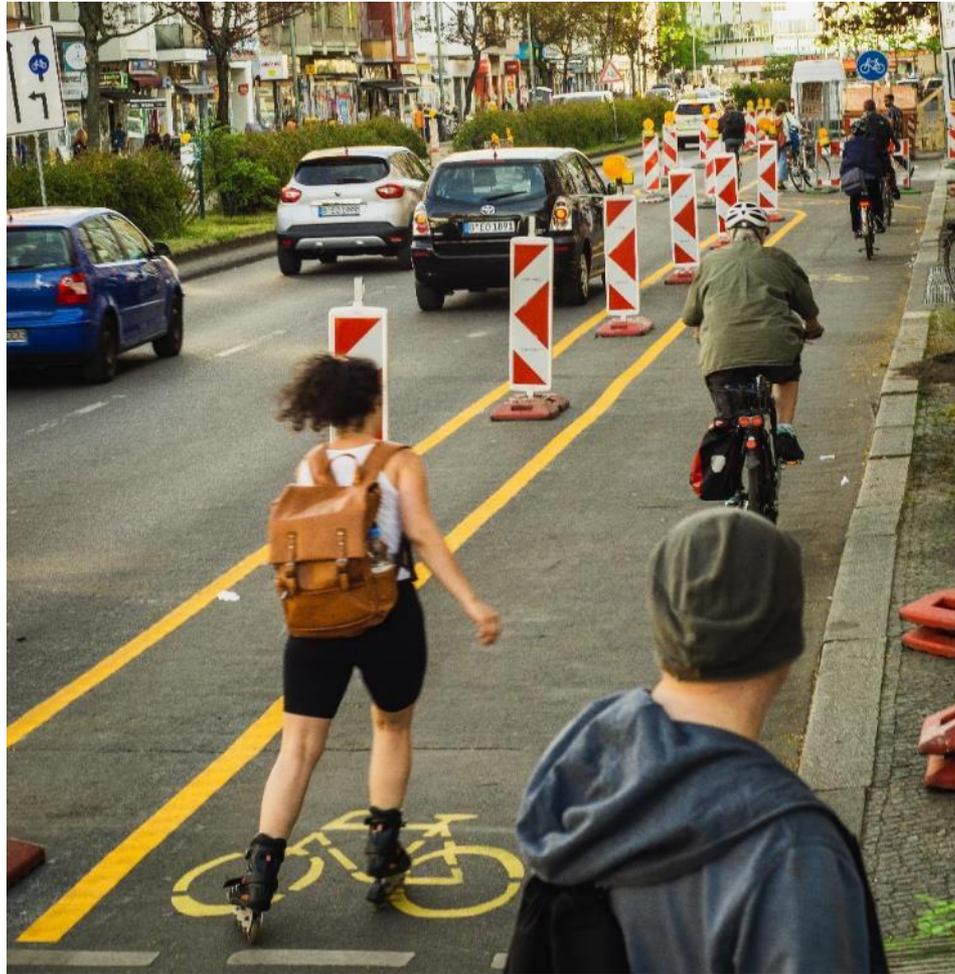
The Berlin Mobility Law

## 3. Four Crises in **Traffic:**

**Safety, Distribution of Space, Sustainability, Dysfunction!**

# Crisis 1: Road Safety



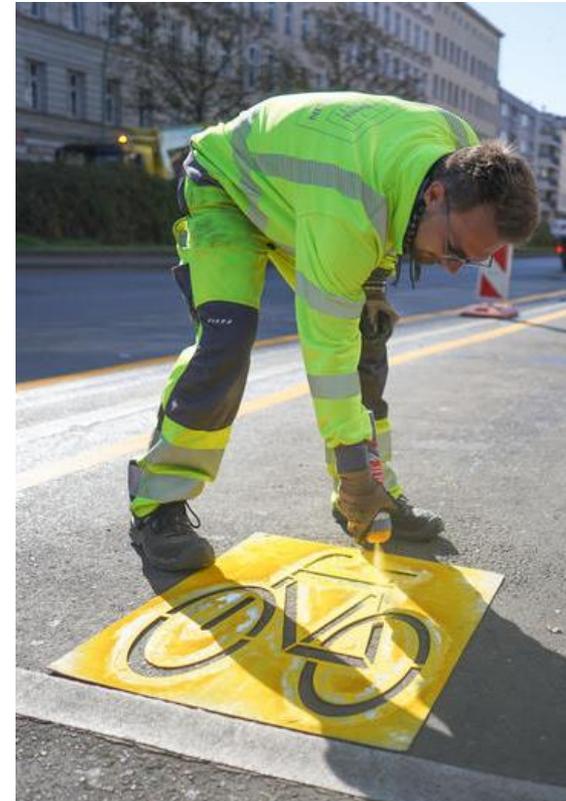
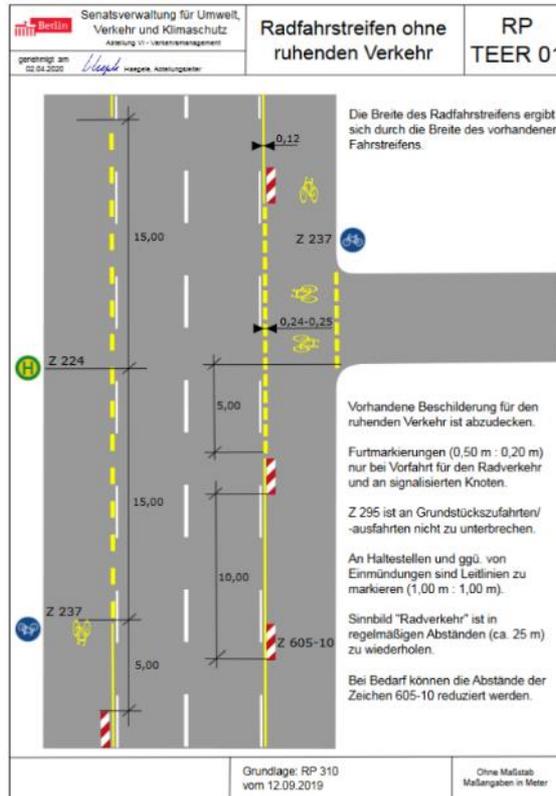








# Gradually better, instead of perfect at some point



# Implementing circulation plans in Berlin



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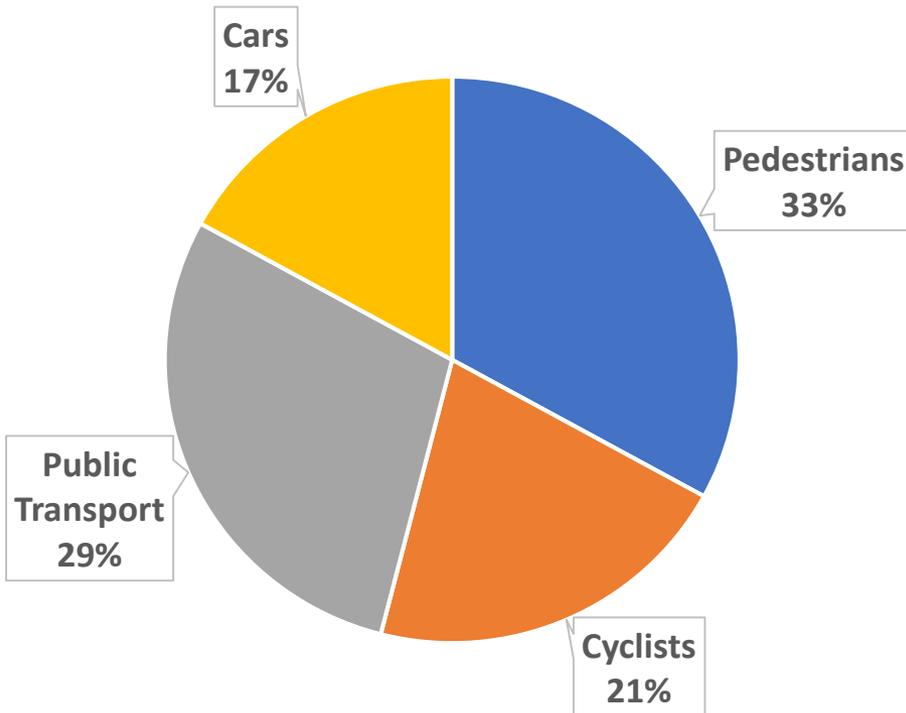
# Implementing circulation plans in Berlin



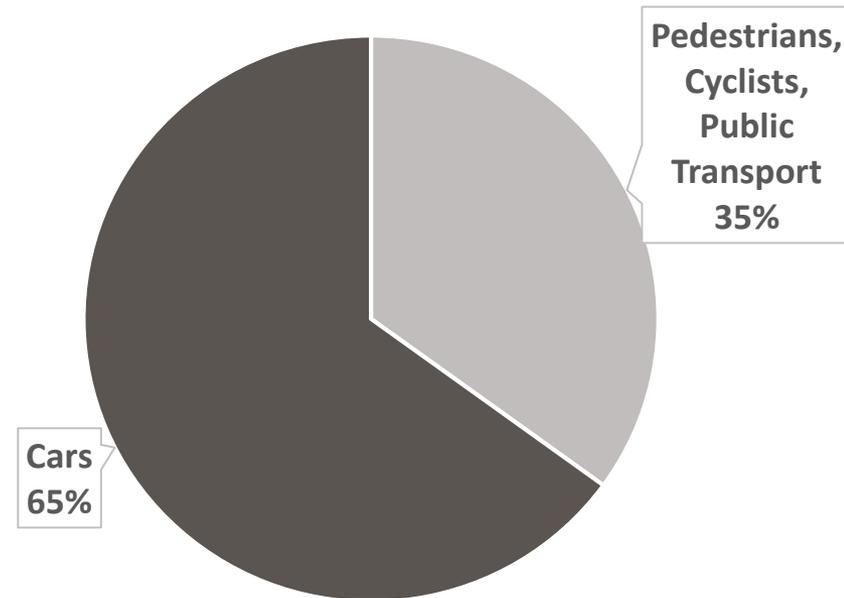
# Implementing circulation plans in Berlin



## Modal Split Friedrichshain Kreuzberg



## Area Distribution Friedrichshain Kreuzberg



## Crisis 2: Unfair distribution of public space



Hitze und Trockenheit

## 2.000 Bäume in Friedrichshain-Kreuzberg müssen gefällt werden



Audio: Inforadio | 15.09.2021 | Juliane Kowollik | Bild: dba/Jens Kalaene

# Crisis 3: City-Climate



# Crisis 3: City-Climature



# Crisis 3: City-Climate

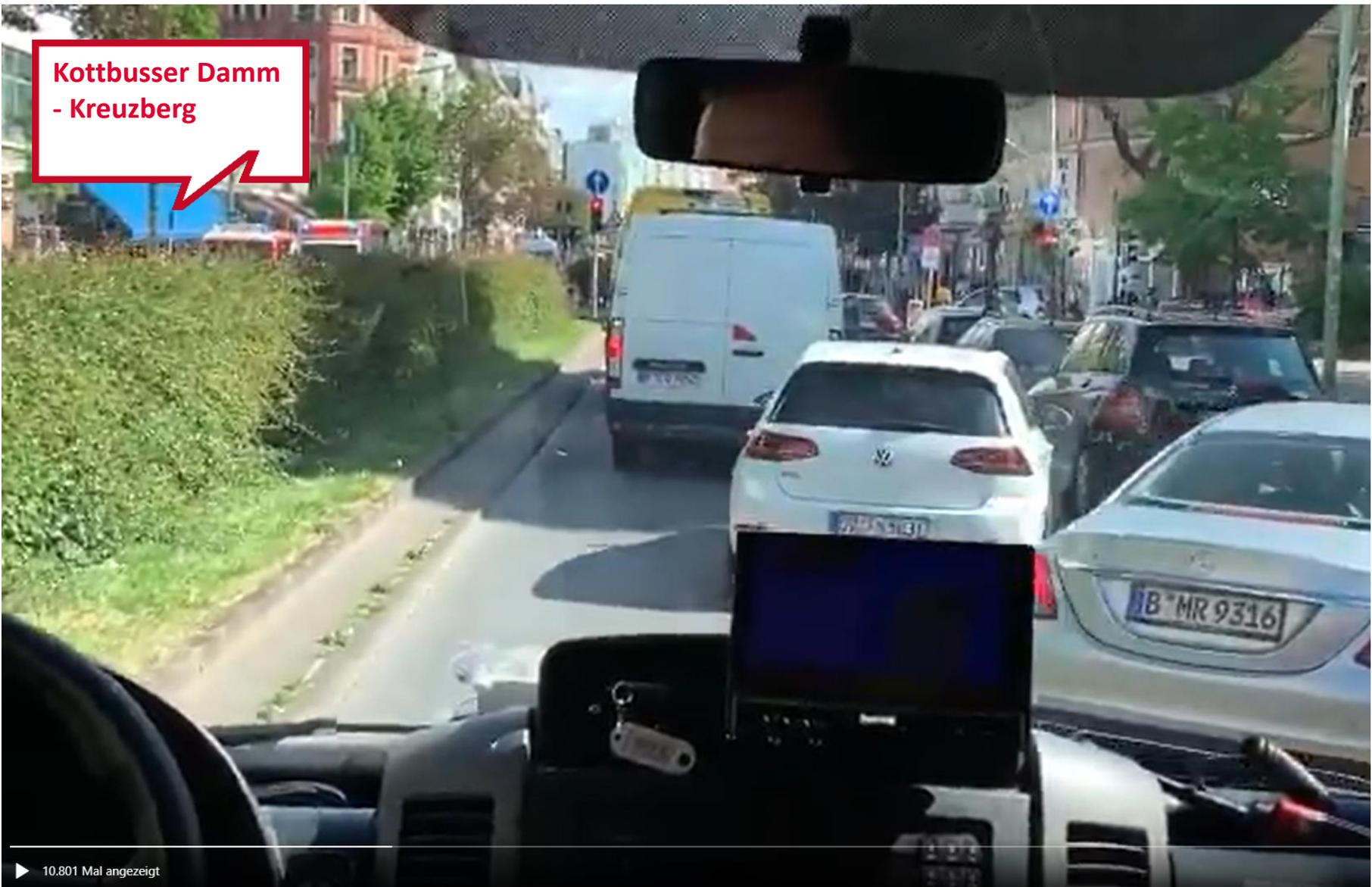


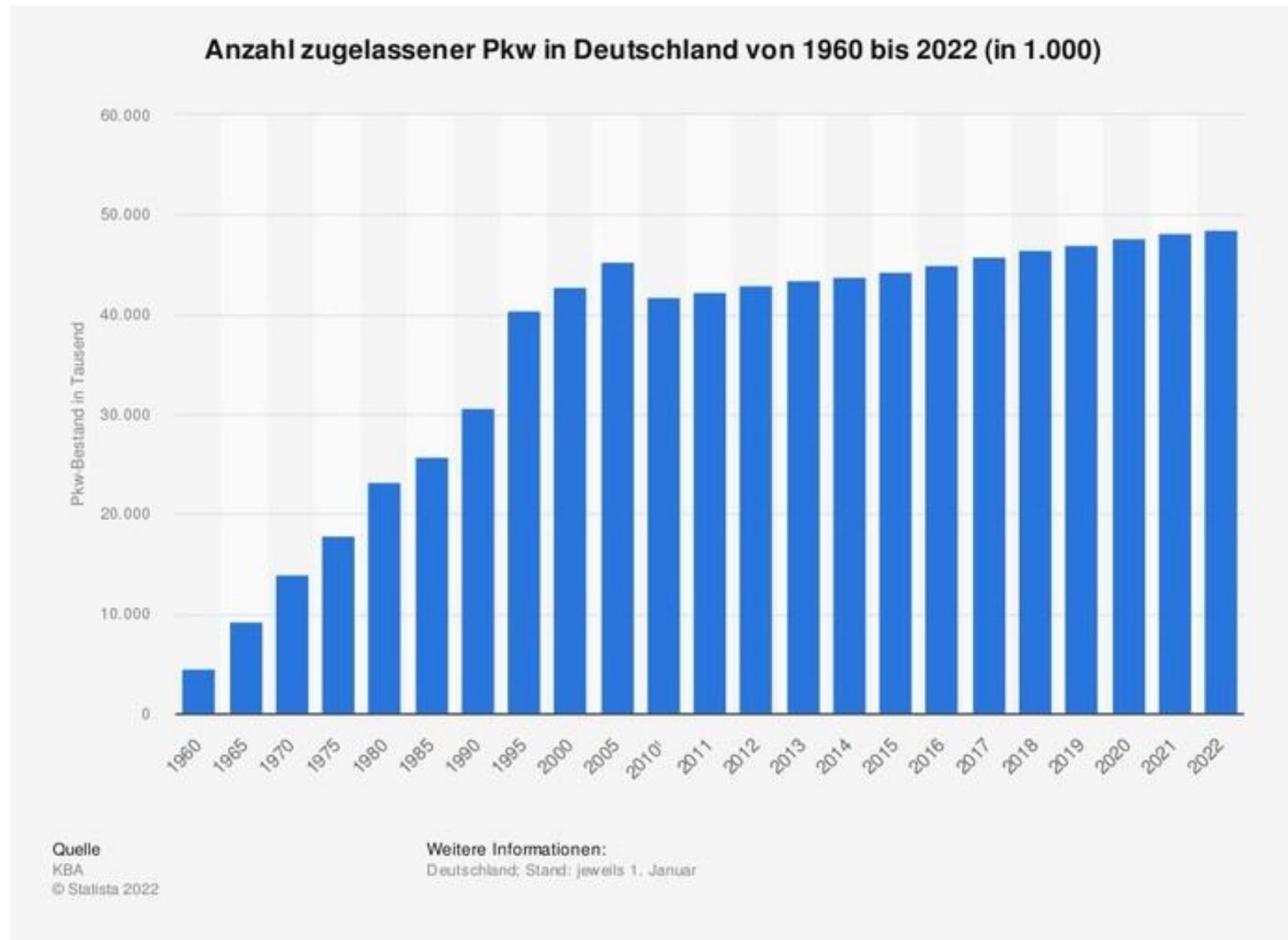
# Crisis 3: City-Climate



# Crisis 4: Dysfunctional Roads for Commercial Traffic

Kottbusser Damm  
- Kreuzberg





# Crisis 4: Dysfunctional Roads for Commercial Traffic



# Solution: Delivery-Zones every 150 Meter



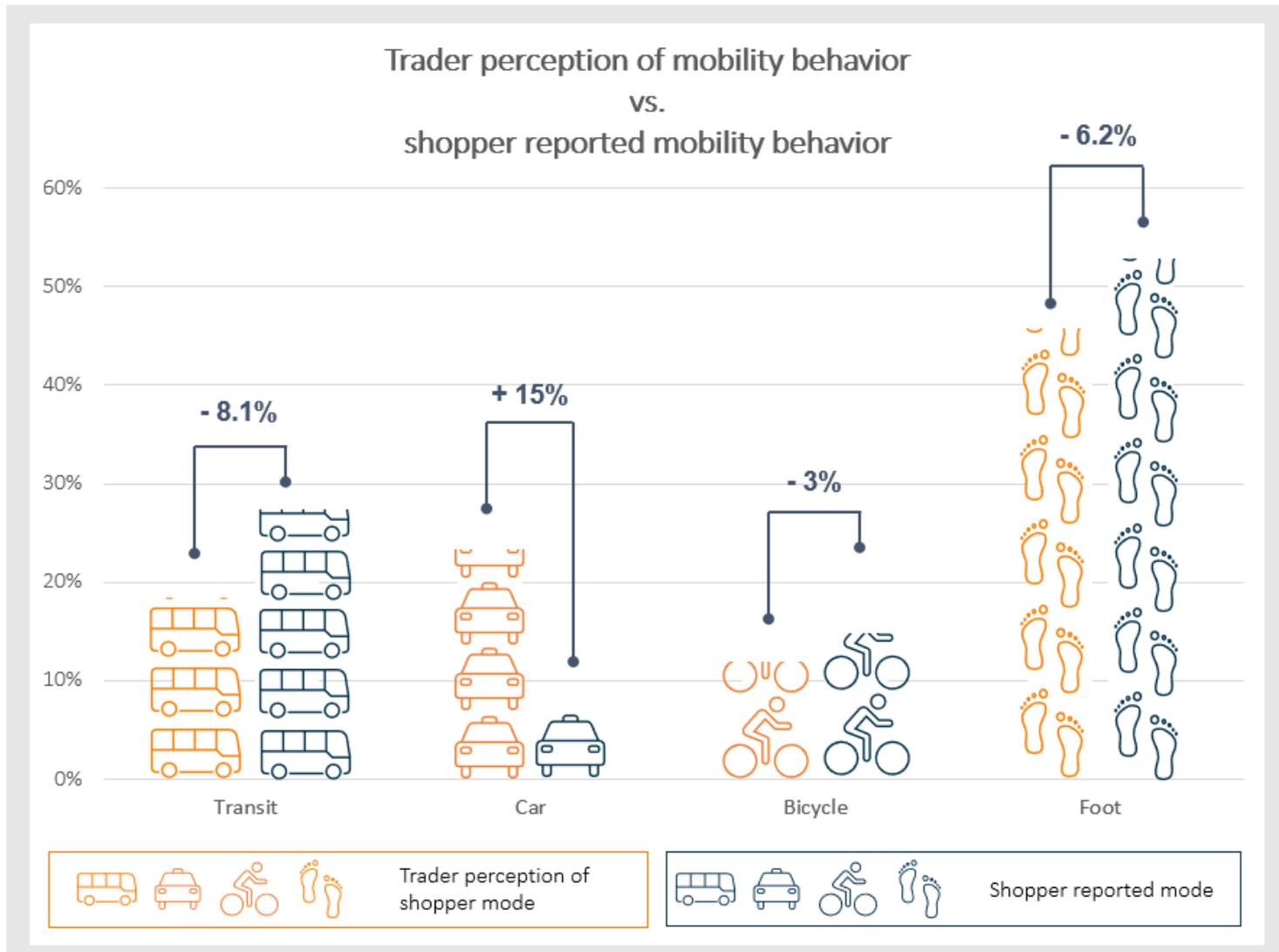
# Solution: Delivery-Zones every 150 Meter



# Local Business Perception vs. Mobility Behavior of Shoppers: A Survey from Berlin

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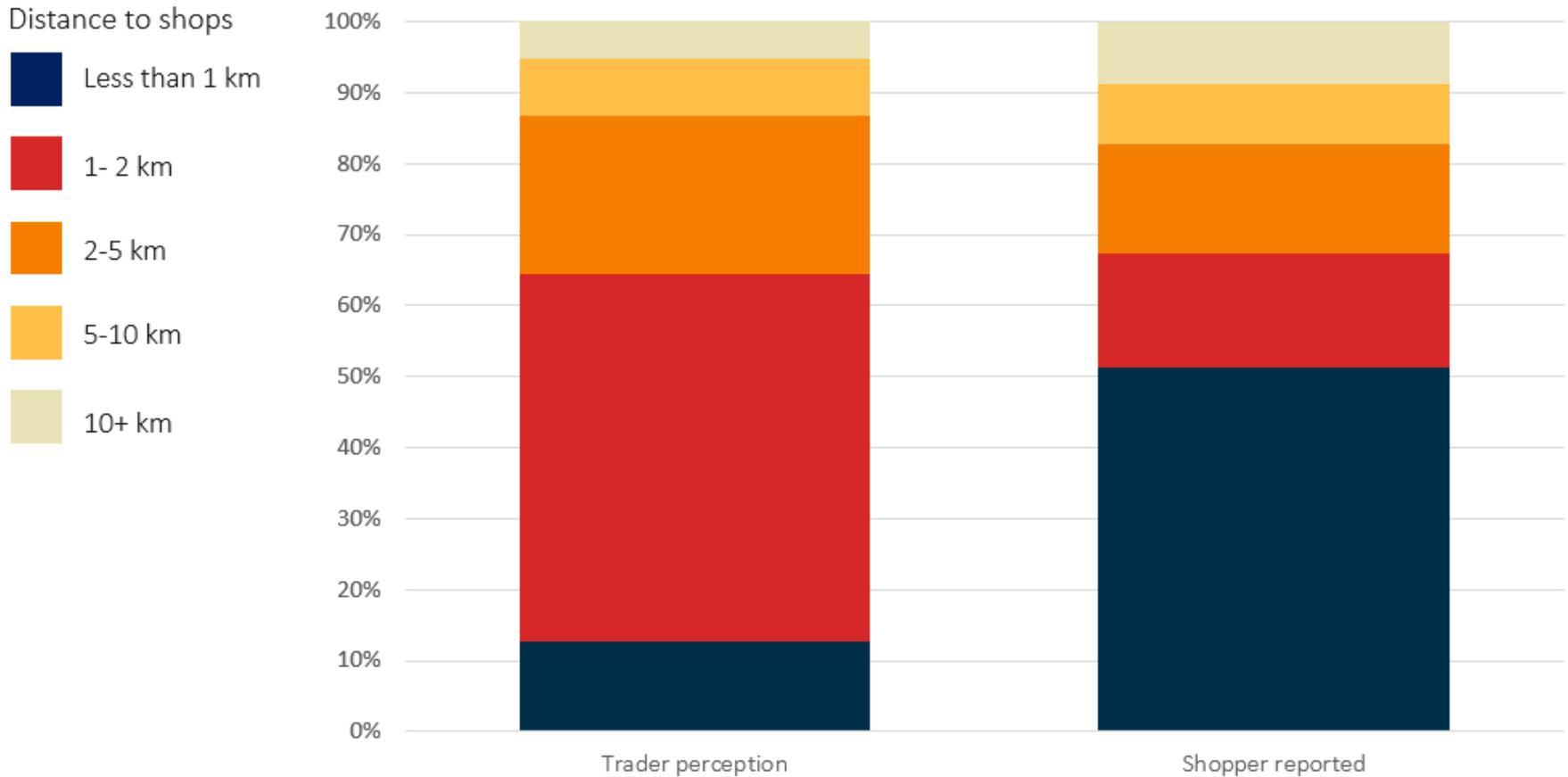
- **145 traders (representatives of local businesses)**
  - Transport mode of customers (proportion in % = 100%)
  - Distance customers travel to reach shop
  - Own transport mode
- **2,021 (potential) shoppers**
  - Purpose of visit
  - Transport mode
  - Distance travelled to reach street
  - Money spent thus far on visit
  - Frequency of visit to street



## Traders' averaged estimation of shopper transport mode, sorted by merchant's own transport mode

|   | Transit (%) | Car (%) | Bicycle (%) | Foot (%) |
|---|-------------|---------|-------------|----------|
| <i>Reported <b>actual</b> trader and shopper travel mode</i>                      |             |         |             |          |
| Trader <b>actual</b> travel mode  | 20.7        | 42.1    | 7.6         | 22.1     |
| Shopper <b>actual</b> travel mode   | 26.1        | 6.6     | 14.6        | 52.1     |
| <i>Trader <b>perceptions</b> of shoppers' travel modes grouped by trader mode</i> |             |         |             |          |
| Traders who travelled by <b>transit</b>   | 23.9        | 16.4    | 12.3        | 43.0     |
| Traders who travelled by <b>car</b>   | 18.8        | 28.6    | 9.1         | 39.8     |
| Traders who travelled by <b>bicycle</b>   | 15.8        | 10.2    | 24.5        | 49.1     |
| Traders who travelled by <b>foot</b>  | 14.6        | 19.1    | 9.2         | 57.4     |
| <b>Average</b> perception of all traders  | 18.0        | 21.6    | 11.6        | 45.9     |

## Trader perception of shopper distance from shops vs. shopper reported distance



## Proportion of weekly spending by mode (based on average weekly spend, street visit frequency and representation of the mode)

|         | Modal share | Average number of visits per week | Average spend per visit | Estimated average spend per week (based on frequency of visit) | Estimated total weekly spend according to mode | Proportion of total weekly spend according to transport mode |
|---------|-------------|-----------------------------------|-------------------------|--|--|--|
| Transit | 26.06%      | 2.86                              | 10.87 €                 | 31.11 €  | 16,426 €                                       | 16.5%  |
| Car     | 6.58%       | 2.80                              | 23.45 €                 | 65.60 €  | 8,659 €  | 8.7%   |
| Bicycle | 14.64%      | 3.78                              | 11.98 €                 | 45.35 €  | 13,379 €                                       | 13.5%  |
| Foot    | 52.08%      | 4.97                              | 11.63 €                 | 57.82 €  | 60,652 €                                       | 61.0%  |
| Other   | 0.59%       | 3.35                              | 8.33 €                  | 27.95 €  | 335 €  | 0.3%   |

# Take-aways

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- **Large majority of shoppers use sustainable transport modes (walk, transit, bicycle)**
  - Walking, transit, and cycling responsible for 90+% of spending
- **Local business actors overestimate car use among customers, underestimate other modes**
  - Explanation: consensus bias (business actors use car, assume others do too)
- **Shopping is local: local business actors overestimate how far shoppers travel to their stores**

The background of the slide features a dark blue sky with a lighter blue horizon. In the foreground, the silhouettes of two tall, pointed castle towers are visible, flanking a bridge that spans across the scene. The bridge has a central arch and is supported by several pillars. The overall scene is a silhouette of a castle or fortress.

Vielen Dank für  
Ihre  
Aufmerksamkeit!