

FUT Symposium 2012-10-01

Urban Freight for Livable Cities:

-How to deal with collaboration and trade-offs.

A. Sharing the Urban Space

Freight transport in Berlin - Sharing or competing for urban space?

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In order to pro-actively shape the conditions of transport development in urban areas, transport policy has to integrate all components of the transport system. From an administrative perspective it is therefore obvious, that cities have to develop strategies to integrate commercial and freight transport approaches into a city wide transport planning concept. For planning authorities it is the objective to find a way to ensure the vital functions of commercial transport and to enhance the quality of urban transport and urban living conditions at the same time. The challenge therefore is to establish a sustainable harmony between long-term strategic planning and short or medium-term measures to solve acute problems concerning commercial transport. And it includes the basic question which amount of space or which specific areas should be provided to deal with freight in an urban region.

The presentation will focus on the German capitol Berlin, showing basic structural information, planning approaches and several examples.

For the City of Berlin approximately 500,000 trips per workday are done in commercial transport, accounting for about 11.5 million vehicle kilometers driven per workday. And even though most of these journeys (about 90 %) are done with light duty vehicles (< 3.5 t gross weight) it is especially the heavy duty vehicles that cause problems. General transport-induced problems create pressure to act: air quality standards are exceeded, environmental noise has to be reduced to improve the quality of living and the level of climate emissions is still too high, albeit it is moderate in comparison to other large German cities. For this reason, it remains a main task to design city-friendly commercial transport which does reflect, on the one hand, the importance for the local economy, value-added and prosperity and, on the other, fulfills the requirements of urban life quality.

To reach this ambitious goal in an action field with such a complex system of objectives and differing interests there is a certain need for a strategic planning framework. Berlin's urban transportation development plan (UTDP, "Stadtentwicklungsplan Verkehr") provides this background and assures the quality and acceptance of the results by its consultative working method. The result of this process is a set of strategies and measures, including a specific strategy called "Supporting Commercial Traffic". The aim of this strategy is to support city-friendly commercial transport. It points out the strategic importance to maintain and develop sustainable rail and waterway infrastructures and intermodal interfaces in the city and the region. Planning approaches (e.g. better coordination of land use planning, industrial development and transport infrastructure planning), infrastructural measures (e.g. refurbishing road surfaces in the network of large-capacity main roads) as well as the utilization of technological potential (e.g. renewing the fleet of vehicles and fitting upgrading technologies to cut emissions) serve to reduce the pressure on the environment from commercial transport.

The presentation will report about planning aims and processes, (future) measures and results as well as some practical examples for the competition for urban space in Berlin.

