



Pro.Mode in the Cities

overview of survey results

Presentation at the 2nd International Conference

Pro.Mode

Prosperity, Mobility and Demographic Change in European Cities

Berlin, 15 – 16 March 2007



Technische Universität Berlin
Institut für Land- und Seeverkehr
Fachgebiet Integrierte Verkehrsplanung

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Diana Runge



The Pro.Mode Survey

Aims and objectives

- **Theory:**
 - Demographic and prosperity change are affecting urban mobility
- **Problem:**
 - „A theory is an assumption with a university education“ (Jimmy Carter)
- **Survey:**
 - Identify similarities and differences in the patterns and dynamics of demographic, economic and social change in Berlin and its twinned cities
 - Generate first assumptions as to probable implications for transport
 - Build up a common knowledge base in order to stimulate discussions at the conference.



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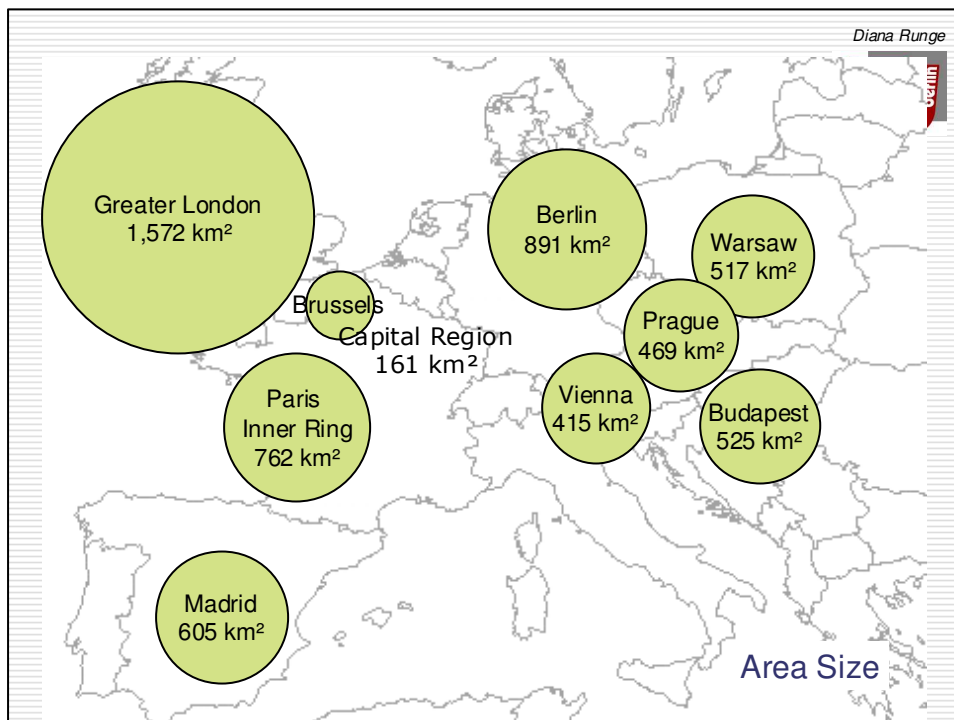
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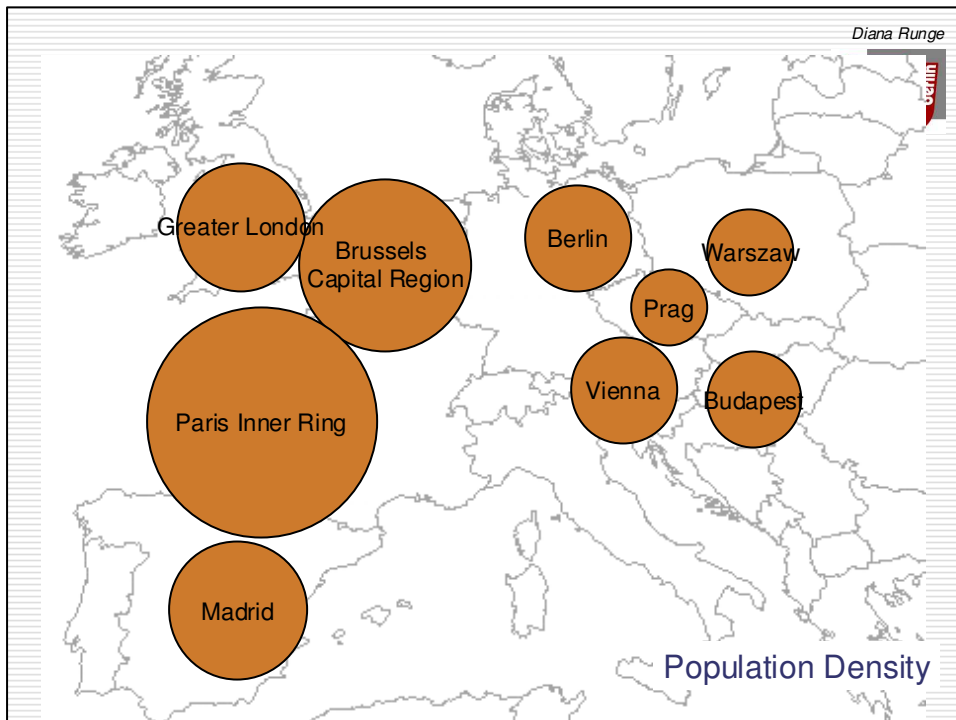
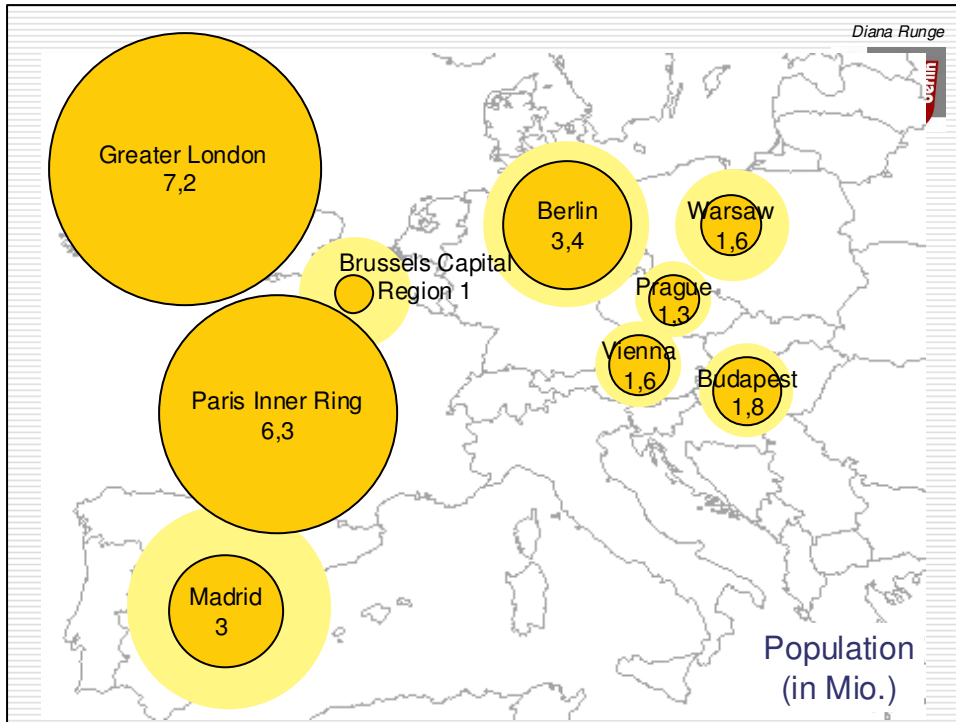


General Statistics

- 7 partner cities (Berlin, Brussels, Budapest, Paris, Prag, Madrid, Warsaw) + other major European cities
- Replies from 5 partner and 2 non-partner cities
- Return rate (amongst partners) of 71 per cent
- Total return rate: 100 per cent

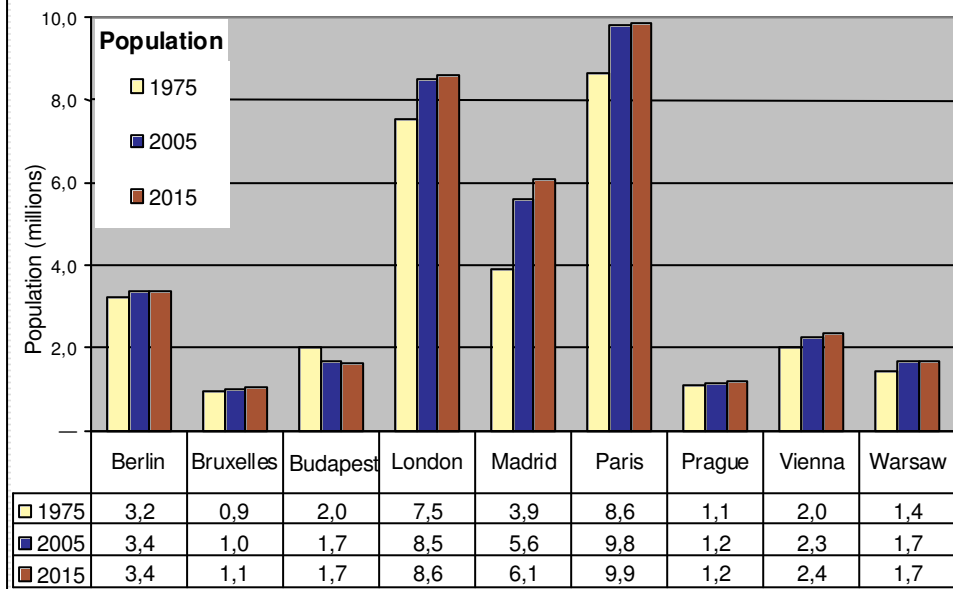
- First reply: Vienna, London - 14.02.07
- Last reply: Berlin - 07.03.07





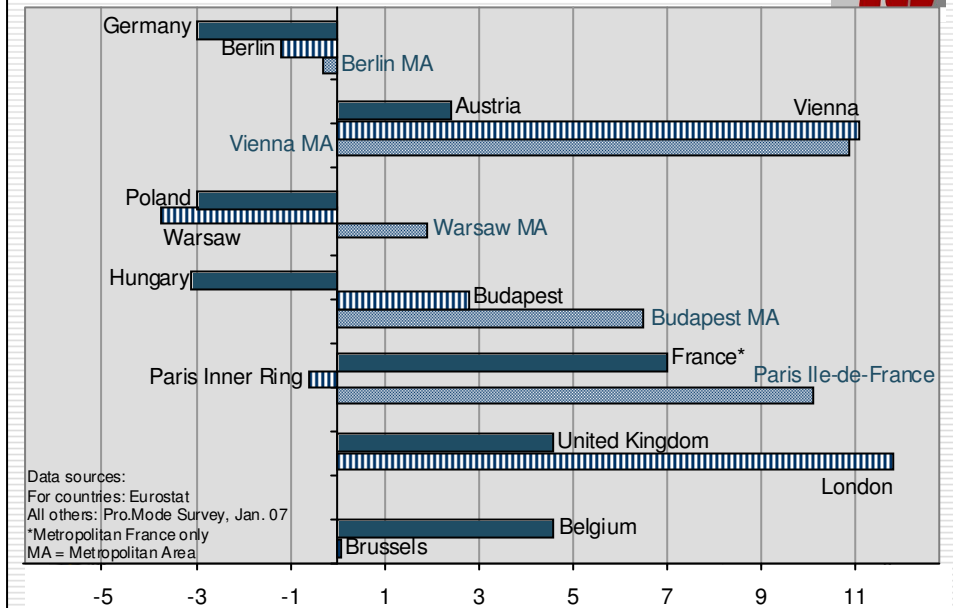
Population development: bird's eye view (United Nations 2005)

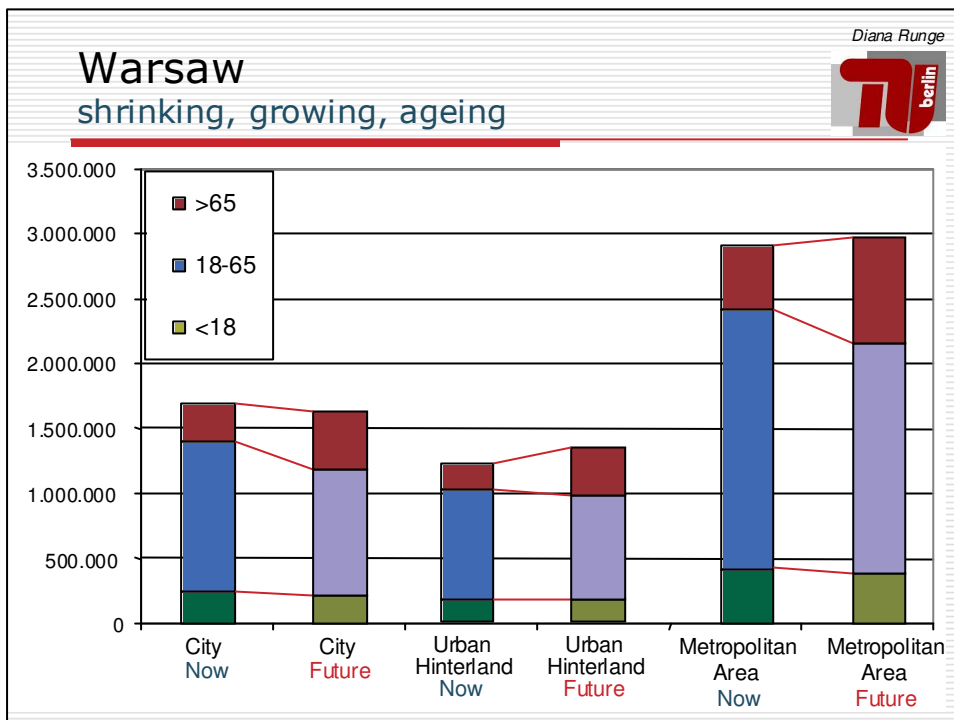
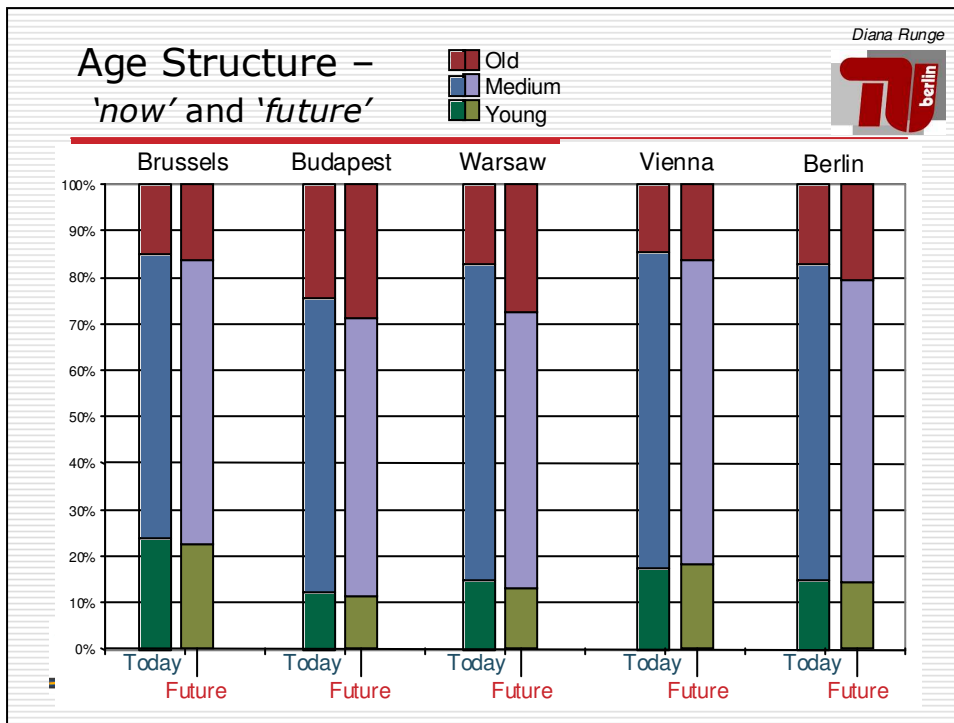
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Expected Population Change in % between 'now' and 'future' -

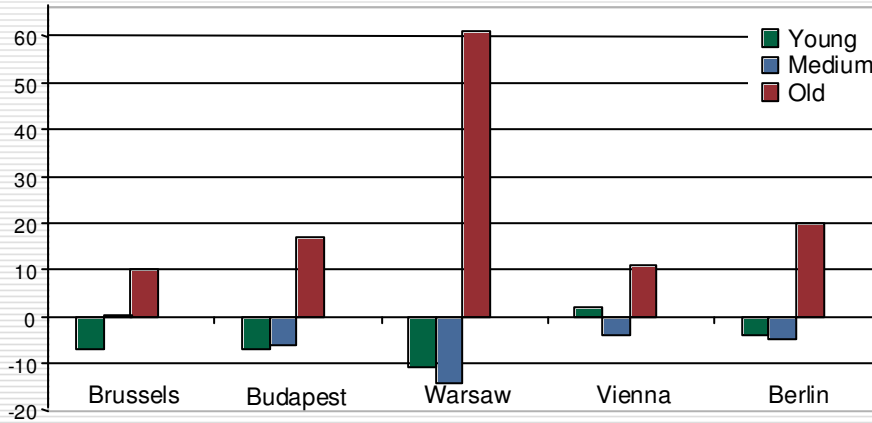
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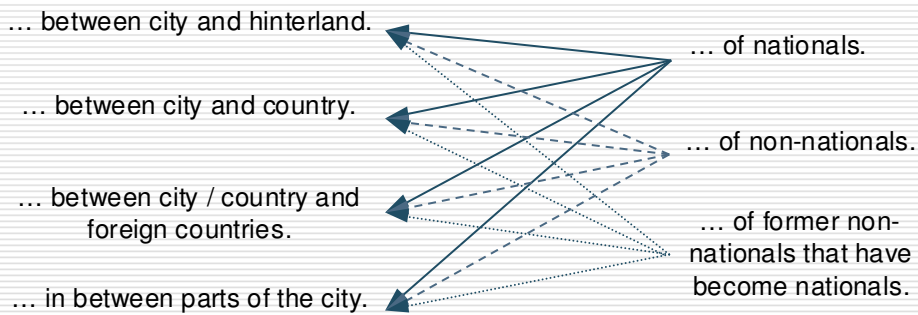




Change of Age Structure between 'now' and 'future' in %



Migration



The variables we cannot project are invariably more important than those that we can. (Peter Hicks 2003)

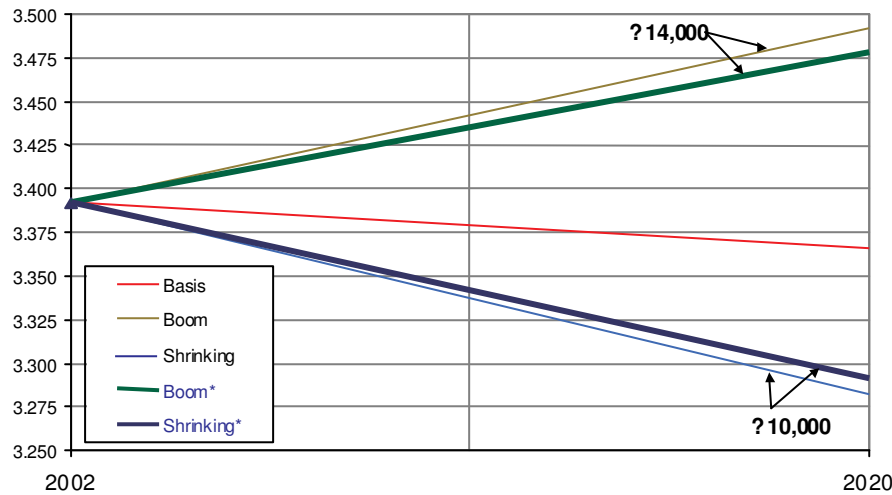


The relevance of migration – an experiment

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Official Population Projection Berlin ...and what, if only migration changes?*



Prosperity and Welfare

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	Berlin	Brussels	Budapest	London	Madrid	Paris	Warsaw	Vienna
Average monthly household income €	1,500	1,997	624	3,086	2,124*	3,500	900	1,932
Unemployment Rate in %	19*	21.1	6.3	7.6	12.4	10.3	5.6	9.1
Share of pop. depending on social welfare payments in %	11.9	11.9	1.1	9*	n.s.	6	6	0.7

All data from Pro.Mode survey; exceptions indicated by *

..... National Level (Germany: Economic Policy Committee 2006)
 ——— City Level



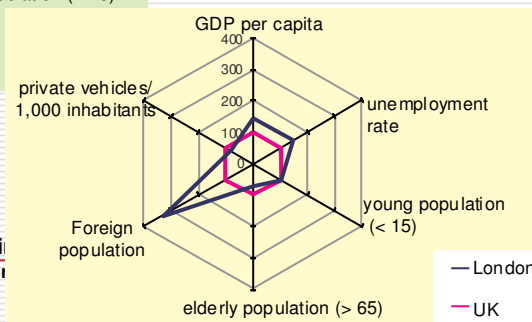
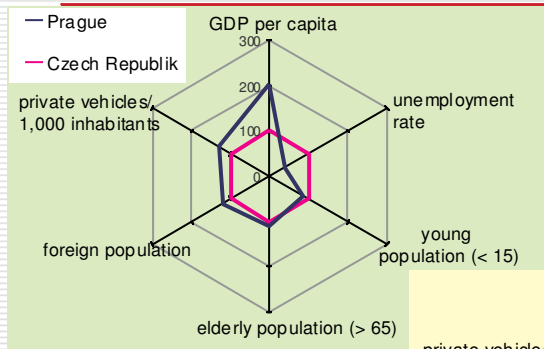
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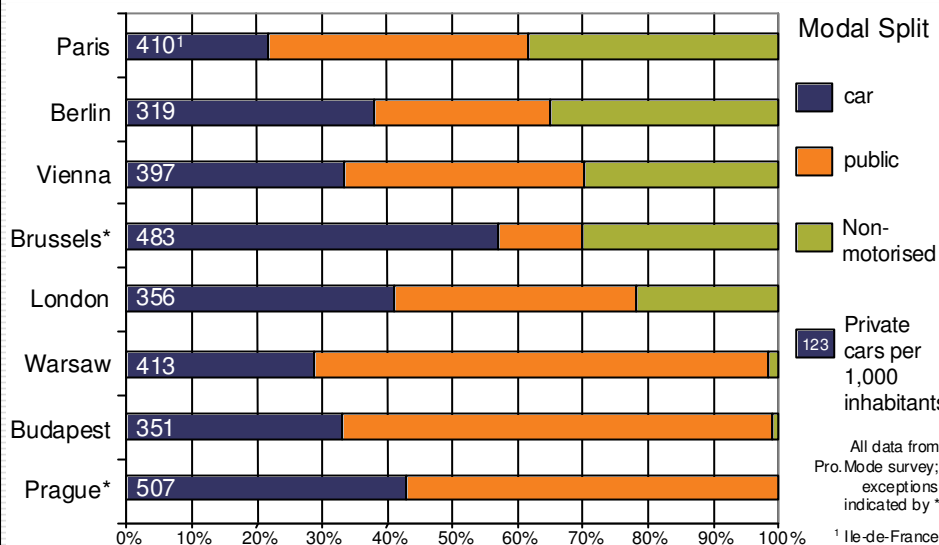
Cities and their nations



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Mobility





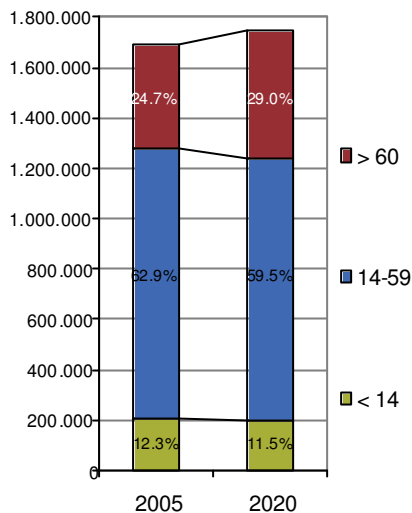
Summary so far

- ❑ Population numbers in cities and their metropolitan areas may develop differently
- ❑ Expectations for urban and national developments might go into opposite directions
- ❑ Shrinking is less of a problem; however, ageing is
- ❑ State of mobility demands differs, yet car is king nearly everywhere
- ❑ Advanced transport systems in all cities
- ❑ ... yet are they 'demographically sustainable' ?



Assumptions for future transport developments - Budapest

Population 2005/2020 by age group



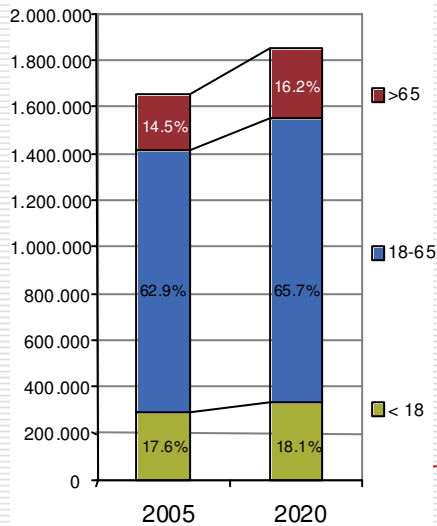
Traffic volumes	increase of public transport volumes due to improvements of the system and development of P&R-Schemes in suburban areas
Modal split	increasing shares of walking and cycling due to gradual reorientation of urban transport policy
Further transport demands	young people will be stronger orientated on using public transport; impacts predominately in suburban traffic; Reason: improved quality and image of public transport

Assumptions for future transport developments - Vienna

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Population 2005/2020 by age group



Traffic volumes	traffic forecast in progress
Modal split	Car: -8.4% Public transport: +3.1% Non-motorised modes: +5.3%
Further transport demands	regional: switch from car to public transport urban: increase in pedestrian traffic and bicycle use

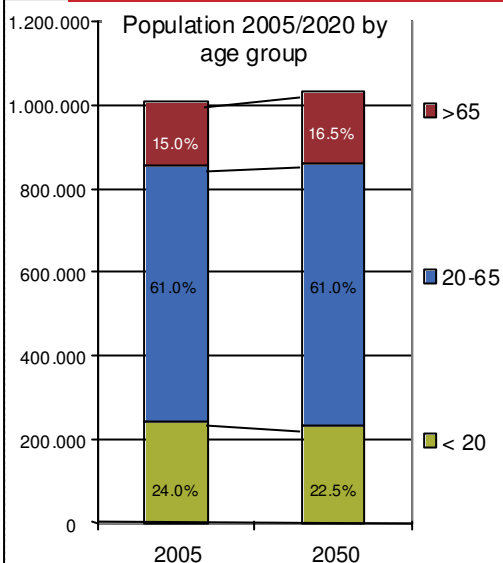
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Assumptions for future transport developments - Brussels

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Traffic volumes	Overall increase; individual transport will increase by 5% due to growing motorisation of households
Modal split	More car use, especially because of older people
Further transport demand	More commuting due to increase number of jobs and further suburbanisation; Increasing number of children taken to school by car Consequence: more traffic jams



Survey outcome

- Most cities still expect growth
- Ageing is an issue in all cities
- Migration is not considered in transport planning yet
- Transport development assumptions still envisage growth
- Main reason: suburbanisation and spatial extension
- Predominance of car will prevail, albeit non-motorised means might gain importance in city centres



Survey outcome – so what?

- Demographic issues considered in transport planning, however, generally merely as quantitative extrapolation of current trends
- Qualitative changes of age structure seldom addressed
- Welfare issues largely unaddressed and unclear
- Transport systems well established – demographical sustainability not analysed
- Further research and analysis needed





Thank you for your attention.

„How empty is theory in the presence of fact“ (Mark Twain)

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