



Researches for an urbanism oriented towards rail and intermodality

Interconnection and transfer between networks

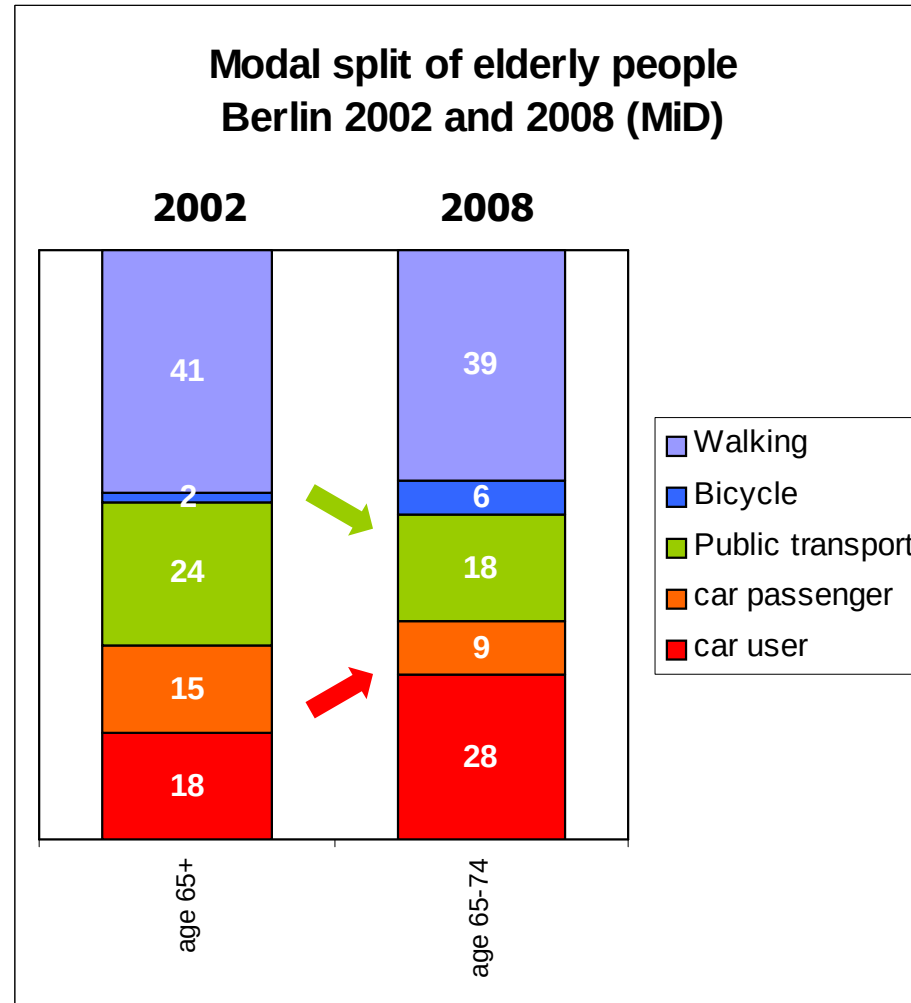
Andreas Wettig

ENPC, Champs-sur-Marne, 2011/03/15

Why intermodality?

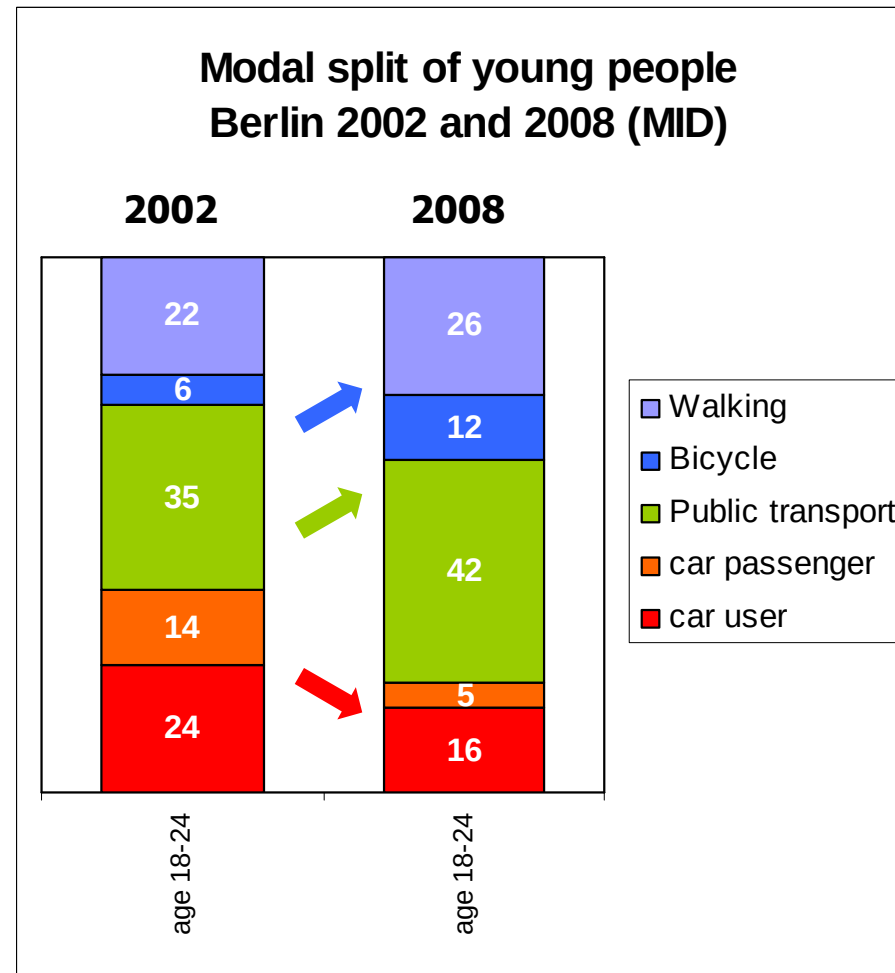


Where do we actually go? The "car generation"



Where do we actually go?

The „multimodal generation“?



Where do we actually go?

Carfree areas: Freiburg Vauban (1998-2008)



Quality in intermodal transfer

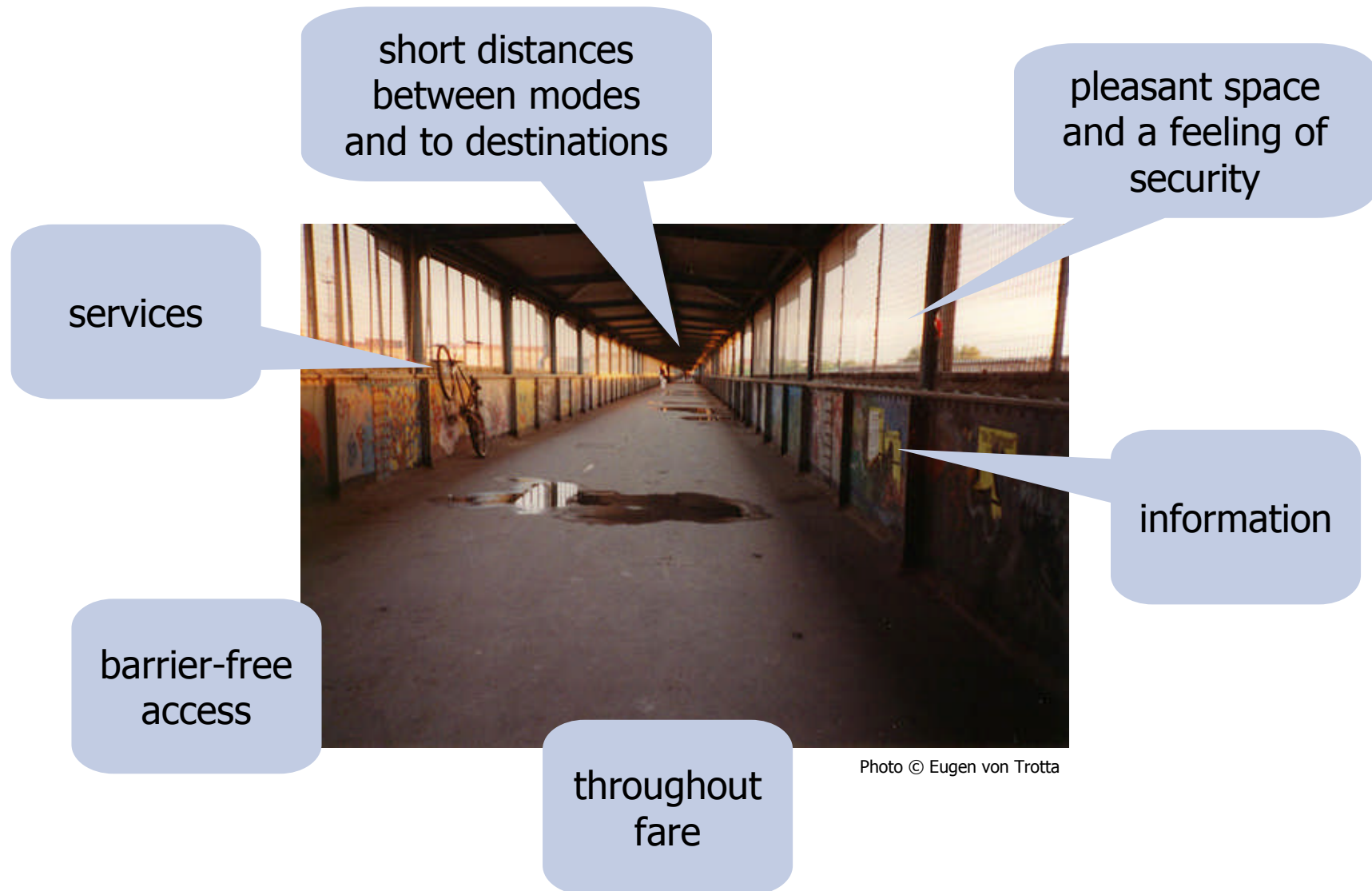


Photo © Eugen von Trotta

National examples: **Stadtbahnbrücke Freiburg 1983**



Photo Ingo Schneider © Badische Zeitung

Bike-station, Münster 1999



Combined bus-train platform in Halle/Westfalen, 2000



Local examples:

S + **U** Station Kaulsdorf, Berlin 1989



S + U Station Kaulsdorf, Berlin 1989



Bahnhof Zoo, Berlin 1882



Berlin Hbf, 2006



Berlin Hbf



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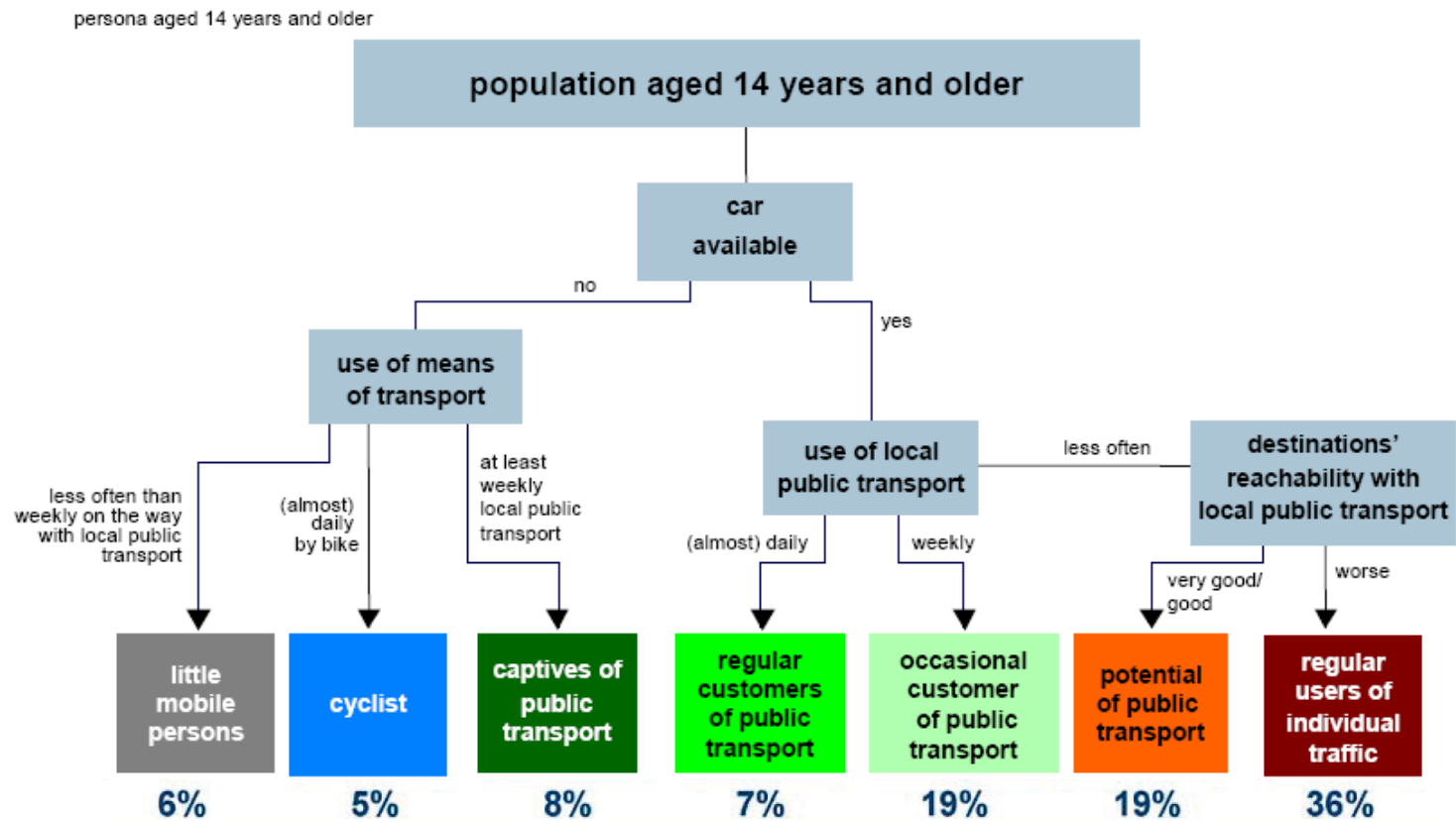
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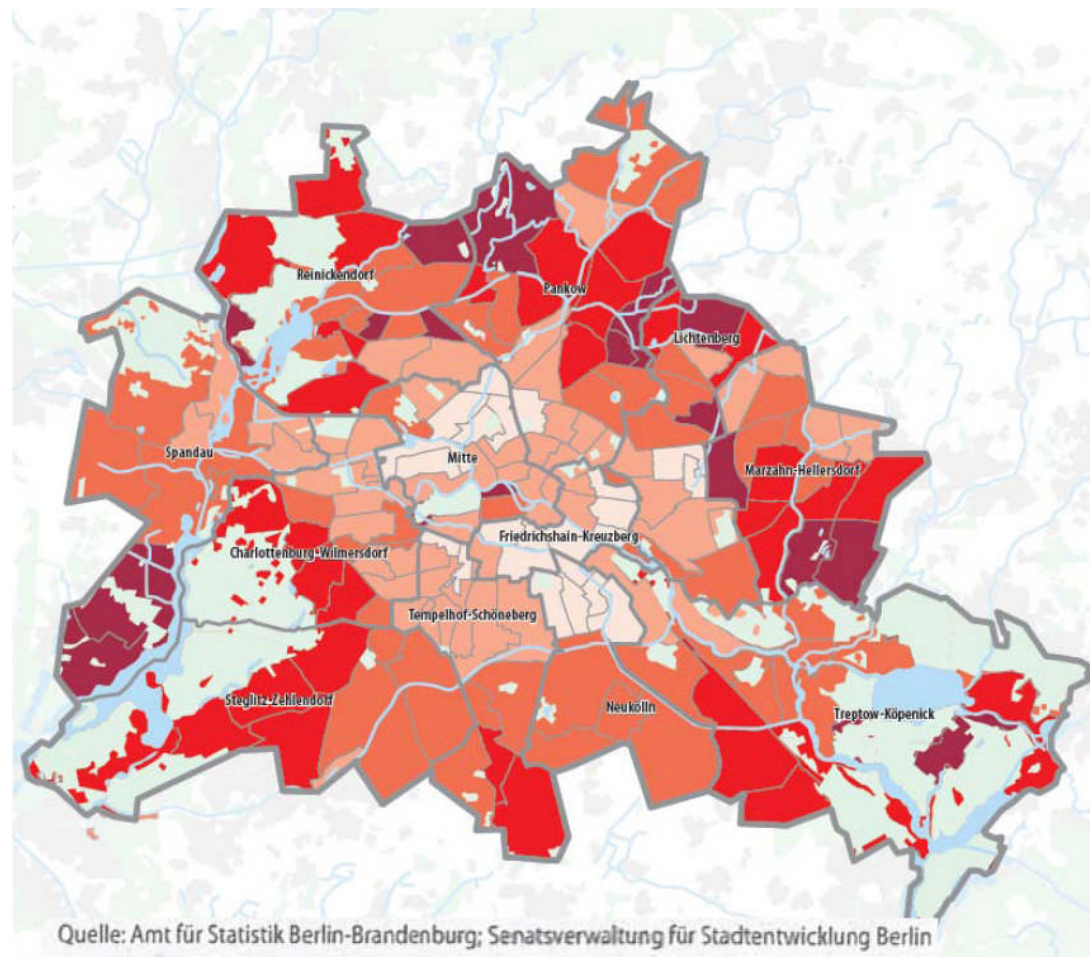
Backup

User groups in the MiD study

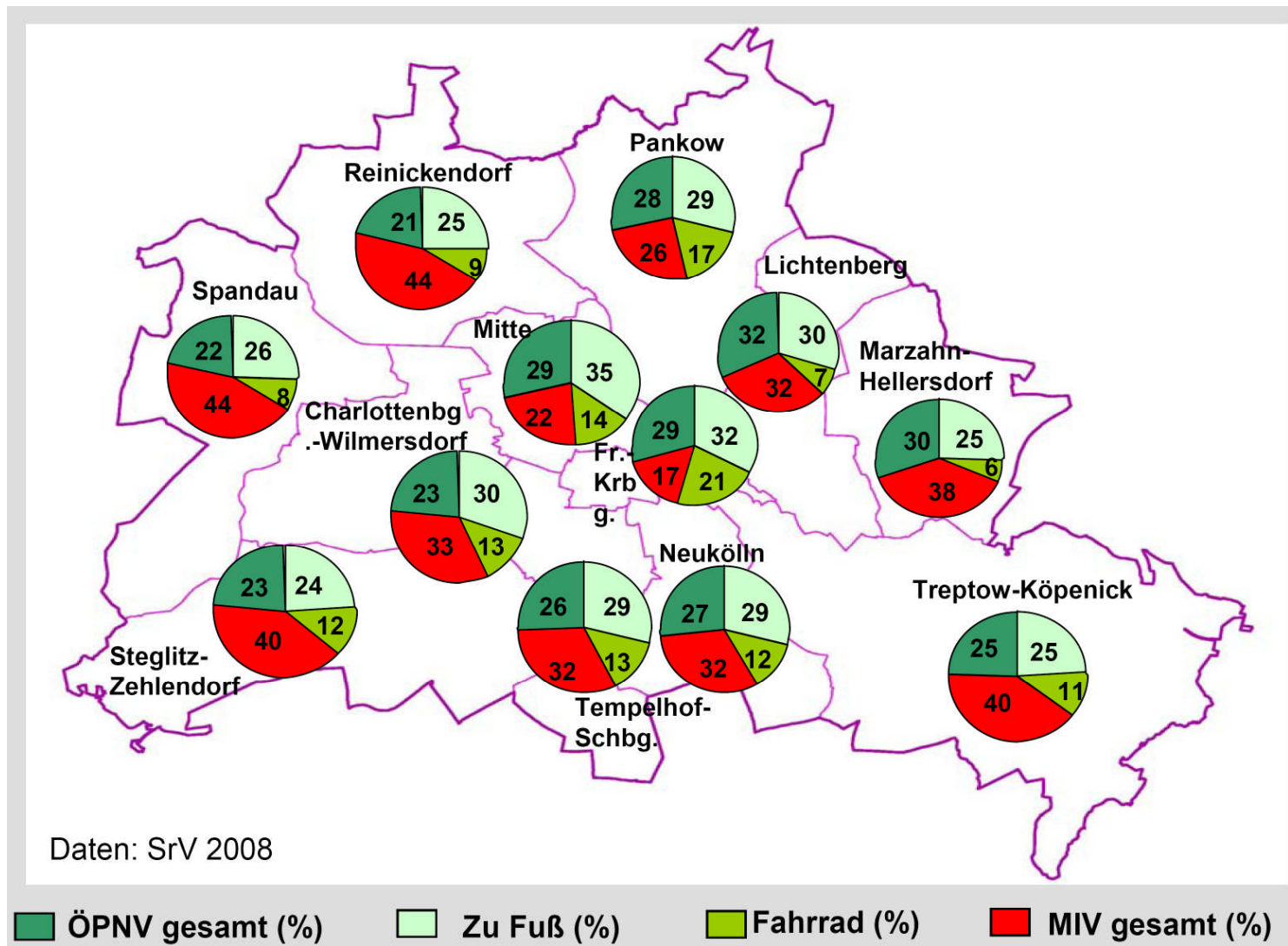


example user segmentation

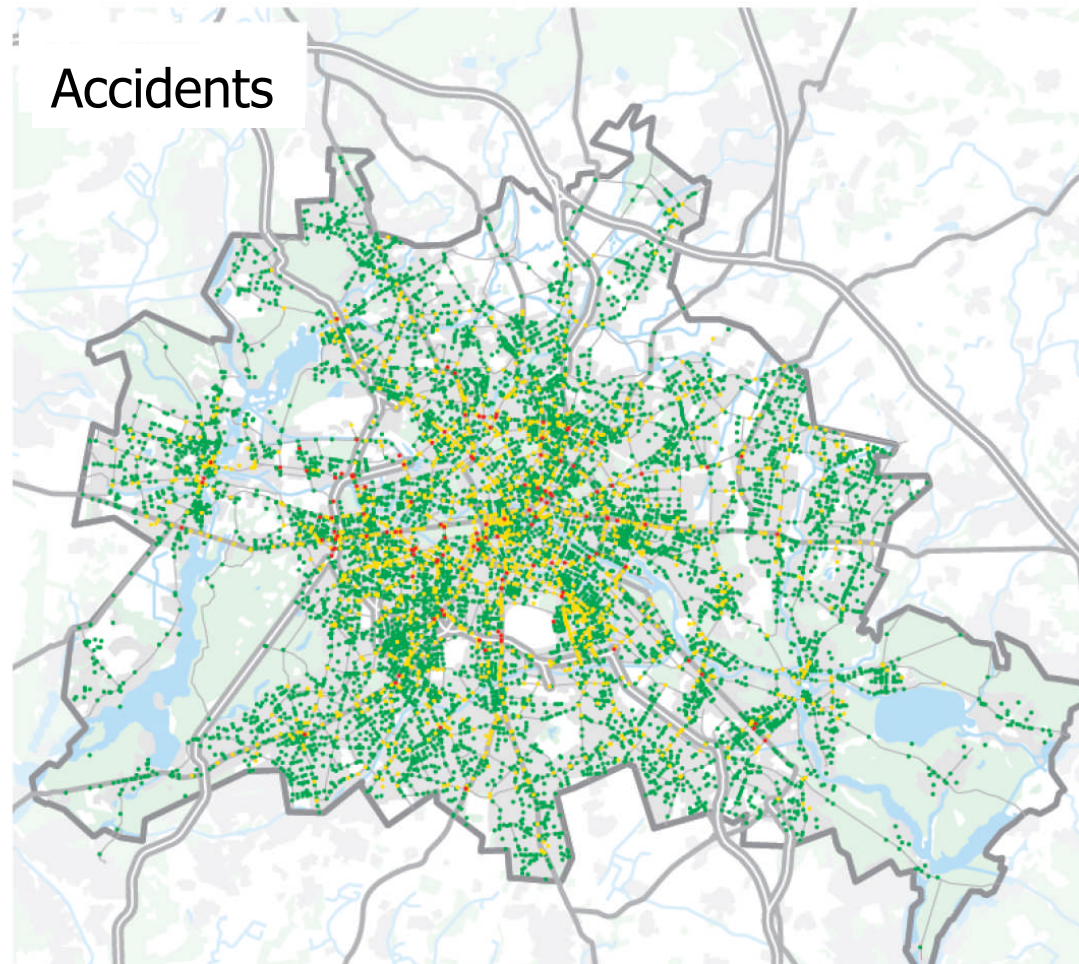
Car ownership: dominant in the suburbs, a minority in the inner city



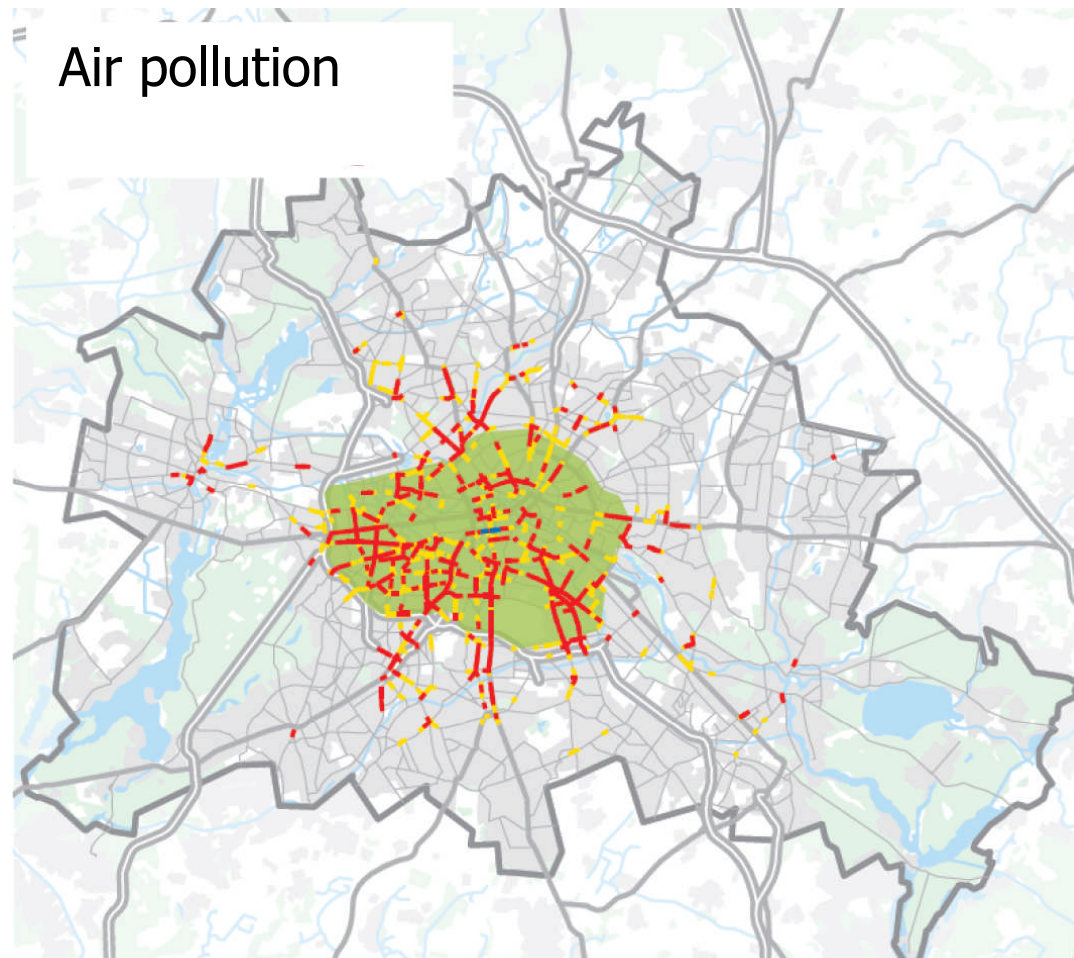
Modal-split of Berlin districts



Consequences of motorised traffic concentrate in the inner city districts



Consequences of motorised traffic concentrate in the inner city district



Consequences of motorised traffic concentrate in the inner city districts

