

# Participation in the development of the “Kiezblock” concept for Antonkiez

The district office is pursuing a step-by-step implementation of the area-wide calming of motor vehicle traffic to promote a more diverse usability of the street space in the residential neighborhoods in the Mitte district.

## About the project

With its narrow, sealed streets and high population density, the **Antonkiez** is more affected by air, noise pollution and heat pollution than many other inner-city neighborhoods. Much of the pollution is closely linked to the moving and stationary vehicle traffic that dominates the streetscape of the neighborhood today - many intersections are dangerously congested, while there are hardly any spaces for children and the elderly, for neighborhood life and green spaces outside of parks.

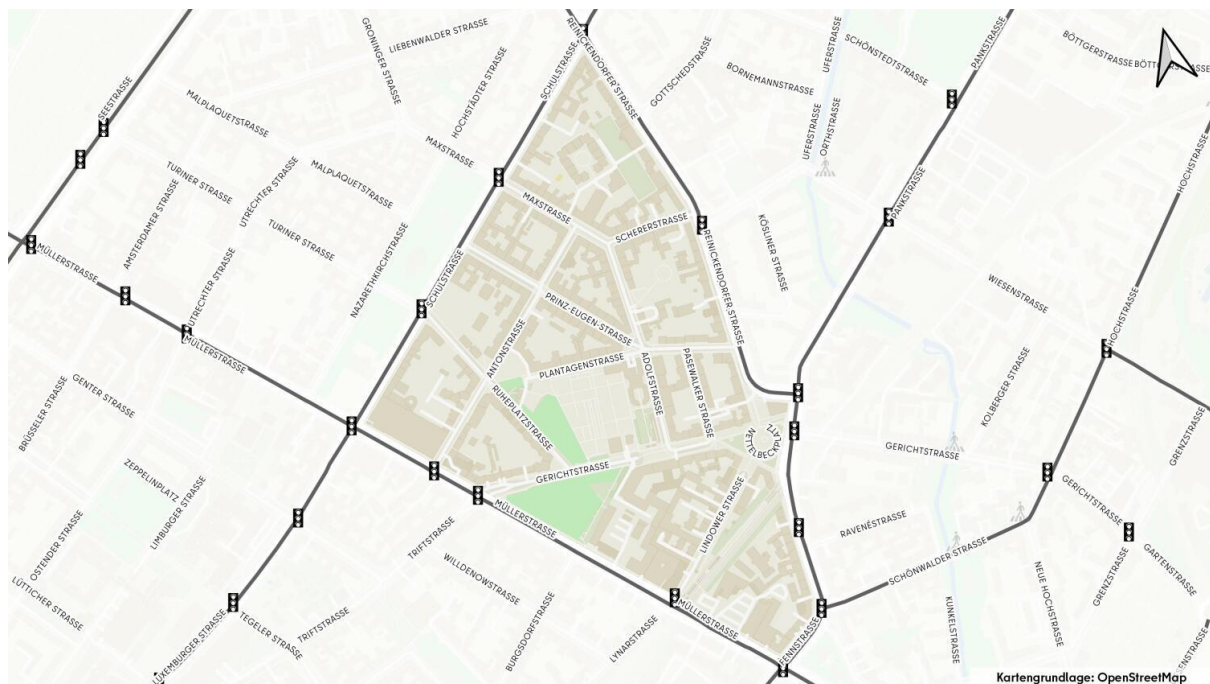


Illustration 1: SGA BA Mitte

With the "**Kiezblock strategy**", the Mitte district office has begun to prioritize pedestrian safety and promote greater usability of street space that meets more diverse needs. To this end, a consistent calming of motor vehicle traffic in the district's residential neighborhoods is being enforced.

Only then can the focus be placed on redesigning the street space as desired and climatically necessary by residents. Areas for unsealing or expanding the green and blue infrastructure should be identified and ideally designed as reusable spaces.

The **aim** is to gradually make the heavily used urban space fit for different functions and users. In addition to traffic safety, another aim is to reduce health risks caused by noise, air pollution and heat pollution.

**In a multi-stage participation process**, a “Kiezblock” concept is being developed together with parts of the users and residents. In addition to the requirements of the individual types of traffic, the concept should also take into account the many other demands on the use of public street space and propose specific measures. These must also be possible in terms of traffic law and prioritize the limited resources in a smart and needs-based manner or distribute them fairly among the different usage requirements and users.

**At the beginning of the concept development process**, information on the local traffic situation is collected at publicly accessible locations in order to identify specific conflict situations and to gather concerns, wishes and initial solutions for neighborhood blocks from the everyday lives of people living in the neighborhood. Together with the results of a representative household survey and the district's resolutions as well as the known concepts and data basis, these form the basis for the preliminary planning.

**The preliminary “Kiezblock” concept** will be further developed in citizen workshops and measures prioritized for implementation. In order to include as many different voices as possible, the participants in the workshops will be drawn by lot from a representative sample and invited to take part. As it is neither feasible nor possible to process the participation of all residents of the neighborhood, participation is based on representative formats and those that take place directly, without effort, in the everyday lives of people in the neighborhood.

**The implementation process** is expected to take place gradually in successive implementation phases. The prioritized measures that have been positively reviewed by the district office will be implemented as far as possible through reversible interventions, i.e. some measures will initially be implemented temporarily. An accompanying evaluation will show which measures are necessary in a further step in order to further reduce non-local and dangerous motorized traffic within the “Kiezblock”, increase road safety and create space for other uses or types of use.

**The district parliament (BVV) supports the** district authority's “Kiezblock” strategy in several resolutions. The exact wording of the resolutions can be found in the printed documents (DS) [DS 0476/VI](#), [DS 3149/V](#) and [DS 0343/VI](#).