



Sachverständigenrat  
für Umweltfragen

# Active and environmentally friendly urban mobility: enabling change

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German Advisory Council on the Environment

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**Towards an ambitious environmental policy  
in Germany and Europe**





What is the  
framework that cities  
need for the mobility  
transition?



# How will we move around in the city after the pandemic?

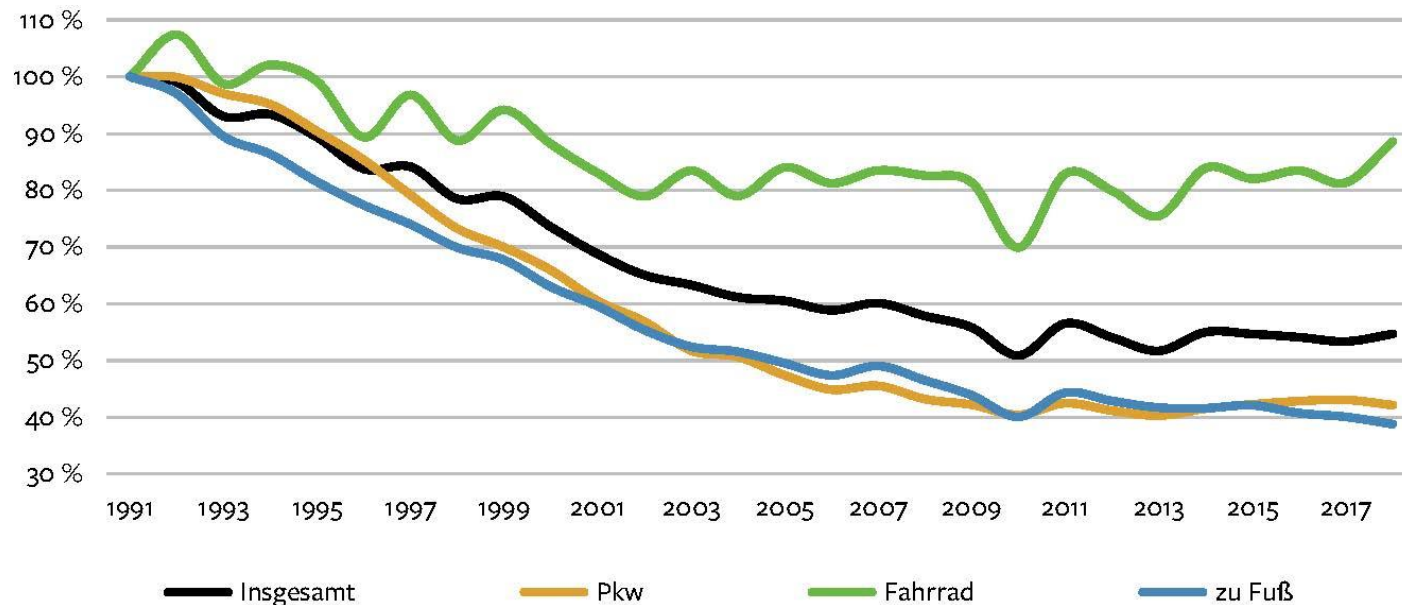


# Walking and cycling are good for our health SRU

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# Relative development of seriously injured and killed people locally





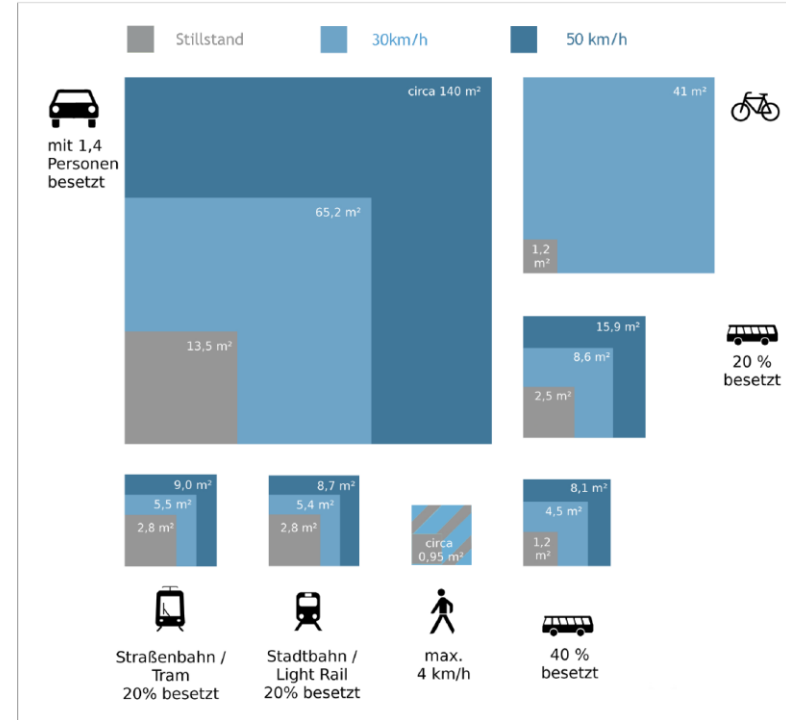
# Active mobility needs better infrastructure



Quelle: Axel von Blomberg

- More space must be made available in cities for cycling and walking.
- The infrastructure must be expanded.
- For this we need not only more money, but also new rules according to which the space is distributed.

# Space requirements of cars



Quelle: RANDELHOFF 2015, verändert,  
Daten zum Fußverkehr basierend auf  
KNOFLACHER 1993,  
Light Rail Icon: Scott de Jonge CC BY 7



- Recent changes to make road traffic law more cycle- and walking-friendly
- But systemic overhaul necessary to enable municipalities to steer traffic towards more sustainability

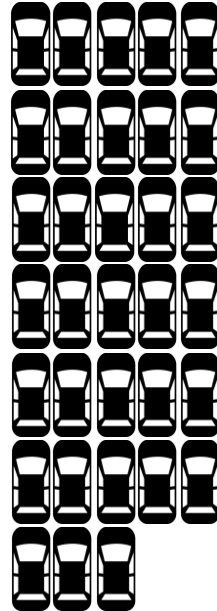


# Costs for using public space in Berlin

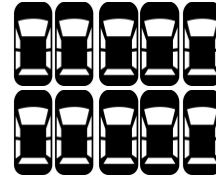
Resident parking  
permit  
0,3 Cent/sqm/day



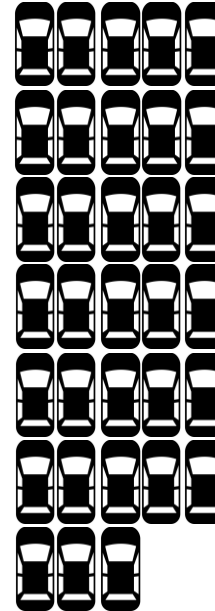
Scrap container  
10 Cent/sqm/day



Café  
3 Cent/sqm/day



Market stall  
10 Cent/sqm/day





GUIDELINES FOR  
DEVELOPING AND IMPLEMENTING A  
SUSTAINABLE URBAN MOBILITY PLAN

SECOND EDITION



Dresden.  
Dresdner

Verkehrsentwicklungsplan 2025plus  
Ein Überblick

# Obligatory urban mobility planning



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- Integrated mobility planning is not obligatory in Germany
- Should be made mandatory for cities with more than 50.000 inhabitants
- Should also contain goals concerning environment, climate and address different aspects such as commercial transport, sharing systems and concepts for the whole region
- Should take into account clean air and noise planning

# Road pricing necessary – distance based toll for passenger cars

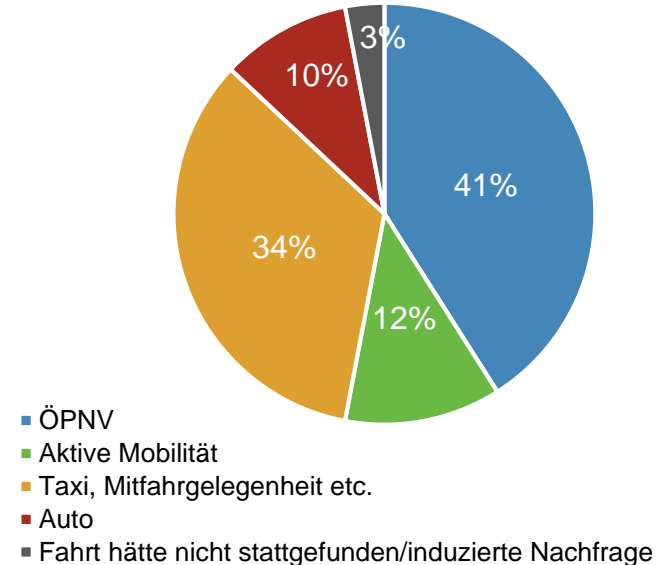
- Less funding through energy taxes
- Pricing based on the distances driven
- Corresponds to polluter pays principle
- Can be differentiated according to different criteria
- Increases out-of-pocket-costs
- Better steering-effect than other pricing schemes





- Mobility can be perceived as a service
- Mobility as a Service (MaaS): using platforms for various mobility offers
- But: hopes for positive environmental impacts might be inflated
- MaaS helpful when gaps in local transport are filled
- Mobility data are a resource for municipalities in urban planning

Modus that would have been used instead of  
ridehailing (e.g. Uber)  
in New York



Quelle: New York City Department of Transportation, Mobility Report 2018

# Recommendations

Obligatory integrated mobility planning

Reform of road traffic law

Make digital infrastructures available

Enable parking management

Control speed at 30 km/h

Distance-based road toll for passenger cars

Less and more expensive parking space

Higher fines for infringements

Push-instruments

Privilege public transport, walking and biking

Reform of public transport financing

Introduce institutions for cycling and walking

Take into account urban-rural traffic

Upgrade infrastructure for walking, cycling

Use mobility management

Increase acceptance

Pull-Instruments



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Quality of life in the  
city needs more space  
for humans.

Incentives alone are not  
enough!

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Download chapter (in  
German):

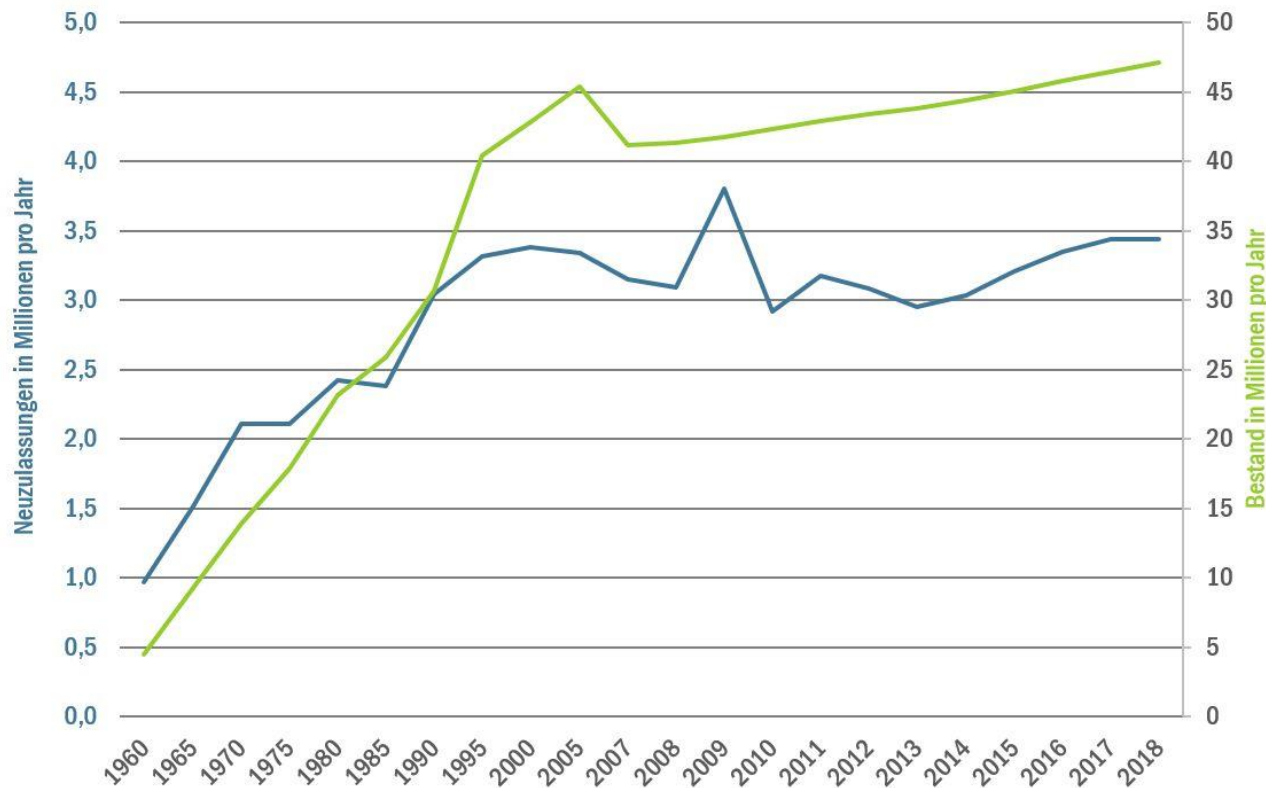
[bit.ly/ug20mobil](https://bit.ly/ug20mobil)



Thank you!



# Autoverkehr dominiert das Leben in der Stadt



# Cities are build for cars

