C1 People-centered urban mobility

Lower car density for livable cities
Towards a goal of 150 cars per 1000 inhabitants

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Section I 3.1
Environment and Transport
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Who we are. What we do.

The German Environment Agency (UBA)

UBA is a subordinated agency of the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the central environmental authority in Germany.

Apart from its Central Administration Division, UBA has five divisions with a total of 14 departments. The German Environment Agency employs more than 1,400 people at 13 locations.

Topics (selection):
- Climate protection and adaptation
- Clean air, water and soil
- Waste avoidance and eco-design
- Chemicals and pesticide approvals
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How we envision “Tomorrow’s Cities”

- Green spaces
- Environmentally friendly mobility
- Compact housing
- Mixed-use districts
- Low noise

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How we envision “Tomorrow’s Cities”

City design is compact and space-saving, avoiding unnecessary traffic.

Tomorrow’s cities are green.

Cities provide space for social encounters and community.

Short distances to main destinations which are accessible for all without a private car.

Living quarters are attractive, mixed-use and affordable.

City-dwellers enjoy the best possible noise protection.

Citizens, city and regional authorities are involved in a collaborative planning process.

Tomorrow’s cities protect resources and minimize the need for transport.

People feel safe in city traffic and the entire urban environment.

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How we envision “Tomorrow’s Cities”

- People enjoy full accessibility to transport
- Ecomobility has priority in the city
- No pollutant or greenhouse gas emissions from transport
- Using rather than owning is the motto applying to cars
- City-dwellers enjoy the best possible noise protection
- Mobility is based on solid funding and affordable for all
- Traffic speed limits are adapted to urban life
- People feel safe in city traffic and the entire urban environment.

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Why we need a goal for urban car density

Change in mobility patterns
(public transport, cycling, walking)

Fewer (private) cars

(A)lmost no parking in public spaces

Space for greenery and compact housing

“City of short distances”
More mobility with less traffic

Less air pollution and noise
better quality of life and healthier environment

Tomorrow’s Cities
Environmentally friendly mobility, low noise, green spaces, compact housing and mixed-use districts
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... and how we calculated it.

Passenger cars per 1.000 Inhabitants

At current levels of mobility

450  ←  Ø German cities

300

150

1st step: Improve traffic flow for bikes and public transport
• Reduction of roadside parking
• Sufficient space for public transport, bike lanes and sidewalks

At current levels of mobility

0

2nd step: Gain space for sustainable urban development

Further optimisation of traffic

<10 cars/1,000 inhabitants

150

300

450

At current levels of mobility

Passenger cars per 1.000 Inhabitants

1st step:
• Almost no public parking
• Additional space for green and compact development

2nd step:
• Reduction of roadside parking
• Sufficient space for public transport, bike lanes and sidewalks

Further optimisation of traffic

<10 cars/1,000 inhabitants
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How we can achieve this goal

Implementing compactness and mixed use in cities

Reducing noise

Encouraging integrated mobility services and e-mobility

Making commercial transport within the city environmentally friendly

Exploiting digitization for the benefit of the environment

...and which measures we need.

Providing urban greenery and open spaces

Expanding active mobility networks

Improving public transport quality

Managing motorized transport

Fostering participation and collaboration in planning and implementation
### How we can achieve this goal

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### ...and which measures we need.

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- Expanding active mobility networks
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- Managing motorized transport
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Upshot

We need to promote a vision of a livable city to win support for unpopular measures that restrict car ownership.

The goal of 150 cars per 1 000 inhabitants* enables cities to increase density while freeing space to provide adequate access to green and open spaces.

In order to allow for the same level of mobility, public transport, biking and walking need to be improved significantly before implementing strict measures to reduce car ownership.

* Calculated for cities in developed countries. It equals 1/3 of current car density in German cities above 100 000 inhabitants.
Thank you for your attention!

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