



Towards a New Urban Agenda

Joint Statement by Scientists and Researchers:
A Public Appeal to Berlin Mayor preceding the
Opening of the German Habitat Forum

Berlin, 30th May 2016

Cities are part of the problem and part of the solution

70% of CO₂-emissions caused by cities
23% of that by transport
AND STILL GROWING

q: <https://www.habitat3.org/the-new-urban-agenda/> &
<https://www.habitat3.org/bitcache/3ac238c00a176c2e1284&aff56087837a1b062287vid=542880&disposition=inline&op=view>

picture: © Agron Beqiri https://commons.wikimedia.org/wiki/File:Prishtina_n%C3%AB_per%C3%ABndim_t%C3%AB_duellit.jpg#filelinks

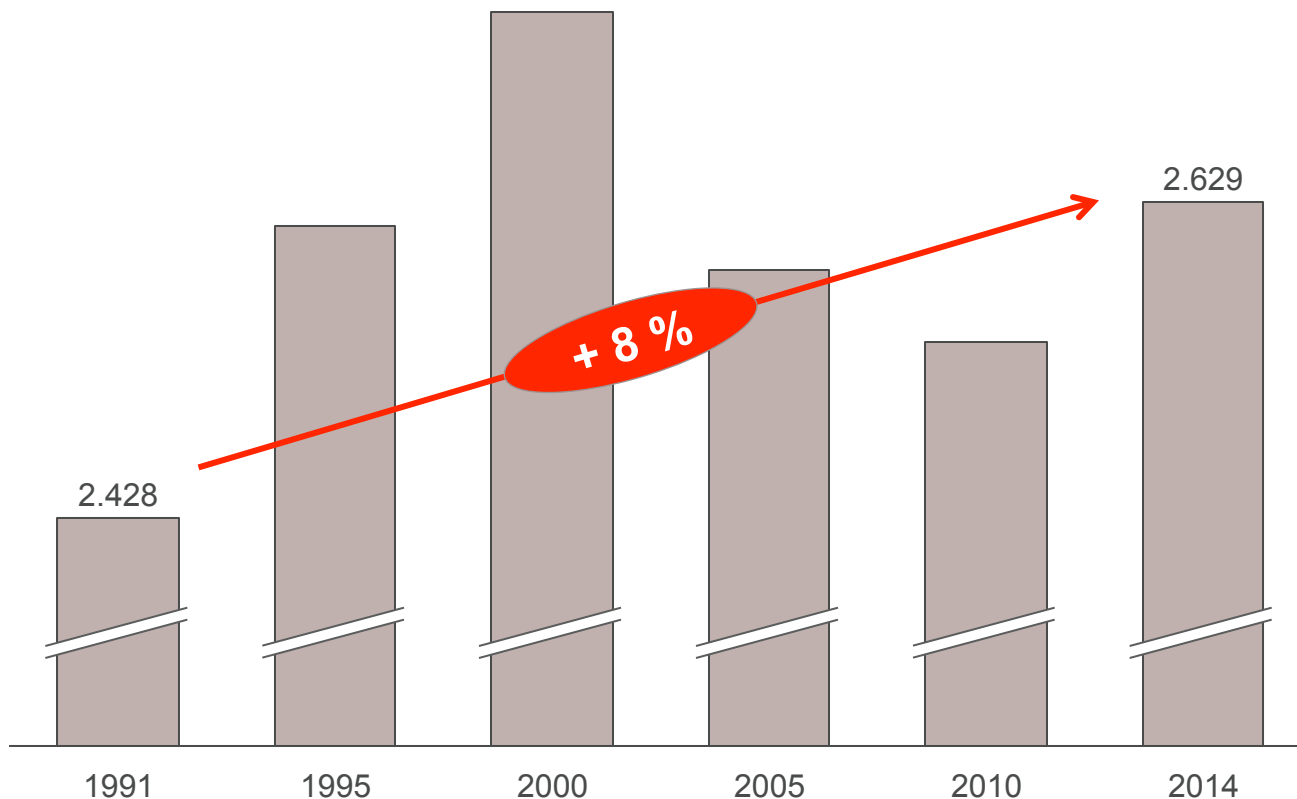


VOLKS-
ENTSCHEID
FAHRRAD



Transport remains the greatest obstacle to climate protection

Development of Energy consumption in Germany: Transport from 1991 – 2014



- Climate Relevance
- Geopolitics of Oil: Environmental and Security Benefits
- Local Emissions are stagnating or rising
- Noise Pollution
- Shortage of space due to 'resting traffic'

* <https://www.bmwi.de/BMWi/Redaktion/PDF/M-O/monitoringbericht-energie-der-zukunft-stellungnahme-2014.property=pdf.bereich=bmwi2012.sprache=de.rwb=true.pdf>
aus <http://www.zukunft-mobilitaet.net/144390/analyse/endenergieverbrauchs-verkehr-deutschland-von-1991-bis-2014/> ;

[^]http://www.zukunft-mobilitaet.net/wp-content/uploads/2015/11/endenergieverbrauch-verkehr-deutschland-1991-2014-ziel2020_2050.jpg

A close-up photograph of UN Secretary-General Ban Ki-moon. He is wearing glasses, a dark suit, a white shirt, and a red tie. He is looking slightly to the left of the camera and appears to be speaking into a microphone. The background is a dark, out-of-focus blue.

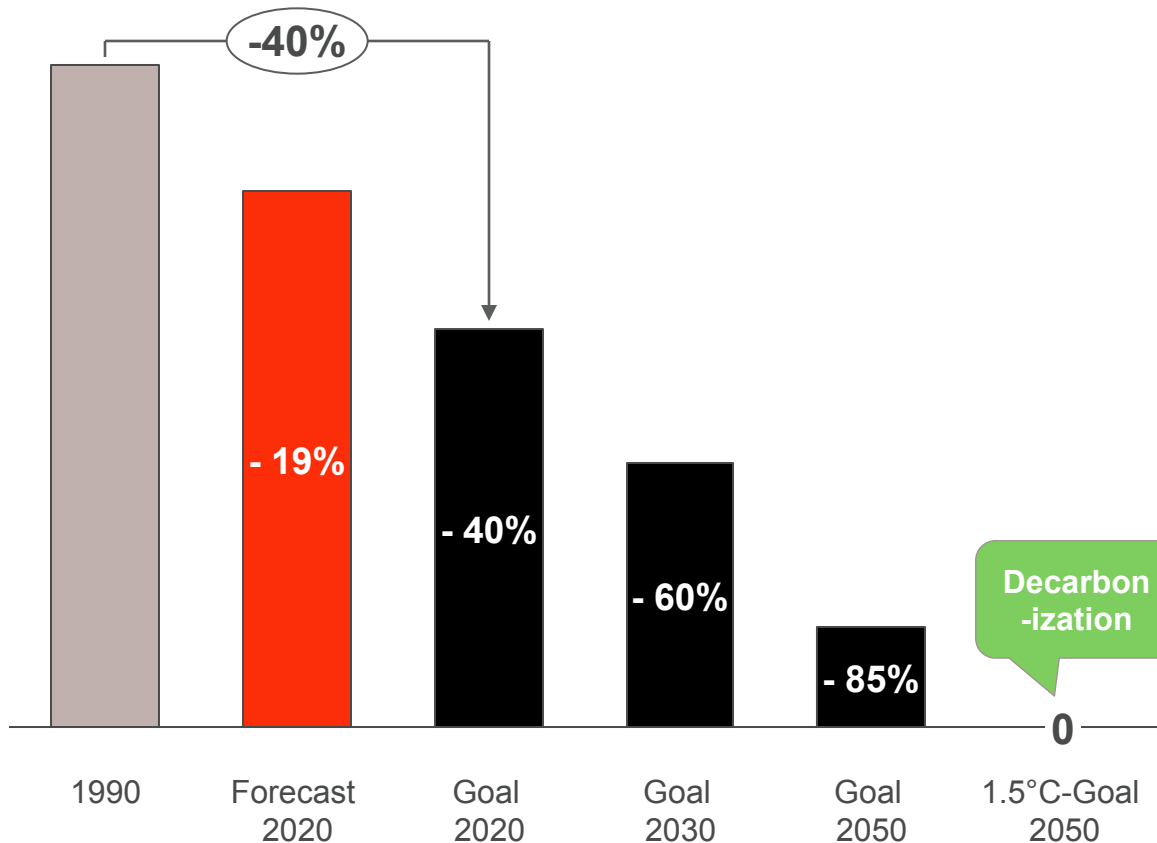
*‘Our Struggle
for Global
Sustainability
Will Be Won or
Lost in Cities’*

UN Secretary-General Ban Ki-moon’s
remarks to the High-level Delegation of
Mayors and Regional Authorities,
New York, 23 April, 2012

Berlin's current trajectory causes failure to reach short-term environmental goals, missed opportunity to set a new course for long-term goals



Missing legally binding goals: CO₂-Emissions, Forecasts and Goals according to the Berliner Energy Transition Act¹ and Paris/COP21 1.5°Goal²

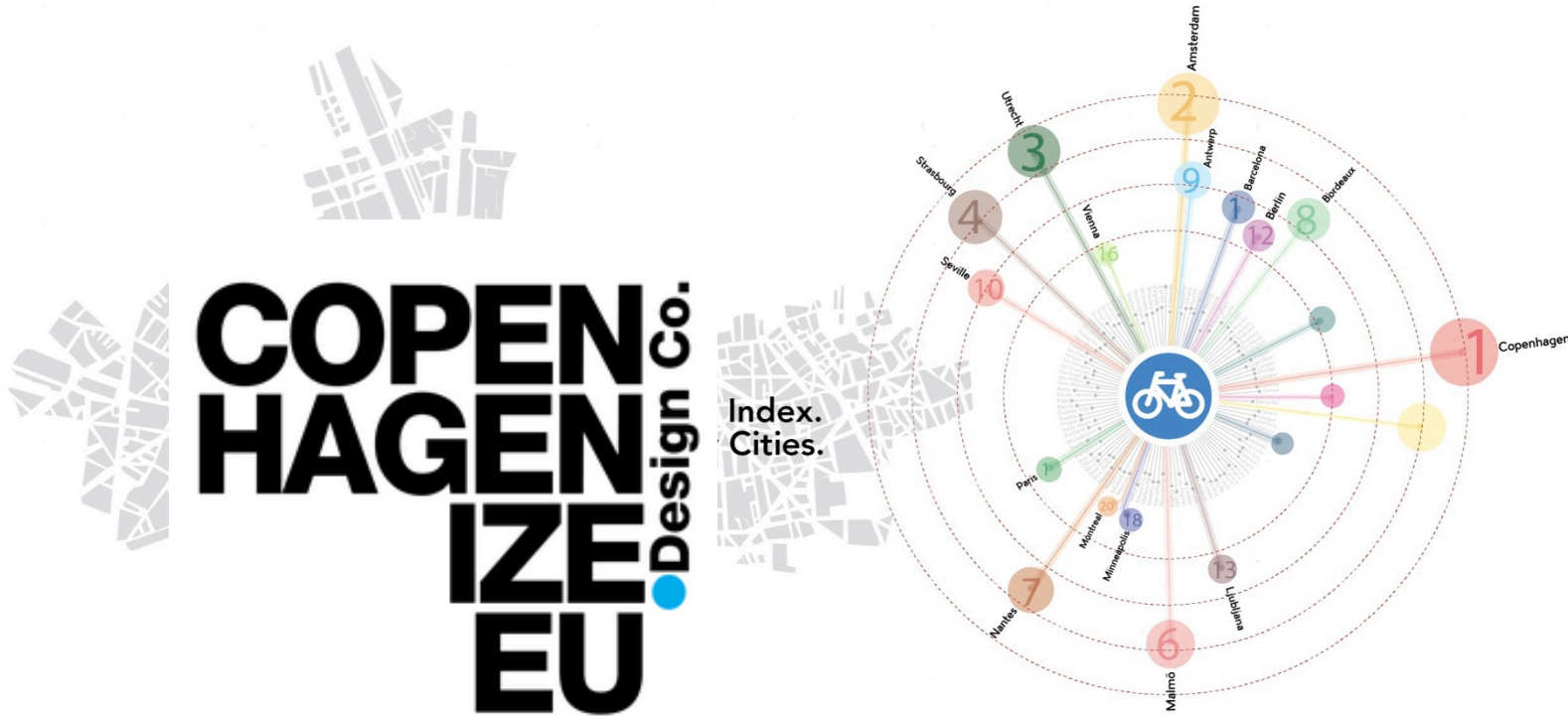


- Berlin's Climate Protection goals have been rendered obsolete since Paris and lack firm commitment and ambition: -100% instead of -85% by 2050 is necessary
- Action taken leads to at best 19% reductions in transport sector by 2020
- The short-term goal of -40% by 2020 will be missed completely
- Important decisions for achievement of long-term goals are being neglected

1) Sources: http://www.stadtentwicklung.berlin.de/umwelt/klimaschutz/studie_klimaneutrales_berlin/index.shtml and http://www.stadtentwicklung.berlin.de/umwelt/klimaschutz/energiewendegesetz/download/EnergiewendeG_Bln_GESETZESTEXT.pdf

2) To achieve warming of <1,5 ° Decarbonization (-100% in 2045 – 2055) must be achieved (UNEP Emissions GapReport 2015). -85% is not enough.

“If we look at the baseline, progress [in Berlin] is slow and soooo last century.”



Berlin at a Point of Change

Not Sustainable!

frische Luft

- Fresh Air
- Attractive Public Spaces
- Flowing Traffic
- Safe Bicycle Paths

attraktiver öffentlicher Raum

fließender Verkehr

Fahrradwege

Sustainable!

*The most economic,
quickest,
and effective
Climate Protection
Contribution*








The Berlin Bicycle Bill is a ready-to-implement plan to promote Cycling in Berlin



Goal: Modal share 20% cycling in Berlin	Costs: 13 Euros per Citizen per Year	Implementation: within 8 Years
-------------------------------------------------------------	----------------------------------------------------------	----------------------------------------------------

The Ten Goals of the Berlin Bicycle Bill (RadG)*

-  Safe Cycle streets for everyone, including children and seniors
-  Safe cycling infrastructure for every main road
-  Safer junctions and crossroads
-  Safer and more comfortable cycling – as chosen by the people
-  More and safer cycle parking

-  Giving cycling the green light
-  Fast cycleways for cycle commuters
-  Enforcing safer and more conscientious transportation
-  More representatives in council positions
-  Prepare Berlin for an increase in cycling

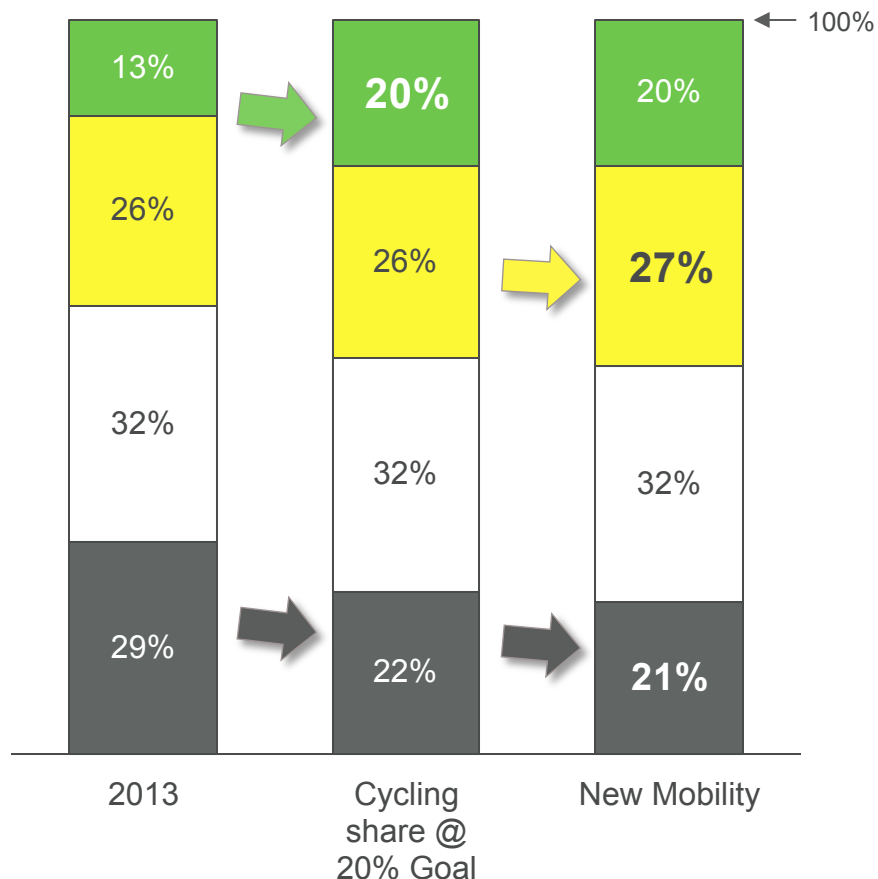


* <http://www.volksentscheid-fahrrad.de> and <https://volksentscheid-fahrrad.de/english/>

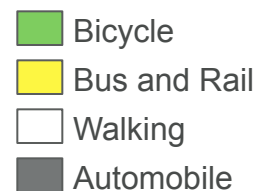
The Berlin Bicycle Bill represents modern mobility politics with a focus on the Bicycle



Modal share in the State of Berlin, 2013, trips taken by means of transport¹



- Berlin Bicycle Bill (RadG) makes cycling safe and attractive.
- The RadG enables motorists to switch to cycling and multimodal transport options like transit + bicycle.
- Traffic patterns and behavior change.
- The RadG aims to reach 20% share of cycling in Berlin State by 2025 and 30% long-term

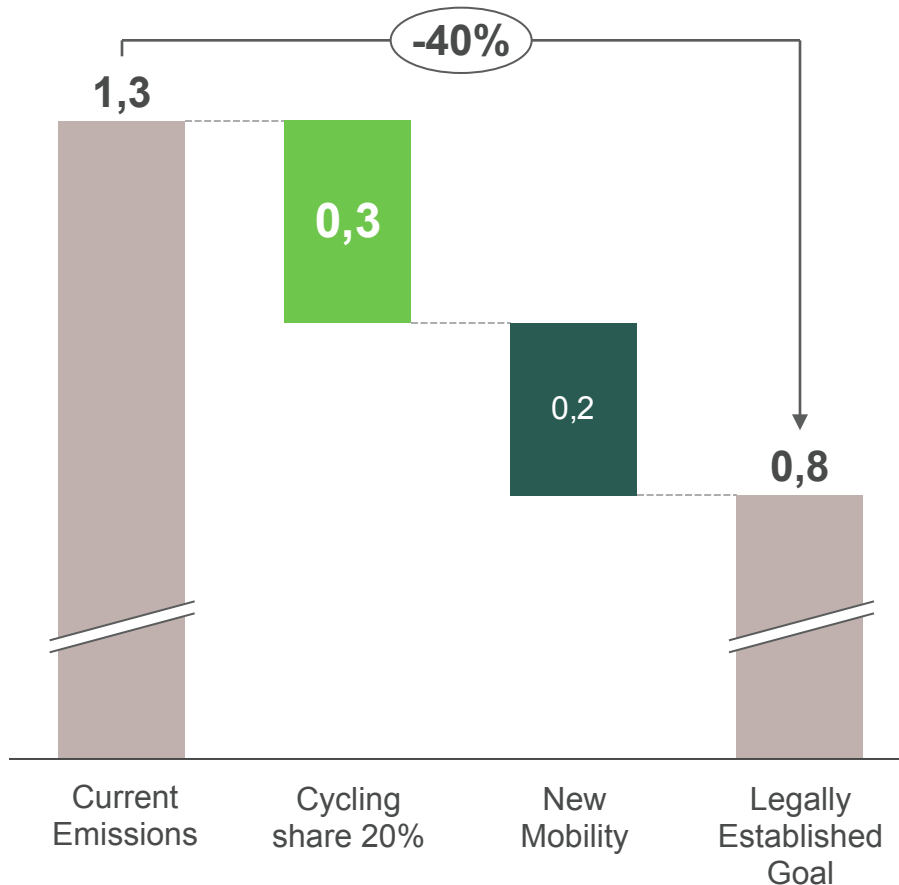


1) From the CO₂-traffic-calculator of *Agentur für clevere Städte*; Data-input: Mobilität in Deutschland; emission-KPIs 2015 from UBA; traffic share for whole City of Berlin; actual number of inhabitants of Berlin of 3,562 Mio. EW by 31.12.2014

Bicycle Bill makes substantial contribution to enable a 40% CO₂ emissions reduction in transport in short to medium term



Emissions reductions in personal transport, in tons of CO₂ per Berliner per year¹



- Cycling law attracts from car to bike.
- The RadG ensures short term reduction of 0.3 tonnes CO₂-emissions per person and year due to a share of 20% cycling
- Further reductions are even expected
- The RadG thus makes the decisive contribution in the short term to achieve climate targets

- Status quo/Goal
- RadG
- Further effects of New Mobility

1) From the CO₂-traffic-calculator of *Agentur für clevere Städte*; Data-input: Mobilität in Deutschland; emission-KPIs 2015 from UBA; traffic share for whole City of Berlin; actual number of inhabitants of Berlin of 3,562 Mio. EW by 31.12.2014; shift in shares from 20%-Radverkehrsziel and further effects, made possible by change in modal split

“This is something important for Berlin, it is important for German cities, but it is important for everybody in the world. Every city – everywhere”

Mikael Colville-Andersen
„the Pope of Urban Cycling“
About the *Volksentscheid
Fahrrad*



*“Berlin offers the possibility
to directly observe
sustainable and participatory
urban development.
That’s why I am happy
to be the co-host
of the German Habitat Forum.”*

Michael Müller
Governing Mayor of Berlin
Host of the German Habitat Forum

President and Speaker:

metropolis ●

Member of:

 **COMPACT
of MAYORS**

I.C.L.E.I



„Die Berliner wollen mitgestalten“

40 Mal beehrte das Volk auf

①

②

- ① The Berliners want to be involved
- ② 40 referendums provoked me
- ③ The People versus the Senat – Cycling, Airport, Refugees, Democracy: In Berlin there are currently four citizens referendums underway which challenge the Senat.
- ④ Coalition approves it's right to use public funding against citizens initiatives.
- ⑤ Transport Senator defends extension of A100
- ⑥ Greens: Senate knowingly inflates estimate of Berlin Bicycle Referendum

Das Volk gegen den Senat

③

Radverkehr, Flughafen, Flüchtlinge, Demokratie: In Berlin laufen derzeit vier Volksabstimmungen, die dem Senat ihr Misstrauen aussprechen. Ein

Koalition genehmigt sich Geld gegen Volksbegehren

④

Verkehrssenator verteidigt Weiterbau der A100

⑤

Grüne: Senat rechnet Fahrrad-Volksentscheid bewusst teurer

⑥



We, as scientists make the appeal to you:
Bring the spirit of Paris to Berlin!



*To the Honorable Mayor of Berlin Mr. Michael Müller,
Use your majority in Parliament to Implement the Berlin Bicycle Bill now, in
2016. Show the world that you are serious about sustainability and
participation. Get the ball rolling - worldwide. Berlin can do that.*

There is ample knowledge for action! We scientists will no longer watch from the sidelines.



Prof. Dr. Stephan Rammler; Prof. Dr. Oliver Schwedes; Prof. Dr. Andreas Knie; Prof. Dr. Hermann Knoflacher; Prof. Dr. Miranda Schreurs; Prof. Dr.-Ing. Udo Becker; Prof. Dr. Wolfgang Jonas; Prof. Dr. Nikolai Roskamm; Prof. Dr. Beate Klutmann; Prof. Dr. Gebhard Hafer; Prof. Dr. Katrin Großmann; Prof. Dr. Jörg Knieling; Prof. Dr. Ines Carstensen; Prof. Dr.-Ing. Markus Hecht; Prof. Dr.-Ing. Michael Häbler; Prof. Michael Mönninger; Prof. Martin Lanzendorf; Prof. Heiner Monheim; Prof. Philipp Oswald; Prof. Antje Stokman; Prof. Rainer Bergmann; Dr. Konrad Goetz; Dr. Hermann Ott; Dr. Benjamin Stephan; Dr. habil. Weert Canzler; Dr. Ing. Tim Lehmann; Dr.-Ing. Thomas Sauter-Servaes; Dr. Marita Radeisen; Dr. Ute Scheub; Dr. Saskia Hebert; Dr. Christian Schuster; Dr. Dörte Ohlhorst; Dr. Sassa Franke; Dr. Dirk Hagen; Dr. Chris Kollas; Dr. Delf Rothe; Sophia von Berg; Dipl.-Ing. Toni Karge; Dipl.-Ing. Benno Benjamin Bock; Dipl.-Ing. Sven Lißner; Dipl.-Umweltwiss. Sebastian Heilmann; Dipl.-Ing. Michael Glotz-Richter; Dipl.-Ing. Marius Gantert; M. Sc. Tom Assmann; M.A. René Bienert; M.A., PhD Student Kerstin Stark; M.Sc. Daniel Jobstfinke; M.Sc. Mareike Blum; M.Sc. Ilil Beyer Bartana; M.Sc. Jenny Böhm; MSc Simon Mader; MSc., Dipl.-Psych. Rachel Michels; Malte Schmidhals; Jan Lutz; Eric Puttrowait; Kain Glensor; Oliver Lah; Jürgen Schultheis; Kristina Fromm; Susanne Thomaier; Bernhard Fehr; Susann Ullrich; Stefanie Schwerdtfeger; Marie Kleeschulte; Walter Kahlenborn; Alexander Carius; Felix Hartenstein; Julia Sentf

The signatories scientists from the disciplines of Climate, Mobility, and Urban Development.



Be a part of the solution

Be a role-model for the world

Be Berlin



Towards A New Urban Agenda. Now!

Prof. Dr. Stephan Rammler
The Institute of Transportation Design
University of Fine Arts Braunschweig
Initiator of the 'New Urban Agenda' Statement

Heinrich Strößenreuther
Volksentscheid Fahrrad
Co-Initiator
Berlin

Volksentscheid Fahrrad.

www.volksentscheid-fahrrad.de <https://twitter.com/radentscheid>

<https://www.facebook.com/VolksentscheidFahrrad>