

Dresden

History and Development

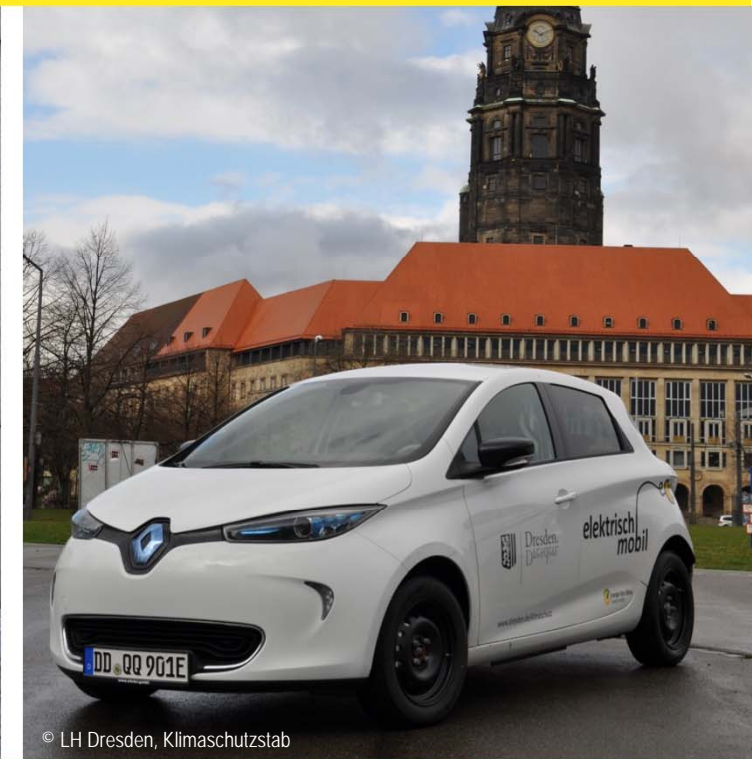
Municipal Climate Protection in the Mobility Sector



© DVB AG



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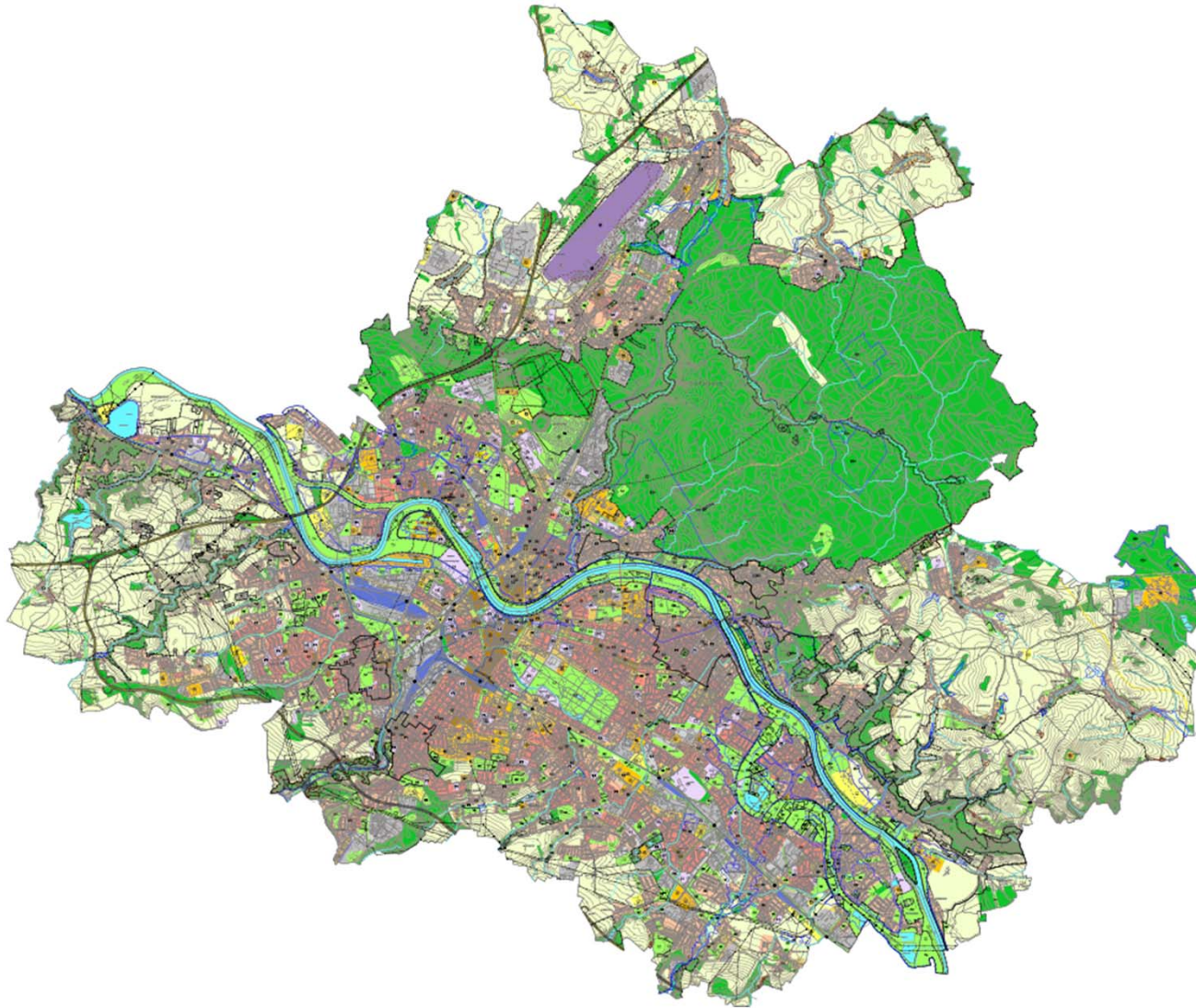
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History

- Founded in 1206
- Since the 15th century residence of the Saxon dukes, electoral princes and later kings
- In the 18th century a magnificent centre of European politics, culture and economic development
- 13 February 1945: Destruction through bombing, especially the city centre
- In the GDR era capital of a region (15 in GDR)
- Since 1990 capital of the Free State of Saxony



Location

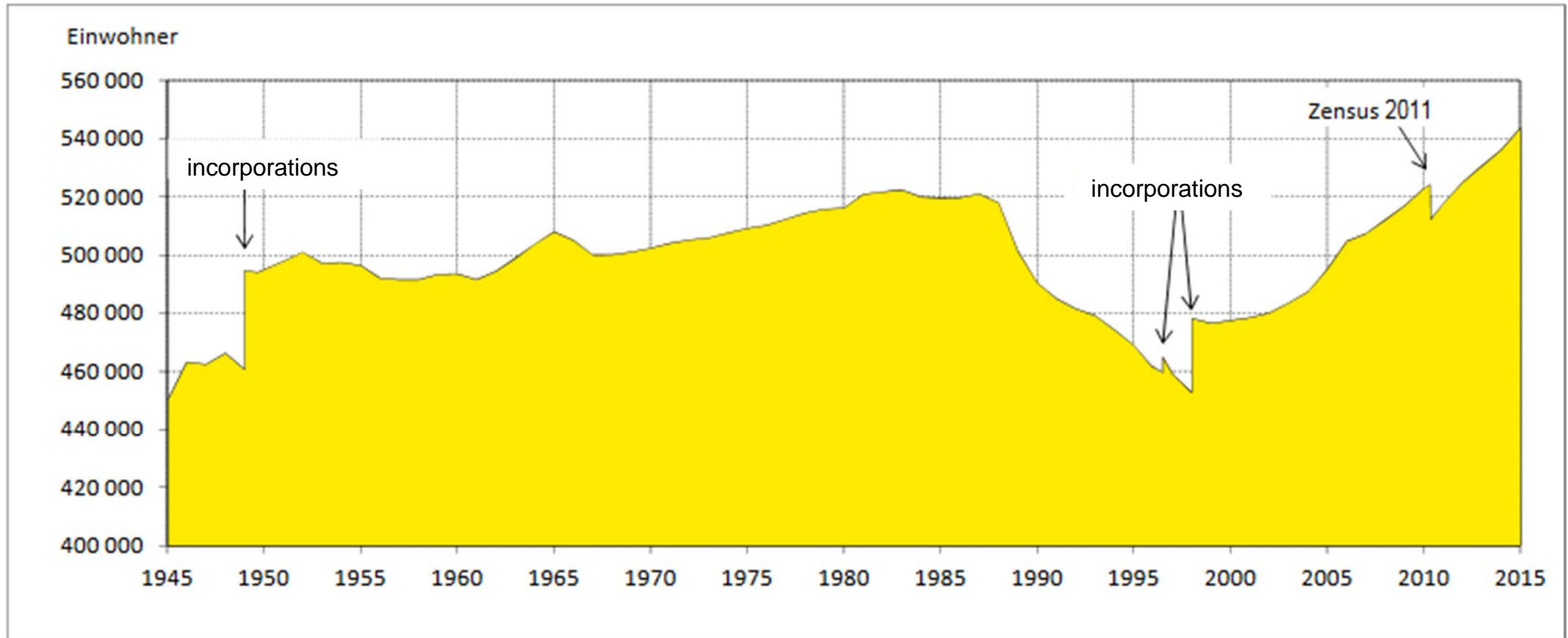


Some facts about Dresden

- Located in the valley and on the slopes of the River Elbe
- Dynamic, green city with a high quality of life
- Resident population of 553,000 (12th rank in Germany), average age 43 years
- Area of the city 328 km² (4th rank in Germany), about 62% covered by forest and green space



Increasing population

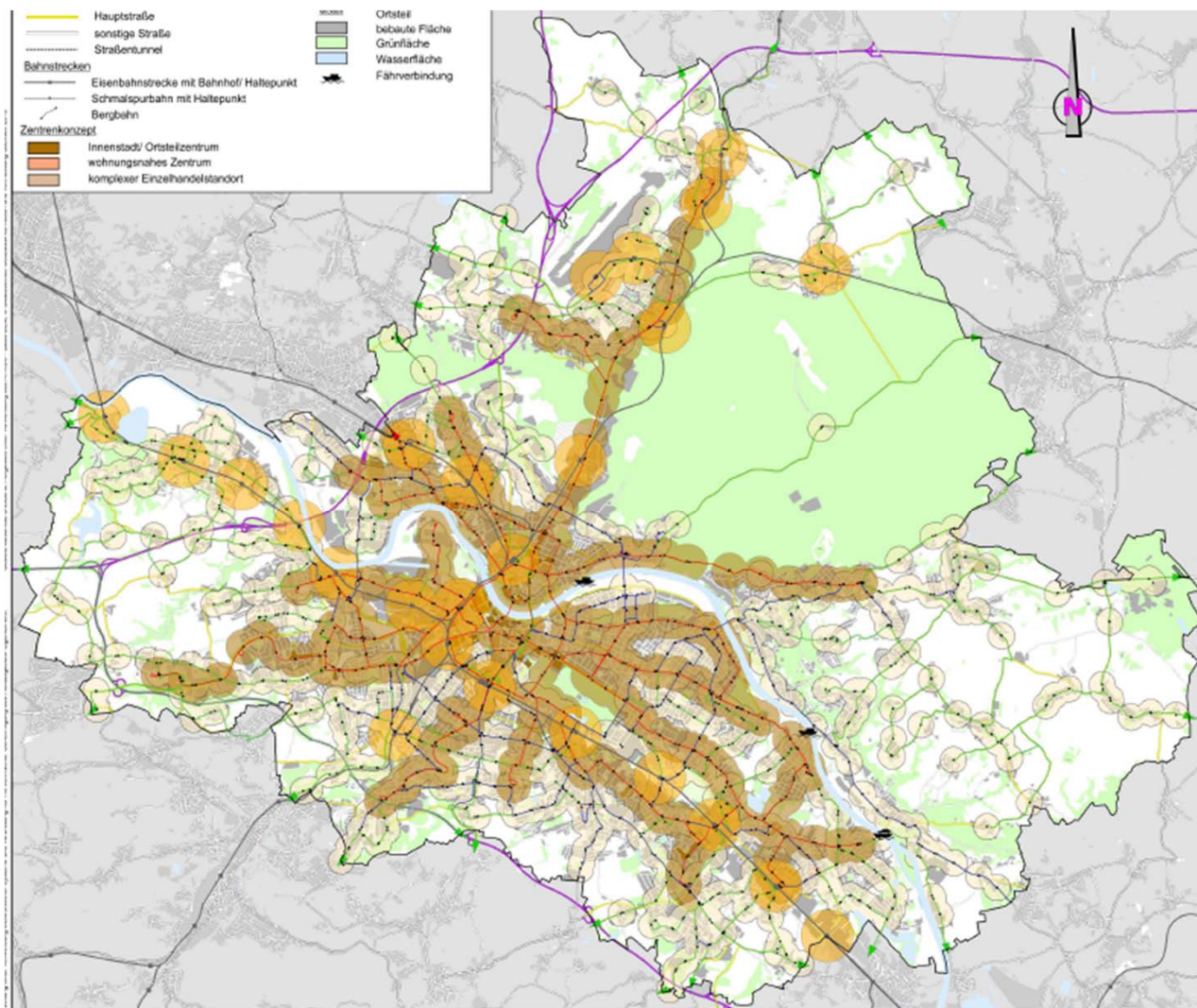


Mobility in Dresden

- The transport network of Dresden involves:
 - 1,470 km roads
 - 12 tram routes with a total length of 213 km
 - 28 city bus routes (DVB AG) with a total length of 307 km
 - 9 Elbe bridges
 - 3 Elbe ferries, 2 mountain railways
- 92,000 commuters inbound, 54,000 outbound
- 157 million passengers of the diverse local public transport services in Dresden per year



Local public transport



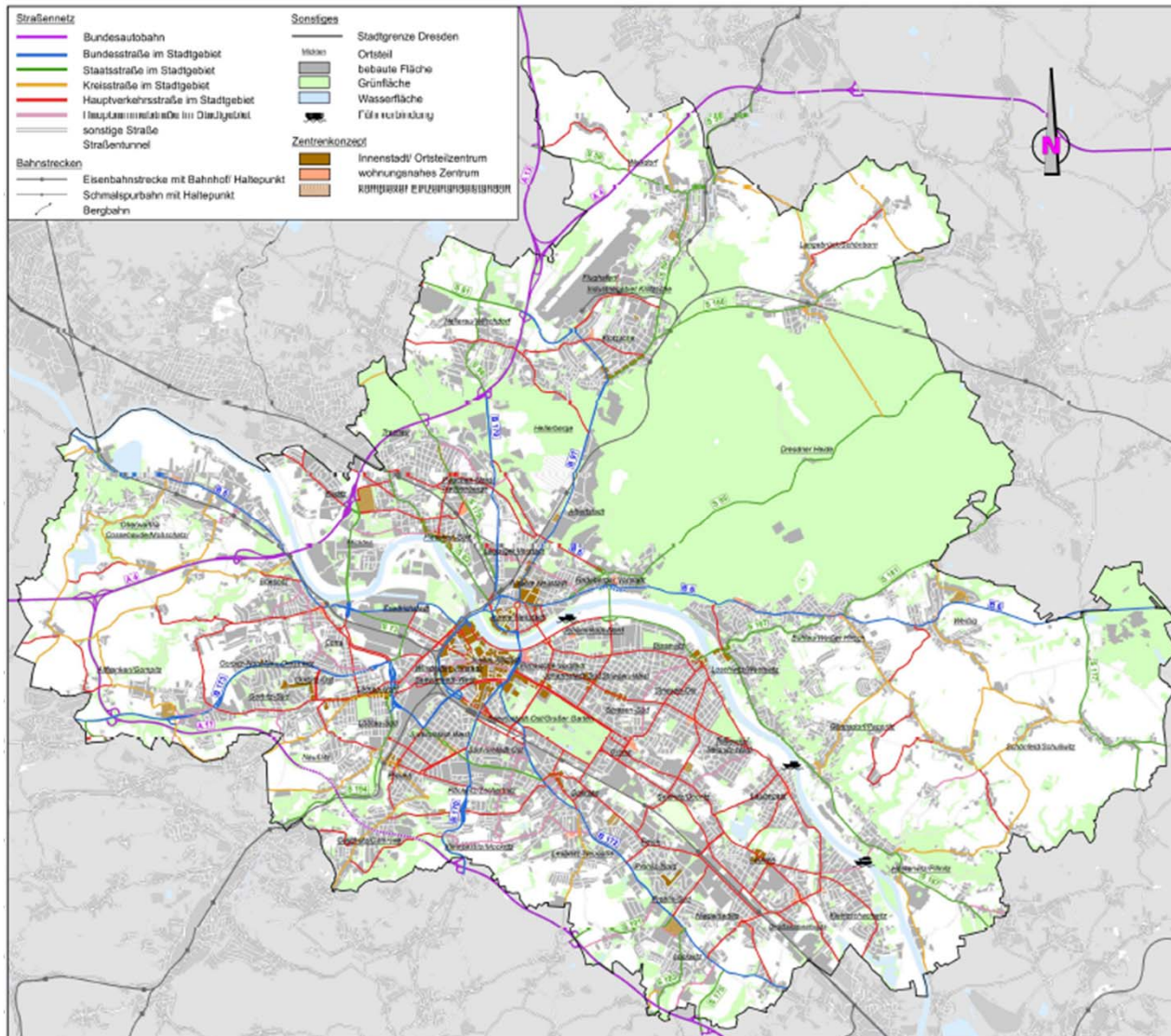
ÖPNV - vorhandenes Netz

- Stadtbahn mit Haltestelle
- Bus mit Haltestelle (hochwertiges Angebot/ mind. 10-min-Takt)
- Bus mit Haltestelle (mittleres bzw. Grundangebot/ Takt > 10 min, inklusive Anruflinientaxi)

Einzugsbereiche

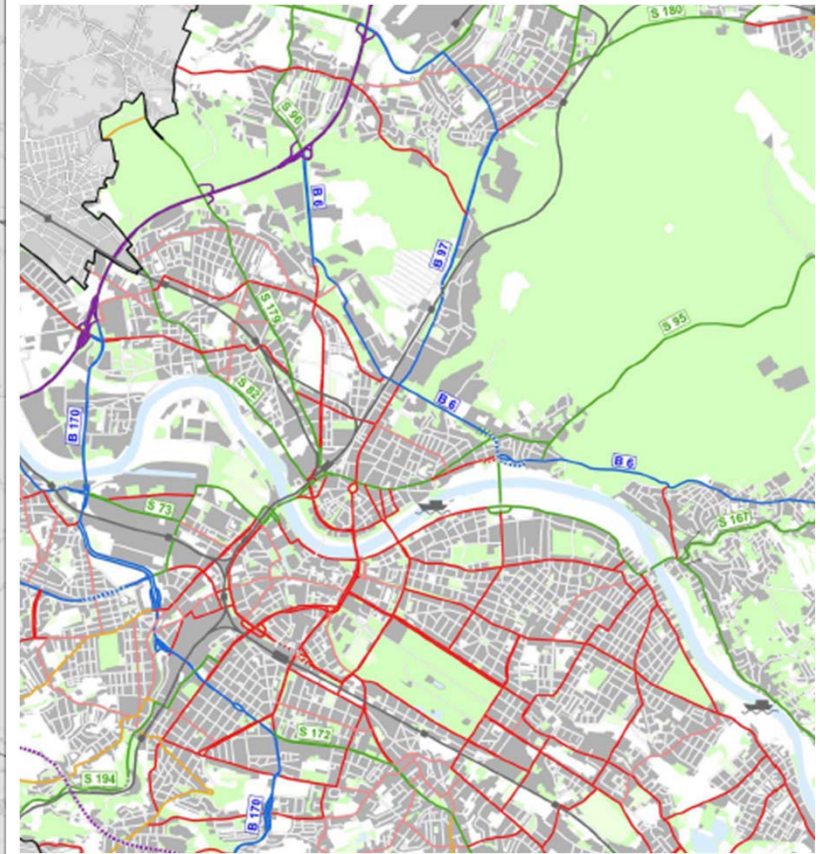
- Einzugsbereich S-Bahn (R = 600 m)
- Einzugsbereich Stadtbahn (R = 300 m/ 400 m)
- Einzugsbereich Bus (R = 300 m)

Road networks



currently

in the future

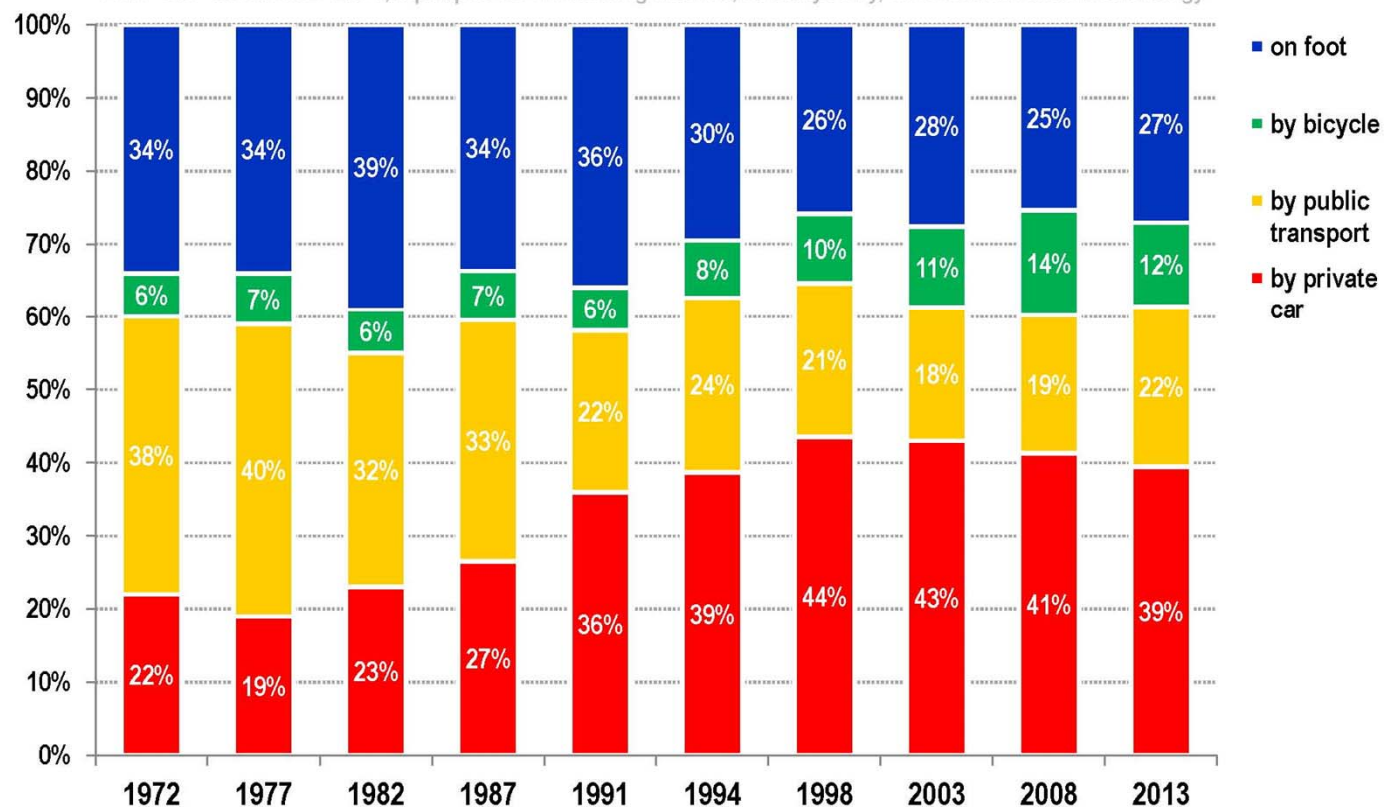


Development modal split

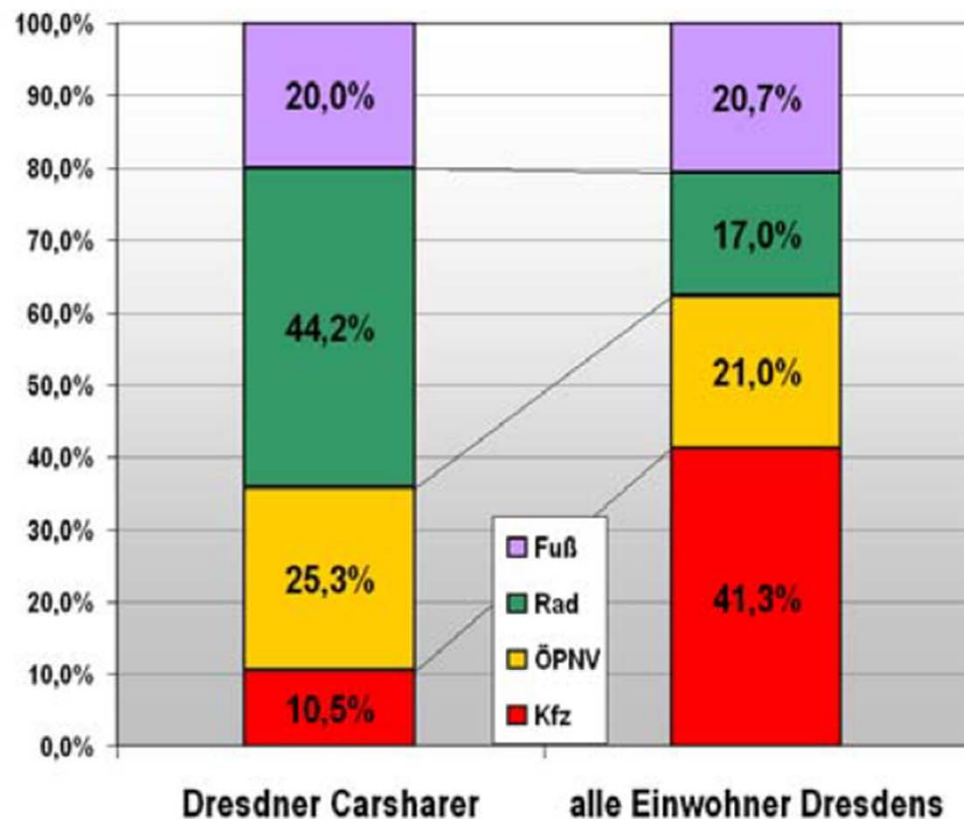
Landeshauptstadt Dresden
Abt. Verkehrsentwicklungsplanung
SG Grundlagen der Verkehrsplanung

Modal split according to daily mobility rate

From "SrV"-series 1972 - 2013, trips up to 100 km traveling distance, weekdays only, 2003/ 2008 modified methodology



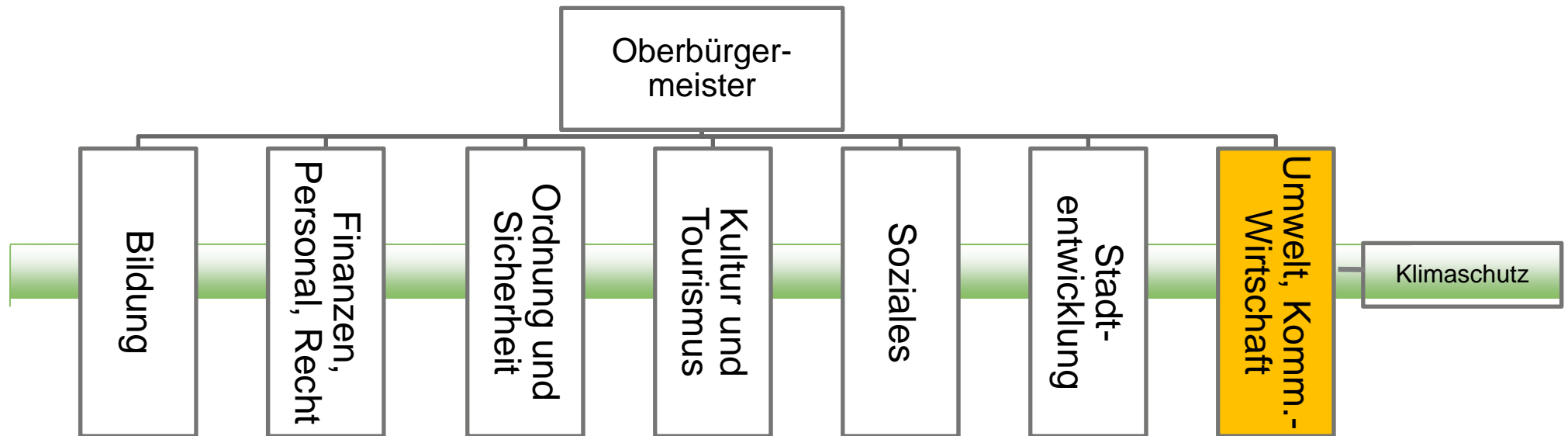
Development modal split – many reasons



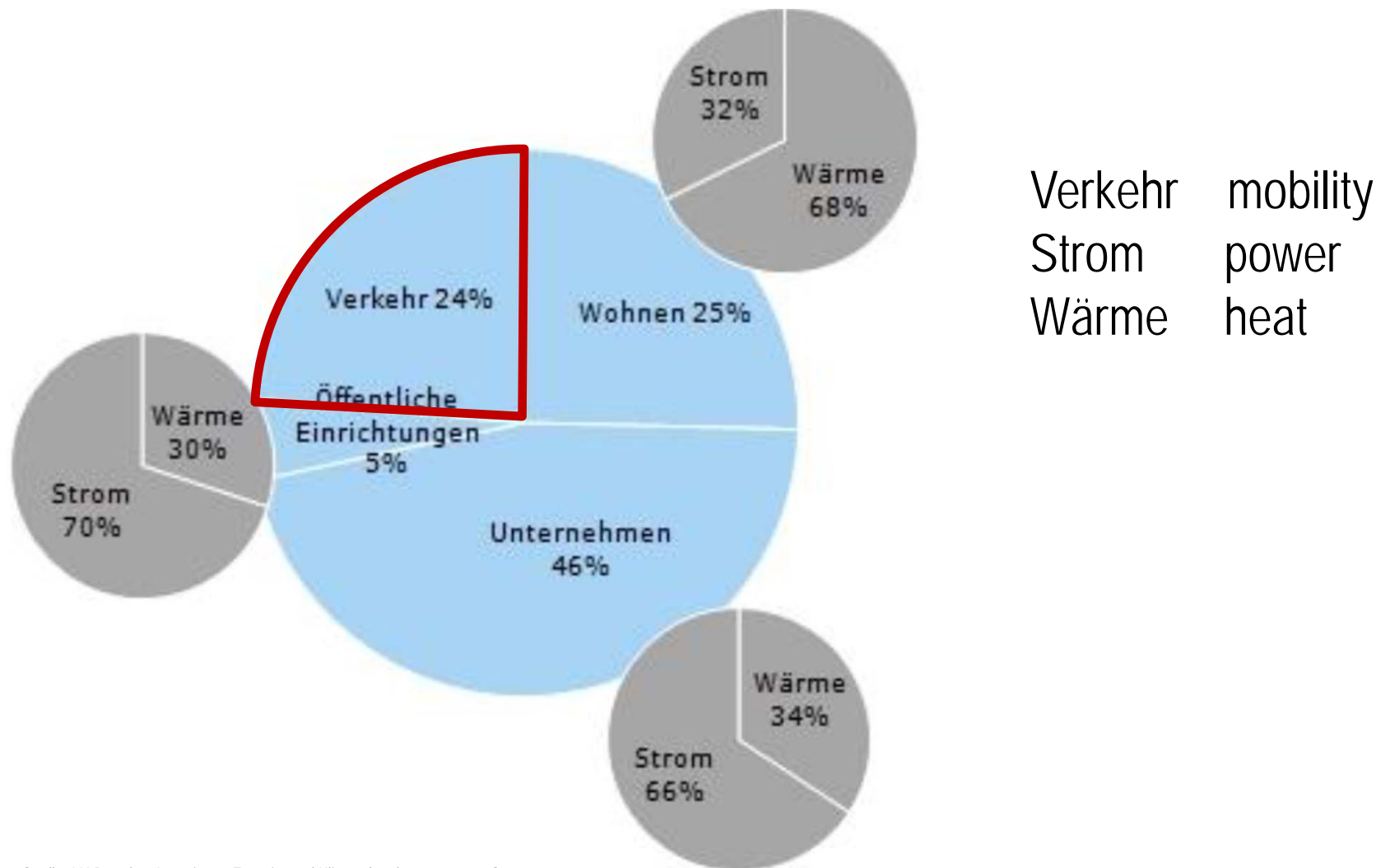
Grafik 7: *Modal split of inhabitants of Dresden and users of carsharing*

Quelle: Befragung der Mobility Center GmbH 2011 sowie SrV 2008

Organisation of climate protection in the municipality of Dresden

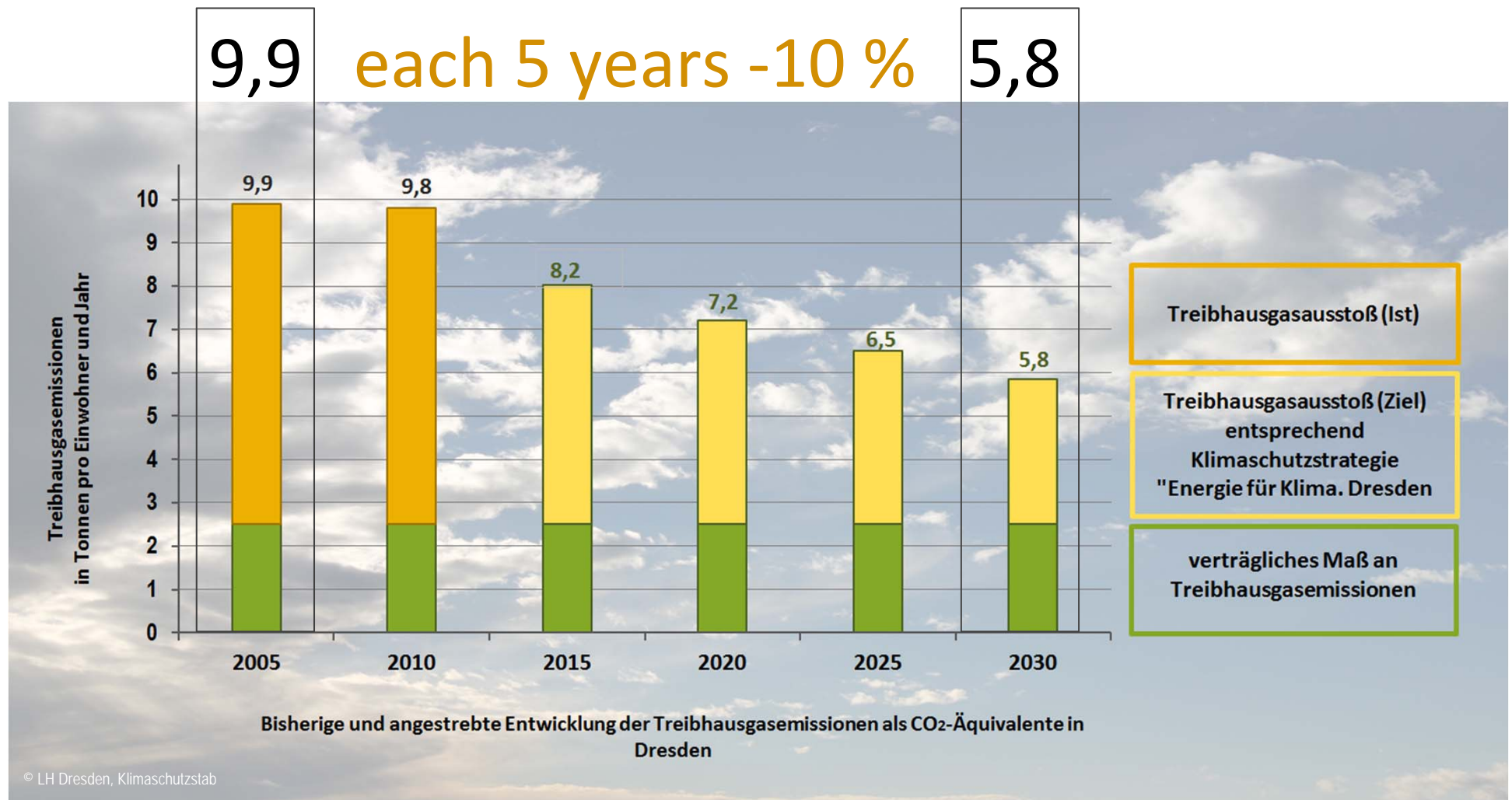


CO₂-Emissions in Dresden

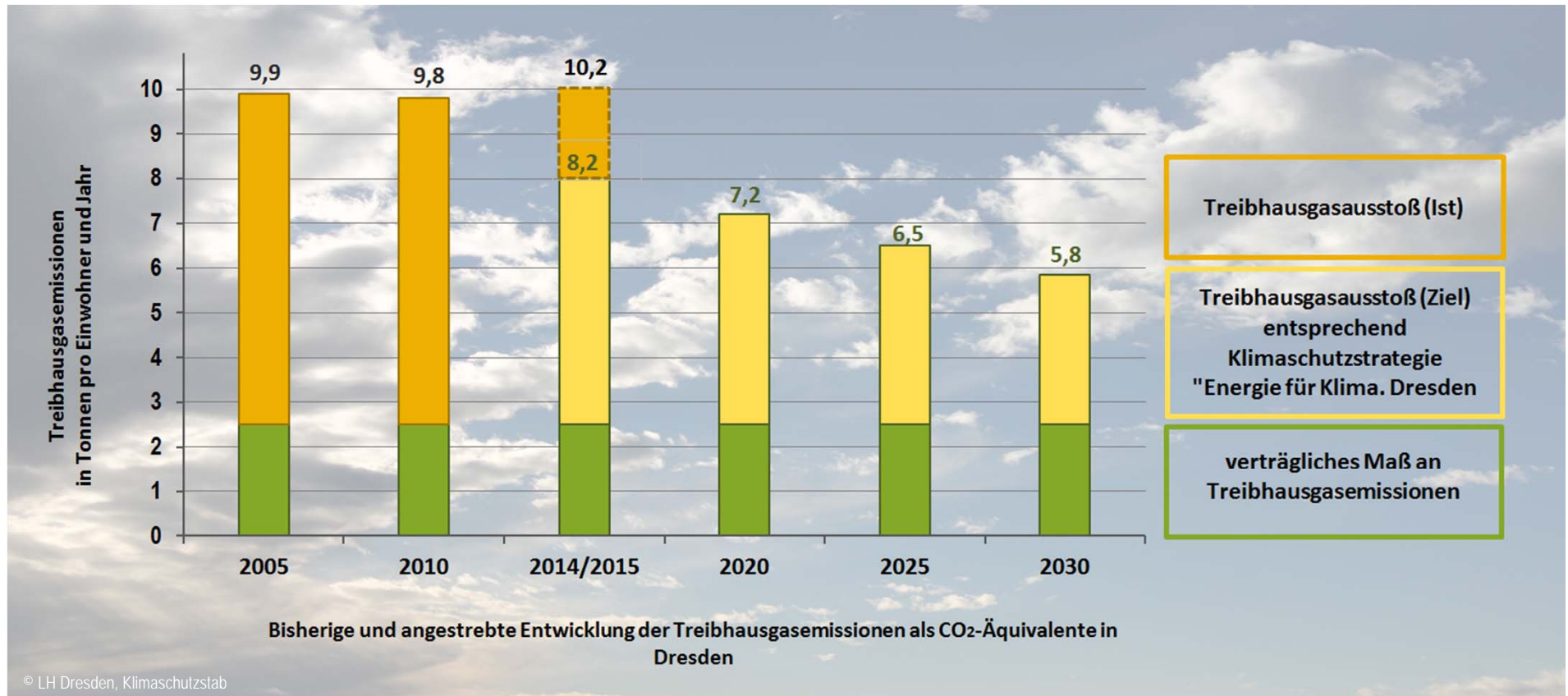


Quelle: LH Dresden, Integriertes Energie- und Klimaschutzkonzept 2030, S. 101

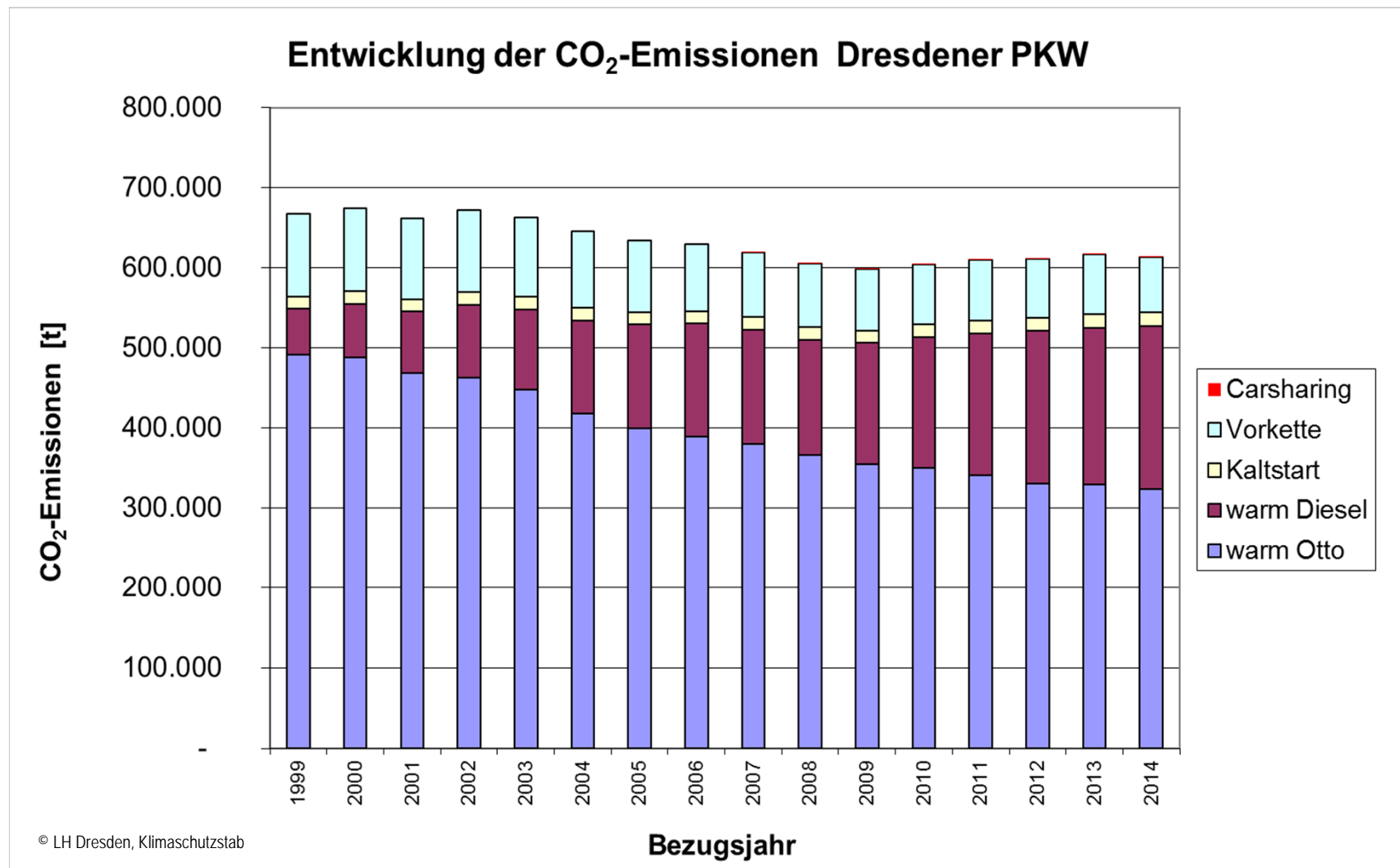
Climate protection goal



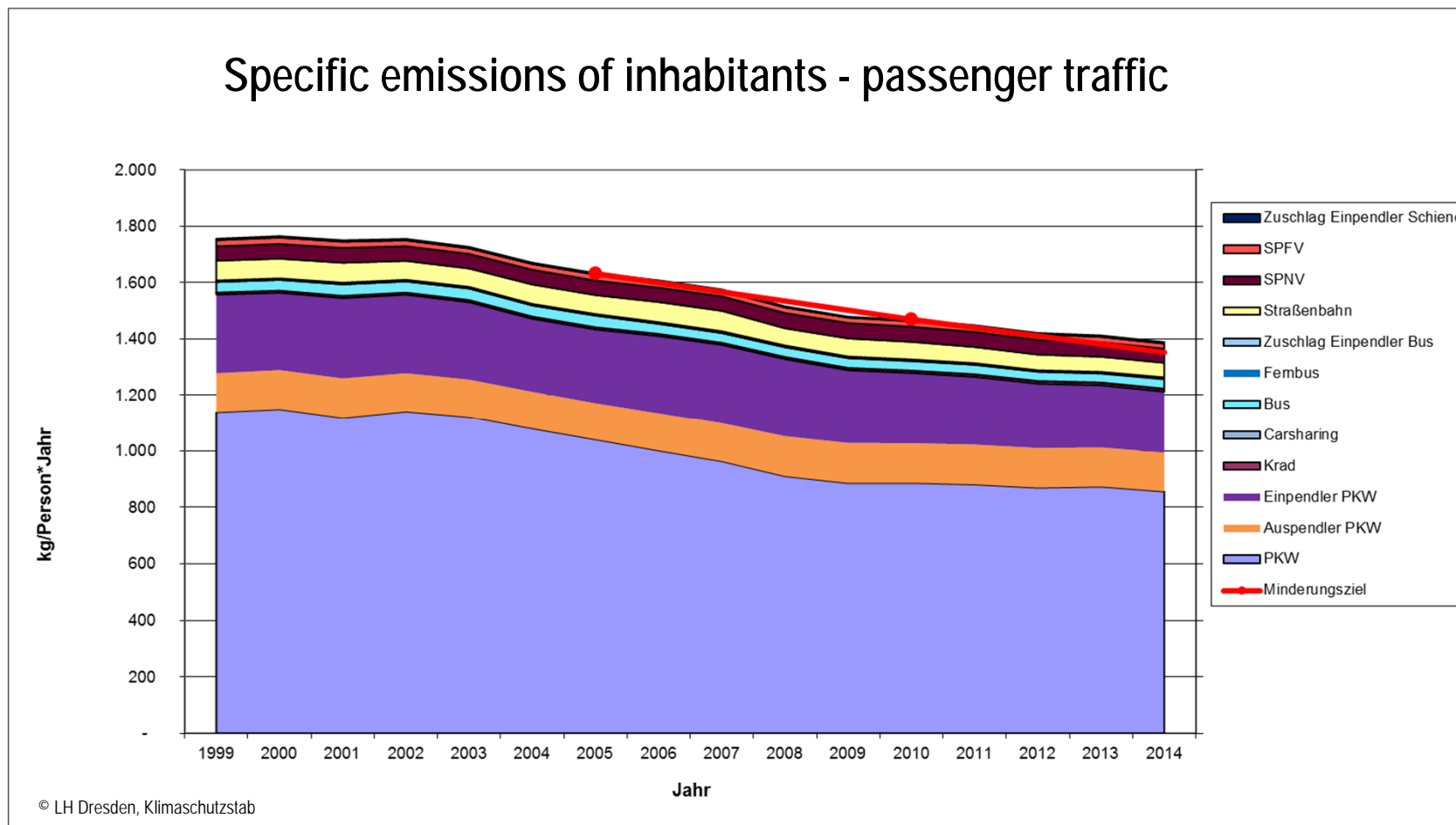
Climate protection goal – balance 2014



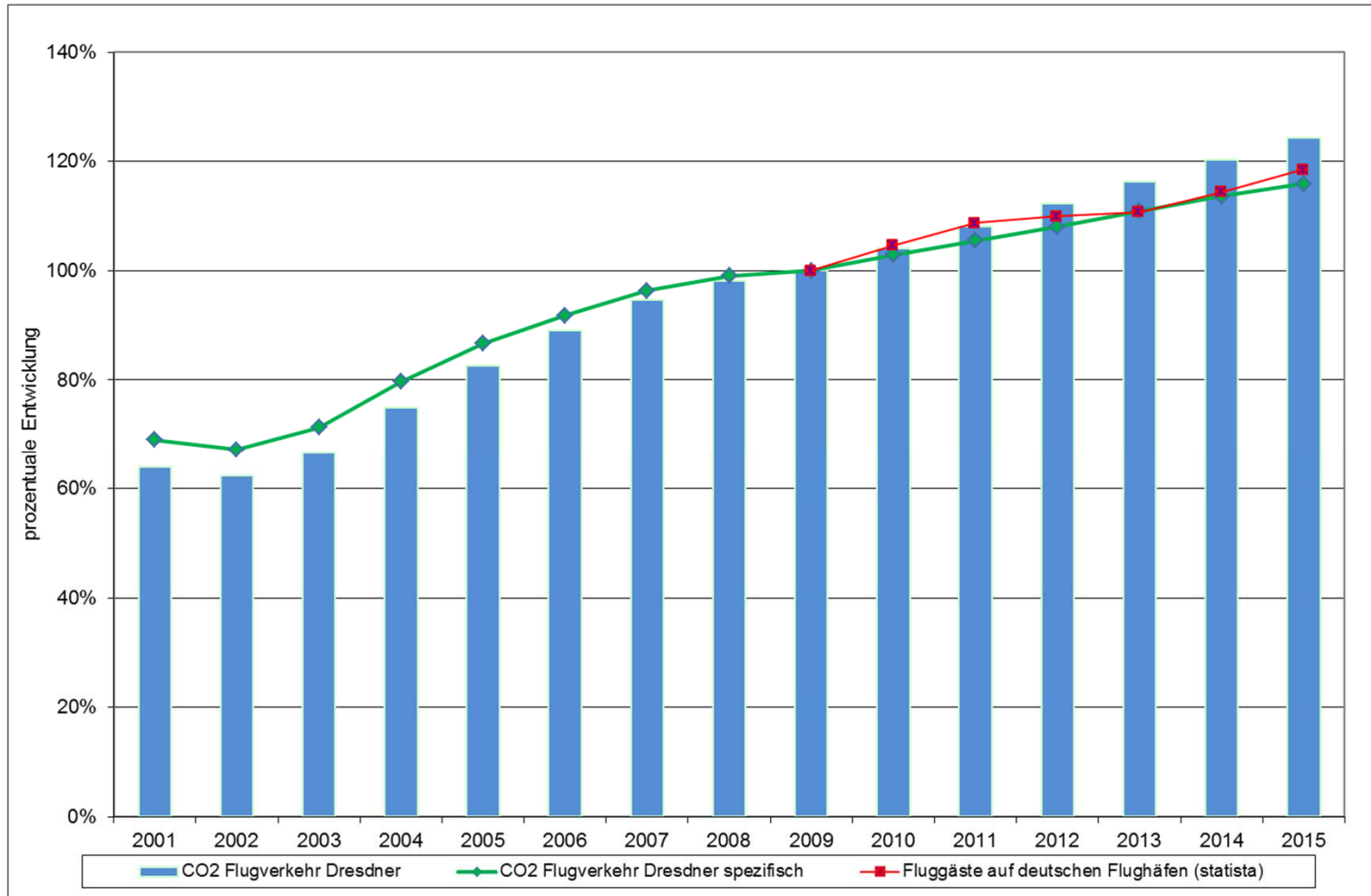
CO₂-Development passenger cars (Pkw)



Decrease of emissions in passenger traffic on the ground



Air traffic: strong increase

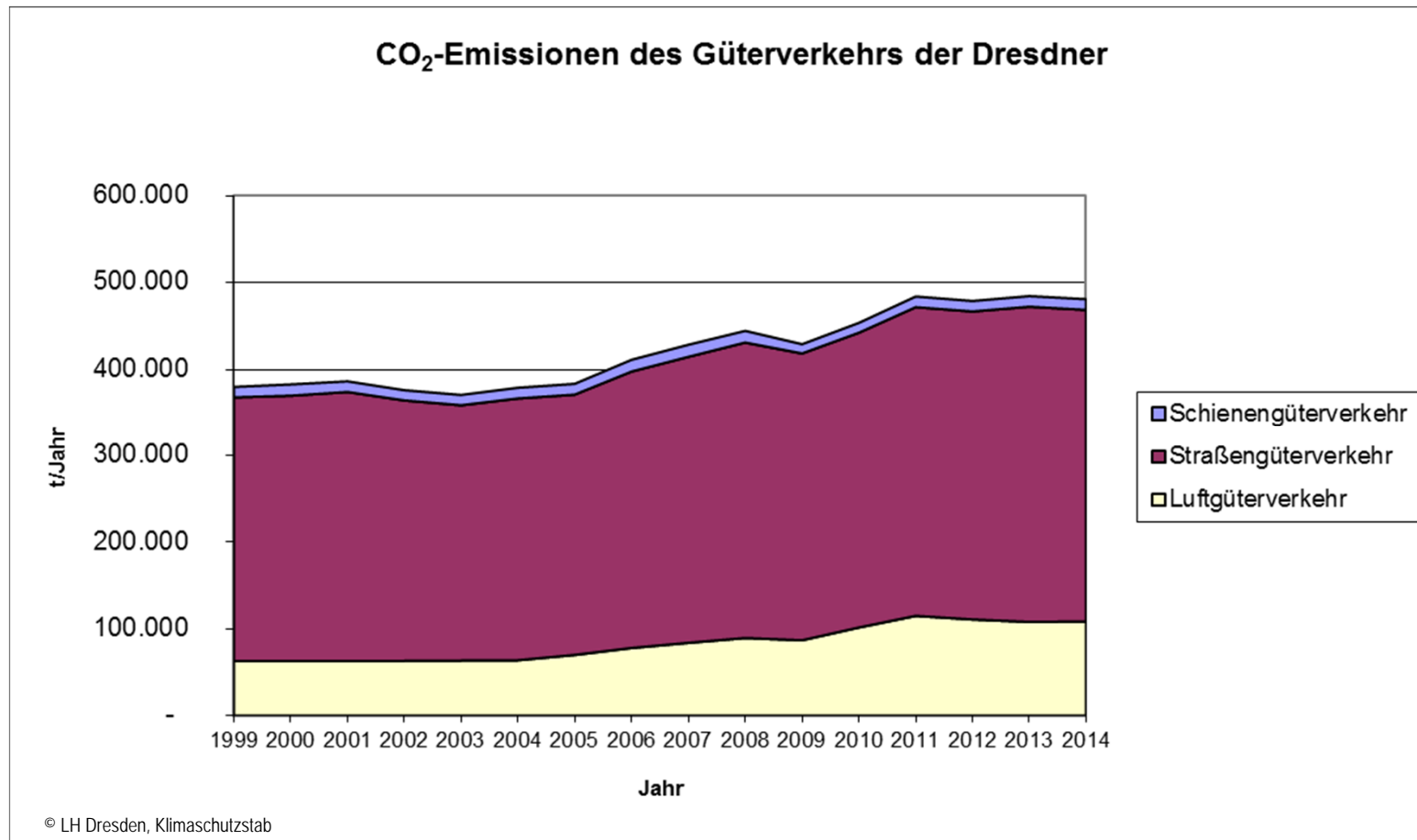


■ People of Dresden fly more frequently and longer distances

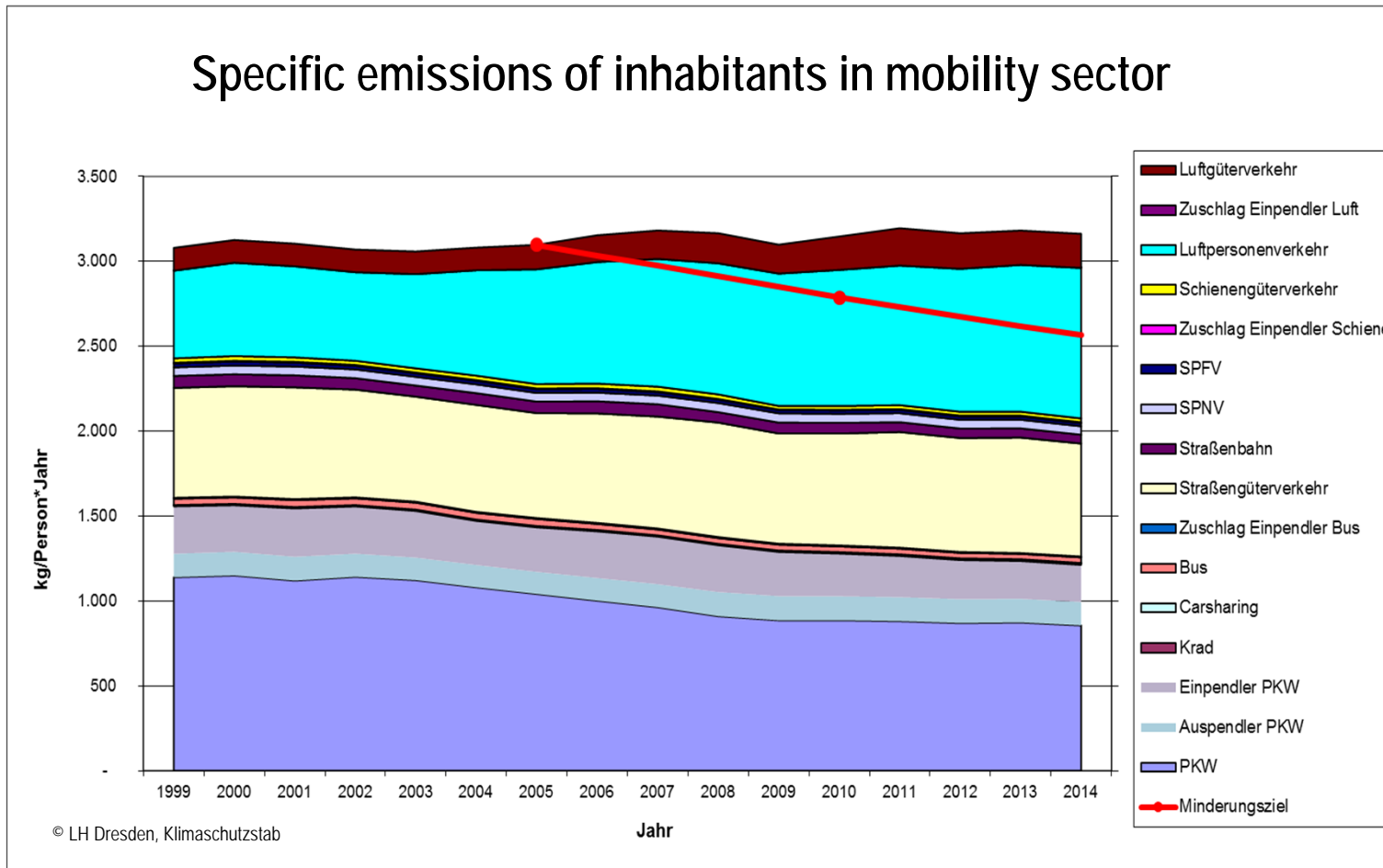
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Calculation with
PROBAS und TREMOD

Increase of CO₂-Emissions in freight transport



Reduction goal in the mobility sector not reached yet



Climate protection strategy



RAMBOLL | KEEA

2013

Integrated Energy and Climate Protection Strategy (IEuKK)

Mission Statement: Energy-efficient City

Sectors:

- heat
- power
- transport
- cross sectional tasks: planning, communication, regional cooperation

Actions of IEuKK in the mobility sector

Support of public transport

- Extension of tram network
- Increase and modernisation of commuter railway system
- Attractive pricing for public transport

Support of mobility by bike and on foot

- Extension of bike network
- Infrastructure for bikes (e. g. parking facilities)
- Service and public relations
- Improvement of pedestrian traffic network (retrofitting, new sidewalks, crossing aids)

Actions of IEuKK in mobility sector

Less emissions motor-driven traffic

- Electric mobility
- Modernisation of fleets – particularly public transport, municipal fleet
- Less emissions:
 - Taxi
 - Tourism
 - delivery traffic

Mobility management

- Business mobility management
- Mobility and traffic management (z. B. VAMOS, Carsharing)
- Connectivity of public transport, bike and pedestrian traffic (mobility points, bike and ride)

Promotion of pedestrian and bike traffic

Service and public relations

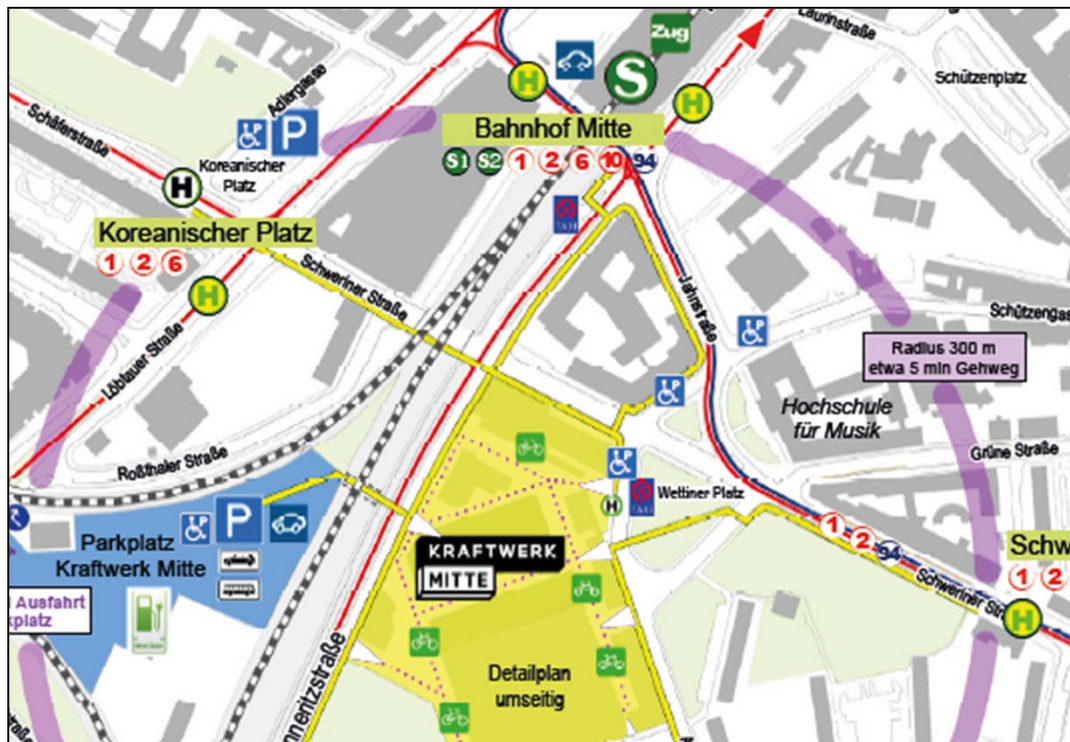


cooperation with cargo bike initiative



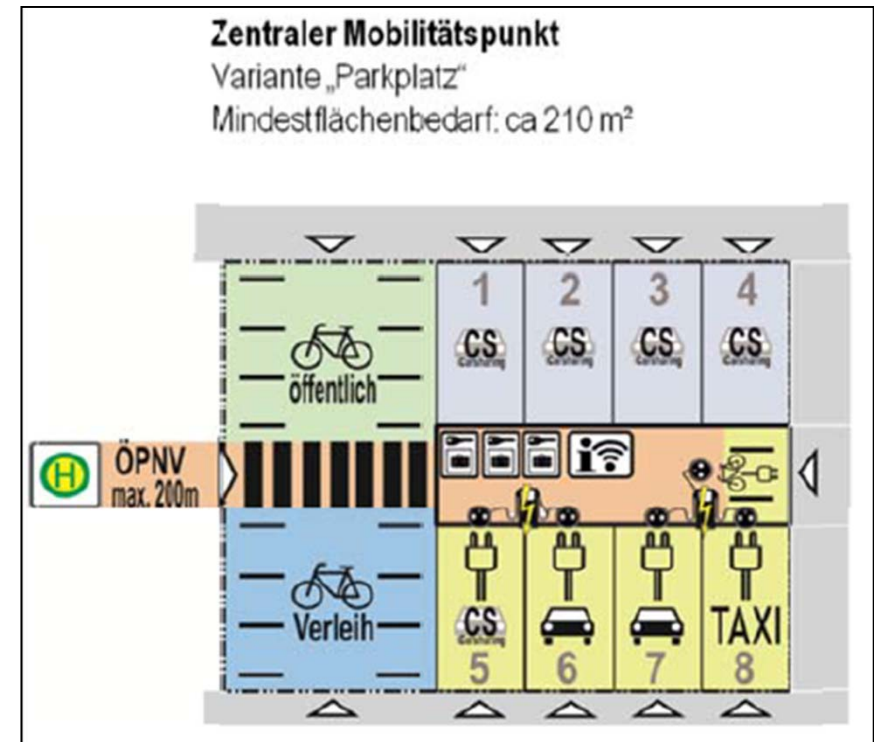
Promotion of less motor driven traffic - mobility management

Information



© LH Dresden, Stadtplanungsamt

Planning of mobility points



© LH Dresden, Stadtplanungsamt

Promotion of less motor driven traffic - support electric mobility

City as a role model



More charging stations



Electric mobility and fleet management in the City of Dresden

- new structures necessary
- optimal size of fleet by outsourcing of peaks on demand
- potential of saving costs by carpooling
- with little additional costs 35% - 60% of the fleet could be electrified
- only 3 % of the rides could not be conducted with e-vehicles
- benefits for environment and climate protection



Municipal climate protection in the mobility sector

- Choice of transport is influenced by push and pull measures at communal level (too)
- Low communal influence on aircraft and freight transport sector
- Mobility sector and energy sector will have more and bigger overlaps in the future
- Less energy consumption: yes to mobility, no to long rides
- Energy efficient:
 - public transport
 - bike and pedestrian traffic
- More renewable energy



Thank you for your attention.



Margit Haase
Landeshauptstadt Dresden
Climate Protection Unit
Phone: +49 351 488-6291
E-Mail: MHaase1@dresden.de