

Für Mensch & Umwelt

Umwelt 
Bundesamt

Velo City 2016 - Taipei, Taiwan

The Bicycle as a Tool for Environmental Justice?!

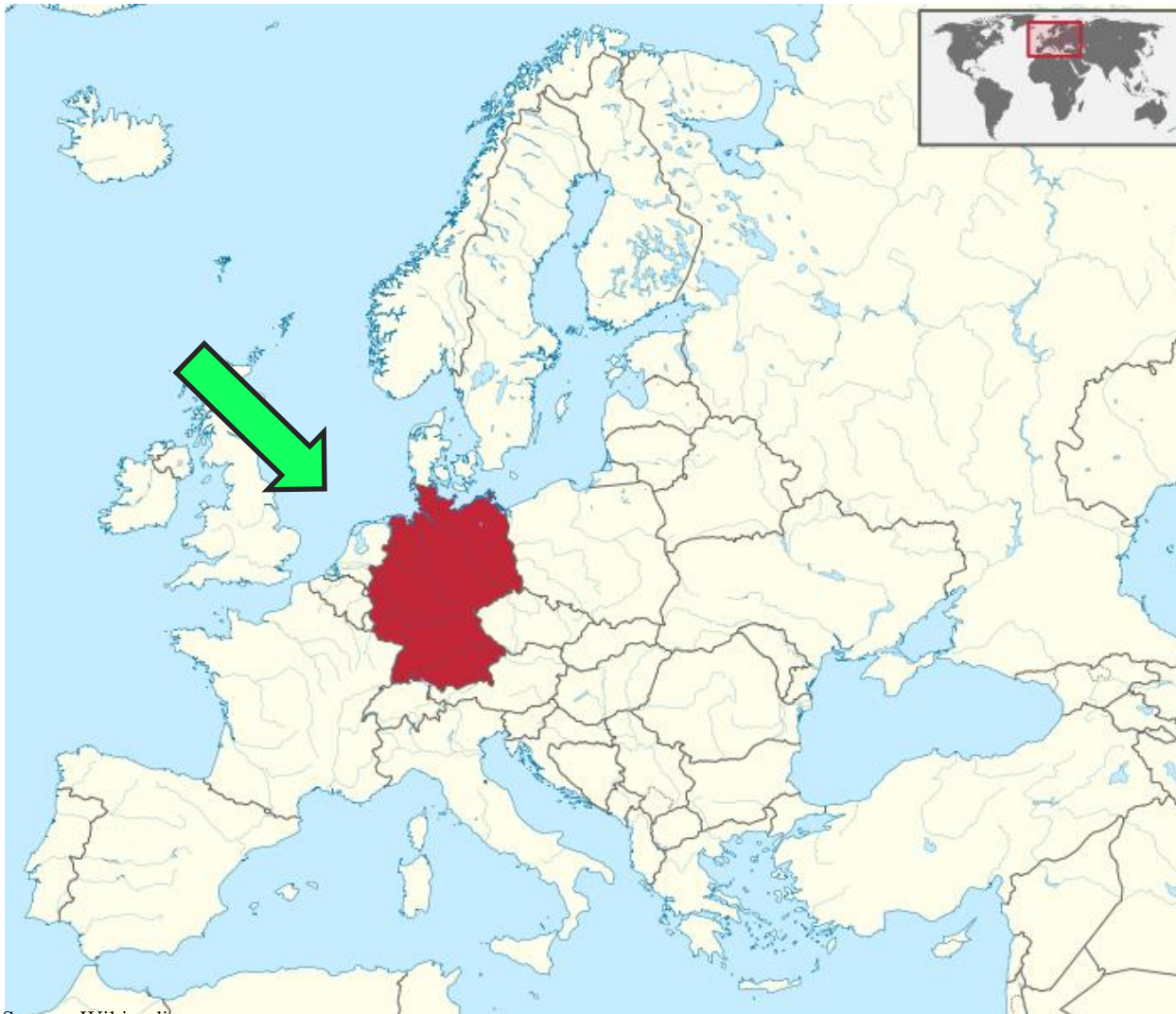
German Federal Environment Agency

UBA Cycling Team

Presenter: Heike Bunte

Section I.3.1 “Environment and Transport “

Cycling in Germany: An Overview I



Source: Wikipedia

80.7 m



71 m

(2013, ZIV)



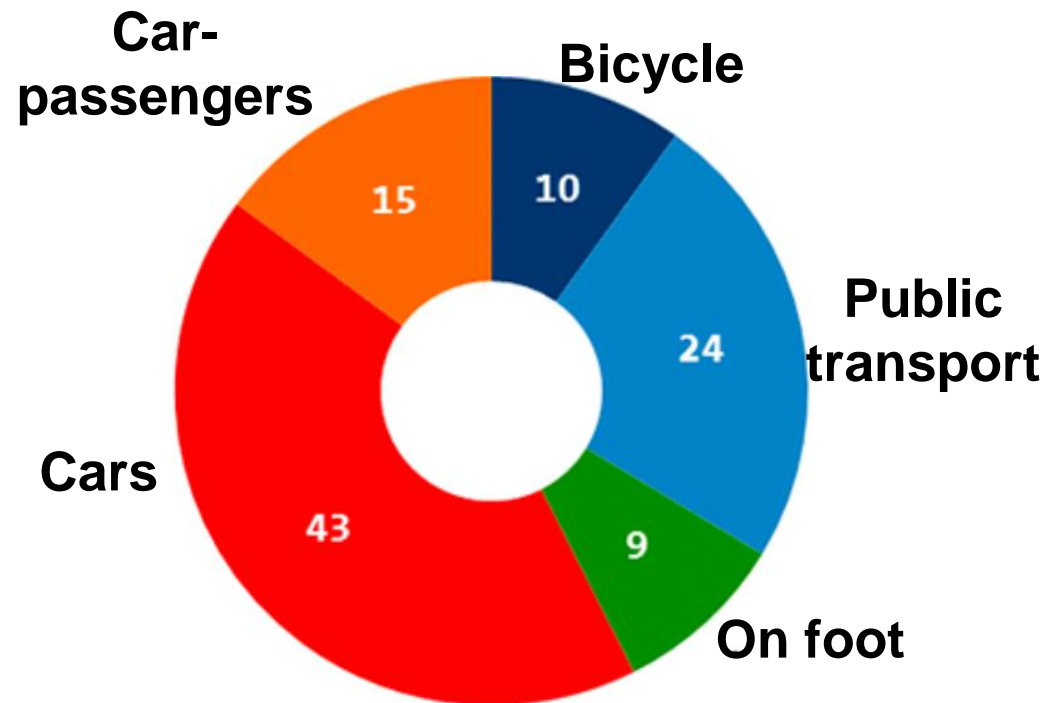
43.9 m

(2013, KBA)



Cycling in Germany: An Overview II

MODAL SPLIT
10% CYCLISTS
(Percentage of journeys)
(MID 2008)



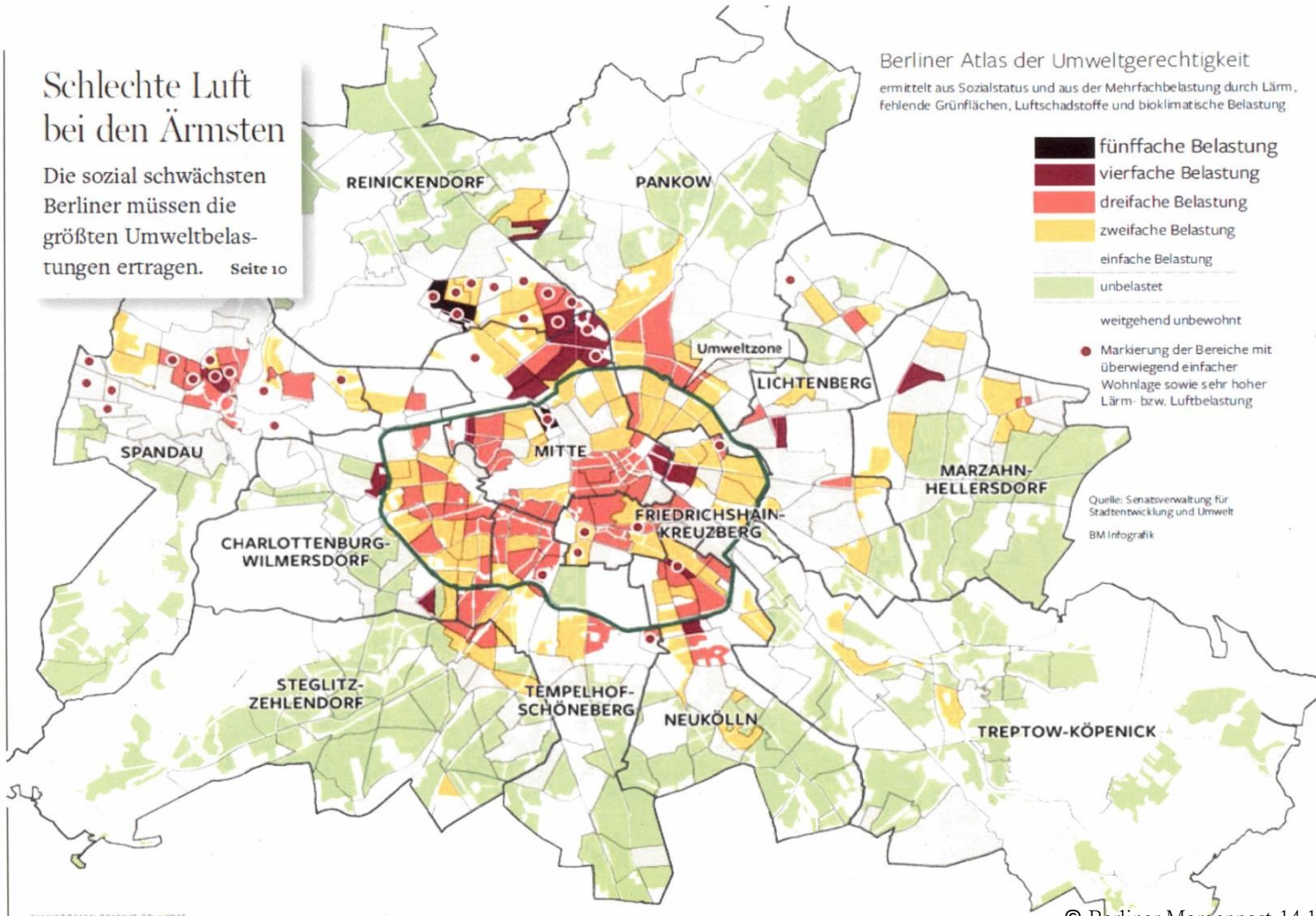
Source: own graphics

Bad air and space is mainly for the poor...

Schlechte Luft bei den Ärmsten

Die sozial schwächsten Berliner müssen die größten Umweltbelastungen ertragen. Seite 10

Berliner Atlas der Umweltgerechtigkeit
ermittelt aus Sozialstatus und aus der Mehrfachbelastung durch Lärm, fehlende Grünflächen, Luftschadstoffe und bioklimatische Belastung



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(Re-)thinking space...



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Reduced CO2 emissions: if every 2nd short vehicular trip in Germany were to be taken by bicycle, then cycling's share could increase to 21 % & almost 8.000t CO2 emissions would be avoided every day (UBA 2013)

How to increase „Environmental Justice“? Bottom up and Top down processes - examples!



© VCD/Saskia Leekel

Bottom up: Pop up festivals...

„Pop-up festivals“ are a common instrument to promote social & environmental justice in so called poor urban areas, whereas the topic cycling plays an important role

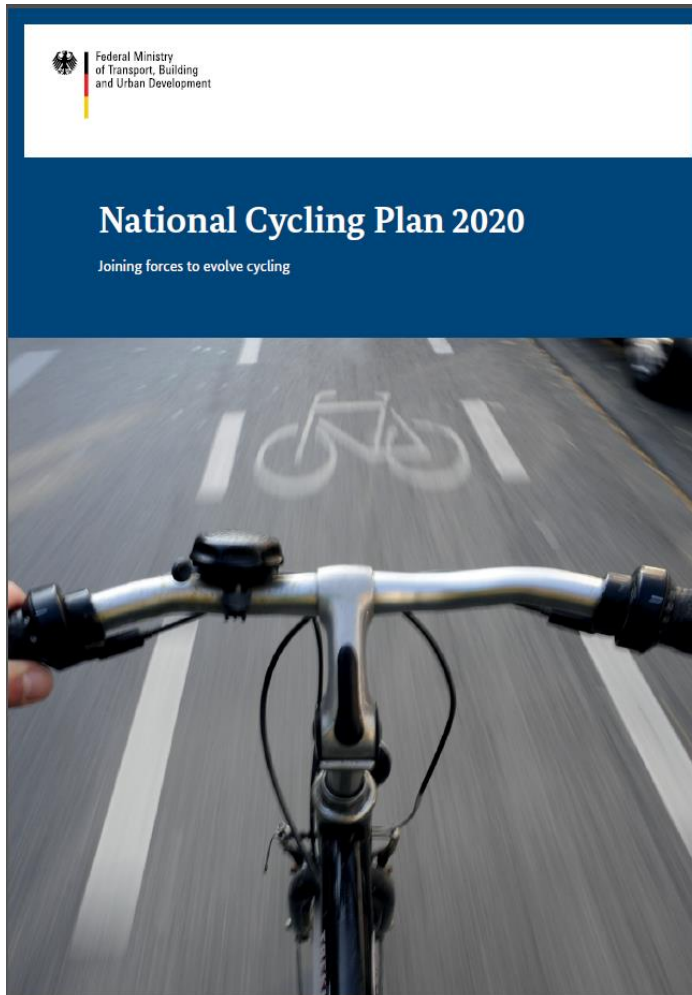


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Bottom up approaches: Biking in combination with cooking, gardening, space-taking, drive-in-bike-cinema etc... „typical“ cultural life style products!?



German National Cycling Plan - Official Instrument to encourage Environmental Justice



German National Cycling
Plan available on
www.nrvp.de

[English copies available]

The German National Cycling Plan 2020

Best practice projects:

„Mobile in Kindergarden“

Compared to NL our official cycling education starts late (9-10 years)

3-14 year-old-children with low(er) social status live much more often on busy roads than from middle/ higher social status families

(UBA, Kinder-Umwelt-Survey 2003-2006)



Conclusion/ Discussion...

- **Cycling has wide range of advantages supporting environmental justice**
- **Do bottom up approaches reach the low income groups? (or is it rather a “cute“ tool for the creative class itself?)**
- **How should / could the „cycling system“ itself take care to involve so called non-convinced cyclists in „poor“ areas?**



Thanks for listening!

Heike Bunte and Cycling Team

Section I.3.1 “Environment and Transport “

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Further information:

www.umweltbundesamt.de/en/topics/traffic-noise

www.nationaler-radverkehrsplan.de/en/transferstelle