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How the Europeans have changed their streets to enable micromobility

The Auto Skills Australia Churchill Fellowship to understand how Light Electric Vehicles could improve transport systems

**Micromobility Conference**

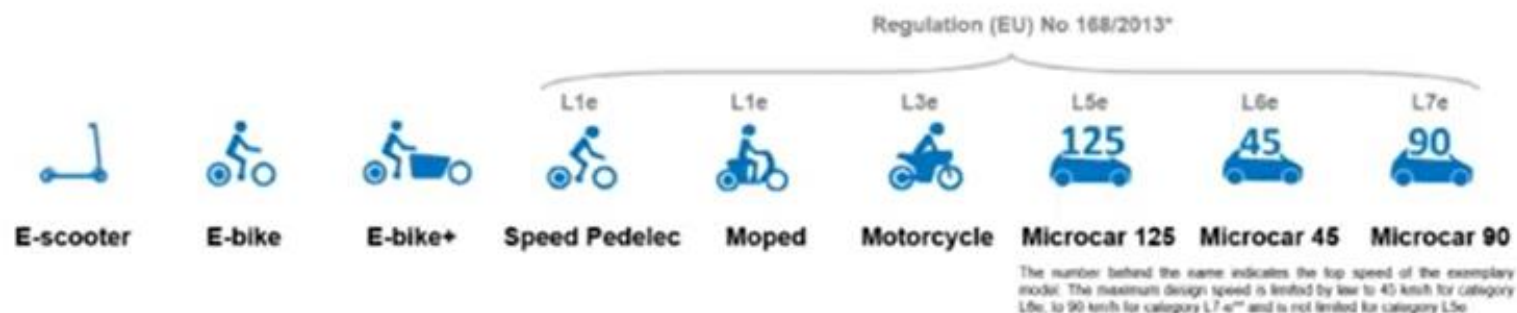
26 November 2022

Michael Roth

# The potential of LEVs in Germany - DLR Report conclusion

- ▶ Could replace up to three quarters of German car trips
- ▶ This reduces vehicle kilometres travelled by 50%
- ▶ Resulting in 44% less CO<sub>2</sub>-e
- ▶ On average, for the trips substituted by LEVs, 88% of the emissions could be saved compared to cars.

## LEV Categories for the Analysis



For each category, an exemplary LEV model that is (soon) available on the market serves as basis for definition of technical parameters. These parameters are needed for evaluation of trip substitution potential and emission reduction.



What will future  
urban streets look  
like?



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# 30 kph zones



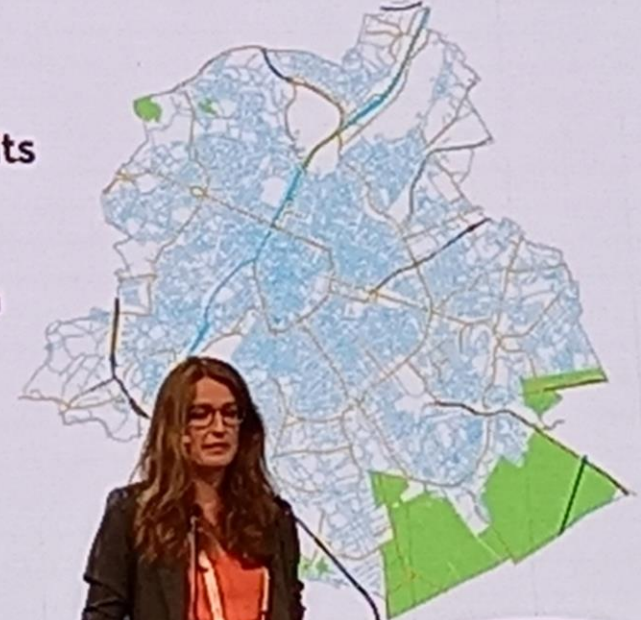
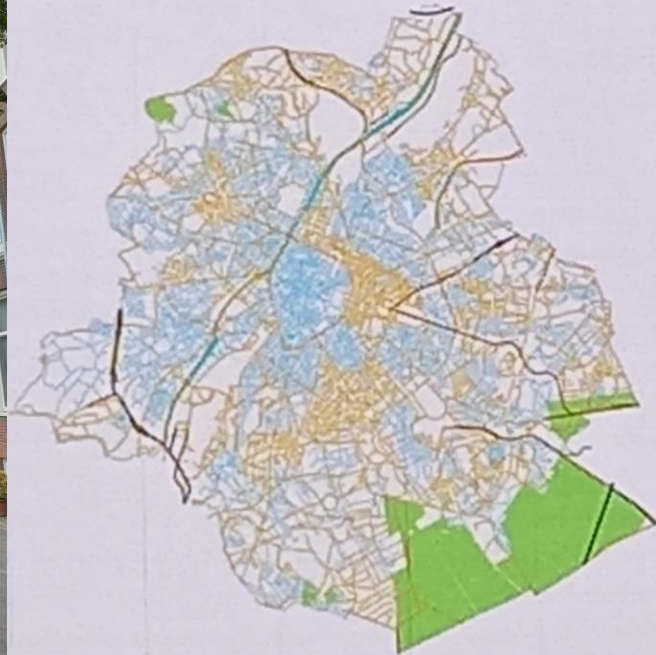
## Brussels 30 city (1/1/2021)

2020

2021

### Speed limits

- 30 or less
- 50
- 70
- 90-100-120



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# Bike paths



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# Bike and scooter parking



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# No through roads and Pedestrian priority



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# No entry / One way and removal of parking



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# Wayfinding



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# Roadspace reallocation



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# Future Urban Streets will:

- provide access for cars to all neighbouring uses
- be 30 kph or have protected bike paths
- prevent rat running by:
  - prioritising pedestrian crossings at local intersections
  - blocking through routes on local streets for cars
- provide the space for bike paths by:
  - removing on-street car parking, or
  - removing flush medians and right-turns, or
  - enabling one-way car travel only.

