



Cycling Policies in Germany

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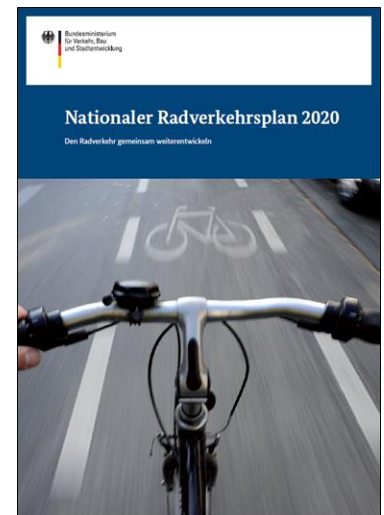
and

National Cycling Officer



Action areas of the NCP

1. Planning and developing a cycling strategy
2. Infrastructure
3. Road safety
4. Communication
5. Cycle tourism
6. Electric mobility
7. Linkage with other means of transport
8. Mobility and road safety education
9. Create and safeguard qualities





Provide National Funding

Appropriation from investment budget for cycling infrastructure

€ 100 million/2017 for cycling infrastructure

- Only for cycle paths along federal highways and federal waterways



**NEW: € 25 million for
„Cycle Superhighways“**

Cycle Superhighways

- Structural requirements that ensure a quick and smooth flow of traffic



- Forecast based on a volume of at least 2,000 bicycle trips per day
- Cross section of usually 4 metres
- Used for commuting and everyday traffic, i.e. not used primarily for tourism purposes

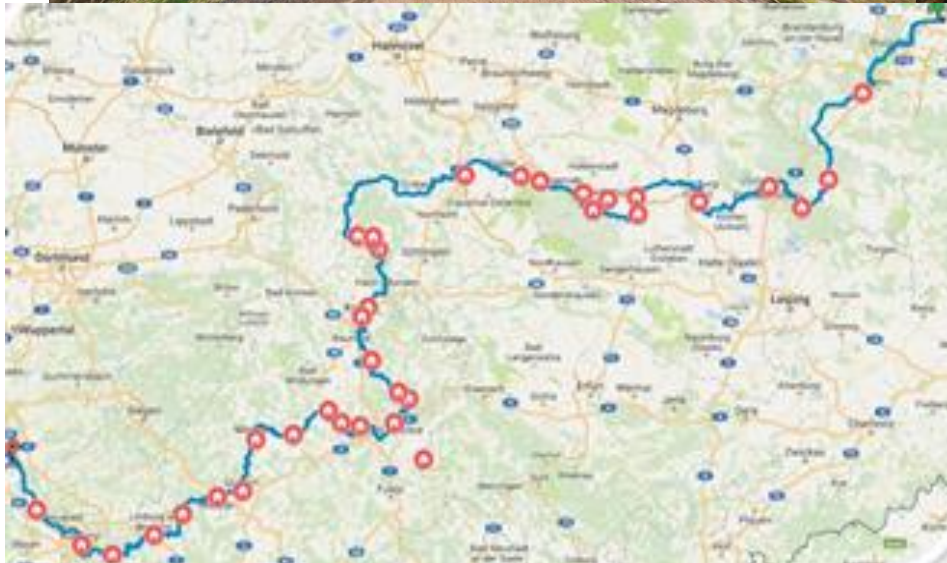


Cycle Superhighways

- Development of a coherent network with existing cycle paths or new cycle paths or cycle superhighways
- Minimum length of usually 10km - as the only component or part of a cycle superhighway



German Unity Cycle Route





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Findings of the Cycling Monitor

- The popularity of cycling as a means of transport has increased by 9 percentage points in the last 2 years.
- 77 % of the German population cycle, and around one third of all Germans do so on a regular basis.
- 34 % of the population are willing to make more use of cycles as a means of transport in the future; in the 20 to 29 age bracket, the figure is 51 %.





Findings of the Cycling Monitor

- 5 % of cyclists use pedelecs and 1 % use cargo bikes.
- 63 % of the German population in the 14 to 69 age bracket either enjoy cycling or enjoy it very much, especially young people.

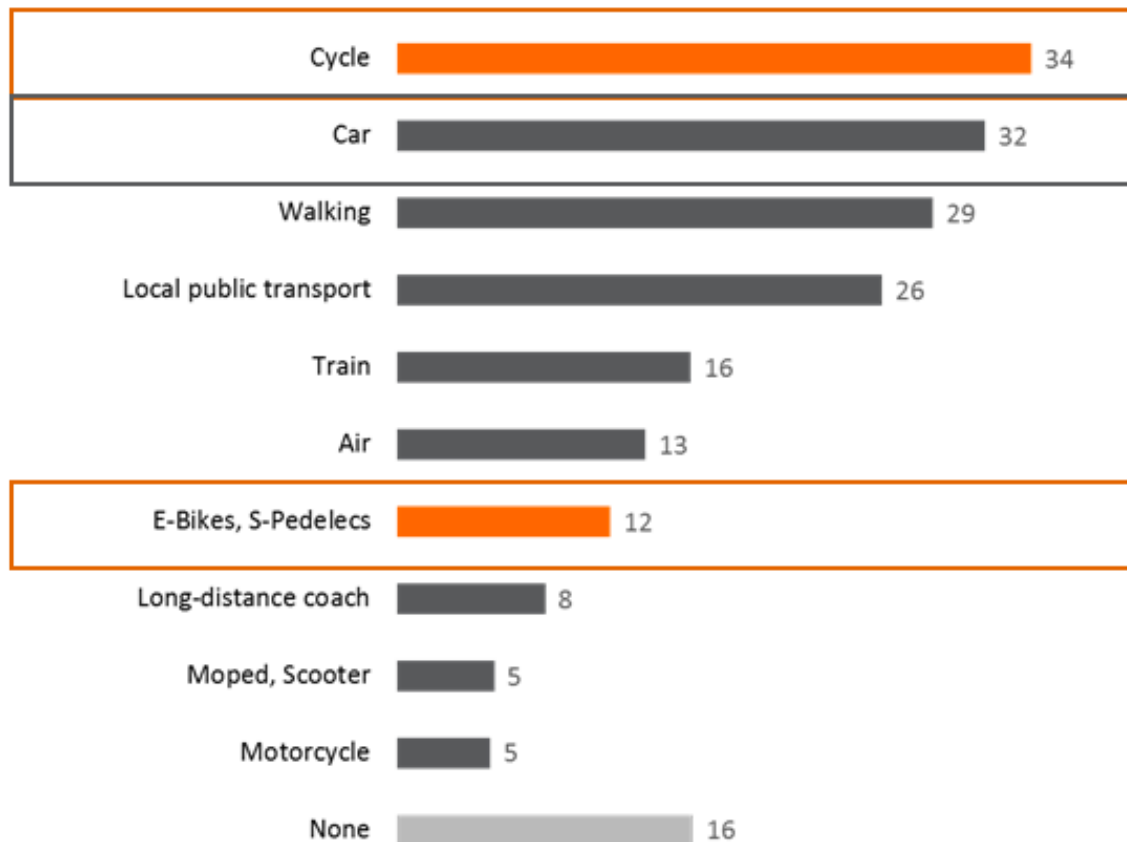




Findings of the Cycling Monitor

Greater use of means of transport in the future

"Which of these means of transport would you like to use more frequently in the future?" (more than one answer possible)



Figures in percent

Focus:
20 to 29-year-olds: 51 %

Focus:
Population up to 20,000:
41 %

Focus:
male: 15 %

N = 3,156; all respondents



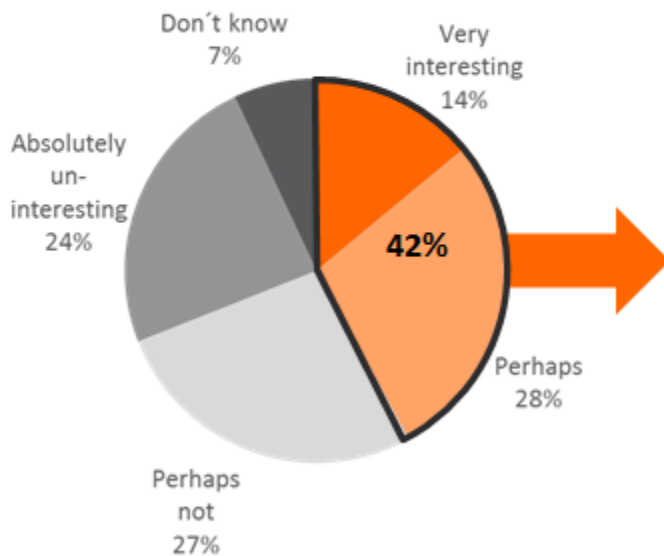
Findings of the Cycling Monitor

Pedelecs

Interest in terms of socio-demographics

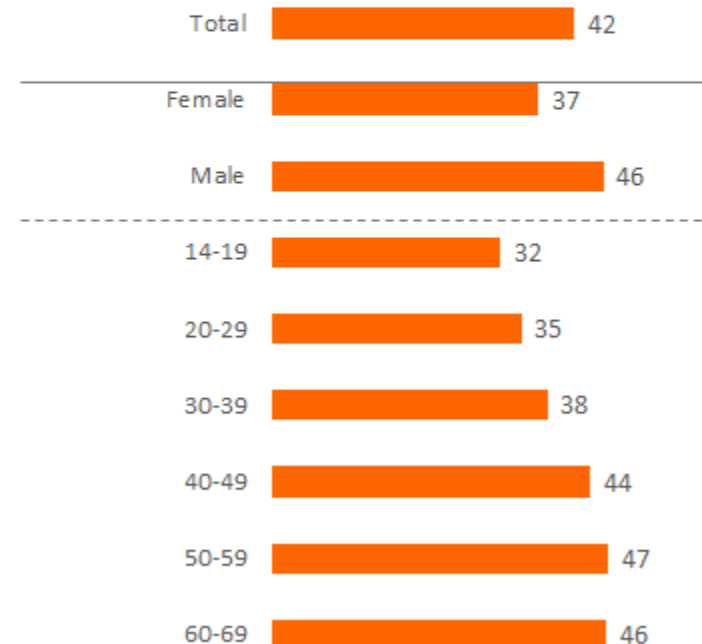
Interest

"Are cycles that have an integrated electric motor (pedelecs) basically interesting for you?"



N = 3.046, persons who do not use a pedelec

Interest by gender and age (very interesting, perhaps)



Figures in percent

N = 3.046, persons who do not use a pedelec

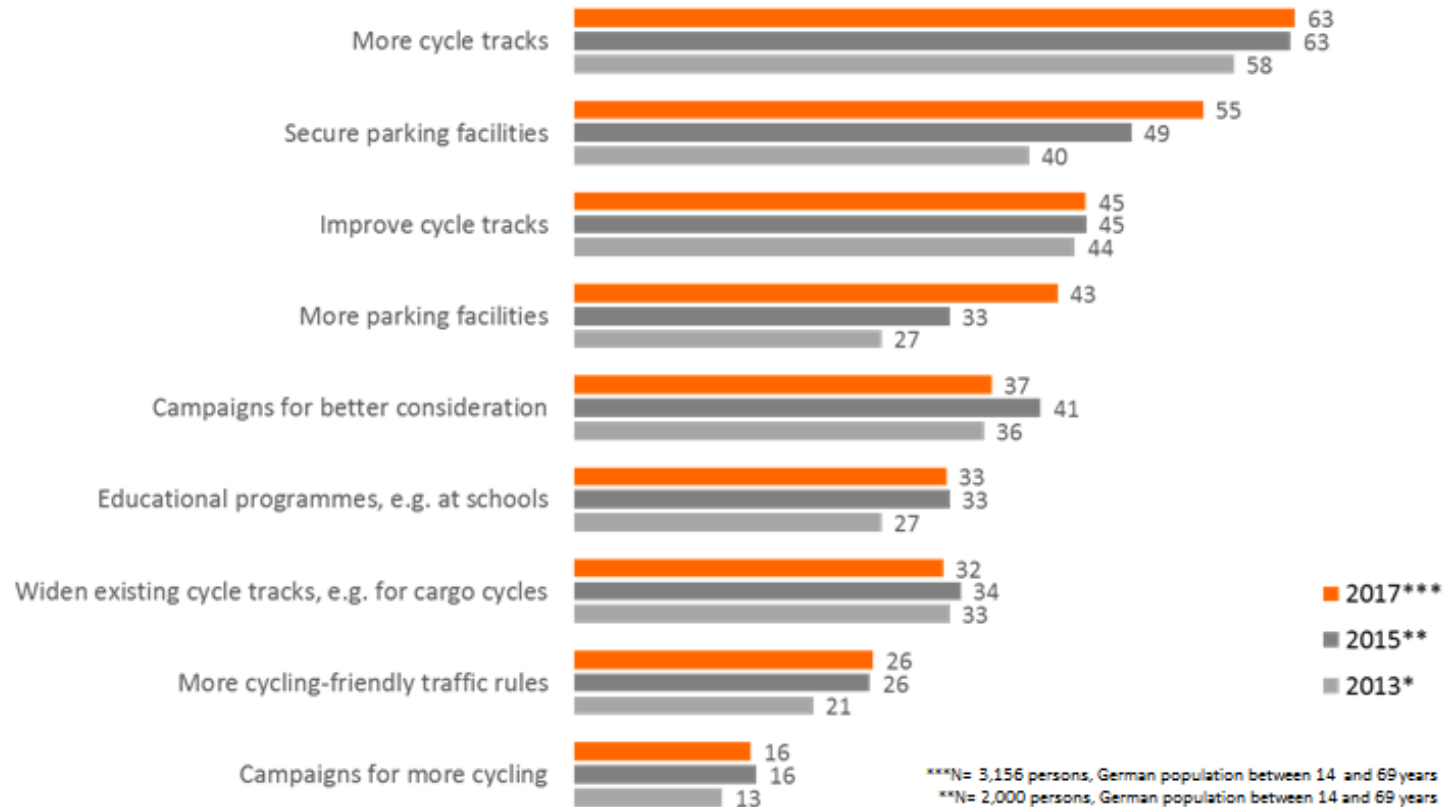


Findings of the Cycling Monitor

Improvements for cycling

What people want policymakers to do

"In your opinion, what are the areas where policymakers could do more for cycling?" (more than one answer possible)



Figures in percent

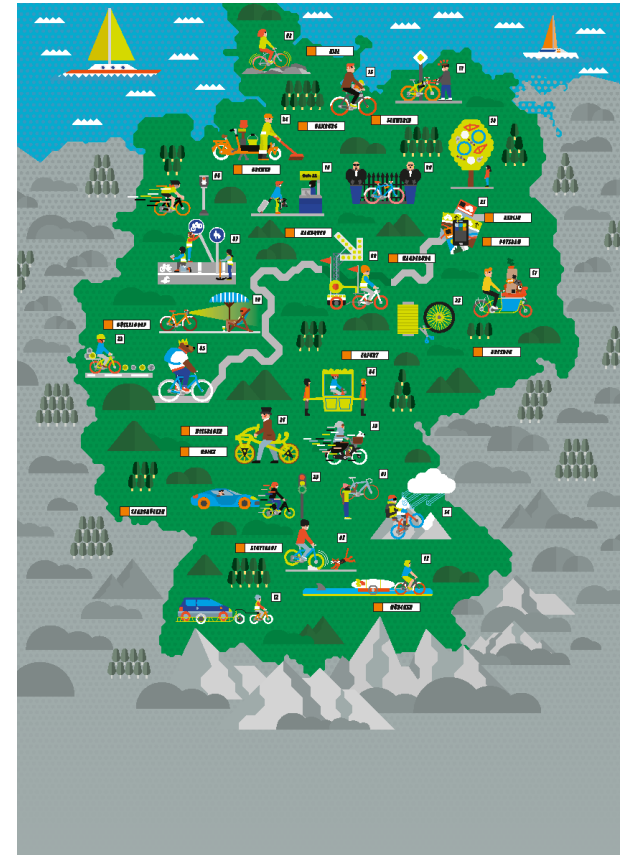


200 years of cycling

„Map of innovative places“



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Schönheiten unserer Welt. Es ist ein Erlebnis, unabhängig von
Alter, Herkunft und Einkommen. Ein gemeinsames Erlebnis,
das uns verbindet und uns die Welt näher bringt.

Seit der Erfindung des ersten „Laufschwimmers“ durch Karl Drais
1817 hat sich das Fahrrad stetig weiterentwickelt und dabei
auch sein Aussehen und seine Funktion verändert. Und auch
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genutzt, gefahren, geliebt und geschätzt. Das
beweist, dass die Geschichte des Fahrrads längst nicht zu
Ende ist. In Zukunft: Die Zukunft des Fahrrads ist
eine bunte, innovative und vielseitige Zukunft.



Thank you!

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