Cycling Policies in Germany
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and
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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
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)

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle</td>
<td>34%</td>
</tr>
<tr>
<td>Car</td>
<td>32%</td>
</tr>
<tr>
<td>Walking</td>
<td>29%</td>
</tr>
<tr>
<td>Local public transport</td>
<td>26%</td>
</tr>
<tr>
<td>Train</td>
<td>16%</td>
</tr>
<tr>
<td>Air</td>
<td>13%</td>
</tr>
<tr>
<td>E-Bikes, S-Pedelecs</td>
<td>12%</td>
</tr>
<tr>
<td>Long-distance coach</td>
<td>8%</td>
</tr>
<tr>
<td>Moped, Scooter</td>
<td>5%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>5%</td>
</tr>
<tr>
<td>None</td>
<td>16%</td>
</tr>
</tbody>
</table>

Focus:
- 20 to 29-year-olds: 51%
- Population up to 20,000: 41%
- 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?"

- Don’t know 7%
- Absolutely uninteresting 24%
- Very interesting 14%
- Perhaps 28%
- Perhaps not 27%

42%

Interest by gender and age (very interesting, perhaps)

<table>
<thead>
<tr>
<th>Group</th>
<th>Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>42%</td>
</tr>
<tr>
<td>Female</td>
<td>37%</td>
</tr>
<tr>
<td>Male</td>
<td>46%</td>
</tr>
<tr>
<td>14-19</td>
<td>32%</td>
</tr>
<tr>
<td>20-29</td>
<td>35%</td>
</tr>
<tr>
<td>30-39</td>
<td>38%</td>
</tr>
<tr>
<td>40-49</td>
<td>44%</td>
</tr>
<tr>
<td>50-59</td>
<td>47%</td>
</tr>
<tr>
<td>60-69</td>
<td>46%</td>
</tr>
</tbody>
</table>

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)

- More cycle tracks: 58% in 2017, 63% in 2015, 63% in 2013
- Secure parking facilities: 40% in 2017, 49% in 2015, 55% in 2013
- Improve cycle tracks: 45% in 2017, 45% in 2015, 44% in 2013
- More parking facilities: 27% in 2017, 33% in 2015, 43% in 2013
- Campaigns for better consideration: 27% in 2017, 36% in 2015, 41% in 2013
- Educational programmes, e.g. at schools: 33% in 2017, 33% in 2015, 33% in 2013
- Widen existing cycle tracks, e.g. for cargo cycles: 27% in 2017, 34% in 2015, 33% in 2013
- More cycling-friendly traffic rules: 26% in 2017, 26% in 2015, 21% in 2013
- Campaigns for more cycling: 16% in 2017, 16% in 2015, 13% in 2013

Figures in percent.
200 years of cycling

„Map of innovative places“

www.bmvi.de/200-Jahre-Fahrrad
Thank you!

www.bmvi.bund.de
www.nationaler-radverkehrsplan.de
www.radweg-deutsche-einheit.de