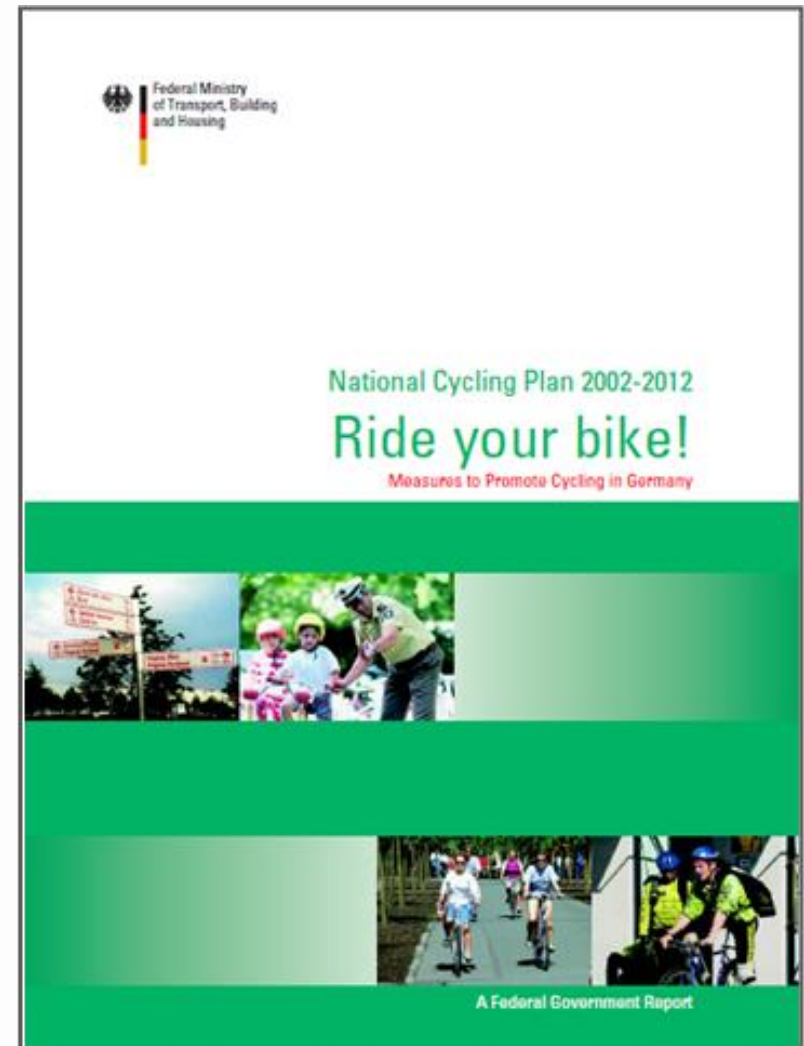


The potential of non- infrastructural cycling policies.

Success, failure and
consequences of Germany's
Cycling Strategy 2002-2012

Tilman Bracher

Deutsches Institut für Urbanistik
Presentation Velocity Conference 2012
June 27, 2012 Vancouver



1. Mobility situation in Germany



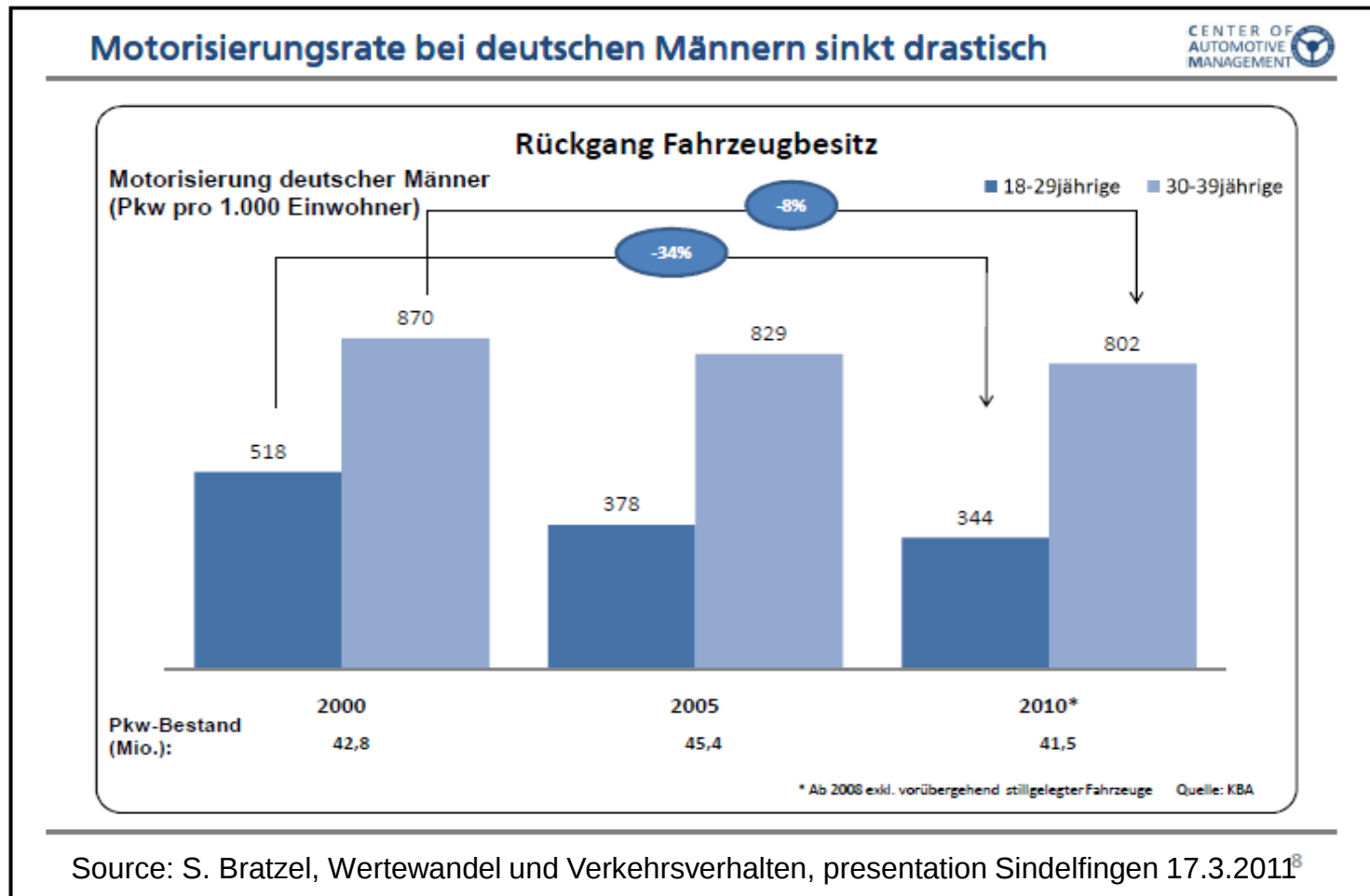
Cycling is moving towards the mainstream

Some indicators

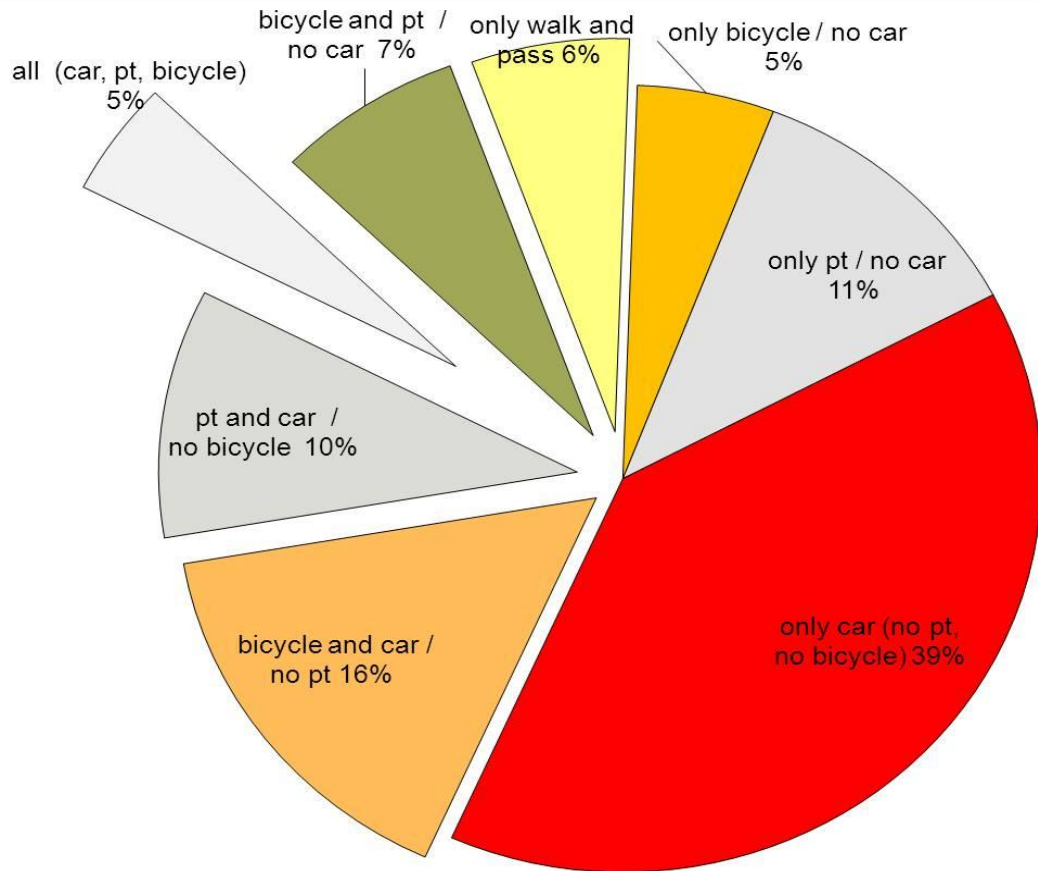
- More and more people behave multimodal
- Mobility management (towards reducing car use) accepted as a municipal task
- Cycling as moneysaving urban strategy
- Positive image of the bicycle – independency, mobility
- Cycling is relative effective towards reducing CO2
- Cycling has been used as an indicator for liveability of cities
- Car ownership less important

Car ownership rate of young men in Germany significantly reduced

Car ownership rates of young men



Common multimodality



classification of means of transport (bicycle, car, pt) within a week!

~ 60 % monomodal

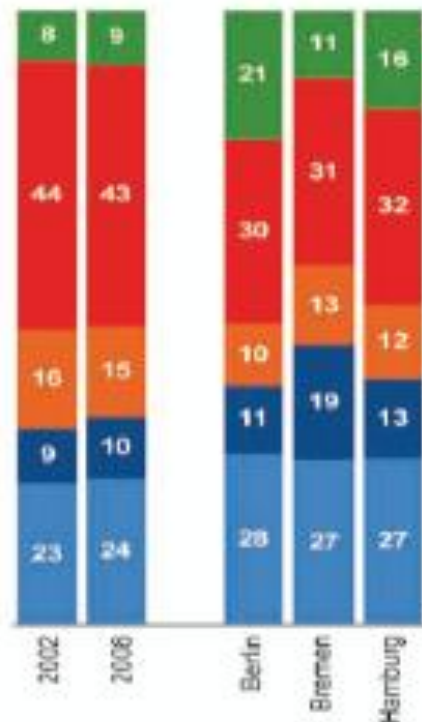
~ 40 % multimodal,
take regular different means
of transport!

Fig. 1 Percent of persons using a transport mode within a week in Germany

Chart after B.Chlond, T.Kuhnimhof, Fahrrad und ÖV versus MIV? Analysen zur Konkurrenz und Synergie von Verkehrsmitteln. Vortrag Meetbike Konferenz Dresden am 12.3.2009 (Innerhalb einer Woche benutzte Verkehrsmittel, Personen ab 10 Jahren, Deutschland)

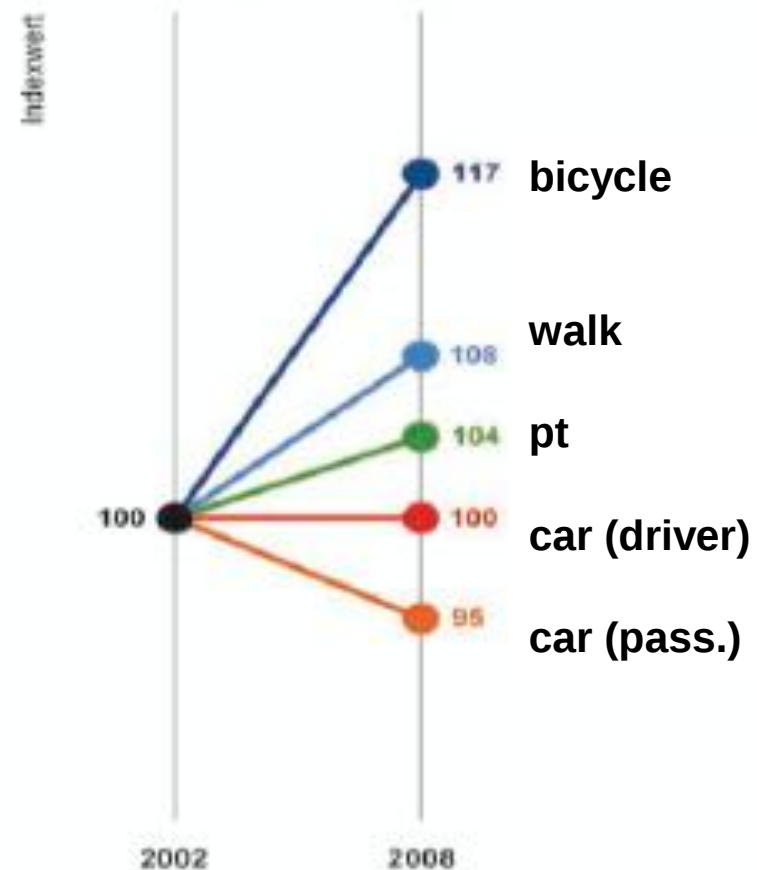
Modal split and modal trips in Germany 2002 - 2008

Modal split (Verkehrsaufkommen) in %
Deutschland gesamt (2002 und 2008)



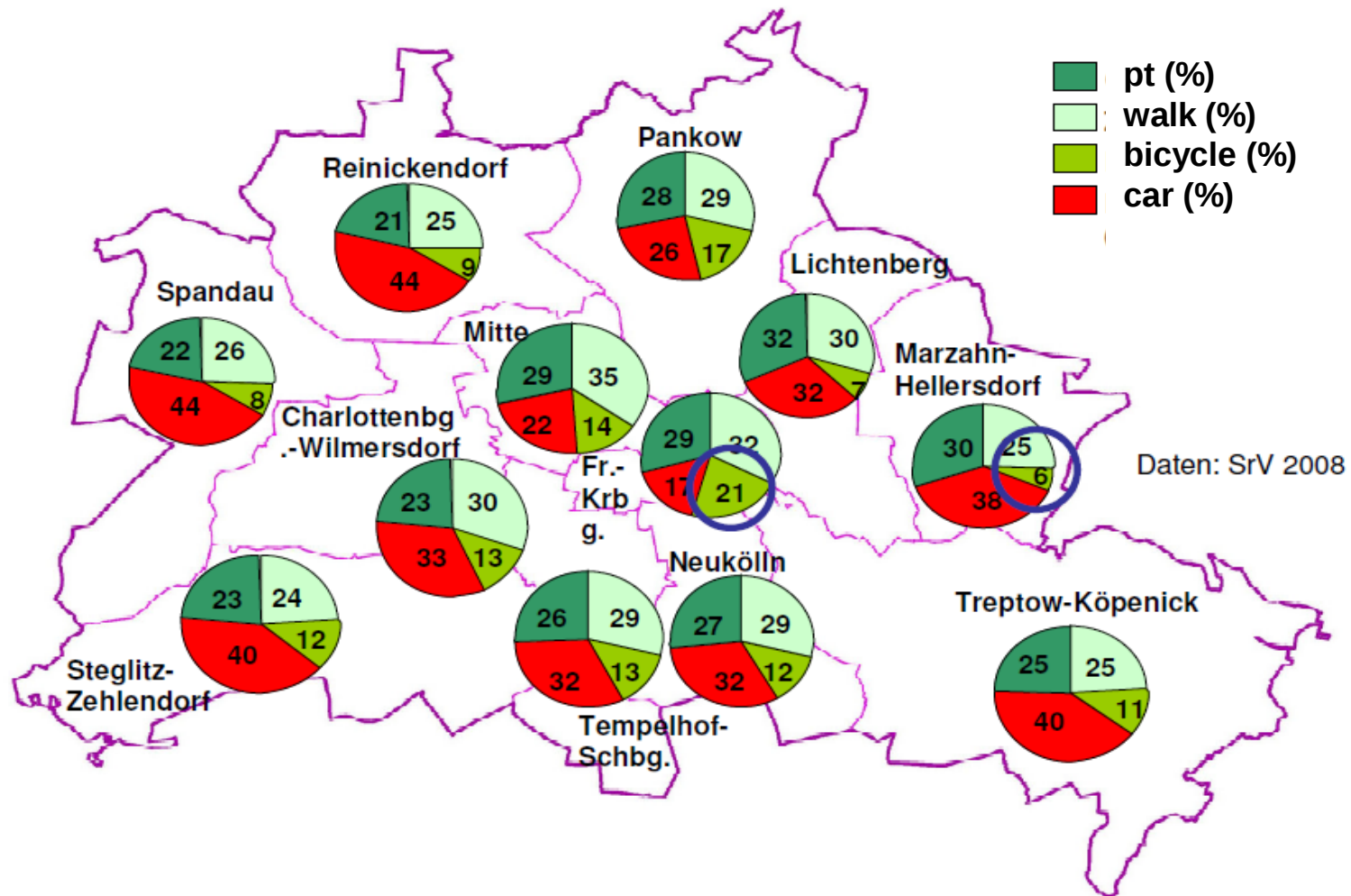
including non-residents

Entwicklung absolute Wege
Deutschland gesamt (2002=100)



Quelle: MiD 2008

Modal Split in Districts of Berlin (2008)



SrV 2008, all trips of residents, Source: Senatsverwaltung für Stadtentwicklung Berlin,
http://www.stadtentwicklung.berlin.de/verkehr/politik_planung/step_verkehr/download/Stadtentwicklungsplan_Verkehr_Berlin_ohne_Anhaenge.pdf

2. Germany's first National cycling strategy NRVP 2002-2012

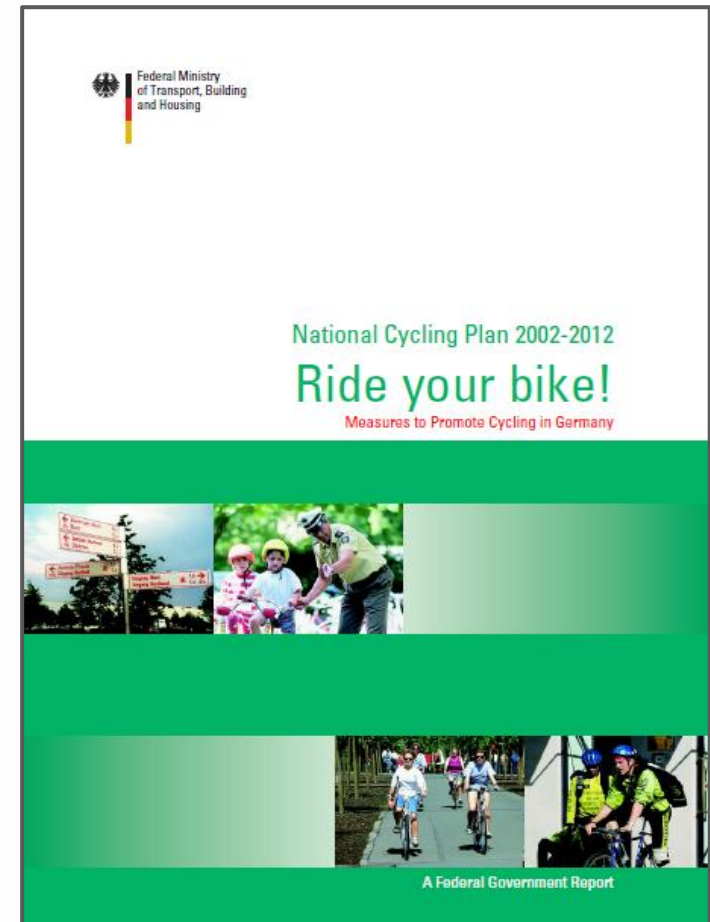


Program	Year	In charge	result	Budget
„Bicycle friendly town“ project	~ 1980 – 1985	Federal Environment Office („UBA“)	~ 20 study reports, pilot infrastructure in Rosenheim and Detmold	< 1 m €
Impulse from Dutch master-plan fiets“	1990ies	NGOs (ADFC, ...), länder + Nat. parliament	Initiation of first German Master Plan	< 1m €
First National Cycling Plan 2002-2012	2002 – 2006	DoT („BMVBS“)	~ 40 reports and non infrastructure schemes, resource www.nrvp.de	10 m €
	2007-2012	DoT [+ UBA]	~ 60 more reports and schemes, bicycle academy, bike sharing	35 m €
Second National Cycling Plan	2013 - 2020	??	??	??

Germany's first National Cycling Plan (NRVP) 2002-2012

General Objectives

- Increase the cycle traffic share in Germany by 2012
- Promote cycling as a part of sustainable, integrated transport policy
- Promote modern socially acceptable and environmentally friendly local mobility in line with the mission statement „city of short distance“
- Improve road safety



Responsibilities in Germany's Federal System

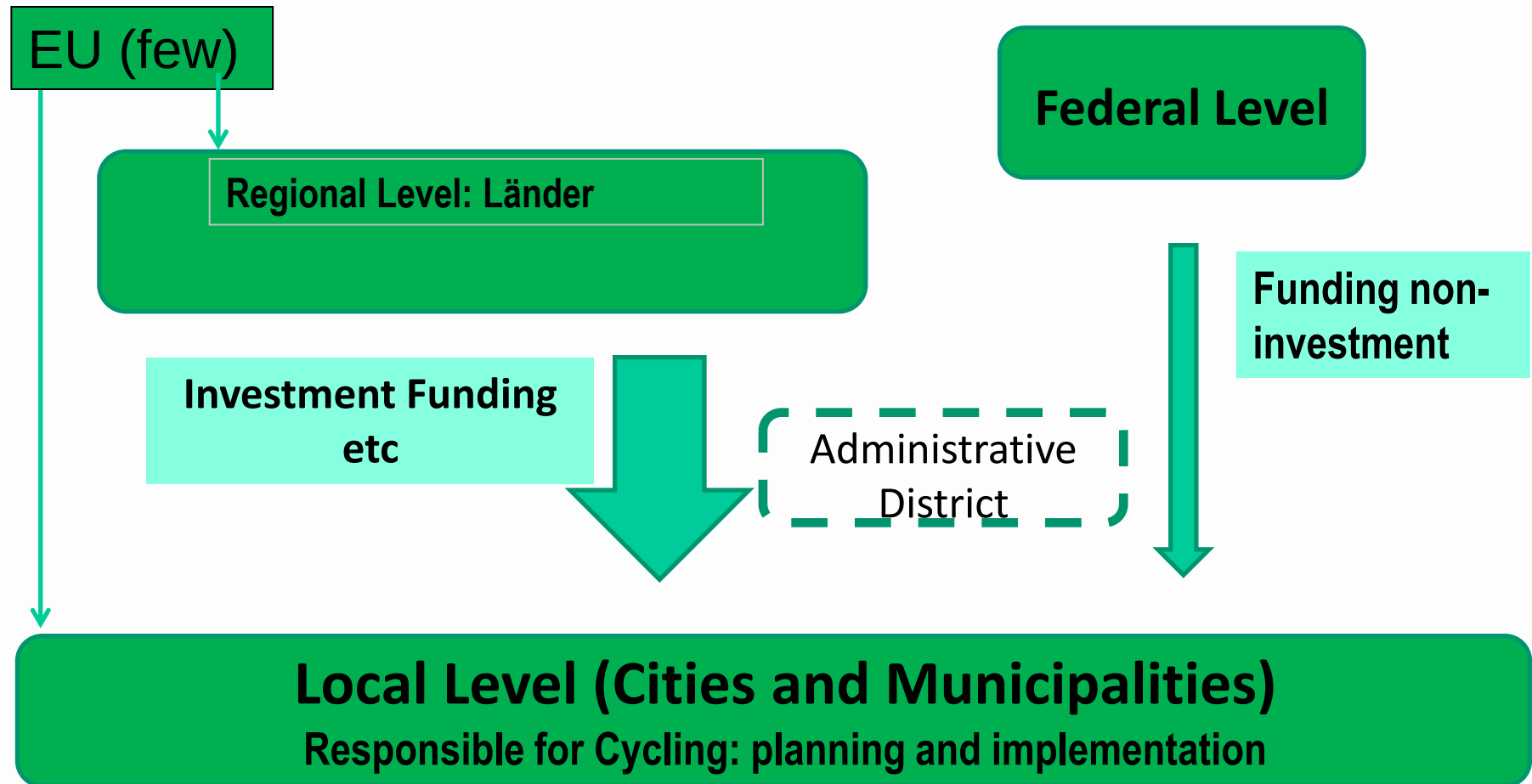
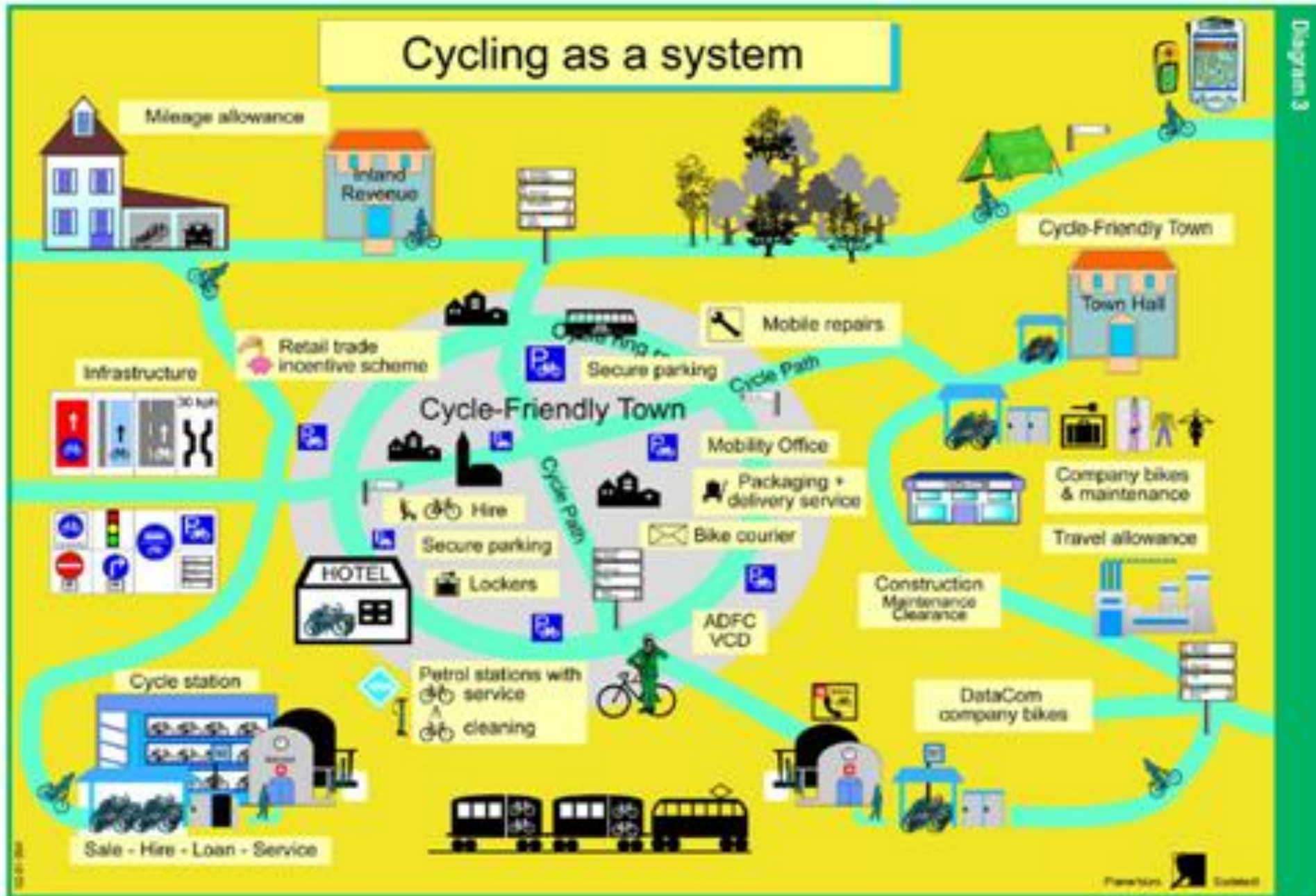


Diagram 3



Integration of policy papers & standards



Cycling policy documents (National cycling plan, state and local mobility and cycling strategies, projects & campaigns)



Design Standards



Road Law, Traffic Code & rules for implementation

Cycling Policy Projects



Collaboration,
Coordination



Mobility
Management,
Education



Competition,
Encouragement

Non infrastructure



Road
Infrastructure



Legal
Framework



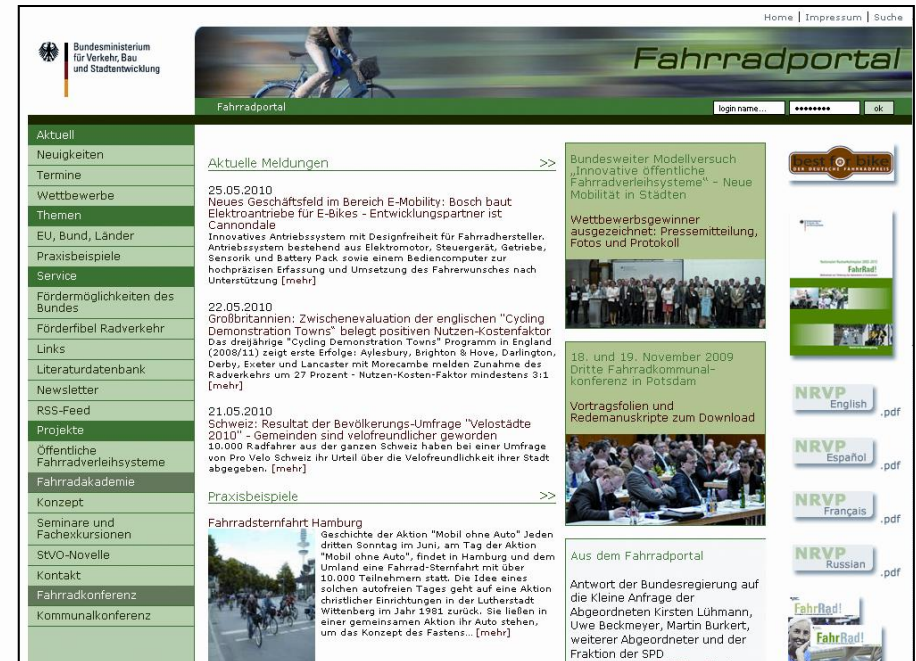
Railways

Duties (by law)

capacity building: resource www.nrvp.de

Public repository of pooled know-how with 5000 entries on

- (inter)national practical examples
- research & documents
- federal initiatives and funding measures,
- literature database (250 from 2200 texts in English; ~ 50% with full text)
- news, calender
- Password protected internal area for cooperation and coordination among experts working on the federal level.
- frequent German Newsletter to 1600 recipients,
- occasional English Newsletter



English section www.nrvp.de/en

- CyE download section
- news updates
- international practice examples

Best Practice – up to date



200 Best Practice examples
Described by original source / contact
Categorized to subject and geography

New: cooperation with Austria



Germany's Bicycle Academy System

Training and education focussed on staff from municipalities, police and administration

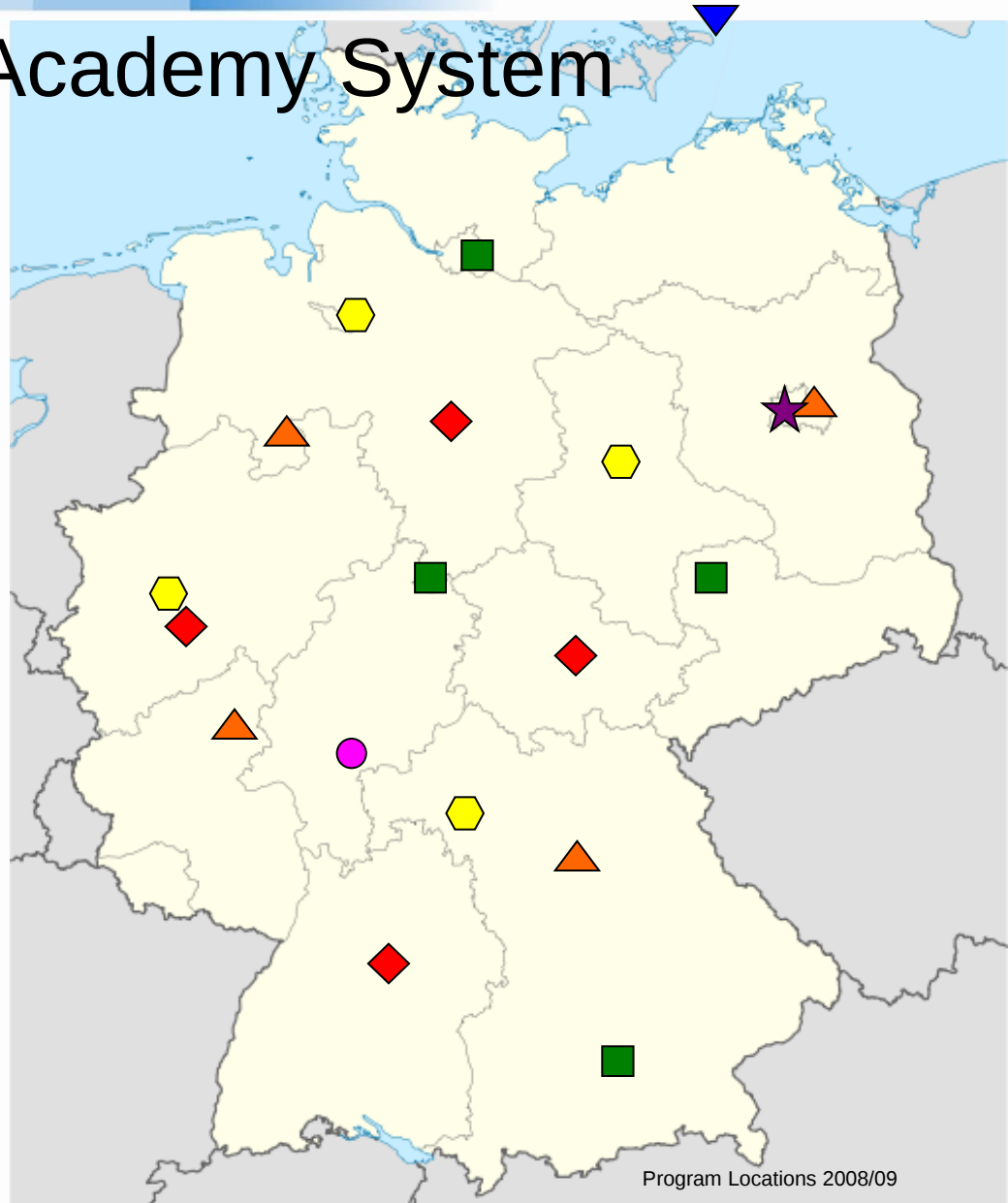
3-4 speakers/teachers per day

- Conference
- ◆ Crosstown links (1 day)
- ▲ maintenance (1 day)
- ⬡ cycling as a system (2 days)
- safety (2 days)
- ▼ excursion to DK (3 days)
- ★ Difu

2007/12:

~ 100 Seminars, 6 Excursions, 6 other events , more than 6000 participants

+ 5 National networking conferences for municipal staff (only)

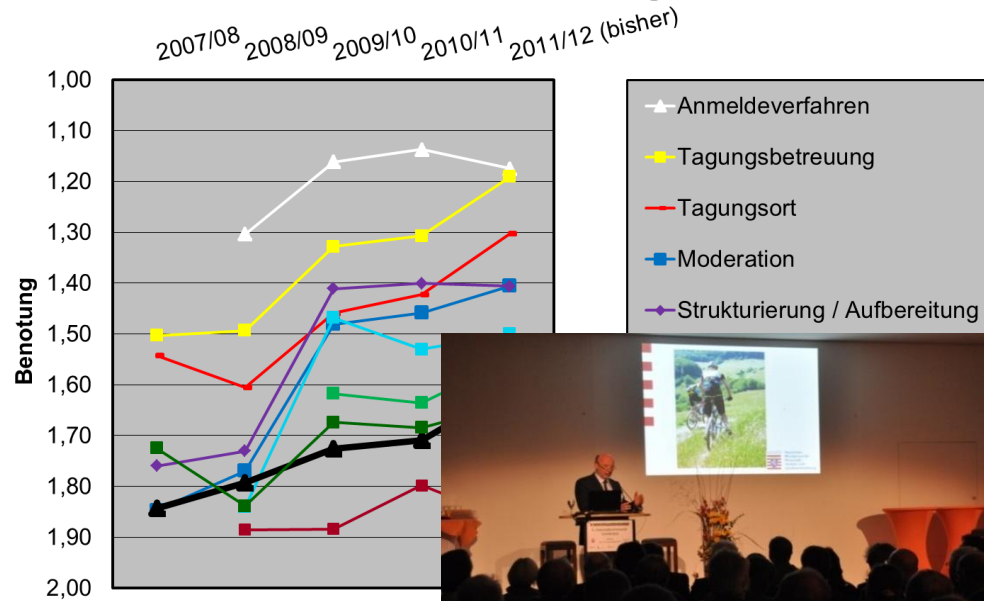


Program Locations 2008/09

Bicycle academy: area coverage and quality

- more than 50 different locations
- participants from 3/4 of Germany
 - 80 of 81 big cities (> 100.000 inh)
 - 220 of 295 counties

Teilnehmerfeedback - Entwicklung 2007 - 2011



Cycling Expertise Files

by Difu

Cycling Expertise from Germany

Dossiers for compact information on recent experiences from Germany, in English language.

Four thematic series, completion until the end of 2012.

A – Analyses (10)

I – Infrastructure (15)

O - Organisation (8)

S – Service (11)

& editions in German for viceversa knowledge transfer



National Project on innovative public bicycle schemes

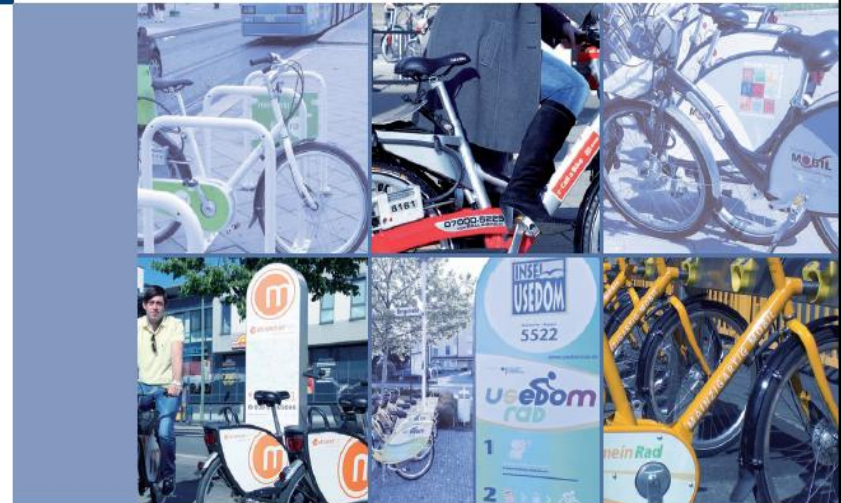


Bundesministerium
für Verkehr, Bau
und Stadtentwicklung

presentation June 28!

Innovative öffentliche Fahrradverleihsysteme

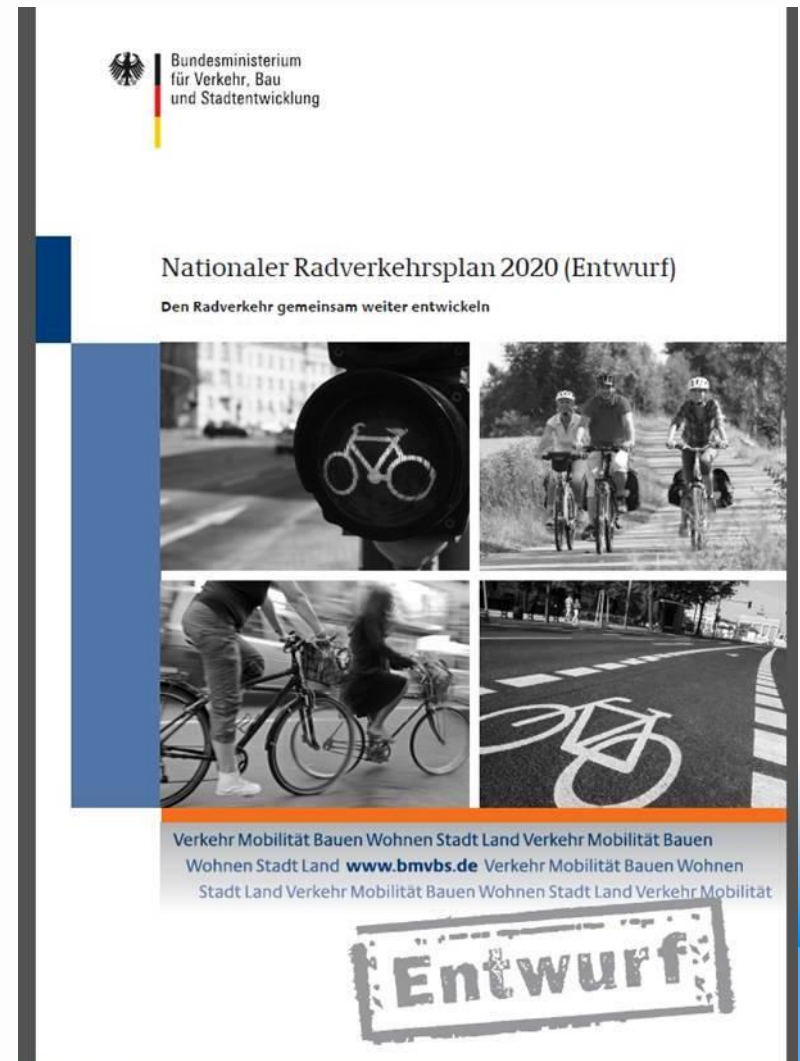
Modellprojekte am Start



Verkehr Mobilität Bauen Wohnen Stadt Land Verkehr Mobilität Bauen
Wohnen Stadt Land www.bmvbs.de Verkehr Mobilität Bauen Wohnen
Stadt Land Verkehr Mobilität Bauen Wohnen Stadt Land Verkehr Mobilität

3. Conclusion and Perspective

NRVP 2020
(public debate, draft
version online)



NRVP 2020: scientific advise and stakeholder participation



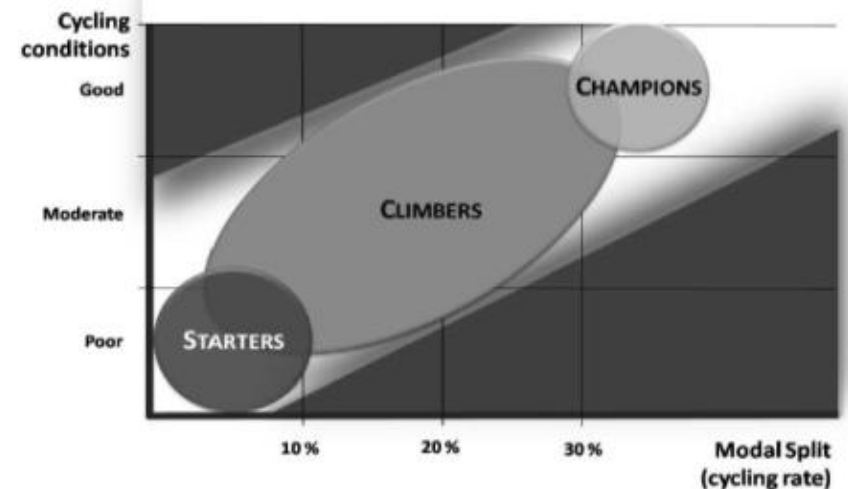
- political mandate
- Includes experts on mobility, cycling and health
- National bicycle congress participants (pinboard)
- Municipal and lobby organizations
- Other stakeholders
- Ongoing process since December 2011



NRVP expert group: from evaluation to recommendations

Strategy document (46 recommendations for Transport Secretary Ramsauer)

- Measures for all levels, all stakeholders
- NRVP will last until 2020
- Integrated perspective
- Whole society should be involved
- Differentiation „Starter Climbers Champions“
- Focus not only on urban and suburban but also rural areas
- Integrate pilot/model projects & highlights



Source: ECF, PRESTO Cycling policy guide

Recommendations include

National policy as a role model

Capacity building by

- communication & collaboration,
- education & encouragement

Non infrastructure measures are important but not sufficient

There is an additional need of funding of infrastructure and operations

Bicycle Academy



Infrastructure: Good quality and high capacity



Hannover

RADSCHNELLWEG RUHR - Übersicht

Radschnellweg Ruhr

Abschnitte --->

Duisburg Mülheim Essen (GE) Bochum Dortmund Kreis Unna Hamm

Rheinische Bahn (mind. 1 Gleis verfügbar)

Lfd. RVR-Projekt

in Planung

fertig

Linienführung noch offen

Entwurf –
Regionales Radwegenetz
Netzfunktionen

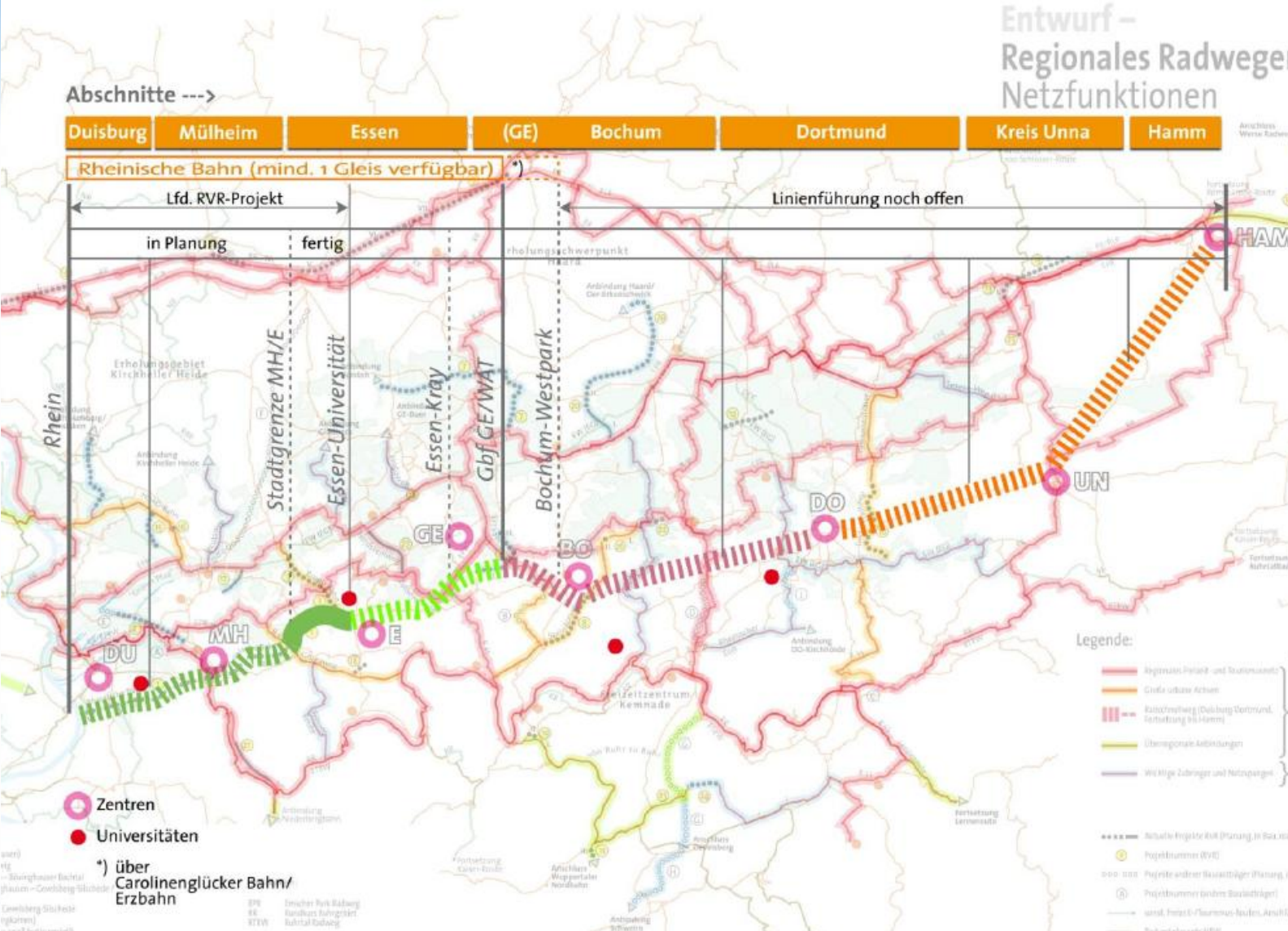
Stand: 05.11.2011

Gesamtlänge: ca 85 km

DU-DO: ca 50 km
DO-UN-HAM ca 35 km

Verbindung von:

8 Zentren, davon
4 Oberzentren,
4 Universitäten



Radschnellweg Ruhr



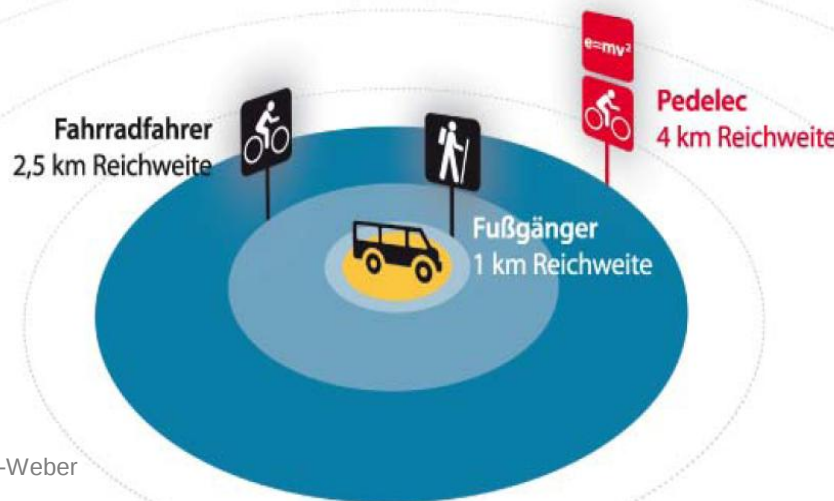
Zentren
 Universitäten

*) über Carolinenglückler Bahn/Erzbahn

Integrate and improve bicycles and public transport as alternative to the individual car



Source S-Bahn Berlin GmbH



Thank you for your attention!

All literature: www.nrvp.de

English newsletter available

Tilman Bracher

Deutsches Institut für Urbanistik –
German Institute of Urban Affairs

Zimmerstraße 13-15, 10969 Berlin
+49-30 – 39001 260
bracher@difu.de
www.difu.de

