



# The National Cycling Plan

## Cycling Policies in Germany

6 October 2017

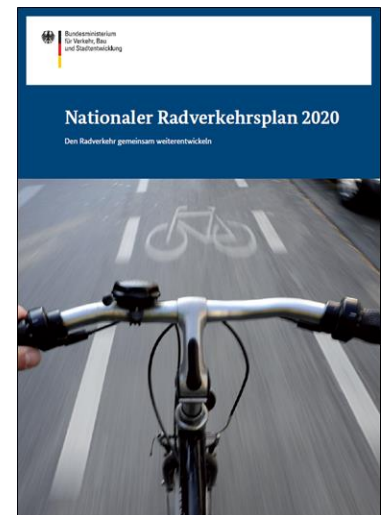
Dr. Diana Huster, Germany

Federal Ministry of Transport and Digital Infrastructure  
Head of The National Cycling Plan Project Group



## 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



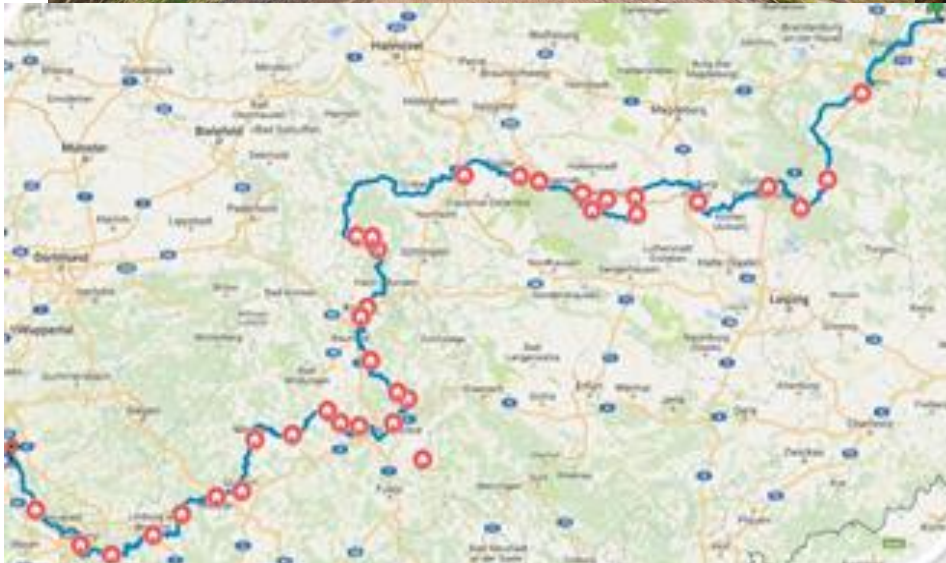
# Cycle Superhighways

- 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







Bundesministerium  
für Verkehr und  
digitale Infrastruktur



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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.

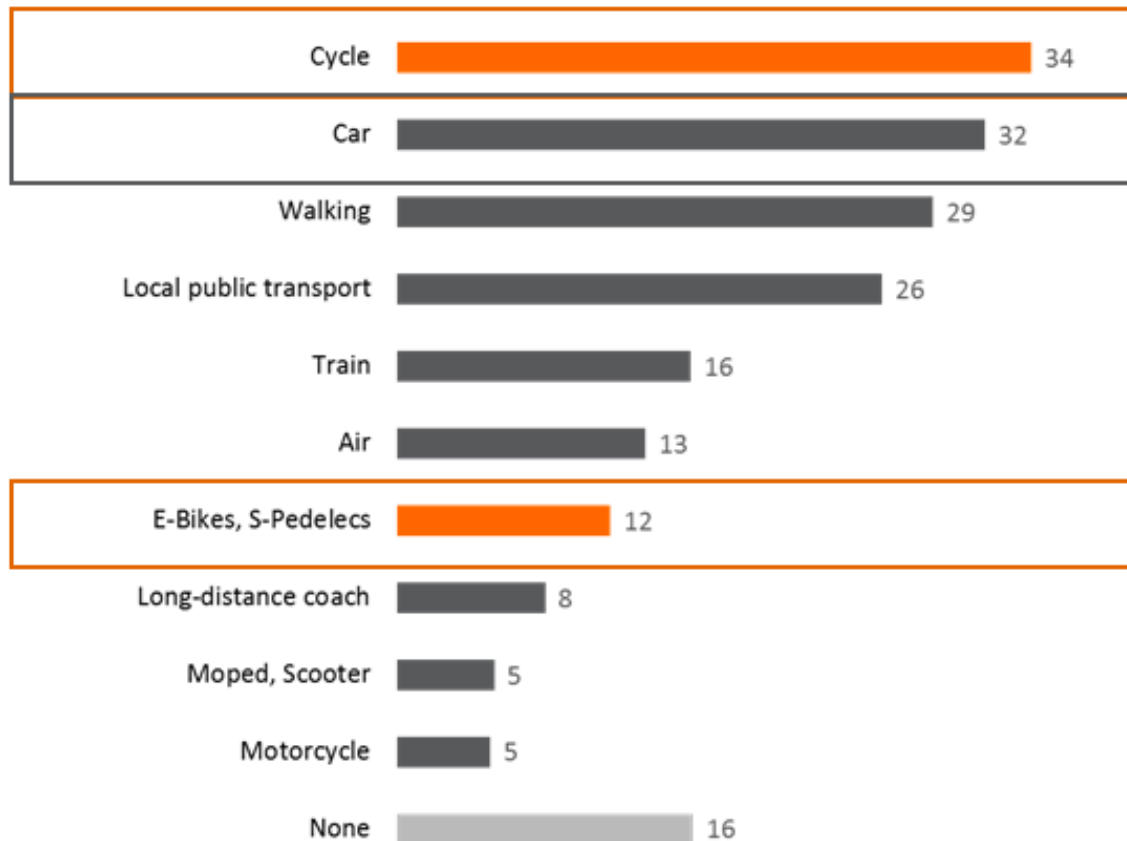




# Findings of the Cycling Monitor

## 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



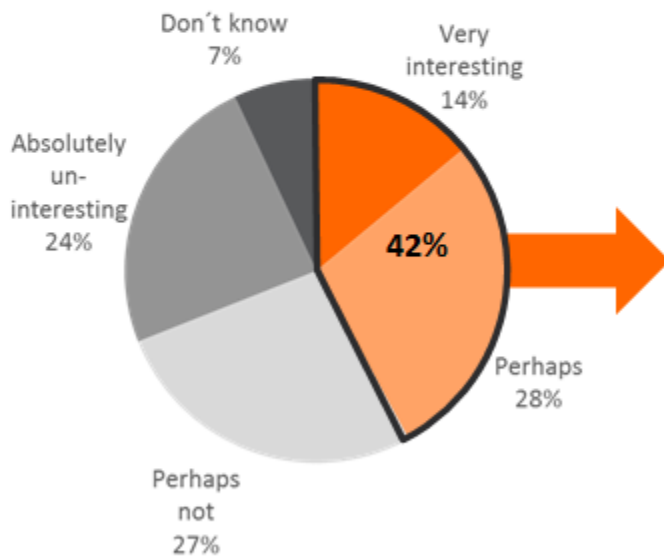
# Findings of the Cycling Monitor

## Pedelecs

### Interest in terms of socio-demographics

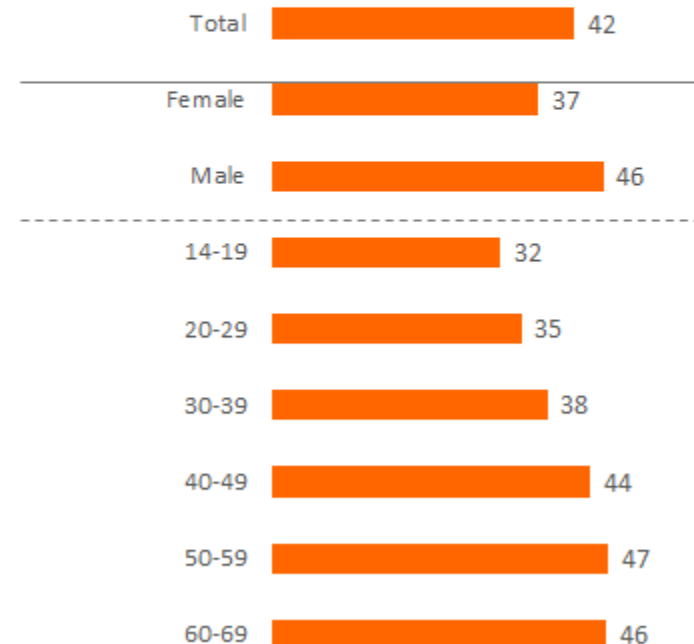
#### Interest

*"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



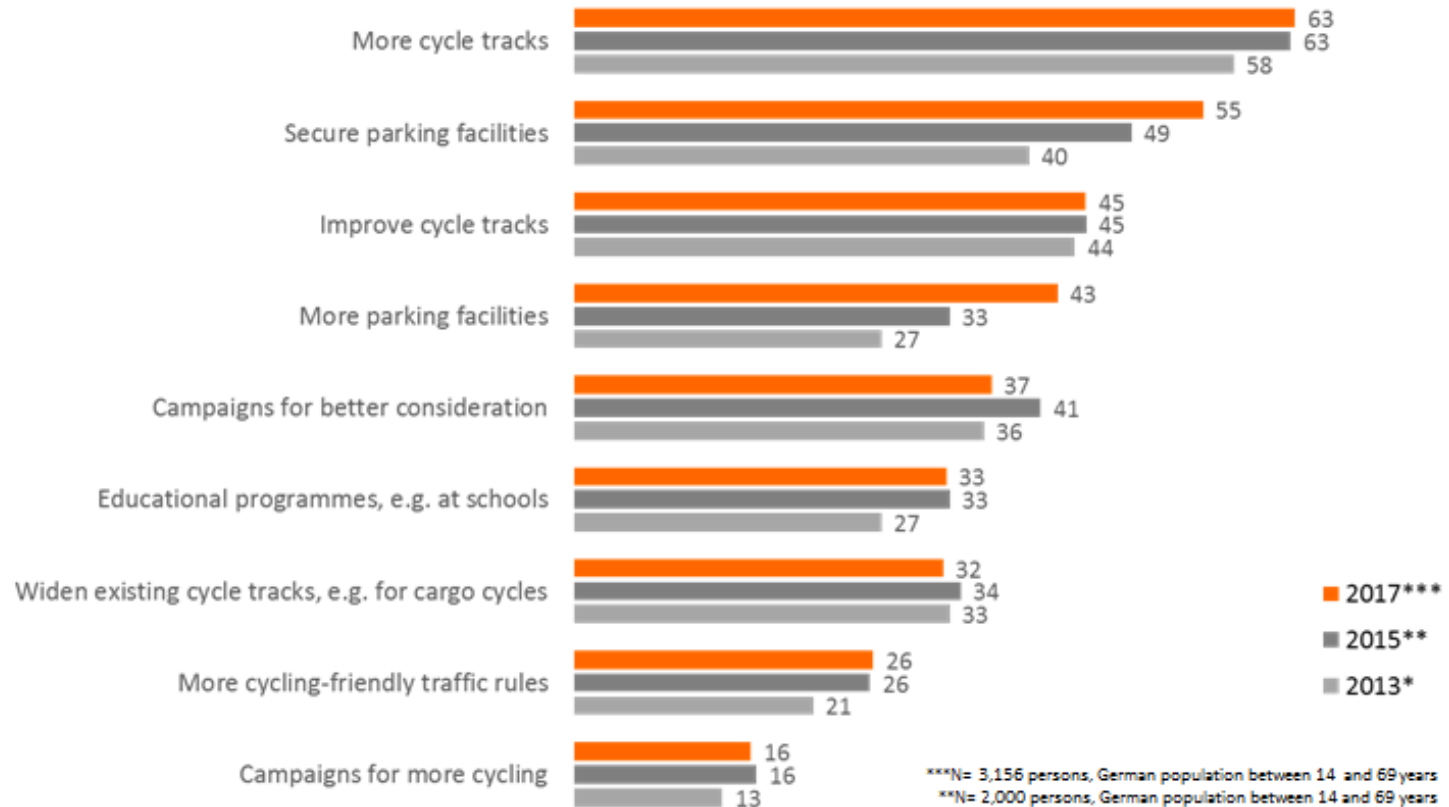


# Findings of the Cycling Monitor

## 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









## LAND DER LICHTER UND LENKER

Egal wie alt wir sind, das Fahrradfahren verbindet uns mit  
Schönheiten umgeben in jedem Moment, unabhängig von  
Alter, Herkunft und Einkommen: unerschöpfliche Freiheit  
und das einzige Gefühl, das wir dabei bekommen, sind  
Friede.

Seit der Erfindung der ersten „Laufmaschine“ durch Karl Drais  
1817 hat sich das Fahrrad stetig weiterentwickelt und dabei  
auch sein Aussehen und seine Form verändert. Und auch  
nach heute wird es ganz anders als vor 100 Jahren  
genutzt, gefahren, repariert und gewartet. Das  
beweist, dass die Geschichte des Fahrrads längst nicht zu  
Ende ist. In Zukunft: Die Zukunft des Fahrrads ist  
eine kurze, intensive und zukunftsweisende.



Thank you!

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[www.radweg-deutsche-einheit.de](http://www.radweg-deutsche-einheit.de)