
National Cycling Policies In Germany



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Content:

- Facts & figures about cycling in Germany
- National Cycling Plan 2020
- Current activities
- Future challenges and development

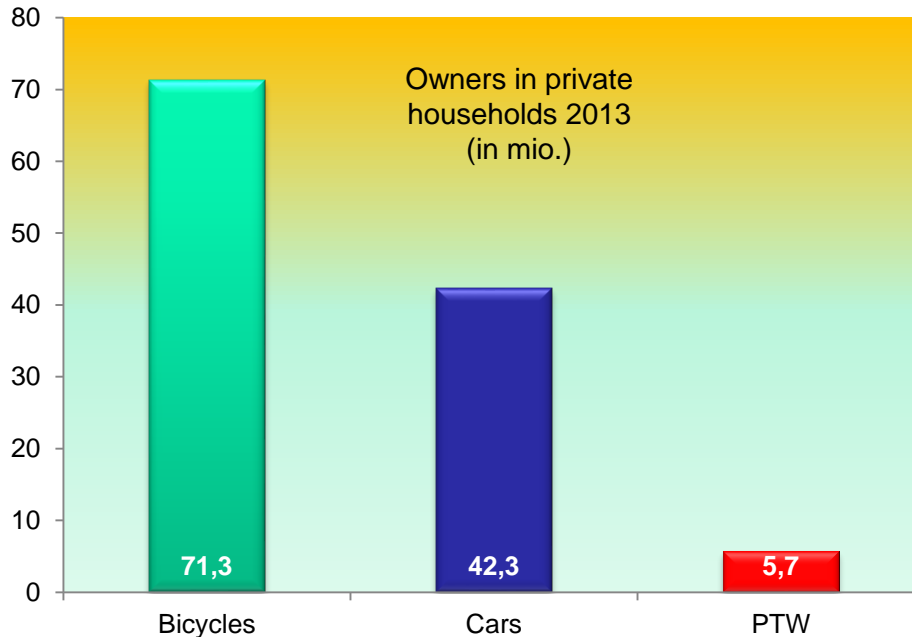


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Cycle use



Source: Destatis, 2013

Modal split 2012:
13,2 % cyclists

Km per mode of transport:
3,6% cyclists

Minutes per mode of transport:
9,5% cyclists

Source:
Mobility Panel 2012/13



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Cycle use

Cluster/periods	1998-2002	2003-2007	2008-2012
non-bicycle users	69,50%	66,70%	64,60%
occasional cyclists (incl. commuters)	19,40%	20,10%	20,80%
intensive cyclists (incl. commuters)	11,20%	13,20%	14,70%



- Around 35% of the population do cycle
- There are no big gender differences concerning cycling
- To cycle doesn't depend from age
- Intensive cyclists are mostly between 26 and 50 years old
- The majority of the cycling commuters live in urban areas
- The percentage of intensive cyclists has increased in urban areas
- The average travel speed with bicycles has raised from 11,4 km/h over 11,8/h to 12,1 km/h

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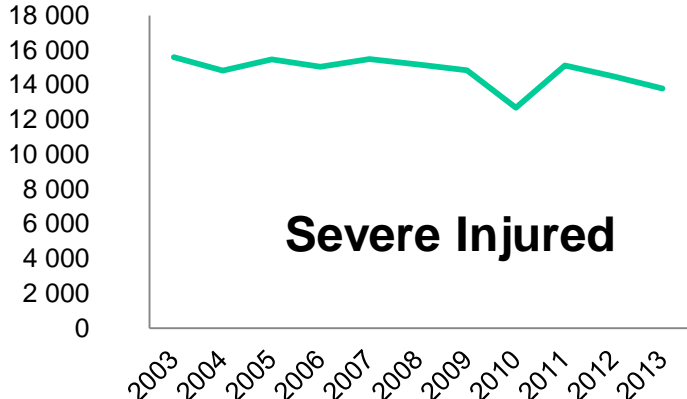
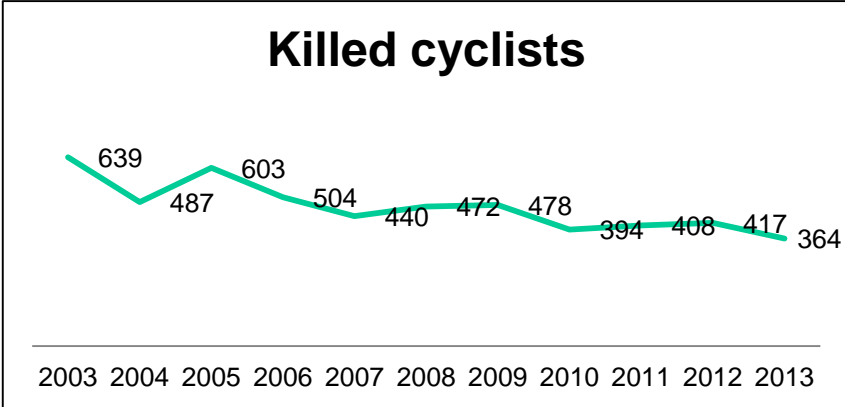


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Source:
Mobility Panel 2012/13

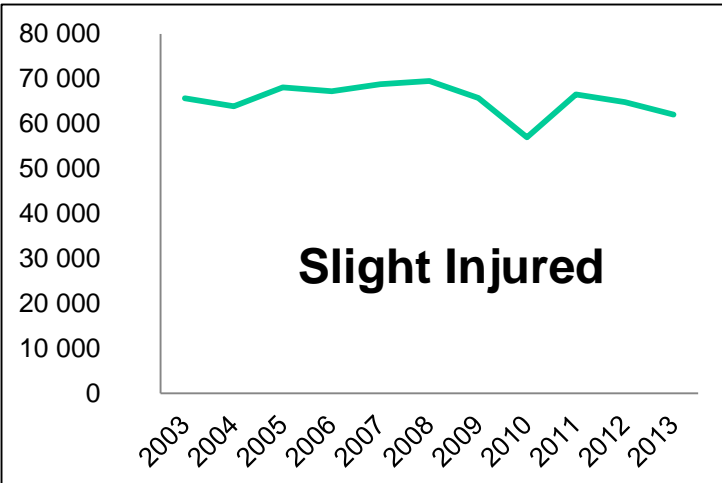
Development of cycling safety in Germany

Killed cyclists



Severe Injured

Cycling accidents with personal injuries



Slight Injured



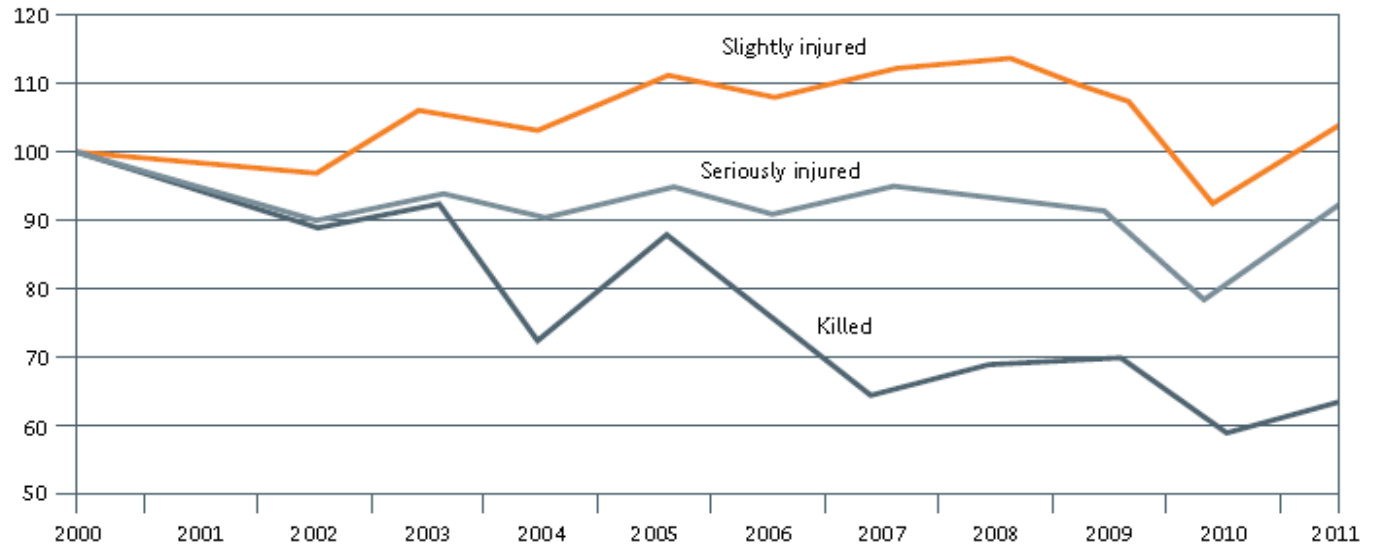
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Development of cyclists road safety

Number of cyclists killed, seriously injured and slightly injured compared with 2000
(2000 = 100 %)



Source: Federal Statistical Office, 2012a, own graph

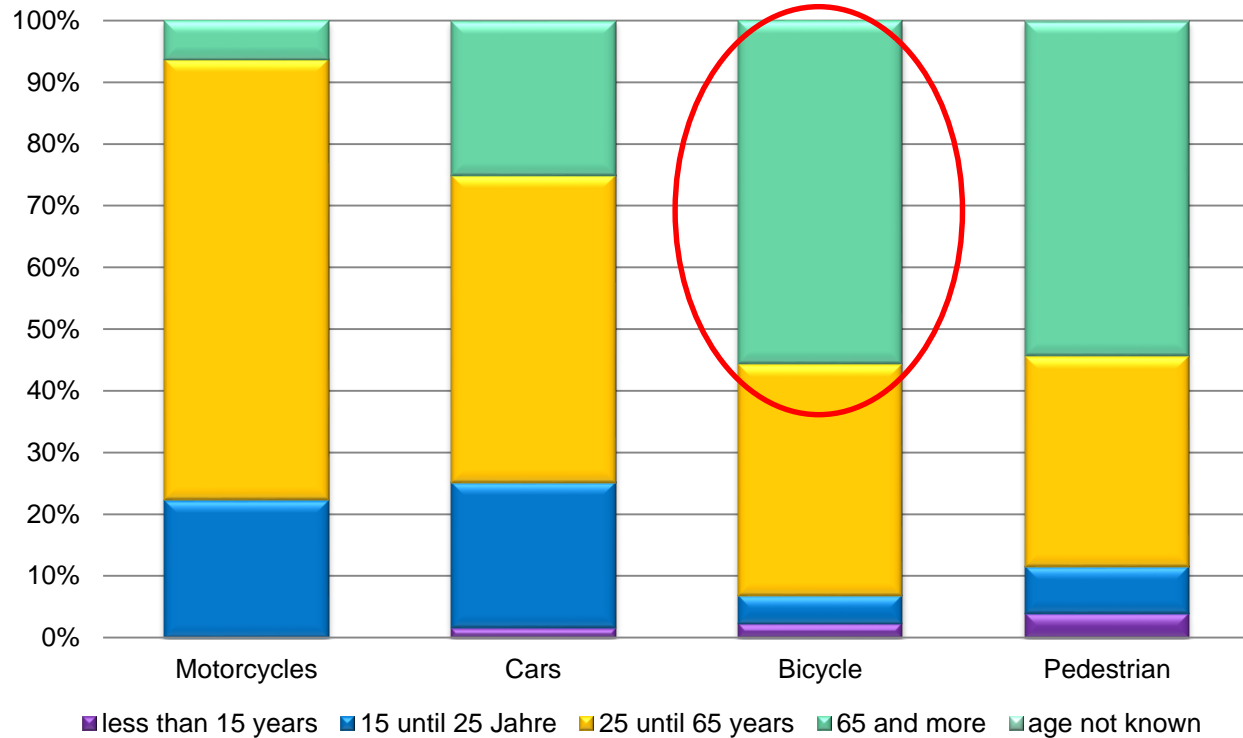


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Age distribution of killed cyclists 2013



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Accident causes

Causation by vehicle drivers

Mistakes while turning
Disobeying the right of way
Red light offence
Mistake while entering into the traffic
Others like speeding, alcohol, stepping out of the vehicle



Causation by the cyclist

Using the wrong lane
Alcohol
Disobeying the right of way
Red light offences
Mistakes entering the traffic
Distance keeping

17,3 %
single acc.

61% of killed
cyclists inside
urban areas

41,7% of
cyclists caused
the acc.

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National Cycling Plan 2020

- Bicycle traffic is an integral part of an integrated urban development and transport policy
- NCP is the regulatory framework for the promotion of cycling and for the construction of cycle path
- It addresses the national, the federal and the local level
- It continues and evolves the first NCP (2002-2013)
- It is focused on the newer transport and societal challenges
- It goes beyond the promotion of cycling by strengthening “ecomobility”, the combination of local public transport, walking and cycling

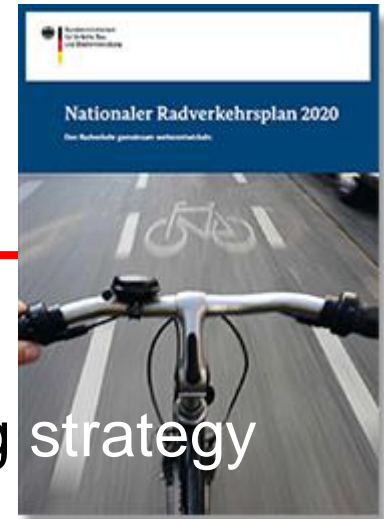


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National Cycling Plan 2020



9 Action Areas

- 1 - Planning and developing a cycling strategy
- 2 - Infrastructure
- 3 - Road Safety
- 4 - Communications
- 5 - Cycle Tourism
- 6 - Electric Mobility
- 7 - Linkage with other means of transport
- 8 - Mobility and road safety education
- 9 - Creating and safeguarding quality



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National Cycling Plan 2020

Instruments

- Organisation
- Financial Resources
- Monitoring



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Implementation of the NCP

Players involved in the promotion of cycling



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Current activities

Road safety campaign →

„Care towards others“ aims at improving the understanding between cyclists and other modes of road transport.



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It is coordinated by DVR and implemented at local level, mostly in cities.



Current activities



Cycle Award

Fahrrad-Monitor Deutschland

Surveys



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The screenshot shows the 'Fahrradportal' website. The left sidebar contains a navigation menu with categories such as 'Aktuell', 'Neuigkeiten', 'Termine', 'Wettbewerbe', 'Themen', 'EU, Bund, Länder', 'Praxisbeispiele', 'Service', 'Fördermöglichkeiten des Bundes', 'Förderfibel Radverkehr', 'Schwerpunktthemen', 'Links', 'Literaturdatenbank', 'Newsletter', 'SSS-Fond', 'Projekte', 'Öffentliche Fahrradverleihsysteme', 'Pedelec', 'Forschung Radverkehr', 'Active Access', 'Zentralrademie', 'Aktuelle', 'Konzept', and '2014/2015'. The main content area features a header with 'Fahrradportal' and a large green banner. Below the banner, there are several news articles with dates and titles, such as '04.09.2014 Studien zum ökonomischen Nutzen der Radverkehrsförderung' and '03.09.2014 Deutschland: Neues Web informiert ausführlich über den veränder- und unternehm...'. The website is branded with 'Fahrradportal' in a large, green, stylized font across the middle.

Website NRCP

Future challenges and development

- Ageing society
- Increasing use of pedelecs
- Helmet use
- Improvement of cycle path nets and infrastructure for cyclists
- More enforcement
- Alcohol and cyclists
- Awareness raising
- Turning accidents/Visibility



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If you have any questions.....

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Thank you!



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