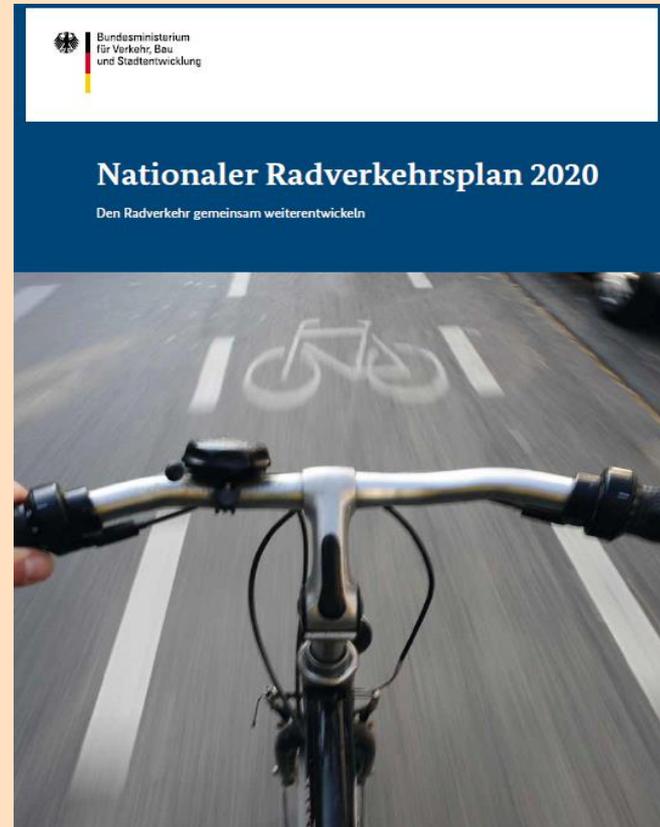
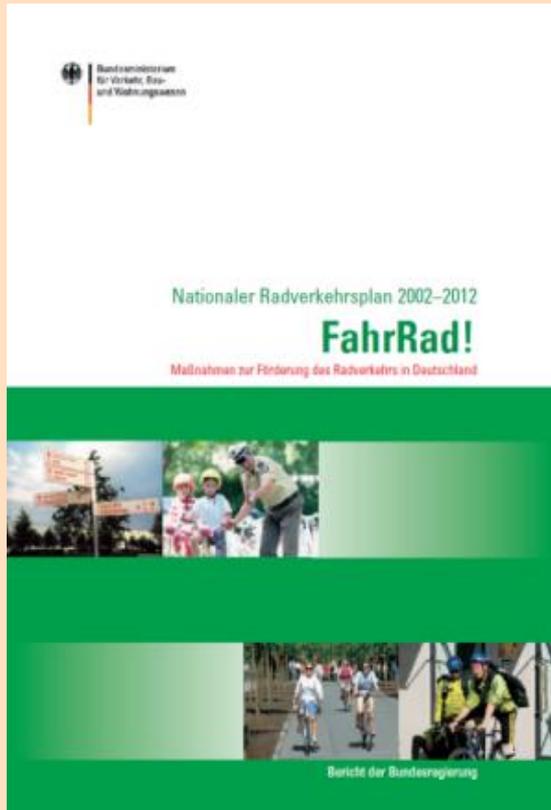


National Bicycle Policy in Germany



Dr. Axel Friedrich
Germany

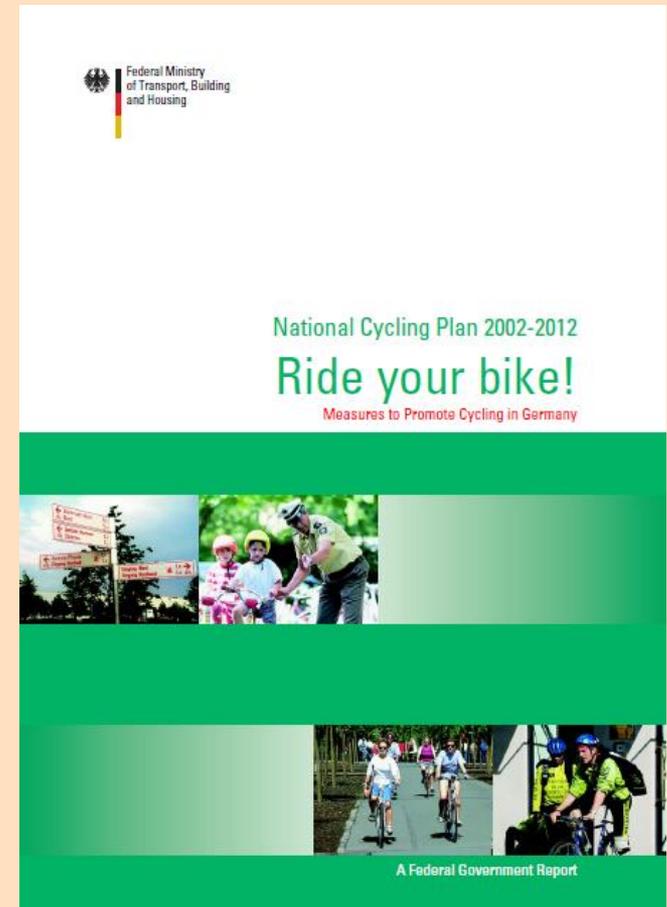
Germany first National Bicycle Plan (NRVP) 2002-2012

General Goals

- Increase of the bicycle share in Germany until 2012
- Promotion of bicycle transport as part of an integrated sustainable transport policy

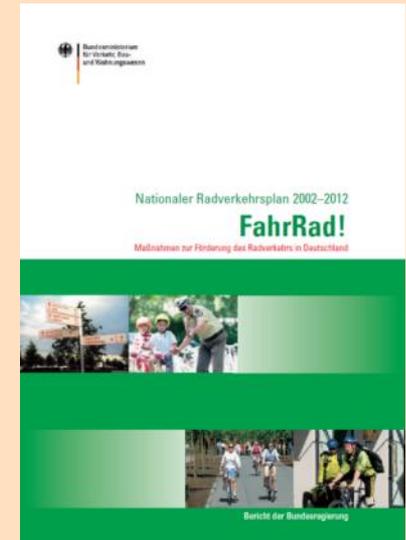
Promotion of a modern socially acceptable and environmental friendly local mobility in accordance with the vision of a „city of short trips“

- Improvement of the safety



Instruments for the Implementation of the 1st National Bicycle Transport Plan NRVP 2002-2012

- National Bicycle Academy
- Yearly National Bicycle Municipal Conference
- Regularly National Bicycle Conference
- Budget for the promotion ative measures for the implementation of NRVP
 - Model Projects, Research, Best Practice
- Construction of Cooperation Structures: Advisory Council Bicycle Transport,
- Federal/State Working Group Bicycle Transport
- Construction of a Internet- Bicycle Portal



Promotion of Non Hard Ware Measures

For the implementation of National Bicycle Transport Plan (NRVP) the German federal government promotes the bicycle transport by a support program for non hardware measures. In the federal budget 3 million € per year can be used since 2009. It will be used for public awareness campaigns, research programs, education, improvement of traffic safety, promotion of dialogs. The promoted measures cover a wide band of actions, specially the areas health, environment urban development, traffic safety and tourism.

National Project for Innovative Public Bicycle Renting Systems



Bicycle Academy

Concept of the bicycle academy

- advanced education, information and networking

In compact and practical form the courses are directed to people in politics, administrations- and associations

Idea: Knowledge Transfer

- New Information, new regulations, new legal frame
- research results and best practice
- State of the art: New guide lines (RASt, ERA)
- New legal frame: StVO, VwV, StVO
- Large need for actions
- increase of bicycles on the streets, higher speeds (e- Bikes).
- Existing bicycle routes net don't fit the the state of the art
- Safety problems showed by traffic safety audits

Goal: 1. To bring the knowledge into the local communities. 2. Improve implementation

Municipality Conference

Goal: Networking between the municipality

The bicycle municipality conferences are forum for a more effective creation of net works and a comprehensive knowledge exchange between administrators for bicycle planning in the municipalities. They are planned and executed by the **German Institute of Urban Affairs (Difu)** in cooperation with the municipality associations:

- Association of German Cities (**DST**)
 - **German County Association (DLT)**
- German Association of Towns and Municipalities (DstGB)

The bicycle municipality conference take place and yearly changing cities. A hosting municipality invites the German municipal bicycle experts.

These conferences improve the regular cooperation between the municipalities in the area of bicycle transport.

National Bicycle Conference



The German National Bicycle Conference is organized every two years by the Federal Ministry of Transport in cooperation with a city and the federal state in which the city is located. In the year 2011 it was the city of Nuremberg and the Bavarian Ministry of Interior, Ministry of Economic. On this congress the further development of the National Bicycle Plan was discussed with all relevant stakeholders. In addition strategies and ideas for the economy and the city development were discussed.

In 2015 the congress was held in Potsdam in cooperation with the state Brandenburg.

Capacity Building: www.nrvp.de

Knowledge base organized by DIFU
with more than 5000 contributions to:

- (inter)national best practice
- Documentation of research results
- Initiatives of the federal level
- Incentive programs and sources
- Literature data bank, (~ 50% with full text for download)
- News, calendar
- Password protected side for the cooperation and coordination between experts, who work on the national level.
- Regular newsletter

The screenshot shows the 'Fahradportal' website, which is a German cycling portal. The page features a navigation menu on the left with categories like 'Aktuell', 'Neuigkeiten', 'Termine', 'Wettbewerbe', 'Themen', 'EU, Bund, Länder', 'Praxisbeispiele', 'Service', 'Fördermöglichkeiten des Bundes', 'Förderfibel Radverkehr', 'Links', 'Literaturdatenbank', 'Newsletter', 'RSS-Feed', 'Projekte', 'Öffentliche Fahrradverleihsysteme', 'Fahradakademie', 'Konzept', 'Seminare und Fachekursionen', 'STVO-Novelle', 'Kontakt', 'Fahradkonferenz', and 'Kommunalkonferenz'. The main content area is titled 'Aktuelle Meldungen' and includes news items from 2010, such as 'Neues Geschäftsfeld im Bereich E-Mobility: Bosch baut Elektroantriebe für E-Bikes - Entwicklungspartner ist Cannondale' and 'Schweiz: Resultat der Bevölkerungs-Umfrage "Velostädte 2010" - Gemeinden sind velofreundlicher geworden'. There are also sections for 'Praxisbeispiele' and 'Aus dem Fahrradportal'. The website has a green header with the logo 'Fahradportal' and a search bar. The footer includes 'Home | Impressum | Suche'.

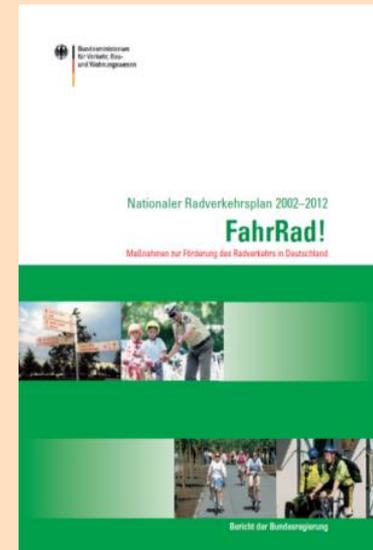
Available in English

1st NRVP 2002-2012

First National Bicycle Transport Strategy Leitbild: “Bicycle Transport as System“

– Results:

- Acceptance: Bicycle Transport = Every day Transport mean
- Increase of the share of bicycle transport
- Cooperation structures: “Advisory Committee Bicycle Transport“
- Federal/ State working group “Bicycle Transport“ established
- Promotion of Non hard ware measures :
Model projects, research, best practice very successful
- Bicycle Web page, Bicycle Academy, Municipal Bicycle Transport Conferences successful established



Situation of Mobility in Germany

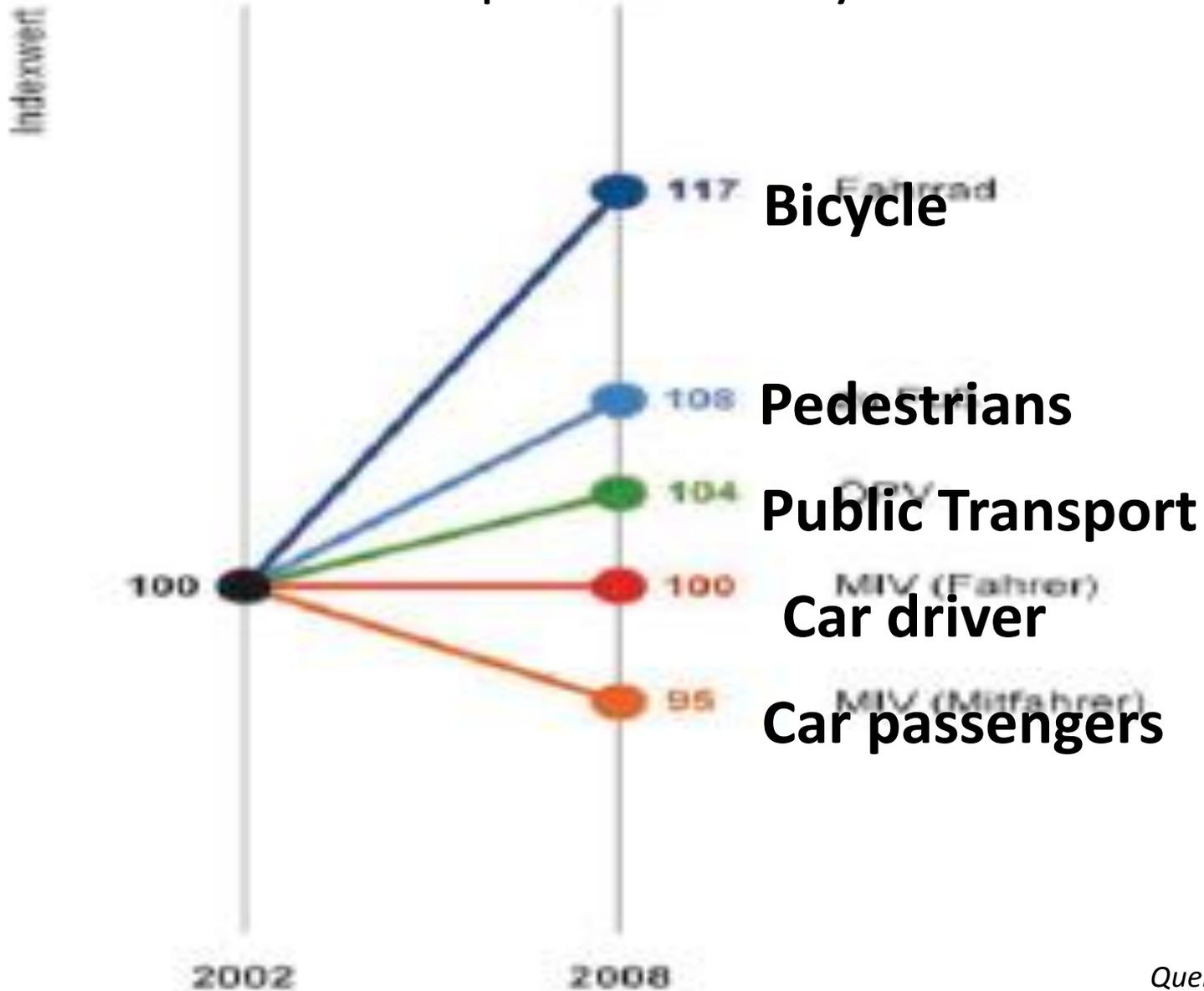


To Drive a Bicycle is Mainstream now

Some indicators for this:

- More and more people behave multi modal
- Mobility management (in the direction to reduce car use) is accepted as goal of the city policy
- Bicycle use as money saving municipal strategy
- Positive image of bicycle use – Independence, fun and mobility
- Bicycle use is effective for the reduction of green house gas emissions
- Bicycle use is used as an indicator for liveable Cities
- Car ownership get more unimportant
- 40% less car ownership in the age group 18-30 years within 10 years

Number of Trips in Germany 2002 - 2008



Development Process for the 2nd National Bicycle Transport Plan



The Contribution of Expert Levels

- . 5 Expert fora with 25 Experts → 46 Recommendations
 - . 2 Fora with decision makers and associations
 - . Federal/ State -Working Group Bicycle Transport,
 - . Advisory committee Bicycle Transport
- 
- The image shows a woman with blonde hair, wearing a blue sleeveless top, standing in front of a large display board. The board is covered with numerous colorful sticky notes (yellow, orange, red) and some printed documents. The board appears to be a 'Wall of Ideas' or a collaborative workspace. In the background, there are signs for 'Bundesministerium für Verkehr, Bau und Stadtentwicklung' and 'Leitungsstelle'. The setting seems to be a conference or a public consultation event.
- . Wall of ideas at the National Bicycle Transport Congress 2011
 - . 5. Municipal Bicycle Transport Conference 2011
 - . Expert knowledge: Rural area, infra structure, legal structure
 - . Expert workshop: Potential of bicycle transport
 - . Study: Financial requirements for the bicycle transport
- . Abstimmung mit Ressorts
 - . Länder- und Verbändeeteiligung

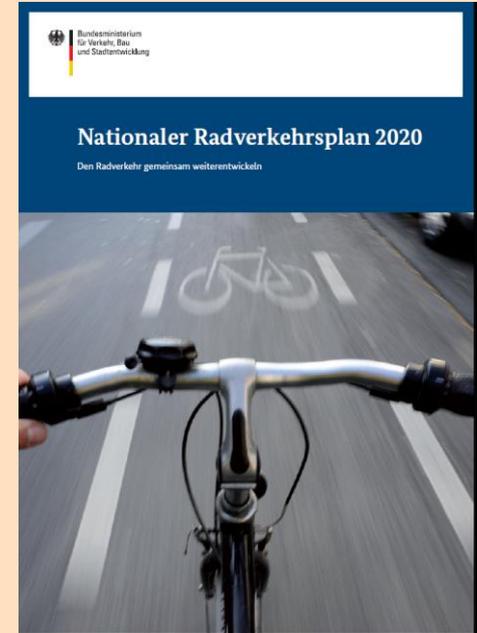
Character of the NRVP

- Strategy paper
 - No compendium
 - No financial resource paper
 - No action plan
 - No federal bicycle master plan
- concrete measures for levels and actors
- Valid for 8 years
- Basic assumption: Promotion of Bicycle transport is a common task („Develop the bicycle transport together“)!



Structure of 2. NRVP

- **A Basics**
 - Potentials, goals, start situation
- **B Action fields**
 - Start situations, action requirements,
 - Strategies for solutions/ measures
- **C Instruments**
 - Organisation, Financing, Monitoring
- **D Frame conditions**
 - Situations of the promotion of bicycle transport, Actors
- **E Perspectives**
 - Ausblick 2020/2050



Action Fields

Bicycle transport planning and concepts

1. Infrastructure
2. Traffic safety
3. Communication
4. Bicycle tourism
5. Elektro mobility
6. Link up with other transport
7. Mobility education
8. Create and ensure qualities



Goals

Improve the frame conditions for bicycle transport and use the potential

Potential Bicycle Transport 2020: 15 % modal split

. Urban: 11 % → 16 %; Rural: 8 % → 13 %

. **Promote bicycle transport as part of an integrated transport and mobility policy**

. **Implementation of the concept "Bicycle Transport as System"**

. **Increase the modal share of bicycle transport in all regions**



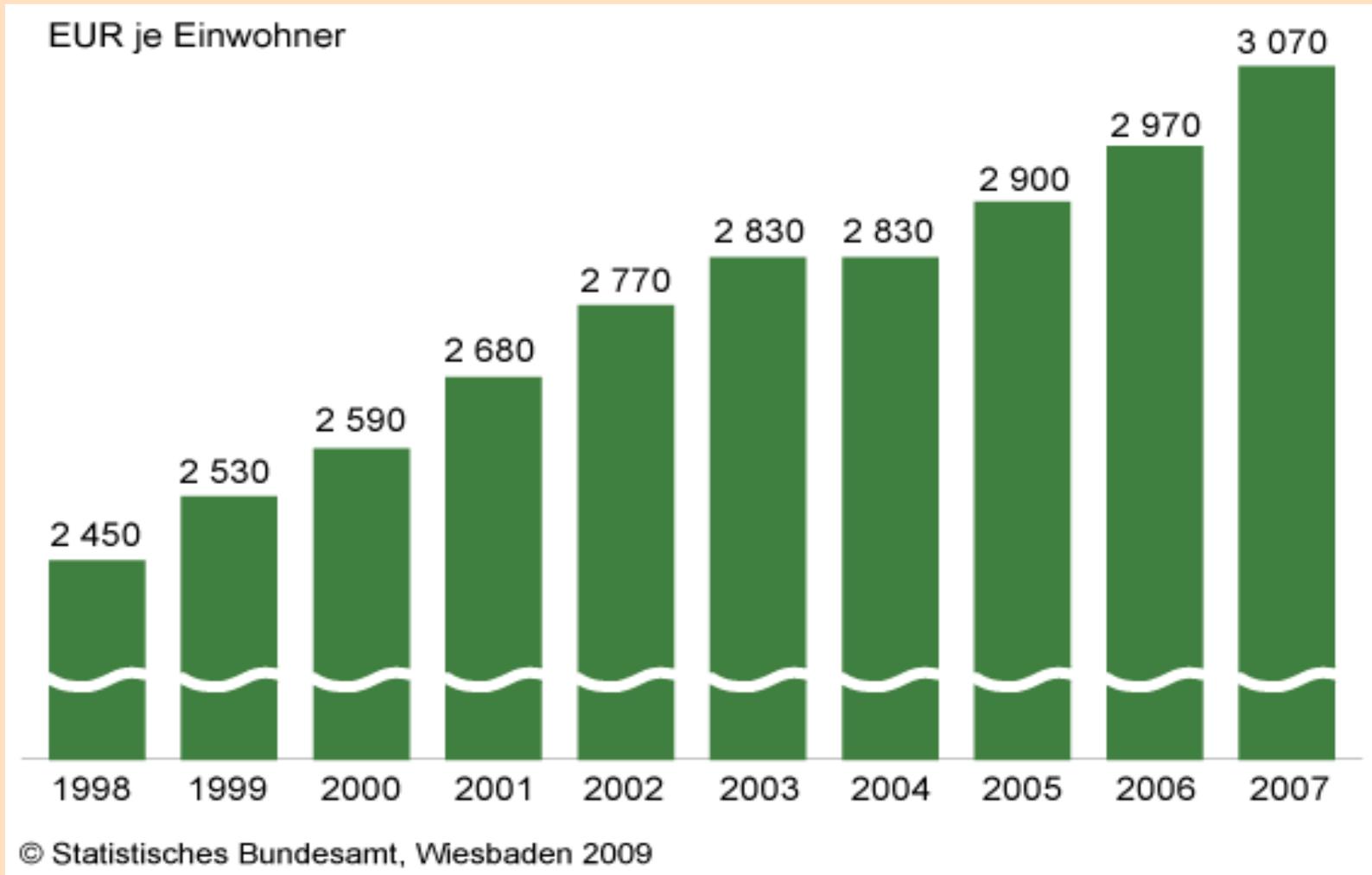
Conclusion

- The NRVP 2020 creates with new action fields and items new impulses for the promotion of bicycle transport.
- It delivers important possibilities for the argumentation for the
- Common practise in the states and the municipalities
- The implementation is a common task for all public levels and all actors of the society.
- The NRVP has to be brought to live.

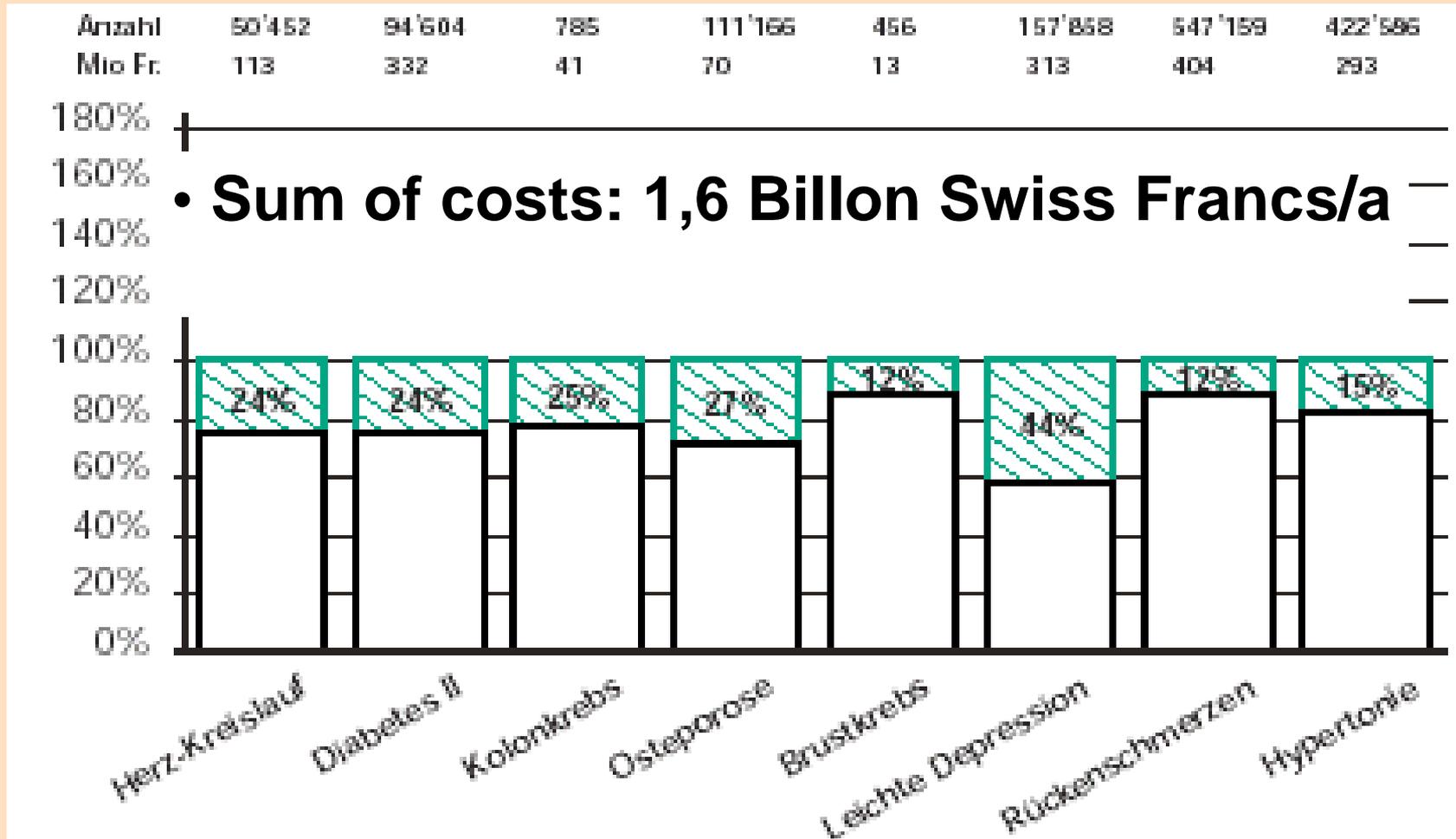


Health

Development of Health Cost



Lack of Exercise: Share on the Illnesses and Cost in Switzerland



Bicycle Riders have less Absences from Work

- Bicycle riders have up to 50% less illness related absences from work
- Average illness related per working person: 14,3 days (2007)
- Work cost in production sector: about 35 €/h
- 7 days less ill = about 2000 €

Cost Reduction in the Health Sector

- 30 min bicycle ride per or about 2100 km /a
- Reduces the risk for:
- Obesity by 50%
- High blood pressure by 30%
- Cardiovascular diseases by 50%
- Diabetes Type II by 50%

Fatter and Less Fit

INTERNATIONAL NEWS

FEBRUARY 11 2001

HERVE DONNEZAN



Revealed: why so many Americans are fat (it's not the food)

by JAMES LANGTON
in New York

THE mystery as to why Americans have become the fatter people on the planet has been uncovered by public health experts, who say that decades of uncontrolled suburban sprawl conceived around the motor car have left them unable to walk even if they wish to.

Such delicacies as the stuffed crust pizza and triple bacon cheeseburger have played their part, but the main culprit for the ever-expanding American waistline seems to be the way modern suburbs are built.

Researchers for the US Centres for Disease Control and Prevention are preparing to test the theory with a series of experiments to find out how far Americans actually walk. In Atlanta, Georgia, they plan to equip 800 people with satellite tracking devices to follow their daily routine step by step.

The drift to the suburbs has been one of the most significant trends in population movement in the last 50 years. It has been accompanied by a rise in vehicle ownership, so that many new homes come with a three-car garage as standard.

A tour of the suburban streets surrounding any American city shows why. In many areas, the pavement has been done away with entirely. Since the high street has been increasingly replaced by the shopping mall, even the simplest purchase now requires a drive of several miles.

According to Dr Tom Schmid, a director of the Centres' Division of Nutrition and Physical Activity: "Our world has got a lot easier to live in. We sit in cars,

the corner and we don't walk to the park."

Doctors and health experts have puzzled for some time as to just why so many Americans are so fat. At least one in five is defined as obese — more than 30 per cent above their ideal weight.

Yet over-eating does not seem to be the simple explanation. Most adults consume only around 100 calories a day more than they did 20 years ago, while the amount of fat in their diet has dropped from 42 per cent to 34 per cent.

The problem now seems to be a way of life so sedentary

◀ A mother said that when she took a walk to burn off a few pounds, neighbours stopped to ask if she needed help ▶

that it involves little more than a few steps between the home, driveway and office. In many areas it can be positively hazardous to walk. Few suburbs now have sidewalks so the pedestrian is forced on to the road. What is more, police and private security patrols view anyone moving around on a suburban estate without a car as someone who has either run out of petrol and in distress, or poor and up to no good.

One mother of three, Linda Koulakjian, complained to the *Washington Post* last

to take a walk to burn off a few pounds, several neighbours stopped their cars and asked if she needed help. Mrs Koulakjian admitted "Frankly I was embarrassed I didn't want to walk any more after that."

An investigation by the Georgia Institute of Technology into walking habits in Seattle found a direct correlation between physical activity and the year a house was built. Residents in streets built before 1940 walked or cycled at least three times every two days. Those in more modern houses used cars almost exclusively.

The Atlanta study, to begin in March, will look at 8,000 households in two districts one where the shops and houses are close together and the other in an outer suburb. One in 10 of those taking part will wear a tracking device so that researchers can monitor their activity.

What worries organisations such as the American Medical Association about America's bulging waistline is that children seem to be among the worst affected. The number of severely overweight children has doubled in the last 20 years.

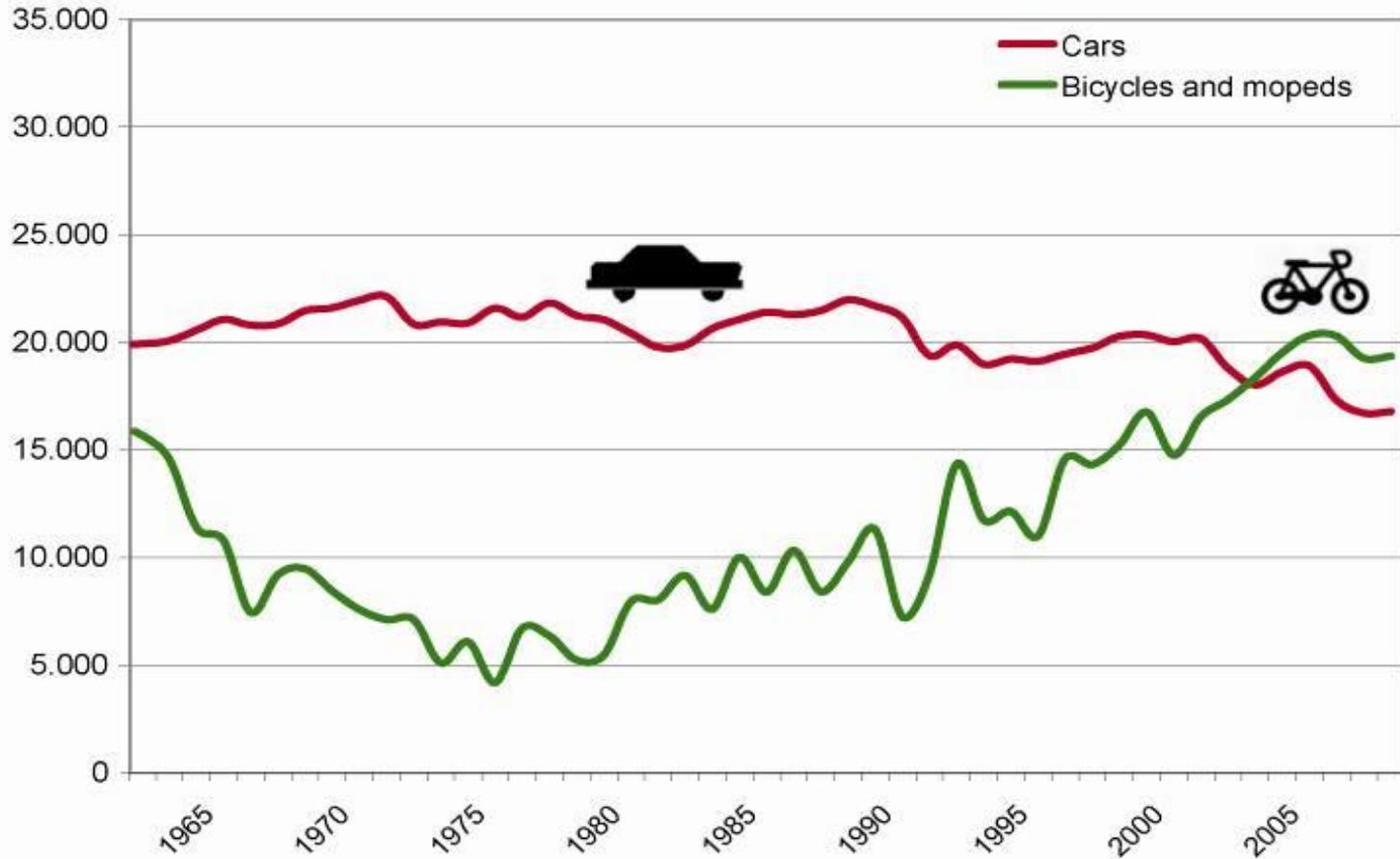
One of the best ways for children to exercise, by walking to school, has all but disappeared because over-protective parents fear that the child will be abducted by paedophiles or run over crossing the road.

The reality is that paedophiles murder only around 100 children each year in the United States. By contrast 1,772 children died and 316,000 were injured in car crashes in 1998, the latest year for which figures are

Decades of uncontrolled suburban sprawl conceived around the motor car have left them unable to walk even if they wish to.

Cycling - "Søsnittet" - morning peak, Copenhagen

Inner ring, peak hour towards center



axel.friedrich.berlin@gmail.com

I have a Dream: Copenhagen is everywhere!



Congestion in the Rushhour in Copenhagen Source: Fairkehr, April 2008

