



Zentrum
für integrierte
Verkehrssysteme

Executive summary

Impacts of cycle highways on sustainable community, urban and regional development

FuE - 70.0981/2020

Executive summary

Anschrift

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The Federal Ministry for Digital and Transport (BMDV) has commissioned ZIV - Zentrum für integrierte Verkehrssysteme GmbH from Darmstadt, Germany, to study the "Impacts of cycle highways on sustainable community, urban and regional development". The study was carried out from June 2021 until November 2022 (R&D 70.091/2020).

The object of the research project is a systematic review of the implementation status of cycle highways in Germany as well as an assessment of the traffic impact. For this purpose, 31 selected cycle highways were analyzed. In the selection process, an attempt was made to cover as many federal states as possible, projects in different planning phases, all spatial types, routing forms and connections covering commuter and leisure traffic. Separate profiles of the projects were prepared for each individual cycle highway.

Based on an explorative scenario, the traffic effects of cycle highways in Germany were determined. It has been found that the contribution of cycle highways to changing the modal split in favor of cycling are significant on a local scale.

A special focus of the study is the interaction with urban planning and development. Selected examples from Hamburg, Münster, Dortmund, Wuppertal and Munich show that cycling planning can make a valuable contribution to sustainable urban development as a part of the overall planning for development areas. Furthermore, projects from abroad were examined. Cycle highway planning in built-up areas is often discussed controversially due to the redistribution of traffic areas and therefore requires intensive public participation.

In more than 40 interviews with representatives of responsible authorities, numerous success factors, but also challenges, were identified. Advantages include the existing availability of transport areas for cycle highways and the smallest possible number of road administrations involved. Environmental conflicts can significantly delay cycle highway projects, even if solutions already exist.

The results of this study are documented in a research report. The accompanying guideline is aimed at administrations, responsible authorities, stakeholders in cycling and the interested public. It is intended as an aid and supplement for conceptual planning and public participation in this phase. However, it is based on the numerous interviews from the research project and therefore does not replace the existing regulations and recommendations of the Forschungsgesellschaft für Straßen und Verkehrswesen (FGSV) that must be applied to the planning of cycle highways.