A transnational session on cycling highways

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references to fast cycling routes

• main emphasis on bicycle concepts
• four running feasibility studies for fast cycling routes
• Currently in the middle of the process of searching a convenient route in the metropolitan area of Hamburg („Metropolregion“)
• Hamburg has a strong will to foster cycling, but it is also typical for big German cities
perceptions

- Opportunities or fears?
- Still quite unknown
- Chance for a better connection to Hamburg
- Get rid of some car traffic (350,000 per day)
- Contribution to climate policies
- Hope for a new opportunity to get to work ... since the alternatives are not really nice
- Fear of a new type of highway („Autobahn“), too...
- What is the best name?
the leading force

- the „Metropolregion Hamburg“ as a fusion of Hamburg and its surrounding cities and councils is in charge
- ...in general far too powerless to solve regional transportation problems
- but fast cycling routes are a small approach
planning approach

- the base is a network of cycling routes which is patchy but growing
- …in general is the cycling infrastructure still bad estimated around Hamburg
- starting to build a new layer, even on a higher quality standard
- the basic ideas are direct lines between Hamburg and the bigger urban settlements
- using existing infrastructure
- integrate the fast cycle routes „gently“ into the existing structures
- find out trade-offs with the current land use
technical standards

- German standard for the width is based on the idea of two plus two – 4 m
- financing guidelines refer to the fulfillment of the technical requirements (80 %)
- ...is that really necessary between the urban settlements
- 30 kph as possible velocity
- as few stops as possible (!)
main challenges / questions

• bring the car traffic down in the cities to create a sufficient standard for cyclists (though there is not much cycling yet)

• landuse in protected areas – strong discussions to come to compromises

• thinking big – is it allowed?
Vielen Dank
für Ihre Aufmerksamkeit!
Target groups and realization time

- it will take 10 – 15 years from the beginning of the planning process
- workers (considering their distance as appropriate...what is dynamically increasing)
- pupils
- leisure time cyclists
- all kinds of bycicles and more (how to cope with e-scooters?)
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