With Cycle Highways into the future of the mobility in the State of North Rhine-Westphalia

Ulrich Malburg
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1. Planning Competition for Cycle Superhighways
2. Cycle Superhighway „Radschnellweg Ruhr“ (RS1)
3. Change of the law
4. Future prospects
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1. Planning Competition for Cycle Superhighways
Superior Aims

✓ Promotion of the local mobility, especially the cycle-traffic
✓ Promotion of the everyday cycle-traffic on medium distances
✓ Encouragement for discussions within the municipalities about Cycle Superhighways
✓ Exemplary projects to other municipalities
✓ Promotion of municipality Co-operation

Precise Aims

✓ Five concepts on Cycle Superhighways in North Rhine-Westphalia, whose planning is possible by a promotion of the state of NRW
Criteria of the competition

- Length of at least 5 kilometres
- Privileging and grade separated steering at junctions as far as possible, priority through light-signal systems (synchronised traffic lights)
- Separation between Pedestrian and Bicycle-Traffic
- Small gradients
- Bicycle Sign Posting
- Lightning in cities (desirable also in the countryside)
- Regular street-cleaning and winter services
- Keeping free of obstacles
- Services (such as bicycle tire inflator, rest areas with bicycle parking facilities, rain shelters along the way, etc.)
Results of the competition

✓ 8 contributions with the participation of 33 communities from all over North Rhine-Westphalia

✓ route length from 8 to 45 kilometres

✓ urban and rural area

✓ estimated costs: from 300 k€ to 800 k€ per kilometre

✓ expected criteria largely fulfilled
Results of the Competition

Velo-City 2017
Arnhem-Nijmegen, June 13-16

RS2
Westmünsterland
Length: 45 km

Cycle Superhighway
Cologne-Frechen
Length: 8 km

Cycle Superhighway
City Region Aachen
Length: 30 km

RS3
Minden-Herford
Length: 36 km

Cycle Superhighway
Neuss, Düsseldorf, Langenfeld/Monheim
Length: 31 km
1. Planning Competition for Cycle Superhighways
2. Cycle Superhighway „Radschnellweg Ruhr“ (RS1)
RS1 – the fastest way through the ruhr area

- 101 kilometres
- 1.8 Million inhabitants in the near area
- 430,000 employees
- 150,000 students
- Connects 10 cities and 4 universities
Before

Picture: Drehscheibe online

Picture: AGFS
Afterwards

Pictures: RVR
Highline
Profit for the Ruhr Area

- 50,000 cars less per day
- costs: 184 million Euros
- benefit-costs-relationship: 4.8
- less car kilometres dayly: 400,000
- less carbon dioxide yearly: 16,600 tons
Runtime profit on several distances up to 50%

- Duisburg, Abzweigung Universität - Mülheim, Hauptbahnhof: derzeitige Verbindung 20 min, Verbindung mit Radschnellweg 41 min
- Essen, Bahnhof Kray - Gelsenkirchen, Rheinelbe - Bochum, Hauptbahnhof: derzeitige Verbindung 35 min, Verbindung mit Radschnellweg 70 min
- Unna, S-Bahnhof Königsborn - Bergkamen, Landwehrstraße: derzeitige Verbindung 26 min, Verbindung mit Radschnellweg 44 min

Quelle: Planersocietät, DTP, VIA, Orange Edge
some impressions

pictures: AGFS
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Change of the law

- Change of law in October 2016

- Cycle Superhighways between towns or regions become State-cycleways like State-roads

- Independent financing (planning, building, maintenance)

- Increase of the budget
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4. Future prospects
Seven Cycle Superhighways will be realised in the next five years in North Rhine-Westphalia

Total Length: 270 km

Costs: 350 million Euros

Network of Cycle Superhighways will be developed in North Rhine-Westphalia

The future of the mobility is essentially based on Cycle Superhighways
Cycle Superhighways in NRW

... ride, ride, ride ...

www.radschnellwege.nrw

Ministerkon für Bauw. Wohnen,
Stadtentwicklung und Verkehr
des Landes Nordrhein-Westfalen

Picture: AGFS
Thanks for your interest!

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