



## **A transnational session on cycling highways**

Velo-City June 2019, Dublin

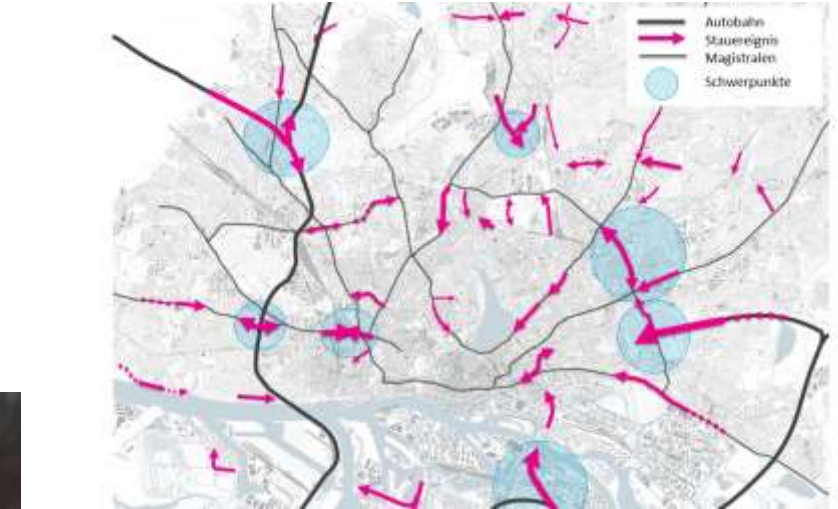
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- main emphasis on bicycle concepts
- four running feasibility studies for fast cycling routes
- Currently in the middle of the process of searching a convenient route in the metropolitan area of Hamburg („Metropolregion“)
- Hamburg has a strong will 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 „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

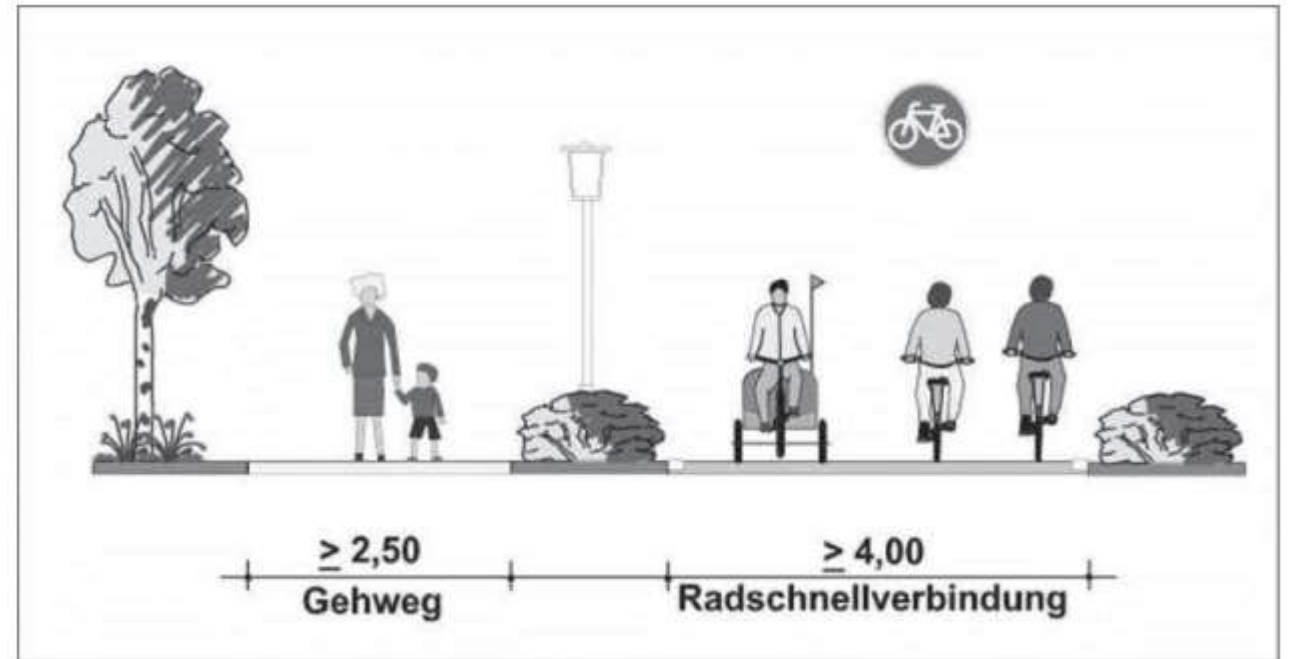
## planning approach

- 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 bicycles and more (how to cope with e-scooters?)



# Disclaimer

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