



Active Mobility: National Cycling Plan 2020 (NCP)¹



Picture: Pixabay

Facts & Figures

Organisation:

Ministry of Transport and Digital Infrastructure

Type of Initiative:

Ministry of Transport and Digital Infrastructure

Target groups:

Federal Government, Federal States and Local Authorities

Duration:

1st National Cycling Plan 2002-12
2nd National Cycling Plan 2013-20
3rd National Cycling Plan - under development ²

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Description of the Initiative

The NCP 2020 is the strategic policy document of the Federal Government for cycling and sets out guiding policy principles for the promotion of cycling. The objectives of the NCP are to make cycling more attractive and safer and to boost “ecomobility,” which comprises of local public transport, walking and cycling. The Plan promotes the role of cycling as part of an integrated transport and mobility policy. This also includes the linkage with important societal objectives, for instance climate change mitigation, environmental protection, urban development and health promotion.

The Federal Government will continue to promote cycling within its fields of responsibility. This includes the creation of infrastructure (e.g., the construction of cycling routes along federal highways), the evolution of the regulatory framework (e.g., the German Road Traffic Regulations) and funding non-capital and capital pilot projects and measures (setting an example of good practice).

A non-capital budget item totalling 5 million Euros is available for implementing the NCP. As of 2019, an additional capital budget item – totalling initially 20 million Euros – is to be used to promote urban model projects in particular.

The funding is to support measures that are innovative and transferable to other cities and regions.

In addition to NCP-funding, the Federal Government is increasing the investment in cycling infrastructure.

The Federal Ministry of Transport and Digital Infrastructure is promoting cycle superhighway projects by the federal states and local authorities by providing annual funding totalling 25 million Euros.

The NCP was developed based on a broad and transparent participatory process. From the beginning, a wide range of stakeholders from the federal states, local authorities, associations and academia were involved.

¹ https://www.bmvi.de/SharedDocs/EN/Documents/VerkehrUndMobilitaet/national-cycling-plan-2020.pdf?__blob=publicationFile

² <https://www.bmvi.de/SharedDocs/EN/Dossier/Cycling/cycling-in-germany-is-booming.html>



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Implementation of the initiative

The NCP uses nine action areas:

- Planning and developing a cycling strategy,
- Infrastructure,
- Road safety,
- Communications,
- Cycle tourism,
- Electric mobility,
- Linkages with other means of transport,
- Mobility and road safety education,
- Creating and safeguarding qualities.

The Plan also describes and recommends the specific steps that have to be taken by the Federal Government, federal states and local authorities, each within their own sphere of responsibility.

Lessons learned

To boost cycling, concerted efforts are necessary and promotion of cycling needs to be recognized as a communal responsibility of all tiers of government: the Federal Government, federal states and local authorities.

Also a broad-based societal support to boost cycling is needed from institutions, associations, clubs and members of the public.

Pilot projects which support cycling today and tomorrow serve as model for other regions.



Impact

So far, more than 230 projects were funded. Examples include:

- The Cycling Portal, Germany's largest internet platform for up-to-date information on cycling,
- The Cycling Academy, which provides education and training in the field of cycling,
- A wide range of pilot projects and monitoring studies, as there is the Cycling Monitor.

Facts and figures on cycling:

<https://www.bmvi.de/SharedDocs/DE/Anlage/G/mid-analysen-rad-fussverkehr.html>