

Gentle forms of mobility

On the road by bicycle in Murrhardt

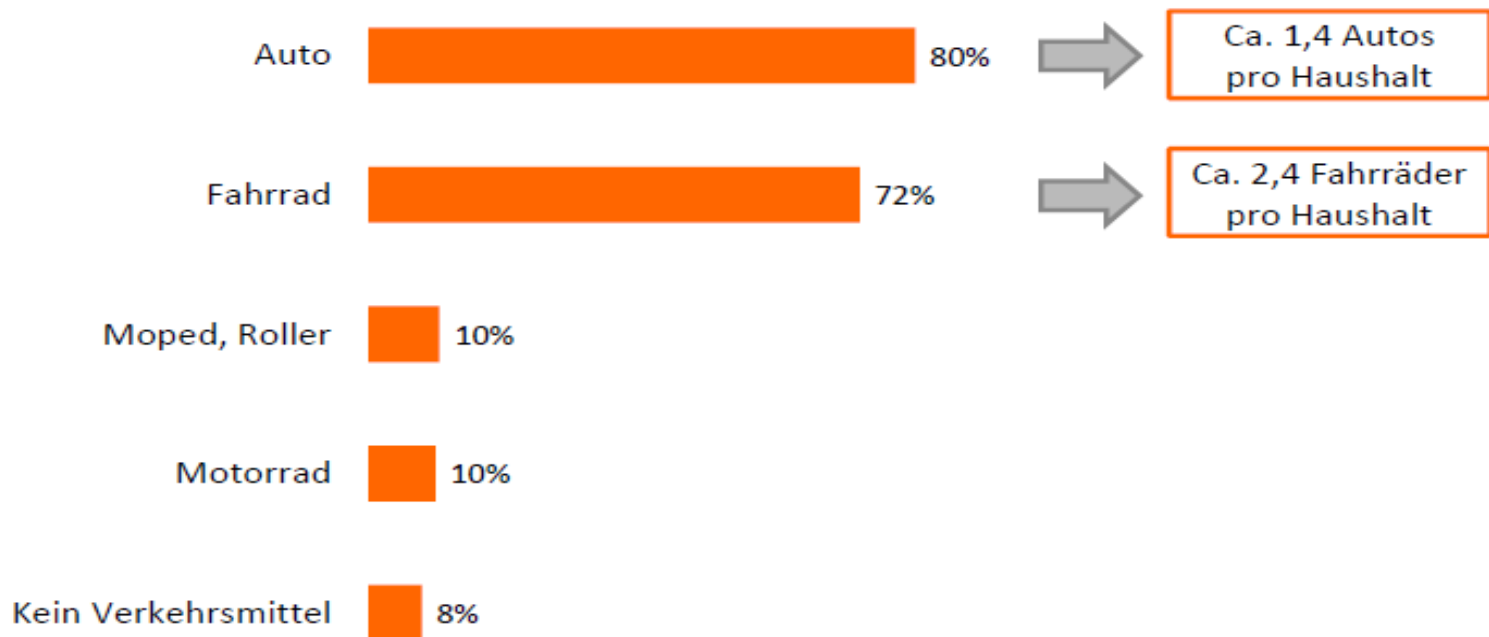


Bicycle use in Germany

- Almost three-quarters of Germans (72%) live in a household with a bicycle. Average 2.4 bicycles per household.
- The intensity of use of the car decreases with increasing size of town.
- The youngest age group (14-19 years) drives most commonly by bike, with age the use of the bicycle is falling back.
- with increasing town size public transport is more used; with age the use of public transport is falling back
- 57% of Germans use at least occasionally a bike (2011: 66%).
- When comparing the popularity of various transport ("very happy / happy") is the car with a 78% approval rating before the bike for leisure (57%).

means of transport in German households (2013)

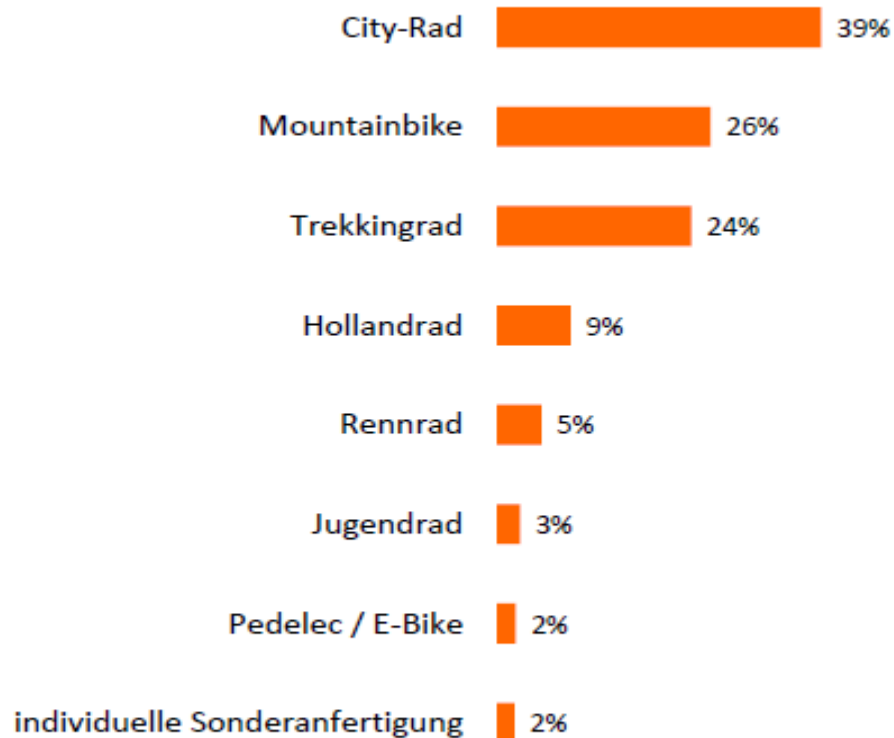
"Über welche Verkehrsmittel verfügt Ihr Haushalt? Wie viele Autos befinden sich in Ihrem Haushalt?
Wie viele Fahrräder befinden sich in Ihrem Haushalt?"



N= 2.046; alle Befragte

Used bicycle typs (2013)

"Welchen Typ von Fahrrad nutzen Sie persönlich?" (Mehrfachnennung möglich)

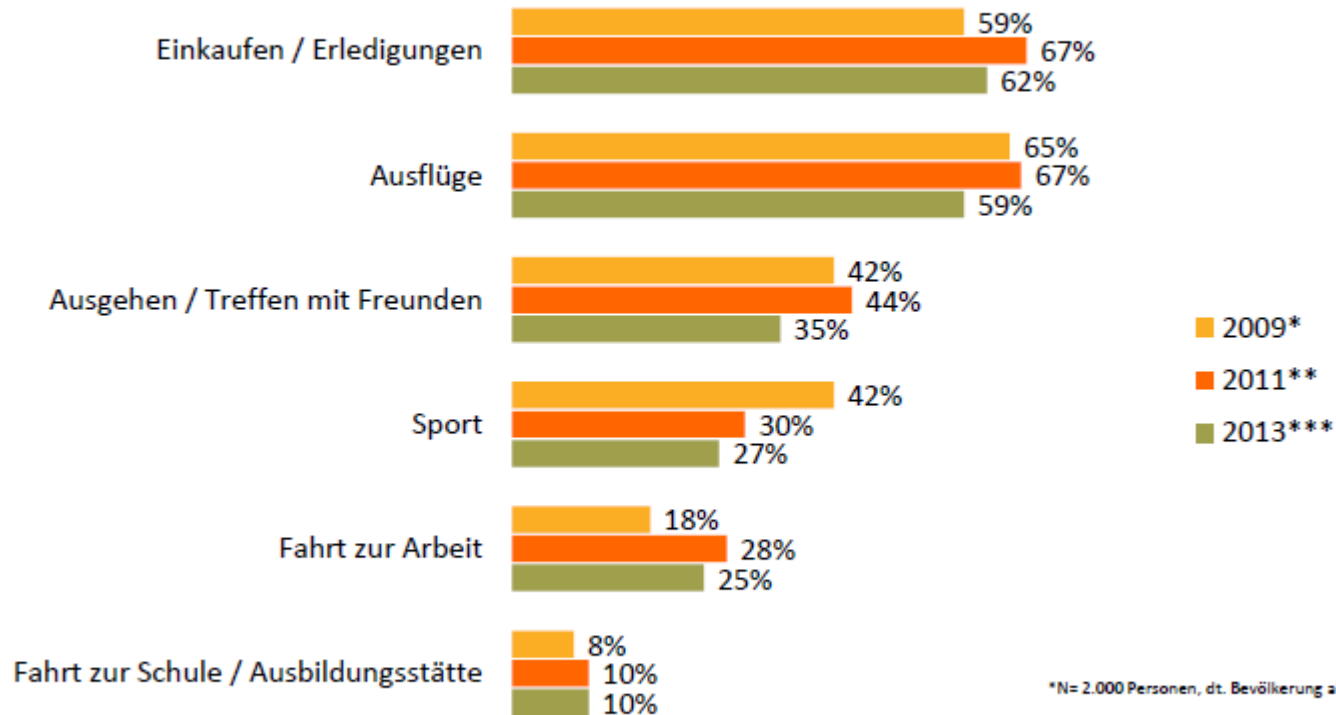


N= 1.666; Fahrradfahrer

60

Reasons for use of bicycles (2013)

"In welchem Zusammenhang benutzen Sie das Fahrrad?"



*N= 2.000 Personen, dt. Bevölkerung ab 14 Jahre

**N= 2.000 Personen, dt. Bevölkerung zwischen 14 -69 Jahre

***N= 2.046 Personen, dt. Bevölkerung zwischen 14 -69 Jahre

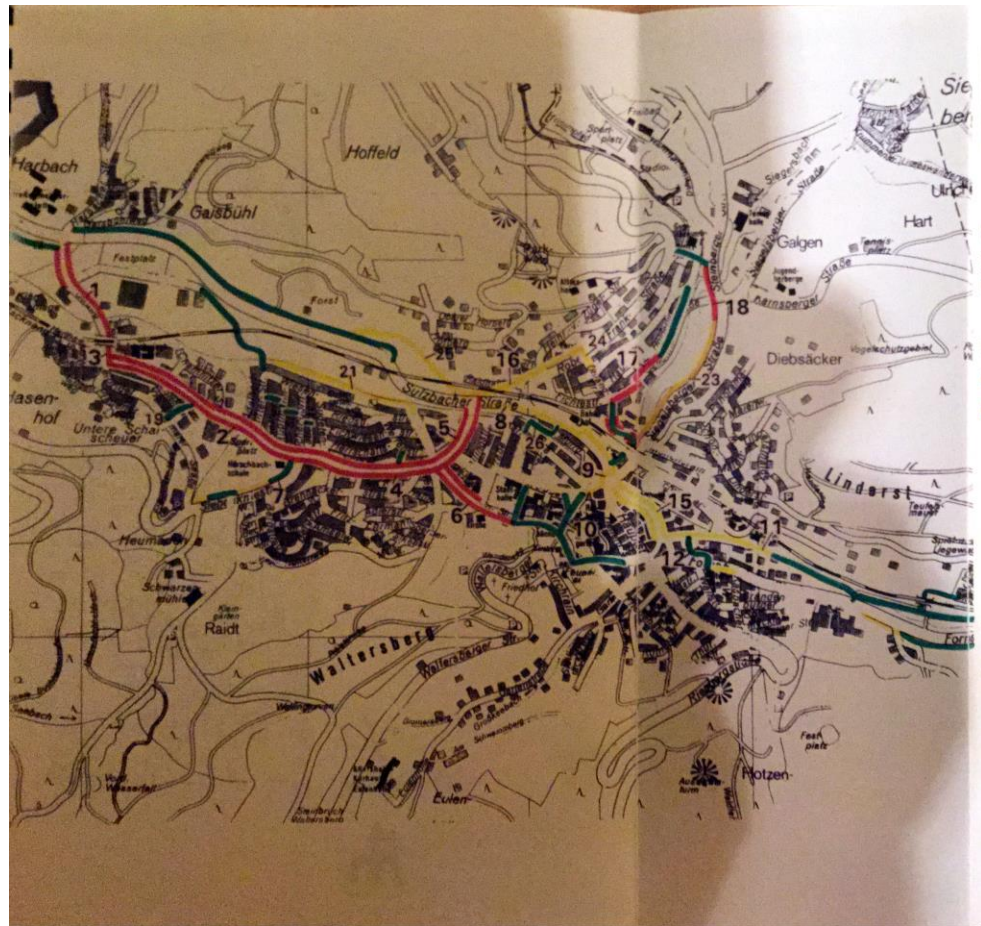
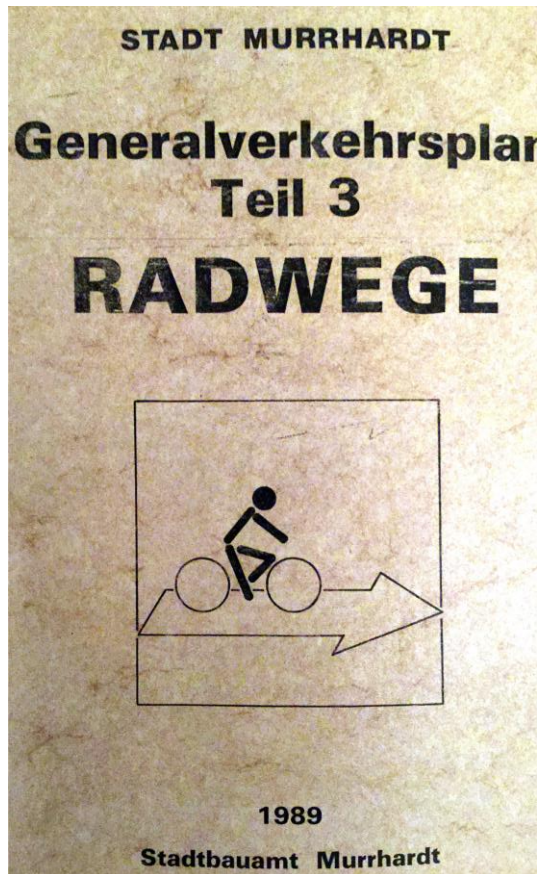
Use of bicycles as mean of transportation in Germany

- As mean of transport the bicycle is used of almost any third parties more than once a week 27% (2011: 33%), almost half uses it a few times a month (47%).
- Primarily the bike is used for shopping, errands and short trips.
- 35% of respondents ride a bike to work or training facility.
- 33 % combine bike ride with public transport – especially the age group 14-29 is doing this and people living in cities over 500,000 inhabitants.
- Nearly two-thirds of cyclists (68%) who did not ride my bike to work, find out how to get to be too much, about one-third of it takes too long (36%).
 - Distance mainly give cyclists from towns to 20,000 inhabitants as an impediment to.
 - For 13% who do not ride my bike to work, the lack of security is a argument; primarily because of too much traffic or lack of bicycle paths.
- Good bicycle parking spaces (52%) and better biking trails (50%) continue to show up as main incentives for those arriving by bike to work or to an apprenticeship.

Use of bicycles as mean of transportation in Germany

- Satisfaction with the parking situation is high on working and training centers and in private homes. At stations, however, is very low.
- Health reasons, the environmental and cost savings speak mainly for the bicycle as mean of transportation. Also fun, parking opportunity and flexibility.
- Time savings, flexibility, comfort and transportation are the main reasons for preference of car.
- Public transport stands for environmental friendliness, cost savings and eliminating parking problems.
- In the future Germans want to use especially the car (37%) and the bike (30%) as means of transportation.
- Especially those between 20 and 39 years (35%) say they want to use more cycling in the future.

General Transport Plan biking trails planning 1989 / 1991



Types of bicycle facilities

- cycling trails
- cycling trails along roads
- cycle lanes
- Use of low-traffic roads
- „Velo Routes“ (particularly attractive main connections)

Traffic signs cycle trails



Cycles only

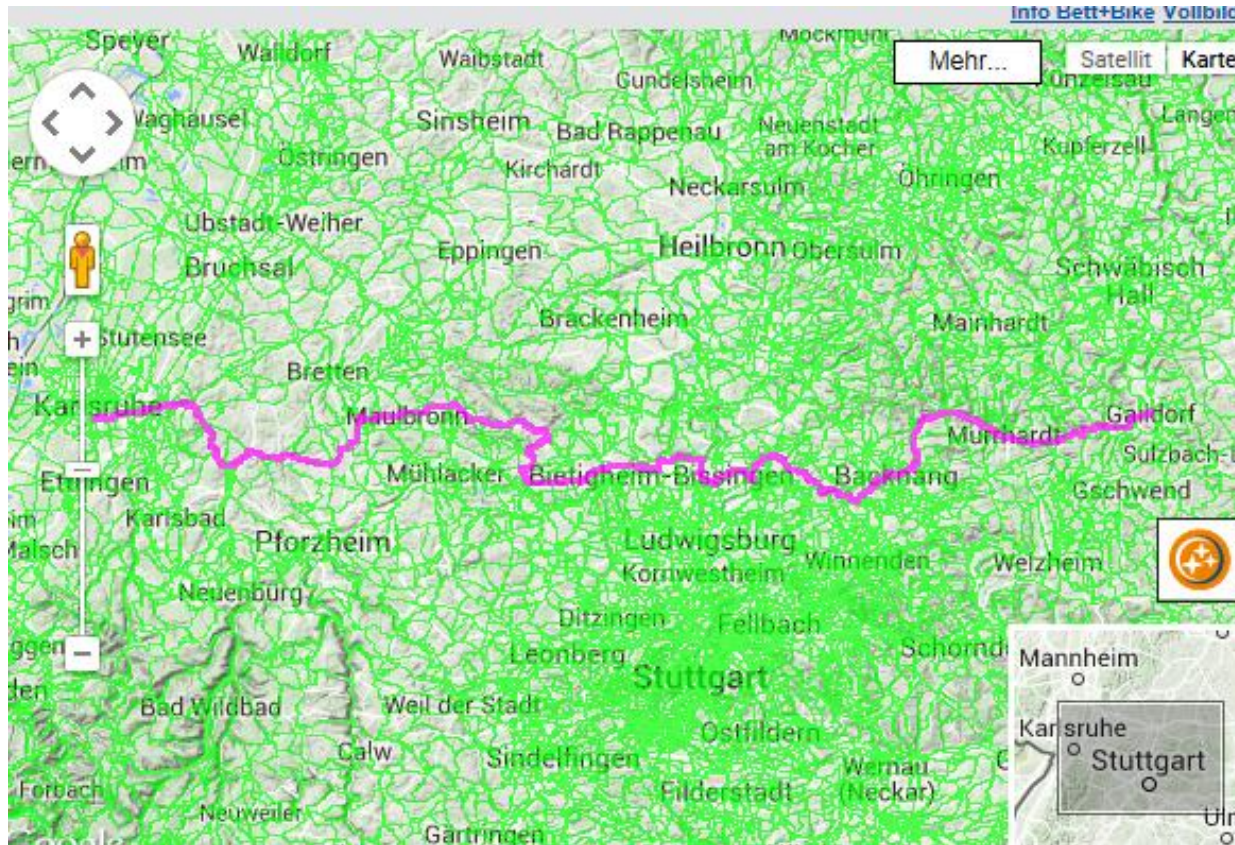


labeling or different color of the pathway
separately for cyclists and pedestrians



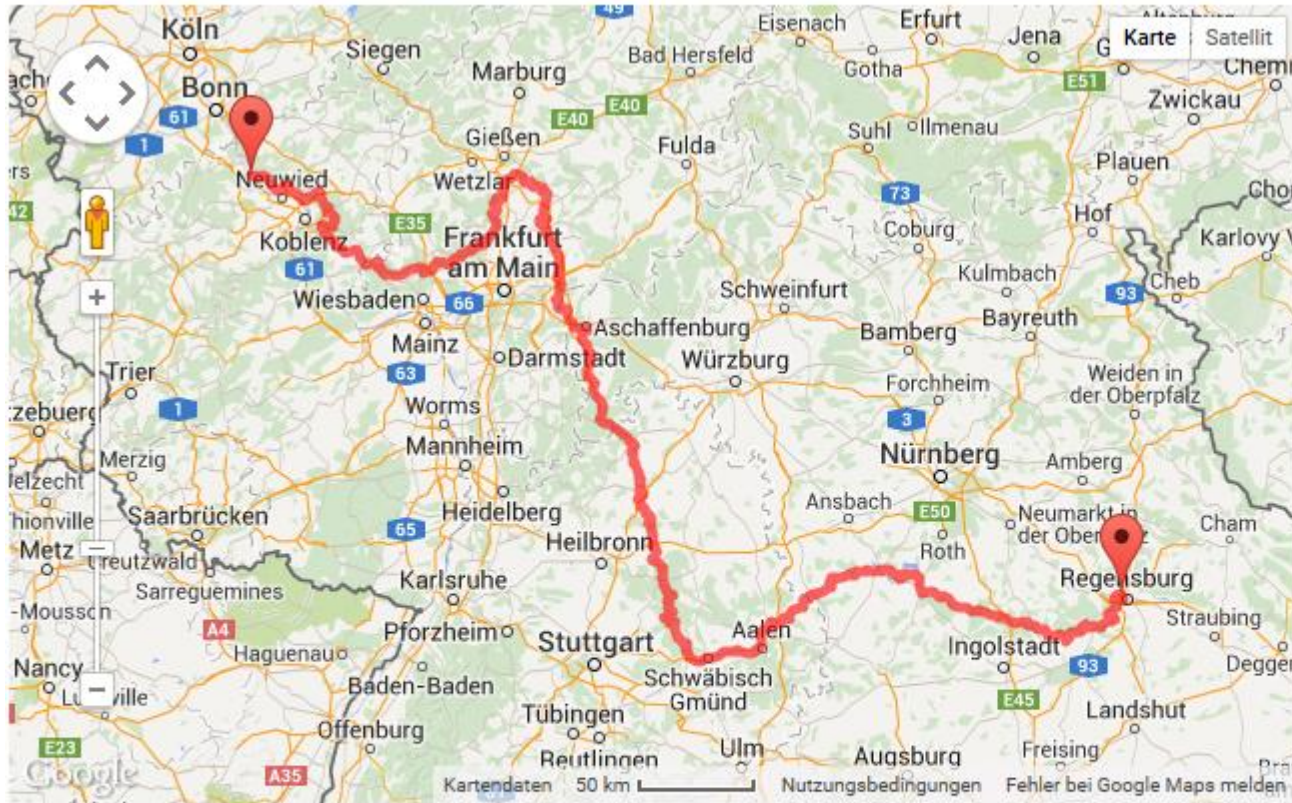
Special path for pedestrians and cyclists
- both equal

Long distance cycle track Stromberg – Murrtaal - Radweg



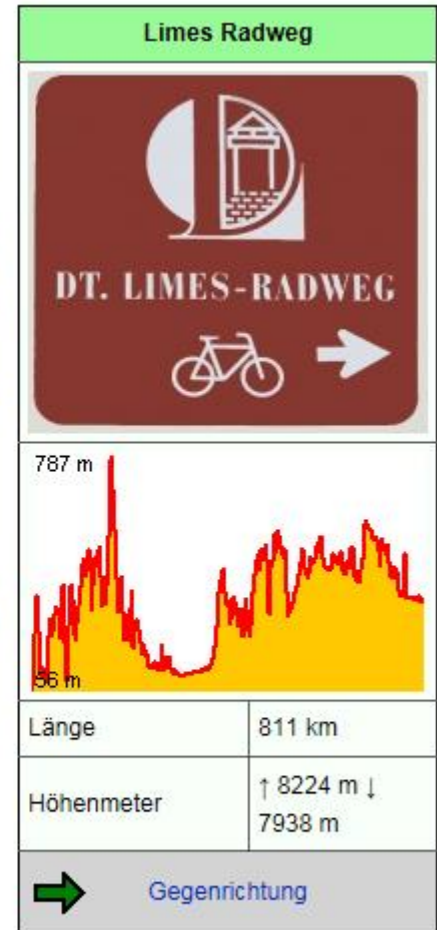
distance: 152 km

Long distance cycle track German Limesradweg



Die oben dargestellte Strecke ist vereinfacht und dient nur der ersten Orientierung. Der exakte Verlauf ist unter [GPS-Tracks](#) zu finden.

Der **Limes-Radweg** führt durch Rheinland-Pfalz, Hessen, Baden-Württemberg und Bayern und orientiert sich dabei am Limes-Verlauf, dem Grenzwall, der das Römische Reich von Germanien trennte.



River Murr valley cycle track

distance: 65 km

- 1. stage, Marbach to Backnang
- 2. stage, Backnang to Murrhardt
- 3. stage, Murrhardt to Gaildorf

Connecting with other cycle trails:

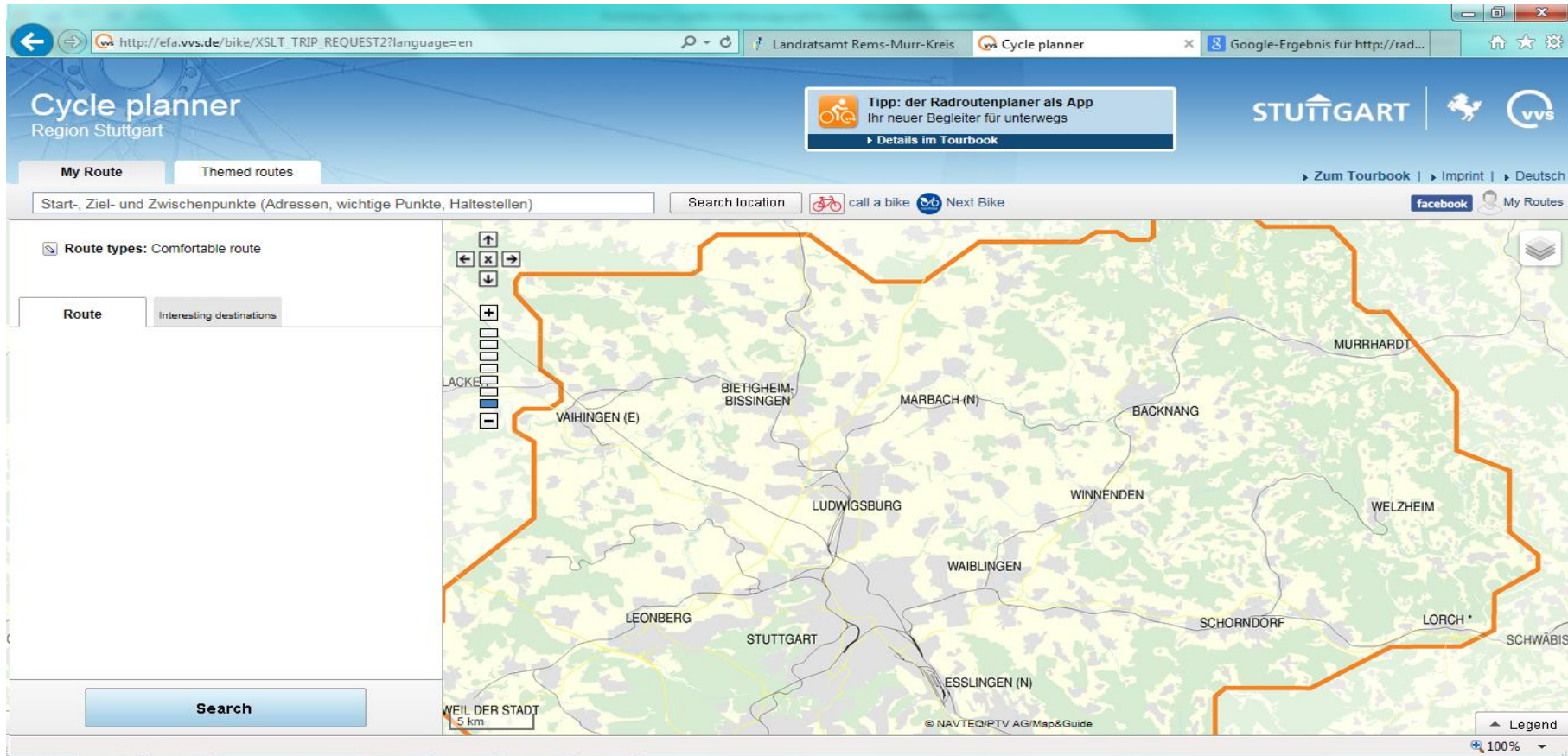
- Neckarradweg ab Marbach/N.
- Kocher-Jagst-Radweg (Gaildorf beim Alten Schloß)
- Fünf-Landkreise-Radtour (Anknüpfungspunkt Sulzbach/Murr, Bahnhof)
- Radweg Idyllische Straße (Anknüpfungspunkte: Sulzbach/Murr, Marktplatz; Murrhardt)
- Deutscher Limesradweg (Murrhardt)

Road sign cycle track in Murrhardt with distance

Additional signs
= scenic routes.

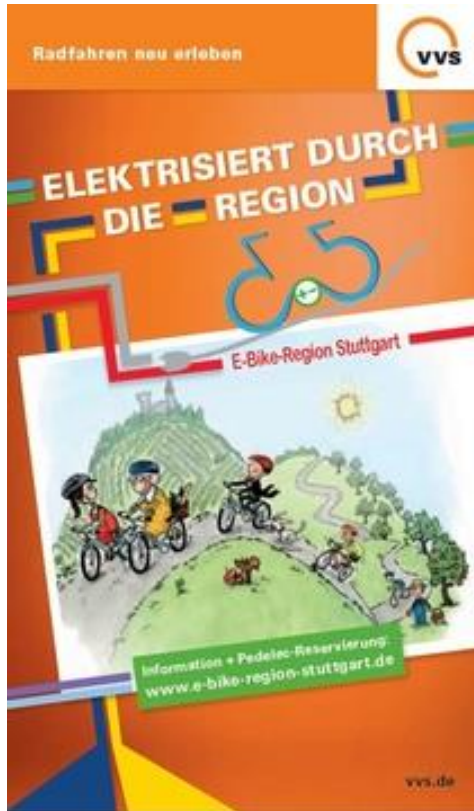


Radtourenplaner Region Stuttgart Online Cycle planner



Planning cycle tours online – also available for smartphones.

Promotion use of pedelecs



- Scenic pedelec routes
- Charging stations along the routes
- Rent a pedelec stations
- Rent a bicycle/ pedelec at Murrhardt station



Limes - bus with cycle transportation



Up to 25 bicycles fit
on the trailer.
Bicycle transport free
of charge.

May to October on Sundays and public holidays
Limesbus, leisure bus with bike transport
Financing: Murrhardt and 4 other towns, and the Rems-Murr- county

Bicycles on train



Bicycles on train are free in Stuttgart Metropolitan transport system.

Murrhardt station with the elevator to the train



Use of bicycles: big differences across Europe

When using your own bike, Europeans differ significantly:

Dutch use the bicycle almost always,

Germans use the bicycle almost for trips/excursions.

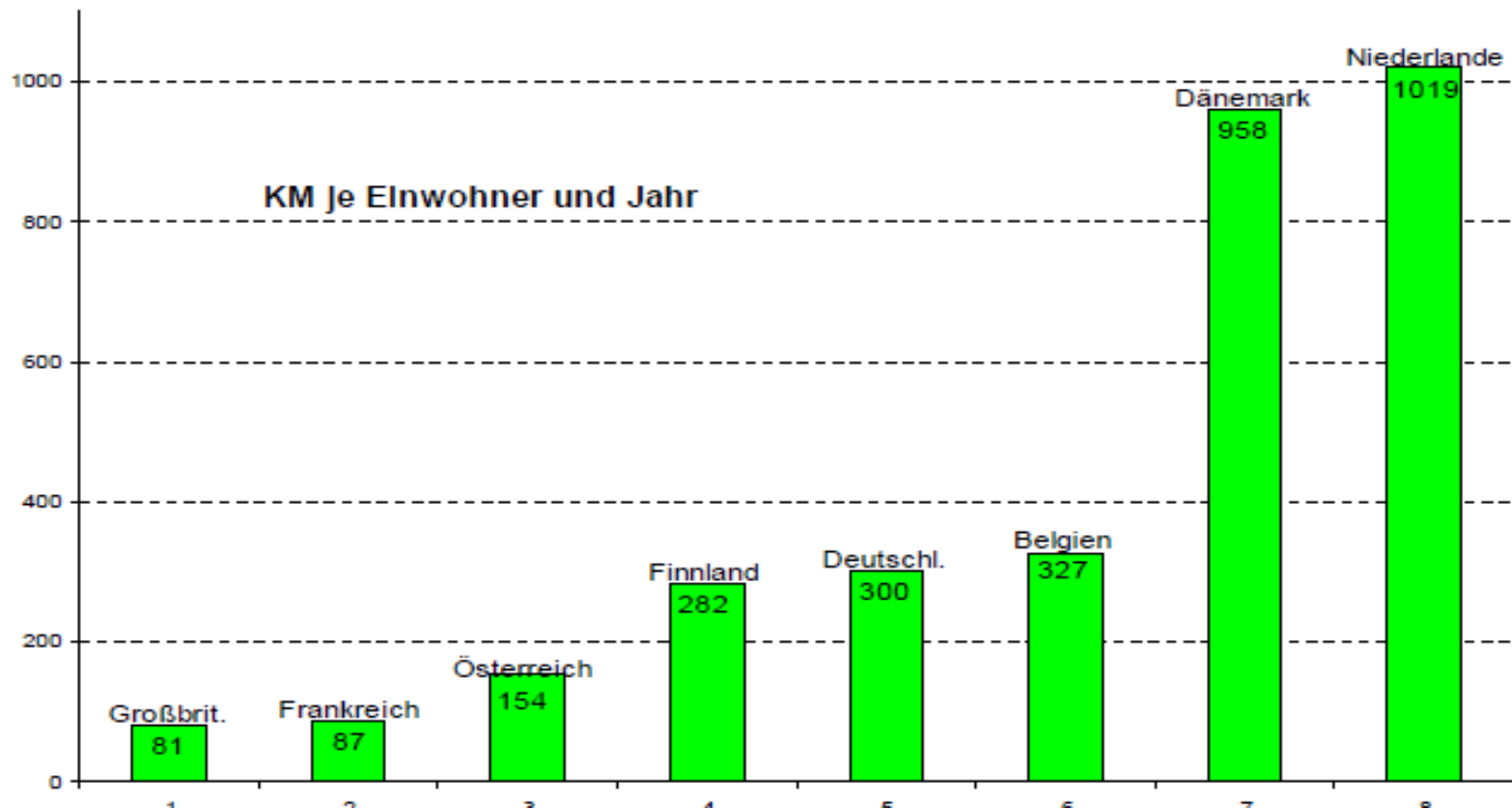
French and British do not use bicycles almost - except on holidays.

No statistics about the Polish bikers.

Study / Trendscores

Use of bicycles: big differences across Europe

Fahrradnutzung in Europa



Use of bicycles: big differences across Europe

Looking at intensity of bicycle use show up under German bicycle owners two great groups: 38 percent use it at least once a week, while 42 percent less often than monthly or never ride a bike. For the Netherlands, on the other hand, the stereotype confirmed as bicycle nation. 43 percent of Dutch bike owners are frequent travelers, they use their bike every day or almost every day. This is a top value in European comparison (Germany: 14 percent).

The French and British, the share of the (almost) daily use is only about 6 percent. Almost half of the British bike owner are using their bikes even not at all.

The results are based on a population-representative survey of 12,000-people in Germany, France, Great Britain, the Netherlands, Sweden and Switzerland.

Use of bicycles: big differences across Europe

The type of bicycle use differs widely across the countries. Many German bicycle owners use their bike for leisure activities, 55 percent and 36 percent for excursions on vacation. Other key events are use "daily activities" (50 percent) and "shopping" (46 percent).

Completely different motives are, however, for the Dutch and the Danes in the first place. In both countries dominated the everyday use, the most common usage occasions are "shopping", "errands (e.g. doctor, authorities)" or "ride to work." The British and the French, in turn, drive - if at all - preferably during their holidays and trips by bicycle. Here is much more free-time as a motif for using a bike in the foreground.

Parking facilities for bicycles



e.g. Murrhardt railway station



Parking facilities for bicycles



e.g. for employees of town hall.