

AGFS – four letters that stand for more bicycles and pedestrians

With friendly support:

Ministerium für Verkehr
des Landes Nordrhein-Westfalen

AGFS – four letters that stand for more bicycles and pedestrians

The AGFS (Association for Pedestrian and Bicycle-friendly Cities, Municipalities and Districts in North Rhine-Westphalia) is a network committed to future-oriented mobility in which local mobility, especially pedestrian and bicycle traffic, is the focus of a multimodal approach that integrates all means of transport. The 92 member municipalities (as at August 2021) are united in their wish to develop, plan and implement exemplary transport systems, service components and communication formats for this ideal. AGFS converges sound design and expertise in modern communication in rural areas and urban metropolises alike. An expertise from which the member local authorities benefit in their daily work, as do the partners and, of course, the people in the cities and municipalities.
www.agfs-nrw.de/velocity

Local mobility
The state government of North Rhine-Westphalia and AGFS see local mobility as the basic building block for efficient, healthy, climate- and resource-saving and, last but not least, affordable mobility for everyone. As 'basic mobility', it is fundamental for any type of locomotion in the public sphere and an indispensable prerequisite for a healthy and mobile life in a society for the future. It includes all non-motorised forms of close range transport, especially pedestrian and bicycle transport.

Exchange of expertise and experience
AGFS offers different work formats such as planning workshops and specialist conferences for continuing training, networking and professional exchange. Other AGFS formats include conferences, workshops, excursions, working groups, etc. This creates added value, both locally and in inter-municipal cooperation.

Produce centrally – use locally
Members have access to all print and promotional materials that AGFS develops centrally, therefore saving on cost. They can borrow action packs for public relations work, use customised citizen brochures or become part of AGFS-own campaigns, such as 'Love Needs Distance' and 'Plan Your City!'.

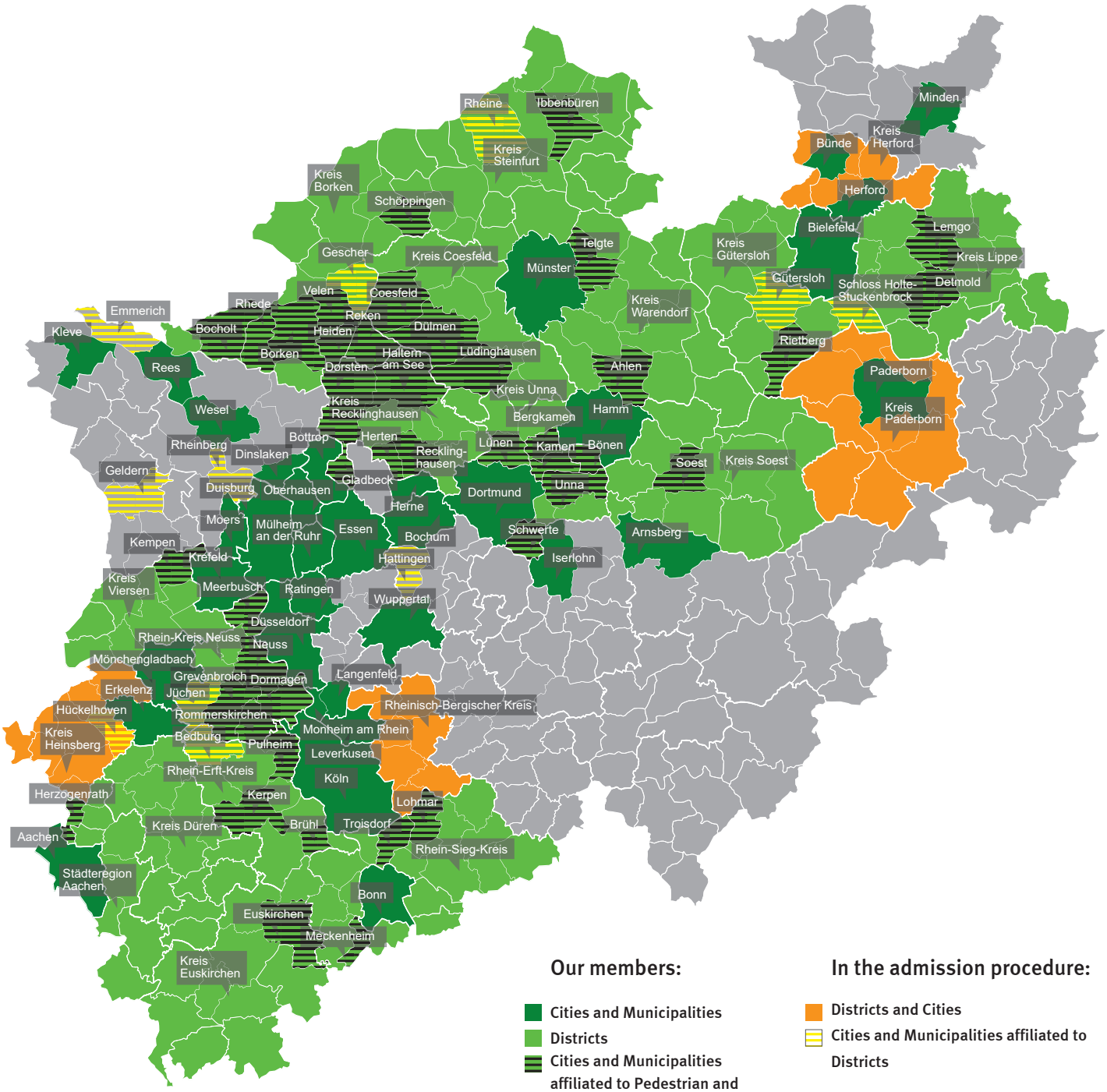
Advice and assistance
As a competence network, AGFS proactively supports its members with planning, design, service, research and communication in important questions of local mobility promotion.

Exclusive access to state funding
The state of North Rhine-Westphalia has exclusive funding available for AGFS members which can, for example, be requested for local public relations work and modal split surveys.

Link to key players
The most important task of the AGFS is to integrate municipalities with one another. It is also in direct contact with local political associations, key institutions and players in mobility, the bicycle industry and the health sector.

Federal state ambassador and advisor
At the state level, AGFS plays an important role as a moderator and main actor for the 'action plan of state government to promote local mobility', among other things. AGFS provides the technical basis for many inter-ministerial projects and is an active member in various working groups such as climate protection, district planning, health and motion-activated infrastructure.

The city as a space for living and moving around
"The city as a space for living and moving around" is the AGFS mission statement. A municipality that has achieved this target status offers its citizens public spaces that actively invite people to move, in which physical activity can take place unhindered, safely and with joy. AGFS holds the view that it is not enough to expand and optimise the existing system in order to make this guiding principle a reality. What is needed is a TRANSFORMATION of public urban and transport areas towards lively streets and squares that are based on the 'human scale'.



Our members:

- Cities and Municipalities
- Districts
- Cities and Municipalities affiliated to Pedestrian and Bicycle-friendly Districts

In the admission procedure:

- Districts and Cities
- Cities and Municipalities affiliated to Districts

Stand: August 2021

North Rhine-Westphalia – No. 1 for cycling in Germany

North Rhine-Westphalia is No. 1 for cycling in Germany. Promoting cycling has a long tradition. In the past three decades, approximately EUR 2 billion has been invested to construct around 10,000 kilometres of bicycle paths. The cycling network has been signposted with uniform signage since 2007, and North Rhine-Westphalia was the first federal state to have a comprehensive network. In January 2022 North Rhine-Westphalia will be the first German state to pass a bicycle and local mobility law.

The Ministry of Transport of the State of North Rhine-Westphalia is the main partner of AGFS. It supports the communal network financially as well as non-financially. The two institutions work together at promoting local mobility.

From popular initiative to law: the bicycle and local mobility law

The state government of North Rhine-Westphalia is the first state in Germany to have devised a bicycle and local mobility law (FaNaG NRW). It is set to enter into force in January 2022. The main aspects of the law are:

25% bicycle share

In the future, 25% of all traffic routes in North Rhine-Westphalia (modal split) will be made up of bicycles.

Wheel priority network

The law defines a bicycle priority network of state-wide connections. The bicycle priority network is being planned and built as a matter of priority. Cities, municipalities and districts should integrate their local and regional bicycle paths into the bicycle priority network.

Requirement plan for rapid transport link

A requirement plan is drawn up for the construction of rapid bicycle connections. This creates planning security for existing and future plans.

Networking the bicycle

North Rhine-Westphalia's bicycle and local mobility law has created the legal basis for promoting networked mobility. Funding is provided for bike stations, bike garages with charging options for e-bikes, mobile stations as a link between various means of transport including buses, trains and trams, e-scooters, on-demand shuttles and rental bikes. In this way, the opportunities offered by physical and digital networking are used as the bicycle becomes a central component of multimodal road chains, suitable for everyday use. In addition, the bicycle is being bolstered as an independent means of transport.

Equality in road transport

The FaNaG NRW will, for the first time, ensure that the bicycle is on an equal footing with all others means of transport. Local mobility is not just about cycling. The law provides for attractive and barrier-free pavements. In the future, traffic light settings will give pedestrians the same rights as cyclists and drivers.

Safety

The FaNaG NRW attaches great importance to transport safety. 'Vision Zero' – the endeavour to ensure that nobody is harmed in traffic – has become firmly anchored in the law. The support of the regional road safety organisation is now a statutory duty. In the next five years, all state-owned commercial vehicles from 3.5 tonnes and larger buses must be equipped with turning assistants.

Community support

FaNaG NRW strengthens advice to local authorities. The support of the Association for Pedestrian and Bicycle-friendly Cities, Municipalities and Districts in North Rhine-Westphalia (AGFS) and the future network mobility of North Rhine-Westphalia has been stipulated in the law.

Activities of the state of North Rhine-Westphalia

Local mobility support programme 2021

In 2021, the Ministry of Transport is funding 156 new projects for better pedestrian and bicycle traffic in North Rhine-Westphalia in the first part of the local mobility programme. A record total of EUR 50.3 million from the programme to promote local mobility is available for this purpose.

In addition to cycle paths, bicycle parking facilities and pavements, the state is also subsidising pedestrian crossings to make traffic safer, signposting, charging stations for Pedelecs, public relations and modal split surveys.

Bicycle fast lanes: from vision to implementation

North Rhine-Westphalia looks ahead: A network of bicycle fast lanes connecting inner-city destinations, the city with the surrounding area, city focal points with one other, home with work, and much more. The advantages of cycling speak for themselves: Not only does it ease the burden on the environment and on roads, it is the cheaper option, it promotes health and it is also fun! The Pedelec is a veritable alternative to the car for many people, even on longer journeys.

This is why North Rhine-Westphalia needs a well-developed, safe cycling network of excellent standard. The premium products for bicycle traffic are bicycle fast lanes with wide comfortable connections that significantly reduce travel times within and between cities. North Rhine-Westphalia is cycling in the lead and building seven large cycle fast lanes – and the first few kilometres are ready!

www.radschnellwege.nrw/en

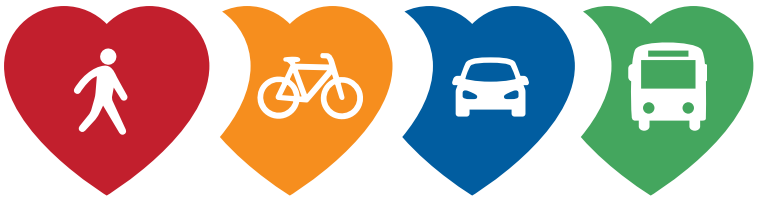
NRW cycling route planner – easy planning of cycling tours

With the NRW cycling route planner, the state has developed a free internet service that cyclists can use to plan their next tour with precise locations. The planner is based on maps covering a total of 29,000 kilometres of cycle paths across North Rhine-Westphalia. The planned route can be printed out or exported, for example, to be used on a GPS device. With the NRW cycling route planner app, users can access the service whilst on the move. Just like a navigation device, the mobile application will show its own position on the calculated route in the map view. The NRW cycling route planner has been online since August 2003 and is constantly being updated and refined.

www.radroutenplaner.nrw.de/

AGFS campaigns

The ‘Plan Your City!’ and ‘Love needs distance’ campaigns are the latest in the AGFS. They engage with current mobility issues and can be used by members in various ways.



LIEBE BRAUCHT ABSTAND

Road safety campaign: Love needs distance

The ‘Love needs distance’ traffic safety campaign addresses the often problematic distance behaviour between vehicles. Our goal is to educate road users about the risks involved in driving too close to others. Insufficient distance endangers other road users and ultimately places everyone at risk. The focus is on raising awareness of a safe distance and the resulting change in behaviour. ‘Love needs distance’ is a municipal road safety campaign aimed at all cities and municipalities that want to proactively identify and reduce the risk of accidents.

Action light – seeing and being seen

Lighting our path is only one function of our bicycle lights. The other function, which is usually the most important, is being visible to others. To illustrate this, the ‘Only a fool cycles without lights’ touring exhibition was developed. The campaign has been touring schools on 80 action days every year for over 10 years and has inspired around 4,500 students. They get to explore the most diverse aspects of lighting and reflective materials across four stations, and they can also try things out.



Professional campaign: Plan Your City!

For years, there has been a lack of qualified specialists in the planning and construction of transport projects in almost all NRW municipalities. The consequences are well-known: Construction work cannot be implemented or is delayed, funding is not requested, and planning concepts are put on hold. There is now a structurally reinforced shortage of skilled workers in municipal transport planning.

AGFS is running a cross-media campaign primarily aimed at the 'Smartphone Generation'. It promotes the traffic planning study programme among school children. In the short term, AGFS expects to arouse more interest in the study programme and, in the long term, more trained transport planners for the member municipalities. The core of the campaign is the online **www.plane-deine-stadt.de** portal. A succinct description of the study programme and information on a career in transport planning can be found there. The portal shows the tasks and prospects of the profession and offers experience reports and interviews with lecturers, students and practicing transport planners from the municipalities.





Legal notice

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IGS
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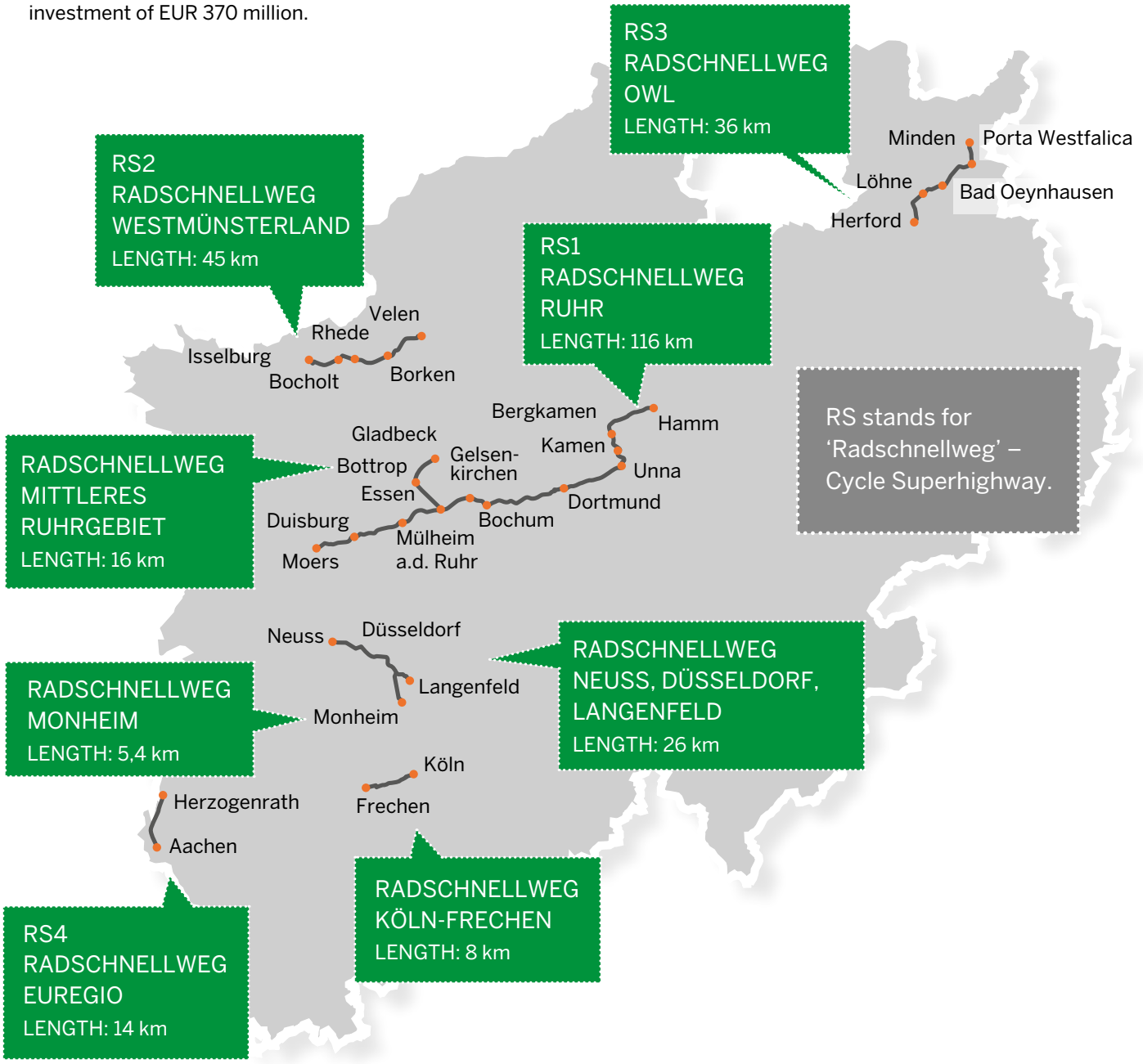


Cycle Superhighways in North Rhine - Westphalia

Radschnellwege NRW

Implementation of Cycle Superhighways

Thanks to the involvement of the state of North Rhine - Westphalia, seven Cycle Superhighways are now currently in planning, under construction, or are already open to traffic. The seven projects will together realise a total length of more than 250 km within a combined investment of EUR 370 million.



Contact partner

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Additional information about Cycle Superhighways can be found at
https://www.radschnellwege.nrw/en

The benefits of cycling

Cycling relieves burdens on roads and the environment and is economical, healthy, and fun!
For many people, pedelec bicycles offer a real alternative to cars over longer distances. That is why we are working hard towards the goal of building a well-established and safe cycling network in North Rhine - Westphalia that meets the highest standards.

What are Cycle Superhighways?

Cycle Superhighways are the highest category of cycle routes. They are made up of cycle paths, cycle lanes, and bicycle streets that are particularly wide and easy to use. They help to direct, pool, and speed up cycle traffic from cities and their surrounding areas. Cyclists arrive at their destination as quickly, easily, and safely as possible if there are no detours, curves, or major disruptions due to crossings and junctions.

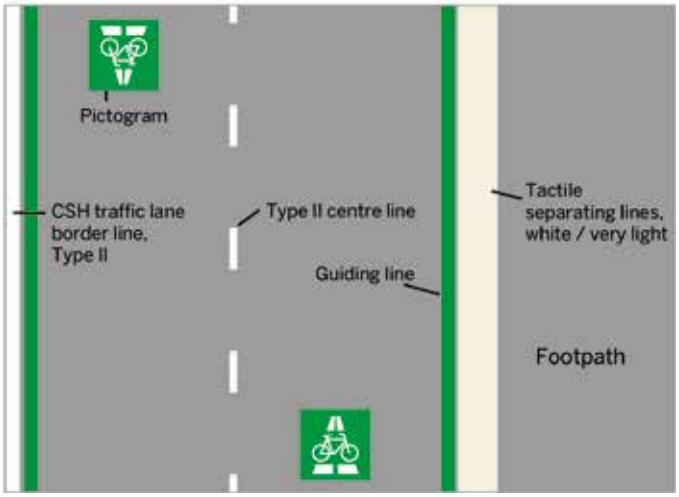
Quality criteria for Cycle Superhighways

The aim is to get more people on their bicycle.
This would mean handling a significant volume of cycle traffic (≥ 2,000 cyclists/day) with short travel times.
The following quality criteria will ensure that this is possible:

- Cycle Superhighways should enable high cruising speeds. The time lost from stopping and waiting is minimised, which means that an average cruising speed of at least 20 km/h should be attainable.
- The width of the Cycle Superhighway must ensure that cyclists have space to travel in opposite directions and still have room to spare to be overtaken by a third cyclist.
- Bicycle traffic and pedestrians are separated by accompanying footpaths. This guarantees unimpeded cycling and improves road safety.
- With regards to operational and winter maintenance, the same standards apply as on state roads. The Cycle Superhighways will follow direct routes where possible, without detours, and distanced well apart from automobile traffic.
- Quick and easy progress will be facilitated thanks to a surface made of asphalt or, in justified exceptions, unbevelled paving.
- Signposting follows the guidelines for bicycle traffic signposts in North Rhine - Westphalia.
- Cycle Superhighways are illuminated along their entire length in urban areas, and at certain points in rural areas.
- Coherent design elements mean the route is easily recognisable.

Markings on Cycle Superhighways

- Cycle Superhighways are marked with driving lane border lines in both directions, insofar as no verges are in place. The markings will feature increased night visibility in wet weather (Type II marking) in the form of a thin white line (0.12 m wide).
- The centre lines will be the same, only with a line-gap ratio of 1:2. Bicycle streets will not be marked with centre lines.
- Cycle Superhighways will be marked along their entire length in both directions with a green guiding line in order to clearly display the route.
- Pictograms will be marked on approaches and immediately after junctions. They will also be applied along the length of the route for cycle lanes.
- It must be possible to feel the tactile separating lines using a white cane, and they must stand in visual contrast to the surroundings.



Example picture of markings on Cycle Superhighways

As shown in the example picture, the border line may appear adjacent to a white / very light tactile separating line.

Forms of guidance on Cycle Superhighways

Two-way cycle path, independent guidance



≥ 2,50 m **Footpath** | 0,30 m **TSL** | 0,12 m **GL** | 0,12 m **CL** | ≥ 4,00 m **CSH** | 0,12 m **GL** | 0,12 m **TLB**

Two-way cycle path, adjacent to road



≥ 2,50 m **Footpath** | 0,30 m **TSL** | 0,12 m **GL** | 0,12 m **CL** | ≥ 4,00 m **CSH** | 0,12 m **GL** | 0,12 m **TLB** | ≥ 0,75 m **SSL** | **Driving lane** | **Footpath**

One-way cycle path, adjacent to road



≥ 2,50 m **Footpath** | 0,30 m **TSL** | 0,12 m **GL** | ≥ 3,00 m **CSH** | 0,12 m **GL** | ≥ 0,75 m **SSL** | **Driving lane** | ≥ 0,75 m **SSL** | 0,12 m **GL** | ≥ 3,00 m **RSW** | 0,12 m **GL** | 0,30 m **TSL** | ≥ 2,50 m **Footpath**

One-way cycle lane



Bicycle street



Abbreviations in the pictures

G	=	guiding line
TLB	=	traffic lane border
CL	=	centre line
CSH	=	Cycle Superhighway
SSL	=	separating safety lines
TSL	=	tactile separating lines



Masthead

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