

Die Verbesserung des ruhenden Radverkehrs in den Quartieren der Stadt Solingen

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Abstract

In the last years in the course of mobility change and climate protection bicycle traffic has become increasingly significant. Many municipalities are therefore aiming to actively facilitate bicycle traffic and increase its part of the modal split. One aspect that often gets neglected is the expansion of high quality parking facilities for bicycles in a private environment. This deficit also shows itself in Solingen. The aim of this paper is the development of a concept that provides solutions to the issue with bicycle spaces in Solingen on the basis of scientific conclusions.

For this purpose, studies were analysed that looked at the development of cycling traffic, factors about impact and perception of parking facilities as well as various parking systems. In addition Interviews with bicycle traffic planners and interest groups were conducted to include their perspectives. To identify the obstacles in the city of Solingen an expert from the city administration was interviewed and an online survey was conducted. The findings were summarised within the framework of the concept and checked for their feasibility and compliance with city's objectives.

The evaluation of the studies show that the willingness to use a bike has increased in the last years. This goes hand in hand with increasing demand for high quality parking facilities. Those parking facilities are also an important factor for attracting potential cyclists. The key aspects of a high quality parking facility are safety and security, weather protection and easy accessibility. The effectiveness of a parking facility depends on the subjective perception and the user satisfaction. These factors can be influenced by the design of the facility. The respective weighting of the three key aspects varies depending on the individual requirements of the user groups and the type of usage. It is therefore crucial to integrate those who are affected into the planning process at an early stage. Parking facilities that fulfill these aspects create incentives that encourage and an adapted mobility behavior and consolidate it in the long term.

The interviews clarify the significance of parking facilities for the usage of bicycles and the perception of the infrastructure. The parking areas for bicycles in a private environment is considered an essential component of the mobility transition and requires a focused development.

The measures and findings derived from the research and the interviews were applied to the identified deficits in Solingen. The survey showed that areas with a medium to high settlement density and apartment buildings in particular have the largest deficits in their parking situation.

The final concept contains measures and recommendations that take the city's obstacles and relevant research findings into account. A final review of the concept by an expert from the city of Solingen revealed that the concept is target-oriented and feasible for the city.