Implementation of Cycle Superhighways

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

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 this goal of building a well-maintained 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 cycle 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.

• 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.
• Cycle Superhighways will follow direct routes where possible, without detours, and distanced well apart from automobile traffic.
• Bicycle traffic and pedestrians are separated by one-way cycle paths, adjacent to road
• 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.
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Abbreviations in the pictures

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

Forms of guidance on Cycle Superhighways

Markings on Cycle Superhighways

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.