



# German Partnership for Sustainable Mobility

*Sustainable Mobility – Made in Germany*

[WWW.GERMAN-SUSTAINABLE-MOBILITY.DE](http://WWW.GERMAN-SUSTAINABLE-MOBILITY.DE)



# Discover Bonn by Sustainable Transport

THE SUSTAINABLE URBAN TRANSPORT GUIDE GERMANY

## The German Partnership for Sustainable Mobility (GPSM)

The German Partnership for Sustainable Mobility (GPSM) serves as a guide for sustainable mobility and green logistics solutions from Germany. As a platform for exchanging knowledge, expertise and experiences, GPSM supports the transformation towards sustainability worldwide. It serves as a network of information from academia, businesses, civil society and associations.

The GPSM supports the implementation of sustainable mobility and green logistics solutions in a comprehensive manner. In cooperation with various stakeholders from economic, scientific and societal backgrounds, the broad range of possible concepts, measures and technologies in the transport sector can be explored and prepared for implementation.

The GPSM is a reliable and inspiring network that offers access to expert knowledge, as well as networking formats. It is comprised of more than 168 reputable stakeholders in Germany.

The GPSM is part of Germany's aspiration to be a trailblazer in progressive climate policy, and in follow-up to the Rio+20 process, to lead other international forums on sustainable development as well as in European integration.

Integrity and respect are core principles of our partnership values and mission. The transferability of concepts and ideas hinges upon respecting local and regional diversity, skillsets and experiences, as well as acknowledging their unique constraints.

→ [www.german-sustainable-mobility.de](http://www.german-sustainable-mobility.de)

# Discover Bonn by Sustainable Transport

This guide to urban mobility in Bonn leads you from the main train station to the city center on foot, along the Rhine by bicycle and to Bad Godesberg, and nearby destinations – Siebengebirge and Cologne – by public transport.

Along the way, you will be able to experience different modes of transport, and learn about local efforts to promote sustainable mobility and mitigate climate change.

The guide includes additional information on other issues related to transport and climate, including international initiatives such as the carbonn® Climate Registry and the Transformative Urban Mobility Initiative.

## ABOUT THE AUTHORS:

### Ulrich Kindermann

Ulrich Kindermann is a geographer working for the Sustainable Mobility team at Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ) in Bonn, Germany. He also works for the Transformative Urban Mobility Initiative (TUMI) and the German Partnership for Sustainable Mobility (GPSM). After working as an integrated expert on mitigation of climate change in the Ministry of Environment and Natural Resources Protection of Georgia from 2013 to 2015, he joined the Sustainable Mobility Team of GIZ, focusing on linkages between urban mobility and climate change.

### Ronja Schütz

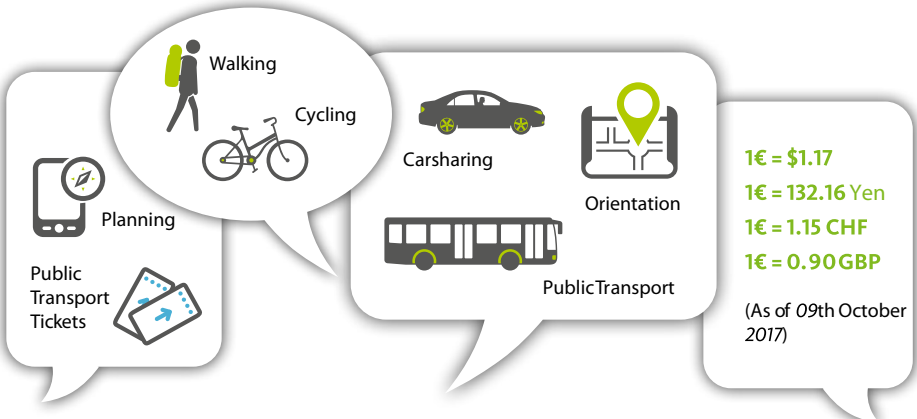
Ronja Schütz studied geography in Nurnberg, where she also worked temporarily for the City Hall. She joined the Sustainable Mobility team of GIZ in 2017 to support the preparation of the “Discover Bonn – by Sustainable Transport” guidebook and has contributed research and documentation for this publication.

### Paula Ruppert

Paula Ruppert studied Urbanism and Urban Systems in Weimar and Essen. After an exchange year in Mexico City and visits to other cities like Alexandria, Cairo and Havana, she started her internship in the sector project Sustainable Mobility in September 2017. Prior to the UN Climate Change Conference she put the finishing touches in both text and layout of this guide.

### Acknowledgements

We would like to express our gratitude to Marlies Koch and Regina Jansen (City of Bonn, cycling team), Susanne Nolden (City of Bonn), Ingeborg Hermesdorf (Bonn Information Office), Georg Bechthold and Dietmar Kopitzky (SWB), Ulrich Jünger (Bonn Region and Congress), and many others for contributing input to this publication. We further express our thanks to Daniel Moser, Kristina Kebeck and Armin Wagner of GIZ for reviewing the document and providing invaluable feedback.



<b>Bonn, a City on the Rhine</b>	<b>9</b>
<b>How to use this guide</b>	<b>12</b>
<b>Introduction: Mobility in Bonn</b>	<b>15</b>
Public transport in Bonn	16
Walking and Cycling	18
Private motor transport and carsharing	20
<b>Mitigation of Climate Change in Bonn</b>	<b>21</b>
<b>Tour 1 – A walk through the city center</b>	<b>24</b>
<b>Tour 2 – Cycling towards the city center and back along the Rhine</b>	<b>32</b>
<b>Tour 3 – To Bad Godesberg by public transport</b>	<b>50</b>
<b>Nearby destinations: Siebengebirge and Cologne</b>	<b>56</b>
<b>Further Information on Mobility in Bonn</b>	<b>58</b>
<b>References</b>	<b>62</b>
Friends of the German Partnership for Sustainable Mobility	64
Photo Credits and Disclaimer	66

**Dear visitors,**

It is my pleasure to warmly welcome you to our beautiful city on the Rhine!

In little more than two decades, Bonn has grown into a true powerhouse of sustainability. Our UN Campus is a visible symbol of this fantastic development. It lies embedded in a network of actors comprising federal ministries, intergovernmental organizations and international non-governmental organizations, scientific institutions and businesses. In line with the motto of the United Nations in Bonn – “Shaping a Sustainable Future” – they all join forces in a unique culture of creativity and cooperation.

It is here where the world community gathers for conferences addressing the key challenges of the future, such as during the upcoming 23rd UN Climate Conference in November 2017. Furthermore, Bonn plays an active role in sustainable cities networks and makes a point of involving its citizens in numerous initiatives addressing the business community and society at large.

“Discover Bonn – by Sustainable Transport” shall brief you on sustainable mobility options and on some climate-friendly excursions. Enjoy the beautiful panorama while cycling alongside the Rhine. Or pay a visit to the birthplace of Bonn’s greatest son, Ludwig van Beethoven, whose 250th birthday we will celebrate with an entire festival year in 2020.

As a tourist, you will have plenty of time to explore Bonn and its surroundings. As a conference guest, you may still enjoy some precious hours while discovering our rich history, culture and nature in and around Bonn.

On this occasion, I would like to express my particular gratitude to the German Partnership for Sustainable Mobility (GPSM) for offering this little booklet facilitating your climate-friendly way to and around Bonn.



**Ashok Sridharan**  
Mayor of the City of Bonn  
First Vice President of  
ICLEI - Local Governments for Sustainability

**Dear visitors,**

To address the challenges our world is facing – in particular climate change, poverty and inequality – we urgently need to increase our ambitions in the transport sector. A transformation in the transport sector (“Verkehrswende” in German) will be crucial to mitigate climate change, as the transport sector is accounting for 28% of energy-related emissions.

Without sustainable mobility concepts that include public transport as well as non-motorized transport, cities will collapse under the burden of traffic jams, polluted air and noise. If cities make the shift now, and take into account the needs of poor and wealthy alike, they will not only reduce energy consumption, but also offer their residents safe, affordable and reliable access to markets, job opportunities, education, and health services.

For this reason, the German Federal Ministry for Economic Cooperation and Development (BMZ) supports cities and governments throughout the world in promoting sustainable mobility solutions, for example through the Transformative Urban Mobility Initiative (TUMI), and the German Partnership for Sustainable Mobility (GPSM), a platform fostering the exchange of information, solutions and technical know-how on sustainable mobility.

The “Discover Bonn – by Sustainable Transport” guide, developed especially for the COP 23 Climate summit in Bonn in November 2017, combines practical information for visitors with specific examples and information on sustainable mobility in Bonn.

I hope that this guide will help you to discover exciting new mobility solutions in Bonn and I wish you a pleasant stay and a successful conference.



**Dr. Tania H. Rödiger-Vorwerk**  
Deputy Director General  
Federal Ministry for Economic Cooperation and Development





# Bonn, a City on the Rhine

**Bonn extends a warm welcome to its visitors, inviting everyone to experience the city's unique blend of culture, history and joie de vivre.**

The center of Bonn is rich in history, with the impressive Bonn Minster, one of the city's landmarks, and the grand baroque buildings that are a perfect depiction of the times of the prince-electors. Attractions such as the exceptionally diverse range of museums located along the city's Museum Mile and the birthplace of the world-famous composer Ludwig van Beethoven strengthen Bonn's reputation as a cultural city of significance. The evocative buildings of the former parliamentary and government quarter are a clear reminder of the city's time as the capital of Germany.

Bonn is a place where recreation and learning go hand in hand, as can be experienced with a visit to the Poppelsdorfer Palace gardens, home to one of the oldest botanical gardens in Germany.

Nestled in a beautiful setting where the cityscape blends with the natural landscape, Bonn is the gateway to the romantic Rhine valley. This makes it the ideal starting point for a daytrip down the river on one of the popular cruise boats operated by the "White Fleet" line.

Bonn's calendar of major annual events such as the "Rhine in Flames" fireworks display, the Museum Mile Festival, the "Pützchens Markt" funfair, the Beethoven festival, the flea market in the Rheinaue, and the huge Christmas market on the Münsterplatz make the city one of the Rhine valley's most appealing destinations, for visitors and travel companies alike.

**For more information on the history of Bonn and many activities you can do here, see:**

→ [www.bonn.de/index.html?lang=en](http://www.bonn.de/index.html?lang=en)



**DEMOGRAPHICS**

Population:	324 670 inhabitants (as of January 2017)
Surface and extension:	141.1 km <sup>2</sup> ; E-W 12.5km, N-S 15 km <sup>1</sup>
Density:	2,300 inhabitants per km <sup>2</sup>
Car ownership:	4563 cars /10,000 inhabitants (2016)

**TRANSPORT SERVICES**

Transport association:	SWB in a partnership with VRS
Sustainable transport features:	<ul style="list-style-type: none"> <li>• Long term cycling strategy</li> <li>• Piloting E-Buses</li> <li>• Upcycling of tram vehicles</li> <li>• Low-emission Zone</li> <li>• Ambitious municipal GHG reduction target</li> </ul>

Public transport systems:



**MODAL SPLIT**

	Bonn (2008) <sup>2</sup>	Germany (city average, 2008)	Germany (city average, 2013) <sup>3</sup>
Private motor vehicle:	46	40	41
Public transport:	14	20	17
Cycling:	12	13	12
Walking:	29	27	30

<sup>1</sup> Stadt Bonn (2017): Bonn in Zahlen. Available at: [http://www.bonn.de/rat\\_verwaltung\\_buergerdienste/aktuelles/-bonn\\_in\\_zahlen/index.html](http://www.bonn.de/rat_verwaltung_buergerdienste/aktuelles/-bonn_in_zahlen/index.html) (27.09.2017)

<sup>2</sup> Verkehrsentwicklungsplan Bonn – Schlussbericht 01.04.2011 (S. 47)

<sup>3</sup> Figures taken from: TU Dresden, Mobilität in Städten – System repräsentativer Verkehrsbefragungen (SrV) 2013

## General Tourist Information

**Bonn-Information** promotes Bonn all over the world as a travel destination and helps visitors find their way around the city. You can access information about Bonn at [→ www.bonn.de](https://www.bonn.de) in 4 different languages. It is the perfect place to get inspiration and orientation to all that Bonn has to offer. Here, visitors can learn about current events, exhibitions, sightseeing tours and book tickets directly. The **Bonn-Information** office can be reached at +49228 77 50 00, where more information on the complete spectrum of tourist services in Bonn is available. Multilingual staff are happy to help visitors plan a wonderful stay.

Indispensable for visitors to Bonn: **Tourismus- und Congress GmbH** issues the official tourist ticket, the **Bonn Regio Welcome Card**. This card not only includes free travel on all means

of public transport, but also gives a 10 to 50 per cent discount for more than 52 different tourist attractions and free admissions to museums. The Bonn Regio Welcome Card comes with a helpful guide, including an overview of discounts, a map of Bonn and a plan of the public transport system (Rhine-Sieg transportation network). The card is available for the tariff zones Bonn (area of the city of Bonn), Bonn Plus (enlarged region of Bonn) and VRS (enlarged Rhein-Sieg transportation network) for a period of 24 hours, available for individuals and families (includes two adults and up to 3 children between 6 and 17 of age). The ticket can be bought at Bonn-Information Office, public transport ticket machines operated by the SWB, in many hotels and directly through the Tourismus- und Congress GmbH reached at +49228 910410.

### Tourist Information CenterAddress:

Bonn-Information  
Windeckstraße 1 / am Münsterplatz  
53111 Bonn  
Telephone: +49 228 - 77 50 00  
Fax: +49 228 - 77 50 77  
bonninformation@bonn.de

### Opening hours:

Monday to Friday	10 am - 6pm
Saturday	10 am - 4pm
Sunday and public holidays	10 am - 2pm

There is a **travel app** covering the area around Bonn, which is available for both android and iOS. For the download links, see the chapter “Further Information on Mobility in Bonn” at the end of this guide.

For further information on the Bonn Regio Welcome Card and other offers of the Tourismus- und Congress GmbH, see [→ http://www.bonn-region.de/en/](http://www.bonn-region.de/en/)

# How to use this guide

**This travel guide shows how to discover the city using sustainable modes of transport – by foot, bicycle and public transport. There are three recommended tours in this guide:**

- **Tour 1** lets you discover the city center and several main tourist attractions on a walking tour.
- **Tour 2** will show you Bonn by bike. You will pass the main university building and cycle along the Rhine River.
- **Tour 3** will take you to Bad Godesberg in the south of Bonn by public transport and walking.

All tours start at Bonn Central station and should take about 2 hours. For conference guests visiting Bonn, we also point out how to get back to the World Conference Center Bonn (WCCB) from public transport stops along the tours.

As a bonus, we have included information on how to reach two nearby tourist destinations, the Siebengebirge nature park – the oldest protected area in Germany – and Cologne. If you need more information on what to discover in Bonn and its surroundings, consider going to the Tourist Information Center (see previous page and Tour 1).

We will also be introducing a number of national and international organisations along the way. To learn more about their work, you will find the links to their webpages below the corresponding text.

## ARRIVING IN BONN

Bonn is easily accessible by long distance travel. The closest international airport is Köln/Bonn, which serves both cities Cologne and Bonn. From there you can use busses to reach Bonn main station. Germany's largest airport in Frankfurt/Main is also relatively close. From there the long distance train takes about 1:30 h, usually with one change at Siegburg. At Siegburg you can take line 66 which takes you directly to the World Conference Center (stop: Heussallee / wccb).

**For further information, see:**

→ <https://www.koeln-bonn-airport.de/en.html>

→ <https://www.frankfurt-airport.com/en/flights---more/flights.html>



## ORIENTATION

This guide includes an overview plan of the city covering tours 1-3 and a public transport network map. If you want to use your smartphone to discover Bonn, you can find more recommendations for map services in the chapter “Further Information on Mobility in Bonn” at the end of this guide.

Please note that at the time of writing, a major re-development project is under way at Bonn Central Station, which might result in temporary accessibility limitations of platforms and nearby public transport stops. The accessibility of routes and public transport options may be temporarily compromised due to other construction projects, security measures during large events, or other reasons.

## BONN BY PUBLIC TRANSPORT



For tour three and the nearby destinations you will have to use public transport – do not forget to buy a ticket before boarding any tram, train or bus. You will find information on ticket options in the section Public Transport in the next chapter and in the chapter “Further Information on Mobility in Bonn”.



## BONN BY APP

To navigate the local train and public transport system, and buy tickets online you can use the Easy. go app by the local transport provider SWB, available in English here: → <http://swb.myeasygo.de/en>



## BONN BY BIKE

Tour 2 requires a bicycle. Rental bikes are available at the Radstation located at the rear of Bonn Central Station (see next chapter for details). A public bike sharing system is under development, to be implemented in 2018, and a temporary bike sharing will be available during some events at WCCB like COP 23.

<sup>4</sup>*Straßenverkehrsordnung* is the name of the German road traffic regulations.

How to use this guide?

**Important traffic rules:** Every bike user is obliged to obey the rules of the “Straßenverkehrsordnung” or StVO4, which – for the most part – conform to international rules. Right has right-of-way on roads without other indication (important on minor roads).

If you ride a bike in Bonn, you will soon come across bike lanes. A blue sign with a white bicycle indicates these bike lanes – this also means that cyclists have to use those bikeways and should not use the normal road. A sign showing a pedestrian and a bicycle signifies that pedestrians and cyclists must share the lane. Cycling on the sidewalk without bikelane indication is generally not allowed (except for children under 12 years). You are allowed to enter one-way roads or other roads with limited entry in the opposite direction if you see a small white sign with a bicycle symbol and the word frei under it. Most importantly, be respectful and considerate of other road users.

For more information on road safety in Germany see the publications “On the roads in Germany – what do I need to know?” and “Cycling in Germany”, available for download in different languages at [→ www.germanroadsafety.de](https://www.germanroadsafety.de)

If you are in doubt in any situation, the most important rule is §1 StVO: “The participation in road traffic requires permanent attention and mutual considerateness.” Better be safe than sorry!



**FREE WIFI**

At more than 150 Telekom hotspots in Bonn, you can get 30 minutes per day free of charge. The offer is valid for all users from Germany and abroad, independent of their own mobile phone provider. For more than 30 minutes, you will have to buy one of their offers, such as a Telekom hotspot day pass. To find the next hotspot, go to [→ https://www.hotspot.de](https://www.hotspot.de) > “Hotspot finden”

There is also a decentral mesh network, i.e. an open network created by the users itself, called Freifunk, offering more than 1000 free Wifi hotspots in the Bonn-Cologne region. You can get more information here: [→ https://kbu.freifunk.net/en/](https://kbu.freifunk.net/en/). Online hotspots of the network are marked green in the map at: [→ https://map.kbu.freifunk.net/](https://map.kbu.freifunk.net/)

**We wish you a pleasant and interesting stay, and hope you will enjoy using sustainable transport in Bonn!**

## Introduction: Mobility in Bonn

Bonn is Germany's center for international cooperation and sustainable development, hosting a number of international organisations, from UN institutions like the UNFCCC to smaller ones such as carbonn® and the global climate registry for cities, towns and regions (see next chapter).

This is also reflected in local policy, as the City of Bonn is committed to local implementation of sustainable development goals and has formulated ambitious targets for local climate action (see next chapter).

In the transport sector, the City of Bonn has developed a long-term vision for the promotion of cycling (Fahrradhauptstadt 2020, see box in Tour 2) and introduced a low emission zone, along with other measures to promote sustainable urban mobility.

Specific challenges to transport policy in Bonn include the high percentage of commuters. In addition to its 320,000 inhabitants, more than 30,000 additional people commute to Bonn for work, while almost 54,000 commute to other areas from Bonn. Therefore, commuters account for a large share of motorised transport.

DESTINATION / ACTIVITY	ON FOOT
Workplace	8 %
Education	22 %
Shopping	27 %
Other purposes	26 %
Free time	33 %
Accompany someone else	19 %

Figure 2: Bonn's modal split concerning walking, Verkehrsentwicklungsplan Bonn (2011)

<sup>5</sup> Verkehrsentwicklungsplan Bonn – Schlussbericht 01 04 2011 (S. 47)



## Public transport in Bonn

Stadtwerke Bonn Verkehrs GmbH (SWB, → [www.swb-busundbahn.de](http://www.swb-busundbahn.de)), the local public transport provider, operates the entire line network and is responsible for the organisation, planning and management of public transport in the city. The SWB, in cooperation with other regional traffic operators, connect almost the whole Rhine region. SWB bus, rail, and electric railways in the city of Bonn and the Rhein-Sieg-Kreis (SSB) transport about 92 million passengers each year. Forty-eight bus routes, 1350 established stops, and fast connections make most destinations easy to reach. In addition, six city train lines and three tramlines connect Bonn to surrounding cities like Siegburg, Cologne and Königswinter.

**Bonn is also part of the Rhein-Sieg Transit Alliance, which coordinates public transport in the wider region. Since its foundation in 1987, the VRS harmonises the following for public transport:**

- uniform tickets
- uniform tariffs
- a coordinated timetable

Learn more about public transport integration and transit alliances in general in the GIZ-SUTP-publication “Public Transport Integration and Transit Alliances”; available on → [www.sutp.org](http://www.sutp.org)

Bus and tram stops (Haltestelle) are marked by a sign with a green H in a green circle against a yellow background. The numbers and timetables of the buses and trams that stop there are usually also listed. Metro (U-Bahn) stops are marked with a blue U.

For more information on using public transport in Bonn and its surroundings, see the chapter „Further Information on Mobility in Bonn“ at the end of this guide.



Figure 3 (left): Sign used on tram and bus stops, <https://de.wikipedia.org>

Figure 4 (right): Sign used on metro stops, <https://de.wikipedia.org>



## FARES AND TICKETS IN BONN

You will find a vending machine at all stations. They are also on the trams and underground trains, but not all of them will accept cash. Furthermore, tickets are also available at kiosks and other vending points throughout the city. On buses, the drivers sell tickets directly.

Public transport fares depend on the price level of the final destination, indicated by numbers in a chart at each ticket selling point. Price Level 1a includes the entirety of Bonn. Each ticket office and the vending machines list other destinations. You can choose between a short-distance ticket (Kurzstrecke, up to 4 stops), regular single tickets (Einzelfahrschein), four-way tickets (Viererkarte), day tickets (single ticket or group up to 5), weekly tickets (Wochenkarte) and monthly tickets (Monatskarte).

**For further information on all ticket options, see:**

→ <http://en.swb-busundbahn.de/tickets-and-tariffs.html>

Tickets must be validated right after entering the bus, tram or underground train, at the time-stampers near the doors. The fine for travelling without a valid ticket is 60 Euro.

The network map of the VRS/SWB is included as an inlay in this travel guide, and can be found at every tram or bus stop.

To access an interactive network plan for tram and bus, see:

→ <http://swb-netzplan-bonn.de/index.php/de/netzplan>

Timetable and journey planning information for Bonn are available at:

→ <https://www.vrsinfo.de/englisch/timetable/timetable-information.html>

The app **SWB easy.GO** for trip planning in and around Bonn is available for both android and iOS. For the download links, see the chapter “Further Information on Mobility in Bonn” at the end of this guide. SWB also broadcasts current news, delays and disruptions via its facebook and twitter pages.

The Welcome-Card is a special offer for tourists to see the sights of the city, combined with a day transport ticket, starting from 10 Euro for a single ticket. This ticket allows access to over 40 attractions, free entrance to over 20 museums, and unlimited use of the public transport system in Bonn, Cologne and the Rhein-Sieg district for 24 h. The Welcome-Card is available at ticket machines and agencies. You can also purchase it from hotels, museums, ferry companies and regional tourist information offices.

**For prices and benefits, check:**

→ <http://www.bonn-region.de/travel-info--service/benefits-prices.html>



## Walking and Cycling

Bonn is a compact city with generously dimensioned street spaces, and a pedestrian-friendly city center. This provides good walking conditions in comparison to other cities. To continue making the city more pedestrian friendly, sidewalks and pedestrian zones are extended and made barrier-free traffic is often calmed to facilitate easy and safe pedestrian access.

As part of a long-term strategy to promote cycling (Fahrradhauptstadt 2020), the city is continuously extending and improving its cycling infrastructure.

The current network has 300km of cycling routes in Bonn, ranging from wide cycling-only lanes along the Rhine, where you can calmly cycle far from motorised traffic, to bicycle streets in the center, where bicycles have priority over cars. The first bicycle street was established in the 1980s. All of these streets can be identified by signs with a bicycle on blue background and the bicycle symbols on the street.



Figure 5: Bicycle street in Bonn, photo by Philipp Böhme

The long term cycling strategy sets a target of 107 bicycle streets. At the end of 2016, 51 bicycle streets have been established. Furthermore, numerous one-way streets have been opened for cyclists to use in both directions. The city aims to increase the share of cyclists by 25% in 2020. Another long-term target is the reduction of traffic accidents involving cyclists by 25%, and zero traffic fatalities.



Bonn is also part of the cycling route system of the Federal State of North Rhine Westphalia; numbered nodes indicate cycling routes, and red-on white signs indicate the location and distance of the next node.

## RADSTATION

Radstation is the public cycling station right next at Bonn Central Station. Use the back exit to get there from the station. Here, rental bikes are available. Bicycles cost 10 Euro for one day, 8 Euro per day for 2-4 days and 7Euro per day for five or more days.

Address: Quantiusstraße  
 Telephone 0228-9814636  
[radstation@caritas-bonn.de](mailto:radstation@caritas-bonn.de)  
[www.radstationbonn.de](http://www.radstationbonn.de)

### Opening hours:

March-October  
 Monday-Friday 6:00- 23:00  
 Saturday 7:00-22:30  
 Sunday and public holidays 8:00-22:30

November-February  
 Monday-Friday 6:00- 21:00  
 Saturday 7:00-20:00  
 Sunday and public holidays 8:00-20:00

For links to more detailed information on cycling opportunities in and around Bonn, see the chapter “Further Information on Mobility in Bonn” at the end of this guide.

## Private motor transport and carsharing

According to most recent statistic from 2017, there are 174 5256 motorised vehicles in Bonn, for about 320,000 inhabitants. The next comprehensive study of changes in motorisation and modal split will be conducted in 2018.

Carsharing in Bonn is a convenient and inexpensive alternative to traditional car rentals. Currently four companies offer carsharing services. Usually you can access their vehicles on short notice, 24 hours a day. One of the oldest providers is *Stattauto*, founded in the 1980s in Bonn with sustainability being a core part of their company vision. They have 16 stations in Bonn and the surrounding area. Furthermore, *Cambio* is represented with 15 stations in Bonn. *Flinkster* is represented at the main station with three stations, and *Scouter*, a relatively young organisation partnered with the *Flinkster* network, offers more than 30 vehicles at 19 stations.

**For information on different carsharing options, see the websites of the different companies:**

→ <http://www.stattauto.com/>

→ <https://www.cambio-carsharing.de/>

→ <https://www.flinkster.de/> and <https://www.scouter.de/>

### ENVIRONMENTAL ZONE

Like most other German cities, Bonn has an environmental zone, or Green zone. Only vehicles with a special environmental sticker or badge (Umweltplakette) are allowed to enter these zones. This is based on an anti-air-pollution law from 2006 and applies to anyone driving in Germany. It was introduced after German cities failed to meet EU pollution standards concerning particular matter. Even if the car meets German and EU pollution standards, a driver can still be fined if there is no sticker on the car's windshield. You will see a sign similar to the one pictured here, in almost every German city.

Learn more about Environmental Zones in Germany from our factsheet "Environmental Zones - Towards Better Air-Quality in Inner Cities", available on → [www.sutp.org](http://www.sutp.org)



Figure 6: Sign used to mark the environmental zone, <https://de.wikipedia.org>

<sup>6</sup> Kraftfahrt-Bundesamt (2017): Statistische Mitteilungen des Kraftfahrt-Bundesamtes FZ 3, 01. Januar 2017.

## Mitigation of Climate Change in Bonn

As the City of Bonn is host to the United Nations Framework Convention on Climate Change (UNFCCC), and is strongly committed to local climate action, we cannot write a sustainable transport city guide without touching on local climate action. In this chapter, we will cover the climate commitment of the City of Bonn, and two international initiatives linked to the city: the Global Covenant of Mayors, an initiative Bonn joined early on, and the carbonn® Climate Registry (cCR) based in Bonn. You will find more examples in the tour information itself: on climate actions of the local transport providers SWB, the commitment of Deutsche Post DHL concerning zero emission logistics as an example in the private sector, and the Transformative Urban Mobility Initiative TUMI, an international partnership on sustainable mobility, urban development and climate change.

### LOCAL CLIMATE ACTION IN BONN

The City of Bonn had already recognised the importance of climate protection in 1995 by joining the Climate Alliance. This network of cities commits to ambitious emission reductions of 10% every five years, cutting per capita emissions by half until the year 2030. In 2009, Bonn joined the Covenant of Mayors, committing to a 20% reduction of emissions per capita by 2020, each compared to the base year 1990.

#### GLOBAL COVENANT OF MAYORS FOR CLIMATE & ENERGY (GCOM)



The Global Covenant of Mayors for Climate & Energy is an international alliance committed to climate leadership, building on the commitment of over 7,400 cities and local governments from six continents and 121 countries representing

more than 600 million residents. They have a shared long-term vision of promoting and supporting voluntary action to combat climate change and move to a low emission, resilient society. It emphasizes the importance of climate change mitigation and adaptation, as well as increased access to clean and affordable energy. The GCoM is a merger of the Covenant of Mayors and the Compact of Mayors.

**For further information on the Global Covenant of Mayors for Climate & Energy, please contact:** → [info@globalcovenantofmayors.org](mailto:info@globalcovenantofmayors.org)

In 2011, Bonn adopted a master plan concerning energy transition and climate protection. This included, among other things, establishing a coordination center for climate protection and designing a concept for integrated climate protection and climate adaptation in 2013. Examples of planned actions on transport mentioned in the masterplan are campaigns to raise awareness, the improvement and extension of infrastructure for cycling, walking and public transport, a concept for smart city logistics to reduce the amount of deliveries by car, and the introduction of a municipal mobility concept (see box in Tour 1).

Furthermore, the coordination center collaborates with the municipality Rhein-Sieg-Kreis and the regional energy companies to create and support the start-up of e-mobility. Three aspects are part of this concept: Firstly, the further construction of charging infrastructure. Secondly, the declaration that any additional electricity needed for e-mobility will be produced by renewable sources in the region. Lastly, the concept includes the annual E-Mobility Day.

The biggest potential of renewable energy in Bonn lies in the use of solar energy. Bonn just published a new edition of the solar roof register. If the city would use all of the identified potential, half of its energy demand could be fulfilled with solar energy.

Also worth mentioning is the foundation of the Bonn Energy Agency in 2012. This agency provides independent guidance and expertise concerning energy efficient construction and renovation. Moreover, it offers a system of energy efficiency partnerships, which was awarded at KlimaExpo.NRW.

For further information on the Energy Agency, see: → <https://www.bonner-energie-agentur.de/>

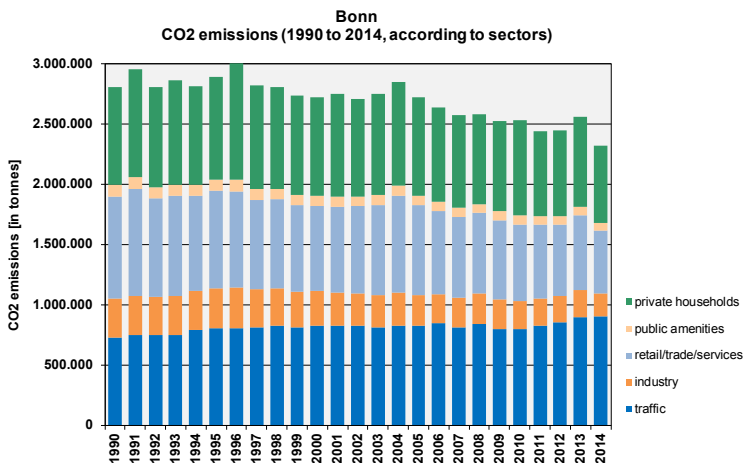


Figure 7: CO<sub>2</sub> emissions according to sector, figure by City of Bonn

To ensure public participation in the process, Bonn City Hall set up a Climate Protection Council (Klimaschutzbeirat), including representatives of the private sector, civil society and academia. All sessions of the Climate Protection Councils are open to the public.

The emissions trend of CO<sub>2</sub> within Bonn shows a reduction of total emissions from 2.8 million tons in 1990 to 2.3 million tons in 2014. This is a decrease of 18% during those years. While emissions of private households and businesses have fallen by around 32%, data shows that emissions in the transport sector have risen by 24%. The current reduction of emissions per capita is almost 22% in the mentioned years, from 9.3 tons in 1990 to 7.2 tons in 2014.

**For further information on climate action in Bonn, please contact:**

Center for Climate Protection: ➔ [klimaschutz@bonn.de](mailto:klimaschutz@bonn.de) or ➔ [www.bonn.de/@klimaschutz](http://www.bonn.de/@klimaschutz)

## CARBONN® CLIMATE REGISTRY



The carbonn® Climate Registry (cCR) is the global reporting platform for cities, towns and regions tackling climate change, created to support transparency, accountability and credibility.

It serves local and sub-national governments that report voluntarily and publicly. Reported data helps to build a strong case for the impact of local climate action, showing how action connects to, and raises the level of ambition of the combined Nationally Determined Contributions (NDCs) to realize the objectives of the Paris Agreement.

The cCR was launched at the World Mayors Summit on Climate in Mexico City on November 21, 2010 to support measuring, reporting and verification (MRV) of local climate action. It has grown tremendously since its launch in 2010. With over 1.000 reporting local and other subnational governments from 86 countries - representing 10 percent of the global population - the Registry sends a powerful message that cities, towns and regions are rapidly advancing on climate action.

The cCR is operated by the Bonn Center for Local Climate Action and Reporting (carbonn® Center), hosted by the ICLEI World Secretariat in Bonn.

**For further information on the carbonn® Center, see :**

➔ [http://carbonn.org/city\\_profiles/Federal\\_City\\_of\\_Bonn](http://carbonn.org/city_profiles/Federal_City_of_Bonn)

Tour 1: A walk through the city center





# Tour 1: A walk through the city center

APPROXIMATELY 2H

**A** Tour 1 starts at Bonn Central Station. From the main exits, walk up Poststraße until you reach Münsterplatz

- Poststraße is one of the main entry points to Bonn’s large pedestrian zone.
- On the corner of Poststraße and Münsterplatz, walk 50 m to the left into Windeckstraße and you will find the Bonn Tourist Information on your right.
- On the left side of Münsterplatz, is the Old Postal Office (Postamt). It was built from 1751 to 1753 as a city palace (Stadtpalais) by a member of local aristocracy and later sold to the Postal Service in 1876. It was the main postal office of Deutsche Post in Bonn until 2008.



Figure 8: Münsterplatz with Beethoven memorial and the Old Post Office building, photo by Philipp Böhme

For more recent information on activities of Deutsche Post DHL, see Mission 2050: Setting the standard for zero emission logistics box in Tour 2.

- On the right side of Münsterplatz you can see the Münster basilica with cloister. Bonn’s nine-hundred-year-old basilica was built on a Roman burial ground, with a spire 92 meters high. The basilica is currently closed for renovations.
- The Beethoven memorial in the middle of Münsterplatz was donated by people of “circles interested in music” and mainly sponsored by Franz Liszt, to mark Beethoven’s 75th birthday. The inauguration of the memorial in 1845 was attended by the Prussian King Friedrich Wilhelm IV, Queen Victoria of England and Alexander von Humboldt.

→ Münsterplatz is a venue for many events and markets, from Bonn’s Christmas market to an annual “Day of Electric Mobility” organised by local transport provider SWB.

**B** Walk into Vivatsgasse, next to the Old Post office.

From here you can already see the old Sterntor, a city gate at the northern side of Botlerplatz, Sterntor gate is a testimony of the city's medieval fortifications. Originally built in 1244, the gate was demolished in 1898 to improve traffic flow. The current gate is a reconstruction, built in 1900. Bonn's first pedestrian zones were created much later, starting in 1967.



Figure 9: Sterntor, a testimony of the old city fortifications, <https://commons.wikimedia.org>

**Now walk back to Münsterplatz, and cross the square on the left side.**



Figure 10: Old Town Hall at Marktplatz, photo by Philipp Böhme

Turn left from the square into Remigiusstraße (next to the Galeria Kaufhof shopping center), and walk up to Marktplatz.

**C** Market Square and Old Town Hall

→ Marktplatz still functions as a market square; every weekday from 8am to 6:30pm and Saturdays until 4pm, you can buy fresh fruit, vegetables, meat and dairy products here.

→ To your right, you can see Bonn's Old Town Hall. It has been the seat of civic self-administration for over 700 years. It was Clemens August, Elector and Archbishop of Cologne, who laid the foundation stone of the building as it remains today on April 24th 1737.

→ The Gobelin hall of Old Town has become a representative room for festivities and receptions. This is where John F. Kennedy, Mother Teresa, Nelson Mandela, Michail Gorbachow, five Secretary Generals of the United Nations signed the City's Golden Book.

From Marktplatz, follow the signs to “Beethovenhaus”, to Sternstraße. Then turn right into Bonngasse. Follow Bonngasse for 100 m to Beethovenhouse at No. 20

## D Beethovenhaus

- Ludwig van Beethoven was born in Bonn in 1770 and lived here until 1792. Beethoven House accommodates the most extensive Beethoven collection worldwide. An additional highlight for visitors is the Digital Beethoven House with its innovative and interactive exhibits.



Figure 11: Bonngasse 20: “Ludwig van Beethoven was born in this house on December 17 1770”, <https://commons.wikimedia.org>

To learn more about Beethoven while exploring Bonn by foot, ask for the leaflet on the “Beethoven Walk” at the Tourist Information Center.

**WCCB connection:** Continue on Bonngasse until you reach Bertha von Suttner Platz. You can take line 66 straight to Bonn Central Station and on to Heussallee and walk to WCCB from there.

## MOBILITY MANAGEMENT AT BONN CITY HALL

In addition to the transport strategy 2020, the long-term strategy on cycling and other measures, the City of Bonn also developed a mobility management strategy for city vehicles and employees in 2010. A new parking management system was introduced, where free parking for employees was abandoned and a flexible fee system was introduced, with fees based on the distance municipal employees travel. Other incentives to use public transport and cycling were also introduced. Business trips are done by public transport whenever possible, and emissions from business trips requiring flights are offset. New procurement standards for all municipal vehicles have been introduced, limiting the maximum amount of emissions allowed and gradually exchanging all vehicles for electric ones. The mobility concept also includes promotion of carsharing and e-mobility and a range of other measures.

**For more information on the city’s mobility management, see:**

- [http://www.bonn.de/umwelt\\_gesundheit\\_planen\\_bauen\\_wohnen/](http://www.bonn.de/umwelt_gesundheit_planen_bauen_wohnen/) > Klimaschutz > Engagement der Stadt > Mobilität

## PEDESTRIAN ZONE AT FRIEDRICHSTRASSE

The first pedestrian zone was established 50 years ago, on September 23rd, 1967 in *Wenzelgasse*, and has been expanding ever since. The latest addition was *Friedrichstraße*, which became a pedestrian area covering 3500m<sup>2</sup> in 2007. At a length of 335 meters and up to 13 meters wide, *Friedrichstraße* was transformed from a rather dark, unattractive side street to one of Bonn's most attractive shopping areas, with many cafés where people like to meet and spend time.

Embedded in the street surface, you can find pictures of famous people, such as the scientist Hermann von Helmholtz and the composer Johanna Kinkel. They are part of a project named "Path of famous personalities", which features 23 commemorations in *Bonngasse*, *Friedrichstraße* and *Bertha-von-Suttner-Platz*. The large pedestrian zone includes many of Bonn's attractions, and it is also an attraction in itself, making the city center easy to explore and enjoy for tourists and local residents alike.



Figure 12 Friedrichstraße Pedestrian Zone, photo by Philipp Böhme

The second tour will take you over the bridge. The walking tour continues on this side of the Rhine, to the right.

**F** From Kennedybrücke, turn right, go downstairs and across the street. Continue to walk along the riverbank until the end of the mooring area of the cruise ships.

→ The large building to the right of the bridge is the opera house of Bonn, opened in 1965. Take a closer look at the bridge. Did you notice that it is lined with solar panels? Not only big power companies, but also cities and citizens are driving the German "Energiewende" (energy transition) by installing solar panels on their private homes, farm buildings, warehouses, public buildings and even on bridges. In this case the company Solar-World installed the panels on the bridge for the City of Bonn.

**E** From Beethovenhaus, turn back 20 meters to Friedrichstraße, turn left and follow the street until its end. Cross the street and follow An der Berliner Freiheit until you reach the bridge. You have now reached the bridge Kennedybrücke.

→ Right before Kennedybrücke, have a look at the cycling counter next to the cycling and pedestrian paths. We have more information on this cycling counter in Tour 2.



Figure 13: Solar panels on Kennedybrücke, photo by Nicole Funk

**For more information on the Energiewende, check the dossier provided by the German Ministry of Economy:**

→ <http://www.bmwi.de/Redaktion/EN/Dossier/energy-transition.html>

Did you know that Germany is also working on a transition in the transport sector? Two key components of this will be a mobility transition (Verkehrswende), including avoiding, shifting and improving transport, and an energy transition in transport with a focus on cleaner fuel technologies.

**For more information, check:**

→ <https://en.agora-verkehrswende.de/>

→ After a few meters along the promenade to your right, the former tolling station Alter Zoll offers a wonderful panoramic view of the Rhine Valley.

→ At one of the last mooring docks after the cruise ships, right next to a restaurant, you can find the Rhine ferry. This is a privately owned ferry service operating since 1930. Ferries leave every 15 minutes during the day. Fares are 1.20 Euro one way, 2.20 Euro return, or 6.60 Euro for 10 trips.

**G Leave the riverbank and walk up the street Erste Fährgasse. Cross Adenauerallee at the traffic light and walk through Hofgarten Park towards University of Bonn.**

→ The Hofgarten Park is adjacent to the main building of the university and the Academy of Arts Museum. From 1968 on, the Hofgarten has frequently been a venue for political demonstrations. It is now a popular recreation spot in the city. In summer, you will see people playing soccer, frisbee or just relaxing on almost any day.



Figure 14: Hofgarten and Academy of Arts Museum, photo by Ulrich Kindermann

- The Academy of Arts Museum on the left side of Hofgarten features, among other things, one of the world's largest collections of plaster cast antique sculptures.
- King Friedrich-Wilhelm II founded the University of Bonn, the former electoral residence, in 1818. The long east wing of the building reaches almost to the Rhine.

**WCCB connection:** To the left and right side of the building are the entrances to the metro stop "Universität/Markt". You can take a metro straight back to "Heussallee" and walk to WCCB from there.

**H** In front of the main university building, former palace Kurfürstenschloss, turn left toward the church, cross the street and walk towards Kaiserplatz. Cross Kaiserplatz to the fountain and the underpass on the other side.

- After Kaiserplatz, the Central Bus Station is to your right. From here, you have the option to turn right and walk along the bus station to Poststraße, the starting point of this tour.
- This fountain is the starting point for Tour 2, by bicycle.

**WCCB connection:** You can take buses 610 and 611 from platform C4 at the Central Bus Station right next to the train station. For WCCB, get off at "Deutsche Welle".

**I** From Kaiserplatz, go below the railway line through the underpass and continue along Poppelsdorfer Allee to Poppelsdorf Palace and Botanical Garden.

- After crossing the underpass, walk along Poppelsdorfer Allee, a boulevard with a pedestrian lane and a cycling lane on each side.



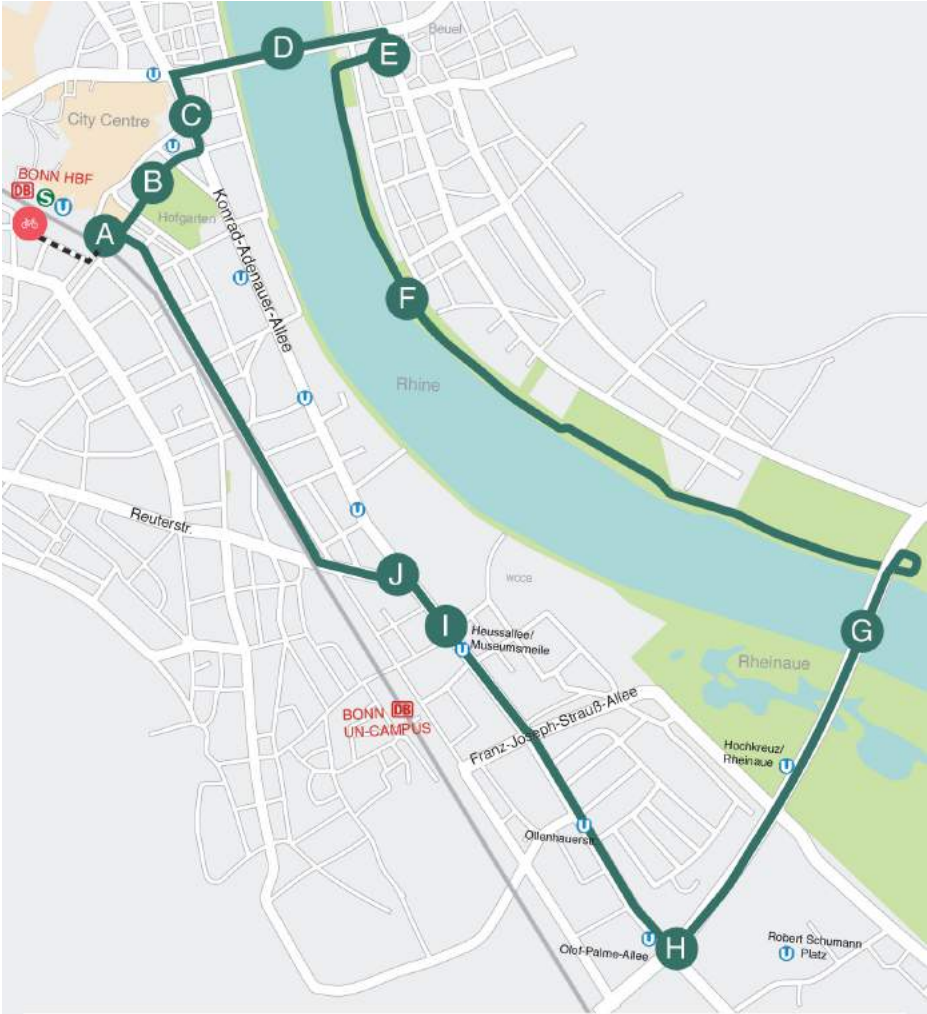
Figure 15: Fountain at Kaiserplatz and underpass, photo by Philipp Böhme

- Poppelsdorfer Allee used to be part of a walking promenade connecting the two palaces of Bonn, the electoral palace and Poppelsdorf Palace. In the past, it used to be a popular Sunday afternoon walk for Bonn's upper class, to see and be seen.
- Continue straight on until you reach Poppelsdorf *Palace* and the Botanical Garden. The former summer residence of Elector Clemens August has housed the University of Bonn's natural science collection since 1818. The Botanical Gardens at the palace are among the oldest in Germany and have one of the most extensive collections of plant species in Germany, with a stock of 11,000 different species in eleven greenhouses.

**Turn around and walk back to the railway lines. Do not cross to the underpass, but turn left and walk into Quantiusstraße.** After 200 meters, the back entrance to the train station is on your right. You have reached the end of your tour and can either cross the tunnel to the city center, continue with public transport, or rent a bike at the Radstation.

Radstation, opposite Quantiusstraße 10, has bicycle-parking space for 320 commuters, a service point and offers bike rental. You can rent a bike here to continue with Tour 2 (see "How to Use this guide" for further information on cycling in Bonn).

Tour 2: Cycling along the Rhine



- |                         |                                 |                                 |
|-------------------------|---------------------------------|---------------------------------|
| <b>A</b> Kaiserplatz    | <b>E</b> Herrmannstr.           | <b>I</b> Heussallee             |
| <b>B</b> University     | <b>F</b> Rhine Riverbank        | <b>J</b> Konrad-Adenauer-Statue |
| <b>C</b> Koblenzer Tor. | <b>G</b> Konrad-Adenauer-Brücke |                                 |
| <b>D</b> Kennedy-Brücke | <b>H</b> Friedrich-Ebert-Allee  |                                 |



# Tour 2: Cycling towards along the Rhine

APPROXIMATELY 2H

**Tour 2 starts at the round fountain between Kaiserstraße, the Bonn Central Bus station and the underpass to Poppelsdorfer Allee, right next to Kaiserplatz.**

If you are starting from the Radstation, turn left until you reach Poppelsdorfer Allee. Turn left and cross the railway via the underpass. The underpass is pedestrian only, so you will have to get off the bike. At the end of the underpass is the fountain.

If you arrive from the city center or the Central Station's main exit, Kaiserplatz is on the opposite side of the Central Bus station. If you arrive from the south, e.g. from WCCB, start this tour at point **I**.



Figure 16: Fountain at Kaiserplatz and underpass, photo by Ulrich Kindermann



Figure 17: The street at the evangelical church is a bicycle street as well, photo by Ulrich Kindermann

## **A** Drive along Kaiserplatz towards the University of Bonn.

If you look at the street on your right, right in front of the church (The street is called: An der evangelischen Kirche), you will see that it is one of the bicycle streets, indicated by signs with a bicycle on a blue background, and bicycle signs painted on the street itself.

## A LONG-TERM VISION TO PROMOTE CYCLING

In 2010, the City Council adopted a 10-year strategy to promote cycling in the city (Fahrradhauptstadt 2020). The vision is to create the best conditions possible to make cycling in Bonn safe and comfortable, with three main targets:

1. Increase modal share of cycling to 25% (from 12% in 2008).
2. Significantly reduce the number of accidents and traffic casualties, with Vision Zero as the long-term target.
3. Increase the quality of life and satisfaction of Bonn's citizens along with improvements of the cycling conditions.

Bonn was already off to a good start. In 2012, 82% of households owned at least one bicycle, and 44% of citizens would cycle daily or at least several times a week. The 12% modal share of cyclists (2008) was already above the average in Germany. Among teenagers 10-17 years old, it is 23%. The three pillars of the strategy to promote cycling are infrastructure, service and awareness raising.

An example of infrastructure, the Radstation (cycling station), offers not only rental bikes, but also services and safe parking for 320 bikes, especially for commuters. Its capacity will increase to up to 550, or even 700 bikes, with a second station. Furthermore, service points and cycling parking spaces should be established, close to the city center in particular. In the city center alone, 1000 bicycle parking spaces should be created or improved.

**B** Continue cycling between the Kurfürstenschloss palace building and the Hofgarten Park, which is open only to pedestrians and cyclists. Cycle along Hofgarten, following Regina-Pacis-Weg. Past the metro station the path turns slightly to the right.

Hofgarten is also the assembly point for Critical Mass Bonn. Every last Friday of the month, cyclists gather in cities around the world, including Bonn, to jointly cycle a 1-2 hour tour on the main roads. The objective is to show that bicycles are traffic as well, and demand better conditions for cycling in their city.

See Tour 1 stop **G** for more information on this location.



Figure 18: Critical Mass at the assembly point, photo by Ulrich Kindermann

**C** Cross Adenauerallee at the traffic light. Turn left and follow the street through the Koblenzer Tor (Coblenz gate).

Please note that there is no cycling lane for a few meters, as the historic Coblenz Gate is too narrow.



Figure 19: Coblenz Gate, photo by Philipp Böhme

**D** After Coblenz Gate, continue straight until you reach the second intersection with a traffic light, and turn right towards Kennedybrücke.

Approaching Kennedybrücke, stop at the cycling counter on your right. Check how many cyclists have already past this day, and how many hundreds of thousands have crossed this year. A sensor in the cycling lane automatically counts all cyclists; even their direction of travel is recorded. On a sunny day in summer, approximately 5,000–6,000 cyclists pass per day, and more than 5 million bike rides have been counted since its installation in May 2015. <sup>7</sup>

<sup>7</sup> [http://www.eco-public.com/public2/?id=100021143&session\\_db=0&ThemaId=22640&interface\\_id=&infotext=-<BR>BN - Kennedybrücke \(errechnete Gesamtzahl\)&back-color=C6D6E5&textcolor=5D93B2&tbcolor=C6D6E5](http://www.eco-public.com/public2/?id=100021143&session_db=0&ThemaId=22640&interface_id=&infotext=-<BR>BN - Kennedybrücke (errechnete Gesamtzahl)&back-color=C6D6E5&textcolor=5D93B2&tbcolor=C6D6E5)

## 2017 - THE 200TH ANNIVERSARY OF THE BICYCLE

Many people will know that the automobile was invented in Germany, as the Benz Patent Motorcar – built by Carl Friedrich Benz in 1885 and patented January 1886 – is considered the first practical motorcar.

Did you know that the bicycle was invented in Germany as well? Moreover, long before the car? 2017 marks the 200th anniversary of this invention, first tested by inventor Freiherr Karl von Drais in 1817 on the streets of Mannheim.

A peculiarity about the history of cycling in Bonn is that it was English students bringing their bicycles to Bonn who made cycling popular, in about 1880. The favourite area to learn cycling was the Hofgarten (Court Garden) next to the Electoral Palace. The “Bicycle Club Bonn” was founded, one of the first bicycle clubs in Germany. Nowadays, there are an estimated 72 million bicycles in Germany, and more than 80 per cent of German households own a bike.



Figure 20: Karl von Drais and his invention, Lithography from 1830, <http://www.wikiwand.com>

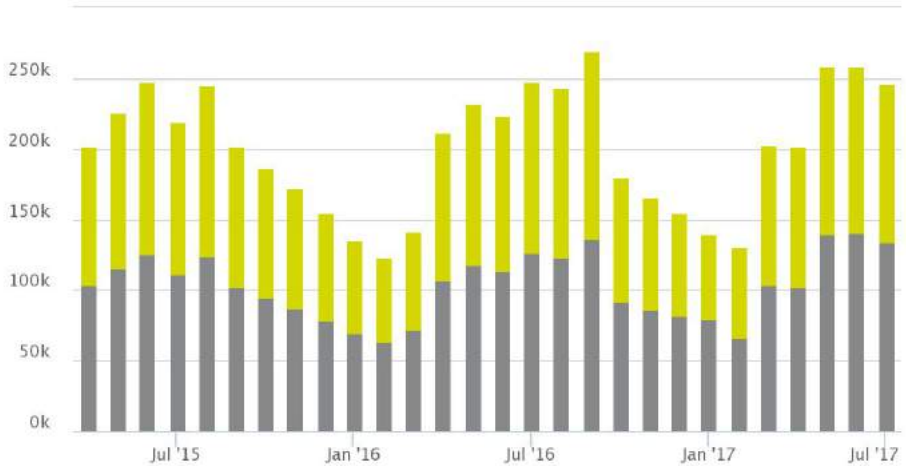


Figure 21: Results of the bicycle counter at Kennedybrücke (2015 to 2017), figure by City of Bonn

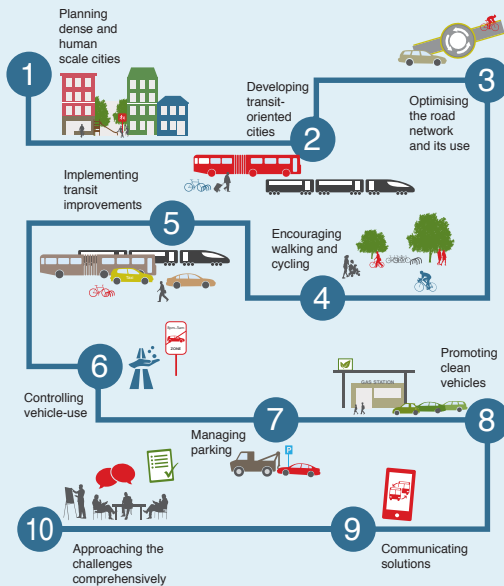


Figure 22: At least 5,000 cyclists pass the cycling counter on a normal day in summer, photo by Philipp Böhme

Kennedybrücke, 394 meters long and 28.5 m wide, used to be only 18 m wide until recently. During the repairs and re-development of the bridge from 2007 to 2010, it was widened by 10 meters to give more space to cyclists and pedestrians.

## THE 2020 TRANSPORT STRATEGY OF BONN

The widening of Kennedybrücke is one of the more visible results of Bonn’s strategy to give more space to pedestrians, cyclists and public transport. The overall strategy for developing urban mobility in Bonn was formulated in a 2020 transport strategy (Verkehrsentwicklungsplan 2020). This plan focuses on four key areas: motorised individual transport, public transport, walking and cycling, and sub-strategies for four different quarters of Bonn (city center, Bad Godesberg, Beuel and Hardtberg). The targets of the strategy start with avoiding transport wherever possible, shifting transport from private to public transport and from motorised to more environmentally friendly transport modes. However, it also aims to improve traffic flow, increase road safety, improve quality of life due to reduced negative impacts of transport, and create a more inclusive, barrier-free transport system.



## 10 PRINCIPLES OF SUSTAINABLE URBAN TRANSPORT

In international cooperation, Germany is promoting 10 principles of sustainable urban transport.

An infographic on the 10 principles of sustainable urban transport, available in 20 languages, can be found at <http://www.sutp.org/en> > Resources

## 10 Principles for sustainable urban transport

Figure 23: 10 principles of sustainable urban transport, figure by Klara Esch



**E** Cross the bridge, turn right at the next street, Hermannstraße, and directly right again into Friedrich Breuer Straße. At the end of the street, pedestrians and cyclists can continue down towards the river.

After crossing the street at the end of Friedrich Breuer Straße, take a minute to stop and look around. Did you notice the metal structures

at the sides of the street? These floodgates can be closed to protect the city in case of extreme weather events and resulting floods.

At the riverbank, turn left and have a closer look at the small amphitheatre that will appear after a few meters. The highest recorded floods in the history of Bonn are marked here.

### FLOOD PROTECTION AND ADAPTION OF THE INFRASTRUCTURE IN BEUEL

In 1993, Bonn suffered a so-called “flood of the century”, as it was the highest flood recorded in the 20th century. Only two years later, in 1995, a flood of a similar magnitude occurred, again with water levels above 10 meters.

The flood levels of 1995 (10.08m) and 1993 (10.13m) can be seen on a marker stone on the riverbank in Bonn-Beuel. Beuel is one of the districts with the highest risk of flooding in Bonn. Following the 1993 and 1995 floods, a flood protection concept was adopted in 1999 and several large flood protection measures were implemented. On the right hand side of the Rhine, where you are cycling right now, the elevated paths are part of this flood protection. It would take a flood of at least 7.5m water level to flood the path. Other construction measures were implemented in a 5-step process to protect the local population and infrastructure from flooding.



Figure 25: Did you spot the floodgates on the cycling paths?, photo by Philipp Böhme



Figure 26: Flood records in Bonn, marking 1993 and 1995 and other floods of the last centuries, photo by Ulrich Kindermann

**F** **Cycle along the Rhine riverbank towards the Southern Bridge (Konrad Adenauer Brücke).**

Please make sure to stay on the path designated for cyclists, as another path is for pedestrians only. Almost the entire riverbank between the two bridges is a car free zone, for pedestrians and cyclists only.

**WCCB connection:** From Beuel, you can also take your bicycle on the ferry, leaving every 15 min, and cycle along the Rhine river straight back towards WCCB. The ferry is privately operated and a one-way ticket costs 1.20 Euro.

Note the landing stages for rowing boats on the Rhine. Not only pedestrians and cyclists use the river for recreation; after the water quality was restored to almost drinking water level, it is now used for water sports, too.



Figure 27: You can see UN Campus and Post Tower almost all the way along the tour on the Beuel side, photo by Philipp Böhme

**G** **Go below Konrad-Adenauer Bridge and cross it on the left side**

When you reach the Konrad-Adenauer Bridge, you can cross on either side by bicycle: there are separate lanes on each side for cyclists and pedestrians. To continue this tour, go below

the bridge, turn left and cross on the far side, towards the Siebengebirge Panorama.

→ This bridge is named after Konrad Adenauer, the first chancellor of the Federal Republic of Germany after World War II. The popular story is that Bonn became capital of Germany because Adenauer lived nearby, in Rhöndorf, and did not want to move house after becoming chancellor.

→ If you want to have a longer tour, instead of crossing here you can continue along the Rhine to the next ferry and cycle back along the other side from there, or even continue to Königswinter and the Siebengebirge (see nearby destinations) and take a ferry to Bad Godesberg-Mehlem.

Both ferries are privately operated and crossing with a bicycle costs 1.60 Euro. The German cyclist association ADFC also supports the ferries; twice a year all cyclists can cross for free.

**Stop on the middle of the bridge and look to your right. The tallest building is the Post Tower, headquarters of Deutsche Post DHL Group.**

→ The Deutsche Post DHL Group headquarters, composed of two glass ellipse halves by architect Helmut Jahn, is the tallest office building in the federal state of Northrhine Westphalia, with 162.5m and 41 stories. Since 2002, the skyscraper has been a workplace for 2,000 employees. The façade of the building is equipped with various coloured fluorescent tubes. In the evening, look up and watch how its colours change!



## MISSION 2050: SETTING THE STANDARD FOR ZERO EMISSION LOGISTICS

“From now until 2050, our mission will be to drive our business toward zero emission logistics. We are setting the standard for the future of the transport sector and doing our part to help the world community reach its goal of limiting global warming to less than two degrees Celsius.” These are the words of Frank Appel, CEO of Deutsche Post DHL Group, the world’s leading postal and logistics company.

The pledge represents a new ambitious goal for the company’s GoGreen environmental protection program, which was launched over a decade ago. Beginning with offering the first green product in the logistics industry in 2006, Deutsche Post DHL Group has continuously expanded GoGreen into a program that touches all parts of the business.



Figure 28: Posttower, the headquarter of Deutsche Post DHL Group, figure by DPDHL Group



Figure 29: DPDHL StreetScooter at their charging stations, photo by DPDHL Group

Mission 2050 includes four interim goals. By 2025, the company intends to increase its carbon efficiency by 50% compared to 2007 levels, increase local quality of life by operating 70% of its own first and last mile services with clean pick-up and delivery solutions, have more than 50% of its sales incorporate Green Solutions, certify 80% of its employees as GoGreen specialists and plant one million trees each year.

The company believes that savings potential can be found at every link in the supply chain, which is why it is taking action in a number of areas, including improving the energy efficiency of its buildings, optimizing its fleet, facilities and logistics network as well as minimizing consumption and waste. The company has even started regular production of an own electric delivery vehicle, the StreetScooter, for first and last mile deliveries. Deutsche Post DHL Group also recently started the production of the larger StreetScooter XL, which will expand the current product portfolio of electrical vehicles, in cooperation with Ford Motor Company. With around 3,400 StreetScooters and 10,500 e-bikes and e-trikes the company operates the largest fleet of electrical vehicles in Germany.

Deutsche Post DHL Group has a history of achieving ambitious goals. In 2016, the company hit its 2020 target four years ahead of schedule, increasing its carbon efficiency by 30% over 2007 levels. It also introduced the world's first citywide zero emissions delivery vehicle concept in the Group's home of Bonn, Germany.

→ Still on the middle of the bridge, now turn left. The hills in the distance are the Siebengebirge, the oldest protected area in Germany, established in 1922.

**H** Cross the bridge, go straight, crossing another small bridge, and go straight ahead onto the cycling path in the small park until you reach the main street, Friedrich Ebert Allee between Maritim Hotel and tram stop Olof Palme Allee.

→ The park on this side of the bridge is Rheinaue, a landmark of the City and a very pop-

ular recreational area. The park was created for the National Horticultural Show in 1979, and with its surface of 160 hectares – 125 hectares on the left bank of the Rhine and 35 hectares on the right – it nearly measures up to the size of downtown Bonn.

→ The Rheinaue is also a venue for many festival & events in summer, including one of Europe’s biggest flea markets (every 3rd Saturday April-October).

→ Rheinaue is easily accessible by metro (66, Rheinaue stop) or bus (610/611).

### CYCLING FOR CHANGE: UNFCCC CLIMATE AMBASSADORS INKA AND FABIAN



Figure 30: UNFCCC climate ambassadors Inka & Fabian exploring the Rheinaue Flea Market, July 2017, photo by Ulrich Kindermann



Figure 31: Inka and Fabian at the area where Bonn Zone will be constructed for COP23, photo by Ulrich Kindermann

In July 2017, Inka Vogt (19) and Fabian Beveridge (18) arrived in Bonn, on a 10,000 km carbon neutral journey through Europe, as ambassadors of the UNFCCC Climate Neutral Now initiative.

Cycling through Europe with zero emissions, they are talking with businesses, schools, governments and individuals about their climate actions. They hope to encourage others, especially young people, to cycle instead of using emissions-intensive forms of transportation.

**For further information on the UNFCCC initiative, see:**

→ <http://newsroom.unfccc.int/climate-action/cycling-towards-a-brighter-future/>

→ <http://climateneutralnow.org>



Figure 32: Commuters near Rheinaue, photo by Philipp Böhme

- From *Rheinaue* towards Friedrich Ebert Allee behind the trees on your left are several ministries and federal agencies, including the Bonn offices of the German Ministry for Transport and Infrastructure (BMVI) and the German Ministry of Environment, Buildings and Nuclear Safety (BMUB)

**WCCB connection:** You can go back to Heussallee or on to Bonn Central Station by public transport from Olaf Palme Allee stop, all lines. You can also continue in the opposite direction to Bad Godesberg Central Station (Line 63 and 16), the end point of Tour 3, or line 66 to Königswinter and the Siebengebirge (see nearby destinations).

**I Follow Friedrich Ebert Allee to Heussallee metro stop.**

- After the *Olof Palme Allee* stop, you will pass the headquarters of Deutsche Telekom Group. As a provider of telecommunications and smart solutions, T-Sys-

tems, a part of Deutsche Telekom group, is working on “Connected Mobility” and automated parking systems.



Figure 33: Friedrich Ebert Allee with Deutsche Telekom HQ (the car lanes are on the left side of the hedge), photo by Philipp Böhme

**For more information on T-Systems, see:**

→ <http://connectedcar.telekom-dienste.de/en>

At *Ollenhauerstraße* Stop, on the other side of the street, you can see the Bonn offices of Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ), one of the implementing organisations for German Development Cooperation.

## GIZ'S SUSTAINABLE MOBILITY ACTIONS AROUND THE WORLD

Aside from the **German Partnership for Sustainable Mobility (GPSM)**, the Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH (GIZ) is implementing, supporting and setting up a variety of projects focusing on sustainable mobility worldwide. To give you a few examples, GIZ is currently promoting the following projects and initiatives on behalf of the Federal Ministry for Economic Cooperation and Development (BMZ) or the Federal Ministry for Environment, Nature Conservation, Building and Nuclear Safety (BMUB):

**Assisting to achieve Sustainable Transport Goals – the Sustainable Urban Transport Project SUTP** SUTP started in 2003 and ever since has assisted developing world cities achieve their sustainable transport goals, through knowledge sharing about international experiences, policy advice, training and capacity building and targeted work on sustainable transport projects within cities. → [www.sutp.org](http://www.sutp.org)

**Enabling sustainable urban mobility – the Transformative Urban Mobility Initiative (TUMI)** TUMI enables leaders in developing countries and emerging economies to create sustainable urban mobility. It offers technical and financial support for innovative ideas. (For more information on TUMI, check the box on page 48). → [www.transformative-mobility.org](http://www.transformative-mobility.org)

**Strengthening Commitment towards Climate-Friendly Transport Technologies and Measures (TRANSfer)** TRANSfer supports developing countries and emerging economies in strengthening their commitment to climate-friendly transport and motivates international donors to invest more in this sector. Activities range from replacing old minibuses with new vehicles in the Philippines and a national investment promotion programme for sustainable urban transport in Peru to establishing new cycling infrastructure in Colombia. → [www.transferproject.org](http://www.transferproject.org)

**Advancing Transport Climate Strategies in Rapidly Motorising Countries (TraCS)** TraCS helps policy-makers in developing countries and emerging economies to enforce their climate change action plans for mobility and transport. TraCS supports rapidly motorising countries in meeting their climate targets, specified in their so-called Nationally Determined Contributions.

**Supporting local governments: MobiliseYourCity (MYC)** MYC provides a methodological framework, capacity building and technical assistance, and facilitates access to financing at both local and national levels for 100 cities and 20 national governments around the world. → [www.mobiliseyourcity.net](http://www.mobiliseyourcity.net)

- From here, you are driving on Bonn's Museum Mile, with institutions that attract around two million visitors each year. On the left side of the street, the first museum you will see is the Art and Exhibition Hall of the Federal Republic of Germany, followed by the Bonn Museum of Modern Art. Further down the street is the German National Museum of Contemporary History (or House of History, for short). Zoological Museum Alexander Koenig and Deutsches Museum Bonn are also close-by. For more information on the Museum Mile and ongoing exhibitions, please consult the Bonn Information homepage or the Tourist Information Center.
- Haus der Geschichte, the German National Museum of Contemporary History, offers free entrance to the public. The permanent exhibition is dedicated to the contemporary history of Germany from the end of the Second World War to the present day. The museum's approximately 7,000 original objects present political, economic and social history, everyday living conditions and other important aspects of art and culture. Changing exhibitions and events supplement the museum's program.

At the time of writing, the permanent exhibition area is closed due to renovations, but the temporary exhibition zones remain open.

**WCCB connection:** If you turn into Heussallee, you will reach the WCCB after a few meters. This area might have limited access due to security measures during major international events.

- If you have a bicycle and are attending an event at WCCB, you can also start and end Tour 2 here.
- The UN Campus and WCCB are also a potential stop for a cable car currently under discussion. For more information on the cable car, see the box on the next page.
- Continue along Konrad Adenauer Allee until you reach a statue portraying Adenauer's head.

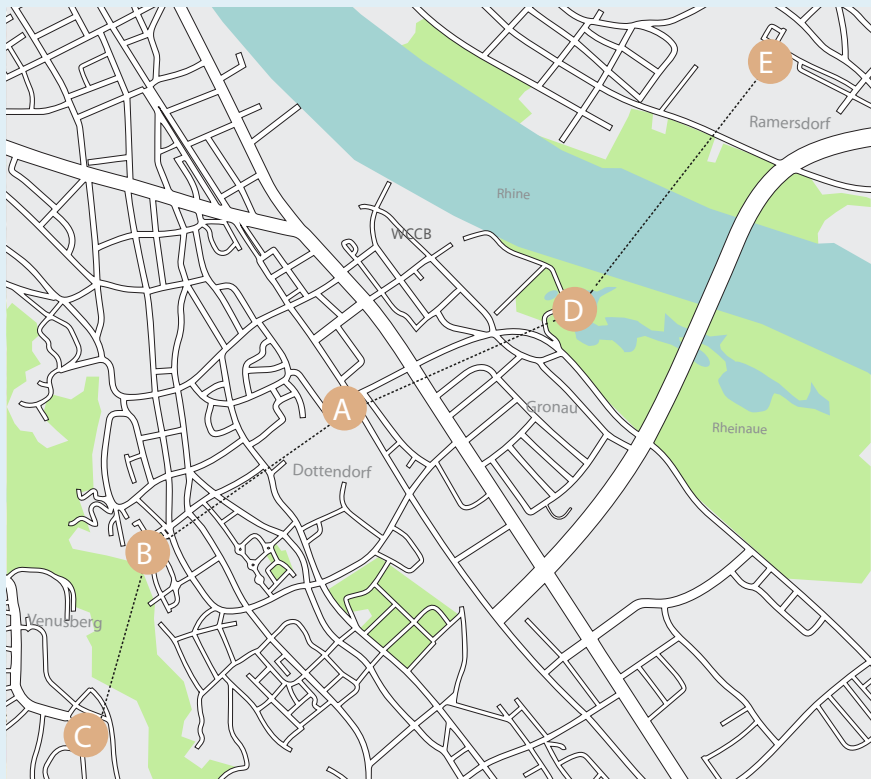
For more information on the Mile of Museums and Historic Sites of Bonn's period as Capital of West Germany, ask for the "Path of Democracy" leaflet at Bonn Information or check:

→ <http://www.wegderdemokratie.de/>.

## A CABLE CAR FOR BONN?

If you look east from Heussallee metro stop, you will see an elevated area in the distance. This is the Venusberg, where the Medical Faculty of Bonn University and several hospitals are located. There is only one access road to this area from Bonn city center, which is often jammed with the ever-increasing traffic of residents, commuters and patients.

A potential second access route is a cable car connecting the medical campus with the residential area below and potentially on to the UN-campus or even crossing the Rhine to the Bonn-Ramersdorf side. A feasibility study concluded in 2017 estimates that the potential route from Venusberg down to the UN Campus and across the Rhine would take 12 to 15 minutes and cover 4.3 kilometres. The study found that motorised road traffic up to Venusberg might significantly be reduced with a cable car, resulting in lower emissions. On the other hand, many people have concerns about the economic aspects, including the high investment and operation costs, as well as concerns about the nature reserves to be crossed. The cable car is still a disputed issue among citizens of Bonn, and the City of Bonn has chosen a participatory process, listening to all concerns in public meetings, before a decision will be made.



**Figure 34:** One of several potential routes for a cable car in Bonn. The Letters are possible stations along the route. WCCB is north of Point D. Figure by Klara Esch based on City of Bonn

## TRANSFORMING URBAN MOBILITY with TUMI

Mobilizing financial resources, enabling 1,000 local decision makers in developing countries and emerging economies to create sustainable and resilient urban mobility systems and supporting innovative transport projects with technical and financial support – these are the goals of the Transformative Urban Mobility Initiative (TUMI).

Set up in 2016, TUMI combines the resources and expertise of a broad network of international partner organisations to jointly implement a shared vision of more safer, more inclusive, resilient and sustainable mobility solutions in cities around the world. The TUMI is a joint initiative by the German Ministry for Economic Cooperation and Development (BMZ), together with eight international partner organisations (ADB, CAF, C40, ICLEI, ITDP, SLoCaT, UN-Habitat, WRI) and the German implementing organisations GIZ and KfW.

Well-designed mobility systems increase the resilience of cities in the face of increasing urbanisation, population growth and negative impacts of climate change. To help secondary cities start and accelerate sustainable mobility action, TUMI's support includes capacity building, networking, seed funding, leverage funding and more.

**For more information on TUMI, visit:**

→ [www.transformative-mobility.org](http://www.transformative-mobility.org)

## J Konrad Adenauer Statue and BMZ (former Chancellor's Office)

Following Adenauerallee on the right side and you will come across a large statue portraying Konrad Adenauer's head. You are now standing in front of the former Chancellor's Office of Germany, from 1976 to 1999. Today the German Ministry for Economic Cooperation and Development (BMZ) is located here. BMZ is actively supporting sustainable urban mobility and action against climate change in developing countries and emerging economies. Among many other initiatives, it has launched the Transformative Urban Mobility Initiative (TUMI) at the UN Summit on Sustainable Urban Development 2016 in Quito, in cooperation with eight international partner organisations (see box).

**To learn more about BMZ initiatives on climate change, please see:**

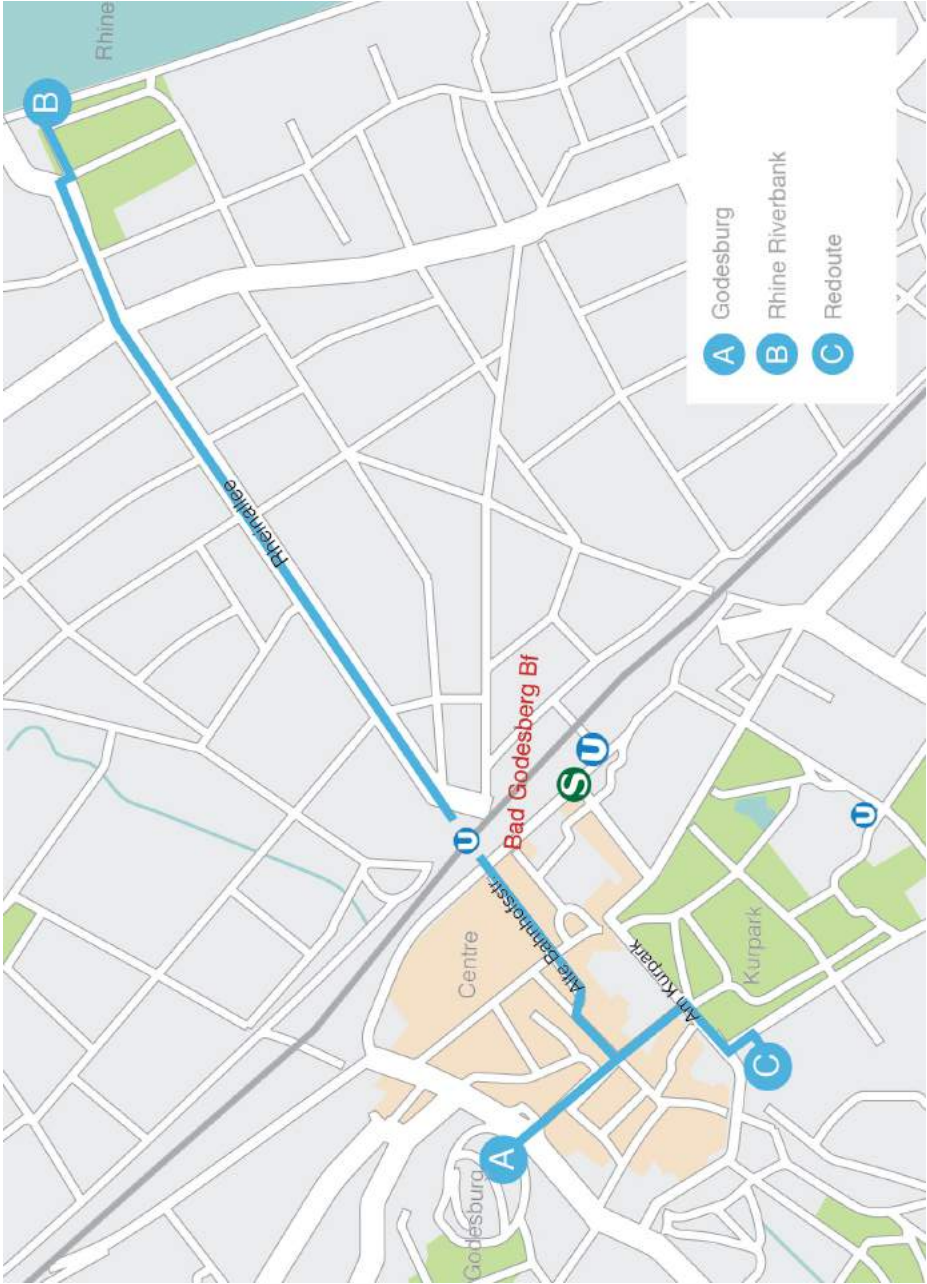
→ <https://www.bmz.de/en/issues/klimaschutz/index.html>

**K Cross the street at the Adenauer Statue, cross again to your right and follow the side street next to the bridge (Reuterbrücke) to the railway line. Then cross the street onto the cycling path and turn right. There is a cycling path all along the railway line back to Bonn Central Station, the end of this route.**





Tour 3: To Bad Godesberg by public transport



# Tour 3: To Bad Godesberg by public transport

APPROXIMATELY 2H

**Tour 3 takes you to Bad Godesberg, the southern part of Bonn. The route recommended here is a combination of walking and public transport. It is not one single route, but a combination of smaller routes to three different sights: the castle, the Rhine, and the La Redoute ballroom.**

## From the Main Station to Bad Godesberg

From Bonn Main Station, you have various ways to get to Bad Godesberg. If you go by train, all regional trains (marked RB, RE or MRV) going south from platform 3 will stop at Bad Godes-

berg. Make sure not to take an IC or ICE, as these are more expensive and might not stop in Bad Godesberg. By metro, go to the underground platform indicating Bad Godesberg and take line 16 or 63 to Bad Godesberg Bahnhof. If you prefer to travel by bus, you can take 610 or 611 from Bonn Central Bus station, direction of Heiderhof Pappelallee (not Duisdorf, which would be the opposite direction!). You can also take these lines from Heussallee bus stop near WCCB and from the Rheinaue bus stop. If you prefer to cycle, we recommend taking the route along the Rhine; the 8km trip should take about 30 minutes.

## A Godesburg castle

From Bonn Central Station, you can already see Godesburg castle to your right. It was the first of the romantic castles on the Rhine. Work started on the construction of Godesburg castle in 1210. The castle was a favourite retreat of the Electors of Cologne in the Middle Ages, but was captured and partly destroyed in 1583. Today, it is a restaurant and viewing point. The walking route up to the tower is signposted (Godesburg), and you can climb the 32m high keep.



Figure 38: Capture and destruction of the Godesburg castle in 1583, by artist Fritz Hogenberg, <https://commons.wikimedia.org>

## BONN WINS E-BUS AWARD 2017

Since 2016 SWB operates buses with electric engines in Bonn. According to the company, e-buses benefit from the growing awareness of the population for environmental aspects. A feasibility study by a known German research institute showed that it is possible to employ busses with batteries in Bonn. The city decided to buy busses with a high range of 200km, which avoids recharging the vehicles during the day.

With its vision for electric public transport, the City of Bonn is part of the ZeEus Initiative of the European Union. The EU in liaison with the Union of International Public Transport strives for environmentally and climate-friendly solutions for municipal bus companies and networks. The objective of the Europe-wide project is to test the feasibility of electric buses compared to diesel buses. Participating cities include Barcelona, London, Paris, Stockholm, Warsaw and others.

The six E-buses integrate seamlessly in the city's network of public transport. They operate CO<sub>2</sub> neutral except for their heating during the winter months. Other advantages of the new electric buses are their noise reduction in comparison to regular buses and the sustainability approach. Sustainability in every project in a city like Bonn, which is home to many institutions of the United Nations and other international organizations, is a model for other cities. Concerning the actual users of the buses, the citizens and visitors of Bonn, the feedback has been overwhelmingly positive.

Due to the success of this pilot, Bonn was awarded the German E-Bus Award in April 2017.



Figure 36 and 37: two of the six electric busses, photo by SWB

<sup>8</sup> SWB (2017): E-Bus-Flotte der SWB Bus und Bahn gewinnt EBUS Award 2017. Available at: <https://www.swb-busundbahn.de/nc/aktuelles/einzelansicht/nachricht/e-bus-flotte-der-sw-bus-und-bahn-gewinnt-ebus-award-2017/ac/show.html> (09.10.2017)

## **B** A walk from Bad Godesberg Central Station down Rheinallee to the Rhine

Rheinallee starts at the backside of Bad Godesberg Central Station. If you arrived by tram only for this tour, leave the station on the side opposite to the direction of travel and exit on the right.

Walk down Rheinallee towards the Rhine and take a look at the old buildings to your left and right.

As the “Bad” (German for “bath”) in the name indicates, Bad Godesberg used to be a spa once.

The villas and mansions in the area between the Bad Godesberg train station and the Rhine still show that Bad Godesberg used to be a popular living area for the wealthier parts of the population. During the time that Bonn was Germany’s capital, numerous embassies took their seat in these villas. Godesberg has now developed into a modern health center with highly rated special clinics and rehabilitation facilities, but has retained the charm of the former spa city.

At the end of Rheinallee, also look at the restaurant “Bastei” to your right. In the 19th century, this building used to be the waiting room for passengers travelling on the steamboats going up and down the Rhine.

### THE ROMANTIC RHINE

The Romans once settled here on the banks of the Rhine, a major route for transport and commerce for centuries. In the hills of the Siebengebirge to your right, the Romans quarried basalt stone for their construction projects, and transported them on the river.

Did you know that commerce on the Rhine was also the foundation of the oldest international convention still operating today? The Central Commission for the Navigation of the Rhine (CCNR) was founded in 1815 by five countries:

Switzerland, France, Germany, Belgium and the Netherlands to ensure the freedom and safety of navigation on the Rhine. Today the CCNR continues its work on European transport policy. Many of its activities now focus more broadly on all Europe’s navigable waterways.

In addition, of course, the Romantic Rhine is a tourist destination. For over two centuries, guests from all over the world have travelled to the Romantic Rhine; whether it was Goethe, Mark Twain, Casanova or William Turner – no one could resist the allure of this fascinating landscape. The Siebengebirge hills near Bonn mark the start of the most impressive section of the river valley.





Figure 39: The Bastei Restaurant used to be a waiting room for steamship passengers travelling the Rhine, <https://upload.wikimedia.org>

If you want, you can take the ferry and cross the Rhine here. The ferry is privately operated, so you will have to pay 1.30 Euro per person (or 1.60 Euro per cyclist).

Otherwise, you can return on Rheinallee to Bad Godesberg, or if you have time and the weather permits, walk the 8 km back to Bonn along the Rhine.



Figure 40: La Redoute in 1792 by artist Johann Ziegler, <https://de.wikipedia.org>

### **C** Bad Godesberg park and La Redoute

Opposite the main entrance of Bad Godesberg train station you will find a small park. At the far side of this park you can see the historical building "La Redoute". It was built from 1790 to 1792 as the concert and opera house for the Elector and archbishop of Cologne. In 1792 Ludwig von Beethoven, Bonn's most famous composer, played here in front of Joseph Haydn. "Redoute" is the French word for the fancy-dress balls that were held here.

The venue can still be booked today for wedding balls and other celebrations and events.

For a detailed walking tour and more details on tourism options in Bad Godesberg, please consult the Tourist Information Center in Bonn.

## FROM OLD TO NEW, AND CLIMATE-FRIENDLY

Do you believe that improving the energy efficiency of public transport requires replacing old fleets with new vehicles? Think again.

When several tram vehicles built in the 70's needed to be replaced after four decades in service, the City of Bonn and SWB were looking for the best available option. They came to the conclusion that the best option would be not to replace the vehicles at all. While a new tram vehicle would cost at least 3 million, the old vehicles, built in very good quality, could be completely overhauled and modernised for about 1.2 million per vehicle, at SWB's own facilities. Modernising instead of replacing 25 vehicles built in 1974 to 1977 would save 47 million Euro, while at the same time supporting the local economy and job creation, as all the work was done in Bonn.

As all vehicles were equipped with new, energy efficient drive systems, this modernisation strategy could lead to energy savings of 1.8 gigawatt hours with only 25 vehicles. This is the equivalent to the annual CO<sub>2</sub> emissions of 500 households in Bonn. In addition to increased energy-efficiency, the approach also increases resource-efficiency, and improves public transport use with the modern and comfortable vehicles. Due to the success of the program started in 2012, it was decided to modernise another 35 vehicles built from 1983 to 1993.

The vehicles of Line 66 were the first to be overhauled. Line 66 goes from Siegburg train station (ICE connection) to Bonn Central Station, Rheinaue and on to Königswinter and Bad Honnef. So if you're travelling from Central Station to Rheinaue, or plan a trip to Königswinter and the Siebengebirge (see next chapter), take a closer look at your vehicle – maybe it's one of the “from old to new” ones!



Figure 41 and 42: Construction and use of the new tram models, photo by SWB

## Nearby destinations: Siebengebirge and Cologne

There are many interesting destinations within easy reach of Bonn. From a sustainable mobility perspective, we picked two, the Siebengebirge and Cologne. Please consult the Tourist Information Center for further attractions and nearby destinations.

### A Siebengebirge

Take metro line 66 to Königswinter and follow the signposted way to Siebengebirge and Drachenfels.

The Siebengebirge – literally “seven hills” – is the oldest protected area in Germany. It was declared a nature reserve in 1922, only two years after “nature protection” was mentioned for the first time in a law. The scenic hills and forest of the Siebengebirge had been popular as a recreational area for hiking even in the 19th century. For those less inclined to hiking who still wanted to enjoy the view of the Rhine valley from the Drachenfels (at 321 meters, the highest peak in the area), a track and pinion rail was built in 1883, covering 1520 meters in distance and 220 meters in elevation. Today this “Drachenfelsbahn” still operates, making it one of the oldest and most heavily used track and pinion railways in Europe. It has transported an estimated 35 million passengers to date!



Figure 43: Schloss Drachenburg, <https://commons.wikimedia.org>

In summer, you can also reach Königswinter and the Siebengebirge by cruise ships going there directly from Bonn.

→ The *Drachenfels* castle is easily accessible by the railway stop in the middle. It hosts a museum on the history of nature protection in Germany.

**For more detailed information on the Museum and the ferry, see:**

Drachenfelsbahn → <https://de.wikipedia.org/wiki/Drachenfelsbahn>

Schloss Drachenburg, Siebengebirgsmuseum → <http://www.siebengebirgsmuseum.de/>

Rheinfähre → <http://www.rheinfahre-godesberg.de/>





Figure 44: Cologne Cathedral and Hohenzollern Bridge, <https://commons.wikimedia.org>

## B Cologne

Cologne is easy to reach by train: you can choose between several regional trains (RB26, RB48, and RE) from Bonn Central Station, all at the same price, which all take about 30 minutes to Cologne. There are also faster IC and ICE express trains, but these are far more expensive, as you will have to pay the full express surcharge even for short distances. You can even go straight to Cologne by tram (line 16 and 18 from Bonn Central Station), although that takes a while longer. As Cologne is so close to Bonn, the regional public transport tariff applies (price level 4), and you can buy tickets directly in the

tram or public transport vending machines.

The Cathedral of Cologne is probably one of the World Heritage Sites most easily accessible by public transport, as its right next to the main exit of Cologne Central Station. Another thing that you will find at this exit are bicycle taxis, if you want to take a non-motorised tour of Cologne. You also have the chance to explore Cologne by bike yourself. Bikes can be rented at the Radstation Cologne, via the DB call a bike service, or KVB bike sharing, a cooperation between next-bike and local public transport operator KVB.

### Cologne Tourist Information Center

Cologne Tourist Board  
Kardinal-Höffner-Platz 1  
D - 50667Cologne  
+49 (0) 221. 34643-0  
[info@koelntourismus.de](mailto:info@koelntourismus.de)

### Opening Hours:

Mondays - Saturdays: 09 am – 08 pm  
Sundays and public holidays: 10 am – 05 pm

**For further information on bikesharing services, see the websites of the companies:**

**Namen der companies:**

KVB bikes → <https://www.kvb-rad.de/en/koeln/locations/>

Radstation /Bike station Cologne → <https://www.radstationkoeln.de/en/>

DB call a bike → <https://www.callabike-interaktiv.de/en/cities/koln>

**For more information, please consult the website or service center of Cologne Tourism**

→ <https://www.cologne-tourism.com/> or → <http://www.cologne.de/>

Go to Service > Arrival and mobility for more information on mobility in Cologne

# Further Information on mobility in Bonn



## GENERAL TRAVELLER'S INFORMATION

Check the following websites for general information on Bonn:

- ➔ [www.bonn.de/index.html?lang=en](http://www.bonn.de/index.html?lang=en)
- ➔ [wikitravel.org/de/Bonn](http://wikitravel.org/de/Bonn)

The Homepages of the City of Bonn and the region's tourism and congress company offer **extensive information for tourists** about Bonn and the surroundings in various languages:

- ➔ [http://www.bonn.de/tourismus\\_kultur\\_sport\\_freizeit](http://www.bonn.de/tourismus_kultur_sport_freizeit) > *Tourism* > *Tourist Information*
- ➔ <http://www.bonn-region.de/en/>

### Rheinland Travel App:



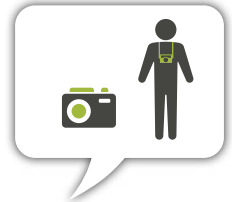
Follow the link on the website ➔ [www.rheinland.info](http://www.rheinland.info) to find the app for both iOS and Android.

### Tourist Information:

Bonn-Information  
Windeckstraße 1 / am Münsterplatz  
53111 Bonn  
Telefon: +49 228 - 77 50 00

Monday - Friday: 10 am - 18 pm  
Saturday: 10 am - 16 pm  
Sundays and public holidays: 10 am - 14 pm

- ➔ [http://www.bonn.de/tourismus\\_kultur\\_sport\\_freizeit](http://www.bonn.de/tourismus_kultur_sport_freizeit) > *Tourism*  
> *Tourist Information* > *Bonn-Information*
- ➔ E-Mail: [bonninformation@bonn.de](mailto:bonninformation@bonn.de)



## SIGHTSEEING IN BONN

Bonn's official website offers an overview on provided tours:

➔ [http://www.bonn.de/tourismus\\_kultur\\_sport\\_freizeit/](http://www.bonn.de/tourismus_kultur_sport_freizeit/) > tourism > tourist information > city tours

There are also free and off-the-beaten-track tours:

➔ <https://www.gpsmycity.com/gps-tour-guides/bonn-2876.html>

A map with valuable information for visitors can also be found on the Bonn official website:

➔ [http://www.bonn.de/tourismus\\_kultur\\_sport\\_freizeit/tourist\\_information\\_aktuell/tourismus\\_und\\_hotels/13067/index.html?lang=en](http://www.bonn.de/tourismus_kultur_sport_freizeit/tourist_information_aktuell/tourismus_und_hotels/13067/index.html?lang=en)

## INFORMATION ON PUBLIC TRANSPORT AND GENERAL TRAFFIC INFORMATION



Timetable, network map and traffic information for public transport in Bonn:

➔ <http://en.swb-busundbahn.de/>

SWB's tool for trip planning:

➔ <http://en.swb-busundbahn.de/tickets-and-tariffs/tariff-advisory.html>



There is a smartphone app for SWB trip planning, containing information for all transports in and around Bonn. You can also buy tickets using the app. To find the app, follow the links on the website ➔ <http://swb.myeasygo.de/en/home-sw.html> to find it for both iOS and Android.

Transport Association VRS Rhein-Sieg for the wider region:

➔ [www.vrsinfo.de](http://www.vrsinfo.de) (including Web-App)

## BIKE TRIP INFORMATION

City cycle map and information on cycling in Bonn as well as different brochures on cycling tours:

➔ [www.bonn-international.org/leisureculturesports/sports/cycling-round-bonn-on-two-wheels/city-cycle-map.html](http://www.bonn-international.org/leisureculturesports/sports/cycling-round-bonn-on-two-wheels/city-cycle-map.html)



Information on bike tours in the Rhine Area:

➔ [www.bonn-region.de/overview-experience--discover/cycle-tours.html](http://www.bonn-region.de/overview-experience--discover/cycle-tours.html)

**QuoRadis** is a cycling app for the Rhine Area. It includes tours and maps in the surroundings of Bonn.



Some of the tours are connected to topics like family or water. Follow the links on the website

➔ [www.radregionrheinland.de/quoradis-app/](http://www.radregionrheinland.de/quoradis-app/) to find the app for both iOS and Android.

**ADFC Bonn/Rhein-Sieg** is the local chapter of Allgemeiner Deutscher Fahrrad-Club, Germany's national cycling organisation:

➔ <https://www.adfc-nrw.de/kreisverbaende/kv-bonn/startseite-kv-bonn.html> (only in German)

**ADFC Bonn/Rhein-Sieg** provides numerous cycling tours in the surrounding area:

➔ <https://www.adfc-nrw.de/kreisverbaende/kv-bonn/radtouren/unser-tourenprogramm.html>

**BBBike@Bonn:**

➔ <http://www.bbbike.org/Bonn/>

BBBike is an online tool that calculates the best bike route based in specified criteria (such as avoidance of main roads without cycle lanes, use of side streets wherever possible or use of streets without cobblestones)



# References

- **Deutsche Post DHL Group (2017)**: Climate protection projects. Available at: [http://www.dpdhl.com/en/responsibility/environmental-protection/green\\_products\\_and\\_services/climate\\_protection\\_projects.html](http://www.dpdhl.com/en/responsibility/environmental-protection/green_products_and_services/climate_protection_projects.html) (09.10.2017)
- **Deutsche Post DHL Group (2017)**: Elektromobilität. Available at: <http://www.dpdhl.com/de/presse/specials/elektromobilitaet.html> (09.10.2017)
- **Deutsche Post DHL Group (2017)**: Flottenoptimierung. Available at: [http://www.dpdhl.com/de/verantwortung/umweltschutz/effizienz\\_verbessern/fahrzeuge.html](http://www.dpdhl.com/de/verantwortung/umweltschutz/effizienz_verbessern/fahrzeuge.html) (09.10.17)
- **Deutsche Post DHL Group (2017)**: Seeing the bigger picture. Corporate Responsibility Report 2016. Available at: <http://cr-report2016.dpdhl.com/> (09.10.17)
- **Deutsche Telekom (2017)**: Connected Mobility. Into the future. Available at: <http://connectedcar.telekom-dienste.de/en> (09.10.2017)
- **Eco Counter (2017)**: Kennedybrücke Bonn. Available at: [http://www.eco-public.com/public2/?id=100021143&session\\_db=0&ThemaId=22640&interface\\_id=&infotext=-<BR>BN - Kennedybrücke \(errechnete Gesamtzahl\)&backcolor=C6D6E5&textcolor=5D93B2&tbcolor=C6D6E5](http://www.eco-public.com/public2/?id=100021143&session_db=0&ThemaId=22640&interface_id=&infotext=-<BR>BN - Kennedybrücke (errechnete Gesamtzahl)&backcolor=C6D6E5&textcolor=5D93B2&tbcolor=C6D6E5) (27.09.2017)
- **Federal Ministry for the Environment, Nature Protection, Urban Development and Nuclear Security (2016)**: CO<sub>2</sub> freie Zustellung. Bundesweite Umsetzung der Elektromobilität im Flottenbetrieb. Available at: <http://erneuerbar-mobil.de/en/node/832> (27.09.2017)
- **Federal Ministry for the Environment, Nature Protection, Urban Development and Nuclear Security (2017)**: Leuchtturmprojekte. Available at: <http://www.mobil-wandel.de/leuchtturmprojekte/> (27.09.2017)
- **Federal Ministry of Transport and Digital Infrastructure (2017)**: Introduction. Available at: <http://www.bmvi.de/EN/Home/home.html> (27.09.2017)
- **Global Covenant of Mayors (2017)**: Introduction. Available at: <http://www.globalcovenantofmayors.org/> (27.09.2017)
- **Kraftfahrt-Bundesamt (2017)**: Statistische Mitteilungen des Kraftfahrt-Bundesamtes FZ 3, 01. Januar 2017. Available at: [https://www.kba.de/SharedDocs/Publikationen/DE/Statistik/Fahrzeuge/FZ/2017/fz3\\_2017\\_pdf.pdf?\\_\\_blob=publicationFile&v=3](https://www.kba.de/SharedDocs/Publikationen/DE/Statistik/Fahrzeuge/FZ/2017/fz3_2017_pdf.pdf?__blob=publicationFile&v=3) (19.10.2017)
- **Ministry for Transport of North Rhine Westphalia (2016)**: Mobilität in Nordrhein-Westfalen Daten und Fakten 2015/2016. Straßenverkehr – ÖPNV und Eisenbahn – Binnenschiffsverkehr – Luftverkehr. Düsseldorf: MBWSV. S. 64

- **Stadt Bonn (2017)**: Bonn in Zahlen. Available at: [http://www.bonn.de/rat\\_verwaltung\\_buergerdienste/aktuelles/bonn\\_in\\_zahlen/index.html](http://www.bonn.de/rat_verwaltung_buergerdienste/aktuelles/bonn_in_zahlen/index.html) (27.09.2017)
- **Stadt Bonn (2017)**: Bürgerdialog Seilbahn. Eine Seilbahn für Bonn? - Auswertung des 3. Online-Dialogs ist online. Available at: <https://www.bonn-macht-mit.de/dialog/b%C3%BCrgerdialog-seilbahn> (09.10.2017)
- **Stadt Bonn (2016)**: Fahrradhauptstadt 2020. Available at: [http://www.bonn.de/umwelt\\_gesundheit\\_planen\\_bauen\\_wohnen/radverkehr/projekte/fahrradhauptstadt\\_2020/](http://www.bonn.de/umwelt_gesundheit_planen_bauen_wohnen/radverkehr/projekte/fahrradhauptstadt_2020/) (09.10.2017)
- **Stadt Bonn (2007)**: Schicke neue Einkaufsmeile: Friedrichstraße ist Fußgängerzone. Available at: [http://www.bonn.de/rat\\_verwaltung\\_buergerdienste/presseportal/pressemitteilungen/00423/?lang=de](http://www.bonn.de/rat_verwaltung_buergerdienste/presseportal/pressemitteilungen/00423/?lang=de) (09.10.2017)
- **Stadt Bonn (2011)**: Verkehrsentwicklungsplan Bonn 2020. Bonn: n.p. S. 73
- **Stadt Bonn (2011)**: Verkehrsentwicklungsplan Bonn 2020. Bonn: n.p. S. 74
- **SWB (2008)**: 25 Stadtbahnwagen werden modernisiert: Nach zweijähriger Konzeption Prototyp erstellt. Available at: <http://www.swb-busundbahn.de/nc/aktuelles/einzelansicht/nachricht/25-stadtbahnwagen-werden-modernisiert-nach-zweijaehriger-konzeption-prototyp-erstellt/ac/show.html> (09.10.2017)
- **SWB (2016)**: Driving the future. Bonn: SWB.
- **SWB (2017)**: E-Bus-Flotte der SWB Bus und Bahn gewinnt EBUS Award 2017. Available at: <https://www.swb-busundbahn.de/nc/aktuelles/einzelansicht/nachricht/e-bus-flotte-der-swb-bus-und-bahn-gewinnt-ebus-award-2017/ac/show.html> (09.10.2017)
- TU Dresden, Mobilität in Städten – System repräsentativer Verkehrsbefragungen (SrV) 2013“
- **UNFCCC (2017)**: Cycling Towards a Brighter Future. UNFCCC Climate Ambassadors Visit Bonn, Germany. #Bike4Climate. Available at: <http://newsroom.unfccc.int/climate-action/cycling-towards-a-brighter-future/> (09.10.2017)
- **UNFCCC (2017)**: Introduction. Available at: <http://climateneutralnow.org/Pages/Home.aspx> (09.10.2017)
- **Urbanet (2017)**. Available at: <http://urbanet.info>

FRIENDS OF THE GERMAN PARTNERSHIP FOR SUSTAINABLE MOBILITY







GLOBAL FRIENDS OF THE GERMAN PARTNERSHIP FOR SUSTAINABLE MOBILITY



## PHOTO CREDITS

Cover picture by Philipp Böhme

**Figure 3:** Sign used on tram and bus stops, [https://de.wikipedia.org/wiki/Datei:Zeichen\\_224.svg](https://de.wikipedia.org/wiki/Datei:Zeichen_224.svg)

**Figure 4:** Sign used on metro stops, <https://de.wikipedia.org/wiki/U-Bahn#/media/File:Ubahnlogo.svg>

**Figure 6:** Sign used to mark the environmental zone, <https://de.wikipedia.org/wiki/Umweltzone>

**Figure 9:** Sterntor, a testimony of the old city fortifications, <https://commons.wikimedia.org/wiki/File:Bonn-brunnen-sterntor-08.jpg>

**Figure 11:** Bonngasse 20: "Ludwig van Beethoven was born in this house on December 17 1770", [https://commons.wikimedia.org/wiki/File:Beethovenhaus\\_3\\_db.jpg](https://commons.wikimedia.org/wiki/File:Beethovenhaus_3_db.jpg)

**Figure 20:** Karl von Drais and his invention, Lithography from 1830, [http://www.wikiwand.com/de/Karl\\_von\\_Drais](http://www.wikiwand.com/de/Karl_von_Drais)

**Figure 21:** Results of the bicycle counter at Kennedybrücke (2015 to 2017), figure by City of Bonn, Available at: [http://www.bonn.de/umwelt\\_gesundheit\\_planen\\_bauen\\_wohnen/radverkehr/projekte/radverkehrszaeehlungen/index.html?lang=de](http://www.bonn.de/umwelt_gesundheit_planen_bauen_wohnen/radverkehr/projekte/radverkehrszaeehlungen/index.html?lang=de)

**Figure 34:** One of several potential routes for a cable car in Bonn. The Letters are possible stations along the route. WCCB is north of Point D. Figure by Klara Esch based on: [https://www.bonn-macht-mit.de/sites/default/files/unit/files/Pr%C3%A4sentation\\_3\\_B%C3%BCrgerdialog.pdf](https://www.bonn-macht-mit.de/sites/default/files/unit/files/Pr%C3%A4sentation_3_B%C3%BCrgerdialog.pdf). Page 4

**Figure 38:** Capture and destruction of the Godesburg castle in 1583, by artist Fritz Hogenberg, [https://commons.wikimedia.org/wiki/File:Inname\\_van\\_Godesberg\\_-\\_Capture\\_and\\_destruction\\_of\\_Godesburg\\_in\\_1583\\_\(Frans\\_Hogenberg\)\\_Edit2.jpg](https://commons.wikimedia.org/wiki/File:Inname_van_Godesberg_-_Capture_and_destruction_of_Godesburg_in_1583_(Frans_Hogenberg)_Edit2.jpg)

**Figure 39:** The Bastei Restaurant used to be a waiting room for steamship passengers travelling the Rhine, [https://upload.wikimedia.org/wikipedia/commons/b/b6/2008-07-20\\_Bonn-BadGodesberg\\_Bastei.jpg](https://upload.wikimedia.org/wikipedia/commons/b/b6/2008-07-20_Bonn-BadGodesberg_Bastei.jpg)

**Figure 40:** La Redoute in 1792 by artist Johann Ziegler, [https://de.wikipedia.org/wiki/Martin\\_Leydel#/media/File:Ziegler\\_n\\_janscha\\_1792\\_redoute.jpg](https://de.wikipedia.org/wiki/Martin_Leydel#/media/File:Ziegler_n_janscha_1792_redoute.jpg)

**Figure 43:** Schloss Drachenburg, [https://commons.wikimedia.org/wiki/Schloss\\_Drachenburg#/media/File:Sg\\_fexx\\_04.JPG](https://commons.wikimedia.org/wiki/Schloss_Drachenburg#/media/File:Sg_fexx_04.JPG)

**Figure 44:** Cologne Cathedral and Hohenzollern Bridge, [https://commons.wikimedia.org/wiki/Hohenzollernbr%C3%BCcke/media/File:K%C3%B6ln\\_-\\_Rheinpanorama\\_-\\_Altstadt\\_bis\\_Deutz.jpg](https://commons.wikimedia.org/wiki/Hohenzollernbr%C3%BCcke/media/File:K%C3%B6ln_-_Rheinpanorama_-_Altstadt_bis_Deutz.jpg)

## DISCLAIMER

The information in this publication has been carefully researched and diligently compiled. Nevertheless, GIZ does not accept any liability or give any guarantee for the validity, accuracy and completeness of the information provided by the respective contributors and authors. The content of the publication has been written and provided by the friends of the German Partnership for Sustainable Mobility that are listed in the publication and held fully responsible for the content and the photos. GIZ reserves the right to modify, append, delete parts or the complete content without prior notice, or to cancel the publication temporarily or permanently. This publication contains links to third-party websites. GIZ is not responsible for the contents of any linked site or any link contained in a linked site. The placement and listing of companies, academia or other stakeholders (or their logos, contact details or other information) on this page doesn't mean any endorsement by GIZ or other partners. Users are encouraged to exercise due-diligence in respect to information, offers and proposals. This publication does not claim to be exhaustive.

**Authors:** Ulrich Kindermann, Paula Ruppert, Ronja Schütz

**Editor:** Paula Ruppert

**Design:** Klara Esch, Barbara Miranda

**October 2017**



## IMPRINT

### German Partnership for Sustainable Mobility (GPSM)

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

Registered offices Bonn and Eschborn, Germany

Dag-Hammarskjöld-Weg 1–5 • 65760 Eschborn

Telephone: +49 61 96 79 4199 • Telefax: +49 61 96 79 80 4199

E-Mail → [contact@german-sustainable-mobility.de](mailto:contact@german-sustainable-mobility.de)

Web → [www.german-sustainable-mobility.de](http://www.german-sustainable-mobility.de)

Twitter → [www.twitter.com/GermanMobility](https://www.twitter.com/GermanMobility)

Facebook → [www.facebook.com/germansustainablemobility](https://www.facebook.com/germansustainablemobility)

Instagram → [www.instagram.com/germansustainablemobility/](https://www.instagram.com/germansustainablemobility/)

WWW.GERMAN-SUSTAINABLE-MOBILITY.DE

## SUSTAINABLE MOBILITY – MADE IN GERMANY

“Sustainable Mobility – Made in Germany” stands for sustainable, proven, resource efficient, innovative, trustworthy and flexible solutions for all domains of mobility and logistics services.

### Germany has a long history of successful changes and transformations in the transport sector – including

- the establishment of comprehensive funding schemes
- the re-emergence of walking and cycling as safe and viable modes of transport
- the reorganisation of the public transport sector
- the continuous development of progressive regulations
- the development of efficient propulsion systems
- the integration of different modes of transport, including multimodality in logistics and eco-mobility

Academia, businesses, civil society and associations have gathered invaluable experience and skills in framing these transformations.

The German experience is worthy of study. Due to the scarcity of energy resources, the high population density and number of enterprises, as well as the compactness of the country, Germany opted early on for energy-efficient, integrated and smart solutions in the transport sector.

More on [www.german-sustainable-mobility](http://www.german-sustainable-mobility)

## SUPPORTED BY

## ON BEHALF OF



## FURTHER SUPPORTERS

