

# GOOD, BETTER, BEST

THE CITY OF COPENHAGEN'S  
BICYCLE STRATEGY 2011-2025



**COPENHAGEN  
TOGETHER**

CITY OF COPENHAGEN  
The Technical and  
Environmental Administration

**I  CPH**



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## **COPENHAGENERS CYCLE**

And they always have.  
Conversation cycling on  
Dr. Louises Bro in the 1930s.

# FROM GOAL TO REALITY

COPENHAGEN MUST BECOME THE WORLD'S BEST BICYCLE CITY!

The goal was firmly set by a unanimous city council as an integral part of the vision of Copenhagen as an Environmental Capital. Above par conditions for cycling are also an important element in Copenhagen's goal of having a good city life and making Copenhagen CO<sub>2</sub> neutral by 2025. Good conditions for cycling are also part of the city's official health policy.

In other words, cycling is not a goal in itself but rather a highly-prioritised political tool for creating a more liveable city. Copenhagen is already a fine bicycle city. Every single morning hundreds of thousands of Copenhageners choose the bicycle as the most natural thing in the world. It is amazing to many foreigners and the source of great interest for journalists, researchers, politicians and urban planners from every corner of the world.

Copenhagen couldn't have achieved this status without a steady and comprehensive effort. Cycling in Denmark has fallen by 30% since 1990. The numbers for Copenhagen, however, head in the opposite direction. The number of kilometres cycled has risen by around 30% since 1998 and the bicycle's modal share for trips to work or educational institutions has risen to over a third in the same period. This makes the bicycle the most popular transport form for commuting in Copenhagen.

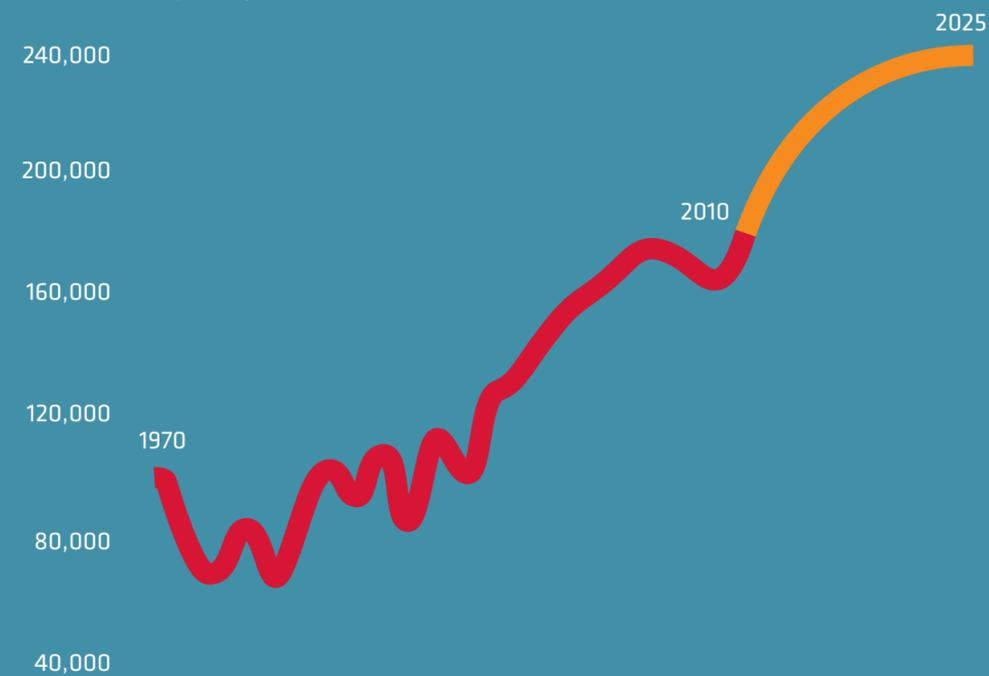
The goal of this publication is to highlight, with the help of words, numbers and photos, what is required if Copenhagen is to reach its ambitious goal of increasing the modal share for bicycles. Not to mention making the city more bicycle-friendly. In other words, how we can take Copenhagen to the next level as a bicycle city. From good to better and on to the best in the world.

This bicycle strategy replaces the municipality's former bicycle strategy "Cycle Policy 2002-2012".

Enjoy the read!

Best regards,  
Ayfer Baykal  
Mayor of Technical and Environmental Administration  
On behalf of the Technical and Environmental Committee

## Number of bicycle trips



## NUMBER OF BICYCLE TRIPS TO/FROM THE INNER CITY FROM 6:00 AM TO 6:00 PM ON WEEKDAYS

Copenhagen's plan for achieving a greater modal share for bicycles includes increasing the capacity of the cycle tracks to the city centre, in order to accommodate an additional 60,000 cyclists by 2025.



36%

of all trips to work or educational institutions in Copenhagen are by bicycle,\* equalling 0 tonnes of CO2 emissions.

This high percentage of the modal share is a key element in the declared goal of making Copenhagen

CO2-neutral by 2025

\*Average 2008-2010

# A BETTER BICYCLE CITY A MORE LIVEABLE CITY

A bicycle-friendly city is a city with more space, less noise, cleaner air, healthier citizens and a better economy. It's a city that is a nicer place to be in and where individuals have a higher quality of life. Where accessibility is high and there is a short route from thought to action if one wants to head out into nature, participate in cultural or sports activities or buy locally. Bicycle traffic is therefore not a singular goal but rather an effective tool to use when creating a liveable city with space for diversity and development.

Fortunately, it pays off to invest in urban cycling. Increased cycling levels give society less congestion, fewer sick days, longer life expectancy, less wear and tear on the roads and less pollution. Cycling initiatives are also inexpensive compared with other transport investments.

The eyes of the world are already focused on Copenhagen - The City of Cyclists. By continuing the ambitious work towards becoming the world's best cycling city, we maintain the many positive stories about the city. Stories that brand Copenhagen as a liveable, innovative, sustainable and democratic city with a political will to lead the way in the battle for an improved quality of life for the citizens. By aiming to be the best in the world we can show the way for other cities around the world and raise the bar for what is possible in the area of urban cycling.

Copenhageners choose the bicycle because it's the fastest and easiest way to get around. Period. If the numbers of cycling citizens are to increase it is all about making the bicycle the fastest and easiest way to get around for even more citizens than today.

This is not possible without a strong prioritising of bicycle-friendly infrastructure and a will to think out of the box. These are therefore the two central principles in the bicycle traffic area: prioritising and innovation.

## PRIORITISING

The cycle tracks of Copenhagen are already under pressure during rush hour. It is necessary to give more space to cyclists on the main arteries. In order to increase the sense of security, make it possible for people to ride at their preferred speed and, not least, to make it more attractive for those who are too insecure to cycle today. In some places the existing cycle tracks will be widened, in other places alternative routes will be necessary to move some of the bicycle traffic away from the congested routes. Infrastructure expansion will be accompanied with campaigns focused on more considerate behaviour in traffic.

"Travel times are a central parameter for competitiveness, regardless of which type of transport you are dealing with."

It is therefore necessary to improve travel times by bicycle compared to other transport forms. It requires prioritising ambitious short cuts like tunnels and bridges over water, railways and large roads. In addition, it requires many small speed improvements, including allowing contraflow cycling on one-way streets, allowing cycling across squares, implementing more Green Waves for cyclists, etc. Finally, traffic calming - on quiet streets near schools, for example - is also necessary if the bicycle is to have a serious advantage in traffic.

## INNOVATION

One of the unique things about Copenhagen is our cycle tracks. Working to expand and develop our cycle track network must continue. If we are to encourage many new cyclists to get onto their bicycles it is crucial that we're open to new concepts. Regardless of whether it is infrastructure or other types of solutions. It could be, for example, making certain streets one-way for cars in order to create improved space for better cycling conditions, new types of bicycle parking - including cargo bike parking - and initiatives that make streets with cobblestones into attractive cycle routes.

Infrastructure like footrests at intersections and air pumps have both a practical and a communication value. Partner-

# WHAT NEEDS TO BE DONE?

CITY LIFE  
COMFORT  
SPEED  
SENSE OF  
SECURITY

"We will also have to work even more with new solutions that include technology, communication and partnerships. For example, IT solutions must be integrated into both bicycles and the roads."

ships within the municipality should put the bicycle onto the agenda as a way to improve health and integration. In addition, external partnerships with companies, shopping districts, public transport providers, neighbouring municipalities, etc., ensure optimal effect and anchor the various initiatives. Finally, it is necessary to work systematically with communication campaigns aimed at specific target groups with the potential to cycle more.

SAFE, QUICK, COMFORTABLE AND LOADS OF CITY LIFE  
These keywords should define cycling in Copenhagen if we are to achieve our goal of becoming the world's best bicycle city. Therefore, each of these keywords is a theme on the following pages. We'll give examples of how each of them can be improved through prioritising and innovation. The complete recipe for becoming the world's best bicycle city, including the specific political goals, is summed up at the end of this document.

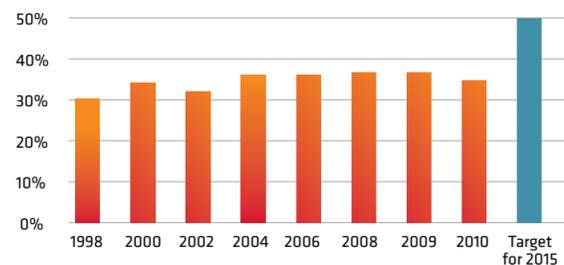
First, a few statistics about Copenhagen - The City of Cyclists.

# NUMBERS AND TRENDS

150,000 people cycle each day to work or educational institutions in The City of Copenhagen.

Copenhagen's overall goal for cycling include goals for the number of cyclists as well as the quality of cycling (sense of security, safety, travel time and comfort). One of the more ambitious goals is increasing the modal share for bicycles to 50% of all trips to work or educational institutions by the end of 2015. In 2010 the modal share was 36%. Raising that to 50% means encouraging 55,000 citizens to cycle. An increase to 45% means 35,000 citizens must hop onto their bicycles.

Figure 1: Modal share for bicycles 1998 - 2010, trips to work and educational institutions in the City of Copenhagen (TU-data).



Choosing the bicycle happens regardless of age, wage or gender. The modal share for bicycles has been stable for the past five years. This is impressive in a period with increased car ownership and the opening of a new metro and it is the result of the many improvements for cyclists that have been implemented over the past few years. An increased effort, however, is still necessary if the modal share is to rise. We are also heading into unexplored territory, as no city in the western world has a modal share for bicycles, used to travel to work or educational institutions, that is higher than 40%.

Figure 2: People who work or study in Copenhagen, divided by mode and distance to work/educational institutions (TU-data 2008).

	0 - 2 km	2 - 4.9 km	5 - 9.9 km	10 - 14.9 km	> 15 km	ALL
WALK	30,000	6,000	0	0	0	36,000
BICYCLE	35,000	67,000	43,000	9,000	1,000	155,000
CAR	3,000	18,000	27,000	23,000	67,000	138,000
BUS	1,000	9,000	14,000	3,000	1,000	29,000
TRAIN	1,000	4,000	13,000	13,000	43,000	74,000
OTHER	0	0	1,000	1,000	4,000	6,000
ALL	70,000	105,000	98,000	49,000	116,000	438,000

The bicycle, with a modal share of 36%, is the most used form of transport for trips to work or educational institutions.\*

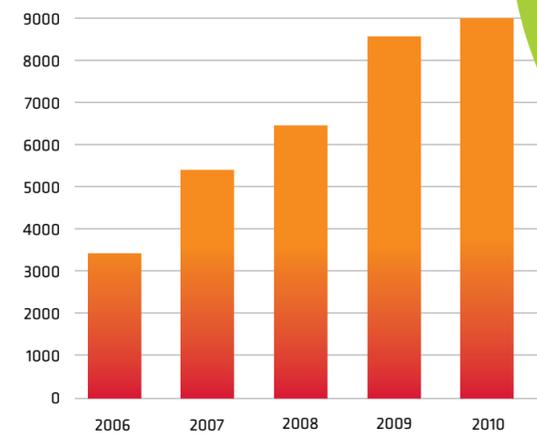
\*Average 2008-2010

In addition, factors that are not directly related to cycling have a great influence on the possibility of reaching the goal. The strength of the goal is that it forces Copenhagen to aim high. If it isn't reached by 2015, there is still something to aim for in 2025.

Figure 2 illustrates where the new bicycle trips potentially can be found. Today, there are roughly 45,000 people who drive 2-10 kilometres to work in Copenhagen - most of them reside outside of the municipality. If half of those trips, as well as a third of car trips between 10-15 kilometres - are moved over onto bicycles then the modal share will rise to 45%.

A reduction of 10% in travel times for bicycles gives 1-2% more bicycle trips. Wider cycle tracks on all streets with more than 10,000 daily cyclists and/or alternative routes separated from motorised traffic are estimated to lead to a rise of 3-5% in the modal share of bicycles. A prerequisite for the full effect is that

Figure 3: Daily bicycle traffic on Bryggebroen bridge, 2006-2010 (bicycle count).

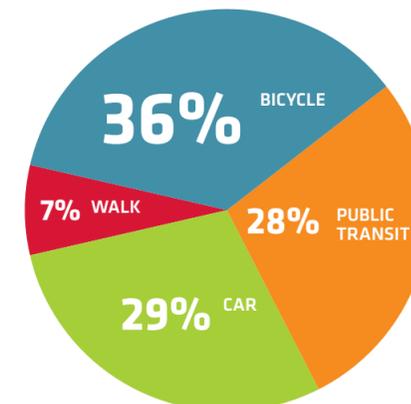


the initiatives are marketed both to the general public and to specific target groups.

Ambitious short cuts like Bryggebroen - the bicycle and pedestrian bridge over the harbour - are necessary and something that Copenhageners appreciate greatly (figure 3). The bridge has provided many people with a shorter trip between home and work, as well as increasing sense of security and comfort greatly, as the route is separated from car traffic, and not least because it is a beautiful route. Bryggebroen is well-placed for accessibility to the new urban developments Havneholmen, Havnestaden and Ørestad North.

There is no one route to an increased modal share for bicycles. A broad array of initiatives must be put into place. Both physical and non-physical, both expensive and inexpensive. The central idea regarding infrastructure is thinking about a coherent, high-quality network without weak links in the chain. Just one intersection that doesn't feel safe is enough for the elderly to leave the bicycle at home. Stretches without cycle tracks are

Figure 4: Trips to work and educational institutions in the City of Copenhagen by mode (average 2008-2010, TU-data).



## THE SOCIETAL BENEFITS OF CYCLING

FROM ØSTER ALLÉ TO NØRREPORT DURING RUSH HOUR

- Taking a bicycle results in a net profit for society of DKK 3.65 (€0.49).
- Taking a car results in a net loss for society of DKK 6.59 (€0.89).
- Yearly health benefits of cycling in Copenhagen: DKK 1.7 billion (€228,000,000).

Socio-economic analyses of bicycle initiatives - methods and cases, COWI, 2009

Socio-economic analyses give values to the effects of a given initiative in DKK so that the total effect can be calculated and solutions can be compared as best possible. The focus is on the total societal effect.

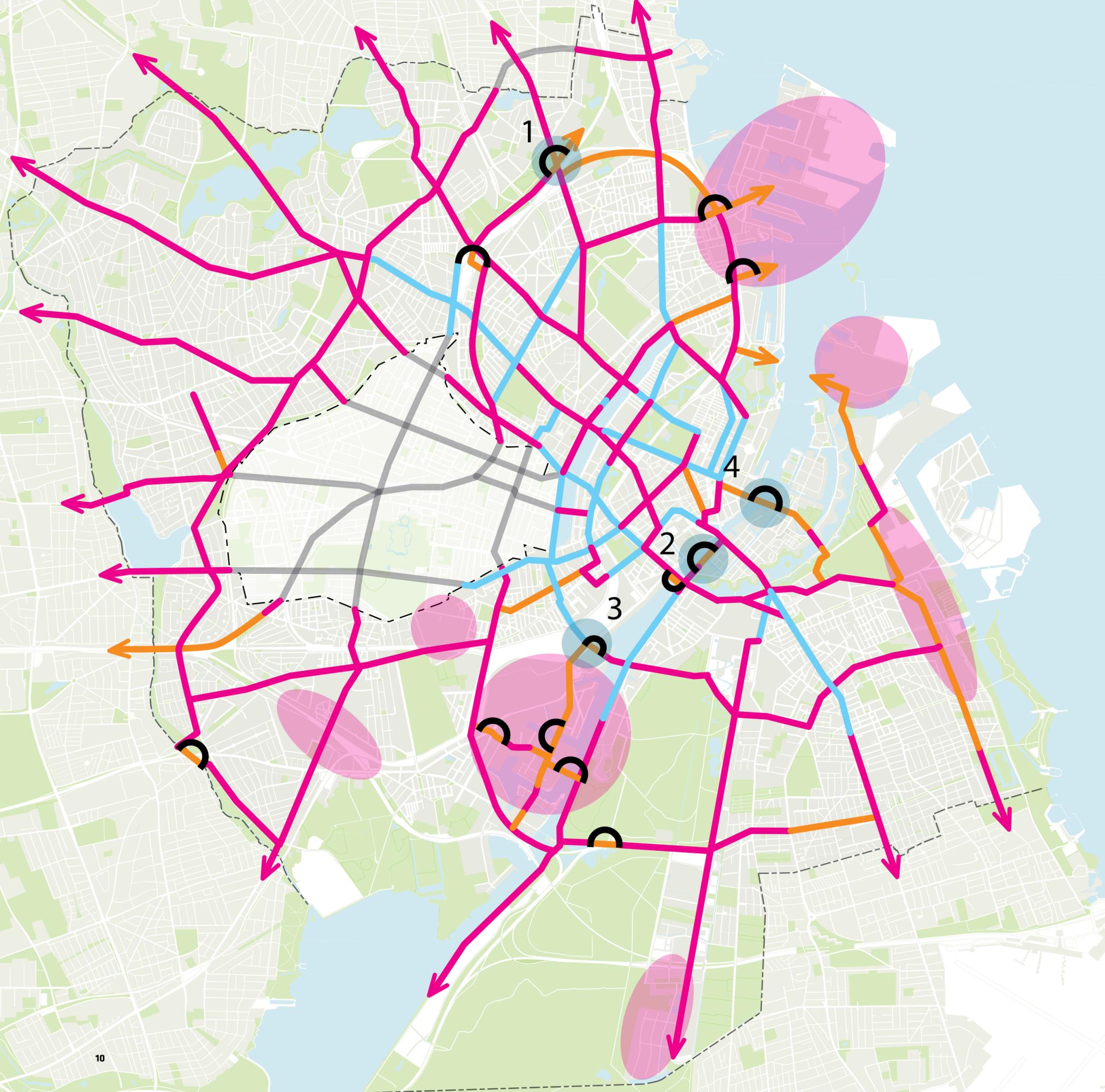
enough for parents to not let their children cycle to school. Just one missing shower will discourage long-distance commuters from cycling to work.

Bryggebroen also illustrates that there are still missing links in the Copenhagen bicycle network. Bryggebroen is a part of an important route from Østerbro/Nordhavn - around the outside of The Lakes - to Amager. Some of the missing links on this route include crossing Østerbrogade, crossing Åboulevard, the section below Det Ny Teater, lack of cycle tracks on Gasværksvej and Skelbækgade, a ramp from Dybbølsgade to the north side of Fisketorvet, a good connection from Bryggebroen to Axel Heides Gade and over Amager Fælled to Ørestads Boulevard.

The modal share for bicycles is also affected greatly by the quality of the other transport forms. For example, congestion charges for motor vehicles will cause the cycling share to rise. The quality and price of public transport also has an effect for the growth of bicycle traffic. These issues are covered in another context, including "Action Plan for Green Mobility" and therefore are not covered in the bicycle strategy.

Figure 5: Cost examples for specific traffic measures.

TRANSPORT FORM	COST EXAMPLES
BICYCLE	1 km cycle track (both sides) DKK 16 mio. (€2.2M) Network of bicycle super highways (300 km) in the capital region. DKK 900 mio. (€2.2M)
CAR	Nordhavnsvej DKK 1.8 billion (€242.2M) Motorway expansion from Roskilde-Fløng DKK 2 billion (€269.1M)
METRO	1 km of the Metro City Ring DKK 1 billion (€134.5M)
TRAIN	Extra track for overtaking between Holte-Bernstorffsvej DKK 1.5 billion (€201.8M)
BUS	City of Copenhagen's annual bus subsidy DKK 400 mio. (€53.8M)



THE MAP SHOWS THE NECESSARY IMPROVEMENTS.

- OK - only minor adjustments required
- More space
- Large-scale improvements / start from scratch
- New bridge/tunnel for cyclists and pedestrians
- New urban development areas with perspectives beyond 2015

## PLUSnet

In 2025 there will be a PLUSnet for cyclists in Copenhagen, consisting of chosen Green Routes, Bicycle Superhighways and the most congested bicycle routes. The PLUSnet ensures a high level of quality for space, intersections and maintenance so that many cyclists can travel securely and comfortably at the tempo that suits each individual.

### CONVERSATION CYCLING

On the PLUSnet, Copenhageners can converse with a friend or cycle next to their mum or dad without being disturbed by the bell ringing of people who want to get past. The goal is 3 lanes in each direction on 80% of the network (4 lanes in total on stretches where the cycle tracks are bi-directional).

### WE'RE ON OUR WAY

The map shows the PLUSnet, examples of large-scale improvements that have been approved and other improvements between now and 2025 that have a high priority. The exact routes and capacity will be adjusted on an ongoing basis, based on traffic and city development.

### EXAMPLES OF APPROVED PROJECTS

#### BRIDGES:

- 1 Bridge over Lyngbyvej and the coming Nordhavnsvej
- 2 Cirkelbroen
- 3 Bryggerampen
- 4 Bridge across the Inner Harbour

#### STRETCHES:

- Nørrebrogade (wider cycle tracks, among other projects)
- Farum Route (Bicycle Superhighway)
- Albertslund Route (Bicycle Superhighway)
- Svanemølle Route (Green Cycle Route)
- Nørrebro Route, Åbuen - Jagtvej (Green Cycle Route)

# CITY LIFE

On a bicycle the city can be experienced spontaneously and up close and personal. The more there is to sense and experience when you roll through the city, the shorter the trip feels and it becomes more attractive to cycle.

Cyclists appreciate having things to look at but they also contribute greatly to life in Copenhagen's streets. They make the city safer and nicer for everyone to move about in.

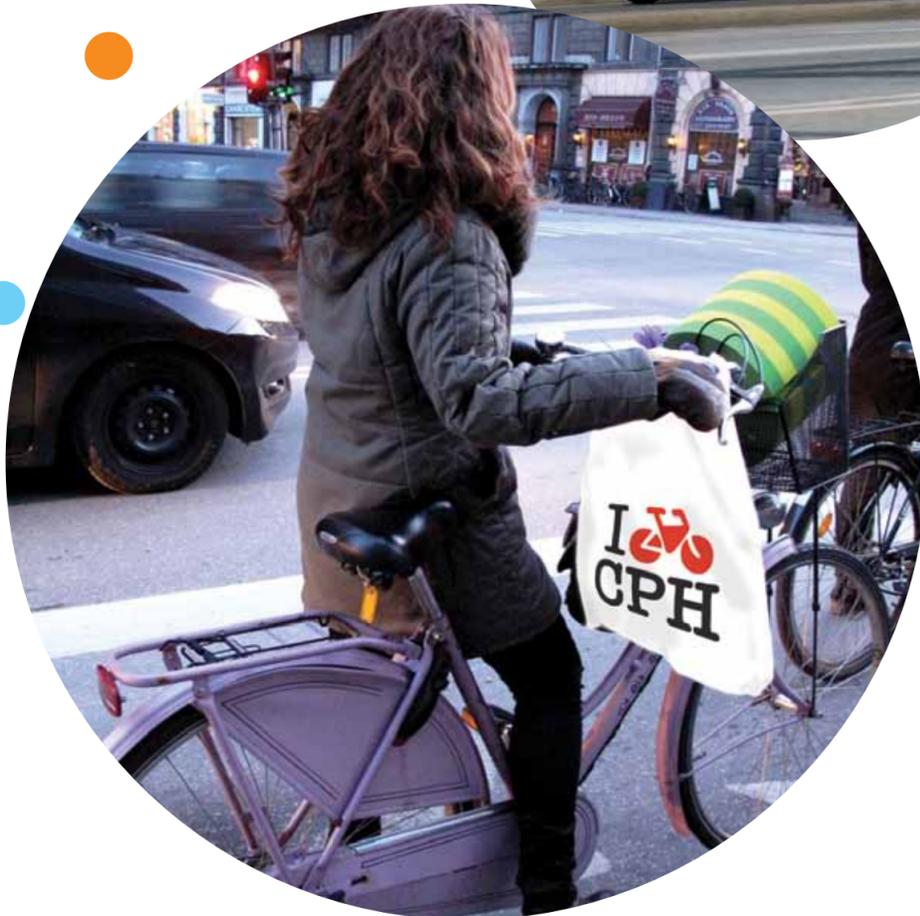


## CARGO BIKE PARKING

17% of Copenhagen families have a cargo bike. Cargo bikes are especially used for transporting children and shopping and they are often an alternative to having a car. One fourth of all cargo bike owners say that their cargo bike is a direct replacement for a car. In 2025 there will be excellent parking facilities for cargo bikes outside of homes, institutions and shops. In addition, cargo bikes will be an integral part of Copenhagen's City Logistics system. Pilot projects for cargo bike parking will be replaced by standard solutions developed in collaboration with businesses, home-owner associations and developers.

### IN 2011

*Requirements for bicycle parking for new buildings – including cargo bike parking – have been included in the “Municipal Plan 2011”. It has been decided to develop and implement more cargo bike parking in 2012-2013.*



# CITY LIFE FROM A TO B IN 2025

The bicycle is a flexible and space-saving transport form that both invites more city life, as well as contributes to it. Especially in densely-populated areas, the bicycle provides the easiest access to shops, homes, workplaces and educational institutions. In addition, bicycles takes up much less space in the city compared with other transport forms. By encouraging more people to ride bicycles, we free up more space for city life for everyone.

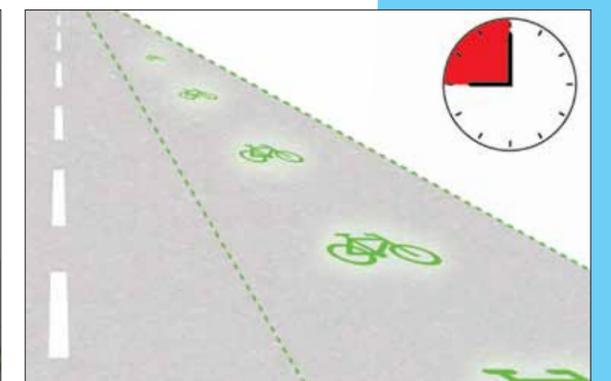
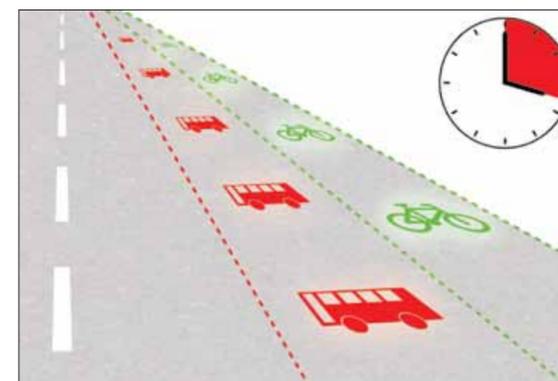
**In The City of Cyclists in 2025**, more city streets are designed with pedestrians and cyclists in mind. The many cyclists contribute to a more liveable city that is rich in experiences. Switching between walking and cycling is easy and effortless and there is even more space in the city for recreation. It is easy to shop by bicycle and there are excellent parking facilities – including for cargo bikes – and there is room for everyone on the cycle tracks when it is needed.

## THE RHYTHM OF THE STREET

The streets in 2025 can handle rush hour, peak shopping hours, evening life and night activities. By using ITS (Intelligent Traffic System), the street is transformed from being static to being dynamic. LED lights in the asphalt signal which transport form has priority and when. Certain stretches, for example, can be made one-way for cars for some periods of the day, just as cycle tracks can be widened during the morning rush hour by taking over space from the sidewalk. The sidewalks can then be widened during the middle of the day when there are more pedestrians and fewer cyclists. By letting the street follow the natural rhythm of the city and not vice versa, there will be more vitality and a more pleasant urban space.

### IN 2011

*Funding has been allocated to ITS solutions for cyclists. Pilot projects with LED lights embedded in the asphalt, perhaps with alternating use of space like virtual bus stop islands (2012-2013).*



## SHOPPING BY BICYCLE

Shopping trips made up 34% of all trips made by Copenhageners in 2009 and the bicycle's share of these trips was 27%. In 2025, there will be a standardised and reoccurring campaign directed at encouraging more shopping by bicycle. The campaigns will be supplemented with minor physical improvements (bike-thru shopping and parking, for example). The efforts will be done in collaboration with local businesses and citizens. On shopping streets, bicycle parking is included in the design from the beginning.

### IN 2011

*Dialogue is established with large chain stores and shopping centres regarding improvements in bicycle parking.*

# COMFORT

Even though Copenhagen's cyclists are generally pleased with Copenhagen as a cycling city, there are some areas where satisfaction is falling. For example, only 3 out of 10 think that the city's bicycle parking facilities are satisfactory, and only 5 out of 10 are satisfied with the maintenance of the cycle tracks.

If we are to reach the goal of having more people cycling to work and educational institutions in 2025, the comfort level must be improved across the board so that both the current and the potential cyclists find it easy and attractive to cycle in Copenhagen.





## GOOD CYCLE TRACKS – ALL YEAR ROUND

A cycle track is not just a stretch of asphalt. It can be both a dream and a nightmare to ride on. In 2025, Copenhageners can ride comfortably through the city, transporting infants, loved ones and groceries without having to worry about bumps or potholes. Snow clearance in 2025 still has a high priority – with a special A+ priority level given to the PLUSnet so that snow is cleared in wider swathes.

### IN 2011

*Funding for maintenance regarding cycling was increased by DKK 10 million a year (€1.3 million), from 2011. Funding for snow clearance on cycle tracks was increased by DKK 2 million a year (€270,000), from 2012.*

## NEW BIKE SHARE SYSTEM

In 2025, a bike share system is an integral part of the public transport system in the capital region and enjoys an equal footing with buses, trains and metro. This applies to the payment system, running the system and marketing it. Combining the bicycle with public transport is a competitive alternative to cars in the region.

### IN 2011

*Copenhagen has started the process of inviting bids for a new bike share system that is expected to start operating in Spring 2013. The new bicycles must be dependable and comfortable. With new technology like smartphone apps, it will be easy to find available bicycles, receive information about the shortest route, the weather and things to do in the city.*



## BICYCLE PARKING

Good bicycle parking is a benefit for pedestrians and cyclists and it improves the aestheticism of the city. In 2025, there are still more bicycles in Copenhagen than parking spots but through a coordinated effort to improve conditions and facilities – in partnership with shops, workplaces and public transport providers – Copenhageners are far more satisfied with bicycle parking.

### IN 2011

*Bicycle parking at Svanemøllen Station was improved in 2011. The redesigned Nørreport Station, with easier access and more bicycle parking, will be finished in 2014. The Bicycle Butler project, where bicycles are moved and serviced at six metro stations, has been expanded and the efforts to clean up abandoned bicycles has been intensified from 2011.*



# COMFORTABLE FROM A TO B IN 2025

A positive bicycle experience is important if more people are to cycle. Good parking facilities are vital – especially if we want to reduce bike theft and the number of toppled bicycles that are a nuisance for passers by. The quality of the cycle tracks and of maintenance is of great importance for comfort levels. If more citizens choose the bicycle it will result in a better everyday life for many because of increased accessibility, reduced pollution, less noise and safer traffic conditions.

**In the City of Cyclists in 2025**, there is a markedly better level of comfort for cyclists. There is a high level of maintenance of the cycle tracks and you can ride around most of the city with a cup of coffee on the handlebars - without spilling it. Better parking facilities make it easier to park and there are air pumps and fountains in busy areas. Especially around train and metro stations and bus terminals, the parking conditions are tip top. In addition, partnerships with workplaces ensure that the journey from "kitchen counter to desk" is smooth and a modern bike share system makes it easier to combine your bicycle with the bus, train and metro.

# TRAVEL TIME

48% of Copenhagen cyclists say that the main reason they choose the bicycle is that it's the fastest and easiest way to get around. In order to encourage more people to ride, it is paramount that the travel times on bicycles are competitive with the other transport forms. Travel time isn't just about speeding through the streets, it's also about being able to choose your own tempo and direct routes. Too many brief stops, detours and stretches where overtaking is impossible make travel times much longer.

In order to ensure the shortest possible travel time from A to B, the existing cycling network must be further developed, with extra focus on PLUSnet and establishing short cuts. Redesigns like new cycle tracks, traffic calming and speed bumps will contribute to improving the travel times for cyclists and improve both safety and sense of security.

City Hall Square  
Bicycle: 13 min.  
Car: 16 min.

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# QUICKLY FROM A TO B IN 2025

On many routes the bicycle is the fastest and most flexible form of transport. By reducing the travel times for cyclists, citizens can save even more time when they move about the urban landscape. This requires a coherent network of attractive bicycle routes criss-crossing the city. More space must also be created on the most congested stretches so cyclists don't get caught on cycle tracks that are too narrow during rush hour.

In the City of Cyclists in 2025, the bicycle is the fastest form of transport in many parts of the city and the travel time from A to B is reduced by 15%. Short cuts like bridges over water and large roads and routes through green areas give cyclists a considerable advantage. Even more intersections are equipped with Green Waves for cyclists and a coordinated effort with the police makes it possible to ride contraflow on most of the city's one-way streets.

There are cycle tracks on all stretches with many cyclists and the speed limits for cars has been reduced on several smaller roads, for example by schools. Work continues with new technology, including long distance commuting and promotion of e-bikes and real-time traffic information connected to a travel planner for cyclists. Data about bicycle traffic is freely available via digital platforms, which have created the foundation for innovative products and smartphone applications that benefit cyclists.

## MORE PEOPLE CYCLING FARTHER AND QUICKER

Travel time is even more important for long distance commuters. They have no interest in stopping constantly en route. It can also be more enjoyable when several people cycle together. In 2025, there are more e-bikes and an intelligent traffic system on the regional network of Bicycle Superhighways provides Green Waves for cyclists who ride in groups. Sensors embedded in the asphalt register the number of cyclists and the traffic lights adjust to give green lights to groups of cyclists.



### IN 2011

*In 2012-2013, a Green Wave for cyclists will be implemented on Østerbrogade and in 2011-2013 the first Bicycle Superhighway will be inaugurated in association with neighbouring municipalities. Technological solutions, like detecting groups of cyclists and prioritising them at intersections, will be tested.*

## FEWER MISSING LINKS

Direct routes without unnecessary stops is of utmost importance for travel times. It is important to eliminate missing links on the main arteries. In 2025, the route from Østerbro/Nordhavn, along the outside of The Lakes, to Vesterbro and Amager will no longer have any missing links.

### IN 2011

*From Dybbølsbro to the north side of Fisketorvet and on to Bryggebroen: A new bicycle ramp will be completed by the end of 2012. The intersection at Åboulevard/Rosenørns Allé by The Lakes will be redesigned in 2012 so there will be a better and faster crossing for the many people who travel along The Lakes.*



## CONTRAFLOW CYCLING ON ONE-WAY STREETS

There are many streets in Copenhagen where cyclists must use a detour because of one-way streets. In 2025, most one-way streets for cyclists have been eliminated. Travel times are reduced for cyclists and the local traffic is better distributed.

### IN 2011

*Contraflow cycle tracks are being implemented in, among other streets, Bremerholm and Gothersgade and funding has been approved for eliminating one-way streets for cyclists in a series of smaller streets (will be completed 2012/2013).*



## EFFECTIVE AND IMPRESSIVE SHORT CUTS

New routes over water, railways and squares can improve travel times markedly and can also make it possible to experience the city from new and more peaceful angles. In 2025, there are many more short cuts – both large and small.

### IN 2011

*The bridge Cirkelbroen over Christianshavns Kanal, across from Den Sorte Diamant, will be completed in 2012 and the bicycle and pedestrian bridge over Lyngbyvej and the coming Nordhavnsvej will be completed in 2013.*



# SENSE OF SECURITY

One of the requirements for choosing the bicycle is that the individual citizen has the impression that cycling is safe. One of our goals is that in 2015, 80% of cyclists in Copenhagen feel safe in the traffic and in 2025, that number will be 90%. In 2010, the number was 67%. A city that feels safe to cycle in means more people will ride – not least newcomers to the city, children, the elderly and others who find cycling during rush hour to be an overwhelming experience today.

Many transport habits are established at an early age and children who are used to cycling are more inclined to keep cycling and will be better at navigating through the traffic when they are older.



# SAFELY FROM A TO B IN 2025

Traffic safety has been greatly improved over the past few years. Statistically, the risk of being involved in a serious accident has fallen by 72% per cycled kilometre since 1996. Copenhageners' sense of security in the traffic has also improved of late. If this sense of security is to rise even further among current cyclists and potential cyclists alike, the most important areas of focus are creating more space on the cycle tracks, making intersections safer and using behavioural campaigns to improve consideration in traffic – including on the cycle tracks. The general traffic safety efforts are also very important. For example, reducing speed limits for cars where necessary.

In The City of Cyclists in 2025, both young and old feel safe on bicycles. It is a normal sight to see parents and children cycling alongside each other in rush hour and that many more cyclists are able to ride alongside each other and chat. The infrastructure makes it possible to ride at the speed that suits the individual best and improvements at intersections allow cyclists to cross feeling safe.

Cycle track etiquette has been established and the citizens share a common understanding of what considerate behaviour is.

## GREEN AND BLUE BICYCLE CONNECTIONS

Bicycle connections along the water and through green areas separated from car traffic offer an increased sense of security and open up new ways to enjoy the city's green and blue areas. At the same time, they are an important alternative to the busy streets where bicycles compete for space with the other transport forms.

### IN 2011

*The Svanemølle Route from Østerport Station to Ryparken Station, the promenade connection in Havnegade and the bicycle route along the old Amager railway will be completed in 2013.*



## ROOM FOR DIVERSITY

Congestion on the cycle tracks is a significant source of a negative sense of security. The more cyclists we get, the more different types of cyclists we get, too. People ride differently and the cycle tracks of Copenhagen should allow for this diversity. There should be space to allow for taking it easy, checking out shop windows and city life, without blocking the path for those who just want to ride quickly.

### IN 2011

*Examples: Wider cycle tracks on Nørrebrogade and Store Kongensgade, as well as pilot projects with painted lanes on cycle tracks – 2011-2013.*



## MORE CYCLE TRACKS

One of the most effective ways to increase the sense of security of cyclists is implementing cycle tracks or bicycle lanes. There are still stretches in the city that don't have tracks or lanes. In 2025, there are cycle tracks on many more streets and the standard is allowing the cycle track or bicycle lane to continue right up to the intersection.

### IN 2011

*Examples: Cycle track on H.C. Andersens Boulevard along Rådhushaven, on parts of Rovsingsgade (close to Hans Knudsens Plads) and lanes on Njalsgade will all be completed 2012-2013.*



## SMALL STEPS – HUGE EFFECT

With certain singular initiatives it is possible to increase the visibility of cyclists in traffic markedly. For example, blue bicycle lanes through intersections and pulling back the stop lines for cars at intersections, so that cyclists are in front of the cars and have the advantage when the light turns green.

### IN 2011

*These types of solutions are a part of the continuing work and will continue in the coming years.*

# ONE BIG CONSTRUCTION SITE

Between 2011-2018, Copenhagen will be affected by the construction of the Metro City Ring, Nordhavnsvej and the redesign of Nørreport Station, as well as a long line of other projects that will make Copenhagen an even better city. Large areas will be closed for building sites for years. These building sites will affect traffic - especially the transport forms that require a lot of space like cars, buses and trains.

There will be less street space available than normal. For the sake of accessibility in the city, it is important that the available space is used with care. Instead of making the conditions worse for all transport forms, we must work strategically with closed-off areas and temporary solutions in order to ensure that there is still flexible and quick transport in Copenhagen during this period. The bicycle plays a central role.



## HELLERUP STATION



**In The City of Cyclists** there will be no main roads closed to bicycle and pedestrian traffic between 2011-2018 in connection with the construction of the Metro City Ring, Nordhavnsvej or Nørreport Station. Ambitious, temporary solutions have been established where necessary, in order to ensure that Copenhagensers and visitors, via good bicycle conditions, have access to flexible and quick individual transport. The many detours and closed-off streets connected to the construction projects also highlight Copenhagen's prioritising of space-saving and climate-friendly transport forms.

### VESTER VOLDGADE

A metro station will be built under City Hall Square. Therefore, a large part of the square will become a building site between 2012-2018. During the construction period, Vester Voldgade will be closed to car traffic but it will still be possible to walk or cycle. The result will be a safer, more pleasant bicycle route and improved travel times for cyclists. The more places where it is possible to let cyclists and pedestrians pass - despite the need for building sites and closed streets - the more attractive it will be to cycle in the city.

"A modern bike share system will make it possible to ensure that commuters at Hellerup Station have a quick and easy access to a good bicycle..."

### HELLERUP STATION

The trains on Ringbanen and through the city will be greatly affected during certain periods between 2012-2018. Central stations like Nordhavn and Svanemøllen will experience reduced service. Hellerup Station will therefore become the terminus for journeys from north of the city. A modern bike share system will make it possible to ensure that commuters at Hellerup Station have a quick and easy access to a good bicycle to use to get to their final destination. An alternative to the time-consuming and inconvenient switch to buses will hereby be established.

# RECIPE FOR SUCCESS

Copenhagen - The City of Cyclists

**GOOD, BETTER, BEST** – here is the recipe for success:

## GOALS:

MODAL SPLIT FOR BICYCLES:	2015	2020	2025
Share of all trips by bicycle to work and school in Copenhagen (2010: 35%)	50%	50%	50%
QUALITY:			
Share of the network that has three lanes (2010: 25%)	40%	60%	80%
Relative to 2010, cyclists' travel time is reduced by	5%	10%	15%
Percentage of Copenhageners that feel safe cycling in traffic (2010: 67%)	80%	85%	90%
Relative to 2005, the number of seriously injured cyclists will fall by	50%	60%	70%
Percentage of Copenhagen cyclists who find the cycle tracks well maintained (2010: 50%)	70%	75%	80%
Share of Copenhageners who think that bicycle culture positively affects the city's atmosphere (2010: 67%)	70%	75%	80%

## TRAVEL TIME

- Bicycle Superhighways (network of routes in the capital region).
- Small short cuts (200-400 in all, including contraflow on one-way streets, shunts, etc.).
- Large short cuts (5-8 bridges/underpasses).
- ITS on, for example, routes with Green Waves for cyclists.
- E-bikes – (infrastructure and promotion).
- Information about the best routes (signage, GPS solutions).
- Lower speed limits for cars where necessary, for example around schools.
- Better combination of metro/train/bus and bicycles, including a bike share programme and better parking facilities at stations.
- Increased population density.
- Behavioural campaigns focusing on signalling and overtaking with care.
- Cooperation with the police regarding changing traffic laws, including creating contraflow on one-way streets, as well as solutions that make it possible to turn right at red lights.

## SENSE OF SECURITY

- Green bicycle routes.
- Intersection redesign (including cycle tracks running right up to the intersection as standard and pulled back stop lines for cars).
- Wider cycle tracks where there are bottlenecks.
- New cycle tracks and lanes (30-40 km).
- Wider cycle tracks in general (10-30 km).
- Painting lanes on wide and busy cycle tracks.
- Bicycle and bus streets.
- Campaigns related to consideration and behaviour.
- Safer routes to schools.
- Traffic policy at various schools in Copenhagen.

## COMFORT

- Smoother asphalt on the cycle tracks.
- Improved snow clearance and sweeping.
- Effective bicycle parking (infrastructure, partnerships, and collecting abandoned bicycles).
- Services (air pumps, fountains, 'bicycle buddy' apps, weather reports, etc.).
- Partnerships with workplaces and educational institutions regarding bicycle facilities and information.
- Better conditions for city employees (parking, changing rooms, bike repair, etc.).
- Development of new products (valet parking for cyclists, surface treatment for cobblestones, etc.).

## TWO EXTRA INGREDIENTS

The recipe has two added ingredients with accompanying activities that aren't covered on the previous pages, but that are just as important on the journey to creating the world's best bicycle city and encouraging more people to ride:

## LIFESTYLE AND IMAGE

- Marketing relating to image, lifestyle, the advantages of cycling.
- Campaigns aimed at specific target groups who have the potential to cycle more, including newcomers, the elderly and people who use the car for short trips.
- A sense of ownership, for example campaigns like Your Bicycle City, Your Mother's Bicycle City.
- Online – a one-stop bicycle portal.

## EXPERIENCES

- Integrating the experience of wind and weather into cycle track design.
- Communicating positive bicycle experiences (including ideas like Your Favourite Route, Your Favourite Short Cut).

For more information about cycling in Copenhagen – please visit [www.kk.dk/cityofcyclists](http://www.kk.dk/cityofcyclists)