

# Cycling for a wide range of users in Copenhagen



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Environmental Administration

# Transport quality for everyone

**A sense of security**

**Safety**

**Travelling speed**

**Health**

**Experiencing the city and it's life**

**Comfort**



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## 3 political goals

50% share of commuting

50% fewer injured cyclists

50% more feel safe in traffic

60% in 1996 felt safe

51% in 2008 feel safe



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# Copenhagen cycling infrastructure

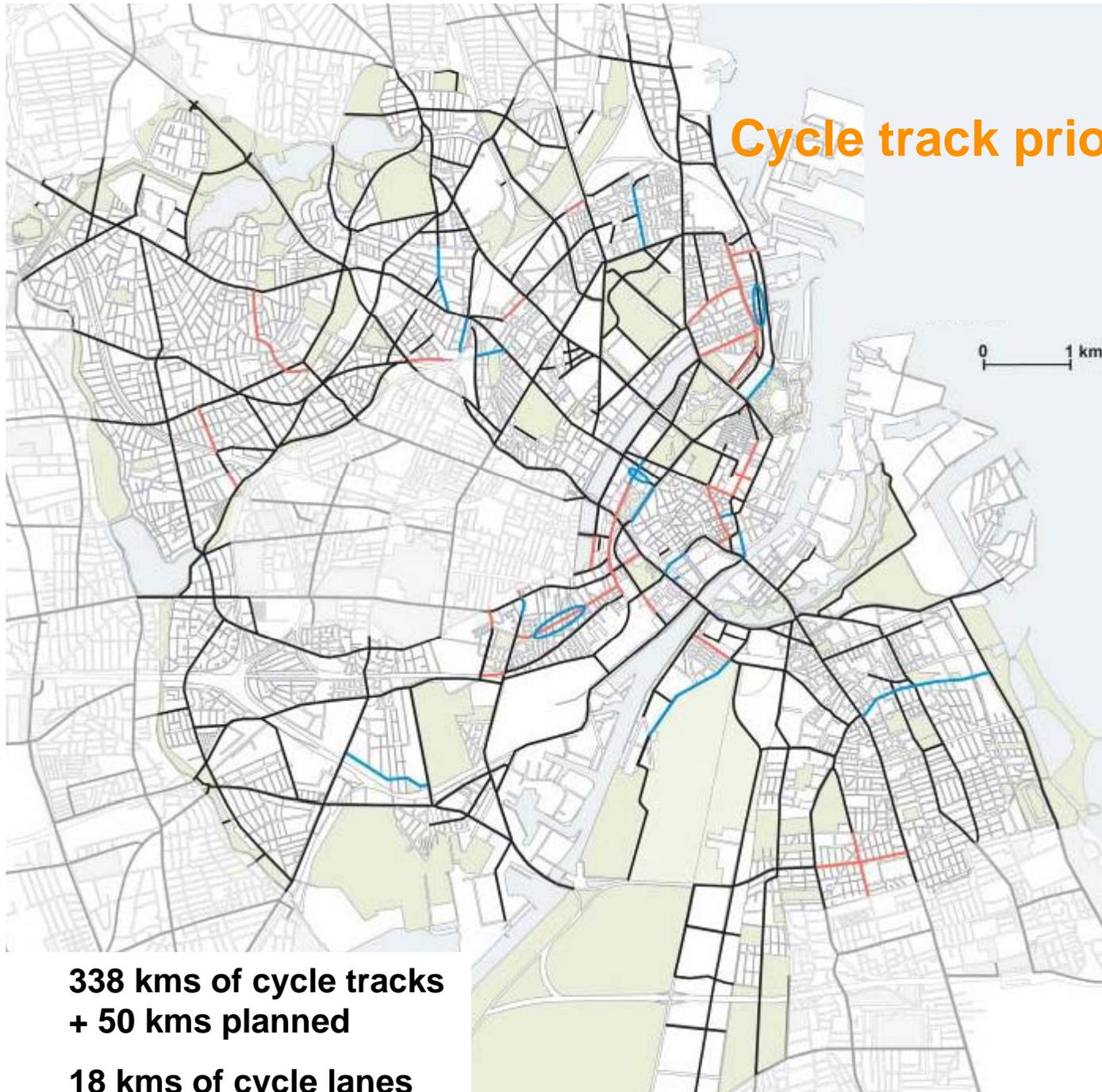
**Cycle tracks - the backbone of the infrastructure**

**Intersections - withdrawn stoplines for cars, blue cycle crossings, pregreen, green waves**

**Green cycle routes - an alternative to cycle along major roads. Give an opportunity to experience nature/seasons and see the city from behind**



## Cycle track priority plan



**338 kms of cycle tracks  
+ 50 kms planned**

**18 kms of cycle lanes**



# Cycle tracks in Copenhagen

**Cycletracks along all major roads**

**Tracks separated from both cars and pedestrians**

**Tracks down to 2,0-2,2 m wide, standard now 2.5 m**

**Both sides of the street**

**Conflicts at busstops and intersections**

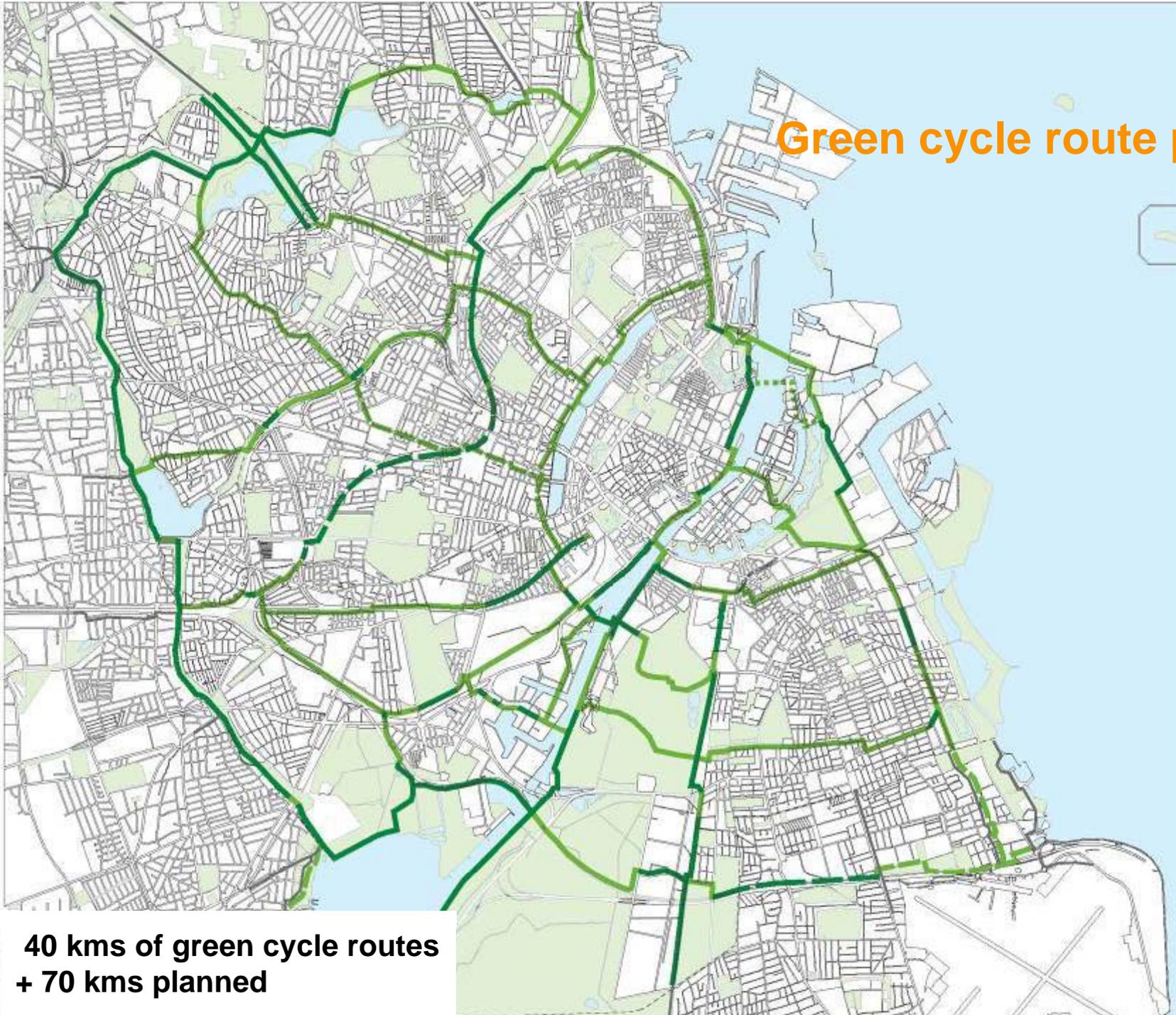


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## Green cycle route plan



**40 kms of green cycle routes  
+ 70 kms planned**



## Green cycle routes



# Who are we planning for?

Traditionally for the strong cyclist  
with focus on commuting

Goal: At least 50% cycle to workplaces  
and education situated within the city  
boundaries

- most recent figure 37%

Increasing interest in kids but not  
much focus on old people



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# Cycling potentials - whip, carrots and tambourines

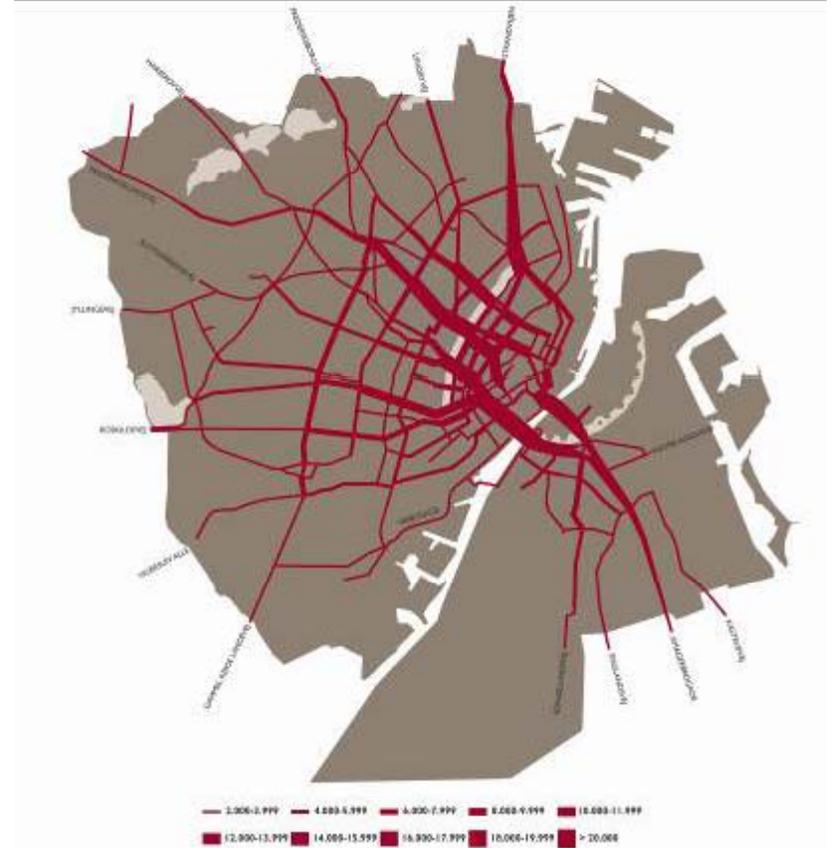
**10-20 % more cyclists when we establish a cycle track - and 10% fewer cars**

**3, 4, 5.000 cyclists - some of which are new - when we establish new green cycle routes**

**500-1,000 new cyclists estimated on commuter routes**

**1½-3 percentage point increase in cycling share of commuting - from 37% to 38, 39 or 40%? when roadpricing is introduced**

**? % more when more "new Danes" start cycling**



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# The strong cyclist

**CYKELBUSSEN**

**OPSAMLINGSSTED**

**FARUM**  
kl.: 07.45  
kl.: 08.00  
kl.: 08.15

**VÆRLØSE**  
kl.: 08.00  
kl.: 08.15  
kl.: 08.30

**KLAUSDALS-  
BROVEJ**  
kl.: 08.15  
kl.: 08.30  
kl.: 08.45

**KØBENHAVN**  
ca. 35 min.  
senere



[www.cykelbussen.dk](http://www.cykelbussen.dk)

 **KØBENHAVNS KOMMUNE**  
Trafik og Miljøforvaltningen



”

**Name:**

**Anette Baadsgaard, 56 years old, hospital manager**

**Distance to work:**

**20 kms**

**I cycle to work because...**

**... it suits my temperament, not having to wait for delayed trains ☺**

**My bike:**

**Just an ordinary dull grey bike with 7 gears**

**The best part of cycling to work:**

**The feeling of wellness!**

# The young



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# Recreation



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# Shoppers



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# Carfree lifestyle possible in Copenhagen



## Bicycle access to Metro and S-trains

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## Politics and cycling

**Copenhagen voters are positive towards better conditions for cyclists**

**Politicians have courage to prioritise – when there is not room for everyone**

**Cycle policy is now driven by the politicians**

**Cycling issues expose e.g. a mayor in a positive way**

**- municipal election this autumn!**



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# Campaign "we cycle to work"



I  CPH



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