GOOD, BETTER, BEST

THE CITY OF COPENHAGEN'S
BICYCLE STRATEGY 2011-2025
COPENHAGENERS CYCLE
And they always have.
Conversation cycling on Dr. Louises Bro in the 1930s.
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.

The goal was firmly set by a unanimous city council as an integral part of the vision of Copenhagen as an environmental capital, where conditions for cycling are also an important element in Copenhagen’s goal of having a good city life and making Copenhagen the world’s best bicycle city.

In other words, cycling is not a goal in itself but rather a highly prioritised political tool for creating a more livable city. Copenhagen is already a fine bicycle city, where many people enjoy reading thousands of kilometers of cycle routes, but the city has the ambition to be the world’s best in terms of traffic and living conditions for cyclists, researchers, politicians and others planning their next career in the world.

Copenhagen couldn’t have achieved this status without a steady and comprehensive effort. Cycling in Copenhagen has fallen by 30% since 1990. The numbers for Copenhagen, however, look quite different. The number of kilometers cycled has risen by around 30% since 1990 and the bicycle’s modal share for trips to work or educational institutions has risen from a third to 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 the future, but also to take Copenhagen from one of the world’s best bicycle cities to the next level.

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
WHAT NEEDS TO BE DONE?

“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 modes. To improve prioritising ambitions about curb lane-like tracks and bridges over water, subways, and large roads. In addition, it requires many small speed improvements, including advanced control of cycle tracks, one-way traffic directions, allowing cycling across squares, implementing new types of traffic lights for cyclists, etc. Finally, traffic calming on quiet streets and a sense of security are also necessary if the bicycle is to become more attractive to car drivers.

INNOVATION

One of the unique things about Copenhagen — our city of cyclists — is how it continued to make changes while becoming the world’s best cycling city. We maintain the necessary infrastructure by making the city more bicycle-friendly, including the specific political goals, is summed up at the end following pages. We’ll give examples of how each of them are to achieve our goal of becoming the world’s best bicycle city. Therefore, each of these keywords is a theme on the agenda as a way to improve health and integration in addition, external partnerships with companies, shopping districts, public transport providers, neighboring municipalities, etc., are important tools for achieving the ambitious targets 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

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 travel time from the home of one wants to head out into nature, participants in cultural or sports activities at key local transport hubs is therefore not a singular question rather an effective tool to use, existing 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, higher quality of life. Where accessibility is high and there is a short travel time from the home of one wants to head out into nature, participants in cultural or sports activities at key local transport hubs is therefore not a singular question rather an effective tool to use, existing a liveable city with space for diversity and development.

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Copenhageners choose the bicycle because it’s the fastest and easiest way to get around. Proof of the number of cycling routes is a common sight in all streets making the bicycle the fastest and easiest way to get around for more people than today.

This is not possible without a strong prioritisation of bicycle-friendly infrastructure and cycle tracks as off-takes. Hot, it’s 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. Some of the bicycle traffic, such as from the congested routes, infrastructure expansion will be accompanied with campaigns focused on more considerate behaviour in traffic.

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 safety of cycling, 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. Some of the bicycle traffic, such as from the congested routes, infrastructure expansion will be accompanied with campaigns focused on more considerate behaviour in traffic.

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Choosing the bicycle happens regardless of age, wage or gender. People who work or study in Copenhagen, divided by mode and distance to work/educational institutions. *Figure 2: People who work or study in Copenhagen, divided by mode and distance to work/educational institutions (TU-data 2009).

To find out how to encourage more people to cycle, the city of Copenhagen has been developing the Copenhagen Bicycle Network. The goal is to complete the bicycle network by 2015. In 2010 the modal share was 36%. Raising that to 50% means 35,000 citizens must hop onto their bicycles. 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 rethink. If it isn’t reached by 2015, there is still something to aim for in 2025.

In 2010 the modal share for bicycles was 36%. A prerequisite for the full effect is that 50% of all trips to work or educational institutions by the end of the century to zero the modal share was 85%. Making that to 100% means encouraging 10,000 citizens to cycle. An increase to 30% means 18,000 citizens must hop onto their bicycles.

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

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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:
- Bridges over Lyngbyvej and the coming Nordhavnsvej
- Bryggerampen
- 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)
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 streets. They make the city safer and nicer for everyone to move about in.
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 these 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.

CARGO BIKE PARKING

17% of Copenhagen families have a cargo bike. Cargo bikes are especially useful 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 2012, 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.

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 take 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 livable 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 streets in 2025 can handle rush hours, peak shopping hours, evening life and night activities. By using ITS (Intelligent Traffic Systems), the street is transformed from being static to being dynamic. LED lights in the asphalt signal which transport form has priority and where. Certain streets, for example, can be made one-way 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 remaining cycle tracks can be widened during the middle of the day where 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.
Even though Copenhagen 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.
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.

GOOD CYCLE TRACKS — ALL YEAR ROUND

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 different routes, 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 aesthetics of the city. In 2025, there are many more bicycle parking spots in Copenhagen than there are in 2011. 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. 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.

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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 backtracks 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 an emphasis on PLUSnet and establishing short cuts. Improvements 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.
On many routes the bicycle is the fastest and most flexible form of transport. By reducing the travel times for cyclists, citizens can now 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 streets 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.

IN 2011
From Østerbro to the north side of Frederiksberg and in to Blegdamsvej. A new bicycle ramp will be completed by the end of 2012. The intersection at Ørnhøj and Blegdams Alle by The Lakes will be redesigned in 2012/2013 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, Bred og Hvid and Blegdamsvej and funding has been approved for eliminating one-way streets for cyclists in a series of smaller streets (will be completed 2012/2013).

FEWER MISSING LINKS
Direct routes without unnecessary steps is of utmost importance for cyclists. It is important to eliminate missing links on the main arteries. In 2015, the routes from Østerbro/Nørrebro, along the outside of The Lakes, to Vesterbro and Ørestad will no longer have any missing links.

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 very satisfying 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 adapt to give green lights for groups of cyclists.

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

IN 2011
The bridge Grønnegade over Christianshavn Strand, across from Den sorte Diamant, will be completed in 2012 and the bicycle and pedestrian bridge over Lyngbyvej and the coming Nordhavnvej will be completed in 2013.

IN 2025

From Østerbro to the north side of Frederiksberg and in to Blegdamsvej. A new bicycle ramp will be completed by the end of 2012. The intersection at Ørnhøj and Blegdams Alle by The Lakes will be redesigned in 2012/2013 will be a better and faster crossing for the many people who travel along The Lakes.
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, 90% of cyclists in Copenhagen feel safe in the traffic and in 2025, that number will be 95%. In 2010, the number was 67%. A city that feels safe to cycle in means more people will ride – not just 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 52% per cycled kilometre since 1994. 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.

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ROOM FOR DIVERSITY

Competition 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 joint projects with painted lanes on cycle tracks – 2013-2015.

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 Knudsen Plads) and lanes on Nyhavn 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 initiatives are a part of the continuing work and will continue in the coming years.
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.

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 Copenhageners 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.

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...

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RECIPE FOR SUCCESS

Copenhagen - The City of Cyclists

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

GOALS:

**TRAVEL TIME**
- Bicycle Superhighways (network of routes in the capital region).
- Small short cuts (200-400 m in all, including contributions on one-way streets, side streets, etc.).
- Large short cuts (0-8 bridges/underpasses).
- ITS on, for example, routes with Green Waves for cyclists.
- U-lanes (infrastructure and protection).
- Information about the best routes (signage, GPS solutions).
- Lower speed limits for areas where necessary, for example around schools.
- Better coordination of motorways and bicycle, including a bike share programme and better parking facilities at stations.
- Increased population density.
- Behavioral campaigns focusing on conflating and understanding with cars.
- Cooperation with the police regarding changing traffic laws, including creating control areas on one-way streets, as well as solutions that make it possible to turn right at red lights.

**SENSE OF SECURITY**
- Green bicycle routes.
- Interactive challenges including cycle tracks running right up to the intersections as standard and pulled back step by step for cast.
- Water cycle tracks where there are bottlenecks.
- New cycle tracks and lanes (50-80 km).
- Water cycle tracks in general (50-80 km).
- Painting lanes on roads and bike cycle tracks.
- Bicycle and bus streets.
- Campaigns related to consideration and behaviour.
- Field trials for schools.
- Traffic policy at various schools in Copenhagen.

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**TWO EXTRA INGREDIENTS**
- Marketing regarding 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.

LIFESTYLE AND IMAGE
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EXPERIENCES
- Designing the experience of virtual and realworld cycle track design.
- Communicating positive bicycle experiences (including how to use Copenhagen’s Bicycle Routes: Your Fantastic Route, Your Fantastic Route).

For more information about cycling in Copenhagen – please visit www.kk.dk/cityofcyclists