

TRAFFIC IN COPENHAGEN

Traffic figures
2007 - 2011



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INTRODUCTION

Except from the data of the standard traffic counts from 2007 to 2011 organized by the City of Copenhagen municipality, this issue of TRAFFIC IN COPENHAGEN also contains data concerning the heavy goods traffic, car ownership, public transport, traffic safety, and pedestrians. In addition you will find the results of traffic counts in the City of Frederiksberg municipality.

Traffic censuses

The tables of traffic counting results present the calculated Annual Average Daily Traffic (AADT) for vehicles, bicycles and mopeds (AADT meaning the average traffic on a daily 24 hour basis throughout the year, including holidays and bank holidays). The percentage quotient of the heavy goods traffic still applies only to the duration in which the counting took place (between 7 a.m. – 7 pm., before 2009 however between 6 a.m. – 6 p.m.).

The overall patterns of Copenhagen traffic have undergone changes in recent years. More people are going to work during standard office opening hours and more people commence their return journey back home later. The time span from 6 a.m. – 6 p.m. no longer adequately represents the total daily traffic, and calculations demonstrate that counts from 7 a.m. – 7 p.m. will capture 3 – 5 % more of the 24 hour traffic.

In order to be able to compare earlier traffic counts, that took place between 6 a.m. - 6 p.m., with the 7 a.m. – 7 p.m. reference time span of the recent counts, we have re-

calculated all of the observational data into Annual Average Daily Traffic (AADT) for the entire period spanning 2007 – 2011. All AADT figures have been rounded to the nearest hundreds.

What is meant by the category of ‘vehicles’?

Passenger cars, motorcycles, registered mopeds and vans (having yellow or yellow/white number plates) weighing up to 3.5 tonnes are categorized as ‘light traffic’. ‘Heavy goods traffic’ is defined as vehicles weighing more than 3.5 tonnes – solo trucks, lorries or trucks with various kinds of trailers, and some categories of buses, for example.

Bicycles and mopeds

The number of bicycles and mopeds will vary according to season and sometimes also according to weather conditions. The figures indicate the number of riders on the move during a normal day in springtime or autumn – the two seasons when traffic counts take place. Generally the number of moped riders constitutes about 1 % of the combined bicycle and moped results.

Conversion factors

To calculate the average 24 hour traffic flow on a weekday (AAWD = Annual Average Traffic on a Weekday), this formula can be used (please note that the figures have been rounded off):

Vehicles: AAWD = AADT*1.12

For bicycles and moped riders the calculation of AAWD is also rounded off, according to this formula:

Bicycles: $AAWD = AADT * 1.19$

AAWD and AAT are usually rounded off to the nearest hundreds.

Our methods and standards

When organizing our traffic counts we follow the general practice recommended by Vejdirektoratet / The Danish Road Directorate, unless otherwise specified. Their recommendations can be read in the report *Trafiktællinger – Planlægning, udførelse og efterbehandling, Rapport nr. 315 – 2006*, issued by Vejdirektoratet. The report can also be read on their homepage and downloaded from there (http://www.vejdirektoratet.dk/DA/viden_og_data/publikationer/sider/publikation.aspx?pubid=000061229; Danish only).

Since the turn of the Millennium, car traffic at the lakes cross section has been decreasing, but on the other hand it also continued for some time to increase across the overall municipal boundary. The opening of the Øresund Bridge to Sweden as well as the traffic on the connecting Amager motorway contributed significantly to that increase. But such long-distance traffic is to a large extent bypassing the local roads administered by the municipality. Nevertheless, since 2007, traffic across the municipal boundary has been decreasing too.

Further information

This publication contains a general traffic survey, but if you would like further details such as directional traffic data, the hourly variations, vehicle category specifications etc., you are welcome to contact Center for Trafik / Copenhagen Traffic Department, Islands Brygge 37, 2nd floor, 2300 København S. Telephone +45 2072 2730, Åse Boss Henriksen, e-mail: aashen@tmf.kk.dk, or +45 2072 2731, Frank Dybdahl, e-mail: z67k@tmf.kk.dk. This also includes traffic information concerning roads not found in our publication.

This publication is released on an annual basis. For subscription information and agreement, please use the phone number or contact details given above

The publication can be read at the home page of Teknik- og Miljøforvaltningen / The Technical and Environmental Administration and it can be downloaded from there as well. The address is www.kk.dk/da/Omkommunen/Indsatsomraader-og-politikker/Publikationer.aspx?mode=detalje&id=947

Teknik og Miljøforvaltningen /
The Technical and Environmental Administration
Center for Trafik / Copenhagen Traffic Department
Autumn 2012.

TRAFFIC DEVELOPMENT IN COPENHAGEN 2011

Car traffic

As regards the lakes cross section - consisting of the roads and bridges which lead to the city centre, crossing or bypassing the series of lakes which almost encircle central Copenhagen - there has been a decrease in the number of cars from 2010 to 2011 by 16,300 - from 284,900 to 268,600. Concerning the overall municipal boundary, the number has been reduced with 6,300 from 535,700 to 529,400.

From 1993 the total car traffic performance (the total covered distance of kilometres on Copenhagen roads on a weekday) grew every year. This trend only abated in 2008 and since then it has been decreasing. The total car traffic performance has decreased from 4.82 million kilometres in 2010 to 4.79 million kilometres in 2011.

Overall, 4.79 kilometres are driven on Copenhagen roads on a weekday. As regards the regional roads specifically, the total amounts to some 2.40 million kilometres. Concerning the distribution streets it is about 1.17 million kilometres, the urban streets see some 0.65 million kilometres; lightly trafficked, main shopping streets around 0.21 million kilometres, and the local roads about 0.35 million kilometres.

Bicycle traffic

At the lakes cross section there has been an increase from 184,420 to 208,360, an increase of 23,940 during daytime hours. The number of bicycles crossing the overall municipal boundary has gone up from 57,450 to 57,810, an increase of 360 bicycles.

Overall, this is an increase of 24,300 bicycles.

The total bicycle traffic performance indicates how many kilometres bicycles are covering on a weekday on the Copenhagen road system. It has been calculated from the traffic data collecting and counting which are place during the summer half-year.

The total bicycle traffic performance has increased from 1.21 million kilometres in 2010 to 1.23 million kilometres in 2011.

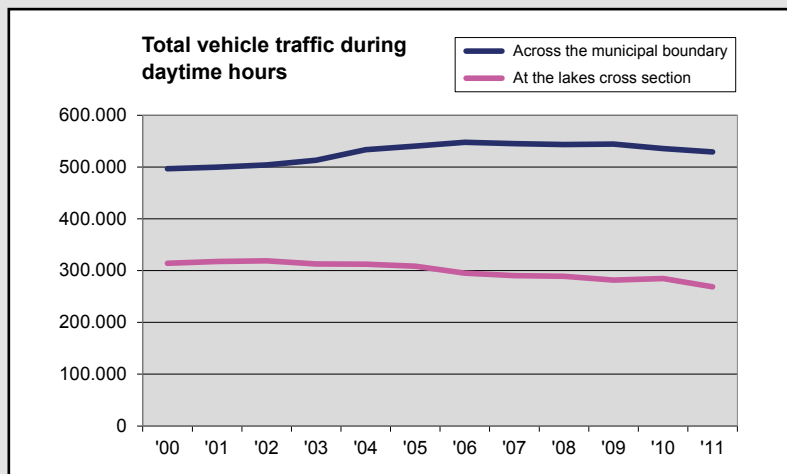
Overall, bicycles are completing some 1.23 million kilometres on a weekday on the Copenhagen roads. Concerning the regional roads specifically, the total amounts to 0.27 million kilometres. For distribution streets, the total amounts to about 0.36 million kilometres; for the urban streets it is some 0.25 million kilometers; and as regards the lightly trafficked, main shopping streets it is approximately 0.15 million kilometres. As regards the local roads, it amounts to about 0.20 million kilometres.

CAR TRAFFIC

The overall development of the total car traffic performance (the total covered distance of kilometres on a weekday, excluding local roads) shows an increase of 16.9 % from 1990 to 2011.

2008 was the first year since 1993 in which the total car traffic performance began decreasing. This development has been continuing and it also includes 2011. From 2010 to 2011 the total car traffic performance decreased by 0.7 %. Since 2007 the total car traffic performance has decreased by 2.7 %.

The car traffic tendencies are not homogenous throughout the whole municipality area. At the overall municipal boundary, an increase by some 6.5 % has been taking place since 2000. From 2010 to 2011 the total traffic performance there decreased by 1.2 % and it has now returned to the level of 2004.



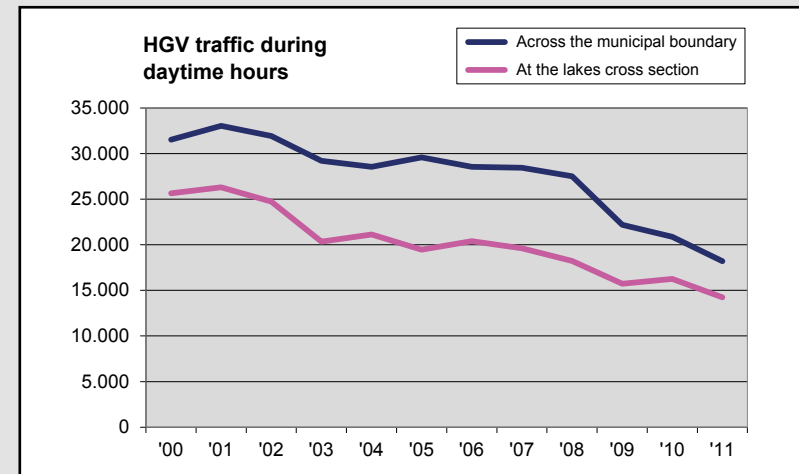
The car traffic at the lakes cross section, where the roads leading to the city centre cross the lakes and harbour areas, has decreased by 14.5 % since 2000. This year the total car traffic performance decreased by 5.7 %, compared to 2010.

Heavy goods vehicles (HGVs)

The proportion of heavy goods vehicles (meaning vehicles weighing more than 3.5 tonnes) varies from area to area. As regards the municipality boundary and the lakes cross section, the share in 2011 was about 4.2 %.

The heavy goods traffic has generally been decreasing since 2000. From 2010 to 2011 there has been a decrease in the HGV traffic across the municipal boundary by 12.8 % (and since 2000 a decrease by 42.3 %).

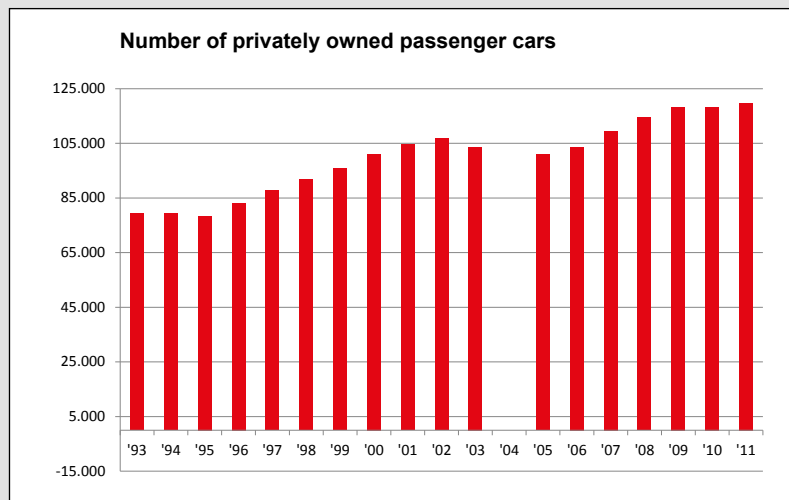
At the lakes cross section it decreased by 12.0 % from 2010 to 2011 (a decrease by 44.5 % since 2000).



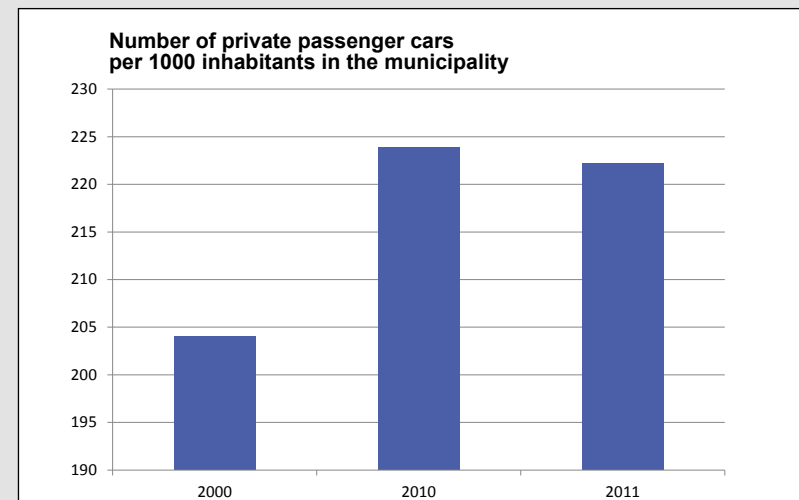
Car ownership

In 2011 there were 119,898 privately owned passenger cars in the municipality. This is an increase by 18.5 % since 2000 and by 1.4 % since 2010. In 2011 there were 222

privately owned passenger cars per 1000 inhabitants in the municipality. This is an increase by 8.9 % since 2000, but a decrease by 0.7 % since 2010.



The development in the number of privately owned passenger cars in the City of Copenhagen municipality from 1993 to 2011. Source: Danmarks Statistik (no data from 2004).



The total number of inhabitants in the City of Copenhagen municipality. 2000: 495.699, 2010: 528.208 og 2011: 539.542. Source: Danmarks Statistik.

PUBLIC TRANSPORT

On an average weekday, public transport will carry more than 700,000 passengers in the municipalities of Copenhagen and Frederiksberg. The passengers will be boarding from 1,200 bus stops and the 40 stations of the regular trains, metropolitan S-trains and the Metro.

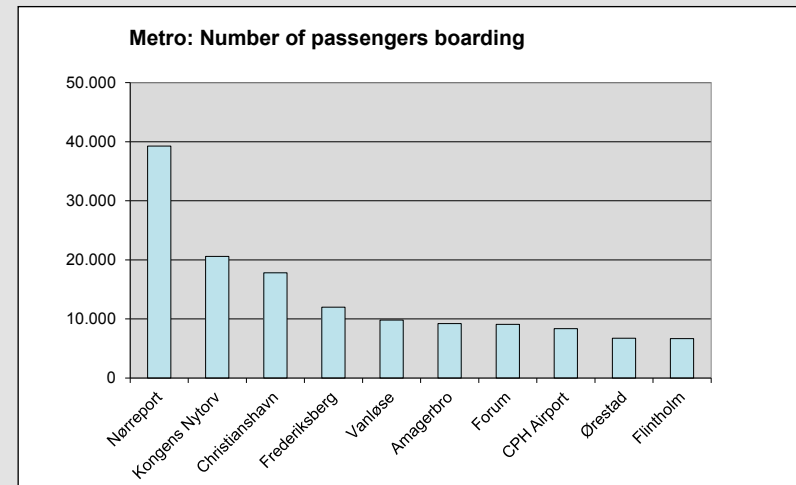
More than half of the passengers will travel by bus, whereas 30% will be using trains and 20% Metro.

The Nørreport Station and Copenhagen Central Station are those where most passengers begin their journey. Nørreport Station is the most frequented one, by train, Metro and bus passengers alike.

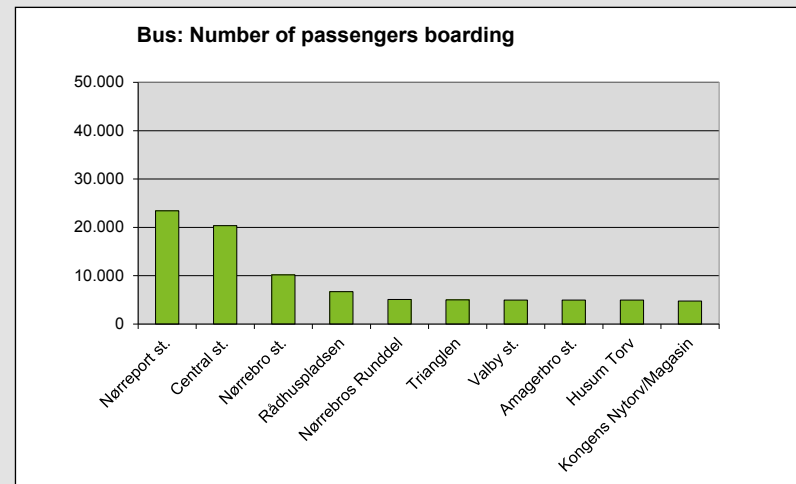
The number of Metro passengers in the Frederiksberg and Copenhagen municipalities has risen by 3 % from 2010 to 2011. The number of bus passengers has decreased by 2 %. The number of train passengers increased by 6 %.

All in all, public transport increased by 1 % from 2010 to 2011.

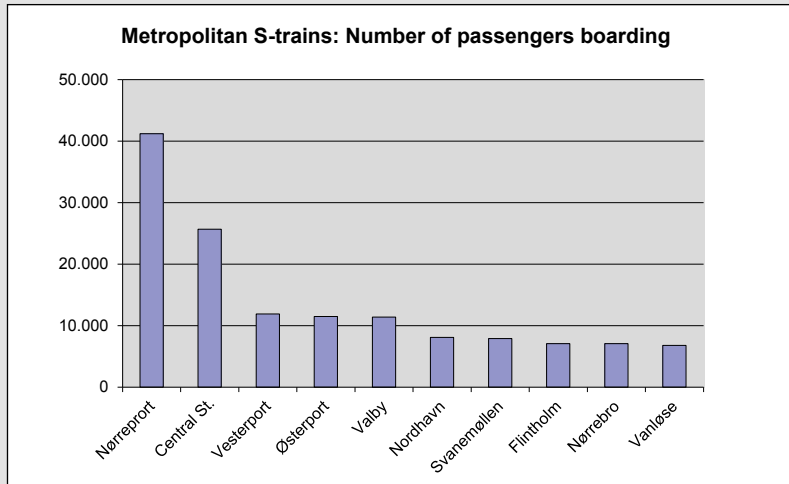
The total number of passengers has reached its highest level since 1995.



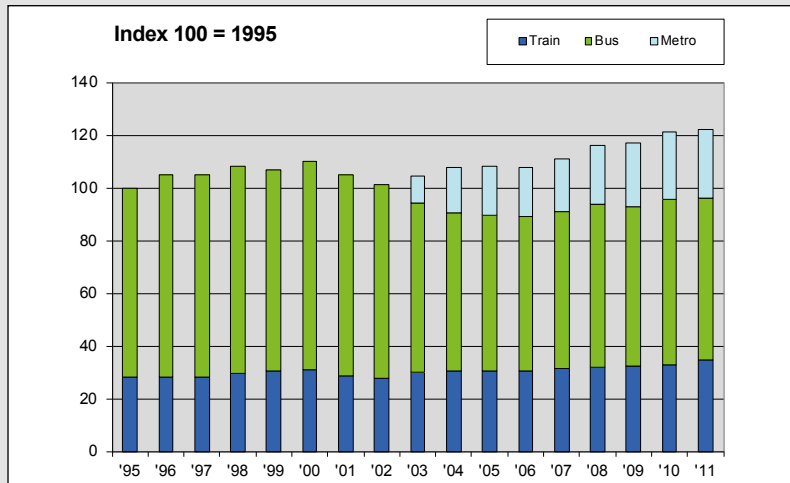
Metro passengers boarding at the 10 most used metro stations on a weekday in 2011.



Bus passengers boarding at the municipality's 10 most used bus stops on a weekday in 2011.



Number of journeys begun on Metropolitan S-trains at the municipality's 10 most used stations on a weekday in 2011.



The public transport development in the City of Copenhagen and City of Frederiksberg municipalities 1995 - 2011 (data from the City of Copenhagen municipality)



Public transport at Sønderport.

BICYCLE TRAFFIC

From 'Good' to 'World's Best'

Bicycling has gained a lot of interest in recent years. To Copenhageners, the bicycle provides a fast, easy and healthy means of transportation. It is thus contributing to urban life in a positive way. Likewise bicycling plays an important role for the City of Copenhagen municipality as regards the long-termed goal of a carbon-neutral metropolis in 2025. The City's sights have been set on becoming the foremost cycling city on the planet. The united City Council has adopted the new Bicycle Strategy, 'Fra God til Verdens bedste' / 'From Good to World's Best' (2011), where the strategy towards 2025 is laid out.

The City of Copenhagen municipality conducts targeted efforts to improve conditions for bicycles. In 2011, several projects for important biking bridges and shortcuts were agreed upon. The long-awaited cycling ramp leading to the Bryggebroen bridge near the Dybbølsbro station must be mentioned in particular, as well as three new bridges across the waters of Inderhavnen, Trangraven and Proviantgraven, at the total cost of about DKK 200 million.

Targeted efforts

Today, about 35 % of all journeys related to job or education are bicycle journeys, but the future goal is 50 %. In order to reach this goal, the Bicycle Strategy is focusing on 4 subjects: urban life, cycling convenience, speed, and safety.

Moreover, much work is being done in the field of establishing new cycle tracks, cycle lanes and cycle routes.

In 2011, about 8 km of new cycling paths and lanes were opened along Copenhagen roads. This means that at the end of 2011, the City of Copenhagen municipality had 352 km of cycle track and 23 km of cycle lane. In the last couple of years, cycling tracks and lanes have been laid out at the following locations: Niels Juels Gade, Reventlowsgade, Stormgade, Artillerivej, Jernbane Allé, Vennemindevej, Øresundsvej, Sluseholmen, Østbanegade and Havnegade.

The Green Cycle Routes constitute a coherent network particularly suitable for long-distance cycling and walking. Green Cycle Routes are laid out in green areas as much as it has been possible. The various individual routes are either related to recreational functions or habitation and employment patterns.

The routes are still being expanded and they now comprise 43 km in Copenhagen.

93 % of Copenhagen residents think that all in all Copenhagen is a 'good' or 'reasonably good' city for biking. But only about half of the population is satisfied with the width and general condition of the city's cycling tracks. The relatively low degree of satisfaction concerning the width partly mirrors the positive challenge that an increased number of cyclists must necessarily result in more queueing. In order to improve the level of convenience of the cycling tracks, the municipality has launched a procedure of registering poor cycle track surfaces in 2011. The results will be used for priority planning and the improvement of uneven surfaces.

PEDESTRIAN TRAFFIC

Since 2010, the Copenhagen Municipality has been organizing comprehensive pedestrian counts and counts focusing on how people are taking a break or spending time in various public city spaces; the last-mentioned counts are called 'opholdstællinger'. In the last part of the publication you will find additional data, including pedestrian counts going back to 1985 at the Strøget walking street. The publication 'Bylivsregnskab' ('Urban Life Account') combines research data as well as visionary ideas about Copenhagen urban life, including more detailed information about developments in 2010 and 2011. The information is based on traffic counts, investigations into transportation habits, and interviews with a panel of citizens. More can be read about the Bylivsregnskab here: <http://www.kk.dk/da/om-kommunen/indsatsomraader-og-politikker/byplanlaegning-og-anlaeg/byplanlaegning/udviklingsplaner/bylivsregnskab>



The square Gunnar Nu Hansens Plads, next to Østerbrogade. Photo: Troels Heien.

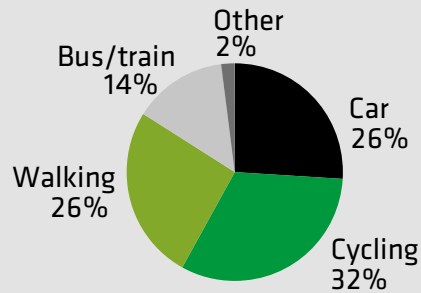
Copenhageners are taking a walk more often than the average Dane

Walks constitute the main means of transportation as regards 26 % of all journeys undertaken by Copenhageners. But as regards the total Danish population, the average is only 17 %.

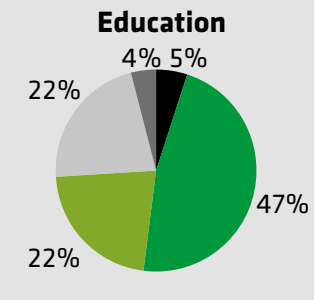
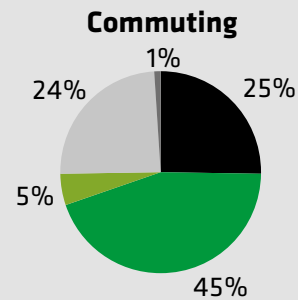
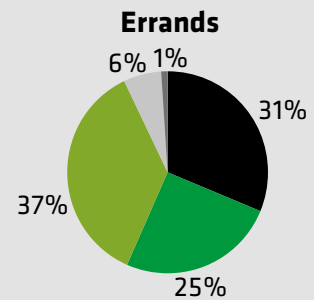
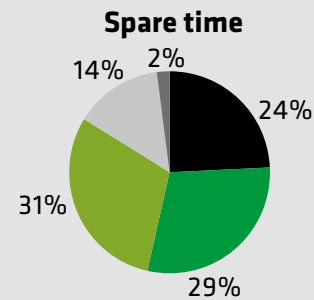
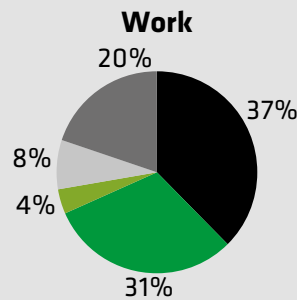
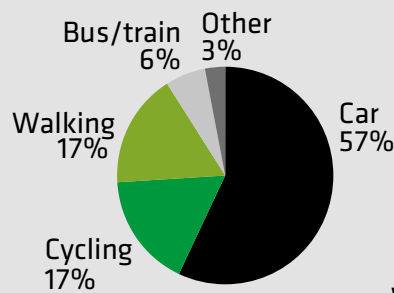
Copenhageners choose to take a walk in their spare time

Walking is primarily a recreational activity, related to errands and spare time activities. Taking a stroll in Copenhagen means experiencing green areas, getting some fresh air, taking exercise, or visiting shops and cafés. But when commuting to work or study, Copenhageners will generally prefer their bicycle, car, or public transport.

The preferences of Copenhageners as regards the means of transportation, per person per day



The preferences of the average Dane as regards the means of transportation, per person per day



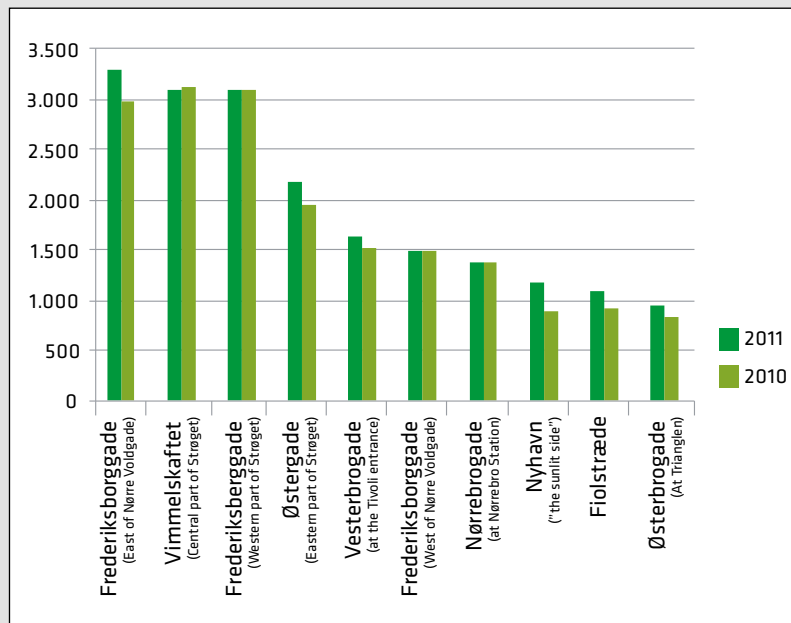
Source: TU-kommunerapport dataperiode 2011.

Car Cycling Walking Bus/train Other

Top 10 of the busiest pedestrian streets in 2011

The number of pedestrians culminates in the city centre around Strøget, but it is remarkable that the street Frederiksborggade, to the east of Nørre Voldgade, is at the top of the list - in spite of the street being more or less fenced off due to current construction works. Such road work will apparently not hinder pedestrians in taking a walk there, even though it will probably influence the quality of the experience.

Number of pedestrians per hour between 10 a.m. and 6 p.m.



Source: Center for Traffic / The Traffic Department, City of Copenhagen municipality.



Copenhagen's Inner City is one large pedestrian zone.

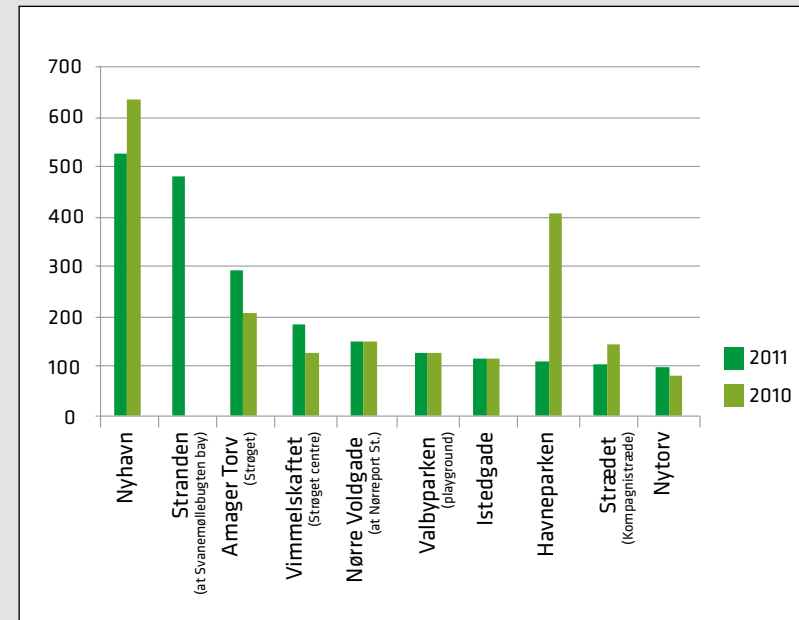


The new urban space for relaxation at Dronning Louises Bro. Photo: Troels Heien.

Top 10 of city spaces, where most people take a break

Some of the most popular open-air city spaces for taking a break also topped the list in 2010. But it seems increasingly popular to spend some time in the city's green areas; three of the ten city spaces are now such natural areas. The new beach at the Svanemøllebugten bay has rocketed to a second place on the list.

Number of people taking a break, per hour and between 10 a.m. and 6 p.m.



Source: Center for Traffic / The Traffic Department, City of Copenhagen municipality.

TRAFFIC SAFETY

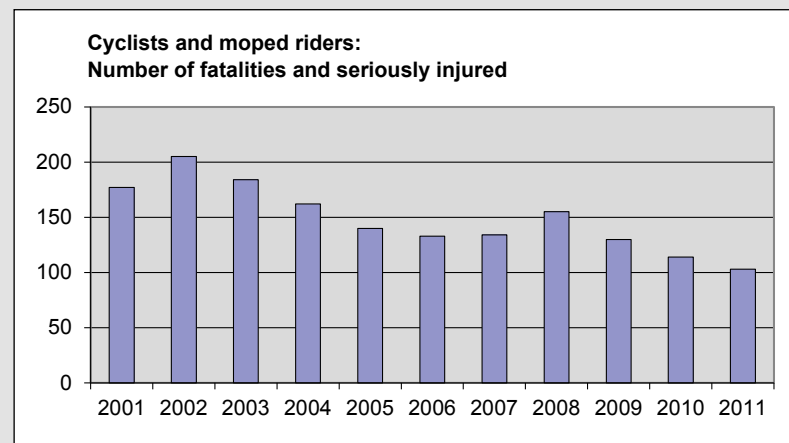
One of the adverse consequences of the traffic is that accidents involving casualties occur. The municipality is committed to reducing this adverse impact by means of the 2006 Traffic Safety Plan. The goal is to reduce the number of fatalities and severely injured road users by 40 % before the end of 2012. The reference point here is an average calculated from the years 2003 – 2005.

The traffic safety plan points to 4 important areas of commitment: cyclists, pedestrians, road junctions, and the problem of young drivers who are too willing to take risks. The Technical and Environmental Administration's Traffic Department has already been focusing on the conversion of road crossings and it has laid out plans concerning cyclists and pedestrians. In 2012 we are improving their safety by converting road crossings and sections where many accidents have been reported.

In 2011, 214 fatalities and severely injured were registered. This is 4 less than in 2010 and means that the number of fatalities and severely injured in the traffic is being reduced in accordance with Copenhagen's ambitious future goals. The number of fatalities was 4, the lowest ever since police began registering traffic injuries.

Cyclists constitute the largest group among the injured, yet the number of injured cyclists decreased too in 2011. They amounted to 38 % of the total number of fatalities and severely injured, and if put together with the moped riders (10%) and motorcyclists (10%), the "two-wheeled riders" constituted 58 %.

The number of injured pedestrians has decreased in 2011. They constitute 30 % of the total. All things considered, the share of the most vulnerable road users – pedestrians, cyclists and moped riders – constitutes 78 % of the seriously injured.

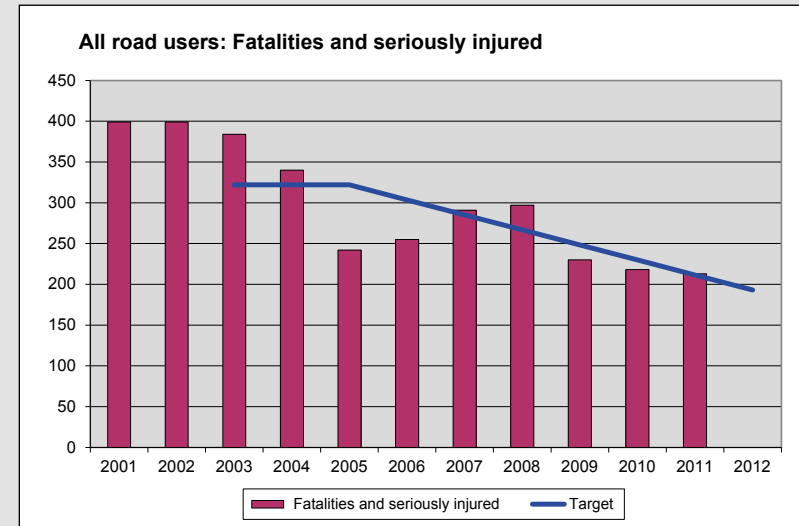
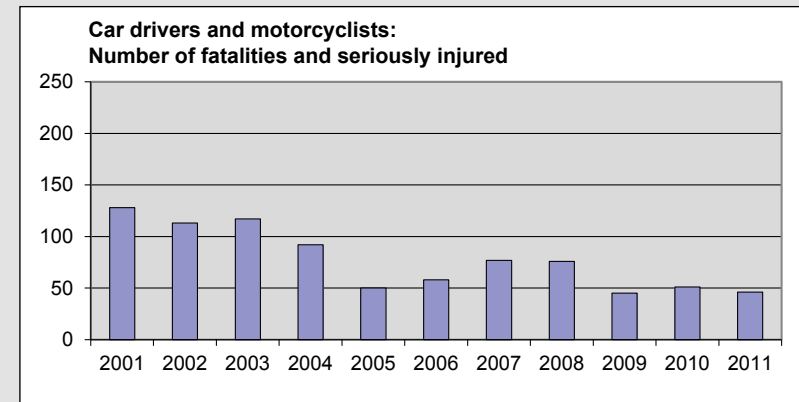


As regards the other road users, a decrease has likewise been taking place. In 2011, car drivers constituted 11 % of the fatalities and seriously injured.

Further information about the work on improving traffic safety can be obtained from the municipality's website.



The crossing at Nørre Søgade and Gyldenløvesgade.
Photo: Claus Rosenkilde.



TRAFFIC ACROSS THE MUNICIPAL BOUNDARY AND THE LAKES CROSS SECTION

Annual Average Daily Traffic (AADT) as total of both directions.

The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7.a.m. - 7 p.m.

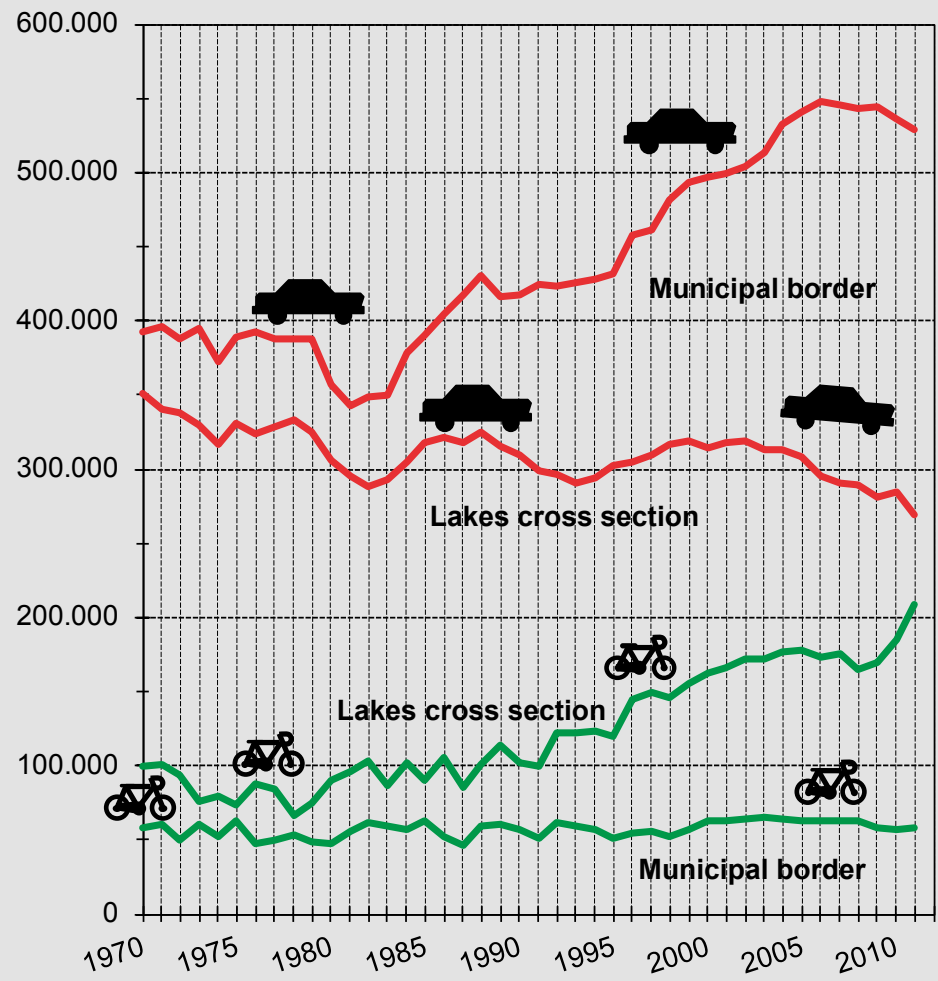
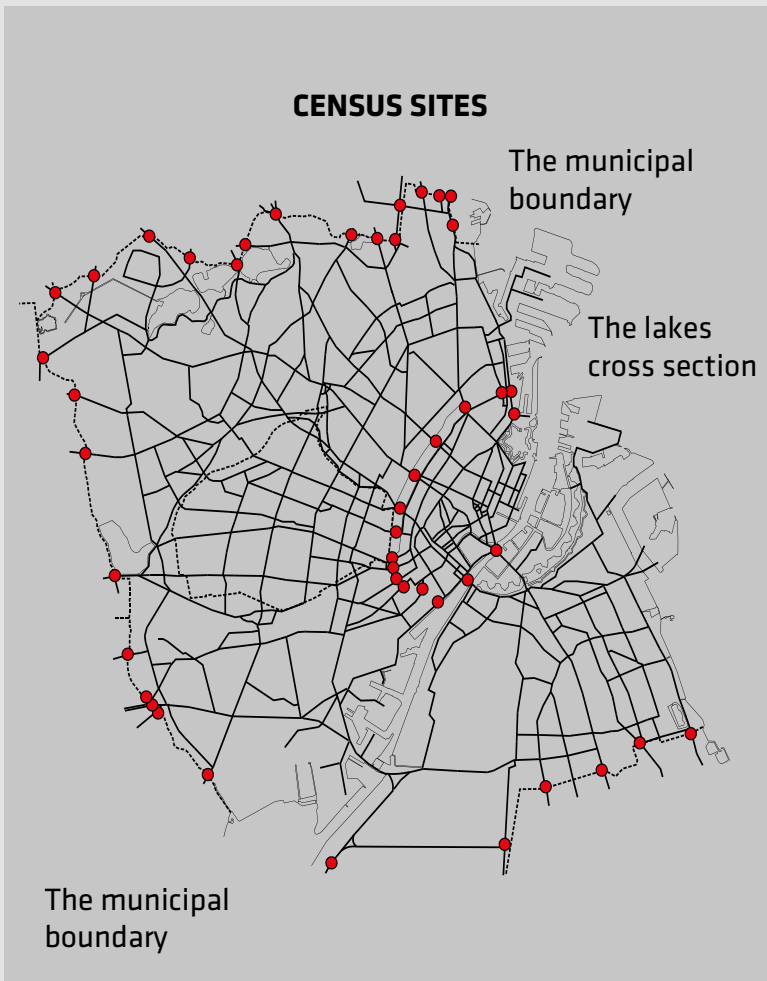
| THE MUNICIPAL BORDER | | | |
|----------------------|----------|-------------------|--|
| Year | Vehicles | Bicycles & mopeds | Bicycles & mopeds Weather corrected |
| 1970 | 392.500 | 57.700 | - |
| 1975 | 388.400 | 63.040 | - |
| 1980 | 356.400 | 46.970 | - |
| 1985 | 390.600 | 62.520 | - |
| 1990 | 417.700 | 56.380 | 56.380 |
| 1992 | 423.700 | 60.890 | 61.660 |
| 1993 | 425.500 | 58.160 | 58.870 |
| 1994 | 427.700 | 51.450 | 56.620 |
| 1995 | 431.900 | 46.620 | 50.630 |
| 1996 | 457.800 | 49.500 | 54.280 |
| 1997 | 462.000 | 49.700 | 55.980 |
| 1998 | 481.800 | 46.680 | 50.550 |
| 1999 | 492.900 | 57.380 | 57.380 |
| 2000 | 496.900 | 62.770 | 62.770 |
| 2001 | 499.900 | 63.320 | 63.320 |
| 2002 | 504.300 | 60.420 | 64.230 |
| 2003 | 513.100 | 46.830 | 65.390 |
| 2004 | 532.900 | 63.520 | 63.520 |
| 2005 | 541.000 | 57.680 | 63.210 |
| 2006 | 547.800 | 48.100 | 63.050 |
| 2007 | 545.000 | 52.000 | 62.880 |
| 2008 | 543.500 | 63.020 | 63.020 |
| 2009 | 544.200 | 58.280 | 58.280 |
| 2010 | 535.700 | 57.450 | 57.450 |
| 2011 | 529.400 | 57.810 | 57.810 |

| THE LAKES CROSS SECTION | | | |
|-------------------------|----------|-------------------|--|
| Year | Vehicles | Bicycles & mopeds | Bicycles & mopeds Weather corrected |
| 1970 | 351.100 | 100.070 | - |
| 1975 | 330.500 | 74.080 | - |
| 1980 | 306.000 | 90.060 | - |
| 1985 | 317.900 | 90.580 | - |
| 1990 | 309.100 | 77.120 | 101.730 |
| 1992 | 296.100 | 122.180 | 122.180 |
| 1993 | 290.000 | 121.420 | 122.080 |
| 1994 | 293.800 | 123.700 | 123.700 |
| 1995 | 302.500 | 111.000 | 120.170 |
| 1996 | 304.200 | 144.650 | 144.650 |
| 1997 | 309.600 | 138.070 | 149.450 |
| 1998 | 316.200 | 142.840 | 145.880 |
| 1999 | 318.500 | 155.400 | 155.400 |
| 2000 | 314.300 | 128.720 | 162.350 |
| 2001 | 317.400 | 141.600 | 166.130 |
| 2002 | 319.000 | 171.670 | 171.670 |
| 2003 | 312.700 | 171.720 | 171.720 |
| 2004 | 312.600 | 176.910 | 176.910 |
| 2005 | 308.400 | 178.080 | 178.080 |
| 2006 | 295.000 | 173.600 | 173.600 |
| 2007 | 290.400 | 163.600 | 175.400 |
| 2008 | 289.100 | 164.790 | 164.790 |
| 2009 | 281.500 | 169.560 | 169.560 |
| 2010 | 284.900 | 184.420 | 184.420 |
| 2011 | 268.600 | 208.360 | 208.360 |

TRAFFIC ACROSS THE MUNICIPAL BOUNDARY AND THE LAKES CROSS SECTION

Total of both directions between 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

The bicycle and moped traffic 1989 - 2007 has been weather corrected



THE MUNICIPAL BOUNDARY, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

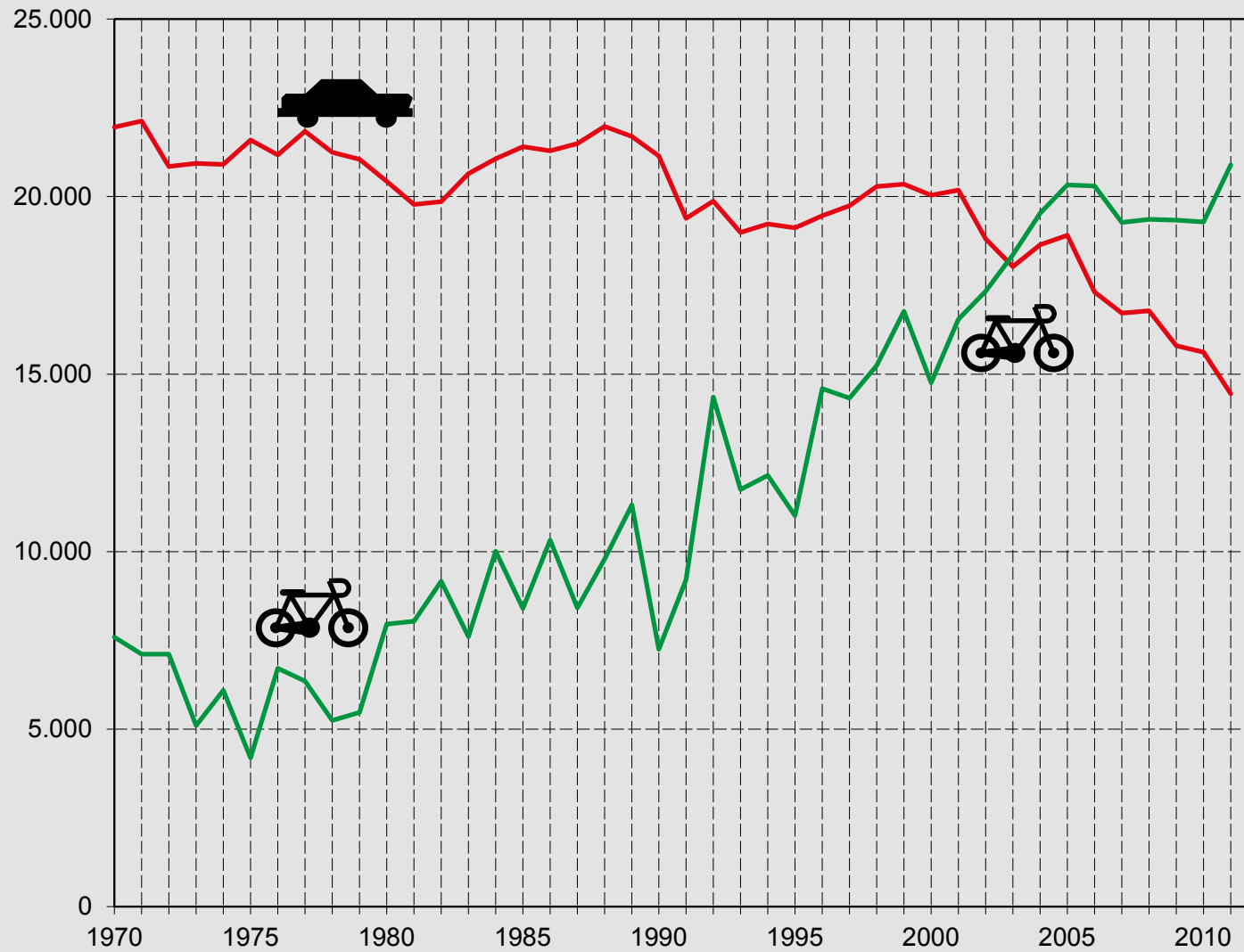
| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 62: AMAGERBROGADE south of Adriansvej | VEHICLES | 11.500 | 6,9 | 11.500 | 6,2 | 11.000 | 7,4 | 12.000 | 6,3 | 10.800 | 5,8 |
| | BICY.+ MOP. | 4.800 | | 4.100 | | 3.800 | | 3.800 | | 4.000 | |
| 709: AMAGERMOTORVEJEN the bridge at Avedøre Holme | VEHICLES | 98.000 | | 98.600 | | 97.400 | | 97.200 | | 97.800 | |
| | BICY.+ MOP. | | | | | | | | | | |
| 63: AMAGER STRANDVEJ ^{a)} south of Hedegårdsvej | VEHICLES | 15.000 | | 9.600 | | 14.000 | | 13.100 | | 10.800 | 8,9 |
| | BICY.+ MOP. | | | | | | | | | 200 | |
| 8: ENGLANDSVEJ north of Følfodvej | VEHICLES | 14.300 | 5,0 | 15.100 | 6,4 | 14.400 | 3,1 | 14.200 | 2,7 | 13.200 | 2,5 |
| | BICY.+ MOP. | 2.700 | | 2.200 | | 2.200 | | 2.000 | | 2.500 | |
| 13: FREDERIKSBORGVEJ south of Gladsaxevej | VEHICLES | 17.900 | 5,5 | 16.800 | 5,7 | 15.900 | 3,7 | 16.600 | 3,5 | 15.700 | 3,4 |
| | BICY.+ MOP. | 5.000 | | 5.200 | | 4.200 | | 5.200 | | 5.400 | |
| 14: FREDERIKSSUNDSVEJ bridge across the moat | VEHICLES | 20.100 | 5,6 | 20.200 | 5,5 | 19.700 | 5,0 | 22.000 | 3,5 | 19.000 | 3,3 |
| | BICY.+ MOP. | 3.700 | | 3.600 | | 2.700 | | 3.300 | | 2.700 | |
| 16: GAMMEL KØGE LANDEVEJ south of Vigerslevvej | VEHICLES | 17.500 | 6,8 | 17.800 | 5,0 | 15.900 | 5,5 | 15.400 | 5,0 | 15.200 | 4,2 |
| | BICY.+ MOP. | 3.100 | | 3.400 | | 2.900 | | 2.800 | | 2.000 | |
| 70: GRØNNEMOSE ALLE west of Moseskellet | VEHICLES | 2.300 | | 2.200 | | 1.900 | | 2.000 | 0,6 | 2.000 | |
| | BICY.+ MOP. | | | | | | | 800 | | | |
| 20: HARESKOVVEJ ^{d)} next to Ruten | VEHICLES | 49.100 | 3,0 | 48.400 | 2,8 | 48.300 | 2,2 | 50.000 | 2,5 | 49.100 | 2,1 |
| | BICY.+ MOP. | 2.900 | | 3.100 | | 2.300 | | 3.200 | | 3.200 | |
| 487: HOLBÆKMOTORVEJEN west of Sønderkær | VEHICLES | 46.200 | 6,9 | 49.100 | 5,8 | 47.300 | 4,0 | 47.700 | 3,7 | 47.600 | 3,0 |
| | BICY.+ MOP. | | | | | | | | | | |
| 71: HORSEBAKKEN north of Mosesvinget | VEHICLES | 2.600 | | | | 3.900 | | 2.600 | 3,8 | 2.900 | |
| | BICY.+ MOP. | | | | | | | 1.000 | | | |
| 544: HØJE GLADSAXEVEJ ^{d)} northeast of Hareskovvej | VEHICLES | 6.900 | | 6.900 | | 6.900 | | 6.700 | 2,8 | 6.700 | 2,8 |
| | BICY.+ MOP. | | | | | | | | | | |
| 73: ISLEVHUSVEJ southwest of Kildeløbet | VEHICLES | 12.000 | 6,6 | 12.800 | 6,5 | 11.400 | 6,2 | 11.900 | 5,9 | 9.900 | 6,0 |
| | BICY.+ MOP. | 1.600 | | 1.100 | | 1.000 | | 1.100 | | 800 | |
| 24: JYLLINGEVEJ ^{b)} west of Tudskærvej | VEHICLES | 35.100 | 3,5 | 38.700 | 6,0 | 29.800 | 3,0 | 30.200 | 3,9 | 28.700 | 2,9 |
| | BICY.+ MOP. | 2.300 | | 2.600 | | 1.400 | | 2.100 | | 1.700 | |

^{a)} 2008: Traffic conversion trial in nearby Tårnby ^{b)} 2009: Roadworks ^{c)} 2011: Due to technical problems the bicycle result has been copied from 2010 ^{d)} 2011: Due to technical problems the bicycle result has been copied from 2010

THE MUNICIPAL BOUNDARY, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 74: KASTRUPVEJ south of Backersvej | VEHICLES | 7.500 | 6,7 | 8.600 | 6,0 | 8.000 | 4,3 | 8.500 | 4,7 | 7.700 | 3,3 |
| | BICY.+ MOP. | 2.400 | | 2.300 | | 1.800 | | 1.700 | | 2.100 | |
| 75: KONGELUNDSVEJ north of Floridavej | VEHICLES | 10.600 | 5,8 | 8.500 | 5,7 | 8.400 | 3,9 | 8.200 | 4,5 | 8.700 | 4,4 |
| | BICY.+ MOP. | 2.700 | | 2.000 | | 1.600 | | 1.600 | | 2.100 | |
| 392: LANDLYSTVEJ west of Engdals Alle | VEHICLES | 4.300 | | 4.300 | 2,8 | 4.200 | | 4.400 | | | |
| | BICY.+ MOP. | | | 900 | | | | | | | |
| 31: LYNGBYVEJ north of Emdrupvej (motorway + local road) | VEHICLES | 67.200 | 2,9 | 66.900 | 2,5 | 64.200 | 3,1 | 65.600 | 2,9 | | |
| | BICY.+ MOP. | 5.800 | | 6.100 | | 5.900 | | 5.700 | | | |
| 78: MØRKHØJVEJ on the bridge across the moat | VEHICLES | 11.100 | 6,3 | 10.700 | 6,8 | 10.100 | 4,2 | 9.800 | 5,3 | 8.800 | 5,0 |
| | BICY.+ MOP. | 3.200 | | 2.600 | | 2.000 | | 2.500 | | 2.100 | |
| 36: ROSKILDEVEJ next to Damhussøen | VEHICLES | 45.000 | 5,7 | 43.500 | 5,4 | 43.100 | 4,3 | 39.900 | 4,2 | 40.300 | 3,9 |
| | BICY.+ MOP. | 4.700 | | 6.400 | | 4.600 | | 4.200 | | 4.800 | |
| 79: RYGÅRDS ALLE south of Lundeskovsvej | VEHICLES | 1.200 | | | | 1.200 | 1,9 | 1.200 | | | |
| | BICY.+ MOP. | | | | | 800 | | | | | |
| 80: RYVANGS ALLE south of Callisensvej | VEHICLES | 10.100 | 1,4 | 9.500 | 1,6 | 10.000 | 1,2 | 9.500 | 1,2 | 5.500 | 1,0 |
| | BICY.+ MOP. | 2.200 | | 2.800 | | 2.700 | | 2.600 | | 1.700 | |
| 40: SLOTSHERRENSVEJ west of Åvendingen | VEHICLES | 18.600 | 4,1 | 17.200 | 4,4 | 18.100 | 4,2 | 17.000 | 2,0 | 16.700 | 2,0 |
| | BICY.+ MOP. | 2.400 | | 2.000 | | 1.800 | | 2.000 | | 1.700 | |
| 194: STRANDVEJEN south of Callisensvej | VEHICLES | 17.900 | 6,2 | 17.900 | 9,3 | 18.800 | 4,9 | 19.300 | 4,3 | 20.500 | 4,1 |
| | BICY.+ MOP. | 6.000 | | 5.800 | | 5.700 | | 5.400 | | 7.400 | |
| 43: STRANDVEJEN south of Tuborgvej | VEHICLES | 26.200 | 7,8 | 27.100 | 7,7 | 25.100 | 6,5 | 23.200 | 6,3 | 25.400 | 5,9 |
| | BICY.+ MOP. | 6.900 | | 6.500 | | 6.800 | | 5.600 | | 8.500 | |
| 82: SVANEMØLLEVEJ south of Callisensvej | VEHICLES | 2.200 | | | | 2.700 | | 2.300 | | 2.100 | 2,9 |
| | BICY.+ MOP. | | | | | | | | | 800 | |
| 45: SØNDERKÆR south of the Holbæk motorway | VEHICLES | 3.600 | | | | 4.100 | | 3.500 | | 3.900 | 3,6 |
| | BICY.+ MOP. | | | | | | | | | 800 | |
| 49: TUBORGVEJ southwest of Lundedalsvej | VEHICLES | 32.100 | 4,8 | 32.600 | 3,4 | 30.300 | 2,2 | 30.300 | 2,9 | 33.100 | 1,8 |
| | BICY.+ MOP. | 3.200 | | 3.300 | | 3.800 | | 2.900 | | 2.300 | |

THE TRAFFIC AT THE LAKES CROSS SECTION
Towards the city centre, between 8 a.m. - 9 a.m, 1970 - 2011
The bicycle and moped traffic has not been weather corrected



THE LAKES CROSS SECTION, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 129: BRYGGEBOEN BRIDGE Bicycle- and pedestrian bridge from Fisketorvet to Islands Brygge, open since the 14th of September 2006 | PEDESTRIANS | | | | | | | | | 2.500 | |
| | BICY.+ MOP. | 4.500 | | 5.400 | | 7.300 | | 7.600 | | 9.800 | |
| 5: DRONNING LOUISES BRIDGE ^{a)} | VEHICLES | 13.900 | 8,4 | 13.500 | 8,3 | 7.700 | 13,1 | 7.300 | 11,9 | 5.400 | 15,2 |
| | BICY.+ MOP. | 27.900 | | 25.500 | | 30.900 | | 30.400 | | 33.900 | |
| 69: FREDENSBRO | VEHICLES | 41.200 | 4,4 | 44.400 | 4,6 | 48.300 | 3,8 | 44.200 | 3,9 | 45.000 | 3,7 |
| | BICY.+ MOP. | 14.800 | | 16.100 | | 14.100 | | 12.100 | | 17.900 | |
| 122: GAMMEL KONGEVEJ west of Stenosgade | VEHICLES | 13.000 | 6,9 | 12.000 | 7,2 | 13.000 | 5,0 | 12.400 | 5,0 | 11.500 | 6,1 |
| | BICY.+ MOP. | 12.100 | | 13.300 | | 10.600 | | 12.300 | | 14.700 | |
| 19: GYLDENLØVESGADE ^{b)} by the lakes | VEHICLES | 53.400 | 5,5 | 54.700 | 5,0 | 55.900 | 3,9 | 52.300 | 4,7 | 49.200 | 4,1 |
| | BICY.+ MOP. | 20.500 | | 18.600 | | 19.300 | | 22.900 | | 24.000 | |
| 72: INGERSLEVSGADE southeast of Tietgensgade | VEHICLES | 9.300 | 10,8 | 10.500 | 9,1 | 9.800 | 7,8 | 9.300 | 8,3 | 7.900 | 8,4 |
| | BICY.+ MOP. | 3.300 | | 3.500 | | 2.500 | | 2.800 | | 3.300 | |
| 602: ISTEDEGADE northeast of Gasværksvej | VEHICLES | 10.900 | 6,7 | 10.200 | 8,3 | 10.200 | 6,0 | 9.300 | 6,5 | 7.800 | 5,3 |
| | BICY.+ MOP. | 4.900 | | 4.700 | | 4.200 | | 5.400 | | 5.800 | |
| 717: KALKBRÆNDERIHAVNSGADE north of Indiakaj | VEHICLES | 19.800 | 9,2 | 17.500 | 8,5 | 17.500 | 4,6 | 19.300 | 4,3 | 18.600 | 4,7 |
| | BICY.+ MOP. | 3.400 | | 2.300 | | 2.400 | | 2.900 | | 4.600 | |
| 25: KALVEBOD BRYGGE southwest of Bernstorffsgade | VEHICLES | 44.000 | 7,4 | 46.200 | 6,7 | 42.300 | 4,3 | 44.700 | 4,1 | 37.500 | 4,8 |
| | BICY.+ MOP. | 3.300 | | 3.200 | | 2.300 | | 2.600 | | 2.900 | |
| 6: KAMPMANNSGADE by the lakes | VEHICLES | 7.600 | 4,5 | 6.100 | 5,4 | 6.900 | 2,7 | 7.100 | 3,2 | 5.700 | 3,2 |
| | BICY.+ MOP. | 6.500 | | 5.300 | | 6.000 | | 6.100 | | 6.500 | |
| 26: KNIPPELSBRO BRIDGE | VEHICLES | 28.900 | 7,2 | 26.400 | 5,6 | 25.400 | 6,8 | 25.800 | 5,4 | 25.500 | 5,1 |
| | BICY.+ MOP. | 26.700 | | 23.400 | | 27.700 | | 29.900 | | 31.100 | |
| 29: LANGE BRO ^{c)} | VEHICLES | 58.500 | 6,8 | 58.000 | 6,1 | 51.900 | 5,6 | 56.400 | 5,4 | 51.800 | 4,7 |
| | BICY.+ MOP. | 26.200 | | 23.500 | | 21.800 | | 25.400 | | 25.800 | |
| 42: STRANDBOULEVARDEN ^{d)} north of Classensgade | VEHICLES | 8.600 | 7,1 | 8.900 | 6,3 | 7.300 | 3,7 | 8.600 | 3,7 | 8.300 | 3,8 |
| | BICY.+ MOP. | 2.800 | | 2.600 | | 2.800 | | 3.000 | | 2.900 | |
| 603: VESTERBROGADE west of Stenosgade | VEHICLES | 15.400 | 7,1 | 15.000 | 7,5 | 15.400 | 6,8 | 14.300 | 6,8 | 14.900 | 7,0 |
| | BICY.+ MOP. | 11.500 | | 11.300 | | 9.800 | | 10.900 | | 11.500 | |

^{a)} 2009: The counting took place following the conversion of Nørrebrogade. 2011: Roadworks ^{b)} 2010: Comprehensive roadworks at H.C. Andersens Boulevard ^{c)} Open since September 14th, 2006. Pedestrians, from 7 a.m. - 7 p.m.: p. 48. ^{d)} 2009: Roadworks

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
 The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 92: AMAGER BOULEVARD northwest of Amagerbrogade | VEHICLES | 14.400 | 10,0 | | | | | | | | |
| | BICY.+ MOP. | 6.800 | | | | | | | | | |
| 94: AMAGERBROGADE north of Englandsvej | VEHICLES | | | | | 12.900 | 6,7 | | | | |
| | BICY.+ MOP. | | | | | 8.800 | | | | | |
| 551: AMAGERBROGADE south of Hollænderdybet | VEHICLES | 22.800 | 9,2 | 23.700 | 7,7 | 21.100 | 6,2 | 19.400 | 7,4 | 19.700 | 6,7 |
| | BICY.+ MOP. | 19.300 | | 19.900 | | 16.400 | | 16.900 | | 17.500 | |
| 245: AMAGER FÆLLEDVEJ *) south of Sundholmsvej | VEHICLES | 14.000 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 604: AMAGER FÆLLEDVEJ south of Peter Vedels Gade | VEHICLES | | | | | 17.800 | 4,8 | | | | |
| | BICY.+ MOP. | | | | | 4.800 | | | | | |
| 688: AMAGER FÆLLEDVEJ north of Amager Boulevard | VEHICLES | 7.600 | 12,5 | | | | | | | | |
| | BICY.+ MOP. | 3.600 | | | | | | | | | |
| 733: AMAGERMOTORVEJEN MOTORWAY, western leg | VEHICLES | 36.800 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 734: AMAGERMOTORVEJEN MOTORWAY, eastern leg | VEHICLES | 18.800 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 360: AMAGER STRANDVEJ south of Prags Boulevard | VEHICLES | 9.600 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 64: AMALIEGADE north of Toldbodgade | VEHICLES | | | | | 8.800 | 1,6 | | | | |
| | BICY.+ MOP. | | | | | 1.800 | | | | | |
| 98: ANNEBERGVEJ north of Bellahøjvej | VEHICLES | | | | | | | 3.400 | 14,0 | | |
| | BICY.+ MOP. | | | | | | | 2.100 | | | |
| 703: ANNEXSTRÆDE south of Valby Langgade | VEHICLES | | | | | | | | | 7.100 | 1,2 |
| | BICY.+ MOP. | | | | | | | | | 1.700 | |
| 644: ARTILLERIVEJ south of Amager Boulevard | VEHICLES | | | | | 16.300 | 2,4 | | | | |
| | BICY.+ MOP. | | | | | 4.000 | | | | | |
| 645: ARTILLERIVEJ south of Njalsgade | VEHICLES | | | | | 13.800 | 3,0 | | | | |
| | BICY.+ MOP. | | | | | 1.900 | | | | | |

*) 2007: Data transferred from 2006

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 4: CHRISTIAN IV's BRO | VEHICLES | 15.400 | 0,6 | 17.500 | 1,3 | 16.600 | 0,4 | 15.700 | 0,5 | 14.500 | 0,3 |
| | BICY.+ MOP. | 2.000 | | 1.900 | | 2.300 | | 2.200 | | 1.800 | |
| 258: CLASSENGADE east of Østerbrogade | VEHICLES | | | | | 5.100 | 5,0 | | | | |
| | BICY.+ MOP. | | | | | 3.900 | | | | | |
| 65: DAG HAMMERSKJÖLDS ALLÉ southeast of Øster Farimagsgade | VEHICLES | | | | | 15.600 | 5,2 | | | | |
| | BICY.+ MOP. | | | | | 10.600 | | | | | |
| 7: ELLEBJERGVEJ east of Poppelstykket | VEHICLES | 35.400 | 6,9 | 36.400 | 7,1 | 34.100 | 4,8 | 36.800 | 4,6 | 34.000 | 3,5 |
| | BICY.+ MOP. | 2.100 | | 2.300 | | 2.000 | | 1.900 | | 1.500 | |
| 259: EMDRUPVEJ west of Tuborgvej | VEHICLES | | | | | | | 5.600 | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 686: EMDRUPVEJ west of Strødamvej | VEHICLES | 5.500 | 8,7 | 6.100 | 4,2 | | | | | 5.500 | 3,6 |
| | BICY.+ MOP. | 1.500 | | | | | | | | 1.300 | |
| 682: ENGHAVE PLADS east of Enghavevej | VEHICLES | | | | | | | | | 8.500 | 5,6 |
| | BICY.+ MOP. | | | | | | | | | 3.700 | |
| 67: ENGHAVEVEJ ^{a)} north of P. Knudsens Gade | VEHICLES | 19.800 | 8,7 | 21.000 | 5,9 | 22.300 | 5,1 | 20.000 | 5,4 | 18.600 | 3,6 |
| | BICY.+ MOP. | 4.000 | | 4.900 | | 5.500 | | 4.700 | | 4.300 | |
| 613: ENGHAVEVEJ south of Vesterbrogade | VEHICLES | | | | | | | | | 15.300 | 2,9 |
| | BICY.+ MOP. | | | | | | | | | 7.800 | |
| 477: ENGLANDSVEJ south of Sundbyvestervej | VEHICLES | | | | | 11.100 | 4,3 | | | | |
| | BICY.+ MOP. | | | | | 1.900 | | | | | |
| 643: ENGLANDSVEJ north of Sundholmsvej | VEHICLES | 11.600 | 5,6 | 11.000 | 4,4 | 8.800 | 4,5 | | | | |
| | BICY.+ MOP. | 1.500 | | | | 2.700 | | | | | |
| 9: FARVERGADE (one-way street) northeast of Rådhuspladsen | VEHICLES | | | | | | | 1.600 | 2,5 | | |
| | BICY.+ MOP. | | | | | | | 2.400 | | | |
| 377: FJOLSTRÆDE ^{b)} southeast of Nørre Voldgade | VEHICLES | | | | | | | | | 300 | |
| | BICY.+ MOP. | | | | | | | | | 1.800 | |
| 488: FOLEHAVEN west of Retortvej | VEHICLES | | | | | | | | | 39.200 | 3,8 |
| | BICY.+ MOP. | | | | | | | | | 1.000 | |

^{a)} 2011: Enghavevej was blocked for HGVs. They had to drive via Sjøeløer Boulevard / Vigerslev Allé ^{b)} Pedestrians: p. 48

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 68: FOLKE BERNADOTTES ALLÉ south of Indiakaj | VEHICLES | 22.400 | 8,1 | | | 20.300 | 7,0 | | | 20.300 | 5,3 |
| | BICY.+ MOP. | 3.200 | | | | 4.700 | | | | 4.900 | |
| 113: FREDERIKSBERGGADE (one-way) ^{a)} northeast of Rådhuspladsen | VEHICLES | | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | 300 | |
| 11: FREDERIKSBORGGADE (one-way) ^{a)} east of Nørre Voldgade | VEHICLES | | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | 600 | |
| 12: FREDERIKSBORGGADE southeast of Søtorvet | VEHICLES | 6.200 | 13,3 | 6.300 | 13,8 | 5.600 | 13,8 | | | 5.400 | 15,1 |
| | BICY.+ MOP. | 18.400 | | 18.300 | | 16.400 | | | | 17.200 | |
| 677: FREDERIKSBORGVej south of Bispebjerg Torv | VEHICLES | | | | | | | 6.400 | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 117: FREDERIKSSUNDSVEJ east of Frederiksborgvej | VEHICLES | 21.900 | 6,6 | 19.600 | 7,6 | 16.600 | 7,4 | 15.900 | 8,0 | 15.200 | 7,4 |
| | BICY.+ MOP. | 11.700 | | 8.600 | | 11.200 | | 10.000 | | 10.900 | |
| 120: FREDERIKSSUNDSVEJ east of Krabbesholmsvej | VEHICLES | | | | | | | 18.800 | 6,4 | | |
| | BICY.+ MOP. | | | | | | | 4.600 | | | |
| 626: FREDERIKSSUNDSVEJ northwest of Åkandevej | VEHICLES | | | 23.900 | 6,8 | | | | | | |
| | BICY.+ MOP. | | | 4.800 | | | | | | | |
| 723: FREDERIKSSUNDSVEJ west of Hulgårdsvej | VEHICLES | | | | | | | 18.100 | 6,3 | | |
| | BICY.+ MOP. | | | | | | | 4.900 | | | |
| 121: FÆLLEDVEJ ^{b)} northeast of Nørrebrogade | VEHICLES | 6.200 | 3,2 | | | 4.300 | 7,3 | | | | |
| | BICY.+ MOP. | 7.600 | | | | 7.900 | | | | | |
| 482: GAMMEL JERNBANVEJ east of Toftegårds Allé | VEHICLES | | | | | | | | | 4.700 | 2,3 |
| | BICY.+ MOP. | | | | | | | | | 1.700 | |
| 123: GAMMEL KØGE LANDEVEJ ^{d)} south of Toftegårds Plads | VEHICLES | 24.400 | 5,5 | 24.200 | 5,6 | 22.500 | 4,4 | 22.900 | 3,8 | 20.400 | 3,7 |
| | BICY.+ MOP. | 3.300 | | 3.600 | | 3.300 | | 2.900 | | 3.300 | |
| 705: GLASVEJ southwest of Frederiksborgvej | VEHICLES | | | | | | | 4.900 | 3,3 | | |
| | BICY.+ MOP. | | | | | | | 1.500 | | | |
| 549: GODTHÅBSVEJ ^{d)} southeast of Grøndals Parkvej | VEHICLES | | | | | | | 6.500 | 4,9 | | |
| | BICY.+ MOP. | | | | | | | 6.000 | | | |

^{a)} Pedestrians: p.48 ^{b)} 2009: The traffic count took place following the conversion of Nørrebrogade ^{c)} 2010: Due to roadworks and blocking at Tesdorpsvej, Godthåbsvej had less northbound traffic than usual ^{d)} 2011: The counting took place during the UCI Road World Championships

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 17: GOTHERSGADE ^{a)} southeast of Søtorvet | VEHICLES | 5.600 | 3,8 | 6.900 | 3,4 | 5.200 | 1,7 | 5.400 | 2,7 | 5.000 | 2,0 |
| | BICY.+ MOP. | 6.700 | | 6.400 | | 6.000 | | 6.800 | | 6.900 | |
| 127: GOTHERSGADE (one-way street) west of Kongens Nytorv | VEHICLES | | | | | | | 6.700 | 5,4 | | |
| | BICY.+ MOP. | | | | | | | 6.000 | | | |
| 270: GOTHERSGADE east of Nørre Voldgade | VEHICLES | | | 14.000 | 6,5 | | | | | | |
| | BICY.+ MOP. | | | 12.000 | | | | | | | |
| 18: GRØNDALS PARKVEJ north of Peter Bangs Vej | VEHICLES | 20.000 | 5,7 | 20.400 | 5,5 | 20.900 | 4,3 | 18.700 | 4,9 | 19.200 | 4,4 |
| | BICY.+ MOP. | 1.800 | | 2.100 | | 1.500 | | 1.600 | | 1.400 | |
| 652: GRØNNEGADE south of Gothersgade | VEHICLES | | | | | | | 1.800 | 2,1 | | |
| | BICY.+ MOP. | | | | | | | 2.900 | | | |
| 624: GRØNNINGEN north of Jens Kofods Gade | VEHICLES | | | | | 19.900 | 2,8 | | | | |
| | BICY.+ MOP. | | | | | 5.500 | | | | | |
| 724: GYLDENLØVESGADE ^{b)} southeast of Nørre Søgade | VEHICLES | | | | | | | 67.600 | 4,1 | | |
| | BICY.+ MOP. | | | | | | | 20.900 | | | |
| 275: HAMLETSGADE ^{a)} north of Mimersgade | VEHICLES | 10.100 | 6,1 | | | 12.600 | 5,2 | | | | |
| | BICY.+ MOP. | 2.900 | | | | 4.300 | | | | | |
| 276: HAMMERICHSGADE southwest of H.C.Andersens Boulevard | VEHICLES | | | 11.600 | 12,4 | | | | | | |
| | BICY.+ MOP. | | | 4.400 | | | | | | | |
| 495: HARALDSGADE west of Lyngbyvej | VEHICLES | | | | | | | | | 7.100 | 6,7 |
| | BICY.+ MOP. | | | | | | | | | 3.600 | |
| 1: H.C. ANDERSENS BOULEVARD ^{b)} southeast of Jarmers Plads | VEHICLES | 53.500 | 5,2 | 48.900 | 5,0 | 52.600 | 3,9 | 51.600 | 4,7 | 48.200 | 3,5 |
| | BICY.+ MOP. | 14.500 | | 13.600 | | 13.900 | | 18.000 | | 13.100 | |
| 692: HEDEGÅRDSVEJ west of Engvej | VEHICLES | 3.600 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 21: HILLERØDGADE west of Borups Alle | VEHICLES | 18.100 | 5,3 | 18.300 | 4,2 | 18.300 | 2,7 | 18.700 | 4,2 | 16.400 | 3,1 |
| | BICY.+ MOP. | 3.300 | | 3.000 | | 2.600 | | 3.700 | | 3.500 | |
| 132: HILLERØDGADE east of Nattergalevej | VEHICLES | 11.200 | 3,5 | | | | | | | | |
| | BICY.+ MOP. | 3.800 | | | | | | | | | |

^{a)} 2009: The traffic count took place following the conversion of Nørrebrogade ^{b)} 2010: Comprehensive roadworks

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 23: JAGTVEJ ^{a)} southwest of Nørrebrogade | VEHICLES | 18.500 | 4,7 | 18.200 | 7,3 | 18.800 | 3,8 | 18.100 | 4,3 | 17.700 | 3,6 |
| | BICY.+ MOP. | 11.200 | | 10.700 | | 9.500 | | 12.100 | | 12.000 | |
| 478: JAGTVEJ east of Lyngbyvej | VEHICLES | 21.000 | 6,0 | 21.700 | 3,9 | 18.500 | 4,2 | | | 21.700 | 3,8 |
| | BICY.+ MOP. | 6.400 | | | | 8.800 | | | | 8.700 | |
| 617: JAGTVEJ northeast of Lersø Parkalle | VEHICLES | 19.200 | 6,9 | | | | | | | | |
| | BICY.+ MOP. | 7.200 | | | | | | | | | |
| 663: JERNBANE ALLE north of Vanløse Alle | VEHICLES | | | 7.800 | 5,1 | | | | | | |
| | BICY.+ MOP. | | | 3.900 | | | | | | | |
| 664: JERNBANE ALLE south of Vanløse Alle | VEHICLES | | | 8.600 | 5,7 | | | | | | |
| | BICY.+ MOP. | | | 3.500 | | | | | | | |
| 638: JYLLINGEVEJ west of Slotsherrensvej | VEHICLES | | | 29.600 | 6,4 | | | | | | |
| | BICY.+ MOP. | | | 2.400 | | | | | | | |
| 553: KASTRUPVEJ Southeast of Øresundsvej | VEHICLES | 6.600 | 7,7 | | | | | | | | |
| | BICY.+ MOP. | 2.400 | | | | | | | | | |
| 739: KLAKSVEJSGADE southwest of Amager Boulevard | VEHICLES | | | | | 6.800 | 7,6 | | | | |
| | BICY.+ MOP. | | | | | 500 | | | | | |
| 691: KLØVERMARKSVEJ east of Raffinaderivej | VEHICLES | 9.600 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 27: KRISTEN BERNIKOWS GADE ^{b)} northwest of Østergade (one-way street) | VEHICLES | 7.400 | 5,8 | 6.900 | 5,5 | 5.900 | 4,5 | 7.200 | 4,6 | 5.400 | 7,5 |
| | BICY.+ MOP. | 6.600 | | 5.800 | | 7.100 | | 7.000 | | 7.600 | |
| 76: KRONPRINSESEGADE north of Gothersgade (one-way street) | VEHICLES | | | | | | | 5.100 | 2,9 | | |
| | BICY.+ MOP. | | | | | | | 4.500 | | | |
| 576: KRONPRINSESEGADE south of Øster Voldgade | VEHICLES | | | | | 2.100 | 3,1 | | | | |
| | BICY.+ MOP. | | | | | 1.800 | | | | | |
| 542: LANDEMÆRKET south of Gothersgade | VEHICLES | | | | | | | 3.600 | 2,9 | | |
| | BICY.+ MOP. | | | | | | | 2.600 | | | |
| 606: LERSØ PARKALLE northwest of Jagtvej | VEHICLES | 9.000 | 7,5 | | | | | | | | |
| | BICY.+ MOP. | 3.700 | | | | | | | | | |

^{a)} 2009: The traffic count took place following the conversion of Nørrebrogade ^{b)} 2011: Roadworks

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|-------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 678: LERSØ PARKALLÉ south of Tuborgvej | VEHICLES | | | | | | | 8.500 | 4,4 | | |
| | BICY.+ MOP. | | | | | | | 2.700 | | | |
| 150: LILLE KONGENSGADE (one-way) west of Kongens Nytorv *) | VEHICLES | | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 554: LOSSEPLADSVEJ | VEHICLES | 14.700 | | 13.000 | | 14.300 | 3,1 | 13.700 | | | |
| | BICY.+ MOP. | | | | | 300 | | | | | |
| 607: LUNDTOFTEGADE south of Hillerødgade | VEHICLES | 8.400 | 5,6 | | | | | | | | |
| | BICY.+ MOP. | 2.000 | | | | | | | | | |
| 151: LYGTEN south of Drejervej | VEHICLES | 12.600 | 4,9 | | | | | | | | |
| | BICY.+ MOP. | 5.900 | | | | | | | | | |
| 298: LYRSKOVGADE east of Vester Fælledvej | VEHICLES | | | | | | | | | 3.800 | 1,4 |
| | BICY.+ MOP. | | | | | | | | | 2.100 | |
| 300: LØNGANGSSTRÆDE (one-way) northeast of Vester Voldgade | VEHICLES | | | | | 1.800 | 12,7 | 1.600 | 11,0 | | |
| | BICY.+ MOP. | | | | | 1.000 | | 1.000 | | | |
| 710: MARBJERGVEJ south of Frederikssundsvej | VEHICLES | | | 7.500 | 4,4 | | | | | | |
| | BICY.+ MOP. | | | 1.300 | | | | | | | |
| 646: NJALSGADE southeast of Leifsgade | VEHICLES | | | | | 3.800 | 8,5 | | | | |
| | BICY.+ MOP. | | | | | 5.000 | | | | | |
| 647: NJALSGADE east of Artillerivej | VEHICLES | | | | | 13.200 | 4,0 | | | | |
| | BICY.+ MOP. | | | | | 5.500 | | | | | |
| 500: NORDRE FASANVEJ south of Glentevej | VEHICLES | 16.000 | 4,3 | | | | | | | | |
| | BICY.+ MOP. | 5.800 | | | | | | | | | |
| 636: NORDRE FASANVEJ south of Hillerødgade | VEHICLES | 15.600 | 6,3 | | | | | | | | |
| | BICY.+ MOP. | 6.800 | | | | | | | | | |
| 630: NORDRE FRIHAVNSGADE northeast of Faksegade | VEHICLES | | | | | | | | | 5.300 | 8,0 |
| | BICY.+ MOP. | | | | | | | | | 5.800 | |
| 597: NYGÅRDSVEJ west of Fanøgade | VEHICLES | 3.100 | 2,8 | 2.900 | 2,5 | 3.000 | 3,3 | 2.900 | 2,6 | 3.000 | 2,4 |
| | BICY.+ MOP. | 1.900 | | 1.900 | | 2.300 | | 2.200 | | 1.700 | |

*) Blocked due to Metro construction work

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 157: NYHAVNSBROEN BRIDGE | VEHICLES | | | | | 11.300 | 4,7 | | | | |
| | BICY.+ MOP. | | | | | 2.000 | | | | | |
| 32: NØRRE ALLE south of Universitetsparken | VEHICLES | 35.500 | 4,0 | 34.800 | 3,7 | 36.600 | 3,4 | 35.500 | 3,3 | 33.400 | 3,3 |
| | BICY.+ MOP. | 7.600 | | 7.800 | | 8.200 | | 8.300 | | 8.200 | |
| 418: NØRRE ALLE south of Tagensvej | VEHICLES | 6.600 | 2,0 | | | | | | | | |
| | BICY.+ MOP. | 6.800 | | | | | | | | | |
| 166: NØRREBROGADE ^{a)} northwest of Jagtvej | VEHICLES | 13.900 | 8,8 | 13.900 | 8,6 | 7.900 | 9,9 | | | | |
| | BICY.+ MOP. | 13.900 | | 16.000 | | | | | | | |
| 577: NØRRE FARIMAGSGADE south of Ahlefeldtsgade | VEHICLES | | | 16.200 | 4,2 | | | | | | |
| | BICY.+ MOP. | | | 6.300 | | | | | | | |
| 33: NØRREGADE ^{b)} southeast of Nørre Voldgade | VEHICLES | 4.000 | 12,7 | 4000 | 13,0 | 4.500 | 14,6 | 4.500 | 10,1 | 5.100 | 8,0 |
| | BICY.+ MOP. | 11.400 | | 9.900 | | 9.500 | | 10.700 | | 9.800 | |
| 170: NØRRE SØGADE southwest of Vendersgade | VEHICLES | | | 32.000 | 3,4 | 28.800 | 2,9 | | | 27.000 | 2,3 |
| | BICY.+ MOP. | | | 10.300 | | 7.900 | | | | 9.900 | |
| 34: NØRRE VOLDGADE ^{c)} northeast of Jarmers Plads | VEHICLES | 25.400 | 11,7 | 23.500 | 10,8 | 23.500 | 8,8 | 21.500 | 8,8 | 15.200 | 9,9 |
| | BICY.+ MOP. | 7.600 | | 6.600 | | 7.100 | | 8.700 | | 6.800 | |
| 631: NØRRE VOLDGADE south of Frederiksborggade | VEHICLES | | | 22.000 | 11,7 | | | | | | |
| | BICY.+ MOP. | | | 9.500 | | | | | | | |
| 309: PEDER LYKKES VEJ east of Røde Mellemvej | VEHICLES | | | | | 9.500 | 5,3 | | | | |
| | BICY.+ MOP. | | | | | 2.100 | | | | | |
| 501: PETER BANGS VEJ west of Ålstrupvej | VEHICLES | | | 12.100 | 3,2 | | | | | | |
| | BICY.+ MOP. | | | 3.900 | | | | | | | |
| 605: P. KNUDSENS GADE ^{d)} northeast of Borgm.Christiansens Gade | VEHICLES | | | | | | | | | 30.600 | 3,5 |
| | BICY.+ MOP. | | | | | | | | | 1.600 | |
| 176: REBILDVEJ southwest of Dybendalsvej | VEHICLES | | | 23.000 | 4,4 | | | | | | |
| | BICY.+ MOP. | | | 1.900 | | | | | | | |
| 641: RETORTVEJ south of Vigerslev Alle | VEHICLES | | | | | | | | | 6.900 | 6,8 |
| | BICY.+ MOP. | | | | | | | | | 800 | |

^{a)} 2009: The traffic count took place following the conversion of Nørrebrogade ^{b)} Pedestrians: p. 48 ^{c)} 2011: Roadworks due to the conversion of Nørreport Station ^{d)} 2011: Enghavevej was blocked for HGVs. They had to drive via Sjøløv Boulevard / Vigerslev Allé

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 384: ROSKILDEVEJ west of Skellet | VEHICLES | 21.600 | 5,9 | 21.600 | 6,1 | 19.800 | 4,5 | 19.400 | 3,6 | 19.700 | 4,3 |
| | BICY.+ MOP. | 3.300 | | 4.200 | | 2.800 | | 3.100 | | 3.300 | |
| 716: ROVSINGSGADE northeast of Tagensvej | VEHICLES | 10.300 | 2,9 | | | | | | | | |
| | BICY.+ MOP. | 2.200 | | | | | | | | | |
| 661: RUTEN west of Hareskovvej | VEHICLES | | | | | | | 5.800 | 2,4 | | |
| | BICY.+ MOP. | | | | | | | 200 | | | |
| 662: RUTEN west of Åkandevej | VEHICLES | | | | | | | 4.000 | 11,7 | | |
| | BICY.+ MOP. | | | | | | | 400 | | | |
| 179: RØDE MELLEMEJ south of Sundbyvestervej | VEHICLES | | | | | 11.900 | 5,0 | | | | |
| | BICY.+ MOP. | | | | | 2.900 | | | | | |
| 467: RÅDVADSVEJ west of Frederiksborgvej | VEHICLES | | | | | 5.800 | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 639: SALLINGVEJ southeast of Jyllingevej | VEHICLES | | | 26.700 | 5,0 | | | | | | |
| | BICY.+ MOP. | | | 3.100 | | | | | | | |
| 702: SANKT ANNÆ PLADS west of Toldbodgade | VEHICLES | | | | | 3.900 | 5,9 | | | | |
| | BICY.+ MOP. | | | | | 1.400 | | | | | |
| 683: SCANDIAGADE northeast of Sydhavnsgade | VEHICLES | | | | | | | | | 23.400 | 4,8 |
| | BICY.+ MOP. | | | | | | | | | 400 | |
| 706: SEJRØGADE east of Lyngbyvej | VEHICLES | | | | | | | | | 7.100 | 7,3 |
| | BICY.+ MOP. | | | | | | | | | 3.600 | |
| 37: SJÆLLANDBROEN BRIDGE | VEHICLES | 53.700 | | | | 50.100 | 4,3 | 47.200 | 5,2 | 45.700 | 4,4 |
| | BICY.+ MOP. | 1.800 | | | | 1.800 | | 1.600 | | 1.200 | |
| 381: SJÆLØR BOULEVARD ^{*)} north of Ellebjergvej | VEHICLES | | | | | | | | | 8.400 | 9,5 |
| | BICY.+ MOP. | | | | | | | | | 1.700 | |
| 184: SLOTSHERRENSVEJ northwest of Jyllingevej | VEHICLES | | | 13.400 | 4,6 | | | | | | |
| | BICY.+ MOP. | | | 1.900 | | | | | | | |
| 696: STOREGÅRDSVEJ northeast of Frederikssundsvej | VEHICLES | | | 7.900 | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |

^{*)} 2011: Enghavevej was blocked for HGVs. They had to drive via Sjælør Boulevard / Vigerslev Allé

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 41: STORE KONGENSGADE (one-way) north of Kongens Nytorv | VEHICLES | 13.500 | 6,3 | 14.200 | 5,5 | 16.200 | 3,6 | 13.100 | 5,1 | 12.500 | 5,6 |
| | BICY.+ MOP. | 6.300 | | 6.000 | | 7.200 | | 7.400 | | 6.400 | |
| 625: STORE KONGENSGADE (one-way) north of Jens Kofods Gade | VEHICLES | | | | | 9.800 | 4,1 | | | | |
| | BICY.+ MOP. | | | | | 5.000 | | | | | |
| 653: STORE REGNEGADE south of Gothersgade | VEHICLES | | | | | | | 1.800 | 2,1 | | |
| | BICY.+ MOP. | | | | | | | 1.400 | | | |
| 191: STORMGADE northeast of Vester Voldgade | VEHICLES | | | | | 12.700 | 12,9 | 12.500 | 14,1 | 12.200 | 13,2 |
| | BICY.+ MOP. | | | | | 7.600 | | 7.500 | | 7.600 | |
| 608: STRANDBOULEVARDEN east of Kertemindegade | VEHICLES | | | | | | | | | 17.200 | 3,9 |
| | BICY.+ MOP. | | | | | | | | | 4.700 | |
| 620: STRANDLODSVEJ north of Øresundsvej | VEHICLES | | | | | 5.700 | 4,3 | | | | |
| | BICY.+ MOP. | | | | | 600 | | | | | |
| 195: STRANDVÆNGET next to the rowing clubs (roklubberne) | VEHICLES | | | | | | | | | 18.000 | 6,7 |
| | BICY.+ MOP. | | | | | | | | | 1.600 | |
| 332: STUDIESTRÆDE east of Vester Voldgade | VEHICLES | | | | | | | 2.100 | 3,6 | | |
| | BICY.+ MOP. | | | | | | | 4.300 | | | |
| 81: SUMATRAVEJ north of Hedegårdsvej | VEHICLES | 300 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 676: SUNDBYVESTERVEJ east of Irlandsvej | VEHICLES | | | | | 2.400 | 6,7 | | | | |
| | BICY.+ MOP. | | | | | 1.300 | | | | | |
| 492: SUNDHOLMSVEJ east of Amager Fælledvej | VEHICLES | | | | | 10.400 | 3,8 | | | | |
| | BICY.+ MOP. | | | | | 4.200 | | | | | |
| 648: SUNDKROGSGADE east of Kalkbrænderihavngade | VEHICLES | 12.800 | 20,0 | 13.500 | 13,3 | | | | | 14.800 | 14,0 |
| | BICY.+ MOP. | 1.300 | | | | | | | | 1.200 | |
| 196: SVANEMØLLEBROEN BRIDGE | VEHICLES | | | | | | | | | 19.400 | 3,3 |
| | BICY.+ MOP. | | | | | | | | | 5.900 | |
| 44: SØLVGADE (one-way street) northwest of Sølvtorvet | VEHICLES | 14.700 | 4,6 | 15.000 | 5,2 | 14.200 | 4,8 | 15.000 | 4,4 | 14.400 | 4,3 |
| | BICY.+ MOP. | 5.700 | | 6.100 | | 5.800 | | 5.600 | | 6.300 | |

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 83: SØLVGADE east of Øster Voldgade | VEHICLES | | | | | 13.200 | 3,0 | | | | |
| | BICY.+ MOP. | | | | | 7.900 | | | | | |
| 84: SØLVGADE east of Stockholmsgade | VEHICLES | | | | | 22.300 | 5,0 | | | | |
| | BICY.+ MOP. | | | | | 11.600 | | | | | |
| 46: TAGENSVEJ southeast of Tuborgvej | VEHICLES | 20.000 | 5,2 | 18.800 | 5,4 | 19.200 | 4,4 | 18.100 | 4,4 | 18.500 | 3,9 |
| | BICY.+ MOP. | 5.000 | | 4.800 | | 4.500 | | 3.900 | | 4.900 | |
| 479: TAGENSVEJ northwest of Jagtvej | VEHICLES | 18.500 | 6,5 | | | 20.000 | 4,5 | | | | |
| | BICY.+ MOP. | 7.600 | | | | 8.200 | | | | | |
| 614: TAGENSVEJ northwest of Frederik Bajers Plads | VEHICLES | 16.200 | 5,9 | | | | | | | | |
| | BICY.+ MOP. | 9.600 | | | | | | | | | |
| 671: TAGENSVEJ northwest of Rovsingsgade | VEHICLES | 21.300 | 6,8 | | | | | | | | |
| | BICY.+ MOP. | 5.900 | | | | | | | | | |
| 679: TAGENSVEJ south of Bispebjerg Torv | VEHICLES | | | | | | | 6.600 | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 679: TAGENSVEJ south of Bispebjerg Torv | VEHICLES | | | | | | | | | 2.700 | 8,2 |
| | BICY.+ MOP. | | | | | | | | | 800 | |
| TEGLVÆRKSBRØEN BRIDGE opened 22 nd January 2011 | VEHICLES | | | | | | | 3.100 | 2,5 | | |
| | BICY.+ MOP. | | | | | | | 400 | | | |
| 569: THORSHAVNSGADE southwest of Amager Boulevard | VEHICLES | | | | | 1.100 | 4,6 | | | | |
| | BICY.+ MOP. | | | | | 3.800 | | | | | |
| 202: TIETGENSBROEN BRIDGE | VEHICLES | | | 12.200 | 7,7 | | | | | | |
| | BICY.+ MOP. | | | 8.600 | | | | | | | |
| 203: TOFTEGÅRDSBRØEN BRIDGE | VEHICLES | | | | | | | | | 27.100 | 4,3 |
| | BICY.+ MOP. | | | | | | | | | 3.400 | |
| 204: TOMSGÅRDSVEJ north of Frederikssundsvej | VEHICLES | | | | | | | 32.500 | 3,4 | | |
| | BICY.+ MOP. | | | | | | | 2.600 | | | |
| 86: TORVEGADE north of Christmas Møllers Plads | VEHICLES | 25.800 | 6,9 | 25.200 | 5,0 | 24.800 | 4,5 | 23.000 | 5,2 | 25.200 | 4,9 |
| | BICY.+ MOP. | 20.400 | | 19.900 | | 19.600 | | 20.700 | | 20.200 | |

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
 The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 48: TUBORGVEJ southwest of Bispebjerg Parkalle | VEHICLES | 32.700 | 5,0 | 35.300 | 4,9 | 33.000 | 2,8 | 30.800 | 3,0 | 31.100 | 1,9 |
| | BICY.+ MOP. | 3.500 | | 3.800 | | 3.900 | | 3.200 | | 2.300 | |
| 87: UNIVERSITETSPARKEN west of Nørre Allé | VEHICLES | 7.000 | 5,5 | | | | | | | | |
| | BICY.+ MOP. | 4.400 | | | | | | | | | |
| 341: UPLANDSGADE northwest of Prags Boulevard | VEHICLES | | | | | 11.500 | 10,6 | | | | |
| | BICY.+ MOP. | | | | | 600 | | | | | |
| 680: UTTERSLEVVEJ north of Hareskovvej | VEHICLES | | | | | | | 9.300 | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 210: VALBY LANGGADE east of Nakskovvej | VEHICLES | | | 12.000 | 4,3 | | | | | | |
| | BICY.+ MOP. | | | 3.100 | | | | | | | |
| 586: VALBY LANGGADE west of Toftegårds Alle | VEHICLES | | | | | | | | | 7.700 | 4,0 |
| | BICY.+ MOP. | | | | | | | | | 2.400 | |
| 665: VANLØSE ALLE west of Apollovej | VEHICLES | | | 4.800 | 7,8 | | | | | | |
| | BICY.+ MOP. | | | 2.200 | | | | | | | |
| 445: VED STADSGRAVEN northeast of Amager Boulevard | VEHICLES | 21.000 | 9,1 | | | | | | | | |
| | BICY.+ MOP. | 2.300 | | | | | | | | | |
| 736: VEJLANDS ALLE by the motorway | VEHICLES | 16.800 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 737: VEJLANDS ALLE west of Lossepladsvej | VEHICLES | 35.700 | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 699: VEJLANDS ALLE west of Center Boulevard | VEHICLES | 27.300 | | | | | | | | 22.200 | |
| | BICY.+ MOP. | | | | | | | | | | |
| 212: VEJLANDS ALLE east of Røde Mellemvej | VEHICLES | 18.100 | 7,5 | 19.700 | 6,3 | 18.800 | 7,4 | 18.400 | 6,0 | 19.400 | 4,3 |
| | BICY.+ MOP. | 1.300 | | 1.700 | | 1.500 | | 1.500 | | 2.100 | |
| 700: VEJLANDS ALLE west of Amagerbrogade | VEHICLES | 6.700 | 9,6 | 6.100 | 6,6 | | | | | | |
| | BICY.+ MOP. | 500 | | | | | | | | | |
| 213: VERMLANDSGADE east of Herjedalsgade | VEHICLES | | | | | 21.400 | 5,8 | | | | |
| | BICY.+ MOP. | | | | | 4.000 | | | | | |

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|---|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 669: VERMLANDSGADE east of Uplandsgade | VEHICLES | | | | | 8.200 | 3,5 | | | | |
| | BICY.+ MOP. | | | | | 3.800 | | | | | |
| 52: VESTERBROGADE ^{a)} west of Rådhuspladsen | VEHICLES | 12.200 | 12,2 | 11.400 | 12,4 | 12.400 | 9,7 | 10.900 | 13,6 | 11.200 | 13,2 |
| | BICY.+ MOP. | 8.800 | | 6.400 | | 8.600 | | 8.400 | | 7.500 | |
| 53: VESTER FARIMAGSGADE north of Ved Vesterport | VEHICLES | 13.900 | 6,2 | 13.400 | 6,7 | 12.600 | 4,9 | 14.000 | 4,6 | 13.200 | 4,7 |
| | BICY.+ MOP. | 4.600 | | 4.100 | | 4.800 | | 5.600 | | 5.700 | |
| 684: VESTER FÆLLEDVEJ north of Ny Carlsberg Vej | VEHICLES | | | | | | | | | 7.500 | 2,1 |
| | BICY.+ MOP. | | | | | | | | | 2.200 | |
| 217: VESTERGADE ^{b)} northeast of Rådhuspladsen | VEHICLES | | | | | | | | | | |
| | BICY.+ MOP. | | | | | | | | | | |
| 218: VESTER VOLDGADE ^{c)} northwest of Rådhuspladsen | VEHICLES | | | | | 11.900 | 9,1 | 6.200 | 18,5 | | |
| | BICY.+ MOP. | | | | | 4.200 | | 3.900 | | | |
| 54: VIGERSLEV ALLE east of Toftegårds Plads | VEHICLES | 21.400 | 8,4 | 20.400 | 8,0 | 20.400 | 7,3 | 21.500 | 6,1 | 20.300 | 5,5 |
| | BICY.+ MOP. | 4.200 | | 4.700 | | 4.600 | | 4.200 | | 2.800 | |
| 221: VIGERSLEV ALLE west of Vestre Kirkegårds Alle | VEHICLES | | | | | | | | | 17.000 | 3,9 |
| | BICY.+ MOP. | | | | | | | | | 4.100 | |
| 223: VIGERSLEV ALLE east of Retortvej | VEHICLES | | | | | | | | | 15.900 | 5,1 |
| | BICY.+ MOP. | | | | | | | | | 2.900 | |
| 56: VIGERSLEVVEJ north of Langagervej | VEHICLES | 15.500 | 6,8 | 16.900 | 5,1 | 15.700 | 5,0 | 15.000 | 4,3 | 15.900 | 3,1 |
| | BICY.+ MOP. | 1.500 | | 1.900 | | 1.300 | | 1.200 | | 1.300 | |
| 226: VIGERSLEVVEJ northwest of Gammel Køge Landevej | VEHICLES | | | | | | | | | 3.800 | 4,5 |
| | BICY.+ MOP. | | | | | | | | | 500 | |
| 491: WEBERGADE (one-way street) northwest of Øster Farimagsgade | VEHICLES | 12.500 | 6,2 | 12.200 | 5,9 | 12.000 | 5,4 | 11.800 | 6,4 | 12.000 | 5,4 |
| | BICY.+ MOP. | 5.100 | | 5.100 | | 4.400 | | 3.800 | | 5.000 | |
| 228: ØRESUNDSVEJ west of Kastрупvej | VEHICLES | | | | | 6.800 | 6,2 | | | | |
| | BICY.+ MOP. | | | | | 2.100 | | | | | |
| 623: ØRESUNDSVEJ east of Strandlodsvej | VEHICLES | | | | | 4.300 | 4,8 | | | | |
| | BICY.+ MOP. | | | | | 900 | | | | | |

^{a)} 2010: Comprehensive roadworks at H.C. Andersens Boulevard ^{b)} 2010: Blocked due to Metro construction work ^{c)} 2010: Blocked due to Metro construction work

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

| CENSUS STATION | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 58: ØSTER ALLÉ east of Nørre Alle | VEHICLES | 13.000 | 4,2 | 13.100 | 5,3 | 13.000 | 3,8 | 10.500 | 3,6 | 10.600 | 4,0 |
| | BICY.+ MOP. | 2.400 | | 2.200 | | 2.100 | | 1.900 | | 2.200 | |
| 232: ØSTERBROGADE south of Jagtvej | VEHICLES | | | | | | | | | 19.900 | 3,9 |
| | BICY.+ MOP. | | | | | | | | | 7.400 | |
| 90: ØSTER FARIMAGSGADE northeast of Gothersgade | VEHICLES | | | 14.200 | 8,4 | | | 14.500 | 5,6 | | |
| | BICY.+ MOP. | | | 10.500 | | | | 10.100 | | | |
| 234: ØSTER FARIMAGSGADE southwest of Lille Triangel | VEHICLES | | | | | 7.500 | 7,7 | | | | |
| | BICY.+ MOP. | | | | | 6.300 | | | | | |
| 60: ØSTER SØGADE northeast of Gothersgade | VEHICLES | 25.300 | 3,8 | 28.000 | 4,9 | 26.400 | 2,6 | 20.700 | 2,4 | | |
| | BICY.+ MOP. | 9.000 | | 8.900 | | 7.900 | | 8.600 | | | |
| 237: ØSTER SØGADE ^{a)} southwest of Lille Triangel | VEHICLES | | | | | 3.100 | 2,1 | | | | |
| | BICY.+ MOP. | | | | | 3.900 | | | | | |
| 91: ØSTER VOLDGADE north of Gothersgade | VEHICLES | | | | | 17.800 | 8,5 | | | | |
| | BICY.+ MOP. | | | | | 7.000 | | | | | |
| 731: ØSTER VOLDGADE northeast of Sølvgade | VEHICLES | | | | | 11.000 | 8,6 | | | | |
| | BICY.+ MOP. | | | | | 4.000 | | | | | |
| 552: ØSTRIGSGADE southeast of Holmbladsgade | VEHICLES | | | | | 7.600 | 6,7 | | | | |
| | BICY.+ MOP. | | | | | 2.800 | | | | | |
| 61: ÅBOULEVARD northwest of Tømrergade | VEHICLES | 46.500 | 5,0 | 45.900 | 4,3 | 44.600 | 3,3 | 45.700 | 3,7 | | |
| | BICY.+ MOP. | 8.100 | | 9.700 | | 8.700 | | 9.900 | | | |
| 161: ÅBUEN (bicycle and pedestrian bridge across Ågade, opened in June 2008) ^{b)} | PEDESTRIANS | | | | | | | | | 330 | |
| | BICY.+ MOP. | | | 3.200 | | 3.900 | | 3.900 | | 3.400 | |
| 481: ÅGADE west of Jagtvej | VEHICLES | 57.000 | 4,7 | | | | | | | | |
| | BICY.+ MOP. | 4.000 | | | | | | | | | |
| 628: ÅKANDEVEJ northeast of Frederikssundsvej | VEHICLES | | | 5.000 | 8,7 | | | | | | |
| | BICY.+ MOP. | | | 1.000 | | | | | | | |
| 503: ÅKANDEVEJ north of Gadelandet | VEHICLES | | | | | | | 7.500 | 8,1 | | |
| | BICY.+ MOP. | | | | | | | 400 | | | |

^{a)} 2009: Due to roadworks the car traffic towards the city was blocked ^{b)} Pedestrians between 7 a.m. - 7 p.m.: p. 48

TRAFFIC STREAMS IN COPENHAGEN

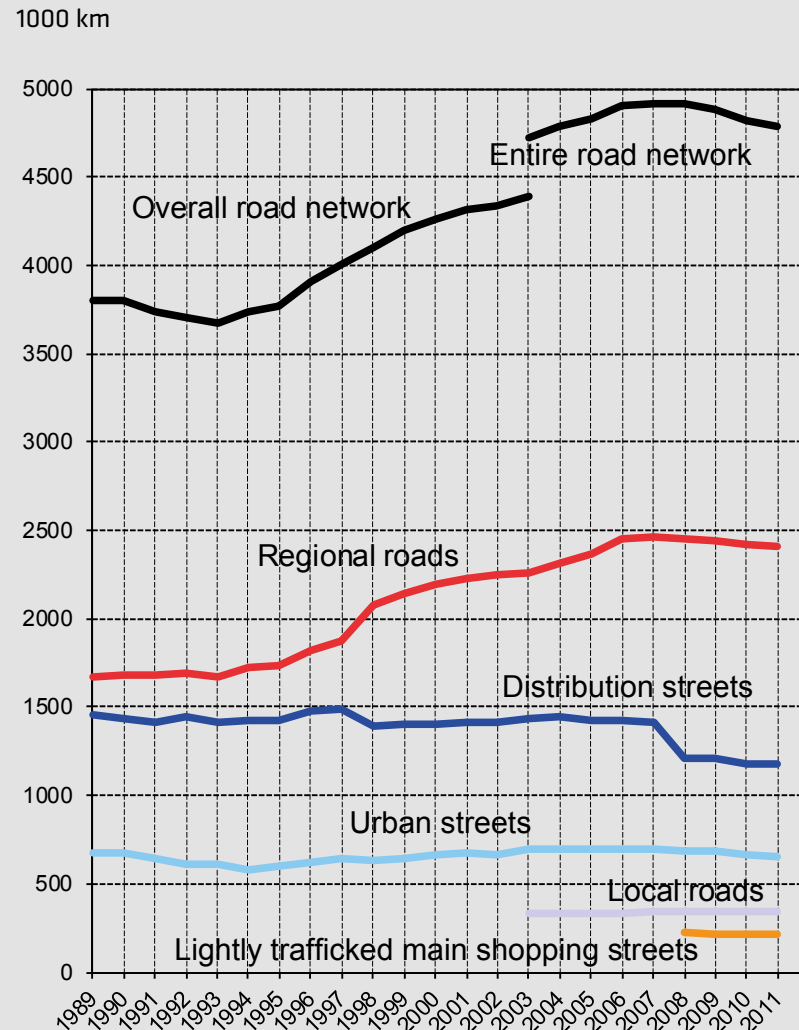
Number of cars, annual average daily traffic (data from 2004)



TOTAL TRAFFIC PERFORMANCE OF VEHICLES

Kilometres driven on the Copenhagen road network on a weekday

KEY MAP OF THE ROAD NETWORK 2011



The municipal plan from 2009 established an overall road network consisting of regional roads, distribution streets, urban streets and lightly trafficked, main shopping streets (high streets). The overall road network is meant to channel the traffic around the region, between city districts and internally within the districts. The lightly trafficked, main shopping streets function as the urban districts' natural shopping streets.

TRAFFIC STREAMS IN COPENHAGEN

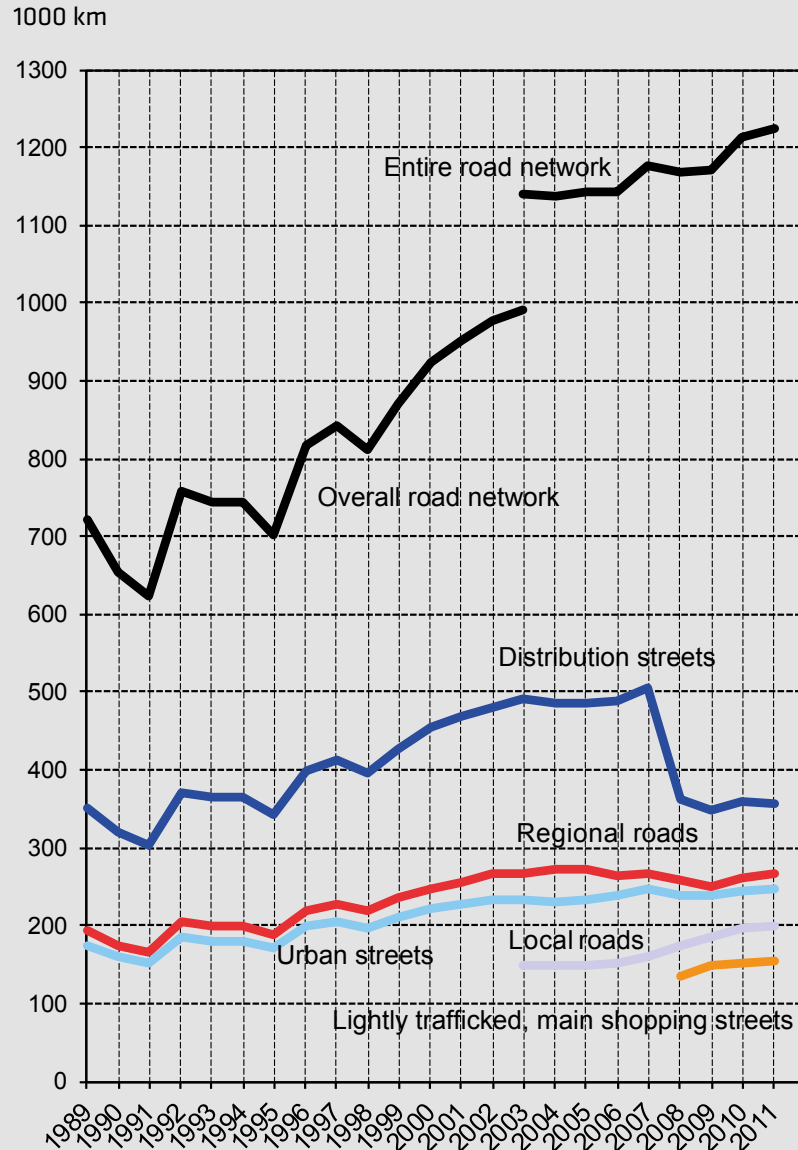
Number of bicycles and mopeds, a weekday between 6 a.m.- 6 p.m. (data from 2004).



TOTAL TRAFFIC PERFORMANCE OF BICYCLES

Kilometres driven on the Copenhagen road network on a weekday

KEY MAP OF THE ROAD NETWORK 2011

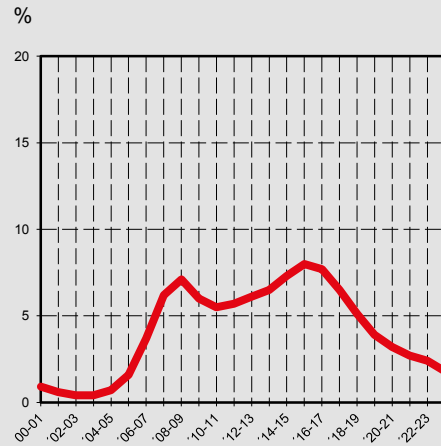


The municipal plan from 2009 established an overall road network consisting of regional roads, distribution streets, urban streets and lightly trafficked, main shopping streets (high streets). The overall road network is meant to channel the traffic around the region, between city districts and internally within the districts. The lightly trafficked, main shopping streets function as the urban districts' natural shopping streets.

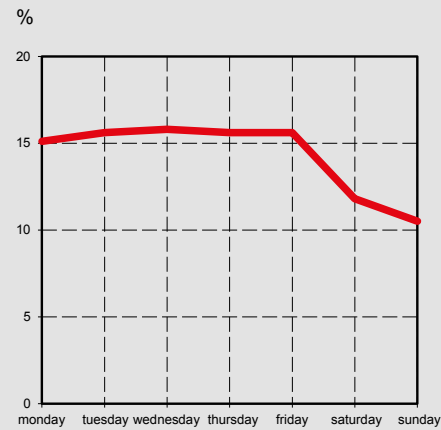
DAILY 24 HOUR, WEEKLY AND ANNUAL VARIATIONS

Vehicles

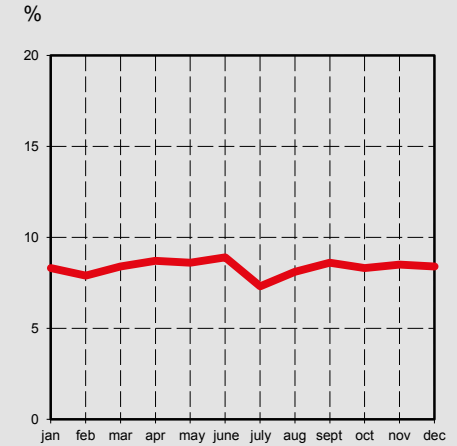
Daily 24 hour variation (on a weekday)



Weekly variation

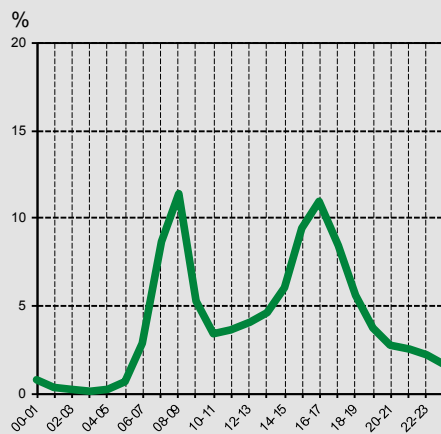


Annual variation

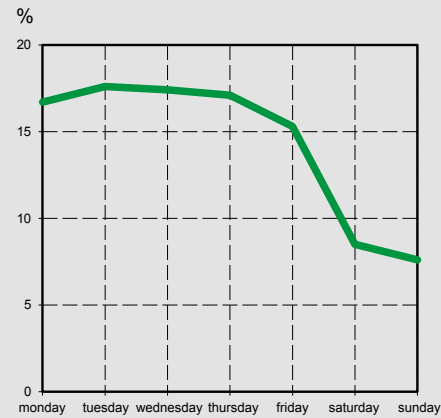


Bicycles

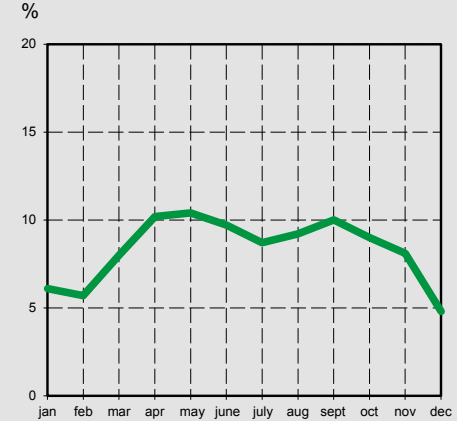
Daily 24 hour variation (weekday)



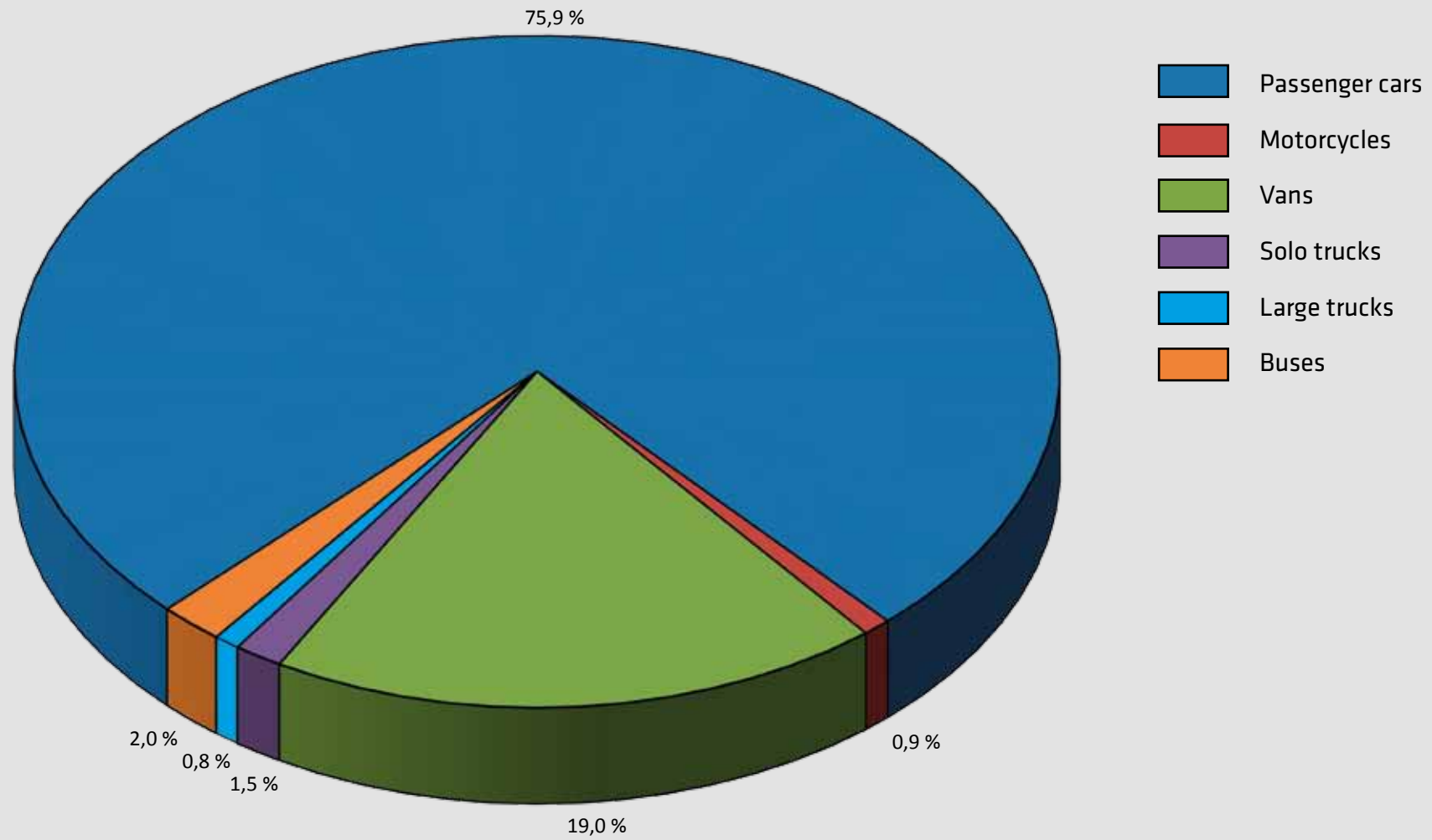
Weekly variation



Annual variation



PERCENTAGE QUOTIENT OF VEHICLE CATEGORIES
A weekday in 2011, between 7 a. m. - 7 p. m.



CITY OF FREDERIKSBERG MUNICIPALITY, Annual Average Daily Traffic (AADT) as total of both directions
 The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 though 7 a.m. - 7 p.m.

| TÆLLESTED | CATEGORY | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | |
|--|-------------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| | | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % | QTY. | HEAVY % |
| 900: BÜLOWSVEJ north of Amalievej | VEHICLES | 12.300 | 3,0 | | | | | | | 7.600 | 2,4 |
| | BICY.+ MOP. | 3.700 | | | | | | | | 3.300 | |
| 910: C.F. RICHSVEJ¹⁾ east of Grøndals Parkvej | VEHICLES | | | | | | | 8.800 | 3,2 | | |
| | BICY.+ MOP. | | | | | | | 2.700 | | | |
| 911: DALGAS BOULEVARD north of Roskildevej | VEHICLES | | | | | | | 8.300 | 3,3 | | |
| | BICY.+ MOP. | | | | | | | 1.800 | | | |
| 913: FALKONER ALLE south of Dronning Olgas Vej | VEHICLES | | | | | 15.900 | 5,3 | | | | |
| | BICY.+ MOP. | | | | | 10.900 | | | | | |
| 906: FINSSENSVEJ east of Lindevangs Allé | VEHICLES | | | 9.500 | 5,1 | | | | | | |
| | BICY.+ MOP. | | | 5.400 | | | | | | | |
| 908: FREDERIKSBERG ALLE east of Pile Allé | VEHICLES | | | 7.700 | 6,3 | | | | | | |
| | BICY.+ MOP. | | | 2.000 | | | | | | | |
| 904: GAMMEL KONGEVEJ east of Allégade | VEHICLES | 12.900 | 6,3 | 13.200 | 6,6 | 11.100 | 5,7 | 11.700 | 5,2 | 13.000 | 4,6 |
| | BICY.+ MOP. | 10.300 | | 9.900 | | 10.700 | | 11.100 | | 11.800 | |
| 905: GODTHÅBSVEJ east of Guldborgvej | VEHICLES | | | 13.500 | 5,4 | | | | | | |
| | BICY.+ MOP. | | | 8.200 | | | | | | | |
| 901: H.C. ØRSTEDSVEJ north of Niels Ebbesens Vej | VEHICLES | 12.100 | 6,0 | | | | | | | 12.400 | 3,6 |
| | BICY.+ MOP. | 7.000 | | | | | | | | 8.400 | |
| 912: NORDRE FASANVEJ north of Howitzvej | VEHICLES | | | | | 17.100 | 5,1 | | | | |
| | BICY.+ MOP. | | | | | 8.200 | | | | | |
| 914: NYELANDSVEJ west of Falkoner Alle | VEHICLES | | | | | | | 8.600 | 4,0 | | |
| | BICY.+ MOP. | | | | | | | 5.200 | | | |
| 907: PETER BANGS VEJ west of Orla Lehmanns Vej | VEHICLES | | | 13.500 | 6,3 | | | | | | |
| | BICY.+ MOP. | | | 6.200 | | | | | | | |
| 903: PILE ALLE south of Vesterbrogade | VEHICLES | 11.000 | 7,7 | | | | | | | 12.000 | 5,7 |
| | BICY.+ MOP. | 3.700 | | | | | | | | 4.500 | |
| 713: SØNDRE FASANVEJ south of Roskildevej | VEHICLES | | | | | | | | | 14.300 | 4,8 |
| | BICY.+ MOP. | | | | | | | | | 4.700 | |
| 902: VESTERBROGADE east of Pile Alle | VEHICLES | 15.500 | 7,5 | | | | | | | 16.000 | 3,9 |
| | BICY.+ MOP. | 3.800 | | | | | | | | 4.400 | |

¹⁾ 2010: Roadworks at Godthåbsvej near Tesdorpfsvvej blocked northbound traffic. This would increase the westbound traffic at C.F. Richsvej

PEDESTRIANS

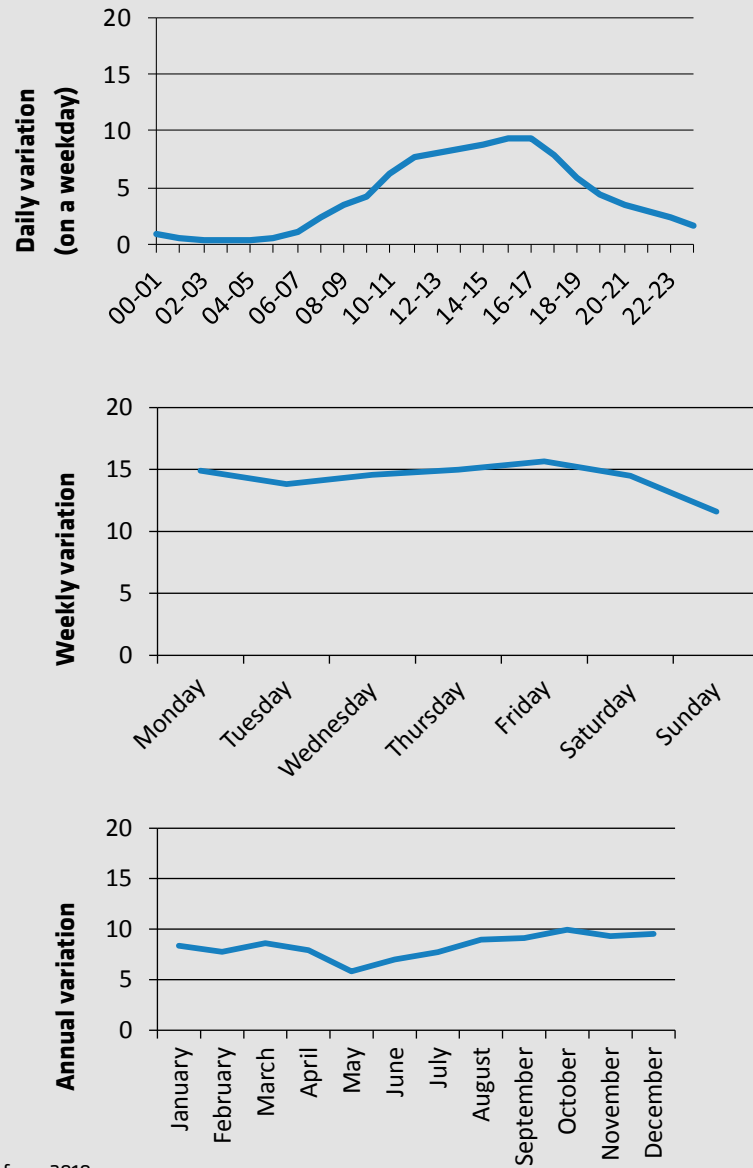
total of both directions, from 6 a.m. - 6 p.m., since 2009 7 a.m. - 7 p.m.

| CENSUS STATION | 1985 QTY. | 1990 QTY. | 1995 QTY. | 2000 QTY. | 2005 QTY. | 2008 QTY. | 2009 QTY. | 2010 QTY. | 2011 QTY. |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| AMAGERBROGADE 18 | | | | | | | 3.800 | 4.800 | 3.200 |
| AMAGERBROGADE 32 at Hollænderdybet | | | | | | | 4.200 | 4.700 | 3.200 |
| AMAGERBROGADE 68 at Brysselgade | | | | | | | 5.500 | 5.200 | 5.900 |
| AMAGERBROGADE 232B | | | | | | | 2.500 | 2.600 | 2.600 |
| I 29: BRYGGEBOEN | | | | | | 1.400 | 2.100 | 2.200 | 2.500 |
| 377: FJOLSTRÆDE south-east of Nørre Voldgade | 23.700 | 16.300 | 17.000 | 12.400 | 11.700 | | | 9.000 | 11.600 |
| I 1: FREDERIKSBORGGADE east of Nørre Voldgade | 39.200 | 31.800 | 32.300 | 25.800 | 29.000 | | | 30.100 | 33.000 |
| FREDERIKSBORGGADE vest of Nørre Voldgade | | | | | | | | 15.600 | |
| ISTEDGADE 38 at Gasværksvej | | | | | | | | 4.900 | 5.200 |
| KOMPAGNISTRÆDE 13 (Strædet) | | | | | | | | 3.700 | 4.100 |
| NORDRE FRIHAVNSGADE east of Trianglen | | | | | | | | 4.900 | |
| NYHAVN 5 ("the sunlit side") | | | | | | | | 8.900 | 12.000 |
| NYHAVN 44 ("the shady side") | | | | | | | | 1.200 | 3.200 |
| NØRREBROGADE at Dronning Louises Bro ^{a)} | | | | | | 4.700 | 5.300 | 7.100 | 5.200 |
| NØRREBROGADE 88 at Assistens Kirkegård ^{a)} | | | | | | 3.500 | 3.000 | 4.300 | 3.700 |
| NØRREBROGADE 120 at Nørrebro Runddel ^{a)} | | | | | | 6.100 | 5.300 | 7.000 | 6.500 |
| NØRREBROGADE 238 at Nørrebro Station ^{a)} | | | | | | 12.600 | 11.300 | 13.700 | 11.700 |
| 33: NØRREGADE south-east of Nørre Voldgade ^{b)} | 14.300 | 10.600 | 8.600 | 5.600 | 5.300 | | | 5.800 | |
| PEBLINGE DOSSERING at Baggesensgade | | | | | | | | 2.400 | 3.400 |
| SORTEDAM DOSSERING east of Læssøesgade | | | | | | | 2.200 | | 3.100 |
| SORTEDAM DOSSERING at Kroghsgade | | | | | | | | 2.200 | 3.300 |
| STRØGET MIDT (Vimmelskaftet) | | | | | | | | 29.500 | 28.300 |
| I 13: STRØGET VEST (Frederiksberggade) at Rådhuspladsen | 23.700 | 25.700 | 26.900 | 38.100 | 37.200 | | | 29.200 | 28.300 |
| STRØGET ØST (Østergade) at Kgs. Nytorv | | | | | | | | 18.700 | 25.700 |
| ØSTERBROGADE 68 (at Trianglen) | | | | | | | 9.000 | 8.200 | 9.300 |
| ØSTERBROGADE 110 (at Park Bio) | | | | | | | 5.900 | 5.500 | 6.200 |
| ØSTERBROGADE 146 (at Poul Henningsens Plads) | | | | | | | 3.300 | 3.700 | 4.000 |
| ØSTERBROGADE 163 (at Svanemøllen Station) | | | | | | | 7.600 | 7.500 | 9.100 |
| I 61: ÅBUEN bicycling and pedestrian bridge | | | | | | 400 | 390 | 540 | 330 |

^{a)} 2008 and 2009: Traffic counts only until 6 p.m. ^{b)} 2000: The large Daells Varehus department store closed down on March 31st 1999

PEDESTRIANS

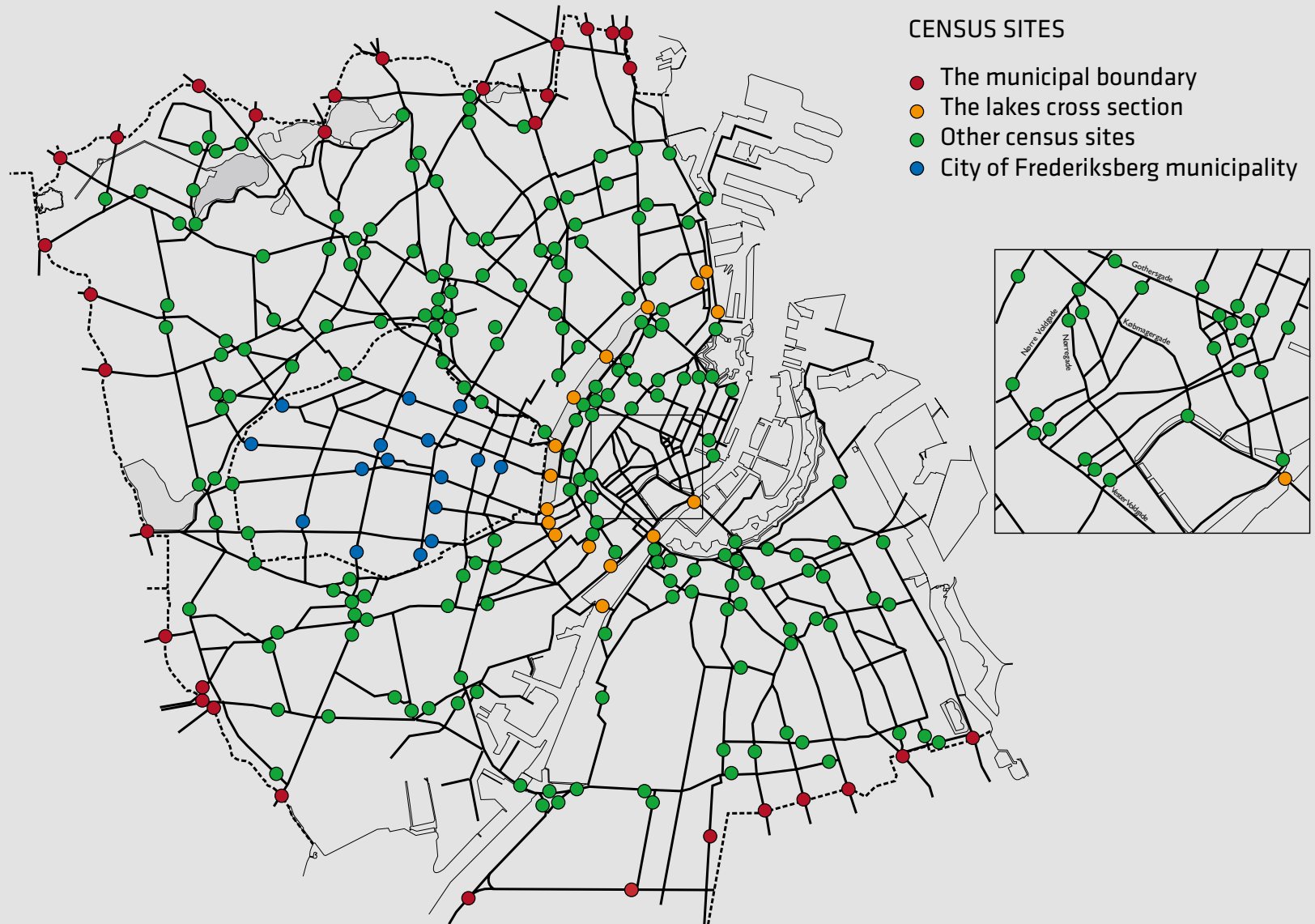
total of both directions, from 6 a.m. - 6 p.m., since 2009 7 a.m. - 7 p.m.



Data from 2010



Gunnar Nu Hansens Plads at Østerbrogade.

KEY MAP SHOWING THE LOCATION OF CENSUS SITES

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