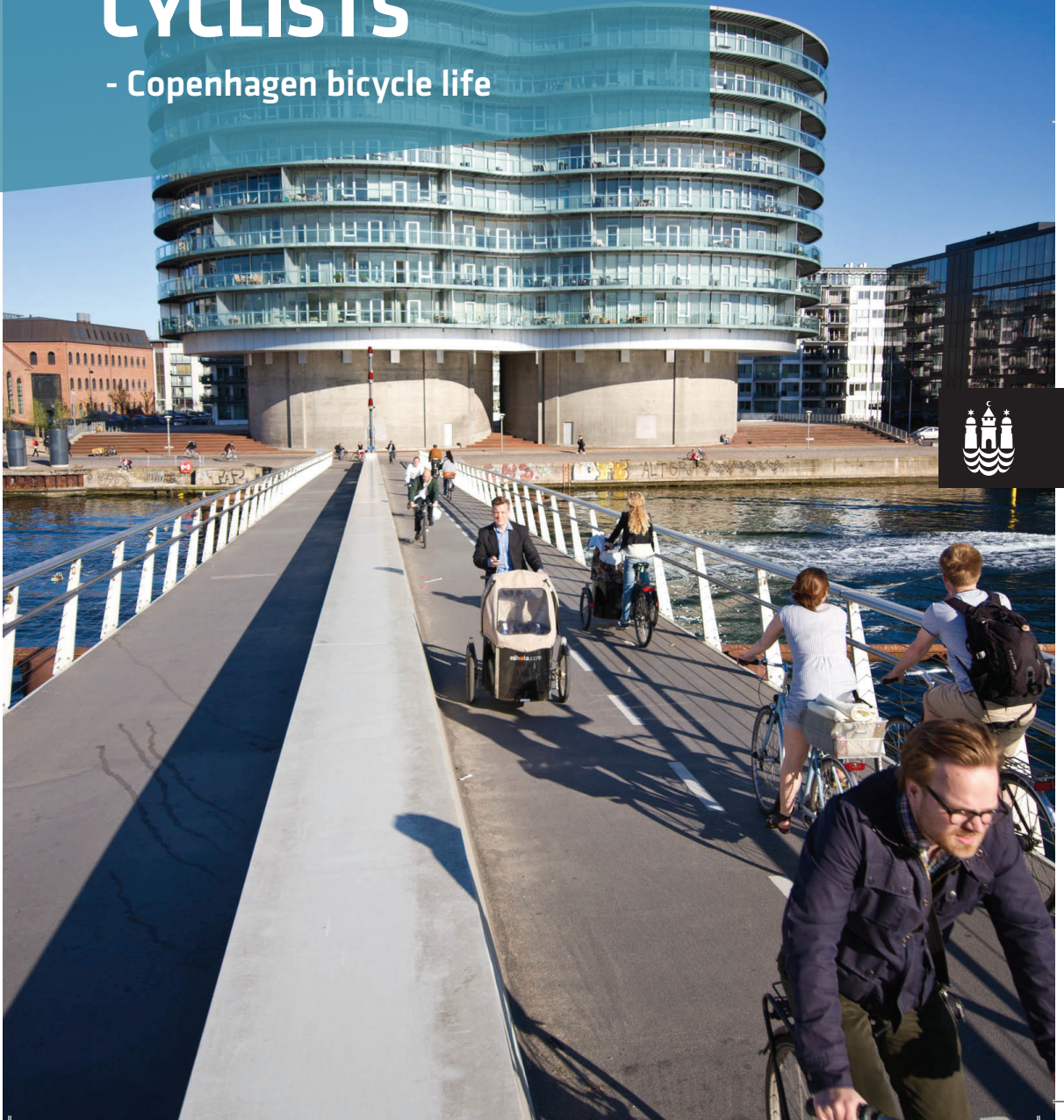


CITY OF CYCLISTS

- Copenhagen bicycle life



MONUMENTAL MOTION



Upon visiting new cities we instinctively look upwards, seeking out grand monuments that define the place. Here in the Danish capital, the iconic Little Mermaid statue has caused generations of visitors to utter the same four words: “But she’s so small!”

Therein lies the key to understanding Copenhagen. The Little Mermaid isn’t small, you see. She’s life-size. Much like the city that she calls home.

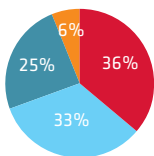
If it’s monuments you’re after in Copenhagen, look all around you. Right there at street level. Our greatest monument is motion. It is a massive, constant, rhythmic and life-sized legacy.

This never-ending flow of Copenhageners on bicycles has been forty years in the making. In the 1960s, this city was just as car-clogged as anywhere else. Visionary decisions were made and the result can be seen all around you. The vast network of safe, segregated bike lanes crisscrossing the city has encouraged us to choose the bicycle.

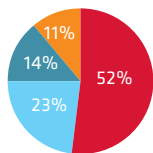
The people who make up this organic monument are from all walks of life. From every age and wage bracket. We don’t have cyclists in Copenhagen, we merely have people who happen to ride their bicycles. Cycling in Copenhagen brings us closer to the life of the city and the people who inhabit it. Your fellow citizens are right there next to you, propelling themselves effortlessly through the urban landscape. We are one with our town on our bicycles.



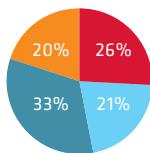
MODAL SHARE OF TRIPS IN 2012



Trips to work or education in the City of Copenhagen



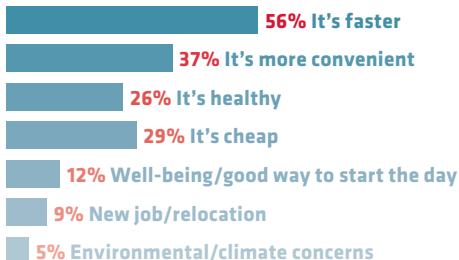
Copenhagen residents' trips to work or education in the City of Copenhagen



All trips starting and/or terminating in the City of Copenhagen

■ Bicycle ■ Bus, Train, Metro ■ Car ■ Walking

THE BICYCLE IS EASY AND FAST



Copenhagensers' reasons for cycling to and from work/education (%)

ROOM FOR THE WHOLE FAMILY



28% of all families with 2 children have a cargo bike. Of all households with a cargo bike, 17% have one in place of a car.

HOW MUCH DO COPENHAGENERS CYCLE? 1.27 M

Cycled km per day, 2012

30-36%

Bicycle share of trips to work or education 1996-2012

SAFETY 100

Times around the earth or 4.1 million kilometers cycled between each serious bicycle accident in Copenhagen

51-76%

Cycling Copenhagensers' sense of safety 2008-2012

SOCIO-ECONOMICS DKK 1.34

Gain to society per extra km traveled by bicycle in Copenhagen

DKK 1.83

Gain to society per km transferred from car to bicycle in Copenhagen rush hour traffic

HEALTH BENEFITS OF CYCLING

30%

Reduction of mortality for adults who cycle to and from work every day

40.700

Number of cyclists in both directions at Knippelsbro Bridge in weekday traffic, 2012

VISION AND AMBITIONS



VISION & AMBITION

The inhabitants of Copenhagen collectively cycle 1.27 million kilometers every day. That's an impressive 30 times around the world by bicycle each and every day. 36% of these cyclists are commuters who choose to ride a bike to work or school in the city.

A strong tradition of widespread bicycle culture is an excellent starting point for securing a sustainable traffic culture in tomorrow's Copenhagen. In order to maintain and even increase the number of cyclists in Copenhagen, cycling is consistently prioritized in the city's planning. Giving the edge to cyclists is a task taken seriously and pursued with great dedication.

THE INFRASTRUCTURE

Copenhagen already has 359 kilometers of cycle tracks and many kilometers of cycle lanes. If you ride around the city, you will almost always find a place where the infrastructure is being improved with people who cycle in mind.

THE GOALS

By 2025, the city aims to:

- Increase the percentage of commuters who cycle to work or education to 50%
- Increase number of cycle tracks in the Copenhagen PLUS-net with 80%
- Reduce cyclists' average travel time by 15%
- Grow the number of cyclists who feel safe in traffic to 90%
- Decrease the number of seriously injured cyclists by 70%
- Increase the share of cyclists who find cycle tracks well maintained to 80%
- Increase the share of citizens who think that bicycle culture affects the city's atmosphere positively to 80%



QUICK, COMFORTABLE, SAFE AND LOADS OF CITY LIFE

-These keywords, taken from the City of Copenhagen's Bicycle Strategy 2011 – 2025, should define cycling in Copenhagen if we are to achieve our goal of becoming the world's best bicycle city.

QUICK TRAVEL TIME

56% of Copenhagen cyclists say that the main reason they choose the bicycle is that it's the fastest way to get around. In order to ensure the shortest possible travel time from A to B, the existing cycling network will be further developed with extra focus on establishing short cuts and direct routes. Most importantly, the infrastructure makes it possible to ride at the speed that suits the individual best.

COMFORT

In 2025, there is a markedly better level of comfort for cyclists. High quality maintenance of cycle tracks lets you ride around most of the city with a cup of coffee on the handlebars – without spilling it. Around bus terminals, train and metro stations, especially, parking conditions are tiptop and there are air pumps and drinking water fountains in busy areas. In addition, a modern bike share system makes it easier to combine cycling with public transport.

SAFETY

Another future goal is for both young and old feel even more safe on bicycles. Amongst other initiatives, improvements at intersections allow cyclists to cross feeling safe and it is normal to see parents and children cycling alongside each other in rush hour. Overall, many more cyclists are able to ride next to each other and chat.

CITY LIFE

Finally, in 2025 even 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 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 needed.

TEN HOT SPOTS - BICYCLE ROUTE

1 Brygge Bridge - the first harbor bridge dedicated to bicycles and pedestrians only. More bridges like it will be zigzagging across the waters in the near future.

2 If you have worked up a sweat from the cycling, why not drop by the popular Island Brygge Harbor Baths, for a quick dip in the refreshing, clean Copenhagen waters.

3 Continue to the cosy neighborhood Christianshavn famous for canals lined with houseboats, beautiful buildings dating from the 17th and 18th century and car-free Christiania.

4 Pause your Copenhagen cycling adventure with a refreshing Danish draft beer or a traditional coned ice cream at the old harbor area Nyhavn. The place is always buzzing with life.

5 Time to pay The Danish Royals a visit! Ride your bike straight through the center square of Queen Margrethe's palace, Amalienborg.





6 Take a detour along Langelinie to get a quick snapshot of you and your bike in front of the Little Mermaid statue.

7 Time your ride along “The Lakes” to hit rush hour at Dronning Louises Bridge – see a rolling wave of bicycles during rush hour.

8 As you ride along Nørrebrogade enjoy multiple bike lanes and Green Wave lights, which let you hit green lights if your speed stays at 20 km/h. Take a detour through the beautiful and tranquil Assistens Cemetery.

9 Spin your wheels across the colored tarmac patchwork of the Den Røde Plads – “The Red Square” – a revolutionary urban design for sports, concerts, flea markets and play.

10 Try out the Green Cycle Route and ‘fly’ your bike across Åbuen Bridge – part of a commuter highway in and out of the city, designed for bicycles and pedestrians.

ROLLING THROUGH THE DECADES



THE HISTORY OF COPENHAGEN BICYCLE LIFE

1860-1870's

The upper classes in Copenhagen are smitten with an incurable bicycle fever and they battle to be the first to be seen on a 'hobby horse' – a wooden bicycle without pedals.

1880's

The 'Ordinary' or 'Penny Farthing' with the massive front wheel is the first bicycle to enjoy widespread usage in Copenhagen. Denmark's first bicycle path is created on an equestrian trail along The Lakes and Copenhagen's first cycling postman hits the cobblestones. Mikael Pedersen invents the Pedersen bicycle which remains a collector's item to this day.

1890-1910

The bicycle design we know today, the 'Safety', sees the light of day and is quickly embraced by the whole population. Women take to two wheels in great numbers, replacing their ankle-length Victorian dresses with bloomers. The number of bicycles on the streets increases exponentially. The Danish Cyclists Federation (1905) and The Danish Cycling Union (1907) are founded. To this day, they work towards better conditions for cycling.

1920-1930's

The bicycle is praised in songs, films, poetry and literature as the utmost symbol of a healthy, natural, everyday existence in Copenhagen. This is the heyday of the 'swayers' - or Svajerne – who are a boisterous, coarse-mouthed, hard-working flock of bicycle messengers. They deliver all manner of goods on various cargo bikes like the Long John and its little brother the Short John.

1940-1950's

During the Second World War the shortage of petrol and spare parts makes the bicycle a survival tool for Copenhageners. Homemade 'bicycle cars' replace taxis and cork and straw are used instead of rubber tires. After the war the import ban on cars is maintained and Copenhagen's bicycle traffic reaches unprecedented heights.





1960's

During the global economic boom car traffic explodes and bike lanes are eliminated. Many Copenhageners, however, continue to ride their bicycles. Many of them on American-inspired cruisers as well as folding 'mini-bikes' that can fit into the boot of a car.

1970-1980's

A cocktail of energy crisis, recession and increased congestion spawns a collective consciousness about alternatives to the car. Car-free Sundays are introduced and massive demonstrations put pressure on politicians to improve conditions for cyclists. Copenhagen begins its massive investments in bicycle-friendly infrastructure and the trend is the lithe derailleur bike with external gears.

1990's

Denmark establishes the world's first national bicycle route network. Even in flat Denmark the mountain bike becomes popular and Copenhagen inspires the rest of the world by launching the free bike share programme, "Bycyklen", in 1995. Bike messengers and cycle taxis become a popular way to transport documents, packages and tourists around the city.

2000 and Beyond

Copenhageners cycle even more. The bicycle becomes an important issue for a wide range of political parties. Comfortable 'grandma bikes' mix with funky fixies as well as the extremely popular cargo bikes that carry the next generation into a future where pedal power keeps Copenhagen rolling.



MEET THE COPENHAGENERS



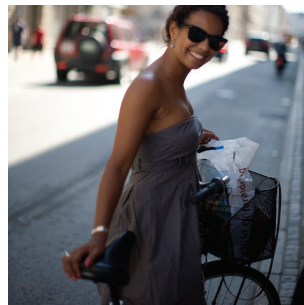
Vincent,

is still a little small for his "running" bike, but before long he will be able to straddle it and run along on it to practice his balance in preparation for riding a real bicycle.



Nana, 26,

studies business and communications. "I use my bike to get around all over Copenhagen. It's also my exercise, as I cycle approximately an hour every day. My bike might not be the fanciest around, but I like it a lot."



Knud, 75,

a retired electrical engineer. "I use my bike everyday, and the electric engine helps when the wind is against me, in bad weather or when I am going up a hill. I can fit all my shopping in the cargo box and it also keeps me in shape, because I cycle all the time."





Christian,

a construction engineer. “Our cargo bike works exactly the way a family car would. The difference is that the bike is much faster and more practical to use in the city. For example, the journey to the kindergarten would be forty minutes in a car, whereas it only takes us ten minutes by bike.”



Anne, 53,

a social worker and health-care worker, bought her cargo bike to get her dogs and herself around Copenhagen. “I use it for shopping as well, of course. I painted the flowers on it, because one has to make a bicycle one’s own, I think.”



Søren, 31,

is a mountain bike enthusiast. “Not only do I use my bike to get from A to B here in town, I also get some serious exercise on it, when I race in the countryside. Couldn’t live without it, really.”



Photos and interviews are excerpts from the book *Cyklernes By*
- Copenhagen City of Bicycles published by Nyt Nordisk Forlag

BACKGROUND INFO

READ MORE ONLINE:

City of Copenhagen's information on cycling
www.kk.dk/cityofcyclists

Copenhagenize
www.copenhagenize.com

The Danish Cyclists Federation
<http://www.cyklistforbundet.dk/Alt-om-cykling/Cykling/Paa-tur-i-Danmark/English>

Cycling Embassy of Denmark
www.cycling-embassy.org

Visit Denmark – Tourist Information
www.visitdenmark.com

BOOKS ON COPENHAGEN BICYCLE CULTURE:

Cecilia Vanman: Copenhagen City of Bicycles.
Published by Nyt Nordisk Forlag

Lotte Bech et al.: Cyclists & Cycling Around the World. Creating Liveable & Bikeable Cities. Published by Fondo Editoria

Mikael Colville-Andersen: Cycle Chic. Published by Thames & Hudson Ltd

WANT TO SEE COPENHAGEN ON BICYCLE? MORE INFO ON BIKE RENTAL AND GUIDED TOURS:

<http://www.visitcopenhagen.com/bikecopenhagen>

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