

COPENHAGEN CITY OF CYCLISTS

THE BICYCLE ACCOUNT 2014



2014

Copenhagen is one of the top bicycle-friendly cities in the world. The story is told again and again around the world, and no wonder the media, tourists, urban planners and politicians flock to Copenhagen from far and wide to study the secret of our success. Many cities are eager to follow our example. This year's Bicycle Account, for example, shows that fully 45% of all journeys to places of work or education in Copenhagen are made by bicycle. This is an increase of 25% as compared to two years ago. An impressive result, and no wonder others wish to learn from us.

That said, our position as one of the top cycling cities of the world comes with a responsibility. Even though our cycling culture has become as integral a part of the Copenhagen story as the Little Mermaid we mustn't merely take it for granted. If we wish to remain in the premier league we must continue to invest. The impressive rise in the number of people who cycle to work and education together with our vision for further increasing that number makes it imperative that we upgrade cycling conditions for our cycling citizens. The Bicycle Account provides an excellent tool for keeping us headed in the right direction; this is where we take the pulse of the City of Cyclists. The Bicycle Account lets us know how successful we've been in meeting our goals and where we should focus our attention in the future. Things are going well in Copenhagen, but there are still many areas where there

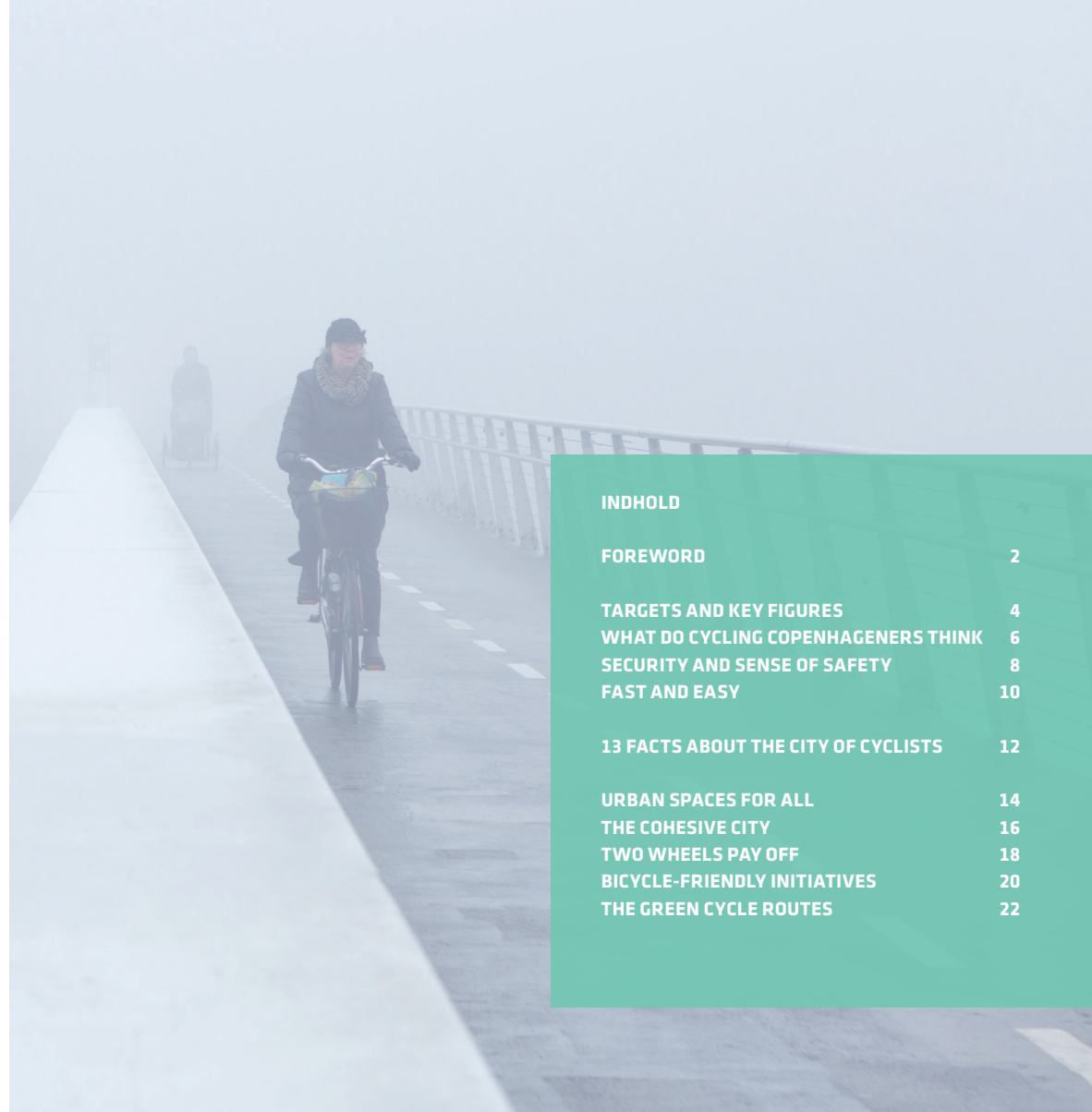
is room for improvement. Bicycle parking, for example, poses a major challenge.

A well-functioning city has an efficient transport system. It is consequently of vital importance that the bicycle should continue to be the transport mode of choice in the future: the greater the number of trips involving space-saving transport modes, the greater the overall passability of goods and people. For this reason the expansion of capacity in the city's most heavily trafficked sections will continue to be a focus area.

At the same time we mustn't forget all the other benefits derived from cycling. More cyclists mean fewer cars, which means cleaner air and less noise; CO₂ emissions drop and public health improves. Furthermore, the majority of Copenhageners feel that cycling culture enhances the city's life and atmosphere; it is an integral part of the Copenhagen we all know and love. This is why we must provide a bicycle-friendly city for all, so that Copenhageners will continue to love cycling far into the future.

Happy reading, and enjoy your next trip!

Morten Kabell,
Mayor, Technical and
Environmental Administration



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TARGETS AND KEY FIGURES



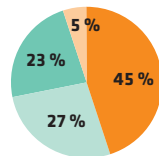
The modal share of journeys made by bicycle to places of work or education has increased by 25% since 2012. In addition, the number of kilometres cycled daily has risen and it takes less time to get from one place to another.

Travel time

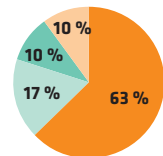
In recent years the City of Copenhagen has increased capacity and hence passability: cycle tracks have been widened, contra-flow cycling has been introduced in several sections, and bicycle/pedestrian bridges have been opened. Travel times have been shortened by an average of 7% since 2012. In addition, the number of kilometres cycled per day in Copenhagen continues to rise; on a weekday 1.34 million km are cycled now.

A good cycling infrastructure, shorter travel times and enhanced safety and security are major factors in determining why so many people choose to cycle in Copenhagen. However, there are also other factors: mild winters have encouraged more people to cycle all year round, and the traffic jams caused by the roadworks in connection with the Metro construction have made it easier to travel through many parts of the city by bicycle rather than by car. General information and promotional campaigns also seem to have contributed to the positive trend although there is a certain statistical uncertainty involved in the method of measurement. The coming years will show whether the trend will hold.

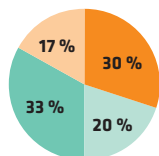
BREAK-DOWN OF JOURNEYS IN 2014



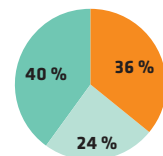
Journeys to work and education in the City of Copenhagen



Copenhageners' journeys to work and education in the City of Copenhagen



All journeys with start and/or stop in the City of Copenhagen



All journeys with start and/or stop in the City of Copenhagen, except walking

■ Bicycle
 ■ Public transport
 ■ Car
 ■ Walking

36 → 45%

45% of the total number of people working or studying in Copenhagen cycle to their place of work or education. The figure includes both Copenhageners as well as people from other municipalities who work or are being educated in Copenhagen.

52 → 63%

If we focus solely on residents of the City of Copenhagen who work or study in the city, the bicycle's modal share is 63%. In 2012 its modal share was 52%.

TARGETS STATED IN GOOD, BETTER, BEST. THE CITY OF COPENHAGEN'S BICYCLE STRATEGY 2011-2025

'04	'06	'08	'10	'12	'14	'15	'25	
36	36	37	35	36	45	50	50	Proportion of people who cycle to work/education (%) *
58	53	51	67	76	74	80	90	Proportion of cycling Copenhageners who feel secure (%)*
125	97	121	92	102	91	56	34	Cycling casualties (number per year)*
				17	19	40	80	Proportion of PLUS network that has 3 lanes (%)
				0	7	5	15	Reduction in cycling travel time (%)
50	48	54	50	61	63	70	80	Satisfaction with state of cycle tracks (%)
			67	73	70	70	80	Satisfaction with cycling culture's impact on urban life (%)

*Targets included in the City of Copenhagen's publication Eco-Metropolis. Our Vision for Copenhagen 2015.

OTHER KEY FIGURES

'04	'06	'08	'10	'12	'14	
1.13	1.15	1.17	1.21	1.27	1.34	Kilometres cycled (million km per weekday)
3	4	3.2	4.4	4.2	4.9	Kilometres cycled between each casualty (million km)
15.3	16	16.2	15.8	15.5	16.4	Average cycling speed (km/h)
329	332	338	346	359	368	Cycle tracks (km)*
14	17	18	23	24	28	Cycle lanes (km)
37	39	41	42	43	58	Green Cycle Routes (km)
				17.5	38.5	Cycle Super Highways (km)**
	42	47	48	49	51	Bicycle parking facilities on roads and pavements (1,000)

*Includes cycle tracks in Nordhavn **Entire Capital Region of Denmark

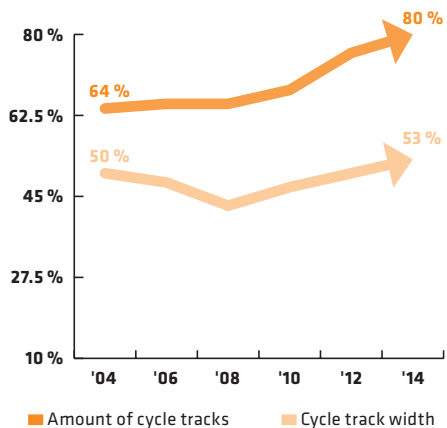
WHAT DO CYCLING COPENHAGENERS THINK?



The results of investment in improving and maintaining the city's basic infrastructure can be clearly felt and virtually all cycling Copenhageners are generally satisfied with the City of Cyclists. The high satisfaction level has proved stable over a number of years. However, the satisfaction level with bicycle parking facilities and road maintenance continues to lag behind.

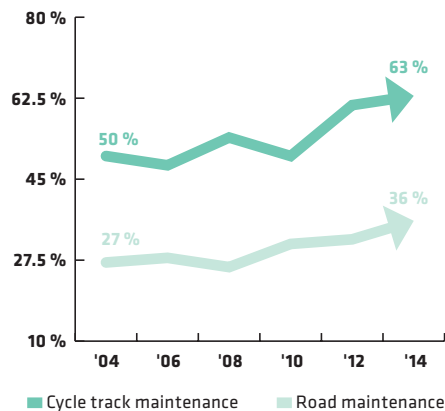
Satisfaction with the amount and width of cycle tracks

Cycling Copenhageners' satisfaction with the amount of cycle tracks has steadily been on the rise over many years. The satisfaction level has increased from 64% in 2004 to 80% in 2014. The satisfaction level with cycle track width has also seen a positive trend although the curve is flatter: from 50% in 2004 to 53% in 2014.



Satisfaction with maintenance

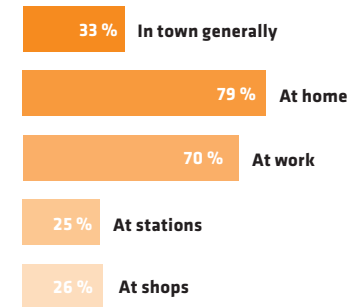
Smooth asphalt and snow removal during the winter are crucial for cycle track comfort. The millions that are annually invested in maintenance are a major factor for cycling Copenhageners' satisfaction level, which is greater today than ever before. The level of satisfaction with cycle track maintenance in 2014 was 63%. However, a great deal of cycling takes place on minor roads without a cycle track. The satisfaction level here is lower, although this too is on the rise, from 27% in 2004 to the current 36%.



Many bicycles require space

Copenhageners own 678,000 bicycles, which puts a lot of pressure on bicycle parking facilities. Approx. 75% are satisfied with bicycle parking at home and at work, but when it comes to stations, shops and in town generally the satisfaction level is 1/3 or lower. A total of DKK 14 million has been earmarked for bicycle parking upgrades in the coming years. This is underpinned by a pilot project involving innovative solutions and partnerships with shops and housing associations, including a project to deal with the large number of abandoned bicycles that fill the city's bicycle racks.

COPENHAGENERS' SATISFACTION WITH BICYCLE PARKING FACILITIES



COPENHAGENERS' SATISFACTION WITH THE CYCLING CITY *

	'04	'06	'08	'10	'12	'14	
83	83	85	93	95	94		Copenhagen as a bicycle-friendly city
54	58	49	55	60	60		Integration of cycling and public transport
64	65	65	68	76	80		Amount of cycle tracks
50	48	43	47	50	53		Cycle track width
50	48	54	50	61	63		Cycle track maintenance
27	28	26	31	32	36		Road maintenance
30	26	26	27	29	33		Bicycle parking, generally

*Percentage who answered "satisfied" or "very satisfied". The answers are based on interviews with 704 respondents who either use the bicycle as the preferred transport mode or who use the bicycle at least once a week.

SECURITY AND SENSE OF SAFETY



In 2014 there were 90 cyclist casualties and 1 fatality. In comparison, in 1995 there were 252 cyclist casualties. Apart from infrastructure upgrades, one of the reasons for the drop in the casualty rate is the growth of bicycle traffic.

Sense of security remains high

In 2012 the proportion of Copenhageners who felt secure when cycling rose by more than 50% compared with 2008. The strong sense of safety still holds in 2014: 74% of cycling Copenhageners state they feel safe. This high level is primarily due to infrastructure upgrades, but the large number of cyclists is significant too; the many bicycles are highly visible in the street scene forcing drivers to pay greater attention to the cyclists. Campaigns focusing on more considerate bicycle behavior are another factor.

What will make more Copenhageners feel safe?

Low sense of safety is a primary factor when Copenhageners choose not to cycle. More space, more cycle tracks, and cycle tracks away from motor traffic are among the factors mentioned that would make Copenhageners feel safer cycling. However, the behaviour and courtesy of other cyclists is also significant.

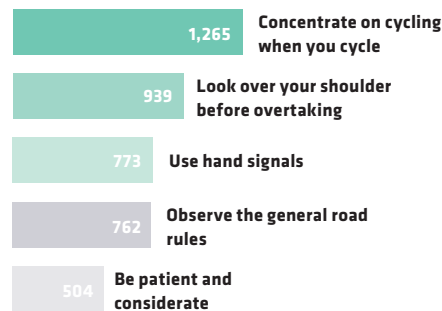
Cyclist behaviour is a hot topic

In November 2014 the users of the City of Copenhagen's Facebook page were asked for their recommendations to others on the cycle tracks.

More than 900 users commented, making the post the page's most commented ever, a clear indication that cycling culture, safety and behaviour are issues in which many people are engaged in and have an opinion about.

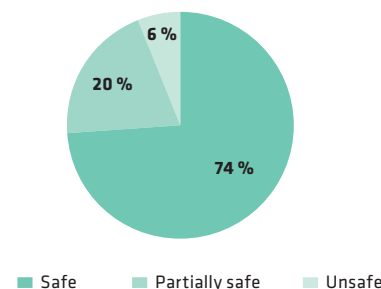
The excellent recommendations and the high degree of commitment will be used by Copenhagen planners in their work to improve behaviour and maintain the sense of safety, for example in campaigns and by testing innovative traffic solutions that encourage to signal and to be more attentive.

FACEBOOK'S TOP 5 RECOMMENDATIONS

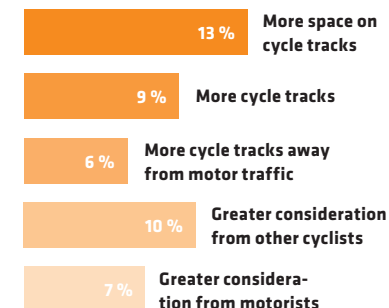


Number of comments + likes

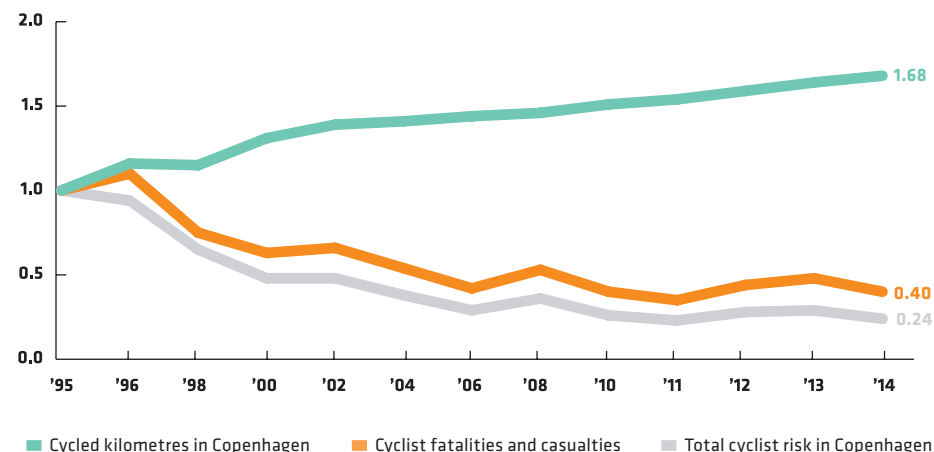
PROPORTION OF COPENHAGENERS WHO FEEL SAFE WHEN CYCLING IN COPENHAGEN



WHAT WILL MAKE CYCLING COPENHAGENERS FEEL MORE SAFE?



TREND IN RELATIVE CYCLIST RISK IN COPENHAGEN (1995 = INDEX 100)



FAST AND EASY



A well-functioning city has an efficient transport system. Goods and people have to make their way through the city quickly and easily. Overall passability in Copenhagen is good, one reason being that so many people choose to cycle.

Passability

As the population of Copenhagen grows, the transport system comes under a lot of pressure. The fact that so many people choose to cycle has a significant positive impact on Copenhagen road congestion: the greater the number of journeys made by space-saving transport modes, the greater the passability. The large number of bicycles, for example, makes it easier for necessary basic motor transport such as tradesmen, goods transport and buses to get through more easily.

However, bicycles alone cannot take credit for the city's efficient transport system. A green growth study carried out by the London School of Economics in 2014 indicates that good cycling conditions combined with a focus on public transport, such as investment in the new Metro line and integrated transport and cycling solutions, as well as the optimisation of pedestrian conditions all have a major impact on the city's total transport. The report further emphasizes Copenhagen's compact urban form which means that the proximity principle plays a major role in urban planning. The city

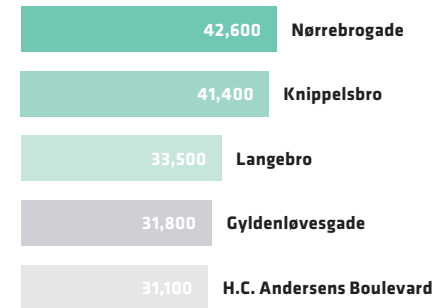
lay-out is planned so that all the things people need for their daily lives are close by: groceries and convenience stores, stations, schools, leisure activities, etc.

Copenhagensers themselves stress the efficiency of cycling as a transport mode. For many years Copenhagensers' main reason for cycling has been that it's fast and easy, especially concerning daily commuting.

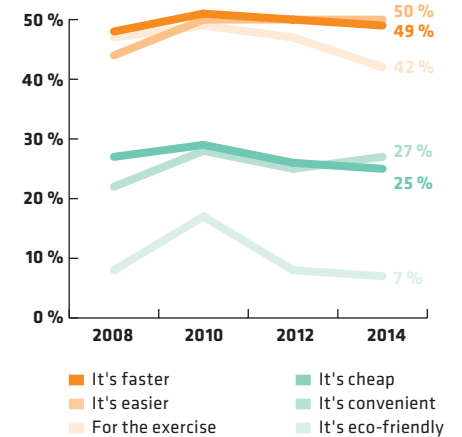
More and more people cycle

The number of bicycles that enter or leave the inner city (the so-called lake and harbour ring) has more than doubled since 1990, and the trend is expected to continue. The growth of bicycle traffic means that capacity is strained in many sections where bicycle traffic is heaviest. Cycle track congestion impedes cycling, increases travel times and results in a feeling of insecurity. It is consequently crucial to continue to expand the cycling infrastructure so it can handle the growth of bicycle traffic and thereby continue to contribute to the city's overall passability.

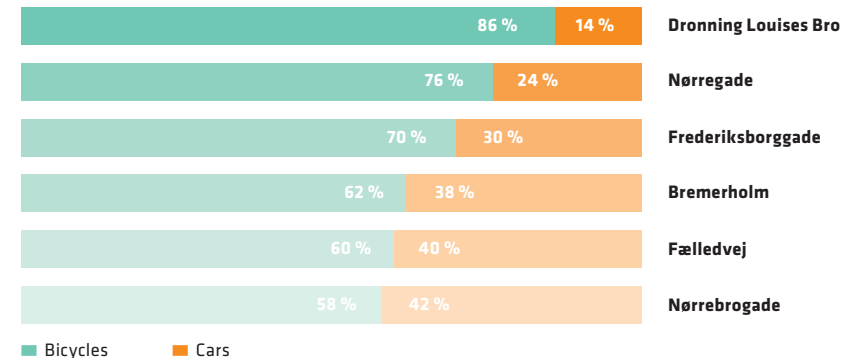
MOST HEAVILY TRAFFICKED SECTIONS ON WEEKDAYS 2014



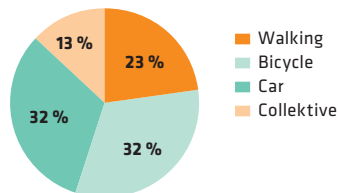
COPENHAGENERS' REASONS FOR CYCLING



STREETS WITH MORE THAN 50% BICYCLE TRAFFIC



13 FACTS ABOUT THE CITY OF CYCLISTS

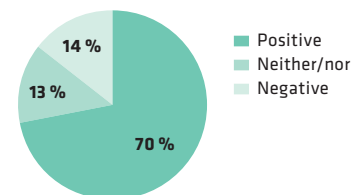


Supermarket and street level shop turnover broken down according to transport mode in %. Customers on bicycle at these businesses account for an annual turnover of DKK 15.4 billion in Copenhagen.



10,000- 20,000 T

CO₂/year is what will be saved additionally if the target of 50% cycled commuter journeys by 2025 is achieved.



Copenhageners who think cycling affects urban life and atmosphere

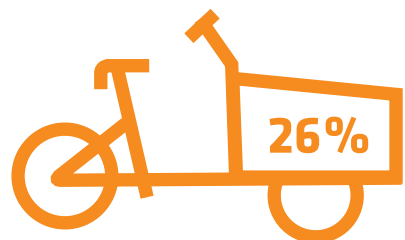


4 out of 5

Copenhagen households have access to a bicycle.

DKK 5 million

Is what the new bicycle bridge The Bicycle Serpent annually saves its many users measured in time saved. The bridge will have paid its way within 7 years.



Of all families with two or more children have a cargo bike or a bicycle trailer.

2,800 years

Is how long it would take statistically to cycle to work before having an accident.

31 times

Around the world. That's how much people cycle every day in Copenhagen.

DKK 1 billion

Have been invested in the cycling city since 2005.

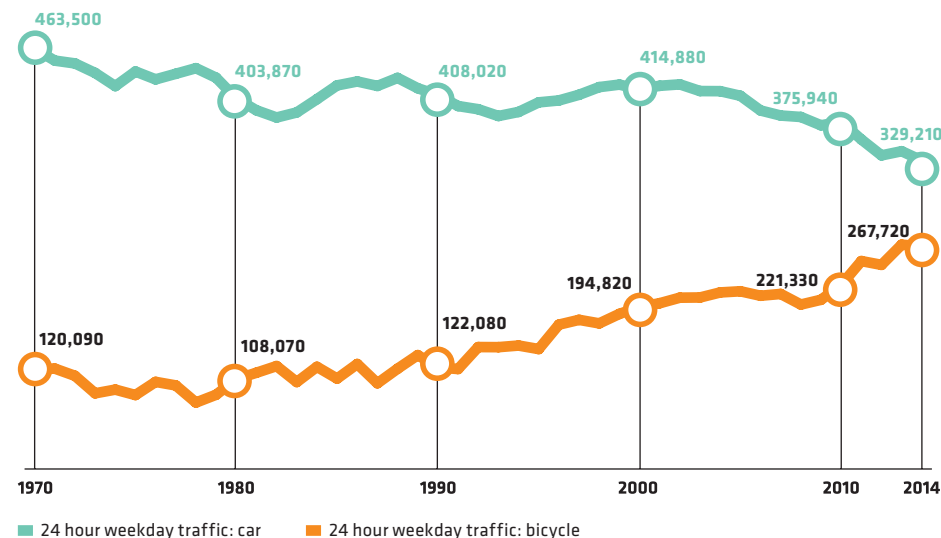
30%

Reduction in the fatality rate for adults who cycle daily to work or education

1 minute

Is the amount of time saved on an average journey of 5 km compared to 2012.

TRAFFIC ENTERING IN AND OUT OF THE CITY CENTER (24 HOUR WEEKDAY TRAFFIC 1970 - 2014)



URBAN SPACES FOR ALL

Copenhagen must continue to be an attractive city – even as the city grows by approx. 10,000 citizens annually; bicycle planning naturally goes hand in hand with the optimisation of city spaces. City spaces are experienced more vividly by bicycle and on bicycle you contribute to urban life by being highly visible in the street scene.

New Nørreport Station

The renovation of Nørreport station has provided space for a leisurely stroll as well as the bustling crowds. Bicycles are parked in so-called bicycle beds, areas that are slightly lowered to 20-30 cm below street level, which gives a good overview. The bicycle beds are close to the surrounding streets and cycle tracks so that it is easy to find one from wherever you enter. An innovative bicycle stand was developed for Nørreport station which can hold more

bicycles in less space. There are now 2,100 bicycle parking spaces in total compared to approx. 900 previously.

Vestergade now a bicycle street

Inspired by the Dutch example, Aarhus municipality established the first Danish bicycle street in 2012. Copenhagen has now followed the trend and, in dialogue with the police, the city has established its first bicycle street: Vestergade. The idea is to optimise the cycle link between Nørregade



and Vester Voldgade. The street is designed for cyclists and cars to share the road, but on the cycle traffic's terms: the street is still one-way for cars, and cars are now "guests" with a reduced speed limit. After the street lay-out was reorganised motor traffic dropped from 2,500 cars on a weekday in 2013 to slightly more than 800 in 2014. Bicycle traffic has grown too, from 4,600 in 2013 to 7,600 in 2014.

"Vesterbro Passage"

Vesterbro Passage on the innermost section of Vesterbrogade between the central station and the town hall square is one of the most distinctive and busiest public spaces in Denmark. The first part of the passage between the town hall square and the main entrance to Tivoli has been remodeled. The road has been narrowed down to one car lane and one bus lane in each direction. This significantly improves traffic conditions for the daily flow of approx. 10,000 cyclists and more than 39,000 pedestrians. In addition,

the renovation has created a more attractive urban space with sidewalk cafés and benches for resting.

Dynamic use of road area

Many school children cycle to school, but often there aren't enough bicycle parking spaces, and car parking spaces in central Copenhagen are in short supply as well. In the flex parking system bicycles and cars share parking spaces according to need over a 24 hour period. The solution has been tested since 2011 on the street outside Ingrid Jespersens School on Nordre Frihavsgade, and reserves 5 flex parking spaces in front of the school for bicycle parking during school hours. Another flex parking space was established in 2014 on Eskildsgade in front of Gasværksvej school. The flexible use of public street space is expected to be adapted in several different locations throughout the city.



THE COHESIVE CITY

One of the city of Copenhagen's primary tasks is to create a cohesive cycling network across the city enabling people to move freely from place to place. This includes such different measures as the Cycle Super Highways, contraflow cycling, a route planner app, and, last but not least, bicycle bridges.

The Cycle Serpent

The bicycle bridge the Cycle Serpent was inaugurated in June 2014 and is the final link between Vesterbro and Islands Brygge. Before it was built you either had to ride south of Fisketorvet shopping centre or haul the bicycle down the stairs in order to reach the Bryggebro bridge from Dybbølsbro. In addition to providing a pleasant shortcut the bridge opens up space for strolling pedestrians on the promenade in front of Fisketorvet. A 2014 count shows that there are more than 11,500 cycle journeys across The Cycle Serpent on an ordinary weekday and 4,000 pedestrians on the promenade.



Contraflow cycling

In July 2013 the contraflow cycle track on Bremerholm opened, making it possible to cycle north against the traffic flow from Holmens Canal to Gothersgade at Kongens Have. Prior to this, cyclists had to go all the way around Kongens Nytorv. Today it's much faster: the time saved is 3-5 minutes per journey. A contraflow cycle track on Gothersgade between Kongens Have and Kongens Nytorv was also opened, making it much easier and faster to cycle to Nyhavn.

The Farum route

The Cycle Super Highways in the Capital Region of Denmark provides better conditions



for commuters and encourages even more people to choose to cycle to their workplace or educational institution. The first stage of the Farum route between Bellahøj and Farum was inaugurated in April 2013. The daily number of bicycle commuters on the route rose by approx. 50% between 2012-2014, and fully 21% are brand new cycle commuters, a quarter of whom formerly used a car as their transport mode.

The bridges Trangravsbroen and Proviantbroen

Copenhagen is a port city but water needn't be a hindrance in getting about quickly. Two bridges were inaugurated in Christianshavn in 2015: Trangravsbroen and Proviantbroen. The bridges make it easier and safer to go from Christianshavn to Holmen. In addition, the coming bicycle /pedestrian bridge across the inner harbour from Nyhavn to Christianshavn and The Circle Bridge across Christianshavns canal will open soon. The existing and coming bridges form an integral part of the waterfront creating

new gathering points for Copenhageners on foot or by bicycle.

The cycle route planner I Bike CPH

The I Bike CPH cycle route planner finds the optimal cycle route through Copenhagen. The app shows all the city short cuts and greenways and can create special journeys for cargo bikes without cobble stones and barriers. New functions are constantly being developed, including a tracking function. The route planner uses map data from the user-driven OpenStreetMap, which can be updated by everyone.

The bridge across Lyngbyvej

The bicycle and pedestrian bridge across Lyngbyvej at Ryparken station makes it possible to cross both Lyngbyvej and the new Nordhavnsvej on the outer limits of Østerbro. The bridge links two green cycle routes, the Nørrebro route and the Ryvangs route, thereby giving cyclists and pedestrians easier access to attractive recreational areas in Copenhagen.

TWO WHEELS PAY OFF

Infrastructure investment can be costly, but there is value for money in building cycle tracks since more cycling benefits the city's economy.

Socioeconomic benefits

A cost-benefit analysis of a cycle journey of 1 km in Copenhagen during rush hour shows there is a total socioeconomic benefit of DKK 1.62/km in relation to the journey not having taken place. By comparison there is a socioeconomic loss of DKK 5.63/km driven by car in relation to the journey not having taken place. Health benefits and time saved are the most significant factors.

Investment in wider cycle tracks as well as in major projects such as cycle bridges result in more cyclists and correspondingly greater socioeconomic benefits. For example, after

The Cycle Serpent opened, the number of cycle journeys across the harbour on the bridge Bryggebroen rose by approx. 30%. The construction of a new cycle track is generally estimated to increase the number of cycle journeys by 15-20%.

The bicycle-friendly city is a valuable brand

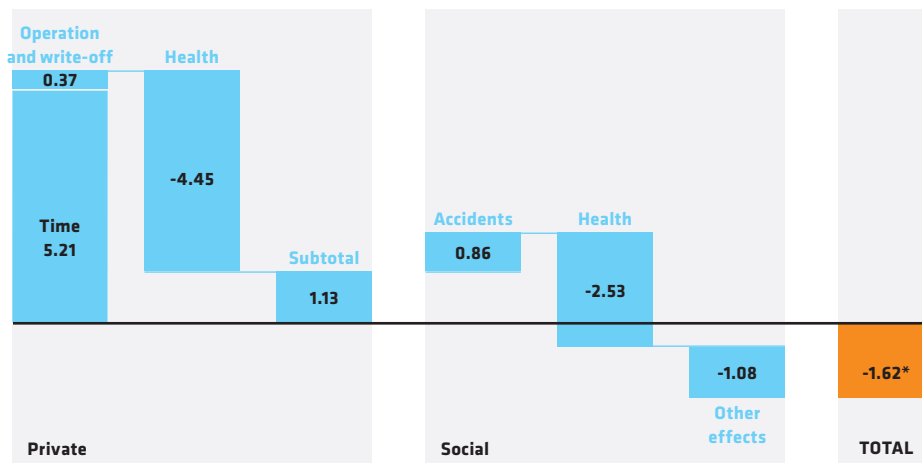
Excellent cycling conditions and the many cycling Copenhageners that follows from this are not only an advantage from a cost-benefit point of view; Copenhagen is known throughout the world as the City of Cyclists, and that attracts tourists.



International media have repeatedly rated Copenhagen as a world class city, citing its cycling culture as a primary factor for its top rating. Wonderful Copenhagen's most recent analysis of tourists in Copenhagen shows that 52% of the respondent tourists give cycling culture as one of the three main reasons for having chosen Copenhagen as a destination.

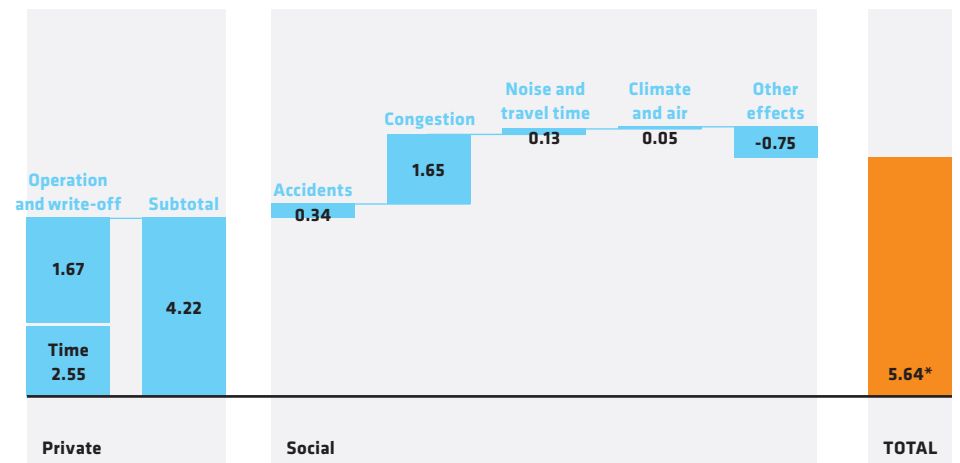
The tourist industry values the many cycle-loving tourists and Copenhagen hotels cater for their demands: almost every hotel provides bicycles that guests can rent during their stay if they don't wish to rent a bicycle in a bike shop. There are approx. 2,700 hotel bicycles in Copenhagen.

COST OF NEW CYCLE JOURNEY IN RUSH HOUR (DKK/KM AT 16 KM/H)



*The stated negative cost of 1 new km cycle journey corresponds to a socioeconomic benefit of DKK 1.62

COST OF NEW CAR JOURNEY IN RUSH HOUR (DKK/KM AT 50 KM/H)



*The stated positive cost of 1 new km car journey corresponds to a socioeconomic loss of DKK 5.64

BICYCLE-FRIENDLY INITIATIVES

Numerous organisations and businesses have come up with all kinds of initiatives that cater for the popularity of the bicycle. There are bicycle-friendly concepts to fit every description, from commercial to municipal, to volunteer.

Bicycle repair service on wheels

Cykelven (Cycle Friend) is a subscription based mobile bicycle repair shop. The firm drives out to businesses and provides bicycle repair services to staff members while they are at work.

The last bicycle journey

Why shouldn't the last journey be made by bicycle? For some people this transport mode is the obvious choice. You can choose a specially designed cycle hearse for your last journey at Bededamerne (Lady Undertakers) in Copenhagen.

Keep it up!

If you can't cycle on a two wheeled bicycle you can borrow a tricycle as an aid. The City of Copenhagen's health aid centre has lent bicycles to over 500 citizens who wish to keep on cycling even though they lack the balance and strength for a two wheeler. Different types of bicycles are available, with or without a motor.

Wind in your hair your whole life

Cycling Uden Alder (Cycling Without Age) is a volunteer initiative in which the elderly who are not as strong as they used to be



can nevertheless get out of the house and feel the wind in their hair in a cycle rickshaw, thanks to volunteers. In 2014 there were more than 500 journeys from 39 care homes in Copenhagen. The initiative has spread to more than 30 locations around Denmark.

Bicycle maintenance facilities at service stations

Service stations are not only for cars; cyclists are customers too, which is something Statoil has understood. Just as there are maintenance areas for cars at most service stations, selected Statoil stations also offer cycle maintenance stations where you can clean and repair your bicycle.

Shops cater for cycling customers

Customers on bicycle are at least as good grocery customers as customers who come by car. One business that has understood this is Lidl, which is why the supermarket chain caters to their cycling customers by

giving them a bit extra: excellent bicycle parking facilities, special stands for cargo bicycles and pump stations.

Fast moving tradesmen

De Grønne Elektrikere (The Green Electricians) is one of several Copenhagen tradesman businesses that use the bicycle as their primary transport mode for traveling between customers. That means one less car on the road for the city and the tradesmen save time going from one customer to another.

The cargo bike library

Libraries are not only for borrowing books, films and music. Several Copenhagen libraries also lend out cargo bikes in collaboration with local committees and the Miljøpunkt local environmental centres, so citizens can now transport their children, shopping and library loans home on a cargo bike for free.



THE GREEN CYCLE ROUTES

Cycling in Copenhagen is not merely a question of travel time efficiency for busy commuters; it enhances the quality of life and enjoyment of the city, and there is room for everyone. The Green Cycle Routes make a valuable contribution in this regard.

Many Copenhageners take pleasure in a relaxing bicycle ride on occasion, often on the Green Cycle Routes. There is space here to slow down and enjoy the outdoors, away from noisy, polluting traffic. On the Green Cycle Routes you can experience the change of seasons, and Copenhageners use the green spaces, which the routes follow, for relaxation, fitness runs and strolling.

The routes are not merely recreational; they are also an essential component of the City of Copenhagen's transport network, since in addition to offering a green alternative to the standard cycle tracks, they also take the pressure off them. The congestion on the heavily trafficked sections along the roads drops slightly, and there's room for everyone to cycle.

"I like cycling across Amager Commons. It's fun with my dog, but I cycle here when I'm alone, too. The only bad part is that the route is so successful; there's barely enough room for all the cyclists - it's total chaos around Dybbølsbro."



Helle, 50, shop owner, is on her way to work on the University route.

The Green Cycle Routes run through city spaces that are characteristic of different aspects of Copenhagen's development and history: parks, lakes, disused railways, the harbour, playing fields and the city's diverse neighbourhoods, all of which gives each route its own special value.

Green routes since the 1930s

Green routes are not new in Copenhagen. As far back as the 1930s green paths were established for walking and cycling. In the late 1990s the City of Copenhagen began again to systematically establish new Green Cycle Routes. Several kilometres of Green Cycle Routes are under construction in Copenhagen. The next 6 kilometres are already financed, and there are plans for a further 51 km.

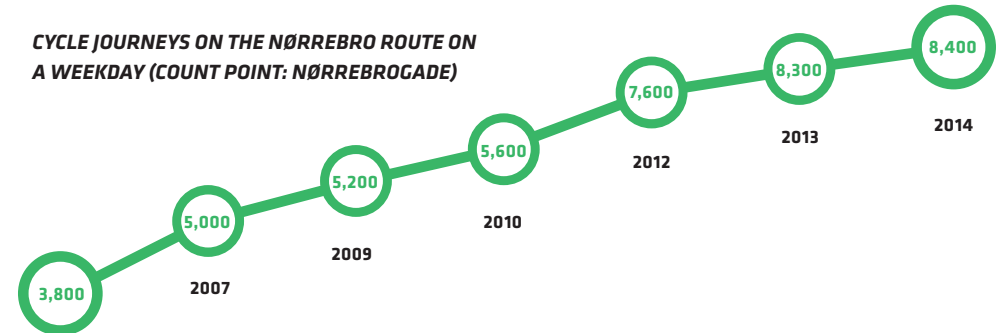
"I love the cycle route, there's no traffic, you're close to nature, and I really love the new bridges! In the evening it's a bit scary though so I think I'll go home another way because of the lack of lighting."



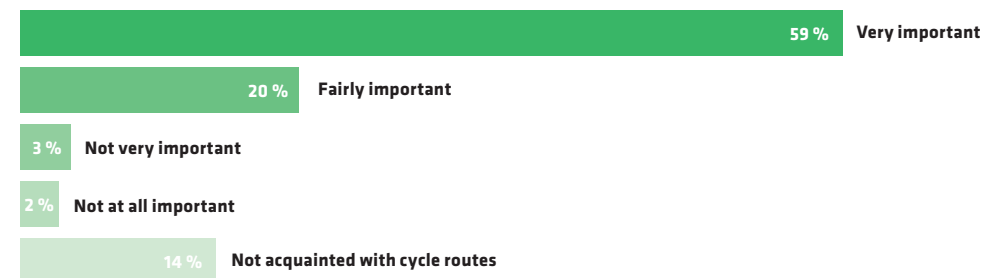
Rikke, 36, project manager in a bank, on her way to a Yoga class along the University route.



CYCLE JOURNEYS ON THE NØRREBRO ROUTE ON A WEEKDAY (COUNT POINT: NØRREBROGADE)



HOW COPENHAGENERS RATE THE IMPORTANCE OF KEEPING GREEN CYCLE ROUTES AWAY FROM MAIN ROADS



What is the Bicycle Account?

The Bicycle Account is an assessment of cycling developments in the City of Copenhagen. The Account surveys the city's cycling initiatives, analyzes Copenhageners' own rating of Copenhagen as a bicycle-friendly city, and discusses other factors that have an impact on cycling development. The Bicycle Account is published every two years. This year's Bicycle Account is primarily based on 2014 figures, and includes among other things telephone interviews with 1,015 randomly selected Copenhageners, and data from transport habit studies carried out by DTU Transport.

The Bicycle Account 2014 is the 11th in a row and is primarily addressed to Copenhageners, but also serves as an inspiration to cities wishing to optimise the cycling potential of their city. For the City of Copenhagen the Bicycle Account serves as an important tool in its efforts to make Copenhagen an even more bicycle-friendly city.

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