

TRAFFIC IN COPENHAGEN

Traffic figures
2009 – 2013



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INTRODUCTION

Except from the data of the standard traffic counts from 2009 to 2013 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 results of traffic counts in the City of Frederiksberg municipality.

Traffic counts

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 p.m.)

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 specific 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: $AAWD = AADT \times 1.12$

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

Bicycles: $AAWD = AADT \times 1.19$

AAWD and AADT 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. The recommendations are described in the report Trafiktællinger – Planlægning, udførelse og efterbehandling, Rapport nr. 315 – 2006, issued by Vejdirektoratet. It can be read and downloaded at http://www.vejdirektoratet.dk/DA/viden_og_data/publikationer/sider/publikation.aspx?pubid=000061229. The text is in Danish.

Further information

This publication contains a general traffic survey, but if you are looking for further details such as directional traffic data, hourly variations, specifications of vehicle categories etc., it is recommendable to visit the municipal website information map <http://kbhkort.kk.dk/cbkort?> Click on 'Borger' (citizen), 'Veje' (roads) and 'Trafiktællinger for køretøjer eller cykler' (Traffic counts of vehicles or bicycles). The map also informs about traffic counts for roads not mentioned in this publication.

For any further information, contact Center for Trafik og Byliv / Centre of Traffic and Urban Life, 13 Njalsgade, 1st Floor, 2300 København S. Telephone +45 2072 2730, Åse Boss Henriksen, e-mail: aashen@tmf.kk.dk.

This publication is released on an annual basis.

Teknik og Miljøforvaltningen / The Technical and Environmental Administration
Center for Trafik og Byliv / Centre of Traffic and Urban Life
Spring 2015

TRAFFIC DEVELOPMENTS IN COPENHAGEN 2013

Overall, cars drove 4.69 million kilometres on Copenhagen roads on an average weekday in 2013, which was thus the 6th year in a row with a decreasing total car traffic performance. From 1993 - 2007, the total car traffic performance grew every year, but the upward trend was then reversed. Now, the total car traffic performance has decreased from 4.92 million kilometres in 2007 to 4.69 million kilometres in 2013.

The total bicycle traffic performance on Copenhagen roads has grown to 1.31 million kilometres on an average weekday. The previous year saw a total of 1.27 million kilometres. The total bicycle traffic volume has reached its highest level since calculations began in 1989.

The municipal boundary

The car traffic tendencies are not homogenous throughout the whole municipality area. At the overall municipal boundary, an increase by some 4 % has taken place since 2000. But the initial tendency to growth stopped and in 2009 the total traffic across the municipal boundary began decreasing. From 2012 to 2013 the total traffic performance there decreased by 2 % and it now amounts to 518,500 on an average weekday between 7 a.m. and 7 p.m.

During our calculations for the year 2013, a regrettable error was identified concerning the data from 2012 (in stead of 541,500 the correct number was 526,900), so actually a decrease from 2011 to 2012 took place, in spite of our previous publication mentioning an increase.

The total bicycle traffic volume there has decreased by 2 % since 2012 and it now amounts to 57,050 bicycles. But gen-

erally speaking, the bicycle traffic has been quite constant since 1970.

The lakes cross section

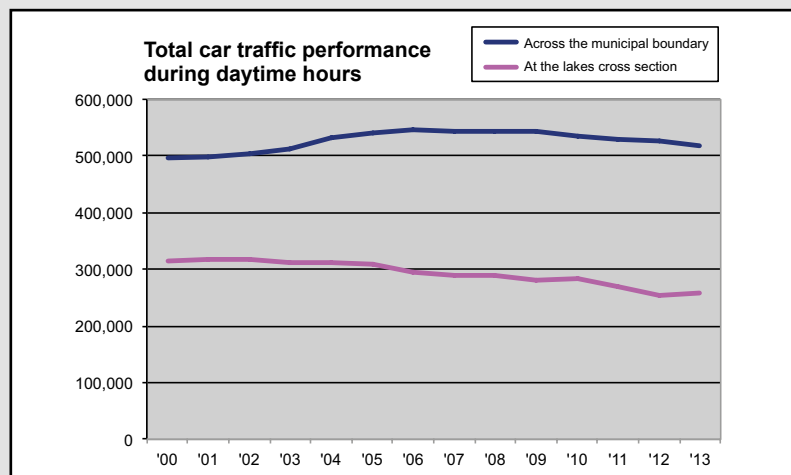
The car traffic at the lakes cross section, where the roads leading to the city centre cross the lakes and the harbour areas, has decreased by 18 % since 2000. In 2013, 257,900 vehicles crossed the lakes cross section, on an average weekday between 7 a.m. and 7 p.m. This was 1 % more than the previous year but still the second-lowest number registered since 1970. The number of bicycles at the lakes cross section has increased by 10 % since 2012 and amounts to 224,780, the highest registered number since 1970.



CAR TRAFFIC

The car traffic tendencies are not homogenous throughout the whole municipality area. At the overall municipal boundary, an increase by some 4 % compared to 2000 can be identified. But from 2012 to 2013 the total traffic performance decreased by 2 % there, and actually it has almost returned to the level of 2003.

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 18 % since 2000. The total car traffic performance there increased by 1 % compared to 2012.

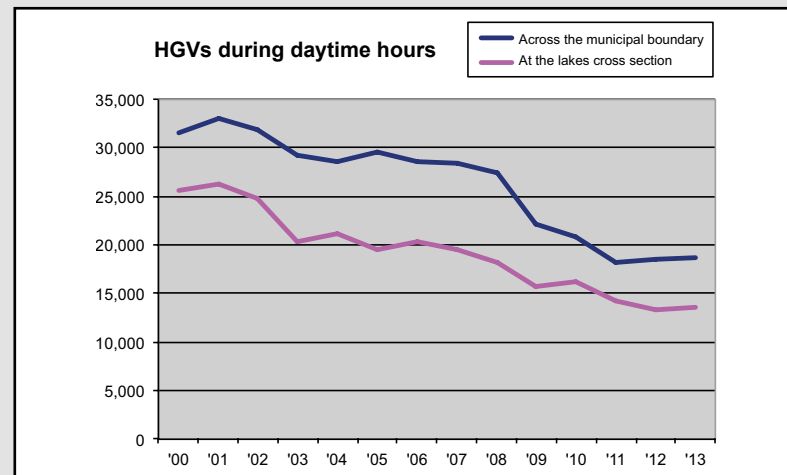


Heavy goods vehicles (HGVs)

The proportion of heavy goods vehicles (meaning vehicles weighing more than 3.5 tonnes) varies from area to area. As regards the municipal boundary and the lakes cross section, the share in 2013 was about 4.3 %.

The traffic of heavy goods vehicles across the municipal boundary and the lakes cross section has generally been decreasing since 2000. From 2012 to 2013, there was an increase in the heavy goods vehicle traffic of 0.8 %. But since 2000, there has been a decrease by 40.8 %.

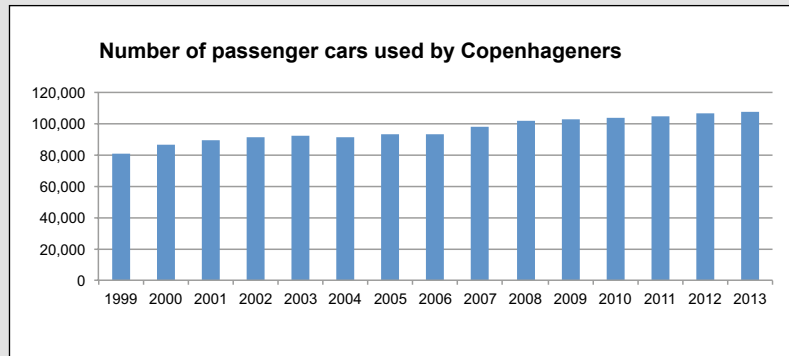
At the lakes cross section, the heavy good vehicle traffic increased by 2.5 %. Since 2000, there has been a decrease of 46.7 %.



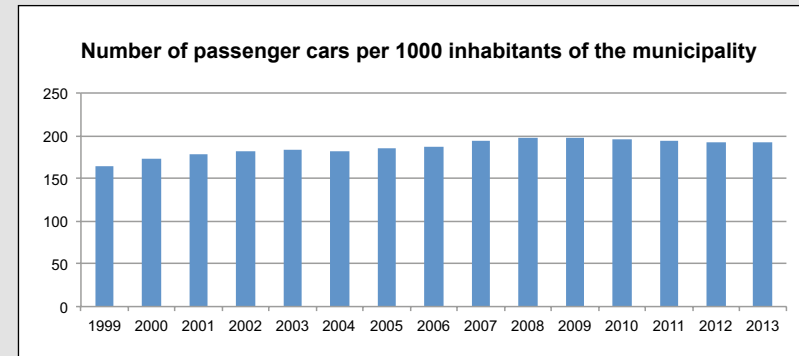
Car ownership

In 2013 there were 107,526 passenger cars in the municipality (the passenger cars do not necessarily have to be owned by Copenhageners, and can also be leased cars, or cars provided by companies). This is an increase by 1.5 % since

2012. Since 2000, the number has increased by 25 %. In 2013 there were 192 passenger cars per 1000 inhabitants in the municipality. This is a decrease by 0.4 % since 2012. The number has decreased by 3 % since 2008.



Sources: Statistik, Koncernservice, City of Copenhagen municipality, and Danmarks Statistik



Sources: Statistik, Koncernservice, City of Copenhagen municipality and Danmarks Statistik (number of inhabitants 2013: 559.443)

PUBLIC TRANSPORT

On an average weekday, public transport in the municipalities of Copenhagen and Frederiksberg will carry almost 800,000 passengers. The passengers will be boarding from nearly 1,200 bus stops and 40 stations belonging to the Metro, regular trains, and metropolitan S-trains.

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

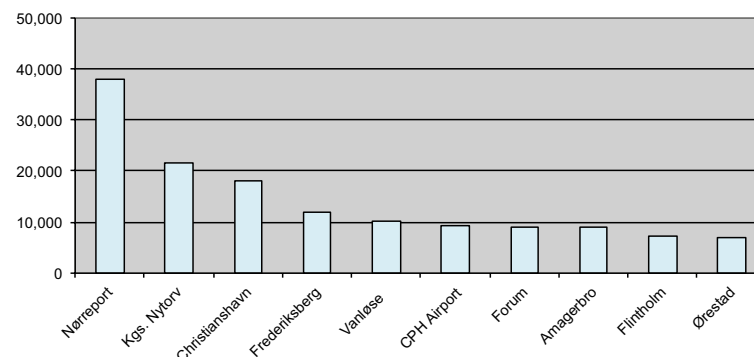
The Nørreport Station and Copenhagen Central Station are those where most passengers begin their journey. Nørreport Station is the most frequented one, by train, Metro and bus passengers alike.

The number of Metro passengers in the Frederiksberg and Copenhagen municipalities has increased by 1.7 % from 2012 to 2013. The number of bus passengers has decreased by 2.5 %. The number of train passengers went up by 3.5 %.

Altogether, public transport increased by 0.5 % from 2012 to 2013.

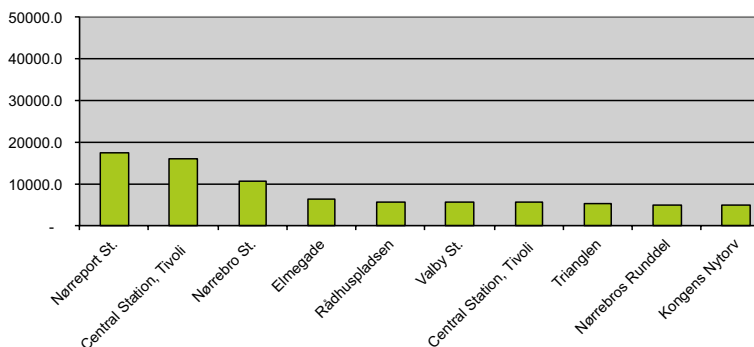
The total number of passengers has thus reached its highest level since 1995.

METRO: number of passengers boarding

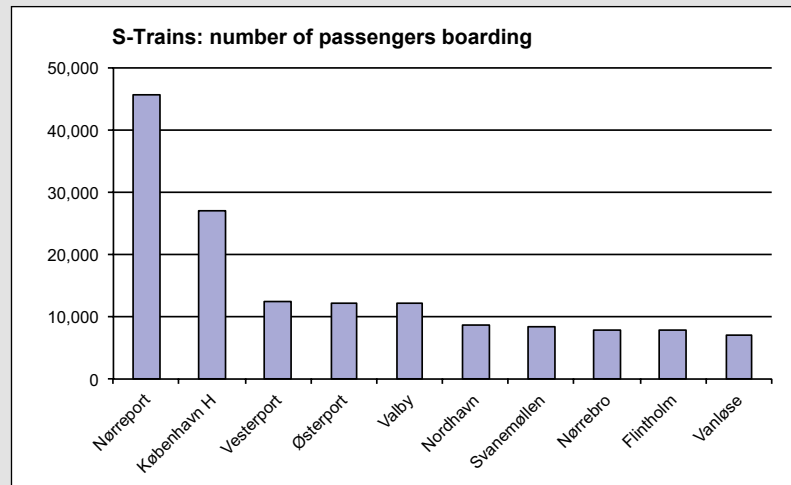


Metro passengers boarding at the 10 most used metro stations on a weekday in 2013.

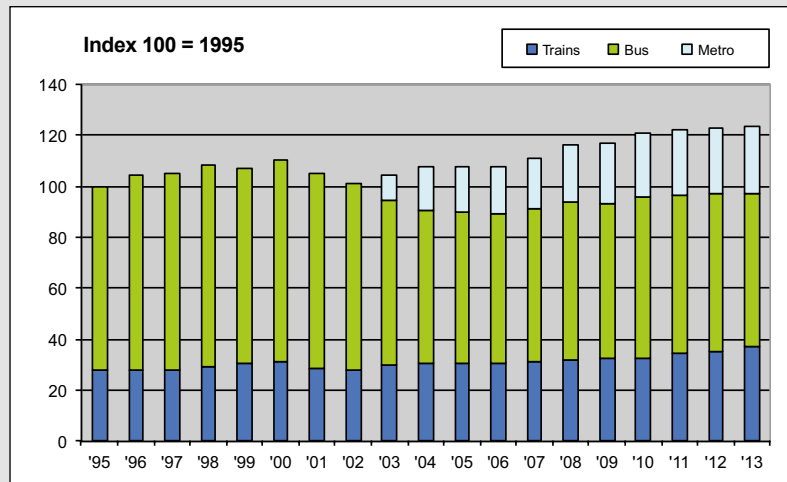
BUS: number of passengers boarding



Bus passengers of the 10 most used bus stops on a weekday in 2013.



Number of journeys begun on Metropolitan S-trains at the municipality's 10 most used stations on a weekday in 2013.



The public transport development in the City of Copenhagen and City of Frederiksberg municipalities 1995 - 2013 (data from the City of Copenhagen municipality).



BICYCLE TRAFFIC

The City of Copenhagen municipality conducts targeted efforts to improve conditions for bicycles. Copenhagen is experiencing a growth of around 10,000 inhabitants annually, and the share of cycling citizens is likewise steadily going up. In 2013, 41 % of those who work or study in the city would commute to their job or education by the means of a bicycle. As much as 60 % of Copenhageners tend to cycle every day. Convenient accessibility to roads and bicycle paths, providing a swift and safe ride through the city, is essential for the thousands of citizens who cycle to and from their job and education. In 2013, we worked especially with Intelligent Traffic Solutions (ITS) and the widening of bicycle paths. Wider cycling tracks, lanes and paths tend to facilitate more comfortable rides and safer overtaking, when one is somewhat in a hurry. At the same time, they also make it possible for people to cycle in pairs, without being a nuisance to the other riders – and even to have conversations on the way. In June 2013, Copenhagen received an award as the World's Best City, and among the capital's features, the well-developed bicycle infrastructure was emphasized as important for creating a good environment. A bicycle-friendly city provides more space, less noise, purer air, healthier citizens, and a better economy. With the recent 2014 budget, the work continues – aiming at easier, faster, and safer cycling in Copenhagen. A total of around DKK 100 million will be set aside for capacity development within the 'PLUSnett' -programme, safety measures, and the 'Bycyklen' shared city bikes.

Not only for commuting: the Green Cycle Routes

Even though that easy accessibility forms an essential part of being one of the foremost cycling cities in the world, Copenhagen's inhabitants are not always focusing just on how to get from point A to point B in the fastest possible way. There can be other needs and values when cycling in the city. The Green Cycle Routes offer alternatives to the bike paths along busy roads, and they absorb some of the pressure of the rush hours. The Green Cycle Routes were laid out also for recreation, exercise biking, running, walking, skateboarding, and other spare-time activities. They offer opportunities for people biking to a job or an education to reserve a part of their daily rides to a quieter, greener environment, without buses or cars driving immediately next to them.

The current Green Cycle Routes - Nørrebro-ruten, Sø-ruten and Universitetsruten - are popular among cyclists. As regards Nørrebro-ruten, we counted 8,100 bicycles on an average weekday, and at Sø-ruten we counted 9,100. In 2013, Nørrebro-ruten won the Byplanprisen award for city planning, based on how it was able to create a new series of urban spaces, connecting different parts of the city. So far, there are 45 km of Green Cycle Routes in Copenhagen, and when finished, the network will comprise 110 km.

TRAFFIC SAFETY

One of the adverse consequences of the traffic is that accidents resulting in casualties occur. These accidents have serious consequences for the people involved as well as to the community overall. The municipality is committed to reducing the number of fatalities and severely injured, especially as regards pedestrians and cyclists, who - together with moped riders - constitute more than 80 % of the injuries.

In April 2013, a new Traffic Safety Plan for Copenhagen was adopted by Teknik- og Miljøudvalget / The Technical and Environmental Administration's Standing Committee. The plan is available in Danish here: http://kk.sites.itera.dk/apps/kk_pub2/pdf/1066_nF98CKQz00.pdf.

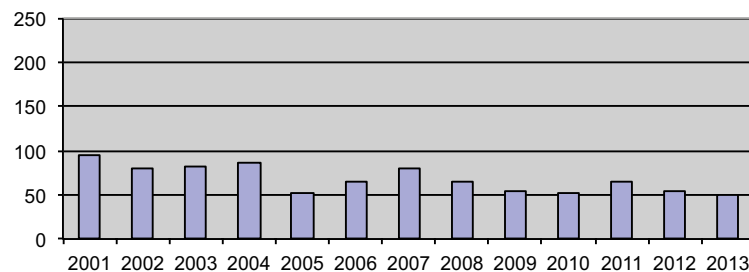
It lays out the framework for the municipality's traffic safety initiatives from 2013 to 2020. The plan will replace the previous Traffic Safety Plan 2007 – 2012 and the aim is to halve the number of fatalities and seriously injured in Copenhagen's traffic, before the end of 2020. The point of

reference will be an average calculated from the years 2009 – 2011.

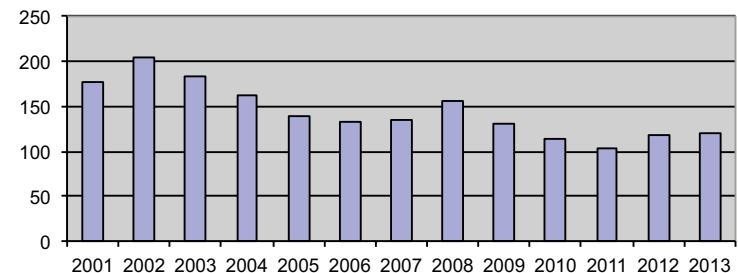
The new Traffic Safety Plan contains many initiatives, organized in six areas of commitment:

- Safe streets: improving road junctions, sections and crossings where many accidents occur
- Competent road users: campaigns aimed at various groups of road users, including children and young people
- Copenhagen innovation: working with new ideas related to the improvement of traffic safety
- Procuring safe transport: specifying requirements as regards traffic safety when buying transport solutions
- Cooperation and coordination: increased focus on traffic safety, both within the municipal work and when dealing with partners
- Contributions from other sources: The new plan from Færdselssikkerhedskommissionen / The Traffic Safety Commission contains proposals for changes in legislation,

Pedestrians: Number of fatalities and seriously injured

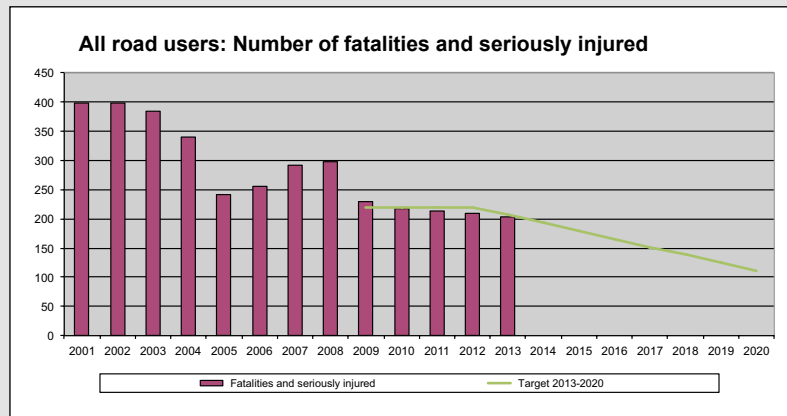
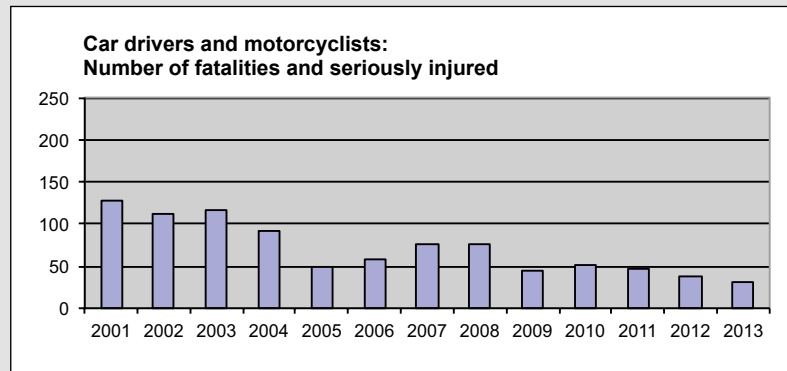


Cyclists and moped riders: Number of fatalities and seriously injured



various improved control measures etc., and it will thus contribute to better traffic safety in Copenhagen, together with the development of safer vehicles and aspects of transportation.

The number of fatalities and severely injured is decreasing. The police registered 9 fatalities and 195 seriously injured



in 2013. The fatalities comprised 4 cyclists, 3 pedestrians, 1 car driver and 1 motorcyclist. The cyclists constitute the majority of the seriously injured. They amounted to 54 % of the total number of seriously injured and fatalities. The share of the pedestrians was 25 %, car drivers constituted 13 %, moped riders 4 %, and motorcyclists 3 %.



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.

13

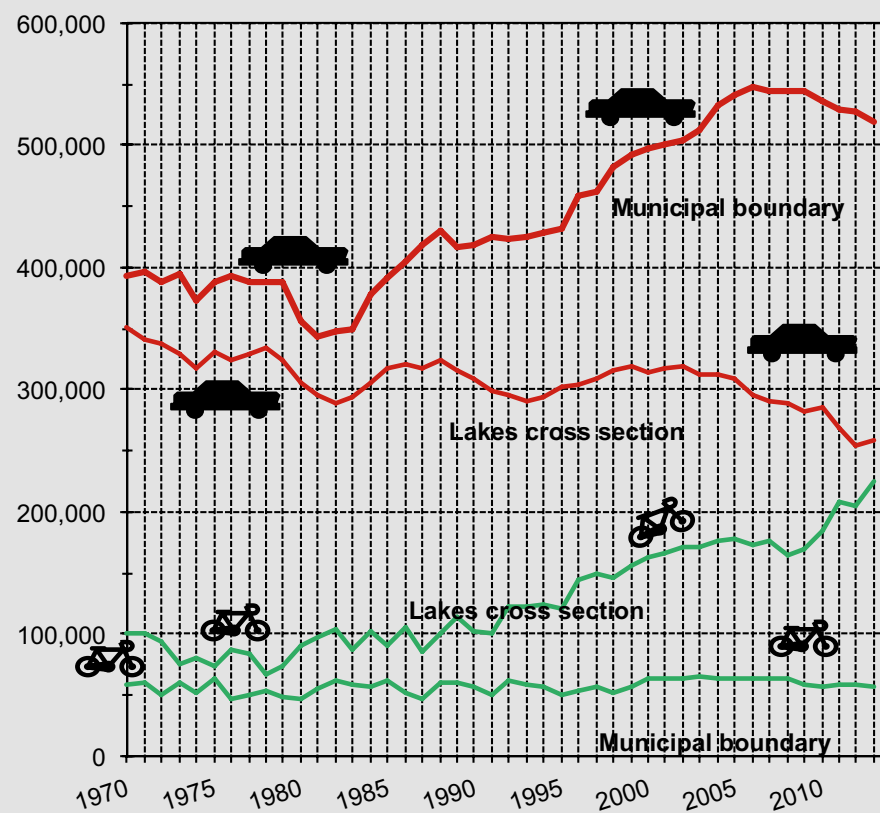
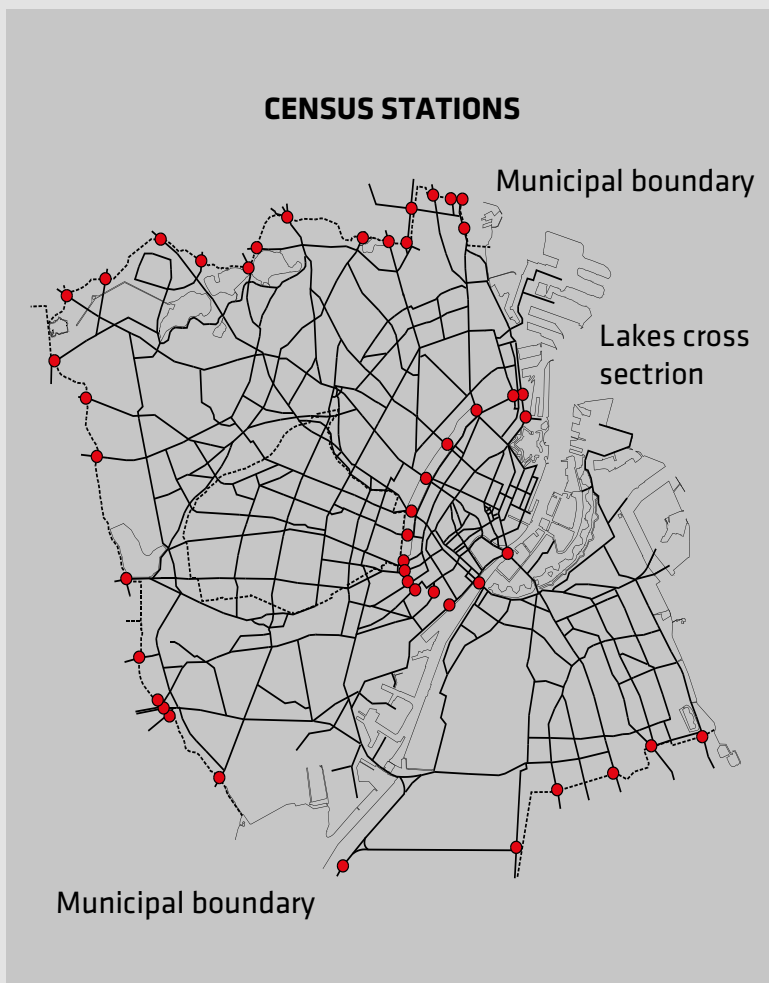
THE MUNICIPAL BOUNDARY			
	Vehicles	Bicycles and mopeds	Bicycles and mopeds Weather corrected
1970	392.500	57.700	-
1975	388.400	63.040	-
1980	356.400	46.970	-
1985	390.600	62.520	-
1990	417.700	56.380	56.380
1993	425.500	58.160	58.870
1994	427.700	51.450	56.620
1995	431.900	46.620	50.630
1996	457.800	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	-
2009	544.200	58.280	-
2010	535.700	57.450	-
2011	529.400	57.810	-
2012	526.900	58.450	-
2013	518.500	57.050	-

THE LAKES CROSS SECTION			
	Vehicles	Bicycles and mopeds	Bicycles and 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
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	-
2009	281.500	169.560	-
2010	284.900	184.420	-
2011	268.600	208.360	-
2012	254.100	204.540	-
2013	257.900	224.780	-

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 7 a.m.- 7 p.m.

15

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
62 AMAGERBROGADE ^{a)} south of Adriansvej	VEHICLES	11.000	7,4	12.000	6,3	10.800	5,8	11.800	4,5	11.200	4,5
	BICYCLES	3.800		3.800		4.000		3.900		3.100	
709 AMAGERMOTORVEJEN at Fasanskovvej	VEHICLES	97.400		97.200		97.800		100.500		94.400	
	BICYCLES										
63 AMAGER STRANDVEJ ^{a)} south of Hedegårdsvej	VEHICLES	14.000		13.100		10.800	8,9	12.500	9,2	11.800	7,1
	BICYCLES					200		500		400	
8 ENGLANDSVEJ north of Følfodvej	VEHICLES	14.400	3,1	14.200	2,7	13.200	2,5	13.100	2,4	12.500	1,9
	BICYCLES	2.200		2.000		2.500		2.100		1.500	
13 FREDERIKSBORGVEJ south of Gladsaxevej	VEHICLES	15.900	3,7	16.600	3,5	15.700	3,4	15.200	3,1	15.200	3,6
	BICYCLES	4.200		5.200		5.400		5.200		5.600	
14 FREDERIKSSUNDSVEJ on the bridge across the moat	VEHICLES	19.700	5,0	22.000	3,5	19.000	3,3	20.200	3,3	19.300	3,4
	BICYCLES	2.700		3.300		2.700		3.100		3.500	
16 GAMMEL KØGE LANDEVEJ south of Vigerslevvej	VEHICLES	15.900	5,5	15.400	5,0	15.200	4,2	14.400	4,7	14.200	4,4
	BICYCLES	2.900		2.800		2.000		3.800		3.000	
70 GRØNNEMOSE ALLÉ west of Moseskellet	VEHICLES	1.900		2.000	0,6	2.000		2.000	1,5	1.800	0,4
	BICYCLES			800				1.200		1.200	
20 HARESKOVVEJ north-west of Ruten	VEHICLES	48.300	2,2	50.000	2,5	49.100	2,1	48.500	1,9	49.500	1,6
	BICYCLES	2.300		3.200				3.200		3.700	
487 HOLBÆKMOTORVEJEN west of Sønderkær	VEHICLES	47.300	4,0	47.700	3,7	47.600	3,0	46.800	3,5	49.500	3,1
	BICYCLES										
71 HORSEBAKKEN north of Mosesvinget	VEHICLES	3.900		2.600	3,8	2.900		2.800	2,6	2.800	3,0
	BICYCLES			1.000				1.300		1.500	
544 HØJE GLADSAXEVEJ north-east of Hareskovvej	VEHICLES	6.900		6.700	2,8			6.600	3,3	6.500	3,8
	BICYCLES							200		100	
73 ISLEVHUSVEJ south-west of Kildeløbet	VEHICLES	11.400	6,2	11.900	5,9	9.900	6,0	9.200	5,8	10.400	5,0
	BICYCLES	1.000		1.100		800		1.000		1.300	
24 JYLLINGEVEJ ^{b)} west of Tudskevej	VEHICLES	29.800	3,0	30.200	3,9	28.700	2,9	28.700	3,2	29.000	3,3
	BICYCLES	1.400		2.100		1.700		1.900		1.600	

^{a)} 2013: the schools experienced a teacher lock-out on the day of the counting ^{b)} 2013: bus line 9A began operating

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
74 KASTRUPVEJ south of Backersvej	VEHICLES	8.000	4,3	8.500	4,7	7.700	3,3	7.400	3,4	7.900	3,1
	BICYCLES	1.800		1.700		2.100		1.700		1.500	
75 KONGELUNDSVEJ ^{c)} north of Floridavej	VEHICLES	8.400	3,9	8.200	4,5	8.700	4,4	8.000	3,7	7.400	4,3
	BICYCLES	1.600		1.600		2.100		1.900		1.200	
392 LANDLYSTVEJ ^{c)} west of Engdals Alle	VEHICLES	4.200		4.400				4.100	1,6	4.000	1,6
	BICYCLES							800		800	
31 LYNGBYVEJ north of Emdrupvej (motorway+local rd.)	VEHICLES	64.200	3,1	65.600	2,9			66.700	2,4	63.300	2,4
	BICYCLES	5.900		5.700				4.800		5.500	
78 MØRKHØJVEJ the bridge across the moat	VEHICLES	10.100	4,2	9.800	5,3	8.800	5,0	8.800	4,8	9.100	4,2
	BICYCLES	2.000		2.500		2.100		2.500		3.100	
36 ROSKILDEVEJ ^{c)} by the Damhussøen lake	VEHICLES	43.100	4,3	39.900	4,2	40.300	3,9	38.400	4,1	38.600	3,3
	BICYCLES	4.600		4.200		4.800		4.600		5.600	
79 RYGÅRDS ALLÉ ^{a)} south of Lundeskovsvej	VEHICLES	1.200	1,9	1.200				700	3,5	1.000	1,8
	BICYCLES	800						700		600	
80 RYVANGS ALLÉ ^{b)} south of Callisensvej	VEHICLES	10.000	1,2	9.500	1,2	5.500	1,0	4.900	0,9	5.300	0,6
	BICYCLES	2.700		2.600		1.700		1.900		1.600	
40 SLOTSHERRENSVEJ west of Åvendingen	VEHICLES	18.100	4,2	17.000	2,0	16.700	2,0	16.400	2,1	15.500	2,3
	BICYCLES	1.800		2.000		1.700		1.800		1.600	
194 STRANDVEJEN ^{c)} south of Callisensvej	VEHICLES	18.800	4,9	19.300	4,3	20.500	4,1	19.600	4,5	19.700	4,7
	BICYCLES	5.700		5.400		7.400		4.400		4.300	
43 STRANDVEJEN ^{c)} south of Tuborgvej	VEHICLES	25.100	6,5	23.200	6,3	25.400	5,9	25.200	7,5	25.700	8,5
	BICYCLES	6.800		5.600		8.500		5.300		4.700	
82 SVANEMØLLEVEJ ^{c)} south of Callisensvej	VEHICLES	2.700		2.300		2.100	2,9	1.900	1,8	1.800	5,6
	BICYCLES					800		500		600	
45 SØNDERKÆR ^{d)} south of Holbækmotorvejen motorway	VEHICLES	4.100		3.500		3.900	3,6	3.900	3,4	4.200	2,3
	BICYCLES					800		1.300		1.400	
49 TUBORGVEJ ^{c)} south-west of Lundedalsvej	VEHICLES	30.300	2,2	30.300	2,9	33.100	1,8	27.500	2,0	27.600	2,2
	BICYCLES	3.800		2.900		2.300		3.300		2.400	

^{a)} 2012: blocked at Tuborgvej due to roadworks

^{b)} since 2011: blocked at Strandvejen, 2013: the schools experienced a teacher lock-out on the day of the counting

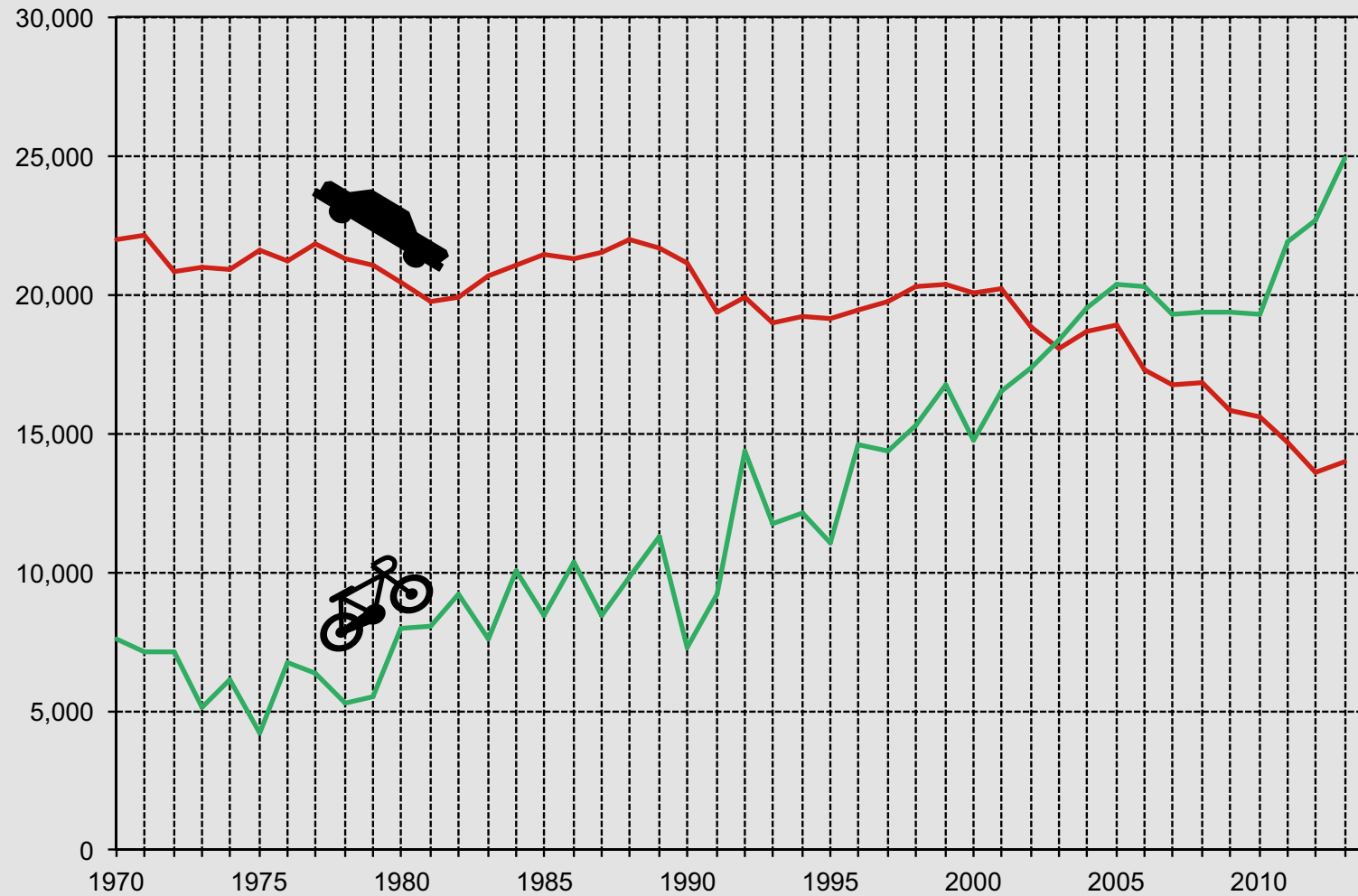
^{c)} 2013: the schools experienced a teacher lock-out on the day of the counting

^{d)} 2013: only bus line 133 from now on. The schools experienced a teacher lock-out on the day of the counting

17

a) 2013: the schools experienced a teacher lock-out on the day of the counting

THE TRAFFIC AT THE LAKES CROSS SECTION
Towards the city centre, between 8 a.m. - 9 a.m, 1970 - 2013
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 7 a.m. - 7 p.m.

19

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
129 BRYGGEBOEN ^{c)} for bicycles and pedestrians only	PEDESTRIANS	2.100		2.200		2.500		2.300		2.300	
	BICYCLES	7.300		7.600		9.800		9.400		9.400	
5 DRONNING LOUISES BRO ^{a)}	VEHICLES	7.700	13,1	7.300	11,9	5.400	15,2	5.400	14,4	5.300	15,3
	BICYCLES	30.900		30.400		33.900		30.400		35.100	
69 FREDENSBRO	VEHICLES	48.300	3,8	44.200	3,9	45.000	3,7			39.100	4,3
	BICYCLES	14.100		12.100		17.900				17.000	
122 GAMMEL KONGEVEJ ^{g)} west of Stenosgade	VEHICLES	13.000	5,0	12.400	5,0	11.500	6,1	10.200	5,4	11.200	3,9
	BICYCLES	10.600		12.300		14.700		13.500		15.700	
19 GYLDENLØVESGADE ^{b)} by the lakes	VEHICLES	55.900	3,9	52.300	4,7	49.200	4,1	49.200	3,9	51.600	3,4
	BICYCLES	19.300		22.900		24.000		22.800		26.100	
72 INGERSLEVSGADE south-east of Tietgensgade	VEHICLES	9.800	7,8	9.300	8,3	7.900	8,4	7.600	8,3	8.500	7,9
	BICYCLES	2.500		2.800		3.300		3.200		3.600	
602 ISTDGADE ^{h)} north-east of Gasværksvej	VEHICLES	10.200	6,0	9.300	6,5	9.100	5,3	10.200	5,4	10.200	5,4
	BICYCLES	4.200		5.400		6.000		5.700		5.700	
717 KALKBRÆNDERIHAVNSGADE north of Indiakaj	VEHICLES	17.500	4,6	19.300	4,3	18.600	4,7	16.300	4,3	17.200	6,9
	BICYCLES	2.400		2.900		4.600		3.400		5.100	
25 KALVEBOD BRYGGE ^{e)} south-west of Bernstorffsgade	VEHICLES	42.300	4,3	44.700	4,1	37.500	4,8	30.000	4,5	35.100	4,4
	BICYCLES	2.300		2.600		2.900		3.000		2.900	
6 KAMPMANNSGADE ^{f)} by the lakes	VEHICLES	6.900	2,7	7.100	3,2	5.700	3,2	5.600	0,9	5.500	3,8
	BICYCLES	6.000		6.100		6.500		7.000		8.500	
26 KNIPPELSBRO	VEHICLES	25.400	6,8	25.800	5,4	25.500	5,1	25.600	5,6	24.000	6,7
	BICYCLES	27.700		29.900		31.100		34.300		37.500	
29 LANGEBO ⁱ⁾	VEHICLES	51.900	5,6	56.400	5,4	51.800	4,7	49.000	4,8	49.200	5,0
	BICYCLES	21.800		25.400		25.800		25.500		25.500	
42 STRANDBOULEVARDEN ^{d)} north of Classensgade	VEHICLES	7.300	3,7	8.600	3,7	8.300	3,8	8.100	3,2	7.900	2,9
	BICYCLES	2.800		3.000		2.900		2.400		3.600	
603 VESTERBROGADE west of Stenosgade	VEHICLES	15.400	6,8	14.300	6,8	14.900	7,0	13.200	6,7	14.600	7,6
	BICYCLES	9.800		10.900		11.500		12.000		13.300	

^{a)} Since 2012: roadworks at Nørreport Station. 2011: roadworks ^{d)} 2013: data from 2012. Opened Sept. 14th, 2006. Pedestrians 7 a.m. - 7 p.m., cf. also p. 44
^{b)} 2010: comprehensive roadworks at H.C. Andersens Boulevard ^{e)} 2009: roadworks

^{f)} 2012: large roadworks at Bernstorffsgade + Tietgensgade
^{g)} 2012: a local bus line was abolished

^{h)} 2013: local bus lines were abolished
ⁱ⁾ 2013: data from 2012 due to roadworks

^{j)} 2013: bicycle data from 2012

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

[illegible]

a) 2012: blocked at Oslo Plads

^{b)} 2013: metro works at Øster Søgade, blocked traffic towards Fredensgade. 2010+2011: Trianglen roadworks

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
92 AMAGER BOULEVARD north-west of Amagerbrogade	VEHICLES							11.800	5,9		
	BICYCLES							6.400			
94 AMAGERBROGADE north of Englandsvej	VEHICLES	12.900	6,7								
	BICYCLES	8.800									
551 AMAGERBROGADE south of Hollænderdybet	VEHICLES	21.100	6,2	19.400	7,4	19.700	6,7	21.000	6,2	20.200	6,4
	BICYCLES	16.400		16.900		17.500		14.500		12.700	
604 AMAGERFÆLLEDVEJ south of Peter Vedels Gade	VEHICLES	17.800	4,8								
	BICYCLES	4.800									
245 AMAGERFÆLLEDVEJ south of Sundholmsvej	VEHICLES									15.200	4,7
	BICYCLES									4.600	
688 AMAGERFÆLLEDVEJ north of Amager Boulevard	VEHICLES							8.300	7,4		
	BICYCLES							4.500			
733 AMAGERMOTORVEJEN western leg	VEHICLES									32.300	3,9
	BICYCLES										
734 AMAGERMOTORVEJEN eastern leg	VEHICLES									17.500	5,9
	BICYCLES										
360 AMAGER STRANDVEJ south of Prags Boulevard	VEHICLES							8.600	14,4		
	BICYCLES							600			
64 AMALIEGADE north of Toldbodgade	VEHICLES	8.800	1,6								
	BICYCLES	1.800									
98 ANNEBERGVEJ north of Bellahøjvej	VEHICLES			3.400	14,0						
	BICYCLES			2.100							
703 ANNEXSTRÆDE south of Valby Langgade	VEHICLES					7.100	1,2				
	BICYCLES					1.700					
554 ARTILLERIVEJ ^{a)} south of Rundholtsvej	VEHICLES	14.300	3,1	13.700				10.900	3,5	11.100	3,1
	BICYCLES	300						900		700	
645 ARTILLERIVEJ ^{b)} south of Njalsgade	VEHICLES	13.800	3,0					6.900	2,0		
	BICYCLES	1.900						2.300			

^{a)} 2012: previously named Lossepladsvej

^{b)} 2012: the road was redirected

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
689 BACKERSVEJ south of Greisvej	VEHICLES							3.300	3,5		
	BICYCLES							700			
99 BELLAHØJVEJ south of Frederikssundsvej	VEHICLES			10.400	3,6						
	BICYCLES			1.400							
685 BELLMANSGADE east of Vennemindevej	VEHICLES					4.500	7,3				
	BICYCLES					900					
726 BERNSTORFFSGADE north of Tietgensgade	VEHICLES									19.300	14,6
	BICYCLES									5.200	
697 BERNSTORFFSGADE north of Kalvebod Brygge	VEHICLES									15.300	8,6
	BICYCLES									1.500	
515 BISPEENGBUEN	VEHICLES	53.300	2,6	48.300	2,7	47.100	2,9	47.600	2,1	46.900	2,1
	BICYCLES										
255 BLEGDAMSVEJ south-west of Øster Alle	VEHICLES					7.700	6,0				
	BICYCLES					7.300					
397 BLEGDAMSVEJ south-west of Fredensgade	VEHICLES	7.000	6,1					6.800	7,7		
	BICYCLES	8.500						8.100			
704 BORGBJERGSVEJ south-west of Sydhavnsgade	VEHICLES					4.800	9,4				
	BICYCLES					1.700					
103 BORGERGADE north of Gothersgade	VEHICLES			3.400	2,3						
	BICYCLES			2.500							
496 BORUPS ALLÉ north-west of Hulgårdsvej	VEHICLES			52.700	3,1						
	BICYCLES			3.200							
3 BREDGADE (one-way street) north of Kongens Nytorv	VEHICLES	14.400	4,1	12.400	5,0	13.400	4,4	13.100	4,9	13.000	5,3
	BICYCLES	5.800		5.600		6.300		6.000		6.100	
681 CARL JACOBSENS VEJ west of Bjørnsonsvej	VEHICLES					3.500	6,8				
	BICYCLES	2.300				1.400					
738 CENTER BOULEVARD south of the entrance to Bella Centret	VEHICLES	9.500		8.800				11.200	2,3	9.300	2,9
	BICYCLES							1.000		900	

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

23

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
4 CHRISTIAN IV's BRO (bridge)	VEHICLES	16.600	0,4	15.700	0,5	14.500	0,3	16.500	0,3	15.900	0,2
	BICYCLES	2.300		2.200		1.800		3.400		3.100	
258 CLASSENSGADE east of Østerbrogade	VEHICLES	5.100	5,0								
	BICYCLES	3.900									
65 DAG HAMMERSKJÖLDS ALLÉ south-east of Øster Farimagsgade	VEHICLES	15.600	5,2								
	BICYCLES	10.600									
7 ELLEBJERGVEJ east of Poppelstykket	VEHICLES	34.100	4,8	36.800	4,6	34.000	3,5	34.500	3,9	35.900	3,4
	BICYCLES	2.000		1.900		1.500		3.000		2.700	
259 EMDRUPVEJ west of Tuborgvej	VEHICLES			5.600							
	BICYCLES										
686 EMDRUPVEJ east of Enghavevej	VEHICLES					5.500	3,6				
	BICYCLES					1.300					
682 ENGHAVE PLADS east of Enghavevej	VEHICLES					8.500	5,6				
	BICYCLES					3.700					
67 ENGHAVEVEJ ^{a)} north of P. Knudsens Gade	VEHICLES	22.300	5,1	20.000	5,4	18.600	3,6	20.100	4,9	21.000	3,9
	BICYCLES	5.500		4.700		4.300		6.400		7.000	
613 ENGHAVEVEJ south of Vesterbrogade	VEHICLES					15.300	2,9				
	BICYCLES					7.800					
477 ENGLANDSVEJ south of Sundbyvestervej	VEHICLES	11.100	4,3								
	BICYCLES	1.900									
643 ENGLANDSVEJ north of Sundholmsvej	VEHICLES	8.800	4,5								
	BICYCLES	2.700									
9 FARVERGADE (one-way street) north of Rådhuspladsen	VEHICLES			1.600	2,5						
	BICYCLES			2.400							
377 FJOLSTRÆDE ^{b)} south-east of Nørre Voldgade	VEHICLES					300		200			
	BICYCLES					1.800		2.100			
488 FOLEHAVEN west of Retortvej	VEHICLES					39.200	3,8				
	BICYCLES					1.000					

^{a)} 2011: Enghavevej was blocked for heavy goods vehicles, and they had to drive along Sjælør Boulevard / Vigerslev Allé

^{b)} cf. also pedestrians p. 44

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
68 FOLKE BERNADOTTES ALLÉ south of Indiakaj	VEHICLES	20.300	7,0			20.300	5,3	17.500	5,5	22.300	5,9
	BICYCLES	4.700				4.900		4.500		8.100	
113 FREDERIKSBERGGADE ^{a)} north-east of Rådhuspladsen	VEHICLES										
	BICYCLES					300					
11 FREDERIKSBORGGADE ^{a)} east of Nørre Voldgade	VEHICLES										
	BICYCLES					600		600			
12 FREDERIKSBORGGADE ^{c)} south-east of Søtorvet	VEHICLES	5.600	13,8			5.400	15,1	5.400	9,7	4.900	14,9
	BICYCLES	16.400				17.200		15.600		17.100	
677 FREDERIKSBORGVEJ south of Bispebjerg Torv	VEHICLES			6.400						5.700	5,3
	BICYCLES									2.400	
117 FREDERIKSSUNDSVEJ east of Frederiksborgvej	VEHICLES	16.600	7,4	15.900	8,0	15.200	7,4	14.700	7,1	14.100	7,6
	BICYCLES	11.200		10.000		10.900		12.400		13.300	
120 FREDERIKSSUNDSVEJ east of Krabbesholmsvej	VEHICLES			18.800	6,4						
	BICYCLES			4.600							
626 FREDERIKSSUNDSVEJ north-west of Åkandevej	VEHICLES									17.300	5,9
	BICYCLES									4.900	
723 FREDERIKSSUNDSVEJ west of Hulgårdsvej	VEHICLES			18.100	6,3						
	BICYCLES			4.900							
121 FÆLLEDVEJ north-east of Nørrebrogade	VEHICLES	4.300	7,3					3.900	8,4		
	BICYCLES	7.900						9.100			
482 GAMMEL JERNBANVEJ east of Toftegårds Allé	VEHICLES					4.700	2,3				
	BICYCLES					1.700					
123 GAMMEL KØGE LANDEVEJ south of Toftegårds Plads	VEHICLES	22.500	4,4	22.900	3,8	20.400	3,7	19.900	4,4	20.800	3,8
	BICYCLES	3.300		2.900		3.300		4.300		3.600	
705 GLASVEJ south-west of Frederiksborgvej	VEHICLES			4.900	3,3						
	BICYCLES			1.500							
549 GODTHÅBSVEJ ^{b)} south-east of Grøndals Parkvej	VEHICLES			6.500	4,9						
	BICYCLES			6.000							

^{a)} cf. also pedestrians p. 44

^{c)} 2012: no buses towards the centre, due to reconstruction of Nørreport Station.

^{b)} 2010: roadworks at Tesdorpfvej

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
17 GOTHERSGADE ^{a)} south-east of Sørtorvet	VEHICLES	5.200	1,7	5.400	2,7	5.000	2,0	4.400	10,1	4.300	3,9
	BICYCLES	6.000		6.800		6.900		8.700		11.300	
127 GOTHERSGADE (one-way street) west of Kongens Nytorv	VEHICLES			6.700	5,4					5.700	6,9
	BICYCLES			6.000						6.200	
270 GOTHERSGADE ^{b)} east of Nørre Voldgade	VEHICLES									7.800	8,2
	BICYCLES									18.700	
18 GRØNDALS PARKVEJ north of Peter Bangs Vej	VEHICLES	20.900	4,3	18.700	4,9	19.200	4,4	18.500	3,7	18.700	3,2
	BICYCLES	1.500		1.600		1.400		1.600		1.700	
652 GRØNNEGADE south of Gothersgade	VEHICLES			1.800	2,1						
	BICYCLES			2.900							
624 GRØNNINGEN north of Jens Kofods Gade	VEHICLES	19.900	2,8								
	BICYCLES	5.500									
724 GYLDENLØVESGADE south-east of Nørre Søgade	VEHICLES			67.600	4,1						
	BICYCLES			20.900							
275 HAMLETSGADE ^{a)} north-east of Nannasgade	VEHICLES	12.600	5,2					6.900	3,1		
	BICYCLES	4.300						2.400			
276 HAMMERICHSGADE south-west of H.C. Andersens Boulevard	VEHICLES									6.700	6,3
	BICYCLES									5.800	
495 HARALDSGADE west of Lyngbyvej	VEHICLES					7.100	6,7				
	BICYCLES					3.600					
1 H.C. ANDERSENS BOULEVARD south-east of Jarmers Plads	VEHICLES	52.600	3,9	51.600	4,7	48.200	3,5	50.500	3,7	48.900	3,8
	BICYCLES	13.900		18.000		13.100		15.900		19.600	
692 HEDEGAARDSVEJ west of Engvej	VEHICLES							2.900	3,3		
	BICYCLES							600			
21 HILLERØDGADE west of Borups Alle	VEHICLES	18.300	2,7	18.700	4,2	16.400	3,1	15.100	3,1	15.600	3,3
	BICYCLES	2.600		3.700		3.500		3.700		3.800	
132 HILLERØDGADE east of Nattergalevej	VEHICLES							9.200	2,4		
	BICYCLES							5.200			

^{a)} 2012: busses were redirected here due to reconstruction of Nørreport Station. 2013: now only one bus line towards the centre was redirected here.

^{b)} 2013: roadworks due to reconstruction of Nørreport Station

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

[illegible]

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
23 JAGTVEJ^{a)} south-west of Nørrebrogade	VEHICLES	18.800	3,8	18.100	4,3	17.700	3,6	13.500	3,9	16.200	3,2
	BICYCLES	9.500		12.100		12.000		13.100		13.500	
478 JAGTVEJ east of Lyngbyvej	VEHICLES	18.500	4,2			21.700	3,8				
	BICYCLES	8.800				8.700					
617 JAGTVEJ north-east of Universitetsparken	VEHICLES							17.600	3,5		
	BICYCLES							8.400			
663 JERNBANE ALLE north of Vanløse Alle	VEHICLES									7.800	6,0
	BICYCLES									4.600	
664 JERNBANE ALLE south of Vanløse Alle	VEHICLES									6.900	5,6
	BICYCLES									4.600	
638 JYLLINGEVEJ west of Slotsherrensvej	VEHICLES									24.000	3,2
	BICYCLES									2.800	
553 KASTRUPVEJ south-east of Øresundsvej	VEHICLES							5.500	3,9		
	BICYCLES							2.600			
739 KLAKSIVIGSGADE^{c)} south-west of Amager Boulevard	VEHICLES	6.800	7,6					7.000	6,2		
	BICYCLES	500						3.000			
691 KLØVERMARKSVEJ east of Raffinaderivej	VEHICLES							7.500	13,5		
	BICYCLES							800			
27 KRISTEN BERNIKOWS GADE^{b)} north-west of Østergade (one-way street)	VEHICLES	5.900	4,5	7.200	4,6	5.400	7,5	7.100	6,4	5.800	7,4
	BICYCLES	7.100		7.000		7.600		7.000		12.700	
76 KRONPRINSESSEGADE north of Gothersgade (one-way street)	VEHICLES			5.100	2,9						
	BICYCLES			4.500							
576 KRONPRINSESSEGADE south of Øster Voldgade	VEHICLES	2.100	3,1								
	BICYCLES	1.800									
542 LANDEMÆRKET south of Gothersgade	VEHICLES			3.600	2,9						
	BICYCLES			2.600							
606 LERSØ PARKALLE north-west of Jagtvej	VEHICLES							8.200	3,8		
	BICYCLES							4.100			

^{a)} 2012: roadworks due to metro construction, 2013: the schools experienced a teacher lock-out on the day of the counting ^{c)} 2009: counting took place east of Thorshavnsgade
^{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 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
678 LERSØ PARKALLE south of Tuborgvej	VEHICLES			8.500	4,4						
	BICYCLES			2.700							
150 LILLE KONGENSGADE (one-way street) ^{a)} west of Kongens Nytorv	VEHICLES										
	BICYCLES										
607 LUNDTOFTEGADE south of Hillerødgade	VEHICLES	9.700	3,9					7.100	4,8		
	BICYCLES	2.000						2.000			
151 LYGTEN south of Drejervej	VEHICLES							11.900	4,6		
	BICYCLES							9.500			
298 LYRSKOVGADE east of Vester Fælledvej	VEHICLES					3.800	1,4				
	BICYCLES					2.100					
300 LØNGANGSSTRÆDE (one-way street) north-east of Vester Voldgade	VEHICLES	1.800	12,7	1.600	11,0						
	BICYCLES	1.000		1.000							
710 MARBJERGVEJ south of Frederikssundsvej	VEHICLES									6.300	1,6
	BICYCLES									2.000	
646 NJALSGADE south-east of Leifsgade	VEHICLES	3.800	8,5								
	BICYCLES	5.000									
647 NJALSGADE east of Artillerivej	VEHICLES	13.200	4,0								
	BICYCLES	5.500									
500 NORDRE FASANVEJ south of Glentevej	VEHICLES							14.200	4,1		
	BICYCLES							9.400			
636 NORDRE FASANVEJ south of Hillerødgade	VEHICLES							13.600	4,0		
	BICYCLES							10.300			
630 NORDRE FRIHAVNSGADE ^{b)} north-east of Trianglen	VEHICLES					5.300	8,0	6.100	6,3		
	BICYCLES					5.800		5.500			
597 NYGÅRDSVEJ west of Fanøgade	VEHICLES	3.000	3,3	2.900	2,6	3.000	2,4	2.900	1,5	3.000	1,9
	BICYCLES	2.300		2.200		1.700		2.300		2.100	
157 NYHAVNSBROEN bridge	VEHICLES	11.300	4,7								
	BICYCLES	2.000									

^{a)} blocked due to metro construction

^{b)} cf. also pedestrians p. 44

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

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CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
32 NØRRE ALLE south of Universitetsparken	VEHICLES	36.600	3,4	35.500	3,3	33.400	3,3	31.800	3,5	30.800	3,2
	BICYCLES	8.200		8.300		8.200		7.700		8.800	
418 NØRRE ALLE ^{a)} south of Tagensvej	VEHICLES									5.200	2,2
	BICYCLES							8.700		7.400	
166 NØRREBROGADE north-west of Jagtvej	VEHICLES	7.900	9,9					8.600	10,1		
	BICYCLES							17.900			
577 NØRRE FARIMAGSGADE south of Ahlefeldtsgade	VEHICLES									15.200	4,9
	BICYCLES									8.200	
33 NØRREGADE ^{b)} south-east of Nørre Voldgade	VEHICLES	4.500	14,6	4.500	10,1	5.100	8,0	3.000	15,2	2.800	13,6
	BICYCLES	9.500		10.700		9.800		11.000		10.400	
170 NØRRE SØGADE south-west of Vendersgade	VEHICLES	28.800	2,9			27.000	2,3			32.100	2,1
	BICYCLES	7.900				9.900				14.800	
34 NØRRE VOLDGADE ^{c)} north-east of Jarmers Plads	VEHICLES	23.500	8,8	21.500	8,8	15.200	9,9	9.900	11,3	9.900	10,3
	BICYCLES	7.100		8.700		6.800		8.100		8.800	
631 NØRRE VOLDGADE ^{e)} south of Frederiksborggade	VEHICLES										
	BICYCLES										
309 PEDER LYKKES VEJ east of Røde Mellemvej	VEHICLES	9.500	5,3								
	BICYCLES	2.100									
171 PETER BANGS VEJ north of Roskildevej	VEHICLES									21.600	2,1
	BICYCLES									2.800	
501 PETER BANGS VEJ west of Ålestrupvej	VEHICLES									11.900	1,7
	BICYCLES									3.000	
605 P. KNUDSENS GADE ^{d)} north-east of Borgm. Christiansens Gade	VEHICLES					30.600	3,5	30.400	4,1		
	BICYCLES					1.600		2.100			
176 REBILDVEJ ^{f)} south-west of Dybendalsvej	VEHICLES	23.000	4,4								
	BICYCLES	1.900									
641 RETORTVEJ south of Vigerslev Alle	VEHICLES					6.900	6,8				
	BICYCLES					800					

^{a)} 2012: bicycles only, due to roadworks

^{b)} 2012: reconstruction of Nørreport Station, cf. also pedestrians p. 44

^{c)} Fra 2011: roadworks due to reconstruction of Nørreport Station

^{d)} 2011: Enghavevej blocked for heavy good traffic, which had to go via Sjælør Boulevard / Vigerslev Allé

^{e)} 2013: no counting due to reconstruction of Nørreport Station

^{f)} 2009: data from 2008

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
384 ROSKILDEVEJ west of Skellet	VEHICLES	19.800	4,5	19.400	3,6	19.700	4,3	18.800	3,4	19.300	3,3
	BICYCLES	2.800		3.100		3.300		3.400		3.700	
716 ROVSINGSGADE north-east of Tagensvej	VEHICLES							11.300	5,1		
	BICYCLES							4.400			
661 RUTEN west of Hareskovvej	VEHICLES			5.800	2,4						
	BICYCLES			200							
662 RUTEN west of Åkandevej	VEHICLES			4.000	11,7						
	BICYCLES			400							
179 RØDE MELLEMEJ south of Sundbyvestervej	VEHICLES	11.900	5,0								
	BICYCLES	2.900									
467 RÅDVADSVEJ west of Frederiksborgvej	VEHICLES	5.800									
	BICYCLES										
639 SALLINGVEJ south-east of Jyllingevej	VEHICLES									22.600	2,7
	BICYCLES									4.200	
702 SANKT ANNÆ PLADS west of Toldbodgade	VEHICLES	3.900	5,9								
	BICYCLES	1.400									
683 SCANDIAGADE north-east of Sydhavnsgade	VEHICLES					23.400	4,8				
	BICYCLES					400					
706 SEJRØGADE east of Lyngbyvej	VEHICLES					7.100	7,3				
	BICYCLES					3.600					
37 SJÆLLANDSBROEN (bridge) ^{a)}	VEHICLES	50.100	4,3	47.200	5,2	45.700	4,4	49.100	5,2	47.300	4,5
	BICYCLES	1.800		1.600		1.200		700		1.800	
381 SJÆLØR BOULEVARD ^{b)} north of Ellebjergvej	VEHICLES					8.400	9,5	8.300	7,2		
	BICYCLES					1.700		3.000			
184 SLOTSHERRENSVEJ north-west of Jyllingevej	VEHICLES									11.200	1,4
	BICYCLES									2.700	
696 STOREGÅRDSVEJ north-east of Frederikssundsvej	VEHICLES									7.200	4,5
	BICYCLES									800	

^{a)} 2012: roadworks influenced the bike path towards the city centre

^{b)} 2011: Enghavevej was blocked for heavy goods vehicles, which had to go 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 7 a.m. - 7 p.m.

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CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
41 STORE KONGENSGADE (one-way street) north of Kongens Nytorv	VEHICLES	16.200	3,6	13.100	5,1	12.500	5,6	13.200	4,7	13.300	5,1
	BICYCLES	7.200		7.400		6.400		6.900		8.100	
625 STORE KONGENSGADE (one-way street) north of Jens Kofods Gade	VEHICLES	9.800	4,1								
	BICYCLES	5.000									
653 STORE REGNEGADE south of Gothersgade	VEHICLES			1.800	2,1						
	BICYCLES			1.400							
191 STORMGADE north-east of Vester Voldgade	VEHICLES	12.700	12,9	12.500	14,1	12.200	13,2				
	BICYCLES	7.600		7.500		7.600					
608 STRANDBOULEVARDEN east of Kertemindegade	VEHICLES					17.200	3,9				
	BICYCLES					4.700					
620 STRANDLODSVEJ north of Øresundsvej	VEHICLES	5.700	4,3								
	BICYCLES	600									
195 STRANDVÆNGET next to the rowing clubs	VEHICLES					18.000	6,7				
	BICYCLES					1.600					
332 STUDIESTRÆDE east of Vester Voldgade	VEHICLES			2.100	3,6						
	BICYCLES			4.300							
81 SUMATRAVEJ north of Hedegårdsvej	VEHICLES							200	4,8		
	BICYCLES							300			
676 SUNDBYVESTERVEJ east of Irlandsvej	VEHICLES	2.400	6,7								
	BICYCLES	1.300									
492 SUNDHOLMSVEJ east of Amager Fælledvej	VEHICLES	10.400	3,8								
	BICYCLES	4.200									
648 SUNDKROGSGADE east of Kalkbrænderihavns-gade	VEHICLES					14.800	14,0				
	BICYCLES					1.200					
196 SVANEMØLLEBROEN bridge	VEHICLES					19.400	3,3				
	BICYCLES					5.900					
44 SØLVGADE (one-way street) north-west of Sølvtorvet	VEHICLES	14.200	4,8	15.000	4,4	14.400	4,3	11.800	5,7	10.500	6,1
	BICYCLES	5.800		5.600		6.300		6.900		6.300	

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
83 SØLVGADE east of Øster Voldgade	VEHICLES	13.200	3,0								
	BICYCLES	7.900									
84 SØLVGADE east of Stockholmsgade	VEHICLES	22.300	5,0								
	BICYCLES	11.600									
46 TAGENSVEJ south-east of Tuborgvej	VEHICLES	19.200	4,4	18.100	4,4	18.500	3,9	17.900	3,9	17.500	3,6
	BICYCLES	4.500		3.900		4.900		4.800		4.800	
479 TAGENSVEJ north-west of Jagtvej	VEHICLES	20.000	4,5					18.300	3,6		
	BICYCLES	8.200						10.800			
614 TAGENSVEJ north-west of Fredrik Bajers Plads	VEHICLES							16.400	4,3		
	BICYCLES							13.900			
671 TAGENSVEJ north-west of Røvsingsgade	VEHICLES							20.500	5,4		
	BICYCLES							8.800			
679 TAGENSVEJ south of Bispebjerg Torv	VEHICLES			6.600						5.800	7,1
	BICYCLES									2.700	
751 TEGLVÆRKSBRØEN ^{a)} between Sluseholmen and Støberigade	VEHICLES					2.700	4,9			4.200	8,3
	BICYCLES					500				1.000	
659 TERRASSERNE north of Ruten	VEHICLES			3.100	2,5						
	BICYCLES			400							
569 THORSHAVNSGADE south-west of Amager Boulevard	VEHICLES	1.100	4,6								
	BICYCLES	3.800									
202 TIETGENSBROEN bridge	VEHICLES									9.300	7,8
	BICYCLES									9.700	
203 TOFTEGÅRDSBRØEN	VEHICLES					27.100	4,3				
	BICYCLES					3.400					
204 TOMSGÅRDSVEJ north of Frederikssundsvej	VEHICLES			32.500	3,4						
	BICYCLES			2.600							
86 TORVEGADE nord for Christmas Møllers Plads	VEHICLES	24.800	4,5	23.000	5,2	25.200	4,9	23.400	5,5	23.800	6,1
	BICYCLES	19.600		20.700		20.200		24.600		25.300	

^{a)} 2011: opened on January 22nd

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

33

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
48 TUBORGVEJ ^{a)} south-west of Bispebjerg Parkalle	VEHICLES	33.000	2,8	30.800	3,0	31.100	1,9	28.800	2,1	28.000	2,0
	BICYCLES	3.900		3.200		2.300		3.400		2.700	
87 UNIVERSITETSPARKEN west of Nørre Allé	VEHICLES							6.300	4,1		
	BICYCLES							4.800			
341 UPLANDSGADE north-west of Prags Boulevard	VEHICLES	11.500	10,6								
	BICYCLES	600									
680 UTTERSLEVVEJ north of Hareskovvej	VEHICLES			9.300						8.900	1,8
	BICYCLES									2.400	
211 VALBY LANGGADE west of Vestervang	VEHICLES									3.900	2,1
	BICYCLES									800	
210 VALBY LANGGADE east of Nakskovvej	VEHICLES									11.500	2,7
	BICYCLES									3.100	
586 VALBY LANGGADE west of Toftegårds Alle	VEHICLES					7.700	4,0				
	BICYCLES					2.400					
665 VANLØSE ALLE west of Apollovej	VEHICLES									3.900	3,6
	BICYCLES									2.100	
445 VED STADSGRAVEN north-east of Amager Boulevard	VEHICLES							17.500	8,9		
	BICYCLES							2.800			
736 VEJLANDS ALLE between the motorway legs	VEHICLES									14.200	7,5
	BICYCLES									800	
737 VEJLANDS ALLE west of Artillerivej	VEHICLES									32.900	6,7
	BICYCLES										
699 VEJLANDS ALLE west of Center Boulevard	VEHICLES							27.500	5,7		
	BICYCLES										
212 VEJLANDS ALLE ^{a)} east of Røde Mellemvej	VEHICLES	18.800	7,4	18.400	6,0	19.400	4,3	21.100	4,9	20.100	4,2
	BICYCLES	1.500		1.500		2.100		1.800		1.400	
700 VEJLANDS ALLE west of Amagerbrogade	VEHICLES									6.300	5,5
	BICYCLES									500	

^{a)} 2013: schools experienced a teacher lock-out on the day of the counting

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
213 VERMLANDSGADE east of Herjedalsgade	VEHICLES	21.400	5,8								
	BICYCLES	4.000									
669 VERMLANDSGADE east of Uplandsgade	VEHICLES	8.200	3,5								
	BICYCLES	3.800									
52 VESTERBROGADE ^{d)} west of Rådhuspladsen	VEHICLES	12.400	9,7	10.900	13,6	11.200	13,2			9.100	11,2
	BICYCLES	8.600		8.400		7.500				9.000	
53 VESTER FARIMAGSGADE north of Ved Vesterport	VEHICLES	12.600	4,9	14.000	4,6	13.200	4,7			12.700	4,3
	BICYCLES	4.800		5.600		5.700				6.600	
684 VESTER FÆLLEDVEJ north of Ny Carlsberg Vej	VEHICLES					7.500	2,1				
	BICYCLES					2.200					
217 VESTERGADE ^{c)} nord for Vester Voldgade	VEHICLES									2.100	3,7
	BICYCLES									3.900	
218 VESTER VOLDGADE ^{a)} north-west of Rådhuspladsen	VEHICLES	11.900	9,1	6.200	18,5						
	BICYCLES	4.200		3.900							
54 VIGERSLEV ALLE east of Toftegårds Plads	VEHICLES	20.400	7,3	21.500	6,1	20.300	5,5	19.400	5,4	19.400	6,1
	BICYCLES	4.600		4.200		2.800		5.100		5.400	
221 VIGERSLEV ALLE west of Vestre Kirkegårds Alle	VEHICLES					17.000	3,9				
	BICYCLES					4.100					
223 VIGERSLEV ALLE east of Retortvej	VEHICLES					15.900	5,1				
	BICYCLES					2.900					
56 VIGERSLEVVEJ north of Langagervej	VEHICLES	15.700	5,0	15.000	4,3	15.900	3,1	16.400	2,6	15.700	3,0
	BICYCLES	1.300		1.200		1.300		1.300		1.400	
226 VIGERSLEVVEJ north-west of Gammel Køge Landevej	VEHICLES					3.800	4,5				
	BICYCLES					500					
491 WEBERGADE (one-way street) nordvest for Øster Farimagsgade	VEHICLES	12.000	5,4	11.800	6,4	12.000	5,4	10.700	6,3	8.900	7,2
	BICYCLES	4.400		3.800		5.000		5.200		5.600	
644 ØRESTADS BOULEVARD ^{b)} south of Amager Boulevard	VEHICLES	16.300	2,4					13.500	3,2		
	BICYCLES	4.000						6.100			

^{a)} 2010: roadworks due to metro construction

^{c)} AADT has been calculated from a standard model, where traffic is expected to decrease during the night. But Vestergade is quite unique and actually has a lot of nightly traffic, though it can't be seen from the AADT calculation.

^{b)} 2012: previously named Artillerivej

^{d)} 2013: roadworks, buses were redirected

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

CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
228 ØRESUNDSVEJ west of Kastrupvej	VEHICLES	6.800	6,2								
	BICYCLES	2.100									
623 ØRESUNDSVEJ east of Strandlodsvej	VEHICLES	4.300	4,8								
	BICYCLES	900									
58 ØSTER ALLE east of Nørre Alle	VEHICLES	13.000	3,8	10.500	3,6	10.600	4,0	10.800	3,0	10.400	3,0
	BICYCLES	2.100		1.900		2.200		1.600		2.400	
232 ØSTERBROGADE south of Jagtvej	VEHICLES					19.900	3,9				
	BICYCLES					7.400					
90 ØSTER FARIMAGSGADE north-east of Gothersgade	VEHICLES			14.500	5,6					13.700	6,4
	BICYCLES			10.100						12.400	
234 ØSTER FARIMAGSGADE south-west of Lille Triangel	VEHICLES	7.500	7,7								
	BICYCLES	6.300									
60 ØSTER SØGADE ^{a)} north-east of Gothersgade	VEHICLES	26.400	2,6	20.700	2,4			26.800	2,2	26.900	2,3
	BICYCLES	7.900		8.600				7.700		10.700	
237 ØSTER SØGADE ^{b)} south-west of Lille Triangel	VEHICLES	3.100	2,1								
	BICYCLES	3.900									
91 ØSTER VOLDGADE north of Gothersgade	VEHICLES	17.800	8,5								
	BICYCLES	7.000									
731 ØSTER VOLDGADE north-east of Sølvgade	VEHICLES	11.000	8,6								
	BICYCLES	4.000									
552 ØSTRIGSGADE south-east of Holmbladsgade	VEHICLES	7.600	6,7								
	BICYCLES	2.800									
61 ÅBOULEVARD ^{d)} north-west of Tømrergade	VEHICLES	44.600	3,3	45.700	3,7			38.300	3,0	41.200	2,6
	BICYCLES	8.700		9.900				11.400		11.100	
161 ÅBUEN (bicycle- and pedestrian bridge) ^{c)} across Ågade	VEHICLES	400		500		300		600		600	
	BICYCLES	3.900		3.900		3.400		5.300		5.500	
481 ÅGADE west of Jagtvej	VEHICLES							48.700	2,3		
	BICYCLES							4.700			

^{a)} 2010: roadworks

^{b)} 2009: due to roadworks, the lanes towards the centre were blocked for cars

^{c)} opened in June 2013, pedestrian counts are from 7 a.m. - 7 p.m., cf. also p. 44.

^{d)} 2013: schools experienced a teacher lock-out on the day of the counting

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

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TRAFFIC STREAMS IN COPENHAGEN

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

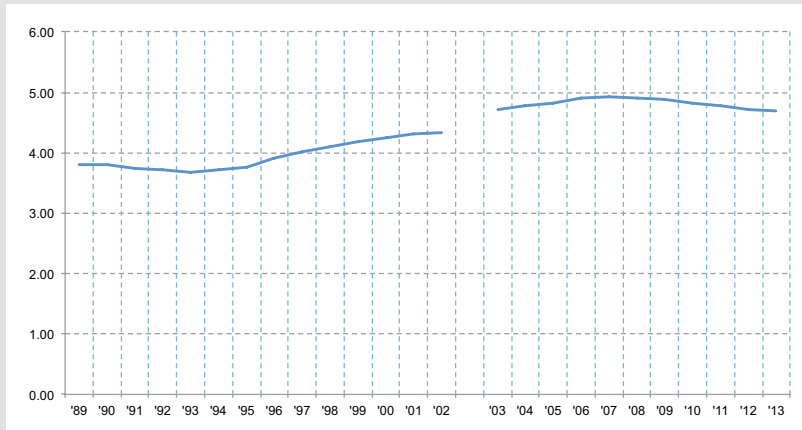


TOTAL TRAFFIC PERFORMANCE OF VEHICLES

Kilometres driven on the Copenhagen road network on a weekday

KEY MAP OF THE ROAD NETWORK 2012

Million km



Since 2003 local roads were also included in the statistics, which is the reason for the major increase between 2002 and 2003.



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).

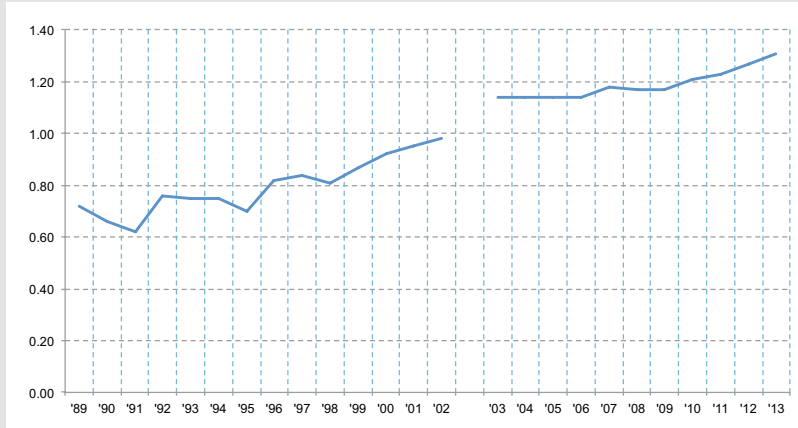
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TOTAL TRAFFIC PERFORMANCE OF BICYCLES

Kilometres driven on the Copenhagen road and bicycle path network on a weekday

Million km



From 2003, local roads were also included in the statistics, hence the considerable increase in that year.

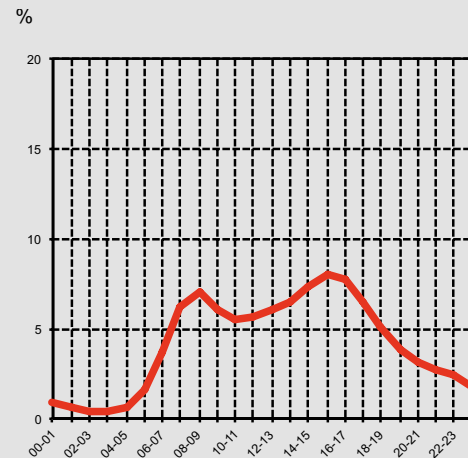


DAILY, WEEKLY AND ANNUAL TRAFFIC VARIATIONS

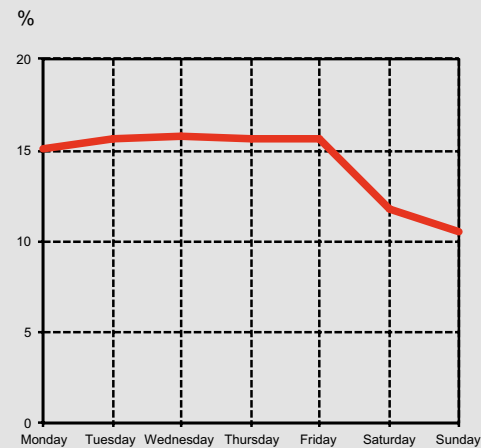
41

Vehicles

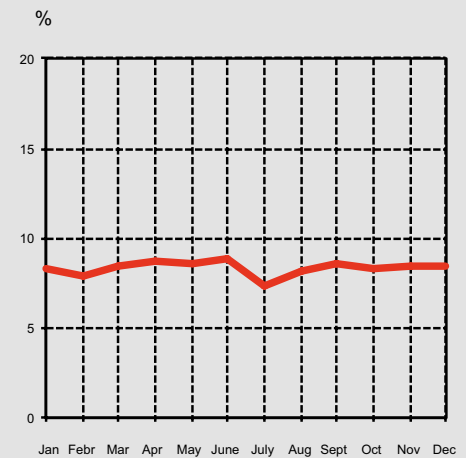
Daily 24 hour variation (on a weekday)



Weekly variation

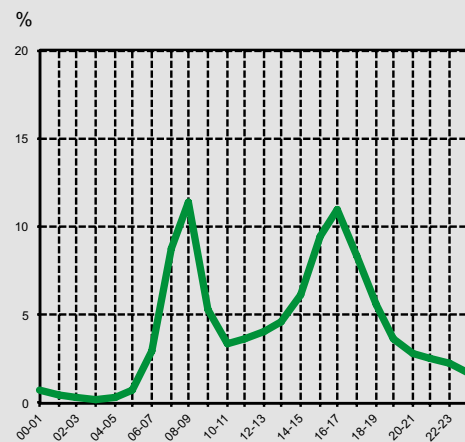


Annual variation

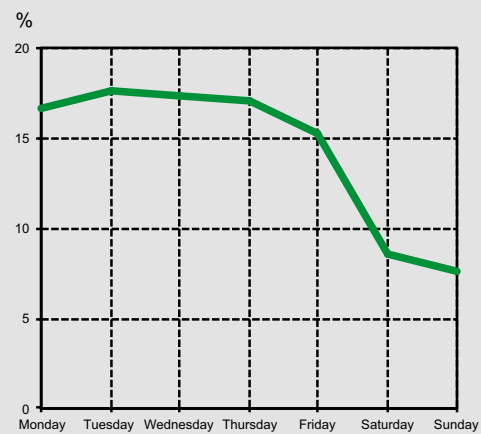


Bicycles

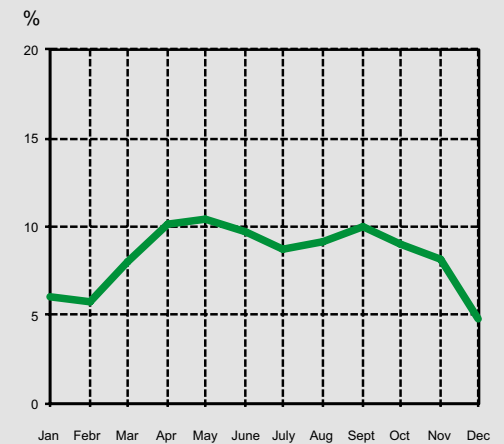
Daily 24 hour variation (on a weekday)



Weekly variation

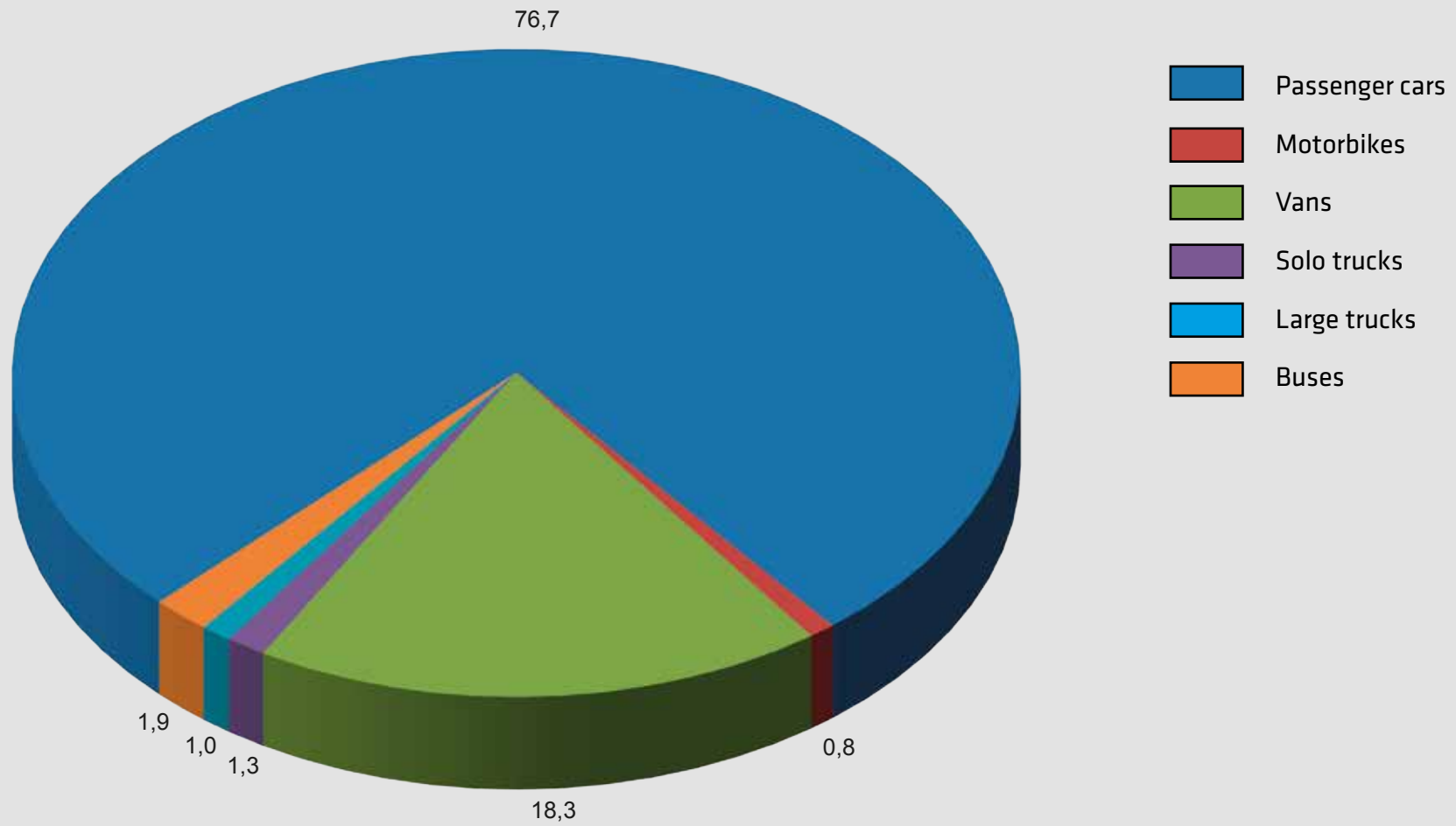


Annual variation



Data from 2010

PERCENTAGE QUOTIENT OF VEHICLE CATEGORIES
- on a weekday in 2013, between 7a.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 from 7 a.m. - 7 p.m.

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CENSUS STATION	CATEGORY	2009		2010		2011		2012		2013	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
900 BÜLOWSVEJ north of Amalievej	VEHICLES					7.600	2,4				
	BICYLES					3.300					
910 C.F. RICHSEJ ^{a)} east of Grøndals Parkvej	VEHICLES			8.800	3,2						
	BICYLES			2.700							
911 DALGAS BOULEVARD north of Roskildevej	VEHICLES			8.300	3,3						
	BICYLES			1.800							
913 FALKONER ALLE ^{b)} south of Dronning Olgas Vej	VEHICLES	15.900	5,3							15.800	3,4
	BICYLES	10.900								8.300	
909 FINSSENSVEJ ^{b)} north-west of Sønderjyllands Allé	VEHICLES									10.700	3,4
	BICYLES									3.300	
906 FINSSENSVEJ east of Lindevangs Allé	VEHICLES							8.700	3,4		
	BICYLES							7.900			
908 FREDERIKSBERG ALLE east of Pile Allé	VEHICLES							7.700	5,2		
	BICYLES							4.000			
904 GAMMEL KONGEVEJ ^{b)} east of Allégade	VEHICLES	11.100	5,7	11.700	5,2	13.000	4,6	11.900	4,3	12.800	3,8
	BICYLES	10.700		11.100		11.800		13.500		7.600	
905 GODTHÅBSVEJ east of Guldborgvej	VEHICLES							12.900	4,2		
	BICYLES							10.600			
901 H.C. ØRSTEDSVEJ north of Niels Ebbesens Vej	VEHICLES					12.400	3,6				
	BICYLES					8.400					
912 NORDRE FASANVEJ ^{b)} north of Howitzvej	VEHICLES	17.100	5,1							19.400	3,7
	BICYLES	8.200								6.500	
914 NYELANDSVEJ west of Falkoner Alle	VEHICLES			8.600	4,0						
	BICYLES			5.200							
907 PETER BANGS VEJ west of Orla Lehmanns Vej	VEHICLES							11.900	3,8		
	BICYLES							7.900			
903 PILE ALLE south of Vesterbrogade	VEHICLES					12.000	5,7				
	BICYLES					4.500					

^{a)} 2010: roadworks at Godthåbsvej near Tesdorpfvej blocked north-going traffic and resulted in increased traffic westwards along C.F. Richsej.

^{b)} 2013: heavy rain all day

PEDESTRIANS

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

CENSUS STATION		1985 QTY.	1990 QTY.	1995 QTY.	2000 QTY.	2005 QTY.	2009 QTY.	2010 QTY.	2011 QTY.	2012 QTY.	2013 QTY.
7114	AMAGERBROGADE 18 at Uplandsgade						3.800	4.800	3.200	4.300	4.600
551	AMAGERBROGADE 32 at Hollænderdybet						4.200	4.700	3.200	4.700	4.700
7115	AMAGERBROGADE 68 at Brysselgade						5.500	5.200	5.900	5.600	6.000
7116	AMAGERBROGADE 232B at Sundbyvester Plads						2.500	2.600	2.600	2.600	2.700
129	BRYGGEBOEN (bridge)						2.100	2.200	2.500	2.300	
377	FIOLSTRÆDE south-east of Nørre Voldgade	23.700	16.300	17.000	12.400	11.700		9.000	11.600	10.900	10.200
11	FREDERIKSBORGGADE east of Nørre Voldgade	39.200	31.800	32.300	25.800	29.000		30.100	33.000	38.900	33.200
7126	FREDERIKSBORGGADE west of Nørre Voldgade							15.600		19.000	17.800
602	ISTEDGADE 38 at Gasværksvej							4.900	5.200	4.700	5.900
7140	ISTEDGADE 120 at Saxogade							5.500			6.600
7106	KOMPAGNISTRÆDE 13 (Strædet)							3.700	4.100	5.100	4.300
630	NORDRE FRIHAVNSGADE east of Trianglen							4.900		4.300	5.200
7101	NYHAVN 5 ("the sunlit side")							8.900	12.000	16.000	11.500
934	NYHAVN 65 ("the sunlit side")										4.200
7120	NYHAVN 44 ("the shady side")							1.200	3.200	2.500	
5	NØRREBROGADE at Dronning Louises Bro ^{a)}						5.300	7.100	5.200	5.600	8.700
7117	NØRREBROGADE 88 at Assistens Kirkegård ^{a)}						3.000	4.300	3.700	3.500	4.400
7118	NØRREBROGADE 120 at Nørrebro Runddel ^{a)}						5.300	7.000	6.500	6.700	7.200
781	NØRREBROGADE 249 at Nørrebro Station ^{a)}						11.300	13.700	11.700	11.000	12.800
33	NØRREGADE south-east of for Nørre Voldgade ^{b)}	14.300	10.600	8.600	5.600	5.300		5.800		6.600	9.100
7193	PEBLINGE DOSSERING at Baggesensgade							2.400	3.400	3.400	3.400
7135	SORTEDAM DOSSERING east of Læssøesgade						2.200		3.100	3.300	3.400
7132	SORTEDAM DOSSERING at Kroghsgade							2.200	3.300	3.600	

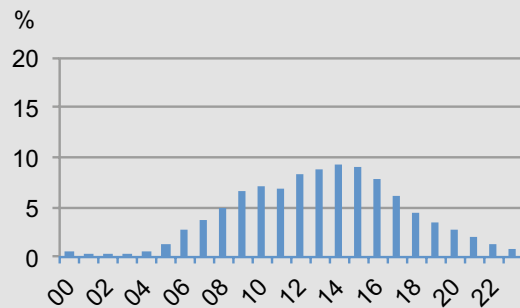
^{a)} 2009: counting took place until 6 p.m. only^{b)} 2000: The department store Daells Varehus closed on March 31st, 1999.

PEDESTRIANS
as a total of both directions, between 6 a.m. - 6 p.m., from 2009 between 7 a.m. - 7 p.m.

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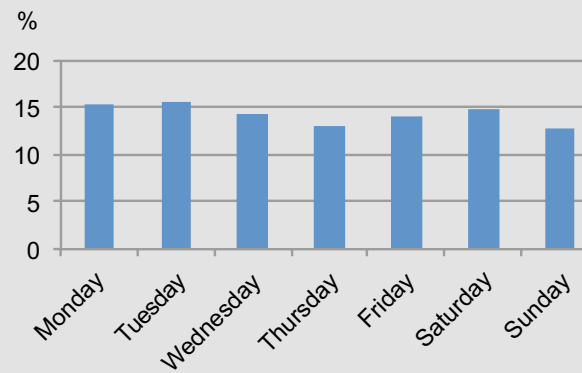
CENSUS STATION		1985 QTY.	1990 QTY.	1995 QTY.	2000 QTY.	2005 QTY.	2009 QTY.	2010 QTY.	2011 QTY.	2012 QTY.	2013 QTY.
7103	STRØGET MIDT (Vimmelskiftet)							29.500	28.300	33.500	27.400
113	STRØGET VEST (Frederiksberggade) at Rådhuspladsen	23.700	25.700	26.900	38.100	37.200		29.200	28.300		27.700
7102	STRØGET ØST (Østergade) at Kgs. Nytorv							18.700	25.700	25.000	20.400
7110	ØSTERBROGADE 68 at Trianglen						9.000	8.200	9.300	10.700	
7111	ØSTERBROGADE 110 at Park Bio						5.900	5.500	6.200	6.200	
7112	ØSTERBROGADE 146 at Poul Henningsens Plads						3.300	3.700	4.000	3.800	
7113	ØSTERBROGADE 163 at Svanemøllen Station						7.600	7.500	9.100	8.300	
161	ÅBUEN (bridge)						400	500	300	600	600

Daily 24 hour variation (on a weekday)

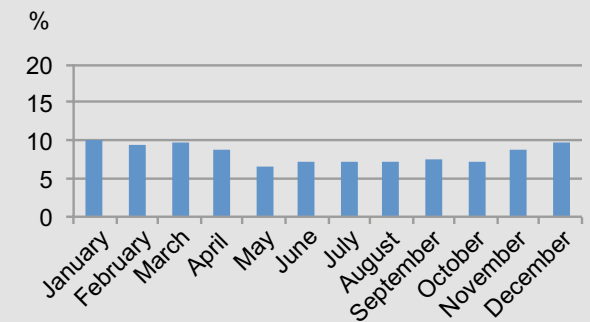


Data from 2013

Weekly variation



Annual variation



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94	AMAGERBROGADE north of Englandsvej	681	CARL JACOBSENS VEJ west of Bjørnsonsvej
551	AMAGERBROGADE south of Hollænderdybet	738	CENTER BOULEVARD south of Bella Center entrance
604	AMAGER FÆLLEDVEJ south of Peter Vedels Gade	910	C.F. RICHSEJ east of Grøndals Parkvej
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689	BACKERSVEJ south of Greisvej	643	ENGLANDSVEJ north of Sundholmsvej
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697	BERNSTORFFSGADE north of Kalvebod Brygge	909	FINSSENSVEJ nordvest for Sønderjyllands Allé
515	BISPEENGBUEN	906	FINSSENSVEJ east of Lindevangs Allé
255	BLEGDAMSVEJ south-west of Øster Allé	377	FIOLSTRÆDE south-east of Nørre Voldgade *)
397	BLEGDAMSVEJ south-west of Fredensgade	488	FOLEHAVEN west of Retortvej
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60 ØSTER SØGADE north-east of Gothersgade	35
237 ØSTER SØGADE south-west of Lille Triangel	35
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City of Copenhagen

The Technical and Environmental
Administration
Centre of Traffic and Urban Life
Njalsgade 13, 1st Floor
2300 Copenhagen S

Postal address:

Postboks 450
1505 Copenhagen V

Contact:

Åse Boss Henriksen
aashen@tmf.kk.dk
Tel. +45 2072 2730

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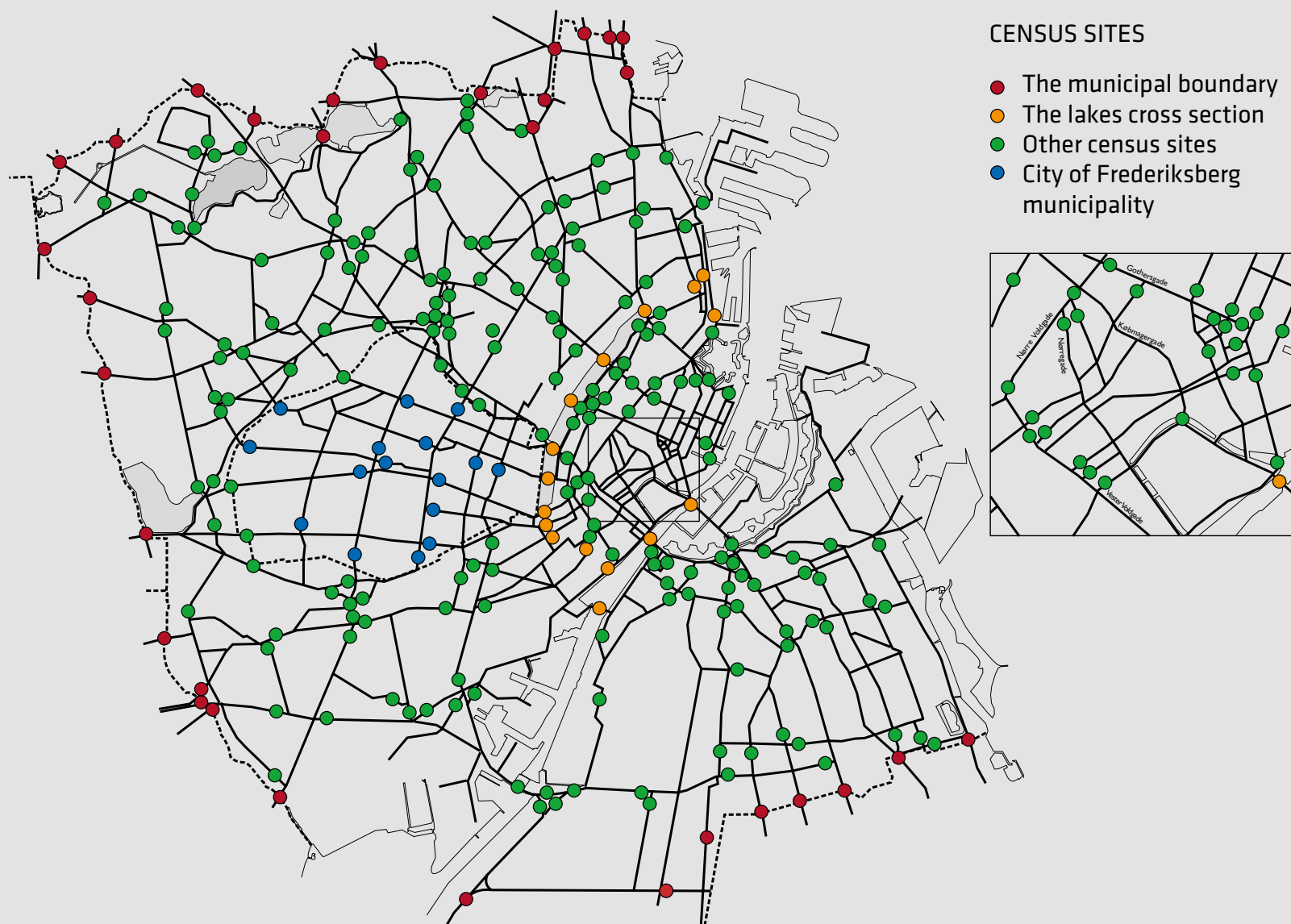
Ursula Bach

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KEY MAP SHOWING THE LOCATION OF CENSUS SITES

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CITY OF COPENHAGEN MUNICIPALITY
The Technical and Environmental Administration
Centre of Traffic and Urban Life
trafik@tmf.kk.dk
Tel. +45 33 66 33 66
www.kk.dk

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