

TRAFFIC IN COPENHAGEN

Traffic figures
2010-2014



INDEX

PAGE

3	Introduction
5	Traffic developments in Copenhagen 2014
6	Car traffic
8	Public transport
10	Bicycle traffic
11	Traffic safety
13	Traffic across the municipal boundary and the lakes cross section 1970 - 2014
15	Traffic censuses at the municipal boundary, AADT (Annual Average Daily Traffic)
18	Traffic towards the centre at the lakes cross section between 8 a.m. - 9 a.m., 1970 - 2014
19	Traffic counts at the lakes cross section, AADT (Annual Average Daily Traffic)
21	Other permanent traffic counts, AADT (Annual Average Daily Traffic)
37	Map of the traffic streams, concerning roads with > 5000 vehicles, AADT, in 2004.
38	Total traffic performance of vehicles, 1989 - 2014
39	Map of the traffic streams, concerning roads with > 2000 bicycles and moped riders, between 6 a.m. and 6 p.m., in 2004
40	Total traffic performance of bicycles, 1989 - 2014
41	Daily, weekly and annual variations for vehicle and bicycle traffic
42	Details concerning vehicle categories on a weekday between 7 a.m. - 7 p.m.
43	Censuses from the City of Frederiksberg municipality, AADT (Annual Average Daily Traffic)
44	Pedestrian censuses 1985 - 2014
46	Alphabetical street index and references to pages
51	Key map showing the locations of the census stations

INTRODUCTION

Except from the data of the standard traffic counts from 2010 to 2014 organized by the City of Copenhagen municipality, this edition of TRAFFIC IN COPENHAGEN also contains data concerning the heavy goods traffic, car ownership, public transport, traffic safety, and pedestrians. In addition, you will find the results of traffic counts in the City of Frederiksberg municipality.

Traffic censuses

The tables of traffic counting results present the calculated Annual Average Daily Traffic (AADT) for vehicles, bicycles and mopeds (AADT meaning the average traffic on a daily 24-hour basis throughout the year, including holidays and bank holidays). The percentage quotient of the heavy goods traffic still applies only to the duration in which the counting took place, between 7 a.m. – 7 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 our 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 of vehicles on a weekday (AAWD = Annual Average Traffic on a Weekday), this formula can be used (please note that the figures have been rounded off):

Vehicles: $AAWD = AADT * 1.12$

For bicycles and moped riders, AAWD is also an estimate, calculated according to this formula:

Bicycles: $AAWD = AADT * 1.19$

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. The report (in Danish) can be read and downloaded here: http://www.vejdirektoratet.dk/DA/viden_og_data/publikationer/sider/publikation.aspx?pubid=000061229.

Further information

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

For any further information, please 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

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TRAFFIC DEVELOPMENTS IN COPENHAGEN 2014

Overall, car drivers drove 4.70 million kilometres on Copenhagen roads on an average weekday in 2014. Compared to 4.69 million kilometers in 2013, this is a small increase by 0.2 %. The years 1993 - 2007 saw a continued increase in the total car traffic performance, but then the upward trend was reversed. The total car traffic performance began decreasing, from 4.92 million kilometres in 2007, to 4.69 million kilometres in 2013. But in spite of the new increase in 2014, there has been an overall decrease by 4 % in the total traffic performance from 2007 to 2014.

The total bicycle traffic performance on Copenhagen roads has increased to 1.34 million kilometres on an average weekday. It is the highest level ever reached during the years of calculating, meaning since 1989. The previous year saw a total bicycle traffic performance of 1.31 million kilometres.

The municipal boundary

The car traffic tendencies are not homogenous throughout the whole municipality area. At the overall municipal boundary, an increase by some 7 % has taken place since 2000. But an initial tendency to growth stopped, so that in 2009 traffic across the municipal boundary began decreasing. However, from 2013 to 2014 traffic increased again by 2 %, and now it amounts to 532,500 vehicles on an average weekday between 7 a.m. and 7 p.m. It is the first time since 2009 that an increase there has been registered.

The total bicycle traffic volume increased by 4 % compared to 2013 and it now amounts to 59,370 bicycles. But generally speaking the bicycle traffic there has been quite consistent since 1970.

The lakes cross section

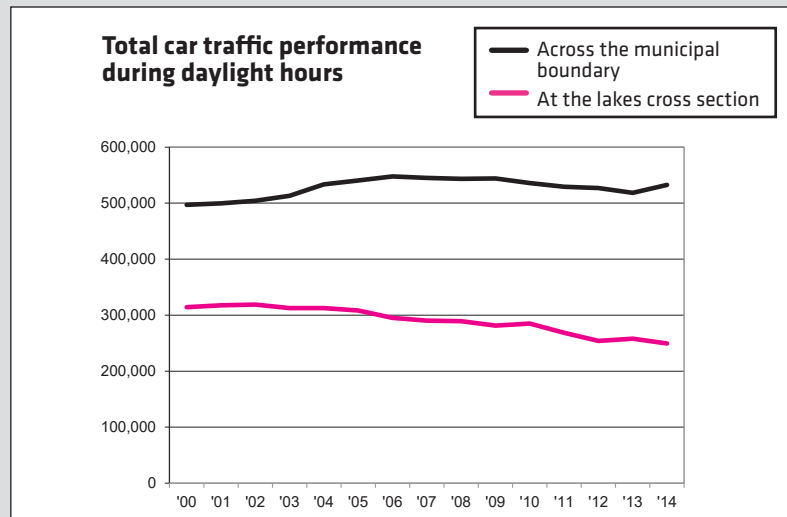
The car traffic at the lakes cross section, where the roads leading to the inner city centre cross the surrounding lakes and the harbour areas, has decreased by 21 % since 2000. In 2014, 249,400 vehicles crossed the lakes cross section, on an average weekday between 7 a.m. and 7 p.m. This was 3 % less than the previous year and the lowest number registered since 1970. The number of bicycles at the lakes cross section has decreased by 1 % compared to 2013 and amounts to 223,110, which is the second-highest registered number since 1970.



CAR TRAFFIC

The car traffic tendencies are not homogenous throughout the whole municipality area. At the municipal boundary overall, an increase by some 7 % compared to 2000 can be identified. From 2013 to 2014 the total traffic performance increased there by 3 %.

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 21 % since 2000. The total car traffic volume there has decreased by 3 % compared to 2013.

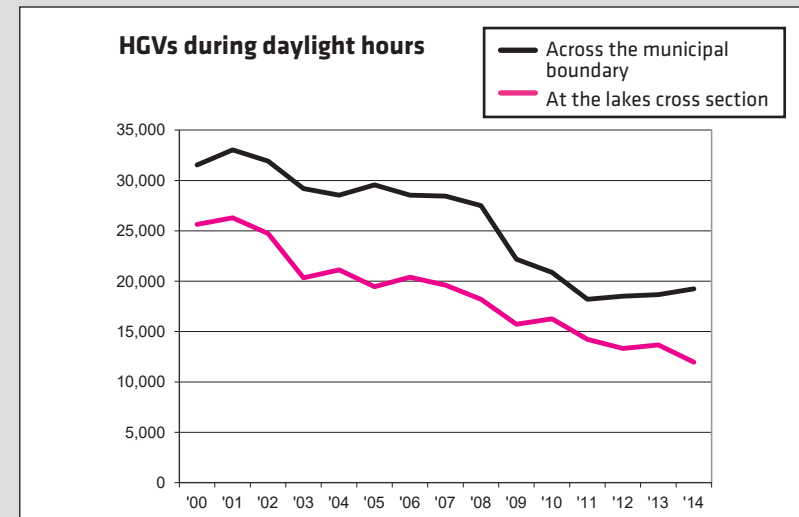


Heavy goods vehicles (HGVs)

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 total share in 2014 was about 4.1 %.

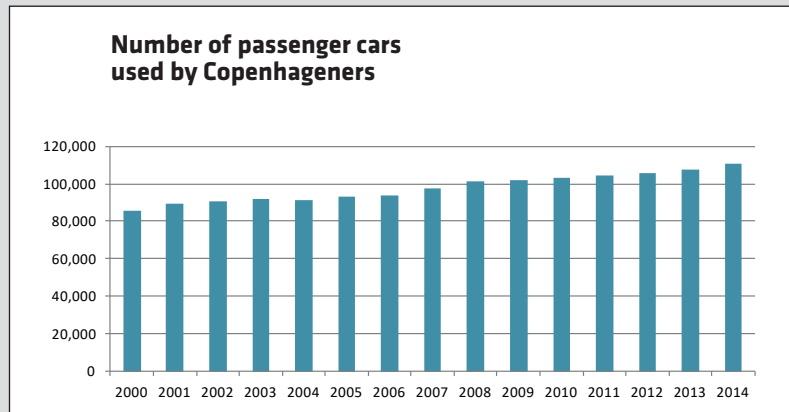
The traffic of heavy goods vehicles across the municipal boundary and the lakes cross section has generally been decreasing since 2000. From 2013 to 2014, there was an increase in the heavy goods vehicle traffic by 3.1 %. Since 2000, there has been a decrease by 39.0 %.

At the lakes cross section, the heavy good vehicle traffic decreased by 12.4 %. Since 2000, there has been a decrease of 53.3 %.



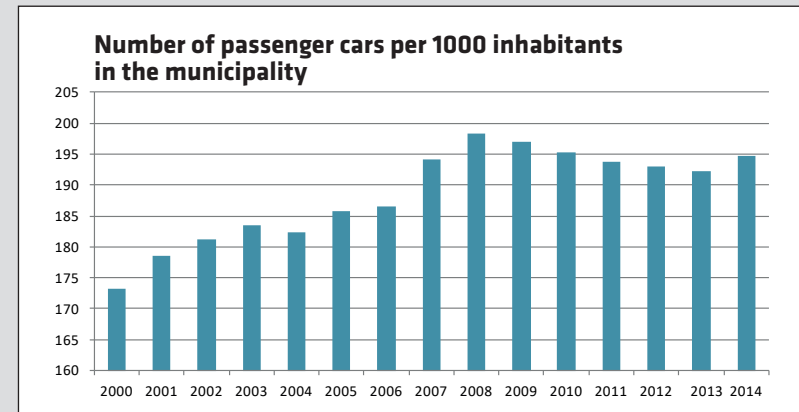
Car ownership

In 2014 there were 110,871 privately owned passenger cars in the municipality (the passenger cars do not necessarily have to be owned by Copenhageners, and they can also be leased cars, or cars provided by companies etc.). This is an increase by 3.11 % compared to 2013. Since 2000, the number has increased by 29.1



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

%. In 2014 there were 195 passenger cars per 1000 inhabitants in the municipality. This is an increase by 1.5 % since 2013. However it is still 1.5 % less than the situation in 2008.



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

PUBLIC TRANSPORT IN 2014

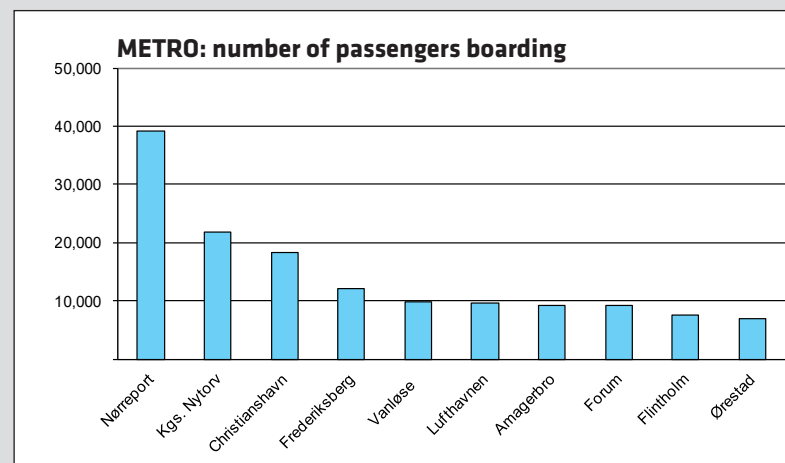
On an average weekday, public transport in the municipalities of Copenhagen and Frederiksberg will carry more than 800,000 passengers. The passengers will be boarding from nearly 1,200 bus stops and 42 stations related to the Metro, regular trains, and metropolitan S-trains.

43 % of the passengers will travel by bus, whereas 21 % will be using the Metro, and 36 % other trains.

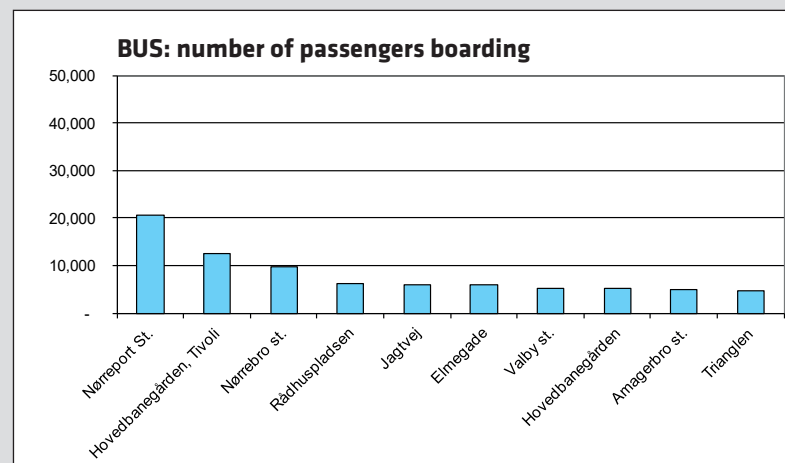
The Nørreport Station and Copenhagen Central Station are those where most passengers begin their train journey. Nørreport Station is the most frequented one, by train, Metro and bus passengers alike.

The number of Metro passengers in the Frederiksberg and Copenhagen municipalities has increased by 1.2 % from 2013 to 2014. The number of bus passengers has decreased by 2.5 %. The number of train passengers went up by 2.3 %.

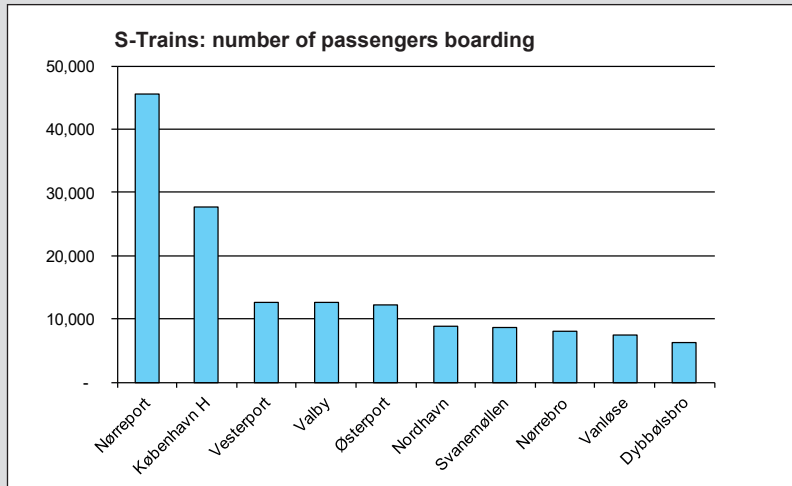
Seen as a whole, the use of public transport was on the level of 2013.



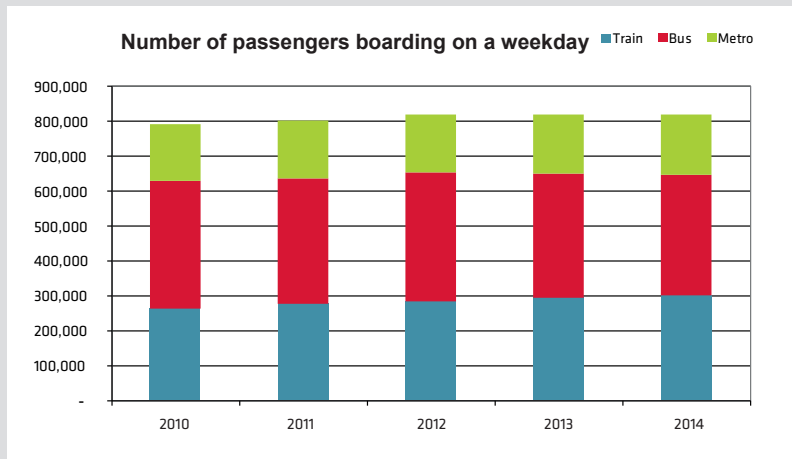
Metro passengers boarding at the 10 most used metro stations, on a weekday in 2014



Bus passengers at the 10 most used bus stops, on a weekday in 2014



Number of journeys begun on Metropolitan S-trains at the municipality's 10 most used stations, on a weekday in 2014



Public transport development in the City of Copenhagen and City of Frederiksberg municipalities 2010 - 2014 (source: data from the City of Copenhagen Municipality)



BICYCLE TRAFFIC 2013

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 the people who work or study in the city would commute to their job or education by the means of a bicycle. Every day, as much as 60 % of Copenhageners would use their bicycle for a journey. Easy accessibility to roads and bicycle paths, providing a swift and safe ride through the city, is thus essential for the thousands of citizens who cycle to and from their job and education. In 2013, we worked especially on Intelligent Traffic Solutions (ITS) and the widening of bicycle paths. Wider paths tend to facilitate more comfortable bike 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 other riders – and even to have conversations on the way.

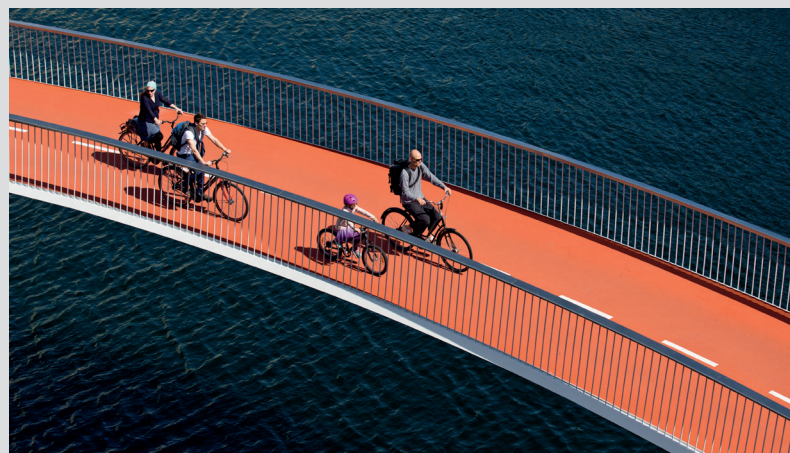
In June 2013, Copenhagen received an award as the World's Best City, and among the capital's features, the well-developed bicycle infrastructure was emphasized as important in the creation of a pleasant environment. A bicycle-friendly city provides more space, less noise, purer air, healthier citizens, and a better economy. With the recent 2014 budget, the work will continue – 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 'PLUSnettet'-programme, safety measures, and the 'Bycyklen' city bikes for public use.

Not just commuting: the Green Cycle Routes

Even though that easy thoroughfare forms an essential part of being one of the foremost cycling cities in the world, Copenhagen's biking inhabitants are not always just trying to get from point A to point B in the fastest possible way. There can be other

needs and interests when one is cycling in the city. The Green Cycle Routes offer alternatives to the regular bike paths found along busier roads, and they are able to absorb some of the rush hour pressure. The Green Cycle Routes were laid out also for recreation, exercise biking, running, walking, skateboarding, and other leisure activities. They offer opportunities for people biking to a job or an education, to reserve a part of their daily rides in a quieter, greener environment, without buses or cars driving immediately next to them.

The current Green Cycle Routes - Nørrebro-ruten, Sø-ruten and Universitets-ruten - are popular among cyclists. As regards Nørrebro-ruten, we counted 8,100 bicycles on an average weekday, and at Sø-ruten we counted 9,000. In 2013, Nørrebro-ruten won the Byplanprisen award for city planning, based on how it was able to create a series of new 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 (2013)

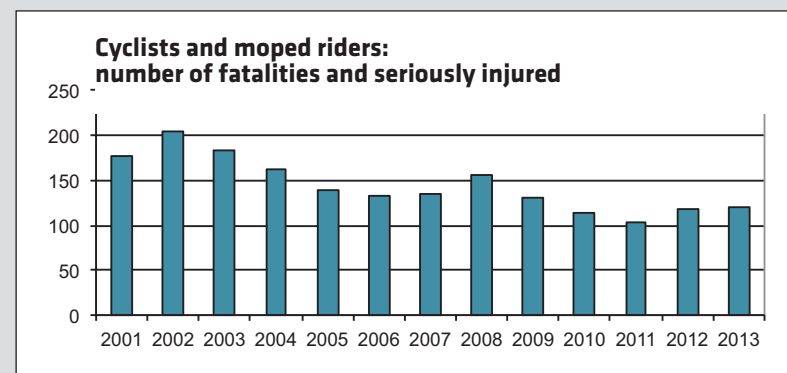
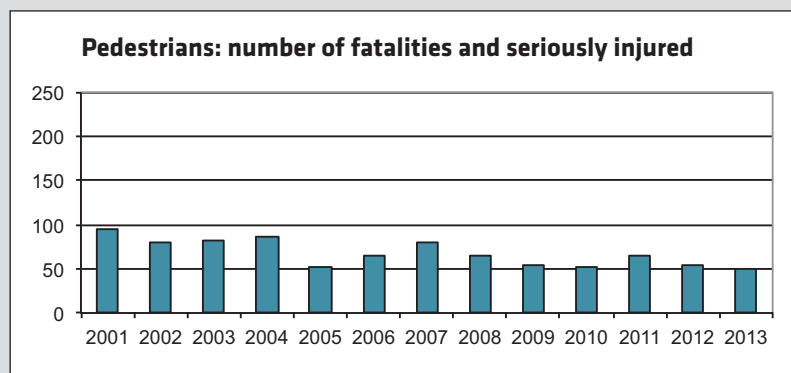
One of the adverse consequences of the traffic is that accidents resulting in casualties occur. These accidents have serious consequences for the people involved as well as to the community overall. The municipality is committed to reducing the number of fatalities and severely injured, especially as 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

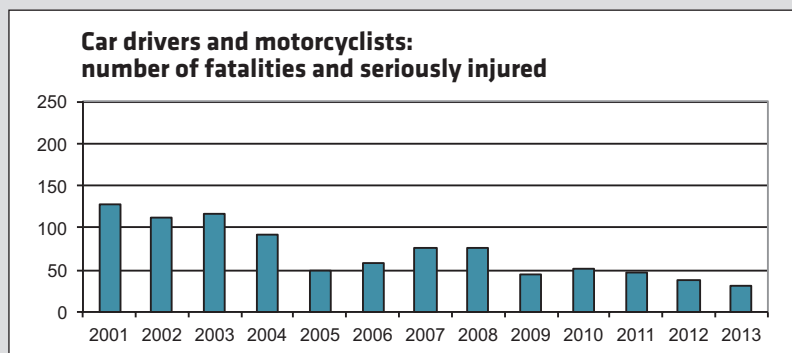
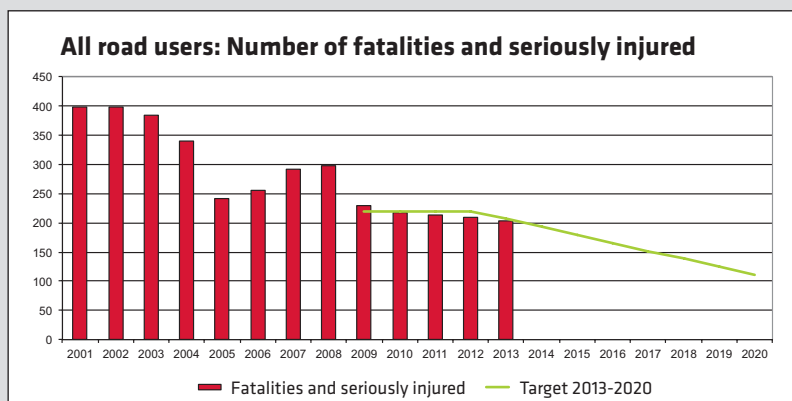
It lays out the framework for the municipality's traffic safety initiatives from 2013 to 2020. The plan will replace the previous Traffic Safety Plan 2007 - 2012 and the aim is to halve the number of fatalities and seriously injured in Copenhagen's traffic before the end of 2020. The point of reference 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 a lot of 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 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, various improved control measures etc., and it will contribute to better traffic safety in Copenhagen, together with the development of safer vehicles and other 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 and fatalities. 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.

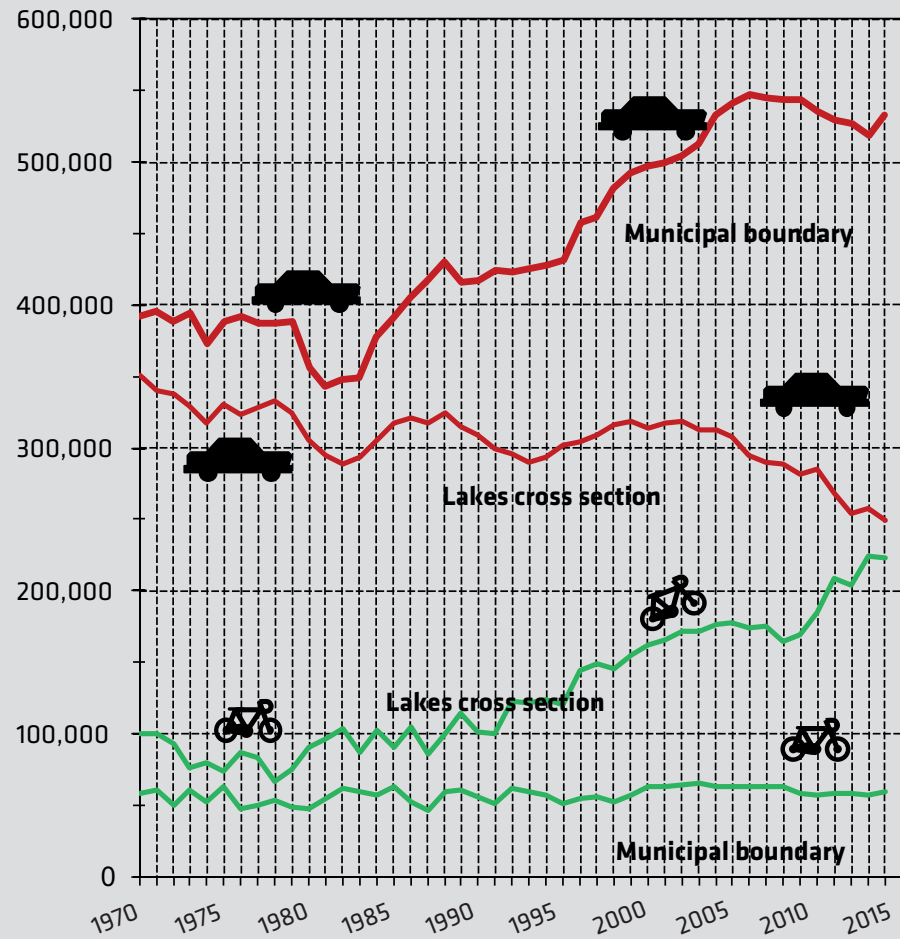
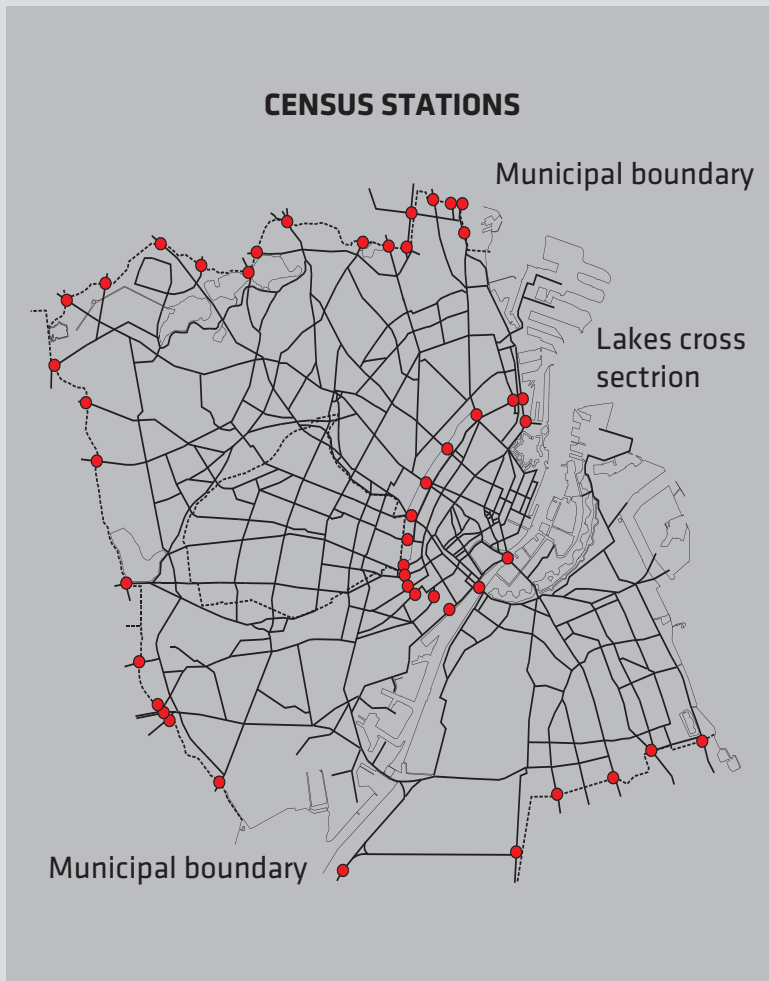
THE MUNICIPAL BOUNDARY			
	Vehicles	Bicycles and mopeds	Bicycles and mopeds Weather corrected
1970	392,500	57,700	-
1975	388,400	63,040	-
1980	356,400	46,970	-
1985	390,600	62,520	-
1990	417,700	56,380	56,380
1994	427,700	51,450	56,620
1995	431,900	46,620	50,630
1996	457,800	49,500	54,280
1997	462,000	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	-
2014	532,500	59,370	-

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
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	-
2014	249,400	223,110	-

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.

CENSUS STATION	CATEGORY	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
62 AMAGERBROGADE ^{a)} south of Adriansvej	VEHICLES	12,000	6.3	10,800	5.8	11,800	4.5	11,200	4.5	11,000	4.5
	BICYCLES	3,800		4,000		3,900		3,100		4,000	
709 AMAGERMOTORVEJEN ^{c)} at Fasanskovvej	VEHICLES	97,200		97,800		100,500		94,400		94,400	
	BICYCLES										
63 AMAGER STRANDVEJ ^{a)} south of Hedegårdsvej	VEHICLES	13,100		10,800	8.9	12,500	9.2	11,800	7.1	13,500	8.0
	BICYCLES			200		500		400		1,100	
8 ENGLANDSVEJ north of Følfodvej	VEHICLES	14,200	2.7	13,200	2.5	13,100	2.4	12,500	1.9	12,800	2.0
	BICYCLES	2,000		2,500		2,100		1,500		2,400	
13 FREDERIKSBORGVEJ south of Gladsaxevej	VEHICLES	16,600	3.5	15,700	3.4	15,200	3.1	15,200	3.6	14,900	3.9
	BICYCLES	5,200		5,400		5,200		5,600		3,800	
14 FREDERIKSSUNDSVEJ on the bridge across the moat	VEHICLES	22,000	3.5	19,000	3.3	20,200	3.3	19,300	3.4	19,700	0.8
	BICYCLES	3,300		2,700		3,100		3,500		3,100	
16 GAMMEL KØGE LANDEVEJ south of Vigerslevvej	VEHICLES	15,400	5.0	15,200	4.2	14,400	4.7	14,200	4.4	14,700	4.4
	BICYCLES	2,800		2,000		3,800		3,000		3,300	
70 GRØNNEMOSE ALLÉ west of Moseskellet	VEHICLES	2,000	0.6	2,000		2,000	1.5	1,800	0.4	1,800	0.8
	BICYCLES	800				1,200		1,200		900	
20 HARESKOVVEJ north-west of Ruten	VEHICLES	50,000	2.5	49,100	2.1	48,500	1.9	49,500	1.6	53,500	1.5
	BICYCLES	3,200				3,200		3,700		3,100	
487 HOLBÆKMOTORVEJEN west of Sønderkær	VEHICLES	47,700	3.7	47,600	3.0	46,800	3.5	49,500	3.1	48,700	3.4
	BICYCLES										
71 HORSEBAKKEN north of Mosesvinget	VEHICLES	2,600	3.8	2,900		2,800	2.6	2,800	3.0	2,800	2.6
	BICYCLES	1,000				1,300		1,500		800	
544 HØJE GLADSAXEVEJ north-east of Hareskovvej	VEHICLES	6,700	2.8			6,600	3.3	6,500	3.8	6,600	3.1
	BICYCLES					200		100		400	
73 ISLEVHUSVEJ south-west of Kildeløbet	VEHICLES	11,900	5.9	9,900	6.0	9,200	5.8	10,400	5.0	10,000	5.1
	BICYCLES	1,100		800		1,000		1,300		1,400	
24 JYLLINGEVEJ ^{b)} west of Tudskærvej	VEHICLES	30,200	3.9	28,700	2.9	28,700	3.2	29,000	3.3	29,800	2.8
	BICYCLES	2,100		1,700		1,900		1,600		1,700	

^{a)} 2013: Schools experienced a lock-out on the day of the counting due to a labour conflict
^{b)} 2013: New bus route 9A going this way

^{c)} 2014: Data from 2013 due to counting problems

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
74 KASTRUPVEJ south of Backersvej	VEHICLES	8,500	4.7	7,700	3.3	7,400	3.4	7,900	3.1	7,500	3.3
	BICYCLES	1,700		2,100		1,700		1,500		2,000	
75 KONGELUNDSVEJ ^{c)} north of Floridavej	VEHICLES	8,200	4.5	8,700	4.4	8,000	3.7	7,400	4.3	8,600	3.9
	BICYCLES	1,600		2,100		1,900		1,200		1,800	
392 LANDLYSTVEJ ^{c)} west of Engdals Alle	VEHICLES	4,400				4,100	1.6	4,000	1.6	5,000	0.9
	BICYCLES					800		800		1,000	
31 LYNGBYVEJ north of Emdrupvej (motorway+local rd.)	VEHICLES	65,600	2.9			66,700	2.4	63,300	2.4	65,200	2.6
	BICYCLES	5,700				4,800		5,500		5,700	
78 MØRKHØJVEJ the bridge across the moat	VEHICLES	9,800	5.3	8,800	5.0	8,800	4.8	9,100	4.2	9,200	4.0
	BICYCLES	2,500		2,100		2,500		3,100		3,100	
36 ROSKILDEVEJ ^{c+e)} by the Damhussøen lake	VEHICLES	39,900	4.2	40,300	3.9	38,400	4.1	38,600	3.3	38,600	3.3
	BICYCLES	4,200		4,800		4,600		5,600		5,600	
79 RYGÅRDS ALLÉ ^{a)} south of Lundeskovsvej	VEHICLES	1,200				700	3.5	1,000	1.8	1,400	1.3
	BICYCLES					700		600		700	
80 RYVANGS ALLÉ ^{b)} south of Callisensvej	VEHICLES	9,500	1.2	5,500	1.0	4,900	0.9	5,300	0.6	2,400	1.0
	BICYCLES	2,600		1,700		1,900		1,600		1,700	
40 SLOTSHERRENSVEJ west of Åvendingen	VEHICLES	17,000	2.0	16,700	2.0	16,400	2.1	15,500	2.3	15,900	2.2
	BICYCLES	2,000		1,700		1,800		1,600		1,900	
194 STRANDVEJEN ^{c)} south of Callisensvej	VEHICLES	19,300	4.3	20,500	4.1	19,600	4.5	19,700	4.7	21,300	4.5
	BICYCLES	5,400		7,400		4,400		4,300		4,900	
43 STRANDVEJEN ^{c)} south of Tuborgvej	VEHICLES	23,200	6.3	25,400	5.9	25,200	7.5	25,700	8.5	29,300	7.7
	BICYCLES	5,600		8,500		5,300		4,700		600	
82 SVANEMØLLEVEJ ^{c)} south of Callisensvej	VEHICLES	2,300		2,100	2.9	1,900	1.8	1,800	5.6	2,300	1.7
	BICYCLES			800		500		600		600	
45 SØNDERKÆR ^{d+f)} south of Holbækmotorvejen motorway	VEHICLES	3,500		3,900	3.6	3,900	3.4	4,200	2.3	6,400	8.4
	BICYCLES			800		1,300		1,400		1,400	
49 TUBORGVEJ ^{c)} south-west of Lundedalsvej	VEHICLES	30,300	2.9	33,100	1.8	27,500	2.0	27,600	2.2	29,500	2.3
	BICYCLES	2,900		2,300		3,300		2,400		2,300	

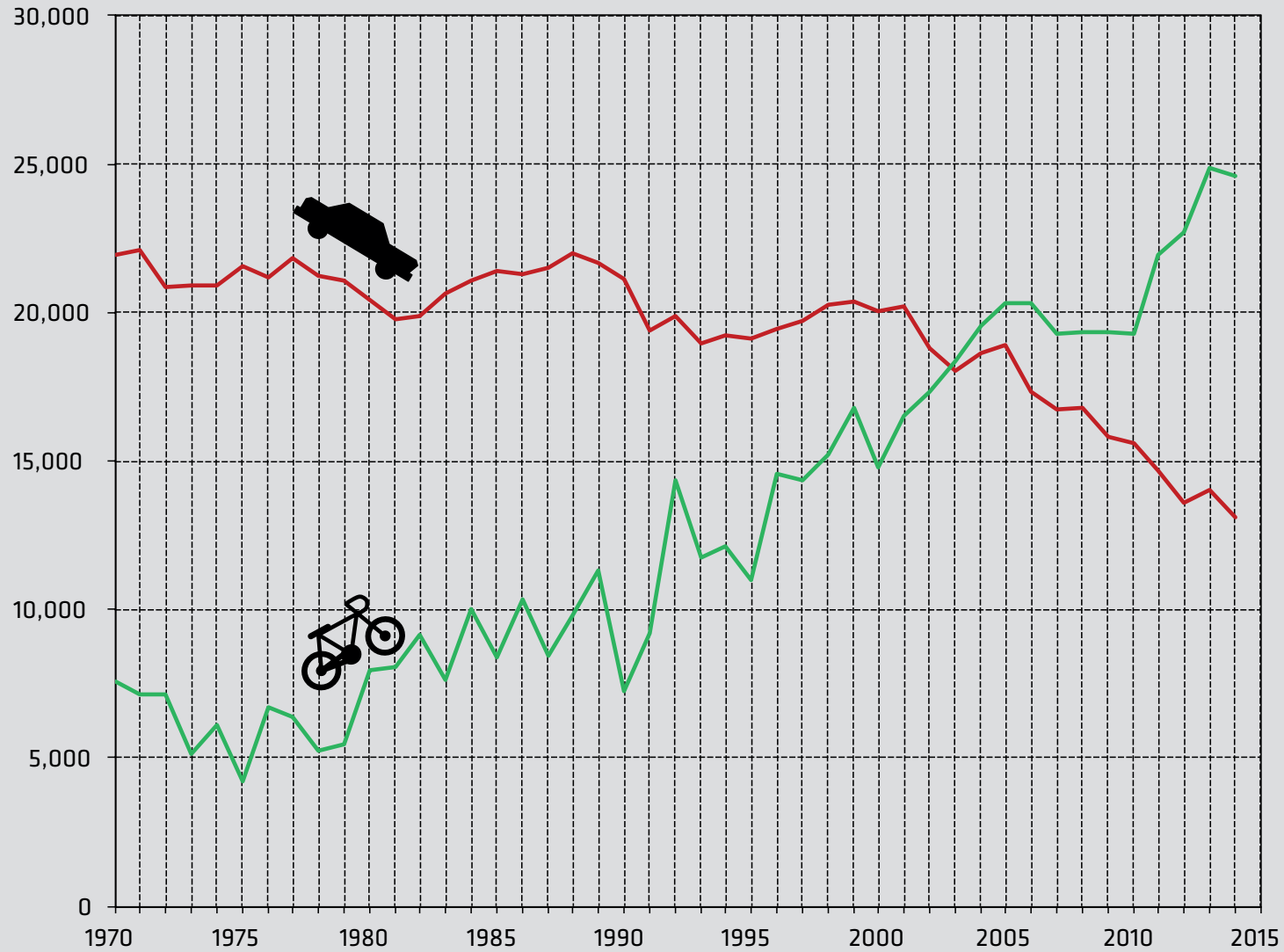
^{a)} 2012: Blocked at Tuborgvej due to roadworks

^{b)} Since 2011: blocked at Strandvejen, 2013: schools experienced lock-out on the day of the counting due to a labour conflict

^{c)} 2013: Schools experienced a lock-out on the day of the counting due to a labour conflict

^{d)} 2013: Now only bus line 133. Schools experienced lock-out
^{f)} 2014: Traffic redirected via Sønderkær, resulting in further traffic

TRAFFIC AT THE LAKES CROSS SECTION
Towards the city centre, between 8 a.m. - 9 a.m., 1970 - 2014
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.

CENSUS STATION	CATEGORY	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
129 BRYGGEBOEN ^{a)} for bicycles and pedestrians only	VEHICLES	2,200		2,500		2,300				2,400	
	BICYCLES	7,600		9,800		9,400				12,200	
5 DRONNING LOUISES BRO ^{b)}	VEHICLES	7,300	11.9	5,400	15.2	5,400	14.4	5,300	15.3	6,000	14.4
	BICYCLES	30,400		33,900		30,400		35,100		36,000	
69 FREDENSBRO	VEHICLES	44,200	3.9	45,000	3.7			39,100	4.3	33,700	4.6
	BICYCLES	12,100		17,900				17,000		17,100	
122 GAMMEL KONGEVEJ ^{c)} west of Stenosgade	VEHICLES	12,400	5.0	11,500	6.1	10,200	5.4	11,200	3.9	11,100	3.5
	BICYCLES	12,300		14,700		13,500		15,700		13,500	
19 GYLDENLØVESGADE by the lakes	VEHICLES	52,300	4.7	49,200	4.1	49,200	3.9	51,600	3.4	50,500	3.3
	BICYCLES	22,900		24,000		22,800		26,100		26,900	
72 INGERSLEVSGADE south-east of Tietgensgade	VEHICLES	9,300	8.3	7,900	8.4	7,600	8.3	8,500	7.9	9,400	8.0
	BICYCLES	2,800		3,300		3,200		3,600		3,800	
602 ISTDGADE ^{g)} north-east of Gasværksvej	VEHICLES	9,300	6.5	9,100	5.3	10,200	5.4			6,200	6.1
	BICYCLES	5,400		6,000		5,700				4,600	
717 KALKBRÆNDERIHAVNSGADE north of Indiakaj	VEHICLES	19,300	4.3	18,600	4.7	16,300	4.3	17,200	6.9	15,800	5.9
	BICYCLES	2,900		4,600		3,400		5,100		4,600	
25 KALVEBOD BRYGGE ^{d)} south-west of Bernstorffsgade	VEHICLES	44,700	4.1	37,500	4.8	30,000	4.5	35,100	4.4	36,800	4.5
	BICYCLES	2,600		2,900		3,000		2,900		2,500	
6 KAMPMANNSGADE ^{f)} by the lakes	VEHICLES	7,100	3.2	5,700	3.2	5,600	0.9	5,500	3.8	5,400	3.3
	BICYCLES	6,100		6,500		7,000		8,500		8,300	
26 KNIPPESBRO	VEHICLES	25,800	5.4	25,500	5.1	25,600	5.6	24,000	6.7	22,200	6.2
	BICYCLES	29,900		31,100		34,300		37,500		35,000	
29 LANGEBO ^{g)}	VEHICLES	56,400	5.4	51,800	4.7	49,000	4.8	49,200	5.0	51,300	3.8
	BICYCLES	25,400		25,800		25,500				28,200	
42 STRANDBOULEVARDEN north of Classensgade	VEHICLES	8,600	3.7	8,300	3.8	8,100	3.2	7,900	2.9	7,700	3.1
	BICYCLES	3,000		2,900		2,400		3,600		2,900	
603 VESTERBROGADE west of Stenosgade	VEHICLES	14,300	6.8	14,900	7.0	13,200	6.7	14,600	7.6	14,600	5.5
	BICYCLES	10,900		11,500		12,000		13,300		11,800	

^{a)}Opened on the 14th of Sept. 2006. Pedestrians 7 a.m. - 7 p.m., cf. p. 44
^{b)}2011: Roadworks. Since 2012: Roadworks at Nørreport Station

^{c)} Fra 2013: Bus lines abolished
^{d)} 2012: Major roadworks at Bernstorffsgade and Tietgensgade

^{e)} 2012: Bus line redirected
^{f)} 2013: No bicycle data.

^{g)} 2014: Roadworks after Gasværksvej, turning left temporarily suspended.

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	2010		2011		2012		2013		2014	
		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									11.900	6.9
	BICYCLES									11.400	
551 AMAGERBROGADE south of Hollænderdybet	VEHICLES	19.400	7.4	19.700	6.7	21.000	6.2	20.200	6.4	18.800	6.9
	BICYCLES	16.900		17.500		14.500		12.700		19.800	
604 AMAGERFÆLLEDVEJ south of Peter Vedels Gade	VEHICLES									16.100	3.9
	BICYCLES									7.100	
245 AMAGERFÆLLEDVEJ south of Sundholmsvej	VEHICLES							15.200	4.7	14.800	4.9
	BICYCLES							4.600		5.000	
688 AMAGERFÆLLEDVEJ north of Amager Boulevard	VEHICLES					8.300	7.4				
	BICYCLES					4.500					
733 AMAGERMOTORVEJEN western leg	VEHICLES							32.300	3.9	34.800	4.3
	BICYCLES										
734 AMAGERMOTORVEJEN eastern leg	VEHICLES							17.500	5.9	18.100	7.7
	BICYCLES										
360 AMAGER STRANDVEJ south of Prags Boulevard	VEHICLES					8.600	14.4				
	BICYCLES					600					
64 AMALIEGADE ^{c)} north of Toldbodgade	VEHICLES									7.100	4.5
	BICYCLES									3.300	
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	13.700				10.900	3.5	11.100	3.1	11.800	4.5
	BICYCLES					900		700		800	
645 ARTILLERIVEJ ^{b)} south of Njalsgade	VEHICLES					6.900	2.0			7.600	1.3
	BICYCLES					2.300				2.800	

^{a)} 2012: Previously named Lossepladsvej
^{b)} 2012: The road was redirected

^{c)} 2014: Data from 2015

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	2010		2011		2012		2013		2014	
		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	48,300	2.7	47,100	2.9	47,600	2.1	46,900	2.1	47,900	2.3
	BICYCLES										
255 BLEGDAMSVEJ south-west of Øster Alle	VEHICLES			7,700	6.0						
	BICYCLES			7,300							
397 BLEGDAMSVEJ south-west of Fredensgade	VEHICLES					6,800	7.7				
	BICYCLES					8,100					
704 BORBJERGSVEJ south-west of Sydhavnsgade	VEHICLES			4,800	9.4						
	BICYCLES			1,700							
103 BORBERGADE 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	12,400	5.0	13,400	4.4	13,100	4.9	13,000	5.3	12,500	4.6
	BICYCLES	5,600		6,300		6,000		6,100		4,400	
681 CARL JACOBSENS VEJ west of Bjørnsonsvej	VEHICLES			3,500	6.8						
	BICYCLES			1,400							
738 CENTER BOULEVARD south of the entrance to Bella Centret	VEHICLES	8,800				11,200	2.3	9,300	2.9	10,400	7.1
	BICYCLES					1,000		900		1,200	

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
4 CHRISTIAN IV's BRO (bridge)	VEHICLES	15,700	0.5	14,500	0.3	16,500	0.3	15,900	0.2	14,500	0.1
	BICYCLES	2,200		1,800		3,400		3,100		2,300	
258 CLASSENSGADE east of Østerbrogade	VEHICLES									4,400	4.5
	BICYCLES									4,300	
65 DAG HAMMERSKJÖLDS ALLÉ south-east of Øster Farimagsgade	VEHICLES									13,600	5.1
	BICYCLES									12,100	
7 ELLEBJERGVEJ east of Poppelstykket	VEHICLES	36,800	4.6	34,000	3.5	34,500	3.9	35,900	3.4	35,200	3.5
	BICYCLES	1,900		1,500		3,000		2,700		2,800	
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	20,000	5.4	18,600	3.6	20,100	4.9	21,000	3.9	19,700	4.8
	BICYCLES	4,700		4,300		6,400		7,000		7,000	
613 ENGHAVEVEJ south of Vesterbrogade	VEHICLES			15,300	2.9					13,500	4.1
	BICYCLES			7,800						9,000	
477 ENGLANDSVEJ south of Sundbyvestervej	VEHICLES									10,100	3.5
	BICYCLES									2,200	
643 ENGLANDSVEJ north of Sundholmsvej	VEHICLES									8,300	2.7
	BICYCLES									4,100	
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 HGVs. They had to drive via Sjælør Boulevard / Vigerslev Allé.

^{b)} 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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
68 FOLKE BERNADOTTES ALLÉ south of Indiakaj	VEHICLES			20,300	5.3	17,500	5.5	22,300	5.9		
	BICYCLES			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			5,400	15.1	5,400	9.7	4,900	14.9	5,700	13.2
	BICYCLES			17,200		15,600		17,100		16,700	
677 FREDERIKSBORGVEJ south of Bispebjerg Torv	VEHICLES	6,400						5,700	5.3		
	BICYCLES							2,400			
117 FREDERIKSSUNDSVEJ east of Frederiksborgvej	VEHICLES	15,900	8.0	15,200	7.4	14,700	7.1	14,100	7.6	13,700	7.7
	BICYCLES	10,000		10,900		12,400		13,300		12,200	
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					3,900	8.4				
	BICYCLES					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	22,900	3.8	20,400	3.7	19,900	4.4	20,800	3.8	22,400	3.6
	BICYCLES	2,900		3,300		4,300		3,600		4,300	
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)} Pedestrians: p. 44

^{c)} 2012: No buses in the direction towards the city centre, due to reconstruction at Nørreport Station

^{b)} 2010: Roadworks at Tesdorphsvej

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
17 GOTHERSGADE ^{a)} south-east of Sørtorvet	VEHICLES	5,400	2.7	5,000	2.0	4,400	10.1	4,300	3.9	5,200	3.8
	BICYCLES	6,800		6,900		8,700		11,300		12,800	
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	18,700	4.9	19,200	4.4	18,500	3.7	18,700	3.2	17,000	4.0
	BICYCLES	1,600		1,400		1,600		1,700		1,600	
652 GRØNNEGADE south of Gothersgade	VEHICLES	1,800	2.1								
	BICYCLES	2,900									
624 GRØNNINGEN north of Jens Kofods Gade	VEHICLES									18,300	3.2
	BICYCLES									5,900	
724 GYLDENLØVESGADE south-east of Nørre Søgade	VEHICLES	67,600	4.1								
	BICYCLES	20,900									
275 HAMLETSGADE ^{a)} north-east of Nannasgade	VEHICLES					6,900	3.1			6,300	1.3
	BICYCLES					2,400				2,100	
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	51,600	4.7	48,200	3.5	50,500	3.7	48,900	3.8	50,000	3.4
	BICYCLES	18,000		13,100		15,900		19,600		20,900	
692 HEDEGAARDSVEJ west of Engvej	VEHICLES					2,900	3.3				
	BICYCLES					600					
21 HILLERØDGADE west of Borups Alle	VEHICLES	18,700	4.2	16,400	3.1	15,100	3.1	15,600	3.3	16,000	2.9
	BICYCLES	3,700		3,500		3,700		3,800		4,600	
132 HILLERØDGADE east of Nattergalevej	VEHICLES					9,200	2.4				
	BICYCLES					5,200					

^{a)} 2012: Buses going this way due to reconstruction at Nørreport Station 2013: only one bus line going this way towards the centre
^{b)} 2013: Roadworks due to reconstruction at 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.

CENSUS STATION	CATEGORY	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
635 HILLERØDGADE east of Nordre Fasanvej	VEHICLES					11,200	1.3	11,100	1.9		
	BICYCLES					8,300		7,500			
667 HOLMBLADSGADE west of Østrigsgade	VEHICLES									5,100	7.6
	BICYCLES									3,500	
136 HOLMENS KANAL south of Vingårdsstræde	VEHICLES	24,900	5.7								
	BICYCLES	11,500									
650 HOVEDVAGTSGADE west of Kongens Nytorv	VEHICLES	1,000	2.3								
	BICYCLES	700									
138 HULGÅRDSVEJ north of Hillerødgade	VEHICLES	25,300	4.0								
	BICYCLES	2,300									
672 HULGÅRDSVEJ south of Frederikssundsvej	VEHICLES	29,000	3.2								
	BICYCLES	1,900									
414 HUSUMVEJ north of Tølløsevej	VEHICLES							8,700	2.2		
	BICYCLES							1,800			
695 HYLTEBRO south-west of Nørrebrogade	VEHICLES					7,000	5.8				
	BICYCLES					1,600					
525 HØJBRO	VEHICLES	2,500	7.5								
	BICYCLES	3,200									
615 INGERSLEVSGADE east of Enghavevej	VEHICLES			12,700	5.7						
	BICYCLES			3,200							
493 IRLANDSVEJ north of Følfovej	VEHICLES									3,200	0.8
	BICYCLES									1,500	
673 IRLANDSVEJ north of Sundbyvestervej	VEHICLES									3,400	3.0
	BICYCLES									2,300	
363 ISLANDS BRYGGE below Langebro bridge	VEHICLES	4,900		5,400	2.4	4,400	2.3			4,800	2.9
	BICYCLES					4,500				7,100	
698 ISLANDS BRYGGE north of Drechselsgade	VEHICLES									3,100	4.6
	BICYCLES									1,700	

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
23 JAGTVEJ ^{a)} south-west of Nørrebrogade	VEHICLES	18,100	4.3	17,700	3.6	13,500	3.9	16,200	3.2	16,200	3.3
	BICYCLES	12,100		12,000		13,100		13,500		14,300	
478 JAGTVEJ east of Lyngbyvej	VEHICLES			21,700	3.8						
	BICYCLES			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 KLAKSVIGSGADE ^{c)} south-west of Amager Boulevard	VEHICLES					7,000	6.2			7,000	5.8
	BICYCLES					3,000				3,600	
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	7,200	4.6	5,400	7.5	7,100	6.4	5,800	7.4		
	BICYCLES	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									2,900	4.3
	BICYCLES									3,100	
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 metro construction 2013: schools experienced a lock-out on the day of the counting, due to labour conflict
^{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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
678 LERSØ PARKALLÉ 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					7,100	4.8				
	BICYCLES					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	1,600	11.0								
	BICYCLES	1,000									
710 MARBJERGVEJ south of Frederikssundsvej	VEHICLES							6,300	1.6		
	BICYCLES							2,000			
646 NJALSGADE south-east of Leifsgade	VEHICLES									4,700	4.1
	BICYCLES									4,800	
647 NJALSGADE east of Artillerivej	VEHICLES									11,000	3.3
	BICYCLES									6,600	
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 Triangeln	VEHICLES			5,300	8.0	6,100	6.3				
	BICYCLES			5,800		5,500					
597 NYGÅRDSVEJ west of Fanøgade	VEHICLES	2,900	2.6	3,000	2.4	2,900	1.5	3,000	1.9	3,200	1.1
	BICYCLES	2,200		1,700		2,300		2,100		2,200	
157 NYHAVNSBROEN bridge	VEHICLES									10,100	5.6
	BICYCLES									3,100	

^{a)} Blocked due to metro construction

^{b)} 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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
32 NØRRE ALLE south of Universitetsparken	VEHICLES	35,500	3.3	33,400	3.3	31,800	3.5	30,800	3.2		
	BICYCLES	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					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	10.1	5,100	8.0	3,000	15.2	2,800	13.6		
	BICYCLES	10,700		9,800		11,000		10,400			
170 NØRRE SØGADE south-west of Vendersgade	VEHICLES			27,000	2.3			32,100	2.1	29,600	2.3
	BICYCLES			9,900				14,800		13,300	
34 NØRRE VOLDGADE ^{c)} north-east of Jarmers Plads	VEHICLES	21,500	8.8	15,200	9.9	9,900	11.3	9,900	10.3		
	BICYCLES	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									10,400	3.2
	BICYCLES									3,700	
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									20,700	3.6
	BICYCLES									1,900	
641 RETORTVEJ south of Vigerslev Alle	VEHICLES			6,900	6.8						
	BICYCLES			800							

^{a)} 2012: Only bicycles, due to roadworks
^{b)} 2012: Reconstruction at Nørreport Station. Pedestrians: cf. p. 44

^{c)} Since 2011: Roadworks due to reconstruction of Nørreport Station
^{d)} 2011: Enghavevej blocked for HGVs. They had to drive via Sjølor Boulevard / Vigerslev Alle

^{e)} 2013: No counting, due to roadworks and reconstruction of Nørreport Station
^{f)} 2014: Data from 2015

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
384 ROSKILDEVEJ west of Skellet	VEHICLES	19,400	3.6	19,700	4.3	18,800	3.4	19,300	3.3	18,500	3.2
	BICYCLES	3,100		3,300		3,400		3,700		3,100	
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									12,600	4.0
	BICYCLES									2,900	
467 RÅDVADSVEJ west of Frederiksborgvej	VEHICLES									3,300	1.1
	BICYCLES									500	
639 SALLINGVEJ south-east of Jyllingevej	VEHICLES							22,600	2.7		
	BICYCLES							4,200			
702 SANKT ANNÆ PLADS west of Toldbodgade	VEHICLES									3,800	8.7
	BICYCLES									1,100	
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	47,200	5.2	45,700	4.4	49,100	5.2	47,300	4.5	49,200	5.1
	BICYCLES	1,600		1,200		700		1,800		2,400	
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: Works on the bicycle path towards the centre

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

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

CENSUS STATION	CATEGORY	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
41 STORE KONGENSGADE (one-way street) north of Kongens Nytorv	VEHICLES	13,100	5.1	12,500	5.6	13,200	4.7	13,300	5.1	11,400	5.0
	BICYCLES	7,400		6,400		6,900		8,100		4,800	
625 STORE KONGENSGADE (one-way street) north of Jens Kofods Gade	VEHICLES									7,100	4.1
	BICYCLES									5,200	
653 STORE REGNEGADE south of Gothersgade	VEHICLES	1,800	2.1								
	BICYCLES	1,400									
191 STORMGADE north-east of Vester Voldgade	VEHICLES	12,500	14.1	12,200	13.2						
	BICYCLES	7,500		7,600							
608 STRANDBOULEVARDEN east of Kertemindegade	VEHICLES			17,200	3.9						
	BICYCLES			4,700							
620 STRANDLODSVEJ north of Øresundsvej	VEHICLES									6,900	3.2
	BICYCLES									1,700	
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									2,300	5.3
	BICYCLES									1,300	
492 SUNDHOLMSVEJ east of Amager Fælledvej	VEHICLES									8,100	2.7
	BICYCLES									6,100	
648 SUNDKROGSGADE east of Kalkbrænderihavnsgade	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	15,000	4.4	14,400	4.3	11,800	5.7	10,500	6.1	10,700	6.2
	BICYCLES	5,600		6,300		6,900		6,300		7,100	

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
83 SØLVGADE east of Øster Voldgade	VEHICLES									12,700	3.0
	BICYCLES									8,200	
84 SØLVGADE ^{b)} east of Stockholmsgade	VEHICLES	22,300	5.0								
	BICYCLES	11,600									
46 TAGENSVEJ south-east of Tuborgvej	VEHICLES	18,100	4.4	18,500	3.9	17,900	3.9	17,500	3.6	16,600	3.7
	BICYCLES	3,900		4,900		4,800		4,800		3,500	
479 TAGENSVEJ north-west of Jagtvej	VEHICLES					18,300	3.6				
	BICYCLES					10,800					
614 TAGENSVEJ north-west of Fredrik Bajers Plads	VEHICLES					16,400	4.3				
	BICYCLES					13,900					
671 TAGENSVEJ north-west of Rovsingsgade	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	4,600	7.2
	BICYCLES			500				1,000		1,400	
659 TERRASSERNE north of Ruten	VEHICLES	3,100	2.5								
	BICYCLES	400									
569 THORSHAVNSGADE south-west of Amager Boulevard	VEHICLES									5,700	6.7
	BICYCLES									5,700	
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	23,000	5.2	25,200	4.9	23,400	5.5	23,800	6.1	22,800	5.5
	BICYCLES	20,700		20,200		24,600		25,300		24,800	

^{a)} 2011: Opened on the 22nd of January

^{b)} 2010: Data from 2009

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
48 TUBORGVEJ ^{a)} south-west of Bispebjerg Parkalle	VEHICLES	30,800	3.0	31,100	1.9	28,800	2.1	28,000	2.0		
	BICYCLES	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									11,400	10.1
	BICYCLES									1,100	
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	18,400	6.0	19,400	4.3	21,100	4.9	20,100	4.2	20,800	4.0
	BICYCLES	1,500		2,100		1,800		1,400		1,800	
700 VEJLANDS ALLE west of Amagerbrogade	VEHICLES							6,300	5.5	5,500	4.8
	BICYCLES							500		800	

^{a)} 2013: Schools experienced a lock-out on the day of the counting due to a labour conflict

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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
213 VERMLANDSGADE east of Herjedalsgade	VEHICLES									18,500	6.6
	BICYCLES									5,600	
669 VERMLANDSGADE east of Uplandsgade	VEHICLES									6,400	2.0
	BICYCLES									4,000	
52 VESTERBROGADE ^{d)} west of Rådhuspladsen	VEHICLES	10,900	13.6	11,200	13.2			9,100	11.2	8,800	11.4
	BICYCLES	8,400		7,500				9,000		9,400	
53 VESTER FARIMAGSGADE north of Ved Vesterport	VEHICLES	14,000	4.6	13,200	4.7			12,700	4.3	13,600	3.6
	BICYCLES	5,600		5,700				6,600		6,200	
684 VESTER FÆLLEDVEJ north of Ny Carlsberg Vej	VEHICLES			7,500	2.1						
	BICYCLES			2,200							
217 VESTERGADE ^{c)} north of Vester Voldgade	VEHICLES							2,100	3.7		
	BICYCLES							3,900			
218 VESTER VOLDGADE ^{a)} north-west of Rådhuspladsen	VEHICLES	6,200	18.5								
	BICYCLES	3,900									
54 VIGERSLEV ALLE east of Toftegårds Plads	VEHICLES	21,500	6.1	20,300	5.5	19,400	5.4	19,400	6.1	19,000	6.5
	BICYCLES	4,200		2,800		5,100		5,400		5,200	
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	15,000	4.3	15,900	3.1	16,400	2.6	15,700	3.0	15,200	2.7
	BICYCLES	1,200		1,300		1,300		1,400		1,500	
226 VIGERSLEVVEJ north-west of Gammel Køge Landevej	VEHICLES			3,800	4.5						
	BICYCLES			500							
491 WEBERGADE (one-way street) northwest of Øster Farimagsgade	VEHICLES	11,800	6.4	12,000	5.4	10,700	6.3	8,900	7.2	8,200	7.8
	BICYCLES	3,800		5,000		5,200		5,600		4,700	
644 ØRESTADS BOULEVARD ^{b)} south of Amager Boulevard	VEHICLES					13,500	3.2			15,800	2.3
	BICYCLES					6,100				5,800	

^{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 actually has a lot of nightly traffic, though this can't be seen from the AADT calculation

^{b)} 2012: Previously named Artillerivej

^{d)} 2013: Roadworks, bus lines 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	2010		2011		2012		2013		2014	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
228 ØRESUNDSVEJ west of Kastrupvej	VEHICLES									7,000	3.0
	BICYCLES									4,200	
623 ØRESUNDSVEJ east of Strandlodsvej	VEHICLES									7,100	2.2
	BICYCLES									3,800	
58 ØSTER ALLE a) east of Nørre Alle	VEHICLES	10,500	3.6	10,600	4.0	10,800	3.0	10,400	3.0	11,700	3.1
	BICYCLES	1,900		2,200		1,600		2,400		1,700	
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	14,200	4.8
	BICYCLES	10,100						12,400		11,800	
234 ØSTER FARIMAGSGADE south-west of Lille Triangel	VEHICLES									7,400	7.2
	BICYCLES									7,700	
60 ØSTER SØGADE b) north-east of Gothersgade	VEHICLES	20,700	2.4			26,800	2.2	26,900	2.3	23,900	2.1
	BICYCLES	8,600				7,700		10,700		10,000	
237 ØSTER SØGADE south-west of Lille Triangel	VEHICLES									1,800	0.8
	BICYCLES									900	
91 ØSTER VOLDGADE north of Gothersgade	VEHICLES	17,800	8.5								
	BICYCLES	7,000									
731 ØSTER VOLDGADE c) north-east of Sølvgade	VEHICLES	11,000	8.6								
	BICYCLES	4,000									
552 ØSTRIGSGADE south-east of Holmbladsgade	VEHICLES									5,900	7.0
	BICYCLES									2,500	
61 ÅBOULEVARD d) north-west of Tømrergade	VEHICLES	45,700	3.7			38,300	3.0	41,200	2.6	43,900	2.9
	BICYCLES	9,900				11,400		11,100		10,900	
161 ÅBUEN (bicycle- and pedestrian bridge) e) across Ågade	VEHICLES	500		300		600		600		500	
	BICYCLES	3,900		3,400		5,300		5,500		4,700	
481 ÅGADE west of Jagtvej	VEHICLES					48,700	2.3				
	BICYCLES					4,700					

^{a)} 2014: Data from 2015
^{c)} 2010: Data from 2009

^{b)} Opened in June 2008, pedestrian countings are from 7 a.m. - 7 p.m., cf. also p. 44
^{d)} 2010: Roadworks

^{e)} 2013: Schools experienced a lock-out on the day of the counting due to a labour conflict

TRAFFIC STREAMS IN COPENHAGEN

- Number of cars, Annual Average Daily Traffic (data fra 2004)

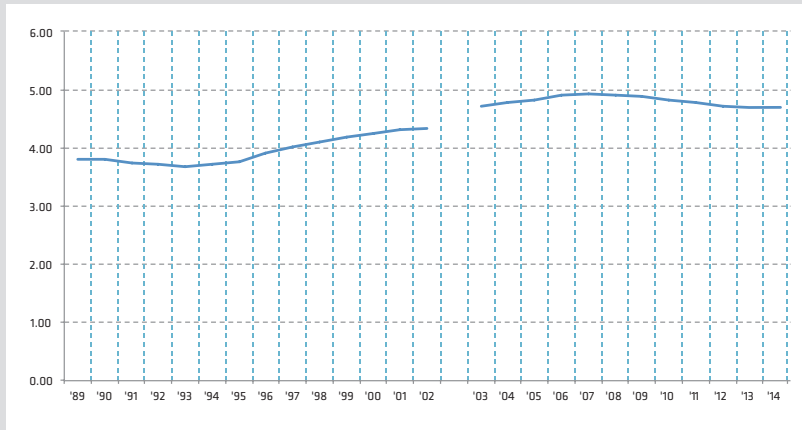


TOTAL TRAFFIC PERFORMANCE OF VEHICLES

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

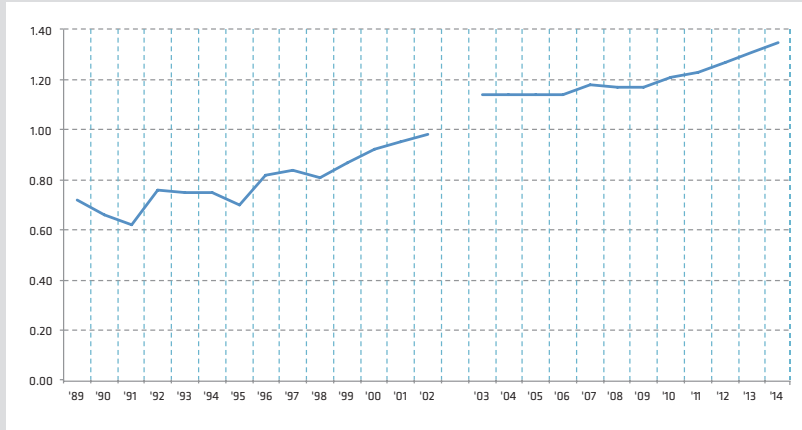
Number of bicycles and mopeds, a weekday between 6 a.m.- 6 p.m. (data from 2004).



TOTAL TRAFFIC PERFORMANCE OF BICYCLES

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

Million km



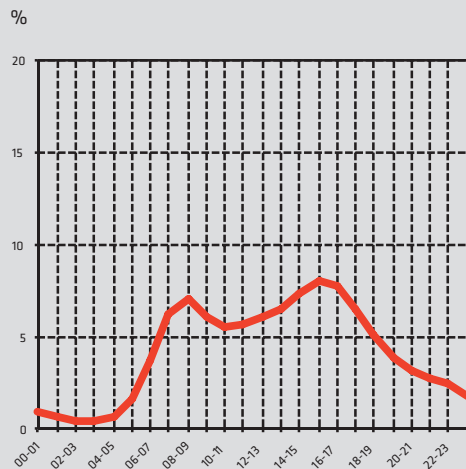
Since 2003 local roads were also included in the statistics, which is the reason for the major increase between 2002 and 2003.



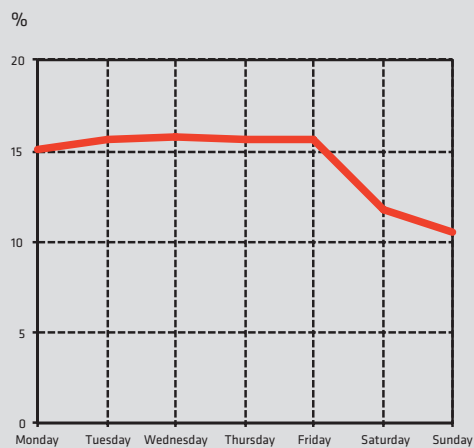
DAILY, WEEKLY AND ANNUAL TRAFFIC VARIATIONS

Vehicles

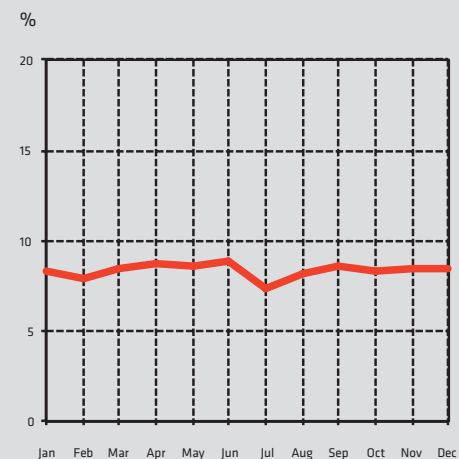
Daily 24 hour variation (on a weekday)



Weekly variation

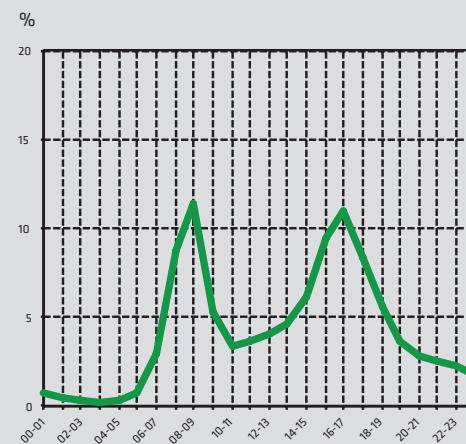


Annual variation

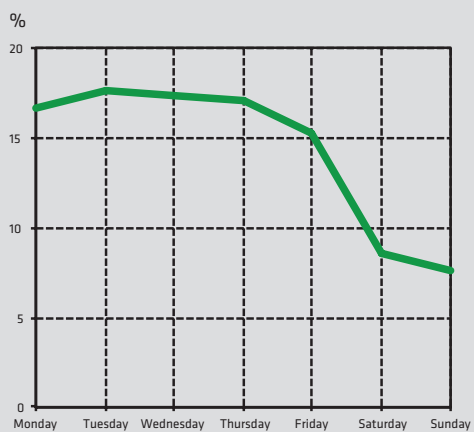


Bicycles

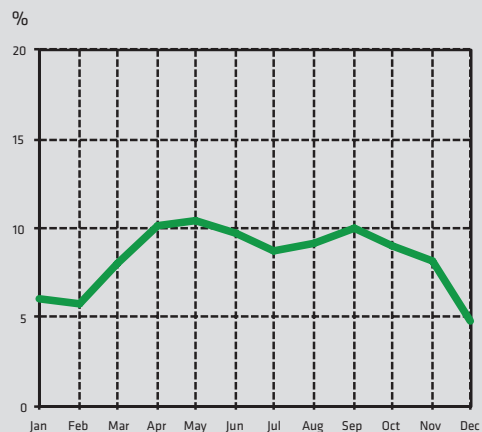
Daily 24 hour variation (on a weekday)



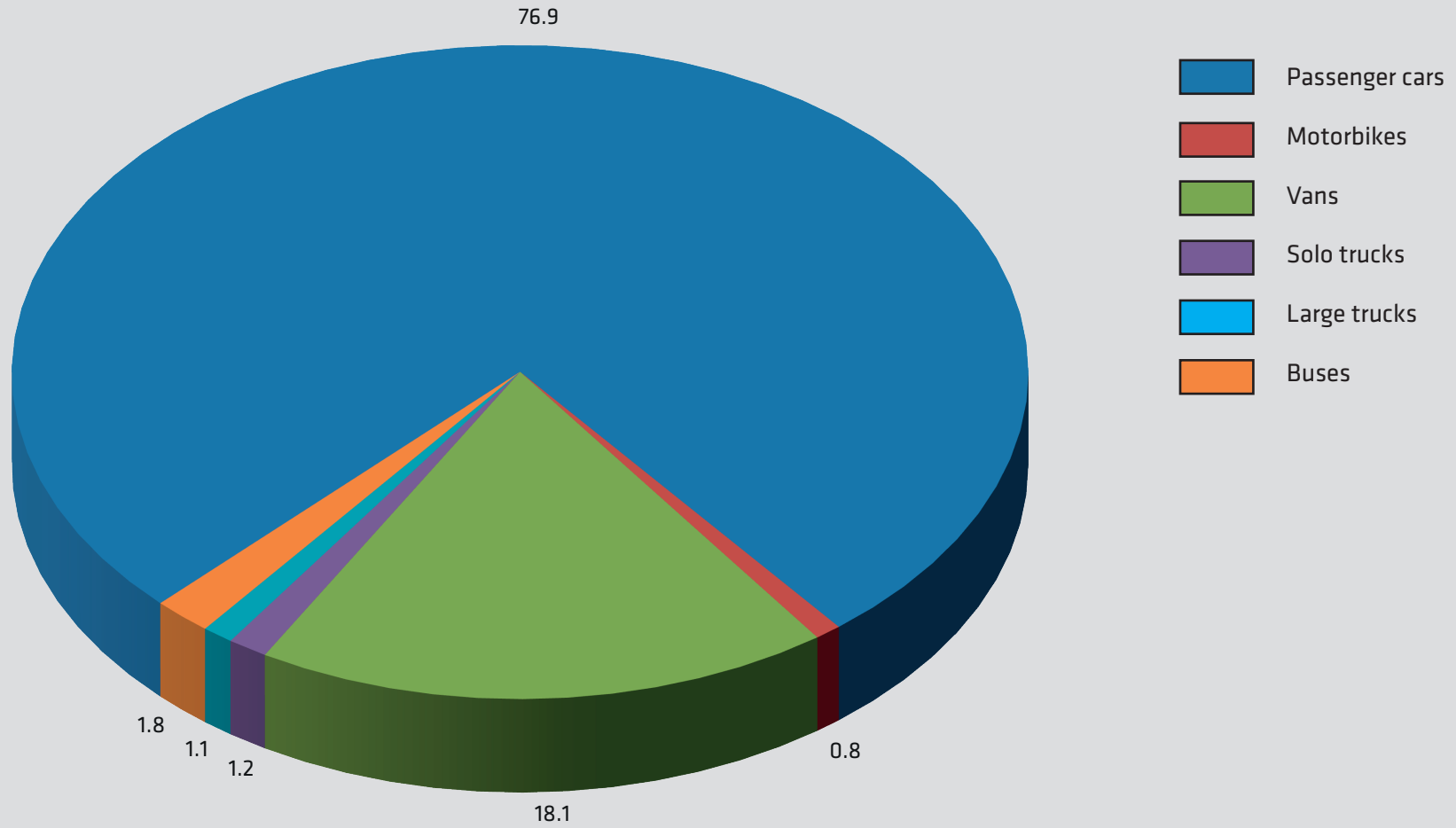
Weekly variation



Annual variation



PERCENTAGE QUOTIENT OF VEHICLE CATEGORIES
- on a weekday in 2014, 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.

CENSUS STATION	CATEGORY	2010		2011		2012		2013		2014	
		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. RICHSVEJ ^{a)} east of Grøndals Parkvej	VEHICLES	8,800	3.2							6,200	0.9
	BICYLES	2,700								2,300	
911 DALGAS BOULEVARD north of Roskildevej	VEHICLES	8,300	3.3							8,200	
	BICYLES	1,800								1,900	
913 FALKONER ALLE ^{b)} south of Dronning Olgas Vej	VEHICLES							15,800	3.4		
	BICYLES							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	11,700	5.2	13,000	4.6	11,900	4.3	12,800	3.8	11,900	3.4
	BICYLES	11,100		11,800		13,500		7,600		10,300	
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							19,400	3.7		
	BICYLES							6,500			
914 NYELANDSVEJ west of Falkoner Alle	VEHICLES	8,600	4.0							7,800	4.1
	BICYLES	5,200								6,000	
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 Tesdorfsvej blocked traffic going northwards and caused increased westward traffic along C.F. Richsvej
^{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.	2010 QTY.	2011 QTY.	2012 QTY.	2013 QTY.	2014 QTY.
7114	AMAGERBROGADE 18 at Uplandsgade						4,800	3,200	4,300	4,600	4,000
551	AMAGERBROGADE 32 at Hollænderdybet						4,700	3,200	4,700	4,700	4,100
7115	AMAGERBROGADE 68 at Brysselgade						5,200	5,900	5,600	6,000	6,100
7116	AMAGERBROGADE 232B at Sundbyvester Plads						2,600	2,600	2,600	2,700	2,600
129	BRYGGEBOEN (bridge)						2,200	2,500	2,300		2,400
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	11,400
11	FREDERIKSBORGGADE east of Nørre Voldgade	39,200	31,800	32,300	25,800	29,000	30,100	33,000	38,900	33,200	33,400
7126	FREDERIKSBORGGADE west of Nørre Voldgade						15,600		19,000	17,800	20,400
602	ISTEDGADE 38 at Gasværksvej						4,900	5,200	4,700	5,900	
7140	ISTEDGADE 120 at Saxogade						5,500			6,600	5,900
7106	KOMPAGNISTRÆDE 13 (Strædet)						3,700	4,100	5,100	4,300	5,000
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	12,500
934	NYHAVN 65 ("the sunlit side")									4,200	
7120	NYHAVN 44 ("the shady side")						1,200	3,200	2,500		2,800
5	NØRREBROGADE at Dronning Louises Bro						7,100	5,200	5,600	8,700	8,300
7117	NØRREBROGADE 88 at Assistens Kirkegård						4,300	3,700	3,500	4,400	4,600
7118	NØRREBROGADE 120 at Nørrebro Runddel						7,000	6,500	6,700	7,200	6,700
781	NØRREBROGADE 249 at Nørrebro Station						13,700	11,700	11,000	12,800	11,900
33	NØRREGADE south-east of for Nørre Voldgade ^{a)}	14,300	10,600	8,600	5,600	5,300	5,800		6,600	9,100	10,000
7193	PEBLINGE DOSSERING at Baggesensgade						2,400	3,400	3,400	3,400	3,600
7135	SORTEDAM DOSSERING east of Læssøesgade							3,100	3,300	3,400	3,900
7132	SORTEDAM DOSSERING at Kroghsgade						2,200	3,300	3,600		

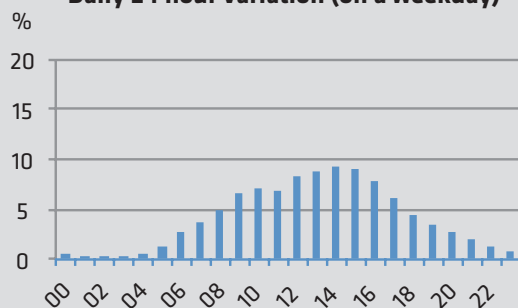
^{a)} 2000: The large Daells Varehus department store closed down on the 31st of March 1999

PEDESTRIANS

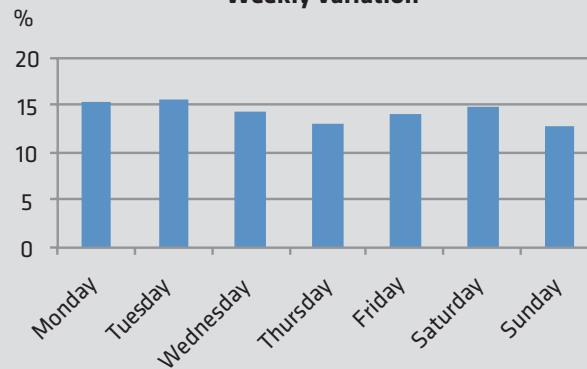
as a total of both directions, between 6 a.m. - 6 p.m., from 2009 between 7 a.m. - 7 p.m.

CENSUS STATION		1985	1990	1995	2000	2005	2010	2011	2012	2013	2014
		QTY.	QTY.	QTY.	QTY.	QTY.	QTY.	QTY.	QTY.	QTY.	QTY.
7103	STRØGET MIDT / CENTRE (Vimmelskaftet)						29,500	28,300	33,500	27,400	28,500
113	STRØGET VEST / WEST (Frederiksberggade) at Rådhuspladsen	23,700	25,700	26,900	38,100	37,200	29,200	28,300		27,700	26,900
7102	STRØGET ØST / EAST (Østergade) at Kgs. Nytorv						18,700	25,700	25,000	20,400	20,700
7110	ØSTERBROGADE 68 at Trianglen						8,200	9,300	10,700		9,600
7111	ØSTERBROGADE 110 at Park Bio						5,500	6,200	6,200		6,000
7112	ØSTERBROGADE 146 at Poul Henningsens Plads						3,700	4,000	3,800		4,100
7113	ØSTERBROGADE 163 at Svanemøllen Station						7,500	9,100	8,300		9,300
161	ÅBUEN (bridge)						500	300	600	600	

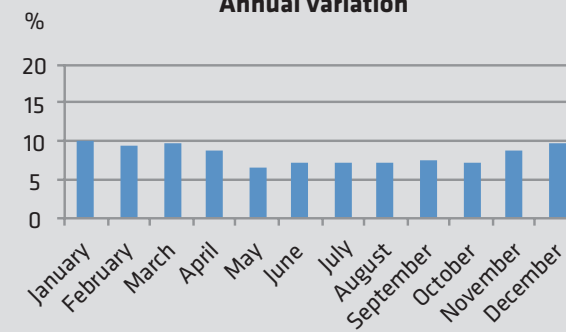
Daily 24 hour variation (on a weekday)



Weekly variation



Annual variation



Data from 2013

INDEX

	PAGE		PAGE
92	21	129	19
62	15	900	43
94	21	681	22
551	21	738	22
604	21	910	43
245	21	4	23
688	21	258	23
709	15	911	43
733	21	5	19
734	21	65	23
360	21	7	23
63	15	259	23
64	21	686	23
98	21	682	23
703	21	67	23
554	21	613	23
645	21	477	23
689	22	643	23
99	22	8	15
685	22	913	43
726	22	9	23
697	22	909	43
515	22	906	43
255	22	377	*) 23
397	22	488	23
704	22	68	24
103	22	69	19
496	22	908	43
3	22	113	*) 24

*) Pedestrians, cf. p. 44

INDEX

	PAGE		PAGE
11	FREDERIKSBORGGADE east of Nørre Voldgade.*) 24	495	HARALDSGADE west of Lyngbyvej 25
12	FREDERIKSBORGGADE south-east of Søtorvet. 24	20	HARESKOVVEJ north-west of Ruten 15
677	FREDERIKSBORGVEJ south of Bispebjerg Torv 24	1	H.C. ANDERSENS BOULEVARD south-east of Jarmers Pl. 25
13	FREDERIKSBORGVEJ south of Gladsaxevej 15	901	H.C. ØRSTEDSVEJ, north of Niels Ebbesens Vej. 43
14	FREDERIKSSUNDSVEJ on the bridge across the moat 15	692	HEDEGÅRDSVEJ west of Engvej 25
117	FREDERIKSSUNDSVEJ east of Frederiksborgvej 24	21	HILLERØDGADE west of Borups Allé 25
120	FREDERIKSSUNDSVEJ east of Krabbesholmsvej 24	132	HILLERØDGADE east of Nattergalevej 25
626	FREDERIKSSUNDSVEJ north-west of Åkandevej. 24	635	HILLERØDGADE east of Nordre Fasanvej 26
723	FREDERIKSSUNDSVEJ west of Hulgårdsvej 24	487	HOLBÆKMOTORVEJEN west of Sønderkær 15
121	FÆLLEDVEJ north-east of of Nørrebrogade 24	667	HOLMBLADSGADE west of Østrigsgade 26
482	GAMMEL JERNBANEVEJ east of Toftegårds Allé 24	136	HOLMENS KANAL south of Vingårdstræde 26
122	GAMMEL KONGEVEJ west of Stenosgade. 19	650	HOVEDVAGTSGADE west of Kongens Nytorv. 26
904	GAMMEL KONGEVEJ east of Allégade 43	71	HORSEBAKKEN north of Mosesvinget 15
123	GAMMEL KØGE LANDEVEJ south of Toftegårds Pl. 24	138	HULGÅRDSVEJ north of Hillerødgade 26
16	GAMMEL KØGE LANDEVEJ south of Vigerslevvej. 15	672	HULGÅRDSVEJ south of Frederikssundsvej 26
705	GLASVEJ south-west of Frederiksborgvej 24	414	HUSUMVEJ north of Tølløsevej. 26
549	GODTHÅBSVEJ south-east of Grøndals Parkvej 24	695	HYLTEBRO south-west of Nørrebrogade 26
905	GODTHÅBSVEJ east of Guldborgvej 43	525	HØJBRO 26
17	GOTHERSGADE south-east of Søtorvet 25	544	HØJE GLADSAXEVEJ north-east of of Hareskovvej 15
127	GOTHERSGADE west of Kongens Nytorv 25	615	INGERSLEVSGADE east of Enghavevej 26
270	GOTHERSGADE east of Nørre Voldgade 25	72	INGERSLEVSGADE south-east of Tietgensgade 19
18	GRØNDALS PARKVEJ north of Peter Bangs Vej 25	493	IRLANDSVEJ north of Følfodvej 26
652	GRØNNEGADE south of Gothersgade 25	673	IRLANDSVEJ north of Sundbyvestervej. 26
70	GRØNNEMOSE ALLÉ west of Moseskellet 15	363	ISLANDS BRYGGE under Langebro. 26
624	GRØNNINGEN north of Jens Kofods Gade. 25	698	ISLANDS BRYGGE north of Drechselsgade 26
724	GYLDENLØVEGADE south-east of Nørre Søgade. 25	73	ISLEVHUSVEJ south-west of Kildeløbet 15
19	GYLDENLØVEGADE by the lakes 19	602	ISTEDGADE north-east of of Gasværksvej 19
275	HAMLETSGADE north-east of of Nannasgade 25	23	JAGTVEJ south-west of Nørrebrogade 27
276	HAMMERICHSGADE south-west of H.C.Andersens Boulevard. 25	478	JAGTVEJ east of Lyngbyvej 27

*) Pedestrians, cf. p. 44

INDEX

	PAGE		PAGE
617	27	78	16
663	27	516	28
664	27	647	28
638	27	500	28
24	15	912	44
717	19	636	28
25	19	630	28
6	19	914	42
553	27	597	28
74	16	157	28
739	27	32	29
691	27	418	29
26	19	166	29
75	16	577	29
27	27	33	*) 29
76	27	170	29
576	27	34	29
542	27	631	29
392	16	309	29
29	19	171	29
606	27	501	29
678	28	907	43
150	28	605	29
607	28	903	43
151	28	176	29
31	16	641	29
298	28	384	30
300	28	36	16
710	28	716	30

*) Pedestrians, cf. p. 44

INDEX

	PAGE		PAGE
661	30	648	31
662	30	196	31
79	16	82	16
80	16	44	31
179	30	83	32
467	30	84	32
639	30	45	16
702	30	46	32
683	30	479	32
706	30	614	32
37	30	671	32
381	30	679	32
184	30	751	32
40	16	659	32
696	30	569	32
41	31	202	32
625	31	203	32
653	31	204	32
191	31	86	32
608	31	48	33
42	19	49	16
620	31	609	17
194	16	87	33
43	16	341	33
195	31	680	33
332	31	586	33
81	31	211	33
676	31	210	33
492	31	665	33

INDEX

	PAGE		PAGE
445	VED STADSGRAVEN north-east of of Amager Boulevard	90	ØSTER FARIMAGSGADE north-east of Gothersgade
699	VEJLANDS ALLÉ west of Center Boulevard	234	ØSTER FARIMAGSGADE south-west of Lille Triangel
212	VEJLANDS ALLÉ east of Røde Mellemvej	60	ØSTER SØGADE north-east of of Gothersgade
700	VEJLANDS ALLÉ west of Amagerbrogade	237	ØSTER SØGADE south-west of Lille Triangel
736	VEJLANDS ALLÉ between the motorway legs	91	ØSTER VOLDGADE north of Gothersgade
737	VEJLANDS ALLÉ west of Artillerivej	731	ØSTER VOLDGADE north-east of of Sølvgade
213	VERMLANDSGADE east of Herjedalsgade	552	ØSTRIGSGADE south-east of Holmbladsgade
669	VERMLANDSGADE east of Uplandsgade	61	ÅBOULEVARD north-west of Tømrergade
52	VESTERBROGADE west of Rådhuspladsen	161	ÅBUEN, (bicycle- and pedestrain bridge) across Ågade
603	VESTERBROGADE west of Stenosgade	481	ÅGADE west of Jagtvej
53	VESTER FARIMAGSGADE north of Ved Vesterport	628	ÅKANDEVEJ north-east of of Frederikssundsvej
684	VESTER FÆLLEDVEJ north of Ny Carlsberg Vej	503	ÅKANDEVEJ north of Gadelandet
217	VESTERGADE north of Vester Voldgade	240	ÅLEKISTEVEJ north-west of Peter Bangs Vej
218	VESTER VOLDGADE north-west of Rådhuspladsen	241	ÅLEKISTEVEJ south of Slotsherrensvej
54	VIGERSLEV ALLÉ east of Toftegårds Plads	242	ÅLHOLMVEJ north of Roskildevej
221	VIGERSLEV ALLÉ west of Vestre Kirkegårds Allé	359	ÅRHUSGADE west of Østbanegade
223	VIGERSLEV ALLÉ east of Retortvej		
55	VIGERSLEV ALLÉ west of Vigerslevvej		
56	VIGERSLEVVEJ north of Langagervej		
226	VIGERSLEVVEJ north-west of Gl. Køge Landevej		
491	WEBERSGADE north-west of Øster Farimagsgade		
644	ØRESTADS BOULEVARD south of Amager Boulevard		
708	ØRESUNDSMOTORVEJEN east of Kongelundsvej		
228	ØRESUNDSVEJ west of Kastрупvej		
623	ØRESUNDSVEJ east of Strandlodsvej		
57	ØSTBANEGADE north of Classensgade		
58	ØSTER ALLÉ east of Nørre Allé		
232	ØSTERBROGADE south of Jagtvej		
59	ØSTERBROGADE north of Classensgade		

Københavns Kommune

Teknik- og Miljøforvaltningen
Center for Trafik og Byliv
Njalsgade 13, 1. sal
2300 København S

Postadresse

Postboks 450
1505 København V

Kontakt

Åse Boss Henriksen
aashen@tmf.kk.dk
Tlf. 2072 2730

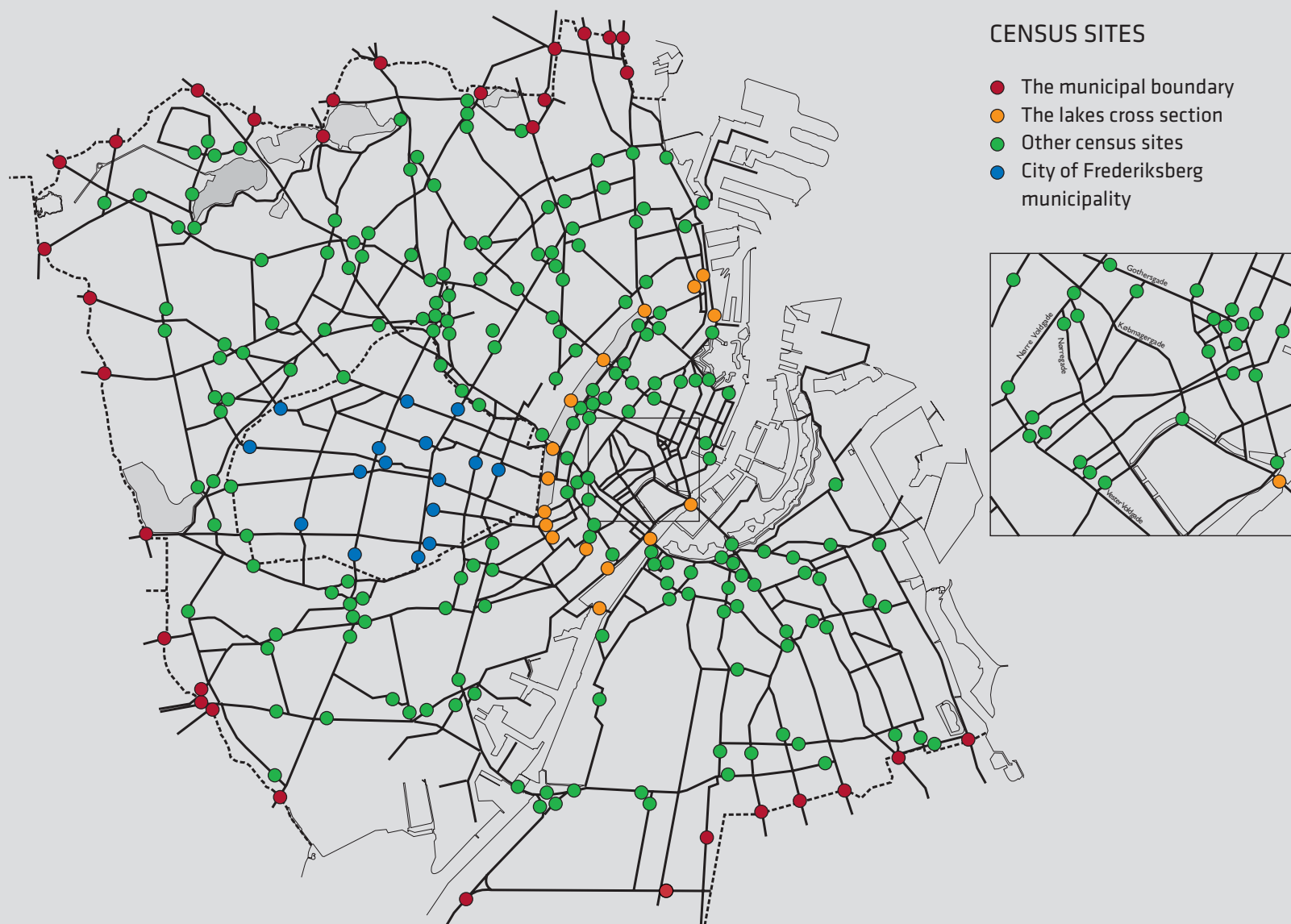
Grafik and layout

TMF-design

Foto

Ursula Bach, Københavns Kommune

KEY MAP SHOWING THE LOCATION OF CENSUS SITES



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

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Environmental Administration