GOOD, BETTER, BEST
THE CITY OF COPENHAGEN’S
BICYCLE STRATEGY 2011-2025
And they always have. Conversation cycling on Dr. Louises Bro in the 1930s.
NUMBER OF BICYCLE TRIPS TO/FROM THE INNER CITY FROM 6:00 AM TO 6:00 PM ON WEEKDAYS

Copenhagen’s plan for achieving a greater modal share for bicycles includes increasing the capacity of the cycle tracks to the city centre, in order to accommodate an additional 60,000 cyclists by 2025.

COPENHAGEN MUST BECOME THE WORLD’S BEST BICYCLE CITY!

The goal was firmly set by a unanimous city council as an integral part of the vision of Copenhagen as an Environmental Capital. Above par conditions for cycling are also an important element in Copenhagen’s goal of having a good city life and making Copenhagen CO2 neutral by 2025. Good conditions for cycling are also part of the city’s official health policy.

In other words, cycling is not a goal in itself but rather a highly-prioritized political tool for creating a more liveable city. Copenhagen is already a fine bicycle city. Every single morning hundreds of thousands of Copenhageners choose the bicycle as the most natural thing in the world. It is amazing to many foreigners and the source of great interest for journalists, researchers, politicians and urban planners from every corner of the world.

Copenhagen couldn’t have achieved this status without a steady and comprehensive effort. Cycling in Denmark has fallen by 30% since 1990. The numbers for Copenhagen, however, head in the opposite direction. The number of kilometres cycled has risen by around 30% since 1998 and the bicycle’s modal share for trips to work or educational institutions has risen to over a third in the same period. This makes the bicycle the most popular transport form for commuting in Copenhagen.

The goal of this publication is to highlight, with the help of words, numbers and photos, what is required if Copenhagen is to reach its ambitious goal of increasing the modal share for bicycles. Not to mention making the city more bicycle-friendly. In other words, how we can take Copenhagen to the next level as a bicycle city. From good to better and on to the best in the world.

This bicycle strategy replaces the municipality’s former bicycle strategy “Cycle Policy 2002-2012”.

Enjoy the read!

Best regards,
Ayfer Baykal
Mayor of Technical and Environmental Administration
On behalf of the Technical and Environmental Committee
A bicycle-friendly city is a city with more space, less noise, cleaner air, healthier citizens and a better economy. It’s a city that is a nice place to be in and where individuals have a higher quality of life. Where accessibility is high and there is a short route from thought to action if one wants to head out into nature, participate in cultural or sports activities or buy locally. Bicycle traffic is therefore not a singular goal but rather an effective tool to use when creating a liveable city with space for diversity and development.

Fortunately, it pays off to invest in urban cycling. Increased cycling levels give society less congestion, fewer sick days, longer life expectancy, less wear and tear on the roads and less pollution. Cycling initiatives are also inexpensive compared with other transport investments.

The eyes of the world are already focused on Copenhagen – The City of Cyclists. By continuing the ambitious work towards becoming the world’s best cycling city, we maintain the many positive stories about the city. Stories that brand Copenhagen as a liveable, innovative, sustainable and democratic city with a political will to lead the way in the battle for an improved quality of life for the citizens. By aiming to be the best in the world we can show the way for other cities around the world: prioritising and innovation.

PRIORITISING

The cycle tracks of Copenhagen are already under pressure during rush hour. It is necessary to give more space to cyclists on the main arteries. In order to increase the sense of security, make it possible for people to ride at their preferred speed and, not least, to make it more attractive for those who are too insecure to cycle today. In some places the existing cycle tracks will be widened, in other places alternative routes will be necessary to move some of the bicycle traffic away from the congested routes. Infrastructure expansion will be accompanied with campaigns focused on more considerate behaviour in traffic.

INNOVATION

One of the unique things about Copenhagen is our cycle tracks. Working to expand and develop our cycle track network must continue. If we are to encourage many new cyclists to get onto their bicycles it is crucial that we’re open to new concepts. Regardless of whether it is infrastructure or other types of solutions. It could be, for example, making certain streets one-way in order to create improved space for better cycling conditions, new types of bicycle parking - including cargo bike parking - and initiatives that make streets with cobblestones into attractive cycle routes.

Infrastructure like footpaths at intersections and air pumps have both a practical and a communication value. Partnerships with the public transport providers, neighbouring municipalities, etc., ensure optimal effect and anchor the various initiatives. Finally, it is necessary to work systematically with communication campaigns aimed at specific target groups with the potential to cycle more.

Copenhageners choose the bicycle because it’s the fastest and easiest way to get around. Period. If the numbers of cycling citizens are to increase it is all about making the bicycle the fastest and easiest way to get around for even more citizens than today.

This is not possible without a strong prioritising of bicycle-friendly infrastructure and a will to think out of the box. These are therefore the two central principles in the bicycle traffic area: prioritising and innovation.

WHAT NEEDS TO BE DONE?

"Travel times are a central parameter for competitiveness, regardless of which type of transport you are dealing with."

It is therefore necessary to improve travel times by bicycle compared to other transport forms. It requires prioritising ambitious short cuts like tunnels and bridges over water, railways and large roads. In addition, it requires many small speed improvements, including allowing contraflow cycling on one-way streets, allowing cycling across squares, implementing Green Waves for cyclists, etc. Finally, traffic calming - on quiet streets, for example - is also necessary if the bicycle is to have a serious advantage in traffic.

"We will also have to work even more with new solutions that include technology, communication and partnerships. For example, IT solutions must be integrated into both bicycles and the roads."

First, a few statistics about Copenhagen - The City of Cyclists.

**A BETTER BICYCLE CITY**

**A MORE LIVEABLE CITY**

36% of all trips to work or educational institutions in Copenhagen are by bicycle.*

*Average 2008-2010

This high percentage of the modal share is a key element in the declared goal of making Copenhagen CO2-neutral by 2025.

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Copenhagen’s overall goal for cycling include goals for the number of cyclists as well as the quality of cycling (sense of security, safety, travel time and comfort). One of the more ambitious goals is increasing the modal share for bicycles by 50% of all trips to work or educational institutions by the end of 2015. In 2010 the modal share was 36%. Raising that to 50% means encouraging 15,000 citizens to cycle. An increase to 45% means 35,000 citizens must hop onto their bicycles.

The bicycle, with a modal share of 36%, is the most used form of transport for trips to work or educational institutions. * 

*Average 2008-2010

The initiatives are marketed both to the general public and to specific target groups.

Ambitious short cuts like Bryggebroen - the bicycle and pedestrian bridge over the harbour – are necessary and something that Copenhageners appreciate greatly (figure 3). The bridge has provided many people with a shorter trip between home and work, as well as increasing sense of security and comfort greatly, as the route is separated from car traffic, and not least because it is a beautiful route. Bryggebroen is well-placed for accessibility to the new urban developments Havneparken, Havnesteden and Ørestad North.

There is no one route to an increased modal share for bicycles. A broad array of initiatives must be put into place. Both physical and non-physical, both expensive and inexpensive. The central idea regarding infrastructure is thinking about a coherent, high-quality network without weak links in the chain. Just one intersection that doesn’t feel safe is enough for the elderly to leave the bicycle at home. Stretches without cycle tracks are gaps in the chain that will discourage long-distance commuters from cycling to work.

Bryggebroen also illustrates that there are still missing links in the Copenhagen bicycle network. Bryggebroen is a part of an important route from Østerbro/Nordhavn - around the outside of The Lakes - to Amager. Some of the missing links on this route include crossing Østerbro bridge, crossing Åboulevard, the sections below Øvre Tømrer, lack of cycle tracks on Gøarnesvej, and Skelbægakade, a ramp from Dybbølsgade to the north side of Fisketorvet, a good connection from Bryggebroen to Axel Heides Gade and over Amager Fælled to Ørestads Boulevard.

The modal share for bicycles is also affected greatly by the quality of the other transport forms. For example, congestion charges for motor vehicles will cause the cycling share to rise.

The quality and price of public transport also has an effect for the growth of bicycle traffic. Those issues are covered in another context, including “Action Plan for Green Mobility” and socio-economic analyses (methods and cases, COWI, 2009). Socio-economic analyses give values to the effects of a given initiative in DKK so that the total effect can be calculated and solutions can be compared as best possible. The focus is on the total societal effect.

In addition, factors that are not directly related to cycling have a great influence on the possibility of reaching the goal. The strength of the goal is that it forces Copenhagen to aim high. If it isn’t reached by 2015, there is still something to aim for in 2025.

Figure 4: Trips to work and educational institutions in the City of Copenhagen by mode (average 2008-2010, TU-data).

Figure 5: Cost examples for specific traffic measures.

### TRANSPORT FORM COST EXAMPLES

- **BICYCLE** 1 kilometer (both sides) network of bicycle super highways (150 km) in the capital region
  - DKK 6 mio. (€0.7M)
  - DKK 16 mio. (€1.9M)

- **CAR** Northenborham Motorway expansion from Roskilde-Flensborg
  - DKK 1.4 billion (€174.2M)
  - DKK 2 billion (€256.2M)

- **METRO** 1 km of the Møllestien Ring
  - DKK 150 mio. (€18.4M)

- **TRAIN** Extra track for overtaking between Nørretrandersmarken
  - DKK 1.5 billion (€216.6M)

- **BUS** City of Copenhagen’s annual bus subsidy
  - DKK 400 mio. (€48.4M)
PLUSnet

In 2025 there will be a PLUSnet for cyclists in Copenhagen, consisting of chosen Green Routes, Bicycle Superhighways and the most congested bicycle routes. The PLUSnet ensures a high level of quality for space, intersections and maintenance so that many cyclists can travel securely and comfortably at the tempo that suits each individual.

CONVERSATION CYCLING

On the PLUSnet, Copenhageners can converse with a friend or cycle next to their mum or dad without being disturbed by the bell ringing of people who want to get past. The goal is 3 lanes in each direction on 80% of the network (4 lanes in total on stretches where the cycle tracks are bi-directional).

WE’RE ON OUR WAY

The map shows the PLUSnet, examples of large-scale improvements that have been approved and other improvements between now and 2025 that have a high priority. The exact routes and capacity will be adjusted on an ongoing basis, based on traffic and city development.

EXAMPLES OF APPROVED PROJECTS

BRIDGES:
1. Bridge over Lyngbyvej and the coming Nordhavnsvej
2. Cirkelbroen
3. Bryggerampen
4. Bridge across the Inner Harbour

STRETCHES:
Nørrebrogade (wider cycle tracks, among other projects)
Farum Route (Bicycle Superhighway)
Albertslund Route (Bicycle Superhighway)
Svanemølle Route (Green Cycle Route)
Nørrebro Route, Åbuen - Jagtvej (Green Cycle Route)
On a bicycle the city can be experienced spontaneously and up close and personal. The more there is to sense and experience when you roll through the city, the shorter the trip feels and it becomes more attractive to cycle.

Cyclists appreciate having things to look at but they also contribute greatly to life in Copenhagen’s streets. They make the city safer and nicer for everyone to move about in.
CARGO BIKE PARKING

17% of Copenhagen families have a cargo bike. Cargo bikes are especially used for transporting children and shopping and they are often an alternative to having a car. One fourth of all cargo bike owners say that their cargo bike is a direct replacement for a car. In 2025 there will be excellent parking facilities for cargo bikes outside of homes, institutions and shops. In addition, cargo bikes will be an integral part of Copenhagen’s City Logistics system. Pilot projects for cargo bike parking will be replaced by standard solutions developed in collaboration with businesses, home-owner associations and developers.

IN 2011
Requirements for bicycle parking for new buildings – including cargo bike parking – have been included in the “Municipal Plan 2011”. It has been decided to develop and implement more cargo bike parking in 2012-2013.

SHOPPING BY BICYCLE

Shopping trips made up 34% of all trips made by Copenhageners in 2009 and the bicycle’s share of these trips was 27%. In 2025 there will be excellent parking facilities for cargo bikes outside of homes, institutions and shops. In addition, cargo bikes will be an integral part of Copenhagen’s City Logistics system. Pilot projects for cargo bike parking will be replaced by standard solutions developed in collaboration with businesses, home-owner associations and developers.

IN 2011
Dialogue is established with large chain stores and shopping centres regarding improvements in bicycle parking.

CITY LIFE FROM A TO B IN 2025

The bicycle is a flexible and space-saving transport form that both invites more city life, as well as contributes to it. Especially in densely-populated areas, the bicycle provides the easiest access to shops, homes, workplaces and educational institutions. In addition, bicycles takes up much less space in the city compared with other transport forms. By encouraging more people to ride bicycles, we free up more space for city life for everyone.

In The City of Cyclists in 2025, more city streets are designed with pedestrians and cyclists in mind. The many cyclists contribute to a more liveable city that is rich in experiences. Switching between walking and cycling is easy and effortless and there is even more space in the city for recreation. It is easy to shop by bicycle and there are excellent parking facilities – including for cargo bikes – and there is room for everyone on the cycle tracks when it is needed.

THE RHYTHM OF THE STREET

The streets in 2025 can handle rush hour, peak shopping hours, evening life and night activities. By using ITS (Intelligent Traffic System), the street is transformed from being static to being dynamic. LED lights in the asphalt signal which transport form has priority and when. Certain stretches, for example, can be made one-way for cars for some periods of the day, just as cycle tracks can be widened during the morning rush hour by taking over space from the sidewalk. The sidewalks can then be widened during the middle of the day when there are more pedestrians and fewer cyclists. By letting the street follow the natural rhythm of the city and not vice versa, there will be more vitality and a more pleasant urban space.

IN 2011
Funding has been allocated to ITS solutions for cyclists. Pilot projects with LED lights embedded in the asphalt, perhaps with alternating use of space like virtual bus stop islands (2012-2013).
Even though Copenhagen’s cyclists are generally pleased with Copenhagen as a cycling city, there are some areas where satisfaction is falling. For example, only 3 out of 10 think that the city’s bicycle parking facilities are satisfactory, and only 5 out of 10 are satisfied with the maintenance of the cycle tracks.

If we are to reach the goal of having more people cycling to work and educational institutions in 2025, the comfort level must be improved across the board so that both the current and the potential cyclists find it easy and attractive to cycle in Copenhagen.
A positive bicycle experience is important if more people are to cycle. Good parking facilities are vital – especially if we want to reduce bike theft and the number of toppled bicycles that are a nuisance for passers by. The quality of the cycle tracks and of maintenance is of great importance for comfort levels. If more citizens choose the bicycle it will result in a better everyday life for many because of increased accessibility, reduced pollution, less noise and safer traffic conditions.

**In the City of Cyclists in 2025**, there is a markedly better level of comfort for cyclists. There is a high level of maintenance of the cycle tracks and you can ride around most of the city with a cup of coffee on the handlebars - without spilling it. Better parking facilities make it easier to park and there are air pumps and fountains in busy areas. Especially around train and metro stations and bus terminals, the parking conditions are tip top. In addition, partnerships with workplaces ensure that the journey from "kitchen counter to desk" is smooth and a modern bike share system makes it easier to combine your bicycle with the bus, train and metro.

**Comfortable from A to B in 2025**

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48% of Copenhagen cyclists say that the main reason they choose the bicycle is that it’s the fastest and easiest way to get around. In order to encourage more people to ride, it is paramount that the travel times on bicycles are competitive with the other transport forms. Travel time isn’t just about speeding through the streets, it’s also about being able to choose your own tempo and direct routes. Too many brief stops, detours and stretches where overtaking is impossible make travel times much longer.

In order to ensure the shortest possible travel time from A to B, the existing cycling network must be further developed, with extra focus on PLUSnet and establishing short cuts. Redesigns like new cycle tracks, traffic calming and speed bumps will contribute to improving the travel times for cyclists and improve both safety and sense of security.
CONTRAFLOW CYCLING ON ONE-WAY STREETS

There are many streets in Copenhagen where cyclists must use a detour because of one-way streets. In 2025, most one-way streets for cyclists have been eliminated. Travel times are reduced for cyclists and the local traffic is better distributed.

IN 2011

Contraflow cycle tracks are being implemented in, among other streets, Bremerholm and Gøteborgsgade and funding has been approved for eliminating one-way streets in a series of smaller streets (will be completed 2012/2013).

FEWER MISSING LINKS

Direct routes without unnecessary stops is of utmost importance for travel times. It is important to eliminate missing links on the main arteries. In 2025, the route from Østerbro/Nordhavn, along the outside of The Lakes, to Vesterbro and Amager will no longer have any missing links.

IN 2011

From Østerbro to the north side of Fisketorvet and on to Bryggebroen: A new bicycle ramp will be completed by the end of 2012. The intersection at Åboulevard/Rosenørns Alle by The Lakes will be redesigned in 2012 so there will be a better and faster crossing for the many people who travel along The Lakes.

EFFECTIVE AND IMPRESSIVE SHORT CUTS

New routes over water, railways and squares can improve travel times markedly and can also make it possible to experience the city from new and more peaceful angles. In 2025, there are many more short cuts - both large and small.

IN 2011

The bridge Cirkelbroen over Christianshavns Kanal, across from Den Sorte Diamant, will be completed in 2012 and the bicycle and pedestrian bridge over Lyngbyvej and the coming Nordhavnvej will be completed in 2013.

MORE PEOPLE CYCLING FARTHER AND QUICKER

Travel time is even more important for long distance commuters. They have no interest in stopping constantly en route. It can also be more enjoyable when several people cycle together. In 2025, there are more e-bikes and an intelligent traffic system on the regional network of Bicycle Superhighways provides Green Waves for cyclists who ride in groups. Sensors embedded in the asphalt register the number of cyclists and the traffic lights adjust to give green lights to groups of cyclists.

IN 2011

In 2012-2013, a Green Wave for cyclists will be implemented on Østerbrogade and in 2011-2013 the first Bicycle Superhighway will be inaugurated in association with neighbouring municipalities. Technological solutions, like detecting groups of cyclists and prioritising them at intersections, will be tested.

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One of the requirements for choosing the bicycle is that the individual citizen has the impression that cycling is safe. One of our goals is that in 2015, 80% of cyclists in Copenhagen feel safe in the traffic and in 2025, that number will be 90%. In 2010, the number was 67%. A city that feels safe to cycle in means more people will ride – not least newcomers to the city, children, the elderly and others who find cycling during rush hour to be an overwhelming experience today.

Many transport habits are established at an early age and children who are used to cycling are more inclined to keep cycling and will be better at navigating through the traffic when they are older.
SAFEly FROM A TO B IN 2025

Traffic safety has been greatly improved over the past few years. Statistically, the risk of being involved in a serious accident has fallen by 72% per cycled kilometre since 1996. Copenhageners’ sense of security in the traffic has also improved of late. If this sense of security is to rise even further among current cyclists and potential cyclists alike, the most important areas of focus are creating more space on the cycle tracks, making intersections safer and using behavioural campaigns to improve consideration in traffic – including on the cycle tracks. The general traffic safety efforts are also very important. For example, reducing speed limits for cars where necessary.

In The City of Cyclists in 2025, both young and old feel safe on bicycles. It is a normal sight to see parents and children cycling alongside each other in rush hour and that many more cyclists are able to ride alongside each other and chat. The infrastructure makes it possible to ride at the speed that suits the individual best and improvements at intersections allow cyclists to cross feeling safe.

Cycle track etiquette has been established and the citizens share a common understanding of what considerate behaviour is.

GREEN AND BLUE BICYCLE CONNECTIONS

Bicycle connections along the water and through green areas separated from car traffic offer an increased sense of security and open up new ways to enjoy the city’s green and blue areas. At the same time, they are an important alternative to the busy streets where bicycles compete for space with the other transport forms.

IN 2011
The Svanemølle Route from Østerport Station to Ryparken Station, the promenade connection in Havnegade and the bicycle route along the old Amager railway will be completed in 2013.

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ROOM FOR DIVERSITY
Congestion on the cycle tracks is a significant source of a negative sense of security. The more cyclists we get, the more different types of cyclists we get, too. People ride differently and the cycle tracks of Copenhagen should allow for this diversity. There should be space to allow for taking it easy, checking out shop windows and city life, without blocking the path for those who just want to ride quickly.

IN 2011
Examples: Wider cycle tracks on Nørrebrogade and Store Kongensgade, as well as pilot projects with painted lanes on cycle tracks – 2011-2013.

MORE CYCLE TRACKS
One of the most effective ways to increase the sense of security of cyclists is implementing cycle tracks or bicycle lanes. There are still stretches in the city that don’t have tracks or lanes. In 2025, there are cycle tracks on many more streets and the standard is allowing the cycle track or bicycle lane to continue right up to the intersection.

IN 2011
Examples: Cycle track on H.C. Andersens Boulevard along Rådhus haven, on parts of Rørvægsgade (close to Hans Knudsen Plads) and lanes on Nølden gade will all be completed 2012-2013.

SMALL STEPS – HUGE EFFECT

With certain singular initiatives it is possible to increase the visibility of cyclists in traffic markedly. For example, blue bicycle lanes through intersections and pulling back the stop lines for cars at intersections, so that cyclists are in front of the cars and have the advantage when the light turns green.

IN 2011
These types of solutions are a part of the continuing work and will continue in the coming years.
ONE BIG CONSTRUCTION SITE

Between 2011-2018, Copenhagen will be affected by the construction of the Metro City Ring, Nordhavnsvej and the redesign of Nørreport Station, as well as a long line of other projects that will make Copenhagen an even better city. Large areas will be closed for building sites for years. These building sites will affect traffic especially the transport forms that require a lot of space like cars, buses and trains. There will be less street space available than normal. For the sake of accessibility in the city, it is important that the available space is used with care. Instead of making the conditions worse for all transport forms, we must work strategically with closed-off areas and temporary solutions in order to ensure that there is still flexible and quick transport in Copenhagen during this period. The bicycle plays a central role.

In *The City of Cyclists* there will be no main roads closed to bicycle and pedestrian traffic between 2011-2018 in connection with the construction of the Metro City Ring, Nordhavnsvej or Nørreport Station. Ambitious, temporary solutions have been established where necessary, in order to ensure that Copenhageners and visitors, via good bicycle conditions, have access to flexible and quick individual transport. The many detours and closed-off streets connected to the construction projects also highlight Copenhagen’s prioritising of space-saving and climate-friendly transport forms.

**VESTER VOLDGADE**

A metro station will be built under City Hall Square. Therefore, a large part of the square will become a building site between 2012-2018. During the construction period, Vester Voldgade will be closed to car traffic but it will still be possible to walk or cycle. The result will be a safer, more pleasant bicycle route and improved travel times for cyclists. The more places where it is possible to let cyclists and pedestrians pass – despite the need for building sites and closed streets – the more attractive it will be to cycle in the city.

**HELLERUP STATION**

The trains on Ringbanen and through the city will be greatly affected during certain periods between 2012-2018. Central stations like Nordhavn and Svanemøllen will experience reduced service. Hellerup Station will therefore become the terminus for journeys from north of the city. A modern bike share system will make it possible to ensure that commuters at Hellerup Station have a quick and easy access to a good bicycle...”

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RECIPE FOR SUCCESS

Copenhagen - The City of Cyclists

GOOD, BETTER, BEST – here is the recipe for success:

TRAVEL TIME
- Bicycle Superhighways (network of routes in the capital region).
- Small short cuts (200-400 in all, including contraflow on one-way streets, shunts, etc.).
- Large short cuts (5-8 bridges/underpasses).
- ITS on, for example, routes with Green Waves for cyclists.
- E-bikes – infrastructure and promotion.
- Information about the best routes (signage, GPS solutions).
- Lower speed limits for cars where necessary, for example around schools.
- Better combination of metro/train/bus and bicycles, including a bike share programme and better parking facilities at stations.
- Increased population density.
- Behavioural campaigns focusing on signalling and overtaking with care.
- Cooperation with the police regarding changing traffic laws, including creating contraflow on one-way streets, as well as solutions that make it possible to turn right at red lights.

SENSE OF SECURITY
- Green bicycle routes.
- Intersection redesign (including cycle tracks running right up to the intersection as standard and pulled back stop lines for cars).
- Wider cycle tracks where there are bottlenecks.
- New cycle tracks and lanes (30-40 km).
- Wider cycle tracks in general (10-30 km).
- Painting lanes on wide and busy cycle tracks.
- Bicycle and bus streets.
- Campaigns related to consideration and behaviour.
- Safer routes to schools.
- Traffic policy at various schools in Copenhagen.

GOALS:

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<tr>
<th>MODAL SPLIT FOR BICYCLES:</th>
<th>2015</th>
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<tbody>
<tr>
<td>Share of all trips by bicycle to work and school</td>
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QUALITY:

| Share of the network that has three lanes (2010: 25%) | 40% | 60% | 80% |
| Relative to 2010, cyclists’ travel time is reduced by | 5% | 15% | 15% |
| Percentage of Copenhageners that feel safe cycling in traffic (2010: 67%) | 80% | 85% | 90% |
| Relative to 2005, the number of seriously injured cyclists will fall by | 50% | 60% | 70% |
| Percentage of Copenhagen cyclists who find the cycle tracks well-maintained (2010: 50%) | 70% | 75% | 80% |
| Share of Copenhageners who think that bicycle culture positively affects the city’s atmosphere (2010: 67%) | 70% | 75% | 80% |

TRAVEL TIME
- Bicycle Superhighways (network of routes in the capital region).
- Small short cuts (200-400 in all, including contraflow on one-way streets, shunts, etc.).
- Large short cuts (5-8 bridges/underpasses).
- ITS on, for example, routes with Green Waves for cyclists.
- E-bikes – infrastructure and promotion.
- Information about the best routes (signage, GPS solutions).
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TWO EXTRA INGREDIENTS
The recipe has two added ingredients with accompanying activities that aren’t covered on the previous pages, but that are just as important on the journey to creating the world’s best bicycle city and encouraging more people to ride:

LIFESTYLE AND IMAGE
- Marketing relating to image, lifestyle, the advantages of cycling.
- Campaigns aimed at specific target groups who have the potential to cycle more, including newcomers, the elderly and people who use the car for short trips.
- A sense of ownership, for example campaigns like Your Bicycle City, Your Mother’s Bicycle City.
- Online – a one-stop bicycle portal.

EXPERIENCES
- Integrating the experience of wind and weather into cycle track design.
- Communicating positive bicycle experiences (including ideas like Your Favourite Route, Your Favourite Short Cut).

For more information about cycling in Copenhagen – please visit www.ik.dk/cityofcyclists