

TRAFFIC IN COPENHAGEN

Traffic Figures
2006 - 2010



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INTRODUCTION

This is the twenty-sixth release in the publication series which began under the name Færdselstællinger / Traffic Censuses. The new edition has been re-titled and supplied with 8 additional pages.

TRAFFIC IN COPENHAGEN now includes data concerning the heavy goods traffic, car ownership, parking, public transport, traffic safety and pedestrian flows, as well as data from the 2006 - 2010 regular traffic counts organized by the City of Copenhagen municipality. You will also find data regarding 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 6 a.m. - 6 p.m., since 2009 between 7 a.m. - 7 p.m.).

The overall patterns of Copenhagen traffic have undergone changes in recent years. More people are going to work during standard "office opening hours" and more people commence their return journey back home later. The time span from 6 a.m. - 6 p.m. no longer adequately represents the total daily traffic, and calculations demonstrate that counts from 7 a.m. - 7 p.m. will capture 3 - 5 % more of the 24 hour traffic.

In order to be able to compare earlier traffic counts, that took place between 6 a.m. - 6 p.m., with the 7 a.m. - 7 p.m. reference time span of the recent counts, we have re-calculated all of the observational data into Annual Average Daily Traffic (AADT) for the entire period spanning 2006 - 2010. All AADT figures have been rounded to the nearest hundreds.

What is meant by "vehicles"?

Passenger cars, motorcycles, registered mopeds and vans (having yellow or yellow and 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 categories of buses, for instance.

Bicycles and mopeds

The number of bicycles and moped riders vary according to season and sometimes also according to weather conditions. Generally the number of moped riders constitutes about 1 % of the combined bicycle and moped results. The figures indicate the number of riders on the move during a normal day with dry weather in springtime or autumn - the two seasons when traffic counts take place.

Conversion factors

To calculate the average 24 hour traffic flow on a week-day (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 the calculation of AAWD is also rounded off, according to this formula:

Bicycles: $AAWD = AADT * 1,19$

AAWD and AADT are usually rounded off to the nearest hundreds.

Further information

This publication contains a general traffic survey, but our homepage - which is being updated on a regular basis - can be consulted to obtain further information, such as for instance directional traffic data, vehicle category specifications and/or the hourly distribution of traffic:

<http://www.kk.dk/Borger/ByOgTrafik/ByensTrafik/Tal/TrafiktaellingerNyesteTal.aspx>

If you are looking for data not found in this publication or on the mentioned homepage, you are welcome to contact

Center for Trafik / Copenhagen Traffic Department, 37 Islands Brygge, 2nd Floor, 2300 Copenhagen S. Tel. +45 3366 3582. Åse Boss Henriksen: e-mail: aashen@tmf.kk.dk

This publication has a Spring release on an annual basis. For subscription information and agreement, please use the phone number or e-mail contact details given above.

The publication can also be read at the home page of the Teknik- og Miljøforvaltningen / The Technical and Environmental Administration and it can be downloaded from there.

The address is: <http://www.kk.dk/Borger/ByOgTrafik/ByensTrafik/Tal/TrafiktaellingerArkiv.aspx>

Teknik- og Miljøforvaltningen /
The Technical and Environmental Administration
Center for Trafik /
Copenhagen Traffic Department
Spring 2011.

THE TRAFFIC DEVELOPMENT IN COPENHAGEN 2010

Bicycle traffic

At the lakes cross section – consisting of the roads and bridges which lead to the city centre, crossing or by-passing the series of lakes which almost encircle the inner heart of Copenhagen – there has been an increase from 169,560 to 184,420 bicycles during daytime hours. The number of bicycles crossing the overall municipal boundary has fallen from 58,280 to 57,450. An increase of 14,030 bicycles totally.

The total bicycle traffic performance indicates how many kilometres bicycles are covering on a weekday on the Copenhagen road system. It has been calculated from the traffic data collecting and counting during the summer half-year.

The total bicycle traffic performance has increased again, following the stagnation in 2008 and 2009. From 2009 to 2010 it went up 3.7 %.

Overall, bicycles are completing 1.21 million kilometres on a weekday on the Copenhagen roads. Concerning the regional roads specifically, the total amounts to 0.26 million kilometres. For distribution streets, the total amounts to 0.36 million kilometres, and for the urban streets the total amounts to some 0.24 million kilometres. The lightly trafficked, main shopping streets sees about 0.15 million kilometres, and the local roads about 0.20 million kilometres.

Car traffic

The number of cars crossing the lakes cross section in daytime hours has increased from 281,500 in 2009 to 284,900 in 2010; concerning the municipality boundary the number has been reduced with 8,500 to 535,700 totally. A drop by approximately 5,100 cars.

From 1993 the total car traffic performance grew every year. This trend only abated in 2008 and since then it has been decreasing. The total car traffic performance has decreased by 1.4 % from 2009 to 2010. From 2007 to 2010 the car traffic performance decreased by 2.0 %.

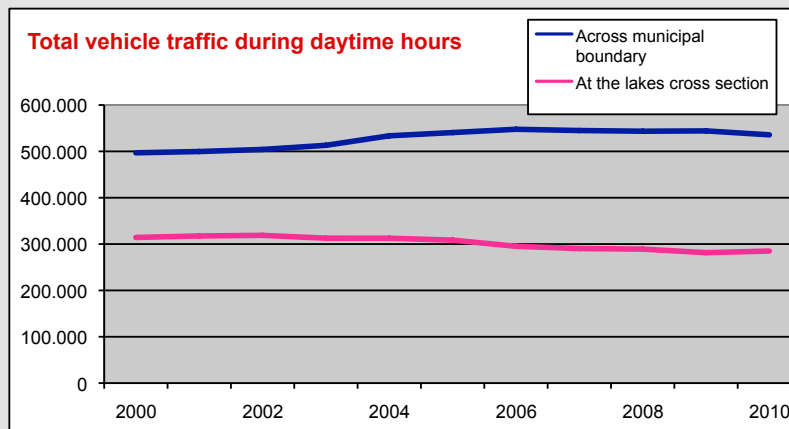
Overall, 4.82 million kilometres are driven on Copenhagen roads on a weekday. As regards the regional roads specifically, the total amounts to some 2.42 million kilometres. Concerning the distribution streets it is about 1.18 million kilometres, urban streets sees about 0.66 million kilometres, and lightly trafficked, main shopping streets about 0.21 million kilometres, while on the local roads the total amounts to 0.35 million kilometres.

CAR TRAFFIC

The overall development of the total car traffic performance (the total covered distance of kilometres on a weekday) shows an increase of 17.8 % from 1990 to 2010, excluding the local roads.

2008 was the first year since 1993 when the total car traffic performance decreased. This development has been continuing throughout 2009 and 2010. During this period, the total car traffic performance decreased by 1.4 % and since 2007, the total car traffic performance has decreased by 2.0 %.

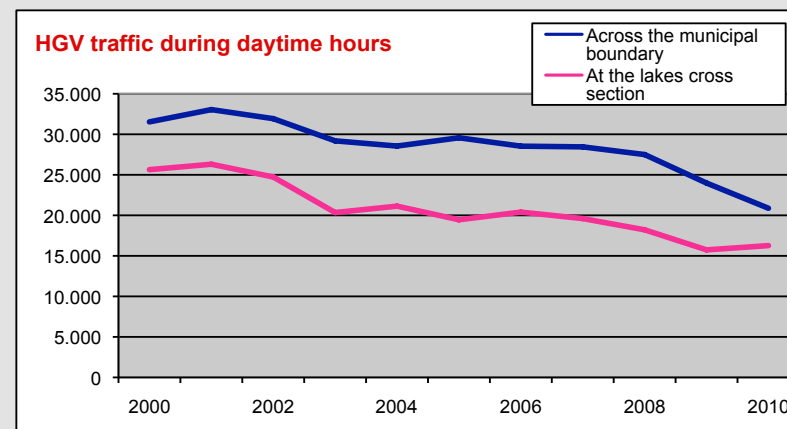
The car traffic tendencies are not homogeneous throughout the whole municipality area. At the overall municipal boundary, an increase by 7.8 % since 2000 has been taking place (and 28.2 % since 1990). From 2009 to 2010 the total traffic performance decreased by 1.6 % and today it has returned to the level of 2004.



The car traffic at the lakes cross section, where the roads leading to the centre cross the lakes and harbour areas, has decreased by 9.4 % since 2000 (and 7.8 % since 1990). This year, the traffic increased by 1.2 % compared to 2009.

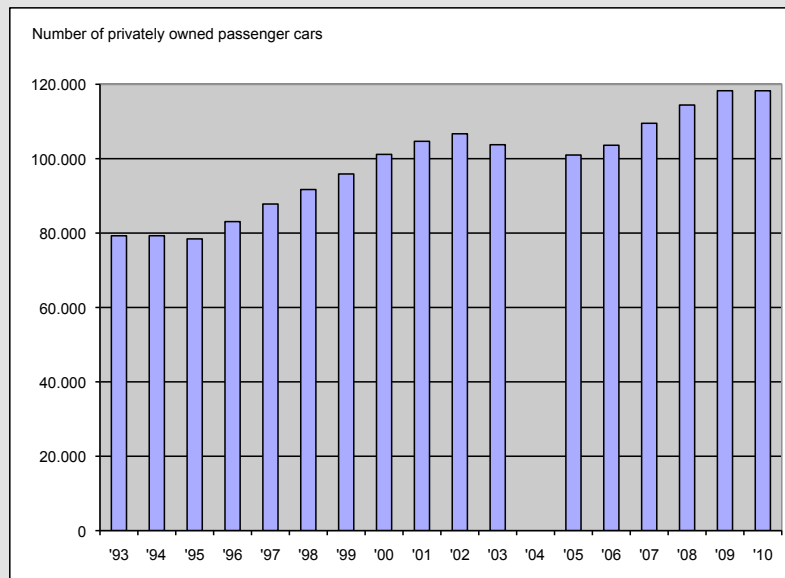
Heavy goods vehicles (HGVs)

The proportion of heavy goods vehicles (meaning vehicles weighing more than 3.5 tonnes) varies from area to area. As regards the municipality boundary and the lakes cross section, the share was about 5 % in 2010. The heavy goods traffic has generally been decreasing since 2000, both at the municipal boundary and at the lakes cross section. From 2009 to 2010 there has been a remarkable decrease across the municipal boundary by 13 % (and since 2000 a decrease by 34 %). At the lakes cross section heavy traffic increased by 3 % from 2009 to 2010, but generally speaking it has been decreasing there, by 37 % since 2000.



Car ownership

In 2010 there were 224 privately owned passenger cars per 1,000 inhabitants in the municipality. This is a decrease of approximately 2 %, if compared to 2009. In total, there were 118,257 privately owned passenger cars in the municipality. The number has increased by 17 % since 2000.



The development in the number of privately owned passenger cars in the City of Copenhagen municipality 1993 - 2010. Data from Danmarks Statistik (there are no data from 2004)

Number of daytime parking spaces for cars

2004	122,160
2005	121,850
2006	123,140
2007	123,850
2008	122,798
2009	122,936
2010	123,697

For more detailed counting results as regards parking spaces, please have a look at the municipality's home page:

<http://www.kk.dk/Borger/ByOgTrafik/Parkering/Parke-ringsstrategi/infomateriale/Parkeringstaellinger.aspx>

PUBLIC TRANSPORT

On an average weekday public transport will carry more than 700,000 passengers in the municipalities of Copenhagen and Frederiksberg. The passengers will be using 1,200 bus stops and the 40 stations belonging to regular trains, metropolitan S-trains and the Metro.

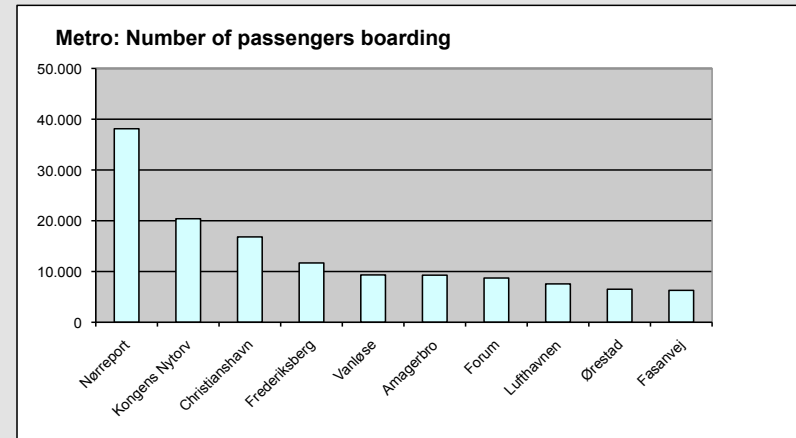
More than half the number of passengers will travel by bus, whereas the rest will be using trains or Metro.

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.

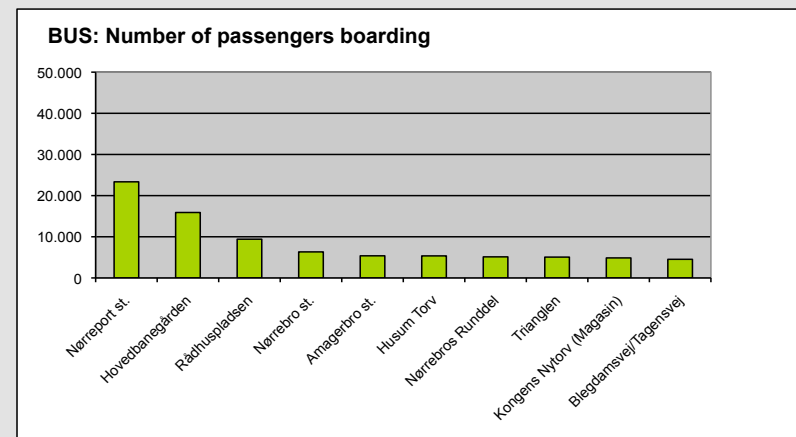
The number of Metro passengers in the Frederiksberg and Copenhagen municipalities has risen by 5 % from 2009 to 2010. The number of bus passengers has increased by 4 %. The number of train passengers has increased by 1 % - in spite of the DSB / Danish State Railways organizing comprehensive works on the Metropolitan S-train Northern line for three months.

All in all, public transport increased by 3 % from 2009 to 2010.

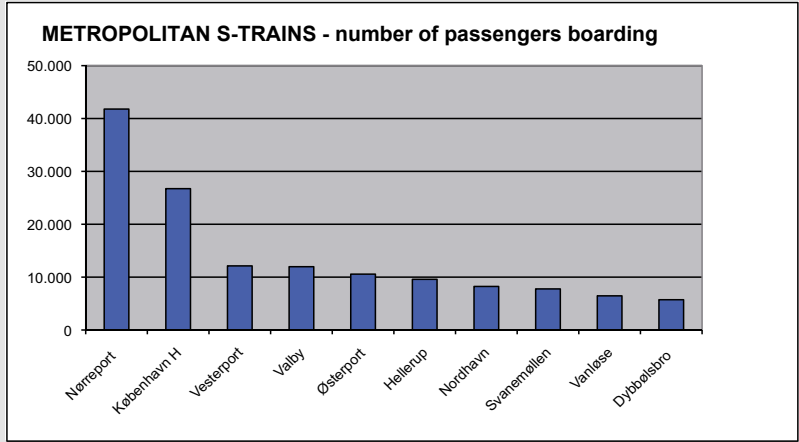
The total number of passengers has reached its highest level since 1995.



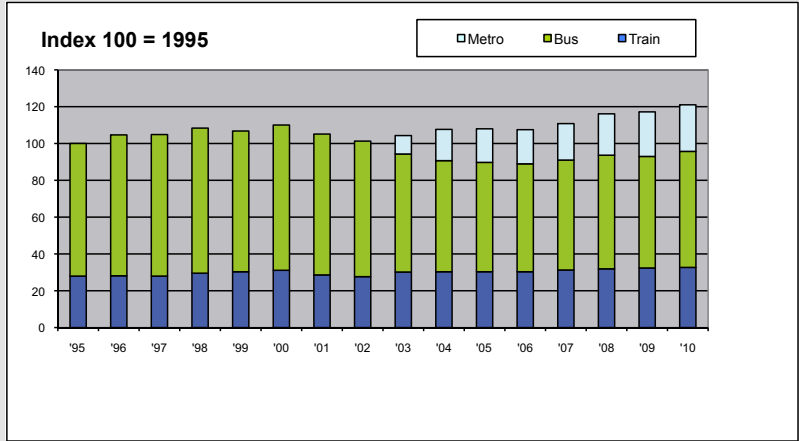
Metro passengers boarding at the 10 most used metro stations on a weekday in 2010



Bus passengers boarding at the municipality's ten most used bus stops on a weekday in November 2010



Number of journeys begun on metropolitan S-trains at the ten most used stations in the municipality, on a weekday in November 2010



Development in public transport in the City of Copenhagen and City of Frederiksberg municipalities 1995 - 2010 (data from the City of Copenhagen municipality).



BICYCLE TRAFFIC

More people ought to be cycling

Bicycling has gained a lot of interest in recent years – and not without reason. The bicycle can provide better city life, for instance – and since it is also a CO2 neutral means of transportation it plays an important part in the municipality’s long-termed goal of reaching a CO2 neutral Copenhagen in 2025.

The City of Copenhagen municipality conducts targeted efforts to improve conditions for bicycles. In 2010 there has been increased attention to create even better conditions for cycling to school, via the project “Projekt Sikre Skoleveje” / “Project Safe School Access”, and 9 kilometers of additional bicycle tracks and bicycle lanes have been opened, for instance at Øresundsvej. Also, a series of new projects was decided in 2010, the most important being probably a new dual use bridge for pedestrians and cyclists crossing the Helsingør motorway and the future road of Nordhavnsvej, for the price of about 80 million DKK.

Safer and more confident bicycling

Compared to 2009 the total number of fatalities and seriously injured cyclists has decreased by 12 % in 2010. In 2010 the figure was 92, including 3 fatalities, whereas the number was 104 in 2009, with 2 fatalities. From a longitudinal perspective, the overall trend has been optimistic, 2005 to 2010 seeing a decrease by 22 %. So we are moving steadily towards the goal of reaching half the 2005 level.

In addition to reducing the number of seriously injured, it has been possible to change the trend as regards the cyclists’ impression of Copenhagen traffic safety. In 2010 67 % of the cyclists felt safe in the traffic – a remarkable growth compared to the previous year. The municipality has made comprehensive efforts to strengthen traffic security in the past couple of years. Some important reasons behind this positive shift can be attributed to the transformation of street junctions, including the creation of wider safety zones around the yield lines for cars, the widening of cycle tracks, and the implementation of new dedicated cycling tracks, such as the one in Stormgade.



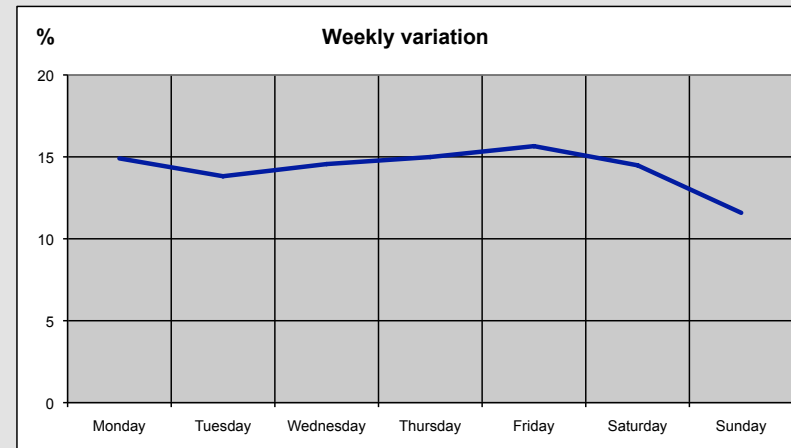
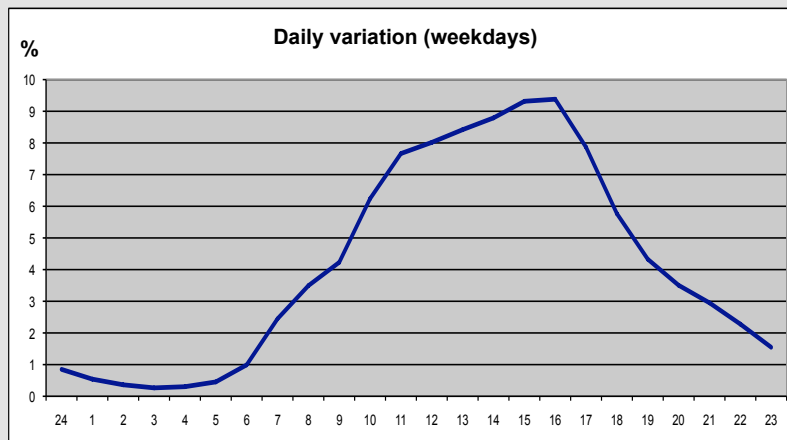
A new bicycle track in Stormgade

PEDESTRIAN TRAFFIC

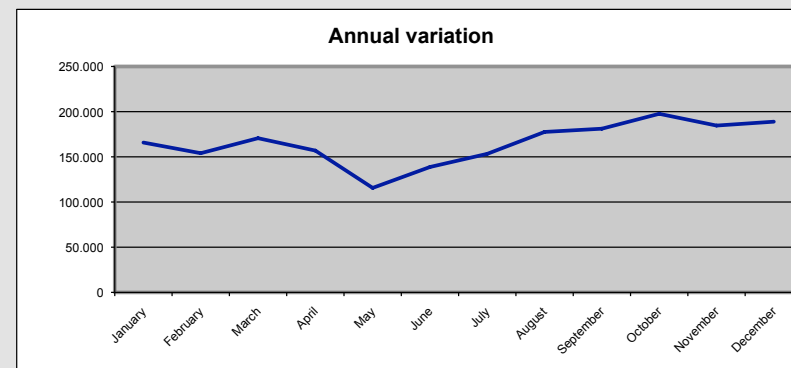
Since the very concept of traffic is defined as persons moving between places, it does not only apply to vehicles, but also pedestrians' movements. Introducing a novelty, we have set up automatic pedestrian counting machines on the street Amagerbrogade. We are thus able to count pedestrians for 24 hours there every day, every week, throughout the year.

They record different patterns of movement for pedestrian traffic, compared to other forms of traffic. Pedestrian traffic bears little relation to the "rush hour". By far the greatest numbers of cars and bicycles are recorded around 9 a.m. and 5 p.m., however the intensity of pedestrian traffic continues to escalate from the morning hours right into the afternoon.

Concerning the days of the week, Monday, Thursday and Friday are the most popular days for taking a walk. This can be related to shopping and errands as well as the longer opening hours of shops and banks on Thursdays and Fridays.



The number of pedestrians peaked in October, November and December - not during spring or summer months, as one would perhaps suppose. May and June saw the smallest number of pedestrians. However, this was also the coldest May recorded over the past 14 years. May saw 33 % more rain than average and cloudy days with the 16th lowest number of sunshine hours since 1920!

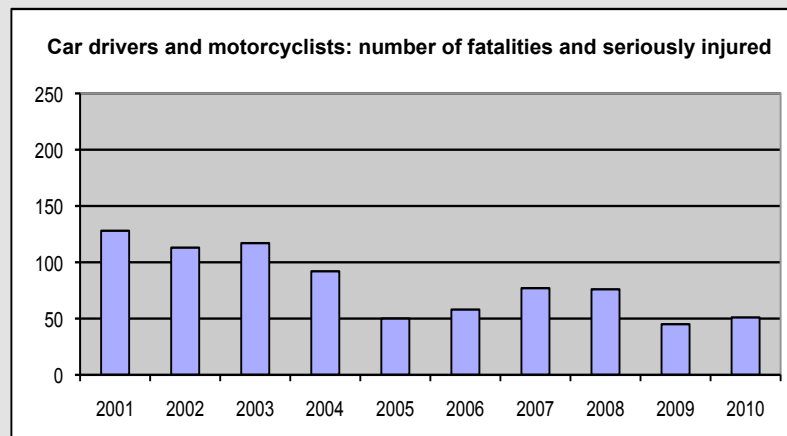


TRAFFIC SAFETY

One of the adverse consequences of the traffic is that accidents involving human casualties occur. The municipality is committed to reducing this adverse impact by means of the 2006 Traffic Safety Plan. The goal is to reduce the number of fatalities and severely injured road users by 40 % before the end of 2012. The reference point here is an average calculated from the years 2003 - 2005.

The traffic safety plan points to 4 important areas of commitment: cyclists, pedestrians, road junctions, and the problem of young drivers who are too willing to take risks. The Technical and Environmental Administration's Traffic Department has already been focusing on the conversion of road crossings and it has made plans for cyclists and pedestrians. In 2010 special attention was given to cyclists, pedestrians and also to the young rash drivers.

In 2010, 218 fatalities and severely injured were registered. This is 12 less than in 2009 and means that the number of

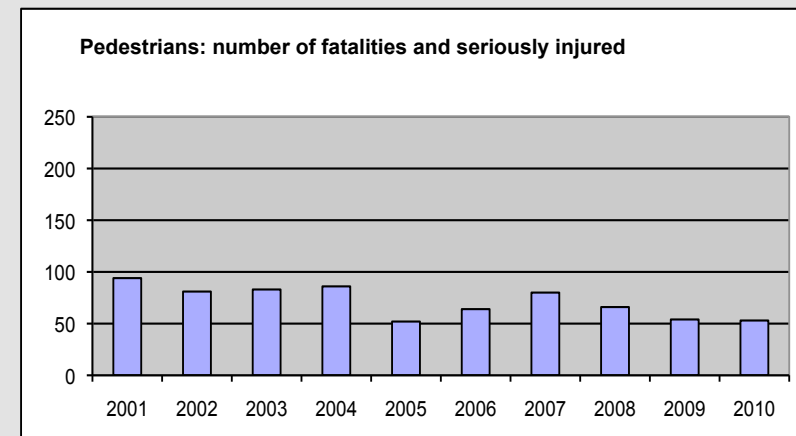


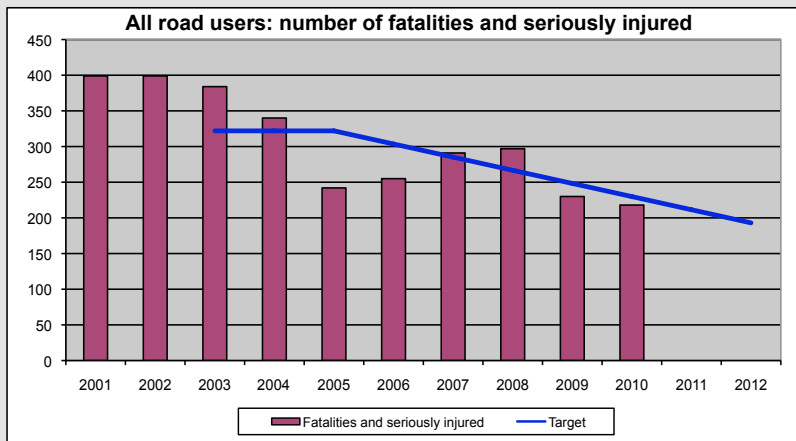
fatalities and severely injured people in the traffic is being reduced in accordance with Copenhagen's ambitious future goals.

The number of injured cyclists constitutes the largest part, but still the number of injured cyclists decreased in 2010. They constituted 42 % of the total number of people injured and killed, and together with the moped riders (10 %) and the motorcyclists (5 %), the "two-wheeled" road users amount to 57 % of the total number.

In 2010, the number of injured pedestrians has decreased to 24% of the total. All things considered, the share of the most vulnerable road users – pedestrians, cyclists and moped riders – constitutes 77 % of the seriously injured.

As regards the other road users, a decrease has likewise been taking place. In 2010, car drivers made up 17 % of the fatalities and seriously injured.





Safety zone in front of a yield line

THE TRAFFIC ACROSS THE MUNICIPAL BOUNDARY AND AT THE LAKES CROSS SECTION

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

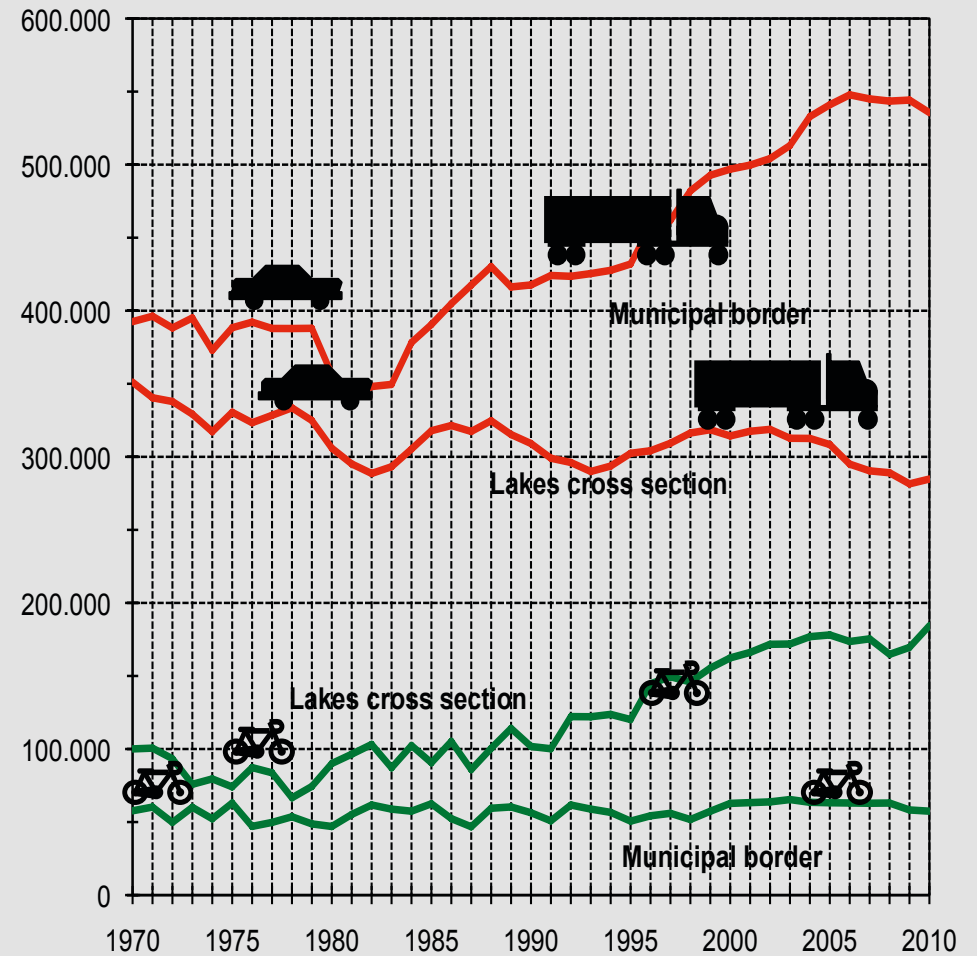
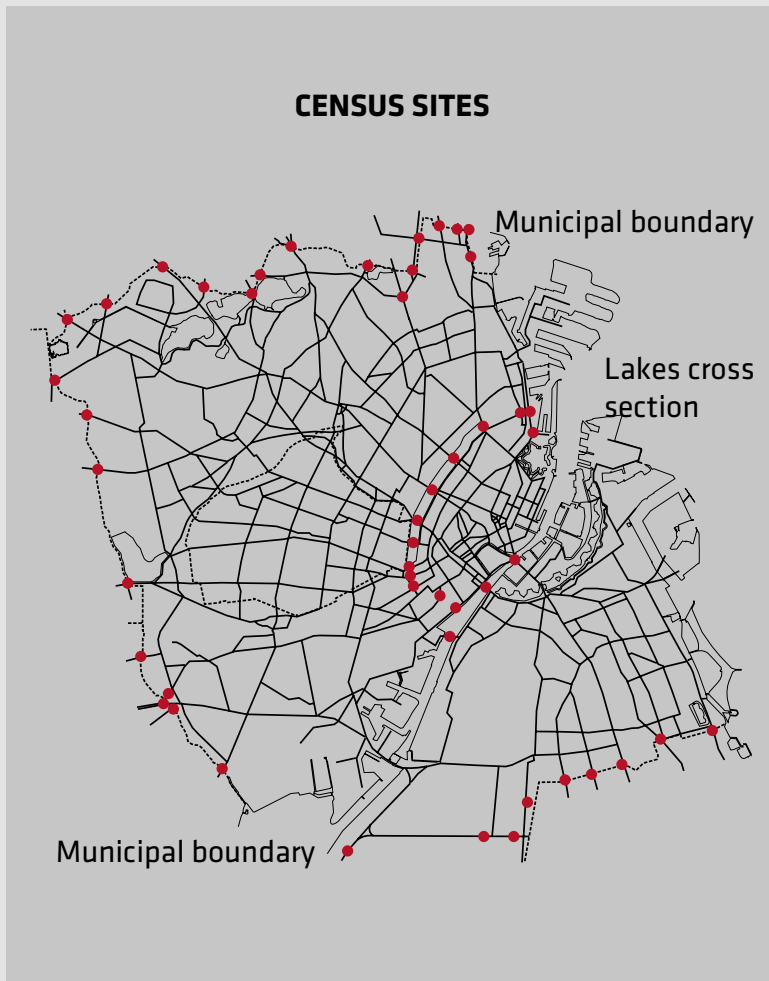
THE MUNICIPAL BORDER			
	Vehicles	Bicycles & mopeds	Bicycles & mopeds Weather corrected
1970	392500	57700	-
1975	388400	63040	-
1980	356400	46970	-
1985	390600	62520	-
1990	417700	56380	56380
1992	423700	60890	61660
1993	425500	58160	58870
1994	427700	51450	56620
1995	431900	46620	50630
1996	457800	49500	54280
1997	462000	49700	55980
1998	481800	46680	50550
1999	492900	57380	57380
2000	496900	62770	62770
2001	499900	63320	63320
2002	504300	59950	64230
2003	513100	46830	65390
2004	532900	63520	63520
2005	541000	57680	63210
2006	547800	48100	63050
2007	545000	52000	62880
2008	543500	63020	63020
2009	544200	58280	58280
2010	535700	57450	57450

THE LAKES CROSS SECTION			
	Vehicles	Bicycles & mopeds	Bicycles & mopeds Weather corrected
1970	351100	100070	-
1975	330500	74080	-
1980	306000	90060	-
1985	317900	90580	-
1990	309100	77120	101730
1992	296100	122180	122180
1993	290000	121420	122080
1994	293800	123700	123700
1995	302500	111000	120170
1996	304200	144650	144650
1997	309600	138070	149450
1998	316200	142840	145880
1999	318500	155400	155400
2000	314300	128720	162350
2001	317400	141600	166130
2002	319000	171670	171670
2003	312700	171870	171870
2004	312600	176910	176910
2005	308400	178080	178080
2006	295000	173600	173600
2007	290400	163600	175400
2008	289100	164790	164790
2009	281500	169560	169560
2010	284900	184420	184420

THE TRAFFIC ACROSS THE MUNICIPAL BOUNDARY AND AT 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 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
62: AMAGERBROGADE south of Adriansvej	VEHICLES	11900	7,5	11500	6,9	11500	6,2	11000	7,4	12000	6,3
	BICY.+ MOP.	4800		4800		4100		3800		3800	
709: AMAGERMOTORVEJEN the bridge at Avedøre Holme	VEHICLES	97300		98000		98600		97400		97200	
	BICY.+ MOP.										
63: AMAGER STRANDVEJ ^{a)} south of Hedegårdsvej	VEHICLES	15600		15000		9600		14000		13100	
	BICY.+ MOP.										
8: ENGLANDSVEJ north of Følfovej	VEHICLES	14900		14300	5,0	15100	6,4	14400	3,1	14200	2,7
	BICY.+ MOP.	2600		2700		2200		2200		2000	
13: FREDERIKSBORGVEJ south of Gladsaxevej	VEHICLES	17900	4,4	17900	5,5	16800	5,7	15900	3,7	16600	3,5
	BICY.+ MOP.	5100		5000		5200		4200		5200	
14: FREDERIKSSUNDSVEJ bridge across the moat	VEHICLES	20400	5,1	20100	5,6	20200	5,5	19700	5,0	22000	3,5
	BICY.+ MOP.	3700		3700		3600		2700		3300	
16: GAMMEL KØGE LANDEVEJ south of Vigerslevvej	VEHICLES	17500	6,0	17500	6,8	17800	5,0	15900	5,5	15400	5,0
	BICY.+ MOP.	3200		3100		3400		2900		2800	
70: GRØNNEMOSE ALLE west of Moseskillet	VEHICLES	2300		2300		2200		1900		2000	0,6
	BICY.+ MOP.									800	
20: HARESKOVVEJ next to Ruten	VEHICLES	49900		49100	3,0	48400	2,8	48300	2,2	50000	2,5
	BICY.+ MOP.	2800		2900		3100		2300		3200	
487: HOLBÆKMOTORVEJEN west of Sønderkær	VEHICLES	46000	7,9	46200	6,9	49100	5,8	47300	4,0	47700	3,7
	BICY.+ MOP.										
71: HORSEBAKKEN north of Mosesvinget	VEHICLES	3000		2600				3900		2600	3,8
	BICY.+ MOP.									1000	
544: HØJE GLADSAXEVEJ northeast of Hareskovvej	VEHICLES	7400		6900		6900		6900		6700	2,8
	BICY.+ MOP.										
73: ISLEVHUSVEJ southwest of Kildeløbet	VEHICLES	12200	7,0	12000	6,6	12800	6,5	11400	6,2	11900	5,9
	BICY.+ MOP.	1500		1600		1100		1000		1100	
24: JYLLINGEVEJ ^{b)} west of Tudskærvej	VEHICLES	34300	4,7	35100	3,5	38700	6,0	29800	3,0	30200	3,9
	BICY.+ MOP.	2200		2300		2600		1400		2100	

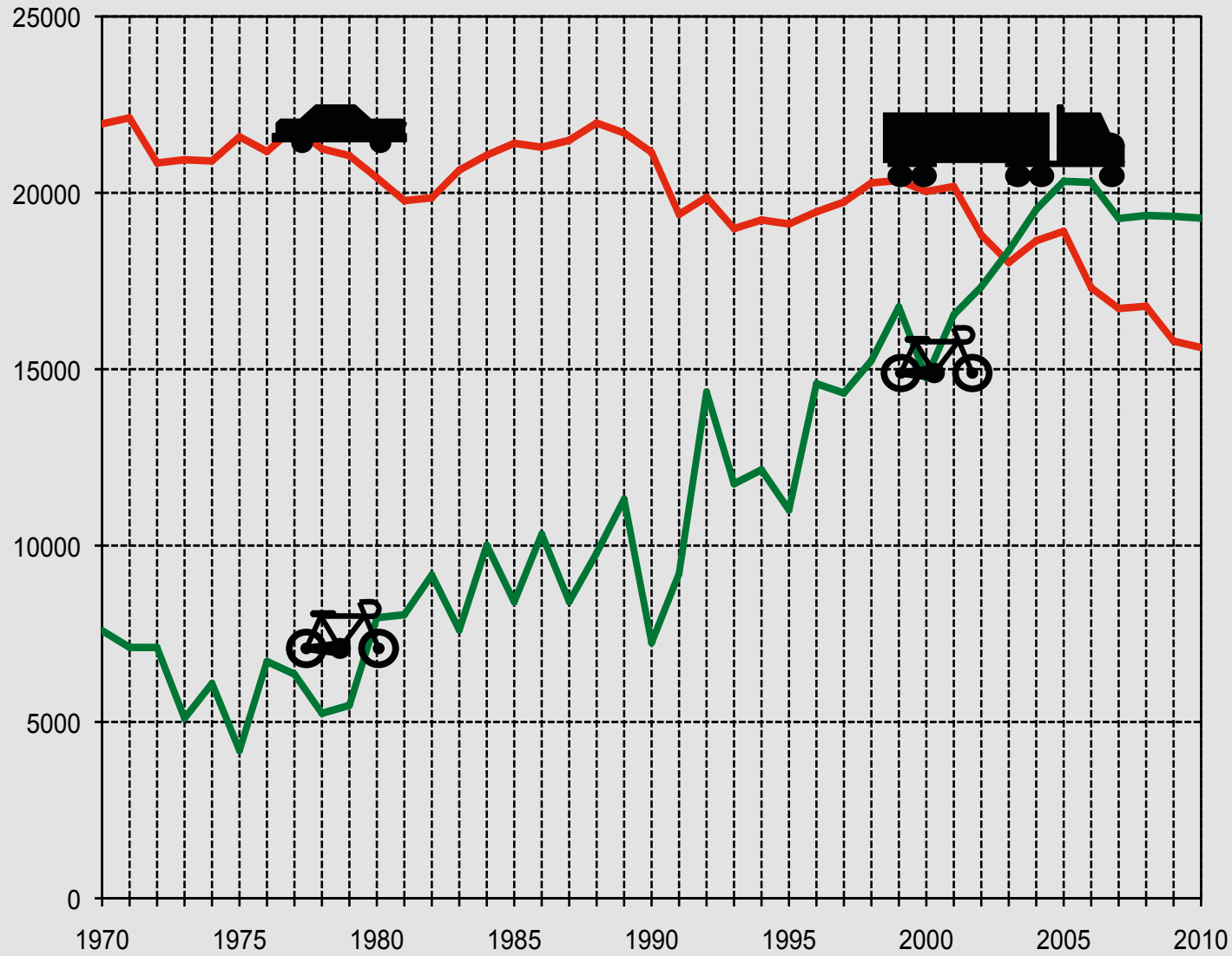
^{a)} 2008: Traffic conversion testing in the nearby municipality of Tårnby

^{b)} 2009: Roadworks

THE MUNICIPAL BOUNDARY, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
74: KASTRUPVEJ south of Backersvej	VEHICLES	8900	7,2	7500	6,7	8600	6,0	8000	4,3	8500	4,7
	BICY.+ MOP.	2200		2400		2300		1800		1700	
75: KONGELUNDSVEJ north of Floridavej	VEHICLES	11400	5,5	10600	5,8	8500	5,7	8400	3,9	8200	4,5
	BICY.+ MOP.	3000		2700		2000		1600		1600	
392: LANDLYSTVEJ west of Engdals Alle	VEHICLES	4300		4300		4300	2,8	4200		4400	
	BICY.+ MOP.					900					
31: LYNGBYVEJ north of Emdrupvej (motorway + local road)	VEHICLES	66400	2,6	67200	2,9	66900	2,5	64200	3,1	65600	2,9
	BICY.+ MOP.	5900		5800		6100		5900		5700	
78: MØRKHØJVEJ on the bridge across the moat	VEHICLES	10500	6,8	11100	6,3	10700	6,8	10100	4,2	9800	5,3
	BICY.+ MOP.	2900		3200		2600		2000		2500	
36: ROSKILDEVEJ next to Damhussøen	VEHICLES	46400		45000	5,7	43500	5,4	43100	4,3	39900	4,2
	BICY.+ MOP.	4700		4700		6400		4600		4200	
79: RYGÅRDS ALLE south of Lundeskovsvej	VEHICLES	1500		1200				1200	1,9	1200	
	BICY.+ MOP.							800			
80: RYVANGS ALLE south of Callisensvej	VEHICLES	10200	1,8	10100	1,4	9500	1,6	10000	1,2	9500	1,2
	BICY.+ MOP.	2500		2200		2800		2700		2600	
40: SLOTSHERRENSVEJ west of Åvendingen	VEHICLES	18300	3,6	18600	4,1	17200	4,4	18100	4,2	17000	2,0
	BICY.+ MOP.	2500		2400		2000		1800		2000	
194: STRANDVEJEN south of Callisensvej	VEHICLES	18500	7,3	17900	6,2	17900	9,3	18800	4,9	19300	4,3
	BICY.+ MOP.	5700		6000		5800		5700		5400	
43: STRANDVEJEN south of Tuborgvej	VEHICLES	26500	7,0	26200	7,8	27100	7,7	25100	6,5	23200	6,3
	BICY.+ MOP.	6500		6900		6500		6800		5600	
82: SVANEMØLLEVEJ south of Callisensvej	VEHICLES	2300	1,3	2200				2700		2300	
	BICY.+ MOP.	600									
45: SØNDERKÆR south of the Holbæk motorway	VEHICLES	3800	6,5	3600				4100		3500	
	BICY.+ MOP.	1300									
49: TUBORGVEJ southwest of Lundedalsvej	VEHICLES	30100	4,1	32100	4,8	32600	3,4	30300	2,2	30300	2,9
	BICY.+ MOP.	3400		3200		3300		3800		2900	

THE TRAFFIC AT THE LAKES CROSS SECTION
Towards the centre, between 8 a.m. - 9 a.m., 1970 - 2010
The bicycle- and moped traffic has not been weather corrected



THE LAKES CROSS SECTION, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
129: BRYGGEBOEN BRIDGE Bicycle- and pedestrian bridge from Fisketorvet to Islands Brygge, open since the 14th of September 2006	VEHICLES										
	BICY.+ MOP.	2900		4500		5400		7300		7600	
5: DRONNING LOUISES BRIDGE ^{a)}	VEHICLES	14400	8,4	13900	8,4	13500	8,3	7700	13,1	7300	11,9
	BICY.+ MOP.	27600		27900		25500		30900		30400	
69: FREDENSBRO	VEHICLES	41400		41200	4,4	44400	4,6	48300	3,8	44200	3,9
	BICY.+ MOP.	15200		14800		16100		14100		12100	
122: GAMMEL KONGEVEJ west of Stenosgade	VEHICLES	13500	7,1	13000	6,9	12000	7,2	13000	5,0	12400	5,0
	BICY.+ MOP.	12100		12100		13300		10600		12300	
19: GYLDENLØVESGADE ^{b)} by the lakes	VEHICLES	53000	5,7	53400	5,5	54700	5,0	55900	3,9	52300	4,7
	BICY.+ MOP.	19400		20500		18600		19300		22900	
72: INGERSLEVSGADE southeast of Tietgensgade	VEHICLES	9400	9,7	9300	10,8	10500	9,1	9800	7,8	9300	8,3
	BICY.+ MOP.	3400		3300		3500		2500		2800	
602: ISTEDEGADE northeast of Gasværksvej	VEHICLES	11900	6,2	10900	6,7	10200	8,3	10200	6,0	9300	6,5
	BICY.+ MOP.	4900		4900		4700		4200		5400	
717: KALKBRÆNDERIHAVNSGADE north of Indiakaj	VEHICLES	19000	9,6	19800	9,2	17500	8,5	17500	4,6	19300	4,3
	BICY.+ MOP.	3400		3400		2300		2400		2900	
25: KALVEBOD BRYGGE southwest of Bernstorffsgade	VEHICLES	45800		44000	7,4	46200	6,7	42300	4,3	44700	4,1
	BICY.+ MOP.	3400		3300		3200		2300		2600	
6: KAMPMANNSGADE by the lakes	VEHICLES	8000	4,7	7600	4,5	6100	5,4	6900	2,7	7100	3,2
	BICY.+ MOP.	6500		6500		5300		6000		6100	
26: KNIPPELSBRO BRIDGE	VEHICLES	30500	8,6	28900	7,2	26400	5,6	25400	6,8	25800	5,4
	BICY.+ MOP.	26300		26700		23400		27700		29900	
29: LANGE BRO ^{d)}	VEHICLES	59600	6,9	58500	6,8	58000	6,1	51900	5,6	56400	5,4
	BICY.+ MOP.	27100		26200		23500		21800		25400	
42: STRANDBOULEVARDEN ^{d)} north of Classensgade	VEHICLES	8100	6,6	8600	7,1	8900	6,3	7300	3,7	8600	3,7
	BICY.+ MOP.	2800		2800		2600		2800		3000	
603: VESTERBROGADE west of Stenosgade	VEHICLES	15500	6,8	15400	7,1	15000	7,5	15400	6,8	14300	6,8
	BICY.+ MOP.	11400		11500		11300		9800		10900	

^{a)} 2009: The counting took place following the conversion of Nørrebrogade

^{b)} 2006 and 2010: Comprehensive roadworks on H. C. Andersens Boulevard

^{c)} A new bicycle- and pedestrian bridge across the waters of the harbour, Bryggebroen, opened nearby on Sept. 14th 2006.

^{d)} 2009: Roadworks

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
92: AMAGER BOULEVARD northwest of Amagerbrogade	VEHICLES			14400	10,0						
	BICY.+ MOP.			6800							
94: AMAGERBROGADE north of Englandsvej	VEHICLES							12900	6,7		
	BICY.+ MOP.							8800			
551: AMAGERBROGADE south of Hollænderdybet	VEHICLES	22900	9,9	22800	9,2	23700	7,7	21100	6,2	19400	7,4
	BICY.+ MOP.	19500		19300		19900		16400		16900	
245: AMAGER FÆLLEDVEJ south of Sundholmsvej	VEHICLES	14000									
	BICY.+ MOP.										
604: AMAGER FÆLLEDVEJ south of Peter Vedels Gade	VEHICLES							17800	4,8		
	BICY.+ MOP.							4800			
688: AMAGER FÆLLEDVEJ north of Amager Boulevard	VEHICLES			7600	12,5						
	BICY.+ MOP.			3600							
733: AMAGERMOTORVEJEN MOTORWAY, western leg	VEHICLES	36500		36800							
	BICY.+ MOP.										
734: AMAGERMOTORVEJEN MOTORWAY, eastern leg	VEHICLES	19500		18800							
	BICY.+ MOP.										
360: AMAGER STRANDVEJ south of Prags Boulevard	VEHICLES			9600							
	BICY.+ MOP.										
64: AMALIEGADE north of Toldbodgade	VEHICLES							8800	1,6		
	BICY.+ MOP.							1800			
98: ANNEBERGVEJ north of Bellahøjvej	VEHICLES									3400	14,0
	BICY.+ MOP.									2100	
703: ANNEXSTRÆDE south of Valby Langgade	VEHICLES	7000	3,7								
	BICY.+ MOP.	2000									
644: ARTILLERIVEJ south of Amager Boulevard	VEHICLES							16300	2,4		
	BICY.+ MOP.							4000			
645: ARTILLERIVEJ south of Njalsgade	VEHICLES							13800	3,0		
	BICY.+ MOP.							1900			

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
4: CHRISTIAN IV's BRO	VEHICLES	16000	0,7	15400	0,6	17500	1,3	16600	0,4	15700	0,5
	BICY.+ MOP.	2100		2000		1900		2300		2200	
258: CLASSENSGADE east of Østerbrogade	VEHICLES							5100	5,0		
	BICY.+ MOP.							3900			
65: DAG HAMMERSKJÖLDS ALLÉ southeast of Øster Farimagsgade	VEHICLES							15600	5,2		
	BICY.+ MOP.							10600			
7: ELLEBJERGVEJ east of Poppelstykke	VEHICLES	36800		35400	6,9	36400	7,1	34100	4,8	36800	4,6
	BICY.+ MOP.	1600		2100		2300		2000		1900	
259: EMDRUPVEJ west of Tuborgvej	VEHICLES									5600	
	BICY.+ MOP.										
686: EMDRUPVEJ west of Strødamvej	VEHICLES	5500		5500	8,7	6100	4,2				
	BICY.+ MOP.			1500							
682: ENGHAVE PLADS east of Enghavevej	VEHICLES	9600									
	BICY.+ MOP.										
67: ENGHAVEVEJ north of P. Knudsens Gade	VEHICLES	19700	7,9	19800	8,7	21000	5,9	22300	5,1	20000	5,4
	BICY.+ MOP.	4300		4000		4900		5500		4700	
613: ENGHAVEVEJ south of Vesterbrogade	VEHICLES	12800	5,1								
	BICY.+ MOP.	5100									
477: ENGLANDSVEJ south of Sundbyvestervej	VEHICLES							11100	4,3		
	BICY.+ MOP.							1900			
643: ENGLANDSVEJ north of Sundholmsvej	VEHICLES			11600	5,6	11000	4,4	8800	4,5		
	BICY.+ MOP.			1500				2700			
9: FARVERGADE (one-way street) northeast of Rådhuspladsen	VEHICLES									1600	2,5
	BICY.+ MOP.									2400	
377: FJOLSTRÆDE *) southeast of Nørre Voldgade	VEHICLES										
	BICY.+ MOP.										
488: FOLEHAVEN west of Retortvej	VEHICLES	38000	7,7								
	BICY.+ MOP.	1200									

*) cf. pedestrians p.45

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
68: FOLKE BERNADOTTES ALLÉ south of Indiakaj	VEHICLES	22100		22400	8,1			20300	7,0		
	BICY.+ MOP.			3200				4700			
113: FREDERIKSBERGGADE (one-way) ^{a)} northeast of Rådhuspladsen	VEHICLES										
	BICY.+ MOP.										
11: FREDERIKSBORGGADE (one-way) ^{a)} east of Nørre Voldgade	VEHICLES										
	BICY.+ MOP.										
12: FREDERIKSBORGGADE southeast of Søtorvet	VEHICLES	7200	14,0	6200	13,3	6300	13,8	5600	13,8		
	BICY.+ MOP.	18900		18400		18300		16400			
677: FREDERIKSBORGVEJ south of Bispebjerg Torv	VEHICLES									6400	
	BICY.+ MOP.										
117: FREDERIKSSUNDSVEJ east of Frederiksborgvej	VEHICLES	22100	7,6	21900	6,6	19600	7,6	16600	7,4	15900	8,0
	BICY.+ MOP.	9700		11700		8600		11200		10000	
120: FREDERIKSSUNDSVEJ east of Krabbesholmsvej	VEHICLES									18800	6,4
	BICY.+ MOP.									4600	
626: FREDERIKSSUNDSVEJ northwest of Åkandevej	VEHICLES					23900	6,8				
	BICY.+ MOP.					4800					
723: FREDERIKSSUNDSVEJ west of Hulgårdsvej	VEHICLES									18100	6,3
	BICY.+ MOP.									4900	
121: FÆLLEDVEJ ^{b)} northeast of Nørrebrogade	VEHICLES			6200	3,2			4300	7,3		
	BICY.+ MOP.			7600				7900			
482: GAMMEL JERNBANVEJ east of Toftegårds Allé	VEHICLES	5800	2,8								
	BICY.+ MOP.	1900									
123: GAMMEL KØGE LANDEVEJ south of Toftegårds Plads	VEHICLES	24300	5,9	24400	5,5	24200	5,6	22500	4,4	22900	3,8
	BICY.+ MOP.	3600		3300		3600		3300		2900	
705: GLASVEJ southwest of Frederiksborgvej	VEHICLES									4900	3,3
	BICY.+ MOP.									1500	
549: GODTHÅBSVEJ ^{c)} southeast of Grøndals Parkvej	VEHICLES									6500	4,9
	BICY.+ MOP.									6000	

^{a)}Cf. pedestrians p.45

^{b)}2009: The traffic count took place following the conversion of Nørrebrogade

^{c)}2010: Due to roadworks and blocking at Tesdorphsvej, Godthåbsvej had less traffic than usual towards the north.

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
17: GOTHERSGADE ^{a)} southeast of Sørtorvet	VEHICLES	6200	4,0	5600	3,8	6900	3,4	5200	1,7	5400	2,7
	BICY.+ MOP.	6700		6700		6400		6000		6800	
127: GOTHERSGADE (one-way street) west of Kongens Nytorv	VEHICLES									6700	5,4
	BICY.+ MOP.									6000	
270: GOTHERSGADE east of Nørre Voldgade	VEHICLES					14000	6,5				
	BICY.+ MOP.					12000					
18: GRØNDALS PARKVEJ north of Peter Bangs Vej	VEHICLES	19900	5,0	20000	5,7	20400	5,5	20900	4,3	18700	4,9
	BICY.+ MOP.	2000		1800		2100		1500		1600	
652: GRØNNEGADE south of Gothersgade	VEHICLES									1800	2,1
	BICY.+ MOP.									2900	
624: GRØNNINGEN north of Jens Kofods Gade	VEHICLES							19900	2,8		
	BICY.+ MOP.							5500			
724: GYLDENLØVESGADE ^{b)} southeast of Nørre Søgade	VEHICLES									67600	4,1
	BICY.+ MOP.									20900	
275: HAMLETSGADE ^{a)} north of Mimersgade	VEHICLES			10100	6,1			12600	5,2		
	BICY.+ MOP.			2900				4300			
276: HAMMERICHSGADE southwest of H.C.Andersens Boulevard	VEHICLES					11600	12,4				
	BICY.+ MOP.					4400					
495: HARALDSGADE west of Lyngbyvej	VEHICLES	9500	8,4								
	BICY.+ MOP.	3400									
1: H.C. ANDERSENS BOULEVARD ^{b)} southeast of Jarmers Plads	VEHICLES	50800	4,3	53500	5,2	48900	5,0	52600	3,9	51600	4,7
	BICY.+ MOP.	13300		14500		13600		13900		18000	
692: HEDEGÅRDSVEJ west of Engvej	VEHICLES			3600							
	BICY.+ MOP.										
21: HILLERØDGADE west of Borups Alle	VEHICLES	17500	5,1	18100	5,3	18300	4,2	18300	2,7	18700	4,2
	BICY.+ MOP.	3100		3300		3000		2600		3700	
132: HILLERØDGADE east of Nattergalevej	VEHICLES			11200	3,5						
	BICY.+ MOP.			3800							

^{a)} 2009: The traffic count took place following the conversion of Nørrebrogade.

^{b)} 2006 and 2010: Comprehensive roadworks

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
23: JAGTVEJ *) southwest of Nørrebrogade	VEHICLES	17200		18500	4,7	18200	7,3	18800	3,8	18100	4,3
	BICY.+ MOP.	8900		11200		10700		9500		12100	
478: JAGTVEJ east of Lyngbyvej	VEHICLES	20700	4,7	21000	6,0	21700	3,9	18500	4,2		
	BICY.+ MOP.	5700		6400				8800			
617: JAGTVEJ northeast of Lersø Parkalle	VEHICLES			19200	6,9						
	BICY.+ MOP.			7200							
663: JERNBANE ALLE north of Vanløse Alle	VEHICLES					7800	5,1				
	BICY.+ MOP.					3900					
664: JERNBANE ALLE south of Vanløse Alle	VEHICLES					8600	5,7				
	BICY.+ MOP.					3500					
638: JYLLINGEVEJ west of Slotsherrensvej	VEHICLES					29600	6,4				
	BICY.+ MOP.					2400					
553: KASTRUPVEJ Southeast of Øresundsvej	VEHICLES			6600	7,7						
	BICY.+ MOP.			2400							
739: KLAKSVIGSGADE southwest of Amager Boulevard	VEHICLES							6800	7,6		
	BICY.+ MOP.							500			
691: KLØVERMARKSVEJ east of Raffinaderivej	VEHICLES			9600							
	BICY.+ MOP.										
27: KRISTEN BERNIKOWS GADE northwest of Østergade (one-way street)	VEHICLES	7200	7,1	7400	5,8	6900	5,5	5900	4,5	7200	4,6
	BICY.+ MOP.	6800		6600		5800		7100		7000	
76: KRONPRINSESSEGADE north of Gothersgade (one-way street)	VEHICLES									5100	2,9
	BICY.+ MOP.									4500	
576: KRONPRINSESSEGADE south of Øster Voldgade	VEHICLES							2100	3,1		
	BICY.+ MOP.							1800			
542: LANDEMÆRKET south of Gothersgade	VEHICLES									3600	2,9
	BICY.+ MOP.									2600	
606: LERSØ PARKALLE northwest of Jagtvej	VEHICLES			9000	7,5						
	BICY.+ MOP.			3700							

*) 2009: The traffic count took place following the conversion of Nørrebrogade

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
678: LERSØ PARKALLÉ south of Tuborgvej	VEHICLES									8500	4,4
	BICY.+ MOP.									2700	
150: LILLE KONGENSGADE (one-way) west of Kongens Nytorv ^{a)}	VEHICLES										
	BICY.+ MOP.										
554: LOSSEPLADSVEJ	VEHICLES	15100		14700		13000		14300	3,1	13700	
	BICY.+ MOP.							300			
607: LUNDTOFTEGADE south of Hillerødgade	VEHICLES			8400	5,6			10300			
	BICY.+ MOP.			2000				2100			
151: LYGTEN south of Drejervej	VEHICLES			12600	4,9						
	BICY.+ MOP.			5900							
298: LYRSKOVGADE east of Vester Fælledvej	VEHICLES	4800									
	BICY.+ MOP.										
300: LØNGANGSSTRÆDE (one-way) northeast of Vester Voldgade	VEHICLES							1800	12,7	1600	11,0
	BICY.+ MOP.							1000		1000	
710: MARBJERGVEJ south of Frederikssundsvej	VEHICLES					7500	4,4				
	BICY.+ MOP.					1300					
646: NJALSGADE southeast of Leifsgade	VEHICLES							3800	8,5		
	BICY.+ MOP.							5000			
647: NJALSGADE east of Artillerivej	VEHICLES							13200	4,0		
	BICY.+ MOP.							5500			
500: NORDRE FASANVEJ south of Glentevej	VEHICLES			16000	4,3						
	BICY.+ MOP.			5800							
636: NORDRE FASANVEJ south of Hillerødgade	VEHICLES			15600	6,3						
	BICY.+ MOP.			6800							
630: NORDRE FRIHAVNSGADE northeast of Faksegade	VEHICLES	5900	11,2								
	BICY.+ MOP.	5400									
597: NYGÅRDSVEJ west of Fanøgade	VEHICLES	2900	3,2	3100	2,8	2900	2,5	3000	3,3	2900	2,6
	BICY.+ MOP.	2000		1900		1900		2300		2200	

^{a)} 2010: Blocked due to Metro construction

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
157: NYHAVNSBROEN BRIDGE	VEHICLES							11300	4,7		
	BICY.+ MOP.							2000			
32: NØRRE ALLE south of Universitetsparken	VEHICLES	35200	4,1	35500	4,0	34800	3,7	36600	3,4	35500	3,3
	BICY.+ MOP.	7000		7600		7800		8200		8300	
418: NØRRE ALLE south of Tagensvej	VEHICLES			6600	2,0						
	BICY.+ MOP.			6800							
166: NØRREBROGADE ^{a)} northwest of Jagtvej	VEHICLES			13900	8,8	13900	8,6	7900	9,9		
	BICY.+ MOP.			13900		16000					
577: NØRRE FARIMAGSGADE south of Ahlefeldtsgade	VEHICLES					16200	4,2				
	BICY.+ MOP.					6300					
33: NØRREGADE ^{b)} southeast of Nørre Voldgade	VEHICLES	4200	14,4	4000	12,7	4000	13,0	4500	14,6	4500	10,1
	BICY.+ MOP.	11300		11400		9900		9500		10700	
170: NØRRE SØGADE southwest of Vendersgade	VEHICLES					32000	3,4	28800	2,9		
	BICY.+ MOP.					10300		7900			
34: NØRRE VOLDGADE northeast of Jarmers Plads	VEHICLES	25700	10,8	25400	11,7	23500	10,8	23500	8,8	21500	8,8
	BICY.+ MOP.	7500		7600		6600		7100		8700	
631: NØRRE VOLDGADE south of Frederiksborggade	VEHICLES					22000	11,7				
	BICY.+ MOP.					9500					
309: PEDER LYKKES VEJ east of Røde Mellevej	VEHICLES							9500	5,3		
	BICY.+ MOP.							2100			
501: PETER BANGS VEJ west of Ålstrupvej	VEHICLES					12100	3,2				
	BICY.+ MOP.					3900					
605: P. KNUDSENS GADE northeast of Borgm.Christiansens Gade	VEHICLES	29800	7,6								
	BICY.+ MOP.	1700									
176: REBILDVEJ southwest of Dybendalsvej	VEHICLES					23000	4,4				
	BICY.+ MOP.					1900					
641: RETORTVEJ south of Vigerslev Alle	VEHICLES	6600									
	BICY.+ MOP.										

^{a)} 2009: The traffic count took place following the conversion of Nørrebrogade

^{b)} cf. pedestrians p. 45

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
41: STORE KONGENSGADE (one-way) north of Kongens Nytorv	VEHICLES	13500	6,8	13500	6,3	14200	5,5	16200	3,6	13100	5,1
	BICY.+ MOP.	6300		6300		6000		7200		7400	
625: STORE KONGENSGADE (one-way) north of Jens Kofods Gade	VEHICLES							9800	4,1		
	BICY.+ MOP.							5000			
653: STORE REGNEGADE south of Gothersgade	VEHICLES									1800	2,1
	BICY.+ MOP.									1400	
191: STORMGADE northeast of Vester Voldgade	VEHICLES							12700	12,9	12500	14,1
	BICY.+ MOP.							7600		7500	
608: STRANDBOULEVARDEN east of Kertemindegade	VEHICLES	16900	5,7								
	BICY.+ MOP.	3800									
620: STRANDLODSVEJ north of Øresundsvej	VEHICLES							5700	4,3		
	BICY.+ MOP.							600			
195: STRANDVÆNGET next to the rowing clubs (roklubberne)	VEHICLES	18700	7,5								
	BICY.+ MOP.	2500									
332: STUDIESTRÆDE east of Vester Voldgade	VEHICLES									2100	3,6
	BICY.+ MOP.									4300	
81: SUMATRAVEJ north of Hedegårdsvej	VEHICLES			300							
	BICY.+ MOP.										
676: SUNDBYVESTERVEJ east of Irlandsvej	VEHICLES							2400	6,7		
	BICY.+ MOP.							1300			
492: SUNDHOLMSVEJ east of Amager Fælledvej	VEHICLES							10400	3,8		
	BICY.+ MOP.							4200			
648: SUNDKROGSGADE east of Kalkbrænderihavnsgade	VEHICLES	16300		12800	20,0	13500	13,3				
	BICY.+ MOP.			1300							
196: SVANEMØLLEBROEN BRIDGE	VEHICLES	17300	5,2								
	BICY.+ MOP.	9000									
44: SØLVGADE (one-way street) northwest of Sølvtorvet	VEHICLES	14500	4,9	14700	4,6	15000	5,2	14200	4,8	15000	4,4
	BICY.+ MOP.	5600		5700		6100		5800		5600	

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
 The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
83: SØLVGADE east of Øster Voldgade	VEHICLES							13200	3,0		
	BICY.+ MOP.							7900			
84: SØLVGADE east of Stockholmsgade	VEHICLES							22300	5,0		
	BICY.+ MOP.							11600			
713: SØNDRE FASANVEJ north of Valby Langgade	VEHICLES	15300	7,0								
	BICY.+ MOP.	4000									
46: TAGENSVEJ southeast of Tuborgvej	VEHICLES	18200	6,1	20000	5,2	18800	5,4	19200	4,4	18100	4,4
	BICY.+ MOP.	3900		5000		4800		4500		3900	
479: TAGENSVEJ northwest of Jagtvej	VEHICLES			18500	6,5			20000			
	BICY.+ MOP.			7600				8200			
614: TAGENSVEJ northwest of Frederik Bajers Plads	VEHICLES			16200	5,9						
	BICY.+ MOP.			9600							
671: TAGENSVEJ northwest of Rovsingsgade	VEHICLES			21300	6,8						
	BICY.+ MOP.			5900							
679: TAGENSVEJ south of Bispebjerg Torv	VEHICLES									6600	
	BICY.+ MOP.										
659: TERRASSERNE north of Ruten	VEHICLES									3100	2,5
	BICY.+ MOP.									400	
569: THORSHAVNSGADE southwest of Amager Boulevard	VEHICLES							1100	4,6		
	BICY.+ MOP.							3800			
202: TIETGENSBROEN BRIDGE	VEHICLES					12200	7,7				
	BICY.+ MOP.					8600					
203: TOFTEGÅRDSBROEN BRIDGE	VEHICLES	28400	7,3								
	BICY.+ MOP.	5400									
204: TOMSGÅRDSVEJ north of Frederikssundsvej	VEHICLES									32500	3,4
	BICY.+ MOP.									2600	
86: TORVEGADE north of Christmas Møllers Plads	VEHICLES	28700		25800	6,9	25200	5,0	24800	4,5	23000	5,2
	BICY.+ MOP.	20400		20400		19900		19600		20700	

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
48: TUBORGVEJ southwest of Bispebjerg Parkalle	VEHICLES	34600		32700	5,0	35300	4,9	33000	2,8	30800	3,0
	BICY.+ MOP.	1900		3500		3800		3900		3200	
87: UNIVERSITETSPARKEN west of Nørre Allé	VEHICLES			7000	5,5						
	BICY.+ MOP.			4400							
341: UPLANDSGADE northwest of Prags Boulevard	VEHICLES							11500	10,6		
	BICY.+ MOP.							600			
680: UTTERSLEVVEJ north of Hareskovvej	VEHICLES									9300	
	BICY.+ MOP.										
210: VALBY LANGGADE east of Nakskovvej	VEHICLES					12000	4,3				
	BICY.+ MOP.					3100					
586: VALBY LANGGADE west of Toftegårds Alle	VEHICLES	7400	4,8								
	BICY.+ MOP.	2600									
665: VANLØSE ALLE west of Apollovej	VEHICLES					4800	7,8				
	BICY.+ MOP.					2200					
445: VED STADSGRAVEN northeast of Amager Boulevard	VEHICLES			21000	9,1						
	BICY.+ MOP.			2300							
736: VEJLANDS ALLE by the motorway	VEHICLES	17800		16800							
	BICY.+ MOP.										
737: VEJLANDS ALLE west of Lossepladsvej	VEHICLES	37300		35700							
	BICY.+ MOP.										
699: VEJLANDS ALLE west of Center Boulevard	VEHICLES	28400		27300							
	BICY.+ MOP.										
212: VEJLANDS ALLE east of Røde Mellemvej	VEHICLES	18400	6,3	18100	7,5	19700	6,3	18800	7,4	18400	6,0
	BICY.+ MOP.	1100		1300		1700		1500		1500	
700: VEJLANDS ALLE west of Amagerbrogade	VEHICLES			6700	9,6	6100	6,6				
	BICY.+ MOP.			500							
213: VERMLANDSGADE east of Herjedalsgade	VEHICLES							21400	5,8		
	BICY.+ MOP.							4000			

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
669: VERMLANDSGADE east of Uplandsgade	VEHICLES							8200	3,5		
	BICY.+ MOP.							3800			
52: VESTERBROGADE ^{a)} west of Rådhuspladsen	VEHICLES	12600	10,2	12200	12,2	11400	12,4	12400	9,7	10900	13,6
	BICY.+ MOP.	9000		8800		6400		8600		8400	
53: VESTER FARIMAGSGADE north of Ved Vesterport	VEHICLES	15000	7,0	13900	6,2	13400	6,7	12600	4,9	14000	4,6
	BICY.+ MOP.	4800		4600		4100		4800		5600	
684: VESTER FÆLLEDVEJ north of Ny Carlsberg Vej	VEHICLES	12600									
	BICY.+ MOP.										
217: VESTERGADE ^{b)} northeast of Rådhuspladsen	VEHICLES	4100									
	BICY.+ MOP.	2500									
218: VESTER VOLDGADE ^{c)} northwest of Rådhuspladsen	VEHICLES							11900	9,1	6200	18,5
	BICY.+ MOP.							4200		3900	
54: VIGERSLEV ALLE east of Toftegårds Plads	VEHICLES	21200	9,4	21400	8,4	20400	8,0	20400	7,3	21500	6,1
	BICY.+ MOP.	3800		4200		4700		4600		4200	
221: VIGERSLEV ALLE west of Vestre Kirkegårds Alle	VEHICLES	18700	7,7								
	BICY.+ MOP.	4300									
223: VIGERSLEV ALLE east of Retortvej	VEHICLES	16000	7,6								
	BICY.+ MOP.	3600									
56: VIGERSLEVVEJ north of Langagervej	VEHICLES	15000	5,7	15500	6,8	16900	5,1	15700	5,0	15000	4,3
	BICY.+ MOP.	1500		1500		1900		1300		1200	
226: VIGERSLEVVEJ northwest of Gammel Køge Landevej	VEHICLES	3400	6,2								
	BICY.+ MOP.	500									
491: WEBERGADE (one-way street) northwest of Øster Farimagsgade	VEHICLES	12600	5,3	12500	6,2	12200	5,9	12000	5,4	11800	6,4
	BICY.+ MOP.	5300		5100		5100		4400		3800	
228: ØRESUNDSVEJ west of Kastrupvej	VEHICLES							6800	6,2		
	BICY.+ MOP.							2100			
623: ØRESUNDSVEJ east of Strandlodsvej	VEHICLES							4300	4,8		
	BICY.+ MOP.							900			

^{a)} 2006 and 2010: Comprehensive roadworks on H. C. Andersens Boulevard

^{b)} 2010: Blocked due to Metro construction

^{c)} 2010: Roadworks and Metro construction

OTHER PERMANENT CENSUS STATIONS, Annual Average Daily Traffic (AADT) as total of both directions
The heavy goods percentage applies to the period 6 a.m. - 6 p.m., from 2009 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
58: ØSTER ALLÉ east of Nørre Alle	VEHICLES	12500	4,0	13000	4,2	13100	5,3	13000	3,8	10500	3,6
	BICY.+ MOP.	1800		2400		2200		2100		1900	
232: ØSTERBROGADE south of Jagtvej	VEHICLES	20400	5,1								
	BICY.+ MOP.	11300									
90: ØSTER FARIMAGSGADE northeast of Gothersgade	VEHICLES					14200	8,4			14500	5,6
	BICY.+ MOP.					10500				10100	
234: ØSTER FARIMAGSGADE southwest of Lille Triangel	VEHICLES							7500	7,7		
	BICY.+ MOP.							6300			
60: ØSTER SØGADE northeast of Gothersgade	VEHICLES	24900	4,5	25300	3,8	28000	4,9	26400	2,6	20700	2,4
	BICY.+ MOP.	9000		9000		8900		7900		8600	
237: ØSTER SØGADE a) southwest of Lille Triangel	VEHICLES							3100	2,1		
	BICY.+ MOP.							3900			
91: ØSTER VOLDGADE north of Gothersgade	VEHICLES							17800	8,5		
	BICY.+ MOP.							7000			
731: ØSTER VOLDGADE northeast of Sølvgade	VEHICLES							11000	8,6		
	BICY.+ MOP.							4000			
552: ØSTRIGSGADE southeast of Holmbladsgade	VEHICLES							7600	6,7		
	BICY.+ MOP.							2800			
61: ÅBOULEVARD northwest of Tømrergade	VEHICLES	44500		46500	5,0	45900	4,3	44600	3,3	45700	3,7
	BICY.+ MOP.	6600		8100		9700		8700		9900	
161: ÅBUEN (bicycle and pedestrian bridge across Ågade, opened in June 2008)	VEHICLES										
	BICY.+ MOP.					3400		3900		3900	
481: ÅGADE west of Jagtvej	VEHICLES			57000	4,7						
	BICY.+ MOP.			4000							
628: ÅKANDEVEJ northeast of Frederikssundsvej	VEHICLES					5000	8,7				
	BICY.+ MOP.					1000					
503: ÅKANDEVEJ north of Gadelandet	VEHICLES									7500	8,1
	BICY.+ MOP.									400	

^{a)} 2009: The direction towards the city centre blocked due to roadworks

TRAFFIC STREAMS IN COPENHAGEN

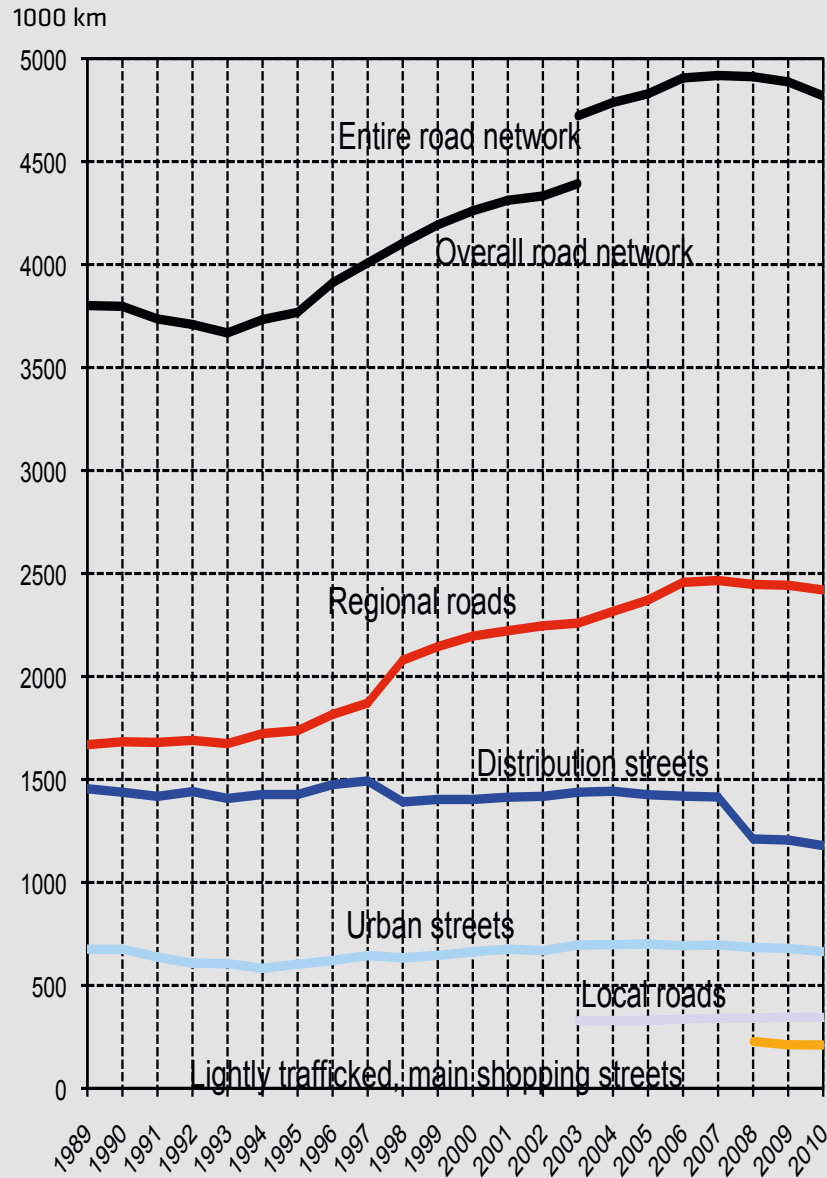
Number of cars, annual average daily traffic (data from 2007)



TOTAL TRAFFIC PERFORMANCE OF VEHICLES

Kilometres driven on the Copenhagen road network (on a weekday)

KEY MAP OF THE ROAD NETWORK 2010

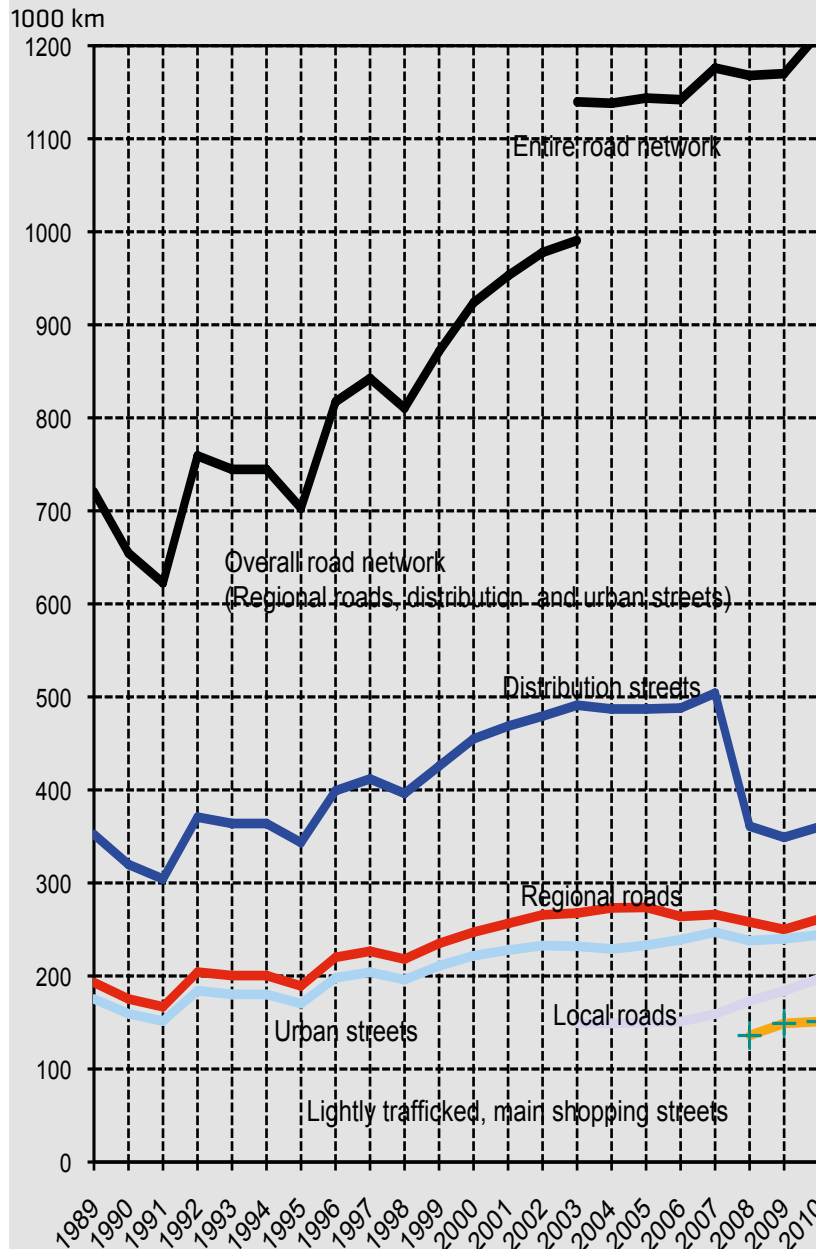


The municipal plan from 2009 established an overall road network consisting of regional roads, distribution streets, urban streets and lightly trafficked, main shopping streets (high streets). The overall road network is meant to channel the traffic around the region, between city districts and internally within the districts. The lightly trafficked, main shopping streets function as the urban districts' natural shopping streets.

TOTAL TRAFFIC PERFORMANCE OF BICYCLES

Kilometres driven on the Copenhagen road network (on a weekday)

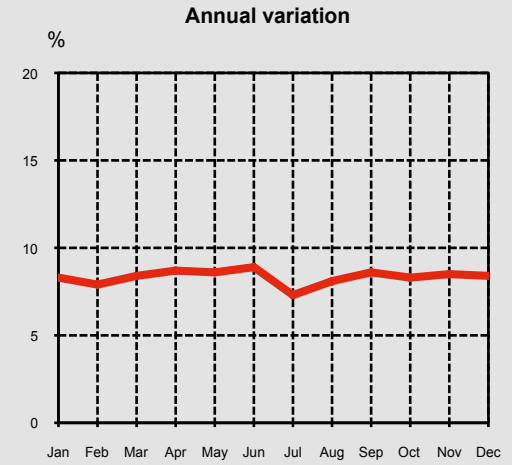
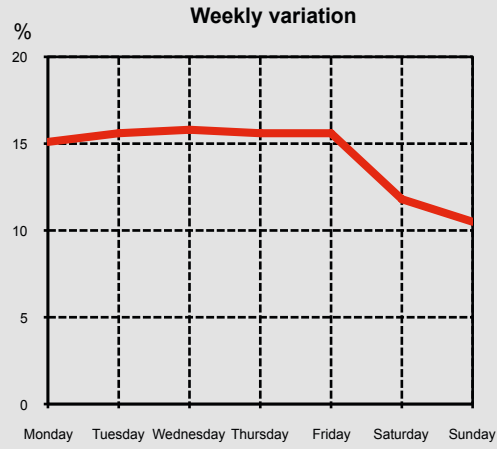
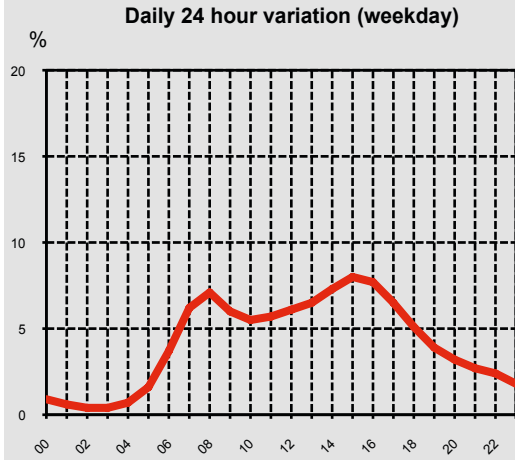
KEY MAP OF THE ROAD NETWORK 2010



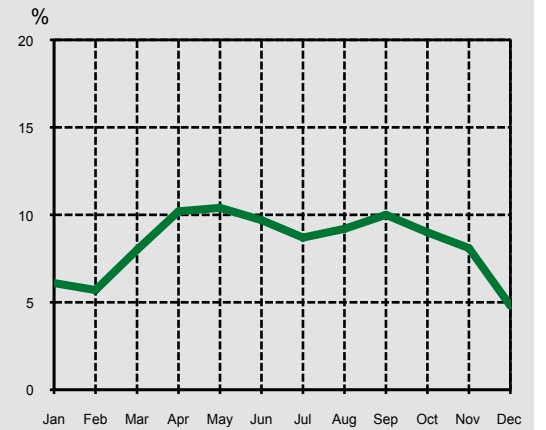
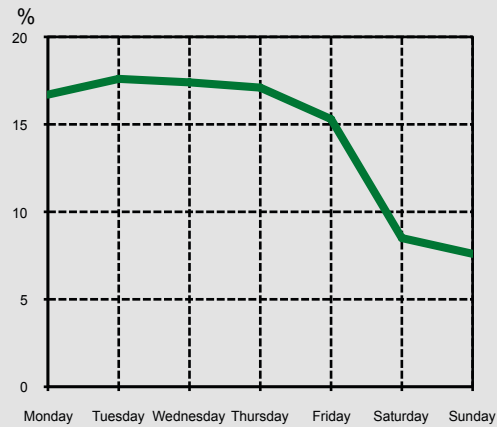
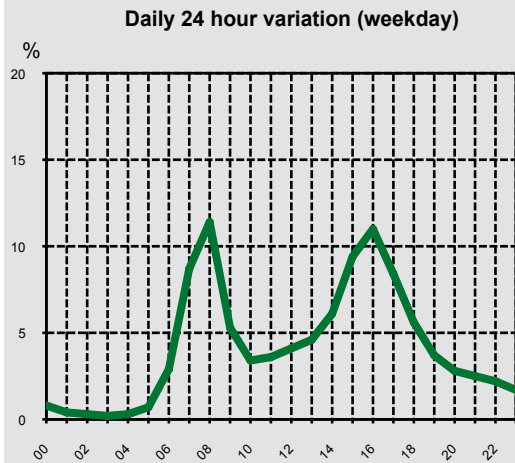
The municipal plan from 2009 established an overall road network consisting of regional roads, distribution streets, urban streets and lightly trafficked, main shopping streets (high streets). The overall road network is meant to channel the traffic around the region, between city districts and internally within the districts. The lightly trafficked, main shopping streets function as the urban districts' natural shopping streets.

DAILY 24 HOUR, WEEKLY AND ANNUAL VARIATION 2010

VEHICLES

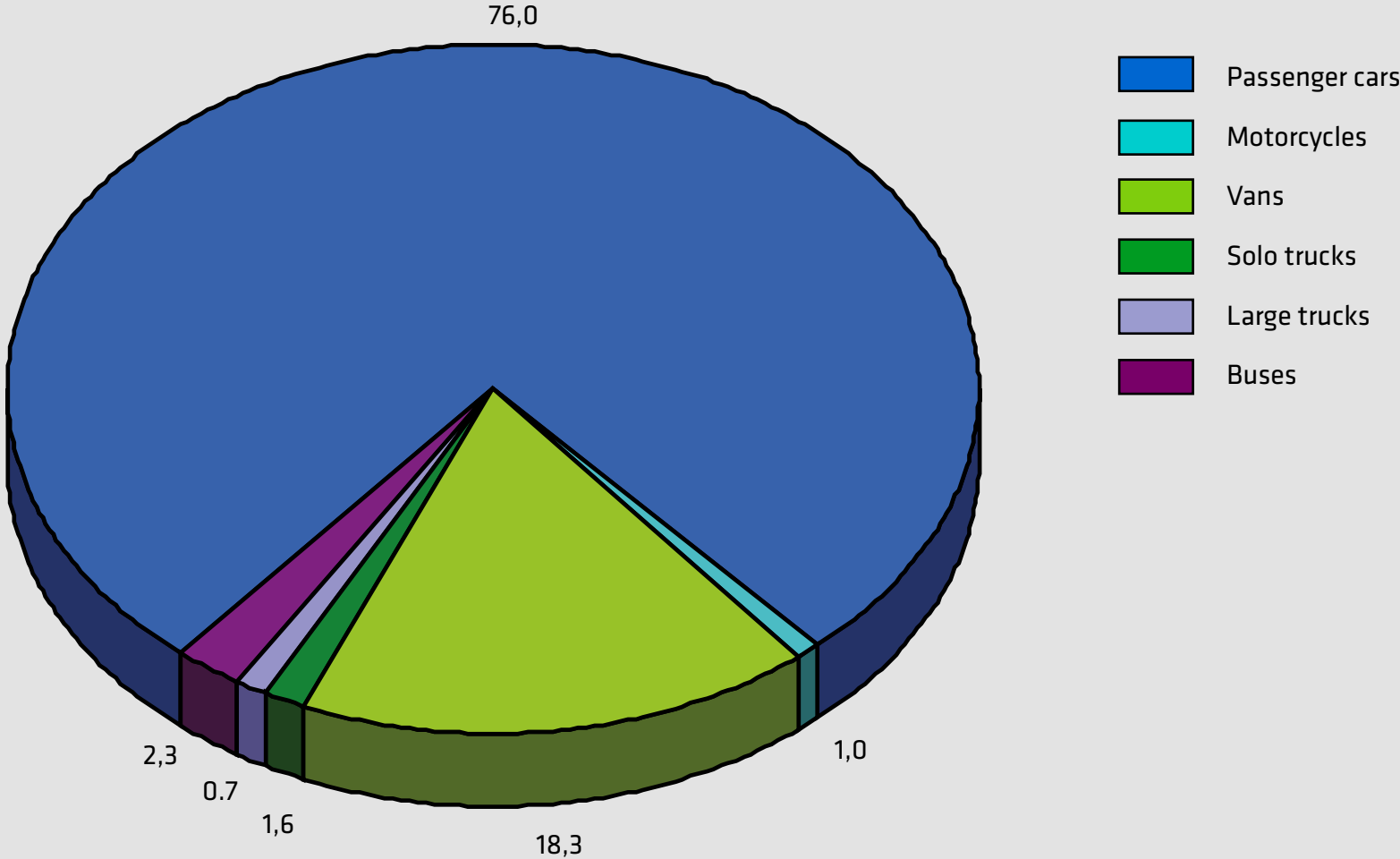


BICYCLES



PERCENTAGE QUOTIENT OF VEHICLE CATEGORIES

A weekday in 2010, between 7 a. 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 6 a.m. - 6 p.m., from 2009 though 7 a.m. - 7 p.m.

CENSUS STATION	CATEGORY	2006		2007		2008		2009		2010	
		QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %	QTY.	HEAVY %
900: BÜLOWSVEJ north of Amalievej	VEHICLES			12300	3,0						
	BICY.+ MOP.			3700							
910: C.F. RICHSVEJ^{*)} east of Grøndals Parkvej	VEHICLES	6500	5,5							8800	3,2
	BICY.+ MOP.	2400								2700	
911: DALGAS BOULEVARD north of Roskildevej	VEHICLES	8700	3,6							8300	3,3
	BICY.+ MOP.	1900								1800	
913: FALKONER ALLE south of Dronning Olgas Vej	VEHICLES							15900	5,3		
	BICY.+ MOP.							10900			
906: FINSSENSVEJ east of Lindevangs Allé	VEHICLES					9500	5,1				
	BICY.+ MOP.					5400					
908: FREDERIKSBERG ALLE east of Pile Allé	VEHICLES					7700	6,3				
	BICY.+ MOP.					2000					
904: GAMMEL KONGEVEJ east of Allégade	VEHICLES	12700	5,5	12900	6,3	13200	6,6	11100	5,7	11700	5,2
	BICY.+ MOP.	10400		10300		9900		10700		11100	
905: GODTHÅBSVEJ east of Guldborgvej	VEHICLES					13500	5,4				
	BICY.+ MOP.					8200					
901: H.C. ØRSTEDSVEJ north of Niels Ebbesens Vej	VEHICLES			12100	6,0						
	BICY.+ MOP.			7000							
912: NORDRE FASANVEJ north of Howitzvej	VEHICLES							17100	5,1		
	BICY.+ MOP.							8200			
914: NYELANDSVEJ west of Falkoner Alle	VEHICLES	9200	4,4							8600	4,0
	BICY.+ MOP.	4900								5200	
907: PETER BANGS VEJ west of Orla Lehmanns Vej	VEHICLES					13500	6,3				
	BICY.+ MOP.					6200					
903: PILE ALLE south of Vesterbrogade	VEHICLES			11000	7,7						
	BICY.+ MOP.			3700							
902: VESTERBROGADE east of Pile Alle	VEHICLES			15500	7,5						
	BICY.+ MOP.			3800							

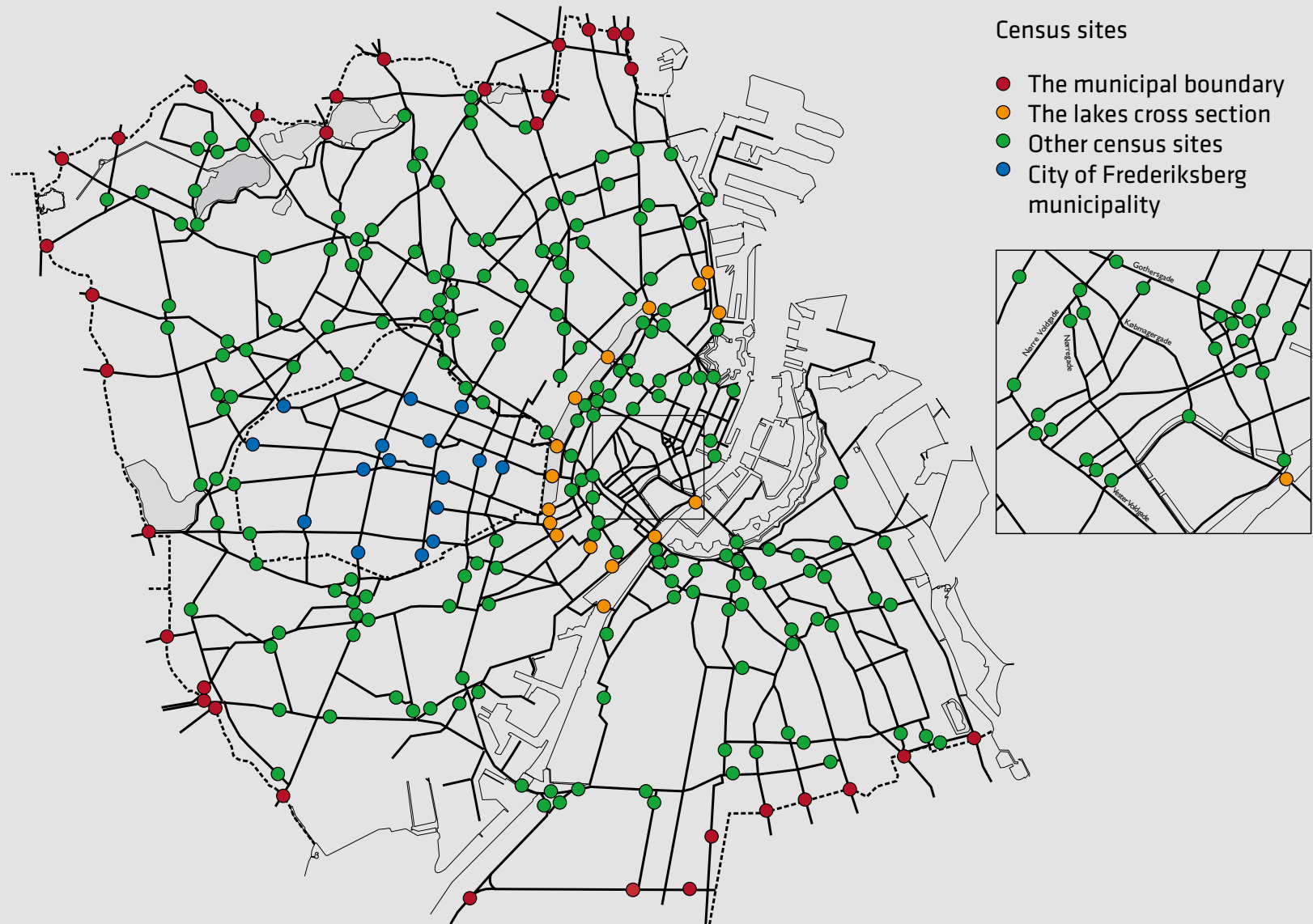
^{*)} 2010: Roadworks on Godthåbsvej near Tesdorfsvej blocked the traffic going North and resulted in an increased traffic at C. F. Richsvej westwards.

NUMBER OF PEDESTRIANS from 6 a.m. - 6 p.m., from 2010 7. a.m. - 7. p.m.

CENSUS STATION	1985			1990			1995		
	Towards City Centre	From City Centre	Total	Towards City Centre	From City Centre	Total	Towards City Centre	From City Centre	Total
11: FREDERIKSBORGGADE east of Nørre Voldgade	21500	17700	39200	16600	15200	31800	16300	16000	32300
337: FJOLSTRÆDE southeast of Nørre Voldgade	11900	11800	23700	8900	7400	16300	9000	8000	17000
33: NØRREGADE southeast of Nørre Voldgade	7400	6900	14300	5400	5200	10600	4400	4200	8600
113: FREDERIKSBERGGADE (STRØGET) northeast of Rådhuspladsen	12100	11600	23700	12900	12800	25700	13700	13200	26900
TOTAL	52900	48000	100900	43800	40600	84400	43400	41400	84800
WEATHER	Rain from 4.45 p.m.			Dry weather			A shower at 8 a.m., otherwise dry		

CENSUS STATION	2000			2005			2010		
	Towards City Centre	From City Centre	Total	Towards City Centre	From City Centre	Total	Towards City Centre	From City Centre	Total
11: FREDERIKSBORGGADE ^{*)} east of Nørre Voldgade	13029	12731	25760	15920	13030	28950	16219	13841	30060
377: FJOLSTRÆDE ^{*)} southeast of Nørre Voldgade	7136	5235	12371	6740	5000	11740	4705	4340	9045
33: NØRREGADE ^{*)} southeast of Nørre Voldgade	3114	2475	5589	2970	2360	5330	3223	2559	5782
113: FREDERIKSBERGGADE (STRØGET) northeast of Rådhuspladsen	19446	18703	38149	19160	18040	37200	14701	14464	29165
TOTAL	42725	39144	81869	44790	38430	83220	38848	35204	74052
WEATHER	Dry and windy weather			Dry weather			Cloudy and rainy weather		

^{*)} 2000: Construction works at Nørreport Station

KEY MAP SHOWING THE LOCATION OF CENSUS SITES

	PAGE		PAGE
AMAGER BOULEVARD northwest of Amagerbrogade	22	BRYGGEBROEN BRIDGE	20
AMAGERBROGADE south of Adriansvej	16	BÜLOWSVEJ north of Amalievej	44
AMAGERBROGADE north of Englandsvej	22	CARL JACOBSENS VEJ west of Bjørnsonsvej	23
AMAGERBROGADE south of Hollænderdybet	22	CENTER BOULEVARD, south of Bella Center entrance	23
AMAGER FÆLLEDVEJ south of Sundholmsvej	22	C.F. RICHSEJ, east of Grøndals Parkvej	44
AMAGER FÆLLEDVEJ south of Peter Vedels Gade	22	CHRISTIAN IV'S BRO BRIDGE	24
AMAGER FÆLLEDVEJ north of Amager Boulevard	22	CLASSENGADE east of Østerbrogade	24
AMAGERMOTORVEJEN on the bridge to Avedøre Holme	16	DALGAS BOULEVARD north of Roskildevej	44
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AMAGERMOTORVEJEN eastern leg at Vejlands Allé	22	DAG HAMMERSKJÖLDS ALLÉ southeast of Øster Farimagsgade	24
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*) Cf. pedestrians p. 45

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*) Cf. Pedestrians p. 45

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