Public Participation in Green Mobility in Copenhagen
Main visions for the City of Copenhagen
Visions for environment and urban life in Copenhagen

Eco-Metropolis:
- Best city in the world for cyclists
- Centre of world climate policy
- A green and blue capital
- A clean and healthy capital

A Metropolis for People:
- More urban life for all
- More people to walk more
- More people to stay longer
Transport policy for sustainable urban mobility

- More Cyclists
- More Pedestrians
- More Metro
- Bus-priority
- Restrictions on private cars
How will we realise our plans for the city?

- Public participation
- Partnerships
Green mobility through public participation

To benefit

- urban life
- urban environment
- health
Why is public participation so important?

- Potential for greener mobility in city districts
- Cultural changes created through local engagement
- Citizen ownership basis for sustainable solutions
Who are the citizen stakeholders?

- Local Committees in the ten city districts
- Danish Cyclist Federation
- Danish Pedestrian Federation
- Environmental groups
- Networks of schools, institutions, culture and sport.
How do we involve partners and citizens?

- Project organisation with stakeholders
- Collaboration with local committees
- Public dialogue in the city districts
- Citizens opinion surveys
- Events
- Campaigns
- Project websites
Traffic experiment on Nørrebrogade
Busses, cyclists and pedestrians on Nørrebrogade
More City Life on Nørrebrogade
Debate on bus priority on Frederikssundsvej
School children involved in local democracy
The Childrens Traffic Council
Safe and exciting routes to School
Pedestrian routes in the district of Valby
Traffic safety for pedestrians in the district of Østerbro
Campaigning ”Biking to work”

- Yearly campaign: 100,000 cycle to work for one month
Campaigning “Spread good cycle karma”

- Campaign for good behaviour on cycle tracks
Types of partnerships

- Public-private partnership
- Sponsorship
- Donation
- Co-branding
- Voluntary work by citizens
Public-private partnership in a new urban area

- Sluseholmen – development of harbour area
- Partnership between the City of Copenhagen and the Harbour organisation
- Private developers responsible for development and infrastructure
Partnership for international promotion of cycling

Members:
- Danish municipalities
- Non-governmental organisations
- Private companies
Campaigning with Danish Cyclist Federation
Sponsorship for City Bikes

- First city bikes in Copenhagen 1995
- Proposals for new city bikes in 2013
Donations of infrastructure e.g. cycle bridges
Co-branding of electrical cars and car sharing
What are the results of public participation and partnerships?

- Active and happy citizens and a better city
- Local interest in urban issues
- Sustainable solutions with wide support
- Better basis for political decisions
- Development of local democracy
Copenhagen – Eco-Metropolis and Metropolis for People

- Development of a green mobility through public participation and partnership
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