

Green mobility in Copenhagen



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City of Copenhagen

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The Technical and
Environmental Administration

The Agenda for today

1. Our overall visions
2. Short presentation of the City of Copenhagen
3. The Challenges we are facing
4. The different Transport policies and strategies



Visions!

Ecometropolis

- World's best city for cyclists
- Climate capital
- 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



Our specific goals 2015:

- In Copenhagen at least 50% of people will go to their work place or educational institution by bike
- The number of seriously injured cyclists will drop by more than half compared to today
- At least 80% of Copenhagen cyclists will feel safe and secure in traffic
- By 2015, 80% of Copenhageners will be satisfied with the opportunities they have for taking part in urban life
- To increase the amount of pedestrian traffic by 20% by 2015 compared to today
- By 2015, Copenhageners will spend 20% more time in urban space than they do today.



Copenhagen - Capital of Denmark

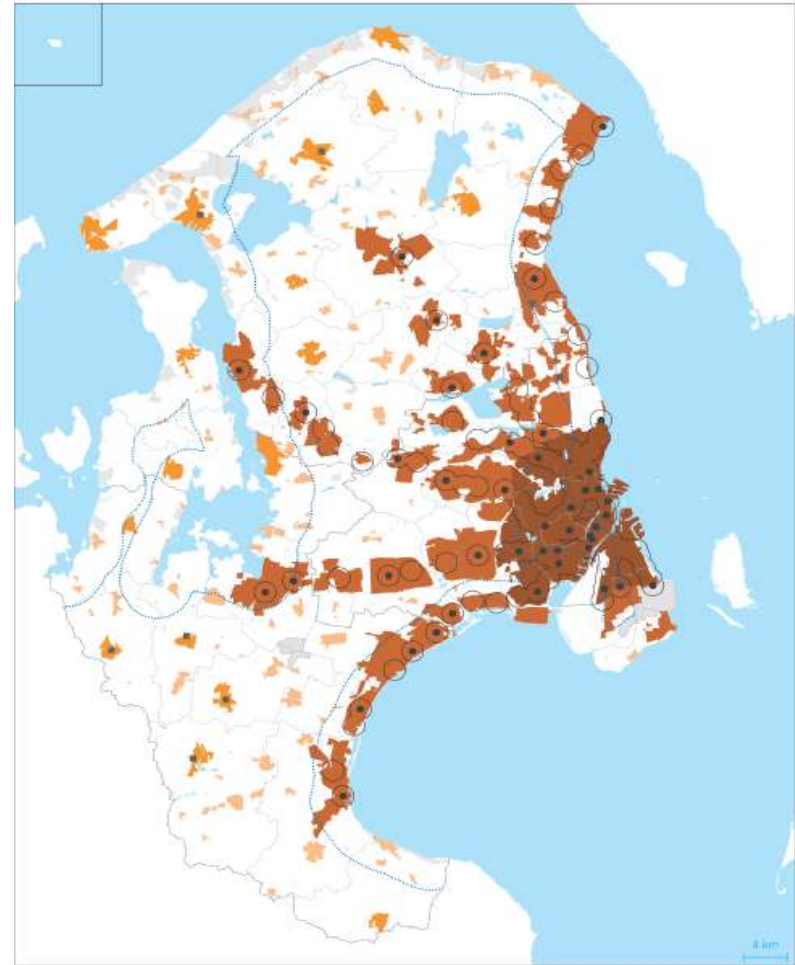
520.000 inhabitants

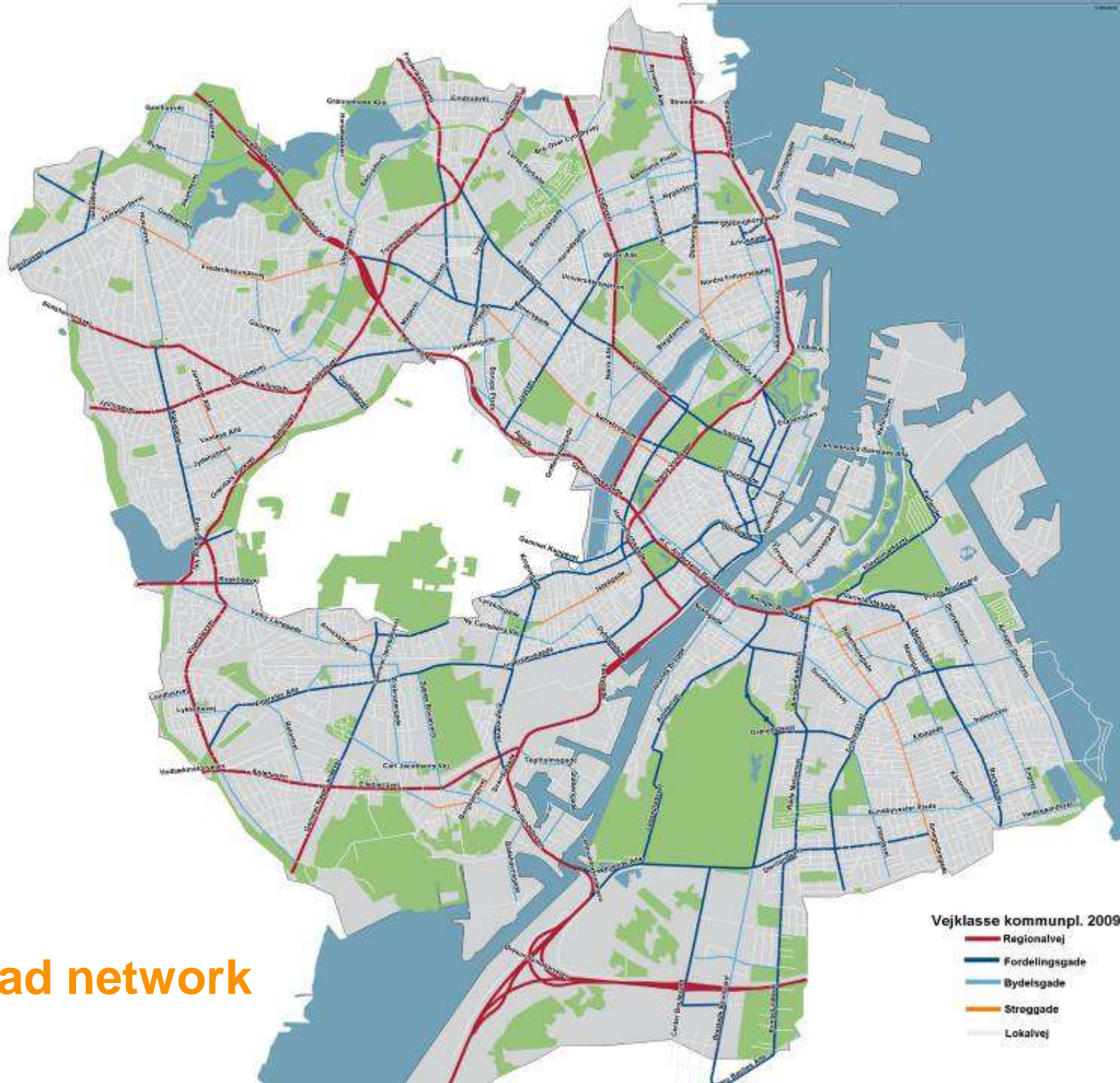
Total area 88 km²

5900 inhabitants/km²



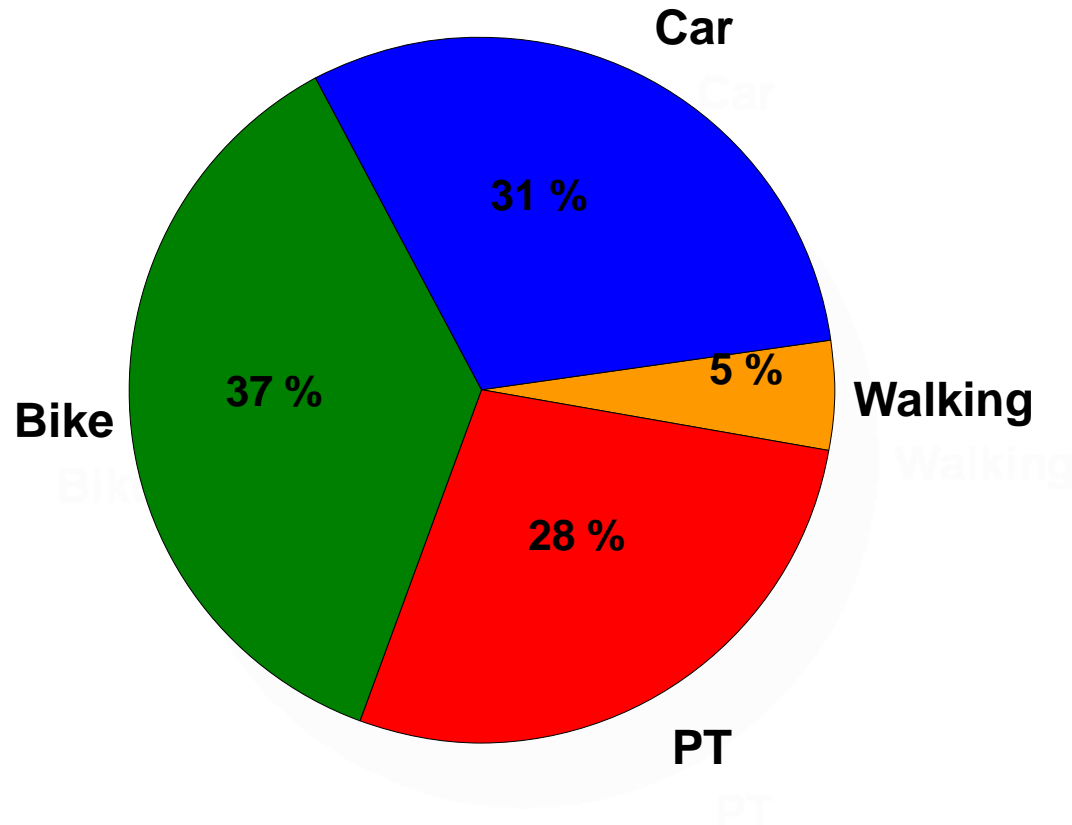
The finger plan



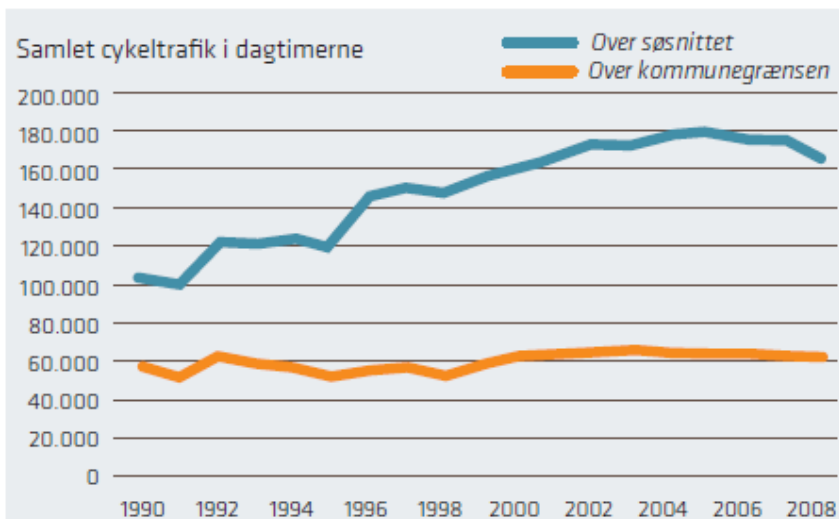


Plan of the road network

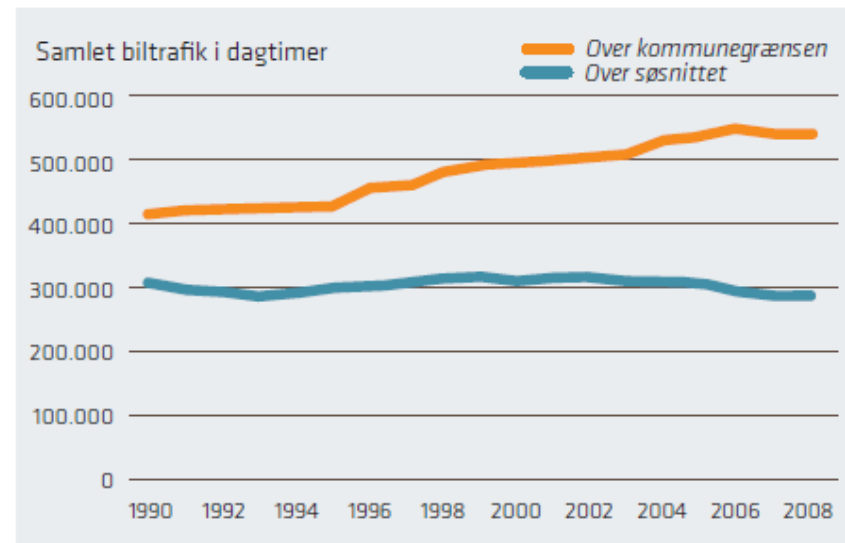
Modal split for commuters to Copenhagen (2008)



Development in car and bicycle traffic



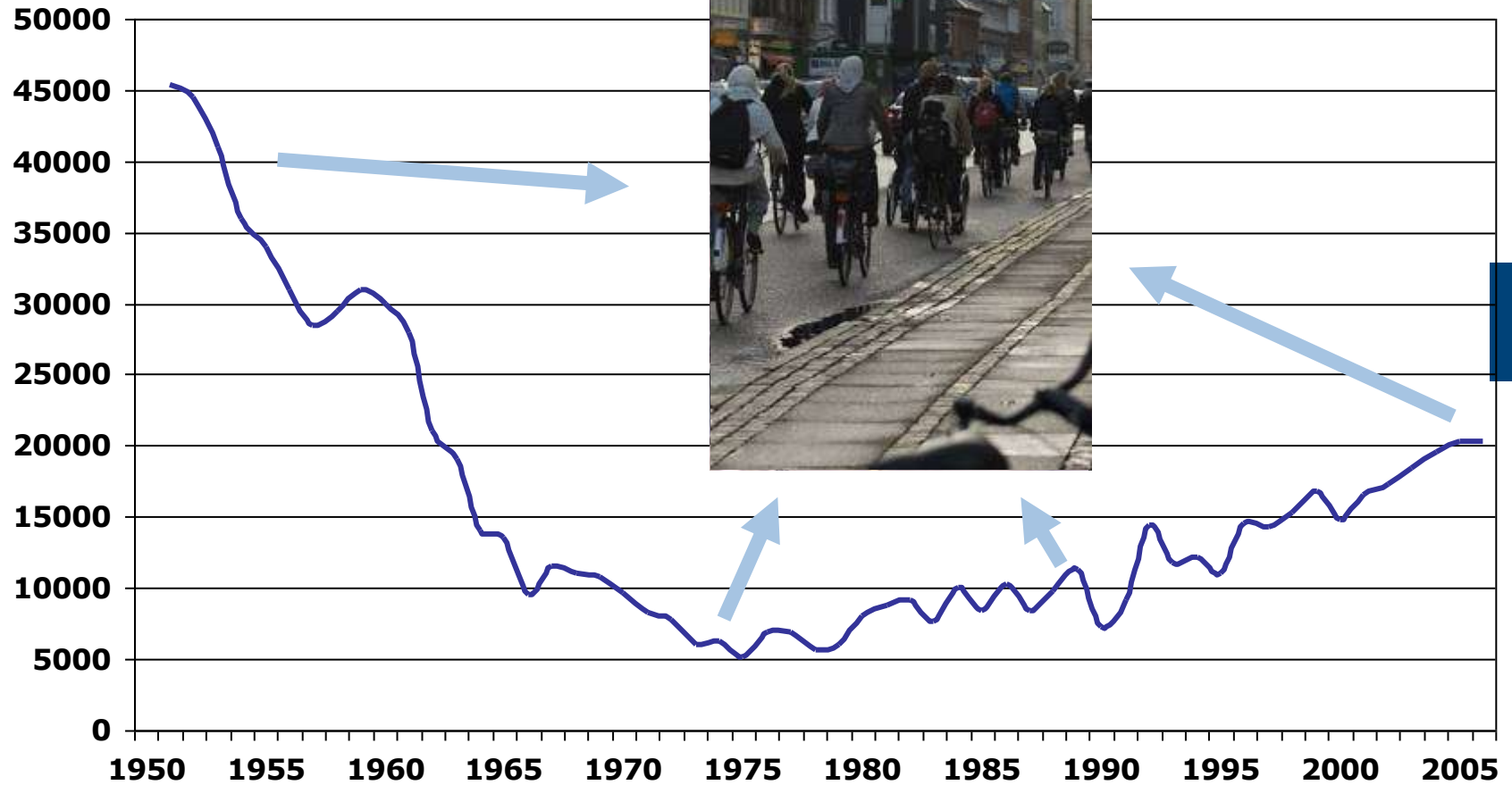
Bicycles



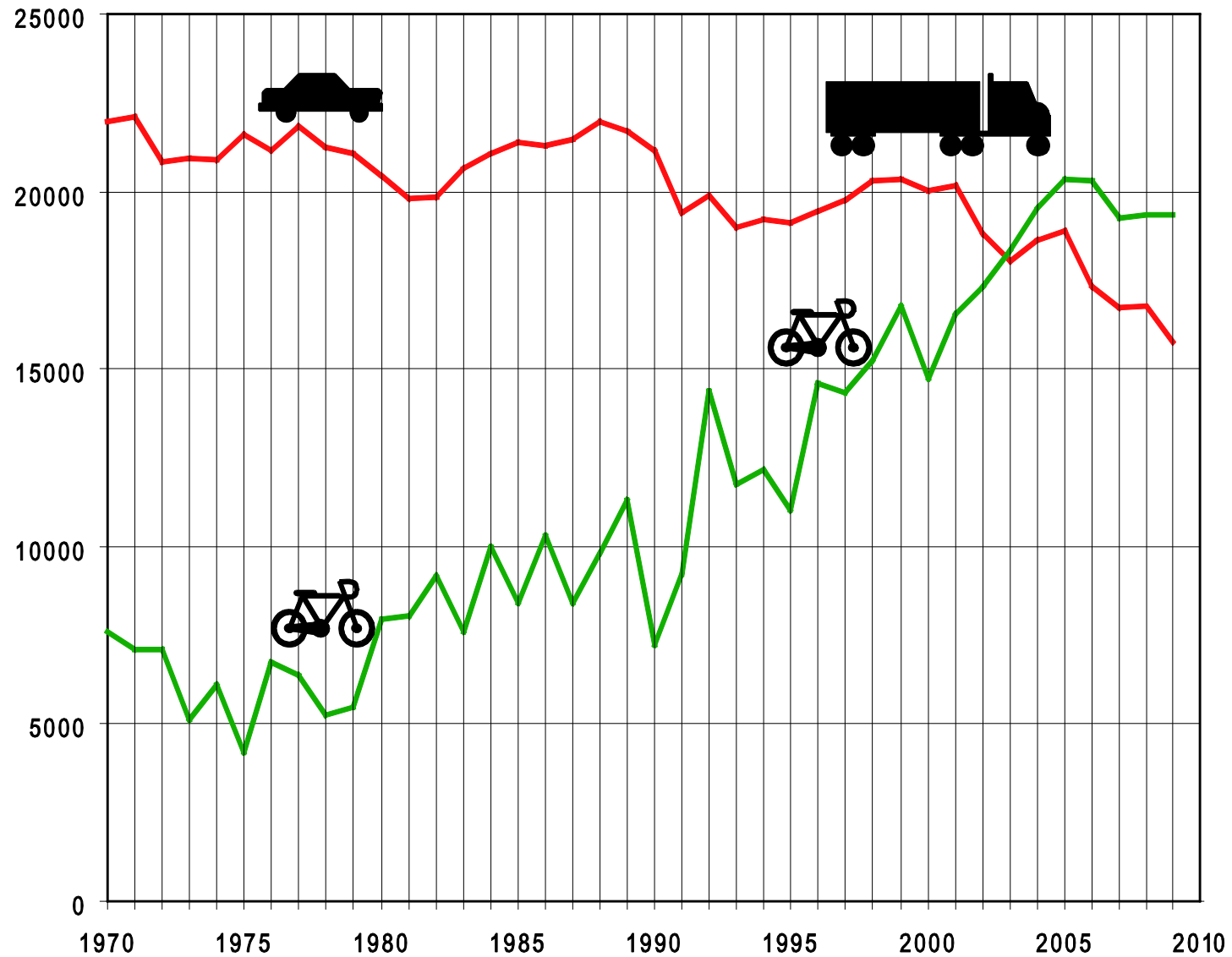
Cars



Cycling, inner city - morning peak hour

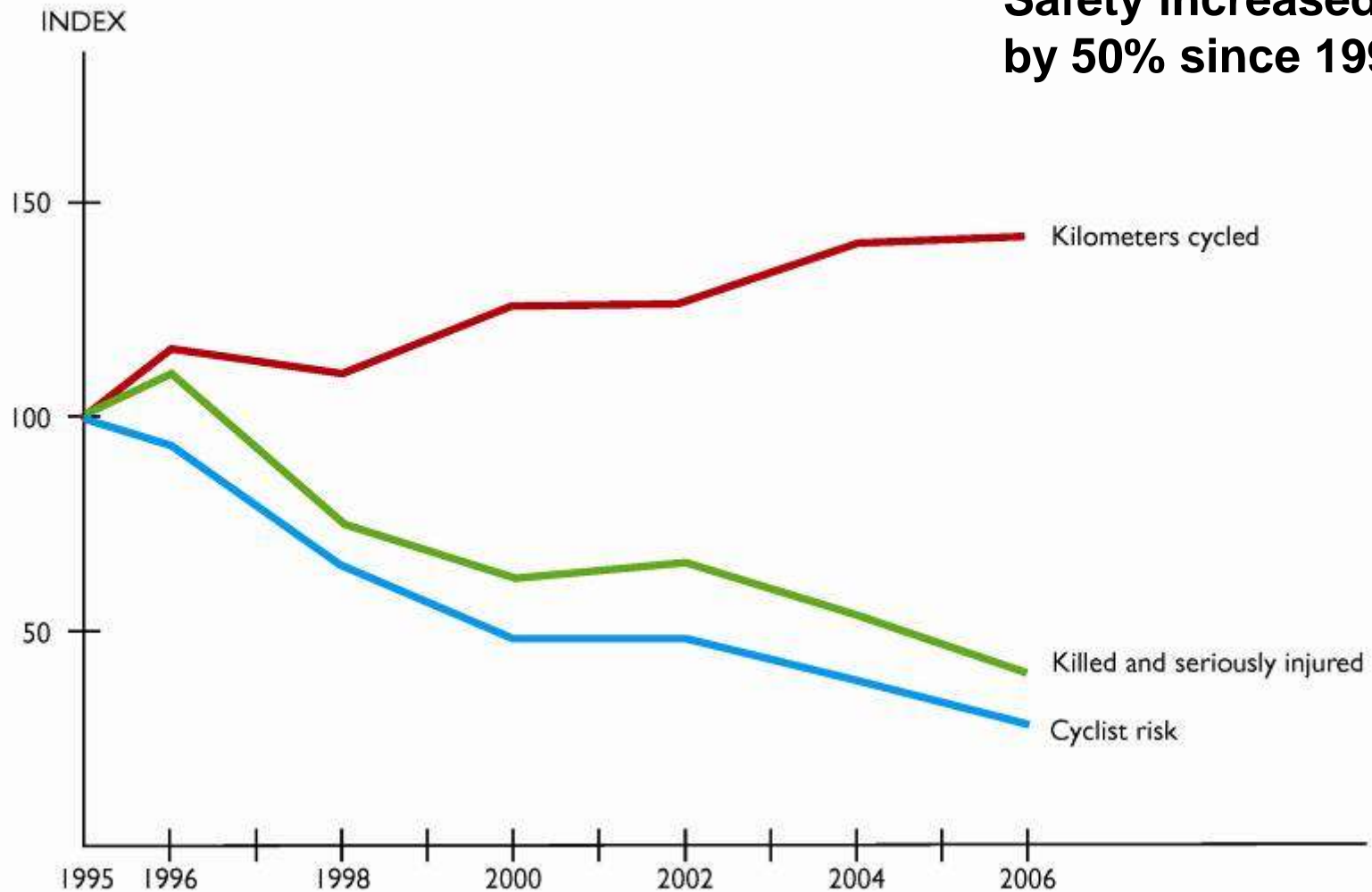


Peak hour traffic - inner city



More cyclists, less risk

**Safety increased
by 50% since 1995**



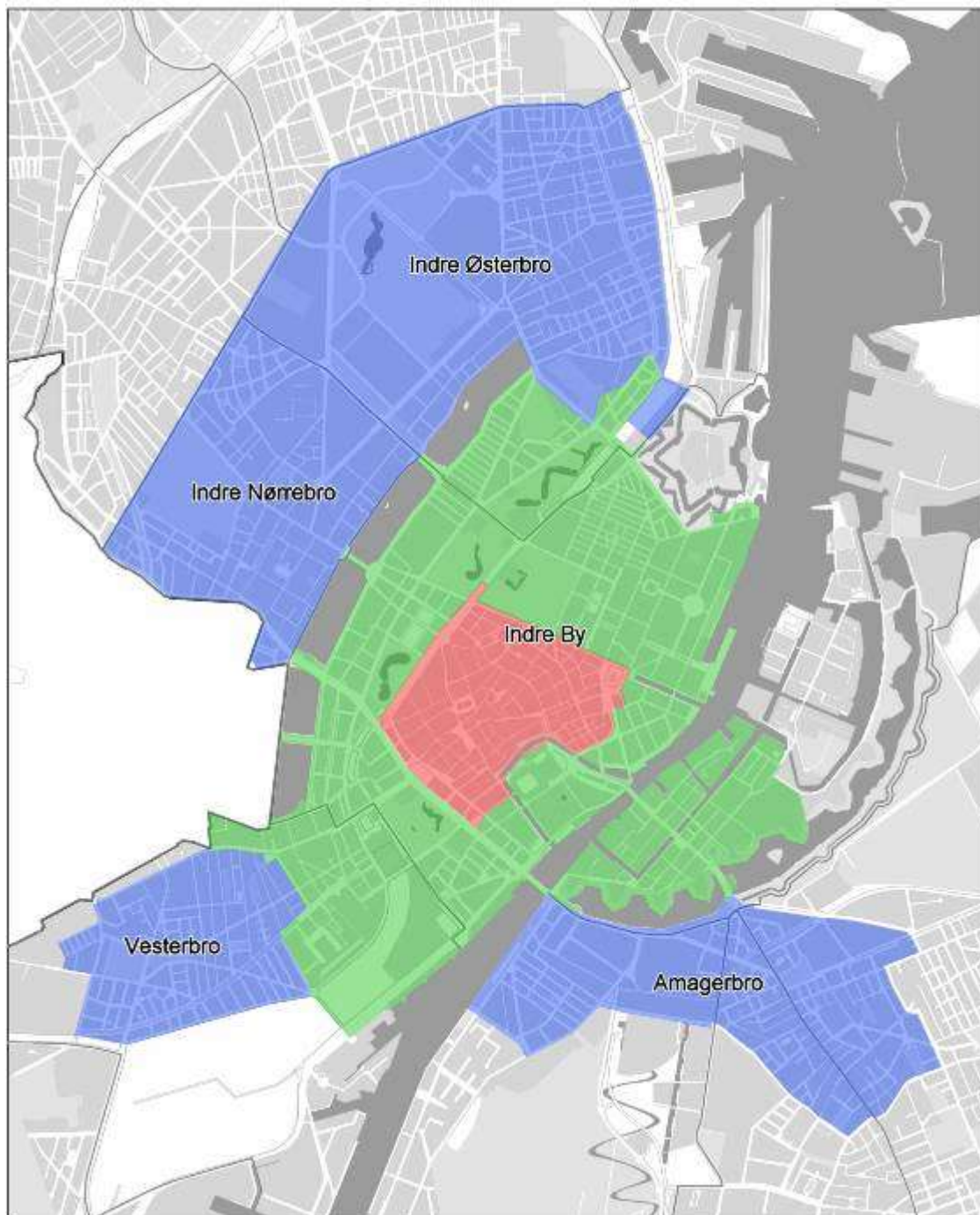


Traffic Planning in headlines:

- Public transport
 - Pedestrians
 - Cyclists
 - Mobility management
 - Redesigning urban space
 - Heavy Goods Vehicles
 - Air and noise
 - Congestion charging
 - Parking
 - Alternative fuels or electric/hydrogen cars
- = reduction in trucks and car use**



Parking strategy



Air: Low emission zone



Red routes - a proposal



City logistics - a new project



Congestion charging, a proposal

Pricing:

1,5 Euro pr. passage

3 Euro during rush hour

Free at night



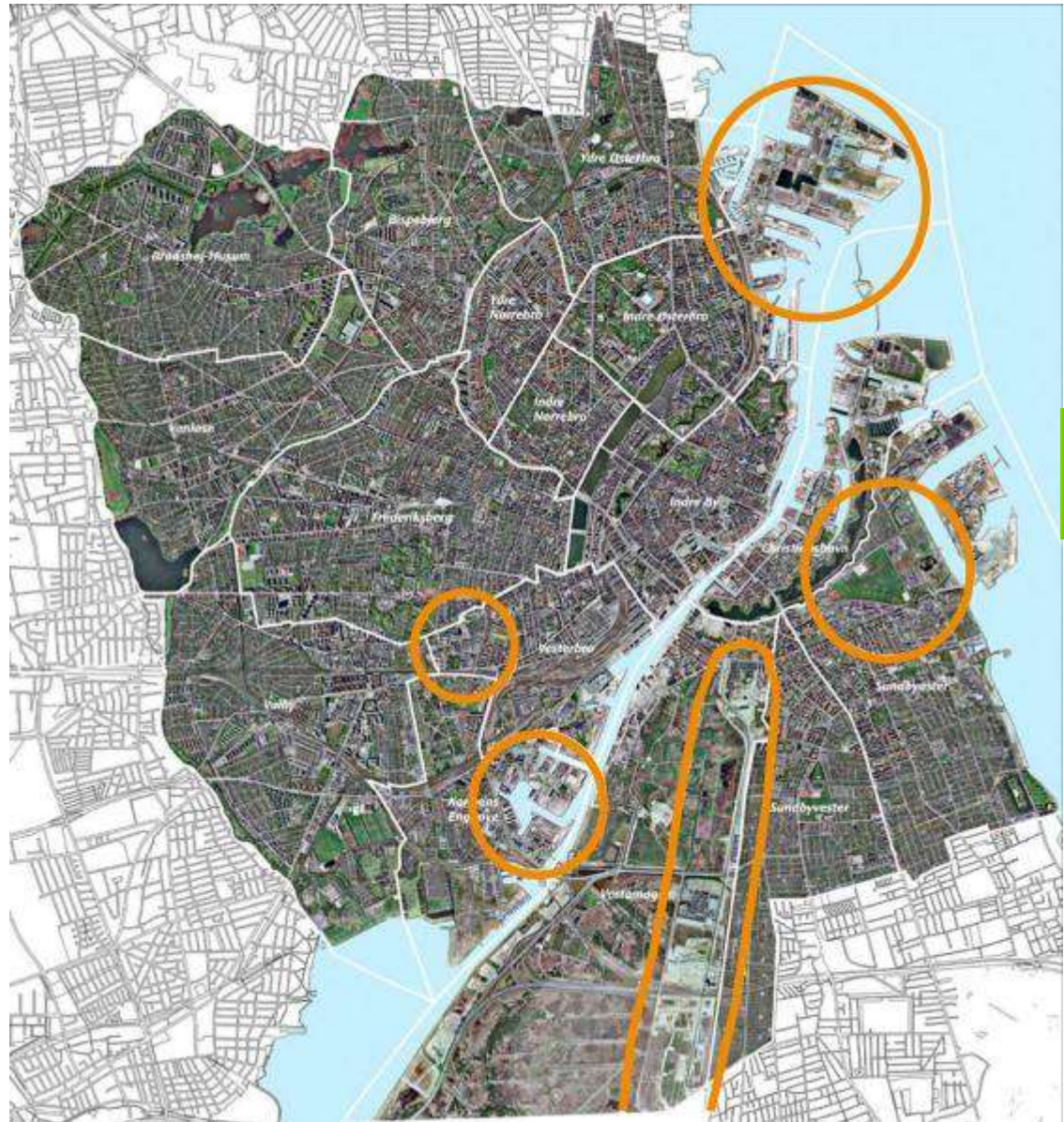
Re-designing streets

Traffic experiments

- Nørrebrogade



Urban development!



Electrical and hybrid cars



Infrastructure for electrical cars is one of the key projects in Copenhagen's Climate Plan

Public Transport



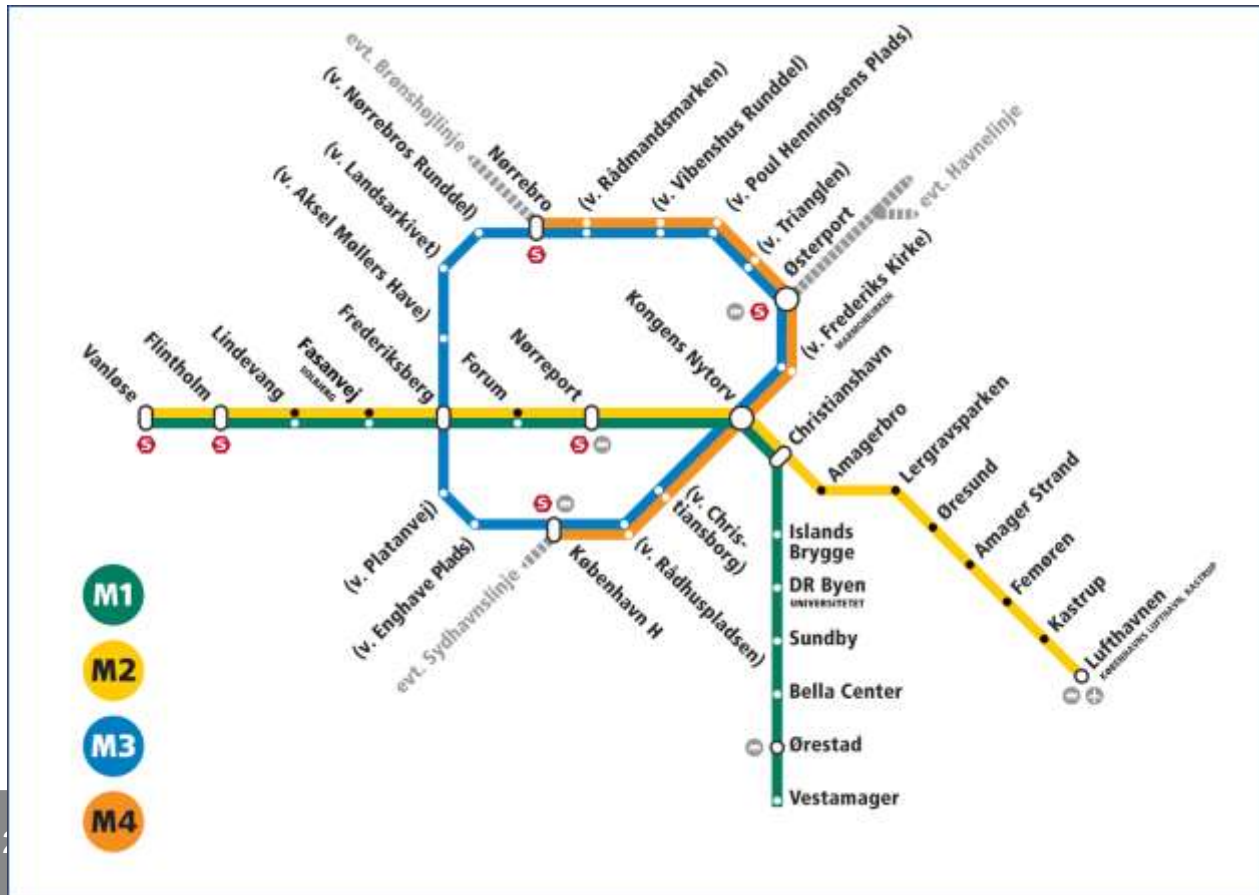
City network



Improved public transport = More Metro



The Metro



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Better busses

- 700.000 daily passengers in public transport
- More than half uses the busses
- 1.200 bus stops

Better busses are

- Bus lanes
- Priority in intersections
- Real-time information
- Better stations and terminals
- Bicycle parking!



Public Transport and bikes !





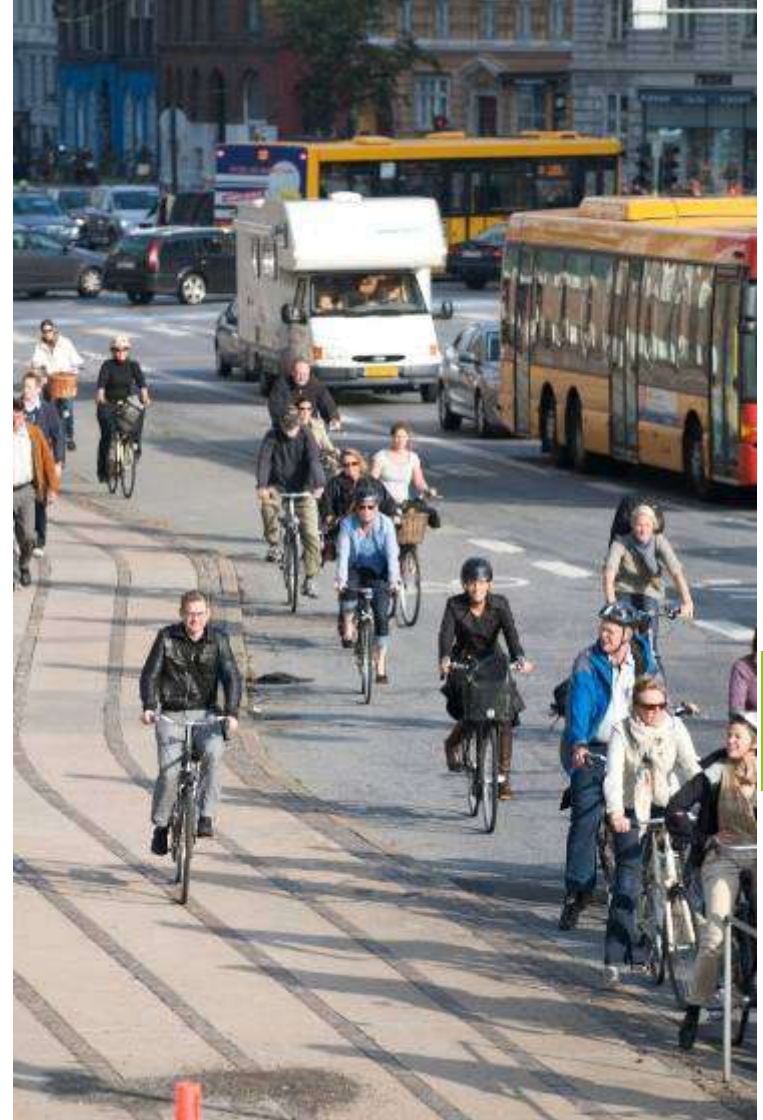
Copenhagen and the bike

**1,2 mio. km. is driven on bikes
every day**

37% uses bike to work

**60% af Copenhageners rides
every day**

**85% of Copenhageners owns a
bike**



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Cycling safety



**92 seriously injured or
killed cyclists a year -
reduced from 231 in 1995 !**



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Cyclists' feeling of safety

Sense of safety is decreasing

57% because of cars

45% because of other cyclist

23% because of busses



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Worlds best city for cycling - our goals for 2015



- 50% cycle-share of commuting (36% today)
- 50% less serious injured cyclists
- 50% higher sense of safety



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Environmental Administration

Why are bikes interesting from a political point of view?

Less congestion

Better environment

Better health and physical condition

Easy, fast, cheap and convenient

Visible results

A large share of
Copenhageners (= voters)
rides bikes



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Why do Copenhageners cycle?

Fast and easy 54 %

Exercise 19%

Cheap 6%

Easy 7%

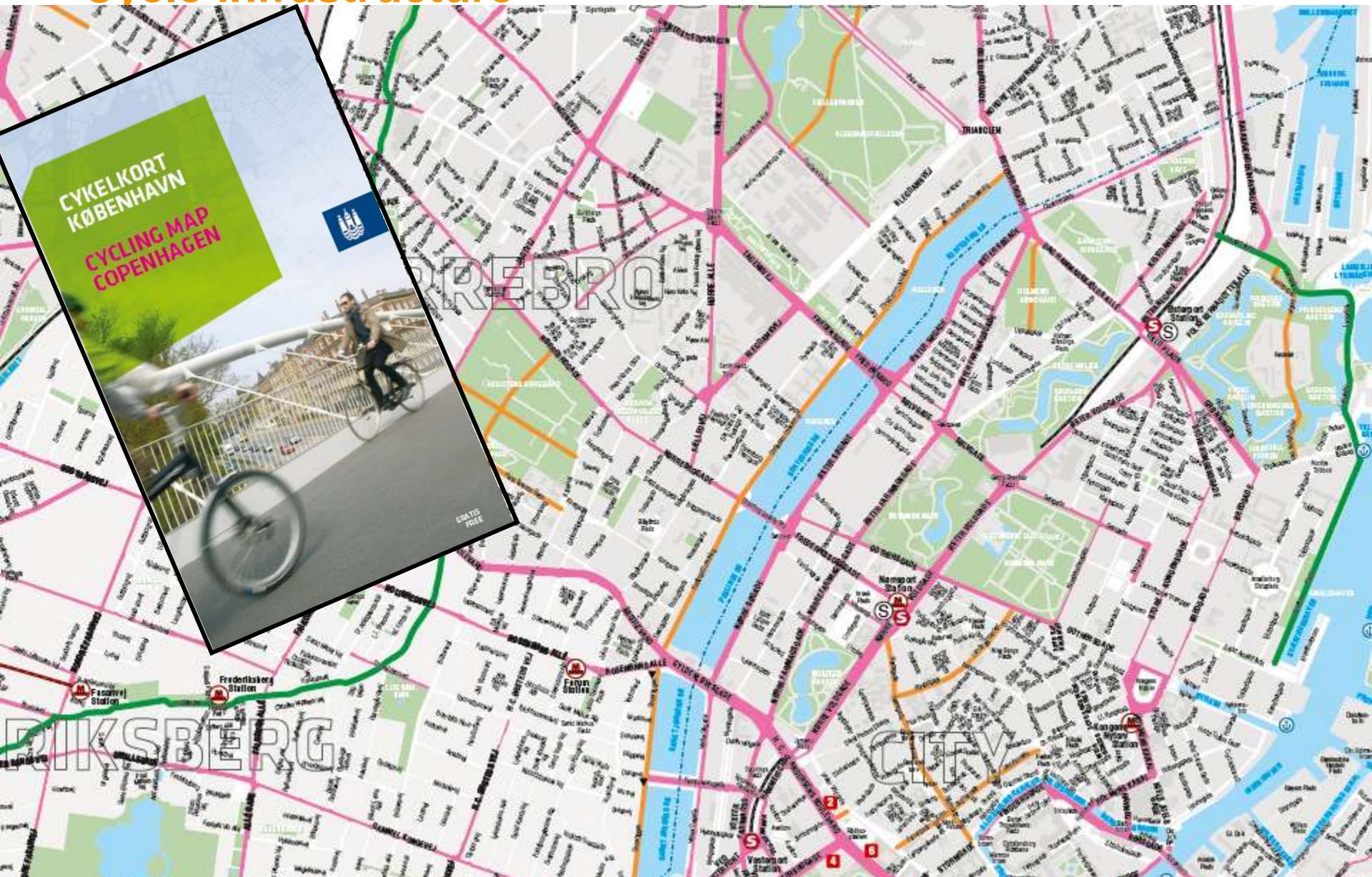
Environment 1%



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Cycle infrastructure



Cycletracks

Cycletracks in Copenhagen

- almost 400 km in total in Copenhagen
- built during the last 100 years
- separated from the street by curbs



Cykeltracks - too narrow?

- Typical width 2,0 - 2,2 m
- New tracks always 2,5 m wide
- We experience congestion!
- New track 3 and 4 m wide



Green Bicycle routes



Green Bicycle routes - signs



Cycle routes bridge



Traffic safety in intersections



The intersections



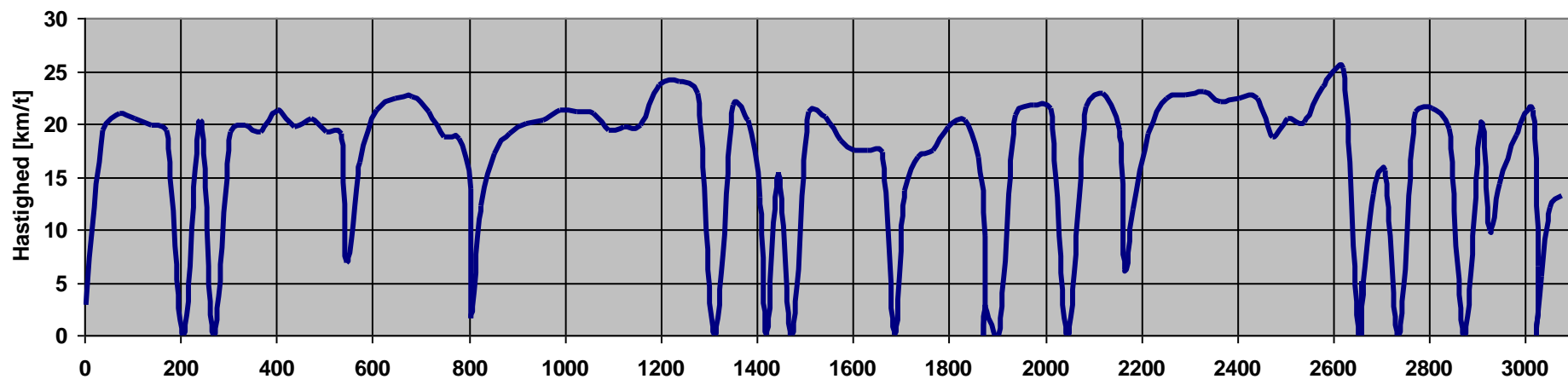
Green wave



Length of route: 1.9 miles

Travel time: 00:10:54

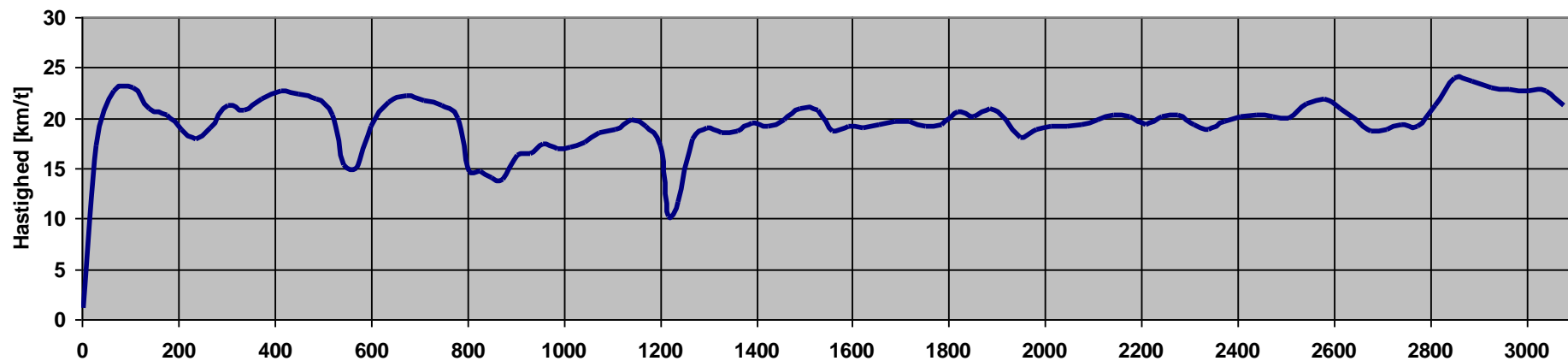
Average speed: 10.52 mph



Length of route: 1.9 miles

Travel time: 00:09:30

Average speed: 12.08 mph







“Cykelbussen”

CYKELBUSSEN

OPSAMLINGSSTED

FARUM

kl.: 07.45

kl.: 08.00

kl.: 08.15

VÆRLØSE

kl.: 08.00

kl.: 08.15

kl.: 08.30

KLAUSDALS- BROVEJ

kl.: 08.15

kl.: 08.30

kl.: 08.45

KØBENHAVN

ca. 35 min.

senere

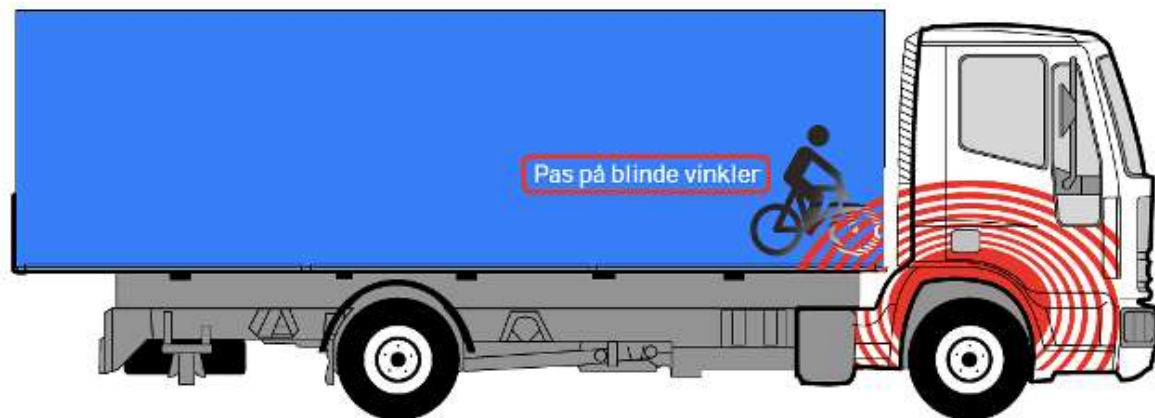


www.cykelbussen.dk



KØBENHAVNS KOMMUNE
Trafik og Mobilitetsforvaltningen

Campaigning partnership (Reelight + DTL)



The first city bike system



Monitoring and measuring

COPENHAGEN • CITY OF CYCLISTS



BICYCLE ACCOUNT • 2006

The bicycle account
every 2nd year:

- Key figures
- Policy target figures
- What cyclists think



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Monitoring and measuring

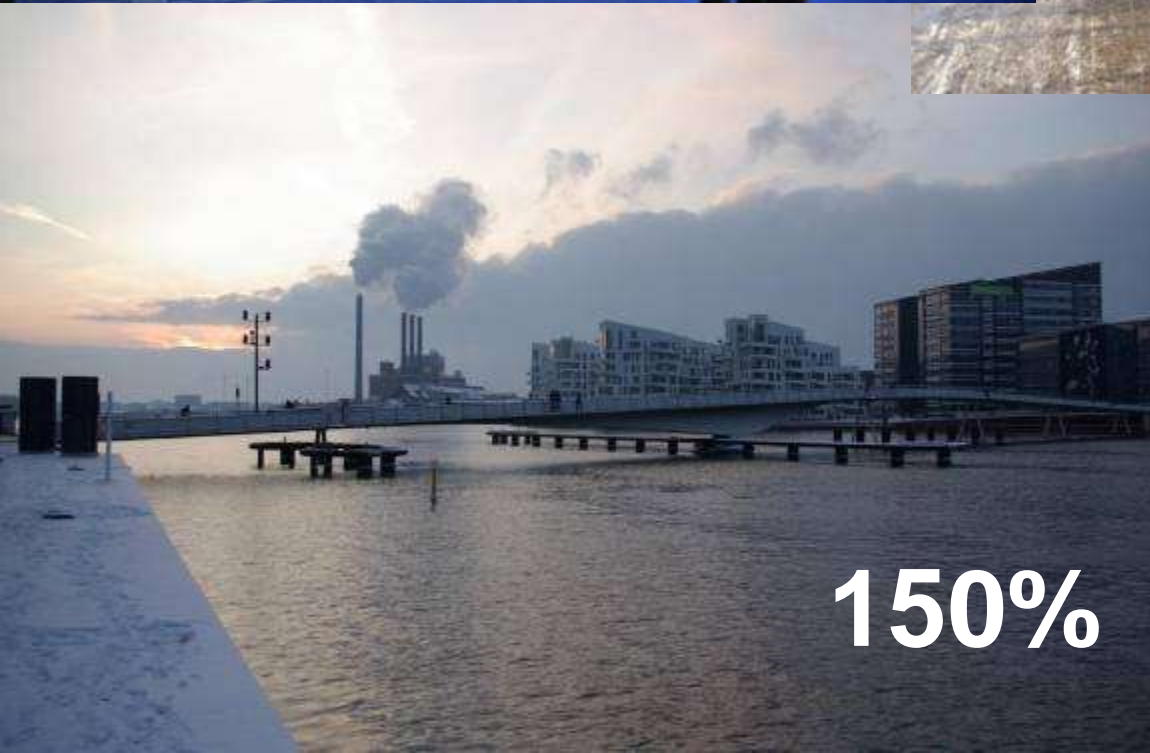
Overview 1995 - 2006

What cyclists think

Cyclists are asked how they rate various cycling facilities in Copenhagen. Their ratings are converted into a point system depicted graphically as 10 little cyclists. The more little cyclists, the better the rating. A rating of 10% satisfied cyclists is depicted as one little cyclist. The survey is based on 661 telephone interviews with cyclists.



And it works!



"Dejlig cykelvej - mere af den slags"

"Total lækker tur"

"Broen er en genistreg"

*"Fantastisk cykelsti-system -
derfor tager jeg ikke bilen"*

"Tak for en lækker bro"

"Smuk tur, flere broer ønskes"





Questions?

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