Green mobility in Copenhagen

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City of Copenhagen
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)

- Walking: 37%
- PT: 31%
- Bike: 5%
- Car: 28%
Development in car and bicycle traffic

Bicycles

Cars
Cycling, inner city - morning peak hour
More cyclists, less risk

Safety increased by 50% since 1995

[index diagram with lines representing kilometers cycled, killed and seriously injured, and cyclist risk over years 1995 to 2006]
Traffic Planning in headlines:

- Public transport
- Cyclists
- Pedestrians
- 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 Copenhagens Climate Plan.
Public Transport
City network
Improved public transport = More Metro
The Metro
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% of Copenhageners rides every day

85% of Copenhageners owns a bike
Cycling safety

92 seriously injured or killed cyclists a year - reduced from 231 in 1995!
Cyclists’ feeling of safety

Sense of safety is decreasing

57% because of cars

45% because of other cyclist

23% because of busses
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
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
Why do Copenhageners cycle?

- Fast and easy: 54%
- Exercise: 19%
- Cheap: 6%
- Easy: 7%
- Environment: 1%
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
Traffic safety in intersections
The intersections
Green wave

Grøn bølge

Kl. 6.30 - 12.00
20 km/t
Hastighedsprofil, Nørrebrogade fra Uglevej - Dossering Cmor3 den 30-09-04 mellem kl. 08:43:54 - 08:54:48

Rutens længde = 3075m  rejsetid 00:10:54  Gennemsnitshastighed 16,92 km/t

Length of route: 1.9 miles  Travel time: 00:10:54  Average speed: 10.52 mph

Hastighedsprofil, Nørrebrogade fra Uglevej - Dossering Cnor3 den 22-09-04 mellem kl.08:41:46 - 08:51:16

Rutens længde = 3075m  rejsetid 00:09:30  Gennemsnitshastighed 19,42 km/t

Length of route: 1.9 miles  Travel time: 00:09:30  Average speed: 12.08 mph
“Cykelbussen”
Campaigning partnership (Reelight + DTL)
The first city bike system
Monitoring and measuring

The bicycle account every 2nd year:

- Key figures
- Policy target figures
- What cyclists think
## 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.

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<td>Cycle track maintenance</td>
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<td>Cycle parking generally</td>
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<td>Feasibility of combining cycling/public transport</td>
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And it works!
"Dejlig cykelvej - mere af den slags"

"Broen er en genistreg"

"Tak for en lækker bro"

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

"Total lækker tur"

"Smuk tur, flere broer ønskes"
Questions?