

COPENHAGEN CITY OF CYCLISTS

FACTS AND FIGURES 2017





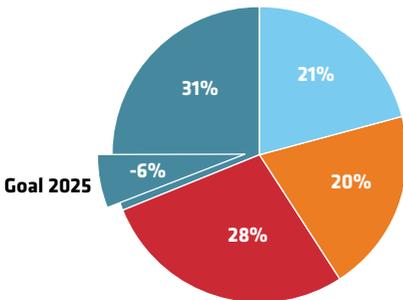
The ambition of the City of Copenhagen is to be the world's best city for cyclists. In addition, a range of ambitious goals for 2025 have been decided by the city council and are monitored annually.

THE GOALS

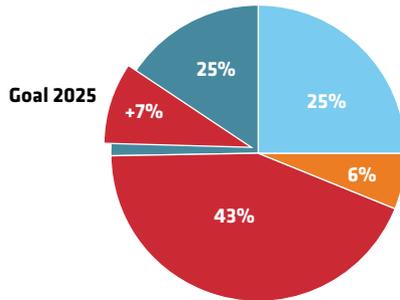
By 2025, the city aims to:

- Increase the percentage of commuters who cycle to work or education to 50%
- Increase number of cycle tracks in the Copenhagen PLUS-net with 80%
- Reduce cyclists' average travel time by 15%
- Increase the number of cyclists who feel safe in traffic to 90%
- Decrease the number of seriously injured cyclists by 70%
- Increase the share of cyclists who find cycle tracks well maintained to 80%
- Increase the share of citizens who think that bicycle culture affects the city's atmosphere positively to 80%
- Increase citizens satisfaction with bicycle parking to 70%

All trips in Copenhagen



Trips to work or study in Copenhagen



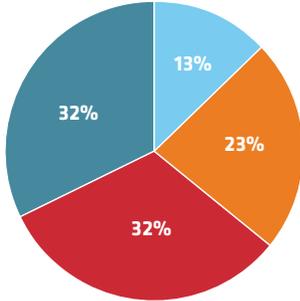
■ Bicycle ■ Public transport ■ Car ■ Walk

FIVE TIMES MORE BICYCLES THAN CARS



In 2016 Copenhageners owned approximately 675,000 bicycles and 120,000 cars, corresponding to 5.6 bicycles for each car.

SHOPPING DIVIDED ON TRANSPORT MODES



Supermarket and street level shop turnover broken down according to transport mode in %. Customers on bicycle at these businesses account for an annual turnover of DKK 15.4 billion in Copenhagen.

Bicycle **Public transport** **Car** **Walk**

HOW MUCH DO COPENHAGENERS CYCLE?

1.39 MIO

Cycled km per day, 2017

43%

Bicycle share of trips to work or education 2017

15–20%

Average increase in cyclists after implementing separated bicycle tracks

20,000

Cyclists on the Brygge Bridge in 2017, a 7-fold increase from 3,000 cyclists in 2006

SAFETY

122

Times around the earth or 4.9 million kilometers cycled between each serious bicycle accident in Copenhagen

53 –76%

Increase in Copenhageners' sense of safety 2006–2016

20–100%

Average increase in cyclists' feeling of safety after implementing separated bicycle tracks

SOCIO-ECONOMICS

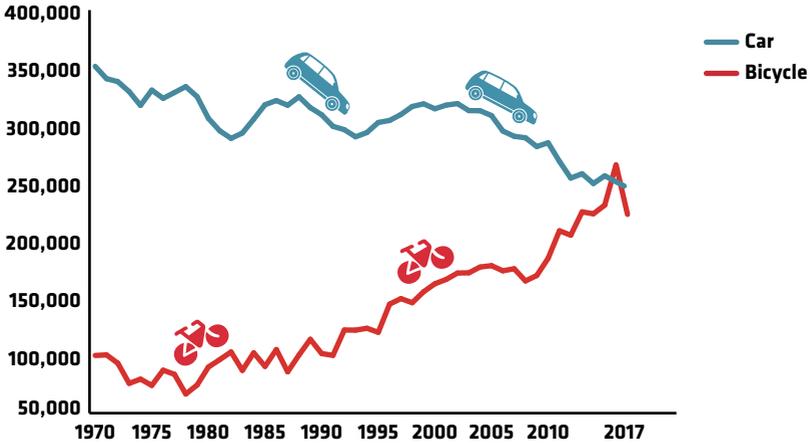
DKK 4.80

Gain to society per extra km traveled by bicycle in Copenhagen

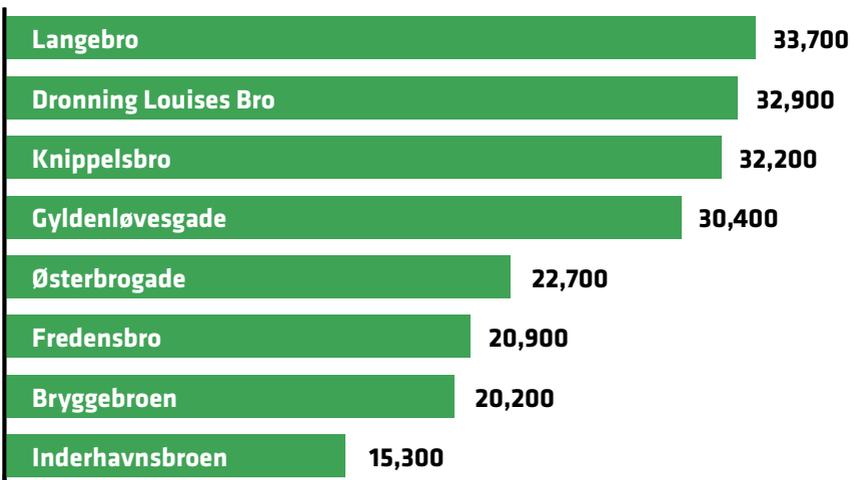
DKK 5.28

is the socioeconomic cost for every new km driven by car in Copenhagen

TRAFFIC CROSSING THE CITY CENTER IN COPENHAGEN 1970-2017

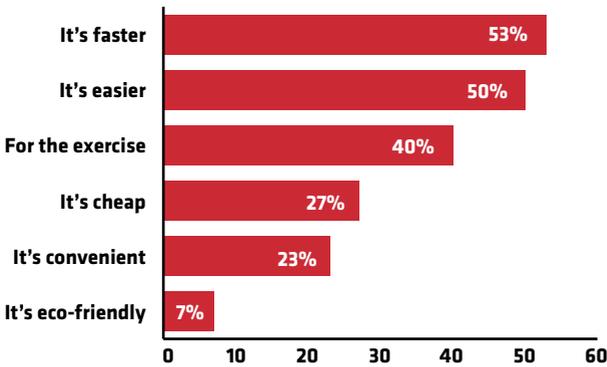


ROADS IN COPENHAGEN WITH HIGHEST NUMBERS OF CYCLISTS ON WEEKDAYS, 2017





COPENHAGERNERS' REASONS FOR CYCLING



ROOM FOR THE WHOLE FAMILY

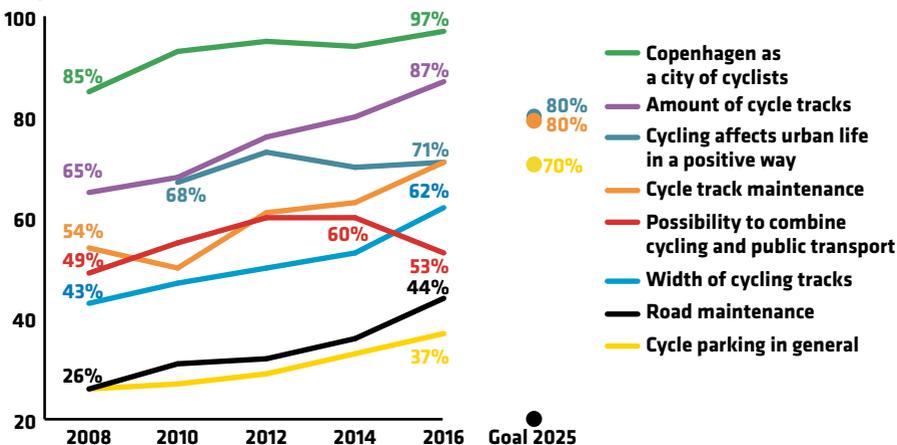


25% of all families in Copenhagen with 2 children have a cargo bike. The cargo bike replaces a car in 30% of all households that own a cargo bike.

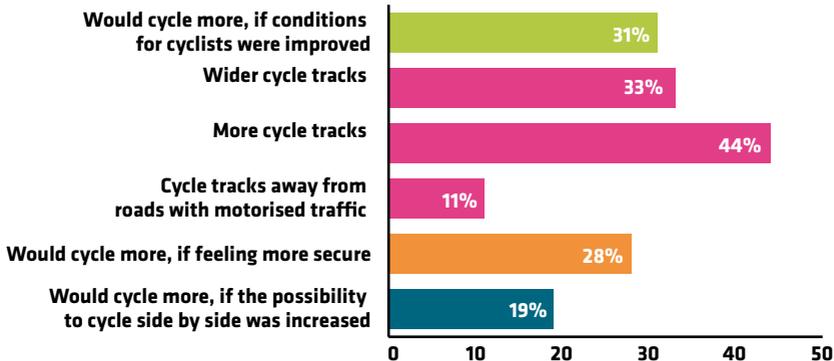


DEVELOPMENT IN SATISFACTION RATE AMONG CYCLISTS 2008-2016

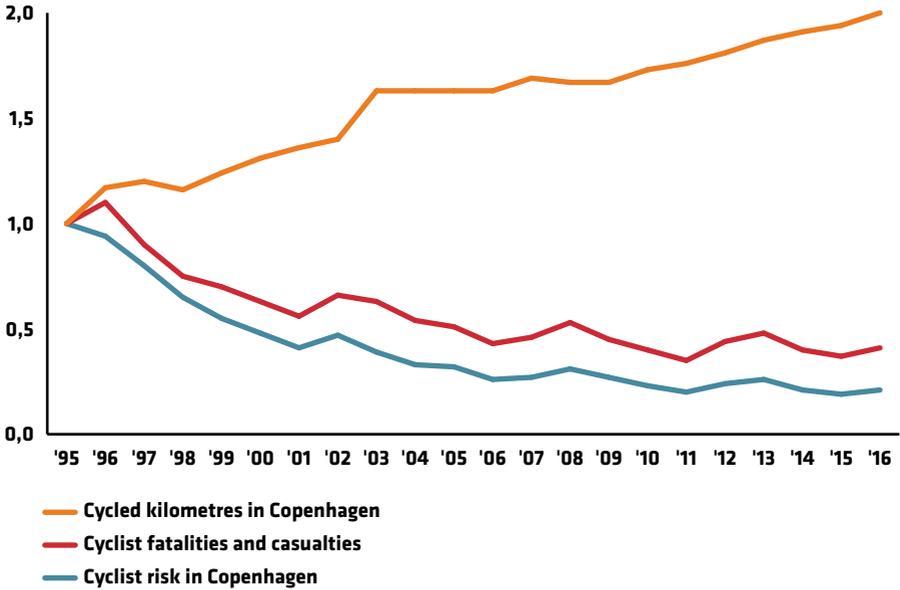
Very satisfied and satisfied (%)



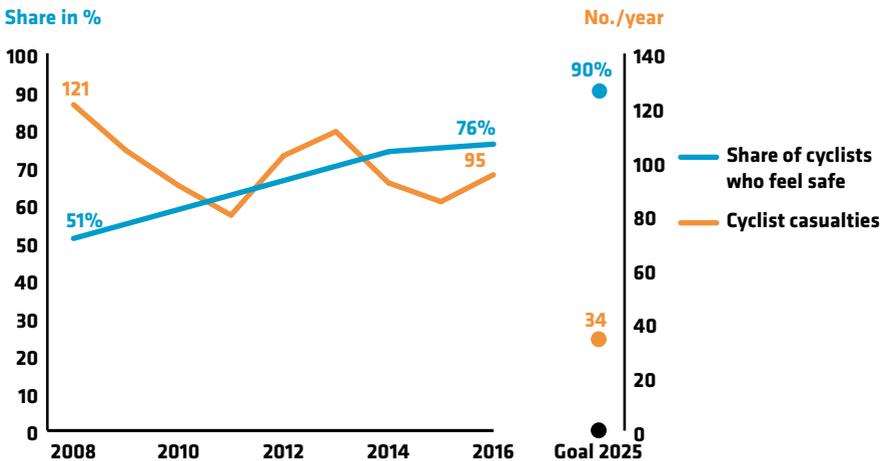
WHAT WOULD MAKE COPENHAGENERS CYCLE MORE



TREND IN RELATIVE CYCLIST RISK IN COPENHAGEN (1995 = INDEX 100)



GOALS FOR CYCLISTS FEELING OF SAFETY AND ACTUAL SAFETY 2008-2016





READ MORE ONLINE

City of Copenhagen's information on cycling
www.kk.dk/cityofcyclists

THE DANISH CYCLISTS FEDERATION

www.cyklistforbundet.dk/english

CYCLING EMBASSY OF DENMARK

www.cycling-embassy.org

VISIT DENMARK – TOURIST INFORMATION

www.visitcopenhagen.com/copenhagen/sight-seeing/bike-city-copenhagen

PHOTO

Troels Heien, City of Copenhagen

**COPENHAGEN
TOGETHER**

CITY OF COPENHAGEN
The Technical and
Environmental Administration

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