

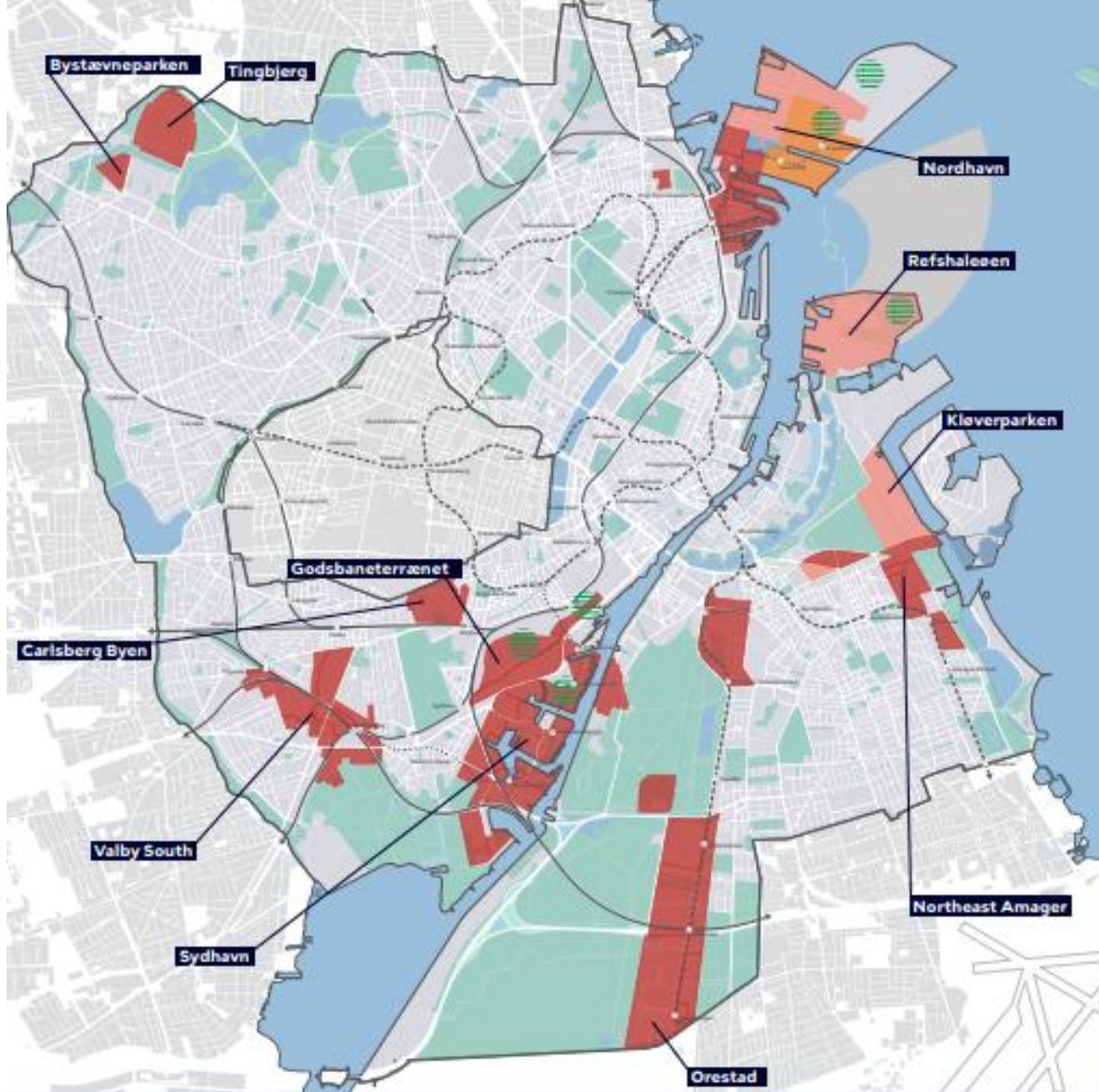
13. April 2023

# Stimulating the alternatives - cycling, walking and public transport

**Annette Kayser**  
**City of Copenhagen**







86 km<sup>2</sup>

Approx. 10 km from  
one end to the other

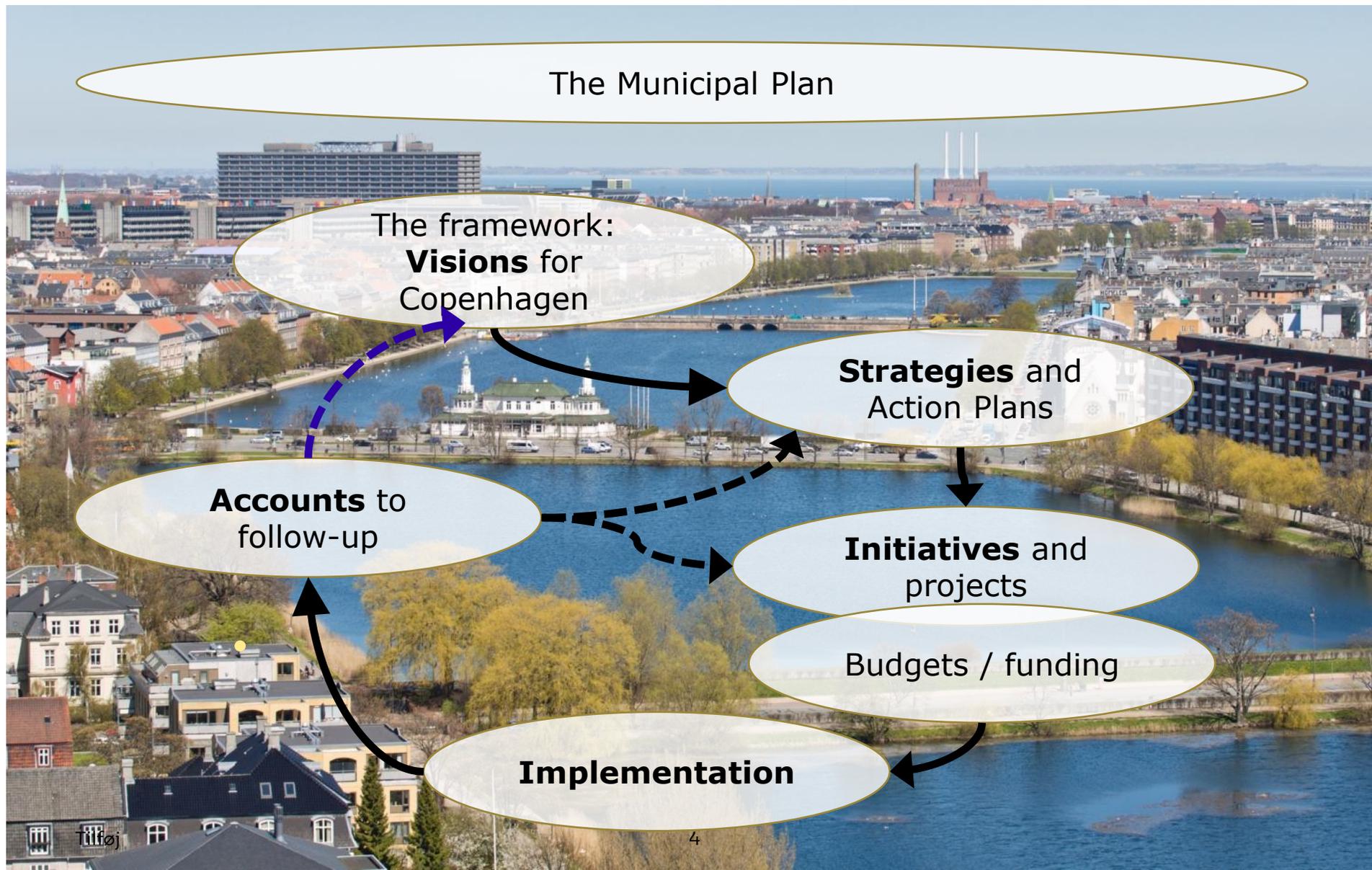
650.000 inhabitants

405.000 work places

140.000 cars

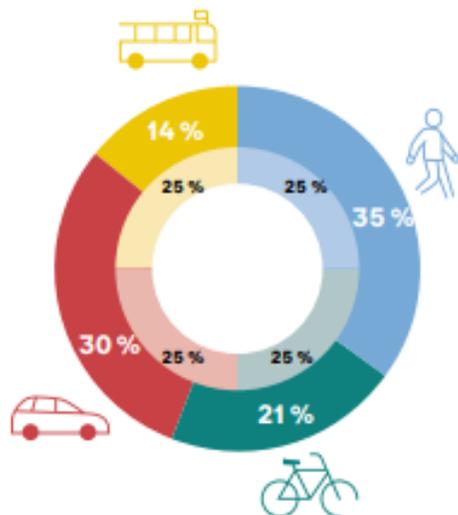
**A bird's eye view of Copenhagen**

# Strategic Planning based on visions

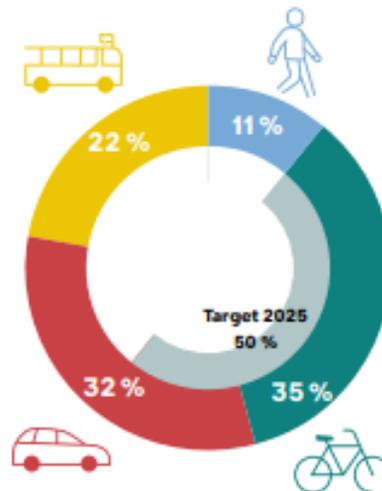


# The Municipal Plan

## Mobility goals and status



↑ All trips to, from, and in Copenhagen in 2021. Based on TU data. The inner circle shows the 2025 targets



↑ Trips to and from work and education in Copenhagen in 2021. Based on TU data. The inner circle shows the 2025 target



# Strategies and overall plans - on mobility



## Bicycle Strategy



# Green Mobility - our Vision

More efficient and greener mobility

Support economic growth

CO2-neutral City by 2025

Liveability

To support  
Quality of life and green growth





# Copenhagen Action Plan on Green Mobility

## Building on five themes:



1. Build a green and a dense city with proximity to activities
2. Create better supply of green transport modes
3. Develop the road and transport system
4. Influence peoples choice of transport mode by incentives and regulation
5. Create room for innovation and new opportunities



# CPH 2025 Climate Plan



The CPH 2025 Climate Plan is based on four pillars:

- Energy Consumption
- Energy Production
- **Mobility**
- City Administration Initiatives

Strong overlap with the other plans, but more focus on

- E-mobility and other alternatives to fossil driven vehicles
- Municipal transport
- Municipal procurement

# Examples of measures

- Cycling
- High streets
- The Medieval city

ty can be experienced  
close and personal. The  
and experience when you  
e shorter the trip feels and  
ive to cycle.

ing things to look at but  
tly to life in Copenhagen's  
: city safer and nicer for  
t in.



# Cycling infrastructure

## Cycling infrastructure in the City of

### Copenhagen, 2022

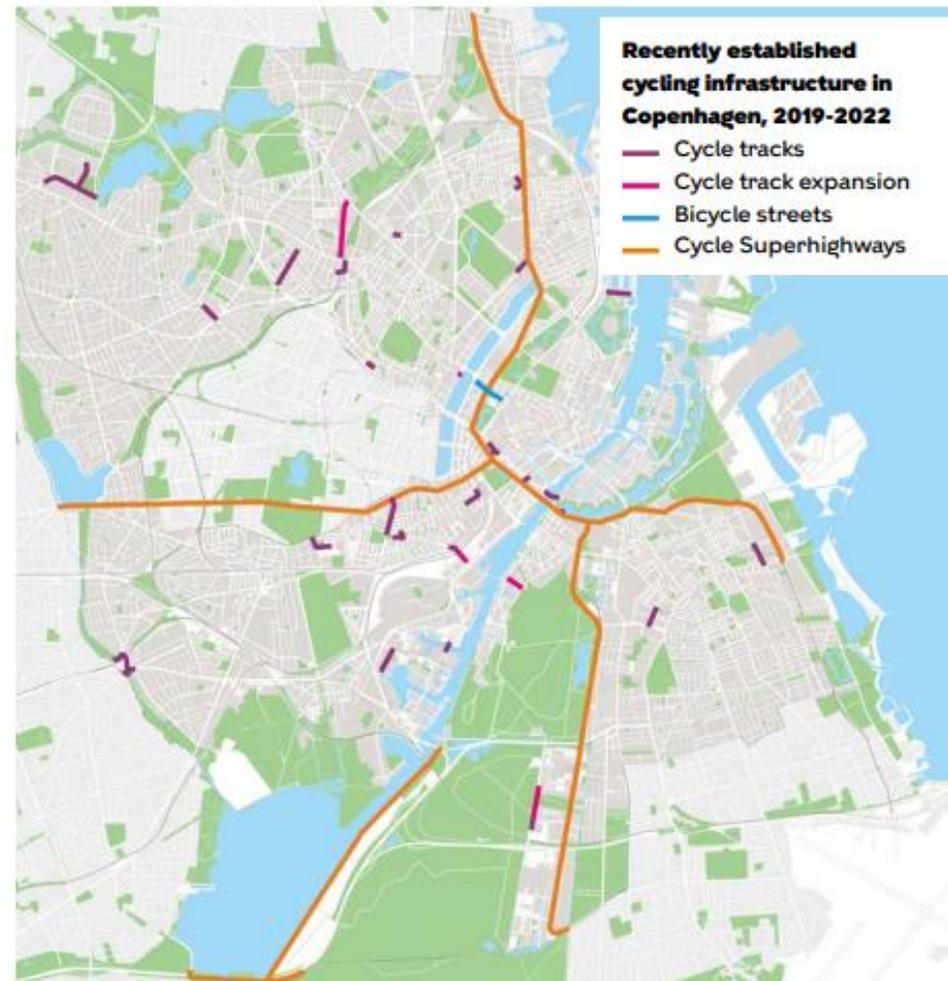
388 km cycle tracks

33 km cycle lanes

65 km Green Cycle Routes

60 km Cycle Superhighways

Bicycle and car traffic is most concentrated during the morning from Monday to Wednesday. During this period, there are approx. **twice as many cyclists** as motorists. On Saturday and Sunday there are **more cars than bicycles** on the roads.

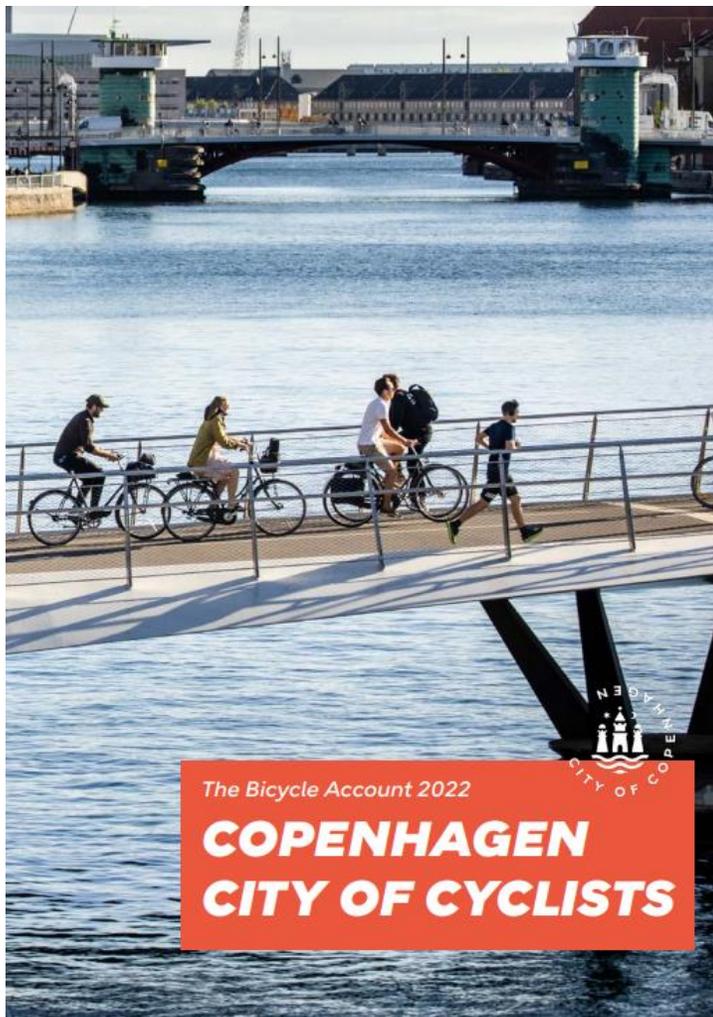


## Recently established cycling infrastructure in Copenhagen, 2019-2022

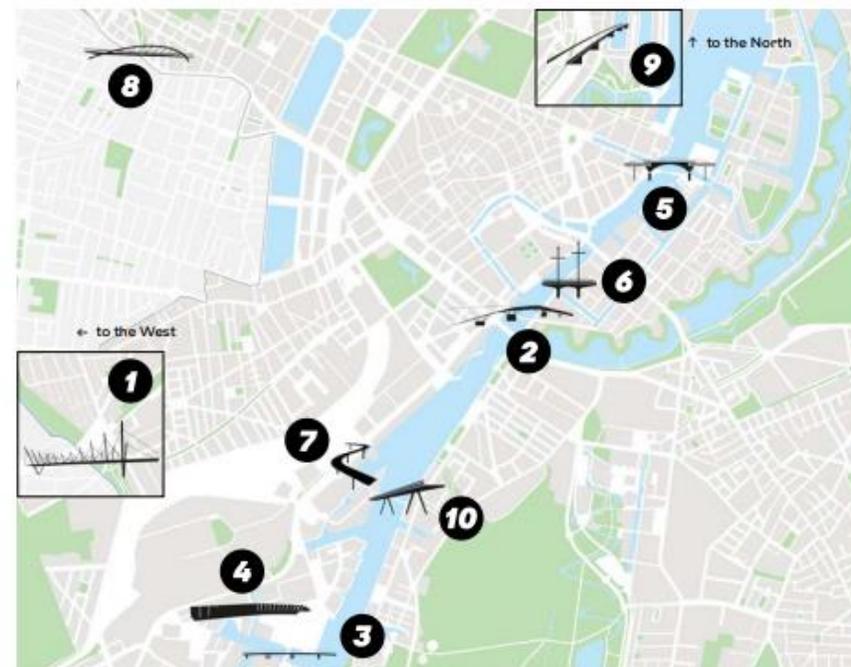
- Cycle tracks
- Cycle track expansion
- Bicycle streets
- Cycle Superhighways

↑ Recently established cycling infrastructure in Copenhagen 2019-2022

# Big projects: Building bridges



↓ 10 of Copenhagen's most iconic bicycle and pedestrian bridges



<p><b>1 Folehave bridge (2020)</b> Bicycles: 1,500 per day Pedestrians: 300</p>	<p><b>5 Inner Harbour bridge (2016)</b> Bicycles: 15,200 per day Pedestrians: 4,600</p>	<p><b>9 Åbuen (2008)</b> Bicycles: 9,700 per day Pedestrians: 1,100</p>
<p><b>2 Lille Langebro (2019)</b> Bicycles: 17,300 per day Pedestrians: 3,700</p>	<p><b>4 Circle bridge (2015)</b> Bicycles: 2,700 per day Pedestrians: 2,000</p>	<p><b>7 Langelinie bridge (2006)</b> No updated data</p>
<p><b>3 Alfred Nobels bridge (2018)</b> Bicycles: 3,900 per day Pedestrians: 900</p>	<p><b>7 Bicycle snake (2014)</b> Bicycles: 17,700 per day (only for bicycles)</p>	<p><b>10 Bryggebroen (2006)</b> Bicycles: 22,000 per day Pedestrians: 3,200</p>
<p><b>4 Belvedere bridge (2016)</b> Bicycles: 1,500 per day Pedestrians: 400</p>		

## Multimodal mobility – bring bikes on trains, metro and taxi (Taxis in Copenhagen must have the possibility to bring two bikes)



# High streets - reconstruction

A high street – Strøggade

High activity streets with concentration of shops, cafés and other functions. With many people, cyclists, cars and busses.

Example: NØRREBROGADE



# NØRREBROGADE - HIGH STREET



## WHAT HAPPENED?:

**10%**

Reduction in  
bus travel time

**11%**

More bicycle traffic in  
general on Nørrebrogade

**20%**

More bicycle traffic on  
Dronning Louises Bro

**60%**

Reduction in car traffic on  
Dronning Louises Bro

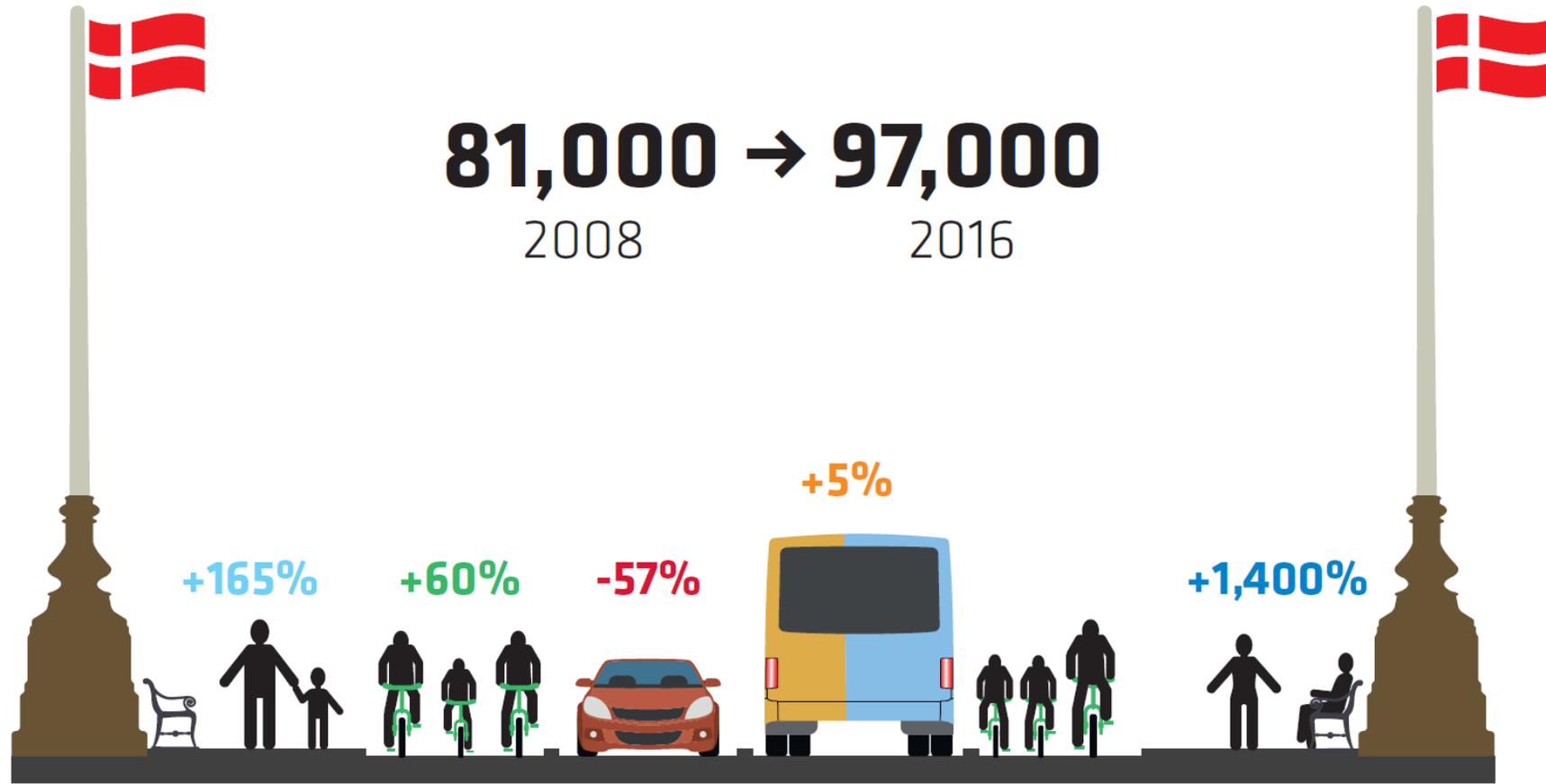
**10%**

Reduction in car traffic in  
general in the  
Nørrebro district

**45%**

Reduction in the number of  
accidents for all road users

# High streets – Dronning Louises Bro



Growth in number of persons per transport mode on Dronning Louises Bridge from 2008- 2016.

# Københavns Middelalderby

## The Medieval City



# The area



## Few facts

- Ca. 1 km x 1 km
- 8.400 inhabitants
- 50.000 places of work
- 4 metro stations
- S-train station Nørreport
- 11 parking garages in and close to the area
- 15.000 vehicles a day

# First involvement and experiments



## Purposes:

- To create debate and conversation
- Explore city life, when removing parking
- Test recommendations from citizens involvement
- Cocreation of solutions
- Involvement of actors
  
- Recommendations to the plan

# The experiments

## Overview

## Byrums- og trafikforsøg

 Cykelgade med kørsel tilladt, dog lukket for biltrafik torsdag-lørdag 22-04.

 Gågade, kørsel og cykel tilladt på gåendes præmis.

 Gågade med cykel- og beboerkørsel tilladt. Varelevering ml 04-11 tilladt.

 Plads, gågade med kørseltilladt fortsat delvis parkering



# Smutvejen BEFORE



# Smutvejen AFTER

THIRDHAND  
VINTAGE

Eros

7118 by S22

FARAO'S CIGARETTES

THIRDHAND  
VINTAGE

SHOES EMM  
SHOES EMMA  
EMMA GO SHO  
SHOES EMM  
GO SHOES



# Evaluation

- Better for walking and cykling
- Better non-commercial stay
- Happy about green elements and pedestrian areas gågader
- Positive to have experiments and test things
  
- Bicycle parking is still a challenge
- Noise from the party life can't be solved with change of urban space
- Delivery services need special attention in the solutions



# The plan

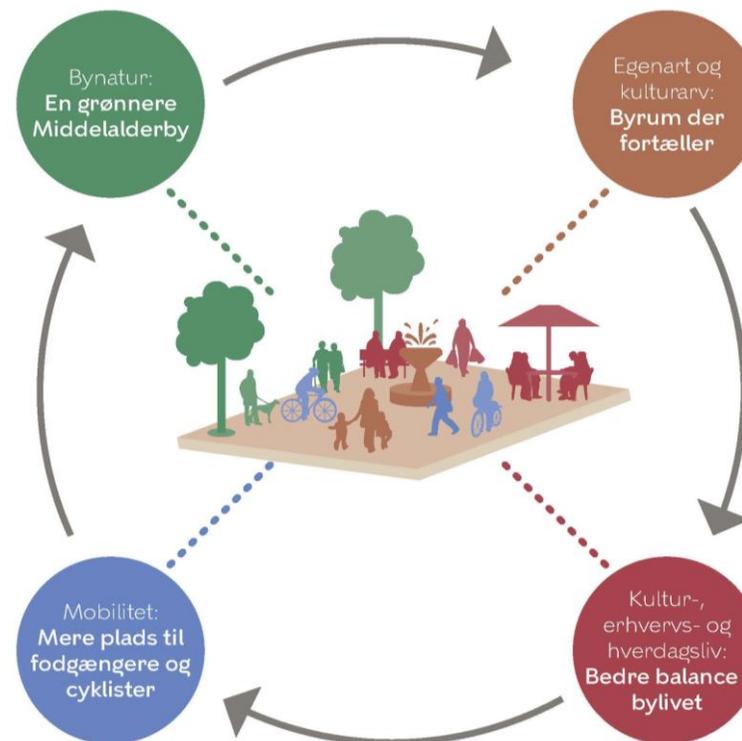


**Better balance in the urban life**

**More space to pedestrians and cyclists**

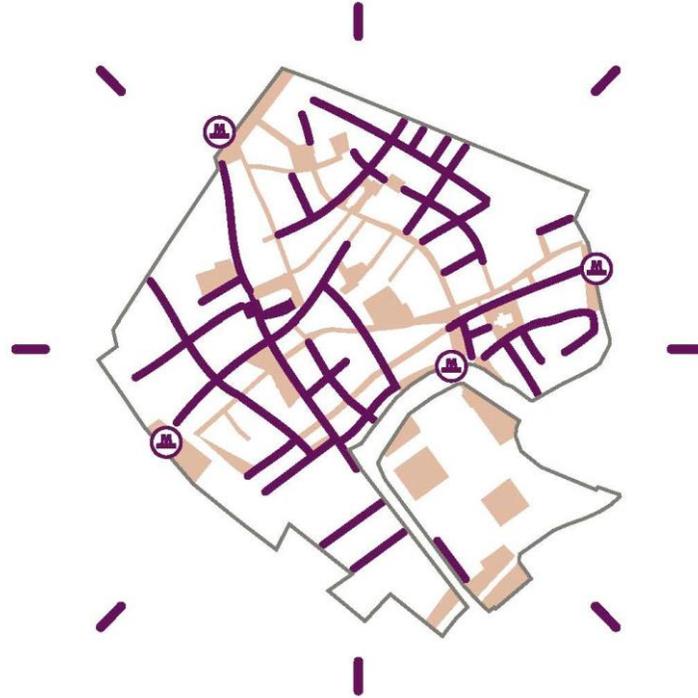
**Urban spaces telling stories**

**A more green Medieval city**



# The Hierarchy

## Hierarki for gader og pladser



- Skabe bedre mulighed for ophold på pladser
- Styrke pladsernes forskellighed
- Mere hensynsfuld cykelparkering
- Lokale grønne oplevelser
- Formidling af historie og kulturarv

- Skabe bedre forhold for fodgængere og cyklister
- Styrke gadernes forskellighed
- Anvende materialer, der allerede findes i området
- Blotlægge eksisterende brosten
- Mulighed for varelevering og anden kørsel



**THANK YOU!**  
**Annette Kayser - [annkay@kk.dk](mailto:annkay@kk.dk)**