

COPENHAGEN CITY OF CYCLISTS

BICYCLE ACCOUNT 2012



2012

FOREWORD

Copenhagen is growing. Every year, more people move to the city and choose to stay. This is putting a strain on the cycling tracks. In 2012, 1,270,000 km were cycled every single day, probably the highest level measured in the last 50 years.

When Copenhageners choose the bicycle instead of the car, we are able to move more people through the city's morning rush. This is due to the fact that bicycles take up less space than cars. But the increase in bicycle traffic also creates a pressing need to optimize and expand the city's network of cycle tracks.

In the past four years the sense of safety has risen by 50%, meaning three out of four now feel safe or very safe when cycling. We are hereby very close to reaching the City of Copenhagen's goal of four out of five cycling Copenhageners who feel safe. This clearly indicates that efforts to prioritize cycling as a serious mode of transport have worked.

A second objective is that 50% of trips to work or education in Copenhagen are done by bicycle by 2015. A precondition to this goal was a congestion ring around the city. However, this plan was cancelled in 2012, which in turn factored into the bicycle's current modal share remaining stable at 36% for the last couple of years. Although it is not very near the target of 50%, Copenhagen still has a significantly higher modal share of cycling than most other Western European cities. But we should not content to be good when we can be better.

We will maintain the goal of 50 % modal share. But we also have to realize that we need to step up a gear if we want 55.000 more to cycle. We are addressing the challenge and in 2013 alone, we have devoted DKK 250 million to improve the conditions for cycling in Copenhagen. At the same time, we collaborate with neighboring municipalities to improve bicycle connections across the region.

If we maintain the present level of investments in cycling I am sure that we will soon be able to put on the yellow jersey and name Copenhagen the world's best city of cyclists.



Ayfer Baykal

Mayor, Technical and Environmental Administration
City of Copenhagen



CONTENTS

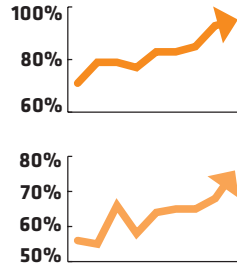
FOREWORD	2
WHAT DO COPENHAGEN CYCLISTS THINK?	4
TARGET GOALS AND KEY FIGURES	6
TRENDS IN 2012	8
WORLD'S BEST CITY OF CYCLISTS?	10
14 FACTS ABOUT THE CITY OF CYCLISTS	12
MORE THAN JUST A CYCLE TRACK	14
NØRREBROGADE BEFORE AND AFTER	16
SHOPPING BY BICYCLE	18
FROM CAR TO BICYCLE?	20
YOUNG COPENHAGENERS IN THE SADDLE	22

WHAT DO COPENHAGEN CYCLISTS THINK?



SO FAR, SO GOOD

Cycling Copenhageners' satisfaction with Copenhagen as a cycling city has been steadily growing over the past several years and is now as high as 95%. They are also satisfied with the amount of bicycle tracks with satisfaction reaching 76%, an increase of 8 percentage points from 2010.



95%

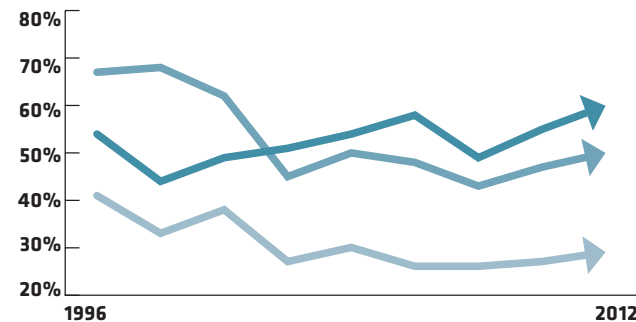
Satisfaction with Copenhagen as a cycling city

76%

Satisfaction with the amount of cycle racks

ROOM FOR IMPROVEMENT

The increase in bicycle traffic in Copenhagen is a particular challenge in two areas: Cycle track width, and bicycle parking where satisfaction has dropped by a 25% since 1996. Over the last four years, however, there has been a respective boost in satisfaction with the width of cycle tracks and the combination of cycling and public transport. This is likely due in large part to a recent focus on expanding the cycle tracks in particularly crowded places as well as DSB's (the Danish Railways) offer to allow bicycles on their S-trains for free.



60%

Satisfaction with the combination of bicycle and public transport

50%

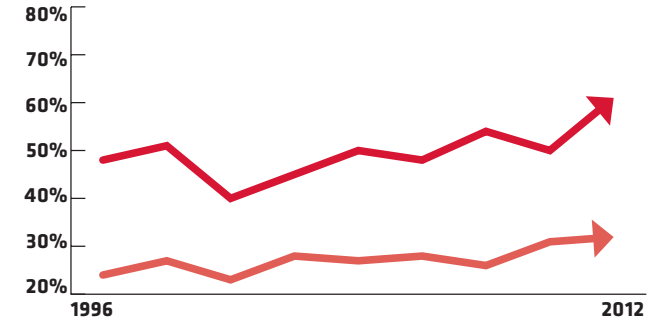
Satisfaction with the width of cycle tracks

29%

Satisfaction with bicycle parking in general

ACTION YIELDS RESULTS

In recent years Copenhagen has invested in better maintenance of the city's cycle tracks. Satisfaction with the condition of the cycle tracks has accordingly increased by 11 percentage points from 50% in 2010 to 61% in 2012. Nevertheless, a lot of cycling also occurs on smaller roads without cycle tracks. Satisfaction with the state of these roads is still low at 32%, albeit improving slightly.



61%

Satisfaction with the condition of cycle tracks

32%

Satisfaction with the condition of the roads

SATISFACTION 1996-2012 - PERCENTAGE SATISFIED

'96	'98	'00	'02	'04	'06	'08	'10	'12	
71	79	79	77	83	83	85	93	95	Copenhagen as a cycling city
56	55	66	58	64	65	65	68	76	Amount of cycle tracks
54	44	49	51	54	58	49	55	60	Combination of bicycle and public transport
67	68	62	45	50	48	43	47	50	Width of cycle tracks
41	33	38	27	30	26	26	27	29	Bicycle parking in general
48	51	40	45	50	48	54	50	61	Condition of cycle tracks
24	27	23	28	27	28	26	31	32	Condition of roads

Copenhagen cyclists have been asked how satisfied they are with various cycling conditions in Copenhagen. Above you can see what percentage answered that they were either satisfied or very satisfied. A Copenhagen cyclist is defined in the study as a person for whom the bicycle is either the preferred mode of transport or a person who uses a bicycle at least once a week. Accordingly, 677 of the 1,021 interviewees are categorized as cyclists in the survey.

TARGET GOALS AND KEY FIGURES



COPENHAGEN'S BICYCLE STRATEGY 2011-2025

	'96	'98	'00	'02	'04	'06	'08	'10	'12	'15	'20	'25
Percentage that cycle to work or education (%)*	30	30	34	32	36	36	37	35	36	50	50	50
Percentage of cyclists that feel safe (%)*	60	58	57	56	58	53	51	67	76	80	85	90
Seriously injured cyclists (number per year)*	252	173	146	152	125	97	121	92	102	56	45	34
Share of the PLUS net that has three lanes (%)**									17	40	60	80
Reduction in cyclists' travel time (%)**									0	5	10	15
Satisfaction with the condition of cycle tracks (%)	48	51	40	45	50	48	54	50	61	70	75	80
Satisfaction with bicycle culture's benefit to city life (%)								67	73	70	75	80

*) These goals appear in the City of Copenhagen's 'Eco-metropolis - Our Vision for Copenhagen 2015' **) New methodology starting in 2012

- Accomplishment of goal requires dramatically increased municipal commitment.
- Goal will be achieved with increased municipal commitment.
- Goal will be achieved in time with unchanged level of municipal commitment.

ØVRIGE NØGLETAL	'96	'98	'00	'02	'04	'06	'08	'10	'12
Cycled kilometers (mil. km per weekday)	0.93	0.92	1.05	1.11	1.13	1.15	1.17	1.21	1.27
Cycled km between serious casualties (mil. km)	1.2	1.8	2.4	2.4	3.0	4.0	3.2	4.4	4.2
Cycling speed (km/h)					15.3	16.0	16.2	15.8	15.5
Cycle tracks (km)	294	302	307	323	329	332	338	346	359
Cycle lanes (km)		6	10	12	14	17	18	23	24
Green cycle routes (km)	29	30	31	32	37	39	41	42	43
Cycle super highways (km)*									17.5
Cycle parking spaces on roads and pavements (1000s)						42	47	48	49

* Total for the Capital Region

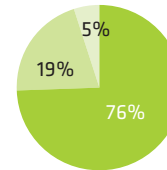
SAFETY STEADILY INCREASING

Over the last four years, the cycling Copenhageners' sense of safety increased from 51% in 2008 to 76% in 2012. Looking at 2012, there is also 19% who say they feel partially safe, and 5% feel decidedly unsafe.

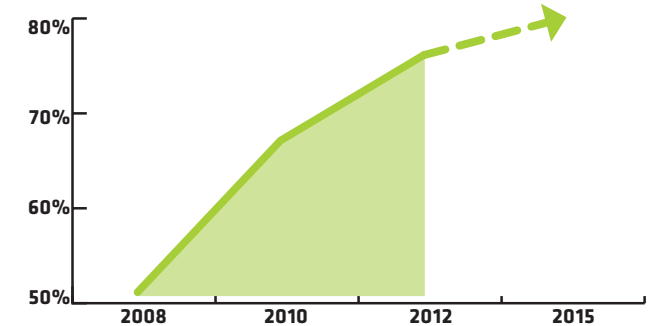
51→76%

Cycling Copenhageners' sense of safety 2008-2012

- Safe
- Somewhat safe
- Not safe



Cycling Copenhageners' degrees of safety, 2012



The significant increase in the feeling of safety is primarily linked to improvements in infrastructure such as better intersections, wider cycle tracks in places with congestion and cycle tracks that tie the whole network of cycle tracks together.

Evidence suggests that campaigns focusing on 'traffic manners' also have an impact. In 2011 and 2012, the city's behavioral campaign, the "Karma campaign", was noticed by a third of Copenhageners. Furthermore, in the evaluation of the campaign, 87% of Copenhageners stated that they think campaigns to improve cyclists' behavior are a good idea.

TRENDS IN 2012



MORE AND MORE CYCLING

The total number of kilometers cycled in Copenhagen has increased by 36% since 1996, and there are now 1.27 million kilometers cycled every day. Looking at the amount of bicycles that pass the so-called 'søsniit' (or 'lake section'), which constitutes a ring around the inner city of Copenhagen, the number has almost doubled since 1990.

Compared with the bicycle market share of trips to work and education, the numbers have been stable for the past years, which is impressive in a period of rising car ownership and the opening of the Metro. However, this does not change the fact that an intensified effort is necessary if the market share is to be significantly increased.

1.27 M
Cycled km per day, 2012

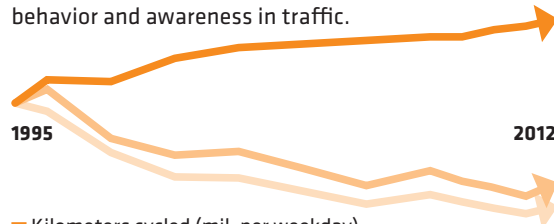
0.93 M
Cycled km per day, 1996



30 → 36%
Bicycle share of trips to work or education 1996-2012

SAFETY IN NUMBERS

In 2012, there were 10 more cyclists who were seriously injured in traffic accidents than in 2010. On the other hand 60,000 more kilometers were cycled per day, meaning 4.1 million kilometers were cycled between each serious accident, three times longer than in 1995. The improved safety is partly due to more people cycling and creating a generally safer traffic environment, partly to a determined effort to make infrastructure safer, including intersection reconstruction, wider cycle tracks and bus boarding islands, as well as campaigns to improve behavior and awareness in traffic.



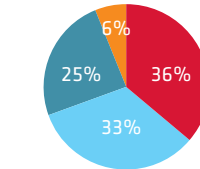
100

Times around the earth or 4.1 million kilometers cycled between each serious bicycle accident in Copenhagen

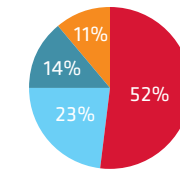
- Kilometers cycled (mil. per weekday)
- Seriously injured cyclists (number per year)
- Cycled km between serious casualties (mil. km)

Change in risk of cycling accidents in Copenhagen, 1995 = index 100

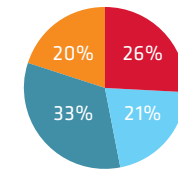
MODAL SHARE OF TRIPS IN 2012



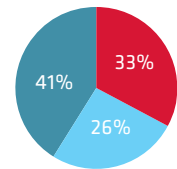
Trips to work or education in the City of Copenhagen



Copenhagen residents' trips to work or education in the City of Copenhagen



All trips starting and/or terminating in the City of Copenhagen

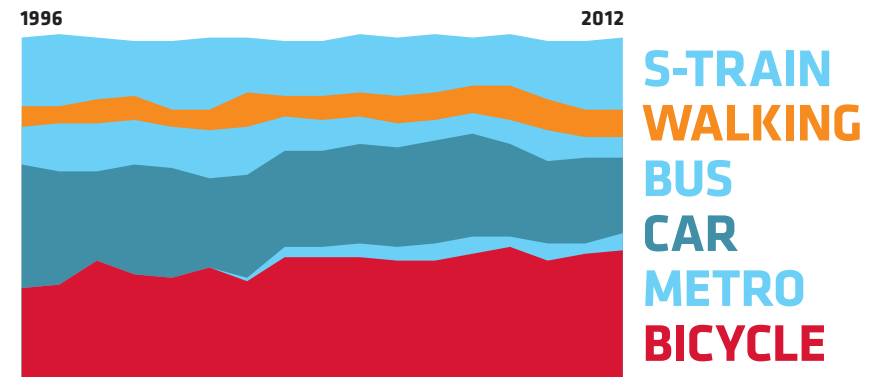


All trips starting and/or terminating in the City of Copenhagen, walking excluded

— Bicycle — Bus, Train, Metro — Car — Walking

BICYCLES SHARE THE ROADS

Even though cycling levels are much higher than 16 years ago, other forms of transport like car, bus, train and metro are also popular. In order to achieve the goal of a modal share of 50% cycling to work or education, an intensified effort is necessary to encourage users of other means of transport to start cycling.



Primary mode of transport for trips to work or education in the City of Copenhagen, 1996-2012

WORLD'S BEST CITY OF CYCLISTS?



FRIENDLY COMPETITION

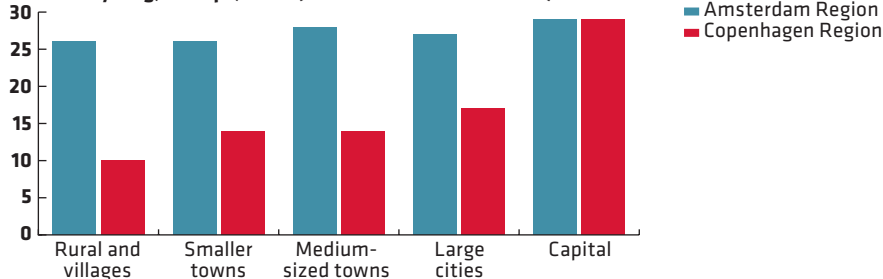
It is the City of Copenhagen's goal to become the best city of cyclists in 2015. There are no official criteria for this title, but Amsterdam is often mentioned as Copenhagen's closest competitor, and other Dutch cities such as Utrecht and Groningen are also far ahead. This preliminary comparison of the available data indicates that Amsterdam is still ahead of Copenhagen, but also that Copenhagen is coming close.

EQUALLY HIGH MODAL SHARE - BUT ONLY WITHIN THE CITY

The modal share of cycling is the same for Amsterdam and Copenhagen, namely 29% of all trips in 2008. However, as soon as we shift our gaze out over the region, another picture presents itself. The inhabitants of the region around Amsterdam cycle almost as much as those living inside Amsterdam, whereas the bicycle share drops drastically outside the Municipalities of Copenhagen and Frederiksberg and is down to 10% in rural areas with the corresponding level outside Amsterdam is 26%.

One significant reason for this difference is presumably due to most planning of infrastructure in Denmark being primarily handled by local authorities, while the regions and the state plays a much more active role in the Netherlands. This has resulted in higher and more stable levels of investment across municipal boundaries and a more cohesive network of infrastructure.

Share of cycling, all trips, 2008 (most recent available data)



PARKING

It is estimated that Amsterdam has about 240,000 public bike racks compared to 50,000 in Copenhagen. A major difference between the two cities is that residential blocks in Amsterdam are often not equipped with the possibility of bicycle parking against the walls, cellars and backyards as in Copenhagen. Amsterdam has on average spent DKK 35 million on bicycle parking per year in the period 2007-2010.

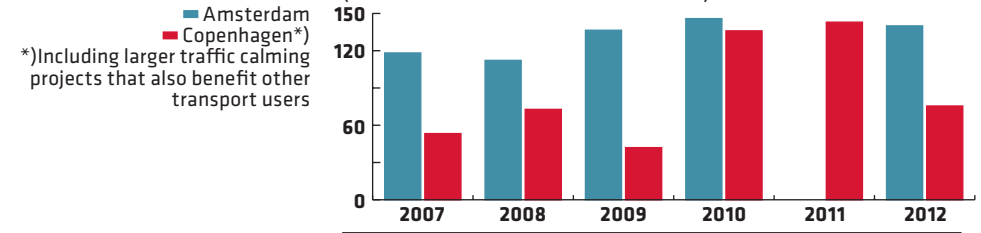
864 M

Expected expenditure on bicycle parking in Amsterdam 2012-2020, not including maintenance (DKK)

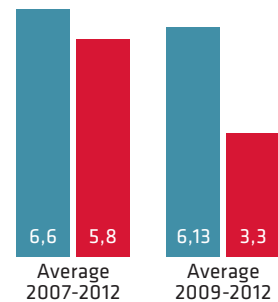
INVESTMENT IN THE MILLIONS

Historically, the level of investments in cycling has been higher in Amsterdam than in Copenhagen. In recent years, however, Copenhagen has come close to Amsterdam, if the investments over the period as a whole are adjusted by the number of residents in the two cities. Here the average is DKK 170 per capita in Amsterdam and DKK 165 in Copenhagen.

Investments in bicycle infrastructure (DKK). (Data for Amsterdam 2011 not available.)



*) Including larger traffic calming projects that also benefit other transport users



Deaths among cyclists per 1 million residents

GENERALLY SAFE TO CYCLE

Cycling is generally very safe in both cities. From 2007-2012, there has been on average five fatalities among cyclists in Amsterdam and three in Copenhagen, which corresponds to the difference in the urban population. Nevertheless, looking at the average from 2009-2012, twice as many deaths per capita occurred in Amsterdam than in Copenhagen. The difference can among other things be explained by cycling behavior in the two cities, which according to several Dutch biking experts is more considerate and orderly in Copenhagen than in the Netherlands.

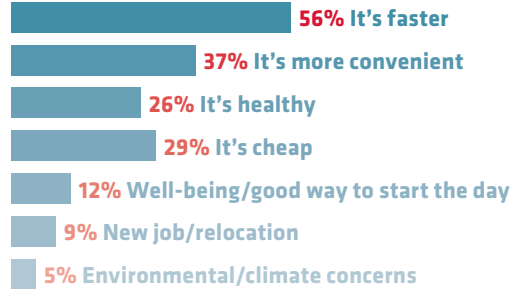
DIFFERENT APPROACHES

In summary, it should be noted that there are significant structural differences between the two cities. In Amsterdam, bicycle traffic runs largely along minor roads and in 30 km/h zones, which are spread out through the city. Here motorists share the roads with cyclists and pedestrians and drive more carefully. Additionally, it is permitted to make right on reds at selected traffic lights and to ride more than one on a bicycle. In Copenhagen, cycling is much more concentrated and takes place mainly on cycle tracks on roads with extensive car traffic of 40-50 km/h.

14 FACTS ABOUT THE CITY OF CYCLISTS

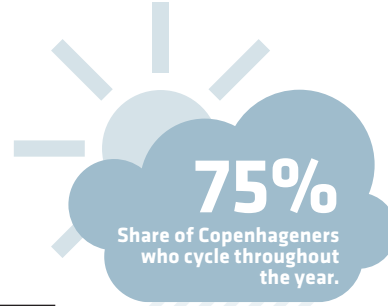


THE BICYCLE IS EASY AND FAST



Copenhagensers' reasons for cycling to and from work/education (%)

CYCLING ALL YEAR



ROOM FOR THE WHOLE FAMILY



of all families with 2 children have a cargo bike. Of all households with a cargo bike, 17% have one in place of a car.

CLIMATE IMPACT OF CYCLING

90,000 T

CO₂ per year saved by cycling in Copenhagen at present rate

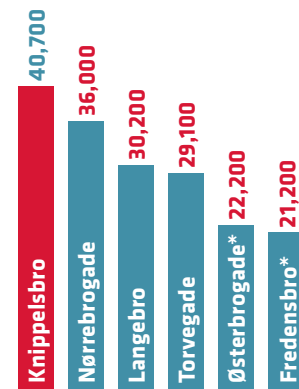
20-40,000 T

CO₂ per year to be saved if the goal of 50% share of cycling to work and education in 2025 is reached.

549,000 T

CO₂ per year emitted by transport in Copenhagen

STREETS WITH MOST BICYCLES IN COPENHAGEN



Number of cyclists in both directions in weekday traffic, 2012

*Only available data from 2011

INFRASTRUCTURE COST ESTIMATES

BICYCLE	16 MILLION	1 km cycle track (both sides) (DKK)
BICYCLE	900 M	Network of 'cycle superhighways' (300 km) in the capital area (DKK)
CAR	1,800 MILLION	Nordhavnsvej (DKK)
CAR	2,000 MILLION	Extension of highway between Roskilde and Fløng (DKK)
METRO	1,000 M	1 km Metro City Ring (DKK)
S-TOG	1,500 MILLION	Planned passing track between Holte and Bernstorffsvej (DKK)
BUS	400 MILLION	Copenhagen's annual subsidies to busses (DKK)

SOCIO-ECONOMICS

DKK 1.22

Gain to society per extra km traveled by bicycle in Copenhagen

DKK 1.13

Cost to society per extra km traveled by car in Copenhagen

HEALTH BENEFITS OF CYCLING

30%

Reduction of mortality for adults who cycle to and from work every day

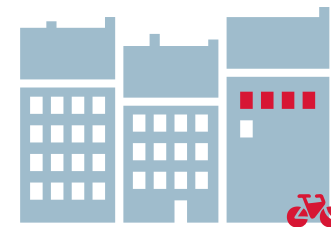
1.7 BILLION

Value of annual health benefits from cycling in Copenhagen (DKK)

FIVE TIMES MORE BICYCLES THAN CARS



In 2012 Copenhagensers owned approximately 650,000 bicycles and 125,000 cars, corresponding to 5.2 bicycles for each car.



4 OUT OF 5

Of all Copenhagensers have access to a bicycle.

MORE THAN JUST A CYCLE TRACK

In recent years, the City of Copenhagen has focused the measures in infrastructure on fixing missing links in the city, thereby enhancing cyclists' travel time, safety and comfort.



Bicycle promenade around Havnegade.



Two-way bicycle track along Hans Knudsens Plads.



New stretch of the green 'Nørrebro route' from Rantzausgade to Jagtvej.



Cycle track on H.C. Andersens Boulevard along City Hall.



Traffic calmed urban space on Vester Voldgade.



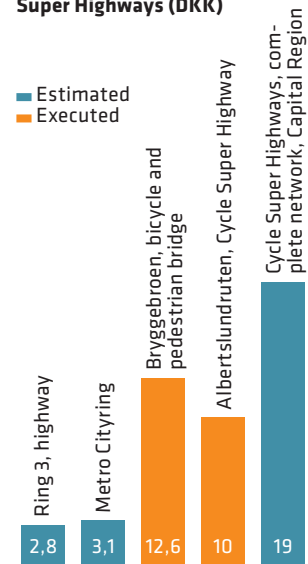
Bicycle and pedestrian bridge in Utterslev Mose.



7,300 M

Socio-economic gain by complete network of 28 Cycle Super Highways (DKK)

■ Estimated
■ Executed



Internal rate of return for larger investments in infrastructure (%)

CYCLE SUPER HIGHWAYS ARE GOOD VALUE

In the spring of 2012, Albertslundruten, Copenhagen's first Cycle Super Highway was inaugurated as a test route of 17.5 km passing through the municipalities of Albertslund, Glostrup, Rødovre, Frederiksberg and Copenhagen. In total 28 Cycle Super Highways are planned, which together form a network of high-class bicycle commuter routes across 22 municipalities in the Capital Region.

An analysis of the socio-economic impact of the overall network of 28 Cycle Super Highways shows that over a 50-year period with an investment of just under DKK 1 billion, there is an expected economic gain to society of DKK 7.3 billion. This is equivalent to an internal rate of return on investment of 19%. The ministry of finance's minimum requirement is 5% for infrastructure projects and compared with other investments in infrastructure, this is a very high return.

Especially the health benefits of the extra cycling are beneficial, as the people who cycle daily are expected to have a longer life expectancy on average. In addition, the increase in the number of people engaged in a more active form of transportation is expected to result in 34,000 less sick days per year.

NØRREBROGADE BEFORE AND AFTER

In 2010 and 2011, the City of Copenhagen initiated a number of measures designed to make the street 'Nørrebrogade' more attractive. These measures include restrictions on through traffic, wider cycle tracks and sidewalks as well as separated bus platforms.

WIDER CYCLE TRACKS

Long stretches of cycle tracks have been expanded from 2.5 m to 3 m, which has optimized capacity, increased varying travel speeds and enhanced the sense of safety among cyclists.

SEPARATED BUS PLATFORMS

By moving bus stops out to an island to the left of the cycle track, security, safety and traffic flow has increased both for those passing on bicycles and those getting on and off buses.

SHORTCUT TO THE INNER CITY

By Søtorvet a bicycle shortcut through Vendersgade has been made permanent, which has resulted in a sevenfold increase in bicycle traffic on the route, meaning that 2.400 cyclists are now using this short cut daily. The solution exploits the city space more effectively and reduces citizens' transport time as well as creating more room for Copenhageners cycling straight out at Frederiksborggade.

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%

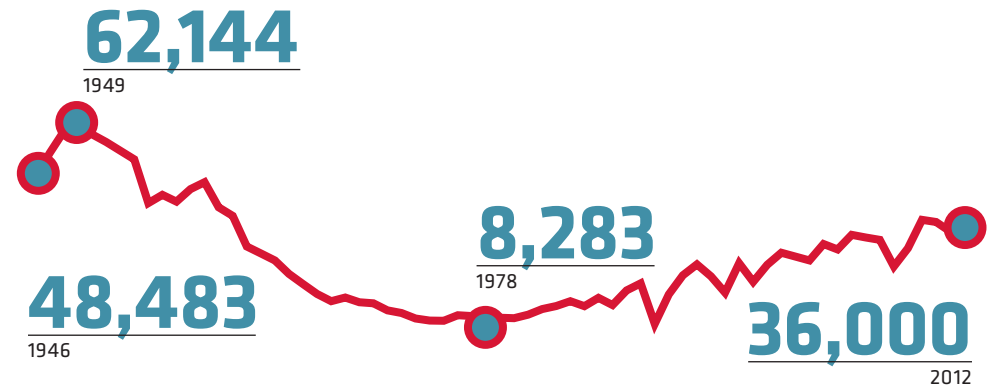
Reduction in car traffic in general in the Nørrebro district

45%

Reduction in the number of accidents for all road users



BICYCLES ON NØRREBROGADE:



Nørrebrogade at Dronning Louises Bro 1946-2012, bicycles in weekday traffic
Cycle tracks were introduced in 1982.

CARS ON SELECTED HIGHWAYS:

29,626
Storebæltsbroen

37,275
Sydmotorvejen

30,336
Holbækmotorvejen

Number of cars, weekday traffic 2011

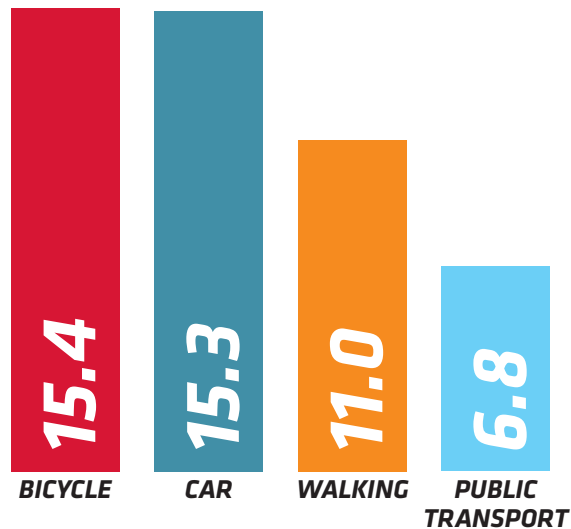
SHOPPING BY BICYCLE



The City of Copenhagen has conducted an analysis of the relationship between shopping and modes of transport, examining the effect of sufficient bicycle parking on choice of transport for shopping trips.

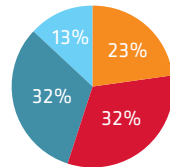
CYCLING CUSTOMERS ARE CENTRAL FOR REVENUE

Looking at shops and supermarkets (but not malls) in Copenhagen, cycling customers spend less than customers in cars. However, cycling customers shop more often and therefore spend more in total than motorists. In sum, customers on bicycle and on foot account for half of the total revenue and two-thirds of all shopping trips in Copenhagen.

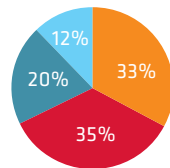


Revenue in shops and supermarkets by mode of transport (DKK billion per year)

Walking
Bicycle
Car
Public Transport

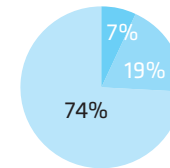


Revenue by mode of transport (%)



Shopping trips by mode of transport (%)

To a great extent
To some extent
Not at all

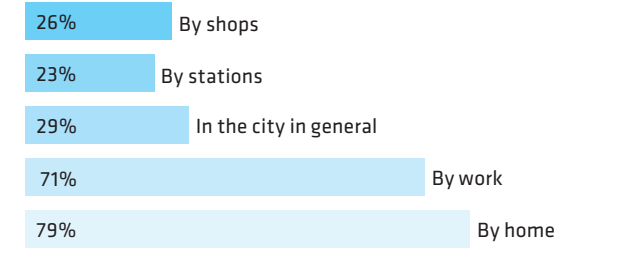


Customers indicating bicycle parking as a reason not to shop by bicycle (%)

PARKING IS A BARRIER FOR SHOPPING BY BICYCLE

26% of those who do not use their bicycle for shopping name bicycle parking as the reason.

When we ask Copenhageners who cycle, 29% are satisfied with the current parking near shops, compared to 71% satisfaction with bicycle parking at work and 79% by their residence.



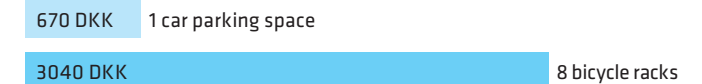
Cycling Copenhageners' satisfaction with bicycle parking (%)

BICYCLE PARKING BENEFITS MORE

On a car parking space there is room for parking up to eight bicycles. Comparing the revenue of a single motorist to that of eight cyclists on an average shopping trip, bicycle parking potentially generates 4.5 times more revenue than one car parking space.

1:8

Ratio of the number of cars versus bicycles that can be parked in a car parking space



Revenue generated from the area equivalent of one car parking space, divided by the average turnover per shopping trip for motorists and cyclists (DKK)

FROM CAR TO BICYCLE?



Many motorists in Copenhagen also bicycle and vice versa, but what will it take to make it even more attractive to use the bicycle instead of the car? The City of Copenhagen has studied motorists' habits and attitudes towards transport, especially for short trips.

MANY CAR TRIPS ARE SHORTER THAN 5 KM

- One in three of all car trips in Copenhagen are shorter than 5 km
- This sums up to 180,000 short car trips a day in Copenhagen
- 560,000 km or 14 times around the earth
- Primarily shopping/errands (49%) and leisure trips (30%)

32%

Of all car trips in Copenhagen are shorter than 5 km

180,000

Car trips a day in Copenhagen less than 5 km

TARGETED MEASURES CAN MAKE CYCLING ATTRACTIVE FOR MOTORISTS

82% of motorists in Copenhagen believe that improved infrastructure is important to encourage the shift from car to bicycle for short trips. It is worth noting that even small measures like cargo bikes and electric bikes will make a difference as many mention bicycles and accessories as important.

It is also interesting that motorists show a specific interest in separating cycle tracks from vehicular traffic, while cyclists typically prefer more and wider cycle tracks along existing roads.

It is of great value for Copenhagen to gain insight into citizens' wishes if the city is to be adapted for the common good. Based on this knowledge, resources in the past few years have been allocated for establishing green cycle routes and wider bicycle tracks along the busiest road sections in the city.

37%	Cycle tracks separated from car traffic
35%	Fewer stops
31%	Wider cycle tracks
26%	More cycle tracks
24%	'Bicycle manners' campaigns
18%	Less traffic
18%	Cargo bikes
17%	Bicycle route planner
16%	Electric bikes

Measures named by Copenhagen motorists as important to them for shifting from car to bicycle for short trips (%)

YES TO INTERVENTIONS

69% of all motorists residing in Copenhagen approve of municipalities actively restricting car traffic in the city and only 14% disapprove. The numbers are the same for motorists throughout the Capital Region. A further 80% of Copenhagen motorists find that the level of car traffic in the region is a problem.

Copenhagengers consider the daily commute their most important contribution to improve the environment. 77% believe they can contribute through their daily means of transport, of which 45% believe that this is the most important contribution they can make.

69%

Of all motorists in Copenhagen are positive towards municipalities actively trying to restrict car traffic

- Positive/Very positive
- Neither positive or negative
- Negative/Very negative



Copenhagen motorists' attitude to municipalities actively restricting car traffic (%)

FREEDOM AND ACCESSIBILITY

Studies show that freedom and accessibility are the most important aspects of the daily commute for both motorists and cyclists. In other words, it must be easy and fast to get from A to B by car as well as by bicycle. Comfort and travel time are therefore crucial for motorists to cycle more often.

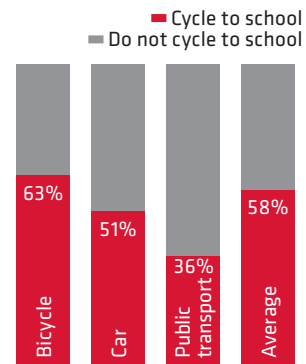
YOUNG COPENHAGENERS IN THE SADDLE



Cycling is a natural part of life in Copenhagen, and this also applies to the youngest inhabitants. The way to school must be safe and secure enough for children and their parents to choose cycling and walking as a matter of course.

MOST COPENHAGENERS LET THEIR CHILDREN CYCLE TO SCHOOL

On average, 58% of Copenhageners state that their children cycle to school. Parents who primarily commute by bicycle or car are almost even in letting their children cycle to school. Parents who commute by public transport let their children cycle less frequently. Of Copenhageners whose children do not cycle to school, 51% say they would let them do so if the road to school was safer.

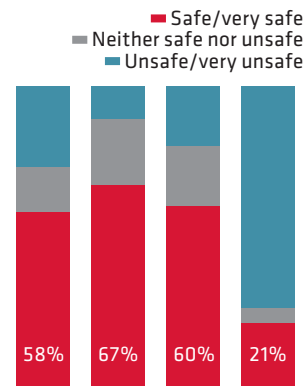


Share of Copenhageners whose children cycle to school by parents' primary transport type

SAFEST WHEN CYCLING TOGETHER

Parents who cycle beside their children or transport their children on their bicycles to school feel as safe regarding the roads to school as the average of parents across all categories of transport modes. Here, 58% feel safe about their children's way to school while 27% feel unsafe.

On the other hand, parents whose children cycle alone to school feel significantly less safe than the average. Of these, 21% feel safe and as many as 74% feel unsafe. The older the child, the more the feeling of safety increases. It will require a continued focused effort to make the streets safe enough so that schoolchildren can cycle to school.



Copenhagen parents' confidence in their child's route to school by how the child comes to school.

SCHOOL ROADS ARE SAFE

Despite some parents regarding the way to school as not safe, relatively few children are injured in traffic. Out of 45,500 schoolchildren in Copenhagen, 13 school traffic accidents were reported in 2012, two of whom were under the age of 10, and five were 16-17 years of age. There have been no deaths from traffic accidents among schoolchildren since 2006.

SAFE ROADS TO SCHOOL VIA CONSTRUCTION AND CAMPAIGNS

From 2009 to 2012, the 'Safe Road to School' program has focused on making transport to school safe and secure for children and their parents. Between 2010 and 2012, 87 schools and institutions have established physical facilities to promote cycling and walking. Furthermore, courses and events to increase children's traffic skills and bicycle behavior have been held, including 'back to school campaigns' and the campaign 'Young Copenhagen - walks, skates, cycles'.

5,500

Children took part in various cycling activities as part of the program Safe Roads to School in 2012.

WHAT IS THE BICYCLE ACCOUNT?

The Bicycle Account is an assessment of cycling development in the City of Copenhagen. The Account consequently deals with the city's cycling conditions, new initiatives as well as Copenhageners' satisfaction with various aspects of cycling. The Bicycle Account is published biannually.

This year's Bicycle Account is based primarily on 2012 statistics and includes telephone interviews with 1,021 randomly selected Copenhagen residents as well as data from the DTU Transport Survey of Transport Behaviour. The Bicycle Account 2012 is the tenth of its kind. The Bicycle Account is intended for Copenhageners, among others, who hopefully will make use of it as a source of inspiration. For the City of Copenhagen the Bicycle Account is a vital planning tool in the work to make Copenhagen an even better city of cyclists.

Interested in learning more?

At www.kk.dk/cityofcyclists several analyses and figures on cycling in Copenhagen can be found, as well as a fact sheet with explanations of figures used in this Bicycle Account.

WWW.KK.DK/CITYOFCYCLISTS

Published in May 2013 by
City of Copenhagen
Technical and Environmental Administration
Traffic Department

TMF Design
Photo: Ursula Bach, City of Copenhagen
Printed on Cocoon - 100 % recycled paper



**COPENHAGEN
TOGETHER**

CITY OF COPENHAGEN
The Technical and
Environmental Administration

I 
CPH
KOM FRIT FREM