



*The Bicycle Account 2022*

# **COPENHAGEN CITY OF CYCLISTS**





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## Foreword

2022 was proclaimed the Year of the Bicycle. Copenhagen will be hosting the first stage of the Tour de France on July 1st, and I am looking forward to celebrating Copenhagen's unique cycling culture with the rest of the world.

One of our top priorities in Copenhagen is to make cycling the obvious transportation choice. We're building new cycle tracks and upgrading the existing ones. We've set up 4,400 bicycle parking spaces over the past two years. In 2022 we will be opening five new Cycle Superhighways providing excellent cycling facilities to Roskilde, Avedøre, Gentofte, Ørestad, and across Copenhagen, as well as a new bicycle street in Vendersgade to create a better environment for cyclists and pedestrians. When we ask Copenhagen cyclists how they feel about the city's cycling facilities, 97% are satisfied. Notably, satisfaction with bicycle parking has increased over the past 10 years; from 29% in 2012 to 47% in 2022.

Travel patterns in Copenhagen in 2020 and 2021 looked differently due to the COVID-19 related lockdowns, and this is reflected in the data. The number of trips by foot has increased significantly over

the past two years, while the share of bicycle trips has dropped from 28% in 2019 to 21% in 2021. Similarly, bicycle trips to work and education have decreased from 44% in 2019 to 35% in 2021.

Next year will show whether this is a general tendency, or whether the drop in the bicycle share in 2020-2021 can be attributed to the lockdowns. In any case, my colleagues and I will continue working towards making cycling in Copenhagen even more attractive, both for present and future cyclists.

When I look out of my window from the Town Hall I can clearly feel the city's pulse. Copenhagen would simply not be the same city without its many cyclists. Not only do they contribute to urban life and reduce congestion, the hundreds of thousands of daily cyclists create a greener city where efficient travel, quality of life, and health go hand in hand.

### Happy reading and happy cycling!

Line Barfod, Mayor of Technical and Environmental Affairs

# Targets and key figures

In 2020 and 2021 Copenhageners' travel patterns were different due to COVID-19 lockdowns, which is clearly reflected in the traffic counts and interviews that form the basis of this Bicycle Account. In 2020 and 2021 the bicycle share of all trips decreased, as did the bicycle share of trips to work and education.

The City of Copenhagen has set the target that by 2025 cycling, public transport, and walking must each account for a minimum of 25% of all trips, whereas motor vehicles shall make up a maximum of 25%. Over the past 15 years, the bicycle share was between 25% and 31%. The last two years were affected by COVID-19 as people worked from home, cultural and leisure activities were shut down. The bicycle share dropped from 26% in 2020 to 21% in 2021, while the share of trips by foot increased significantly. The motor vehicle share remained relatively stable, while the share of public transport trips dropped. There is a statistical margin of error of up to 5%.

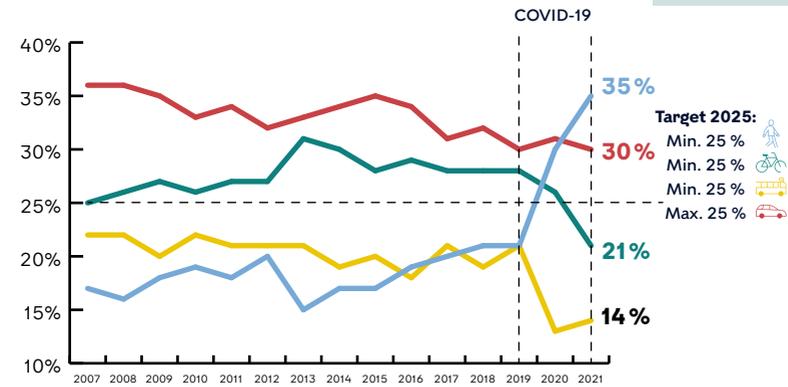
## Bicycle trips to work and education

The City of Copenhagen has also the ambitious aim of a 50% bicycle share of all trips to and from work and education by 2025. In 2021 the share was 35%, which is a drop from 42% in 2020.

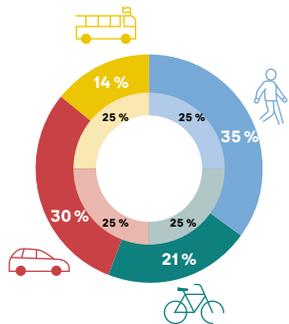
Copenhagen has a high concentration of government agencies and educational institutions, which were particularly affected by work from home guidelines and COVID-19 restrictions. This is considered to have had a major impact on the bicycle share of trips to work and education, and a slightly smaller impact on the bicycle share of all trips in 2020 and 2021.



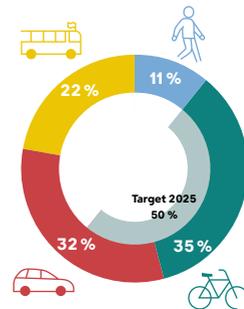
1.44 mill. km were cycled daily in 2019 prior to the COVID-19 pandemic - In 2021 the figure was 1.45 mill. km



↑ Development in modal share over the past 15 years. Based on TU data



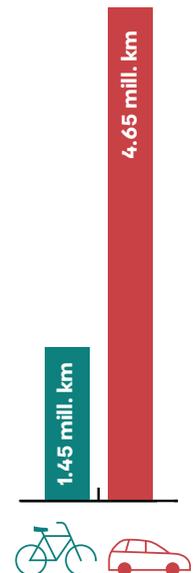
↑ All trips to, from, and in Copenhagen in 2021. Based on TU data. The inner circle shows the 2025 targets



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



↑ The bicycle share of trips to and from work and education in Copenhagen over the past 15 years. Based on TU data



↑ Kilometers traveled daily per weekday in 2021. Based on traffic counts



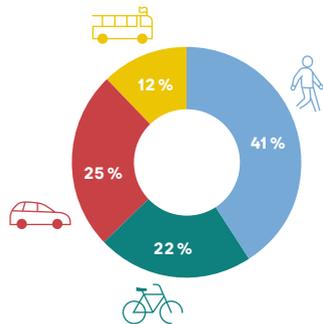
# Copenhageners in the saddle

Around half of the citizens of Copenhagen state that the bicycle is their preferred means of transport, and 62% cycle several times a week. Copenhageners cycle because it's easy, fast, and good exercise. The number of e-bikes and cargo bikes have doubled since 2020. Cycling and walking combined account for more than every other trip in Copenhagen.

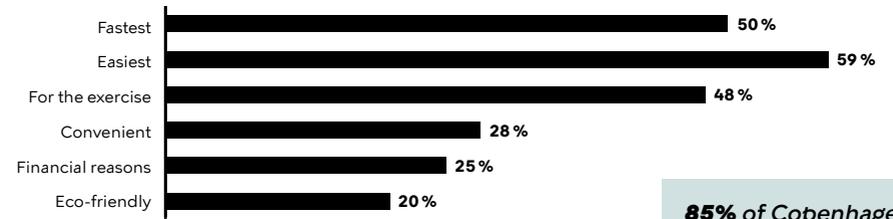
**48%** of Copenhageners say the bicycle is their preferred transport mode

**97%** of cycling Copenhageners are generally satisfied with Copenhagen as a bicycle-friendly city

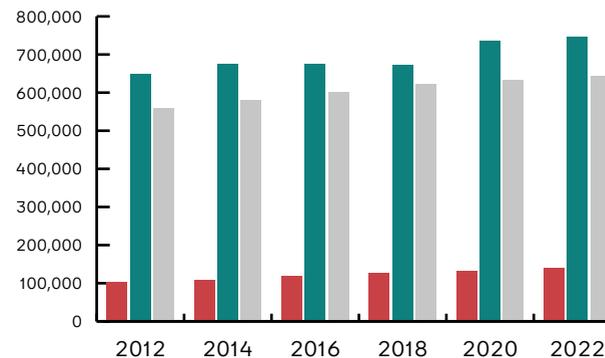
**75%** of Copenhageners feel the cycling culture has a positive impact on urban life in Copenhagen



↑ Copenhageners' modal share in 2021. Based on TU data



↑ Copenhageners' reasons for cycling in 2022



↑ Bicycles, cars and citizens in Copenhagen 2012-2021

**85%** of Copenhageners have access to a bicycle

Copenhageners own a total of 745,800 bicycles, which is **more than 5 times as many bicycles as cars**

Copenhageners own approx. 40,000 cargo bikes, which is **more than twice as many as in 2020**

Copenhageners own approx. 26,800 e-bikes, which is **12 times as many e-bikes as e-cars**

# Where we cycle most

Bicycle traffic is especially concentrated at the bridges over the lakes and the inner harbour. There are as many cyclists here, as there are cars on major motorway bridges elsewhere in the country.

## Bicycles predominate in the inner city

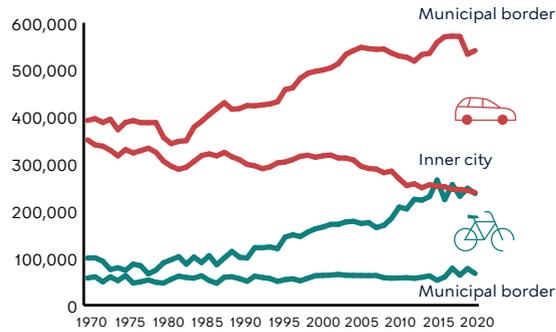
Since 1970, the trend has been a significant increase (+137%) of cycling within the city centre, while the motor traffic has decreased (-32%). The traffic counts register approximately the same number

of bicycles as cars. During the same period, traffic crossing the municipal border has increased both by car (+38%) and by bicycle (+17%), while there are still registered approx. 8 times as many motor vehicles as bicycles.

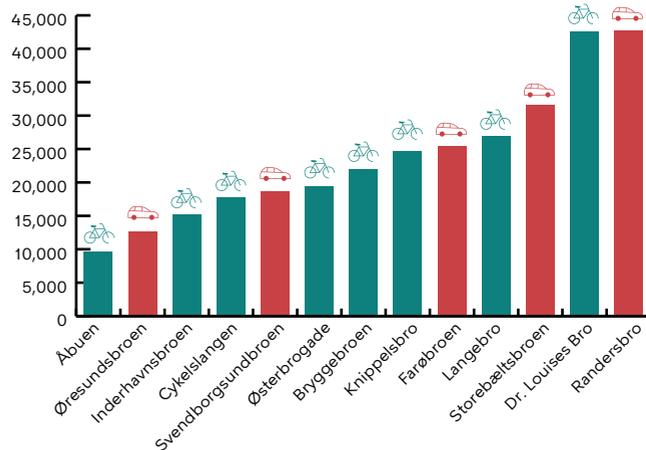
**48% of cycling** Copenhagensers feel there is not enough space on the cycle tracks at peak hours

The estimated average cycling speed was **16.2 km/h** in 2021, the same as in 2020

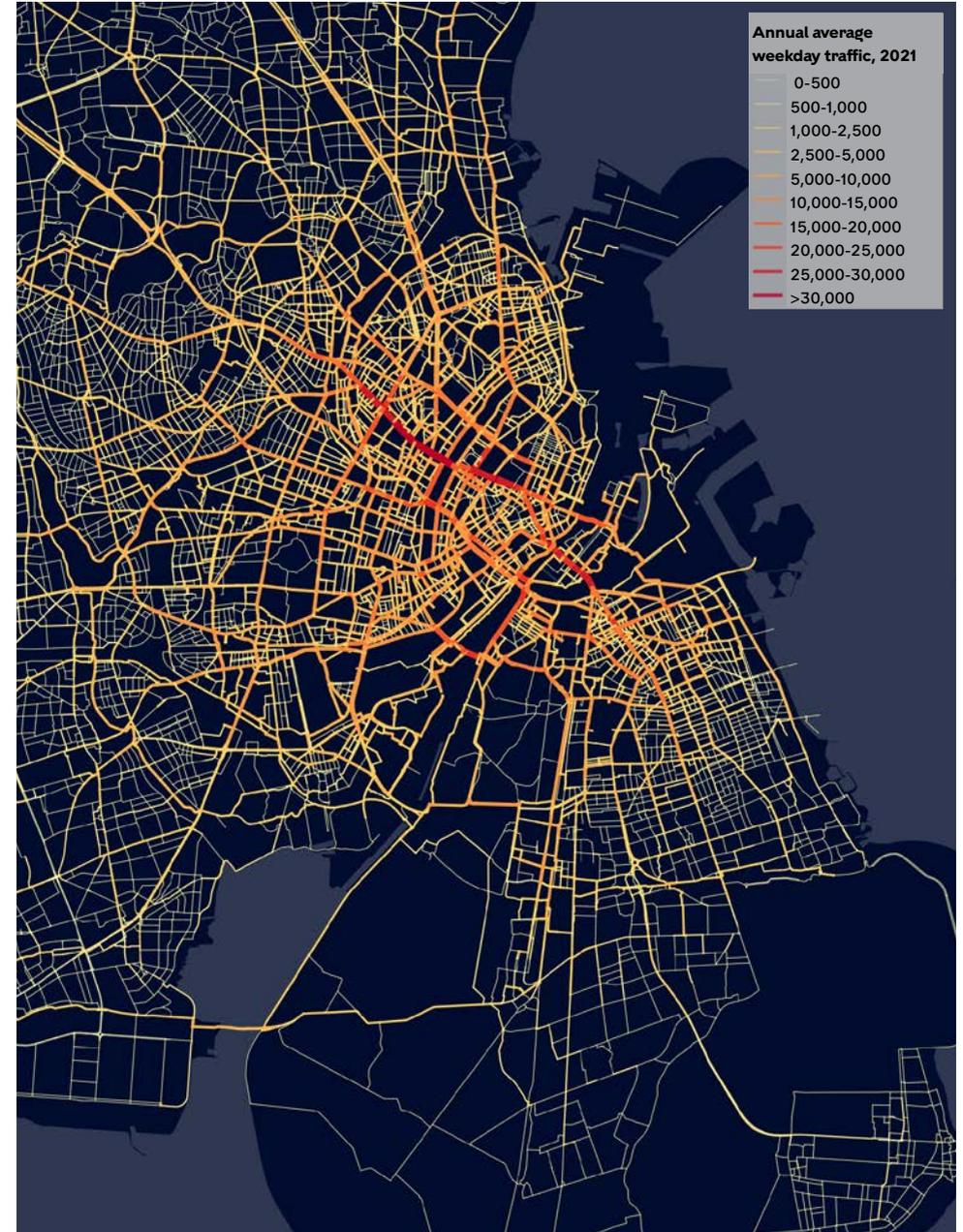
Every day **42,600** cyclists cross Dronning Louises Bridge, - more than three times as many as cars crossing the Oresund Bridge between Denmark and Sweden



↑ Development of car and bicycle traffic through the inner city and across the municipal border from 1970-2021. Based on traffic counts



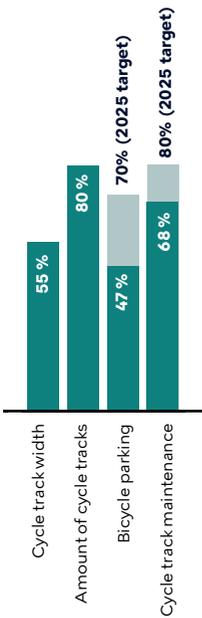
↑ Numbers of bicycles and cars per weekday on selected streets and bridges 2021



↑ Simulation of bicycle traffic in Copenhagen by traffic model COMPASS. The orange and red lines show the highest concentration of bicycle traffic on a weekday peaking on Torvegade, Knippelsbro bridge, Gothersgade, Dronning Louises Bridge and Nørrebrogade

# Investments in the world's best cycling city

Copenhagen invests annually in expanding and improving the bicycle infrastructure. Over the past 10 years, the City of Copenhagen has invested a total of 0.84 bill. kr. to create a better and more cohesive cycling experience.



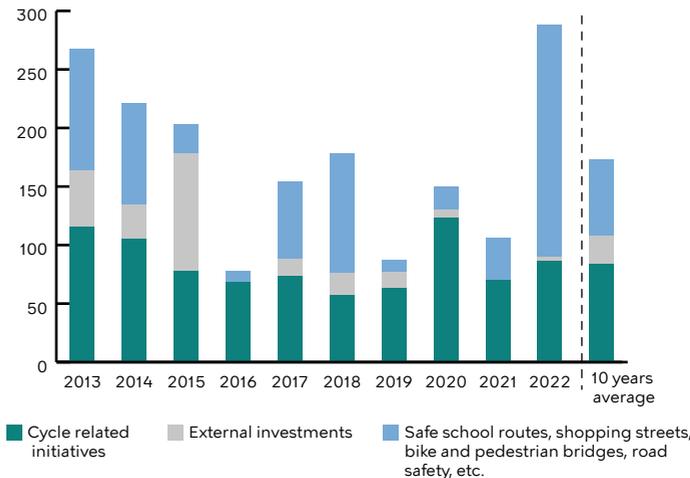
Over the past 10 years, an annual average of 84 mill. kr. has been invested in cycling initiatives as well as 89 mill. kr. for other traffic initiatives to improve school routes, road safety, shopping streets, and the like. All of which contribute to making Copenhagen the best cycling city in the world.

## Building cycling infrastructure

Since 2020, a new bicycle and pedestrian bridge over Folehaven has been built and multiple new or widened cycle tracks have been established on several streets, for example the cycle track widening at Lygten in the North-western area. In 2022, the new bicycle street in Vendersgade will improve conditions for cyclists and pedestrians, provide more bicycle parking spots, and an improved urban space. In addition, five new Cycle Superhighways will be opened.

↑ Copenhagen cyclist satisfaction with the bicycle infrastructure 2022

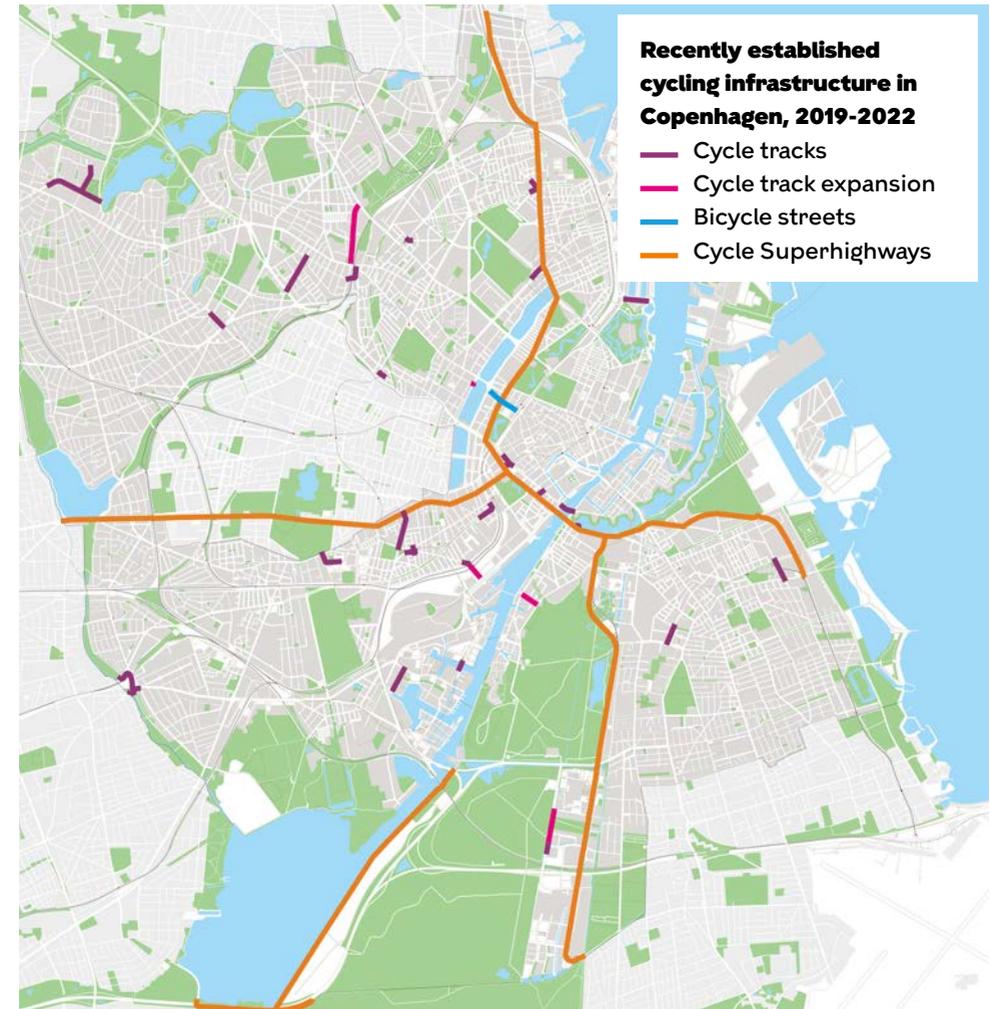
→ Investment in cycling related initiatives 2013-2022 (mill. kr.)



## 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



## The cycling city in the yellow jersey

In the summer of 2022, the world's greatest bicycle race comes to the world's best cycling city. Copenhagen will host the Grand Départ, which is an individual time trial and the first stage of the Tour de France. The time trial is a 13 km route and will take place on July 1st.

### Tour de Copenhagen for everyone

FestiVélo is a festival in Fælledsparken celebrating the Tour de France on the 1st and 2nd of July. One of the main events will be the Tour de Copenhagen, where anyone can jump on their bicycle and cycle in the footsteps of the world's best cyclists on the 2nd July. The 13 km route will be closed off to all other traffic. The City of Copenhagen is the main organiser of the festival along with several collaborators.

### 2022 is the Year of the Bicycle

The Danish Government has proclaimed 2022 as the Year of the Bicycle. There will be a special focus on the benefits of cycling and on getting more people to cycle. The City of Copenhagen will therefore host a political bicycle summit prior to the Tour focusing on everyday cycling and the future of cycling in Denmark.

*The total distance of the Tour de France is cycled around **400 times** on any given weekday in Copenhagen*



↑ The Tour de France time trial route in Copenhagen



## Leisure cycling

Bicycles are not only a travel mode to and from work. Almost 9 out of 10 Copenhageners cycle in their free time and the city's many Green Cycle Routes provide a peaceful break from the congestion and noise of the daily traffic.

77% of Copenhageners cycle several times a week in their spare time, and 24% use the bicycle for leisure time exercise, either alone or in a cycling club. The three most frequent reasons why Copenhageners say they cycle in their free time are:

- Transport to leisure activity (44%)
- Transport to visits to friends or family (42%)
- To be outdoors and get fresh air (26%).

Copenhageners state that the following could get them to cycle more in their free time:

- More Green Cycle Routes
- Better weather
- Wider cycle tracks.

### Green and recreational cycle routes

Copenhagen has a network of 24 cycle and walking routes called Green Cycle Routes, which are primarily segregated from motor traffic and run through green and blue spaces. Today a total of 65 km of the planned 115 km Green Cycle Routes have been established. 53% of Copenhageners are satisfied with the amount of Green Cycle Routes.



# Experience Copenhagen on two wheels

Copenhagen is best explored from a bicycle saddle. Jump on your bicycle, and experience some of the city's cycling infrastructure highlights on your own.

- 1 Copenhagen City Hall Square** is the first stop. On top of the Rådhuset building on the right side of Vesterbrogade is the golden "Weathergirls" sculpture from 1936, which served as a barometer, when the cycling woman appeared with the good weather.
- 2 Åbuen** takes you over busy Åboulevard street and connects the two municipalities of Frederiksberg and Copenhagen.
- 3 Continue along Nørrebroparken via the Green Cycle Route to The Red Square and Superkilen.** These two spots are colourful public squares with skate parks, fountains, and palm trees - a clear reference to the neighbourhood's diverse profile.
- 4 Via Nørrebrogade**, which was redesigned with wide cycle tracks and sidewalks from 2008-2014, you arrive at Dronning Louises Bridge. The bridge is the busiest cycle track in the city - perhaps even in the world! - and a popular hangout. If you're lucky you can soak up the sun on one of the benches.
- 5 Nørreport Station** is Denmark's busiest station. The slightly sunken "bicycle beds" make it easy for you to find your parked bicycle again, create a clear and calm urban space, and lead rainwater off the sidewalks.
- 6** Cycle past the King's Garden and Nyhavn and enjoy the view from the **Inner Harbour Bridge**, a popular bicycle and pedestrian bridge between the city centre and Christianshavn. Continue across the bridge to the Christianshavn side of the harbour.
- 7 The Circle bridge** is designed by the Danish-Icelandic artist Olafur Eliasson and was inspired by the ships' masts of the harbour's maritime past. From here you get a clear view of the Royal Library, also known as the Black Diamond, reflected in the water.
- 8 Lille Langebro** bridge links Christianshavn and Islands Brygge to the city centre. From Christianshavn you can see the BLOX building and Christian IV's brewery. Continue on the promenade along Islands Brygge and enjoy the bustling urban life.

**9** At **Bryggebroen** bridge, the route takes you across the harbour and on an aesthetic ride over **the Bicycle Snake**, Copenhagen's most iconic bicycle bridge. The bridge forms a link between Vesterbro and Amager.

Sønder Boulevard opens up to a charming green neighborhood which is also part of the Green Carlsberg Route and offers space for games as well as a cup of coffee in the sun.

**10** Continue down Dybbølsbro, and experience the widest two-way cycle track in the city, to Vesterbro where you'll find **Sønder Boulevard**.

**11** At **Copenhagen Central Station** you can take your bicycle on a train, bus or the metro. Reventlovsgade underwent a major renovation in 2020 and now has 730 new bicycle parking spaces.



↑ Proposed cycle route with Copenhagen's cycling infrastructure highlights

# Increasing satisfaction with bicycle parking and micro-mobility

More and more Copenhageners are satisfied with bicycle parking facilities. Micro-mobility is becoming increasingly popular. City bikes and shared bikes are used by almost 1 out of every 10 Copenhageners, and e-scooters have new permanent docking stations.



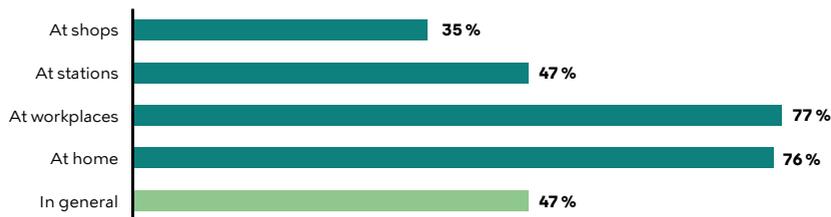
↑ Jægersborggade in Nørrebro before the renovation

## Better options for bicycle parking

Good bicycle parking facilities are essential for cyclists' comfort and satisfaction. Consequently, the city has the target that 70% of Copenhageners are satisfied with bicycle parking facilities by 2025. We have not yet achieved this goal, but 47% of Copenhageners are satisfied with bicycle parking in 2022. This is a significant rise from just 29% satisfaction rate in 2012. In the same period, the City of Copenhagen has established 14,200 new bicycle parking spaces.

## From parked cars to parked bicycles in Jægersborggade

The shops and restaurants of Jægersborggade attract many visitors by bicycle. However, helter-skelter bicycle parking has been a problem and the lack of cycle racks has resulted in a vehicle occupancy factor of 523%. Consequently, at the request of visitors, residents, and the local business community, Jægersborggade will



↑ Copenhageners' satisfaction with bicycle parking in 2022

receive a bicycle parking boost in 2022 in connection with the renovation of the street. A total of 25 parking spaces for motor vehicles will be converted into 250 new bicycle parking spaces and there will also be more space for urban life.

## New parking for e-scooters

City bikes and rental bikes as well as e-scooters are available at different spots in town provided by different operators.

37% of Copenhageners find e-scooters annoying, which is down from 53% in 2020. The lessened degree of dissatisfaction may be due to the new rules for e-scooter parking, which limits parking exclusively in one of the 240 e-scooter parking docks. E-scooters may travel across the entire city and may be parked temporarily as long as the taximeter is running. In addition, e-scooter users now need to wear a helmet when riding.

*During the past year, 8% of Copenhageners have used a city bike or a rental bike and 10% have used an e-scooter*

*6% of Copenhageners expect to use a city bike, a rental bike, or an e-scooter in the future*

*In 2022 Copenhagen has:  
1,400 city bikes  
5,200 rental bikes (Donkey republic, Lime and Tier)  
2,400 rental e-scooters (VOI, Lime and BOLT)*





## Bridges link the city

Before the Bryggebroen bridge across the inner harbour opened in 2006, there were only three bridges over the Copenhagen harbour, and 50 years had passed since the last one had been erected. Since then, Copenhagen has built 18 bicycle and pedestrian bridges serving as shortcuts over the water and the busiest streets.

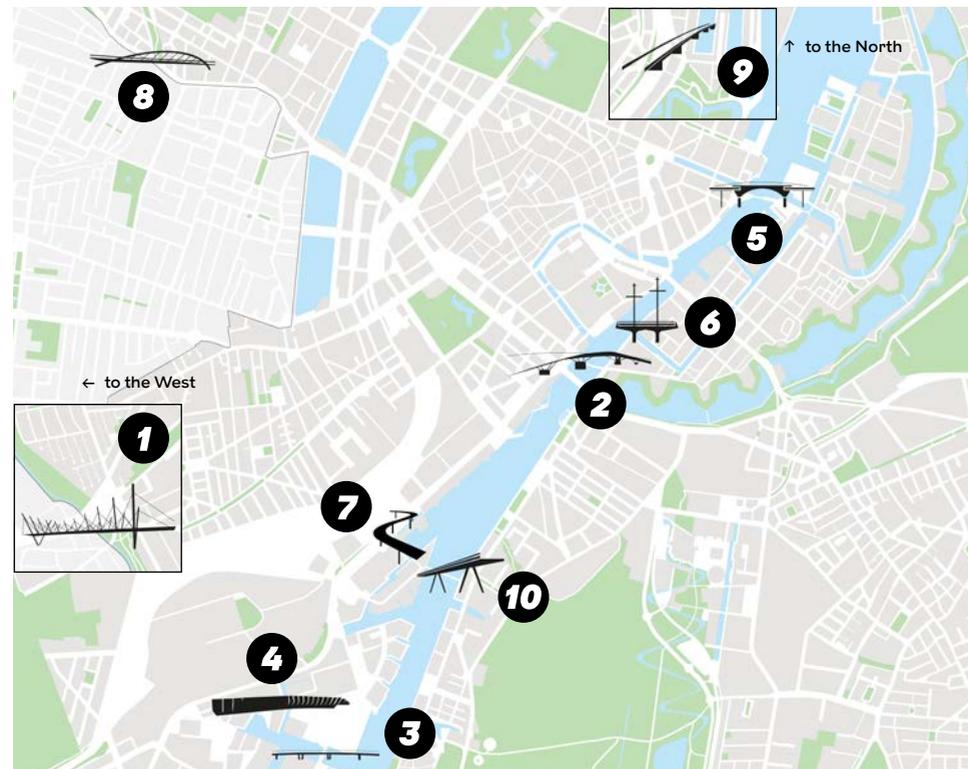
### Copenhagen's iconic bridges

The illustration shows 10 of the city's most iconic bicycle and pedestrian bridges.

In addition to improving cyclist accessibility, several bridges have a high aesthetic value and serve as local landmarks.

Many of the bicycle and pedestrian bridges are so popular, that they are used by far more people than originally estimated.

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



- |  |   |   |
|--|---|---|
| <p><b>1 Folehave bridge (2020)</b><br/>Bicycles: 1,500 per day<br/>Pedestrians: 300</p>      | <p><b>5 Inner Harbour bridge (2016)</b><br/>Bicycles: 15,200 per day<br/>Pedestrians: 4,600</p> | <p><b>8 Åbuen (2008)</b><br/>Bicycles: 9,700 per day<br/>Pedestrians: 1,100</p>         |
| <p><b>2 Lille Langebro (2019)</b><br/>Bicycles: 17,300 per day<br/>Pedestrians: 3,700</p>    | <p><b>6 Circle bridge (2015)</b><br/>Bicycles: 2,700 per day<br/>Pedestrians: 2,000</p>         | <p><b>9 Langelinie bridge (2006)</b><br/>No updated data</p>                            |
| <p><b>3 Alfred Nobels bridge (2018)</b><br/>Bicycles: 3,900 per day<br/>Pedestrians: 900</p> | <p><b>7 Bicycle snake (2014)</b><br/>Bicycles: 17,700 per day<br/>(only for bicycles)</p>       | <p><b>10 Bryggebroen (2006)</b><br/>Bicycles: 22,000 per day<br/>Pedestrians: 3,200</p> |
| <p><b>4 Belvedere bridge (2016)</b><br/>Bicycles: 1,500 per day<br/>Pedestrians: 400</p>     |   |   |



# Cycling greater distances

57% of Copenhageners commute to and from work and education as an active part of their exercise program

59% of Copenhageners know of the Cycle Superhighways

17% use an e-bike on the Cycle Superhighways

13% of new cyclists on the Cycle Superhighways are former motorists

9% of Copenhageners combine cycling and public transport on a daily basis

A total of 145 km of Cycle Superhighways have been planned by 2045

To increase the number of cyclists commuting, good cycling facilities have to be provided not solely within the municipal boundaries, but also across the entire region. E-bikes and combined trips with public transport make long distance cycling trips viable.

## Cycle Superhighways - healthy, easy, and safe

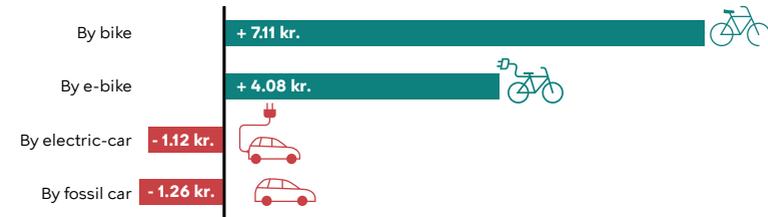
The City of Copenhagen is collaborating with 30 other municipalities and the Capital Region of Denmark to create a network of Cycle Superhighways to provide good cycling facilities for commuters across municipal borders. Today there are 15 Cycle Superhighway routes in the Capital Region of Denmark, 11 of which run through Copenhagen.

Five new Cycle Superhighways will open in Copenhagen in 2022, equating to 25 new km. The new routes across Roskilde, Ørestad, Lyngby, Avedøre and Copenhagen result in the City of Copenhagen having a total of 60 km of Cycle Superhighways.

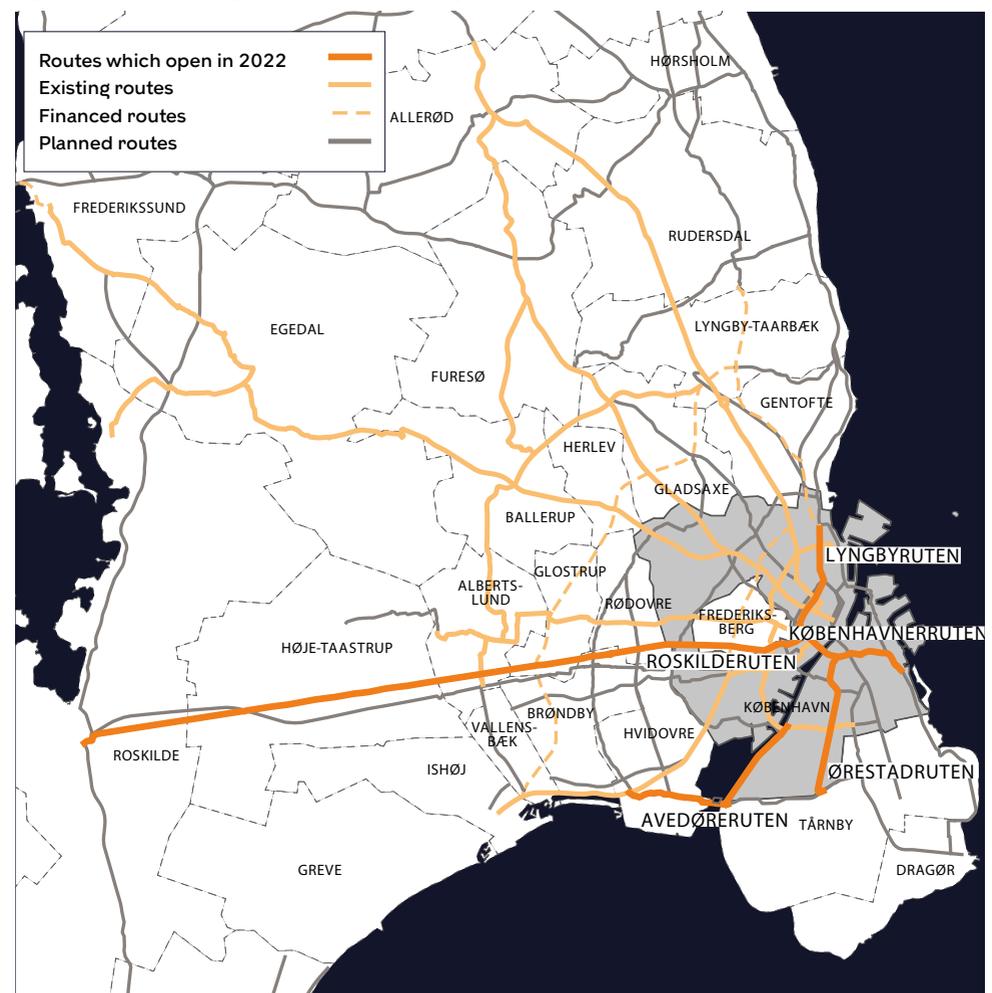
## E-bikes make it easier to cycle long distances

There are many socio-economic benefits, if more people cycle, not the least of which is the health benefit provided by both ordinary bikes and e-bikes. 15% of Copenhageners are considering buying an e-bike within the next year, partly because the e-bike motor makes it easier and more pleasant to cycle longer distances. However, the high cost of e-bikes is one reason, why Copenhageners are hesitant to purchase them.

↓ Socio-economic benefits or losses per 1 km by bicycle, e-bike, electric car and fossil car. Based on Ministry of Transport's spreadsheet model 2022



## Cycle Superhighways in the capital region of Denmark



# Safe and secure cycling in Copenhagen

Copenhagen must be a safe and secure city to cycle in. Copenhagen's target for road safety is zero tolerance, i.e., by 2025 no one shall be killed or seriously injured in traffic. 28 mill. kr. has been earmarked in the 2022 budget for safe routes to school and improvement to road safety such as speed reduction on almost all roads.

*79% of cycling Copenhageners feel safe on a bicycle - the target is 90% by 2025*

*89% of cycling Copenhageners state they have not been injured in a traffic accident during the past two years*

*47% of cycling Copenhageners state they use a bicycle helmet*

## Decreasing risk of casualty

Cyclists' risk of injury in traffic has decreased after an increase in 2018 and 2019. 5.48 mill. km were cycled between each serious cyclist casualty in 2020. However, cyclists still constitute up to 55% of all traffic casualties and fatalities. A car was involved in 63% of accidents in which a cyclist was seriously injured. In 2020 the police registered 78 serious cyclist casualties.

## Cycling behaviour in Copenhagen

In the autumn of 2021, the City of Copenhagen repeated its Safe Cycling City campaign to draw attention to the need for more considerate behaviour on the cycle tracks. Copenhageners were asked what constitutes good cycling behaviour.

Good cycling behaviour according to Copenhageners:

- Look behind you before passing
- Keep to the right on the cycle track
- Use hand signals when stopping or turning.

Additionally, around half of the respondents agreed that the campaign raised awareness of the need for safe and considerate cycling.

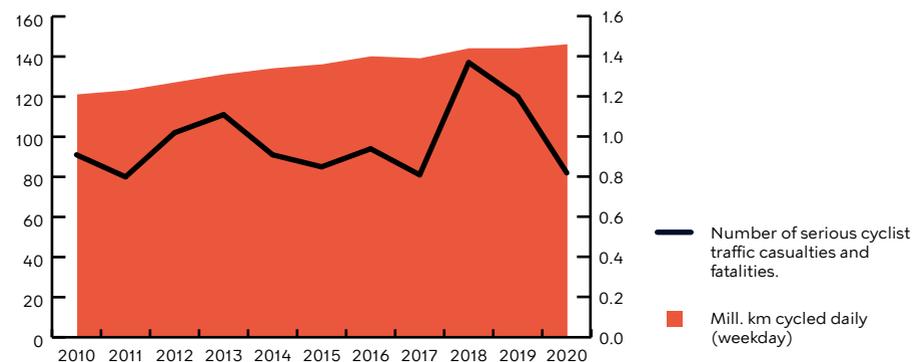


8 out of 10 Copenhageners also think it is a good idea that the City of Copenhagen prioritises campaigns on good cycling behaviour.

## Speed reduction on the roads

It has been decided politically to reduce motor vehicle speeds by 10 km/h on the entire municipal network and to reduce speed on selected regional roads such as Vejlands Allé, Ågade, and Roskildevej to 50 km/h.

Reducing motor vehicle speeds means fewer serious casualties and fatalities. Reduced speed also improves the sense of security experienced by cyclists and pedestrians while urban spaces and activities become more pleasant as motor noise is reduced.



↑ Trend in relative cycling risk in Copenhagen 2010-2020

# Children's school routes

Today 7 out of 10 Copenhagen school children cycle to school, while around one fifth are brought to school by their parents by car or bicycle, or use public transport. Overall, school children experience their school route as safe. 41% of parents of children who cycle themselves are satisfied with safe school routes.



## Cycling on the school timetable

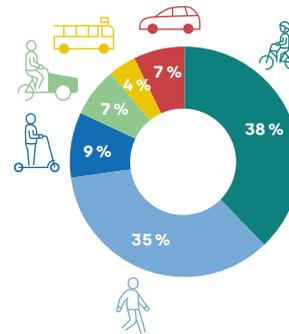
Copenhagen schools teach children to become competent road users. In 2020 almost one out of every two primary schools in the City of Copenhagen performed a walking test for preschoolers and first graders. One out of every five schools gives a cycling test to 5th and 6th graders. School traffic policies may also affect how pupils, parents, and staff choose to travel to and from school. 18% of municipal primary schools and 16% of private schools have a traffic policy at present.

## Study of parents' and children's perceived safety

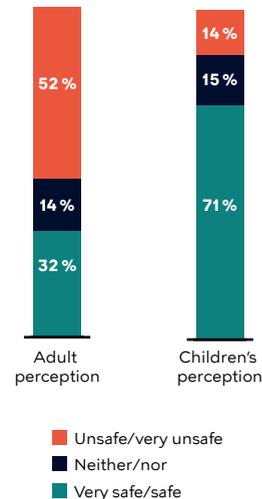
In 2020, the City of Copenhagen carried out a study at public and private primary schools. The parents of preschoolers to 9th graders as well as pupils in the 6th to 9th grades were asked to point out places on the map where they felt unsafe. The City of Copenhagen received a total of 7,000 responses and 13,600 specific place inputs. The perceived safety map provides a picture of where and how parents and older children experience safety in relation to children's transport to school and leisure activities.

The City of Copenhagen is developing guidelines for designing optimal bicycle and walking facilities to Copenhagen schools, sports, and other leisure activities based on the map.

↓ Copenhagen school children's transport mode to school. Based on a survey with parents and children 2020



↓ Adult's and children's perception of children's school route safety 2020



- Unsafe/very unsafe
- Neither/nor
- Very safe/safe

# Development and key figures

## Cycling targets

	2012	2018	2020	2021	Target 2025
Share of all trips by bicycle (%)	27	28	26	21	>25
Share of trips to work/education in Copenhagen by bicycle (%)	36	49	42	35	50
Serious cyclist casualties (number per year)	102	131	78	- <sup>1</sup>	0
Share of PLUS network with three lanes (%)	17	20	20	20	80
Reduction in traveling time by bicycle compared to 2012 (%)	0	9	- <sup>2</sup>	- <sup>2</sup>	15

## Cycling Copenhageners' sense of security and satisfaction (share)

	2012	2018	2020	2021 <sup>3</sup>	Target 2025
Perceived safety while cycling (%)	76	77	79	79	90
Satisfaction with cycle track maintenance (%)	61	73	73	68	80
Satisfaction with cycling culture's impact on urban life (%)	73	72	75	75	80
General satisfaction with bicycle parking (%)	29	37	44	47	70
General satisfaction with Copenhagen as a bicycle friendly city (%)	95	97	97	97	-

## Cycling infrastructure

	2012	2018	2020	2021	Planned 2025 <sup>4</sup>
Cycle tracks (km)	359	382	386	388	423
Cycle lanes (km)	24	33	33	33	18
Green Cycle Routes (km)	43	63	64	65	115
Cycle Superhighways in the City of Copenhagen (km)	2	30	30	35	145
Cycle Superhighways in the capital region of Denmark (km)	17	162	169	177	877
Cycle tracks renovated/reestablished (km)	- <sup>5</sup>	- <sup>5</sup>	7.0	5.8	-
Bicycle parking spaces built (number per year)	1,000	600	2,600	1,800	37,000-72,000 <sup>6</sup>
Collected abandoned bicycles (number per year)	8,230	14,533	20,140	11,670	-

## Other key figures

	2012	2018	2020	2021
Estimated average cycling speed (km/h) <sup>7</sup>	15.5	15.6	16.2	16.2
Cycled kilometers per weekday (mil.km)	1.27	1.44	1.46	1.45
Cycled kilometers between serious casualties (mil. km)	3.82	3.22	5.48	- <sup>1</sup>

<sup>1</sup> Casualties are not calculated until the following year

<sup>2</sup> Travel time in 2020 and 2021 has not been calculated. The method is being revised and a new calculation is expected until 2024

<sup>3</sup> Data from 2022, satisfaction with Copenhagen as a bicycle friendly city is calculated every second year

<sup>4</sup> Development for cycle tracks, cycle lanes, Green Cycle Routes, and Cycle Superhighways in Copenhagen are described in the Cycle Track Priority Plan 2017-2025. Development of the Cycle Superhighways in the Capital Region of Denmark is described in the Vision plan for Cycle Superhighways 2045. Bicycle parking development is described in the Prioritization plan for bicycle parking 2018-2025.

<sup>5</sup> Not calculated

<sup>6</sup> The figures cover a minimum and maximum scenario for 2018-2025

<sup>7</sup> The calculation is based on traffic signal data in the corridors which were part of the administration's previous guideline for traffic management

## WHAT IS THE BICYCLE ACCOUNT?

The Bicycle Account 2022 provides a status for the cycling city Copenhagen. The publication presents the city's initiatives and evaluates the results, including how bicycle-friendly Copenhageners experience their city.

The Bicycle Account is addressed to the Copenhagen's citizens and seeks to inspire other cities to promote cycling. For the City of Copenhagen, the publication is an invaluable tool for making the city even more bicycle-friendly.

This year's Bicycle Account is primarily based on 2021 and 2022 data from sources including telephone interviews with approx. 1,000 randomly selected Copenhageners, municipal traffic counts, and DTUs travel survey. Travel counts and data show that travel patterns in 2020 and 2021 in Copenhagen differ from the norm, due to the COVID-19 lockdowns.

### Special reasons to publish the Bicycle Account in 2022

This publication is Copenhagen's fifteenth Bicycle Account. The first Bicycle Account was published in 1996, and is normally published every other odd-numbered year, and based on data from the previous year. This year's Bicycle Account is based on data from both 2021 and 2022. This is a special treat to celebrate 2022, when Copenhagen hosts the Grand Départ of the Tour de France, and is proclaimed as the Year of the Bicycle.

**Sources:** The Technical and Environmental Administration's questionnaire in connection with the Bicycle Account 2022; Travel survey (TU data) by DTU Transport 2021; The Administration's traffic counts 2021; the Administration's estimated average speeds 2021; the Administration's cycling infrastructure construction cost estimates 2021; evaluation of Cycle Superhighways; the Ministry of Transport traffic counts taken on motorway bridges; Oresund Bridge traffic counts; Sund & Bælt Holding A/S traffic counts for Great Belt; Randers Municipality traffic counts; The Ministry of Transport's socio-economic transport spreadsheet model; police registration of cyclist casualties 2021 as well as the city wide mapping of children's safety and security when walking and cycling to school, sports and leisure activities.

See more on [www.kk.dk/cityofcyclists](http://www.kk.dk/cityofcyclists)

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