

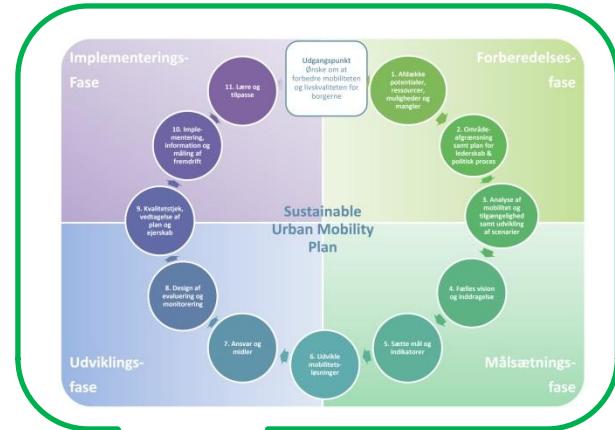
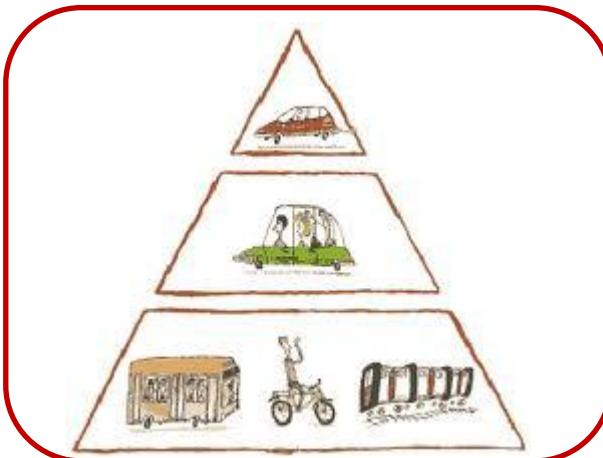


# Green Mobility In Copenhagen

# Timeline

## Traffic- og Environment plans

'90      '95      '00      '05      '10



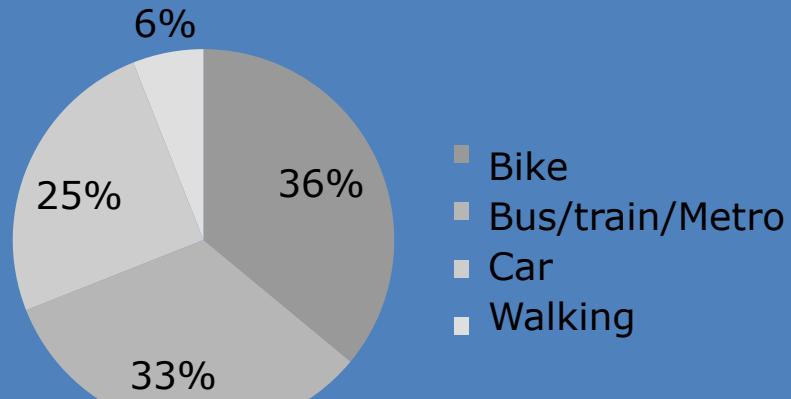
# Green Mobility In Copenhagen

570.000 Inhabitants  
360.000 Workplaces  
67.000 Students  
178.000 Commuters

+ 12.000 inhabitants/year

## Cph in numbers

### Trips to/from work



Copenhageners commutes  
52% by bike



Liveable city

Green  
transport

Road and  
transport  
systems

Nudging

Innovation



1. Compact city
2. Create the best green transport options possible
3. Adapt the roadspace to the need of the travelers
4. Influence the choice of transport
5. Be innovative and test new solutions

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# Main projects

- Metro, A-bus and light rail
- Regional bikelane network and main bikelane network in the city
- Tunnel below harbour combined with traffic calming and pedestrian areas
- Green mobility package



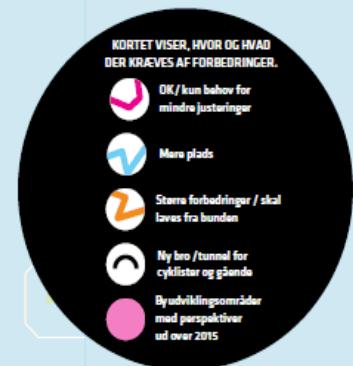
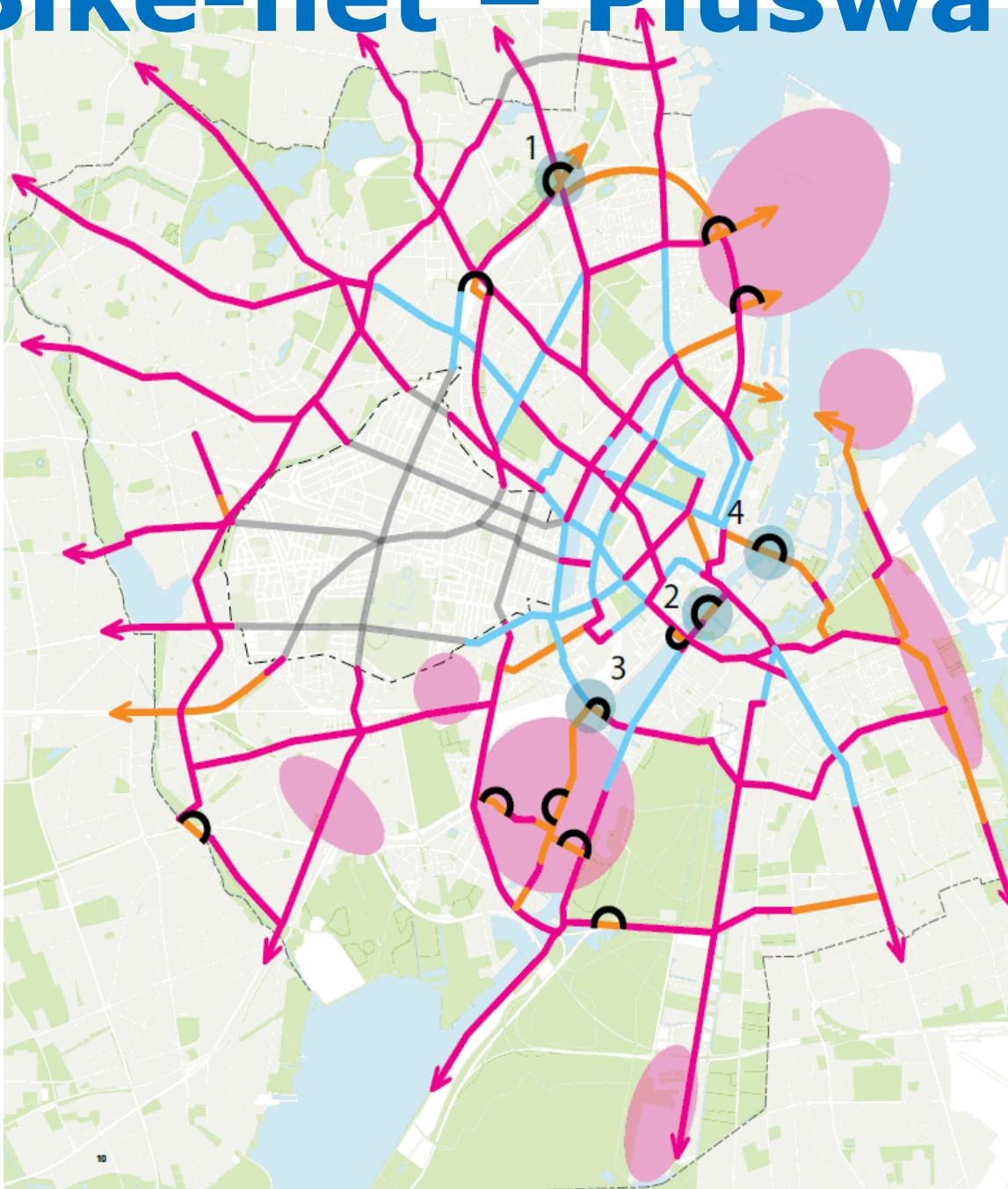
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# Metrolines



# Bike-net – Plusway



## PLUSnet

I 2025 er der i København et PLUSnet for cyclister bestående af udvalgte Grønne Cykelruter, Cykelsuperstier og de mest belastede cykelveje. På PLUSnettet sikrer særlig høj standard for plads, krydsninger og vedligehold, at mange cyclister kan færdes trygt og komfortabelt i det tempo, der passer den enkelte.

## SAMTALECYKLING

På PLUSnettet kan københavnerne fore en samtale med sidemanden eller cykle ved siden af deres mor eller far uden at blive forstyrret af ringeklokkes fra folk, der skal forbi – målet er 3 baner i hver retning på 80 % af nettet (4 baner i alt, hvor stierne er dobbeltrettede).

## VI ER I GANG

Kortet viser PLUSnettet, eksempler på større forbedringer, der er besluttet, og hvilke øvrige forbedringer der frem mod 2025 har højest prioritet. Den præcise linjeføring og kapaciteten vil løbende blive justeret på baggrund af trafik- og byudvikling.

## DET ER BESLUTTET - EKSEMPLER

### BROER:

- 1 Bro over Lyngbyvej og den kommende Nordhavnsvej
- 2 Cirkelbroen
- 3 Bryggerampen
- 4 Bro over Inderhavnen

### STRÆKNINGER:

- Nørrebrogade (Bl.a. bredere cykelstier)
- Farumruten (Cykelsupersti)
- Albertslundruten (Cykelsupersti)
- Svanemølleruten (Gran Cykelroute)
- Nørrebroruten, Åbuen - Jagtvej (Gran Cykelroute)

# Main busnet – +way



# Road tunnel for a new development area



## Nordhavn

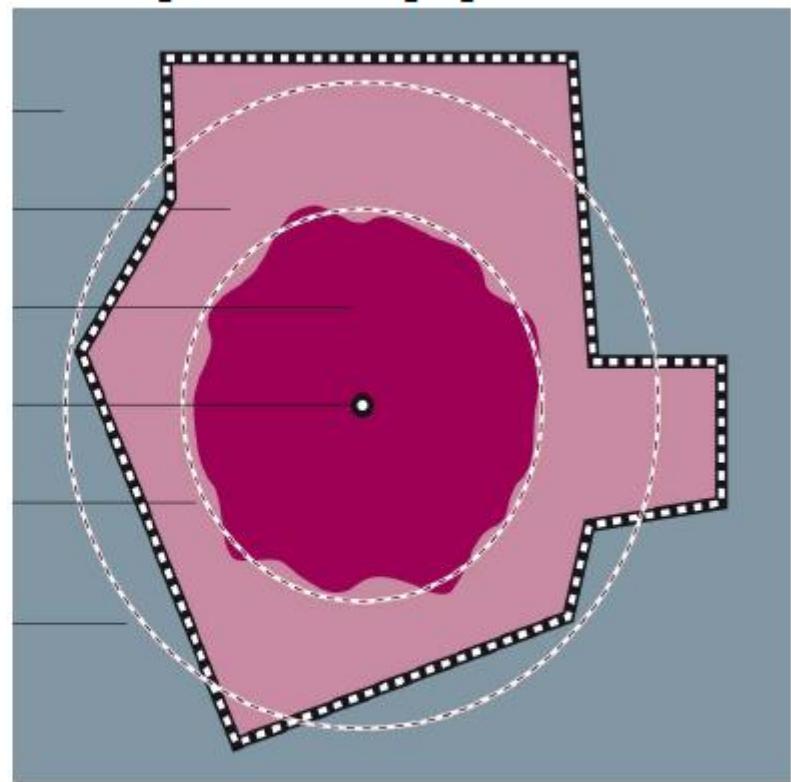
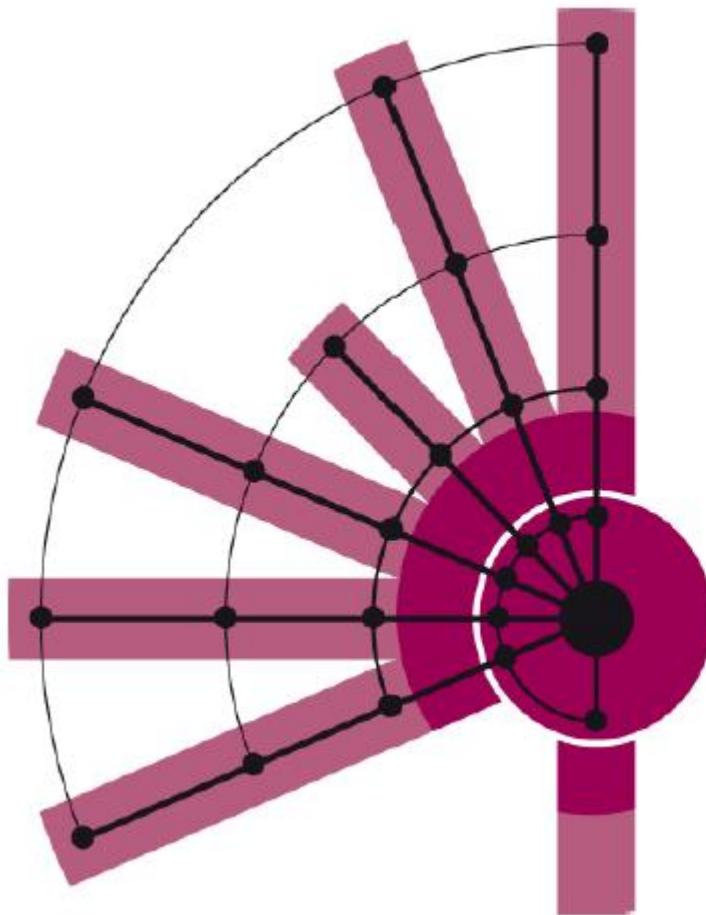
- 40.000 inhabitants
- 40.000 workplaces

# Mobility in the urban planning process

- **New housing areas; Ensure high-level Public Transport & bike lanes**
- **Build-into the existing city**
- **Accessibility**
- **Parking - strategies & max P-parking provision for cars and standard for bikes**
- **Finger plan & Stationsnærhed: National planning practice**



# Finger plan & "Stationsnærhed"



Walking distance = 600 m

# Mobility Package

## Smart (it) information

### The travelers of the future – children and teens

Cooperation with the "Childrens trafic-club" and "Safe school-routes"



### Local area-councils



# Follow up yearly account

Measuring on general  
mobility goals -  
coordinated with  
Copenhagens Green  
Account

Measuring on 28 SMART  
targets

Progress for each initiative



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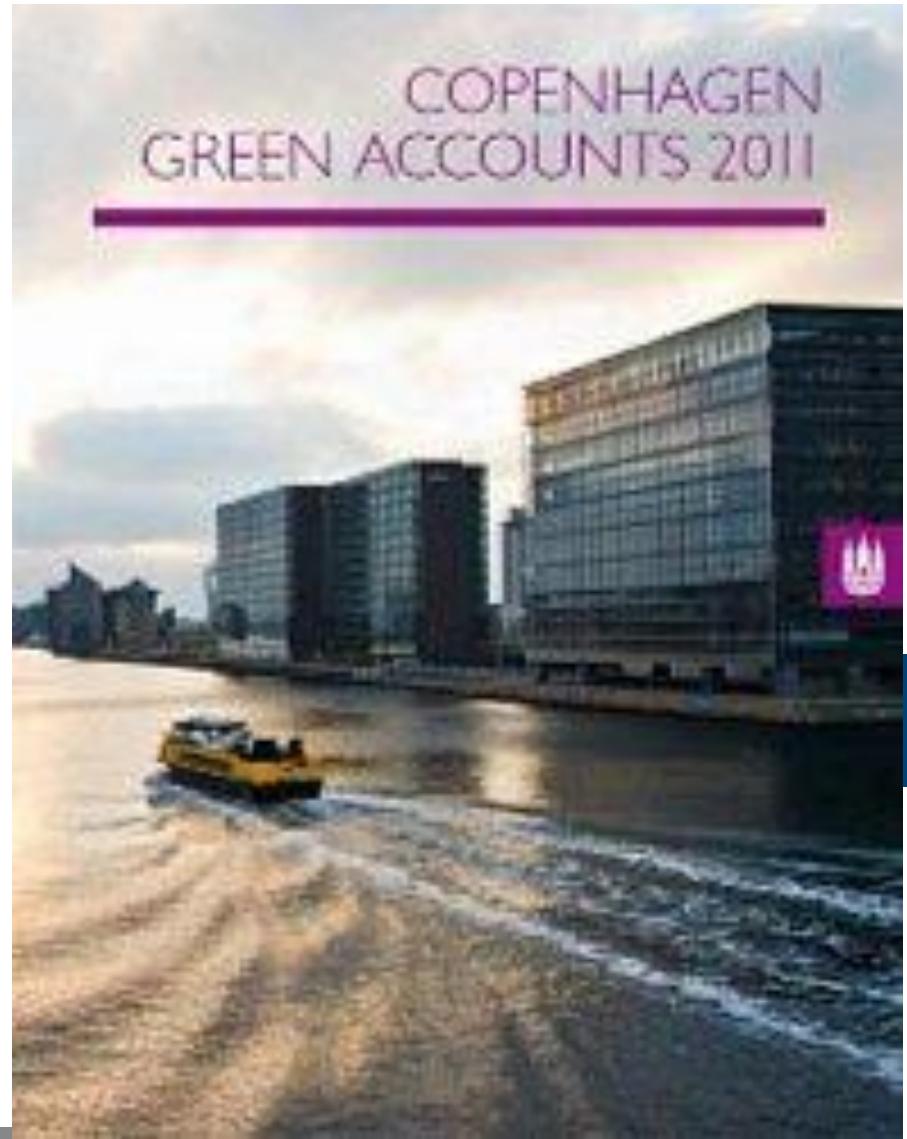
# Follow up yearly account

## Copenhagen's Green Account

An overview of the developments in relation to the City's goals for environment

Key figures and indicators on

- Worlds best city for cycles
- Climate Capital
- A green and blue capital city
- A clean and healthy big city



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# Copenhagen Green Accounts



It will be possible to achieve the goal on time with unchanged municipal efforts.



It will be possible to achieve the goal with reinforced municipal efforts.



It will be possible to achieve the goal with reinforced municipal efforts of considerable extent.



At least 50% of people to cycle to their workplace or educational institution in Copenhagen



The number of people who cycle has remained at approximately the same level since 2004. In 2011, the percentage was 35%, which is the same as in 2010 and 2 percentage points lower than in 2008 and 2009. The severe winters we have seen in the past few years are to blame for more people choosing not to cycle. When this ambitious goal was set, it was based on the assumption that restrictions on car traffic would be introduced, e.g. congestion charges. Without these restrictions it will now be extremely difficult to achieve this goal on time. Reaching the goal of 50% cycle commuters requires continued and extensive investment in the city's cycle infrastructure, e.g. cycle superhighways for cycle commuters.

Copenhagen's CO<sub>2</sub> emissions to be reduced by at least 20% in 2015 compared with 2005



Copenhagen has achieved its goal to reduce carbon emissions from the city by 20% compared with 2005. In fact the city's carbon emissions have fallen by 21%. If Copenhagen's electricity production based on renewable energy is credited to the city's total electricity consumption. This is at a time when the Copenhagen population has increased by 8%, and is the result of a series of initiatives launched in Copenhagen as well as in the rest of Denmark. The conversion from coal to biomass of block I of the combined heat and power plant, Amagerværket, and an increase in wind production are the most important contributions to this drop. The Danish government's Energy Agreement provides the City with an improved framework for maintaining this reduction and for further reducing carbon emissions.



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More info at  
[www.kk.dk/groenmobilitet](http://www.kk.dk/groenmobilitet)