Cycle Superhighway Bicycle Account 2019

Key figures from the cycle superhighways in the Capital Region of Denmark

CYCLE SUPERHIGHWAYS

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All sources are elaborated in the background report "Supercykelsti cykelregnskab - Bag om tallene - 2019".

Content

THE CYCLE SUPERHIGHWAY COLLABORATION

Behind the cycle superhighways in the Capital Region of Denmark is a unique partnership of 28 municipalities and the Capital Region of Denmark, who have joined forces to create better conditions for commuter cyclists across municipal borders. The collaboration began in 2009 and will celebrate 10 years of joint action in 2019. Within these 10 years eight cycle superhighways have been built with eight more on the way. The vision for the cycle superhighways in the Capital Region of Denmark is a total of 45 routes, more than 750 kilometres of high-quality routes by 2045.

What began as a local initiative has become a national concept with its own signage and national funding. Since the opening of the first cycle superhighway, the Albertslund-route in 2012, municipalities across the country has developed cycle superhighways. At the same time multiple European regions have established cycle superhighways as well, leading to a European manual for planning, developing and evaluating cycle superhighways. Fietssnelwege, radschnellwege and cycle highways – a new category of regional infrastructure is here to stay in Denmark and across Europe.

This bicycle account presents the results from the eight existing cycle superhighways as well as the effects the increase in cyclists has on our challenges with congestion, climate and health.

Enjoy!

The first two cycle superhighways in London are launched.

2008

An analysis initiated by the City of Copenhagen shows a great potential for long distance bike commutes across municipal borders in the Capital Region.

2009

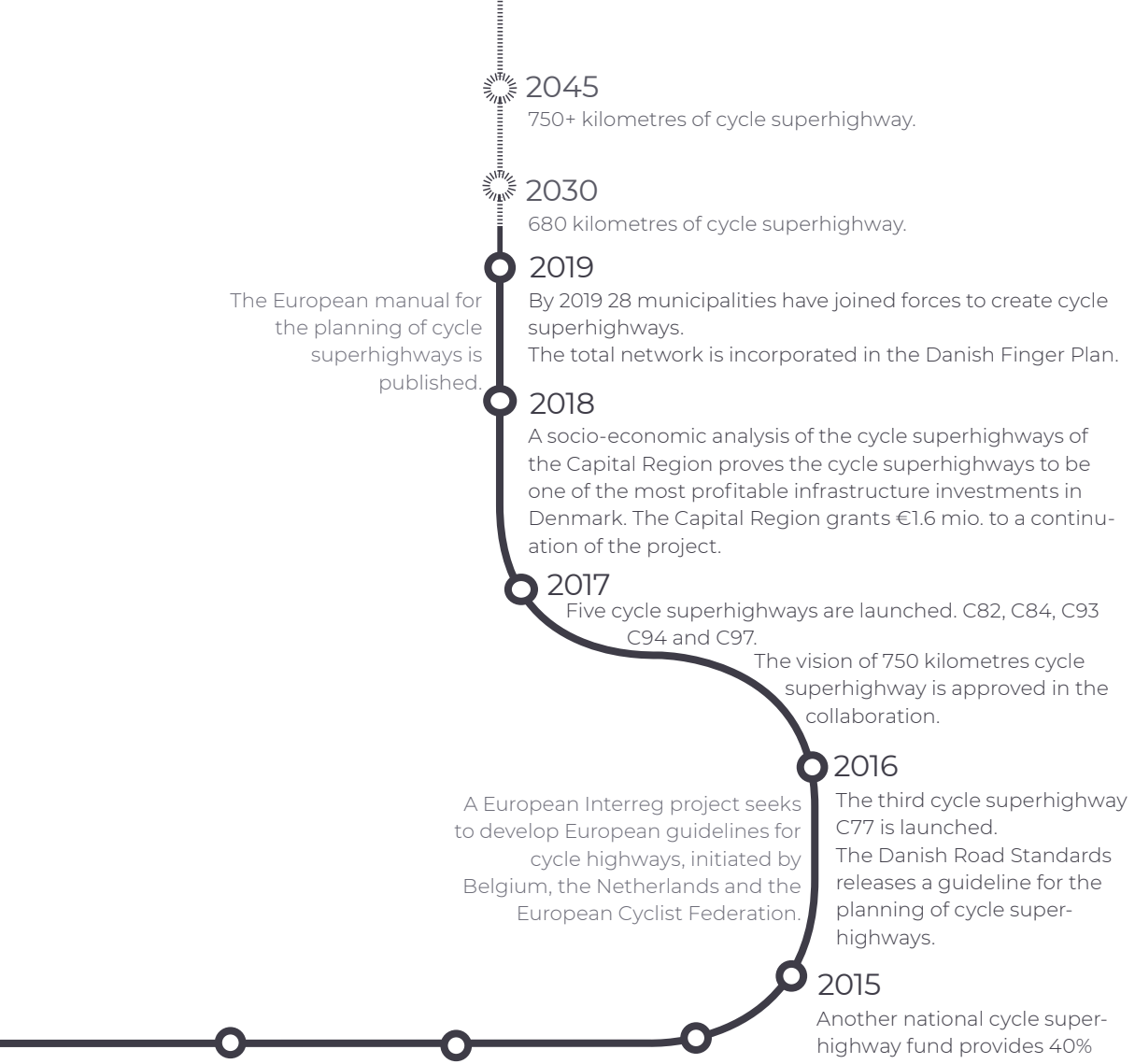
Copenhagen joins forces with 15 municipalities and the Capital Region. The Capital Region grants €54,000 to the project. The state dedicates €134 mio. for the development of cycling infrastructure.

2010

The Capital Region decides to grant an annual €400,000 to the development of the Cycle Superhighway Collaboration.

2011

The Office for Cycle Superhighways that facilitates the collaboration is created along with a conceptual strategy for the project.



2045
750+ kilometres of cycle superhighway.

2030
680 kilometres of cycle superhighway.

2019
By 2019 28 municipalities have joined forces to create cycle superhighways.
The total network is incorporated in the Danish Finger Plan.

The European manual for the planning of cycle superhighways is published.

2018
A socio-economic analysis of the cycle superhighways of the Capital Region proves the cycle superhighways to be one of the most profitable infrastructure investments in Denmark. The Capital Region grants €1.6 mio. to a continuation of the project.

2017
Five cycle superhighways are launched. C82, C84, C93 C94 and C97.
The vision of 750 kilometres cycle superhighway is approved in the collaboration.

2016
The third cycle superhighway C77 is launched.
The Danish Road Standards releases a guideline for the planning of cycle superhighways.

A European Interreg project seeks to develop European guidelines for cycle highways, initiated by Belgium, the Netherlands and the European Cyclist Federation.

2015
Another national cycle superhighway fund provides 40% investment for cycle superhighways in all of Denmark.

2014
The Capital Region grants €1.3 mio. to the continuation of the Cycle Superhighway Collaboration till 2018.

2013
The second cycle superhighway C95 is launched.
The first national cycle superhighway fund provides 50% investment for cycle superhighways in all of Denmark.

2012
The first cycle superhighway C99 in the region is launched.

Sources: 1 og 2

RESULTS AND EFFECTS

Key figures from the eight existing cycle superhighways*

23% increase in the number of cyclists**

14% of new cyclists used to travel by car

The average trip length for cyclists is **11 km**

19 km/t is the average speed on the cycle superhighways

On a daily basis **400,000 km** are cycled in total on the cycle superhighways

Highest number of cyclists counted: **29,000 cyclists** on a weekday

52% of the bike commuters are women

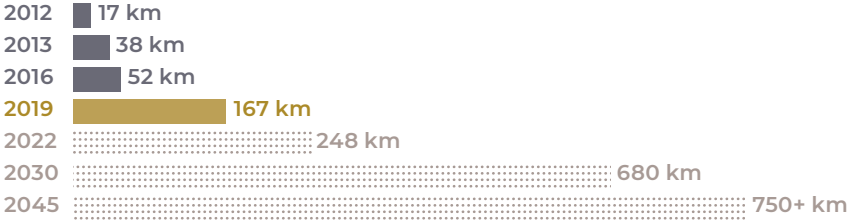
333 fewer sick leave days on a daily basis due to increased health by cycling

91% of the users are familiar with the cycle superhighways

80% of the users are satisfied with the cycle superhighways

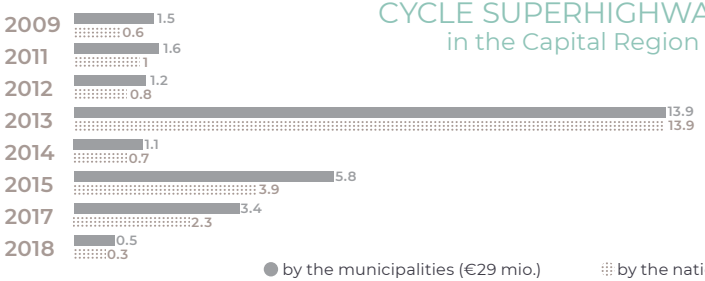
86% of the users choose the cycle superhighways daily or more than once a week.

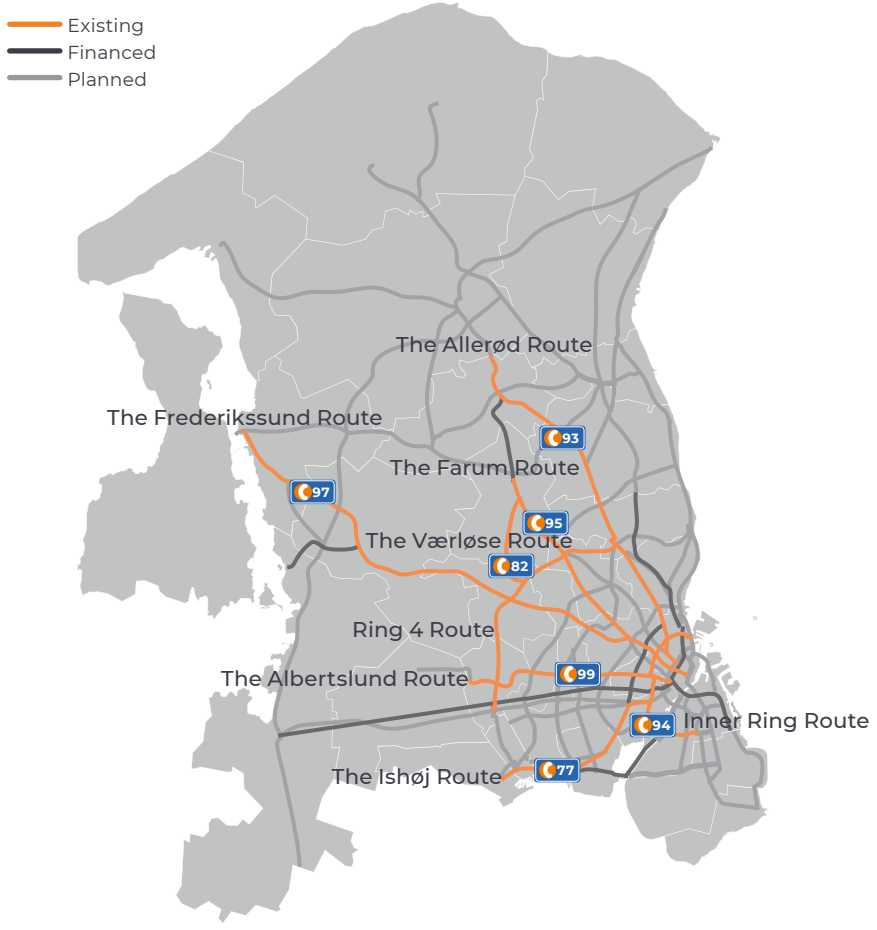
THE EVOLUTION OF CYCLE SUPERHIGHWAYS



* The figures present an average for the eight existing routes.
** The increase is measured from the pre-measurement of the routes in respectively 2010, 2012 and 2014 to 2018.

CYCLE SUPERHIGHWAY INVESTMENTS
in the Capital Region of Denmark (mio. €)





Sources: 3, 25

CONGESTION

Cycle superhighways help to reduce congestion in the Capital Region.

The Capital Region of Denmark strives to become the world's greatest cycling region – and is well on its way. Today more than a third of the population rides their bike to work and more than half the citizens in the region have 10 kilometres or less to work. There is, in other words, a great potential for a continuous increase in the number of bike commuters. With the continuously increasing challenges of congestion in the region, it is necessary to encourage more people to choose the bike. An increase in cyclists will benefit both the cyclists as well as those who continue to travel by public transport or car – and society as a whole.

52%
of households in the Capital Region do not have a car.

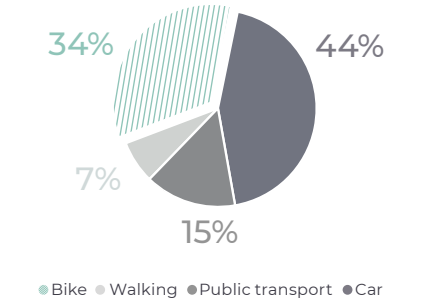
30%
more commutes by car if no-one choose to bike in the Capital Region.

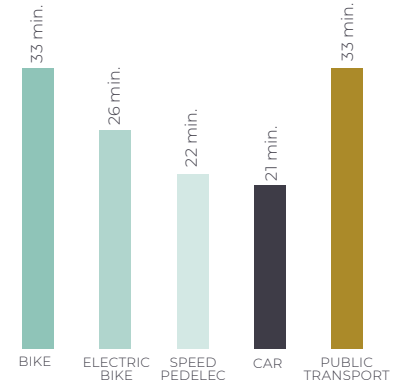
27%
increase in the number of cars in the Capital Region from 2009-2019.

29% → 34%
increase in the share of commuter trips by bike in the Capital Region within the past 10 years (2009-2018).

At a national level bicycle traffic has decreased by 5 pct.

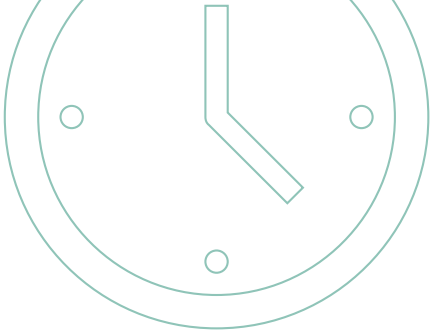
MODAL SPLIT FOR TRIPS TO WORK OR EDUCATION
in the Capital Region 2018



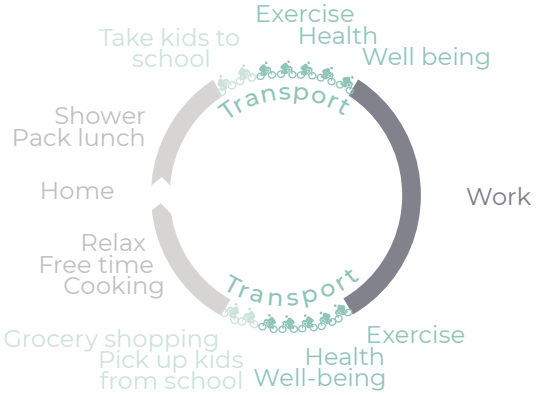


TRAVEL TIME FOR
11 KM OF THE ALLERØD ROUTE
during rush hour

Sources: 4, 5, 6, 7, 9, 20 og 26



Bike commuters experience **the bike ride as more time-efficient** than a commute by train or car, even though commuting by bike often requires a bit more time. **Commuters experience the bike ride as time-efficient because it combines transport with their daily exercise** and fresh air while it allows more free time. **Commuters do not plan from A to B, but from A to Z** because the time spent cycling is included in the week's overall schedule.

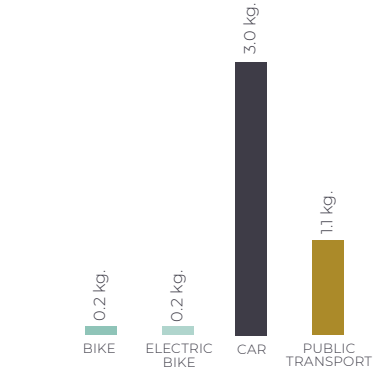


CLIMATE

A cohesive infrastructure of cycle superhighways is key to a more sustainable transport in the Capital Region.

Our modes of transport make up for a large part of our total CO_2 emission. This makes the bicycle as a means of transport a central aspect in the striving to reduce CO_2 emissions. To reach the goals of the European Commission's call for a climate neutral Europe by 2050, Denmark's citizens must reduce their CO_2 emissions by more than 80%.

On a larger scale, the bike is key in ensuring a more sustainable future for everyone. In fact, the bike contributes to reaching 11 of the 17 Sustainable Development Goals set by the UN.



CO_2-EMISSION* FOR
11 KM OF THE ALLERØD ROUTE

CO_2 EMISSION

from a typical household in the Capital Region

29%
of the emission is from transport*

Sources: 8, 10, 12 og 22

* Production of means of transport is incorporated in the calculations.

2,400 tons of CO_2

are emitted on a daily basis from commuter traffic in the Capital Region

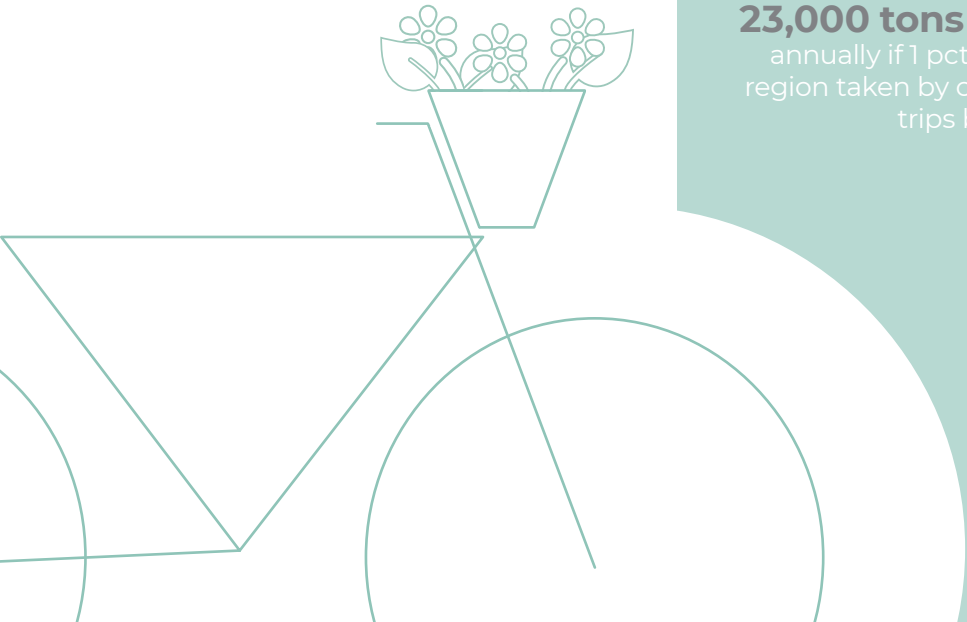
92% reduction of CO_2
emissions per commute by a shift from car to bicycle on trips up to 7.5 kilometres*

+ 1%

16,500 tons of CO_2 saved
annually every time there is an increase of 1 percentage point in the number of cycled kilometres.

- 1%

23,000 tons of CO_2 saved
annually if 1 pct. of all trips in the region taken by car was replaced by trips by bike.

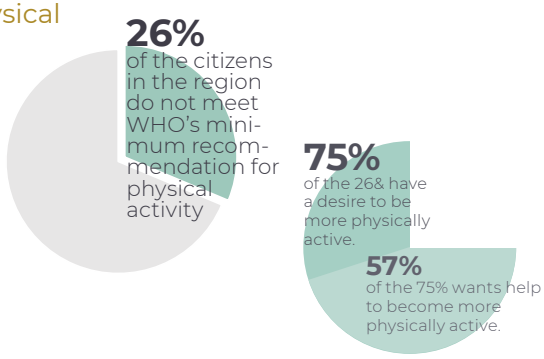


Sources: 7, 11 og 12

HEALTH

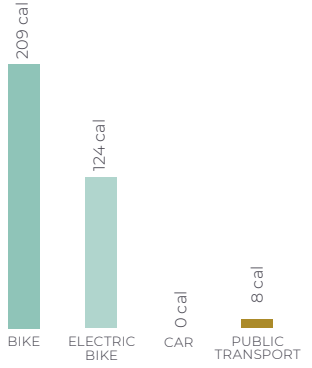
The cycle superhighways make physical activity part of the daily commute

The World Health Organisation recommends a minimum of 30 minutes of physical activity per day. 26% of the citizens in the Capital Region do not meet this recommendation. This is a result of todays more sedentary lifestyle. With an increase in car ownership and longer distances to work and education, there has been an increase in time spent commuting. In a busy schedule it may be difficult to prioritize daily exercise. Commuters of the cycle superhighways get their daily exercise covered while commuting. The time they spend transporting themselves to work is also their time for physical activity. Therefore, they experience the commute by bike as time-efficient, while it also provides fresh air and 'me-time'.



65% of the citizens in the Capital Region have more than eight hours of sedentary activities on a weekday.

every time you bike 1200 km you reduce the number sick-days with one day.



CALORIES BURNED*
ON 11 KM OF THE ALLERØD ROUTE

The recommendation for daily physical activity is equivalent to cycling **3 kilometres in each direction to and from work.** The first 1-2 hours of cycling per week have twice as much of an impact on health as the subsequent hours.

Sources: 8, 9, 13, 14, 19, 24 og 25

*In comparison, you burn approximately 300 cal by playing 30 minutes of soccer.

Regular **physical activity among adults reduces the risk of a variety of diseases** and increases good health as well as a prolonged life.

Physical activity reduces the risk of:

- Death
- Cardio vascular diseases
- High blood pressure
- Blood clots
- Type 2 diabetes
- Metabolic syndrome
- Breast and colon cancer
- Depression
- Dementia

€616 million

Health benefits make up for **€616 million** of the total socio-economic surplus of **€765 millon** of the cycle superhighways. This is due to reduced costs for treatment and increased tax revenue as a result of fewer days of sick leave. A complete network of cycle superhigways costs **€295 millon**.

Sources: 15 og 19

MEET THE BIKE COMMUTERS

Mie chose her place to live, based on where it was easy to bike to and from work. She **commutes 22 km in each direction** by bike every day.

”

It’s nice to see things from a different perspec-tive. And it’s a diffe-rent kind of freedom you have compared to when you’re driving a car.

- Bent, **7 kilometres** to work.

Holger and Mette participated in a cycling challenge set by the cycle superhighways. They changed their means of transportation from public transport and car, to the bicycle, and cycled to and from work for a month. Before and after, they completed a health test that measured the effects of just one month as a bike commuter.

”

When you bike to work, you combine exercise and transport. It’s a win-win situation.

- Holger, **13 kilometres** to work.

1 month of commuting on a regular bike

4 years reduced body-age

”

My body-age has been reduced by five years and my fitness has increased significantly. Cycling to work is the most obvious way to get exercise.

- Mette, **27 kilometres** to work.

1 month commuting on an electric bike.

5 years reduced body-age

The Albertslund Route C99

Length: 18 km
Municipalities: Albertslund, Glostrup, Rødovre, Copenhagen and Frederiksberg
Launched: 2012

LATEST RESULTS

14% increase in the number of cyclists (2010-2018)

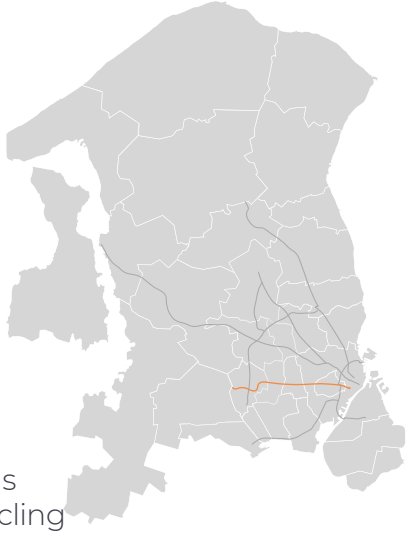
10% of the new cyclists used to travel by car

The average bike trip length on the route is **7.5 km**

On a daily basis the number of cycled km are **34,000 km**

Highest number of cyclists: **4,300 cyclists** on a weekday

28 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

75% are satisfied with the perceived safety of the route. Before the route was upgraded to a cycle superhighway the number was 73%.

Proposals for improvements*:

- Wider cycle tracks along the Damhus Dæmning.
- New cycle track and widening of existing tracks along Frederiksberg Centeret and Hyltebjerg Allé.
- Better asphalt, particularly in Albertslund.
- Safety improvements at the Grøndals Parkvej crossing.

Sources: 3, 18, 20, 23 og 25

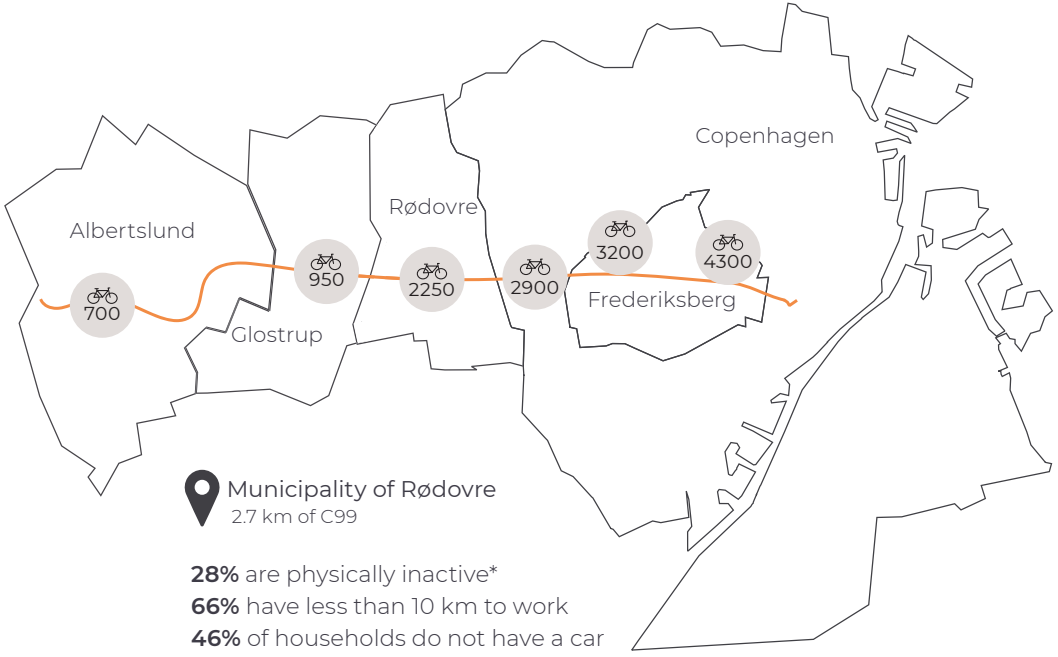
*Based on citizen inquiries (2018), evaluation of the Albertslund Route (2012) and the Albertslund Route safety analysis (2018)

Municipality of Albertslund
6.3 km of C99

28% are physically inactive*
48% have less than 10 km to work
47% of households do not have a car

Municipality of Glostrup
2.8 km of C99

28% are physically inactive*
52% have less than 10 km to work
43% of households do not have a car



Municipality of Rødovre
2.7 km of C99

28% are physically inactive*
66% have less than 10 km to work
46% of households do not have a car

Municipality of Frederiksberg
4.2 km of C99

23% are physically inactive*
73% have less than 10 km to work
63% of households do not have a car

Municipality of Copenhagen
2 km of C99

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

The Allerød Route C93

Length: 30 km
Municipalities: Allerød, Rudersdal, Lyngby-Taarbæk, Gentofte and Copenhagen
Launched: 2017

LATEST RESULTS

14% increase in the number of cyclists (2010-2018)

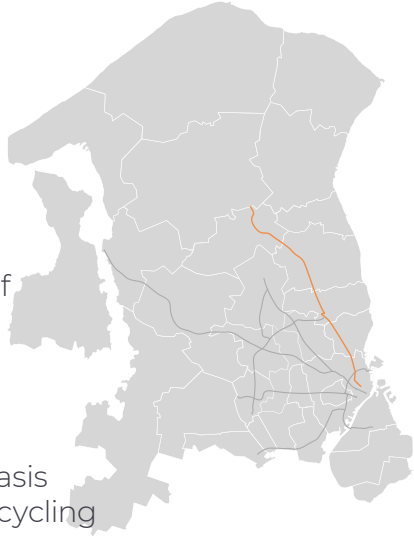
14% of the new cyclists used to travel by car

The average bike trip length on the route is **11.3 km**

On a daily basis the number of cycled km are **70,000 km**

Highest number of cyclists: **4,800 cyclists** on a weekday

58 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

71% find that the route lives up to their expectations to a cycle superhighway.
78% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 68%.

Proposals for improvements*:

- Improvement of the route on Lyngby Hovedgade.
- Improvement of the asphalt in Lyngby-Taarbæk and Copenhagen.
- Optimising green time at traffic lights through Gentofte.

Sources: 3, 21, 23 og 25

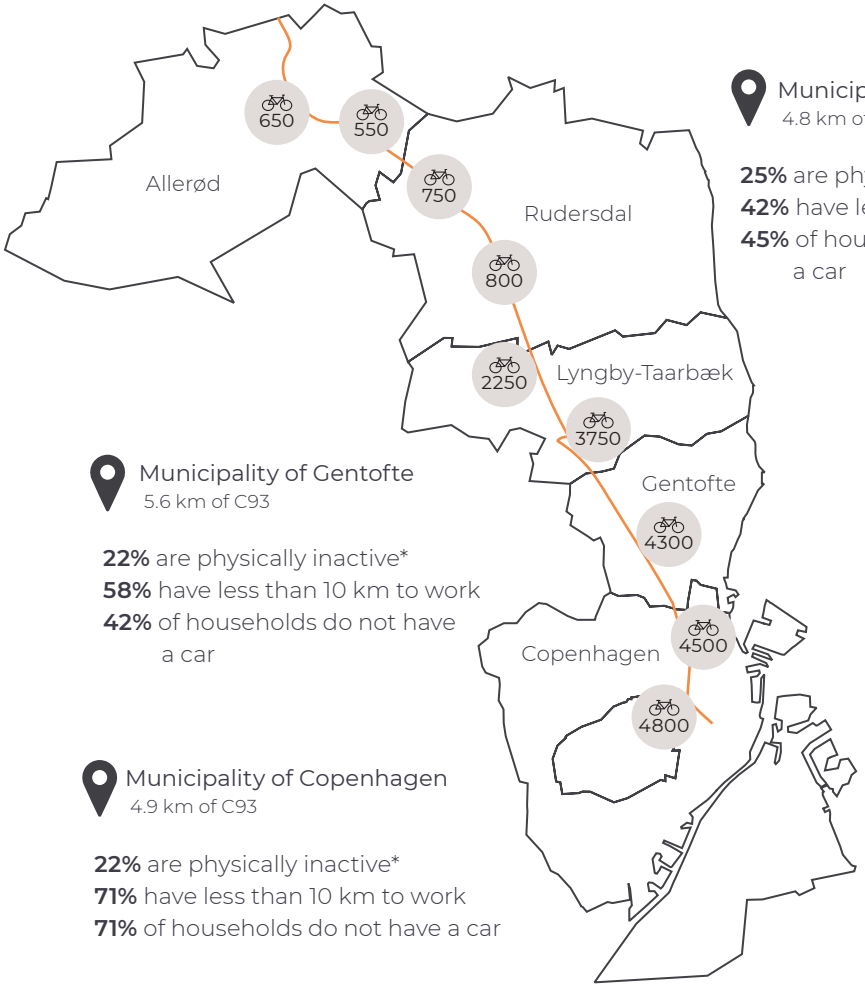
*Based on evaluation of the Allerød Route (2018)

Municipality of Allerød
7.2 km of C93

27% are physically inactive*
30% have less than 10 km to work
24% of households do not have a car

Municipality of Rudersdal
7.7 km of C93

25% are physically inactive*
29% have less than 10 km to work
33% of households do not have a car



Municipality of Lyngby-Taarbæk
4.8 km of C93

25% are physically inactive*
42% have less than 10 km to work
45% of households do not have a car

Municipality of Gentofte
5.6 km of C93

22% are physically inactive*
58% have less than 10 km to work
42% of households do not have a car

Municipality of Copenhagen
4.9 km of C93

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

The Farum Route C95

Length: 21 km
Municipalities: Furesø, Gladsaxe and Copenhagen
Launched: 2013

LATEST RESULTS

68% increase in the number of cyclists (2010-2018)

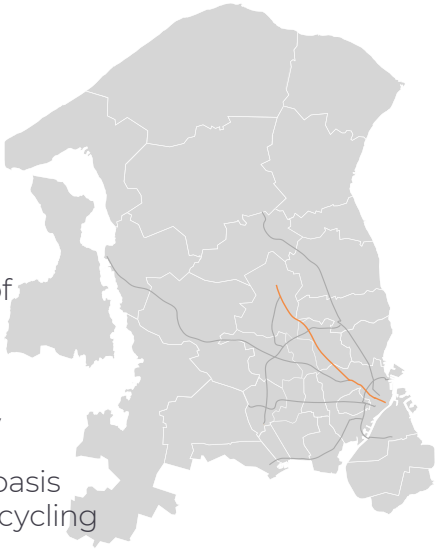
26% of the new cyclists used to travel by car

The average bike trip length on the route is **14.7 km**

On a daily basis the number of cycled km are **156,000 km**

Highest number of cyclists: **29,000 cyclists** on a weekday

130 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

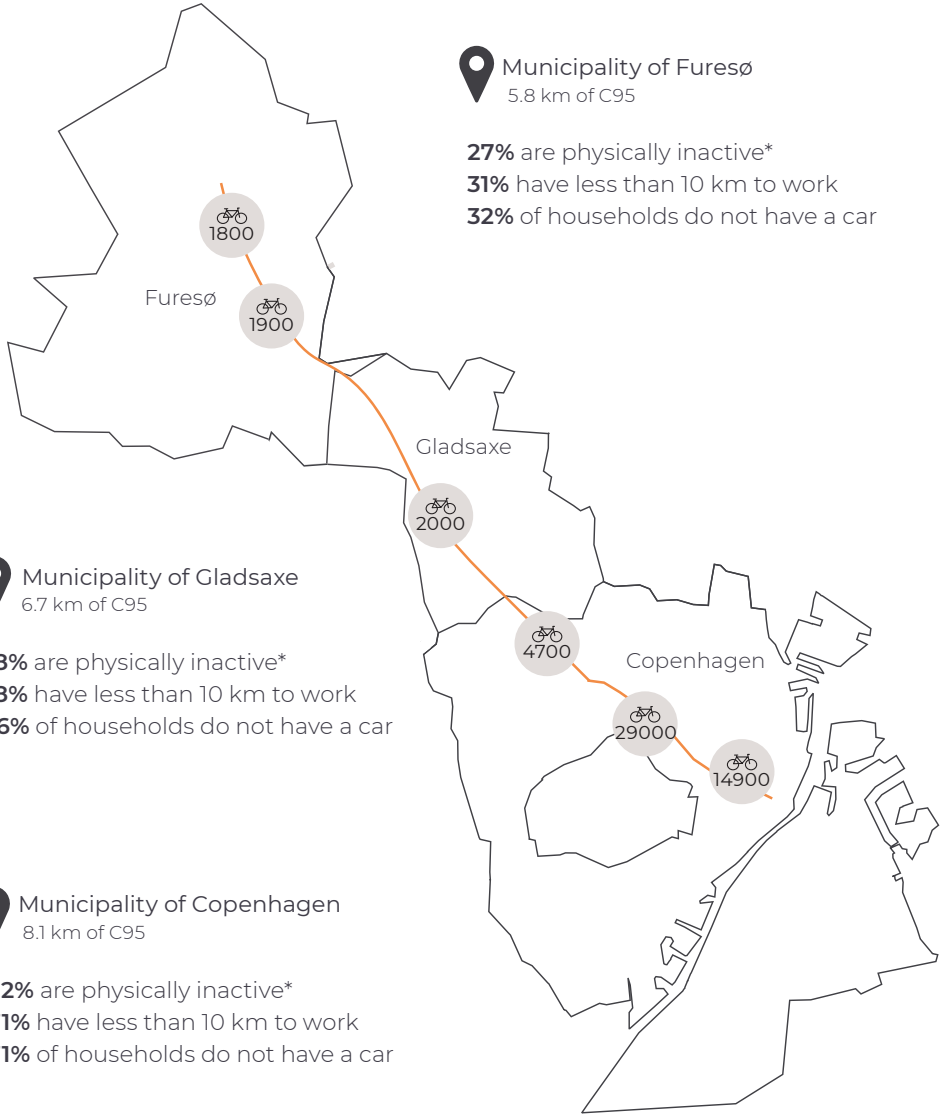
77% find that the route lives up to their expectations to a cycle superhighway.
74% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 73%.

Proposals for improvements*:

- Widen the cycle tracks at Utterslev Mose and on Gothersgade.
- Better lighting, especially at Utterslev Mose.
- Bridge crossing Klausdalsbrovej.
- Better maintenance of greenery on the route.

*Based on citizen inquiries (2018) and Evaluation of the Farum Route (2014 and 2018)

Sources: 3, 18, 20, 23 og 25



Municipality of Furesø
5.8 km of C95

27% are physically inactive*
31% have less than 10 km to work
32% of households do not have a car

Municipality of Gladsaxe
6.7 km of C95

28% are physically inactive*
58% have less than 10 km to work
46% of households do not have a car

Municipality of Copenhagen
8.1 km of C95

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

The Frederikssund Route C97

Length: 43 km
Municipalities: Frederikssund, Egedal, Ballerup, Herlev and Copenhagen
Launched: 2017

LATEST RESULTS

15% increase in the number of cyclists (2010-2018)

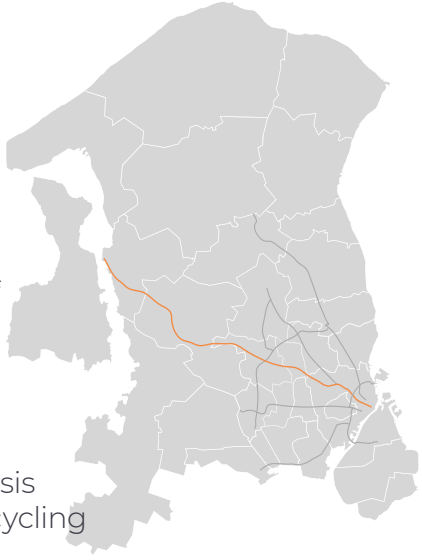
12% of the new cyclists used to travel by car

The average bike trip length on the route is **12.7 km**

On a daily basis the number of cycled km are **42,000 km**

Highest number of cyclists: **4,700 cyclists** on a weekday

35 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

67% find that the route lives up to their expectations to a cycle superhighway.
76% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 68%.

- **Proposals for improvements*:**
- New asphalt, especially in Copenhagen.
- Better signage through Egedal.
- Optimising green time at traffic lights through Herlev.

Sources: 3, 21, 23 og 25

*Based on Evaluation of the Frederikssund Route (2018).

Municipality of Frederikssund
6 km of C97

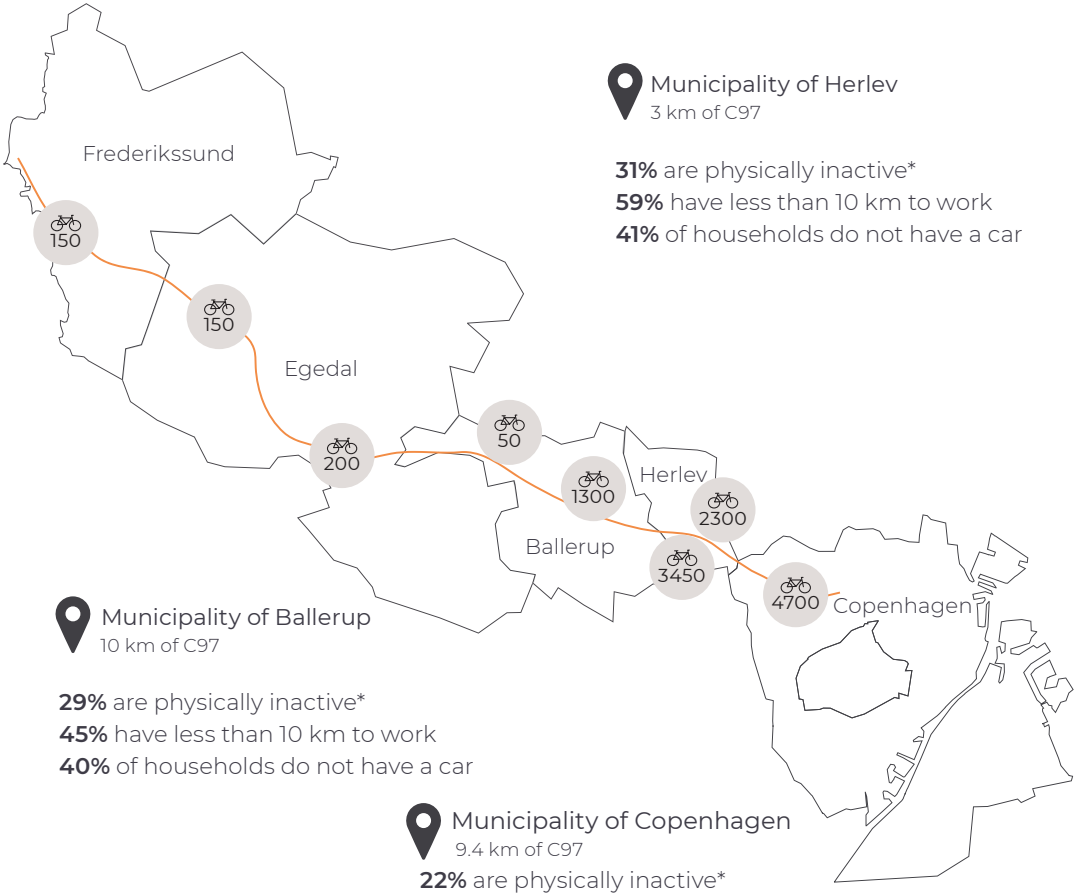
31% are physically inactive*
30% have less than 10 km to work
27% of households do not have a car

Municipality of Egedal
14.3 km of C97

32% are physically inactive*
24% have less than 10 km to work
22% of households do not have a car

Municipality of Herlev
3 km of C97

31% are physically inactive*
59% have less than 10 km to work
41% of households do not have a car



Municipality of Ballerup
10 km of C97

29% are physically inactive*
45% have less than 10 km to work
40% of households do not have a car

Municipality of Copenhagen
9.4 km of C97

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

Inner Ring Route C94

Length: 14 km
Municipalities: Frederiksberg and Copenhagen
Launched: 2017

LATEST RESULTS

21% increase in the number of cyclists (2010-2018)

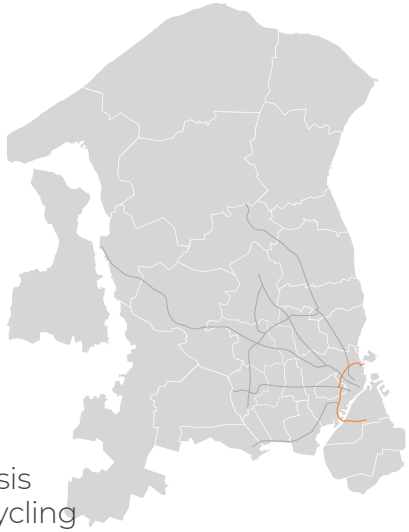
21% of the new cyclists used to travel by car

The average trip length for cyclists is **6.4 km**

On a daily basis the number of cycled km are **57,500 km**

Highest number of cyclists: **5,600 cyclists** on a weekday

48 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

69% find that the route lives up to their expectations to a cycle superhighway.
76% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 64%.

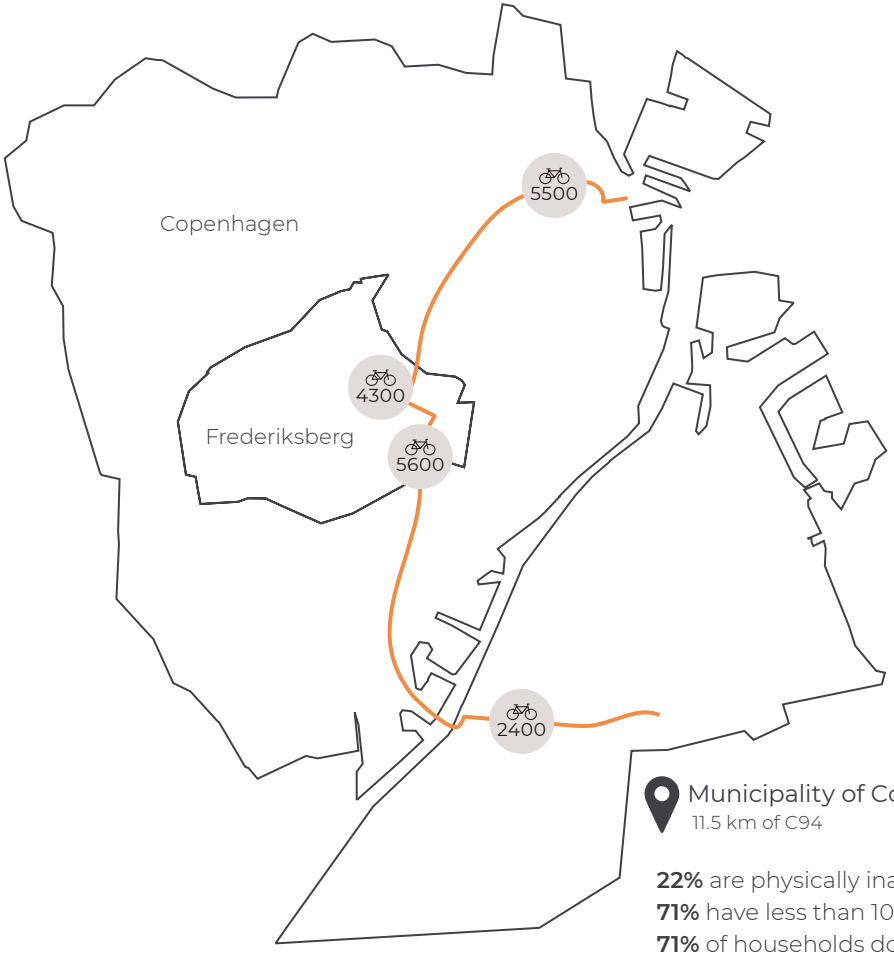
Proposals for improvements*:
- Bridge crossing Artillerivej.
- Improved asphalt.
- Widen the cycle tracks.

Sources: 3, 21, 23 og 25

*Based on Evaluation of the Inner Ring Route (2018).

Municipality of Frederiksberg
2 km of C94

23% are physically inactive*
73% have less than 10 km to work
63% of households do not have a car



Municipality of Copenhagen
11.5 km of C94

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

The Ishøj Route C77

Length: 14 km
Municipalities: Ishøj, Vallensbæk, Brøndby, Hvidovre and Copenhagen
Launched: 2016

LATEST RESULTS

2% increase in the number of cyclists (2010-2018)

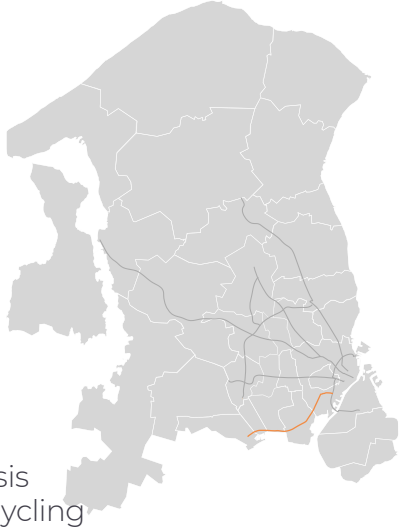
25% of the new cyclists used to travel by car

The average bike trip length on the route is **14.4 km**

On a daily basis the number of cycled km are **23,000 km**

Highest number of cyclists: **3,750 cyclists** on a weekday

19 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

80% find that the route lives up to their expectations to a cycle superhighway.

80% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 70%.

- **Proposals for improvements*:**
- Improved asphalt.
- Fewer cars parked by or on the cycle track.
- Improved safety and sense of safety at byways.
- Improved safety at Toftegårds Plads in Copenhagen.

Sources: 3, 18 , 23 og 25

* Based on citizen inquiries (2018), Evaluation of the Ishøj Route (2018) and a safety-analysis of C77 (2018)

Municipality of Ishøj
1 km of C77

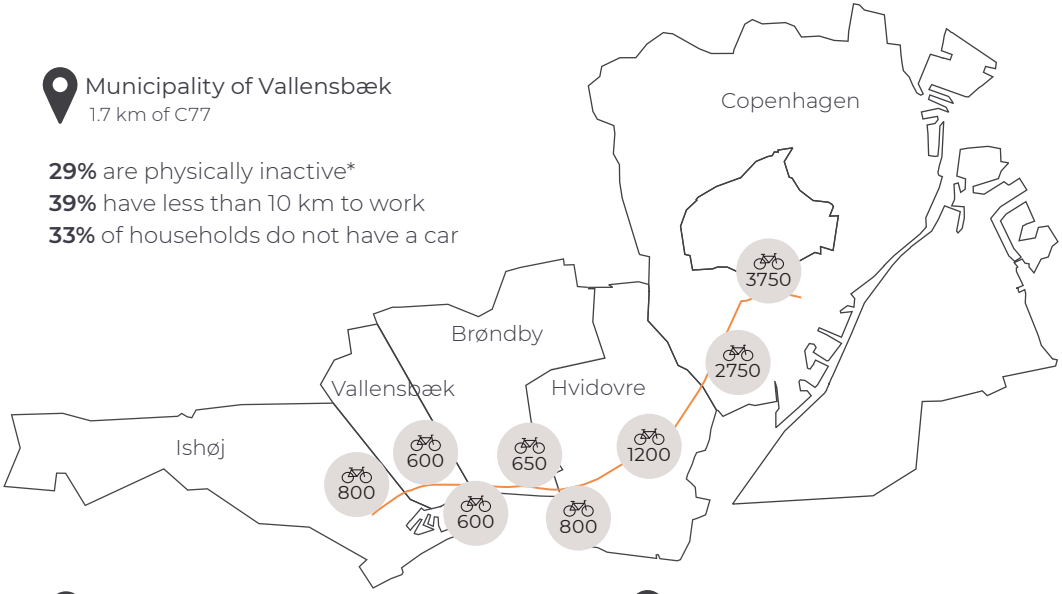
29% are physically inactive*
41% have less than 10 km to work
44% of households do not have a car

Municipality of Copenhagen
4.1 km of C77

22% are physically inactive*
71% have less than 10 km to work
71% of households do not have a car

Municipality of Vallensbæk
1.7 km of C77

29% are physically inactive*
39% have less than 10 km to work
33% of households do not have a car



Municipality of Brøndby
2.4 km of C77

36% are physically inactive*
51% have less than 10 km to work
45% of households do not have a car

Municipality of Hvidovre
4.8 km of C77

30% are physically inactive*
57% have less than 10 km to work
45% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

Ring 4 Route C84

Length: 20 km
Municipalities: Albertslund, Ballerup, Herlev, Furesø, Gladsaxe and Lyngby-Taarbæk
Launched: 2017

LATEST RESULTS

12% increase in the number of cyclists (2010-2018)

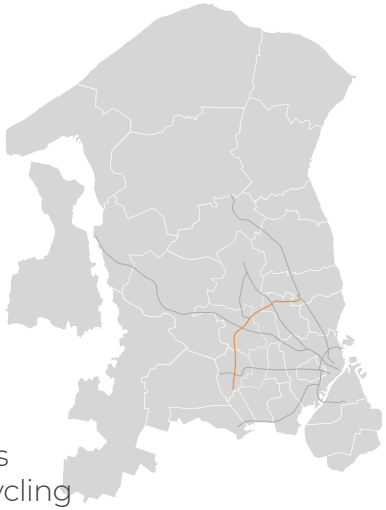
12% of the new cyclists used to travel by car

The average bike trip length on the route is **10.3 km**

On a daily basis the number of cycled km are **13,000 km**

Highest number of cyclists: **2,400 cyclists** on a weekday

11 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

75% find that the route lives up to their expectations to a cycle superhighway.
80% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 72%.

- **Proposals for improvements*:**
- Improved asphalt, especially in Gladsaxe and Lyngby-Taarbæk.
- New cycle track in Albertslund and Ballerup.
- Better maintenance on the Danish Road Directorate's part of the route.

Sources: 3, 21, 23 og 25

*Based on the Evaluation of Ring 4 Route (2018).

Municipality of Ballerup
5.7 km of C84

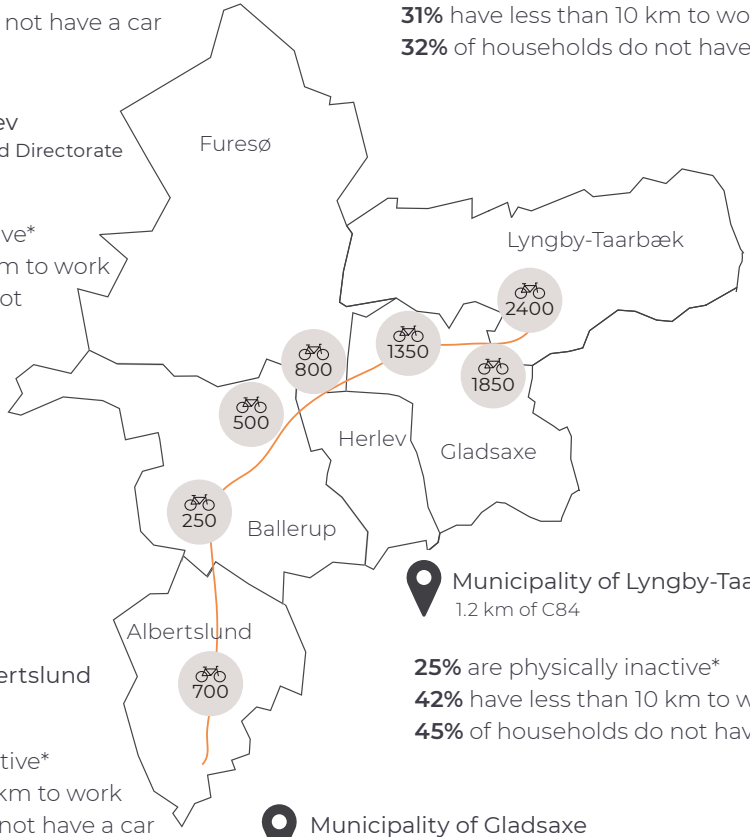
29% are physically inactive*
45% have less than 10 km to work
40% of households do not have a car

Municipality of Furesø
Road of The Danish Road Directorate
0.7 km of C84

27% are physically inactive*
31% have less than 10 km to work
32% of households do not have a car

Municipality of Herlev
Road of The Danish Road Directorate
1 km of C84

31% are physically inactive*
55% have less than 10 km to work
41% of households do not have a car



Municipality of Lyngby-Taarbæk
1.2 km of C84

25% are physically inactive*
42% have less than 10 km to work
45% of households do not have a car

Municipality of Albertslund
7.4 km of C84

28% are physically inactive*
48% have less than 10 km to work
47% of households do not have a car

Municipality of Gladsaxe
4.4 km of C84

28% are physically inactive*
58% have less than 10 km to work
46% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

The Værløse Route C82

Length: 8 km
Municipalities: Ballerup and Furesø
Launched: 2017

LATEST RESULTS

20% increase in the number of cyclists (2010-2018)

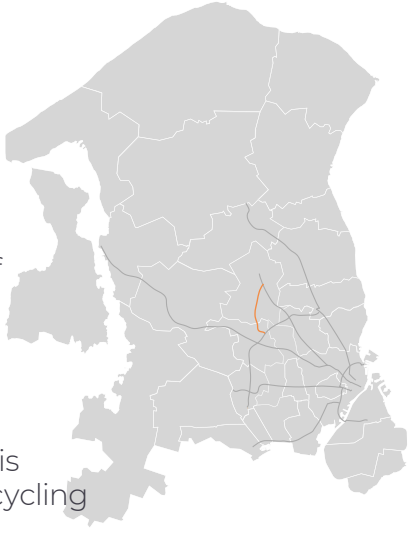
9% of the new cyclists used to travel by car

The average bike trip length on the route is **12.5 km**

On a daily basis the number of cycled km are **5,500 km**

Highest number of cyclists: **700 cyclists** on a weekday

5 fewer sickdays on a daily basis due to increased health from cycling



COMMUTER FEEDBACK

70% find that the route lives up to their expectations to a cycle superhighway.
80% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 72%.

- **Proposals for improvements*:**
- Improved safety and sense of safety at byways.
- Better lighting through Hareskoven.
- Better asphalt, especially on Ballerupvej, Skovvej and Fiskebækvej.

Sources: 3, 21, 23 og 25

*Based on the Evaluation of the Værløse Route (2018).

Municipality of Furesø
5.3 km of C82

27% are physically inactive*
31% have less than 10 km to work
32% of households do not have a car

Municipality of Ballerup
2.4 km of C82

29% are physically inactive*
45% have less than 10 km to work
40% of households do not have a car

Bike counts during one week in September 2018. Annual average weekday traffic (AAWT) is the sum of bike counts from Monday to Friday divided by five days.
*Physically inactive means the share of people in the municipality who do not meet WHO's recommendation for a minimum of 30 minutes of daily physical activity.

Sources: 4, 6, 13 og 17

Albertslund Kommune

Allerød Kommune

Ballerup Kommune

Brøndby Kommune

Dragør Kommune

Egedal Kommune

Fredensborg Kommune

Frederiksberg Kommune

Frederikssund Kommune

Furesø Kommune

Gentofte Kommune

Gladsaxe Kommune

Glostrup Kommune

Halsnæs Kommune

Helsingør Kommune

Herlev Kommune

Hillerød Kommune

Hvidovre Kommune

Høje-Taastrup Kommune

Hørsholm Kommune

Ishøj Kommune

Københavns Kommune

Lyngby-Taarbæk Kommune

Rudersdal Kommune

Rødovre Kommune

Roskilde Kommune

Tårnby Kommune

Vallensbæk Kommune

Region Hovedstaden

CYCLE SUPERHIGHWAYS

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