

Cycle Superhighway Bicycle Account

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

CYCLE
SUPERHIGHWAYS



OFFICE FOR CYCLE SUPERHIGHWAYS, 2019

supercykelstier@tmf.kk.dk

www.supercykelstier.dk/english

 facebook.dk/supercykelstier

 @supercykelstier #supercykelstier

REFERENCES

- 1 Europæisk samarbejde og manual for cycle highways
www.cyclehighways.eu
- 2 Håndbog for supercykelstier, Vejdirektoratet 2016
www.vejregler.lovportaler.dk/
- 3 Evalueringsrapporter for supercykelstierne 2012-2018, Via Trafik og COWI
www.supercykelstier.dk/evaluering-af-ruterne/
- 4 Danmarks Statistik; Pendlerafstand 2017
- 5 Transportvaneundersøgelsen 2018, Danmarks Tekniske Universitet
- 6 Danmarks Statistik; Familiernes bilrådighed 2019
- 7 Region Hovedstadens Cykelregnskab 2016
www.regionh.dk/til-fagfolk/trafik/Analyser-og-rapporter-om-trafik/Analyser-om-cykler/Documents/Pixie-Cykelregnskab-2017.pdf
- 8 Pendlertjek, DOT 2019
www.pendlertjek.dk/
- 9 Hestbæk 2017: Supercykelstier, rugbrødscyklister og planlægning - et etnografisk studie af hverdagens infrastruktur i den danske hovedstadsregion. Institut for Antropologi, Københavns Universitet
Larsen, 2016: Commuting, exercise and sport: an ethnography of long-distance bike commuting. Social & Cultural Geography: www.tandfonline.com/doi/full/10.1080/14649365.2016.1249399
Hansen & Nielsen 2014: Exploring characteristics and motives of long distance commuter cyclists. Transport Policy 35, 57-63
- 10 Forbrugerens klimapåvirkning 2010, Concito
www.concito.dk/files/dokumenter/artikler/rapport_-_forbrugerens_klimapaavirkning_udgivelser_21_3706498019.pdf
- 11 Greenmatch 2019
www.greenmatch.dk/blog/2019/01/co2-udslip-pendling-kommuner
- 12 European Cyclist Federation, 2011, Quantifying CO2 savings of cycling
www.ecf.com/sites/ecf.com/files/ECF_CO2_WEB.pdf
- 13 Sundhedsprofil for Region Hovedstaden og kommuner 2017 – Sundhedsadfærd og risikofaktorer, Center for Klinisk Forskning og Forebyggelse og Center for Sundhed, Region Hovedstaden 2017
- 14 Cykling og sundhed, 2019, Prof. Jens Troelsen, Syddansk Universitet
www.idekatalogforcykeltrafik.dk/category/cykling-og-sundhed/
- 15 Samfundsøkonomisk analyse af supercykelstierne, Incentive 2018
www.incentive.dk/wp-content/uploads/2018/06/Incentive_Samfunds%C3%B8konomisk-analyse-af-supercykelstier.pdf
- 16 Ambassadørudfordringen 2017, 1. og 2. sundhøjstjek, Niras
- 17 Cykeltællinger for supercykelstierne 2018, Mastra
- 18 Borgerhenvendelsesrapporter for supercykelstierne 2018
- 19 Electric Bicycle Report, Mobycon 2014
- 20 Speed pedelec undersøgelse, Via Trafik 2019
- 21 Konkrete forbedringsforslag for supercykelstierne, Vejdirektoratet 2019
www.supercykelstier.dk/wp-content/uploads/2016/03/Konkrete-forbedringsforslag-fra-supercykelsti-brugere.pdf
- 22 Ivanova et al., 2017, Mapping the carbon footprint of EU regions, Environmental Research Letters
www.videnskab.dk/naturvidenskab/danske-husstande-har-eus-femtestoerste-co2-aftryk
- 23 Sundhedsstyrelsen, anbefaling om fysisk aktivitet
<https://www.sst.dk/da/Viden/Fysisk-aktivitet/Anbefalinger-om-fysisk-aktivitet/Voksne-under-65-aar>
- 24 <https://videnskab.dk/krop-sundhed/hvor-mange-kalorier-kan-man-forbraende-paa-en-time>
- 25 Samfundsøkonomiske analyser af cykelsuperstierne, Incentive 2013
- 26 Danmarks Statistik; Bilbestand 2019

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

Content

- 04 The Cycle Superhighway Collaboration
- 06 Results and effects
- 08 Congestion
- 10 Climate
- 12 Health
- 14 Meet the bike commuters
- 16 C99 - The Albertslund Route
- 18 C93 - The Allerød Route
- 20 C95 - The Farum Route
- 22 C97 - The Frederikssund Route
- 24 C94 - The Inner Ring Route
- 26 C77 - The Ishøj Route
- 28 C84 - The Ring 4 Route
- 30 C82 - The Værløse Route

THE CYCLE SUPERHIGHWAY COLLABORATION

Behind the cycle superhighways in the Capital Region of Denmark is a unique partnership of 27 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.

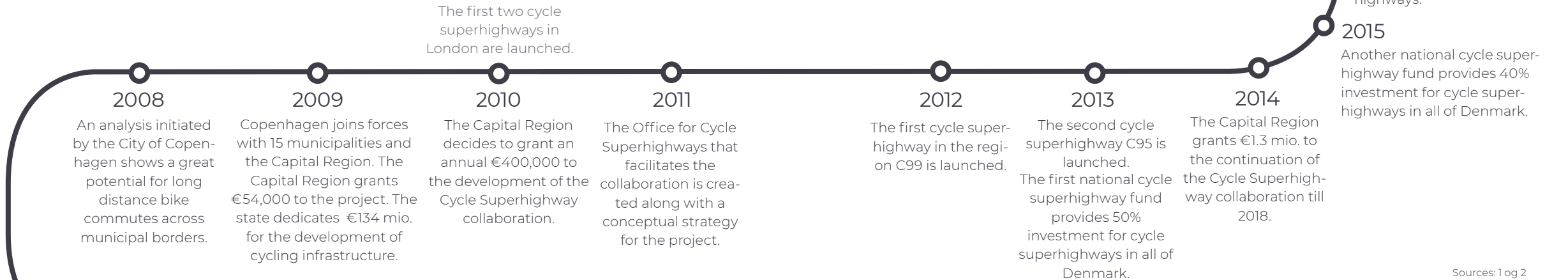
What began as a local initiative has become a national concept with its own signage and national funding. Since the opening of the first cycle superhighway,

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 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.




RESULTS AND EFFECTS

Key figures from the eight 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

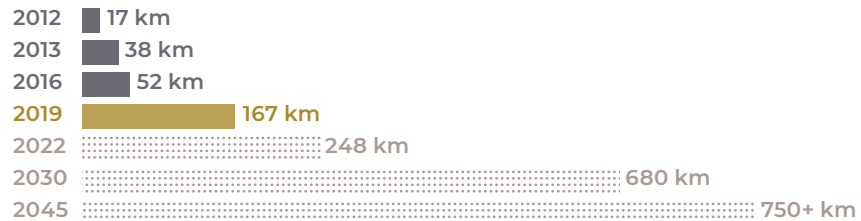


80% of the users are satisfied with the cycle superhighways



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

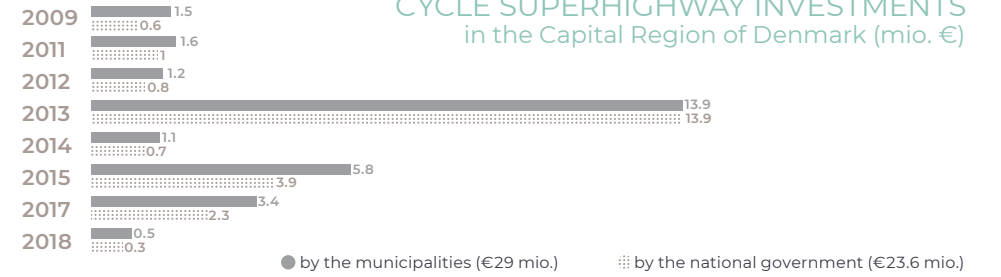
THE EVOLUTION OF CYCLE SUPERHIGHWAYS



* 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

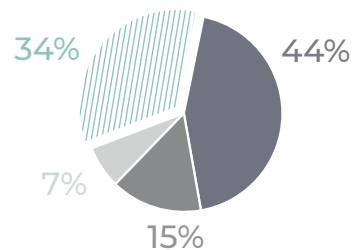
CONGESTION

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.



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



● Bike ● Walking ● Public transport ● Car

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

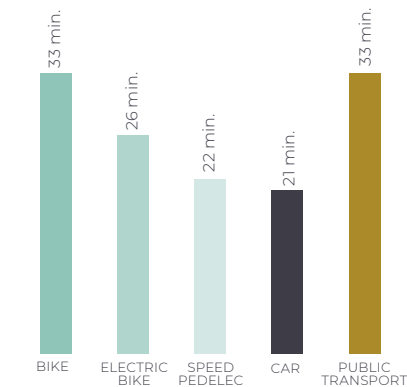


52% of households in the Capital Region do not have a car.

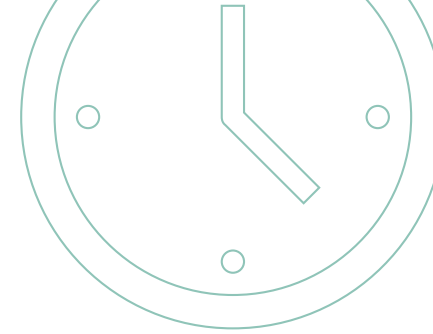
30% more commutes by car if no-one chooses to bike in the Capital Region.

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

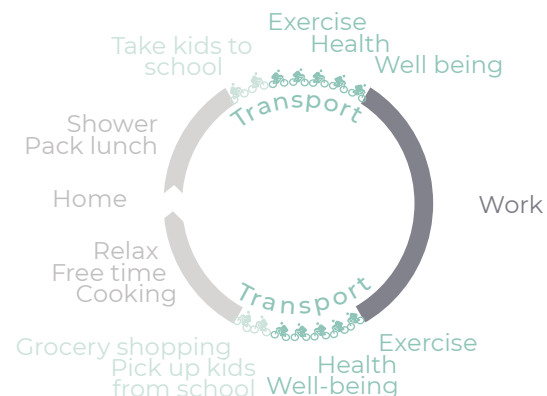
29% → 34%
increase in the share of commuter trips by bike in the Capital Region within the past 10 years (2009-2018).
At a national level bicycle traffic has decreased by 5 pct.



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



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

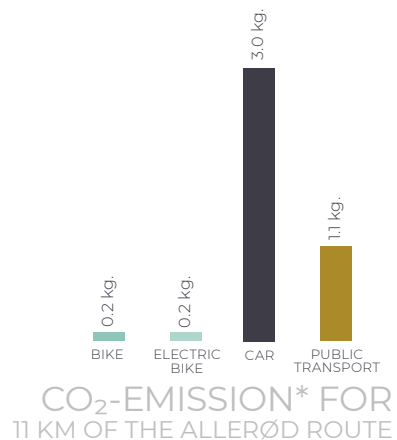
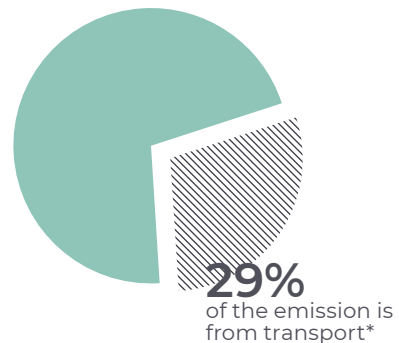
A cohesive infrastructure of cycle super-highways is key to a more sustainable transport in the Capital Region.

Our modes of transport make up for a large part of our total CO₂ emission. This makes the bicycle as a means of transport a central aspect in the striving to reduce CO₂ emissions. To reach the goals of the European Commission's call for a climate neutral Europe by 2050, Denmark's citizens must reduce their CO₂ emissions by more than 80 pct.

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.



CO₂ EMISSION from a typical household in the Capital Region



Sources: 8, 10, 12 og 22

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

2,400 tons of CO₂ are emitted on a daily basis from commuter traffic in the Capital Region



92% reduction of CO₂ emissions per commute by a shift from car to bicycle on trips up to 7.5 kilometres*

+ 1% 

16,500 tons of CO₂ saved annually every time there is an increase of 1 percentage point in the number of cycled kilometres.

- 1% 

23,000 tons of CO₂ 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 pct. of the citizens in the Capital Region do not meet this recommendation. This is a result of today's 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'.

26%

of the citizens in the region do not meet the WHO's minimum recommendation for physical activity

75%

of the 26 percent have a desire to be more physically active.

57%

of the 75 percent want help to become more physically active.

65%

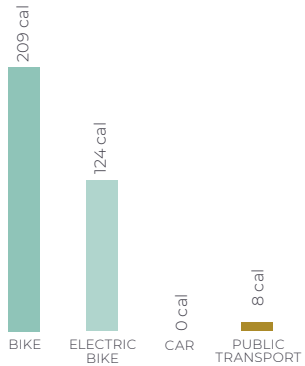
of the citizens in the Capital Region have more than eight hours of sedentary activities on a weekday.



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

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.



CALORIES BURNED*
ON 11 KM OF THE ALLERØD ROUTE

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.

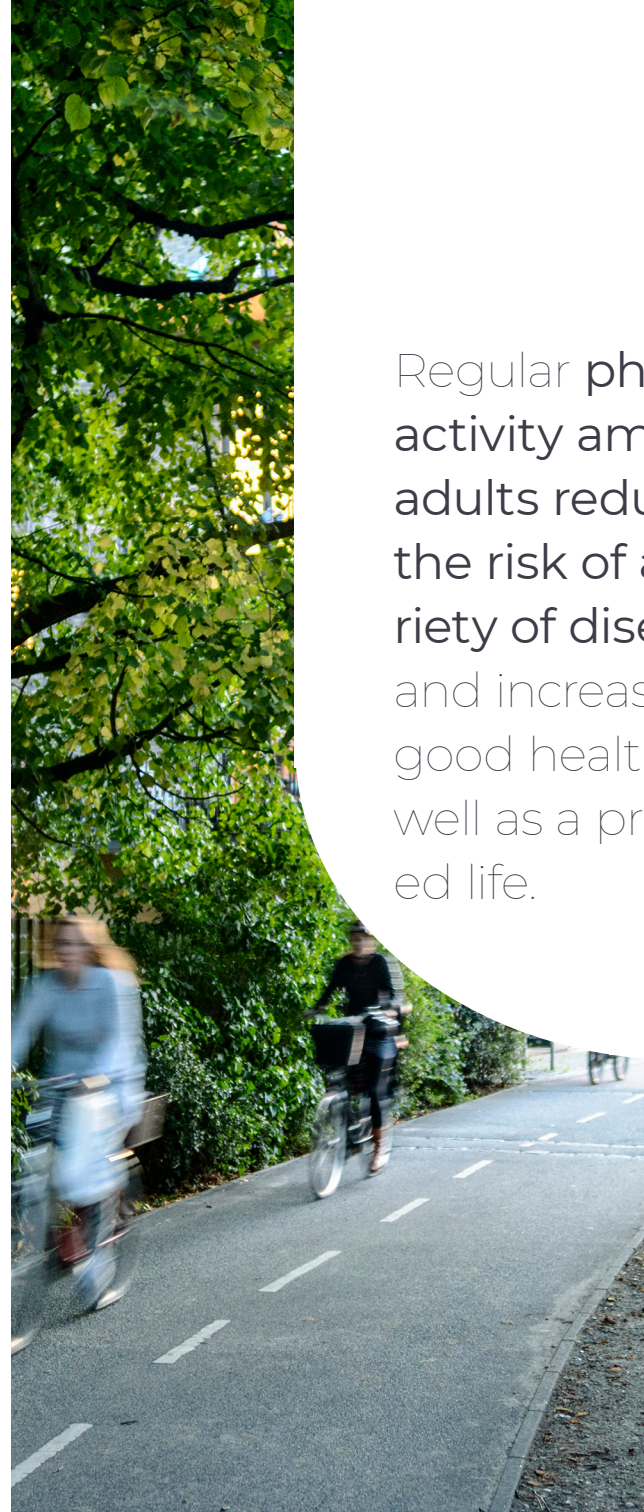
Physical activity reduces the risk of:

- 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 million** 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 superhighways costs **€295 million**.

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 perspective. And it's a different 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)

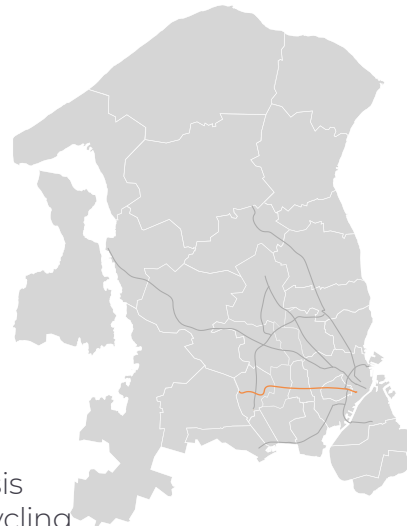
 **10%** of the new cyclists used to travel by car

 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

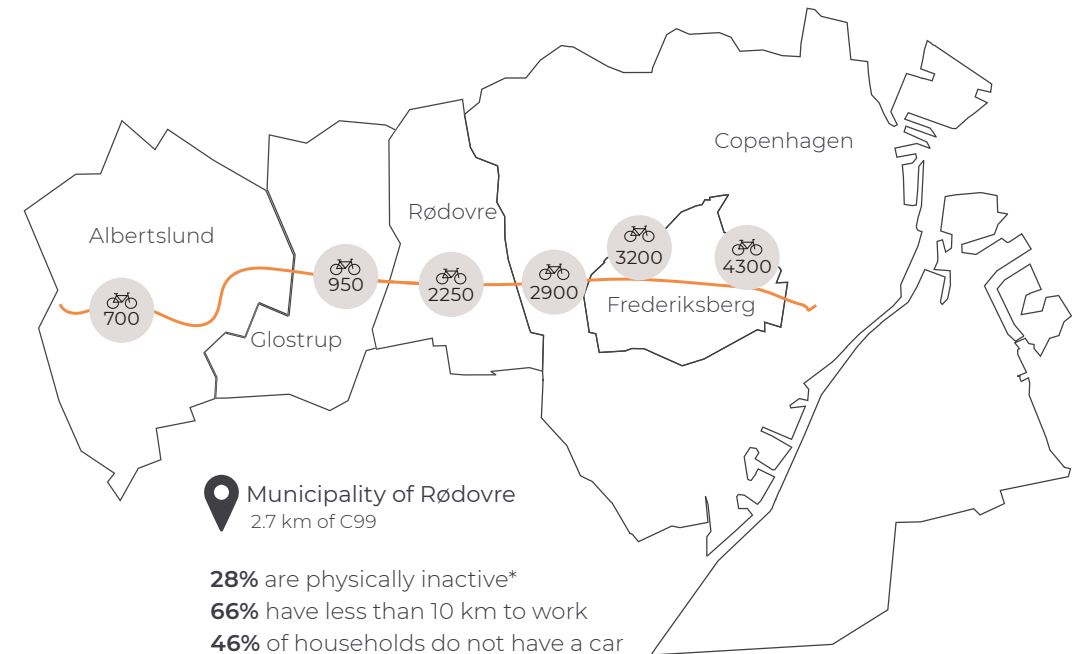
*Based on citizen inquiries (2018), evaluation of the Albertslund Route (2012) and the Albertslund Route safety analysis (2018)

 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)

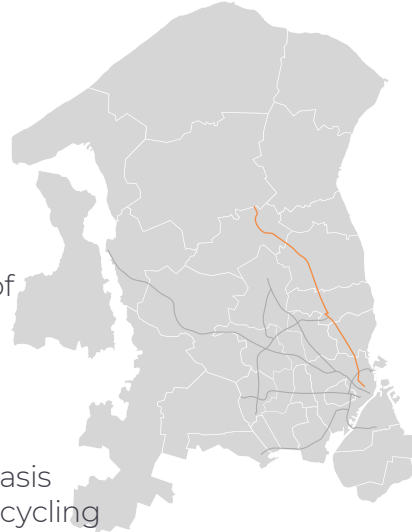
 **14%** of the new cyclists used to travel by car

 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

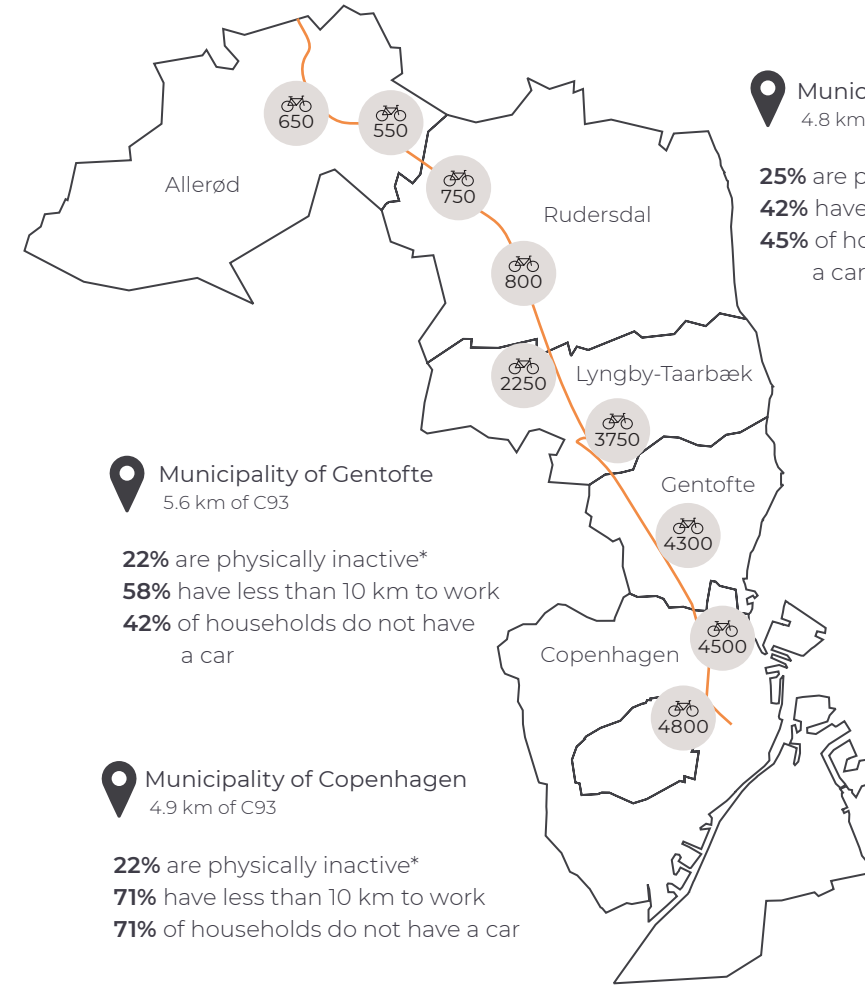
*Based on evaluation of the Allerød Route (2018)

 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.

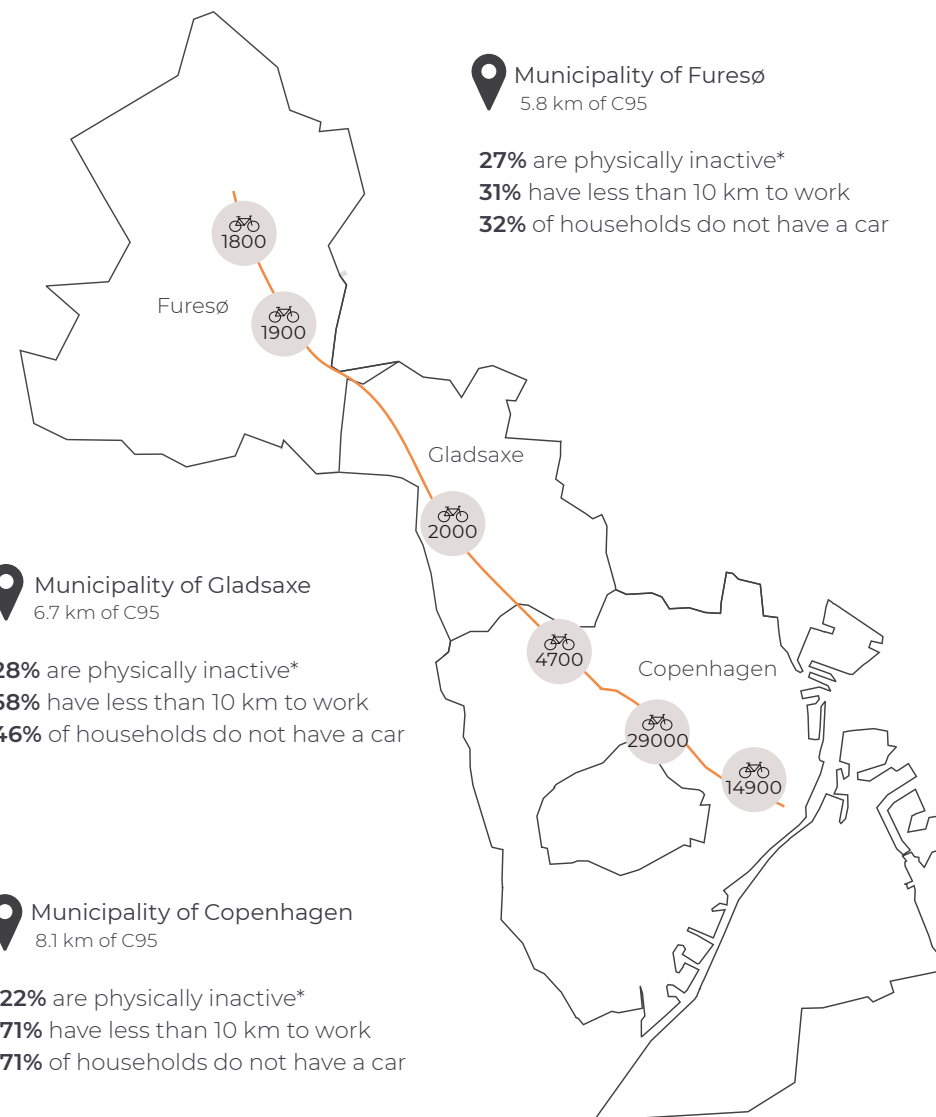
74% are satisfied with the perceived safety for the route. Before the route was upgraded to a cycle superhighway the number was 73%.

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.

Sources: 3, 18, 20, 23 og 25

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



 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)

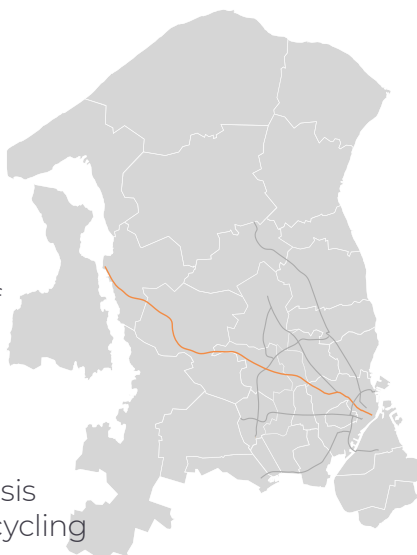
 **12%** of the new cyclists used to travel by car

 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

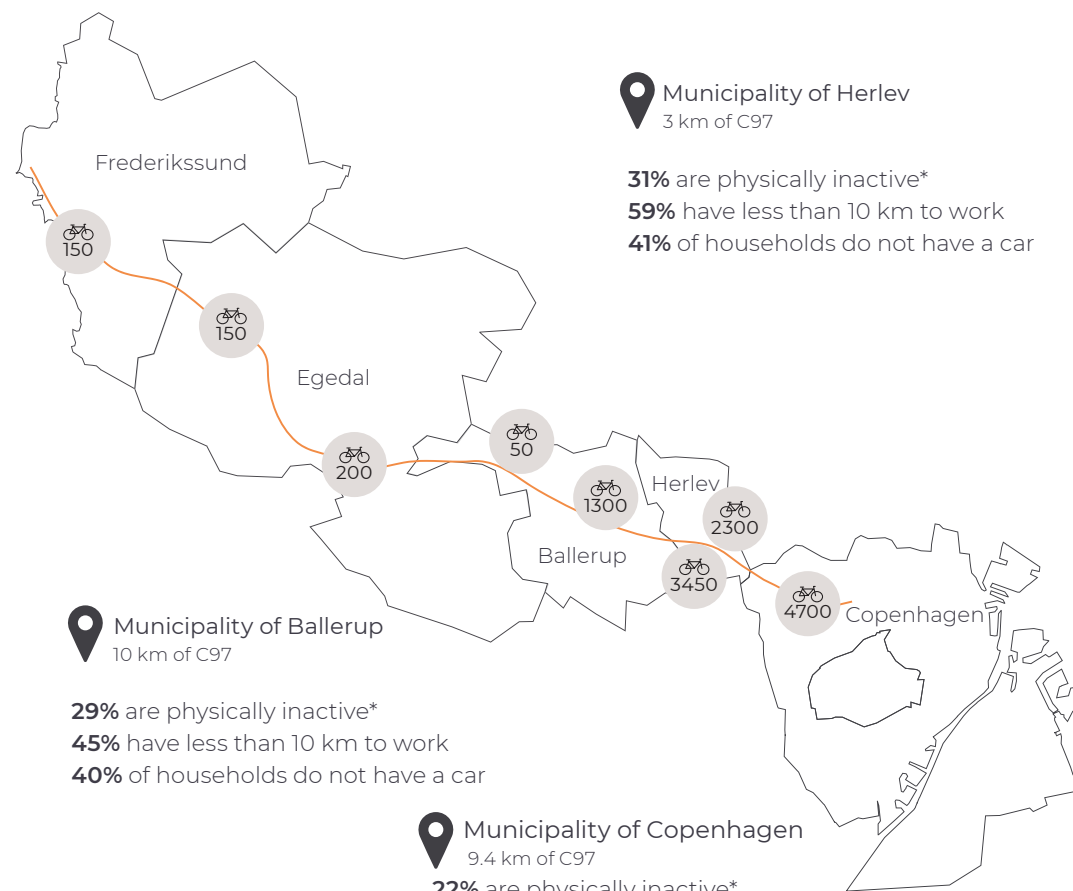
31% are physically inactive*
30% have less than 10 km to work
27% of households do not have a car

 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)

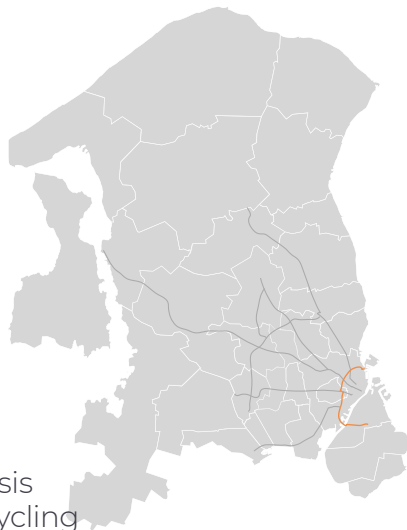
 **21%** of the new cyclists used to travel by car

 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

24 CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK

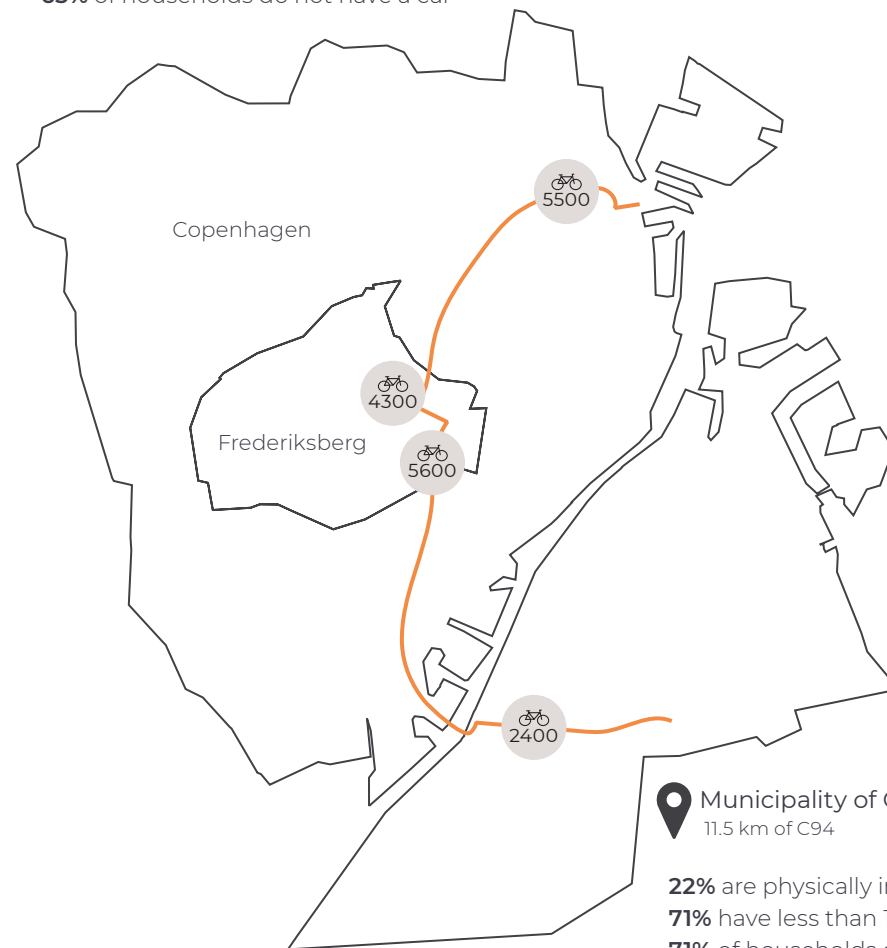
*Based on Evaluation of the Inner Ring Route (2018).

 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



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


CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK 25


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)

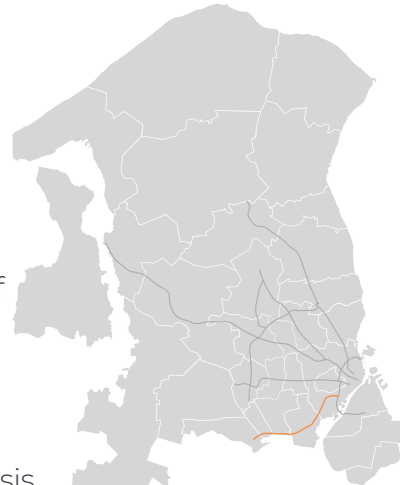
 **25%** of the new cyclists used to travel by car

 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

26 CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK

* 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

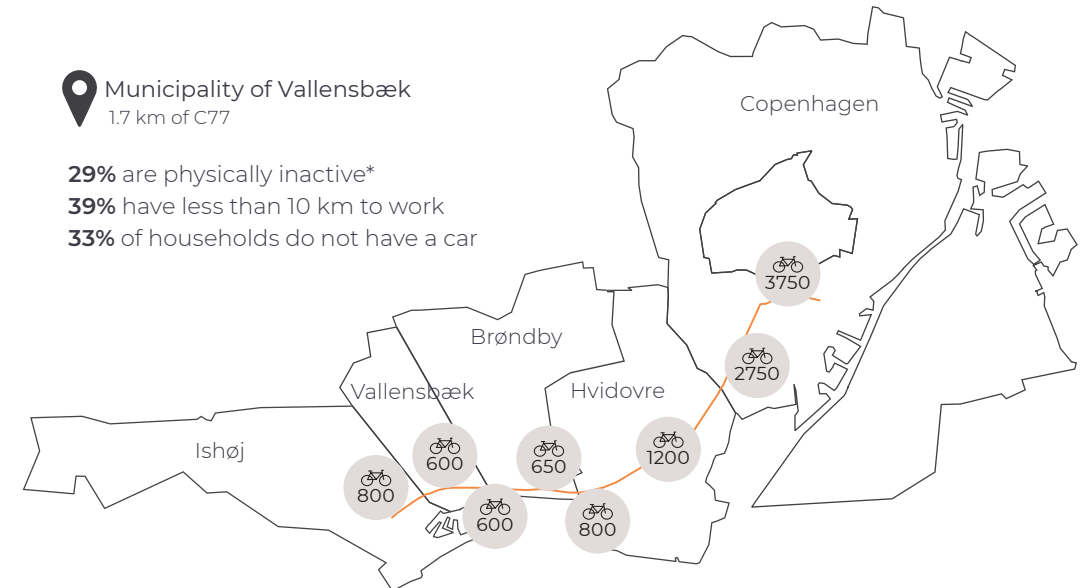
29% are physically inactive*
41% have less than 10 km to work
44% of households do not have a car

 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

CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK 27

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)

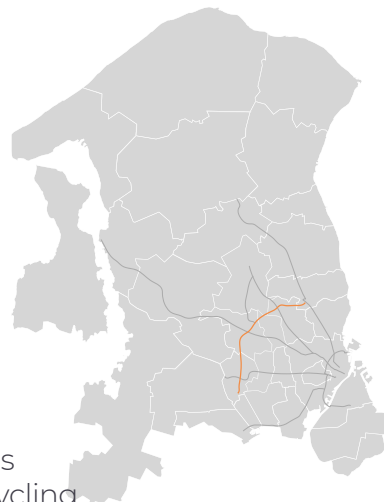
 **12%** of the new cyclists used to travel by car

 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

28 CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK

*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

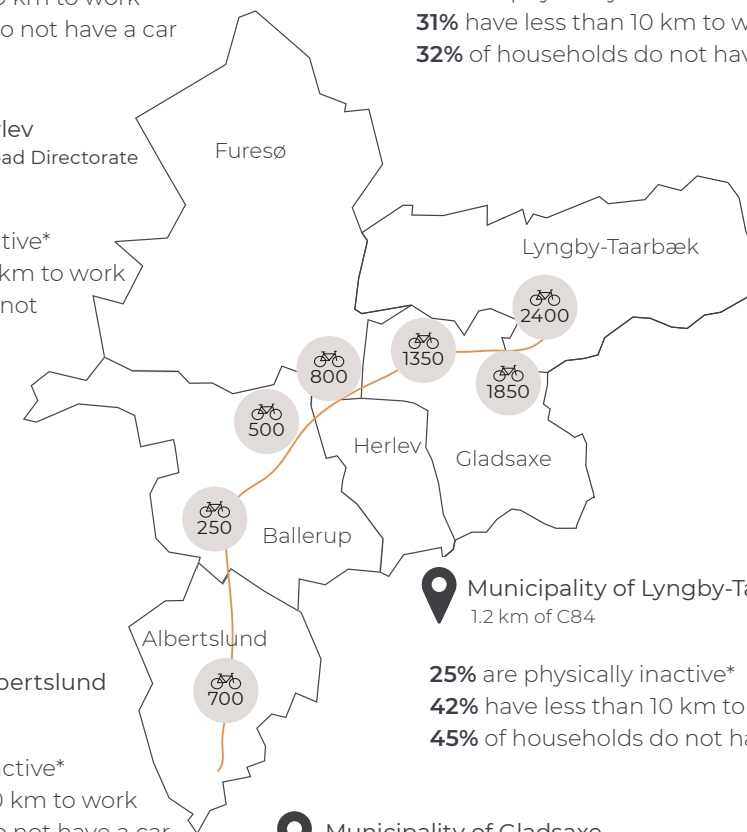
31% are physically inactive*
55% have less than 10 km to work
41% of households do not have a car

 Municipality of 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


CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK 29


The Værløse Route C82

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




LATEST RESULTS


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

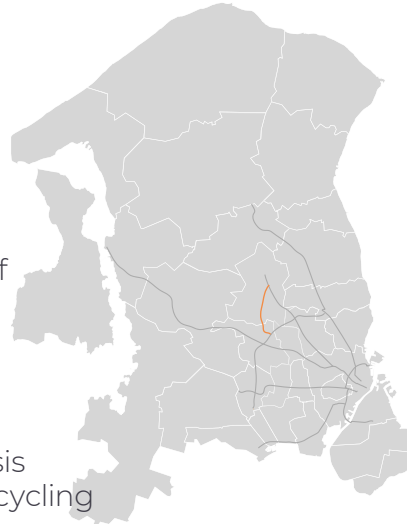
 **9%** of the new cyclists used to travel by car

 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.

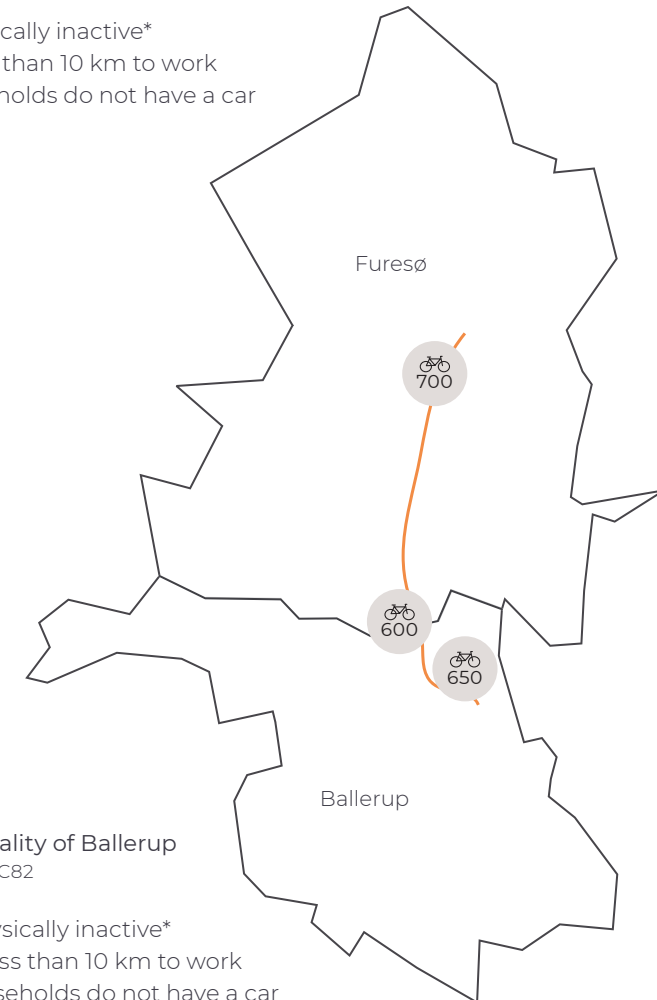
Sources: 3, 21, 23 og 25

30 CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK

*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

CYCLE SUPERHIGHWAYS IN THE CAPITAL REGION OF DENMARK 31



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



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

