



BICYCLE RESEARCH REPORT NO. 121

October 2000

City of Copenhagen

BICYCLE ACCOUNT 1998

Copenhagen regularly documents the development of cycle traffic conditions with urban data and from the cyclists point of view

Key Facts

Every two years the city of Copenhagen documents in a statement of accounts the development of cycle traffic from statistical numbers and from the results of a survey. Cyclists find that cycling in Copenhagen can be good and that they feel safe. Biggest problems: inadequate maintenance of roads without cycle tracks and possibilities for cycle-parking.

Contents

Since 1995 the city of Copenhagen has been documenting its cycling policy efforts every two years in its own statement of accounts. The report contains both data from the city of Copenhagen or the available details of the most important cycle traffic conditions, and results of representative surveys from cyclists about their assessment.

In 1999 when the third statement of accounts was submitted the city of Copenhagen documented cycling policy development by means of eleven codes. For every code a short description explains how it was achieved, what the earlier results were like and what the city's goal was, thereby showing to what extent the situation in Copenhagen for cyclists has changed objectively (Table 1).

In order to be able to quantify how far cyclists assess the efforts made by the city an inquiry by interview was carried out for each bicycle report. The assessments are shown in a points system - the more points the better (Table 2).

The development of cycle use as a means of transport is documented by three facts: the number of cyclists who daily cross the two Copenhagen ring roads between 6 a.m. and 6 p.m. (196,000), the daily volume of motor-traffic (4.05 Mio. km) and the percentage of workers who cycle to work (30%). Compared with previous periods, these figures show no positive development.

The number of cyclists who said they could enjoy cycling in Copenhagen has increased from 35% in 1997 to 40% in 1999. Two thirds of Copenhagen cyclists who had already cycled in other large cities found Copenhagen better.



The bicycle tracks facilities are identified by the length of roads with accompanying cycle tracks (302 km) and by the length of green stretches independent of roads (42 km). Moreover, the total amount of funding for cycle track maintenance (5.3 Mio. DKK/year = 710,000 EUR) is quoted. Above all the funding for maintenance had been increased because cyclists in previous years had found fault with poor maintenance of cycle tracks and roads. In the meantime, 55% of cyclists are satisfied with the extent of the cycle route network and 51% with the maintenance of it. But only 27% are satisfied with the upkeep of roads without cycle tracks.

Further statistics illustrate the road safety (286 people injured), the number of cross-roads at which cyclists have the right of way (26%), the roads with air pollution values over the limit (15 km), the number of local "city-bikes" (1,700) and the annual number of journeys made by cycle couriers (984,100). The cycle couriers had increased the most. Whilst the maintenance measures were assessed better than on the last occasion, cyclists have become more unsatisfied with the possibilities for cycle parking (54% are unsatisfied), and also the previous very positive assessment of the local "city-bike" easily went down.

In a completed household survey it was determined more precisely this time which groups of people in Copenhagen use public transport, car or bicycles. The surprising results show that cyclists on average have more children, have better salaries than public transport and car users, and that they are at least more highly educated than public transport users (Tables 3 - 5).

- Publication "*Bicycle Account 1998*" (in English). Ed. City of Copenhagen, Building and Construction Administration, Road Department, Copenhagen 1999. The Statement of Accounts ("*Cykelregnskab 1999*" in Danish) is on the Internet at www.copenhagencity.dk - Trafik, Veje & Parker
- Contact address Road Department, Njalsgade 13, 4., DK-2300 Copenhagen S, Denmark, Tel. +45 3366 3500, Fax.: +45 3366 7104, e-mail: vej&trafik@htsf.kk.dk



Attachment: Tables extracted from "Bicycle Account 1998" op.cit.

Table 1. Key figures in the bicycle account for Copenhagen, loc.cit

Key Figures	1998	1996	1995
Number of cyclists	196 430	198 930	170 800
% of people who cycle to work (97)	30%	30%	31%
Total car kilometres per day	4,26 m km	4,05 m km	3,92 m km
Cycle tracks	302 km	294 km	293 km
Green cycle routes	42 km	41 km	41 km
Cycle track maintenance appropriations	5.3 m DKK	4.7 m DKK	3.9 m DKK
Cyclists casualties (97)	286	289	294
Intersections where cyclists have priority	26%	24%	23%
Length of roads where the air pollution is too high (97)	15 km	20 km	28.6 km
Cycle couriers, number of trips per year	984 100	664 800	539 200
Number of "City Bikes"	1700	1700	700

Table 2. Bicycle bells awarded by cyclists in 1998.

Cyclists have awarded the following number of bells, on a scale of 1 to 5,5 being the maximum

Copenhagen as a city for cyclists	🔔🔔🔔
Cyclists' sense of security in traffic	🔔🔔🔔
Air quality in Copenhagen	🔔🔔🔔
Cycle tracks, length and width	🔔🔔🔔
Cycle tracks, maintenance	🔔🔔
Road maintenance	🔔
Feasibility of combining bicycles and public transport	🔔🔔🔔
Bicycle parking in town	🔔
City information on traffic planning	🔔🔔
"City Bike" ratings	🔔🔔🔔

Full bell: 🔔

Half bell: 🔔



Table 3: Number of children in the household based on usual choice of public transport, private motor-car or bicycle

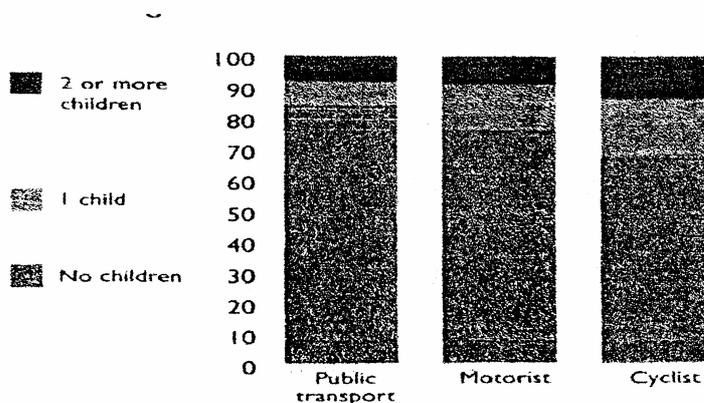


Table 4: Family income based on usual choice of transport (100.000 DKK = 13.400 EUR)

Cyclists choose to cycle despite high total family income

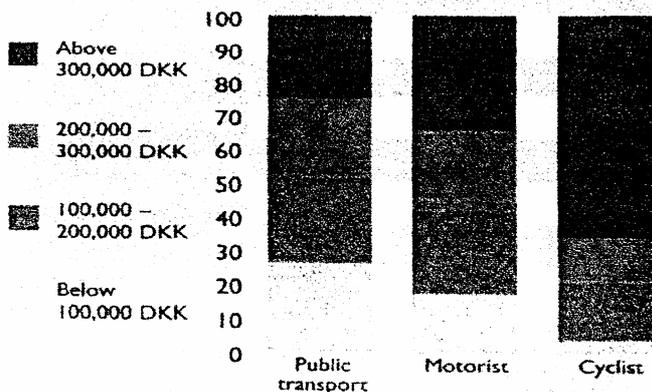




Table 5: Education and occupation based on usual choice of transport

Education and occupation

