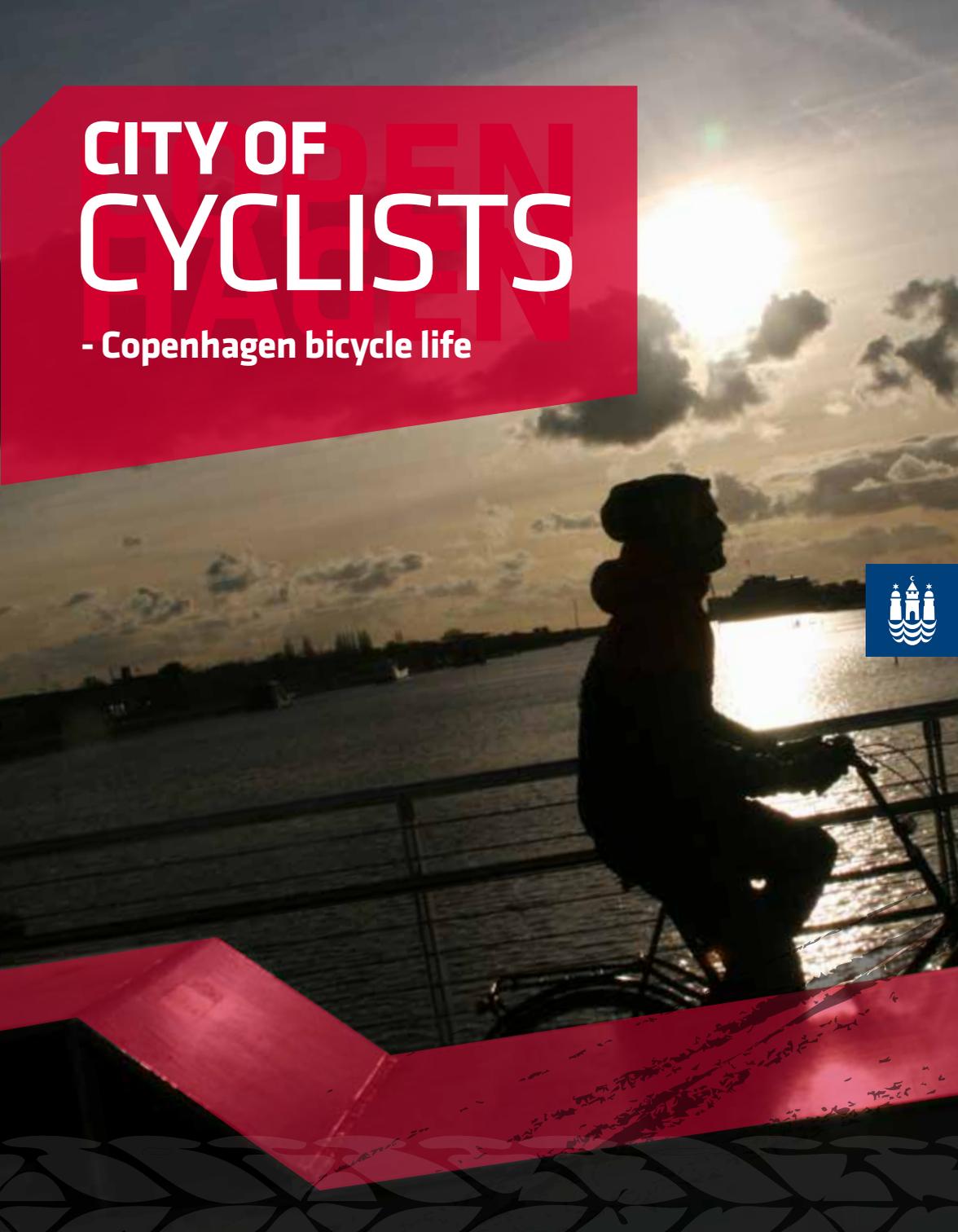


CITY OF CYCLISTS

- Copenhagen bicycle life



MONUMENTAL MOTION

- COPENHAGEN BICYCLE LIFE

Upon visiting new cities we instinctively look upwards, seeking out the grand monuments that define the place. Here in the Danish capital, the iconic Little Mermaid statue has caused generations of visitors to utter the same four words: "But she's so small!"

Therein lies the key to understanding Copenhagen. The Little Mermaid isn't small, you see. She's life-size. Much like the city that she calls home.

If it's monuments you're after in Copenhagen, don't look up. Look all around you, right there at street level. Our greatest monument is motion. It is a massive, constant, rhythmic and life-sized legacy





This never-ending flow of Copenhageners on bicycles is like a symphony of human power, and it's been forty years in the making. In the 1960's, this city was just as car-clogged as anywhere else. Visionary decisions were made and the result can be seen all around you. There are few places in the world where the morning rush hour is graced with such poetic motion.

The people that make up this organic monument are from all walks of life. From every age and wage bracket. We don't have cyclists in Copenhagen, we merely have people who happen to ride their bicycles. Nor will the rolling masses define themselves as environmentalists. When polled, the majority of Copenhageners say that they ride because it's easy and fast. Only 1% say they do so for environmental issues.

The vast network of safe, segregated bike lanes criss-crossing the city has encouraged us to choose the bicycle. So much so that we have demystified the most efficient machine ever invented. The bicycle is not exclusively the domain of small sub-cultural groups. It has become the spiritual property of every citizen and it continues to fulfill the liberating role for which it was intended.

Cycling in Copenhagen brings us closer to the life of the city and the people who inhabit it. Your fellow citizens are right there next to you, propelling themselves effortlessly through the urban landscape. We are one with our town on our bicycles.



VISION & AMBITION

EVERY DAY PEOPLE CYCLE 1.2 MILLION KILOMETRES IN COPENHAGEN. THAT'S AN IMPRESSIVE 30 TIMES AROUND THE WORLD BY BICYCLE EACH AND EVERY DAY FOR THE CYCLISTS - INCLUDING THE 37% OF THE COMMUTERS WHO CHOOSE TO RIDE A BIKE TO WORK OR SCHOOL IN THE CITY.

THE GOALS

Copenhagen focuses on three political goals that define the initiatives that will be put into place in order to establish a safer, more accessible cycle city. By 2015 the city aims to:

- **Increase the percentage of commuters that cycle to work or education in Copenhagen to 50%.**
- **Ensure that 80 % of all cyclists in Copenhagen feel safe in the traffic.**
- **Reduce by 50 % the number of seriously injured cyclists**

A strong tradition of widespread bicycle culture is an excellent starting point for securing a sustainable traffic culture in tomorrow's Copenhagen. In order to maintain and even increase the number of cyclists in Copenhagen, cycling is consistently prioritized in the city's planning. Giving the edge to cyclists is a task taken seriously and pursued with great dedication.

The infrastructure

Copenhagen already has 350 kilometres of cycle tracks and many kilometers of cycle lanes. If you ride around the city, you will almost always find a place where new cycle tracks are under construction or where the infrastructure is being improved with the city's cyclists in mind.





Green Waves

A good example is the Green Wave for cyclists, which is winning terrain in the city. Previously, the traffic lights were coordinated in favour of cars, but now they have been adjusted for cyclists along many main traffic arteries. At a speed of 20 km/h, cyclists during rush hour can surf a wave of green lights through the city without putting a foot down.

Green Cycle Routes

Another example is the current development of the Green Cycle Routes. Better described as cyclist motorways, these paths criss-cross the city, separated from the rest of the infrastructure. They provide cyclists with a quick route because of the broad width of the paths and a minimal contact with traffic. Noise and particle pollution are reduced dramatically and outside

of rush hour the Green Cycle Routes are used for recreational activities. On a Sunday afternoon you'll experience a whirlwind of cycling families, inline skaters and joggers - all casually interacting with one another.

Reducing risk

In order to reduce the risk of accidents, many intersections have been restructured in order to give priority to cyclists. Stop lines for cars are being pushed back five metres behind the stop line for cyclists. At intersections with separate traffic lights for bikes, the cyclists get a green light four seconds before the cars do. In some cases the headstart is up to 12 seconds. These initiatives make the cyclists far more visible in the traffic. In addition, you get to where you're going quicker. Every little bit of tailwind helps.



**HOW
TO
KNOW**

**WHEN
YOU'RE
IN**

COPENHAGEN

COPENHAGEN FAMILY

**COPENHAGEN
SOCCER MOM**

COPENHAGEN SENIOR

COPENHAGEN PARKING

COPENHAGEN CARGO

**COPENHAGEN
RUSH HOUR**



COPENHAGEN
BUSINESSMAN

COPENHAGEN
SUV

COPENHAGEN COFFEE



COPENHAGEN
TRAFFIC LIGHTS

COPENHAGEN WINTER

CHINESE RESTAURANT
31 39 68 75

COPENHAGEN TAXI

COPENHAGEN
CYCLING SHOES

ROLLING THROUGH THE DECADES

THE HISTORY OF COPENHAGEN BICYCLE LIFE

1860-1870's

The upper classes in Copenhagen are smitten with an incurable bicycle fever and they battle to be the first to be seen on a 'hobby horse' – a wooden bicycle without pedals.

1880's

The 'Ordinary' or 'Penny Farthing' with the massive front wheel is the first bicycle to enjoy widespread usage in Copenhagen. Denmark's first bicycle path is created on an equestrian trail along The Lakes and Copenhagen's first cycling postman hits the cobblestones. Mikael Pedersen invents the Pedersen bicycle which remains a collector's item to this day.

1890-1910

The bicycle design we know today, the 'Safety', sees the light of day and is quickly embraced by the whole population. Women take to two wheels in great

numbers, replacing their ankle-length Victorian dresses with bloomers. The number of bicycles on the streets increases exponentially. The Danish Cyclists Federation (1905) and The Danish Cycling Union (1907) are founded. To this day, they work towards better conditions for cycling.

1920-1930's

The bicycle is praised in songs, films, poetry and literature as the utmost symbol of a healthy, natural, everyday existence in Copenhagen. This is the heyday of the 'swayers' - or Svajerne - who are a boisterous, coarse-mouthed, hard-working flock of bicycle messengers. They deliver all manner of goods on various cargo bikes like the Long John and its little brother the Short John.

1940-1950's

During the Second World War the shortage of petrol and spare parts makes the



bicycle a survival tool for Copenhageners. Homemade 'bicycle cars' replace taxis and cork and straw are used instead of rubber tires. After the war the import ban on cars is maintained and Copenhagen's bicycle traffic reaches unprecedented heights.

1960's

During the global economic boom car traffic explodes and bike lanes are eliminated. Many Copenhageners, however, continue to ride their bicycles. Many of them on American-inspired cruisers as well as folding 'mini-bikes' that can fit into the boot of a car.

1970-1980's

A cocktail of energy crisis, recession and increased congestion spawns a collective consciousness about alternatives to the car. Car-free Sundays are introduced and massive demonstrations put pressure on politicians to improve conditions for cyclists. Copenhagen begins its massive investments in bicycle-friendly infrastructure and the trend is the lithe derail-

leur bike with external gears.

1990's

Denmark establishes the world's first national bicycle route network. Even in flat Denmark the mountain bike becomes popular and Copenhagen inspires the rest of the world by launching the free bike share programme, "Bycyklen", in 1995. Bike messengers and cycle taxis become a popular way to transport documents, packages and tourists around the city.

2000 and Beyond

Copenhageners cycle even more. The bicycle becomes an important issue for a wide range of political parties. Comfortable 'grandma bikes' mix with funky fixies as well as the extremely popular cargo bikes that carry the next generation into a future where pedal power keeps Copenhagen rolling.



COPENHAGEN

NICE TO KNOW...

BACKGROUND INFO ON THE INTERNET:

City of Cyclists

www.kk.dk/cityofcyclists

The City of Copenhagen's official cycling website in English. Information, links and documents, including the city's biannual Bicycle Account.

Copenhagenize

www.copenhagenize.com

The Copenhagen Bicycle Blog features a wealth of photographs and articles about the city's bicycle culture with focus on encouraging cycling.

Copenhagen Cycle Chic

www.copenhagencyclechic.com

The famous streetstyle photography blog that highlights the unique Copenhagen combination of fashion and bicycle transport. Called The Satorialist on Two Wheels by The Guardian.

The Danish Cyclists Federation

www.dcf.dk/english or www.dcf.dk/deutsch

The official site of the Danish Cyclists Federation in English or German.

Cycling Embassy of Denmark

www.cycling-embassy.org

Visit Denmark

www.visitdenmark.com

The official site of Denmark's tourist board. A comprehensive guide to all manner of holidays in Denmark, including cycle holidays. The perfect preparation for any visit to the country.

Bike City Copenhagen

www.bikecitycopenhagen.com

Copenhagen is the first city to have been awarded the UCI Bike City label. Read about the major UCI sports events taking place in Denmark.

BICYCLE TAXIS:

Flying Tigers Rickshaw

www.flyingtigers.dk

Strandlodsvej 15E

2300 Copenhagen S

Phone: +45 27 31 38 33

e-mail: info@flyingtigers.dk

Kbh Cykeltaxa

www.kbhcykeltaxa.dk

Phone: +45 26 18 58 00

e-mail: mail@kbhcykeltaxa.dk

Copenhagen Rickshaw

www.rickshaw.dk

Vodroffsvej 55, 1900 Frb C

Phone +45 35 43 01 22

e-mail: info@rickshaw.dk





FACTS

- There are more bikes than inhabitants in Copenhagen
- Each day people cycle 1.2 million kilometres in Copenhagen
- 37 % of the commuters going to work or school in Copenhagen use their bicycles
- For people living in Copenhagen the number is 55%
- 25% of all families with two kids in Copenhagen own a cargo bike or a bicycle trailer
- On the streets with the heaviest bicycle traffic there are between 20.000 and 30.000 cyclists a day
- All taxis in Copenhagen have racks for carrying two bikes
- Along main traffic arteries the traffic lights are coordinated in favour of cyclists during rush hour (Green Waves for cyclists)
- In Copenhagen you can bring your bike on the metro and local trains for a fee of 14 kroner
- Many hotels in Copenhagen provide bicycles for their guests

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GET WHEELIN' - BIKE RENTALS IN COPENHAGEN:

Baisikeli

www.cph-bike-rental.dk

All proceeds from bike rentals go to sending used Danish bikes to sustainability projects in Africa.

Turesensgade 10 - 1368 Copenhagen K. - Mobile: +45 26 70 02 29

Rent A Bike

www.rentabike.dk

Located at the Central Station and Østerport Station. A wide variety of bikes, including trailers and cargo bikes.

Central Station:

Reventlowsgade 11 - 1651 Copenhagen V - Phone: +45 33 33 86 13

Østerport Station:

Oslo Plads 10 - 2100 Copenhagen Ø - Phone: +45 33 33 85 13

Københavns Cykelbørs / Copenhagen Bicycle Exchange

www.cykelboersen.dk

Founded in 1881, Københavns Cykelbørs has played an important role throughout the history of Copenhagen bicycle culture. Delivery and pick-up of bikes can be arranged at your request.

Gothersgade 157 - 1123 Copenhagen K - Phone: +45 33 14 07 17

GUIDED TOURS ON BIKE:

City Safari

www.citysafari.dk

Danish Architecture Centre
DAC, Strandgade 27B

1401 Copenhagen C

Phone: +45 33 23 94 90

e-mail: citysafari@citysafari.dk

Copenhagen Tours

www.copenhagen-tours.dk

Vodroffsvej 55

1900 Frb C

Phone +45 35 43 01 22,

e-mail:

info@copenhagen-tours.dk



5 COPENHAGEN BICYCLE LIFE - 10 HOT SPOTS

1 RUSH HOUR AT DRONNING LOUISES BRIDGE - SEE A ROLLING WAVE OF BICYCLES DURING THE RUSH HOUR (DRONNING LOUISES BRO, 1360 KBH K) **2** THE GREEN WAVE - AMAGERBROGADE (ALSO NØRREBROGADE AND ØSTERBROGADE) - RIDE 20 KM/H AND HIT GREEN LIGHTS ALL THE WAY TO THE CITY DURING RUSH HOUR (AMAGERBROGADE, 2300 KBH S). **3** ÅBUEN BRIDGE - BICYCLE/PEDESTRIAN BRIDGE AND PART OF THE GREEN CYCLE ROUTE (LAURIDS SKAUS GADE, 2200 KBH N). **4** BRYGGE BRIDGE - THE FIRST BRIDGE OVER THE HARBOUR FOR BICYCLES AND PEDESTRIANS (ISLANDS BRYGGE, 2300 KBH S) **5** THE GREEN CYCLE ROUTE - NEW BICYCLE MOTORWAY FOR TRANSPORT AND RECREATION (START FROM ÅBUEN BRIDGE TOWARDS NØRREBRO). **6** CITY HALL BIKE PARKING - THE CITY'S MOST BEAUTIFUL BICYCLE PARKING FACILITIES FROM 1905 (CITY HALL, RÅDHUSPLADSEN, 1550 KBH V - ENTRANCE FROM THE BACK). **7** BIKE ON BIKE ON BIKE... - BIKE PARKING WILDERNESS AT NØRREPORT STATION (NØRREVOLDGADE 13, 1358 KBH K) **8** WALL MURAL OF A CYCLIST ON NØRREBROGADE - THE CYCLING GIRL AS ART (NØRREBROGADE 14-16, 2200 KBH N). **9** AMAGER STRAND - COPENHAGEN'S RIVIERA WITH 5000 PARKING SPOTS FOR BIKES (AMAGER STRAND STIEN, 2300 KBH S) **10** CHRISTIANIA - HOME OF CREATIVE AND ALTERNATIVE BICYCLE CULTURE (PRINSESSEGADE, 1422 KBH K)

**COPENHAGEN
TOGETHER**

CITY OF COPENHAGEN
The Technical and
Environmental Administration

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CPH



Credits

Published in May 2009

Graphics and Layout: The Technical and
Environmental Administration,
City of Copenhagen

Photos: Mikael Colville-Andersen
Additional photos: City of Copenhagen