

# GREATER COPENHAGEN

2021

Strategic  
Cycling Plan  
**From a  
leading cycling  
metropolis to the  
world's best**



GREATER  
COPENHAGEN

# Foreword

Cycling has a positive effect on people's health, the climate and congestion. Cycling levels are often used to indicate the quality of life in both cities and the countryside. It is through this lens that the Copenhagen metropolitan area is both attractive and unique relative to other international cities.

One fifth of all trips in Greater Copenhagen is by bicycle. Three of the metropolitan area's cities, Copenhagen, Malmö and Lund, lie at the top of the rankings of the world's best cycling cities. The bicycle has become an international symbol for the metropolitan area and with an increased global focus on green and sustainable solutions, interest in Greater Copenhagen's cycling solutions has also increased.

Currently many metropolitan regions, especially in Europe, have transitioned from simply having an interest, to taking action, in the area of cycling. This is due to both the climate crisis and the coronavirus pandemic, which has necessitated changes towards healthier, greener, and more space efficient transport behaviours. Thus, there is massive investment in the rolling out of cycling initiatives across Europe and this development is here to stay.

The increasing cycling development abroad means that Greater Copenhagen has on the one hand, a unique opportunity to take advantage of its position as one of the world's leading cycling metropolitan areas and to become an international cycling knowledge hub for both the export of knowledge, advice and products, as well as attracting tourism, business and labour. On the other hand, the significant development abroad increases competition to remain a leading cycling metropolitan area, let alone become the world's best.

Regardless of whether you are in a city or in the countryside, whether you go to work or on holidays, the green and healthy transport choice should be accessible, convenient, and attractive throughout Greater Copenhagen. This does not only require local improvements, it also requires improvements and cooperation across the metropolitan area.

Proposals for inter-regional initiatives are presented in this plan, which with strong collaboration and an ambitious approach to solving problems, is a crucial step towards Greater Copenhagen becoming the world's best metropolitan area for cycling. The plan will not only be crucial to help steer a green and healthy region, it will also be of great importance in anchoring the Greater Copenhagen region internationally as a global centre for sustainable growth and green innovation.

Happy reading!



Figure 1: A lot has been happening in cities and regions in the rest of Europe with regards to cycling, both before the coronavirus pandemic and during it.



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# Why a strategic plan for cycling development?



Greater Copenhagen wishes to be a global centre for sustainable growth and green innovation. This requires even more innovation on top of efforts to cultivate current positions of strength at the same time.

Greater Copenhagen is already in a unique position today as one of the world's leading cycling metropolitan areas. Three of the region's cities, Copenhagen, Malmö and Lund lie at the top of the rankings for the world's best cycling cities. Every fifth trip in Greater Copenhagen is by bicycle.

Whether it's the whole trip to work, a trip to the train station, a trip to the ferry, a trip through the forest or a trip on vacation, the bicycle is a crucial piece, which creates coherence in Greater Copenhagen's transport system. The benefits of cycling can play an even more important role, when metropolitan areas work to create up-to-date and efficient infrastructure, which will ensure a well-integrated labour market characterized by sustainable growth and green innovation.

While bike trips ensure a green and healthy link in the transport system, there remains much untapped potential and room for improvement when it comes to the integration of cycling into a coherent Greater Copenhagen transport system.

Therefore, Greater Copenhagen's board decided in June 2019 to draw up a strategic plan for cycling, which maps the need and potential for setting common objectives and developing cross-regional cycling initiatives in the metropolitan area. Actors and experts from different disciplines have identified and qualified relevant cross-regional cycling actions.

The purpose of the plan is to present proposals for initiatives, which will have interregional value and will enable cycling to generate growth for Greater Copenhagen, while at the same time supporting and strengthening the coherence of the metropolitan area's transport system.

To strengthen Greater Copenhagen's global position as a green and sustainable metropolitan area for cycling is in line with global trends. There is a growing focus on cycling in Europe in particular. At the same time, an increase in climate awareness and a need for transport innovation due to the coronavirus pandemic mean that investment in cycling promotion and cycling infrastructure has increased strongly at a European level.

The increased focus on cycling promotion is also seen in the increased opportunities to receive project funding from the EU, which will

be of interest to Greater Copenhagen as an international metropolitan region.

A common requirement for receiving EU funding is the demonstration of collaboration across a region and the ability to reference common strategies and plans. The Strategic Cycling Plan for Greater Copenhagen can help compliance with these requirements and secure future funding opportunities.

## EU-Funding

The following are examples of opportunities to obtain EU funding:

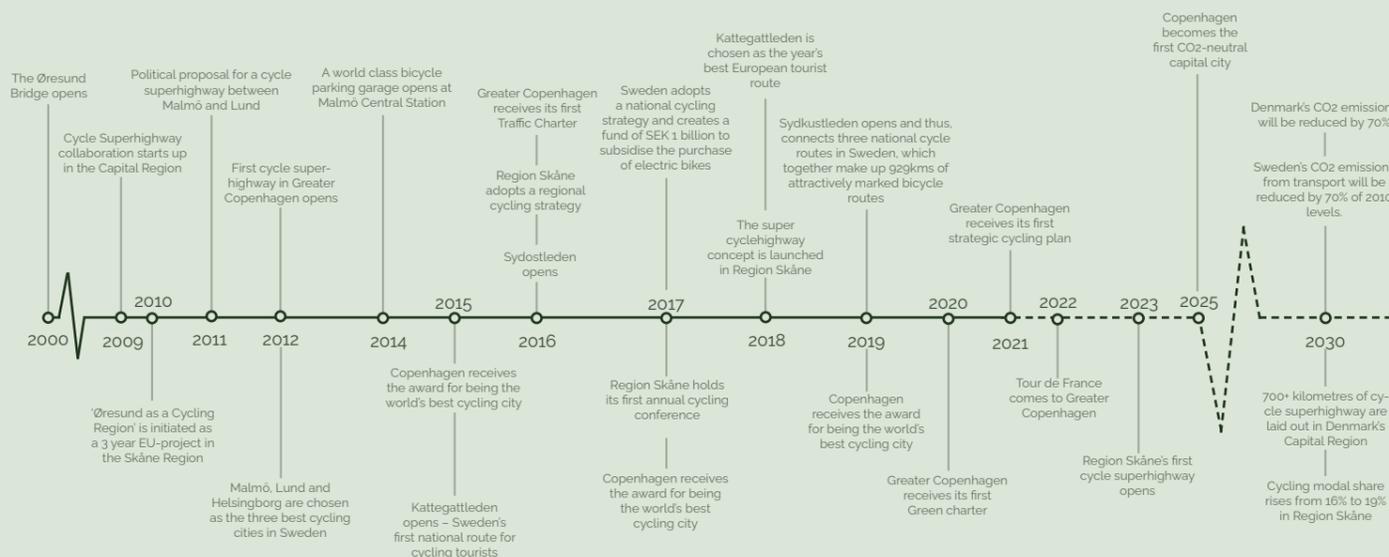
**Interreg Öresund-Kattegat-Skagerrak 2021-2027 (Interreg ØKS):** This fund has four focus areas; innovation, green economy, transport, and employment. It supports projects (among others), which focus on the development of sustainable, climate-friendly, intelligent, and intermodal national, regional and local mobility. This includes projects seeking to improve access to TEN-T as well as cross-border mobility. Interreg ØKS 2021-27 is particularly relevant for this plan.

**Recovery and Resilience Fund:** The purpose of this fund is to give support to EU countries emerging from the economic crisis caused by the coronavirus pandemic. At least 37% of funds shall be used to promote climate solutions. The fund has at the same time a special focus on sustainable and smart mobility, as well as sustainable tourism, where cycling plays a large role. This fund is administered nationally. Sweden and Denmark's respective Ministries of Finance are responsible for administering this fund.

**European Regional Development Fund (ERDF):** This fund has the purpose of supporting regional development across many parameters. For example, promoting business and tourism. The bike can play a role in this. ERDF is administered nationally in Sweden and Denmark. The Swedish Agency for Economic and Regional Growth and the Danish Business Authority are responsible for administering this fund.

**Horizon Europe 2021-27:** Horizon Europe is one of the EU's most important funding programmes. Its focus is to promote research and innovation. The programmes' sub-themes, which are relevant for cycling projects seeking funding, are Climate, Energy and Mobility. There are grants for research, innovation, pilot-tests, trials, and projects with activities relating to coordination, information and networking among others.

Figure 2: Timeline of milestones for cycling in Greater Copenhagen since the opening of the Øresund Bridge in 2000





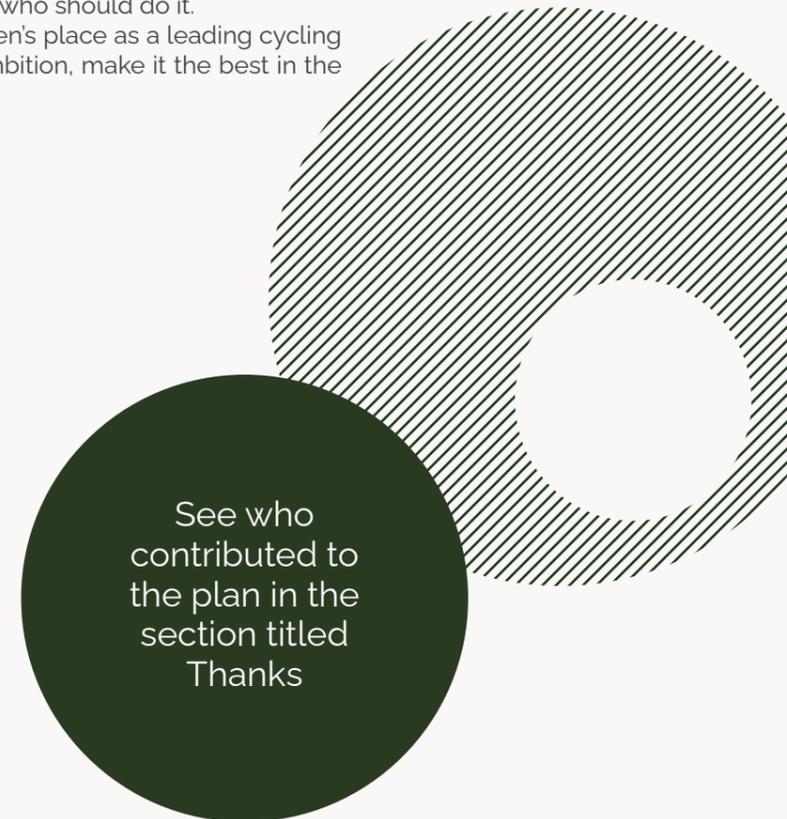
# Constructing a cycling plan

The contents of the plan are based on an analysis of potential prepared by Rambøll<sup>1</sup> and input from actors and experts from different disciplines in Greater Copenhagen. They have identified and qualified relevant cross-regional cycling initiatives based on four themes: Knowledge, Recreational Cycling and Cycling Tourism, Commuting by Bike, and Multimodal Trips.

The cycling plan is divided into two central sections. Each from its own perspective highlights opportunities and possible initiatives, where cycling can be a driver of growth for Greater Copenhagen, while at the same time supporting and strengthening links in the metropolitan area's transport system.

Several proposed initiatives are listed under each section, which should be prioritized to broadly promote cycling in the Greater Copenhagen metropolitan region. The initiatives are action-oriented and describe proposals for what needs to be done, how it should be done and who should do it.

The initiatives can support Greater Copenhagen's place as a leading cycling metropolitan area, and with a high level of ambition, make it the best in the world.



See who  
contributed to  
the plan in the  
section titled  
Thanks

<sup>1</sup> To uncover the potential for bicycle promotion in the Greater Copenhagen metropolis, Rambøll has prepared an analysis of potential. The majority of the action plan's figures come from this and the report can be found in the appendix.



# CYCLING AS A DRIVER OF GROWTH

# Cycling as a driver of Growth

## Greater Copenhagen as a green cycling destination and a hotspot for cycling know-how

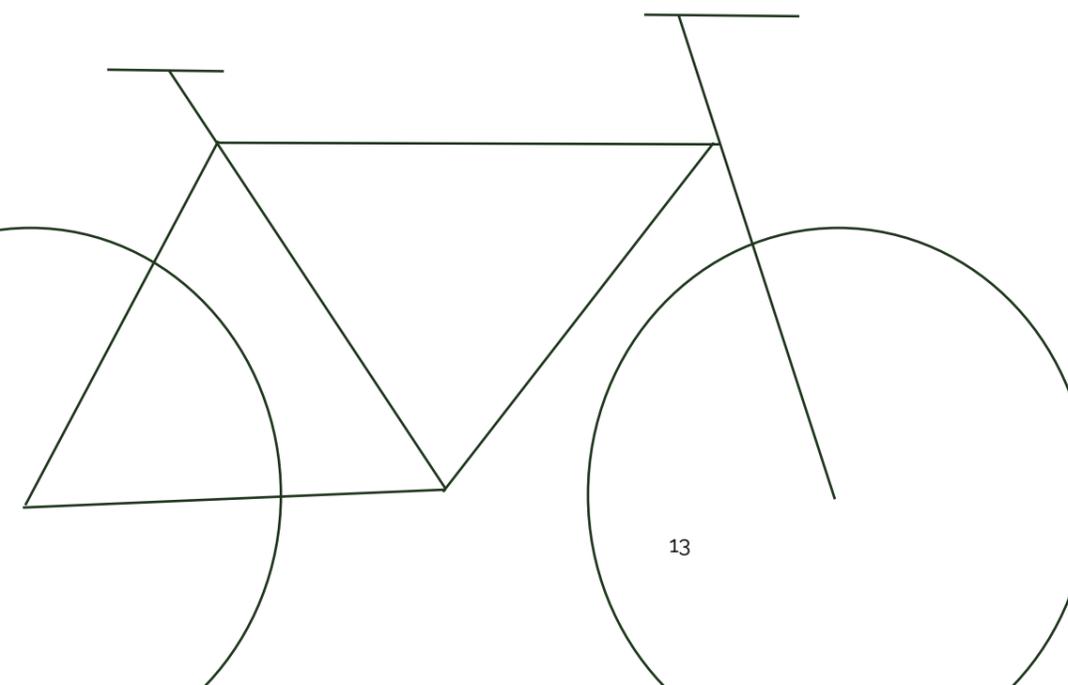
Right now, the interest in developing cycling and the demand for cycling know-how and qualified people is increasing. At the same time, the bicycle has experienced a renaissance for everyday journeys, leisure trips and cycling vacations due to global changes in our transport behaviour following the coronavirus pandemic. This creates momentum to establish common goals for cycling's development and exploit the growth potential of Greater Copenhagen as a cycling metropolitan area.

Greater Copenhagen has world class cycling cities, varied and beautiful landscapes, in addition to cultural (historical and modern) and natural attractions. The unique bicycle culture and cycling infrastructure of the metropolitan area makes for an ideal cycling destination for both a green and healthy everyday life, and active holiday experiences. At the same time the metropolitan area houses a large number of universities and knowledge institutions, which from an international perspective, constitute a strong knowledge cluster within cycling know-how. Know-how can both contribute to the development of Greater Copenhagen's own

cycling culture and increase the export potential for consulting and product development.

The unique cycling culture in Greater Copenhagen can, with common objectives and initiatives, help to strengthen the region's international image as a green and innovative metropolis, which can attract companies, tourists and innovative forces to the region as well as contribute to an increase in the export of expertise.

The following initiatives describe how actors across the Øresund can use their advantage to collaborate on targeted marketing, building knowledge networks and setting objectives in the field of cycling, which can develop Greater Copenhagen into an international cycling destination and a hotspot for cycling know-how.



# Initiative 1

## Greater Copenhagen as a world-renowned cycling destination

### Network for the targeted marketing of the Greater Copenhagen metropolitan area

The interest in a physically active daily life and climate-friendly vacations has risen in recent years. Cycling is generally playing a bigger role in life's daily activities and experiences. The continuation of this trend gives Greater Copenhagen a unique opportunity to brand itself as a green cycling (tourism) destination.

There is a possibility to attract those who would like to be active in their daily life and free time, also cycling tourists seeking new adventures on both day trips and longer cycling holidays. The marketing of Greater Copenhagen as a cycling destination will attract a large selection of users and strengthen the metropolis' green image.

#### Proposed Action

Establish a network in relation to targeted marketing. Bicycle tourists are not a homogenous target group. They have different needs and requirements depending on the experiences they wish to have. These can be in relation to one-day or multi-day trips, possibilities for overnighting, tours of different distances, possibilities for transporting baggage as well as catering to the needs of electric bikes, mountain bikes, cargo bikes, racing bikes or touring bikes. The network can, for example, develop marketing initiatives with the purpose of communicating and disseminating information about tourist destinations, attractions and activities that suit the needs of different groups. Marketing initiatives can also be based on recreational cycling routes such as the EuroVelo routes (see initiative 6).

#### COORDINATOR AND NEXT STEP:

- Danish Cycling Tourism, Cykelfrämjandet (Swedish national cycling advocacy organization) and Danish Coast and Nature Tourism: Should facilitate and coordinate the network.

#### PARTNERSHIPS

- Tourism organisations, for example, Wonderful Copenhagen. Tourism in Skåne AB: Should contribute with relevant knowledge and campaigns.
- Region Skåne and Region Halland: Should contribute relevant knowledge.

#### REFERENCE GROUP:

- The Chamber of Commerce and Industry of Southern Sweden, Danish Industry and the Danish Chamber of Commerce and trade associations such as HORESTA (Danish companies operating in the restaurant, hotel and tourism sector) and Naturturismföretagarna (organisation for Swedish companies in the nature and ecotourism sector). Also, companies providing cycling activities to target groups such as MTB-tours.



There was a measured increase in bicycle traffic in 2019-2020 along the Lolland Dyke in the Zealand region, despite there being fewer foreign visitors than before due to the coronavirus pandemic.



FIGURE 3: Map showing the effects of an increase in cycling tourism in Europe.

# Initiative 2

## Greater Copenhagen Cycling Cluster

### Network cluster for cycling knowledge

Bicycle research is an underdeveloped field in transport research and the demand for more knowledge is increasing as cycling booms due to congestion, climate, and health challenges.

With the many cyclists in the region, Greater Copenhagen is both a unique showcase for those abroad and an area with unique demographics and geography for bicycle research and innovation. These present a good starting point for strengthening cycling knowledge.

Several of the metropolitan area's research and knowledge institutions already focus on cycling, however, there remains great potential. Universities and knowledge institutions can obtain an international leadership position within cycling know-how with the promotion of more research and development opportunities.

#### Proposed Action

A network cluster should be established amongst universities in Greater Copenhagen with a focus on strengthening collaboration and knowledge sharing between them.

The network's transnational expertise should also strengthen dialogue and collaboration with planners, NGOs and professions through better knowledge sharing and dissemination of cycling research, working on best practice solutions within bicycle planning, and developing and exporting cycling solutions.

Activities in the network can be scaled according to resources and ambitions. These can involve, for example, half-yearly meetings where the latest research and knowledge is presented, a platform where foreign stakeholders can find the network cluster's experts within the various fields of cycling, a 'task-exchange' where planners and professions can pitch issues that university students can use as case studies in their assignments.

#### COORDINATOR AND NEXT STEP:

- Denmark's Technical University, Aalborg University Copenhagen and Sweden's Road and Transport Institute (VTI): should take the initiative to coordinate the network.

#### PARTNERSHIPS

- IT University, Lund University, Copenhagen University, Malmö University, Roskilde University, Copenhagen Business School, Halmstad University: should participate in the network.

#### REFERENCE GROUP:

- Svenske Cykelstäder (Swedish Cycling Cities), Det kommunale Cykelfagråd (The Municipal Cycling Council), Cyklistforbundet (Danish Association for Cyclists), Cykelfrämjandet (Swedish national cycling advocacy organization), The Danish Cycling Embassy, consulting and product development companies as well as bicycle planners in the metropolitan region, Greater Copenhagen's regions, Vejdirektoratet (The Danish Road Directorate) and Trafikverket (the Swedish Transport Administration, the Chamber of Commerce and Industry of Southern Sweden, Danish Industry, the Danish Chamber of Commerce and other relevant participants in the network.

#### DID YOU KNOW?

An Urban Cycling Institute was established in Amsterdam, which undertakes research exclusively in the field of cycling and places Holland on the world map for cycling know-how. Every summer planners and advisors travel to Amsterdam to further their education in one of the world's best cycling cities.

# Initiative 3

## Goal setting and monitoring

Common goal: a 20% increase in cycling and bicycle commuting in 2030

If Greater Copenhagen wishes to become the world's best cycling metropolitan area it is important to have a common vision and achievable cycling goals. Both to increase the level for the whole metropolitan area, and to help the municipalities to set local goals. An analysis of potential shows that there is potential for a 100% increase in bicycle commuting, which is why one can take advantage by introducing a target for a minimum increase in bicycle traffic by 2030. This objective can be transferred to the municipalities and regions with both high and low bicycle traffic, since this represents an increase of 20% regardless of the bicycle share today.

subscribe to an ambitious common objective for bicycle promotion in the metropolitan area.

The same applies at a regional level. Region Skåne has a goal to increase their bicycle share from 16% to 19%, which is roughly equal to a 20% increase. Denmark's regions have adopted a common goal to increase cycling share by 20% across all regions, including Zealand and the Capital Region. In addition, the bicycle share in Denmark's capital region increased from 29% to 34% between 2009 and 2018 (an increase of 17%). Regardless of today's level of cycling share in municipalities and regions, a 20% increase is both an ambitious and achievable target across the metropolitan area.

Some municipalities already have their own visionary targets in Greater Copenhagen, however, other municipalities would like to

### Proposed Action

A common target should be adopted so that municipalities can incorporate it into their cycling strategies, municipal plans, and other plans. 20% is proposed. There should be on-going follow-ups on developments, e.g., every two years.

#### COORDINATOR AND NEXT STEPS:

- The Board of Greater Copenhagen: Should adopt a common target for Greater Copenhagen.
- Greater Copenhagen's regions: Should have ongoing follow up on developments in relation to the target until it is achieved.

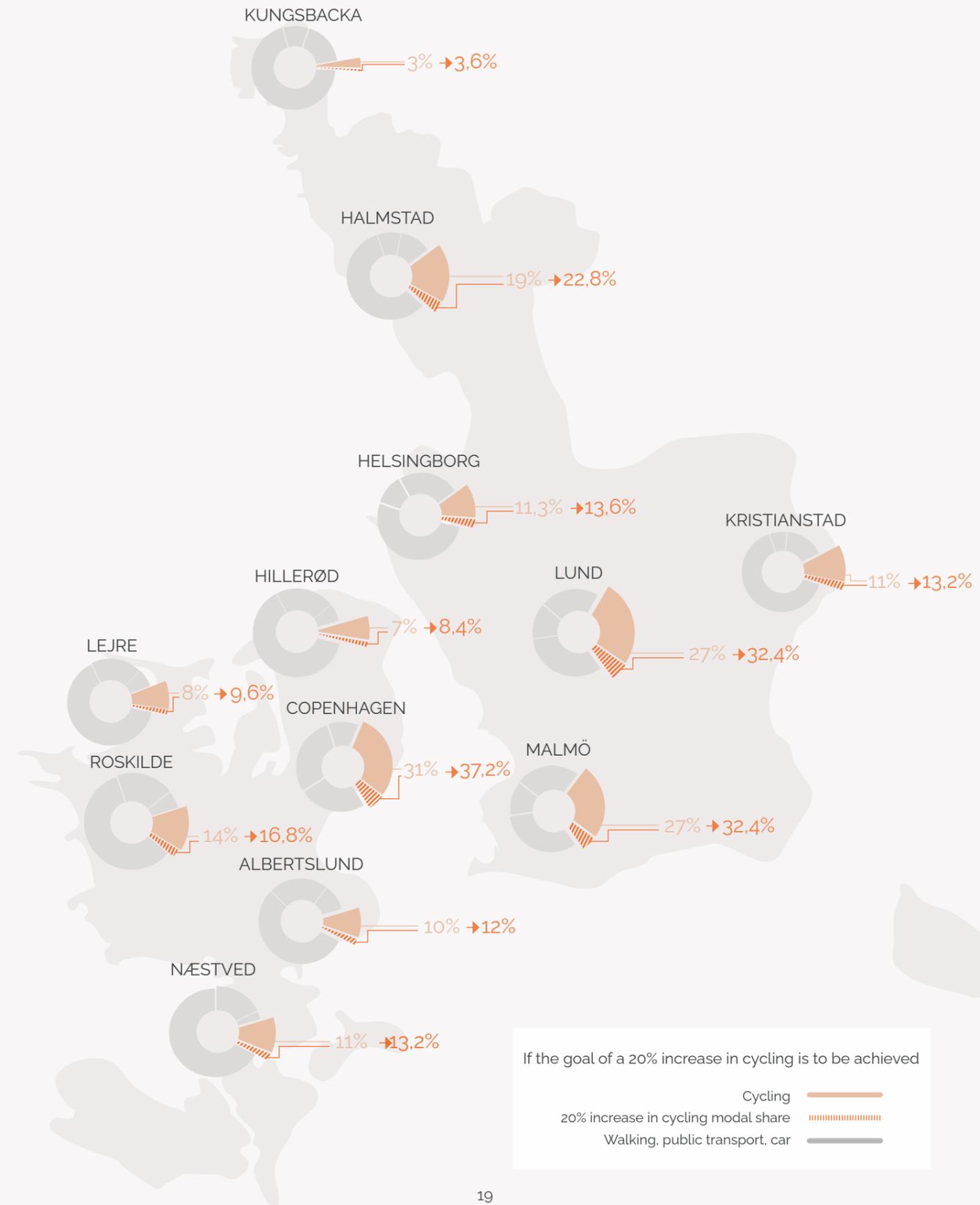
#### PARTNERSHIPS:

- Municipalities: Have an opportunity to incorporate the target into their own cycling strategies, municipal plans, and other plans.

### DID YOU KNOW?

In Holland, which is called the world's best cycling nation, a national target has been set to increase the number of cycling kilometers by 20% in 2027, in comparison with 2017.

FIGURE 4: Examples of a 20% increase in cycling traffic across different municipalities in Greater Copenhagen. The examples are based on surveys investigating regional and municipal travel, and transport habits.





# THE BIKE COHERENT SYSTEM IN THE SPORT TRANSPORT SYSTEM

# The bike in the coherent transport system

## Efficient commuter links, attractive recreational routes, and seamless interchanges

Be it the commute to work, the trip to the train, the trip to the ferry, the trip to the woods or a trip on vacation, the bike is an essential piece that helps to create coherence in Greater Copenhagen's transport system. If efficient and effective infrastructure ensures a well-integrated labour market characterised by sustainable growth and green innovation, then cycling should play an even more important role.

Even though one fifth of all trips in the Greater Copenhagen metropolitan area are by bike, there is potential for far more people to choose the bike. We are currently witnessing a sharp rise in sales of e-bikes and with improved regional cycling links and connections to public transport, both the radius and the usage of bikes can be increased. This can bring substantial positive consequences for the whole metropolitan area.

For instance, the number of commutes by car could be cut by over a third if everyone who can

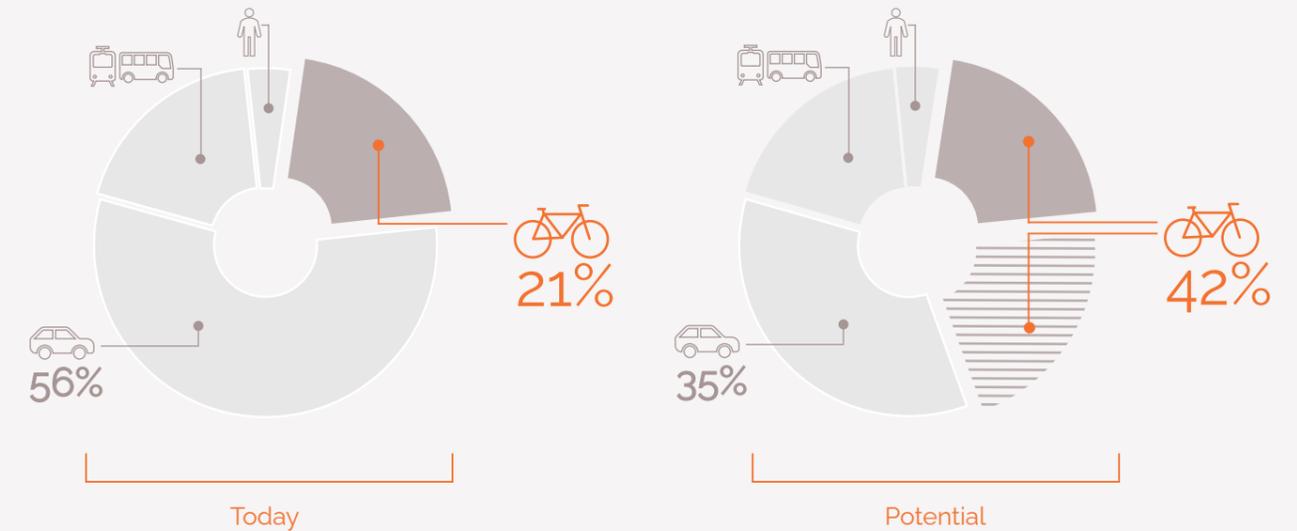
reach their place of work within 30 minutes by bike actually chooses the bike. This would free up road space during rush hour in particular, reduce CO<sub>2</sub> emissions, and increase public health significantly.

There is also much untapped potential within recreational cycling and tourism. If we were, for example, to cycle as much as the Dutch do during their leisure time, we would cycle three times as much.

Good interplay and recognisable, uniform solutions are crucial if a multimodal trip and a longer bike ride is to become the most attractive transport choice for more people. The following initiatives describe how actors across the metropolitan area can benefit from collaborations regarding important regional links (both physical and digital), that support more efficient commuter links, attractive recreational routes and seamless interchanges at large public transport hubs.



## Potential for modal shift from car to bike for trips to work and education

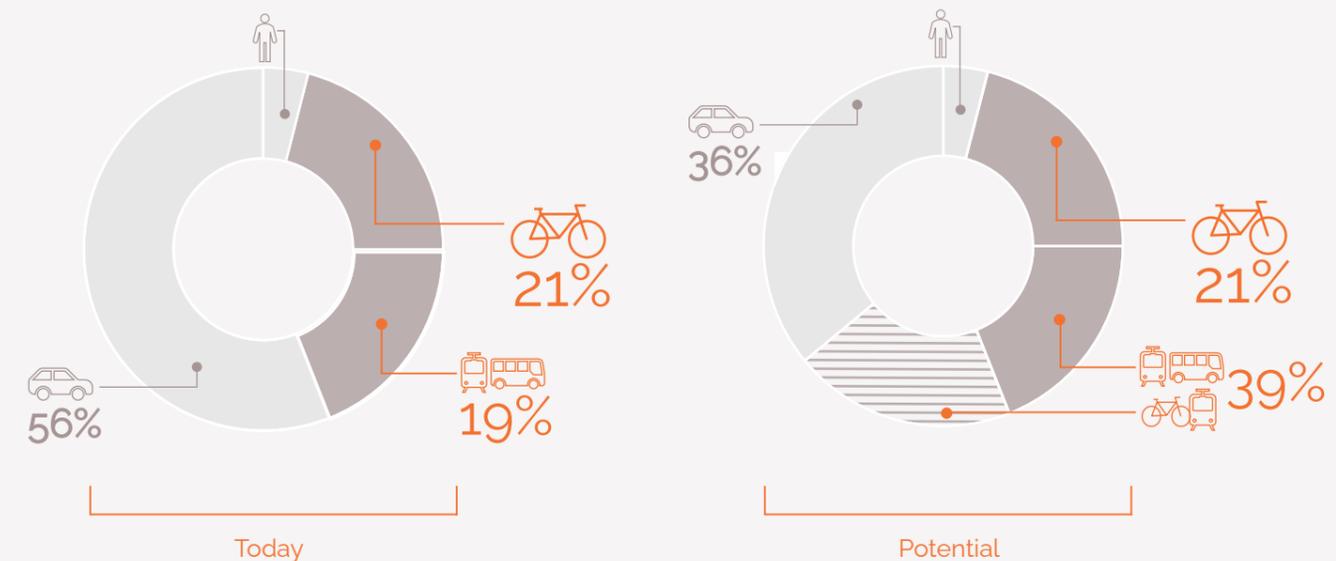


The charts show the effects of what happens when car commuters, who can choose to commute by bike or e-bike in 30 minutes or less, choose the bike over the car.

This will entail:



## Potential for modal shift from car to bike plus public transport for trips to work and education



The charts show the effects of what happens when car commuters, with less than two kilometres to a train station at both ends of their commute, choose the bike and public transport over the car.

This will entail:



# Initiative 4

## Designating strategically important links

For regional cycling connections and public transport hubs

Improved cycling links can ensure greater coherence in Greater Copenhagen's transport system. These links should be selected to optimise the promotion of cycling in the region. This also applies to designating strategic and regional bicycle networks, as well as public

transport hubs. When designating routes, the potential for interchanging with inter-regional transport corridors, recreational routes, regional commuter links, and public transport should be considered.

### Proposed Action

Strategically important regional bike links such as the TEN-T network (see initiative 5), EuroVelo routes (see initiative 6), cycle superhighway routes (see initiative 7) and public transport hubs should be designated.

The designation should be based on a mapping of potential. When mapping the potential, data can be included, for example, in relation to commuter flows, travel times by train, bus, bike, car, walking and in relation to workplaces, destinations, bicycle infrastructure and demographics.

#### COORDINATOR AND NEXT STEP:

- Greater Copenhagen's Traffic Charter group or Greater Copenhagen's regions: Should take responsibility for coordinating assessments of potential and designating the most strategically important links.

#### PARTNERSHIPS:

- Municipalities: May offer relevant data
- Skånetrafiken (Skåne's regional public transport authority), Movia (Danish public transport agency), DSB (Danish Rail), Metroselskabet (Copenhagen Metro Company): May offer relevant data
- Greater Copenhagen Cycling Cluster (see initiative 2): May help prepare assessments of potential based on data

#### REFERENCE GROUP:

- Vejdirektoratet (Danish Road Directorate) and Trafikverket (Swedish Transport Administration)

### DID YOU KNOW?

Two EuroVelo routes run through Greater Copenhagen — EuroVelo 7 and EuroVelo 10.

There is already a vision for a 1,200km cycle superhighway network in Greater Copenhagen. Region Skåne has a planned cycle superhighway network of 376km, and the Capital Region of Denmark has a vision for a coherent cycle superhighway network of more than 850km

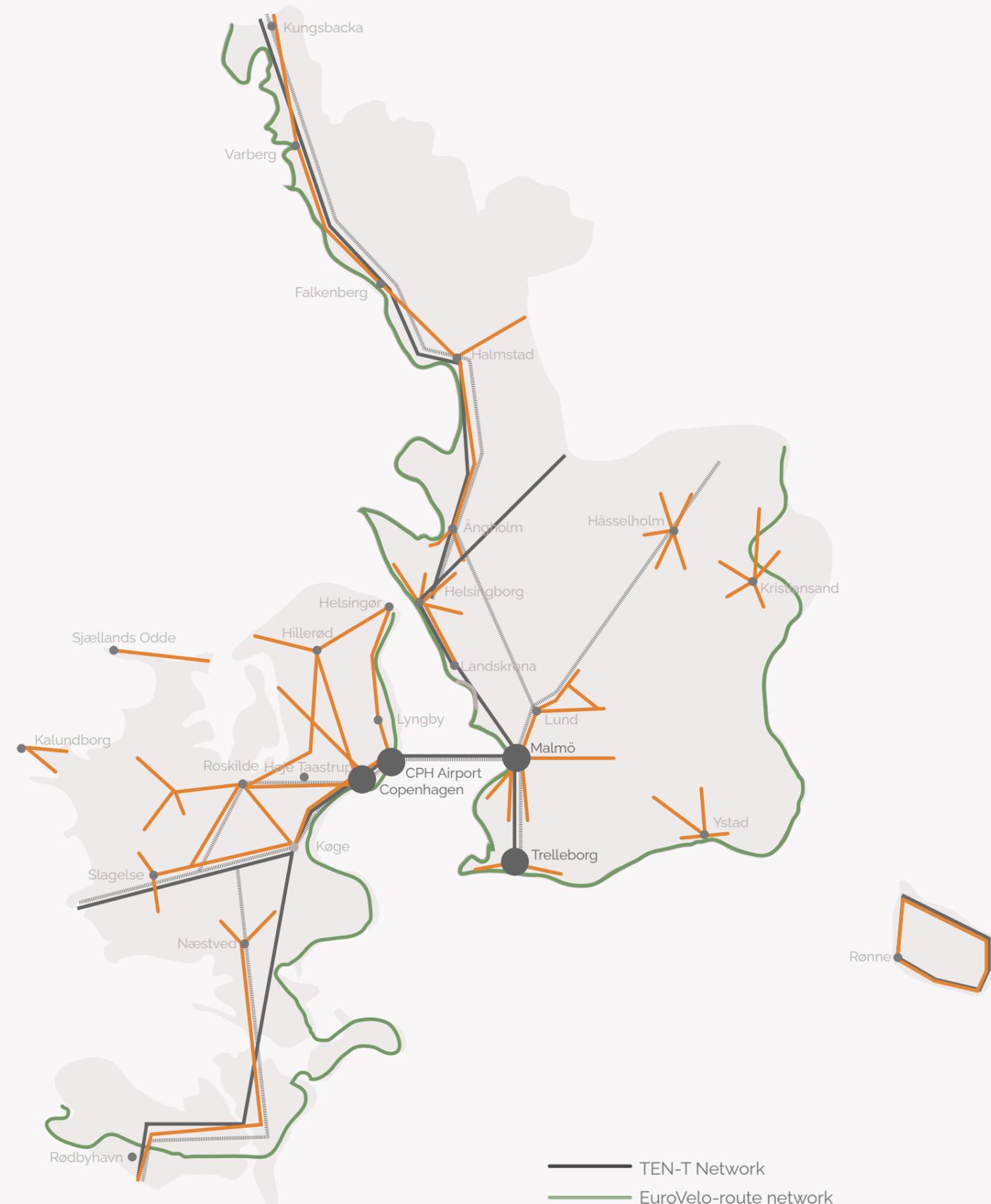


FIGURE 5: An illustrative map of strategically important cycling links in Greater Copenhagen. The example is not based on an assessment of potential.

# Initiative 5

## Cycling links in the European transport network (TEN-T)

### Integration of bicycle infrastructure in TEN-T's motorway, rail, bridge and tunnel links

The interregional TEN-T corridors can be important high quality links for active transportation. For example, cycle superhighways have been built successfully along TEN-T railways in several European countries. Therefore, cycling infrastructure should also be integrated

in Greater Copenhagen's TEN-T network to support more efficient commuter links, attractive recreational routes and seamless interchanges at major public transport hubs.

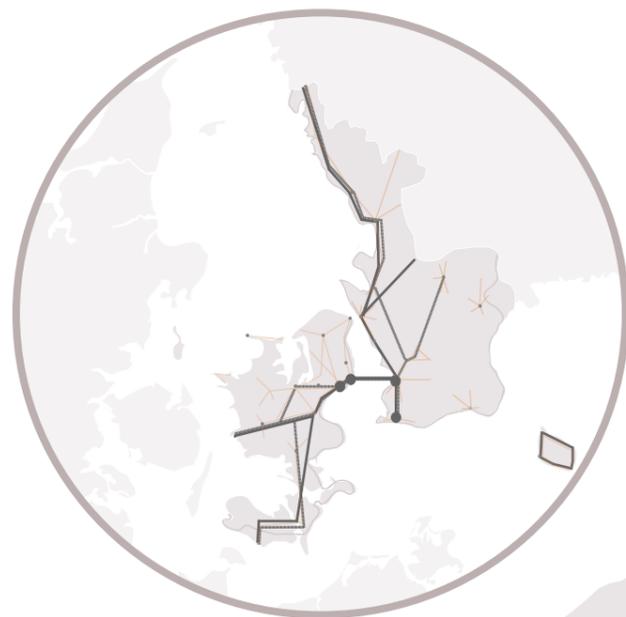
#### Proposed Action

Based on the determination of the strategically important cycling links to be integrated in the TEN-T network (see initiative 4), a project proposal and an application for funds should be prepared to establish bicycle infrastructure along the TEN-T network in Greater Copenhagen. The project proposals can become part of the Greater Copenhagen Traffic Charter.

If the anticipated European revision of the TEN-T 2023 network recommends a Helsingør-Helsingborg fixed link in the network, then a bicycle link in connection with a prospective tunnel should be examined in more detail.

#### COORDINATOR AND NEXT STEPS:

- Greater Copenhagen's Traffic Charter group or the regions of Greater Copenhagen: Should coordinate the project proposal effort and examine application options.
- Vejdirektoratet (Danish Road Directorate), Trafikverket (Swedish Transport Administration) and the municipalities: Should build the projects being the relevant road authorities.



TEN-T-network



The Muiderfietsbrug bike bridge near Amsterdam was established as part of a TEN-T restoration project.



The railway bridge across the River Waal in Nijmegen. The railway and the river are both part of the TEN-T network.



Example of a bike link along the TEN-T bridge carrying the E6/E20 motorway across the River Lagan, Sweden.

#### DID YOU KNOW?

The Trans-European Transport Network (TEN-T) is an EU policy directed at the implementation and development of a coherent European network of roads, railways, inland waterways, sea transport routes, harbours, airports, and railway terminals.

# Initiative 6

## EuroVelo routes

Organised collaboration on EuroVelo routes 7 and 10 in Greater Copenhagen

If Greater Copenhagen's image as a green cycling destination is to be promoted, then there is a need for strategic cooperation across the whole metropolitan area in relation to infrastructure, which promotes the potential for good cycling experiences. Recreational cycling routes support both everyday cycling, leisure cycling and cycling tourism, and strengthen Greater Copenhagen as a green cycling destination.

There are many actors today who concern themselves with leisure cycling and cycling

tourism. In addition, authorities are organized differently in Denmark than in Sweden. However, two European leisure routes run through Greater Copenhagen: EuroVelo 7 and EuroVelo10. The two routes provide an obvious opportunity to advance collaboration around recreational routes and cycling experiences in the metropolitan region. Danish Cycling Tourism is the official EuroVelo coordinator in Denmark. There is not yet an official coordinator in Sweden.

### Proposed Action

Official collaboration should be initiated on both sides of the sound with regards to the two EuroVelo routes, for example, to develop common concepts for wayfinding and signage, and to work out guidelines for the road authorities to ensure uniform standards and a common approach to planning.

#### COORDINATOR AND THE NEXT STEP:

- Cykelfrämjandet (Sweden's national cycling advocacy organisation): Should establish an organisation with responsibility for the EuroVelo routes in Sweden. This organization should, together with Danish Cycling Tourism, facilitate and coordinate cooperation.
- Danish Cycling Tourism should facilitate and coordinate collaboration with the Swedish coordinator.

#### PARTNERSHIPS:

- Trafikverket (Swedish Transport Administration), Vejdirektorat (Danish Road Directorate) and municipalities: Should participate in collaboration being the relevant road authorities.

#### REFERENCE GROUP:

- Danish Coast and Nature Tourism, Region Skåne, Region Halland, Tourism in Skåne AB, Wonderful Copenhagen, The Danish Chamber of Commerce, Danish Industry, and the Chamber of Commerce and Industry for Southern Sweden

— EuroVelo route network



Kattegattleden, which is a part of the EuroVelo 7 route in Region Skåne and Region Halland, was named European cycling route of the year in 2018. The route experienced a 57% increase in cycling traffic between 2017 and 2019.

### DID YOU KNOW?

EuroVelo is the European cycling route network. EuroVelo integrates existing and planned national and regional routes into a single European network. The EuroVelo network consists of 17 routes across Europe, 90,000km in total. Inspiration to initiate and collaborate on a route can be found at: [www.pro.eurovelo.com](http://www.pro.eurovelo.com)



# Initiative 7

## Cycle Superhighway routes

### Organised collaboration on regional commuting links in Greater Copenhagen

Today, 21% of all commuting trips in Greater Copenhagen are made by bicycle. If Greater Copenhagen wants to create a well-integrated labour market with a coherent transport system, then the bicycle plays an important role. Regional cycling infrastructure should be optimized to promote cycling on all sections of a commuting trip – regardless of whether it applies to the whole journey to work or the bike trip to the train station or ferry.

Therefore, a cycle superhighway network should be created across the whole of Greater Copenhagen. (See Initiative 4). In both Region Skåne and the Capital Region there is an established cooperation for a regional bicycle highway network between municipalities and regions. It could also be an advantage to establish them in the regions of Zealand and Halland

#### Proposed Action

There should be organised collaboration around regional cycling commuting connections in the region of Zealand and the Halland region. Being strategically connected, regions and municipalities should work together to establish cycle superhighways and develop concepts, e.g., for wayfinding and communication.

#### COORDINATOR AND NEXT STEP:

- Region Zealand and Region Halland: Should initiate collaboration around regional commuter cycling routes and support the municipalities' work to establish the project.

#### PARTNERSHIPS:

- Municipalities: Should establish cycle superhighways.
- Cycle Superhighway collaboration in the Capital Region and cycle superhighway collaboration in Region Skåne: Should help with knowledge sharing and sparring..

#### REFERENCE GROUP:

- Vejdirektorat (Danish Road Directorate) and Trafikverket (Swedish Transport Administration)

The potential modal shift from car to bike for trips to work and education.



— Cycle Superhighway network (Illustrative example)



#### DID YOU KNOW?

Cycle Superhighways are high quality regional commuting links, which create opportunities for taking the bike to work over longer distances.

Cooperation on Cycle Superhighways in Region Skåne was launched in 2019's Supercykelstråk's (Cycle Superhighways) concept.

Cooperation regarding the Cycle Superhighways in the Capital Region started in 2009. The collaboration is coordinated by an office, which is mainly funded by the Capital Region.

# Initiative 8

## Better integration of cycling into MaaS solutions

### The bike should be integrated into Mobility as a Service solutions

An important part of Greater Copenhagen's coherent transport system is the development of common MaaS solutions. Greater Copenhagen has an ambition for it to be just as natural for a person who lives in Halmstad to seek a job in Hillerød, as to seek a job in Helsingborg. To achieve this, easily accessible information and a convenient journey will play a significant role. Digital information solutions help to create coherence in the metropolitan area and to ensure integration of "last mile" solutions. Cycling information should be incorporated into MaaS solutions across the Øresund.

In particular, the multimodal trip by bicycle and public transport is most often a regional or interregional trip. Here, for example, digital information about the possibility and price of taking a bicycle on public transport, as well as information about bike parking options at public transport hubs will help to support the possibilities for combined journeys.

#### Proposed Action

It is important that the relevant information is accessible on the existing platforms to ensure that cycling is better integrated into MaaS solutions, e.g., Rejseplaneren and Rejseplanen (digital travel planning platforms). When working with a coherent system for public transport, ticketing systems and traffic information, then the following sub-elements should be incorporated:

- Rules for taking the bike on busses and trains
- Prices for taking the bike on busses and trains
- Information about options for bicycle parking at public transport hubs
- Cycling infrastructure in connection with public transport hubs

#### COORDINATOR AND NEXT STEPS:

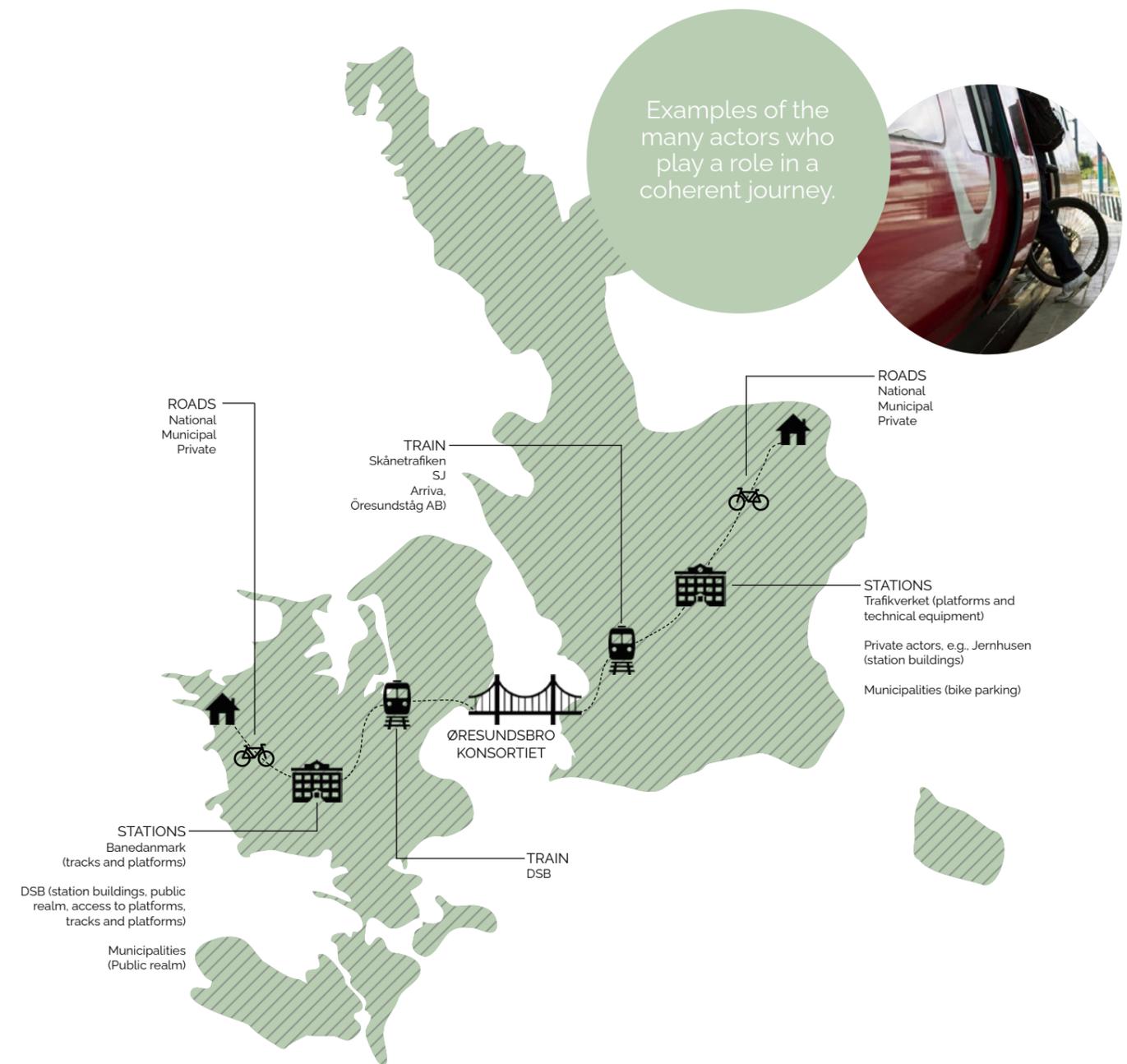
- Greater Copenhagen's traffic charter: should ensure that the bike is considered in projects relating to a coherent public transport system, ticketing systems and traffic information.
- Greater Copenhagen's regions: should take on the role of coordinator and collect and update information from relevant actors.

#### PARTNERSHIPS:

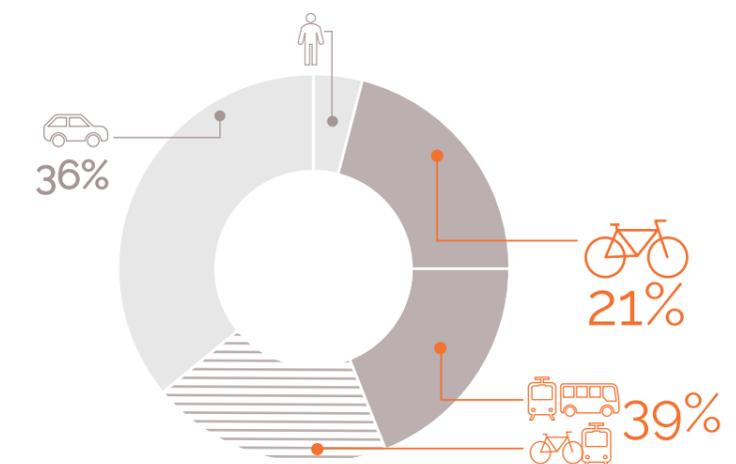
- Rejseplaneren and Rejseplanen (digital trip planning platforms): Should integrate information into their service platforms.

#### REFERENCE GROUP:

- Skånetrafiken (Skåne's regional public transport authority), Movia (Danish public transport agency), DSB (Danish rail), Metroselskabet (Copenhagen Metro Company) and municipalities.



Potential for a modal shift from the car to the bicycle plus public transport for journeys to and from work and education.



# Initiative 9

## Bicycle parking at public transport hubs

### Recommendations for bicycle parking guidelines

Greater Copenhagen has a desire to create a more integrated labour market and a more coherent transport system in the metropolitan area. Public transport accounts for 19% of commuting trips in the region. This share has potential to double with the promotion of multimodal (Skåne's regional public transport authority) trips. One should focus on seamless travel at large public transport hubs when

promoting multimodal trips. Here, good, safe, easily accessible and easily recognizable solutions are essential to facilitate the modal shift to the bicycle and public transport across the entire metropolitan region. An important element in creating recognizable solutions across the Greater Copenhagen is the design of bicycle parking.

#### Proposed Action

Common guidelines should be prepared for establishing and upgrading bicycle parking at strategic public transport hubs (see initiative 4).

Guidelines should be differentiated according to, for example, the type of geography and public transport. They should be as clear and user-friendly as possible and useful for traffic companies, municipalities, and developers when it comes to installing bicycle parking. This means that the guidelines should provide answers to questions such as: How many bike racks should the bicycle parking have in relation to the number of passengers? Which type of bicycle racks are required? What are the recommendations for locking, lighting, placement, etc.?

#### COORDINATOR AND NEXT STEP:

- Greater Copenhagen's Traffic Charter Group or Greater Copenhagen's regions: Should work out the guidelines.

#### PARTNERSHIPS:

- Municipalities: Should contribute knowledge to the guidelines
- Skånetrafiken (Skåne's regional public transport authority), Movia (Danish public transport agency), DSB (Danish Rail), Metroselskabet (Copenhagen Metro Company): Should contribute knowledge to the guidelines.

#### REFERENCE GROUP:

- Passagerpulsen, Greater Copenhagen Cycling Cluster (see initiative 2).



#### LYNGBY STATION



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#### MALMÖ CENTRAL STATION



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The most ambitious examples of bicycle parking in the metropolitan region can be found at Malmö Central station and Lyngby Station. In Holland high quality bicycle parking is being established at train stations in a collaboration between the State, regions, municipalities, and traffic companies. The bottom photo displays Utrecht Central Station's new bike parking garage consisting of three floors beneath the station with space for over 12,500 bikes.

#### DID YOU KNOW?

Movia (Danish public transport agency) has documented that better cycling conditions and bicycle parking at regional bus stops increase the amount of passengers by up to 19%.

One fourth of all train commuters arrive at the train station by bicycle in Greater Copenhagen. In Holland, the number is half of all train commuters.

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PROJECT PARTNERS: The Capital Region of Denmark and Region Skåne.

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