

## Cycling in Denmark



Troels Andersen, 28 nd of May 2008

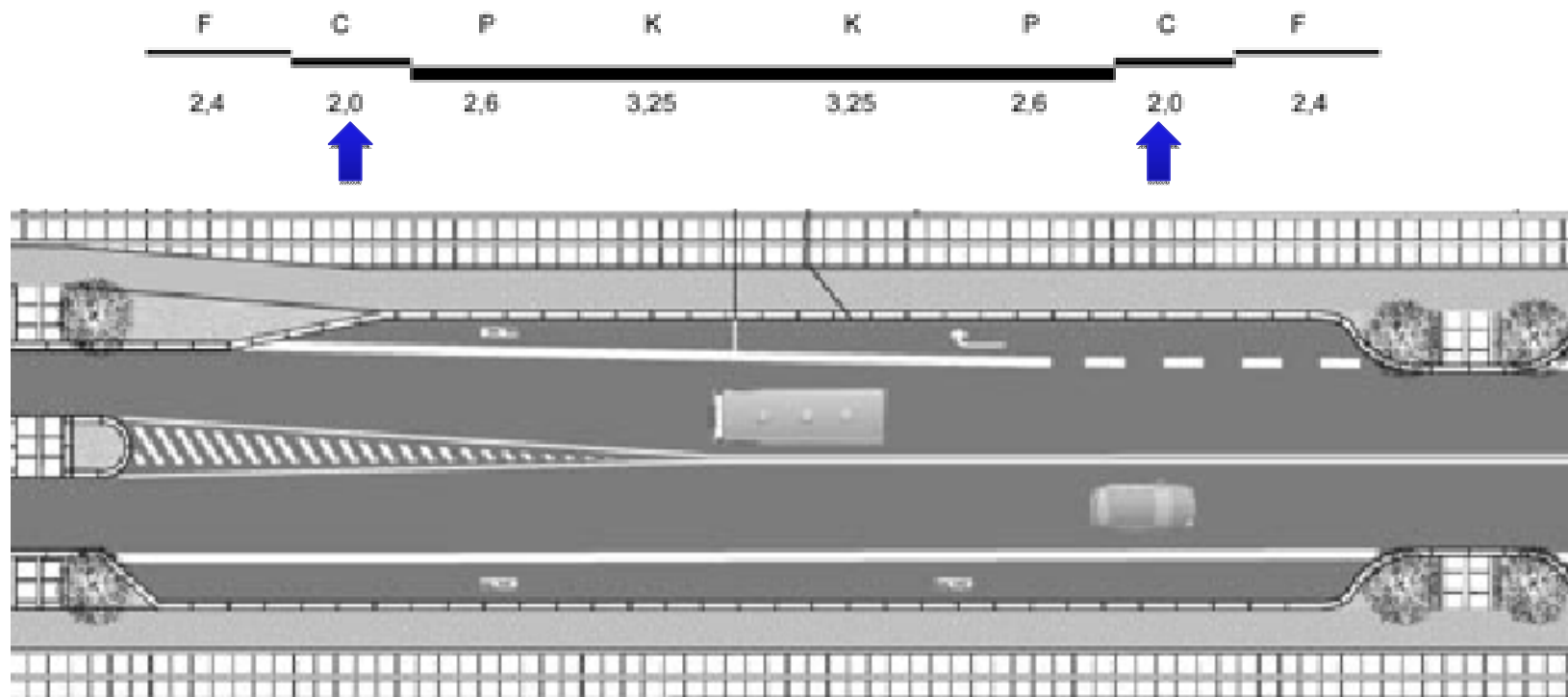
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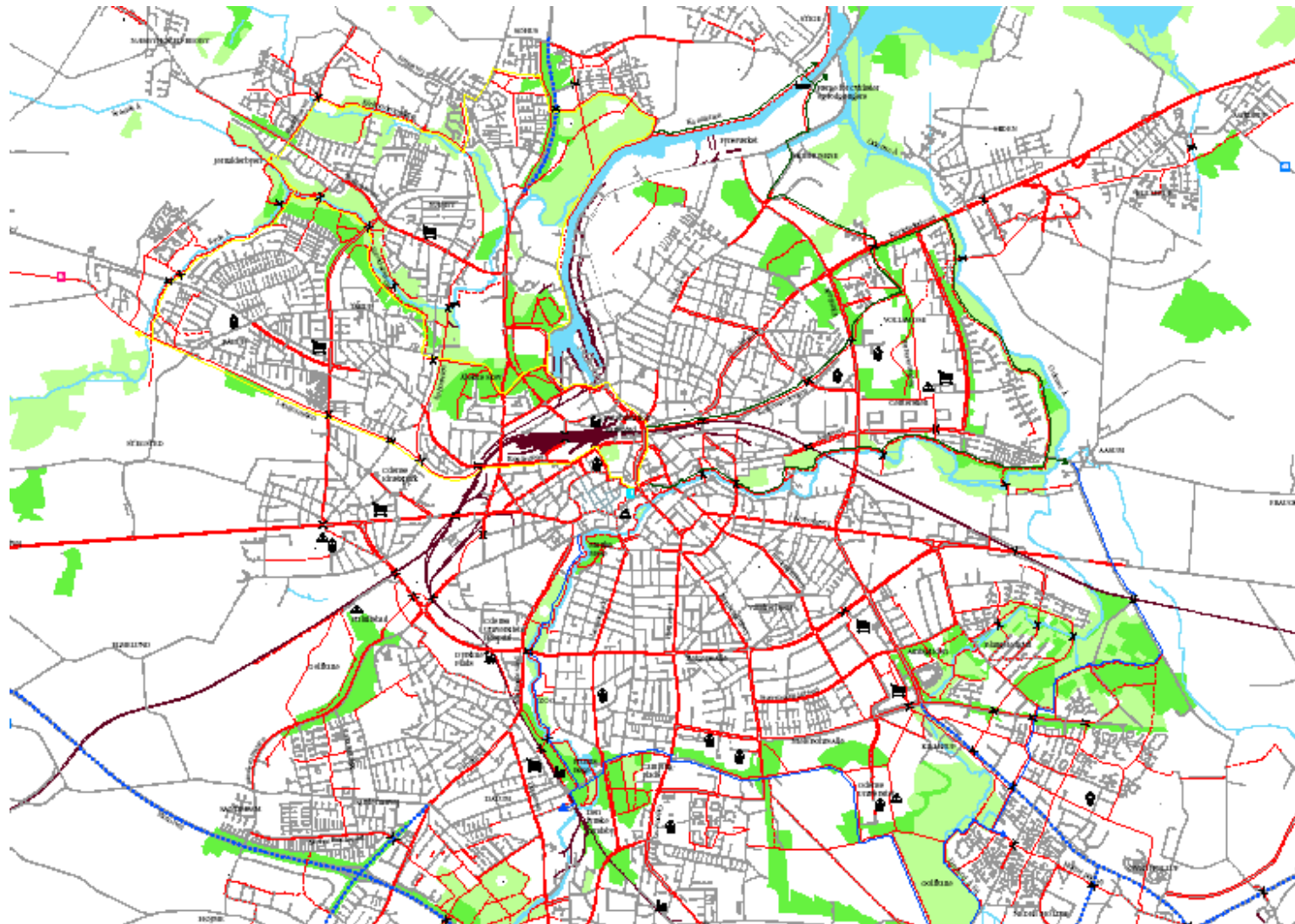
- Former project manager for Odense Cycle City
- Work for [www.tts.dk](http://www.tts.dk) & [www.veksoe.com](http://www.veksoe.com)
- Departments:
  - Traffic control
  - Parking
  - Urban equipment and cycle equipment
  - Street lights
  - Consultancy and development



## Standard Profile for Roads



**My City: Odense City – 510 km Cycle Path**  
**My Route: 9 km – 0 traffic lights – 1 bridge – 4 tunnels**



## General Trends in Denmark

- High focus on cycling in the main cities
- Increased car use in smaller cities
- Cycle paths are integrated in all new developments
- Cycle parking is being improved



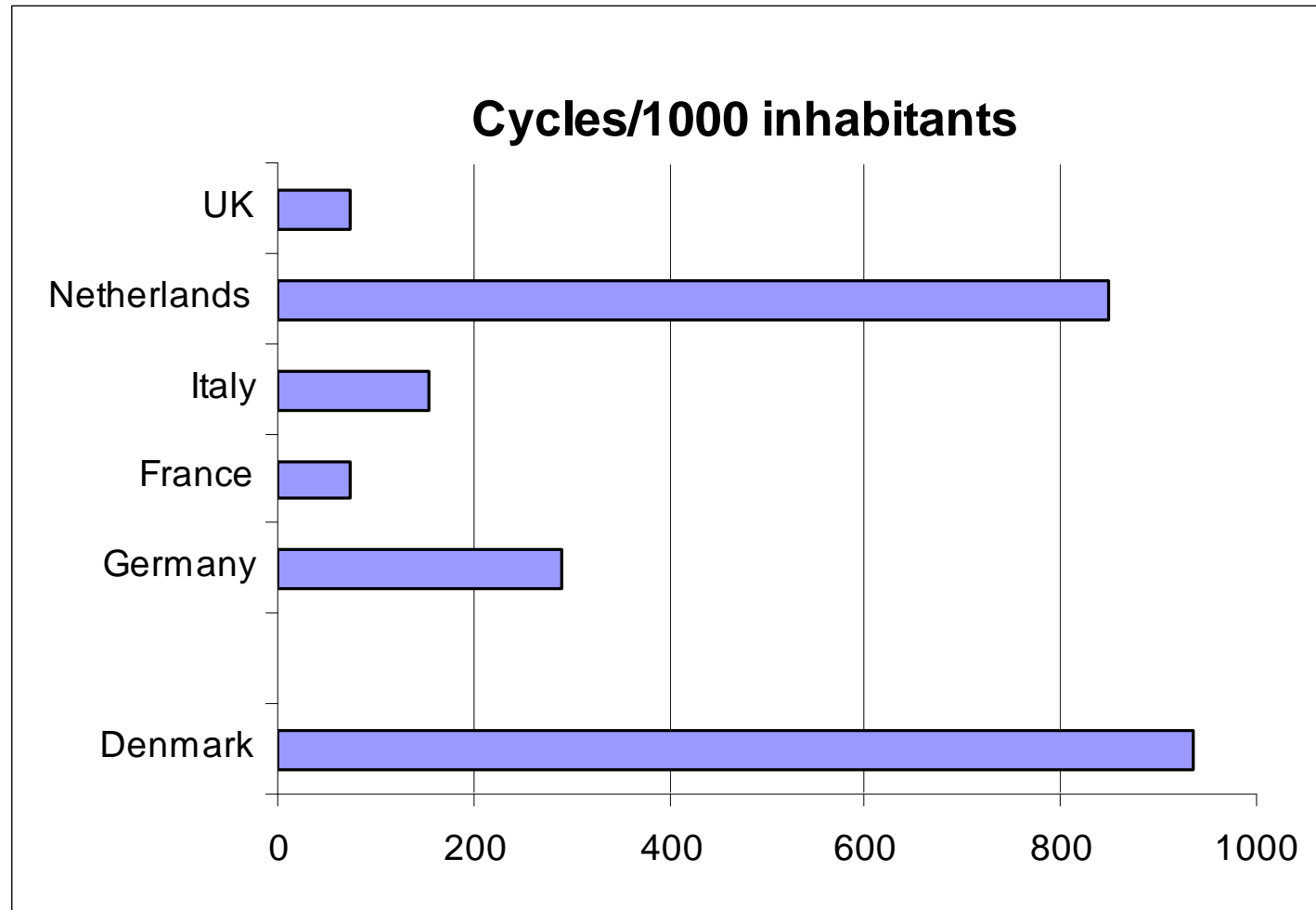
## Key Facts on the 7 Major Danish Cities

Cities in order	Km cycle path/ km roads	Cars per 1000 inhabitants
Copenhagen	-	218
Århus	27%	287
Odense	33%	312
Ålborg	28%	321
Esbjerg	32%	320
Kolding	13%	361
Vejle	8%	360

## Key Facts on the 7 Major Danish Cities

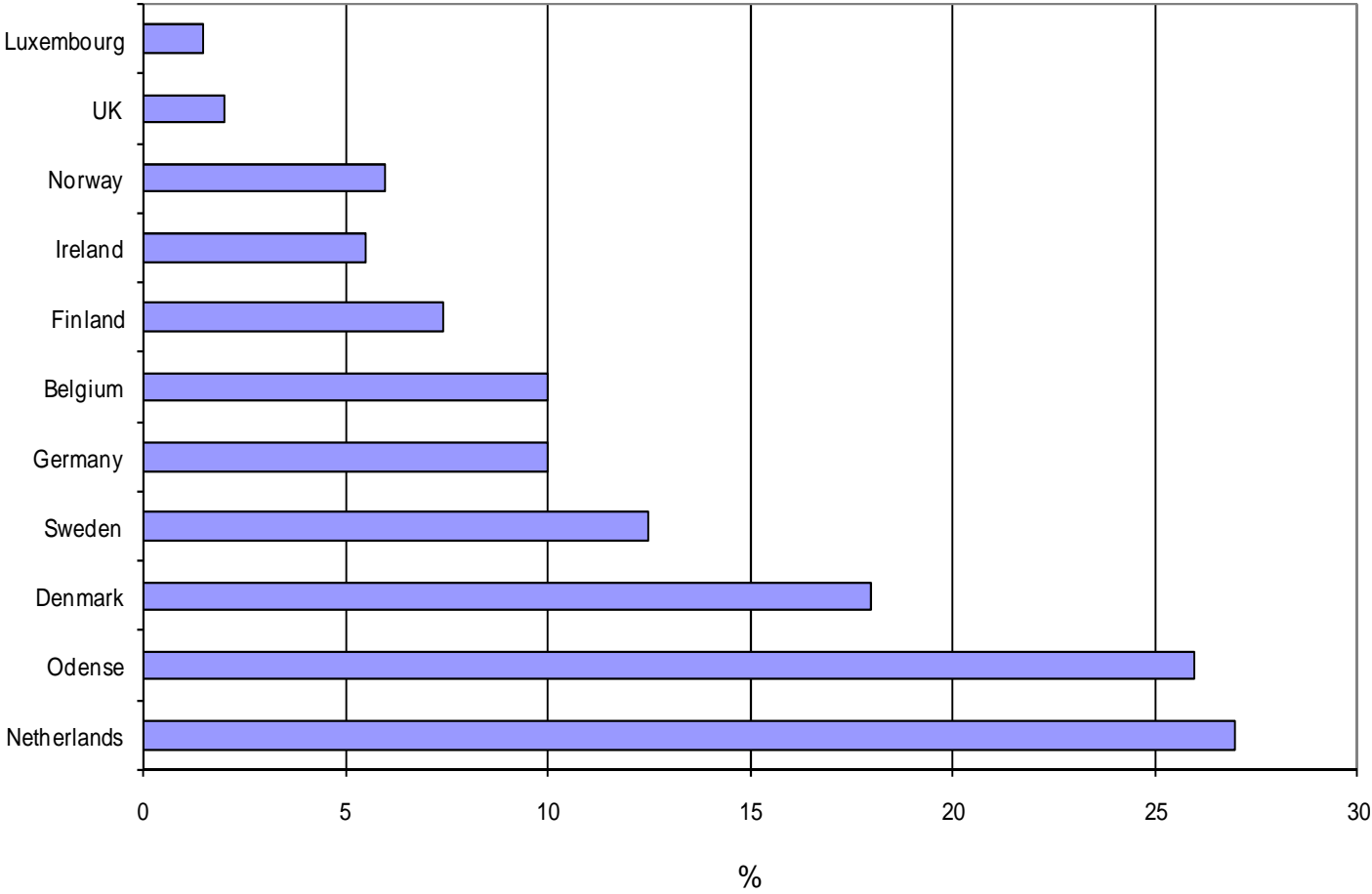
Cities in order	Cycle trips/ day/person	Distance/ cycle trip/ day/person	Modal split cycling
Copenhagen	0.65	2.39 km	29%
Århus	0.44	1.53 km	18%
Odense	<b>0.61</b>	<b>2.05 km</b>	<b>26%</b>
Ålborg	0.37	1.15 km	17%
Esbjerg	0.48	1.59 km	19%
Kolding	0.30	0.85 km	12%
Vejle	0.27	0.81 km	11%

## Cycle Ownership in Various Countries



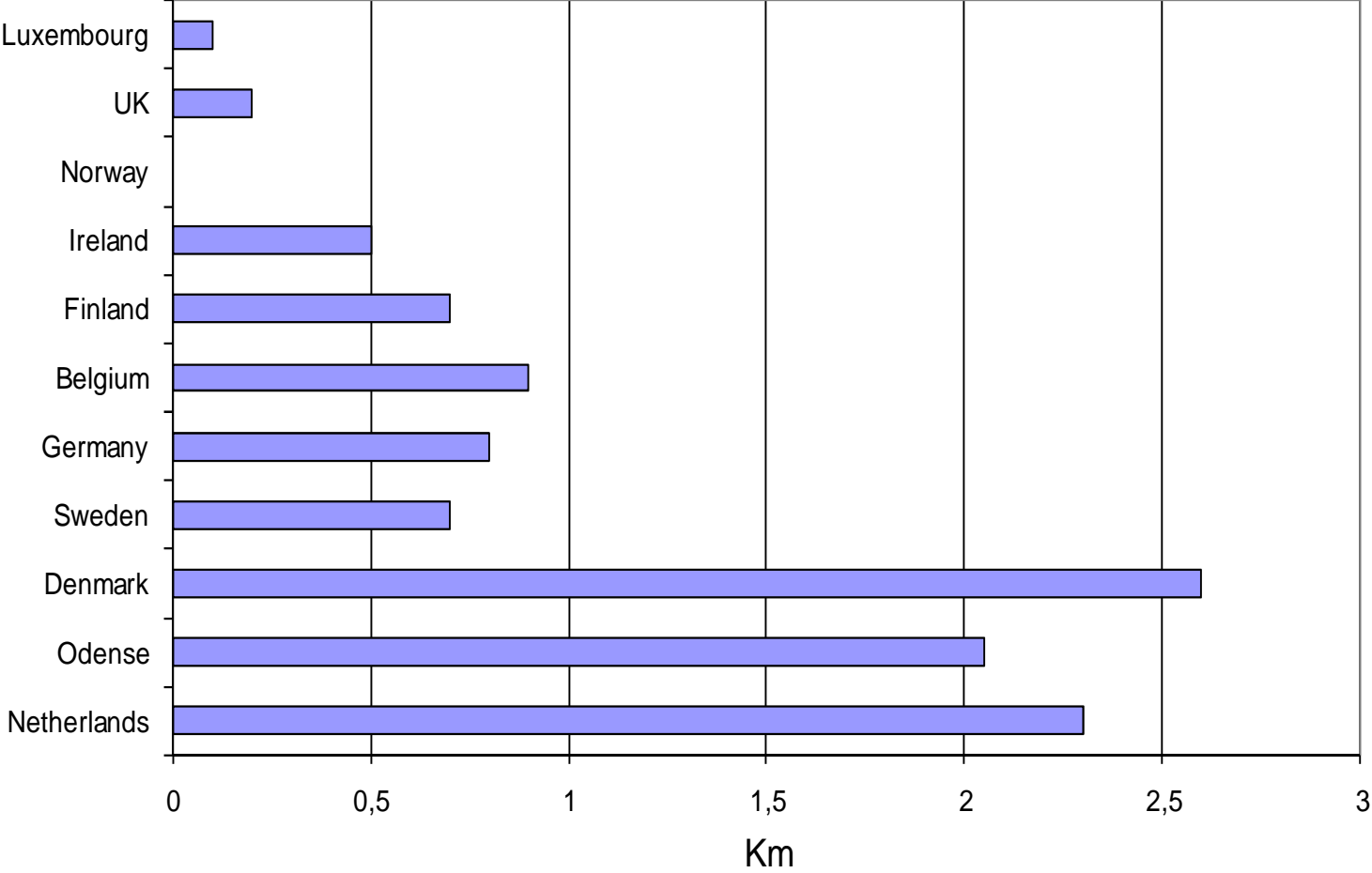


### Modal Share of all Trips





### Km cycled/person/day

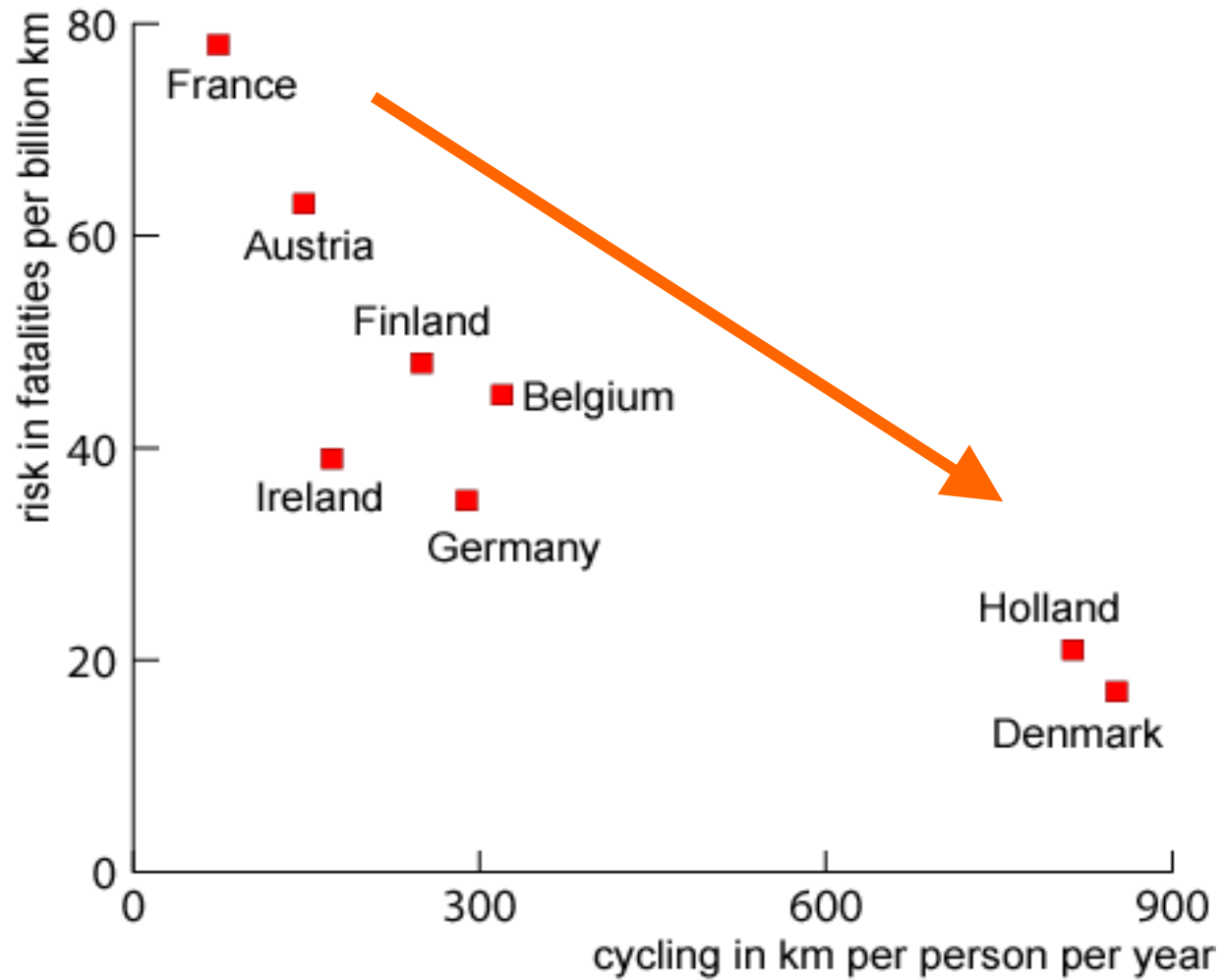


## Safety and Health is Essential

- Safety has the highest priority
- Many uses cycle helmet
- Health is the main reason for many cyclists

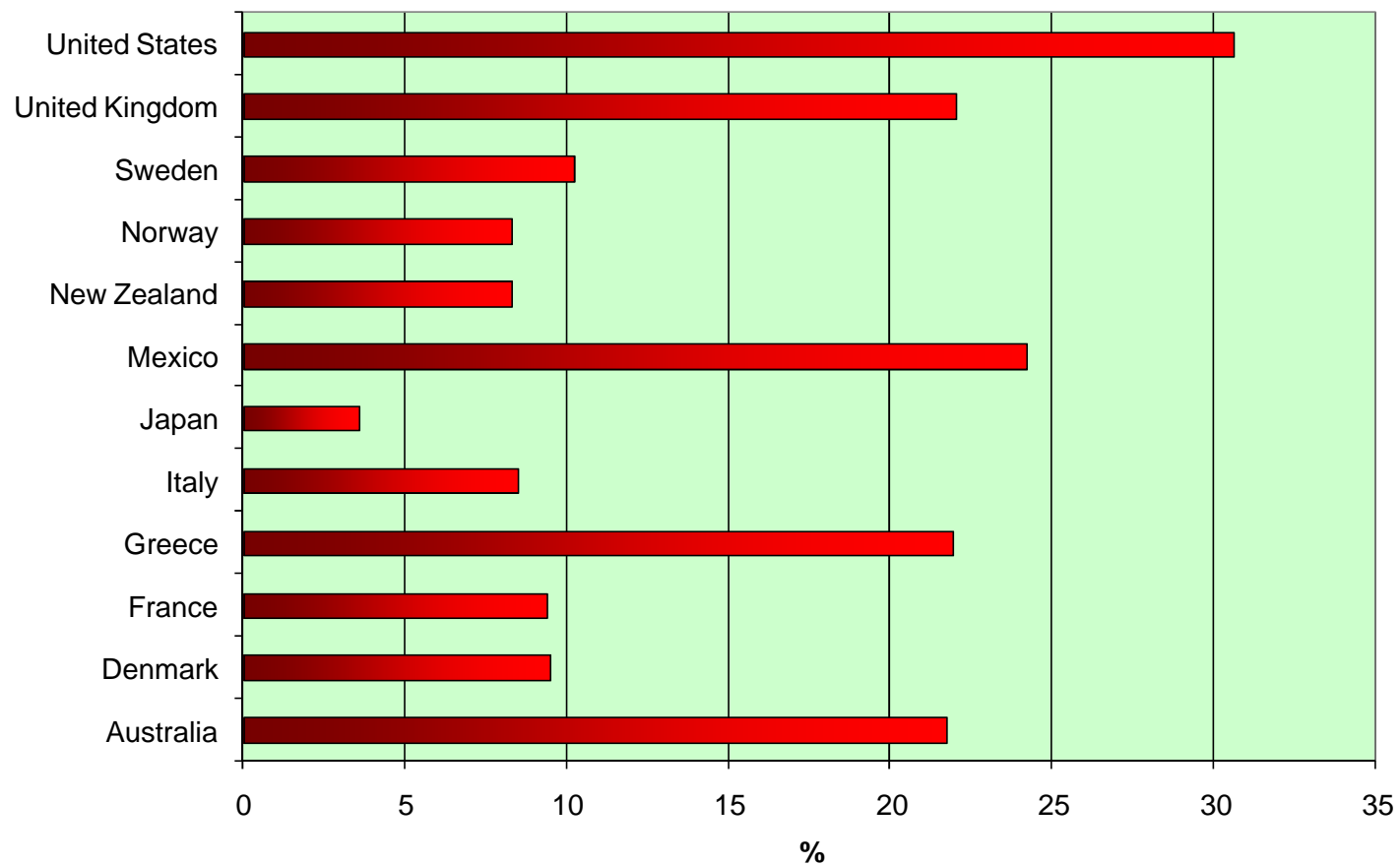


### Cycling Risk – Cycling Intensity



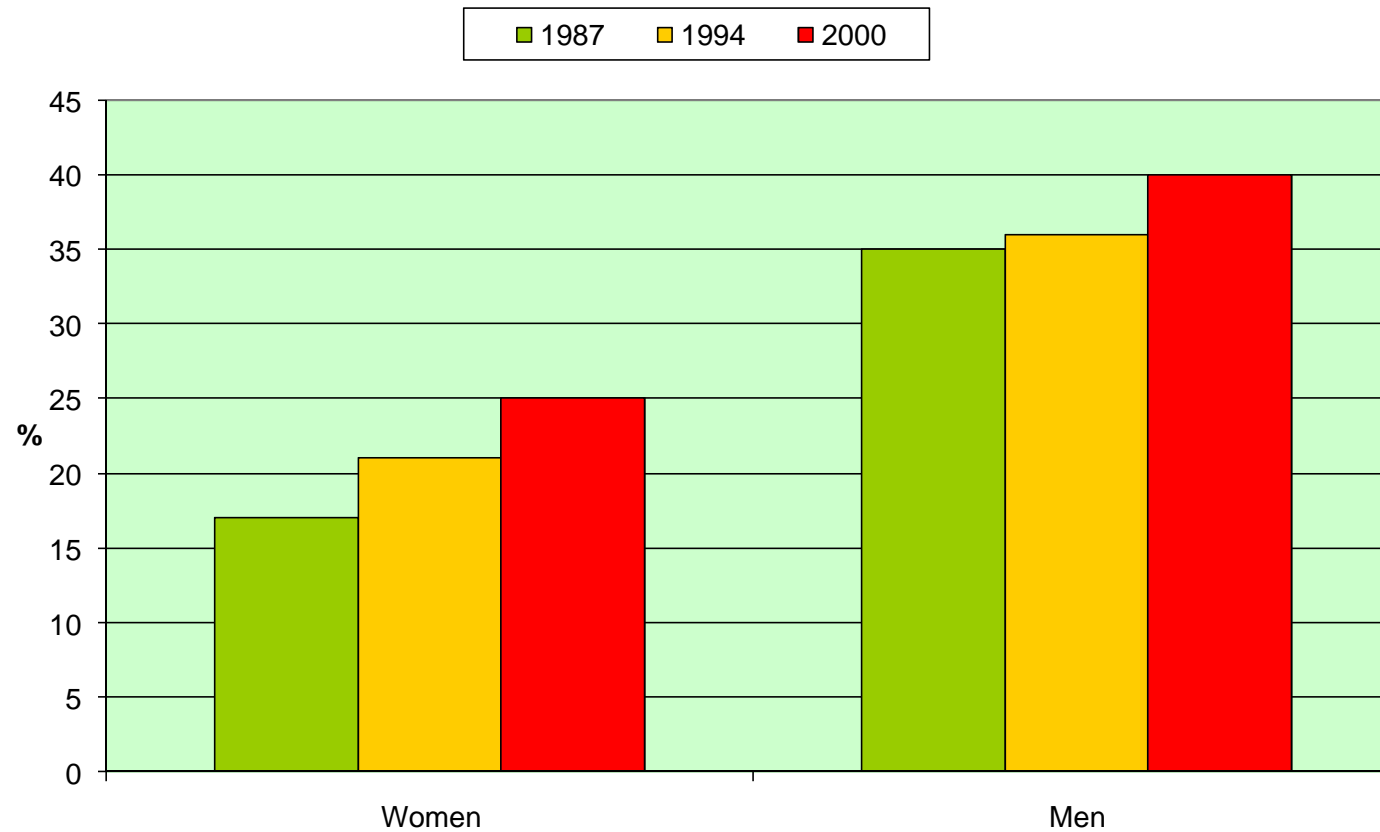
## Obesity Across the World

### Obesity among adults, BMI > 30

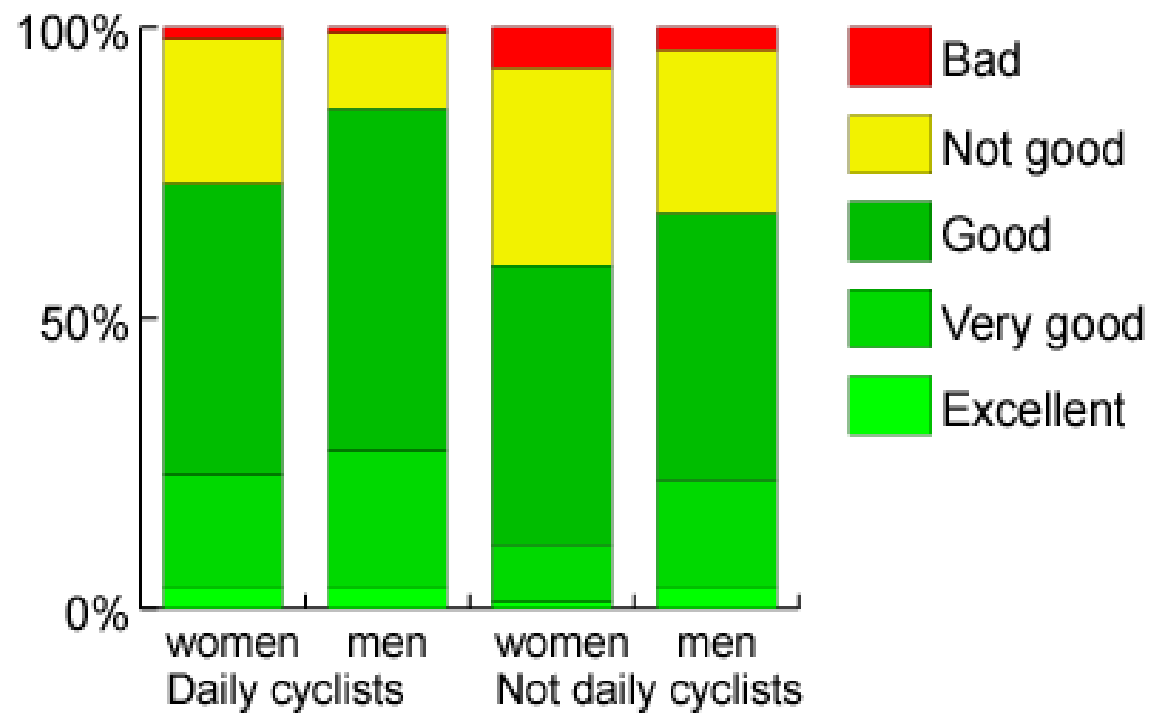


## Obesity in Time and Gender

### Obesity, BMI 25-30 Denmark



### Assessment of Personal Fitness



## New Solutions for Cyclists

- Cycle pumps
- Cycle centres
- Cycle counters
- City bikes
- Campaigns





Thank you for your attention!

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[www.tts.dk](http://www.tts.dk)  
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