

An aerial photograph of a road with several large, lush green trees. A road sign is visible in the bottom right corner. The text is overlaid on the image.

# The Cycle Superhighway Collaboration in the Capital Region of Denmark

Process, results and learnings

Rheinisches Radverkehrsrevier

26. September 2023

# Background

**Master of Arts (MA) in Modern Culture** with a Profile in Urbanity and Aesthetics

**10+ years experience** with Active Mobility Planning

## **Board Memberships**

- Bicycle Innovation Lab
- Cycling Embassy of Denmark
- European Cyclists' Federation (current)

# About Buro Happold

**3000**  
Staff Globally

**400**  
Staff in Europa

**37**  
Offices



# About Buro Happold



# Routes

## Responsibilities

- **Strategic planning**
- **Route planning**
- **Screening**
- **Design guidance**
- **Funding**
- **Construction guidance**
- **Maintenance**
- **Annual inspections**

# Programme Managing

## Communications

- National **policy debater**
- **Evidence-based!!**
- **Business** oriented communication
- **Route and maintenance** communication
- **User oriented** campaigns
- Presenting for 30-40 **international delegations** a year

# Innovation

E.g.

- **Google** collaboration
- **Speed pedelec** studies
- **Bikonomics**, cost-benefit analysis comparisons with Dutch standard
- Pushing for new **tax-incentives**
- **Project lead on interregional bicycle strategy DK/SE**



## Organisation

- **Gentleman agreement collaboration**  
- no legal mandate
- **Steering group** of 31 municipalities
- **Facilitating** every step of the processes.
- Hosting **Mayors Summits**
- **External Stakeholder Engagement:** Academia, Chambers of Commerce, NGO's international regional planners etc.

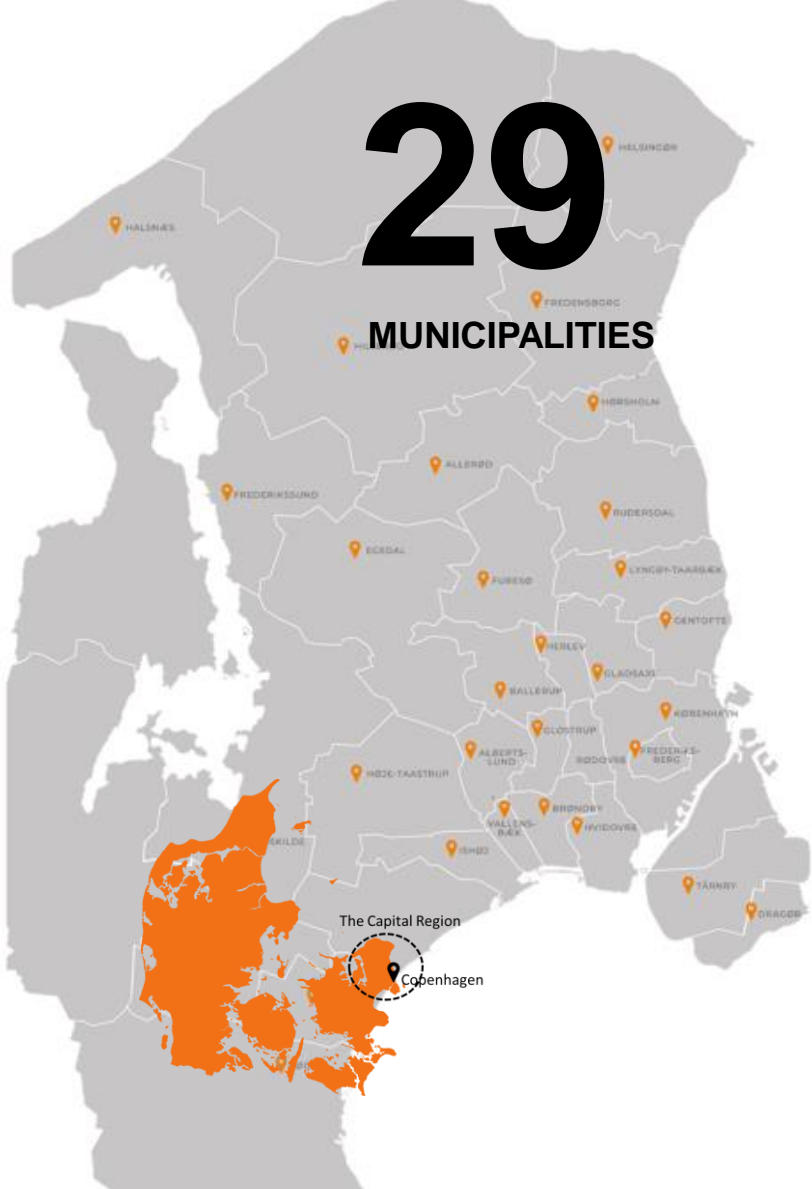
## Knowledge

- Running a comprehensive **assessment** program
- Creating a regional **bicycle account** (PowerBI)
- Close **collaboration with academia**. E.g. hosting the International **Cycling Research** Conference
- Arranging European Cycle Highway **Academies**
- Creating **new concept guidelines**
- Hosting monthly '**Lunch and Learn**' meetings

# The Cycle Superhighway collaboration

# 29

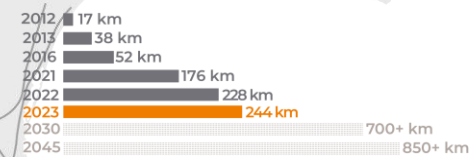
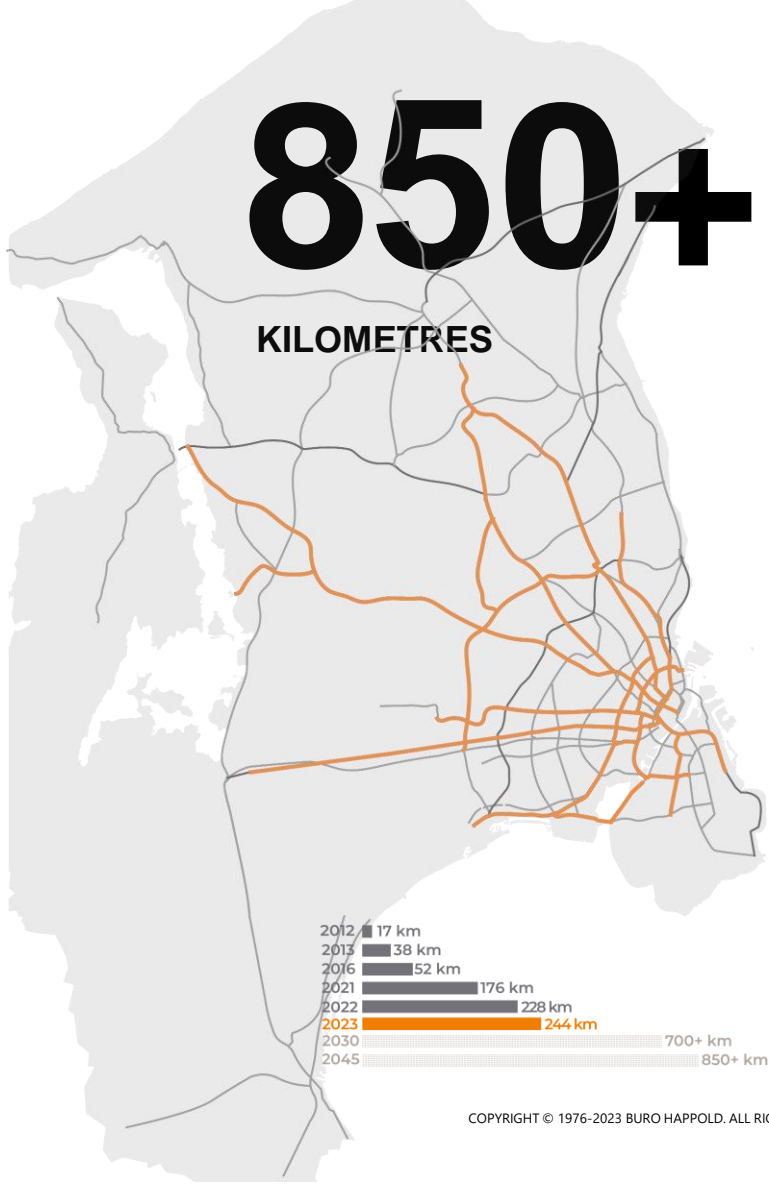
## MUNICIPALITIES



The Capital Region  
Copenhagen

# 850+

## KILOMETRES







ROUTES



KNOWLEDGE



COMMUNICATION



INNOVATION



ORGANISATION



ROUTES













# 3. PILLAR IN REGIONAL TRANSPORT PLANNING



National or regional anchored institutions

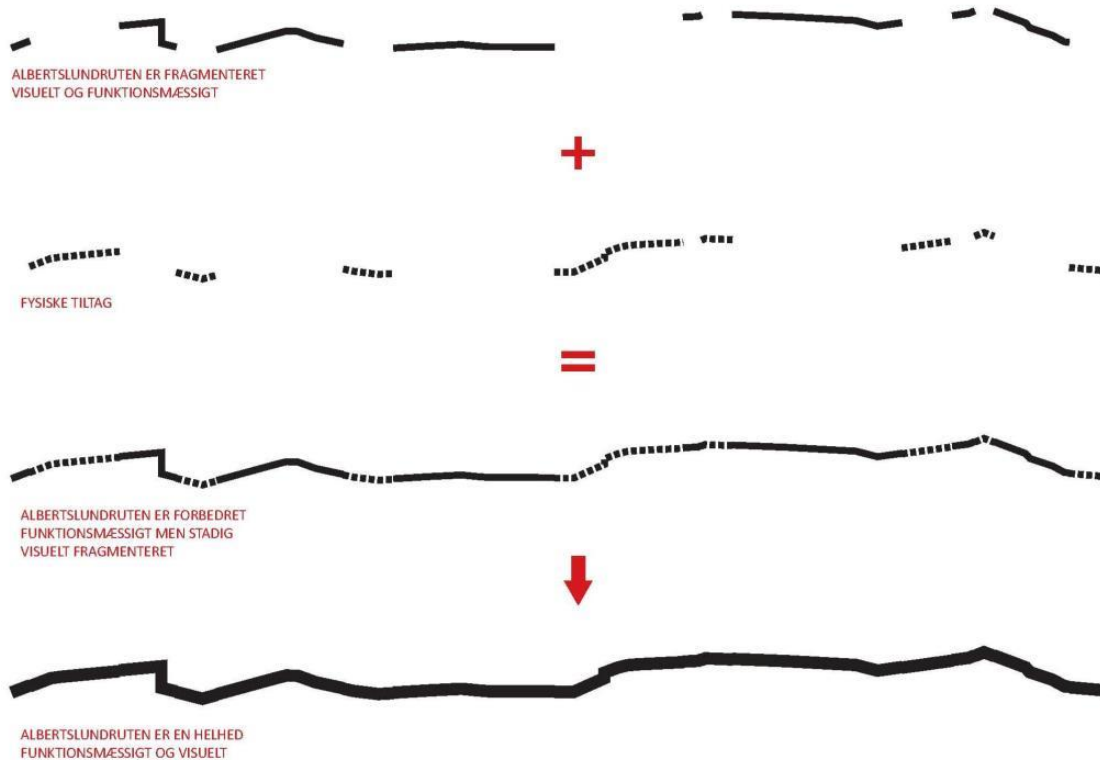
Municipal project

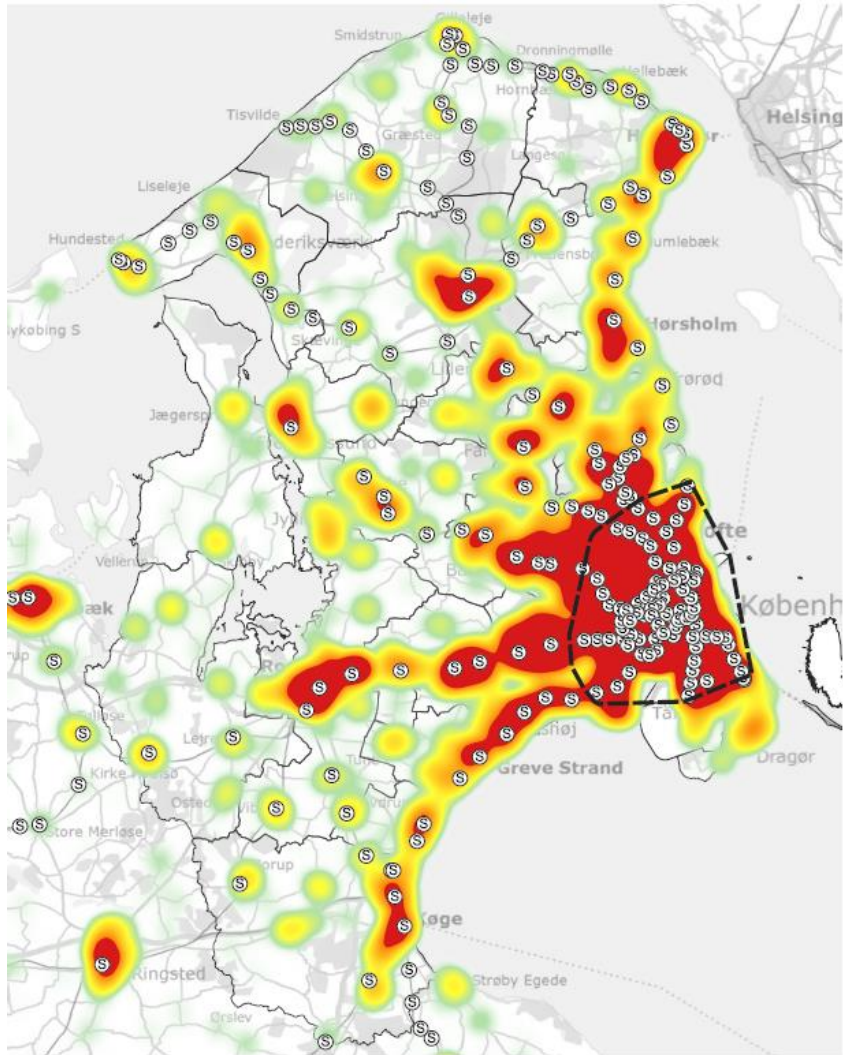






# THE MAKING OF A CYCLE SUPERHIGHWAY





Aktivitetkort - udenfor Håndfladen

Ønsket maskevidde i Supercykelstinet er 4 km

Aktiviteter defineret som beboere+arbejdspladser+videreg. uddannelsespladser

Håndfladen 
 Ⓢ Togstation 
 ■ Mere end 10000 aktiviteter excl. grundskole



# Cross municipal



- Stop interviews as a part of the assessment program



- Maintenance agreement



- Route inauguration with mayors as part of the communication efforts





ORGANISATION

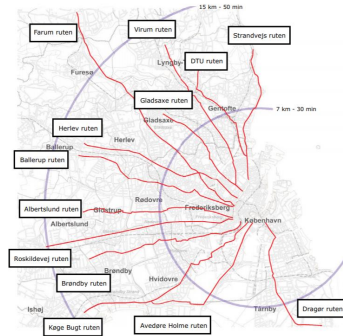


## From goal

Copenhagen's overall goal for cycling include goals for the number of cyclists as well as the quality of cycling (sense of security, safety, travel time and comfort). One of the more ambitious goals is increasing the modal share for bicycles to 50% of all trips to work or educational institutions by the end of 2015. In 2010 the modal share was 36%. Raising that to 50% means encouraging 55,000 citizens to cycle. An increase to 45% means 35,000 citizens must hop onto their bicycles.

- *City of Copenhagen's Bicycle Strategy 2011-2025*

## To the first vision...



The first two cycle superhighways in London are launched.

## ...and the latest vision



The European manual for the planning of cycle superhighways is published.

2008

An analysis initiated by the City of Copenhagen shows a great potential for long distance bike commutes across municipal borders in the Capital Region.

2009

Copenhagen joins forces with 15 municipalities and the Capital Region. The Capital Region grants €54,000 to the project. The state dedicates €134 mio. for the development of cycling infrastructure.

2010

The Capital Region decides to grant an annual €400,000 to the development of the Cycle Superhighway Collaboration.

2011

The Office for Cycle Superhighways that facilitates the collaboration is created along with a conceptual strategy for the project.

2012

The first cycle superhighway C99 in the region is launched.

2013

The second cycle superhighway C95 is launched. The first national cycle superhighway fund provides 50% investment for cycle superhighways in all of Denmark.

2014

The Capital Region grants €1.3 mio. to the continuation of the Cycle Superhighway Collaboration till 2018.

2045

850+ kilometres of cycle superhighway.

2030

747 kilometres of cycle superhighway.

2021

The 10th cycle superhighway C76 is launched.

2020

The ninth cycle superhighway C71 is launched.

2019

By 2019 28 municipalities have joined forces to create cycle superhighways. The total network is incorporated in the Danish Finger Plan.

2018

A socio-economic analysis of the cycle superhighways of the Capital Region proves the cycle superhighways to be one of the most profitable infrastructure investments in Denmark. The Capital Region grants €1.6 mio. to a continuation of the project.

2017

Five cycle superhighways are launched. C82, C84, C93, C94 and C97.

The vision of 750 kilometres cycle superhighway is approved in the collaboration.

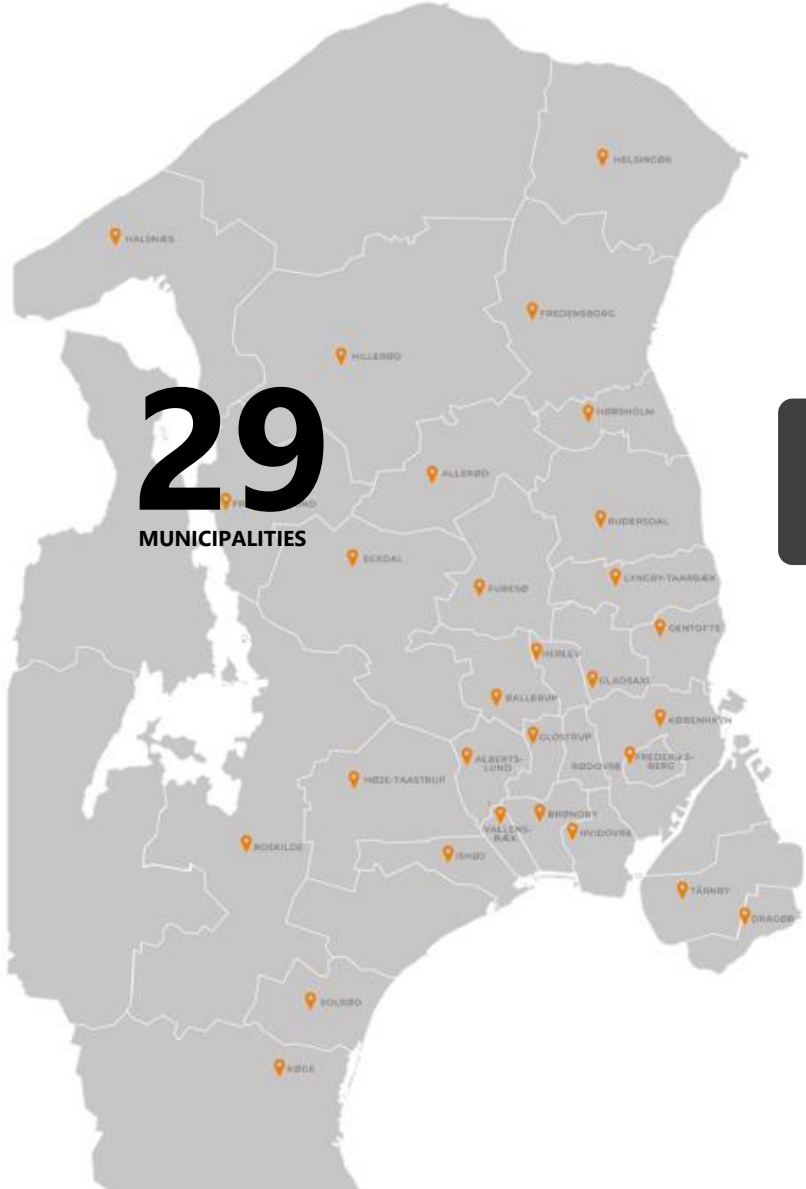
2016

A European Interreg project seeks to develop European guidelines for cycle highways, initiated by Belgium, the Netherlands and the European Cyclist Federation.

The third cycle superhighway C77 is launched. The Danish Road Standards releases a guideline for the planning of cycle superhighways.

2015

Another national cycle superhighway fund provides 40% investment for cycle superhighways in all of Denmark.



# 29

MUNICIPALITIES

State

Road authority  
on state road

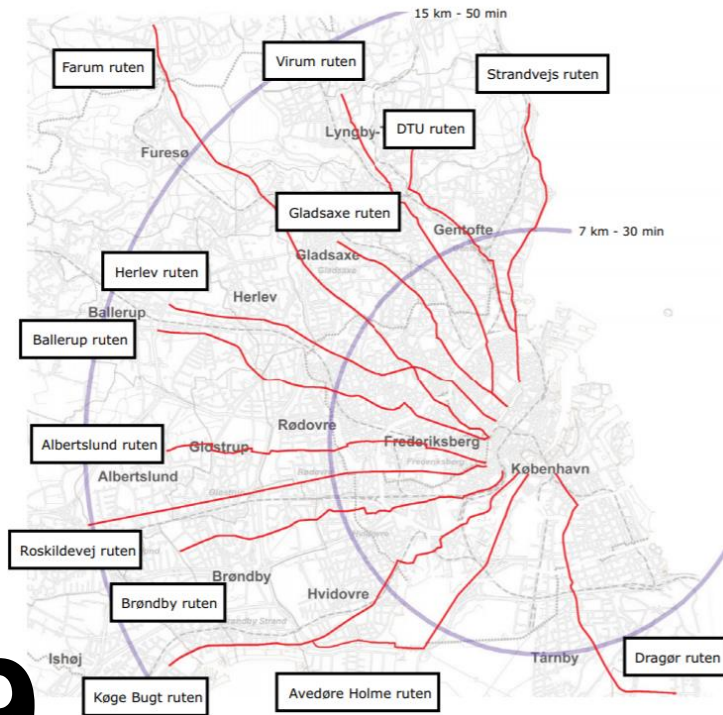
Region

No road  
authority

Municipality

Road authority  
on municipal  
road

# 2009



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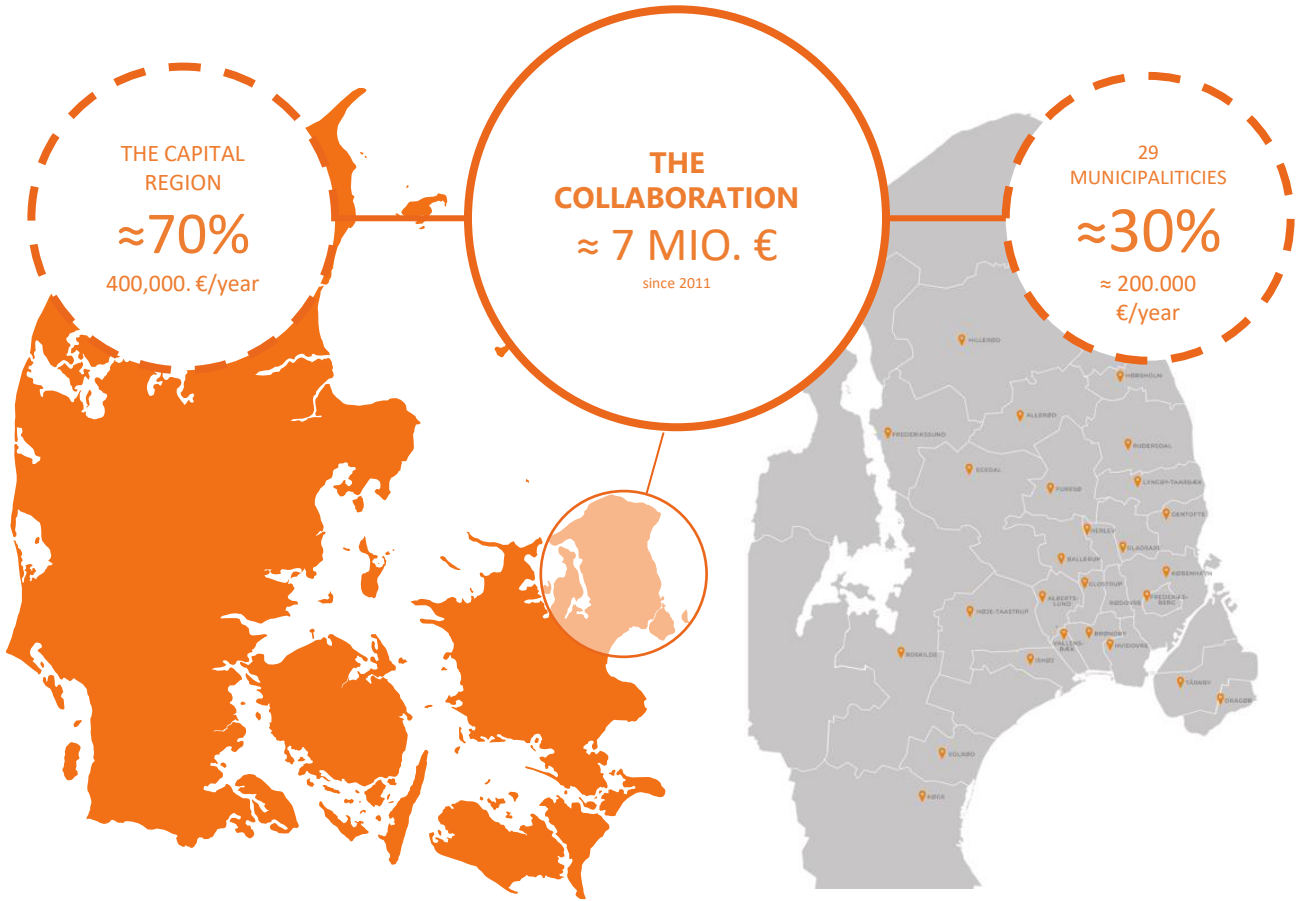
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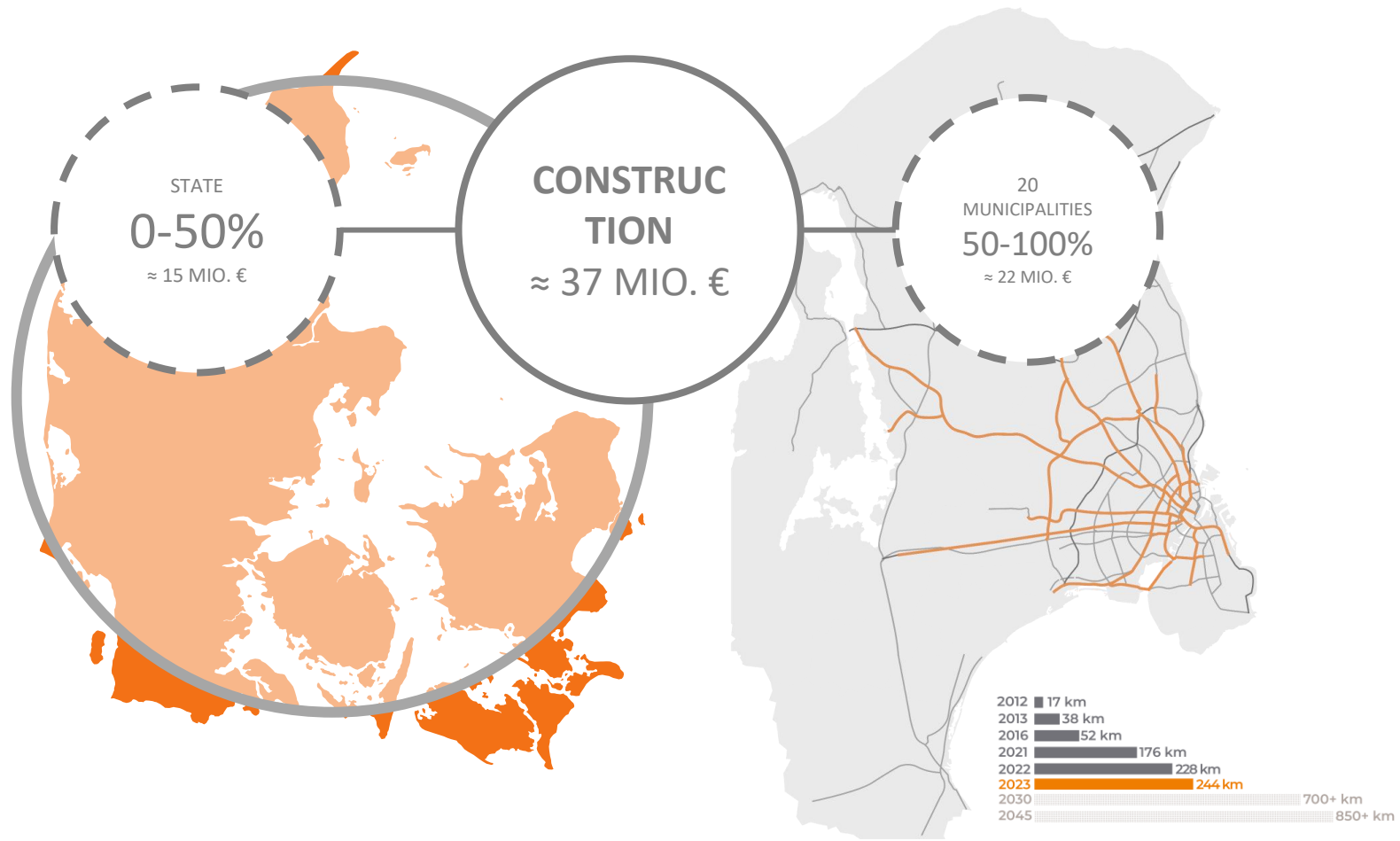
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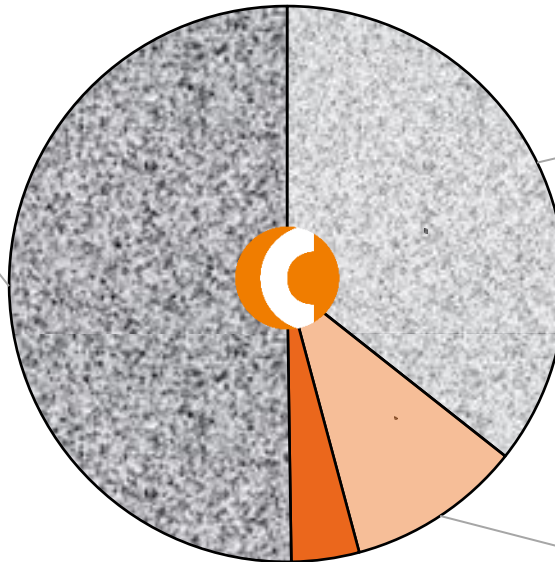
**TOTAL COSTS FOR  
CONSTRUCTION AND COLLABORATION  
CA. 43 MIO. €**

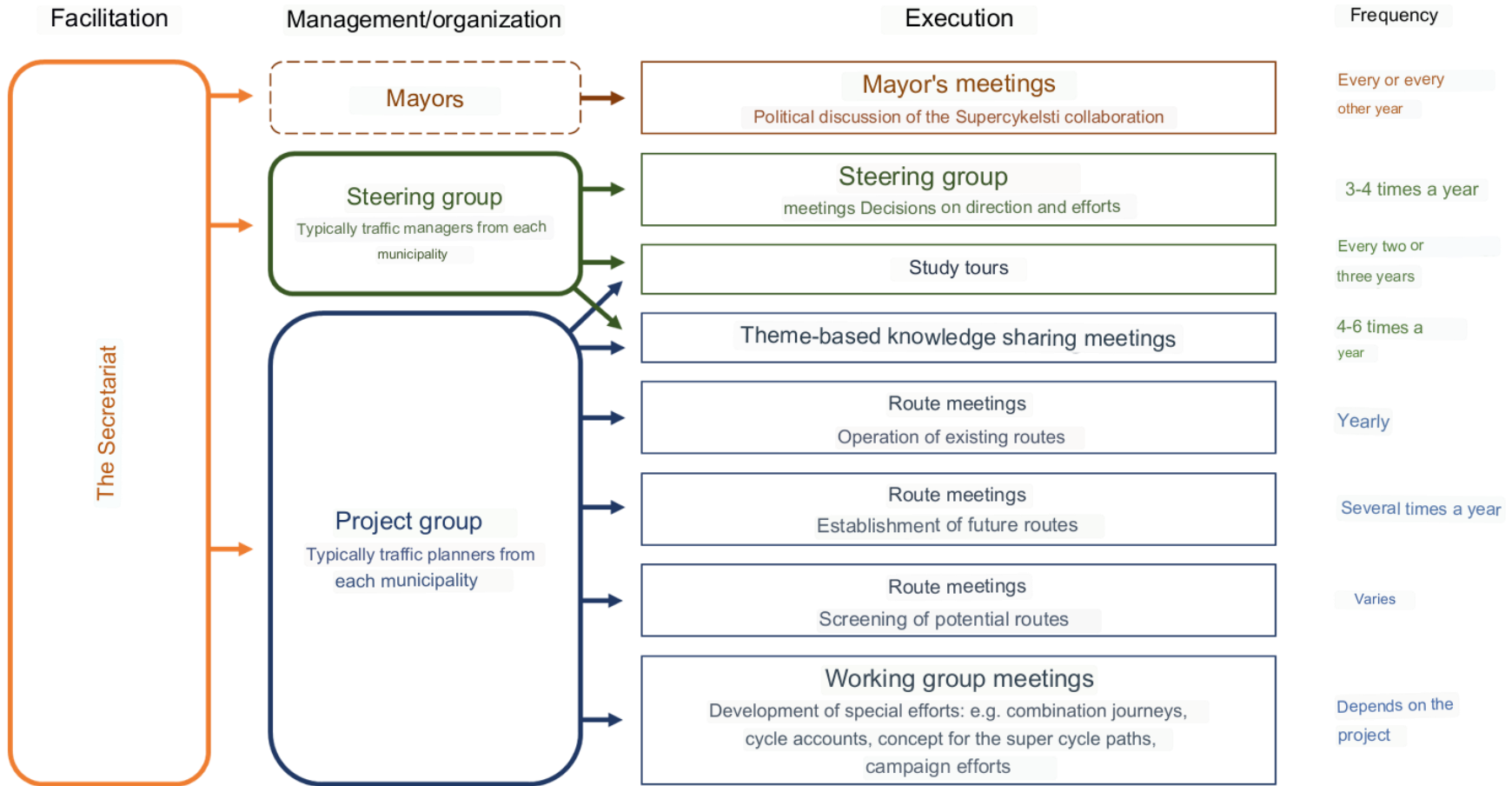
**MUNICIPALITIES  
CONSTRUCTION  
50%**

**STATE  
CONSTRUCTION  
36%**

**MUNICIPALITIES  
COLLABORATION  
4%**

**REGION  
COLLABORATION  
10%**











# GAME OF THRONES

# TEAMWORK



# MAKES THE DREAM WORK

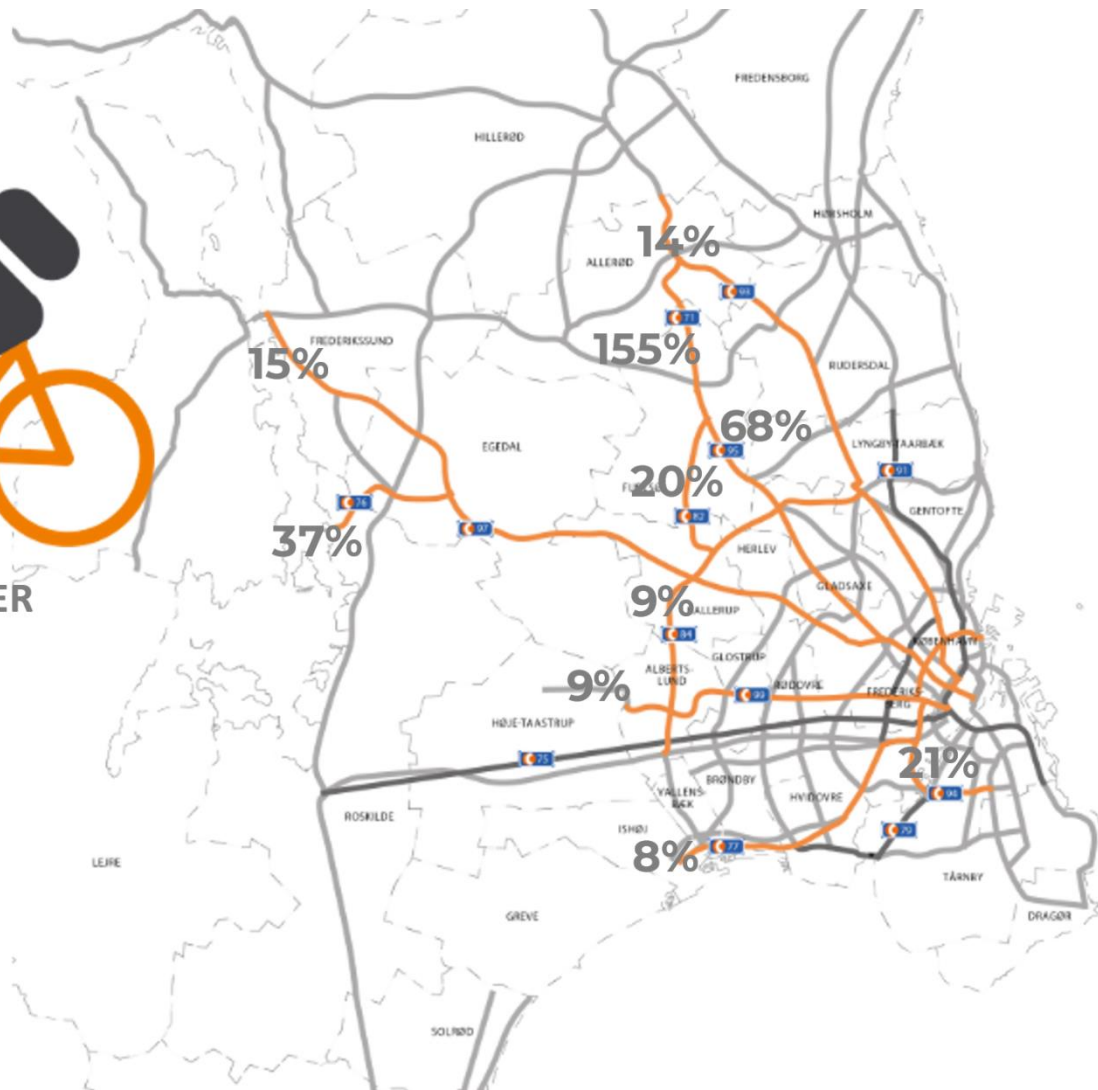
KNOWLEDGE





BEFORE VS. AFTER

**36%**



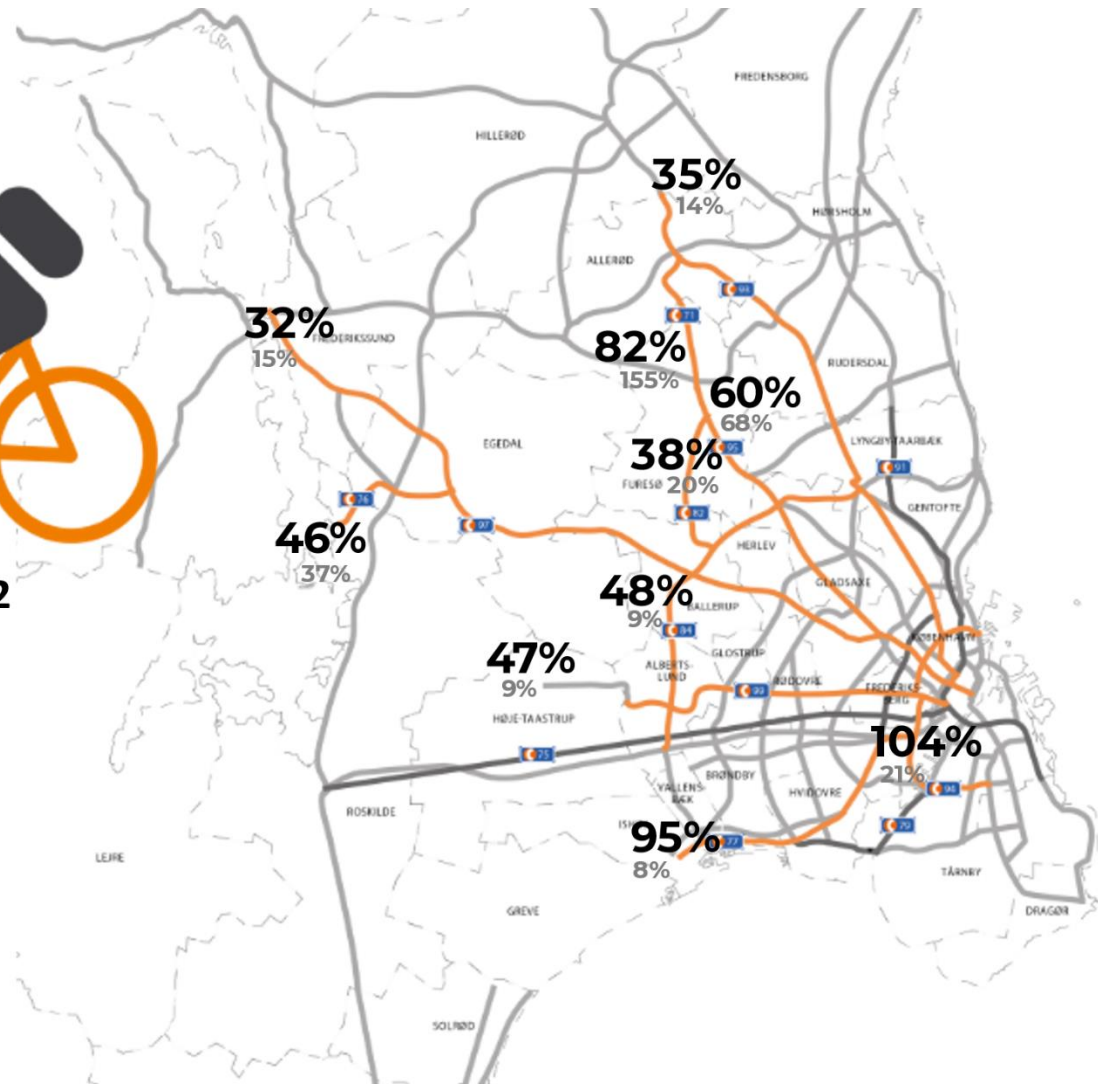


BEFORE VS. 2022

**59%**

BEFORE VS. AFTER

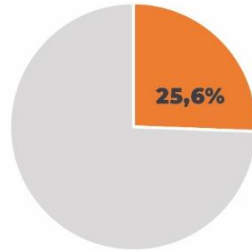
**36%**



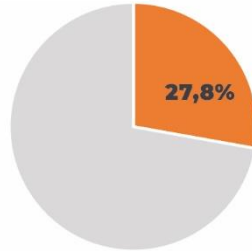
# Commuting by bike



## Capital Region

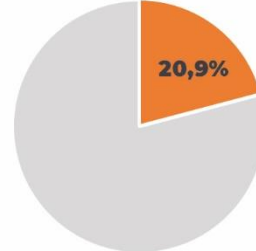


2009

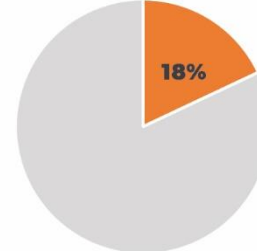


2019

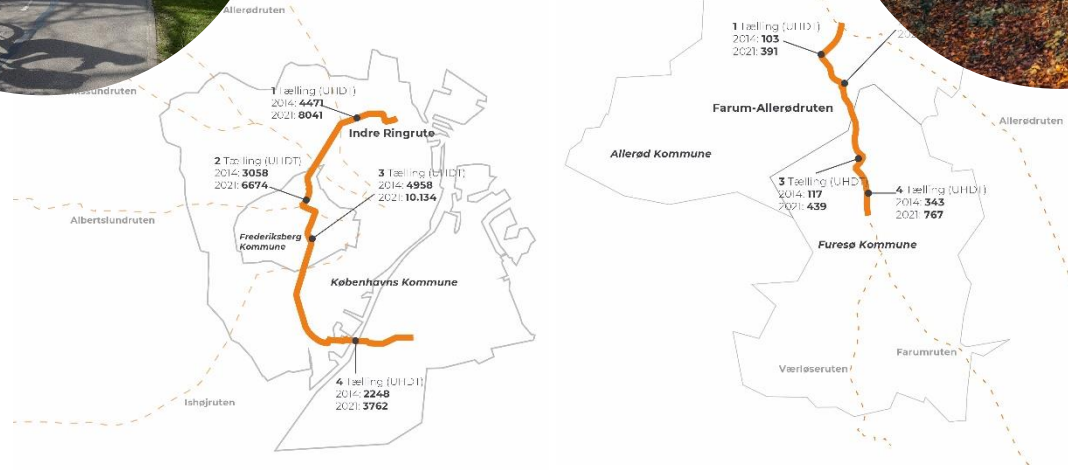
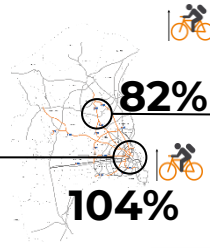
## Denmark



2009



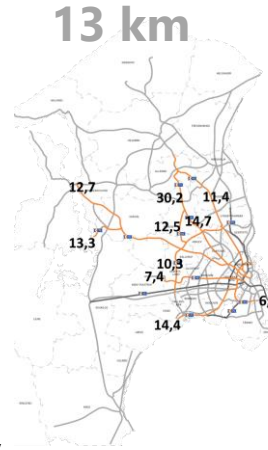
2019





DISTANCE  
TRAVELED  
ONE WAY

**13 km**



TRANSPORT  
A → B

TRANSPORT  
B → A

Shower

Packing  
lunch

Kids to  
school

Health  
'me-time'

**WORK**

Grocery  
shopping

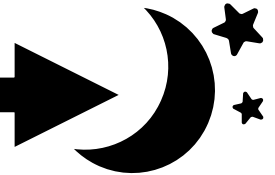
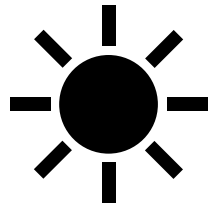
House  
keeping

Making  
dinner

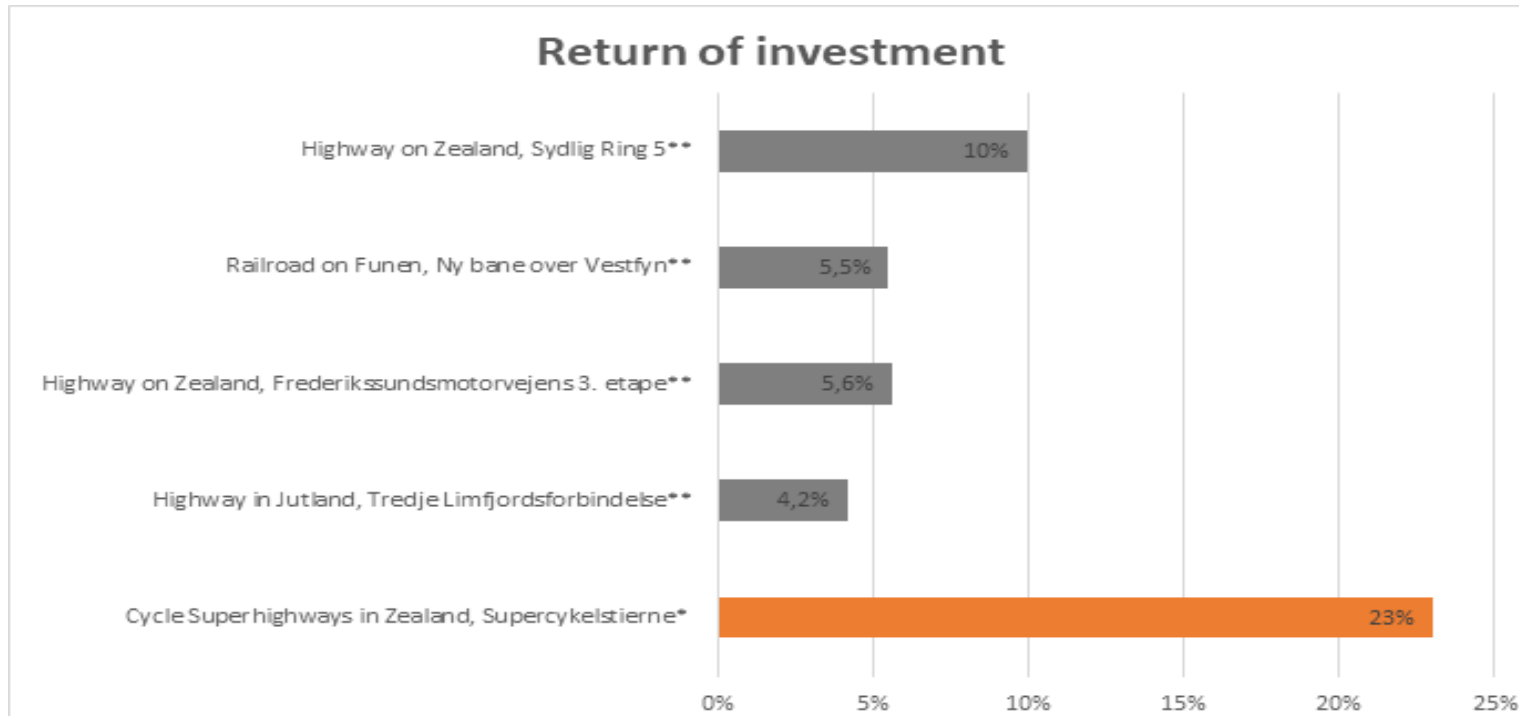
Hobby

Picking up kids

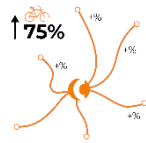
Late night



# SOCIO ECONOMIC RETURN OF INVESTMENT



## KEY FIGURES



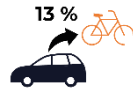
**75%** increase in bike traffic on the routes

(Average increase on the 10 implemented routes before construction compared with 2021 countings)



**13 km** is the average distance cycled per trip

(Average of the 10 implemented routes)



**13 %** of the new users formerly used the car

(Average of the 8 implemented routes, no data from Farum-Allerødrueten and Jyllinge-Stenlæseruten)



**85%** ride on the Cycle Superhighways daily or more than one time a week

(Average of the 10 implemented routes)



**49%** of the users are women **51%** are men

(Average of the 10 implemented routes)



**84%** knows what the Cycle Superhighways are

(Average of the 10 implemented routes)



The general satisfaction with the Cycle Superhighways scores **3,9** out of 5.

(Average of the 9 implemented routes, no data from Albertslundrueten)



**18%** use an e-bike

(NOTE: only the average of 2 implemented routes: Farum-Allerødrueten and Jyllinge-Stenlæseruten)

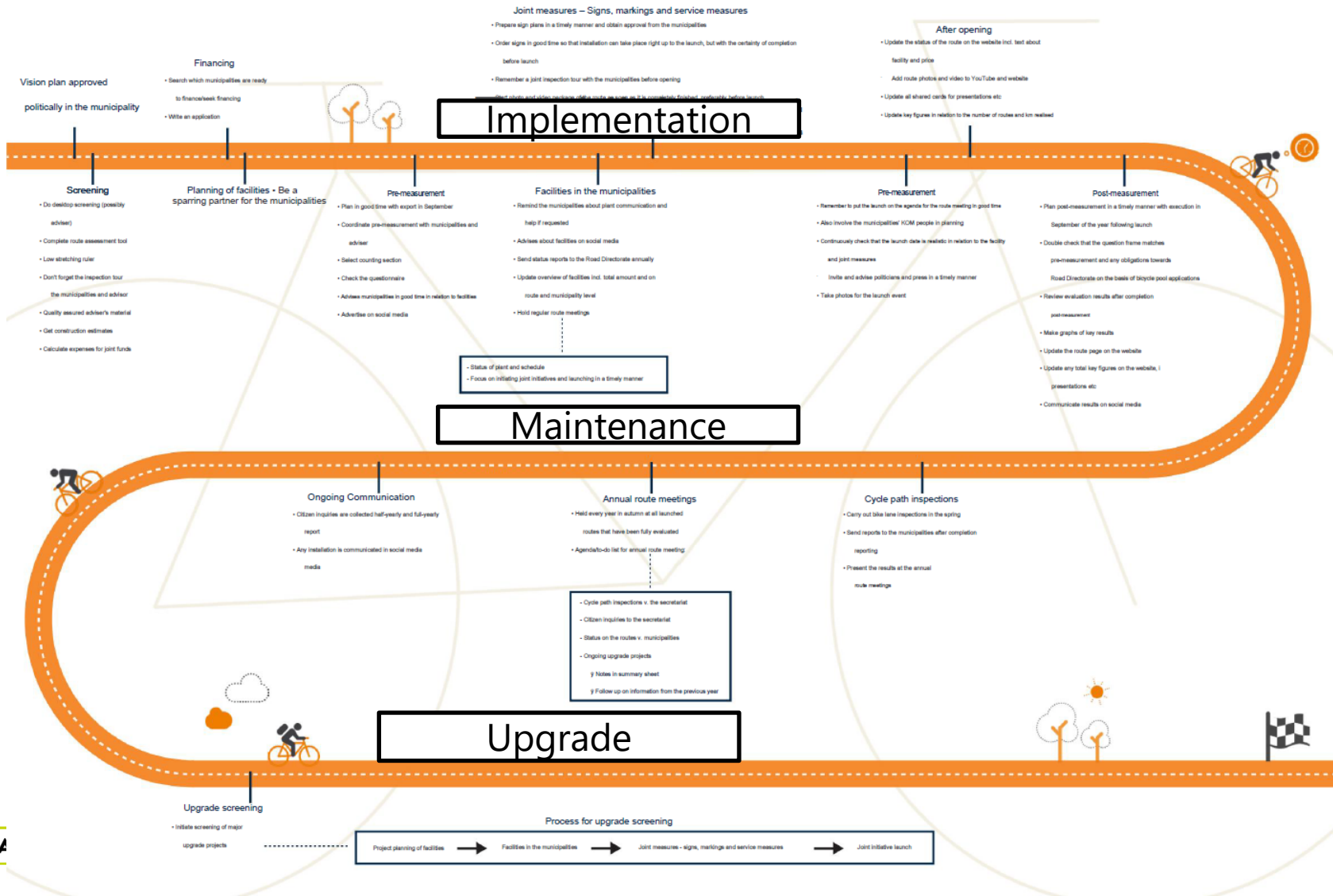
ROUTES

KNOWLEDGE

COMMUNICATION

INNOVATION

ORGANISATION



## Q&A

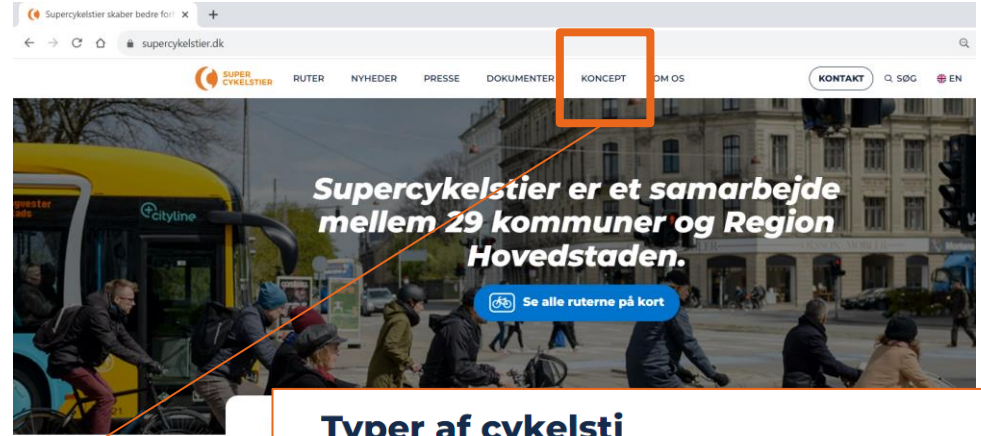
How do you deal with the problem of

1. standards for cycling
2. land acquisition
3. competition for space with motor vehicle traffic?
4. How can the process be accelerated?
5. What mistakes were made and how were they corrected?
6. What lessons were learned from the implementation strategy?

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Introduktion	↓
Planlægning	↓
Design og anlæg	↓
Design og anlæg - særlige afsnit	↓
Rutevejledning og vejvisning	
Kommunikation	↓
Effektmåling	↓
Vedligehold	

## Typer af cykelsti

Standarderne for supercykelstier afhænger af konteksten. Eksempelvis følger breddekravet for en bestemt type cykelsti den forventede mængde cyklister på den givne strækning. For at finde den anbefalede minimumsbredde anvendes den forventede spidstimetrafik for cyklister i én retning. Spidstimetrafikken kan aflæses i cykeltrafiktællinger i [Mastra](#) (kræver login).

Sti type / forventet spidstimetrafik	0-200 cyklister	200-1.500 cyklister	Over 1.500 cyklister
Dobbeltrettet cykelsti	2,5-3,0 m*	3,0-4,0 m	min. 4,0 m
Enkeltrettede cykelstier	2,25-2,5 m	2,5-3,0 m	min. 3,0-3,5 m

Anbefalede stibredder for dobbeltrettede og enkeltrettede cykelstier ved forskellige forventede trafikmængder.  
\*For stier langs veje gælder, at dobbeltrettede cykelstier i byområder skal være minimum 2,5 m brede, mens dobbeltrettede fællestier i byområder skal være minimum 3,0 m brede. Er stien afgrænset af autoværn, heller eller rækværker, træer eller lignende faste genstande, skal der desuden være et breddeillæg på mindst 0,3 m<sup>1</sup>.

### Anbefalinger til brug af cykeltællinger til at definere stibredde

Det anbefales at de nyeste – og helst maksimum 5 år gamle – cykeltællinger bruges til at finde bredden. Såfremt der ikke foreligger nyere tællinger af cykeltrafikken, bør der tælles cyklister på strækningen forud for planlægning af supercykelstien.

## Q&A

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## A road authority responsibility!

Figur 3  
Skotskævej og  
krydsningen af  
Baskidevej før og efter  
anlæggelsen af den  
dobbeltrettede cykelsti  
på den nordlige side af  
vejen.  
SDFE Skråfoto maj  
2017 (øverst) og  
Google Kartdata 2021  
(nederst).



Figur 4  
Krogsholmvej før og  
efter anlæggelsen af  
den dobbeltrettede  
cykelsti på den  
nordlige side af vejen.  
Google Streetview fra  
juni 2018 (t.v.) og  
november 2020 (t.h.).



**And ongoing battle! Be sure you have the good arguments ready!**



## Q&A

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### Increased capacity and liveability

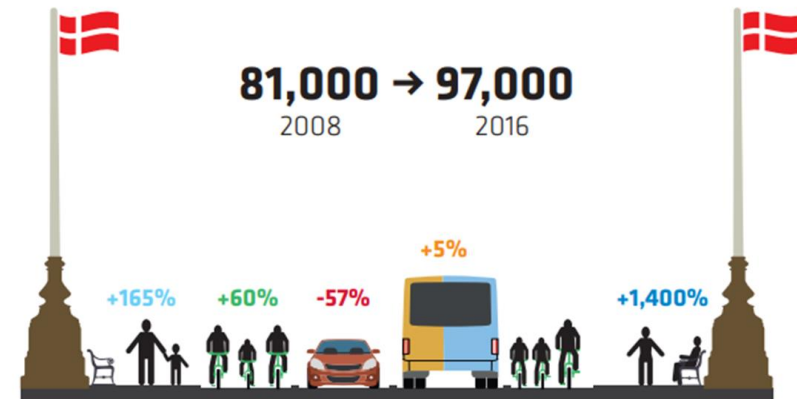
Between 2009 and 2013 Nørrebrogade was redesigned with a focus on wider cycle tracks and sidewalks, better bus conditions, and attractive public spaces. The total number of persons on Dronning Louises Bridge has risen from 81,000 in 2008 to 97,000 in 2016, an increase of 20%.

**48,400**

bicycles on Dronning Louises Bridge on a weekday in 2016.

**1,400%**

increase in persons spending time on Dronning Louises Bridge.




Growth in number of persons per transport mode on Dronning Louises Bridge from 2008- 2016.

## Q&A

How do you deal with the problem of

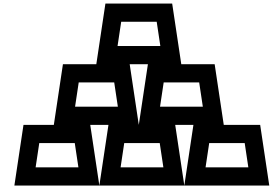
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$$\begin{array}{r} \text{SEND} \\ + \text{MORE} \\ \hline = \text{MONEY} \end{array}$$

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That's why we make cycle superhighways



Watch later




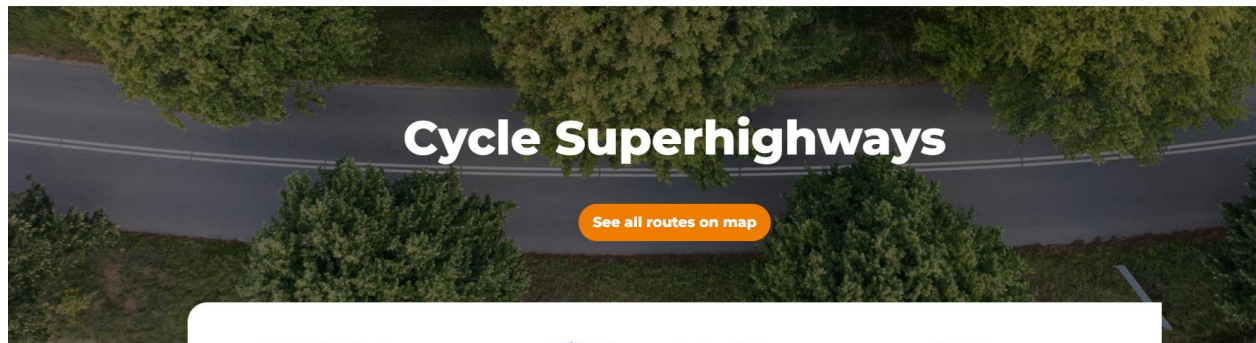
Share



<https://youtu.be/nRUL9PP4WeE>

I am not some kind of super athlete,  
who competes in triathlons -

Watch on  YouTube



**km 850+** km

**31** municipalities

**60+** routes



Cycling offers huge benefits for the individual as well as for society, but it requires highly prioritized biking conditions if the bike is to succeed as a competitive mean of transportation.

<https://supercykelstier.dk/english/>

**BURO HAPPOLD**

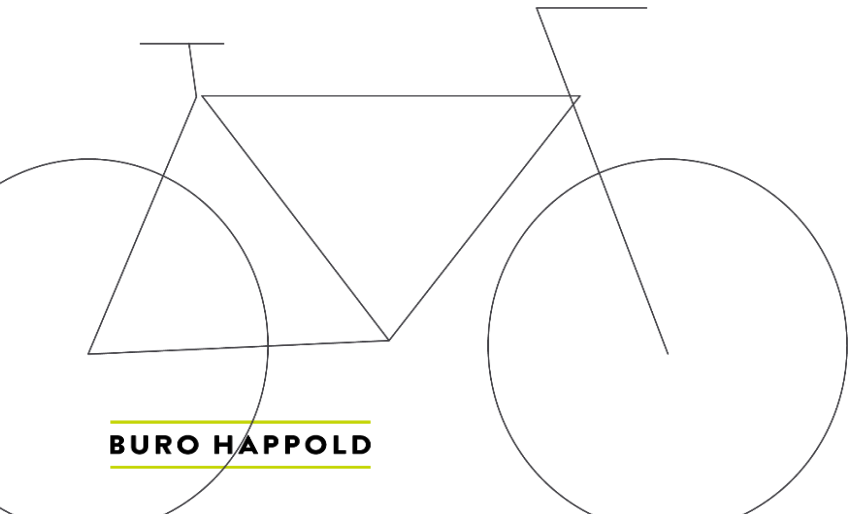
**Thank you**

**Sidsel Birk Hjuler**  
**[sidsel.birkhjuler@burohappold.com](mailto:sidsel.birkhjuler@burohappold.com)**

**[www.burohappold.com](http://www.burohappold.com)**



# Extra slides



INNOVATION



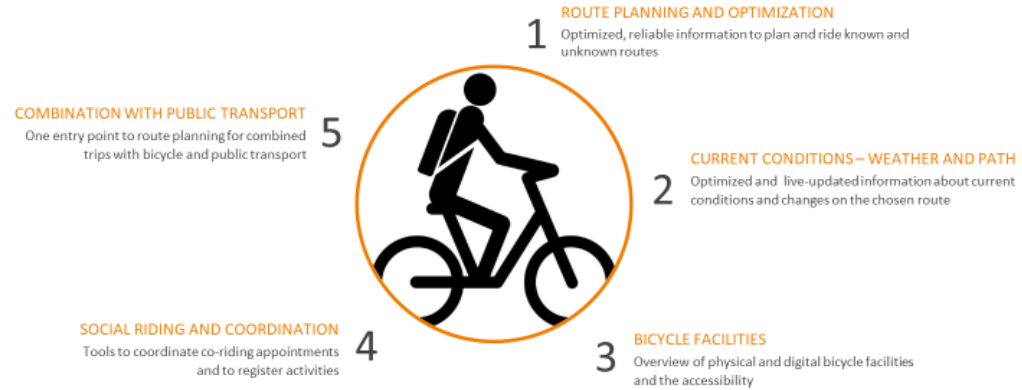
# TEST AND INNOVATION



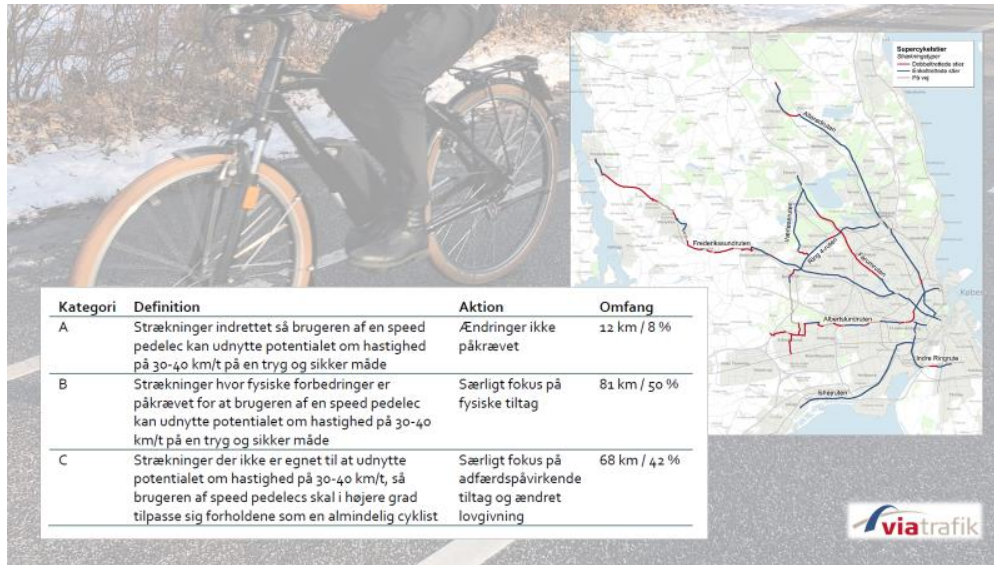


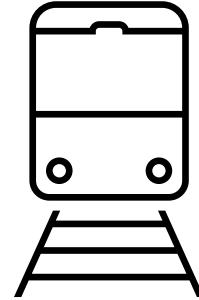
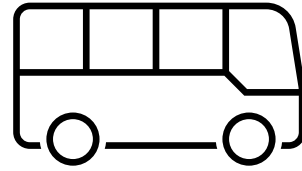
Identified needs for information

## INFORMATION NEEDS OF LONG DISTANCE COMMUTERS



## Speed pedelets

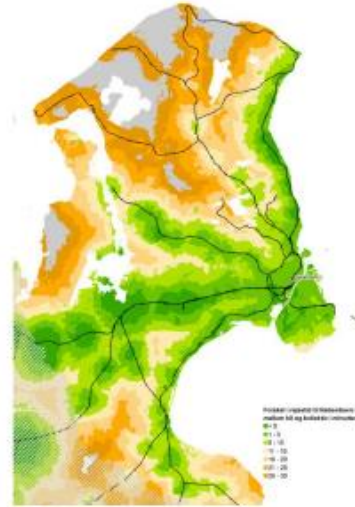






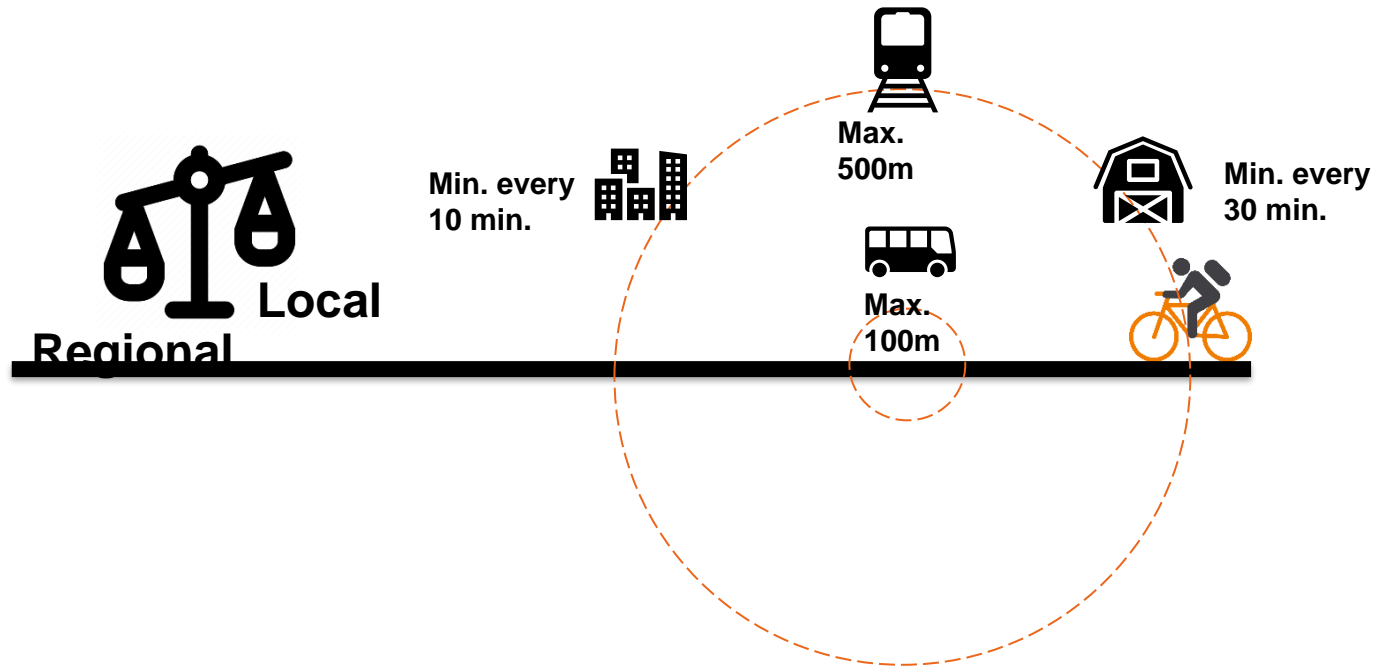
Figur 8a: Forskel i rejsetid mellem kollektiv transport og bil fra alle steder i hovedstadsområdet til København H med gang som tilbringertransport

(Region Hovedstaden 2018: Sammenfatningsrapport: Trafikale scenarier for hovedstadsområdet)



Figur 8b: Forskel i rejsetid mellem kollektiv transport og bil fra alle steder i hovedstadsområdet til København H med cykel som tilbringertransport

# PUBLIC TRANSPORT NODES AS A PART OF CYCLE SUPERHIGHWAY INFRASTRUCTURE







COMMUNICATION

# COMMUNICATING THE ROUTES

## – before, during and after



7,2 km 2 vejmyndigheder 2020 lanceringsår

**C71 Farum-Allerød-ruten**

Disselementende ruter

Rutens længde 7,2 km

Kommuner og vejmyndigheder  
Allerød, Furesø

[Download GPX-rute](#)



Supercykeltien Farum-Allerød-ruten forbinder Allerød og Furesø Kommuner. Ruten er ca. 7 kilometer. Ruten ligger i forlængelse af Farumruten og løber fra Farum langs mindre landeveje, i åbent land og gennem skovområde frem til Hillerød, hvor den kobler sig til Allerød-ruten, som fører videre mod Hillerød.



### Om ruten

Farum-Allerød-ruten forbinder Farum og Hillerød og de to supercykeltier Farumruten og Allerød-ruten. Den ene halvdel af ruten løber gennem Farum på enkeltrettede cykeltier i begge sider af vejen. Ved Løngårdsvej løber ruten sig igennem marker og skov inden den når til Hillerød.

Ruten løber nær stationerne Allerød og Farum, hvor der er mulighed for at kombinere cykel og tog.

I forbindelse med at Farum-Allerød-ruten er opgraderet til supercykeltier er der lavet flere forbedringer på strækningen. Blandt andet er der etableret nye cykeltier hvor det tidligere ikke var muligt. Desuden er der gennemført etableret 20 veg og bedre belysning for at højne sikkerheden og trygheden for cyklister. Desuden har der kommet nyt asfalt på store dele af ruten.

Samtidigt er der også fokus på bedre vejledning og afmærkning på hele strækningen så det bliver nemmere at finde vej og orienteret på cyklen er også blevet forbedret med oplysning af ruten med lyd og tekst. Desuden er der også oplyst om muligheden for at downloade GPX-filer til din cykelcomputer.

### Mere ↓

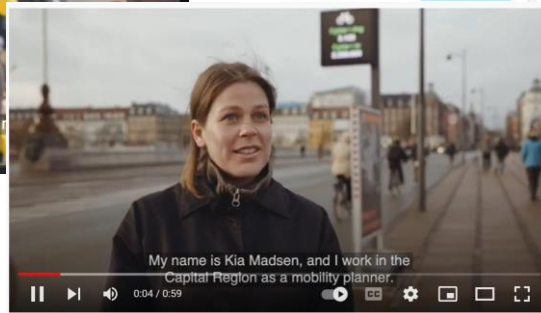
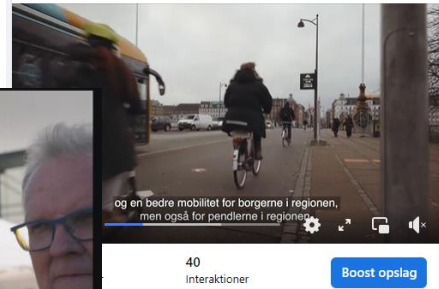




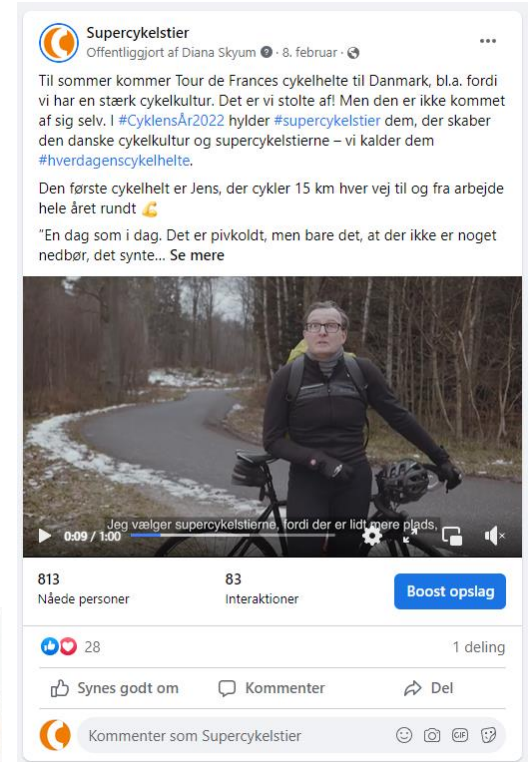
LAUNCH OF NEW  
ROUTES



# CAMPAIGNS



Data - The every day cycling champions





The one-month bike to work challenge in the Capital Region of Denmark



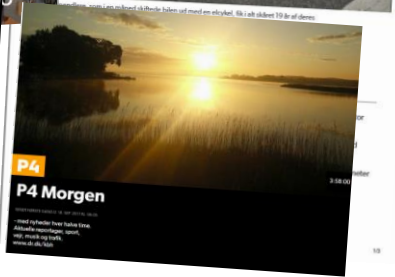


## PRESS

HOVEDSTADEN

### Her er opskriften: Sådan får hovedstaden pendlere til at stille bilen og cykle 11 kilometre til job

Storbyborgere vælger cyklen - og er villige til at hjule langt - hvis forholdene er til det, viser nye tal for brugen af supercykelstier i Region Hovedstaden.



# EVENTS



VIRTUAL REALITY- CYCLE SUPERHIGHWAY EXPERIENCE



# POLITICAL OWNERSHIP





## Supercykelstier for bæredygtig & sund transport!

Supercykelstierarbejdsplanens anbefalinger til en statslig investeringsplan for infrastruktur frem mod 2030

36 borgmestre og en regionsrådsformand i Supercykelstierarbejdsplanens cyklistiske transportkommission er til at:

- 1. Etablere en langsigtet og målrettet udvikling af dansk cykelinfrastruktur med en fast national cykelrute**  
Supercykelstier er et af Danmarks mest værdifulde infrastrukturprojekter. Udviklingen af de offentlige, mest grønne lokale stier, der er udvalgt i Supercykelstierarbejdsplanens transportkommission er af afgørende og strategisk betydning for den langsigtede og målrettede udvikling af en stærk og fast udvikling af cykelinfrastrukturen både lokalt som regionalt i hovedstadsregionen og resten af Danmark.
- 2. Styrke kommunernes samarbejde om at lade den regionale cykelinfrastruktur og det tværkommunale samarbejde**  
Etablering af tværkommunale stier er en vigtig del af den regionale cykelinfrastruktur. Derfor er det vigtigt at styrke samarbejdet mellem kommunerne om at etablere tværkommunale stier og om at styrke samarbejdet mellem kommunerne om at etablere tværkommunale stier.
- 3. Skabe incitamenter til fremme af cykelpendling - for arbejdstager og arbejdsgiver**  
Cykelruten er en vigtig del af den langsigtede og målrettede udvikling af den offentlige cykelinfrastruktur. Derfor er det vigtigt at styrke samarbejdet mellem kommunerne om at etablere tværkommunale stier og om at styrke samarbejdet mellem kommunerne om at etablere tværkommunale stier.

Med ønsket om en styrket fælles indsats!

<p>Steen Christensen (M) Borgmester i Sønderborg Kommune</p> <p>Kristen Langkilde (M) Borgmester i Sønder Kommune</p> <p>Inger Mikkelsen (M) Borgmester i Sønder Kommune</p> <p>Bent Haae Rasmussen (M) Borgmester i Sønder Kommune</p> <p>De Lone Rasmussen (M) Borgmester i Sønder Kommune</p> <p>Kristen Langkilde (M) Borgmester i Sønder Kommune</p> <p>Thomas Lasse Pedersen (M) Borgmester i Sønder Kommune</p> <p>Simon Aggerholm (M) Borgmester i Sønder Kommune</p> <p>John Sørensen (M) Borgmester i Sønder Kommune</p>	<p> Ole Basse Christensen (M) Borgmester i Sønder Kommune</p> <p> Hans Toft (M) Borgmester i Sønder Kommune</p> <p> Finn Grønbelt (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Thomas Lasse Pedersen (M) Borgmester i Sønder Kommune</p> <p> Thomas Lasse Pedersen (M) Borgmester i Sønder Kommune</p> <p> Hans Toft (M) Borgmester i Sønder Kommune</p> <p> Hans Toft (M) Borgmester i Sønder Kommune</p> <p> Hans Toft (M) Borgmester i Sønder Kommune</p>	<p> Morten Sørensen (M) Borgmester i Sønder Kommune</p> <p> Ole Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Niels Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p> <p> Søren Rasmussen (M) Borgmester i Sønder Kommune</p>
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# POLITICAL OWNERSHIP

**»Det er ikke kun i hovedstadsområdet, at cykling er vigtigt, det er det i hele landet. At tage et par kilometer til arbejde på cykel er der relativt mange, der gør. Men hvis vi for alvor skal ændre noget på vores klima-, sundheds- og trængselsudfordringer, skal cykling også være attraktivt på de længere afstande.**

Så det er et fantastisk vigtigt stykke arbejde, som Supercykelstisamarbejdet og de 27 borgmestre har kastet sig ud i med nogle virkelig flotte resultater og anbefalinger, som kan indgå i de kommende drøftelser om en investeringsplan.

**Før vi skal tage de nødvendige miljø- og klimahensyn, når vi planlægger fremtidens infrastruktur, og det kræver investeringer i cyklisme.«**

- Transportminister, Benny Engelbrecht

*Politiken Byrum, 5. november 2019: Anbefaling fra 26 kommuner. Staten skal styrke cykling på tværs af kommuner.*

