



# Shared Mobility City Index 2016

A black and white photograph of a mermaid statue sitting on a large rock. In the background, there is a harbor with several cranes and industrial buildings.

## City Report Copenhagen

January 2016

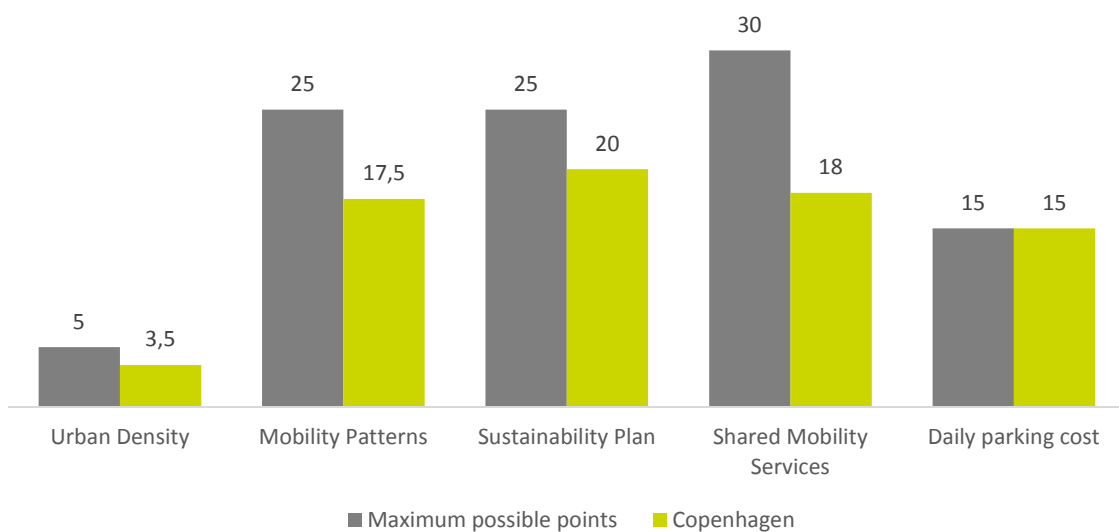
## Quick facts about Copenhagen

Copenhagen is ranked 2<sup>d</sup> out of 56 international cities

SMCI™ Global score: 74

- Ranked 2<sup>d</sup> on the global SMCI™ 2016
- Ranked 2<sup>d</sup> on the West Europe SMCI™ 2016
- One of the highest ranking scores in the global SMCI™ 2016 for Daily parking cost
- With 40% of transportation by bicycle and 7000+ bike ramps for commuters to park while they travel by train, Copenhagen is considered to be one of the world's most bicycle-friendly cities in the world.
- Copenhagen has been elected European Green Capital 2014, and is considered a role-model for other European capitals, in terms of sustainable design, multi-modal transportation system and CO2 reduction plans.

### SMCI™ Criteria Score



## Copenhagen Executive Summary

Copenhagen city center is compact and many Danes prefer sustainable modes of getting around such as walking or cycle. 88% of Copenhagen inhabitants prefer cycling because it is the fastest or most convenient way of getting to work.

Indeed, cycling represents 40% of all transportation modes in the city. With public bicycle rental, 43km of designated “greenways”, designated lanes and dedicated traffic signals, biking in

Copenhagen is very safe and is core to its transportation infrastructure. This has inspired urban planners all over the world to 'copenhagenize' their cities, making them more bicycle-friendly.

Urban development includes parking and urban planning. Finding parking spaces in Copenhagen is become increasingly difficult and parking cost is high. The city ranks the highest score on the SMCI™ 2016.

The Green transport system initiative put into place by the municipality includes car sharing. To make the use of car-sharing even more widespread the City of Copenhagen is looking into other options such as cooperating with relevant partners. Options further include a requirement for car-sharing spaces by new buildings, company membership of car-sharing programs, more visible marking of street areas and targeted campaigns followed by pilot projects.

## Copenhagen, Denmark

Country  
Official website

Denmark  
<http://www.kk.dk>

### General Geographic and Demographic Data

Copenhagen is the capital of Denmark and most populated city of Denmark with 591 481 inhabitants and an urban population of 1 263 698 (as of 1 January 2015).

	<b>Area</b>
Area City	86.20 km <sup>2</sup> (33.28 sq mi)
Area Metropolitan	2 778.3 km <sup>2</sup> (1 072.7 sq mi)
	<b>Population (2015)</b>
City population	591 481
Density	6 900/km <sup>2</sup> (18 000/sq mi)
Metro population	1 263 698

It is situated on the eastern coast of Zealand, 164 km east of Odense and 28 km northwest of Malmö, Sweden. The city is divided into several municipalities, including Copenhagen Municipality, and stretches across parts of the island of *Amager*.



Googlemaps, 2016

## Copenhagen Sustainability Vision and Goals

### Political Vision and Goals

With an estimated population growth of 640,000 in 2025, Municipal action plans and planning legislation focus on a holistic development plan aiming at making Copenhagen Carbon neutral by 2025.

The overall investments in mobility in Copenhagen are now supplemented by a green mobility package containing 25 specific initiatives grouped into 5 thematic initiatives:

- Urban development;
- Green means of transportation;
- Transport system;
- Incentive;
- Innovation.



Frank Jensen

Lord Mayor of Copenhagen

*"In Copenhagen we rely on green sustainable mobility. We aim to make it easier, quicker and more sustainable to move from A to B. Green mobility plays an important role in Copenhagen's plan to be the world's first carbon neutral capital as well as it simplifies the everyday life of citizens and businesses in Copenhagen."*



Morten Kabell

Mayor of Technical and Environmental Administration

Morten Kabell's vision is to transform Copenhagen into a greener city with a higher level of livability. His political focus is changing the traffic in Copenhagen so more people will use bicycles and public transportation. The last three years the Copenhagen City Hall has invested more than 52 million Euros in urban cycling.



Ayfer Baykal

Former Mayor of Technical and Environmental Administration

*"Today the motorized traffic in Copenhagen creates problems with congestion, pollution and CO2 emissions. Consequently, we must focus on the modes of transport that makes it quick and easy to get around Copenhagen while also reducing pollution and CO2 emissions. This means, among other things, that we will urge more people to cycle and use public transport."*

## Sustainability plan

Urban development	<p>Copenhagen must become the metropolis for green growth and by 2025 be the world's first carbon -neutral capital.</p> <p>In areas with housing only, there must be a minimum of one car parking space per 200 m<sup>2</sup> and a maximum of 1 per 100 m<sup>2</sup>, and there must be 2.5 cycle parking spaces per 100 m<sup>2</sup>.</p>
Green means of transportation	<p>Bicycle: The share of the PLUS network which has three lanes will be 40% by 2015 and 60% by 2020.</p> <p>Public transport: 2% more passengers on public transport by 2015 and 20% more in 2025 as compared to 2011. In 2025 public transport will be carbon-neutral.</p> <p>Pedestrians: high-priority pedestrian network.</p> <p>Greener cars: There will be 5,000 electric charging points and 4 hydrogen filling stations by 2020.</p> <p>Car sharing: There will be double the amount of shared cars in 2020 as compared to 2012. Electric cars will make up at least 10% of these.</p>

	Coherence: City bikes will be part of the public transport system. The interaction between bicycles and public transport will be strengthened through physical improvements at train stations and bus terminals.
Transport system	5% of car commuters will use carpooling to travel to work by 2020. 45% less car traffic, a significantly lower noise level as well as more people staying in the street.
Incentive	Transport will be incorporated into businesses' environmental management systems or will be part of their transport and HR strategies by 2015. There will be at least two cooperation fora for the promotion of green mobility. Cooperating with schools may lead to car journeys to schools being reduced by up to 40%.
Innovation	Copenhagen will function as a showcase for development, testing and use of green technologies and new solutions within transport. The City will participate in three research and development projects before 2015. The requirements of the environmental zones in Copenhagen will be made stricter and will cover more types of vehicles.

*Action Plan for Green Mobility, Copenhagen*

## Mobility in Copenhagen

### Shared Mobility Services

In 2012 there were 7000 people sharing 300 cars in Denmark (according to the Danish Carsharing Association). These can be divided between many different carsharing companies including *Letsgo*, *Hertz* and different local carsharing initiatives e.g. in Køge, Farum and Lyngby. Therefore, there is a lot of different alternatives on the market.

All these companies are gathered under a joint trade association named *Danske Delebiler* or Danish Carsharing Association in English, whose main goal is to further the use of carsharing in Denmark. Even though the companies differentiate, most of them are non-profit like Letsgo, and they all link to each other from their websites.

The table below regroups Copenhagen's shared mobility services – in blue, the Danish Carsharing Association members.

Service Name	City partner	Launched in	Ended in	Type	Vehicle Data	Member Data
Bryggebilten		2003	-	Car share (Association)	7 cars	60 members

LetsGo	X	Nov. 2015	-	Car sharing (NGO)	180+ Tesla cars	n/a
Car2Go		Sept. 2014	Feb. 2015	Car Sharing	200 Smart	n/a
DriveNow	X	Sept. 2015	-	Car Sharing	400 BMW i3	n/a
Hertz Delebil		1998	-	Car sharing	n/a	n/a
Moveabout		2007	-	Car share (Association)	75 electric cars	n/a
Bycyklen	X	1995	-	Bicycle sharing	100 Electric bikes and 20 Docking stations	n/a

## Public Transport

Copenhagen has an extensive public transit system: the metro, trains and buses (incl. water-buses) are organized so as to facilitate inter-modality.

Transit type	Rapid transit system (Metro)	S-trains, Movia Harbour Buses
Number of lines	2 lines (+ 2 lines in 2018)	6 S-train lines 100+ bus lines
Number of stations	22 (37 in 2018)	193 S-train stations 10 Harbour-buses stops
Daily rideship / year	54.3 million passengers in 2011	195+ million passengers (S-trains) Bus passengers number : n/a

Since 2002, Copenhagen boasts a modern-design rapid transit system. In total the Metro now runs through 21 kilometres of Copenhagen and Frederiksberg, calling at 22 stations en route. At five stations (Vanløse, Flintholm, Nørreport, Ørestad and Lufthavnen) there are connections to the S-Train and regional rail networks. 98% of Copenhageners have less than 350m to public transport from their home.

The mayor of Copenhagen promotes an “integrated” transport solution: physical and online integration between bus, train and the metro services to enable passengers to move seamlessly between different modes of transportation. This initiative saves both time, money and reduces congestion: 190,000 hours are lost per day due to traffic congestion, a number that would be considerably higher without the integrated transport solution.



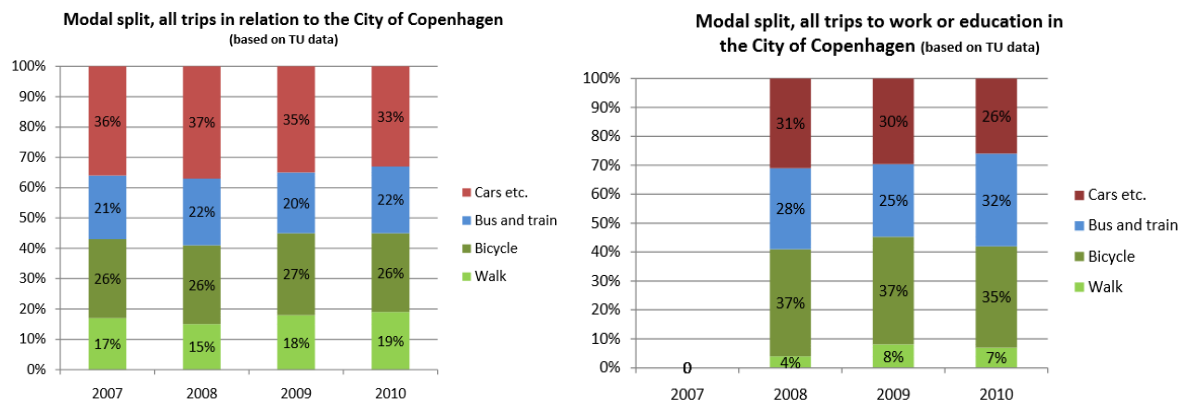
## Proportion of transportation modes

Cycle traffic and public transport in Copenhagen have increased more than car traffic, even though the population is increasing and there are more jobs. Initiatives to encourage green mobility are therefore working.

Journey	<2km	2-4.9km	<5km	Proportion (%)
Walk	30,000	6,000	36,000	21 %
Bicycle	35,000	67,000	102,000	58 %
Car	3,000	18,000	21,000	12 %
Bus	1,000	9,000	10,000	6 %
Train/Metro	1,000	4,000	5,000	3 %
Total				100

Source: ec.Europa.eu – Local Transport Copenhagen 2012

The breakdown of vehicles also shows that developments are moving towards a decrease in car traffic both for all journeys and for journeys to and from work.



Source: ec.Europa.eu – Local Transport Copenhagen 2012

Bicycles are integrated into the wider transport network. Passengers can easily transfer between cycling and public transport with underground bicycle sheds and more than 7000 bike racks under guard. Carriages on trains are upgraded to accommodate bicycles.

## Projects supporting shared-mobility

In the framework of the Copenhagen Car Sharing Project, since 2010, All new cars bought by the municipality are electrical or hydrogen-powered. In 2015, 85% of the municipality's cars are already electrical or hydrogen-powered.

The partners behind the public transport and car sharing project are the Capital Region, the Danish Transport Authority, the transport company Movia, the car sharing foundation LetsGo, the

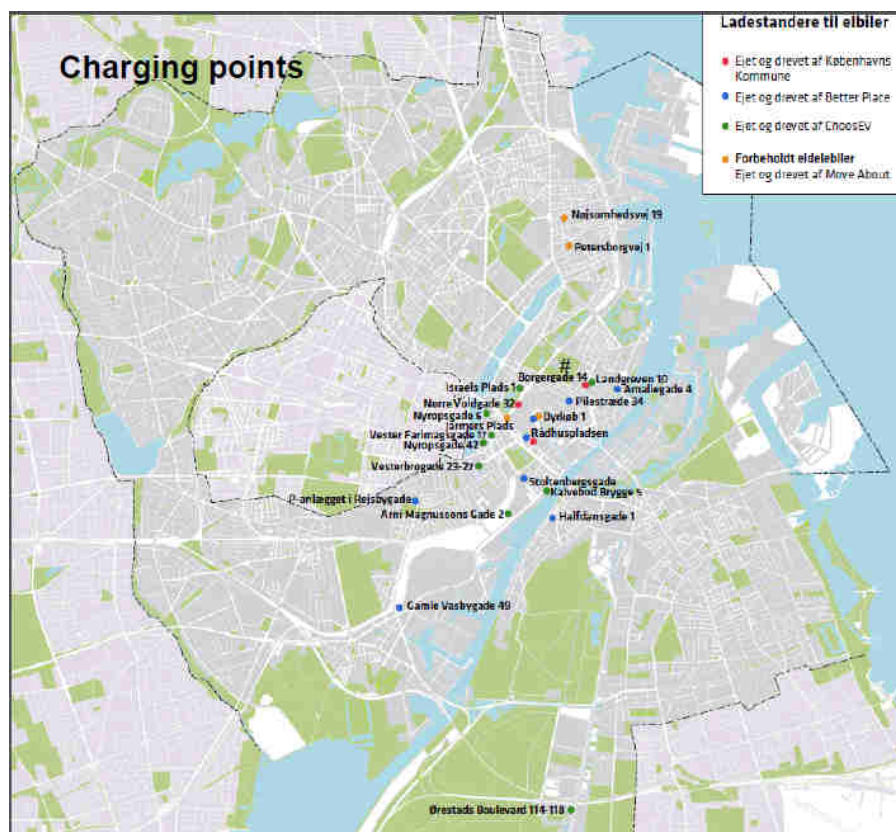


Capital Region's electric vehicle secretariat Electric Copenhagen as well as the Copenhagen, Herlev, Dragør, Tårnby and Ballerup municipalities.

Segments of the project are supported by the following partnerships:

- Green eMotion – European funded project;
- Hydrogen electric cars – declaration of intent with Hyundai/KIA Motors, Hydrogen Link and H2 Logic;
- National EV-network for cities and regions;
- Regional cooperation starting up in 2012;
- “Try an electric car” (testenelbil.dk) / ChoosEV;
- Copenhagen Advisory Board for EV's.

Furthermore, from August 2015 on, Energy giant E.ON will be installing an additional 100 electric vehicle charging stations in Copenhagen, making the capitol one of the world's best cities for electric cars.



Source: E-mobility in Copenhagen

The City of Copenhagen has already been striving to increase the share of electric and hydrogen cars for several years, e.g. by changing the City's vehicle fleet. The promotion of electric vehicles and the interaction between charging and electricity production are developed under the framework of the CPH 2025 Climate Plan.

## Parking

Daily Garage parking fee in Copenhagen is high.

Daily garage Parking rate
€73.11

As of on-street parking, there are three parking zones in the city, divided into a red, a green, and a blue parking zone. They cover the Copenhagen city centre and the inner bridge areas, known as “brokvarterer” in Danish. They are Østerbro, Vesterbro, Amagerbro and Islands Brygge. The closer you are to the city center, the more expensive it is.

The high cost of parking means that each year, Danes pay millions of kroner in parking fines. However, now a new system from OnePark aims to put a stop to the dreaded 500 kroner ticket fee. The OnePark system will be installed over the first half year of 2016 at hospital, airport and shopping centre car-parks across the country.

The City of Copenhagen wants to promote the use of shared cars. This is already on the way by providing reserved parking spaces for shared cars and by allowing free parking for car-sharing in the payment zones.

## Copenhagen City Departments

### City of Copenhagen

<http://www.kk.dk/>

Copenhagen Municipality is distinct from the wider Copenhagen urban area. The seat of Copenhagen's municipal council is the Copenhagen City Hall. The council is chaired by the Lord Mayor who oversees the civic duties of the fifty-five representatives of the council.

### The Danish Transport and Construction Agency

<https://www.trafikstyrelsen.dk>

The Danish Transport and Construction Agency forms the basis of the government's decisions concerning planning, coordination and regulation of public transport and other mode of transportation.

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