



# Mobility Report 2026



# Indhold

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## THE CLIMATE, ENVIRONMENT, AND TECHNICAL ADMINISTRATION

*Cover photo:* Ursula Bach, City of Copenhagen

*Layout/grafics* KTF MKB

June 2026

# Introduction

The mobility report provides a status of key mobility figures in the City of Copenhagen's and follows up on the city's objectives in this area. The report also describes trends over shorter and longer term and summarises strategies and action plans that expired in 2025 which are being consolidated into a new comprehensive mobility strategy.

## Key conclusions

The City of Copenhagen's overall mobility objective is to decrease motor vehicles' modal share to a maximum of 25%, whilst public transport, cycling, and walking should each make up at least 25% by 2030 (Municipal Plan 2024). Furthermore, the goal is to achieve an annual 2% reduction in motorised traffic leading up to 2030.

The latest status is that 26% of all journeys to, from and in Copenhagen were made by motor vehicle, whilst 25% were made on foot, 28% by cycle and 21% by public transport in 2025. Compared to 2024, the modal share of journeys by motor vehicle has fallen by 3%, whilst journeys by cycle have fallen by 1%, and journeys on foot and by public transport have both risen by 2%. This brings the city closer to achieving the overall mobility objective.

According to traffic counts, 4.56 million km were travelled by motor vehicle on weekdays in 2025 in Copenhagen, which is the same as in 2024.

Similarly, 2.48 million km were travelled by cycle and 1.01 million km on foot. This represents a 6% decrease in cycle traffic and a 6% increase in kilometres travelled by foot compared to the previous year.

The modal share of journeys to work or education by cycle has fallen. Thus, 43% of journeys to work and education were cycled in 2025, compared to 46% in 2024. The objective is that 50% of journeys to work and education in Copenhagen are cycled by 2025 (Cycling strategy).

In 2025, 667,100 Copenhageners had access to 754,200 cycles, which is an increase since the last counting. At the same time, six providers deploy 10,700 shared cycles in the city, which is a 23% increase compared to 2024.

The number of privately owned motor vehicles in Copenhagen has risen by approximately 2,000 motor vehicles from 2024 to 2025, which corresponds to 1%. But taking the population growth into consideration, the motor vehicle ownership has fallen slightly from 251 in 2024 to 250 motor vehicles per 1,000 adult Copenhageners in 2025.

The trend continues towards more electric vehicles, both cycles and motor vehicles. In January 2025, Copenhageners owned approximately 41,000 electric cycles, which corresponds to approximately 5% of the total cycle fleet, and just under 17,200 electric motor vehicles and 5,700 plug-in hybrid motor vehicles, which together account for around 16% of the total private motor vehicle fleet. By early 2026, the number of electric motor vehicles had risen to 27,600, whilst the number of plug-in hybrid motor vehicles had risen to 5,900.

Electric motor vehicle owners in Copenhagen will have access to 4,126 charging points at car parking and on



Rådhuspladsen, photo: City of Copenhagen

public roads. Since 2024, 1,276 new charging points have been added.

The number of car-sharing vehicles has increased. In 2025, there were approximately 1,990 car-sharing vehicles, both with and without a fixed parking bay, on the roads, compared with 1,940 in 2024, of which approximately two-thirds were electric motor vehicles. By 2025, the first charging stations for car-sharing vehicles with a fixed parking bay had been established. Consequently, 80 charging points were installed in car parking bays for car-sharing vehicles with a fixed parking space.

At the start of 2026, a total of 123,762 municipal car parking spaces has been registered in Copenhagen. This is approximately 1,200 fewer than in 2024. However, the City of Copenhagen rented a further 3,000 car parking spaces in private car parking garages in 2025, compared with 1,065 spaces in 2024.

More parking bays for shared motor vehicles were also established in 2025, with a total of 982 bays for shared motor vehicles with fixed parking bays and 963 bays for electric shared motor vehicles across the city. In total, there were 6,025 parking spaces reserved for electric vehicles, both with and without charging points, as well as 463 spaces reserved for commercial vehicles.

To accommodate the large number of cycles, there were just under 190,000 cycle parking spaces on public roads in 2025, which is approximately 10,800 more than in 2017, when cycle parking last was surveyed. In 2025, the committee allocated over 600 million Danish kroner – a historically large sum – to safe routes to school, green waves, and better cycle infrastructure, making it more safe and secure to cycle in Copenhagen.

The City of Copenhagen has a vision that no one should be seriously injured or die in traffic. According to the latest data from 2024, one person died in traffic in Copenhagen, and 180 people were seriously injured. Data varies from year to year, but a much higher proportion of hospital treatments for traffic collisions' points to significant under-reporting in police-recorded collision data. This is supported by new data from the Capital Region, which the administration has gained insight into.

Of the total area between the buildings, carriageways account for 49%, cycle paths and cycle lanes for 6%, whilst shared walking- and cycle paths account for 4%. Pedestrian areas, including pavements, squares

and open spaces, account for a total of 32% of the area between the buildings. Car parking occupies 8% of the area between the buildings, whilst cycle parking accounts for 1%. The calculation of the area does not include parks and green spaces.

The downward trend in air pollution in Copenhagen continues. The same applies to traffic-related CO<sub>2</sub>-emissions. The trend can primarily be attributed to a continued improvement in the environmental impact of the motor vehicle fleet, including the transition to electric vehicles, as well as a reduction in long-range air pollution, which is pollution originating from sources outside the city.

## **New strategic framework**

Most of Copenhagen's mobility plans, policies, and strategies expire at the end of 2025. This is therefore the last time a status on these objectives and initiatives will be provided.

This year's mobility report therefore summarises several strategies and action plans that have been significant for the city's mobility over the past 15 years, and selected initiatives are highlighted.

This applies to cycling initiatives, where the Bicycle Strategy 2011–2025 has been the focal point for development, together with supporting plans such as The Prioritisation Plan for Cycle Tracks 2017–2025 and the Prioritisation Plan for bicycle parking 2018–2025.

The report also reviews the Road Safety Action Plan 2021–2025, which is based on the Vision Zero for Traffic Fatalities and Serious Injuries 2025, which has formed the basis for improving road safety in Copenhagen.

The Green Mobility Action Plan 2012, the Car-sharing Action Plan 2022–2025 and the Charging Infrastructure Action Plan 2022–2025 have also expired at the end of 2025. Separate evaluations have been conducted for the latter two, which are summarised here in the mobility report. Finally, a review is provided of the "Clean Air Plan" from 2013.

The Climate, Environment and Technology Committee has decided that a comprehensive mobility strategy should be drawn up. The new strategy will consolidate all plans and strategies relevant to mobility, and several ongoing initiatives and associated objectives from the previous plans and strategies are thus expected to be continued. The new mobility strategy is expected in early 2027.

# A coherent approach to mobility

Mobility is distributed across different modes of transport, and most Copenhageners use various modes of transport throughout the day and week. The individual modes of transport can support one another but also compete for the limited space. Promoting one mode of transport will often result in deteriorating conditions for other modes of transport. The City of Copenhagen uses various measures to promote or restrict modes of transport; either through strategic planning and physical measures, such as building new or upgrading existing infrastructure. Or it can be achieved through economic or legislative regulation, as well as through prioritisations such as signal optimisation and winter maintenance. In addition, education on road user behaviour, communication, and information is also utilised.

A holistic approach to mobility can enhance synergies across policy objectives, modes of transport and traffic impacts, as there is a strong interdependence. For example, specific objectives to reduce or promote modes of transport can be combined reducing the number of serious injuries and fatalities in traffic. Solutions can be optimised and targeted at both road safety and the shift from motor vehicles to public transport, cycling, or walking. Similarly, walking, cycling and public transport take up less space than private motor vehicles. These modes also emit less CO<sub>2</sub>, meaning that shifting journeys from motor vehicles to other modes of transport both support the Climate Strategy's objectives and create space for more people to move around the city easily.

## Methods and data sources

The mobility report contains figures and data from various sources. The modal share journeys are based on DTU's annual Danish National Travel Survey (TU), which is to map Danish transport behaviour. The survey is conducted throughout the year with approximately 12,000 Danes, of whom around 1,500 are Copenhagen residents. TU has an estimated statistical uncertainty of 3–5% for overall results in individual years.



*Nørreport Station,  
photo: City of Copenhagen*

The calculation of kilometres travelled for motor vehicles and cycles respectively is based on data from both TU and the administration's own counts. The counts are carried out twice a year as weekday daily traffic over a week in May and September respectively. Kilometres travelled on foot are calculated from TU. In 2025, the administration carried out slightly fewer traffic counts compared with the previous year. This, along with updates to the background model of the road network, may also result in slightly lower statistical uncertainty.

In addition, every two years the administration commissions a survey among Copenhageners regarding their attitudes and satisfaction with the cycling city. The latest survey, conducted at the end of 2025, asks, among other things, about access to cycles, including electric and cargo bikes.

The Mobility Report also contains data from various other analyses and registers. The data source is therefore indicated as a note beneath the tables and sections.

# Key mobility figures

The following describes the status of key figures for mobility in Copenhagen in 2025 and outlines trends in the development of mobility over recent years. In addition, an overview is provided of cycle and motor vehicle ownership, as well as the infrastructure that ensures Copenhageners and visitors can get around the city easily.

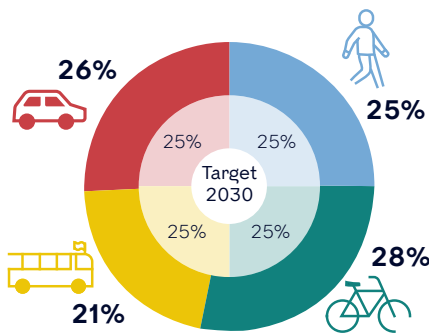
## Modal share

In 2025, the modal share of all journeys to, from and in Copenhagen was distributed as follows: 26% by motor vehicle, 25% on foot, 28% by cycle and 21% by public transport.

The proportion of journeys made by motor vehicle has thus fallen by 3%, journeys on foot have risen by 2%, the proportion of journeys by cycle has fallen by 1%, and the proportion of journeys by public transport has risen by 2% compared to the year before.

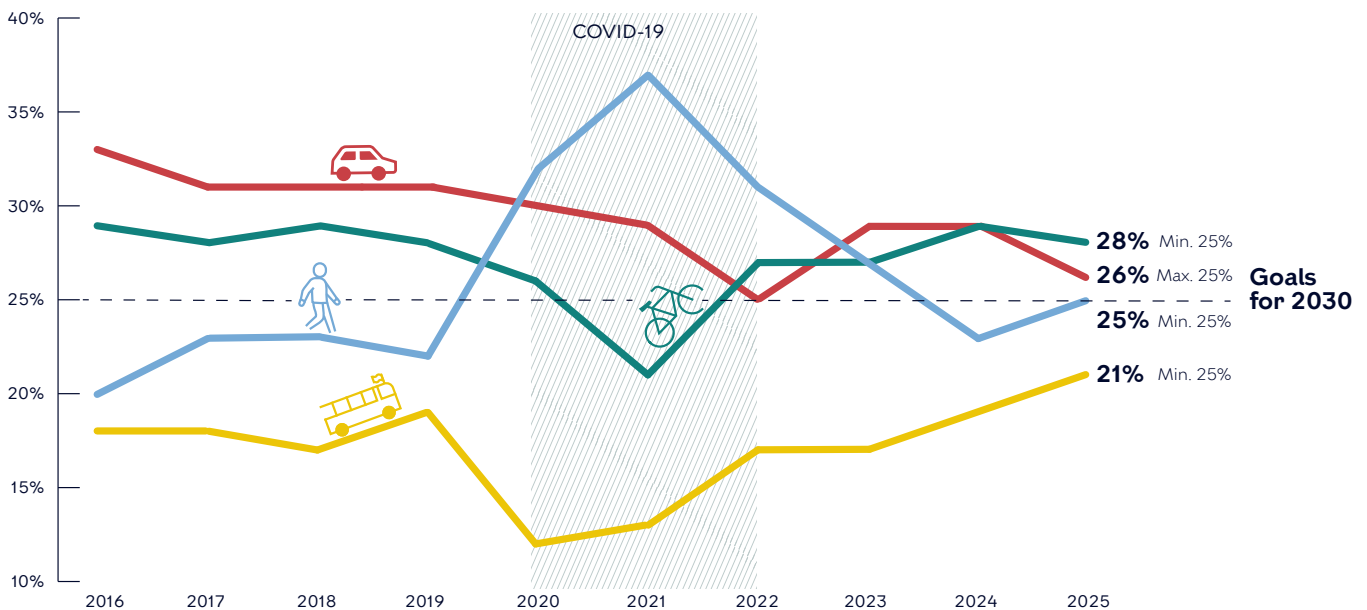
The overall mobility goal is to decrease motor vehicles' modal share to a maximum of 25% of all journeys to, from and within Copenhagen whilst public transport, cycling, and walking should each make up at least 25% by 2030 according to the Municipal Plan 2024. Based on the latest data for 2025, the target has been met for cycling and walking. Public transport is 4% away from the minimum target, and the share of motor vehicle journeys is just one percentage point away from the target.

Figure 1 Modal share 2025 and goals for 2030 (Reference: TU)



Over a 10-year period, during which the COVID-19 pandemic from 2020 to 2022 affected mobility behaviour and thus the modal share significantly, the share of motor vehicles has been falling over time, whilst the shares of walking and public transport have been rising. The share of cycling has remained stable, apart from during the pandemic.

Figure 2 Modal share 2016-2025 (Reference: TU)



**Modal share to work and education**

The City of Copenhagen’s Cycling Strategy includes a target that 50 % of all journeys to work and education in Copenhagen should be made by cycle by 2025.

In 2025, 43 % of journeys to work and education in Copenhagen were made by cycle, meaning that the target was not met by 7%. Since 2024, the number has fallen from 46 %. During the same period, there has been an increase in public transport for journeys to work and education, whilst journeys by motor vehicle and on foot have remained unchanged.

**Copenhagener’s modal share**

Walking was with 32 % the most used mode of transport for Copenhagener’s, both within and outside Copenhagen in 2025, were in 2025 such that walking. Cycling accounted for 31 %, and public transport, as in the previous year, accounted for 15 % of journeys. Motor vehicle journeys accounted for 22 % in 2025.

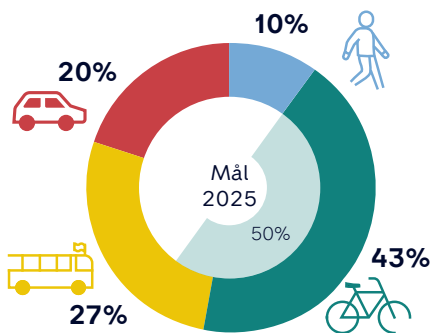
Journeys to work or education for Copenhagener’s was such that in 2025, 12 % walked, 47 % cycled, 21 % used public transport and 20 % drove by motor vehicle.

For Copenhagener’s who also work or study in the City of Copenhagen, 12% used a motor vehicle to and from work or education in 2025, which is an increase of 4% from 2024. In addition, 17 % walked, 55% cycled and 16% used public transport. In 2025, Copenhagener’s made 1.4 trips each day in Copenhagen.

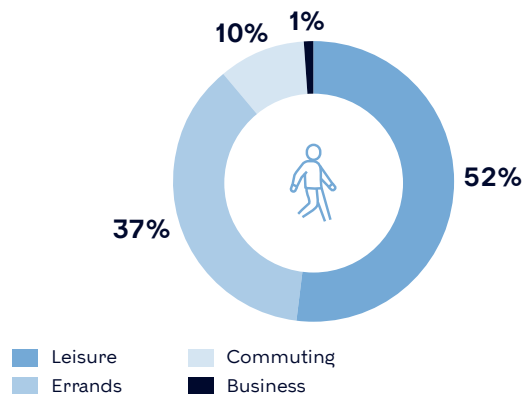
Over half of Copenhagener’s’ journeys on foot consist of leisure trips, including trips to sports facilities, visits to friends and other outings. For half of these leisure trips on foot, the journey itself is the purpose. More than one in three trips are errands, which primarily involve shopping, but also include picking up and dropping off children, as well as visits to the doctor.

Commuting to work or education accounts for one in ten trips on foot for Copenhagener’s.

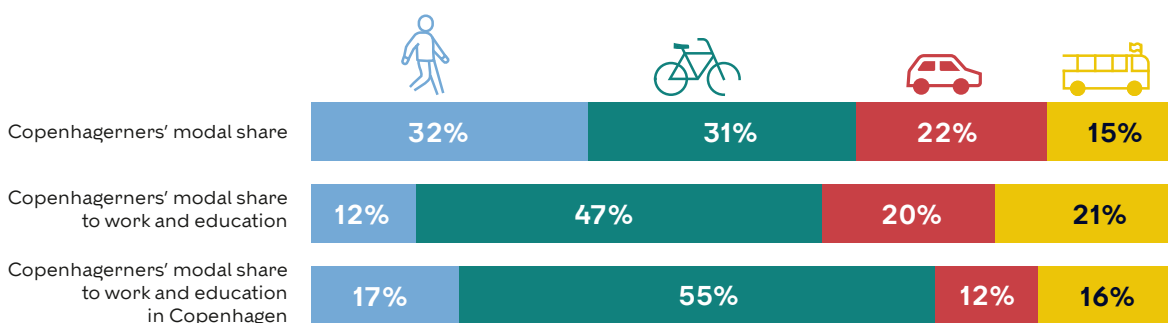
**Figure 3 Modal share to work and education in 2025 (Reference: TU)**



**Figure 5 Purpose of Copenhagener’s’ journeys on foot, averaged 2021-2025 (Reference: TU)**



**Figure 4 Copenhagener’s’ modal share in 2025 (Reference: TU)**



## Kilometres travelled

The volume of traffic on roads, paths and is calculated based on the number of kilometres travelled daily by the various modes of transport on weekdays.

Kilometres travelled by motor vehicles and cycles are calculated based on both traffic counts carried out by the administration and the Danish National Travel Survey (TU). The administration has not carried out counts for kilometres travelled on foot, so this is therefore calculated based on TU data, as has also been practice in previous mobility reports.

The traffic counts show a 6 % decrease in kilometres travelled by cycle, but a stagnation in kilometres travelled by motor vehicle from 2024 to 2025. According to TU data, there is a 5 % decrease in cycle traffic compared to 2024. Similarly, according to TU, there is an 11 % decrease in kilometres travelled by motor vehicle. Pedestrian traffic, which is calculated based on TU data, has increased by 6 % over the same period.

There may be significant annual fluctuations, as shown in Figure 7. This illustrates that TU data exhibit greater annual fluctuations compared with the administrations' traffic counts.

However, the two data sources, show the same trends over time, with kilometres driven by motor vehicle fallen, whilst kilometres travelled on foot and by cycle have risen. Over the same period from 2017 to 2025, Copenhagen's population has grown by 10%, meaning that more Copenhageners are travelling daily.

Whilst TU data is based on interviews, the administration's method relies on manual traffic counts. Meeting the target to reduce motorised traffic by 2 % from the 2024 municipal plan in 2025 therefore depends on the data source.

The administration estimates that the actual traffic volume lies somewhere between the two data sources, as there is estimated to be a statistical uncertainty of 3-5% for TU, and TU has greater annual fluctuations than the traffic counts. In 2025, slightly fewer traffic counts were carried out compared to the previous year. This, together with weather conditions on the counting days, also can add statistical uncertainty to the traffic counts.

During 2026, the administration's traffic counts will transition to digital recording via sensors installed at strategically selected locations in all areas of the city.

Figure 6 Million kilometres travelled per weekday in Copenhagen in 2025 (Reference: TU and traffic counts)

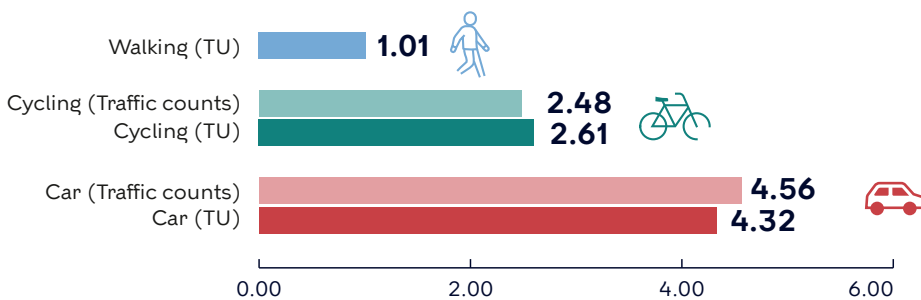
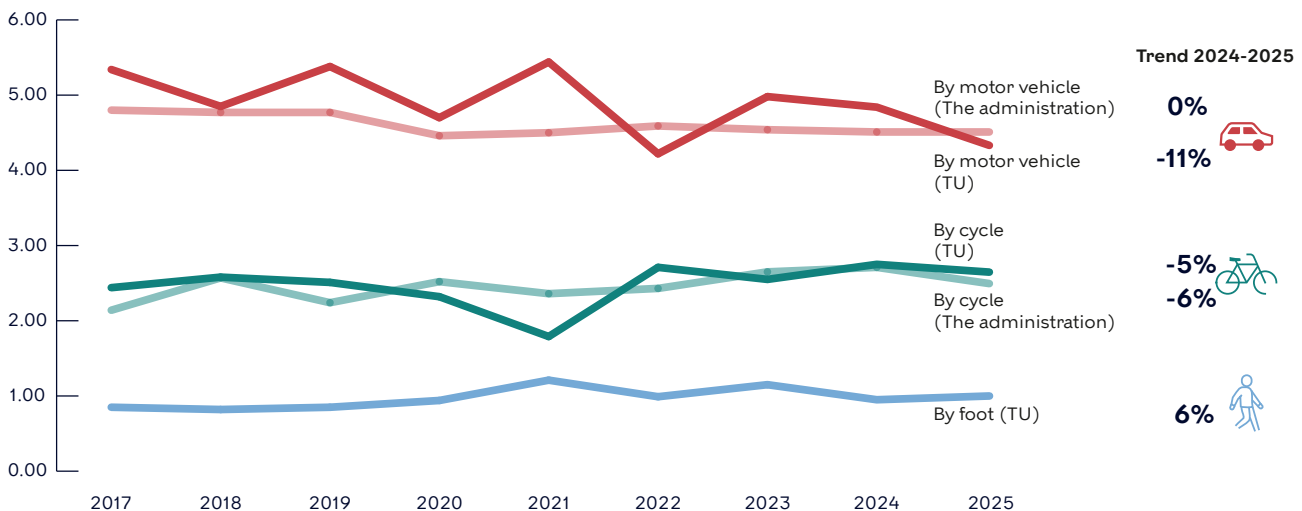


Figure 7 Trend in million kilometres travelled per weekday 2017-2025 (Reference: TU and traffic counts)



## Traffic around the city centre and across the municipal boundary

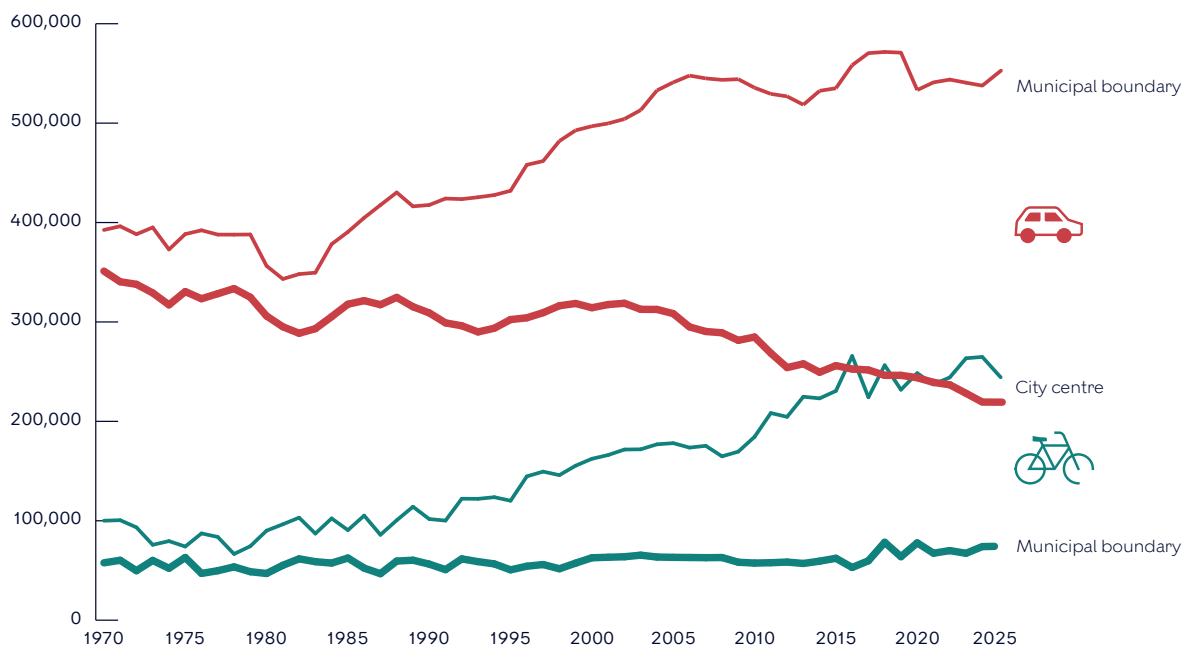
Traffic counts were carried out in April and September 2025 at the municipal boundary and around the city centre by the Lakes and across the Inner Harbour.

In 2025, both motor vehicle and cycle traffic at the municipal boundary increased compared with the previous year. 77,890 cyclists were recorded on weekdays in 2025, compared with 74,020 the previous year. At the same time, 551,100 motor vehicles were counted, which is an increase from 537,700 in 2024.

Traffic counts were carried out since the 1970s, and the trend overtime is shown in Figure 8. Since 1970, cycle traffic around the city centre has increased by 145 %, whilst motorised traffic has fallen by 38 %. At the municipal boundary, motorised traffic has increased by 40 % over the same period, whilst cycle traffic has risen by 35 %.

Since 2010, when initiatives for the cycling city were properly launched, cycling traffic across the municipal boundary has increased by 36 %, whilst motorised traffic has risen by 3 % over the same period. Here, the impact is particularly evident at the Lakes and across the Inner Harbour, where cycle traffic has increased by 33 % and motorised traffic, conversely, has fallen by 24 %.

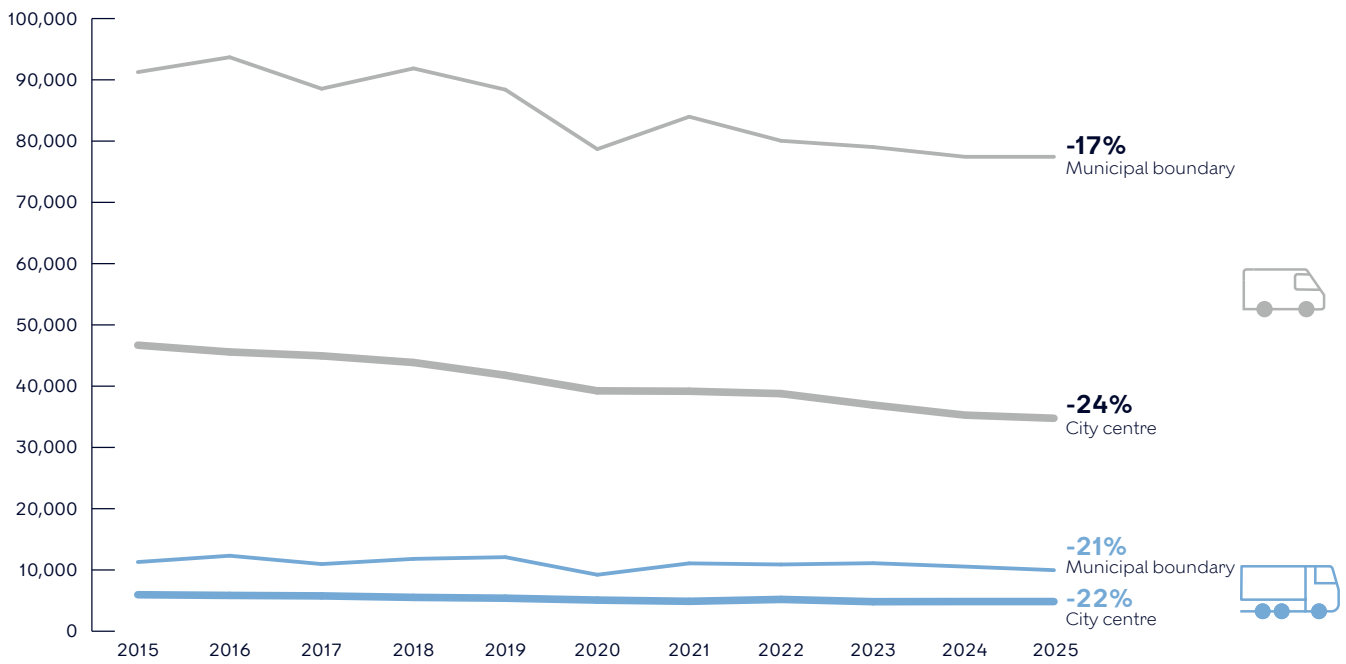
**Figure 8 Motor vehicle and cycle traffic around the city centre and across the municipal boundary from 1970-2025 (Reference: traffic counts)**



Over a long period, the number of lorries and vans has been recorded, which has been falling both at the municipal boundary and around the city centre. Over a 10-year period, the number of lorries fell by 21 % at the municipal boundary and by 22 % around the Inner City.

Similarly, the number of vans has fallen by 17% at the municipal boundary and by 24% in the city centre over the same 10-year period, as shown in Figure 9. This means that in 2025 there was less freight traffic in the city centre than previously.

**Figure 9 Vans and lorries around the city centre and across the municipal boundary from 2016 - 2025 (Reference: traffic counts)**



Dronning Louises Bro, photo: City of Copenhagen

## Cycle and motor vehicle ownership

Cycles continue to outnumber other modes of transport in Copenhagen with more cycles than residents. In 2025, Copenhageners owned a total of 754,200 cycles, of which 43,400 were cargo bikes and 41,900 were electric bikes. Over a 10-year period, the number of cycles in Copenhagen has risen by 12 %.

In 2010, 85 % of Copenhageners had access to a cycle, and 86 % at the start of 2026. Approximately 2% of those who have access to a cycle lease or rent it, according to a survey of 1,000 Copenhageners conducted in 2025.

In 2025, there were 139,200 privately owned motor vehicles in Copenhagen, including leased motor vehicles. This represents a slight increase compared to 2024, when 137,900 private motor vehicles were registered. Over a ten-year period, the number of private

motor vehicles in Copenhagen has risen by 23 %. By comparison, the population has increased by 15 % over the same period.

However, the number of privately owned motor vehicles in Copenhagen has not risen significantly over the past three years.

The sharp rise in the number of electric motor vehicles has continued into 2025. Of the 139,200 private motor vehicles, 17,200 were electric motor vehicles and 5,700 were plug-in hybrid motor vehicles, corresponding to a total of 16% of the total private fleet<sup>4</sup>.

By early 2026, this figure has risen further to approximately 27,600 electric motor vehicles and 5,900 plug-in hybrid motor vehicles<sup>5</sup>. We are thus seeing a continued rapid development in the transition of the private motor vehicle fleet.

**Table 1 Trend in cycles and motor vehicle ownership**  
(Reference: The administration)

Category	Number in 2025	Trend 2024-2025	Trend 2020-2025	Trend 2015-2025
<b>Population (K1)</b>	<b>667,100</b>	<b>1 %</b>	<b>5 %</b>	<b>15 %</b>
Of which residents aged 18 and over	556,400	1 %	7 %	
<b>Total cycles<sup>1</sup></b>	<b>754,200</b>	<b>-</b>	<b>2 %</b>	<b>12 %</b>
Of which electric bikes <sup>1</sup>	41,900	-	93 %	
Of which cargo bikes and electric cargo bikes (excl. cycle trailers) <sup>1</sup>	43,400	-	42 %	
Shared cycles <sup>2</sup>	<b>10,700</b>	<b>23 %</b>	-	
<b>Total privately owned motor vehicles (incl. leased motor vehicles)</b>	<b>139,200</b>	<b>1 %</b>	<b>5 %</b>	<b>23 %</b>
Of which electric motor vehicles	17,200	62 %	1642 %	
Of which plug-in hybrid motor vehicles	5,700	5 %	1106 %	
<b>Total car-sharing vehicles</b>	<b>4,500</b>	<b>-1 %</b>	<b>19 %</b>	
Of which car-sharing vehicles with a fixed base	740	9 %	196 %	
Of which electric car-sharing vehicles with a fixed base	59	638 %	1080 %	
Of which car-sharing vehicles without a fixed parking bay	1250	-1 %	27 %	
Of which electric car-sharing vehicles without a fixed parking bay	1250	-1 %	58 %	
Of which peer-to-peer motor vehicles <sup>3</sup>	2,500	-4 %	-2 %	
Of which electric peer-to-peer motor vehicles	480	28 %	139 %	
<b>Total commercial vehicles</b>	<b>33,200</b>	<b>-1 %</b>	<b>17 %</b>	
Of which electric vehicles	8,200	49 %	690 %	

<sup>1</sup> Average data of two surveys + calculated based on K<sup>4</sup>2025

<sup>2</sup> Permits for the number of shared cycles from Lime, Bolt, Tier Dott, and Don-key Republic in public spaces

<sup>3</sup> Peer-to-peer car-sharing, where private owners rent out their motor vehicles, typically via an online platform

<sup>4</sup> KK Statistikbank, January 2026

<sup>5</sup> Statistics Denmark, BIL54, January 2026

### Motor vehicle ownership

Motor vehicle ownership is the number of privately owned motor vehicles per 1,000 residents over the age of 18. In 2025, motor vehicle ownership in Copenhagen is estimated at 250. Although the total number of motor vehicles has increased slightly since the previous year, Copenhagen has also gained a corresponding number of new residents, resulting in a slight decrease in motor vehicle ownership.

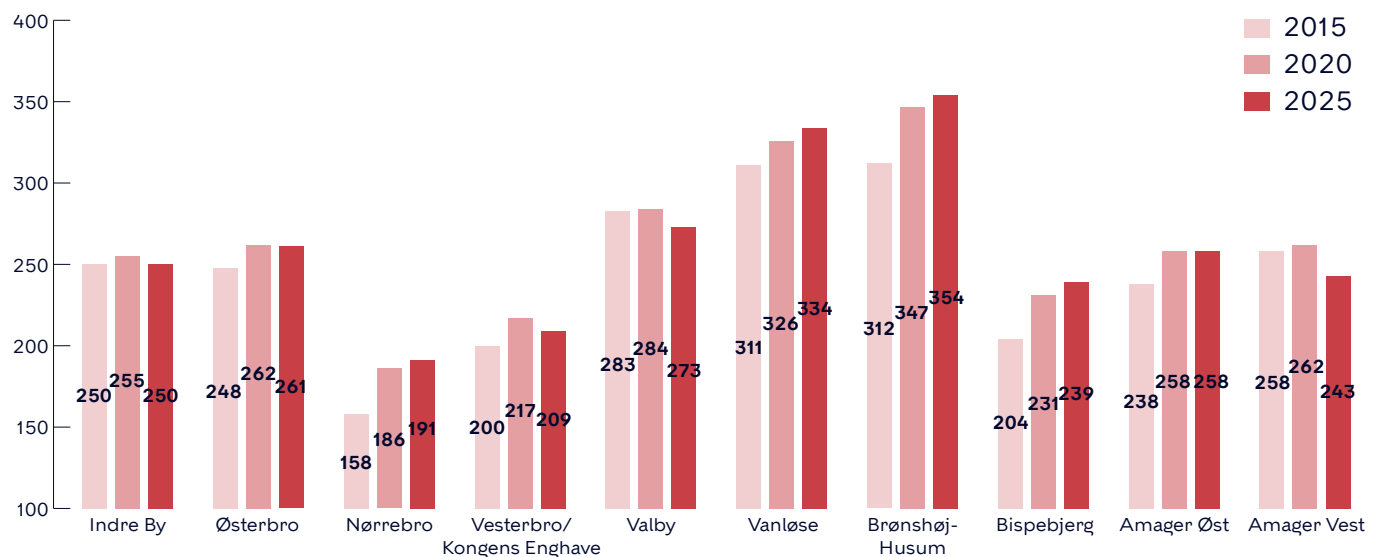
The administration has examined the development in motor vehicle ownership across Copenhagen's 10 districts in 2015, 2020, and 2025, as shown in figure 10. Motor vehicle ownership has increased in most districts since 2015, particularly in Brønshøj-Husum, Vanløse, and Bispebjerg, but also in Nørrebro.

The central districts of Nørrebro and Vesterbro/Kongens Enghave continue to have relatively lower levels of motor vehicle ownership compared with several of the outer districts. In some districts, including Valby and Amager Vest, a slight decline can be observed from 2020 to 2025. In 2025, motor vehicle ownership at the district level is highest in Brønshøj-Husum and lowest in Nørrebro, with 354 and 191 motor vehicles per 1,000 residents over the age of 18, respectively.

**Table 2 Motor vehicle ownership in 2024 and 2025 by district**  
(Reference: KK Statistikbank)

Copenhagen's districts	Motor vehicle ownership 2024	Motor vehicle ownership 2025
City centre	250	250
Østerbro	261	261
Nørrebro	191	191
Vesterbro/ Kongens Enghave	213	209
Valby	273	273
Vanløse	331	334
Brønshøj-Husum	353	354
Bispebjerg	238	239
Amager East	259	258
Amager West	248	243
<b>Total City of Copenhagen<sup>6</sup></b>	<b>251</b>	<b>250</b>

**Figure 10 Motor vehicle ownership in Copenhagen's 10 districts in 2015, 2020 og 2025**  
(Reference: KK Statistikbank)



<sup>6</sup> A small share of private motor vehicles is not assigned to a district in KK Statistikbank. Therefore, the total car ownership does not match the sum of car ownership across the districts.

**Shared mobility**

More shared cycles are on the streets of Copenhagen. In 2025, permits were granted for 10,700 shared cycles across four operators: Lime, Donkey Re-public, Dott, and Bolt. From 2024 to 2025, 23 % more permits for shared cycles were granted in Copenhagen, despite two operators having shut down their services.

The City of Copenhagen has an agreement with Lime, the primary operator of shared scooters, for the period 2025–2027. A maximum of 3,200 scooters may be deployed outside a restricted zone, which includes the city centre, Islands Brygge and Christianshavn, at Svanemøllen Strand, and parts of Valby, Amagerbro, Nørrebro, Vesterbro and Østerbro.

In 2025, there were approximately 4,500 car-sharing vehicles in Copenhagen. There were approximately 740 car-sharing vehicles with fixed parking bays, 1,250 car-sharing vehicles without a fixed parking bay, and approximately 2,500 active peer-to-peer vehicles. The number of car-sharing vehicles with a fixed parking bay available varies throughout the year. The market is seasonal, and car-sharing providers adjust the number of vehicles according to demand. Whilst there has been an increase in the number of car-sharing vehicles with a fixed parking bay, the number of active peer-to-peer vehicles has fallen since 2024. The number of car-sharing vehicles without a fixed parking bay remains the same. The total number of car-sharing vehicles available is therefore at the same level as in 2024. Just under 2,000 of these were car-sharing vehicles with or without a fixed parking bay from commercial providers.

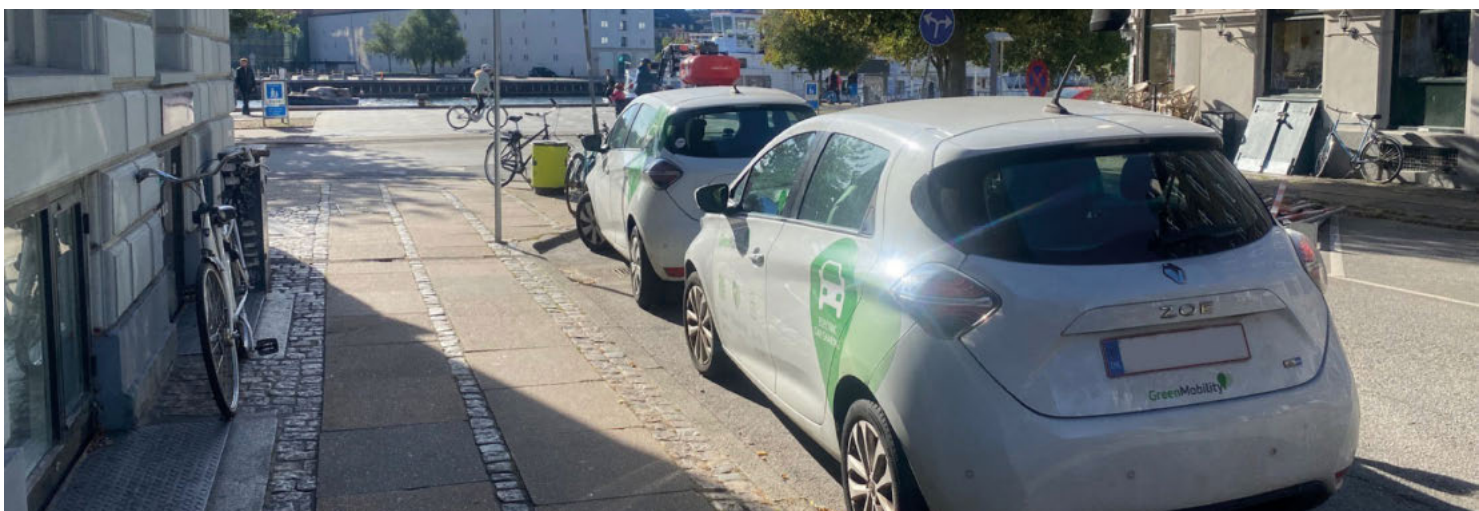
Whilst all 1,250 car-sharing vehicles without a fixed base remain electric motor vehicles, this applies to only 7% of car-sharing vehicles with fixed-location motor vehicles and 19 % of peer-to-peer motor vehicles

are electric. This is, however, an increase compared to 2024, when only 1 % of fixed-location car-sharing vehicles and 13 % of peer-to-peer motor vehicles were electric. Overall, 39 % of all car-sharing vehicles are electric in 2025, compared to 33 % in 2024. Among car-sharing vehicles with and without a fixed parking bay from commercial providers, 63 % are electric motor vehicles in 2025.

In 2025, 40 charging stations (80 charging points) were installed in car parking bays for car-sharing vehicles with a fixed parking bay. This has been crucial in increasing the number of electric car-sharing vehicles with a fixed parking bay. It is the car-sharing providers themselves, with permission from the City of Copenhagen, who are responsible for financing and installing the charging points in the car parking bays. Further permits have been granted for 16 charging points for car-sharing vehicles with fixed parking bays, but it is not known whether these permits will be utilised.

**Table 3 Permits for shared cycles**  
(Reference: The administration)

Operator	Number of shared cycles in 2023	Number of shared cycles in 2024	Number of shared cycles in 2025	Difference from 2024 to 2025
Lime	1,150	2,500	3,200	28 %
Donkey Republic	2,680	2,680	4,500	68 %
Tier Dott	1,700	1,700	1,700	0 %
Bolt	1,300	1,300	1,300	0 %
Kinto	600	540		100 %
Voi	30			0 %
<b>Total</b>	<b>7,460</b>	<b>8,720</b>	<b>10,700</b>	<b>23 %</b>



Parked car-sharing, photo: City of Copenhagen

### The City of Copenhagen's own vehicles and machinery

The City of Copenhagen is taking a leading role in the green transition and is working purposefully to phase out fossil-fuel-powered work vehicles in favour of an electric vehicle fleet (Table 4), and to make greater use of car-sharing vehicles for work purposes.

In 2025, more than 2,600 journeys were made in a car-sharing vehicle by the city's employees during working hours, corresponding to just over 123,800 kilometres driven. This represents an increase of 129% compared with 2021, when the city began using publicly available car-sharing vehicles.

In addition, many of the administration's employees use cycles as a means of transport during work day. They cycle around the town to attend meetings, carry out inspections, monitor parking, and look after parks and cemeteries.

**Table 4 Fleet composition**  
(Reference: The administration)

	Number of electric vehicles	% of the total fleet	Total
Motor vehicles	208	99 %	210
Vans	114	90 %	127
Minibuses	113	61 %	185
Vans	108	40 %	268
Trucks	90	78 %	116
Lorries	9	14 %	63
Sweepers	8	22 %	36
Buses	3	11 %	28
Compactor lorries	0	0 %	17



Electric sweeper, photo Ursula Bach, City of Copenhagen

## Infrastructure

The infrastructure for the various modes of transport is improved continuously. In line with the vision of the Climate, Environment and Technical Administration, the focus is particularly on improving conditions for sustainable transport, with priority given to the most space-efficient modes of transport.

### Cycle paths and cycle parking

In 2025, there were 401 km of cycle paths in Copenhagen. Of these, 66 km are Green Routes and 64 km are Cycle Superhighways. Copenhagen has around 5 km of cycle streets spread across 10 road stretches. From 2025, Nordre Frihavnsgade will no longer be a cycle street. The administration is currently exploring new initiatives to improve safety and security on the street, involving residents and shopkeepers.

In 2025, approximately 820 new standard cycle racks and 16 special racks for cargo bikes were installed.

## Car parking and charging infrastructure

In March 2026, a total of 123,762 municipal parking bays were registered in Copenhagen. The city also rents approximately 3,000 private parking bays.

221 new parking bays for shared motor vehicles with fixed parking bays were established in 2025, bringing the total to 982 spaces. Charging points have also been installed at 80 of these. A total of 963 bays for electric car-sharing vehicles has been established out of the target of 1,000 spaces across the city. Of these, approximately 330 are located at transport hubs and 64 of them have associated charging points.

A total of 6,025 spaces has been reserved for electric vehicles. 1,276 new charging points will have been installed on public roads by 2025, bringing the total number of electric vehicle spaces with associated charging points to 4,126, 50 of which are fast chargers. 463 spaces are reserved for commercial vehicles.

**Table 5 infrastructure and parking for cycles and motor vehicles in Copenhagen (Reference: The administration)**

Category	2021	2022	2023	2024	2025
<b>Cycle paths (km)</b>					
Cycle paths	388	392	397	398	<b>401</b>
Cycle lanes	33	33	33	33	<b>33</b>
Green Routes	65	65	66	66	<b>66</b>
Cycle Superhighways in the City of Copenhagen	35	55	64	64	<b>64</b>
Cycle Superhighways in the Capital Region	177	228	244	244	<b>244</b>
Cycle path restored/renovated (km per year)	6	19	5	1	<b>9</b>
<b>Cycle parking (number installed per year)</b>					
Cycle parking spaces	1,800	1,100	1,140	1,760	<b>820</b>
Cargo bike parking facilities			60	166	<b>16</b>
<b>Car parking (number)</b>					
Car parking on public space	126,310	125,857	125,400	123,000	<b>123,762</b>
Private parking bays in parking garages rented by the City				1,065	3,000
Commercial parking				463	463
Bays for car-sharing vehicles with a fixed parking bay on public roads	281	494	674	764	982
Electric vehicle charging points				320	963
Electric vehicle spaces with associated charging points on public roads	1,141	1,471	1,858	2,850	4,126

**Rental of private parking bays**

The City of Copenhagen rents private parking bays and for citizens of Copenhagen to meet their parking needs.

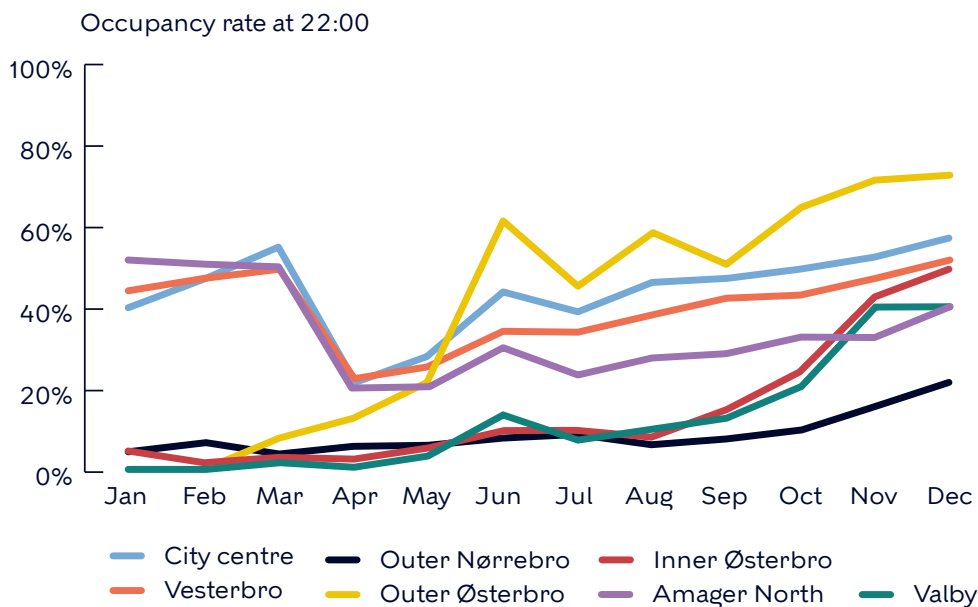
Right now, the administration rents 630 parking bays in the parking garage beneath Israels Plads, which are accessible via an access tag. In addition, the Visitors app provides access to a further 2,434 rented private parking bays across the city. Access requires an active resident permit, and spaces can be booked for up to three days at a time.

The occupancy rate, which indicates the occupancy level at district level for rented parking bays in car parking bays, is shown in Figure 11 and is calculated based on a snapshot at 10 pm on random weekdays each month. From 1 January 2025 to 31 December 2025, the spaces were booked approximately 80,000 times, and approximately 18,300 users were registered. The occupancy rate varies in the different parking garages and can be seen at district level in Figure 11. There is an increase in the use of spaces each month. The occupancy rate at 10 pm in the car parking beneath Israels Plads was approximately 97 % on weekdays and approximately 89 % at weekends in 2025.

The sudden drop in the occupancy rate in Indre By, Vesterbro and Ydre Østerbro from March to April 2025 is because the administration rented spaces in two phases, with the second phase - involving a further 1,400 spaces - being rented from April 2025 onwards.

During the summer of 2025, the administration sent an information letter to almost 33.000 Copenhagen residents with an active resident permit in areas where the Visitors app can be used. The letter, entitled 'You can now use your resident permit at selected private parking bays,' contained a guide to use the Visitors app, as well as other relevant information.

**Figure 11 Occupancy rate for rented spaces in car parking bays by district**



## Operation and maintenance

The administration is responsible for the day-to-day operation and maintenance of the city's infrastructure and public spaces and works year-round to ensure that it is easy and safe to get around the city. Operations include cleaning of roads, pavements and cycle paths, removal of abandoned cycles, as well as ongoing inspection and maintenance. Maintenance focuses on repairing wear and damage to the surface, including repairing potholes and cracks, as well as restoring surfaces following excavation work.

Winter maintenance is carried out on cycle paths, pedestrian areas and roads involving snow clearance and gritting of priority routes to ensure accessibility and road safety even in difficult weather conditions.

In 2025, more than 13,000 abandoned cycles were collected from public spaces, where space for cycle parking is already under pressure in several parts of the city.

**Table 6 Yearly cycle infrastructure operation and maintenance (Reference: The administration)**

	2023	2024	2025
Cycle clearance (million DKK)	4.5	4.1	4.0
Abandoned cycles collected (number)	16,240	15,932	13,755
Maintenance of cycle paths (total hours)	18,598	17,866	16,545
Gritting and snow clearance of cycle paths, pedestrian areas and roads (million DKK)	38.85	42.29	44.24



Roadworks, photo: City of Copenhagen

## Travel time by cycle and motor vehicle

### Travel time on the cycle path

In 2025, the administration tested a new method for measuring travel time on Copenhagen's cycle paths. The method is based on cyclists GPS data, which makes it possible to measure cyclists lost time - i.e. the travel time loss measured in seconds per kilometre. Having GPS data for cyclists is a new development, and in the future this data source will be able to measure the flow of cyclists, as well as to investigate whether traffic solutions provide better cycle flow and fewer stops along routes.

The method is based on the cyclist's preferred speed, unaffected by junctions or congestion, and isolates the infrastructure's impact from the cyclist's effort, regardless of cycle type, age, or fitness level.

Stretches of varying lengths can thus be compared, making it easier to identify where the administration's efforts to improve conditions for cyclists will have the greatest impact.



Rådhuspladsen, photo: City of Copenhagen

Figure 12 shows the travel time loss for cyclists on three stretches in Copenhagen. The figures show that the traffic signal coordination for cyclists on Torvegade works well. On Vester Voldgade and H.C. Andersens Boulevard, however, the data shows that a cycle journey takes longer due to the signal-controlled junctions.

Figure 12 Heatmap of travel time loss for three cycle routes in Copenhagen (Reference: Findrs for City of Copenhagen)

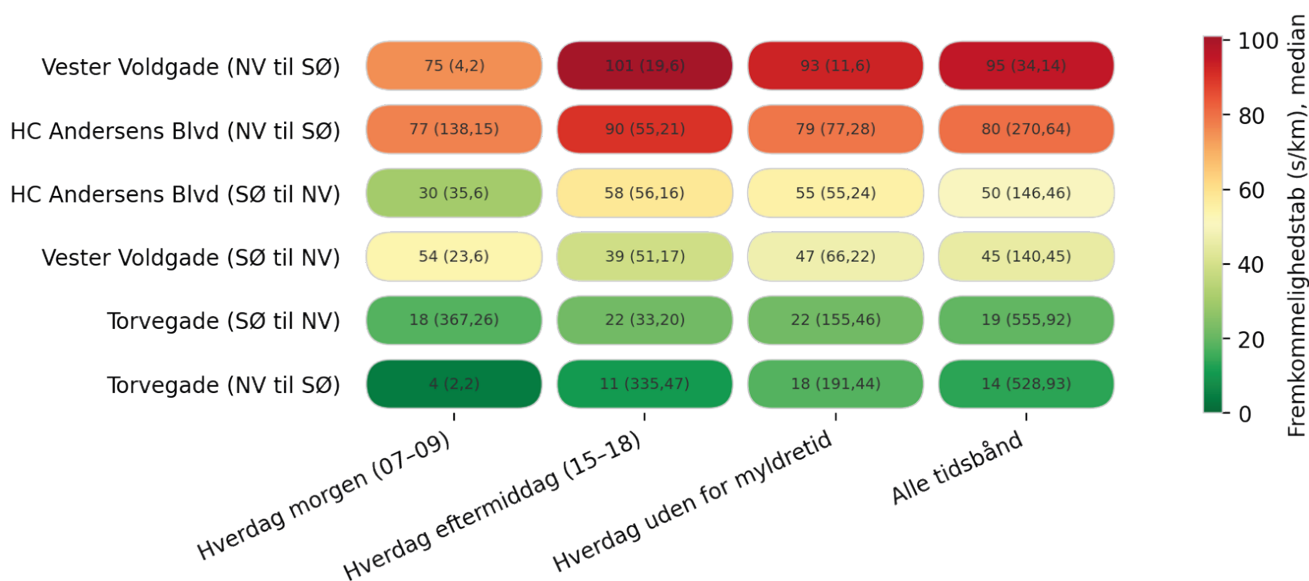


Figure 13 illustrates the probability of a cyclist experiencing a delay at a given location. The map shows that signal-controlled junctions often cause travel time loss for cyclists, where cyclists must stop at red lights. The blue lines are stop lines at junctions. In addition to signal-controlled junctions, exits from car parking bays, bus stops or narrow cycle paths can also result in longer travel times for cyclists.

**Figure 13 Graphical illustration of possible delays for cyclists in central Copenhagen**



### Travel time by motor vehicle

The administration has also examined motorists' travel times and speeds on selected stretches of road in Copenhagen using a different type of GPS-based data that shows location and speeds. The administration can purchase access to this type of anonymised data via a data platform. Figure 14 shows the selected road stretches for collecting data on speeds and travel times by motor vehicle.

**Figure 14 Selected road stretches for recording speed and travel times by motor vehicle**

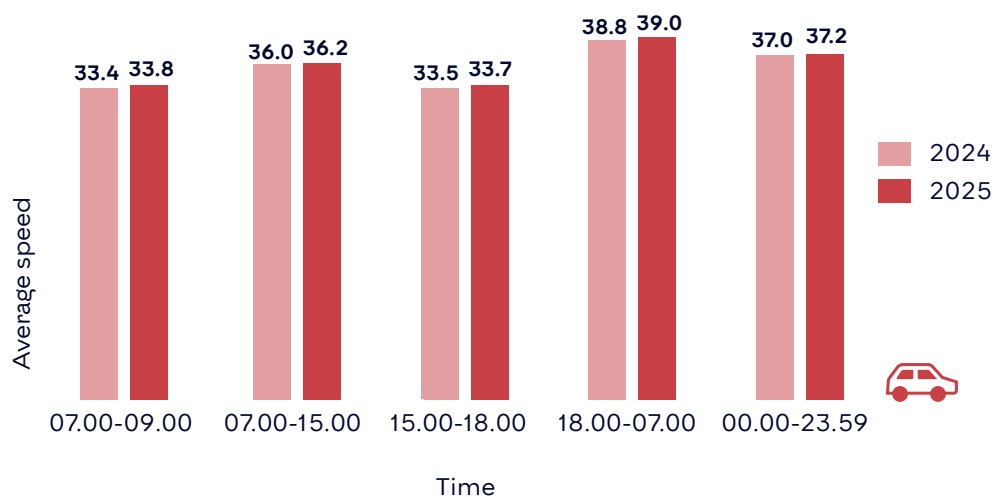


Figure 15 shows that the average speed of motorists has increased slightly between 2024 and 2025 on the selected road stretches.

Table 7 shows the travel times for the eight selected road stretches in both directions, broken down into rush hour and off-peak periods. When comparing travel times for 2024 and 2025, as with speeds, travel times for motorists remain unchanged from 2024 to 2025.

Data shows that there is a 15–28 % difference in motorists' travel times during and outside rush hour, depending on the route. When comparing travel times during rush hour with those in the evening and at night, when there is 'free flow' traffic and no queues, one obtains a measure of how much extra time traffic costs the individual, known as the Travel Time Index. For example, the Travel Time Index for Ring 2 North: Borups Allé <-> Emdrupvej is 1.21, which means that the journey takes on average 21 % longer during the afternoon rush hour than in the evening or at night.

**Figure 15 Travel times by motor vehicle on selected road stretches (Reference: The administration)**



**Table 7 Motor vehicle travel times in minutes on selected road stretches (Reference: The administration)**

Route/Time (travel time in minutes)	2025				Travel Time Index (after afternoon)	2024	
	07:00-09:00	09:00-15:00	15:00-18:00	18:00-07:00		24-hour	24-hour
Amager Boulevard <-> Bella Center	6.2	5.4	6.4	5.0	1.28	5.4	4.8
Amager Boulevard <-> Kongelundsvej	4.8	4.5	4.9	4.2	1.15	4.4	4.4
Ring 2 Nord, Borups Alle <-> Emdrupvej	5.0	4.4	5.2	4.3	1.21	4.5	4.4
Ring 2 Syd, Kongens Nytorv <-> Tuborg Havn	12.0	11.9	12.1	10.2	1.19	11.0	11.5
Ring 2 Øst, Folehaven <-> Kongens Nytorv	14.9	13.5	15.6	12.4	1.26	13.2	12.8
Ring 2 Vest, Borups Alle <-> Folehaven	11.7	10.3	11.4	9.8	1.16	10.3	10.6
Ryparken <-> Rådhuspladsen	9.9	8.8	9.4	7.9	1.19	8.5	8.4
Rådhuspladsen <-> Utterslev Mose	11.2	9.4	10.8	8.9	1.21	9.4	10.9
Overall mean	75.5	68.0	75.6	62.4	1.21	66.4	67.6

# Road safety status

The City of Copenhagen collects data on road safety every year, and figures for the five-year period from 2020 to 2024 show that 28 people were killed in traffic collisions in Copenhagen. In 2024, one person died and 180 were seriously injured in traffic, but the number of fatalities varies significantly from year to year.

Nationally, a target was set in 2021 to reduce the number of fatalities and injuries by 50 % by 2030, but the initiatives launched at both national and local levels have so far not had the desired effect. More far-reaching initiatives must therefore be implemented to ensure the national as well as the city's targets. This includes, lower speed limits, targeted redesign of collision-prone locations in the city, consistently choosing the safest traffic solutions during redesign and restoration, and targeted behaviour change through campaigns and education.

Over the past two years, there has been a positive trend in traffic collisions in Copenhagen; however, as shown in Figure 16, there have been significant fluctuations in the number of fatalities and injuries over the past 15 years, without any overall positive trend. The Danish Road Directorate will publish the final figures for 2025 during the summer of 2026.

As shown in Figure 17, cyclists account for the largest proportion of collisions recorded by the police. More than half of those injured in traffic collisions in Copenhagen are cyclists, and collisions involving cyclists and pedestrians are typically more serious than those involving motorists.



Cyclists in the dark, photo: City of Copenhagen

This is because Copenhagen has many cyclists, and motorists are far better protected; the risk of being injured in a motor vehicle is limited by the low speeds on Copenhagen's roads compared to speed levels outside Copenhagen.

Figure 17 Fatalities and injuries from 2020 to 2024 by mode of transport (Reference: Police/Vejman)

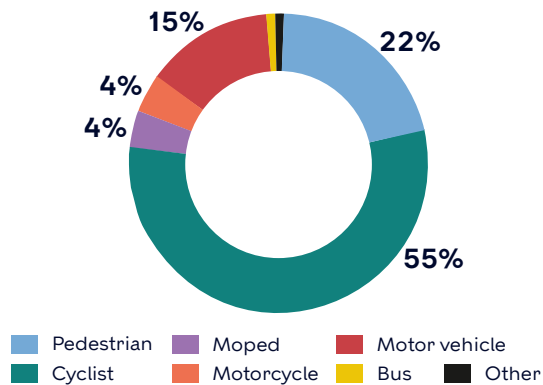
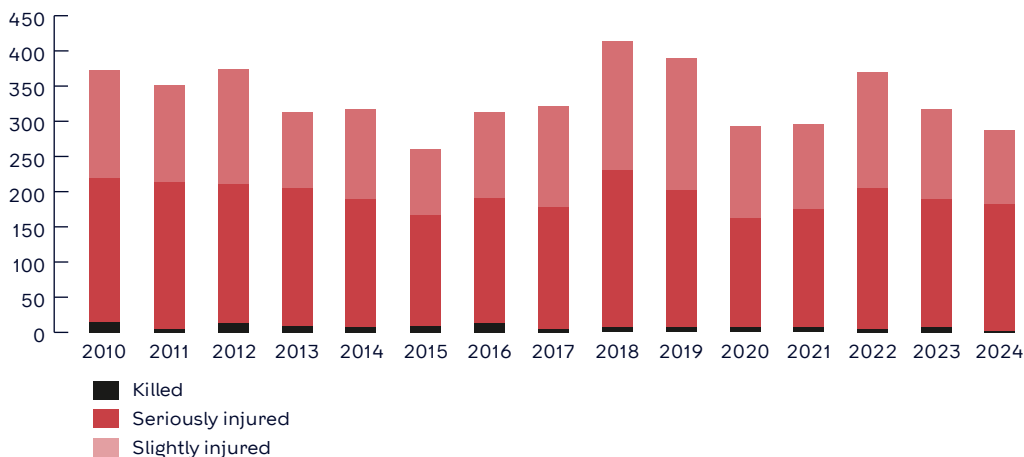


Figure 16 Fatalities and injuries 2010-2024 (Reference: Police/Vejman)



Compared with the rest of the country, the risk of being injured in a traffic collision peaks a few years later in Copenhagen. The highest number of injuries are amongst the 22 to 25-year-olds, which is approximately five years later than in the rest of Denmark.

This is due to lower motor vehicle ownership among the young, combined with the fact that many students in Copenhagen cycle in their early 20s.

The distribution of traffic collisions varies across Copenhagen's 10 districts. This is due to the volume of traffic in each district. The city centre, with its very heavy traffic and large numbers of cyclists and pedestrians, consequently, sees a higher number of collisions. Some of the collisions can also be linked to city life and alcohol, and collisions are also particularly common on weekend nights.

### Self-reporting of traffic collisions

In 2025, new self-reporting data of traffic collisions from citizens who were in contact with Accident and Emergency departments or the 1813 emergency number. This data provides better insight into collisions involving cyclists and pedestrians, which are often not recorded by the police. Preliminary data (2,933 responses) shows many single-vehicle collisions involving both cyclists and pedestrians, as well as collisions between cyclists.

A targeted effort to reduce the number of collisions should focus on both the infrastructure and the behaviour that leads to collisions.

The new findings also identify new types of collisions and particularly vulnerable locations such as cycle bridges, roundabouts, and green cycle routes.

Over a five-year period, the police recorded approximately 1,500 collisions, whilst the Capital Region's A&E departments treated around 3,000 people annually following traffic collisions, which corresponds to approximately ten times as many collisions compared with the police's register data.

### Safe and secure children in traffic

It is exceedingly rare for younger children to be seriously injured in traffic in Copenhagen, but from around the age of 12-13, the police are increasingly recording children involved in traffic collisions. The same picture emerges from self-reports. These collisions typically occur during leisure time in the early afternoon, and not on the way to school. Although it is rare for children to be seriously injured on the way to school in Copenhagen, the 2020 safety survey shows that half of parents perceive the routes to school in Copenhagen to be unsecure.

To improve road safety and make the journey to school secure, selected school routes are being redesigned. New school zones with no-entry restrictions for motor vehicles are being established where the number of motor vehicles in the morning creates a sense of insecurity for the many children arriving on foot and by cycle. This helps to create safe and secure conditions for children on their way to school, but it cannot stand alone.

It is crucial for children's security in traffic that they learn the rules of the road and are trained to walk and cycle competently in traffic, for example to and from school. Statutory road safety education is therefore a cornerstone of creating a safe journey to school. The Danish Road Safety Council therefore conducts the Municipal School Traffic Test every year, which assesses the state of road safety education in all the country's municipalities and schools.

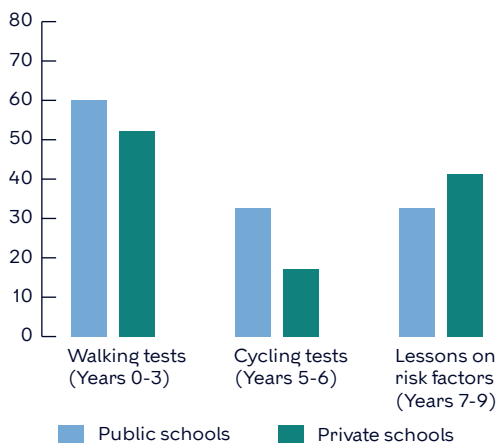
**Table 8 Injured parties and their counterparts/single-vehicle collisions**

Mode of transport	Single vehicle collision	Other party			
		Pedestrian	Cycle	Passenger motor vehicle	Other
Pedestrian	83 %	3 %	5 %	7 %	2 %
Roller skates/scooters/skateboards	82 %	0 %	4 %	4 %	11 %
Cycle	60 %	4 %	19 %	12 %	5 %
Moped/scooter	41 %	0 %	5 %	45 %	9 %
Motorcycle	16 %	0 %	0 %	84 %	0 %
Passenger motor vehicle	15 %	0 %	1 %	70 %	14 %
Other	68 %	3 %	7 %	9 %	12 %
Total	61 %	3 %	15 %	15 %	6 %

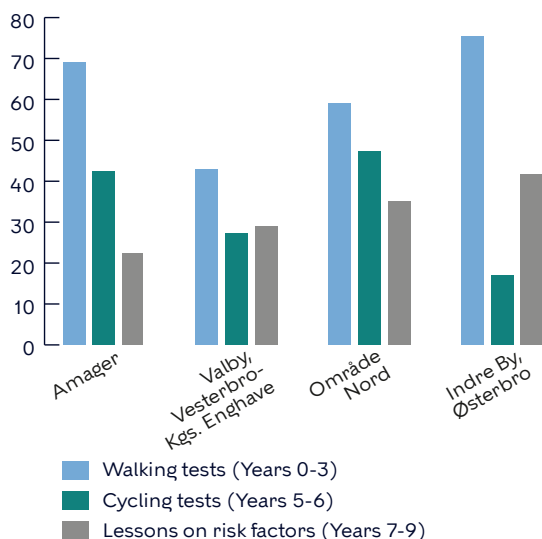
This year's test shows that Copenhagen has moved from 53rd place in 2024 to 49th place in 2025 among the country's 98 municipalities. Although there are several schools that prioritize road safety education, far from all public schools deliver compulsory road safety education, and far from all private and independent schools provide road safety education.

At the same time, the survey shows that there are variations between districts in the number of public schools delivering compulsory road safety education. This means that children's place of residence and school affiliation influence whether they receive the compulsory road safety education.

**Figure 18 Copenhagen schools offering road safety education (Reference: Danish Road Safety Council)**



**Figure 19 Public schools offering compulsory road safety education, broken down by BUF school districts (Reference: Danish Road Safety Council)**

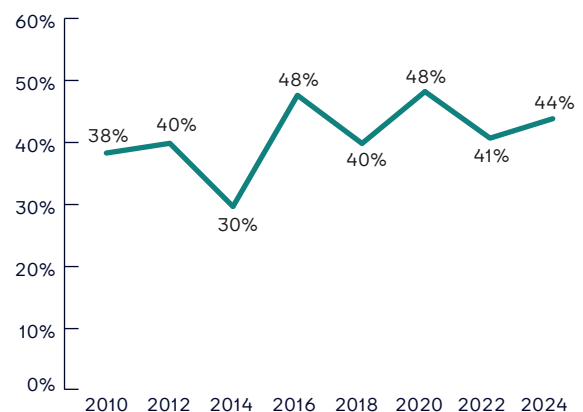


In the City of Copenhagen's 2026 Budget, DKK 9.7 million has been allocated to strengthen road safety education and first aid training in Copenhagen in the coming years.

The administration regularly commissions a survey of Copenhageners' satisfaction with Copenhagen as a cycling city, conducted among 1,000 representative Copenhageners.

Here, they are asked, among other things, about their satisfaction specifically with the city's efforts to improve safety and security around the city's schools. The responses show a rise in satisfaction over time, with 44 % of Copenhageners surveyed in 2025 expressing satisfaction with these efforts, as shown in Figure 20.

**Figure 20 Copenhageners' satisfaction with city's efforts to ensure safe routes to school over time (Reference: Survey, 2025)**



# Distribution of area between buildings

Most of the daily travel takes place on roads and cycle paths, on pavements, squares and open spaces, which together make up the area between the city's buildings.

Roadways account for 49 % of the total area between buildings, excluding parks and green spaces. Roadways are primarily used by motor vehicles, vans, lorries, and buses, but cyclists also use the road where there is no cycle path.

Cycle paths and cycle lanes account for 6 % of the area between buildings, and in addition there are 4 % cycle and footpaths, which are typically shared paths separated from the rest of the road network.

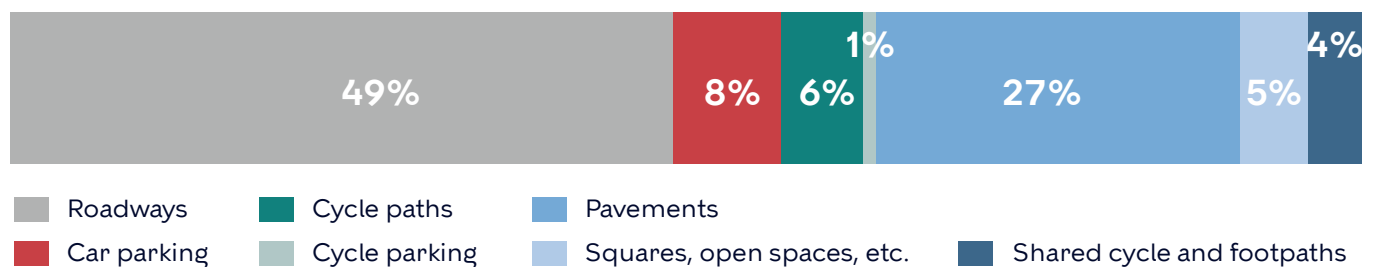
Pedestrians, wheelchair users, and others primarily use pedestrian areas, which together account for 32 % of the area between buildings. Of this, 27 % consists of pavements along roads and pedestrianised streets, whilst 5 % comprise other public spaces such as squares and open spaces.

Car parking occupies 8 % of the area between buildings, whilst cycle parking accounts for 1 %. The area allocated to curb-side car parking has been declining slightly over the past two years. In this survey, car parking has decreased by 1 % since the last survey, whilst, conversely, the pavement area has increased by 1 %. The decrease is due to a minor change of around 0.1 %, which causes the figure to cross the rounding threshold. The area distribution is shown in Figure 21.

Since the last survey in 2024, GeoDanmark has updated the background data on which the analysis of the area between the city's buildings is based. Changes in the survey are therefore due to a combination of actual changes in the city, minor variations that become apparent when rounding in the survey, and other technical data that has been updated between the two surveys.

Ahead of the Mobility Report 2026, the administration has examined the extent to which street furniture such as benches, lighting, signs, charging points, litter bins, etc. account for the pavement area. This is estimated to account for approximately 3–4 % of the pavement area, but even if these are excluded from the survey, it does not provide a complete picture of the actual pavement area available for pedestrians to walk on. Therefore, street furniture has not been excluded from the pavement area this year either.

Figure 21 Distribution of area between buildings in 2025 (Reference: The administration)





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# Traffic-related impact

Traffic has several secondary effects that impact on our climate, environment, urban life, and daily routines. In the field of mobility, it is motorised traffic that contributes to emissions of CO<sub>2</sub>, air pollutants and noise. Whilst air pollution and noise can have serious health consequences for the citizens affected by them daily, and reducing CO<sub>2</sub>-emissions is crucial to slowing down climate change.

## Traffic noise

Noise from road traffic is a significant environmental problem.

Noise can have serious health consequences for the residents of Copenhagen who are affected by it daily, in terms of both their physical and mental health. Noise from road traffic and the sound environment in general is also a significant factor in the experience of an urban space and its quality.

Traffic noise in the City of Copenhagen is mapped every five years. The most recent survey was carried out in 2023 based on traffic data from 2021. The survey shows that there are 173,984 dwellings and 335,638 people living in dwellings exposed to noise levels exceeding the guideline limit of 58 dB Lden. This corresponds to almost half (48 %) of all dwellings in the city. Of these, 37,784 dwellings, corresponding to approximately 10 % of the housing stock in the City of Copenhagen, are heavily affected by noise with noise levels exceeding 68 dB Lden.

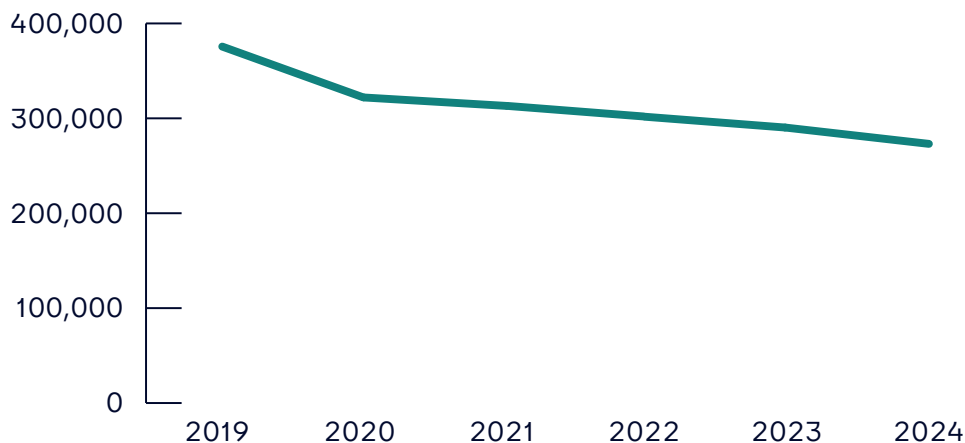
Based on noise mapping, an action plan for road noise is also drawn up every five years. In 2024, the City of Copenhagen adopted The Noise Action Plan, which covers the period 2024–2029. The noise action plan sets out objectives in traffic noise and outlines initiatives that can help reduce traffic noise and its negative consequences. During the plan period, the city is working towards a target that, by 2029, the proportion of homes exposed to high levels of noise must not exceed 7 % of the total housing stock.

## Air pollution

Road traffic also contributes to the emission of air pollutants. Like noise, air pollution poses a significant environmental health risk and can contribute to the development or worsening of a wide range of diseases such as asthma, cardiovascular disease, diabetes, and lung cancer.

According to the 2024 Municipal Plan, it is the City of Copenhagen's objective to improve air quality in Copenhagen so that it meets the World Health Organisation's (WHO) guidelines for good air quality, and to reduce the health consequences of air pollution in Copenhagen.

Figure 22 CO<sub>2</sub>-emissions from road traffic in the City of Copenhagen (Tons of CO<sub>2</sub> per year)



The City of Copenhagen measures air pollution in the city at three air quality monitoring stations. The monitoring stations, which have been in operation since 2020, are located at Folehaven, Hillerødgade and Backersvej. Here, concentrations of nitrogen dioxide (NO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), ultrafine particles (UFP) and black carbon (BC) are measured.

Whilst the EU's air quality limit values for 2025 are met at all monitoring stations, the WHO's guidelines for good air quality are exceeded for NO<sub>2</sub> at Folehaven and Hillerødgade and for PM<sub>2.5</sub> at all three air quality monitoring stations.

The annual report on air quality monitoring in the City of Copenhagen for 2025 summarises that there has been a downward trend in the air quality parameters NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and BC over the period 2021–2025 at the monitoring locations. If the downward trend for NO<sub>2</sub> and PM<sub>2.5</sub> continues in the coming years, it seems that the WHO's guidelines for these air quality parameters can gradually be met at street level in those parts of Copenhagen represented by the monitoring stations. The data also supports the view that levels of

NO<sub>2</sub>, PM<sub>10</sub> and UFP are linked to local traffic intensity, whilst levels of PM<sub>2.5</sub> are less affected by traffic intensity near the monitoring stations. The annual average values for 2025 for the measured air quality parameters are shown in Table 9.

### Climate impact

Since 2008, the City of Copenhagen has mapped CO<sub>2</sub>-emissions in the city through its annual CO<sub>2</sub> accounts. The CO<sub>2</sub> account is a statement of greenhouse gas emissions associated with activities in the City of Copenhagen. The account is prepared, among other things, to follow up on the targets in the KBH2025 Climate Plan, which, until the adoption of the new Climate Strategy 2035 in autumn 2025, formed the basis for reporting and communication on the city's climate efforts.

Total emissions from road traffic in the City of Copenhagen in 2024 amounted to 272,888 tons CO<sub>2</sub> per year. There is a general downward trend in CO<sub>2</sub>-emissions from traffic, which can primarily be attributed to a cleaner vehicle fleet in general and the continued electrification of large parts of road traffic.

**Tabl 9 Annual average values measured at the City of Copenhagen's air quality monitoring stations in 2025 compared with the EU's limit values and the WHO's guidelines for good air quality**

	EU limit value	WHO Guidelines	Folehaven	Hillerødgade	Backersvej
NO <sub>2</sub> (µg/m <sup>3</sup> , annual average)	40 µg/m <sup>3</sup>	10 µg/m <sup>3</sup>	13 µg/m <sup>3</sup>	13 µg/m <sup>3</sup>	8 µg/m <sup>3</sup>
PM <sub>10</sub> (µg/m <sup>3</sup> , annual average)	40 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	11 µg/m <sup>3</sup>	10 µg/m <sup>3</sup>	10 µg/m <sup>3</sup>
PM <sub>2,5</sub> (µg/m <sup>3</sup> , annual average)	25 µg/m <sup>3</sup>	5 µg/m <sup>3</sup>	8 µg/m <sup>3</sup>	7 µg/m <sup>3</sup>	7 µg/m <sup>3</sup>
UFP (#/cm <sup>3</sup> , annual average)	No limit value	No guidelines	7,000/cm <sup>3</sup>	6,700/cm <sup>3</sup>	5,800/cm <sup>3</sup>
BC (µg/m <sup>3</sup> , annual average)	No limit value	No guidelines	0,7 µg/m <sup>3</sup>	Not measured	0.39

## New Climate Strategy 2035

In autumn 2025, the Copenhagen City Council approved a new Climate Strategy, setting the direction for the city's climate initiatives over the next ten years.

The overall goal of the Climate Strategy is for Copenhagen to become climate-positive by 2035. In addition, Copenhagen aims to halve consumption-based CO<sub>2</sub> emissions by 2035. Consumption-based emissions are all emissions linked to the consumption of Copenhagen's residents, regardless of where the emissions occur.

The climate strategy contains the following three mobility sub-targets:

- Increasing proportion of journeys made by Copenhageners by cycle, on foot and by public transport
- Increase of Copenhageners using car-sharing schemes rather than owning motor vehicles
- The road traffic in Copenhagen is fossil-free.

Progress towards the Climate Strategy's sub-targets is reviewed every six months. The status of the mobility sub-targets is monitored via three indicators: Copenhageners' mode of transport, motor vehicle ownership, and the proportion of privately owned electric motor vehicles.

The modal split of Copenhageners' journeys made by cycle, on foot or by public transport was 78 % in 2025. The trend in the modal split has been characterised by fluctuations since 2019, partly triggered by the COVID-19 pandemic.

As mentioned earlier, motor vehicle ownership in 2025 was at 250 motor vehicles per 1,000 residents aged 18 and over. Whilst there has been an upward trend in motor vehicle ownership over a longer period, this trend appears to have slowed down since 2022.

At the start of 2025, 12 % of privately owned motor vehicles in Copenhagen were electric vehicles. The trend has been rising slightly since 2019, whilst the growth has been exponential in recent years.



Photo: Dronning Louises Bro, photo: City of Copenhagen

# Summary of strategies and action plans

A considerable proportion of mobility plans and strategies have had 2025 as their target year. This is therefore the last status on these objectives and initiatives.

The following section summarises all the plans aimed at 2025, which will be consolidated in the forthcoming mobility strategy. Furthermore, a final status report on their objectives and key initiatives is presented.

## Cycling initiatives

Copenhagen's cycling initiatives have been anchored in three key strategic documents: The city of Copenhagen's bicycle strategy 2011 - 2025, The Prioritisation Plan for Cycle Paths 2017-2025 and The Prioritisation Plan for Bicycle Parking 2018-2025. Together, the strategy and priority plans set out objectives and visions, as well as specific priorities for the development of cycling infrastructure and cycling culture in Copenhagen.

The following provides an update on the progress of objectives and key figures from the Cycling Strategy and the associated priority plans.



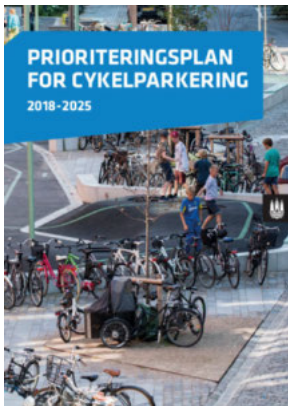
'Good, better, best. The City of Copenhagen's bicycle strategy 2011 - 2025' sets out the long-term goals for cycling in Copenhagen, focusing on modal share, road safety, infrastructure, travel time, security, experience and satisfaction. The strategy's overarching ambition is to strengthen Copenhagen's position as the world's best cycling city.



The Prioritisation Plan for Cycle Paths puts the Cycling Strategy into practice by prioritizing investments in cycling infrastructure, so that the capacity, accessibility, and connectivity of the cycle network support the growing volume of cycle traffic and contribute to the achievement of the policy objectives.



Photo: Nørreport Station, City of Copenhagen



The Prioritisation Plan for Bicycle Parking has a particular focus on cycle parking as a prerequisite for a well-functioning cycling city. The plan aims to ensure significantly better and more accessible parking solutions whilst contributing to urban quality, accessibility and increased citizen and user satisfaction. The target of 70 % satisfaction with cycle parking by 2025 originates from Co-create Copenhagen but has been incorporated as a key benchmark in the plan

### Cycling journeys

The modal split describes how journeys are distributed across different modes of transport and has, for Copenhagen, constituted key indicators in mobility in both municipal plans and strategies for several years.

Back in 2011, when the Cycling Strategy was approved by the city council, cycling accounted for 27 % of all

journeys to, from and in Copenhagen. By 2025, this share had risen to 28 %, peaking at 31 % in 2013.

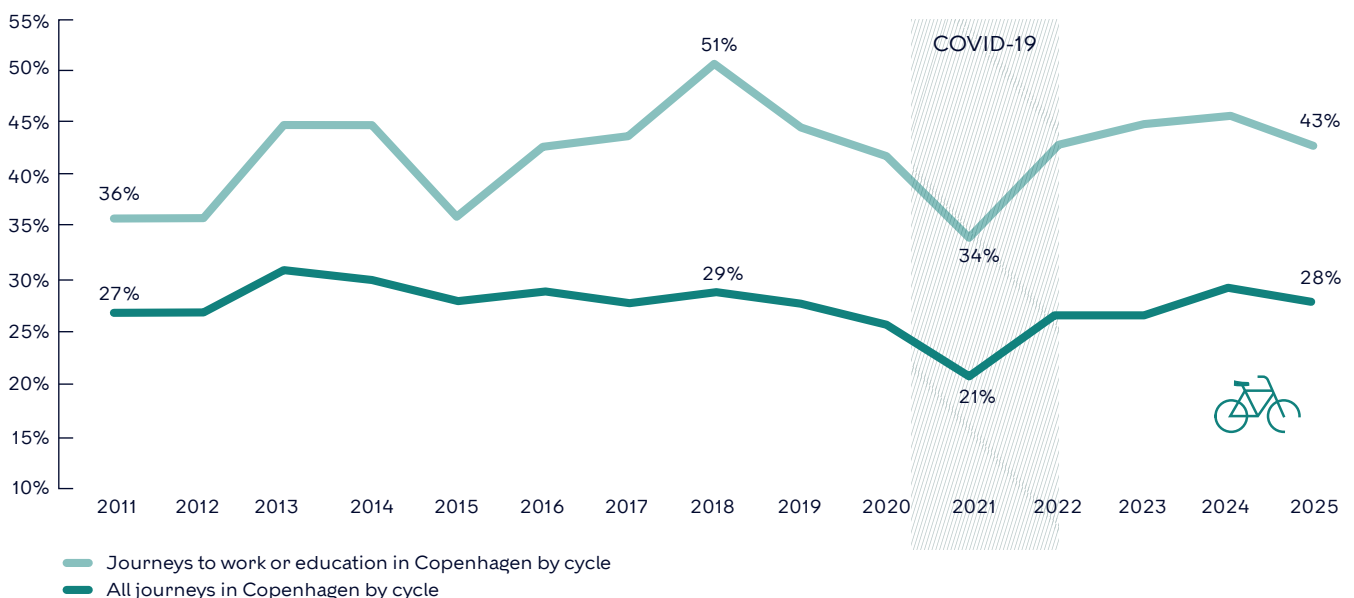
The COVID-19 pandemic affected our travel habits, and the picture looked different in Copenhagen than in other cities. Many public sector employees and students were sent home, which meant that fewer people cycled, but instead walked more and for longer distances. However, the trend normalised as the pandemic subsided, and by 2022 had returned to a level like before the pandemic, both for the share of cycling in all journeys in Copenhagen and for cycling journeys to work and education.

The Cycling Strategy has a particular focus on daily commuting, especially journeys to work and education, where both the objectives and tools are aimed at making cycling attractive, safe, and fast, so that more people choose cycling for their daily commute. In 2011, the proportion of journeys by cycle to work or education in Copenhagen was 36 %. In 2025 cycling accounted for 43 % of journeys to work or education. The proportion of journeys to work and education made by cycle only exceeded 50 % in a single year, back in 2018, when it was 51 %. See Figure 23.

### Copenhagensers satisfaction with the cycling city

Since the strategy was approved, the administration

**Figure 23 Cycle modal split of all journeys to work and education from 2011-2015**  
(Reference: TU)



has surveyed Copenhagen residents every two years regarding their attitudes toward and satisfaction with Copenhagen as a cycling city. In both 2010 (76 %) and 2025 (77 %), approximately three-quarters of Copenhagen residents believed that the cycling culture contributes positively to urban life and the city's atmosphere, demonstrating strong and enduring public support.

The target set in the cycling strategy was 80 % by 2025, meaning that the goal fell short by three percentage points when the strategy period ended. From 2011 to 2025, Copenhagen has made significant progress in cycling, both in terms of quality and user experience.

The Cycling Strategy includes a satisfaction target that 90 % of Copenhagen cyclists should feel safe in traffic. In 2025, the figure stood at 78 %. In 2010, the satisfaction level was 67 %.

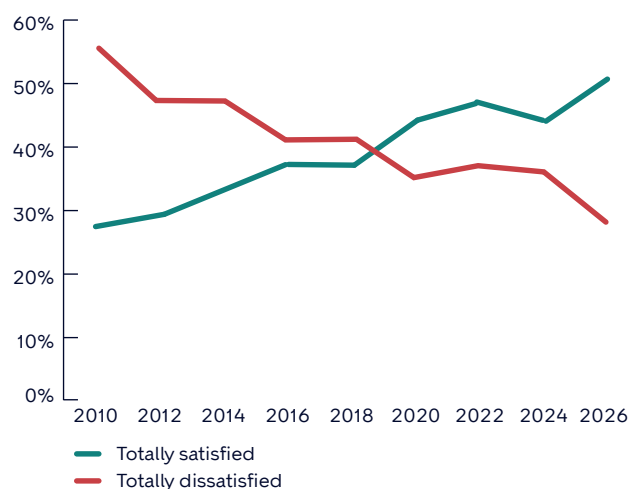
Satisfaction with cycling conditions has also risen from 2011 to 2025. The proportion of cyclists who rate Copenhagen as a good cycling city has grown from 93 % in 2010 to 98 % in 2025 but has remained stable throughout the initiative. Satisfaction with infrastructure development is even more evident. Satisfaction with the number of cycle paths has risen from 68 % to 89 %, satisfaction with the width of cycle paths has risen from 47 % to 63 %, and satisfaction with the maintenance of the cycle path network has risen from 50 % to 76 % between 2010 and 2025. The target for 2025 of an 80 % satisfaction rate with the cycle path maintenance is 4 % away from being achieved.

### Cycle parking

Overall, satisfaction with cycle parking has increased significantly at stations, shops, workplaces, and educational institutions over the years. In 2010, overall satisfaction with cycle parking was low, with 27 %. By 2025, perceptions have improved significantly, with 49 % of Copenhagen's cyclists now satisfied with cycle parking in general, representing an increase of 22 %. See Figure 24.

In the latest survey, Copenhageners were asked for the first time about their satisfaction with cycle parking facilities at public institutions such as libraries, sports facilities, etc., where satisfaction is high at 75 %. However, the figures indicate that there is still room for improvement when it comes to specific types of cycles. In 2025, only 37 % are satisfied with public parking facilities for cargo bikes and cycle trailers, which indicates that this part of the cycling infrastructure has not yet kept up with general developments.

**Figure 24 Satisfaction with cycle parking in the city over time (Reference: Survey with 1,000 Copenhageners)**



### Prioritisation Plan for Bicycle Parkering

The Prioritisation Plan for Bicycle Parking identifies 68 initiatives divided across urban space types and some city-wide initiatives. In the period from 2018 to 2025, five initiatives have been fully implemented. This means that the initiative has either been completed or fully funded. 24 initiatives have been partially implemented. In these cases, funds have been allocated or parts of the initiative have been implemented. This is often because the targeted bicycle parking spaces have been partially installed.

In 2022, a new rack was developed by the administration with locking facilities for cargo bikes. In total, more than 14,000 standard cycle racks have been installed in the city from 2017 and 2025, and approximately 240 cargo-bike racks.

**Table 10 Satisfaction with cycle parking (Reference: Survey with 1,000 Copenhageners)**

	2010	2025
At stations	25 %	49 %
At work/education	67 %	77 %
At shops	26 %	40 %
At residence	79 % (data from 2012)	81 %
Generally in the city	27 %	49 % (Goal: 70 %)

Many of these have been installed in the Medieval Quarter and at train and metro stations, funded by a special fund for additional cycle parking, following feedback from residents and other local stakeholders.

In Copenhagen, there were around 189,860 cycle racks in public areas in 2025.

**Table 11 Implemented and remaining initiatives from The Prioritisation Plan for Bicycle Parking in the period 2018-2025 (Reference: The administration)**

Category	Number of planned initiatives	Implemented initiatives		Number of remaining, not fully implemented initiatives
		Fully implemented	Partially implemented	
<b>Specific initiatives - urban space type 1</b>				
Major stations	16	2	6	
Copenhagen's Medieval City	8		3	
Shopping streets and central squares	4		1	
<b>Specific initiatives - urban space type 2</b>				
Smaller stations	2	1	1	
Main roads and local streets	7		1	
Squares and parks	4		1	
<b>Specific initiatives - urban space type 3</b>				
Local streets, squares, and small green spaces	10	1	5	
<b>City-wide initiatives</b>				
Selective need for cycle parking throughout the city	3		3	
New types of racks	1		1	Development of a new cargo bike rack in 2022
Capacity optimisation	2		2	Preliminary analysis initiated at Vanløse Station.
Design standards for cycle parking and small rental vehicles	1	1		
<b>Total</b>	<b>68</b>	<b>5</b>	<b>24</b>	<b>63</b>

### Prioritisation Plan for Cycle Tracks

The Prioritisation Plan for Cycle Tracks contains 151 initiatives, covering new cycle paths, wider cycle paths, the upgrading of cycle lanes to cycle paths, and other measures such as contraflow cycling. The plan also includes improvements to cycle routes in Copenhagen, including Green Routes and Cycle Superhighways.

Between 2017 and 2025, 37 initiatives have been fully implemented; meaning that they have either been completed, funded or are currently under construction. This includes wider cycle lanes on major thorough-

fares such as Torvegade, future cycle lanes on Mimersgade and Hamletsgade, the establishment of a cycle street on Stefansgade, and the upgrading of cycle lanes to cycle paths on Retortvej and Bernstorffsgade. In addition, new shortcuts have been opened where contraflow cycling against one-way traffic is permitted on Birkedommelvej and Ålandsgade. Many initiatives have been funded through the annual budget negotiations, but many have also been established in collaboration with the administration's road renovation efforts or via urban development. During the same period, six Cycle Superhighways opened in Copenhagen.

**Table 12 Implemented and remaining initiatives from the Prioritisation Plan for Cycle Tracks in the period 2017-2025 (Reference: The administration)**

Category	Number of planned initiatives	Implemented initiatives		Number of remaining, 'not implemented' and 'not fully implemented' initiatives
		Fully implemented	Partially implemented	
New cycle paths	35	14	4	21
Widened cycle paths	20	3	3	17
Traffic-light-controlled junctions	20	4	6	16
Cycle Superhighways	13	7	0	6
Green cycle routes	24	1	8	23
Contraflow cycling	17	3	0	14
Cycle Streets	8	2	2	6
Upgrade from cycle lanes to cycle paths	14	3	0	11
<b>Total</b>	<b>151</b>	<b>37</b>	<b>23</b>	<b>114</b>

### Investment in cycling

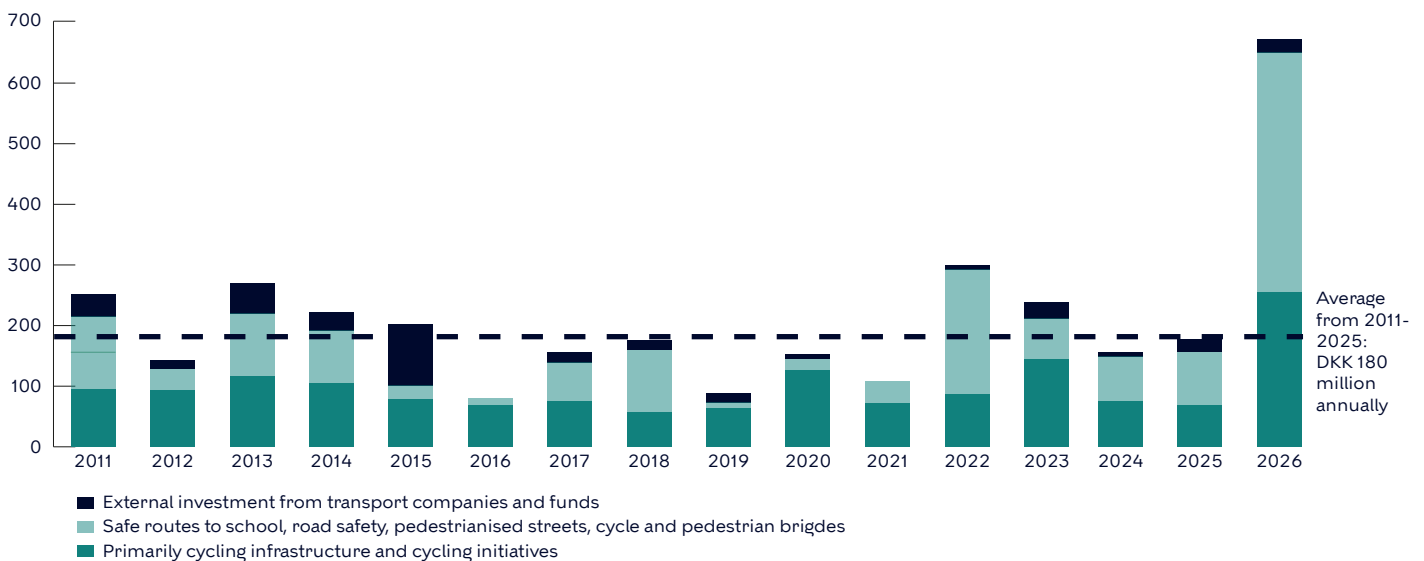
During the annual budget negotiations, funds are allocated for the implementation of various cycling initiatives. This includes both cycling-related initiatives, such as cycle paths and cycle parking, and initiatives that also benefit, for example, pedestrians or users of public transport, including safe routes to school, road safety, pedestrian streets, and cycle and pedestrian bridges. In the latest budget negotiations, a historically large sum was allocated to cycling for school zones, green waves for cyclists and cycle paths.

The 2026 Budget and the 2025–2026 Mid Term Budget include projects that improve conditions for cyclists for over DKK 679 million. The projects include:

- School zone and cycle path in Mimersgade.
- A cycle bridge between Østerbro and Refshaleøen
- Improved accessibility and road safety on Refshaleøen
- More green waves for cyclists
- Construction of underground cycle parking facilities at future metro stations at Sundbyøster Plads and Lergravsparken
- Ongoing measures to ensure safe routes to school.

In the City of Copenhagen's cycling initiatives from 2011 to 2025, an average of DKK 180 million has been allocated annually to cycling initiatives via budget negotiations, government funds, private donors, and transport companies, shown as external investments in Figure 25. The figure shows the level of investment in cycling from 2011 to 2026, as well as the annual average, with 2026 standing out clearly, indicating that politicians wish to invest more in the cycling city.

**Figure 25 Funds allocated to cycling and cycle-related initiatives, DKK million from 2011-2026 (Reference: The administration)**



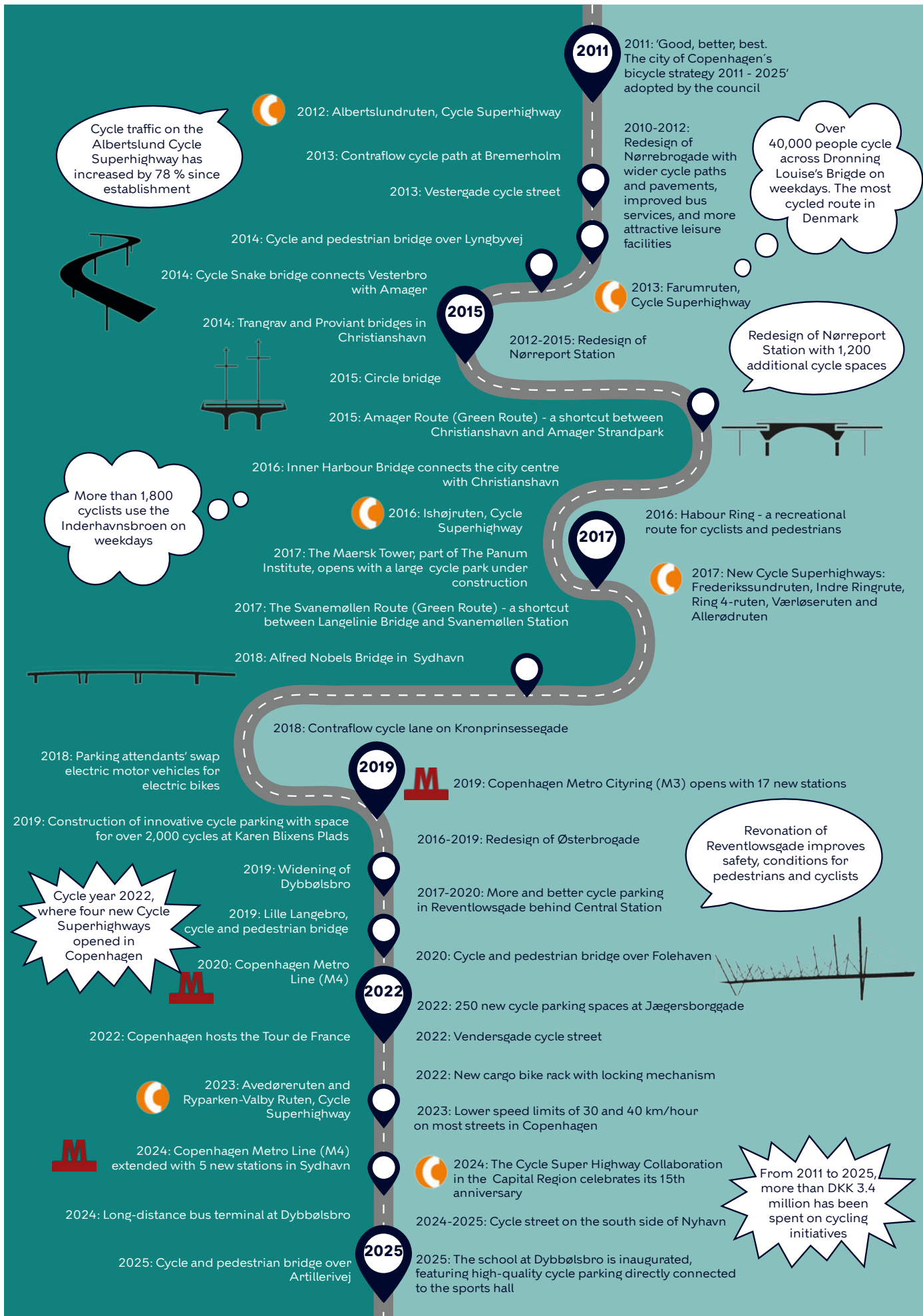


Figure 26 Selected projects and results from the cycling initiative 2011 to 2025

## Green Mobility Action Plan



The Green Mobility Action Plan described the vision for green transport in Copenhagen and set out the most important measures and initiatives that the city, back in 2012, considered necessary to create more efficient and sustainable mobility.

Green mobility was intended to create the best possible conditions for:

- Individual road users to reach their activities,
- Businesses to attract labour, and
- Goods delivery in the city to function effectively.

The action plan was prepared as a joint plan by the Finance Administration and the Technical and Environmental Administration.

The main elements of the plan were significant expansions of public transport, including the metro, light rail and high-quality bus routes, a developed cycle network consisting of a main cycle network and regional Cycle Superhighways, and an extension of Nordhavnsvejen through a tunnel. These main elements were to be supplemented by less costly initiatives within the

following themes:

*Urban development:* The framework for urban development is broadly set out in the Local Plan through, amongst other things, guidelines for the expansion of public transport, road classifications, and parking standards for motor vehicles and cycles.

*Green transport options:* The PLUS network, Cycle Superhighways, bus accessibility, bus stop facilities, high-quality transport hubs, buses running on alternative fuels, pedestrian networks, infrastructure for electric and hydrogen vehicles, promotion of motor vehicle-sharing, and a focus on better opportunities for intermodal travel throughout the journey.

*Optimised transport system:* Use of urban spaces and the road network, including road safety, a road network plan with pedestrianised streets, flexible street spaces, and optimised, green urban logistics.

*Incentives:* Better opportunities for mobility planning through, among other things, modern technology, safe walking routes, and local partnerships

*Innovation:* Copenhagen as a laboratory for green technology, e-mobility, and environmental zones.

In 2017, the follow-up to the Action Plan for Green Mobility was drawn up as a progress report and a political review of how the City of Copenhagen had performed in relation to the targets and initiatives set out in the original action plan from 2012.

The purpose of the review was to assess the progress made by the City of Copenhagen towards the plan's objectives and initiatives, provide an update on the city's development in the field of mobility, and update the original action plan from 2012 with new, relevant initiatives. Two new initiatives were added as part of the review in 2017, which concerned self-driving vehicles and traffic and urban life solutions in connection with

the opening of the City Ringen (M3).

**Status**

The main measures from the original 2012 plan have been implemented, and the expansion of public transport continues. The metro has been extended with M3 (the City Ringen) and M4 (the line between Sydhavnen and Nordhavn), and an agreement has been reached with the State regarding the establishment of metro line M5 from Copenhagen Central Station to Lyngby, which will be constructed in two phases. At the same time, the possibilities for further metro lines are being investigated on an ongoing basis.

In addition, efficient bus solutions have been established, including BRT at Nørre Campus. At the same time, the construction of the Nordhavn Tunnel and the first phase of the Eastern Ring Road form part of a series of major infrastructure projects designed to improve accessibility in and around Copenhagen in the future.

The plan's themes have been integrated into subsequent plans and strategies, and work is ongoing to promote green mobility. Through the municipal planning process, the overall framework for the city's development - and thus also for the development of mobility - is established. Green transport options are being expanded on an ongoing basis and in line with the city's needs. Since the plan was adopted, the super cycle route network has been significantly expanded, and regional cooperation on cycling infrastructure has been strengthened.

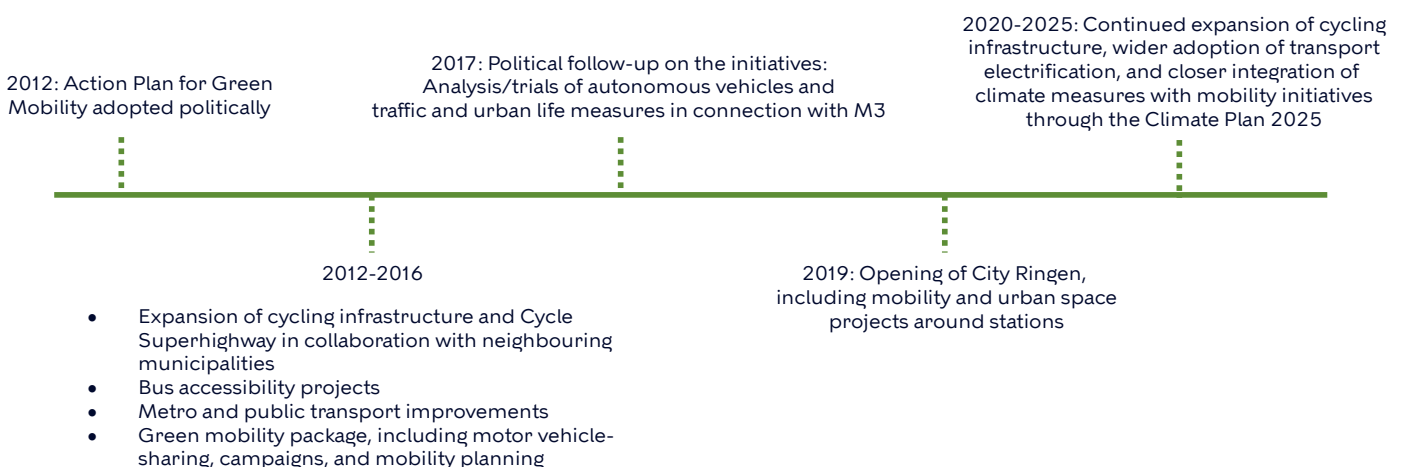
At the same time, the rise in the number of electric motor vehicles has led to a significant rollout of the charging infrastructure across Copenhagen as a whole, whilst shared mobility has taken on a more prominent role in the cityscape, with shared cycles in public spaces replacing the former city cycles.

The infrastructure is being continuously optimised with a focus on road safety, safe routes to school and the expansion of shopping streets, so that more people can move safely and securely through the city. Work is also underway to develop incentives that support the use of sustainable mobility solutions, including in connection with safe routes to school and through collaborations with both private operators and other administrations within the City of Copenhagen, with a focus on children and young people, socially vulnerable groups, and health.

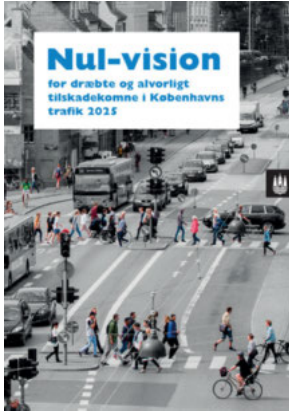
At the same time, innovative solutions in the field of mobility are being investigated and tested. The City regularly participates in research projects and trials, as well as knowledge and innovation projects that can contribute to the development of innovative and green mobility solutions in the urban environment.

Targets, key figures, and the initiatives in the action plan have been continuously tracked and monitored, including via the Cycling Report, later the Mobility Report, and via Status on Copenhagen, which has ensured a solid foundation for continued development.

**Figure 27 Timeline for the 'Action Plan for Green Mobility'**



## Vision Zero for Traffic Fatalities and Serious Injuries 2025 and Action Plan for Road Safety 2021-2025



In December 2017, the City Council adopted the following ambitious vision for road safety:

*Copenhagen must be a city so safe to move around in that no one is killed or seriously injured in traffic.*

The vision applies to all road users: pedestrians, cyclists, motorists, and public transport passengers.

Subsequently, the vision was put into concrete terms with the adoption of the Road Safety Action Plan 2021–2025. The City Council adopted the Action Plan in August 2021 and contained a wide range of initiatives within the following five priority areas:

- Road safety in planning
- Safe and secure roads
- Better collision data
- Competent road users
- Safe vehicles.

### Trends in the number of road collisions

There are many factors that influence trends in the number of road collisions. The effect is a direct result of some of the initiatives that can be implemented by the City of Copenhagen; others are beyond the City of Copenhagen's control, or it has only a limited ability to influence them.

Among the initiatives over which the local authority has only limited influence are the prioritisation of police resources for enforcement, developments in vehicle technology, and legislation passed by the Parliament of Denmark. Whereas the creation of safe and secure roads, campaign activities and road safety education in Copenhagen's schools are initiatives that can be directly prioritised by the City of Copenhagen.

Unfortunately, the combined efforts in this area have not had a sufficient impact on the number of collisions by 2025; thus, despite fluctuations over the period, there has not been a clear positive trend.

The ambitious adoption of the Vision Zero initiative, where the goal is that no one should be killed or seriously injured in traffic, cannot be achieved solely through initiatives adopted by the City of Copenhagen. Instead, it will require follow-up from other authorities, as well as, in some cases, changes to the framework conditions in this area.

In several areas, initiatives adopted at national level in the field of road safety are heading in the wrong direction. The following describes specific measures and societal developments which, at national level, have run counter to the aim of reducing the number of collisions.

### National impacts

Despite a political decision by the City Council to lower speed limits across the whole of Copenhagen, national regulations have prevented speeds in the city from being reduced to 30 and 40 km/h. Speed limits have only been reduced in a very few parts of the city, despite the European Parliament calling in October 2021 for speed limits in urban areas with high numbers of pedestrians and cyclists to be reduced to 30 km/h in order to reduce the number of road deaths and injuries. A call that has led many major cities across Europe to choose to lower the speed limit to 30 km/h on large sections of their road networks.

### Pilot schemes, cargo bikes and high-speed e-bikes

Throughout the action plan period, the variety of vehicles using cycle paths has increased significantly. Wide cargo bikes, delivery cycles, 45 km/h speed-pedal-assisted e-bikes, electric scooters and much more have meant that behaviour on cycle paths is far less predictable than before. This has created a greater accident risk when these types of cycles are involved in collisions.

### 17-year-olds with driving permits

After several years during which 17-year-olds were required to drive with an accompanying driver, the rules were relaxed on 1 July 2025, allowing 17-year-olds to drive without an accompanying driver between 05:00 and 20:00. The change is expected to increase the number of collisions involving young drivers. It is, however, too early to see the full consequences of the change, but since 1 July, there has been one fatal collision involving a 17-year-old driver in Copenhagen.

### Lorries with direct visibility

During the action plan period, the local authority has been involved in efforts to promote lorries with direct vision, making it easier for lorry drivers to see pedestrians and cyclists immediately around the cab. The work was based on London's Direct Vision system but has resulted in a decision not to recommend the model used in London. This was due, among other things, to EU legislation, but also to road safety considerations. However, other options were identified that would make it easier for local authorities to impose requirements for direct visibility in connection with tenders for transport and deliveries, but which the Ministry of Transport has chosen not to pursue.

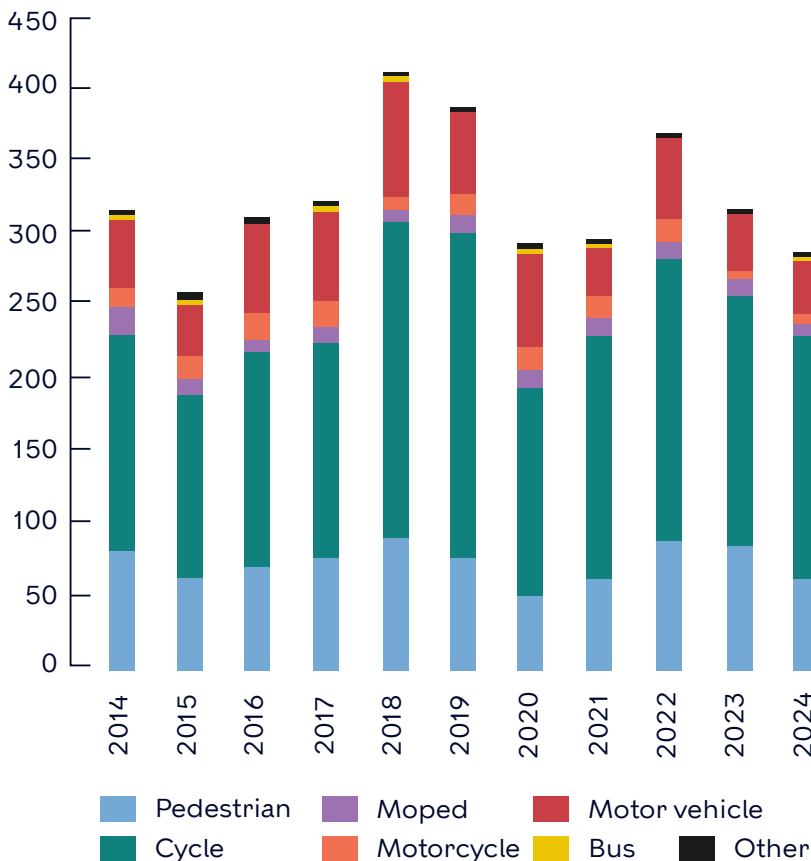
### Distraction in traffic

Society is increasingly characterised by distractions, not least through mobile phones, advertising in urban spaces, etc. A development that, to a greater or lesser extent, draws attention away from the traffic.

### The next steps

The administration will, during 2026, inform the Climate, Environment and Technical Committee about the reasons why the road safety target is highly unlikely to be achieved, and which initiatives are expected to have the greatest effect going forward in pursuing the vision that no one is killed or seriously injured in traffic in Copenhagen.

Figure 28 Injuries over time (Reference: Police/Vejman)



## Action Plan for Car Sharing 2022-2025



The Action Plan for Car sharing was adopted by the City Council in June 2022. The plan set out objectives, principles, and specific initiatives for the car-sharing sector in line with the climate plan and local development plan in force at the time and was designed to promote car sharing on a broad scale.

The action plan sets out four targets for the car-sharing sector by 2025:

- That all car-sharing vehicles, with or without a fixed parking bay, are electric by 2027, and that 50 % are electric by 2025
- That electric car-sharing hubs are established at transport hubs, including a minimum of 100 spaces by 2025
- That 1,000 parking bays have been established for use by electric car-sharing vehicles with and without a fixed home base
- Those bays for shared motor vehicles with a fixed parking bay are established on public roads, corresponding to one shared motor vehicle space per street in the city centre and the bridge districts, including Amagerbro, in line with market demand.

### Status of the action plan's targets

63 % of car-sharing vehicles with and without a fixed parking bay were electric by 2025. The proportion of electric vehicles is primarily driven by car-sharing vehicles without a fixed parking bay, all of which are electric, whilst this applies to only 8 % of car-sharing vehicles with a fixed parking bay. Car-sharing vehicles with a fixed base currently rely on having a charging point at the fixed base to be converted to electric vehicles. The city is unable to install charging points at the sites, and it has been the responsibility of the car-sharing operators to finance and install charging points following the city's approval. By 2025, the first

40 charging points will have been installed for car-sharing vehicles with a fixed parking bay. The target for all car-sharing vehicles to be electric by 2027 has also been carried forward in the 2024 Municipal Plan.

By 2025, a total of 963 electric car-sharing bays will have been established, including 64 with charging points, of which 332 will be located at transport hubs. The electric car-sharing bays have sparked some debate, whilst Green Mobility reports positively on their usage.

By 2025, a total of 982 bays for car-sharing vehicles with fixed parking bays will have been established. The number of car-sharing vehicles with fixed parking bays available may vary throughout the year due to fluctuations in the seasonal market.

### Initiatives from the action plan

The action plan included 18 initiatives, of which the following were implemented during the plan period to promote car sharing:

- Increased the quota for the number of bays for car-sharing vehicles with a fixed parking bay from 300 to 1,200 spaces
- Established a framework for 1,000 bays for both electric car-sharing vehicles with and without a fixed parking bay
- Established bays for electric car-sharing vehicles at transport hubs
- Mapped the link between increased resident permits and the promotion of motor vehicle-sharing
- Engaged in dialogue with the State regarding requirements for bays for car-sharing vehicles in local plans and new developments. The Planning Act has since been amended, and it has been decided at a political level that 20 % of the spaces in new local plans must be reserved for car-sharing vehicles.
- Engaged in dialogue with the State regarding car-pooling, higher parking charges and a car-sharing pictogram
- Completed the communication project 'Dialogue and advice for residents, housing associations and businesses on the roll-out of car-sharing schemes and charging infrastructure'
- Worked to promote car-pooling at workplaces in Copenhagen
- Increased the use of car-sharing for the city's business travel.

## Action Plan for Charging Infrastructure 2022-2025



The Action Plan for Charging Infrastructure was adopted by the Copenhagen City Council in June 2021 and updated in 2022. The plan contained targets, principles, and specific initiatives for the area in relation to the then-current climate plan and the municipal plan, and aimed to ensure a coherent, city-wide and well-functioning charging infrastructure in Copenhagen that is well-integrated into the urban environment and has the necessary charging capacity.

The action plan had two targets for the charging infrastructure by 2025:

- Max. 10 electric and plug-in hybrid vehicles per charging point in public areas
- A maximum of 250 meters to a publicly accessible charging point from all multi-story buildings.

### Status of the action plan's objectives

Over the course of the action plan, the number of charging points on public roads has risen from 1,141 in 2021 to 4,126 in 2025, whilst the number of electric and plug-in hybrid vehicles has grown from 10,842 (comprising 6,202 electric motor vehicles and 4,640 plug-in hybrid motor vehicles) to 44,811 by the end of 2025 (comprising 36,823 electric motor vehicles and 7,988 plug-in hybrid motor vehicles). In 2025, there were thus 10.9 electric and plug-in hybrid motor vehicles per charging point.

The average distance to a publicly accessible charging point has, over the same period, decreased from 692 meters in 2021 to 326 meters in 2025, reflecting a significant improvement in the charging infrastructure network. It is expected that the average distance will be reduced further in the coming years as policy decisions on additional charging infrastructure are implemented.

### Initiatives from the action plan

The action plan included 17 initiatives. To improve the charging infrastructure in Copenhagen, the administration conducted the following during the plan period:

- Continuously adjusted guidelines and requirements for the design, layout, and location of charging infrastructure in public areas
- Incorporated a requirement for charging operators to work on smart charging solutions in tenders for standard chargers
- Established 4,126 new parking bays with charging points
- Required for charging between 8am and 7pm at spaces with charging points
- Established just under 2,000 parking bays for electric motor vehicles without charging points
- Collaborated and coordinated with, amongst others, the Capital Region, the Local Government Denmark (KL), and other local authorities to create better framework conditions and uniform requirements for electric vehicles
- Engaged in ongoing dialogue with the State regarding framework conditions for electric vehicles
- Implemented the communication project 'Dialogue and advice for citizens, housing associations and businesses on the roll-out of car-sharing and charging infrastructure'
- Continuously monitored of the number of electric and plug-in hybrid motor vehicles and the number of charging points
- Established a digital tool to monitor the need for charging infrastructure through input from citizens and businesses.

## Clean Air for Copenhageners



The Clean Air Plan was adopted by the City Council in September 2013. The plan was intended to help create cleaner air in Copenhagen and comprised a series of measures in various areas, including the transport sector, where the city can influence emissions of air pollutants.

The plan included mobility-related initiatives on clean air zones, cleaner public bus services, cleaner port traffic and tourist transport, noise- and particle-reducing asphalt, and increased air quality monitoring.

Since the plan came into force, there have been several legislative changes which have resulted in stricter requirements in the environmental zone in Copenhagen and the other environmental zone municipalities. Requirements for heavy goods vehicles have been gradually tightened, and requirements for particulate filters for passenger motor vehicles and vans have been introduced. The stricter environmental zone. The results were evaluated in 2024, when it was estimated that NOx emissions in 2024 had been reduced by around 4 %, and particulate emissions by 36 %, because of the stricter environmental zone requirements.

Street-level concentrations of NO<sub>2</sub> were thus reduced by 0.3 µg/m<sup>3</sup>, corresponding to 1 %, whilst PM10 and PM2.5 were reduced by 0.02 µg/m<sup>3</sup>, corresponding to approximately 0.1 % and 0.2 %, respectively.

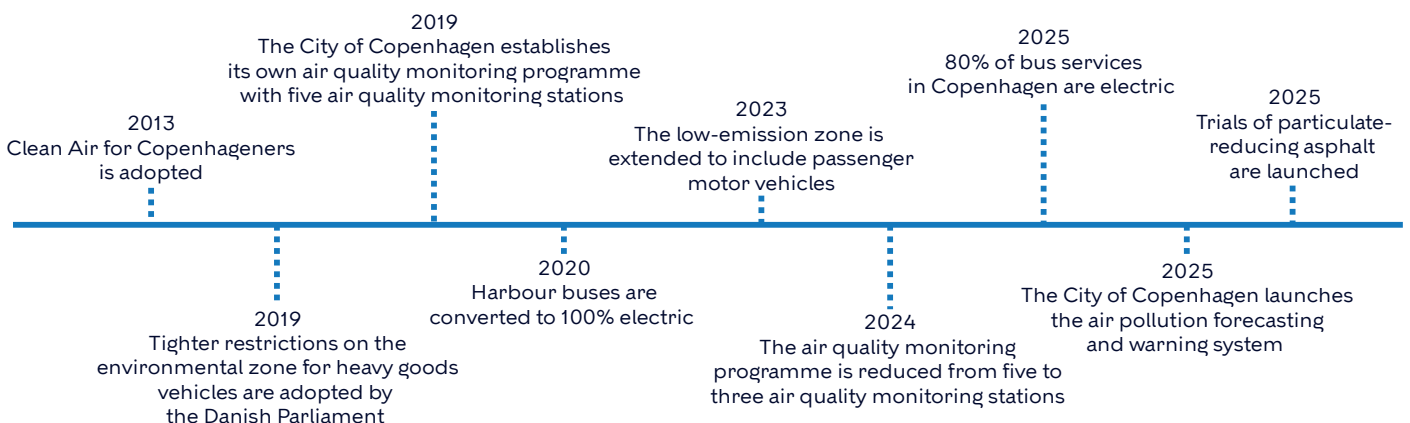
The city council decided in the 2019 Budget that all bus routes should be converted to electric buses. By 2025, 80% of the bus fleet is electric. The last two bus routes are expected to be converted to electric buses in the first half of 2026, and there will thus be a 100 % electric public bus fleet in Copenhagen. From January 2018 to June 2020, the harbour buses ran on synthetic biodiesel, so air pollution from them was minimised in 2020 as the previous harbour buses were replaced with new harbour buses that run on electricity. The new harbour buses are quieter and emit no CO<sub>2</sub>, NO<sub>x</sub>, particulates, or other air pollutants during operation.

In 2025, the City of Copenhagen, in collaboration with the Danish Technological Institute, launched a trial of a type of asphalt developed to reduce particulate pollution from road traffic. No results from the trial are available yet.

In 2019, the City of Copenhagen established its own air quality monitoring programme. Five air quality monitoring stations were set up to measure coarse, fine and ultrafine particles, as well as nitrogen dioxide and black carbon. In 2024, two of the air quality monitoring stations were decommissioned. The remaining three air quality monitoring stations are located on Hillerødgade, Folehaven and Backersvej. Funding for the three air quality monitoring stations has been secured until 2027.

In 2025, the City of Copenhagen also launched an air pollution forecasting and warning system called 'Byens Luft'. Via an app and a website, vulnerable people and their relatives can check the expected levels of air pollution for the coming days.

Figure 29 Timeline for the 'Clean Air for Copenhageners' plan



# Overall strategies and plans



Copenhagen Municipal Plan 2024  
Adopted in 2024



Climate Plan 2025  
Adopted in 2025



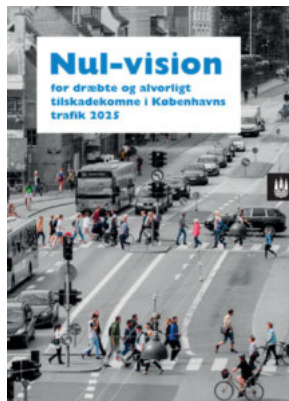
Roadmap 2021-2025  
Adopted in 2020



Our Copenhagen  
Adopted in 2024



Cycling Strategy 2011-2025  
Adopted in 2011



Vision Zero for Traffic Fatalities and Serious Injuries 2025  
Adopted in 2017

## Reports



Mobility Report  
Published annually

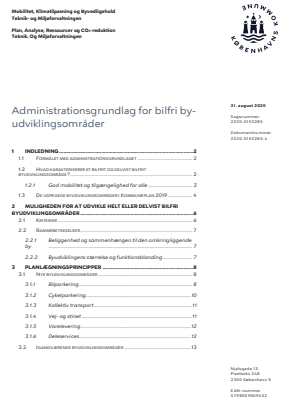


CO<sub>2</sub> account  
Published every two years

Plans and guidelines for mobility initiatives



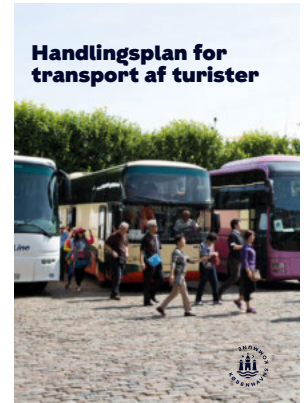
Green Mobility Action Plan  
Adopted in 2012



Administrative frame-  
work for car-free urban  
areas  
Adopted in 2020



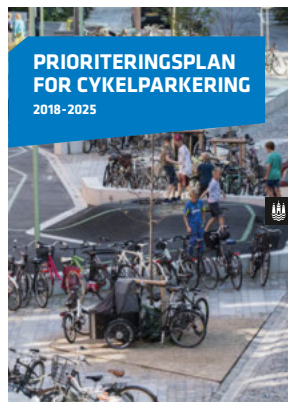
Action Plan for Road  
Safety 2021-2025  
Adopted in 2021



Tourist Transport  
Action Plan  
Adopted in 2021



Prioritisation Plan for  
Cycle Paths  
Adopted in 2017



Prioritisation Plan for  
Bicycle Parking  
Adopted in 2018



Focus on Cycling 2024  
- Copenhagen guide-  
lines for the Design of  
road project  
Adopted in 2024



Guideline for cycle par-  
king and small rental  
vehicles  
Adopted in 2021



Action Plan for Car-  
sharing  
Adopted in 2022



Action Plan for Road  
Noise  
Adopted in 2024



Action Plan for Char-  
ging Infrastructure  
Adopted in 2022



Urban Space and Traffic  
Plan for the Medieval  
Town  
Adopted in 2023

# Key figures

	Status 2021	Status 2022	Status 2023	Status 2024	Status 2025	Target 2025
<b>Targets of the Copenhagen Municipal Plan 2024</b>						
Modal share of all journeys made by cycle	21 %	27 %	27 %	29 %	28 %	>25 % in 2030
Modal share of all journeys made by public transport	13 %	17 %	17 %	19 %	21 %	>25 % in 2030
Modal share of all journeys made on foot	37 %	31 %	27 %	23 %	25 %	>25 % in 2030
Modal share of all journeys by motor vehicle	29 %	25 %	29 %	29 %	26 %	<25 % in 2030
Motorised traffic is reduced by 2% annually				Decrease of 3% from 2023 (TU-data)  Decrease of 1% from 2023 (Administrations own counts)	Decrease of 11% from 2024 (TU-data)  Decrease of 0% from 2024 (Administrations own counts)	2 % annually by 2030
Air quality meets the WHO's guidelines for good air quality, and the health impacts of air pollution in Copenhagen are reduced	No	No	No	No	No	Yes in 2030
<b>Targets of KBH2025 Climate Plan / Roadmap 2021-25</b>						
Modal share of all journeys made on foot, by cycle or by public transport	70 %	74 %	71 %	71 %	74 %	75 %
Modal share of journeys to work or education made by cycle in Copenhagen	34 %	43 %	45 %	46 %	43 %	50 %
Trends in public transport passenger numbers (compared to 2009)	-16 %	9 %	18 %	34 %	-1	20 %
Public transport is carbon neutral	37 %	51 %	59 %	78 %	85 %	Yes, 100 %
Proportion of light vehicles using new fuels	2 %	5% of passengers motor vehicles, 3.5% of vans	End of 2023: 9.5% of passengers motor vehicles, 5.6% of vans <sup>4</sup>	End of 2024: 15% of passengers motor vehicles, 8.1% of goods vehicles	End of 2025: 22 % of passengers motor vehicles, 11.9 % of vans <sup>2</sup>	20-30 %
Proportion of heavy-duty vehicles using new fuels		6.7 %	End of 2023: 10 %	End of 2024: 11.2 %	End of 2025: 14.8 % <sup>2</sup>	30-40 %
Proportion of zero-emission vehicles (including harbour buses)	23 %	43 %	60 %	60 %	85 %	100 %
<b>Targets of the Cycling Strategy 2011-2025</b>						
Proportion of Copenhageners who cycle and feel safe		79 %		76 %	78 %	90 %
People seriously injured whilst cycling	99	108	116	103	- <sup>3</sup>	0
Proportion of PLUSnet (main cycle network with three lanes)	21 %	22 %	22 %	22 %	22 %	80 %
Satisfaction with cycle paths maintenance		68 %		72 %	76 %	80 %
Satisfaction with the impact of cycling culture on the environment and city life		75 %		71 %	77 %	80 %

<sup>1</sup> Data will be available later

<sup>2</sup> Reference: Statistics Denmark, Bil54

<sup>3</sup> Data from 2025 will not be available until summer 2026

	Status 2021	Status 2022	Status 2023	Status 2024	Status 2025	Target 2025
<b>Prioritisation Plan for Bicycle Parking 2018-2025<sup>6</sup></b>						
Satisfaction with cycle parking facilities	-	47 %	-	44 %	49 %	70 %
<b>Zero vision for road deaths and serious injuries by 2025</b>						
No fatalities or serious injuries in traffic	7/168	5/199	8/181	1/180	- <sup>4</sup>	0/0
<b>Targets in the Road Noise Action Plan 2024-2029<sup>8</sup></b>						
Proportion of homes in Copenhagen exposed to high levels of noise	11 %					<7 % in 2029
<b>Targets in the Car-sharing Action Plan 2021-2025</b>						
All car-sharing vehicles, with or without a fixed parking bay, will be electric by 2027, and 50% by 2025	63 %	62 %	57 %	65 %	63 %	50 % in 2025 100 % in 2027
Electric car-sharing hubs have been set up at transport hubs, with a minimum of 100 spaces by 2025	0	0	100	100	332	100 spaces
1,000 parking bays have been established, which can be used by electric motor vehicles with or without a fixed parking bay	0	0	100	320	963	1 %, 1,000 spaces
Bays for car-sharing vehicles with fixed parking bays on public roads will be established, equivalent to one car-sharing space per street in the City Centre and the Inner city and Amagerbro districts, in line with market demand	281	494	665	678	982	One space per street, corresponds to approx. 1,000 spaces
<b>Targets in the Action Plan for Charging Infrastructure 2021-2025</b>						
Maximum of 10 plug-in hybrid electric vehicles per charging point in public areas	There are 1,200 charging points	At the start of 2022: 6.5 electric and plugin-hybrid motor vehicles per charging point <sup>4</sup> End 2022: 10.5 electric and plugin-hybrid motor vehicles per charging point	Early 2023: 10.5 electric and plugin-hybrid motor vehicles per charging point By the end of 2023: 12.7 electric and plugin-hybrid motor vehicles per charging point	Beginning 2024: 12.8 electric and plugin-hybrid motor vehicles per charging point End 2024: 11.5 electric and plugin-hybrid motor vehicles per charging point	End of 2025: 10.9 electric and plugin-hybrid motor vehicles per charging point <sup>5</sup>	Max 10 motor vehicles per charging point
Maximum distance of 250 m to a publicly accessible charging point from all multi-storey buildings	215-1,530 m - avg. 692 m	211-1,425m - avg. 480 m	190-839 m - avg. 474 m	150-706 m - avg. 358 m	133-705 m - avg. 326 m	250 m

<sup>4</sup> Data from 2025 will not be available until summer 2026

<sup>5</sup> Reference: Statistics Denmark, Bil54

# Appendix 1 Status of car parking

**Table 1 Parking bay by district, March 2026**  
(Reference: Data extracted from The City of Copenhagen's database)

District	Number of spaces
Amager West	11,921
Amager East	14,742
Bispebjerg	10,712
Brønshøj-Husum	12,021
City Centre	11,813
Nørrebro	11,989
Valby	12,626
Vanløse	10,882
Vesterbro-Kongens Enghave	10,480
Østerbro	16,567
<b>Total*</b>	<b>123,762</b>

\* Total comprises spaces distributed by district and 9 spaces "without allocated district"

**Table 2 Development in the number of bays for car-sharing vehicles with a fixed parking bay on public roads in the City of Copenhagen for the period 2021-2025.**  
(Reference: Data set extracted from the Parking Data Department)

District	2021	2022	2023	2024	2025
Amager West	28	47	74	79	90
Amager East	18	48	58	65	69
Bispebjerg	5	7	9	9	15
Brønshøj-Husum	7	9	6	11	13
City Centre	48	98	132	151	207
Nørrebro	43	81	114	128	199
Valby	15	16	26	33	42
Vanløse	10	16	10	10	10
Vesterbro-Kongens Enghave	56	84	107	117	146
Østerbro	51	88	138	158	191
<b>Total</b>	<b>281</b>	<b>494</b>	<b>674</b>	<b>761</b>	<b>982</b>

**Table 3 Development in the number of bays for electric car-sharing vehicles on public roads in the City of Copenhagen in the period 2023-2025.**  
(Reference: Data set extracted from the Parking Data Department)

District	2023	2024	2025
Amager West	2	34	74
Amager East	2	22	94
Bispebjerg	8	16	68
Brønshøj-Husum	2	2	14
City Centre	16	64	192
Nørrebro	4	32	120
Valby	6	14	61
Vanløse	6	18	38
Vesterbro-Kongens Enghave	20	52	104
Østerbro	22	66	198
<b>Total</b>	<b>88</b>	<b>320</b>	<b>963</b>

**Table 4 Development in the number of electric vehicle parking bays with associated charging points on public roads in the City of Copenhagen in the period 2019-2025**  
(Reference: Data set extracted from the Parking Department's data)

District	2019	2022	2021	2022	2023	2024	2025
Amager West	28	36	72	72	106	191	265
Amager East	44	60	90	90	98	186	310
Bispebjerg	8	8	8	8	26	122	136
Brønshøj-Husum	4	4	4	4	24	50	88
City Centre	192	258	266	347	411	463	550
Nørrebro	78	112	190	224	294	500	750
Valby	45	61	67	107	135	207	293
Vanløse	4	4	4	18	26	78	158
Vesterbro-Kongens Enghave	62	94	146	183	205	305	469
Østerbro	81	159	294	418	533	775	1,107
<b>Total</b>	<b>546</b>	<b>796</b>	<b>1,141</b>	<b>1,471</b>	<b>1,858</b>	<b>2,877</b>	<b>4,126</b>

**Table 5 Development in the number of electric vehicle parking bays without charging points on public roads in the City of Copenhagen in the period 2023-2024.**  
(Reference: Data set extracted from the Parking Data Department)

District	2023	2024	2025
Amager West	12	64	132
Amager East	4	76	120
Bispebjerg	0	32	60
Brønshøj-Husum	0	23	43
City Centre	0	128	272
Nørrebro	0	184	348
Valby	16	56	127
Vanløse	0	20	64
Vesterbro-Kongens Enghave	28	128	216
Østerbro	16	276	517
<b>Total</b>	<b>76</b>	<b>987</b>	<b>1,899</b>

**Table 6 Parking permits in paid parking zones, March 2026**  
(Reference: Copenhagen City Council's parking licence system and kk database)

Licence zone	Resident licences	Commercial licences	Total	Number of parking spaces
Amager North	5,934	97	<b>6,031</b>	6,212
Christianshavn	1,513	23	<b>1,536</b>	1,315
City Centre	7,557	366	<b>7,923</b>	7,985
Inner Nørrebro	4,658	155	<b>4,773</b>	4,798
Inner Østerbro	9,310	176	<b>9,486</b>	10,000
Valby	2,887	51	<b>2,938</b>	3,108
Vesterbro	6,277	138	<b>6,415</b>	6,476
Outer Nørrebro	5,857	85	<b>5,942</b>	6,939
Outer Østerbro	5,187	75	<b>5,262</b>	5,062

**Table 7 Parking permits in time-limited zones, March 2026**  
(Reference: Copenhagen City Council's parking licence system and The City of Copenhagen's database)

Licence zone	Resident licences	Business licences	Total	Number of parking spaces
Green space	371	2	<b>373</b>	624
Havnestaden	1,056	4	<b>1,060</b>	723
The White Meat District	0	39	<b>39</b>	377
Hellerup Station	394	2	<b>396</b>	273
Lergravsparken*	2,791	115	<b>2,906</b>	2,695
Vanløse station	3,379	87	<b>3,466</b>	2,726
Valby South	1,492	33	<b>1,525</b>	1,302
Northwest	4,619	190	<b>4,809</b>	4,340
Amager Strand**	482	9	<b>491</b>	1,609
Sundbyvester**	3,954	64	<b>4,018</b>	3,270
Sundbyøster**	1,821	21	<b>1,842</b>	2,623
Ålholm***	1,041	26	<b>1,067</b>	816
Bispebjerg***	2,443	51	<b>2,494</b>	1,954
Grøndal***	2,283	31	<b>2,314</b>	2,107
Kongens Enghave***	2,809	86	<b>2,895</b>	2,506
Ryparken***	484	15	<b>499</b>	511
Strandvejen***	998	22	<b>1,020</b>	1,991
Vigerslev Alle***	616	41	<b>657</b>	954

\*Lergravsparken has been expanded with the new time-restricted zones on Amager.

\*\* Part of the new time-limited zones established on 1 December 2023 on Amager.

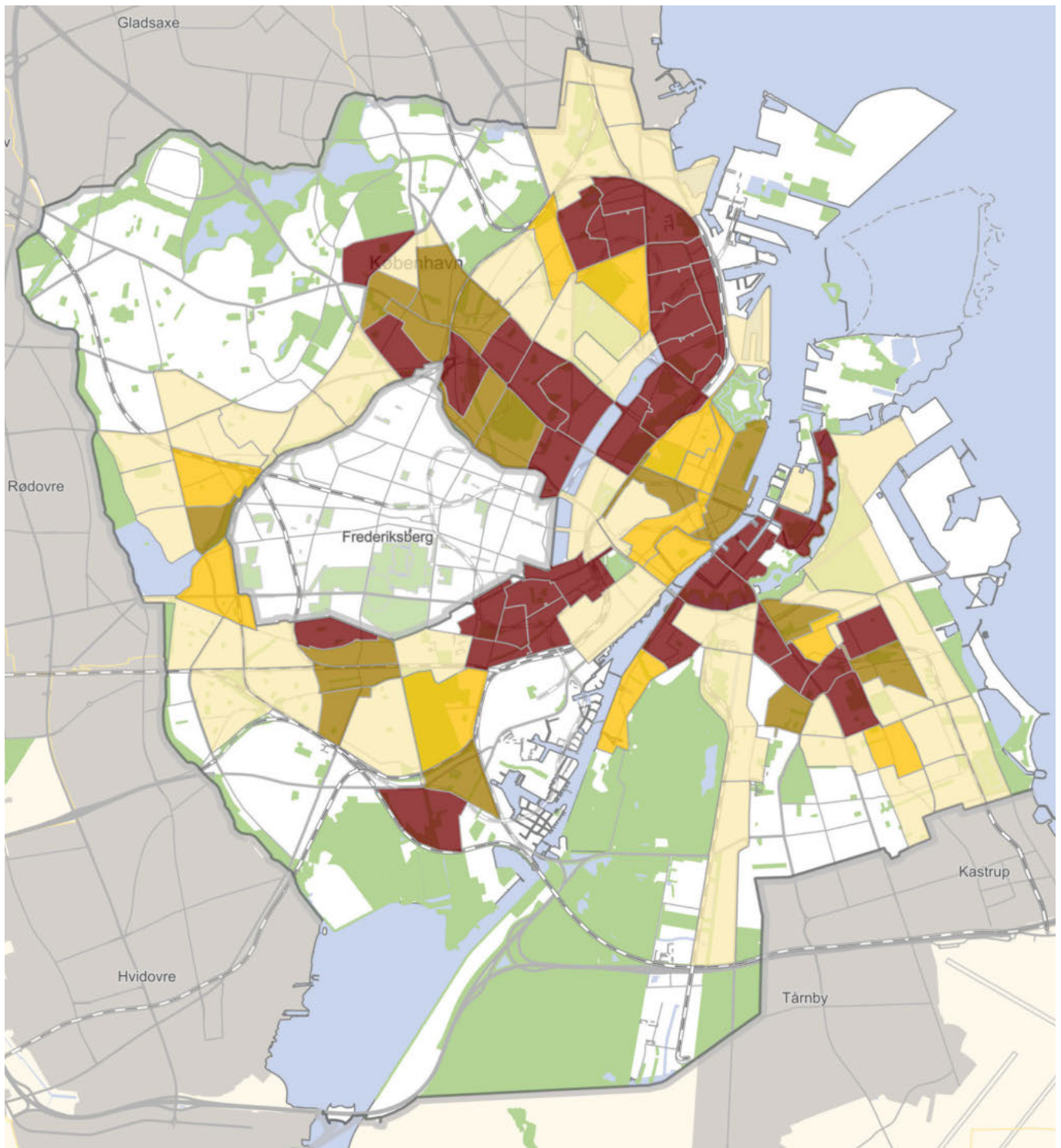
\*\*\* New time-restricted zones established during 2024.

**Table 8 Resident parking permits by category 2023-2025**  
(Reference: Copenhagen City Council's parking permit system and The City of Copenhagen's database)

Km/l Category	March 2023		March 2024		March 2025		March 2026	
	Price in DKK	Permits issued	Price in DKK	Permits issued	Price in DKK	Permits issued	Price in DKK	Permits issued
Electric motor vehicle, hydrogen motor vehicle and electric motorcycle	215	702	695	4,929*	1,200	7,752	1,235	11,949
Petrol >20.0 / Diesel >22.5	1,335	28,081	1,390	27,180	1,800	26,185	1,855	24,074
Petrol 19.9-18.2 / Diesel 22.4-20.5	2,405	5,101	2,505	4,781	2,590	4,556	2,670	4,194
Petrol 18.1-15.4 / Diesel 20.4-17.3	2,405	6,321	2,505	5,726	2,590	5,268	2,670	4,579
Consumption not recorded	2,405	475	2,505	386	2,590	370	2,670	349
Petrol 15.3-0.1 / Diesel 17.2-0.1	5,530	6,519	5,755	5,486	5,950	4,77	6,135	4,035
<b>Total</b>		<b>47,199</b>		<b>48,488</b>		<b>48,808</b>		<b>49,180</b>

\* As of 1 January 2024, the exemption from paid parking for electric and hydrogen vehicles has ceased.

**Figure 1 Parking occupancy at 22:00 in 2025**  
(Reference: The City of Copenhagen's parking survey)



Occupancy rate at 22:00

- Under 80%
- 80-90%
- 90-100%
- Over 100%