



The Cycle Superhighway Collaboration

- a unique regional cycle collaboration



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Head of Cycle Superhighways

July 2025

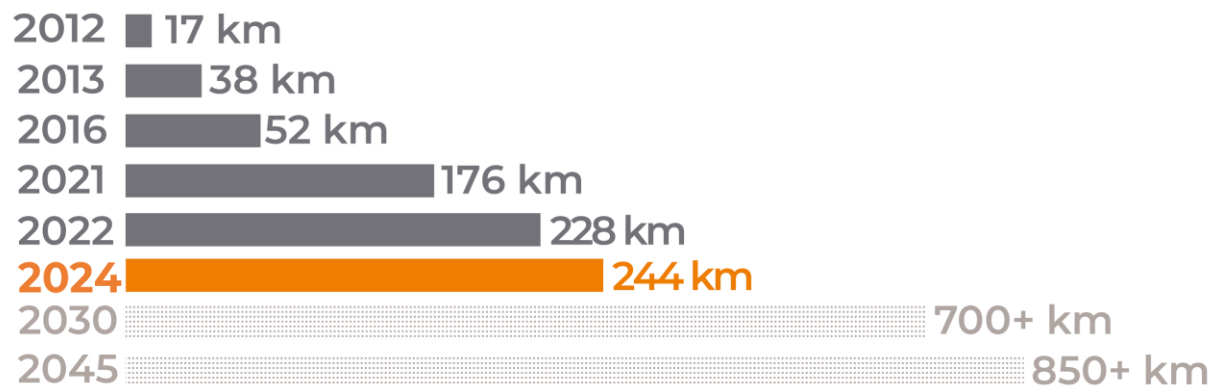


27 municipalities and The Capital
Region of Denmark



30 km // 18.6 miles

High quality **commuter routes**, connecting residential areas
with study and work places and public transportation nodes.



850+

KILOMETER



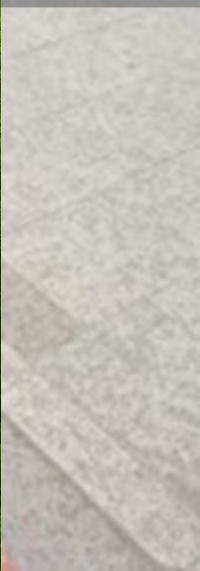
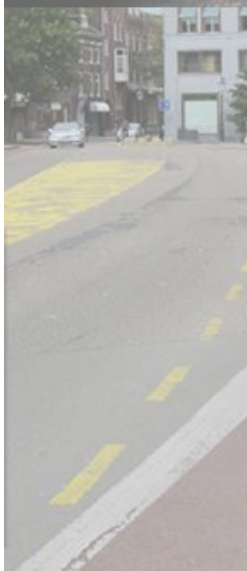
An aerial photograph of a city street scene. A large, multi-story brick building with a red-tiled roof dominates the right side. To its left is a green park area with trees. In the foreground, a wide road with a dedicated cycle lane is visible. A cyclist is riding on the cycle lane, which is separated from the main road by a white barrier. The sky is clear and blue. The text "WHY DO WE MAKE CYCLE SUPERHIGHWAYS?" is overlaid in the center of the image.

WHY DO WE MAKE CYCLE SUPERHIGHWAYS?









An aerial photograph of a city street scene. A wide, multi-lane road runs horizontally across the middle. A bridge with a white railing crosses a canal or river in the foreground. A large, multi-story brick building with many windows is on the right. A green park area with trees is on the left. The text "HOW DO WE DO IT?" is overlaid in the center.

HOW DO WE DO IT?



Third pillar of regional transport



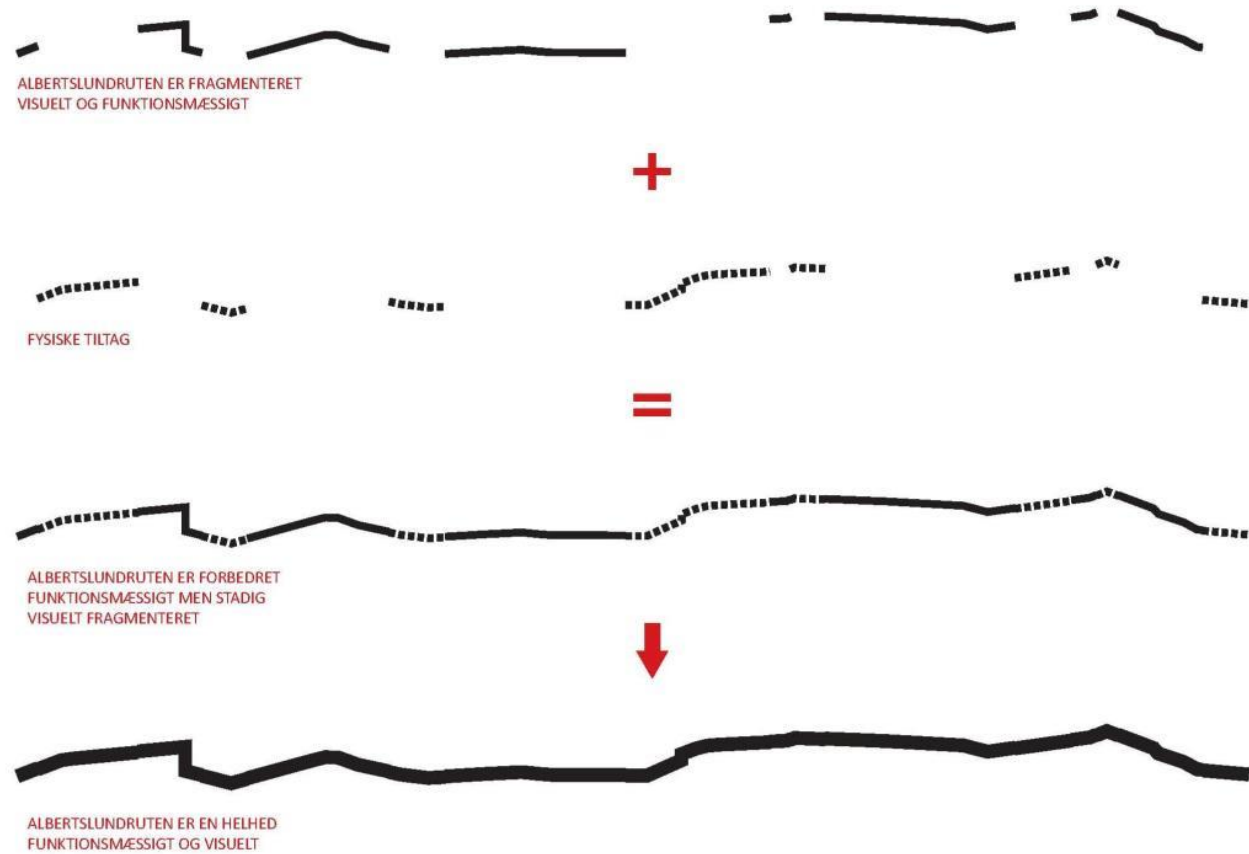
Nationally or regionally anchored institutions

Municipal project





THE MAKING OF A CYCLE SUPERHIGHWAY



SUPER = COHERENCE ACROSS



An aerial photograph of a city street scene. In the foreground, a wide road with a white-paved bridge section runs diagonally. A cyclist is riding on the bridge. To the right, a large, multi-story brick building with a red-tiled roof and many windows stands prominently. The background shows a dense urban landscape with various buildings, trees, and a church spire under a hazy sky. A semi-transparent white rectangle is overlaid on the middle of the image, containing the text "TO WHAT EFFECT?".

TO WHAT EFFECT?





52 % increase

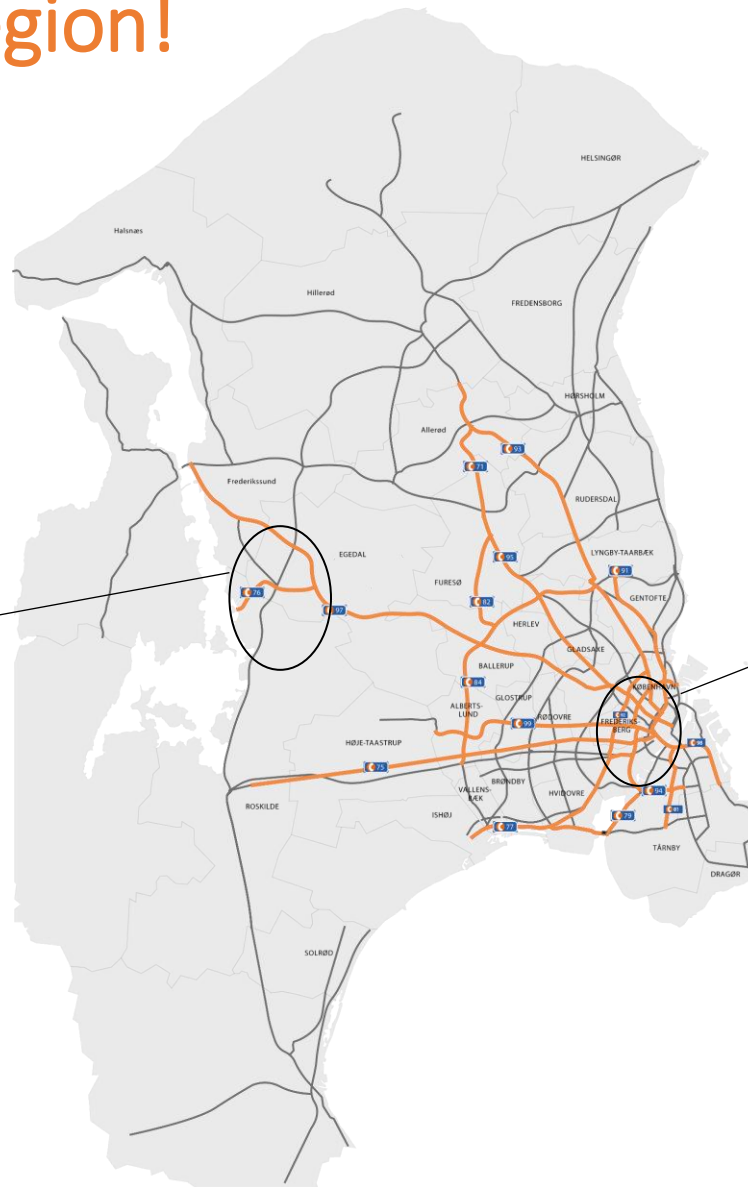
in cycle traffic when upgrading
to a cycle superhighway

Increases all over the region!

Jyllinge-Stenløseruten



105%



Indre Ringruten



108%



Key figures: Effects and results of Cycle Superhighways

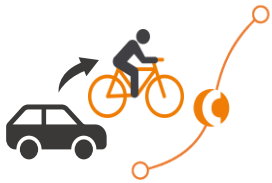
Based on data from fra 8-16 cycle superhighways and The Cycle Superhighway Collaboration's user survey 2024



52 % average increase in cycle traffic when upgrading to a cycle superhighway

6 % additional increase per year on average after upgrading to cycle superhighway

87 % average increase in cycle traffic in 2024



12 km is the average distance that users bike (per trip)

20 % is using ebikes

14 % of new users previously drove their car



43 % of users have children living at home

67 % of users have a car available

64 % of users always commute by bike, even if they have a car available



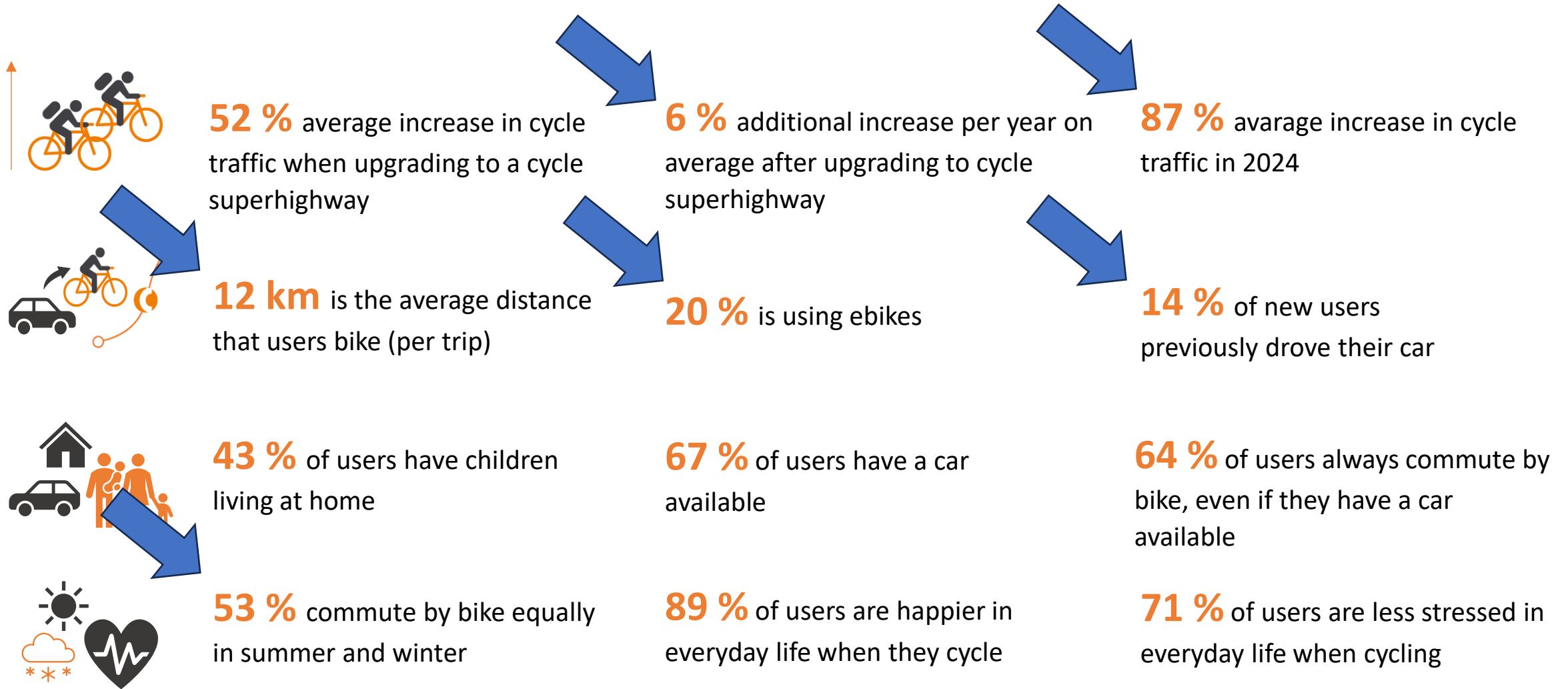
53 % commute by bike equally in summer and winter

89 % of users are happier in everyday life when they cycle

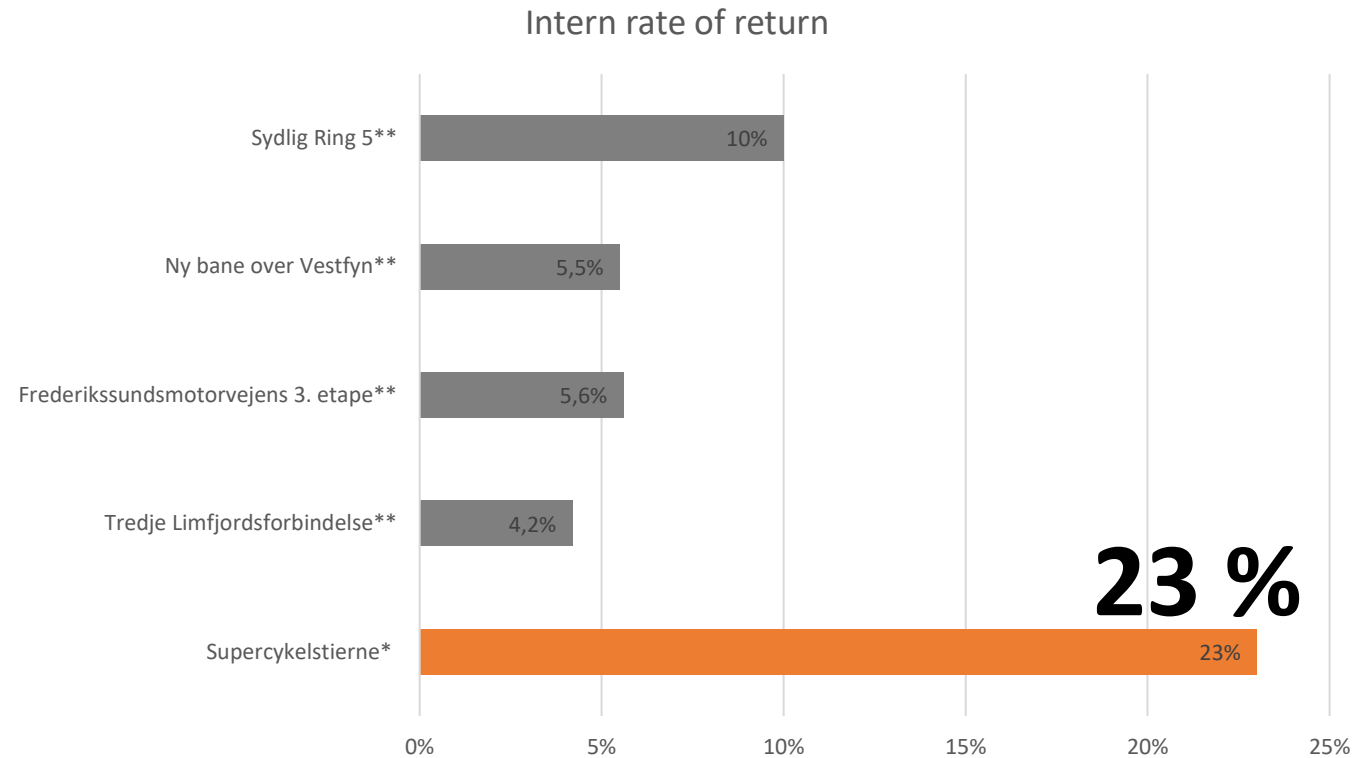
71 % of users are less stressed in everyday life when cycling

Key figures: Effects and results of Cycle Superhighways

Based on data from fra 8-16 cycle superhighways and The Cycle Superhighway Collaboration's user survey 2024



SOCIO-ECONOMIC IMPACTS



**77 % of these
benefits come
from health
benefits**

*Baseret på [DTU's beregninger af Supercykelsiernes visionsnet på 750 km supercykelsti](#) (tidligere visionsnet fra før 2019) fra 2021

** Baseret på [Krakas analyse 'Investeringsplan 2030 – en god investering?'](#) fra 2019

INNOVATION?
NO NEED TO REINVENT THE WHEEL





Thank you!

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