



# Financing bicycle infrastructure: The role of the national government in Denmark

Workshop om finansiering av  
cykelinfrastruktur i Stockholm 15. maj  
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## The Danish Road Directorate



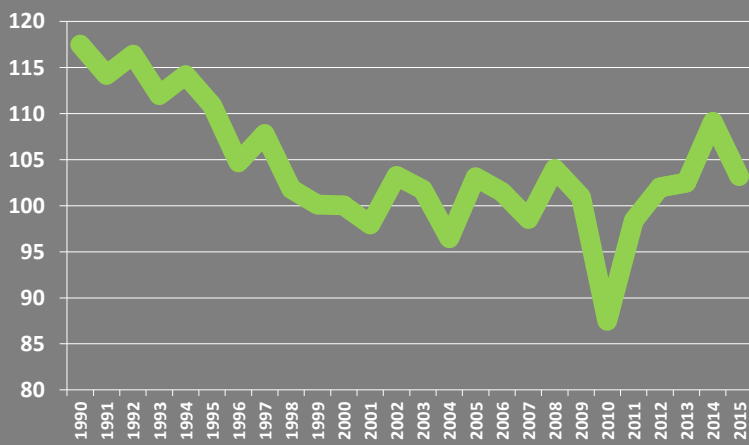
**National government**

Regions (health care)

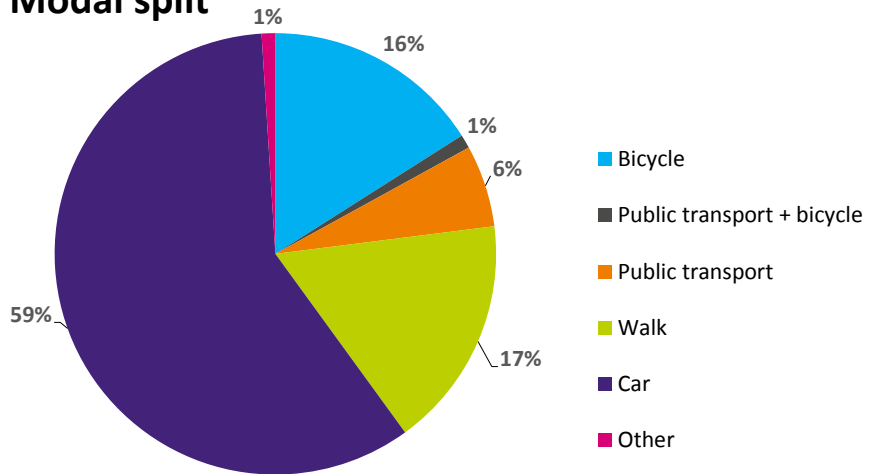
Municipality



## Development in Bicycle Traffic



## Modal split



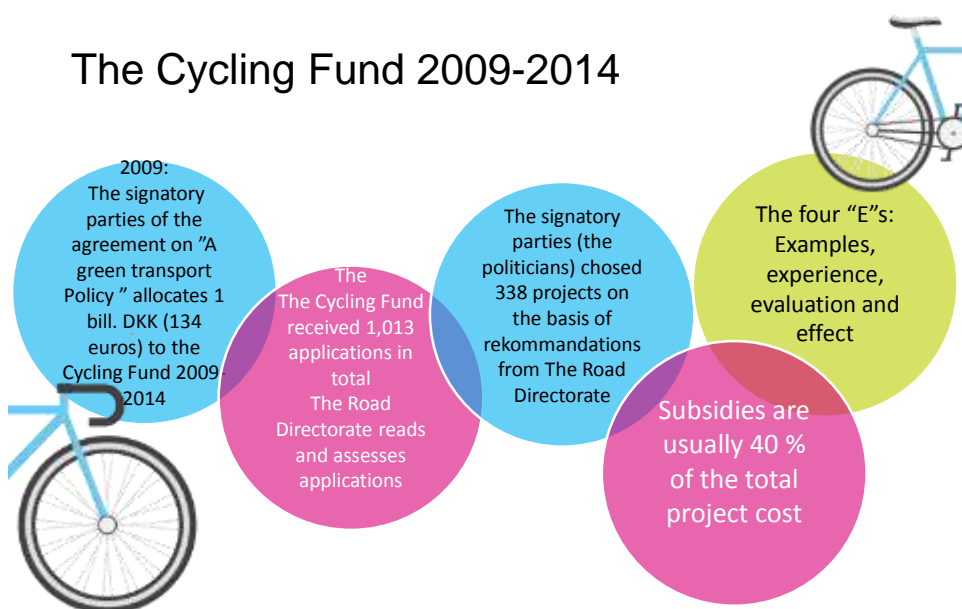
## Subsidie schemes

Million DKK

Scheme	National level	Municipality	Total
Cycling Fund 2009-2014	1.010	1.120	2.130
Super Cycle Highway Fund	190	170	360
Bicycle Parking and Super Cycle Highway Fund	180	260	440
Bicycle Fund 2015	50	70	120
<b>Total</b>	<b>1.420</b>	<b>1630</b>	<b>3050</b>



## The Cycling Fund 2009-2014





2009:  
The signatory parties  
of the agreement on "A  
green transport Policy  
" allocates 1 bill. DKK  
(134 euros) to the  
Cycling Fund 2009-  
2014

The objective of the Cycling  
Fund is to facilitate projects  
that can improve conditions  
for cyclists all over Denmark  
in order to make the bicycle a  
more attractive, common and  
safe mode of transport for  
both commuting and leisure  
purposes."

## The priority model

6 Categories:



Cycle cities



Commuter cycling



Cycling to school and leisure



Recreational cycling



Campaigns

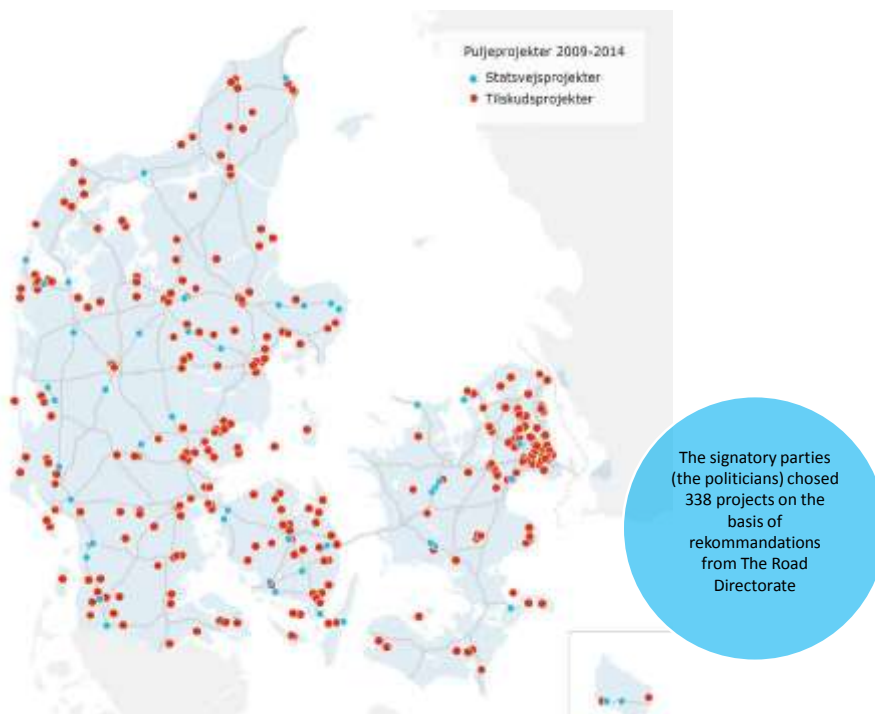


Development and  
demonstration projects

The Cycling Fund  
received 1,013  
applications in total  
in five rounds

The Road  
Directorate reads  
and assesses  
applications

- Most cycle traffic for the investment
- Assessment involving local offices
- Effect on mode choice, behavior, congestion, network cohesion, safety feeling and traffic safety, facilities, attractions, innovation, relevance, propagation and public involvement

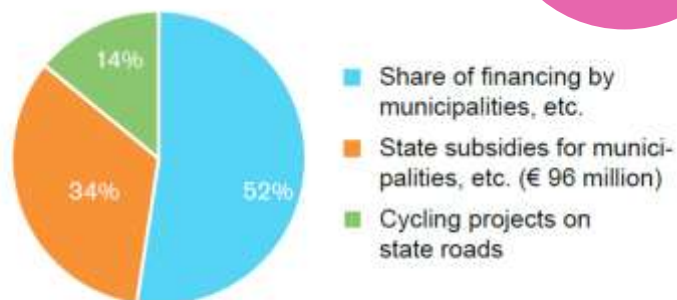




Grant projects	2009		2010		2011		2012		2013		2014		Total	
	No.	Mill. DKK	No.	Mill. DKK	No.	Mill. DKK	No.	Mill. DKK	No.	Mill. DKK	No.	Mill. DKK	No.	Mill. DKK
Cycling Cities	13	62	9	46	4	24	3	26	7	38	4	23	40	220
Bicycle Commuting	20	43	8	30	9	34	15	38	13	15	16	24	81	183
Cycling to school and leisure	22	28	10	29	23	26	18	18	17	27	27	57	117	186
Recreational cycling and bicycle tourism	5	3	4	7	6	8	5	10	9	21	8	10	37	60
Campaigns	5	5	5	3	3	5	2	1	3	8	4	4	22	26
Innovation and demonstration projects	12	10	5	5*	4	4	4	4	5	5	4	4	34	32
Bicycle tourism on small islands	0	0	4	5	3	5	0	0	0	0	0	0	7	10
<b>Total</b>	<b>77</b>	<b>152</b>	<b>45</b>	<b>126</b>	<b>52</b>	<b>106</b>	<b>47</b>	<b>98</b>	<b>54</b>	<b>114</b>	<b>63</b>	<b>121</b>	<b>338</b>	<b>717</b>

\* The category for Innovation and demonstration projects includes the Danish Road Directorate's own € 0,067 million (0,5 million DKK) project from 2010 titled, "Study Regarding a National Bicycle Route Planner".

### Total investments as a result of the Cycling Fund 2009-2014



Subsidies are usually 40 % of the total project cost

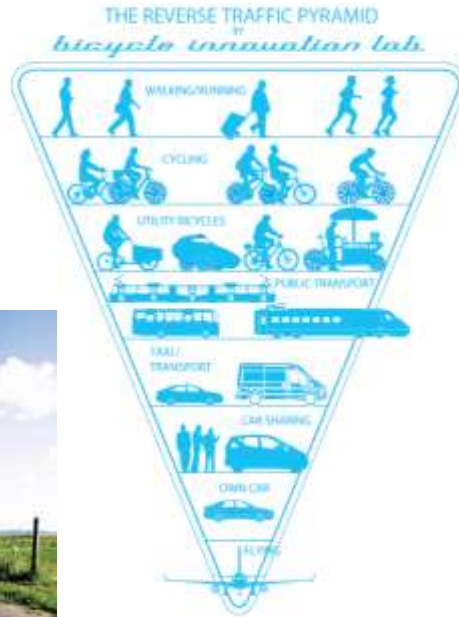
Figure 1. The circle chart shows the total investments made by the Cycling Fund by type of finance.



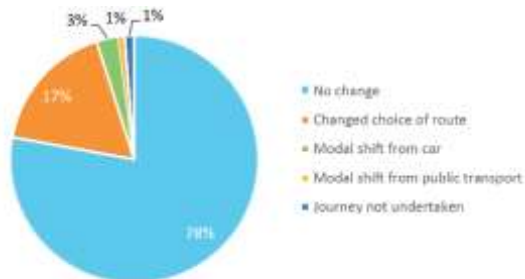
The four “E”s:  
Examples,  
experience,  
evaluation and  
effect







## Preliminary evaluation results



59 projects counted before and after  
112 km bicycle tracks  
24 % increase in bicycle traffic

	Km new cycle track	Number of cyclists AADT before	Number of cyclists AADT after
Total	112	19.536	24.252
Average per track	1,9	331	411

### Three data sources:

1. The subsidy recipients' own evaluation reports of each of the **161 projects**
2. Questionnaire survey of the subsidy recipients
3. Stop interviews about eight Cycling Fund projects conducted on bicycle tracks

**Total investments as a result of the Cycling Fund 2009-2014**

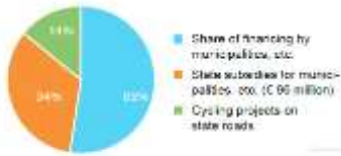


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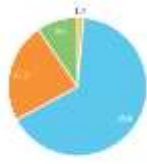


Figure 1b. The main recipient's estimate of the influence of cycling on various areas.



**Frågor?**

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**Tack så mycket**