

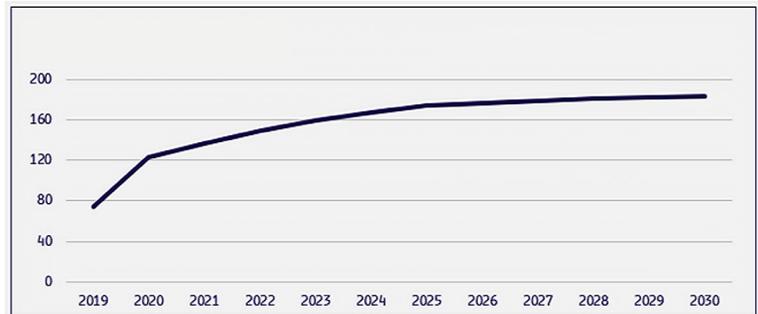
FACTS:

The Cityring ties the city together



Only a few years after the opening of the existing Metro in 2002, the preparations for The Cityring began, and in 2007 a law was passed. The capital grows by approximately 10,000 inhabitants each year and therefore the need to find transport solutions for the city's inhabitants, employees and the guests increases.

A metro removes the traffic from streets and alleys. With its 17 new stations, The Cityring will transform the capital. In part as many new urban spaces are created around the stations, but primarily because of how the city is tied together. It is expected that next year Cityringen will double the number of metro passengers from approximately 65 to 122 million annually. Thus, stations with access to the metro will become new traffic hubs in Copenhagen and Frederiksberg.



Amount of passengers expected in the Metro in millions



Photo: Ulrik Jantzen

Faster across the city

The Cityring (M3) means a comprehensive upgrade of the existing metro network in Copenhagen which up until now has consisted of 22 Stations.

In the future, it will be both easier and much faster to get around the city. With an average speed of approximately 40 km/h, a ride with The Cityring takes 24 minutes. However, as the metro trains run in both directions, the timewise longest ride between, for example, Copenhagen and Skjolds Plads will only take 12 minutes

Travel time examples of Line M3

Copenhagen Central St. - Frederiksberg: 5 minutes

City Hall Square – Trianglen: 7 minutes

Nørrebros Runddel – Copenhagen Central St.: 8 minutes

Vibenshus Runddel – Enghave Plads: 11 minutes

Several easy interchanges with the Metro

The Cityring's 15.5 kilometres long underground tunnels connect Indre By, Østerbro, Nørrebro, Vestrebro, and Frederiksberg. With the three new stations where interchanges to S-Trains are available, the public transport services comprising metro, busses, S-Trains and the regional trains are tied even closer together.

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Travel time examples from rejseplanen.dk

At Vanløse St. to Poul Henningsens Plads (Østerbro)

Departing 26 August at 9 a.m. (approximately 30-35 minutes)

- A) M1/M2 + bus 8a + walk = approximately 29 minutes
- B) M1/M2 + S-Trains line A + bus 1a + walk = approximately 31 minutes
- C) M1/M2 + S-Trains line B + bus 8a + walk = approximately 34 minutes

Departing 7 October at 9 a.m. (approximately 20-25 minutes)

(A) M1/M2 + M3 + walk = 23 minutes

After the opening of The Cityring, it will be **possible to save 5-10 minutes** on the journey from Vanløse to Poul Henningsens Plads

At Nørrebros Runddel to Enghave Plads (Istedgade)

Departing 26 August at 9 a.m. (approximately 30 minutes)

- A) Bus 5C + bus 3A = 30 minutes

Departing 7 October at 9 a.m. (approximately 9 minutes)

(A) M3 + walk = approximately 9 Minutes

After the opening of The Cityring, it will be **possible to save about 20 minutes** on the journey From Nørrebros Runddel to Enghave Plads

At Enghave Park to Parken (stadium)

Departing 28 August at 3 p.m. (35 minutes)

- A) Walk + bus 3A + walk = 35 minutes

Departing 6 October at 3 p.m. (25 Minutes)

A) Walk + M3 + walk = 25 minutes

After the opening of The Cityring, it will be **possible to save 10 minutes** on the journey from Enghave Park to Parken Stadium

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Five major interchanges

The Cityring will make it possible for passengers to change to S-Trains and regional trains at Østerport station and København H while switching to S-Trains at Nørrebro station will also be possible. Additionally, it will be possible to change to the existing metro at both Frederiksberg and Kongens Nytorv. In total, the metro and the trains will be connected at stations in 2020.

17 new urban spaces

The Cityring also gives the capital 17 new urban spaces, where the municipalities of Copenhagen and Frederiksberg have decided the layout. The areas around the stations reflect the local area. Therefore, they vary in design depending on the surroundings and their particular characteristics and the ambience. For example, at the new metro station at the City Hall Square, a small grove of trees, benches and bike path has been

established, while the station area by Marmor-kirken is casted with a blend of granite and concrete stone and is intended as space, where people can sit and have a break. At Frederiksberg station, the area becomes a lively centre for students, businesses, shoppers, bikes and pedestrians, that both provide space for a tranquil stay and the city's vibrant life. At The Cityring's station areas more than 150 benches will be installed, and about 800 trees will be.

The Cityring doubles the number of passengers in the Metro

In 2018, 64.7 million passengers rode the Metro, which is an increase of about 1.2 million passengers compared to 2017 and thus the highest number of passengers the Metro has had since the opening in 2002. Already within a few years, this number will almost double. With The Cityring, the number of metro passengers is expected to increase to 122 million annually. The table below indicates the expected passenger numbers for The Cityring and the line to Nordhavn from 2020.

	<i>Projected number of passengers for M3/M4</i>
2019	9 million
2020	56 million
2021	67 million
2022	77 million

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New Metro requires habituation

Naturally, it will take time for passengers to adapt to the new opportunities that come with the establishment of The Cityring. This period of habituation is also referred to as “the turn-in”. Based on the experience from the existing metro (M1 and M2), the turn-in takes about five years, and therefore, it is expected, that it will take about five years before all passengers have really adapted to and embrace the new The Cityring.



New metro lines on the way

With The Cityring and the metro line to Nordhavn and Sydhavn, Copenhagen will get 24 new metro stations. From 2024 the capital will have 44 metro stations tying the whole city together.

Driverless transport around the clock

The Metro runs around the clock, seven days a week, and is powered by a fully-automatic (control) system.

Sustainability

The Metro is a sustainable means of transport – and since 2011 the CO2 emissions of the metro have been reduced by 72 per cent.

Copenhagen’s fastest form of transport

Top speed: 90 kilometres per hour. Average speed, including stops: 40 kilometres per hour.

Efficient and user-friendly

More than 99 per cent of the many metro departures run on time. In customer surveys, 96 per cent of the Metro’s customers state that they are satisfied with their journey. Since its opening in 2002, the Metro’s trains have completed more than half a billion journeys.

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The Metro's passengers

Once The Cityring is open, the number of journeys in the Metro is expected to double to about 122 million passengers by 2020. By that time 85 percent of the citizens of the bridge quarter neighbourhoods (brokvartererne) and Frederiksberg will be less than 600 metres from the nearest metro or train station, and nine out of the ten most used stations in Denmark will include a metro station.

