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The Danish National Travel Survey  
Annual Statistical Report

**Copenhagen Area**

**2022**

Data version TU0622v1

# Annual Statistical Report

## Copenhagen Area 2022

### The survey

The Danish National Travel Survey (in Danish: Transportvaneundersøgelsen, TU) is a continuous survey of travel patterns for Danish Residents over 6 years of age. The basic survey design consists of one-person, one-day interviews, conducted at random days during the year. Please refer to [www.tudata.dk](http://www.tudata.dk) for more information on the survey.

### Using this report

This report may be distributed and cited freely, with proper reference to the report, the Danish National Travel Survey and DTU. The survey may be referenced by DOI: 10.11581/dtu:00000034

### Contents of the report

The aim and content of this report is a statistical picture of the transport patterns 2022 for residents over 6 years of age in the Copenhagen Area, defined as NUTS DK011 and DK012, which is approximately the same as the built area.

The tables and figures of this report are, unless otherwise stated, based on persons born 2016 or earlier, resident within the borders of the Copenhagen Area.

**Table 1: Data foundation**

| Residents in the Copenhagen Area | Women | Men   | 2022 total   |
|----------------------------------|-------|-------|--------------|
| Number of interviews             | 1 489 | 1 462 | <b>2 951</b> |
| Number of trips                  | 4 524 | 4 220 | <b>8 744</b> |

Data version: TU0622v1

Due to rounded figures, columns and rows may only approximately account to the stated sum.

The - is used in tables, when a combination has not been observed in the survey. 0.0 indicates, that the combination has been observed, but evaluates as 0.0 .

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# Definitions

|                                   |  |
|-----------------------------------|--|
| <b>Annual Average Day Traffic</b> | Any traffic statistic calculated as average of all 365 days in the year. This definition is understood, when 'per day' is stated. [Danish: Årsdøgntrafik, abbrev. AADT or ÅDT]   |
| <b>Business Trip</b>              | <i>Business Trips</i> are any trips, with <b>trip purpose</b> as a professional activity, conducted at a destination elsewhere than the ordinary workplace. Notice the difference to <b>Commercial Transport</b> . [Danish: erhvervstur]   |
| <b>Chain Type</b>                 | Mode <i>Chain Type</i> is a qualitative aggregation of the modes on a <b>trip</b> or <b>journey</b> , such that all cases with <b>collective transport</b> are classified as such. [Danish: kædetype]  |
| <b>Collective Transport</b>       | <i>Collective Transport</i> is any <b>mode</b> of transport, where independent travellers are transported by the same physical vehicle, if only route and time is identical. This definition is almost, but not quite the same as public transport. Public transport generally includes e.g. taxis, which are not collective.  |
| <b>Commercial Transport</b>       | <i>Commercial Transport</i> is defined as any transport activity, where the actual movement is the commercial purpose. This is different from the <b>business trips</b> , where the commercial activity is done at each destination. Classic examples on <i>Commercial Transport</i> are bus drivers and <b>train</b> drivers. However, the category also includes driving schools, police patrols and certain other jobs. [Danish: erhvervstransport] |
| <b>Journey</b>                    | A <i>Journey</i> is defined as the entire chain from home, return home. Each <i>Journey</i> consists of at least 2 <b>trips</b> : outbound and homebound. [Danish: rejse]  |
| <b>Means (of transport)</b>       | The individual, physical vehicle of transport: "My red bicycle".   |
| <b>Mode (of transport)</b>        | Generic classification of transport modes: buses, <b>trains</b> etc.   |
| <b>Primary Destination</b>        | The <i>Primary Destination</i> of a <b>journey</b> is defined by the stay with the longest dwell time. [Danish: primært ophold]  |
| <b>Primary Mode</b>               | The <i>Primary Mode</i> of a <b>trip</b> or <b>journey</b> is the mode of transport with the greatest, aggregated, travel distance. [Danish: primært transportmiddel]  |
| <b>Primary Purpose</b>            | The <i>Primary Purpose</i> of a <b>journey</b> is defined as the purpose at the <b>primary destination</b> , ie. the stay with the greatest dwell time. [Danish: primært formål]   |
| <b>Train</b>                      | The category <i>Train</i> includes all railborne <b>modes</b> of transport, including Metro and Light Rail/Trams. [Danish: tog]  |
| <b>Trip</b>                       | A <i>Trip</i> is defined as the movement from one destination to the next. A <i>Trip</i> applies one or more <b>means</b> of transport. [Danish: tur]  |
| <b>Trip Purpose</b>               | The <i>Trip Purpose</i> is defined as the purpose at the end of the <b>trip</b> , directing towards the <b>primary destination</b> of the <b>journey</b> . [Danish: turformål]   |

# Main results

**Table 2: Key figures, by gender**

|   | Women | Men   | Total >= 6y |                          |
|---|-------|-------|-------------|--------------------------|
| <b>Average, total number of trips</b>               | 3.1   | 3.0   | 3.0         | trips per person per day |
| - excl. commercial transport                        | 3.0   | 2.9   | 3.0         | trips per person per day |
| <b>Nonmobile rate (0 trip rate)</b>                 | 19%   | 17%   | 18%         | (rate on avg. day)       |
|   | Women | Men   | Total >= 6y |                          |
| <b>Average, total travel time</b>                   | 58.6  | 57.5  | 58.1        | mins per person per day  |
|   | Women | Men   | Total >= 6y |                          |
| <b>Average, total mileage</b>                       | 24.4  | 28.2  | 26.2        | km per person per day    |
| - hereof motorized modes                            | 20.5  | 24.1  | 22.3        | km per person per day    |
| - hereof bicycle                                    | 2.2   | 2.6   | 2.4         | km per person per day    |
| - total, excl. commercial transport                 | 24.4  | 27.8  | 26.1        | km per person per day    |
|   | Women | Men   | Total >= 6y |                          |
| <b>Avg. trip length, excl. commercial transport</b> | 8.0   | 9.5   | 8.7         | kilometers per trip      |
|   | Women | Men   | Total       |                          |
| <b>Bicycle ownership</b>                            | 73.9% | 74.9% | 74.4%       | (share of pop. >=6y)     |
| <b>Driving licence</b>                              | 77.8% | 83.9% | 80.8%       | (share of pop. >=18y)    |

# Modes of transport

## Table 3: Mileage and travel time by mode

| Mode<br>(excl. commercial transport) | Personal mileage |              | Vehicle mileage |              | Travel time   |              |
|--------------------------------------|------------------|--------------|-----------------|--------------|---------------|--------------|
|                                      | km/pers/day      | %            | km/pers/day     | %            | mins/pers/day | %            |
| Walk or run                          | 1.6              | 6.0%         |                 |              | 19.4          | 34.9%        |
| Skateb., roller skates etc.          | 0.0              | 0.0%         |                 |              | 0.1           | 0.1%         |
| <b>SUM Walk etc.</b>                 | <b>1.6</b>       | <b>6.0%</b>  |                 |              | <b>19.5</b>   | <b>35.0%</b> |
| Bicycle                              | 2.4              | 9.2%         | 2.4             | 19.6%        | 9.6           | 17.3%        |
| Moped 30 km/h                        | 0.0              | 0.0%         | 0.0             | 0.0%         | 0.0           | 0.0%         |
| Disability moped (electric)          | -                | -            |                 |              | -             | -            |
| Electric scooter etc.                | 0.0              | 0.1%         |                 |              | 0.1           | 0.2%         |
| <b>SUM Bicycle etc.</b>              | <b>2.4</b>       | <b>9.3%</b>  | <b>2.4</b>      | <b>19.6%</b> | <b>9.8</b>    | <b>17.5%</b> |
| Moped 45 km/h                        | 0.0              | 0.0%         | 0.0             | 0.1%         | 0.0           | 0.0%         |
| Motorcycle                           | 0.0              | 0.1%         | 0.0             | 0.2%         | 0.0           | 0.1%         |
| Passenger car                        | 14.5             | 55.6%        | 9.3             | 76.7%        | 17.6          | 31.5%        |
| Taxi cab                             | 0.0              | 0.1%         |                 |              | 0.1           | 0.2%         |
| Van                                  | 0.4              | 1.5%         | 0.4             | 3.0%         | 0.5           | 0.8%         |
| Lorry                                | 0.1              | 0.2%         | 0.0             | 0.4%         | 0.1           | 0.1%         |
| Tractor, working vehicle             | -                | -            | -               | -            | -             | -            |
| Tourist coach, rented bus            | 0.7              | 2.5%         | -               | -            | 0.5           | 0.9%         |
| <b>SUM Car etc.</b>                  | <b>15.7</b>      | <b>60.2%</b> | <b>9.8</b>      | <b>80.4%</b> | <b>18.7</b>   | <b>33.6%</b> |
| Collective, public bus               | 0.8              | 3.2%         |                 |              | 2.3           | 4.1%         |
| Dial-a-ride, flex. transport         | 0.2              | 0.8%         |                 |              | 0.2           | 0.3%         |
| <b>SUM Collective road</b>           | <b>1.1</b>       | <b>4.1%</b>  |                 |              | <b>2.5</b>    | <b>4.5%</b>  |
| S-train (Cph suburban rail)          | 1.7              | 6.4%         |                 |              | 2.3           | 4.2%         |
| Copenhagen Metro                     | 0.6              | 2.2%         |                 |              | 1.0           | 1.9%         |
| Light rail / tram                    | -                | -            |                 |              | -             | -            |
| Other train                          | 3.0              | 11.3%        |                 |              | 1.8           | 3.1%         |
| <b>SUM Train</b>                     | <b>5.2</b>       | <b>19.9%</b> |                 |              | <b>5.1</b>    | <b>9.2%</b>  |
| Horse carriage, horse                | -                | -            |                 |              | -             | -            |
| Ferry, water bus                     | 0.0              | 0.1%         |                 |              | 0.1           | 0.1%         |
| Leisure boat                         | 0.0              | 0.0%         |                 |              | 0.1           | 0.1%         |
| Airplane                             | 0.1              | 0.3%         |                 |              | 0.0           | 0.0%         |
| <b>SUM Other</b>                     | <b>0.1</b>       | <b>0.5%</b>  |                 |              | <b>0.1</b>    | <b>0.2%</b>  |
| <b>Total</b>                         | <b>26.1</b>      | <b>100%</b>  | <b>12.2</b>     | <b>100%</b>  | <b>55.7</b>   | <b>100%</b>  |

## Table 4: Modal split, journeys by mode chain type

| Journey chain type<br>(incl. commercial transport) | All journeys   |              | Journeys <10km |              | Travel time   |              |
|--|----------------|--------------|----------------|--------------|---------------|--------------|
|  | pr pers pr day | %            | pr pers pr day | %            | mins/pers/day | %            |
| <b>Walk (only)</b>                                 | <b>0.44</b>    | <b>34.7%</b> | <b>0.43</b>    | <b>55.2%</b> | <b>12.9</b>   | <b>22.2%</b> |
| <b>Bicycle (only)</b>                              | <b>0.27</b>    | <b>21.3%</b> | <b>0.18</b>    | <b>23.5%</b> | <b>9.2</b>    | <b>15.8%</b> |
| Car etc. as driver                                 | 0.29           | 23.2%        | 0.11           | 13.6%        | 13.5          | 23.3%        |
| Car etc. as passenger                              | 0.11           | 8.4%         | 0.04           | 4.7%         | 5.8           | 10.0%        |
| <b>SUM Car etc.</b>                                | <b>0.40</b>    | <b>31.6%</b> | <b>0.14</b>    | <b>18.3%</b> | <b>19.4</b>   | <b>33.3%</b> |
| Train  | 0.05           | 4.3%         | 0.02           | 1.9%         | 4.2           | 7.3%         |
| Collective bus                                     | 0.02           | 1.7%         | 0.00           | 0.6%         | 1.9           | 3.2%         |
| Train + bus in combination                         | 0.03           | 2.2%         | 0.00           | 0.3%         | 3.8           | 6.6%         |
| Train/bus comb. w/bicycle                          | 0.03           | 2.4%         | 0.00           | 0.0%         | 3.2           | 5.5%         |
| Train/bus comb. w/car                              | 0.02           | 1.8%         | 0.00           | 0.1%         | 3.5           | 6.0%         |
| <b>SUM Collective</b>                              | <b>0.16</b>    | <b>12.3%</b> | <b>0.02</b>    | <b>3.0%</b>  | <b>16.6</b>   | <b>28.6%</b> |
| Other  | 0.00           | 0.0%         | 0.00           | 0.0%         | 0.0           | 0.1%         |
| <b>Total</b>                                       | <b>1.26</b>    | <b>100%</b>  | <b>0.78</b>    | <b>100%</b>  | <b>58.1</b>   | <b>100%</b>  |

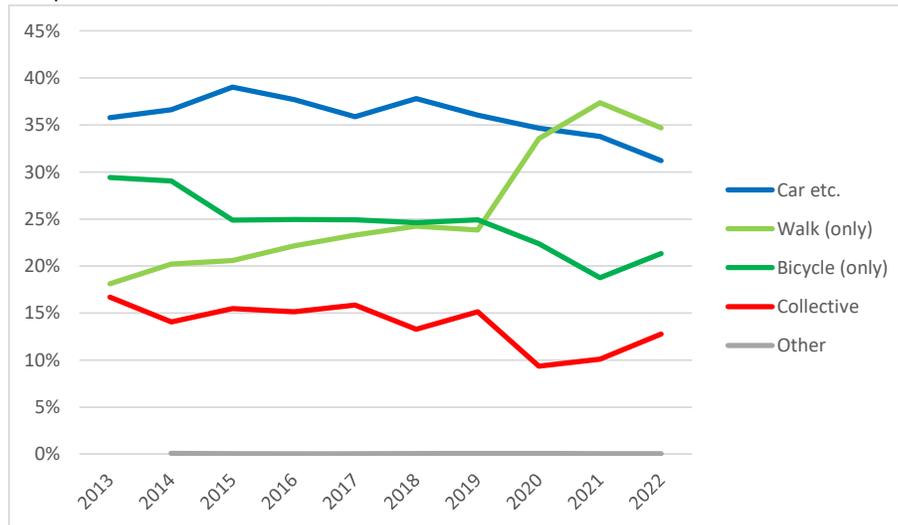
**Table 5: Time series, modal split, journeys by chain type group**

(population 10-84 years of age, journey modal split with confidence intervals)

|      | Walk        | Bicycle     | Car etc.    | Collective  | Other      |
|------|-------------|-------------|-------------|-------------|------------|
| 2013 | 18.1% ±1.8% | 29.4% ±2.0% | 35.8% ±2.3% | 16.7% ±1.8% | -          |
| 2014 | 20.2% ±2.1% | 29.1% ±2.3% | 36.6% ±2.4% | 14.1% ±1.7% | 0.1% ±0.1% |
| 2015 | 20.6% ±1.9% | 24.9% ±1.8% | 39.0% ±2.2% | 15.5% ±1.6% | 0.1% ±0.1% |
| 2016 | 22.1% ±2.1% | 25.0% ±2.3% | 37.7% ±2.6% | 15.1% ±1.5% | 0.1% ±0.1% |
| 2017 | 23.3% ±1.9% | 24.9% ±2.0% | 35.9% ±2.5% | 15.8% ±1.7% | 0.0% ±0.1% |
| 2018 | 24.2% ±2.1% | 24.6% ±1.8% | 37.8% ±2.1% | 13.3% ±1.4% | 0.1% ±0.1% |
| 2019 | 23.8% ±2.1% | 24.9% ±1.9% | 36.0% ±1.9% | 15.1% ±1.4% | 0.1% ±0.1% |
| 2020 | 33.5% ±1.7% | 22.4% ±1.6% | 34.7% ±1.8% | 9.3% ±1.1%  | 0.1% ±0.1% |
| 2021 | 37.4% ±1.9% | 18.7% ±1.6% | 33.8% ±1.9% | 10.1% ±1.1% | 0.0% ±0.1% |
| 2022 | 34.7% ±2.3% | 21.3% ±1.8% | 31.2% ±2.1% | 12.8% ±1.6% | 0.0% ±0.0% |

**Figure 6: Time series, modal split, journeys by chain type group**

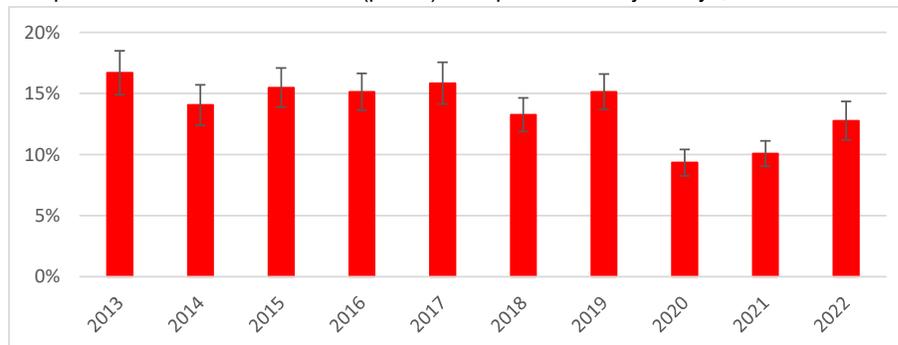
Graphical illustration of table 5, above.



Modal Split is reported at the journey level, because the choice of bicycle or car generally applies to the entire journey from home, until return home. Collective Transport is reported as such, including any intermediate walking trips on the journey.

**Figure 7: Time series, collective share of journeys**

Graphical illustration of collective (public) transport share of journeys, from table 5 above.



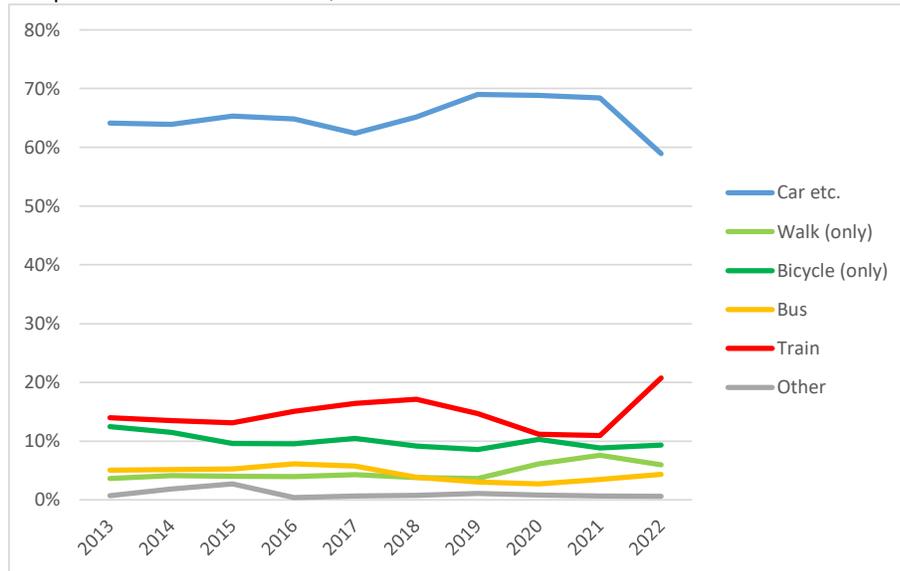
**Table 8: Time series, modal split by mileage**

(population 10-84 years of age, modal split by mileage with confidence intervals)

|      | Walk etc.  | Bicycle etc. | Car etc.    | Collect. bus | Train       | Other      |
|------|------------|--------------|-------------|--------------|-------------|------------|
| 2013 | 3.6% ±0.4% | 12.4% ±1.5%  | 64.1% ±4.1% | 5.1% ±1.1%   | 14.0% ±3.3% | 0.7% ±0.7% |
| 2014 | 4.1% ±0.6% | 11.5% ±1.7%  | 63.9% ±3.8% | 5.1% ±1.3%   | 13.5% ±3.5% | 1.8% ±1.5% |
| 2015 | 4.0% ±0.5% | 9.6% ±1.3%   | 65.3% ±4.1% | 5.3% ±1.6%   | 13.1% ±3.1% | 2.7% ±2.3% |
| 2016 | 4.0% ±0.6% | 9.5% ±1.5%   | 64.8% ±4.7% | 6.1% ±2.5%   | 15.1% ±3.6% | 0.4% ±0.5% |
| 2017 | 4.3% ±0.6% | 10.5% ±1.7%  | 62.4% ±4.2% | 5.7% ±1.7%   | 16.4% ±4.3% | 0.6% ±0.8% |
| 2018 | 3.8% ±0.5% | 9.2% ±1.1%   | 65.2% ±4.3% | 3.9% ±0.8%   | 17.1% ±4.4% | 0.8% ±0.7% |
| 2019 | 3.6% ±0.5% | 8.5% ±1.3%   | 69.0% ±4.4% | 3.0% ±0.6%   | 14.7% ±3.6% | 1.1% ±0.8% |
| 2020 | 6.1% ±0.5% | 10.3% ±1.2%  | 68.8% ±3.2% | 2.7% ±0.7%   | 11.2% ±2.5% | 0.8% ±0.7% |
| 2021 | 7.6% ±0.8% | 8.9% ±1.1%   | 68.4% ±3.3% | 3.5% ±1.1%   | 10.9% ±2.4% | 0.7% ±0.8% |
| 2022 | 6.0% ±0.7% | 9.4% ±1.3%   | 58.9% ±5.8% | 4.4% ±1.7%   | 20.7% ±5.6% | 0.6% ±1.0% |

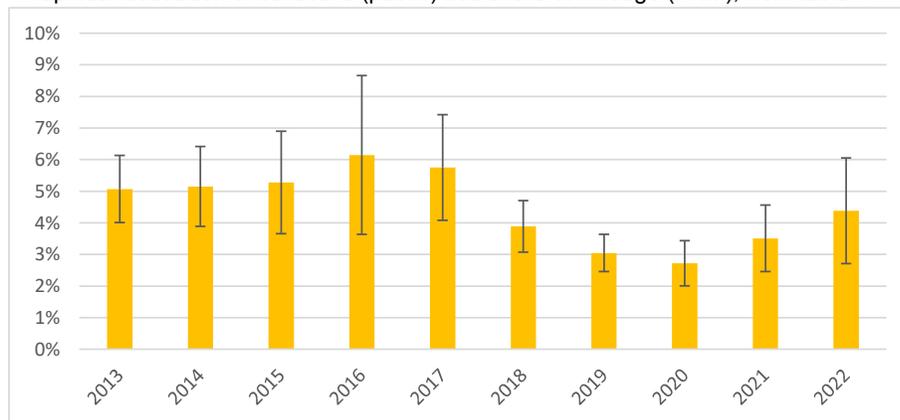
**Figure 9: Time series, modal split by mileage (grouped)**

Graphical illustration of table 8, above.



**Figure 10: Time series, collective bus market share by mileage**

Graphical illustration of collective (public) bus share of mileage (PKM), from table 8





**Table 11c: Length and chain type, share of all journeys**

| Share of journeys     | < 2 km       | 2-3.9 km     | 4-9.9 km     | 10-19 km     | 20-49 km     | >= 50 km (*) | SUM         |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| <b>Walk (only)</b>    | 17.0%        | 11.4%        | 5.9%         | 0.3%         | 0.1%         | -            | 34.7%       |
| <b>Bicycle (only)</b> | 1.4%         | 5.0%         | 8.3%         | 5.2%         | 1.4%         | 0.0%         | 21.3%       |
| <b>SUM Car etc.</b>   | 0.6%         | 2.5%         | 8.3%         | 5.8%         | 8.8%         | 5.6%         | 31.6%       |
| <b>SUM Collective</b> | -            | 0.0%         | 1.9%         | 3.7%         | 4.8%         | 1.9%         | 12.3%       |
| <b>Total</b>          | <b>19.1%</b> | <b>19.0%</b> | <b>24.4%</b> | <b>14.9%</b> | <b>15.1%</b> | <b>7.6%</b>  | <b>100%</b> |

**Table 12: Total road mileage and travel time, sum per day**

Defined as trips with course within the Copenhagen Area, for Danish residents.

| (incl. commercial transport) | Personal Mileage (PKM) |              | Vehicle Mileage (VKM) |              | Travel time  |              |
|------------------------------|------------------------|--------------|-----------------------|--------------|--------------|--------------|
|                              | '000 km/day            | %            | '000 km/day           | %            | '000 h/day   | %            |
| Walk or run                  | 1 990                  | 8.4%         |                       |              | 408          | 39.7%        |
| Skateb., roller skates etc.  | 11                     | 0.0%         |                       |              | 2            | 0.1%         |
| <b>SUM Walk etc.</b>         | <b>2 001</b>           | <b>8.5%</b>  |                       |              | <b>410</b>   | <b>39.9%</b> |
| Bicycle                      | 3 096                  | 13.1%        | 3 073                 | 19.0%        | 206          | 20.1%        |
| Moped 30 km/h                | 4                      | 0.0%         | 4                     | 0.0%         | 0            | 0.0%         |
| Disability moped (electric)  | -                      | -            |                       |              | -            | -            |
| Electric scooter etc.        | 45                     | 0.2%         |                       |              | 3            | 0.2%         |
| <b>SUM Bicycle etc.</b>      | <b>3 145</b>           | <b>13.3%</b> | <b>3 076</b>          | <b>19.1%</b> | <b>209</b>   | <b>20.4%</b> |
| Moped 45 km/h                | 15                     | 0.1%         | 15                    | 0.1%         | 1            | 0.1%         |
| Motorcycle                   | 72                     | 0.3%         | 72                    | 0.4%         | 1            | 0.1%         |
| Passenger car                | 14 925                 | 63.2%        | 10 894                | 67.5%        | 337          | 32.8%        |
| Taxi cab                     | 65                     | 0.3%         | -                     | -            | 2            | 0.2%         |
| Van                          | 947                    | 4.0%         | 870                   | 5.4%         | 15           | 1.5%         |
| Lorry                        | 933                    | 3.9%         | 884                   | 5.5%         | 3            | 0.3%         |
| Tractor, working vehicle     | -                      | -            | -                     | -            | -            | -            |
| Tourist coach, rented bus    | 241                    | 1.0%         | -                     | -            | 3            | 0.3%         |
| <b>SUM Car etc.</b>          | <b>17 197</b>          | <b>72.8%</b> | <b>12 735</b>         | <b>78.9%</b> | <b>362</b>   | <b>35.3%</b> |
| Collective, public bus       | 1 102                  | 4.7%         | 190                   | 1.2%         | 45           | 4.4%         |
| Dial-a-ride, flex. transport | 179                    | 0.8%         | 143                   | 0.9%         | 1            | 0.1%         |
| <b>SUM Collective road</b>   | <b>1 282</b>           | <b>5.4%</b>  | <b>334</b>            | <b>2.1%</b>  | <b>46</b>    | <b>4.5%</b>  |
| Horse carriage, horse        | -                      | -            |                       |              | -            | -            |
| <b>Total</b>                 | <b>23 625</b>          | <b>100%</b>  | <b>16 145</b>         | <b>100%</b>  | <b>1 027</b> | <b>100%</b>  |

**Table 12a: Average car occupation in the Copenhagen Area**

The average car occupancy is calculated by dividing passenger mileage with vehicle (driver) mileage from table 12 above. This calculation omits any passengers under 6 years of age.

|                        | PKM    | VKM    | Avg. car occupation |
|------------------------|--------|--------|---------------------|
| Passenger car          | 14 925 | 10 894 | <b>1.37</b>         |
| Van                    | 947    | 870    | <b>1.09</b>         |
| Passenger car+van+taxi | 15 937 | 11 764 | <b>1.35</b>         |



# Purpose

**Table 15: Trips, distance and total travel time by purpose**

Trips for persons resident in the Copenhagen Area, as number of trips, personal mileage and total travelttime.

| Trip Purpose                 | Num trips      |              | Mileage (PKM) |              | Total travel time |              |
|------------------------------|----------------|--------------|---------------|--------------|-------------------|--------------|
|                              | trips/pers/day | %            | km/pers/day   | %            | mins/pers/day     | %            |
| Workplace (commute)          | 0.51           | 17.0%        | 5.6           | 21.2%        | 12.5              | 21.5%        |
| School/educational           | 0.19           | 6.2%         | 1.1           | 4.1%         | 3.0               | 5.3%         |
| <b>SUM Commute</b>           | <b>0.70</b>    | <b>23.2%</b> | <b>6.7</b>    | <b>25.4%</b> | <b>15.5</b>       | <b>26.8%</b> |
| Escorting to/from activity   | 0.14           | 4.5%         | 1.0           | 3.8%         | 1.9               | 3.3%         |
| Escorting to/from transport  | 0.05           | 1.7%         | 0.3           | 1.2%         | 0.6               | 1.1%         |
| Collect/bring objects        | 0.05           | 1.6%         | 0.3           | 1.0%         | 0.7               | 1.1%         |
| Shopping                     | 0.59           | 19.6%        | 1.6           | 6.2%         | 5.8               | 10.0%        |
| Social/health                | 0.04           | 1.3%         | 0.2           | 0.9%         | 0.7               | 1.3%         |
| School excursions etc.       | 0.00           | 0.1%         | 0.2           | 0.7%         | 0.2               | 0.4%         |
| Other errand                 | 0.06           | 1.9%         | 0.2           | 0.9%         | 0.8               | 1.4%         |
| <b>SUM Errands</b>           | <b>0.93</b>    | <b>30.7%</b> | <b>3.9</b>    | <b>14.8%</b> | <b>10.8</b>       | <b>18.6%</b> |
| Home, perm. residence        | 0.01           | 0.2%         | 0.3           | 1.3%         | 0.3               | 0.4%         |
| After-school, youth club     | 0.01           | 0.5%         | 0.0           | 0.1%         | 0.2               | 0.3%         |
| Nursery, crèche, day care    | 0.01           | 0.2%         | 0.0           | 0.1%         | 0.1               | 0.1%         |
| Visit family/friends         | 0.26           | 8.8%         | 4.7           | 17.8%        | 6.9               | 11.9%        |
| Do sports                    | 0.18           | 5.8%         | 0.8           | 2.9%         | 2.4               | 4.1%         |
| Entertainment (incl. church) | 0.22           | 7.3%         | 1.7           | 6.5%         | 4.4               | 7.6%         |
| Allotment/summer cottage     | 0.03           | 0.9%         | 1.8           | 7.0%         | 1.6               | 2.8%         |
| Leisure round trip           | 0.38           | 12.6%        | 0.8           | 3.2%         | 8.5               | 14.7%        |
| Holiday, excursion           | 0.14           | 4.7%         | 2.4           | 9.0%         | 4.0               | 7.0%         |
| Meetings in private context  | 0.01           | 0.5%         | 0.1           | 0.2%         | 0.2               | 0.3%         |
| Other leisure activity       | 0.03           | 1.0%         | 0.2           | 0.6%         | 0.5               | 0.9%         |
| <b>SUM Leisure</b>           | <b>1.28</b>    | <b>42.4%</b> | <b>12.8</b>   | <b>48.7%</b> | <b>29.0</b>       | <b>50.0%</b> |
| Meetings, conferences        | 0.03           | 0.9%         | 1.3           | 5.0%         | 1.2               | 2.1%         |
| Customer or client visit     | 0.03           | 0.9%         | 0.5           | 1.8%         | 0.6               | 1.0%         |
| Business services, trade     | 0.01           | 0.4%         | 0.2           | 0.9%         | 0.2               | 0.4%         |
| Other business               | 0.02           | 0.5%         | 0.8           | 2.9%         | 0.6               | 1.0%         |
| <b>SUM Business trips</b>    | <b>0.09</b>    | <b>2.8%</b>  | <b>2.8</b>    | <b>10.6%</b> | <b>2.7</b>        | <b>4.6%</b>  |
| Commercial tr. of goods      | 0.02           | 0.7%         | 0.1           | 0.3%         |                   |              |
| Commercial tr. of persons    | 0.00           | 0.1%         | 0.1           | 0.3%         |                   |              |
| Other commercial transp.     | 0.00           | 0.0%         | 0.0           | 0.0%         |                   |              |
| <b>SUM Commercial Tr.</b>    | <b>0.03</b>    | <b>0.9%</b>  | <b>0.2</b>    | <b>0.6%</b>  |                   |              |
| <b>Total</b>                 | <b>3.02</b>    | <b>100%</b>  | <b>26.2</b>   | <b>100%</b>  | <b>58.0</b>       | <b>100%</b>  |

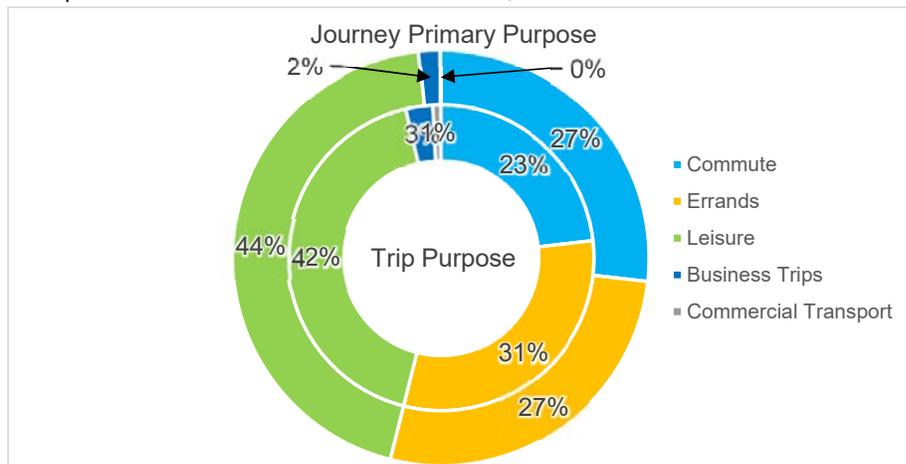
The purpose distribution is shown by 2 alternative definitions. By trip purpose above reflects the individual trips and destinations, whereas the journey primary purpose (overleaf) reflects the longest stay on the journey. Travel time for commercial transport has been omitted for technical reasons. This omission induces a small difference in total travel time.

**Table 16: Journeys, distance and travel time by primary purpose**

| Primary purpose (journey)    | Journeys     |              | Mileage (PKM) |              | Total travel time |              |
|------------------------------|--------------|--------------|---------------|--------------|-------------------|--------------|
|                              | per pers/day | %            | km/pers/day   | %            | mins/pers/day     | %            |
| Workplace (commute)          | 0.25         | 20.0%        | 6.3           | 23.9%        | 14.2              | 24.5%        |
| School/educational           | 0.09         | 6.9%         | 1.2           | 4.6%         | 3.4               | 5.8%         |
| <b>SUM Commute</b>           | <b>0.34</b>  | <b>26.8%</b> | <b>7.5</b>    | <b>28.5%</b> | <b>17.6</b>       | <b>30.3%</b> |
| Escorting to/from activity   | 0.03         | 2.6%         | 0.7           | 2.7%         | 1.3               | 2.2%         |
| Escorting to/from transport  | 0.02         | 1.4%         | 0.3           | 1.1%         | 0.5               | 0.8%         |
| Collect/bring objects        | 0.01         | 1.2%         | 0.1           | 0.5%         | 0.3               | 0.6%         |
| Shopping                     | 0.24         | 18.7%        | 1.3           | 5.0%         | 4.9               | 8.5%         |
| Social/health                | 0.01         | 1.2%         | 0.2           | 0.6%         | 0.6               | 1.0%         |
| School excursions etc.       | 0.00         | 0.1%         | 0.2           | 0.7%         | 0.3               | 0.4%         |
| Other errand                 | 0.02         | 1.9%         | 0.3           | 1.0%         | 0.9               | 1.5%         |
| <b>SUM Errands</b>           | <b>0.34</b>  | <b>27.1%</b> | <b>3.1</b>    | <b>11.7%</b> | <b>8.7</b>        | <b>15.1%</b> |
| Home, perm. residence        | 0.00         | 0.3%         | 0.6           | 2.1%         | 0.5               | 0.8%         |
| After-school, youth club     | 0.00         | 0.3%         | 0.0           | 0.1%         | 0.1               | 0.2%         |
| Nursery, crèche, day care    | 0.00         | 0.2%         | 0.0           | 0.1%         | 0.1               | 0.1%         |
| Visit family/friends         | 0.11         | 8.6%         | 4.8           | 18.4%        | 7.5               | 12.9%        |
| Do sports                    | 0.08         | 6.4%         | 0.7           | 2.6%         | 2.3               | 3.9%         |
| Entertainment (incl. church) | 0.09         | 7.1%         | 1.6           | 6.1%         | 4.2               | 7.2%         |
| Allotment/summer cottage     | 0.01         | 0.8%         | 2.0           | 7.8%         | 1.9               | 3.3%         |
| Leisure round trip           | 0.18         | 14.6%        | 0.8           | 3.1%         | 8.1               | 14.0%        |
| Holiday, excursion           | 0.06         | 4.7%         | 2.5           | 9.4%         | 4.1               | 7.1%         |
| Meetings in private context  | 0.01         | 0.4%         | 0.0           | 0.2%         | 0.2               | 0.3%         |
| Other leisure activity       | 0.01         | 1.0%         | 0.2           | 0.6%         | 0.5               | 0.9%         |
| <b>SUM Leisure</b>           | <b>0.56</b>  | <b>44.4%</b> | <b>13.2</b>   | <b>50.5%</b> | <b>29.4</b>       | <b>50.6%</b> |
| Meetings, conferences        | 0.01         | 0.8%         | 1.4           | 5.4%         | 1.3               | 2.2%         |
| Customer or client visit     | 0.01         | 0.4%         | 0.2           | 0.7%         | 0.3               | 0.5%         |
| Business services, trade     | 0.00         | 0.3%         | 0.3           | 1.0%         | 0.3               | 0.6%         |
| Other business               | 0.00         | 0.1%         | 0.6           | 2.3%         | 0.4               | 0.7%         |
| <b>SUM Business trips</b>    | <b>0.02</b>  | <b>1.7%</b>  | <b>2.5</b>    | <b>9.4%</b>  | <b>2.3</b>        | <b>4.0%</b>  |
| Commercial tr. of goods      | 0.00         | 0.0%         | 0.0           | 0.0%         |                   |              |
| Commercial tr. of persons    | 0.00         | 0.0%         | 0.0           | 0.0%         |                   |              |
| Other commercial transp.     | 0.00         | 0.0%         | 0.0           | 0.0%         |                   |              |
| <b>SUM Commercial Tr.</b>    | <b>0.00</b>  | <b>0.0%</b>  | <b>0.0</b>    | <b>0.0%</b>  |                   |              |
| <b>Total</b>                 | <b>1.26</b>  | <b>100%</b>  | <b>26.2</b>   | <b>100%</b>  | <b>58.0</b>       | <b>100%</b>  |

**Figure 17: Purpose distribution by trips and journeys**

Comparison of main totals from table 15 and 16, above.



**Table 18: Trips by purpose group and mode chain type**  
(excl. commercial transport)

| Trips per person per day   | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>         | <b>0.04</b> | <b>0.04</b> | <b>0.33</b> | <b>0.62</b> | <b>0.00</b> | <b>1.03</b> |
| <b>Bicycle (only)</b>      | <b>0.21</b> | <b>0.07</b> | <b>0.18</b> | <b>0.17</b> | <b>0.01</b> | <b>0.65</b> |
| Driver of passenger car    | 0.15        | 0.01        | 0.30        | 0.19        | 0.03        | 0.68        |
| Passenger car, passenger   | 0.01        | 0.03        | 0.07        | 0.16        | 0.01        | 0.27        |
| Driver of other vehicle    | 0.01        | -           | 0.00        | 0.00        | 0.02        | 0.03        |
| Passenger in other vehicle | 0.00        | 0.00        | 0.00        | 0.01        | 0.00        | 0.01        |
| <b>SUM Car etc.</b>        | <b>0.16</b> | <b>0.04</b> | <b>0.37</b> | <b>0.37</b> | <b>0.06</b> | <b>0.99</b> |
| Train                      | 0.04        | 0.01        | 0.03        | 0.06        | 0.01        | 0.14        |
| Collective bus             | 0.01        | 0.01        | 0.02        | 0.03        | 0.00        | 0.07        |
| Train + bus in combination | 0.02        | 0.00        | 0.01        | 0.01        | 0.00        | 0.04        |
| Train/bus comb. w/bicycle  | 0.03        | 0.01        | 0.00        | 0.01        | 0.00        | 0.06        |
| Train/bus comb. w/car      | 0.00        | 0.00        | 0.00        | 0.01        | 0.00        | 0.01        |
| <b>SUM Collective</b>      | <b>0.10</b> | <b>0.03</b> | <b>0.06</b> | <b>0.12</b> | <b>0.01</b> | <b>0.32</b> |
| Other                      | -           | -           | -           | 0.00        | -           | 0.00        |
| <b>Total</b>               | <b>0.51</b> | <b>0.19</b> | <b>0.93</b> | <b>1.28</b> | <b>0.09</b> | <b>3.00</b> |

**Table 18a: Purpose distribution for mode chain types**

| Share of trips w/mode    | Workplace  | Educational | Errands    | Leisure    | Business  | SUM         |
|--------------------------|------------|-------------|------------|------------|-----------|-------------|
| <b>Walk (only)</b>       | <b>4%</b>  | <b>4%</b>   | <b>31%</b> | <b>60%</b> | <b>0%</b> | <b>100%</b> |
| <b>Bicycle (only)</b>    | <b>33%</b> | <b>11%</b>  | <b>28%</b> | <b>27%</b> | <b>2%</b> | <b>100%</b> |
| Driver of passenger car  | 21%        | 1%          | 44%        | 29%        | 5%        | 100%        |
| Passenger car, passenger | 4%         | 11%         | 24%        | 59%        | 2%        | 100%        |
| <b>SUM Car etc.</b>      | <b>16%</b> | <b>4%</b>   | <b>37%</b> | <b>37%</b> | <b>6%</b> | <b>100%</b> |
| <b>SUM Collective</b>    | <b>30%</b> | <b>11%</b>  | <b>18%</b> | <b>37%</b> | <b>4%</b> | <b>100%</b> |
| <b>Total</b>             | <b>17%</b> | <b>6%</b>   | <b>31%</b> | <b>43%</b> | <b>3%</b> | <b>100%</b> |

**Table 18b: Modal split by purpose group**

| Share of trips w/purpose   | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>         | <b>8%</b>   | <b>24%</b>  | <b>35%</b>  | <b>49%</b>  | <b>3%</b>   | <b>35%</b>  |
| <b>Bicycle (only)</b>      | <b>42%</b>  | <b>37%</b>  | <b>19%</b>  | <b>13%</b>  | <b>14%</b>  | <b>22%</b>  |
| Driver of passenger car    | 28%         | 4%          | 32%         | 15%         | 41%         | 23%         |
| Passenger car, passenger   | 2%          | 16%         | 7%          | 12%         | 7%          | 9%          |
| Driver of other vehicle    | 1%          | -           | 0%          | 0%          | 18%         | 1%          |
| Passenger in other vehicle | 0%          | 0%          | 0%          | 1%          | 1%          | 0%          |
| <b>SUM Car etc.</b>        | <b>32%</b>  | <b>21%</b>  | <b>39%</b>  | <b>29%</b>  | <b>67%</b>  | <b>33%</b>  |
| Train                      | 7%          | 5%          | 3%          | 5%          | 7%          | 5%          |
| Collective bus             | 3%          | 6%          | 2%          | 2%          | 1%          | 2%          |
| Train + bus in combination | 3%          | 2%          | 1%          | 1%          | 1%          | 1%          |
| Train/bus comb. w/bicycle  | 6%          | 5%          | 0%          | 1%          | 3%          | 2%          |
| Train/bus comb. w/car      | 0%          | 0%          | 0%          | 1%          | 4%          | 0%          |
| <b>SUM Collective</b>      | <b>19%</b>  | <b>19%</b>  | <b>6%</b>   | <b>9%</b>   | <b>16%</b>  | <b>11%</b>  |
| <b>Total</b>               | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 18c: All trips by mode and purpose**

| Share of total trips  | Workplace    | Educational | Errands      | Leisure      | Business    | SUM          |
|-----------------------|--------------|-------------|--------------|--------------|-------------|--------------|
| <b>Walk (only)</b>    | <b>1.3%</b>  | <b>1.5%</b> | <b>10.8%</b> | <b>20.8%</b> | <b>0.1%</b> | <b>34.5%</b> |
| <b>Bicycle (only)</b> | <b>7.1%</b>  | <b>2.3%</b> | <b>5.9%</b>  | <b>5.8%</b>  | <b>0.4%</b> | <b>21.5%</b> |
| <b>SUM Car etc.</b>   | <b>5.4%</b>  | <b>1.3%</b> | <b>12.2%</b> | <b>12.2%</b> | <b>1.9%</b> | <b>33.1%</b> |
| <b>SUM Collective</b> | <b>3.3%</b>  | <b>1.2%</b> | <b>2.0%</b>  | <b>4.0%</b>  | <b>0.5%</b> | <b>10.8%</b> |
| <b>Total</b>          | <b>17.2%</b> | <b>6.3%</b> | <b>31.0%</b> | <b>42.8%</b> | <b>2.8%</b> | <b>100%</b>  |

**Table 19: Travel time by purpose group and mode chain type**  
(excl. commercial transport)

| Minutes per person per day | Workplace   | Educational | Errands     | Leisure     | Business   | SUM         |
|----------------------------|-------------|-------------|-------------|-------------|------------|-------------|
| <b>Walk (only)</b>         | <b>0.6</b>  | <b>0.5</b>  | <b>2.8</b>  | <b>10.8</b> | <b>0.1</b> | <b>14.7</b> |
| <b>Bicycle (only)</b>      | <b>4.1</b>  | <b>0.8</b>  | <b>1.6</b>  | <b>2.6</b>  | <b>0.1</b> | <b>9.2</b>  |
| Driver of passenger car    | 3.5         | 0.1         | 3.3         | 4.7         | 0.7        | 12.4        |
| Passenger car, passenger   | 0.2         | 0.4         | 0.9         | 4.2         | 0.2        | 5.9         |
| Driver of other vehicle    | 0.1         | -           | 0.0         | 0.1         | 0.3        | 0.5         |
| Passenger in other vehicle | 0.0         | 0.0         | 0.1         | 0.3         | 0.0        | 0.5         |
| <b>SUM Car etc.</b>        | <b>3.8</b>  | <b>0.5</b>  | <b>4.3</b>  | <b>9.4</b>  | <b>1.2</b> | <b>19.3</b> |
| Train                      | 1.3         | 0.3         | 0.8         | 2.5         | 0.2        | 5.2         |
| Collective bus             | 0.6         | 0.4         | 0.6         | 1.4         | 0.1        | 3.1         |
| Train + bus in combination | 0.7         | 0.1         | 0.5         | 0.8         | 0.2        | 2.3         |
| Train/bus comb. w/bicycle  | 1.3         | 0.4         | 0.1         | 0.6         | 0.2        | 2.6         |
| Train/bus comb. w/car      | 0.1         | 0.0         | 0.0         | 0.8         | 0.6        | 1.5         |
| <b>SUM Collective</b>      | <b>4.0</b>  | <b>1.3</b>  | <b>2.1</b>  | <b>6.2</b>  | <b>1.2</b> | <b>14.8</b> |
| Other                      | -           | -           | -           | 0.1         | -          | 0.1         |
| <b>Total</b>               | <b>12.5</b> | <b>3.0</b>  | <b>10.8</b> | <b>29.0</b> | <b>2.7</b> | <b>58.0</b> |

**Table 19a: Distribution, travel time for each mode chain type**

| Share of time w/chain type | Workplace  | Educational | Errands    | Leisure    | Business  | SUM         |
|----------------------------|------------|-------------|------------|------------|-----------|-------------|
| <b>Walk (only)</b>         | <b>4%</b>  | <b>3%</b>   | <b>19%</b> | <b>74%</b> | <b>0%</b> | <b>100%</b> |
| <b>Bicycle (only)</b>      | <b>44%</b> | <b>8%</b>   | <b>17%</b> | <b>29%</b> | <b>2%</b> | <b>100%</b> |
| Driver of passenger car    | 28%        | 1%          | 27%        | 38%        | 6%        | 100%        |
| Passenger car, passenger   | 3%         | 6%          | 15%        | 72%        | 4%        | 100%        |
| <b>SUM Car etc.</b>        | <b>20%</b> | <b>3%</b>   | <b>23%</b> | <b>49%</b> | <b>6%</b> | <b>100%</b> |
| <b>SUM Collective</b>      | <b>27%</b> | <b>9%</b>   | <b>14%</b> | <b>42%</b> | <b>8%</b> | <b>100%</b> |
| <b>Total</b>               | <b>22%</b> | <b>5%</b>   | <b>19%</b> | <b>50%</b> | <b>5%</b> | <b>100%</b> |

**Table 19b: Distribution, travel time for each purpose group**

| Share of travel time w/purp | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>          | <b>5%</b>   | <b>15%</b>  | <b>26%</b>  | <b>37%</b>  | <b>2%</b>   | <b>25%</b>  |
| <b>Bicycle (only)</b>       | <b>33%</b>  | <b>25%</b>  | <b>14%</b>  | <b>9%</b>   | <b>5%</b>   | <b>16%</b>  |
| Driver of passenger car     | 28%         | 4%          | 31%         | 16%         | 26%         | 21%         |
| Passenger car, passenger    | 2%          | 12%         | 8%          | 15%         | 9%          | 10%         |
| Driver of other vehicle     | 1%          | -           | 0%          | 0%          | 11%         | 1%          |
| Passenger in other vehicle  | 0%          | 0%          | 1%          | 1%          | 1%          | 1%          |
| <b>SUM Car etc.</b>         | <b>31%</b>  | <b>16%</b>  | <b>40%</b>  | <b>32%</b>  | <b>47%</b>  | <b>33%</b>  |
| Train                       | 10%         | 11%         | 8%          | 9%          | 9%          | 9%          |
| Collective bus              | 5%          | 12%         | 6%          | 5%          | 2%          | 5%          |
| Train + bus in combination  | 6%          | 5%          | 5%          | 3%          | 6%          | 4%          |
| Train/bus comb. w/bicycle   | 11%         | 13%         | 1%          | 2%          | 7%          | 5%          |
| Train/bus comb. w/car       | 0%          | 2%          | 0%          | 3%          | 21%         | 3%          |
| <b>SUM Collective</b>       | <b>32%</b>  | <b>43%</b>  | <b>19%</b>  | <b>21%</b>  | <b>46%</b>  | <b>25%</b>  |
| <b>Total</b>                | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 19c: Distribution, total travel time**

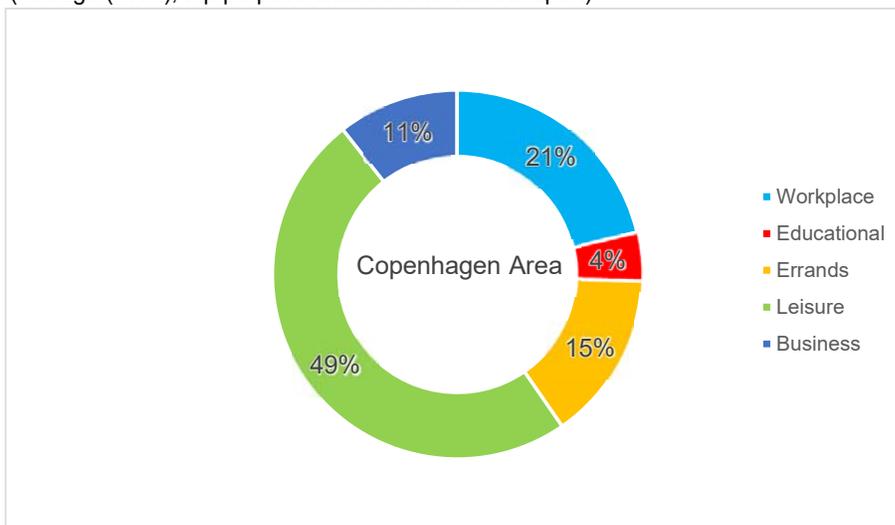
| Share of total travel time | Workplace    | Educational | Errands      | Leisure      | Business    | SUM          |
|----------------------------|--------------|-------------|--------------|--------------|-------------|--------------|
| <b>Walk (only)</b>         | <b>1.0%</b>  | <b>0.8%</b> | <b>4.8%</b>  | <b>18.7%</b> | <b>0.1%</b> | <b>25.4%</b> |
| <b>Bicycle (only)</b>      | <b>7.0%</b>  | <b>1.3%</b> | <b>2.7%</b>  | <b>4.5%</b>  | <b>0.3%</b> | <b>15.8%</b> |
| <b>SUM Car etc.</b>        | <b>6.6%</b>  | <b>0.9%</b> | <b>7.5%</b>  | <b>16.1%</b> | <b>2.1%</b> | <b>33.2%</b> |
| <b>SUM Collective</b>      | <b>6.9%</b>  | <b>2.3%</b> | <b>3.6%</b>  | <b>10.6%</b> | <b>2.1%</b> | <b>25.5%</b> |
| <b>Total</b>               | <b>21.5%</b> | <b>5.3%</b> | <b>18.6%</b> | <b>50.0%</b> | <b>4.6%</b> | <b>100%</b>  |



**Table 20c: Distribution, mileage by mode and purpose group**  
(excl. commercial transport)

| Share mileage (PKM)          | Workplace    | Educational | Errands      | Leisure      | Business     | SUM          |
|------------------------------|--------------|-------------|--------------|--------------|--------------|--------------|
| Walk or run                  | 0.6%         | 0.3%        | 1.1%         | 4.0%         | 0.1%         | 6.0%         |
| Skateb., roller skates etc.  | -            | 0.0%        | 0.0%         | 0.0%         | -            | 0.0%         |
| <b>SUM Walk etc.</b>         | <b>0.6%</b>  | <b>0.3%</b> | <b>1.1%</b>  | <b>4.0%</b>  | <b>0.1%</b>  | <b>6.0%</b>  |
| Bicycle                      | 4.6%         | 0.7%        | 1.4%         | 2.3%         | 0.2%         | 9.2%         |
| Moped 30 km/h                | 0.0%         | -           | -            | 0.0%         | -            | 0.0%         |
| Disability moped (electric)  | -            | -           | -            | -            | -            | -            |
| Electric scooter etc.        | 0.1%         | -           | -            | 0.0%         | -            | 0.1%         |
| <b>SUM Bicycle etc.</b>      | <b>4.7%</b>  | <b>0.7%</b> | <b>1.4%</b>  | <b>2.4%</b>  | <b>0.2%</b>  | <b>9.3%</b>  |
| Moped 45 km/h                | 0.0%         | -           | -            | -            | -            | 0.0%         |
| Motorcycle                   | 0.1%         | -           | -            | 0.1%         | -            | 0.1%         |
| Passenger car                | 10.8%        | 1.2%        | 10.3%        | 29.9%        | 3.5%         | 55.6%        |
| Taxi cab                     | 0.0%         | 0.0%        | 0.0%         | 0.1%         | 0.0%         | 0.1%         |
| Van                          | 0.4%         | -           | 0.1%         | 0.3%         | 0.8%         | 1.5%         |
| Lorry                        | -            | -           | -            | 0.0%         | 0.2%         | 0.2%         |
| Tractor, working vehicle     | -            | -           | -            | -            | -            | -            |
| Tourist coach, rented bus    | -            | -           | 0.3%         | 1.4%         | 0.9%         | 2.5%         |
| <b>SUM Car etc.</b>          | <b>11.3%</b> | <b>1.2%</b> | <b>10.7%</b> | <b>31.7%</b> | <b>5.4%</b>  | <b>60.2%</b> |
| Collective, public bus       | 0.7%         | 0.4%        | 0.6%         | 1.4%         | 0.0%         | 3.2%         |
| Dial-a-ride, flex. transport | -            | 0.0%        | 0.0%         | 0.8%         | -            | 0.8%         |
| <b>SUM Collective road</b>   | <b>0.7%</b>  | <b>0.4%</b> | <b>0.6%</b>  | <b>2.2%</b>  | <b>0.0%</b>  | <b>4.1%</b>  |
| S-train (Cph suburban rail)  | 2.9%         | 0.6%        | 0.5%         | 2.1%         | 0.2%         | 6.4%         |
| Copenhagen Metro             | 0.7%         | 0.2%        | 0.4%         | 0.9%         | 0.0%         | 2.2%         |
| Light rail / tram            | -            | -           | -            | -            | -            | -            |
| Other train                  | 0.5%         | 0.7%        | 0.1%         | 5.6%         | 4.4%         | 11.3%        |
| <b>SUM Train</b>             | <b>4.1%</b>  | <b>1.6%</b> | <b>1.0%</b>  | <b>8.6%</b>  | <b>4.7%</b>  | <b>19.9%</b> |
| Horse carriage, horse        | -            | -           | -            | -            | -            | -            |
| Ferry, water bus             | -            | -           | -            | 0.1%         | -            | 0.1%         |
| Leisure boat                 | -            | -           | -            | 0.0%         | -            | 0.0%         |
| Airplane                     | -            | -           | -            | -            | 0.3%         | 0.3%         |
| <b>SUM Other</b>             | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>0.2%</b>  | <b>0.3%</b>  | <b>0.5%</b>  |
| <b>Total</b>                 | <b>21.3%</b> | <b>4.2%</b> | <b>14.9%</b> | <b>49.0%</b> | <b>10.6%</b> | <b>100%</b>  |

**Figure 21: Mileage by purpose group**  
(mileage (PKM), trip purpose excl. commercial transport)



**Table 22: Vehicle mileage by mode and purpose group**

(persons resident in the Copenhagen Area, drivers purpose, road traffic excl. commercial transport)

| km per person per day       | Workplace  | Educational | Errands    | Leisure    | Business   | SUM         |
|-----------------------------|------------|-------------|------------|------------|------------|-------------|
| Bicycle                     | 1.2        | 0.2         | 0.4        | 0.6        | 0.0        | 2.4         |
| Moped 30 km/h               | 0.0        | -           | -          | 0.0        | -          | 0.0         |
| Disability moped (electric) | -          | -           | -          | -          | -          | -           |
| Electric scooter etc.       | 0.0        | -           | -          | 0.0        | -          | 0.0         |
| <b>SUM Bicycle etc.</b>     | <b>1.2</b> | <b>0.2</b>  | <b>0.4</b> | <b>0.6</b> | <b>0.0</b> | <b>2.4</b>  |
| Moped 45 km/h               | 0.0        | -           | -          | -          | -          | 0.0         |
| Motorcycle                  | 0.0        | -           | -          | 0.0        | -          | 0.0         |
| Passenger car               | 2.6        | 0.1         | 2.0        | 4.0        | 0.6        | 9.3         |
| Taxi cab                    | -          | -           | -          | -          | -          | -           |
| Van                         | 0.1        | -           | 0.0        | 0.1        | 0.2        | 0.4         |
| Lorry                       | -          | -           | -          | -          | 0.0        | 0.0         |
| Tractor, working vehicle    | -          | -           | -          | -          | -          | -           |
| Tourist coach, rented bus   | -          | -           | -          | -          | -          | -           |
| <b>SUM Car etc.</b>         | <b>2.8</b> | <b>0.1</b>  | <b>2.0</b> | <b>4.0</b> | <b>0.8</b> | <b>9.8</b>  |
| <b>Total</b>                | <b>4.0</b> | <b>0.3</b>  | <b>2.4</b> | <b>4.6</b> | <b>0.9</b> | <b>12.2</b> |

**Table 22a: Distribution, vehicle mileage for each mode**

| Share mileage w/mode    | Workplace  | Educational | Errands    | Leisure    | Business  | SUM         |
|-------------------------|------------|-------------|------------|------------|-----------|-------------|
| <b>SUM Bicycle etc.</b> | <b>51%</b> | <b>8%</b>   | <b>15%</b> | <b>25%</b> | <b>2%</b> | <b>100%</b> |
| Passenger car           | 28%        | 1%          | 22%        | 43%        | 6%        | 100%        |
| Van                     | 25%        | -           | 6%         | 14%        | 55%       | 100%        |
| <b>SUM Car etc.</b>     | <b>28%</b> | <b>1%</b>   | <b>21%</b> | <b>41%</b> | <b>9%</b> | <b>100%</b> |
| <b>Total</b>            | <b>33%</b> | <b>2%</b>   | <b>20%</b> | <b>38%</b> | <b>7%</b> | <b>100%</b> |

**Table 22b: Distribution, vehicle mileage for each purpose group**

| Share mileage w/purpose     | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Bicycle                     | 30%         | 68%         | 15%         | 13%         | 4%          | 20%         |
| Moped 30 km/h               | 0%          | -           | -           | 0%          | -           | 0%          |
| Disability moped (electric) | -           | -           | -           | -           | -           | -           |
| Electric scooter etc.       | 1%          | -           | -           | 0%          | -           | 0%          |
| <b>SUM Bicycle etc.</b>     | <b>31%</b>  | <b>68%</b>  | <b>15%</b>  | <b>13%</b>  | <b>4%</b>   | <b>20%</b>  |
| Moped 45 km/h               | 0%          | -           | -           | -           | -           | 0%          |
| Motorcycle                  | 0%          | -           | -           | 0%          | -           | 0%          |
| Passenger car               | 66%         | 32%         | 84%         | 85%         | 67%         | 76%         |
| Van                         | 2%          | -           | 1%          | 1%          | 23%         | 3%          |
| <b>SUM Car etc.</b>         | <b>69%</b>  | <b>32%</b>  | <b>85%</b>  | <b>87%</b>  | <b>96%</b>  | <b>80%</b>  |
| <b>Total</b>                | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 22c: Distribution, vehicle mileage**

| Share of total mileage      | Workplace    | Educational | Errands      | Leisure      | Business    | SUM          |
|-----------------------------|--------------|-------------|--------------|--------------|-------------|--------------|
| Bicycle                     | 9.8%         | 1.5%        | 2.9%         | 4.9%         | 0.3%        | 19.5%        |
| Moped 30 km/h               | 0.0%         | -           | -            | 0.0%         | -           | 0.0%         |
| Disability moped (electric) | -            | -           | -            | -            | -           | -            |
| Electric scooter etc.       | 0.2%         | -           | -            | 0.1%         | -           | 0.3%         |
| <b>SUM Bicycle etc.</b>     | <b>10.0%</b> | <b>1.5%</b> | <b>2.9%</b>  | <b>5.0%</b>  | <b>0.3%</b> | <b>19.8%</b> |
| Moped 45 km/h               | 0.1%         | -           | -            | -            | -           | 0.1%         |
| Motorcycle                  | 0.1%         | -           | -            | 0.1%         | -           | 0.2%         |
| Passenger car               | 21.7%        | 0.7%        | 16.6%        | 32.5%        | 4.8%        | 76.4%        |
| Van                         | 0.8%         | -           | 0.2%         | 0.4%         | 1.6%        | 3.0%         |
| Lorry                       | -            | -           | -            | -            | 0.4%        | 0.4%         |
| Tractor, working vehicle    | -            | -           | -            | -            | -           | -            |
| Tourist coach, rented bus   | -            | -           | -            | -            | -           | -            |
| <b>SUM Car etc.</b>         | <b>22.7%</b> | <b>0.7%</b> | <b>16.8%</b> | <b>33.1%</b> | <b>6.9%</b> | <b>80.2%</b> |
| <b>Total</b>                | <b>32.7%</b> | <b>2.2%</b> | <b>19.7%</b> | <b>38.1%</b> | <b>7.2%</b> | <b>100%</b>  |

**Table 23: Journeys by purpose group and mode chain type**

| Journeys per person per day | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>          | <b>0.01</b> | <b>0.02</b> | <b>0.13</b> | <b>0.27</b> | <b>0.00</b> | <b>0.44</b> |
| <b>Bicycle (only)</b>       | <b>0.11</b> | <b>0.03</b> | <b>0.06</b> | <b>0.07</b> | <b>0.00</b> | <b>0.27</b> |
| Driver of passenger car     | 0.07        | 0.00        | 0.11        | 0.09        | 0.01        | 0.28        |
| Passenger car, passenger    | 0.00        | 0.01        | 0.02        | 0.07        | 0.00        | 0.10        |
| Driver of other vehicle     | 0.00        | -           | 0.00        | 0.00        | 0.00        | 0.01        |
| Passenger in other vehicle  | -           | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        |
| <b>SUM Car etc.</b>         | <b>0.08</b> | <b>0.02</b> | <b>0.13</b> | <b>0.16</b> | <b>0.01</b> | <b>0.40</b> |
| Train                       | 0.02        | 0.00        | 0.01        | 0.02        | 0.00        | 0.05        |
| Collective bus              | 0.01        | 0.00        | 0.00        | 0.01        | 0.00        | 0.02        |
| Train + bus in combination  | 0.01        | 0.00        | 0.00        | 0.01        | 0.00        | 0.03        |
| Train/bus comb. w/bicycle   | 0.02        | 0.00        | 0.00        | 0.01        | 0.00        | 0.03        |
| Train/bus comb. w/car       | 0.01        | 0.00        | 0.00        | 0.01        | 0.00        | 0.02        |
| <b>SUM Collective</b>       | <b>0.05</b> | <b>0.02</b> | <b>0.02</b> | <b>0.06</b> | <b>0.01</b> | <b>0.16</b> |
| Other                       | -           | -           | -           | 0.00        | -           | 0.00        |
| <b>Total</b>                | <b>0.25</b> | <b>0.09</b> | <b>0.34</b> | <b>0.56</b> | <b>0.02</b> | <b>1.26</b> |

**Table 23a: Distribution journey count for each mode**

| Share journeys w/mode    | Workplace  | Educational | Errands    | Leisure    | Business  | SUM         |
|--------------------------|------------|-------------|------------|------------|-----------|-------------|
| <b>Walk (only)</b>       | <b>3%</b>  | <b>4%</b>   | <b>30%</b> | <b>62%</b> | <b>0%</b> | <b>100%</b> |
| <b>Bicycle (only)</b>    | <b>39%</b> | <b>12%</b>  | <b>21%</b> | <b>27%</b> | <b>1%</b> | <b>100%</b> |
| Driver of passenger car  | 25%        | 1%          | 39%        | 32%        | 3%        | 100%        |
| Passenger car, passenger | 2%         | 13%         | 19%        | 65%        | 1%        | 100%        |
| <b>SUM Car etc.</b>      | <b>19%</b> | <b>4%</b>   | <b>33%</b> | <b>40%</b> | <b>3%</b> | <b>100%</b> |
| <b>SUM Collective</b>    | <b>35%</b> | <b>12%</b>  | <b>14%</b> | <b>36%</b> | <b>3%</b> | <b>100%</b> |
| <b>Total</b>             | <b>20%</b> | <b>7%</b>   | <b>27%</b> | <b>44%</b> | <b>2%</b> | <b>100%</b> |

**Table 23b: Modal split (journeys) by purpose groups**

| Share journeys w/purpose   | Workplace   | Educational | Errands     | Leisure     | Business    | SUM         |
|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>         | <b>6%</b>   | <b>21%</b>  | <b>39%</b>  | <b>49%</b>  | <b>2%</b>   | <b>35%</b>  |
| <b>Bicycle (only)</b>      | <b>42%</b>  | <b>38%</b>  | <b>16%</b>  | <b>13%</b>  | <b>11%</b>  | <b>21%</b>  |
| Driver of passenger car    | 28%         | 4%          | 32%         | 16%         | 38%         | 22%         |
| Passenger car, passenger   | 1%          | 16%         | 6%          | 12%         | 5%          | 8%          |
| Driver of other vehicle    | 1%          | -           | 0%          | 0%          | 20%         | 1%          |
| Passenger in other vehicle | -           | 0%          | 0%          | 0%          | 1%          | 0%          |
| <b>SUM Car etc.</b>        | <b>30%</b>  | <b>20%</b>  | <b>38%</b>  | <b>29%</b>  | <b>63%</b>  | <b>32%</b>  |
| Train                      | 7%          | 3%          | 3%          | 4%          | 6%          | 4%          |
| Collective bus             | 2%          | 5%          | 1%          | 1%          | 2%          | 2%          |
| Train + bus in combination | 3%          | 3%          | 1%          | 2%          | 2%          | 2%          |
| Train/bus comb. w/bicycle  | 7%          | 5%          | 0%          | 1%          | 6%          | 2%          |
| Train/bus comb. w/car      | 2%          | 4%          | 1%          | 2%          | 8%          | 2%          |
| <b>SUM Collective</b>      | <b>22%</b>  | <b>21%</b>  | <b>6%</b>   | <b>10%</b>  | <b>24%</b>  | <b>12%</b>  |
| <b>Total</b>               | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 23c: Distribution, all journeys**

| Share of all journeys | Workplace    | Educational | Errands      | Leisure      | Business    | SUM          |
|-----------------------|--------------|-------------|--------------|--------------|-------------|--------------|
| <b>Walk (only)</b>    | <b>1.1%</b>  | <b>1.4%</b> | <b>10.6%</b> | <b>21.6%</b> | <b>0.0%</b> | <b>34.7%</b> |
| <b>Bicycle (only)</b> | <b>8.4%</b>  | <b>2.6%</b> | <b>4.4%</b>  | <b>5.7%</b>  | <b>0.2%</b> | <b>21.3%</b> |
| <b>SUM Car etc.</b>   | <b>6.0%</b>  | <b>1.4%</b> | <b>10.4%</b> | <b>12.7%</b> | <b>1.1%</b> | <b>31.6%</b> |
| <b>SUM Collective</b> | <b>4.4%</b>  | <b>1.4%</b> | <b>1.7%</b>  | <b>4.4%</b>  | <b>0.4%</b> | <b>12.3%</b> |
| <b>Total</b>          | <b>20.0%</b> | <b>6.9%</b> | <b>27.1%</b> | <b>44.4%</b> | <b>1.7%</b> | <b>100%</b>  |

# Commuting

**Table 24: Commuter journeys by chaintype**

Journeys with primary purpose workplace or education in the Copenhagen Area, by mode chain type.

| Share of commuter journeys | Workplace   | Educational | Commute total |
|----------------------------|-------------|-------------|---------------|
| <b>Walk (only)</b>         | <b>4%</b>   | <b>21%</b>  | <b>8.0%</b>   |
| <b>Bicycle (only)</b>      | <b>34%</b>  | <b>40%</b>  | <b>35.6%</b>  |
| Driver of passenger car    | 34%         | 3%          | 27.6%         |
| Passenger car, passenger   | 1%          | 16%         | 4.6%          |
| Driver of other vehicle    | -           | -           | -             |
| Non-collective bus         | 1%          | -           | 0.9%          |
| Passenger in other vehicle | -           | 0%          | 0.1%          |
| <b>SUM Car etc.</b>        | <b>37%</b>  | <b>19%</b>  | <b>33.2%</b>  |
| Train                      | 6%          | 5%          | 5.8%          |
| Collective bus             | 2%          | 5%          | 2.6%          |
| Train + bus in combination | 4%          | 3%          | 3.4%          |
| Train/bus comb. w/bicycle  | 7%          | 4%          | 6.2%          |
| Train/bus comb. w/car      | 5%          | 4%          | 5.1%          |
| <b>SUM Collective</b>      | <b>24%</b>  | <b>20%</b>  | <b>23.2%</b>  |
| Other                      | -           | -           | -             |
| <b>Total</b>               | <b>100%</b> | <b>100%</b> | <b>100%</b>   |

Extract defined as journeys with primary target workplace or educational place. This includes journeys with business trip or school excursions, if the permanent commuter destination is the primary target on the journey. Notice, that the primary target is defined as the destination with the longest dwell time.

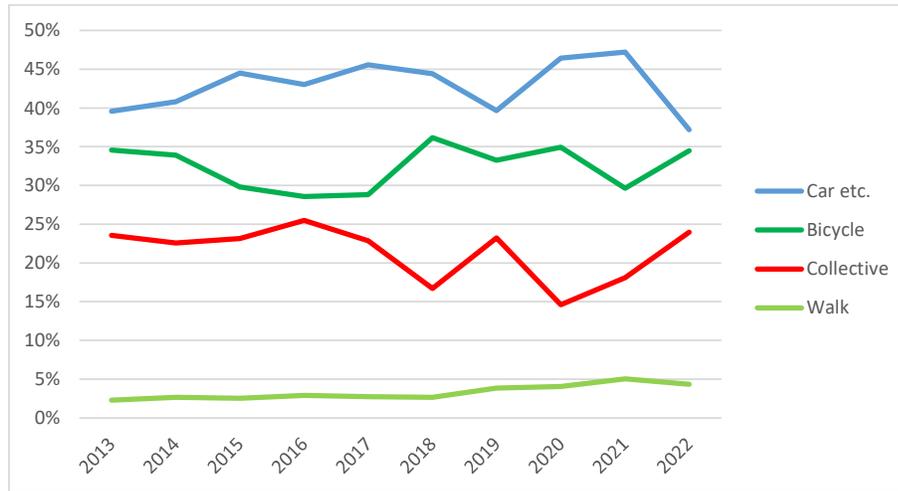
**Table 25: Time series, modal split, workplace commuting**

Journeys with primary target workplace in the Copenhagen Area, by mode chain group. Calculated on basis of persons 10-84 years of age, with confidence interval.

|      | Walk       | Bicycle     | Car etc.    | Collective  | Other      |
|------|------------|-------------|-------------|-------------|------------|
| 2013 | 2.3% ±1.1% | 34.5% ±3.3% | 39.6% ±3.6% | 23.6% ±3.4% | -          |
| 2014 | 2.6% ±1.5% | 33.9% ±3.6% | 40.8% ±4.2% | 22.6% ±3.8% | 0.1% ±0.2% |
| 2015 | 2.5% ±1.4% | 29.8% ±4.1% | 44.5% ±4.2% | 23.2% ±3.8% | -          |
| 2016 | 2.9% ±1.4% | 28.6% ±3.5% | 43.0% ±3.3% | 25.5% ±3.4% | -          |
| 2017 | 2.8% ±1.4% | 28.8% ±3.8% | 45.6% ±4.4% | 22.9% ±3.5% | -          |
| 2018 | 2.7% ±1.2% | 36.2% ±3.3% | 44.4% ±3.4% | 16.7% ±2.9% | -          |
| 2019 | 3.8% ±1.8% | 33.3% ±3.8% | 39.7% ±3.5% | 23.2% ±3.3% | -          |
| 2020 | 4.0% ±1.5% | 34.9% ±3.8% | 46.4% ±3.6% | 14.6% ±2.7% | -          |
| 2021 | 5.0% ±1.8% | 29.6% ±5.2% | 47.2% ±4.8% | 18.1% ±3.3% | -          |
| 2022 | 4.4% ±2.3% | 34.5% ±4.2% | 37.2% ±3.9% | 24.0% ±3.7% | -          |

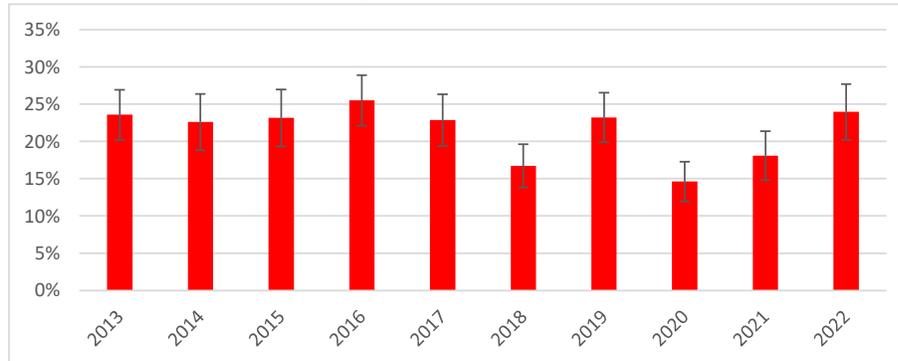
**Figure 26: Time series, commuter modal split**

Illustration of table 25, above.



**Figure 27: Collective share of workplace commuting**

Illustration of collective commuter journeys from table 25, above, with confidence interval.







**Table 31: Age groups, mileage by mode**

| km per person per day, excl. commerc. transp. | 6-17 yrs    | 18-30 yrs   | 31-50 yrs   | 51-65 yrs   | >=66 yrs    |
|---|-------------|-------------|-------------|-------------|-------------|
| Walk or run                                   | 1.3         | 1.8         | 1.4         | 1.6         | 1.6         |
| Skateb., roller skates etc.                   | 0.1         | 0.0         | 0.0         | -           | -           |
| <b>SUM Walk etc.</b>                          | <b>1.3</b>  | <b>1.8</b>  | <b>1.4</b>  | <b>1.6</b>  | <b>1.6</b>  |
| Bicycle                                       | 1.5         | 2.6         | 3.4         | 2.3         | 0.9         |
| Moped 30 km/h                                 | -           | 0.0         | 0.0         | -           | -           |
| Disability moped (electric)                   | -           | -           | -           | -           | -           |
| Electric scooter etc.                         | 0.0         | -           | 0.1         | 0.0         | -           |
| <b>SUM Bicycle etc.</b>                       | <b>1.5</b>  | <b>2.6</b>  | <b>3.5</b>  | <b>2.3</b>  | <b>0.9</b>  |
| Moped 45 km/h                                 | -           | -           | 0.0         | 0.1         | -           |
| Motorcycle                                    | -           | 0.0         | 0.1         | -           | -           |
| Passenger car                                 | 10.3        | 12.6        | 17.0        | 19.2        | 9.7         |
| Taxi cab                                      | 0.1         | 0.0         | 0.1         | 0.0         | 0.1         |
| Van   | 0.0         | 0.5         | 0.5         | 0.5         | 0.2         |
| Lorry   | -           | 0.0         | 0.2         | -           | -           |
| Tractor, working vehicle                      | -           | -           | -           | -           | -           |
| Tourist coach, rented bus                     | 0.6         | -           | 0.8         | -           | 2.6         |
| <b>SUM Car etc.</b>                           | <b>11.0</b> | <b>13.2</b> | <b>18.6</b> | <b>19.8</b> | <b>12.6</b> |
| Collective, public bus                        | 0.8         | 1.0         | 0.6         | 1.6         | 0.2         |
| Dial-a-ride, flex. transport                  | -           | 0.9         | -           | -           | 0.0         |
| <b>SUM Collective road</b>                    | <b>0.8</b>  | <b>1.9</b>  | <b>0.6</b>  | <b>1.6</b>  | <b>0.2</b>  |
| S-train (Cph suburban rail)                   | 1.5         | 2.2         | 2.3         | 1.1         | 0.3         |
| Copenhagen Metro                              | 0.8         | 0.9         | 0.6         | 0.4         | 0.2         |
| Light rail / tram                             | -           | -           | -           | -           | -           |
| Other train                                   | 1.8         | 4.5         | 2.7         | 3.8         | 0.8         |
| <b>SUM Train</b>                              | <b>4.1</b>  | <b>7.6</b>  | <b>5.5</b>  | <b>5.3</b>  | <b>1.3</b>  |
| Horse carriage, horse                         | -           | -           | -           | -           | -           |
| Ferry, water bus                              | 0.0         | -           | 0.1         | -           | -           |
| Leisure boat                                  | -           | 0.0         | 0.0         | -           | -           |
| Airplane                                      | -           | -           | 0.3         | -           | -           |
| <b>SUM Other</b>                              | <b>0.0</b>  | <b>0.0</b>  | <b>0.4</b>  | -           | -           |
| <b>Total</b>                                  | <b>18.8</b> | <b>27.1</b> | <b>30.0</b> | <b>30.6</b> | <b>16.6</b> |

**Table 31a: Age groups, modal split (PKM)**

| Share of personal mileage   | 6-17 yrs    | 18-30 yrs   | 31-50 yrs   | 51-65 yrs   | >=66 yrs    |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>SUM Walk etc.</b>        | <b>7%</b>   | <b>7%</b>   | <b>5%</b>   | <b>5%</b>   | <b>10%</b>  |
| <b>SUM Bicycle etc.</b>     | <b>8%</b>   | <b>10%</b>  | <b>12%</b>  | <b>8%</b>   | <b>5%</b>   |
| Moped 45 km/h               | -           | -           | 0%          | 0%          | -           |
| Motorcycle                  | -           | 0%          | 0%          | -           | -           |
| Passenger car               | 55%         | 47%         | 57%         | 63%         | 59%         |
| Taxi cab                    | 0%          | 0%          | 0%          | 0%          | 0%          |
| Van                         | 0%          | 2%          | 2%          | 2%          | 1%          |
| Lorry                       | -           | 0%          | 1%          | -           | -           |
| Tractor, working vehicle    | -           | -           | -           | -           | -           |
| Tourist coach, rented bus   | 3%          | -           | 3%          | -           | 16%         |
| <b>SUM Car etc.</b>         | <b>58%</b>  | <b>49%</b>  | <b>62%</b>  | <b>65%</b>  | <b>76%</b>  |
| <b>SUM Collective road</b>  | <b>4%</b>   | <b>7%</b>   | <b>2%</b>   | <b>5%</b>   | <b>1%</b>   |
| S-train (Cph suburban rail) | 8%          | 8%          | 8%          | 4%          | 2%          |
| Metro + Light rail          | 4%          | 5%          | 3%          | 2%          | 1%          |
| Other train                 | 10%         | 17%         | 9%          | 12%         | 5%          |
| <b>SUM Train</b>            | <b>22%</b>  | <b>28%</b>  | <b>18%</b>  | <b>17%</b>  | <b>8%</b>   |
| <b>SUM Other</b>            | <b>0%</b>   | <b>0%</b>   | <b>1%</b>   | -           | -           |
| <b>Total</b>                | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 32: Age groups, journeys by chain type**

| Journeys per person per day | 6-17 yrs    | 18-30 yrs   | 31-50 yrs   | 51-65 yrs   | >=66 yrs    |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>          | <b>0.37</b> | <b>0.48</b> | <b>0.36</b> | <b>0.46</b> | <b>0.56</b> |
| <b>Bicycle (only)</b>       | <b>0.29</b> | <b>0.25</b> | <b>0.33</b> | <b>0.27</b> | <b>0.14</b> |
| Car etc. as driver          | -           | 0.22        | 0.42        | 0.42        | 0.23        |
| Car etc. as passenger       | 0.34        | 0.08        | 0.06        | 0.07        | 0.06        |
| <b>SUM Car etc.</b>         | <b>0.34</b> | <b>0.29</b> | <b>0.49</b> | <b>0.49</b> | <b>0.30</b> |
| Train                       | 0.04        | 0.07        | 0.06        | 0.04        | 0.03        |
| Collective bus              | 0.05        | 0.02        | 0.01        | 0.03        | 0.02        |
| Train + bus in combination  | 0.04        | 0.04        | 0.03        | 0.03        | 0.00        |
| Train/bus comb. w/bicycle   | 0.03        | 0.04        | 0.04        | 0.02        | 0.00        |
| Train/bus comb. w/car       | 0.03        | 0.03        | 0.02        | 0.02        | 0.01        |
| <b>SUM Collective</b>       | <b>0.17</b> | <b>0.20</b> | <b>0.16</b> | <b>0.14</b> | <b>0.07</b> |
| Other                       | 0.00        | 0.00        | -           | -           | -           |
| <b>Total</b>                | <b>1.18</b> | <b>1.23</b> | <b>1.34</b> | <b>1.36</b> | <b>1.06</b> |

**Table 32a: Age groups, modal split (journeys)**

| Share of journeys          | 6-17 yrs     | 18-30 yrs    | 31-50 yrs    | 51-65 yrs    | >=66 yrs     |
|----------------------------|--------------|--------------|--------------|--------------|--------------|
| <b>Walk (only)</b>         | <b>31.4%</b> | <b>39.4%</b> | <b>27.0%</b> | <b>33.4%</b> | <b>52.8%</b> |
| <b>Bicycle (only)</b>      | <b>24.7%</b> | <b>20.4%</b> | <b>24.6%</b> | <b>20.0%</b> | <b>12.8%</b> |
| Car etc. as driver         | -            | 17.6%        | 31.6%        | 31.1%        | 22.2%        |
| Car etc. as passenger      | 29.1%        | 6.4%         | 4.6%         | 5.2%         | 5.8%         |
| <b>SUM Car etc.</b>        | <b>29.1%</b> | <b>24.0%</b> | <b>36.2%</b> | <b>36.3%</b> | <b>28.0%</b> |
| Train                      | 3.4%         | 6.0%         | 4.6%         | 3.2%         | 2.8%         |
| Collective bus             | 3.8%         | 1.7%         | 0.6%         | 1.9%         | 1.7%         |
| Train + bus in combination | 3.1%         | 2.9%         | 2.2%         | 2.1%         | 0.2%         |
| Train/bus comb. w/bicycle  | 2.2%         | 3.0%         | 3.3%         | 1.7%         | 0.3%         |
| Train/bus comb. w/car      | 2.1%         | 2.6%         | 1.5%         | 1.4%         | 1.2%         |
| <b>SUM Collective</b>      | <b>14.7%</b> | <b>16.2%</b> | <b>12.2%</b> | <b>10.3%</b> | <b>6.3%</b>  |
| Other                      | 0.1%         | 0.0%         | -            | -            | -            |
| <b>Total</b>               | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  |

**Table 33: Age groups, journey primary purpose**

| Share of journeys            | 6-17 yrs     | 18-30 yrs    | 31-50 yrs    | 51-65 yrs    | >=66 yrs     |
|------------------------------|--------------|--------------|--------------|--------------|--------------|
| Workplace (commute)          | 2.1%         | 21.2%        | 28.2%        | 27.3%        | 1.1%         |
| School/educational           | 36.0%        | 8.9%         | 0.5%         | 0.6%         | -            |
| <b>SUM Commute</b>           | <b>38.0%</b> | <b>30.1%</b> | <b>28.7%</b> | <b>27.8%</b> | <b>1.1%</b>  |
| <b>SUM Errands</b>           | <b>10.7%</b> | <b>23.1%</b> | <b>32.6%</b> | <b>25.8%</b> | <b>40.1%</b> |
| Home, perm. residence        | 1.2%         | 0.0%         | 0.1%         | 0.6%         | -            |
| After-school, youth club     | 2.5%         | -            | -            | -            | -            |
| Nursery, crèche, day care    | 2.0%         | -            | -            | -            | -            |
| Visit family/friends         | 11.0%        | 11.6%        | 6.6%         | 6.7%         | 9.0%         |
| Do sports                    | 8.7%         | 7.6%         | 6.1%         | 6.1%         | 2.5%         |
| Entertainment (incl. church) | 7.1%         | 9.3%         | 6.7%         | 5.6%         | 6.4%         |
| Allotment/summer cottage     | 0.4%         | 0.4%         | 1.1%         | 0.9%         | 0.9%         |
| Leisure round trip           | 7.7%         | 11.1%        | 10.7%        | 18.3%        | 33.1%        |
| Holiday, excursion           | 8.6%         | 3.7%         | 4.1%         | 4.5%         | 4.3%         |
| Meetings in private context  | 0.3%         | 0.4%         | 0.5%         | 0.4%         | 0.5%         |
| Other leisure activity       | 1.7%         | 0.6%         | 0.9%         | 0.7%         | 2.1%         |
| <b>SUM Leisure</b>           | <b>51.2%</b> | <b>44.5%</b> | <b>36.7%</b> | <b>43.9%</b> | <b>58.8%</b> |
| <b>SUM Business trips</b>    | <b>-</b>     | <b>2.2%</b>  | <b>2.0%</b>  | <b>2.5%</b>  | <b>-</b>     |
| <b>SUM Commercial Tr.</b>    | <b>0.1%</b>  | <b>0.1%</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total</b>                 | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  |

**Table 34: Occupation groups, mileage by mode**

| km per person per day, excl. commerc. transp. | Students    | Earners     | Unemployed  | Pensioners  | Average     |
|---|-------------|-------------|-------------|-------------|-------------|
| Walk or run                                   | 1.6         | 1.4         | 1.9         | 1.8         | 1.6         |
| Skateb., roller skates etc.                   | 0.0         | 0.0         | -           | -           | 0.0         |
| <b>SUM Walk etc.</b>                          | <b>1.6</b>  | <b>1.4</b>  | <b>1.9</b>  | <b>1.8</b>  | <b>1.6</b>  |
| Bicycle                                       | 1.9         | 3.3         | 0.7         | 0.9         | 2.4         |
| Moped 30 km/h                                 | -           | 0.0         | 0.0         | -           | 0.0         |
| Disability moped (electric)                   | -           | -           | -           | -           | -           |
| Electric scooter etc.                         | 0.0         | 0.1         | 0.0         | -           | 0.0         |
| <b>SUM Bicycle etc.</b>                       | <b>1.9</b>  | <b>3.4</b>  | <b>0.8</b>  | <b>0.9</b>  | <b>2.4</b>  |
| Moped 45 km/h                                 | -           | 0.0         | -           | -           | 0.0         |
| Motorcycle                                    | -           | 0.0         | 0.1         | -           | 0.0         |
| Passenger car                                 | 10.4        | 19.1        | 6.8         | 9.0         | 14.5        |
| Taxi cab                                      | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |
| Van   | 0.0         | 0.7         | -           | 0.2         | 0.4         |
| Lorry   | 0.0         | 0.1         | -           | -           | 0.1         |
| Tractor, working vehicle                      | -           | -           | -           | -           | -           |
| Tourist coach, rented bus                     | 0.3         | 0.4         | -           | 2.2         | 0.7         |
| <b>SUM Car etc.</b>                           | <b>10.8</b> | <b>20.4</b> | <b>6.9</b>  | <b>11.4</b> | <b>15.7</b> |
| <b>SUM Collective road</b>                    | <b>2.0</b>  | <b>0.9</b>  | <b>0.6</b>  | <b>0.2</b>  | <b>1.1</b>  |
| S-train (Cph suburban rail)                   | 1.9         | 2.2         | 0.2         | 0.3         | 1.7         |
| Copenhagen Metro                              | 0.9         | 0.5         | 0.3         | 0.3         | 0.6         |
| Light rail / tram                             | -           | -           | -           | -           | -           |
| Other train                                   | 2.0         | 4.4         | 0.4         | 0.8         | 3.0         |
| <b>SUM Train</b>                              | <b>4.8</b>  | <b>7.1</b>  | <b>1.0</b>  | <b>1.3</b>  | <b>5.2</b>  |
| Horse carriage, horse                         | -           | -           | -           | -           | -           |
| Ferry, water bus                              | 0.0         | 0.1         | -           | -           | 0.0         |
| Leisure boat                                  | 0.0         | 0.0         | -           | -           | 0.0         |
| Airplane                                      | -           | 0.2         | -           | -           | 0.1         |
| <b>SUM Other</b>                              | <b>0.0</b>  | <b>0.2</b>  | <b>-</b>    | <b>-</b>    | <b>0.1</b>  |
| <b>Total</b>                                  | <b>21.1</b> | <b>33.4</b> | <b>11.2</b> | <b>15.7</b> | <b>26.1</b> |

**Table 34a: Occupation groups, modal split (PKM)**

| Share of personal mileage   | Students    | Earners     | Unemployed  | Pensioners  | Average     |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>SUM Walk etc.</b>        | <b>8%</b>   | <b>4%</b>   | <b>17%</b>  | <b>12%</b>  | <b>6%</b>   |
| <b>SUM Bicycle etc.</b>     | <b>9%</b>   | <b>10%</b>  | <b>7%</b>   | <b>6%</b>   | <b>9%</b>   |
| Moped 45 km/h               | -           | 0%          | -           | -           | 0%          |
| Motorcycle                  | -           | 0%          | 1%          | -           | 0%          |
| Passenger car               | 49%         | 57%         | 60%         | 57%         | 56%         |
| Taxi cab                    | 0%          | 0%          | 0%          | 0%          | 0%          |
| Van                         | 0%          | 2%          | -           | 1%          | 2%          |
| Lorry                       | 0%          | 0%          | -           | -           | 0%          |
| Tractor, working vehicle    | -           | -           | -           | -           | -           |
| Tourist coach, rented bus   | 1%          | 1%          | -           | 14%         | 3%          |
| <b>SUM Car etc.</b>         | <b>51%</b>  | <b>61%</b>  | <b>62%</b>  | <b>73%</b>  | <b>60%</b>  |
| <b>SUM Collective road</b>  | <b>9%</b>   | <b>3%</b>   | <b>5%</b>   | <b>2%</b>   | <b>4%</b>   |
| S-train (Cph suburban rail) | 9%          | 6%          | 2%          | 2%          | 6%          |
| Metro + Light rail          | 4%          | 3%          | 2%          | 1%          | 3%          |
| Other train                 | 9%          | 13%         | 4%          | 5%          | 11%         |
| <b>SUM Train</b>            | <b>23%</b>  | <b>21%</b>  | <b>9%</b>   | <b>8%</b>   | <b>20%</b>  |
| <b>SUM Other</b>            | <b>0%</b>   | <b>1%</b>   | <b>-</b>    | <b>-</b>    | <b>1%</b>   |
| <b>Total</b>                | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 35: Occupation groups, journeys by chain type**

| Journeys per person per day | Students    | Earners     | Unemployed  | Pensioners  | Average     |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>          | <b>0.46</b> | <b>0.35</b> | <b>0.59</b> | <b>0.62</b> | <b>0.44</b> |
| <b>Bicycle (only)</b>       | <b>0.28</b> | <b>0.32</b> | <b>0.14</b> | <b>0.15</b> | <b>0.27</b> |
| Car etc. as driver          | 0.06        | 0.43        | 0.20        | 0.23        | 0.29        |
| Car etc. as passenger       | 0.22        | 0.07        | 0.07        | 0.07        | 0.11        |
| <b>SUM Car etc.</b>         | <b>0.28</b> | <b>0.49</b> | <b>0.27</b> | <b>0.30</b> | <b>0.40</b> |
| Train                       | 0.06        | 0.06        | 0.05        | 0.04        | 0.05        |
| Collective bus              | 0.04        | 0.01        | 0.03        | 0.02        | 0.02        |
| Train + bus in combination  | 0.03        | 0.03        | 0.01        | 0.02        | 0.03        |
| Train/bus comb. w/bicycle   | 0.03        | 0.04        | 0.01        | 0.00        | 0.03        |
| Train/bus comb. w/car       | 0.03        | 0.02        | 0.02        | 0.02        | 0.02        |
| <b>SUM Collective</b>       | <b>0.19</b> | <b>0.16</b> | <b>0.11</b> | <b>0.09</b> | <b>0.16</b> |
| Other                       | 0.00        | -           | -           | -           | 0.00        |
| <b>Total</b>                | <b>1.23</b> | <b>1.32</b> | <b>1.11</b> | <b>1.15</b> | <b>1.26</b> |

**Table 35a: Occupation groups, modal split (journeys)**

| Share of journeys          | Students     | Earners      | Unemployed   | Pensioners   | Average      |
|----------------------------|--------------|--------------|--------------|--------------|--------------|
| <b>Walk (only)</b>         | <b>37.8%</b> | <b>26.4%</b> | <b>53.2%</b> | <b>53.5%</b> | <b>34.7%</b> |
| <b>Bicycle (only)</b>      | <b>23.1%</b> | <b>23.8%</b> | <b>12.3%</b> | <b>12.6%</b> | <b>21.3%</b> |
| Car etc. as driver         | 4.9%         | 32.4%        | 18.0%        | 20.3%        | 23.2%        |
| Car etc. as passenger      | 18.3%        | 5.0%         | 6.3%         | 6.0%         | 8.4%         |
| <b>SUM Car etc.</b>        | <b>23.1%</b> | <b>37.4%</b> | <b>24.3%</b> | <b>26.4%</b> | <b>31.6%</b> |
| Train                      | 4.6%         | 4.4%         | 4.9%         | 3.1%         | 4.3%         |
| Collective bus             | 3.3%         | 0.9%         | 2.4%         | 1.5%         | 1.7%         |
| Train + bus in combination | 2.5%         | 2.5%         | 0.5%         | 1.3%         | 2.2%         |
| Train/bus comb. w/bicycle  | 2.7%         | 3.0%         | 0.9%         | 0.2%         | 2.4%         |
| Train/bus comb. w/car      | 2.8%         | 1.5%         | 1.6%         | 1.3%         | 1.8%         |
| <b>SUM Collective</b>      | <b>15.9%</b> | <b>12.3%</b> | <b>10.2%</b> | <b>7.5%</b>  | <b>12.3%</b> |
| Other                      | 0.1%         | -            | -            | -            | 0.0%         |
| <b>Total</b>               | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  |

**Table 36: Occupation groups, journey primary purpose**

| Share of journeys            | Students     | Earners      | Unemployed   | Pensioners   | Average      |
|------------------------------|--------------|--------------|--------------|--------------|--------------|
| Workplace (commute)          | 5.6%         | 33.4%        | 1.5%         | 0.3%         | 20.0%        |
| School/educational           | 28.2%        | 0.2%         | 0.3%         | -            | 6.9%         |
| <b>SUM Commute</b>           | <b>33.8%</b> | <b>33.5%</b> | <b>1.7%</b>  | <b>0.3%</b>  | <b>26.8%</b> |
| <b>SUM Errands</b>           | <b>18.7%</b> | <b>25.0%</b> | <b>48.9%</b> | <b>40.0%</b> | <b>27.1%</b> |
| Home, perm. residence        | 0.7%         | 0.3%         | 0.4%         | -            | 0.3%         |
| After-school, youth club     | 1.3%         | -            | -            | -            | 0.3%         |
| Nursery, crèche, day care    | 1.0%         | -            | -            | -            | 0.2%         |
| Visit family/friends         | 10.1%        | 8.1%         | 5.9%         | 9.0%         | 8.6%         |
| Do sports                    | 8.2%         | 6.3%         | 5.5%         | 3.8%         | 6.4%         |
| Entertainment (incl. church) | 8.6%         | 6.5%         | 9.4%         | 5.9%         | 7.1%         |
| Allotment/summer cottage     | 0.4%         | 0.9%         | 0.8%         | 0.7%         | 0.8%         |
| Leisure round trip           | 9.0%         | 11.9%        | 18.5%        | 31.9%        | 14.6%        |
| Holiday, excursion           | 6.4%         | 3.6%         | 3.7%         | 6.1%         | 4.7%         |
| Meetings in private context  | 0.2%         | 0.3%         | 2.0%         | 0.7%         | 0.4%         |
| Other leisure activity       | 1.2%         | 0.6%         | 2.9%         | 1.6%         | 1.0%         |
| <b>SUM Leisure</b>           | <b>47.3%</b> | <b>38.5%</b> | <b>49.1%</b> | <b>59.7%</b> | <b>44.4%</b> |
| <b>SUM Business trips</b>    | <b>0.2%</b>  | <b>2.9%</b>  | <b>0.3%</b>  | <b>-</b>     | <b>1.7%</b>  |
| <b>SUM Commercial Tr.</b>    | <b>0.0%</b>  | <b>0.0%</b>  | <b>-</b>     | <b>-</b>     | <b>0.0%</b>  |
| <b>Total</b>                 | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  | <b>100%</b>  |

**Table 37: Income groups, mileage by mode**

(personal, yearly income (DKK), personal mileage excl. commercial transport)

| PKM per person per day       | <= 150 000  | 151-250 000 | 251-350 000 | 351-500 000 | > 500 000   |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>SUM Walk etc.</b>         | <b>1.4</b>  | <b>1.3</b>  | <b>1.6</b>  | <b>1.6</b>  | <b>1.3</b>  |
| Bicycle                      | 1.8         | 3.3         | 2.9         | 3.3         | 3.7         |
| Moped 30 km/h                | 0.0         | -           | -           | -           | -           |
| Disability moped (electric)  | -           | -           | -           | -           | -           |
| Electric scooter etc.        | 0.0         | 0.0         | -           | 0.1         | 0.2         |
| <b>SUM Bicycle etc.</b>      | <b>1.8</b>  | <b>3.3</b>  | <b>2.9</b>  | <b>3.4</b>  | <b>3.9</b>  |
| Moped 45 km/h                | -           | -           | -           | 0.1         | -           |
| Motorcycle                   | -           | -           | 0.1         | -           | 0.0         |
| Passenger car                | 9.9         | 11.7        | 14.5        | 14.4        | 29.3        |
| Taxi cab                     | 0.0         | 0.0         | -           | 0.1         | -           |
| Van                          | 0.0         | 0.1         | 0.7         | 1.1         | 0.6         |
| Lorry                        | -           | -           | -           | 0.4         | -           |
| Tractor, working vehicle     | -           | -           | -           | -           | -           |
| Tourist coach, rented bus    | -           | -           | -           | 2.7         | 1.7         |
| <b>SUM Car etc.</b>          | <b>10.0</b> | <b>11.8</b> | <b>15.3</b> | <b>18.8</b> | <b>31.6</b> |
| Collective, public bus       | 0.8         | 0.6         | 2.5         | 0.4         | 1.3         |
| Dial-a-ride, flex. transport | 0.1         | -           | -           | -           | -           |
| <b>SUM Collective road</b>   | <b>0.9</b>  | <b>0.6</b>  | <b>2.5</b>  | <b>0.4</b>  | <b>1.3</b>  |
| S-train (Cph suburban rail)  | 0.6         | 0.7         | 1.4         | 2.6         | 1.8         |
| Copenhagen Metro             | 0.8         | 0.6         | 0.5         | 0.8         | 0.3         |
| Light rail / tram            | -           | -           | -           | -           | -           |
| Other train                  | 1.8         | 0.3         | 0.7         | 9.4         | 3.1         |
| <b>SUM Train</b>             | <b>3.1</b>  | <b>1.5</b>  | <b>2.6</b>  | <b>12.8</b> | <b>5.2</b>  |
| Horse carriage, horse        | -           | -           | -           | -           | -           |
| Ferry, water bus             | 0.0         | -           | -           | -           | 0.1         |
| Leisure boat                 | 0.0         | -           | -           | -           | 0.0         |
| Airplane                     | -           | -           | -           | -           | -           |
| <b>SUM Other</b>             | <b>0.0</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>0.1</b>  |
| <b>Total</b>                 | <b>17.3</b> | <b>18.6</b> | <b>24.9</b> | <b>36.9</b> | <b>43.5</b> |

**Table 37a: Income groups, modal split (PKM)**

| Share of personal mileage   | <= 150 000  | 151-250 000 | 251-350 000 | 351-500 000 | > 500 000   |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>SUM Walk etc.</b>        | <b>8%</b>   | <b>7%</b>   | <b>6%</b>   | <b>4%</b>   | <b>3%</b>   |
| <b>SUM Bicycle etc.</b>     | <b>10%</b>  | <b>18%</b>  | <b>12%</b>  | <b>9%</b>   | <b>9%</b>   |
| Moped 45 km/h               | -           | -           | -           | 0%          | -           |
| Motorcycle                  | -           | -           | 1%          | -           | 0%          |
| Passenger car               | 57%         | 63%         | 58%         | 39%         | 67%         |
| Taxi cab                    | 0%          | 0%          | -           | 0%          | -           |
| Van                         | 0%          | 0%          | 3%          | 3%          | 1%          |
| Lorry                       | -           | -           | -           | 1%          | -           |
| Tractor, working vehicle    | -           | -           | -           | -           | -           |
| Tourist coach, rented bus   | -           | -           | -           | 7%          | 4%          |
| <b>SUM Car etc.</b>         | <b>58%</b>  | <b>63%</b>  | <b>61%</b>  | <b>51%</b>  | <b>73%</b>  |
| <b>SUM Collective road</b>  | <b>5%</b>   | <b>3%</b>   | <b>10%</b>  | <b>1%</b>   | <b>3%</b>   |
| S-train (Cph suburban rail) | 4%          | 4%          | 6%          | 7%          | 4%          |
| Metro + Light rail          | 4%          | 3%          | 2%          | 2%          | 1%          |
| Other train                 | 10%         | 2%          | 3%          | 26%         | 7%          |
| <b>SUM Train</b>            | <b>18%</b>  | <b>8%</b>   | <b>11%</b>  | <b>35%</b>  | <b>12%</b>  |
| <b>SUM Other</b>            | <b>0%</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>0%</b>   |
| <b>Total</b>                | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 38: Income groups, journeys by chain type**

(personal, yearly income, DKK)

| Journeys per person per day | <= 150 000 | 151-250 000 | 251-350 000 | 351-500 000 | > 500 000  |
|-----------------------------|------------|-------------|-------------|-------------|------------|
| <b>Walk (only)</b>          | <b>0.4</b> | <b>0.5</b>  | <b>0.3</b>  | <b>0.4</b>  | <b>0.4</b> |
| <b>Bicycle (only)</b>       | <b>0.3</b> | <b>0.3</b>  | <b>0.3</b>  | <b>0.3</b>  | <b>0.4</b> |
| Car etc. as driver          | 0.0        | 0.3         | 0.3         | 0.3         | 0.5        |
| Car etc. as passenger       | 0.3        | 0.0         | 0.0         | 0.1         | 0.0        |
| <b>SUM Car etc.</b>         | <b>0.3</b> | <b>0.3</b>  | <b>0.3</b>  | <b>0.4</b>  | <b>0.6</b> |
| Train                       | 0.0        | 0.0         | 0.0         | 0.1         | 0.0        |
| Collective bus              | 0.0        | 0.0         | 0.1         | 0.0         | 0.0        |
| Train + bus in combination  | 0.0        | 0.0         | 0.1         | 0.0         | 0.0        |
| Train/bus comb. w/bicycle   | 0.0        | 0.0         | 0.0         | 0.0         | 0.0        |
| Train/bus comb. w/car       | 0.0        | 0.0         | 0.0         | 0.0         | 0.0        |
| <b>SUM Collective</b>       | <b>0.2</b> | <b>0.1</b>  | <b>0.2</b>  | <b>0.2</b>  | <b>0.1</b> |
| Other                       | -          | -           | -           | -           | 0.0        |
| <b>Total</b>                | <b>1.2</b> | <b>1.3</b>  | <b>1.2</b>  | <b>1.3</b>  | <b>1.5</b> |

**Table 38a: Income groups, modal split (journey chain type)**

| Share of journeys          | <= 150 000  | 151-250 000 | 251-350 000 | 351-500 000 | > 500 000   |
|----------------------------|-------------|-------------|-------------|-------------|-------------|
| <b>Walk (only)</b>         | <b>34%</b>  | <b>39%</b>  | <b>25%</b>  | <b>29%</b>  | <b>27%</b>  |
| <b>Bicycle (only)</b>      | <b>26%</b>  | <b>25%</b>  | <b>28%</b>  | <b>23%</b>  | <b>27%</b>  |
| Car etc. as driver         | 3%          | 24%         | 25%         | 27%         | 35%         |
| Car etc. as passenger      | 24%         | 3%          | 3%          | 6%          | 3%          |
| <b>SUM Car etc.</b>        | <b>27%</b>  | <b>27%</b>  | <b>28%</b>  | <b>33%</b>  | <b>39%</b>  |
| Train                      | 3%          | 3%          | 1%          | 7%          | 3%          |
| Collective bus             | 3%          | 2%          | 5%          | 1%          | 0%          |
| Train + bus in combination | 2%          | 1%          | 9%          | 2%          | 1%          |
| Train/bus comb. w/bicycle  | 2%          | 1%          | 4%          | 4%          | 2%          |
| Train/bus comb. w/car      | 2%          | 3%          | 0%          | 2%          | 1%          |
| <b>SUM Collective</b>      | <b>13%</b>  | <b>9%</b>   | <b>19%</b>  | <b>16%</b>  | <b>8%</b>   |
| Other                      | -           | -           | -           | -           | 0%          |
| <b>Total</b>               | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |

**Table 39: Income groups, journey primary purpose**

(personal income, DKK)

| Share of journeys            | <= 150 000  | 151-250 000 | 251-350 000 | 351-500 000 | > 500 000   |
|------------------------------|-------------|-------------|-------------|-------------|-------------|
| Workplace (commute)          | 3%          | 19%         | 34%         | 30%         | 31%         |
| School/educational           | 28%         | 2%          | 1%          | 0%          | 0%          |
| <b>SUM Commute</b>           | <b>31%</b>  | <b>21%</b>  | <b>35%</b>  | <b>31%</b>  | <b>31%</b>  |
| <b>SUM Errands</b>           | <b>20%</b>  | <b>40%</b>  | <b>29%</b>  | <b>24%</b>  | <b>26%</b>  |
| Home, perm. residence        | 1%          | -           | -           | 0%          | 1%          |
| After-school, youth club     | 2%          | -           | -           | -           | -           |
| Nursery, crèche, day care    | 2%          | -           | -           | -           | -           |
| Visit family/friends         | 11%         | 11%         | 6%          | 7%          | 7%          |
| Do sports                    | 8%          | 4%          | 6%          | 8%          | 9%          |
| Entertainment (incl. church) | 7%          | 7%          | 8%          | 8%          | 6%          |
| Allotment/summer cottage     | 0%          | 0%          | 0%          | 1%          | 2%          |
| Leisure round trip           | 10%         | 13%         | 10%         | 14%         | 11%         |
| Holiday, excursion           | 6%          | 3%          | 4%          | 3%          | 3%          |
| Meetings in private context  | 0%          | -           | 1%          | 0%          | 0%          |
| Other leisure activity       | 1%          | 1%          | -           | 1%          | 1%          |
| <b>SUM Leisure</b>           | <b>49%</b>  | <b>38%</b>  | <b>35%</b>  | <b>42%</b>  | <b>41%</b>  |
| <b>SUM Business trips</b>    | <b>0%</b>   | <b>1%</b>   | <b>0%</b>   | <b>4%</b>   | <b>2%</b>   |
| <b>SUM Commercial Tr.</b>    | <b>0%</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Total</b>                 | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> | <b>100%</b> |