



Hjalmar Christiansen
Marie Karen Anderson

Center for Transport Analytics
April 28th 2025

The Danish National Travel Survey Annual Statistical Report

Copenhagen Area

2024

Data version TU0624v1

Annual Statistical Report

Copenhagen Area 2024

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 (turning 6 in interview year). The basic survey design consists of one-person, one-day interviews, conducted at random days during the year. Please refer to 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 of this report is to provide a statistical picture of the transport patterns 2024 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 individuals born 2018 or earlier, resident within the borders of the Copenhagen Area.

Table 1: Data foundation

Residents in the Copenhagen Area	Women	Men	2024 total
Number of interviews	1 508	1 554	3 062
Number of trips	4 279	4 267	8 546

Data version: TU0624v1

Due to rounding of figures, the totals may deviate from column and row sums.

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 .

Table of Contents

This report contains the following tables and figures:

Main results

Table 2: Key figures, by gender	page 5
---------------------------------	--------

Modes of transport

Table 3: Mileage and travel time by mode	page 6
Table 4: Modal split, journeys by mode chain type	page 6
Table 5: Time series, modal split, journeys by chain type group	page 7
Figure 6: Time series, modal split, journeys by chain type group	page 7
Figure 7: Time series, collective share of journeys	page 7
Table 8: Time series, modal split by mileage	page 8
Figure 9: Time series, modal split by mileage (grouped)	page 8
Figure 10: Time series, collective bus market share by mileage	page 8
Table 11: Journeys by length and chain type	page 9
Table 12: Total road mileage and travel time, sum per day	page 10
Table 13: Average working day vs. average day traffic	page 11
Table 14: Local and regional road mileage	page 11

Purpose

Table 15: Trips, distance and total travel time by purpose	page 12
Table 16: Journeys, distance and travel time by primary purpose	page 13
Figure 17: Purpose distribution by trips and journeys	page 13
Table 18: Trips by purpose group and mode chain type	page 14
Table 19: Travel time by purpose group and mode chain type	page 15
Table 20: Mileage (PKM) by mode and purpose group	page 16
Figure 21: Mileage by purpose group	page 17
Table 22: Vehicle mileage by mode and purpose group	page 18
Table 23: Journeys by purpose group and mode chain type	page 19

Commuting

Table 24: Commuter journeys by chaintype	page 20
Table 25: Time series, modal split, workplace commuting	page 21
Figure 26: Time series, commuter modal split	page 21
Figure 27: Collective share of workplace commuting	page 21

Socioeconomics

Table 28: Gender, mileage and travel time by mode	page 22
Table 29: Gender, journeys and travel time by chaintype	page 23
Table 30: Gender, journey primary purpose	page 23
Table 31: Age groups, mileage by mode	page 24
Table 32: Age groups, journeys by chain type	page 25
Table 33: Age groups, journey primary purpose	page 25
Table 34: Occupation groups, mileage by mode	page 26
Table 35: Occupation groups, journeys by chain type	page 27
Table 36: Occupation groups, journey primary purpose	page 27
Table 37: Income groups, mileage by mode	page 28
Table 38: Income groups, journeys by chain type	page 29
Table 39: Income groups, journey primary purpose	page 29

Definitions

Annual Average Day Traffic	Any traffic statistic calculated as average of all 366 days in the year. This definition is understood, when 'per day' is stated. [Danish: Årsdøgntrafik, abbrev. AADT or ÅDT]
Business Trip	<i>Business Trips</i> are any trips, with trip purpose as a professional activity, conducted at a destination elsewhere than the ordinary workplace. Notice the difference to Commercial Transport . [Danish: erhvervstur]
Chain Type	Mode <i>Chain Type</i> is a qualitative aggregation of the modes on a trip or journey , such that all cases with collective transport are classified as such. [Danish: kædetype]
Collective Transport	<i>Collective Transport</i> is any mode 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.
Commercial Transport	<i>Commercial Transport</i> is defined as any transport activity, where the actual movement is the commercial purpose. This is different from the business trips , where the commercial activity is done at each destination. Classic examples on <i>Commercial Transport</i> are bus drivers and train drivers. However, the category also includes driving schools, police patrols and certain other jobs. [Danish: erhvervstransport]
Journey	A <i>Journey</i> is defined as the entire chain from home, return home. Each <i>Journey</i> consists of at least 2 trips : outbound and homebound. [Danish: rejse]
Means (of transport)	The individual, physical vehicle of transport: "My red bicycle".
Mode (of transport)	Generic classification of transport modes: buses, trains etc.
Primary Destination	The <i>Primary Destination</i> of a journey is defined by the stay with the longest dwell time. [Danish: primært ophold]
Primary Mode	The <i>Primary Mode</i> of a trip or journey is the mode of transport with the greatest, aggregated, travel distance. [Danish: primært transportmiddel]
Primary Purpose	The <i>Primary Purpose</i> of a journey is defined as the purpose at the primary destination , ie. the stay with the greatest dwell time. [Danish: primært formål]
Train	The category <i>Train</i> includes all railborne modes of transport, including Metro and Light Rail/Trams. [Danish: tog]
Trip	A <i>Trip</i> is defined as the movement from one destination to the next. A <i>Trip</i> applies one or more means of transport. [Danish: tur]
Trip Purpose	The <i>Trip Purpose</i> is defined as the purpose at the end of the trip , directing towards the primary destination of the journey . [Danish: turformål]

Main results

Table 2: Key figures, by gender

	Women	Men	Total >= 6y	
Average, total number of trips	2.8	3.6	3.2	trips per person per day
- excl. commercial transport	2.8	2.9	2.9	trips per person per day
Nonmobile rate (0 trip rate)	15%	16%	15%	(rate on avg. day)
	Women	Men	Total >= 6y	
Average, total travel time	57.4	59.1	58.2	mins per person per day
	Women	Men	Total >= 6y	
Average, total mileage	24.9	30.6	27.7	km per person per day
- hereof motorized modes	20.9	26.6	23.7	km per person per day
- hereof bicycle	2.6	2.7	2.7	km per person per day
- total, excl. commercial transport	24.9	30.2	27.5	km per person per day
	Women	Men	Total >= 6y	
Avg. trip length, excl. commercial transport	8.8	10.5	9.6	kilometers per trip
	Women	Men	Total	
Bicycle ownership	76.8%	76.3%	76.6%	(share of pop. >=6y)
Driving licence	79.9%	87.5%	83.6%	(share of pop. >=18y)

Modes of transport

Table 3: Mileage and travel time by mode

(excl. commercial transport)		Personal mileage		Vehicle mileage		Travel time	
Mode		km/pers/day	%	km/pers/day	%	mins/pers/day	%
Walk or run		1.3	4.6%			16.3	29.1%
Skateb., roller skates etc.		0.0	0.0%			0.1	0.1%
SUM Walk etc.		1.3	4.6%			16.4	29.2%
Bicycle		2.7	9.7%	2.6	17.7%	10.2	18.3%
Moped 30 km/h		0.0	0.0%	0.0	0.1%	0.0	0.0%
Disability moped (electric)		0.0	0.0%			0.0	0.0%
Electric scooter etc.		0.0	0.0%			0.0	0.1%
SUM Bicycle etc.		2.7	9.7%	2.7	17.8%	10.3	18.4%
Moped 45 km/h		-	-	-	-	-	-
Motorcycle		0.0	0.2%	0.0	0.3%	0.1	0.1%
Passenger car		16.2	59.0%	11.1	74.8%	20.0	35.8%
Taxi cab		0.1	0.3%			0.1	0.2%
Van		0.7	2.7%	0.7	5.0%	0.8	1.4%
Lorry		0.1	0.5%	0.1	1.0%	0.0	0.1%
Tractor, working vehicle		-	-	-	-	-	-
Tourist coach, rented bus		0.2	0.7%	0.2	1.1%	0.3	0.6%
SUM Car etc.		17.5	63.5%	12.2	82.2%	21.3	38.1%
Collective, public bus		0.9	3.4%			2.0	3.6%
Dial-a-ride, flex. transport		0.1	0.2%			0.1	0.2%
SUM Collective road		1.0	3.6%			2.1	3.7%
S-train (Cph suburban rail)		1.6	5.7%			2.3	4.2%
Copenhagen Metro		0.7	2.5%			1.3	2.3%
Light rail / tram		0.0	0.0%			0.0	0.0%
Other train		2.4	8.8%			1.8	3.2%
SUM Train		4.7	17.0%			5.4	9.7%
Horse carriage, horse		-	-			-	-
Ferry, water bus		0.1	0.5%			0.2	0.3%
Leisure boat		0.0	0.1%			0.2	0.4%
Airplane		0.3	1.2%			0.1	0.1%
SUM Other		0.5	1.7%			0.4	0.8%
Total		27.5	100%	14.9	100%	55.9	100%

Table 4: Modal split, journeys by mode chain type

(incl. commercial transport)		All journeys		Journeys <10km		Travel time	
Journey chain type		pr pers pr day	%	pr pers pr day	%	mins/pers/day	%
Walk (only)		0.29	24.7%	0.28	45.5%	9.5	16.3%
Bicycle (only)		0.29	24.9%	0.20	32.0%	9.8	16.8%
Car etc. as driver		0.31	26.7%	0.08	13.2%	16.2	27.8%
Car etc. as passenger		0.11	9.2%	0.03	5.5%	5.6	9.7%
SUM Car etc.		0.42	35.9%	0.12	18.8%	21.8	37.4%
Train		0.07	5.6%	0.01	1.6%	5.4	9.3%
Collective bus		0.02	1.9%	0.01	1.4%	1.8	3.1%
Train + bus in combination		0.03	2.2%	0.00	0.2%	2.9	5.0%
Train/bus comb. w/bicycle		0.03	2.2%	0.00	0.3%	2.5	4.2%
Train/bus comb. w/car		0.03	2.7%	0.00	0.3%	4.4	7.5%
SUM Collective		0.17	14.5%	0.02	3.8%	17.0	29.2%
Other		0.00	0.0%	-	-	0.2	0.3%
Total		1.17	100%	0.62	100%	58.2	100%

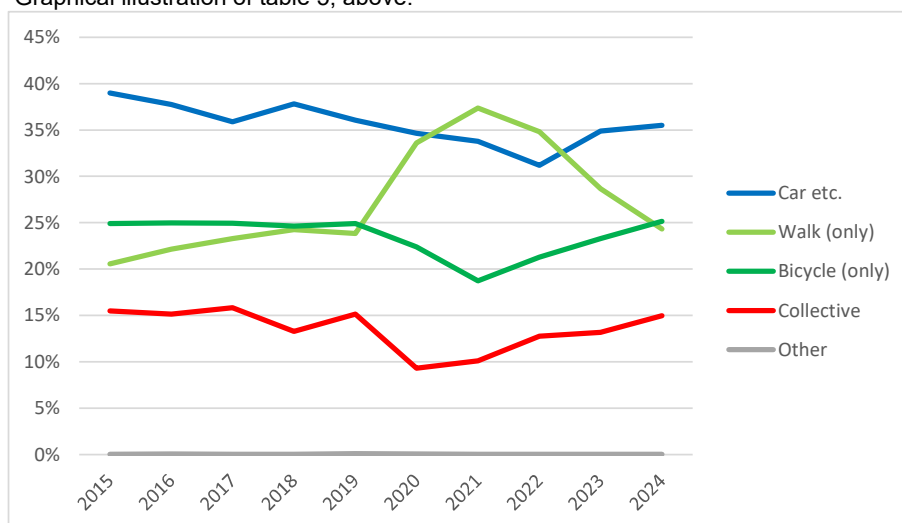
Table 5: Time series, modal split, journeys by chain type group

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

	Walk	Bicycle	Car etc.	Collective	Other
2015	20.6% $\pm 1.9\%$	24.9% $\pm 2.1\%$	39.0% $\pm 2.3\%$	15.5% $\pm 1.8\%$	0.1% $\pm 0.1\%$
2016	22.1% $\pm 1.7\%$	25.0% $\pm 2.0\%$	37.7% $\pm 2.0\%$	15.1% $\pm 1.6\%$	0.1% $\pm 0.1\%$
2017	23.3% $\pm 2.2\%$	24.9% $\pm 2.2\%$	35.9% $\pm 2.4\%$	15.8% $\pm 1.4\%$	0.0% $\pm 0.1\%$
2018	24.2% $\pm 2.0\%$	24.6% $\pm 1.7\%$	37.8% $\pm 2.3\%$	13.3% $\pm 1.4\%$	0.1% $\pm 0.1\%$
2019	23.8% $\pm 2.3\%$	24.9% $\pm 2.2\%$	36.0% $\pm 2.2\%$	15.1% $\pm 1.3\%$	0.1% $\pm 0.1\%$
2020	33.6% $\pm 1.5\%$	22.4% $\pm 1.5\%$	34.6% $\pm 1.8\%$	9.3% $\pm 1.0\%$	0.1% $\pm 0.1\%$
2021	37.4% $\pm 1.9\%$	18.7% $\pm 1.5\%$	33.8% $\pm 1.7\%$	10.1% $\pm 1.1\%$	0.0% $\pm 0.1\%$
2022	34.8% $\pm 2.2\%$	21.3% $\pm 1.7\%$	31.2% $\pm 2.2\%$	12.7% $\pm 1.6\%$	0.0% $\pm 0.0\%$
2023	28.7% $\pm 2.0\%$	23.3% $\pm 1.7\%$	34.9% $\pm 1.9\%$	13.2% $\pm 1.2\%$	0.0% $\pm 0.1\%$
2024	24.3% $\pm 1.8\%$	25.2% $\pm 1.9\%$	35.5% $\pm 1.8\%$	15.0% $\pm 1.4\%$	0.0% $\pm 0.1\%$

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.

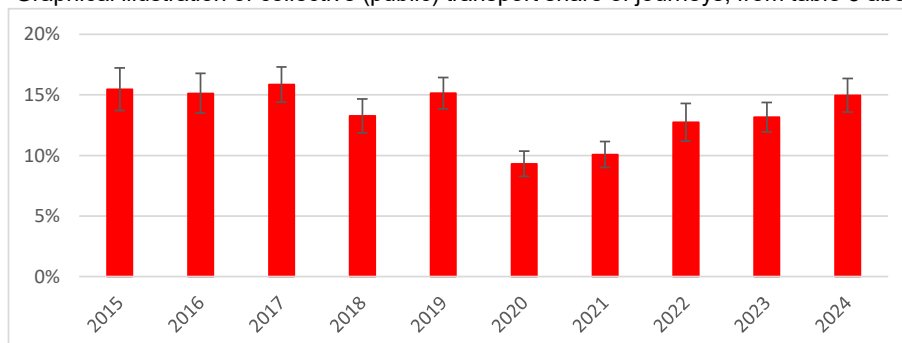


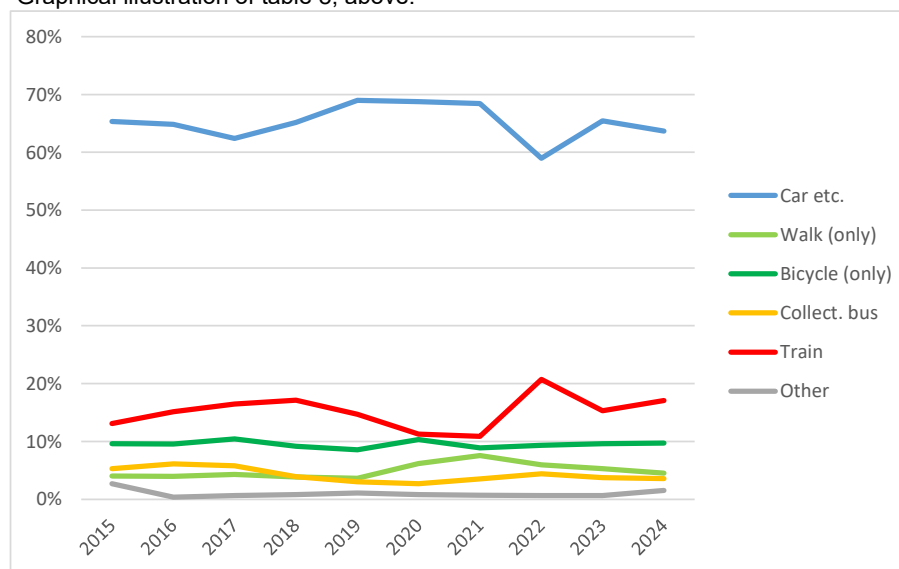
Table 8: Time series, modal split by mileage

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

	Walk etc.	Bicycle etc.	Car etc.	Collect. bus	Train	Other
2015	4.0% \pm 0.5%	9.6% \pm 1.3%	65.3% \pm 4.1%	5.3% \pm 1.4%	13.1% \pm 3.8%	2.7% \pm 2.1%
2016	4.0% \pm 0.5%	9.5% \pm 1.4%	64.8% \pm 4.3%	6.1% \pm 2.4%	15.1% \pm 3.9%	0.4% \pm 0.6%
2017	4.3% \pm 0.6%	10.5% \pm 1.7%	62.4% \pm 4.5%	5.8% \pm 1.7%	16.4% \pm 4.4%	0.6% \pm 0.9%
2018	3.8% \pm 0.5%	9.2% \pm 1.1%	65.2% \pm 3.8%	3.9% \pm 1.0%	17.1% \pm 4.1%	0.8% \pm 0.8%
2019	3.6% \pm 0.5%	8.6% \pm 1.3%	69.0% \pm 4.0%	3.0% \pm 0.6%	14.7% \pm 3.7%	1.1% \pm 0.9%
2020	6.1% \pm 0.5%	10.3% \pm 1.2%	68.8% \pm 2.8%	2.7% \pm 0.7%	11.2% \pm 2.4%	0.8% \pm 0.6%
2021	7.6% \pm 0.7%	8.9% \pm 1.2%	68.4% \pm 3.3%	3.5% \pm 1.1%	10.9% \pm 2.2%	0.7% \pm 0.8%
2022	6.0% \pm 0.8%	9.3% \pm 1.4%	59.0% \pm 5.5%	4.4% \pm 1.8%	20.7% \pm 5.7%	0.6% \pm 1.0%
2023	5.3% \pm 0.6%	9.6% \pm 1.1%	65.4% \pm 3.2%	3.7% \pm 1.6%	15.3% \pm 3.1%	0.6% \pm 0.5%
2024	4.5% \pm 0.5%	9.7% \pm 1.2%	63.7% \pm 3.6%	3.5% \pm 1.8%	17.1% \pm 2.9%	1.5% \pm 1.8%

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

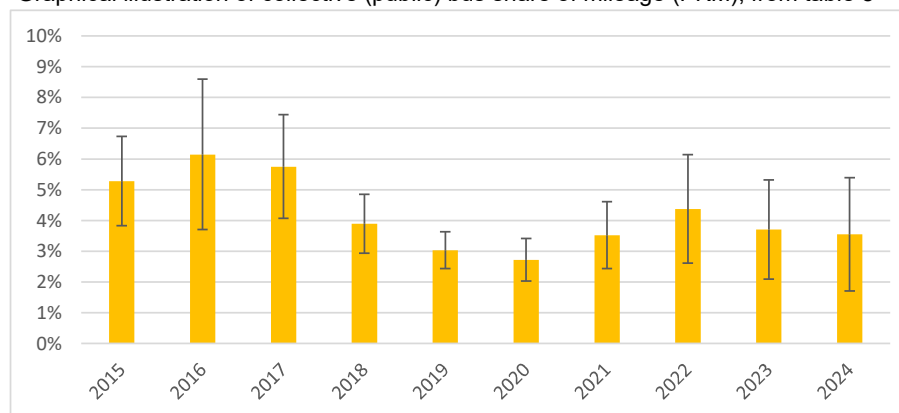


Table 11: Journeys by length and chain type

(excl. commercial transport as primary target)

Journeys per person per day	< 2 km	2-3.9 km	4-9.9 km	10-19 km	20-49 km	>= 50 km (*)	SUM
Walk (only)	0.15	0.07	0.06	0.01	-	-	0.29
Bicycle (only)	0.03	0.05	0.12	0.07	0.02	0.00	0.29
Driver of passenger car	0.01	0.02	0.05	0.07	0.08	0.06	0.29
Passenger car, passenger	0.01	0.01	0.02	0.03	0.02	0.02	0.10
Driver of other vehicle	-	0.00	0.00	0.00	0.01	0.01	0.02
Passenger in other vehicle	-	-	-	0.00	0.00	0.00	0.00
SUM Car etc.	0.01	0.03	0.07	0.10	0.11	0.09	0.42
Train	-	0.00	0.01	0.02	0.03	0.01	0.07
Collective bus	-	0.00	0.01	0.01	0.00	0.00	0.02
Train + bus in combination	-	-	0.00	0.01	0.01	0.00	0.03
Train/bus comb. w/bicycle	-	0.00	0.00	0.00	0.02	0.00	0.03
Train/bus comb. w/car	-	0.00	0.00	0.01	0.01	0.01	0.03
SUM Collective	-	0.00	0.02	0.05	0.07	0.03	0.17
Other	-	-	-	0.00	-	-	0.00
Total	0.19	0.16	0.27	0.22	0.20	0.12	1.17

(*) Including international journeys, distributed by mode within Danish borders, eg. to/from relevant border crossing(s).

Table 11a: Journey length by chain type

Share journeys w/mode chain	< 2 km	2-3.9 km	4-9.9 km	10-19 km	20-49 km	>= 50 km (*)	SUM
Walk (only)	52%	26%	20%	2%	-	-	100%
Bicycle (only)	10%	19%	41%	25%	6%	0%	100%
Driver of passenger car	3%	7%	18%	23%	28%	22%	100%
Passenger car, passenger	6%	9%	19%	27%	22%	17%	100%
SUM Car etc.	3%	7%	18%	24%	27%	21%	100%
SUM Collective	-	2%	13%	28%	42%	15%	100%
Total	16%	14%	23%	19%	17%	10%	100%

Table 11b: Modal split by journey length

[illegible]

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
Walk (only)	12.9%	6.4%	4.9%	0.6%	-	-	24.7%
Bicycle (only)	2.4%	4.6%	10.1%	6.1%	1.5%	0.1%	24.9%
SUM Car etc.	1.2%	2.5%	6.3%	8.5%	9.7%	7.7%	35.9%
SUM Collective	-	0.3%	1.8%	4.0%	6.2%	2.2%	14.5%
Total	16.4%	13.8%	23.1%	19.3%	17.4%	10.0%	100%

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	1 697	6.4%			364	34.3%
Skateb., roller skates etc.	10	0.0%			1	0.1%
SUM Walk etc.	1 707	6.5%			365	34.4%
Bicycle	3 470	13.2%	3 453	18.5%	223	21.0%
Moped 30 km/h	15	0.1%	15	0.1%	1	0.1%
Disability moped (electric)	2	0.0%			0	0.0%
Electric scooter etc.	9	0.0%			1	0.1%
SUM Bicycle etc.	3 496	13.3%	3 467	18.5%	224	21.1%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	74	0.3%	74	0.4%	1	0.1%
Passenger car	17 767	67.5%	13 168	70.4%	398	37.5%
Taxi cab	199	0.8%	52	0.3%	3	0.3%
Van	1 437	5.5%	1 378	7.4%	23	2.1%
Lorry	549	2.1%	537	2.9%	1	0.1%
Tractor, working vehicle	2	0.0%	2	0.0%	0	0.0%
Tourist coach, rented bus	69	0.3%	22	0.1%	3	0.2%
SUM Car etc.	20 097	76.4%	15 233	81.4%	429	40.4%
Collective, public bus	987	3.8%	6	0.0%	42	4.0%
Dial-a-ride, flex. transport	19	0.1%	-	-	1	0.1%
SUM Collective road	1 006	3.8%	6	0.0%	43	4.1%
Horse carriage, horse	-	-			-	-
Total	26 306	100%	18 706	100%	1 062	100%

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	17 767	13 168	1.35
Van	1 437	1 378	1.04
Passenger car+van+taxi	19 403	14 598	1.33

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 travel time.

Trip Purpose	Num trips		Mileage (PKM)		Total travel time	
	trips/pers/day	%	km/pers/day	%	mins/pers/day	%
Workplace (commute)	0.53	16.7%	6.5	23.6%	13.8	23.7%
School/educational	0.19	5.9%	1.2	4.2%	3.2	5.5%
SUM Commute	0.72	22.6%	7.7	27.8%	17.0	29.2%
Escorting to/from activity	0.16	5.0%	0.8	2.9%	1.8	3.0%
Escorting to/from transport	0.04	1.3%	0.3	1.1%	0.6	1.1%
Collect/bring objects	0.04	1.2%	0.2	0.9%	0.5	0.9%
Shopping	0.48	14.9%	1.7	6.0%	4.9	8.4%
Social/health	0.05	1.7%	0.4	1.4%	1.2	2.1%
School excursions etc.	0.01	0.2%	0.3	1.0%	0.4	0.7%
Other errand	0.06	2.0%	0.5	1.9%	1.2	2.1%
SUM Errands	0.84	26.3%	4.2	15.3%	10.6	18.3%
Other home	0.01	0.2%	0.0	0.1%	0.1	0.2%
After-school centre, youth c	0.02	0.6%	0.0	0.1%	0.2	0.3%
Kindergarten, day care	0.01	0.4%	0.0	0.1%	0.1	0.1%
Visit family/friends	0.27	8.5%	5.8	20.8%	8.0	13.7%
Sports (active participation)	0.20	6.3%	1.3	4.6%	3.0	5.2%
Entertainment (incl. church)	0.18	5.6%	1.4	4.9%	3.9	6.7%
Allotment/summer cottage	0.02	0.8%	1.8	6.5%	1.7	3.0%
Leisure round trip	0.24	7.4%	0.6	2.1%	6.1	10.5%
Holiday, excursion	0.12	3.7%	1.9	6.9%	3.6	6.1%
Meetings in private context	0.02	0.8%	0.3	1.1%	0.5	0.9%
Other leisure activity	0.05	1.5%	0.3	1.1%	0.9	1.6%
SUM Leisure	1.13	35.5%	13.4	48.3%	28.1	48.3%
Meetings, conferences	0.03	0.8%	0.4	1.6%	0.7	1.1%
Customer or client visit	0.05	1.5%	0.8	2.8%	0.8	1.3%
Business services, trade	0.07	2.2%	0.6	2.1%	0.5	0.8%
Other business	0.02	0.7%	0.4	1.5%	0.6	1.0%
SUM Business trips	0.17	5.3%	2.2	8.0%	2.4	4.2%
Commercial tr. of goods	0.32	10.1%	0.1	0.3%		
Commercial tr. of persons	0.00	0.1%	0.1	0.2%		
Other commercial transp.	0.00	0.1%	0.0	0.1%		
SUM Commercial Tr.	0.33	10.3%	0.2	0.7%		
Total	3.19	100%	27.7	100%	58.1	100%

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)	0.26	22.3%	7.8	28.1%	15.6	26.8%
School/educational	0.09	7.7%	1.2	4.4%	3.4	5.9%
SUM Commute	0.35	30.0%	9.0	32.5%	19.0	32.7%
Escorting to/from activity	0.04	3.5%	0.4	1.5%	1.1	1.8%
Escorting to/from transport	0.01	1.2%	0.2	0.8%	0.5	0.8%
Collect/bring objects	0.01	1.1%	0.1	0.5%	0.4	0.7%
Shopping	0.18	15.4%	1.3	4.7%	4.2	7.1%
Social/health	0.02	1.9%	0.4	1.4%	1.2	2.0%
School excursions etc.	0.00	0.2%	0.3	1.0%	0.4	0.7%
Other errand	0.02	2.0%	0.4	1.6%	1.1	1.9%
SUM Errands	0.30	25.4%	3.2	11.5%	8.8	15.1%
Other home	0.00	0.4%	0.1	0.5%	0.3	0.5%
After-school centre, youth c	0.00	0.4%	0.0	0.1%	0.1	0.2%
Kindergarten, day care	0.00	0.4%	0.0	0.1%	0.1	0.1%
Visit family/friends	0.11	9.8%	6.0	21.6%	8.3	14.3%
Sports (active participation)	0.09	7.6%	1.3	4.6%	2.9	5.0%
Entertainment (incl. church)	0.07	6.4%	1.4	5.0%	4.1	7.0%
Allotment/summer cottage	0.01	0.9%	2.0	7.1%	2.0	3.4%
Leisure round trip	0.11	9.3%	0.5	1.8%	5.7	9.8%
Holiday, excursion	0.05	4.2%	1.9	6.9%	3.5	6.0%
Meetings in private context	0.01	0.8%	0.2	0.8%	0.4	0.7%
Other leisure activity	0.02	1.7%	0.3	1.1%	1.0	1.6%
SUM Leisure	0.49	42.0%	13.7	49.7%	28.3	48.7%
Meetings, conferences	0.01	0.6%	0.4	1.4%	0.5	0.9%
Customer or client visit	0.01	0.7%	0.4	1.5%	0.5	0.9%
Business services, trade	0.01	0.6%	0.5	1.8%	0.5	0.8%
Other business	0.01	0.7%	0.4	1.4%	0.5	0.9%
SUM Business trips	0.03	2.6%	1.7	6.1%	2.1	3.5%
Commercial tr. of goods	0.00	0.0%	0.0	0.1%		
Commercial tr. of persons	0.00	0.0%	0.1	0.2%		
Other commercial transp.	-	-	-	-		
SUM Commercial Tr.	0.00	0.1%	0.1	0.3%		
Total	1.17	100%	27.7	100%	58.2	100%

Figure 17: Purpose distribution by trips and journeys

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

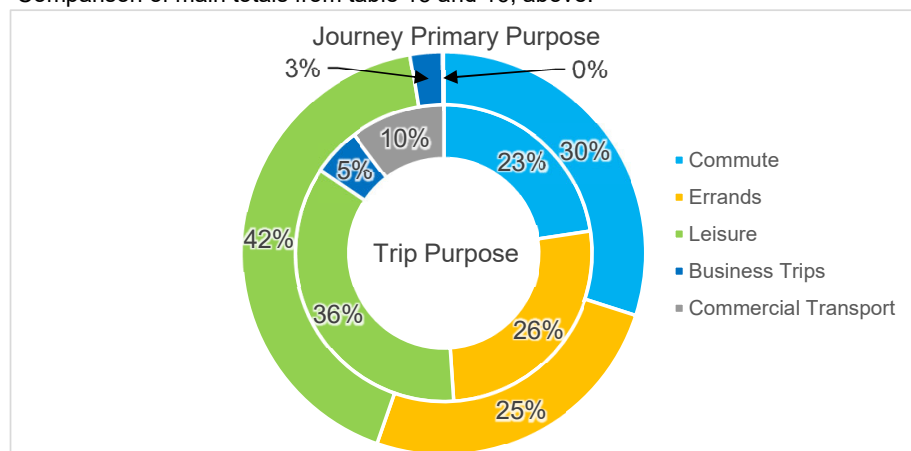


Table 18: Trips by purpose group and mode chain type

(excl. commercial transport)

Trips per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.03	0.06	0.26	0.38	0.01	0.73
Bicycle (only)	0.21	0.07	0.17	0.21	0.04	0.71
Driver of passenger car	0.16	0.01	0.29	0.24	0.04	0.74
Passenger car, passenger	0.01	0.02	0.07	0.17	0.00	0.27
Driver of other vehicle	0.01	-	0.01	0.01	0.07	0.09
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.01
SUM Car etc.	0.18	0.02	0.37	0.42	0.11	1.11
Train	0.05	0.01	0.02	0.07	0.01	0.15
Collective bus	0.01	0.00	0.02	0.03	-	0.06
Train + bus in combination	0.02	0.01	0.00	0.01	0.00	0.04
Train/bus comb. w/bicycle	0.02	0.01	0.00	0.01	0.00	0.04
Train/bus comb. w/car	0.00	0.00	0.00	0.01	0.00	0.02
SUM Collective	0.11	0.03	0.04	0.13	0.01	0.32
Other	-	-	-	0.00	-	0.00
Total	0.53	0.19	0.84	1.13	0.17	2.86

Table 18a: Purpose distribution for mode chain types

Share of trips w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	8%	35%	52%	1%	100%
Bicycle (only)	30%	11%	24%	29%	6%	100%
Driver of passenger car	22%	1%	39%	33%	5%	100%
Passenger car, passenger	4%	6%	27%	61%	1%	100%
SUM Car etc.	17%	2%	33%	38%	10%	100%
SUM Collective	33%	10%	14%	40%	3%	100%
Total	19%	7%	29%	40%	6%	100%

Table 18b: Modal split by purpose group

Share of trips w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	5%	30%	31%	33%	3%	25%
Bicycle (only)	40%	40%	20%	18%	25%	25%
Driver of passenger car	30%	3%	34%	21%	23%	26%
Passenger car, passenger	2%	9%	9%	15%	1%	10%
Driver of other vehicle	2%	-	1%	0%	40%	3%
Passenger in other vehicle	0%	1%	0%	0%	2%	0%
SUM Car etc.	35%	13%	44%	37%	66%	39%
Train	9%	7%	2%	6%	4%	5%
Collective bus	2%	2%	2%	2%	-	2%
Train + bus in combination	3%	5%	0%	1%	0%	2%
Train/bus comb. w/bicycle	4%	3%	0%	1%	1%	1%
Train/bus comb. w/car	1%	0%	0%	1%	1%	1%
SUM Collective	20%	17%	5%	11%	6%	11%
Total	100%	100%	100%	100%	100%	100%

Table 18c: All trips by mode and purpose

Share of total trips	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	1.0%	2.0%	8.9%	13.2%	0.2%	25.3%
Bicycle (only)	7.5%	2.6%	5.9%	7.3%	1.5%	24.7%
SUM Car etc.	6.4%	0.9%	12.9%	14.6%	3.9%	38.7%
SUM Collective	3.7%	1.1%	1.5%	4.5%	0.3%	11.2%
Total	18.6%	6.6%	29.3%	39.6%	5.9%	100%

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
Walk (only)	0.6	0.5	2.5	7.6	0.1	11.3
Bicycle (only)	3.9	0.9	1.7	3.0	0.4	9.9
Driver of passenger car	4.3	0.1	3.5	5.9	0.8	14.7
Passenger car, passenger	0.2	0.2	1.0	4.3	0.1	5.8
Driver of other vehicle	0.2	-	0.3	0.2	0.5	1.2
Passenger in other vehicle	0.0	0.1	0.0	0.0	0.1	0.2
SUM Car etc.	4.8	0.4	4.9	10.4	1.5	21.9
Train	1.9	0.5	0.6	2.8	0.2	6.0
Collective bus	0.6	0.1	0.5	1.0	-	2.2
Train + bus in combination	0.8	0.6	0.2	0.8	0.1	2.5
Train/bus comb. w/bicycle	0.9	0.2	0.1	0.6	0.1	1.9
Train/bus comb. w/car	0.1	0.1	0.2	1.6	0.1	2.1
SUM Collective	4.4	1.5	1.6	6.8	0.5	14.8
Other	-	-	-	0.2	-	0.2
Total	13.8	3.2	10.6	28.1	2.4	58.1

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

Share of time w/chain type	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	5%	4%	22%	67%	1%	100%
Bicycle (only)	40%	9%	17%	30%	4%	100%
Driver of passenger car	29%	1%	24%	40%	6%	100%
Passenger car, passenger	4%	3%	18%	73%	2%	100%
SUM Car etc.	22%	2%	22%	48%	7%	100%
SUM Collective	30%	10%	11%	46%	3%	100%
Total	24%	6%	18%	48%	4%	100%

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

Share of travel time w/purp	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	15%	24%	27%	5%	20%
Bicycle (only)	29%	27%	16%	11%	16%	17%
Driver of passenger car	31%	4%	33%	21%	33%	25%
Passenger car, passenger	2%	6%	10%	15%	4%	10%
Driver of other vehicle	1%	-	3%	1%	20%	2%
Passenger in other vehicle	0%	2%	0%	0%	2%	0%
SUM Car etc.	35%	12%	46%	37%	60%	38%
Train	14%	14%	5%	10%	9%	10%
Collective bus	4%	3%	5%	4%	-	4%
Train + bus in combination	6%	20%	1%	3%	4%	4%
Train/bus comb. w/bicycle	7%	7%	1%	2%	2%	3%
Train/bus comb. w/car	1%	2%	2%	6%	4%	4%
SUM Collective	32%	46%	15%	24%	19%	26%
Total	100%	100%	100%	100%	100%	100%

Table 19c: Distribution, total travel time

Share of total travel time	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	1.1%	0.8%	4.3%	13.1%	0.2%	19.5%
Bicycle (only)	6.8%	1.5%	2.9%	5.1%	0.7%	17.0%
SUM Car etc.	8.2%	0.7%	8.4%	17.9%	2.5%	37.7%
SUM Collective	7.7%	2.6%	2.7%	11.8%	0.8%	25.5%
Total	23.7%	5.5%	18.3%	48.3%	4.2%	100%

Table 20: Mileage (PKM) by mode and purpose group

(personal mileage, trip purpose excl. commercial transport)

PKM per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Walk or run	0.2	0.1	0.2	0.8	0.0	1.3
Skateb., roller skates etc.	-	0.0	0.0	0.0	-	0.0
SUM Walk etc.	0.2	0.1	0.2	0.8	0.0	1.3
Bicycle	1.1	0.2	0.4	0.8	0.2	2.7
Moped 30 km/h	0.0	-	0.0	0.0	-	0.0
Disability moped (electric)	-	-	0.0	-	-	0.0
Electric scooter etc.	0.0	0.0	-	0.0	-	0.0
SUM Bicycle etc.	1.1	0.2	0.4	0.8	0.2	2.7
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0.0	-	-	0.0	-	0.0
Passenger car	3.5	0.2	2.9	8.5	1.1	16.2
Taxi cab	0.0	0.0	0.0	0.0	0.0	0.1
Van	0.1	-	0.1	0.0	0.5	0.7
Lorry	-	-	-	-	0.1	0.1
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.0	0.0	0.2	0.0	0.0	0.2
SUM Car etc.	3.7	0.2	3.2	8.5	1.8	17.5
Collective, public bus	0.2	0.1	0.1	0.5	0.0	0.9
Dial-a-ride, flex. transport	-	0.1	0.0	0.0	-	0.1
SUM Collective road	0.2	0.1	0.1	0.5	0.0	1.0
S-train (Cph suburban rail)	0.6	0.1	0.2	0.6	0.1	1.6
Copenhagen Metro	0.2	0.1	0.1	0.3	0.0	0.7
Light rail / tram	0.0	-	-	0.0	-	0.0
Other train	0.5	0.3	0.1	1.5	0.1	2.4
SUM Train	1.3	0.5	0.3	2.4	0.2	4.7
Horse carriage, horse	-	-	-	-	-	-
Ferry, water bus	0.0	-	-	0.1	0.0	0.1
Leisure boat	-	-	-	0.0	-	0.0
Airplane	-	-	-	0.3	-	0.3
SUM Other	0.0	-	-	0.4	0.0	0.5
Total	6.5	1.2	4.2	13.4	2.2	27.5

Table 20a: Distribution of personal mileage for each mode

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Walk etc.	14%	6%	19%	60%	2%	100%
SUM Bicycle etc.	43%	8%	14%	29%	6%	100%
Passenger car	22%	1%	18%	52%	7%	100%
SUM Car etc.	21%	1%	18%	49%	10%	100%
SUM Collective road	22%	14%	10%	54%	0%	100%
SUM Train	28%	11%	7%	50%	4%	100%
Total	24%	4%	15%	49%	8%	100%

Table 20b: Modal split (PKM) for purpose groups

Share mileage w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Walk etc.	3%	6%	6%	6%	1%	5%
SUM Bicycle etc.	17%	19%	9%	6%	7%	10%
SUM Car etc.	57%	19%	75%	64%	82%	63%
SUM Collective road	3%	12%	2%	4%	0%	4%
SUM Train	20%	43%	8%	18%	8%	17%
SUM Other	0%	-	-	3%	2%	2%
Total	100%	100%	100%	100%	100%	100%

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%	0.9%	2.7%	0.1%	4.6%
Skateb., roller skates etc.	-	0.0%	0.0%	0.0%	-	0.0%
SUM Walk etc.	0.6%	0.3%	0.9%	2.7%	0.1%	4.6%
Bicycle	4.1%	0.8%	1.4%	2.8%	0.6%	9.7%
Moped 30 km/h	0.0%	-	0.0%	0.0%	-	0.0%
Disability moped (electric)	-	-	0.0%	-	-	0.0%
Electric scooter etc.	0.0%	0.0%	-	0.0%	-	0.0%
SUM Bicycle etc.	4.1%	0.8%	1.4%	2.8%	0.6%	9.7%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0.2%	-	-	0.0%	-	0.2%
Passenger car	12.7%	0.7%	10.7%	30.8%	4.1%	59.0%
Taxi cab	0.0%	0.1%	0.0%	0.0%	0.1%	0.3%
Van	0.5%	-	0.3%	0.2%	1.8%	2.7%
Lorry	-	-	-	-	0.5%	0.5%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.0%	0.0%	0.6%	0.0%	0.0%	0.7%
SUM Car etc.	13.4%	0.8%	11.6%	31.1%	6.6%	63.5%
Collective, public bus	0.8%	0.3%	0.3%	1.9%	0.0%	3.4%
Dial-a-ride, flex. transport	-	0.2%	0.0%	0.0%	-	0.2%
SUM Collective road	0.8%	0.5%	0.4%	1.9%	0.0%	3.6%
S-train (Cph suburban rail)	2.1%	0.4%	0.6%	2.3%	0.2%	5.7%
Copenhagen Metro	0.9%	0.2%	0.3%	1.0%	0.1%	2.5%
Light rail / tram	0.0%	-	-	0.0%	-	0.0%
Other train	1.7%	1.2%	0.4%	5.3%	0.3%	8.8%
SUM Train	4.7%	1.8%	1.2%	8.6%	0.7%	17.0%
Horse carriage, horse	-	-	-	-	-	-
Ferry, water bus	0.1%	-	-	0.2%	0.1%	0.5%
Leisure boat	-	-	-	0.1%	-	0.1%
Airplane	-	-	-	1.2%	-	1.2%
SUM Other	0.1%	-	-	1.5%	0.1%	1.7%
Total	23.7%	4.2%	15.4%	48.6%	8.1%	100%

Figure 21: Mileage by purpose group

(mileage (PKM), trip purpose excl. commercial transport)

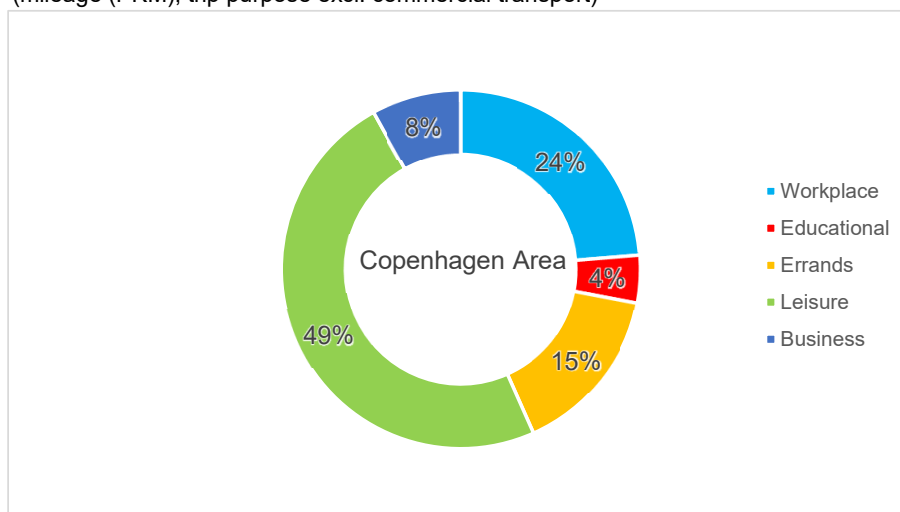


Table 22: Vehicle mileage by mode and purpose group

(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	1.1	0.2	0.4	0.7	0.2	2.6
Moped 30 km/h	0.0	-	0.0	0.0	-	0.0
Disability moped (electric)	-	-	0.0	-	-	0.0
Electric scooter etc.	0.0	0.0	-	0.0	-	0.0
SUM Bicycle etc.	1.1	0.2	0.4	0.8	0.2	2.7
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0.0	-	-	0.0	-	0.0
Passenger car	3.3	0.1	2.2	4.6	0.9	11.1
Taxi cab	-	-	-	-	-	-
Van	0.1	-	0.1	0.0	0.5	0.7
Lorry	-	-	-	-	0.1	0.1
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	0.2	-	-	0.2
SUM Car etc.	3.5	0.1	2.5	4.6	1.6	12.2
Total	4.6	0.3	2.9	5.4	1.7	14.9

Table 22a: Distribution, vehicle mileage for each mode

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Bicycle etc.	43%	8%	14%	28%	6%	100%
Passenger car	30%	1%	20%	41%	8%	100%
Van	17%	-	10%	6%	66%	100%
SUM Car etc.	28%	1%	20%	38%	13%	100%
Total	31%	2%	19%	36%	12%	100%

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

Share mileage w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	25%	69%	13%	14%	9%	18%
Moped 30 km/h	0%	-	0%	0%	-	0%
Disability moped (electric)	-	-	0%	-	-	0%
Electric scooter etc.	0%	0%	-	0%	-	0%
SUM Bicycle etc.	25%	69%	13%	14%	9%	18%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	1%	-	-	0%	-	0%
Passenger car	72%	31%	78%	85%	54%	75%
Van	3%	-	3%	1%	29%	5%
SUM Car etc.	75%	31%	87%	86%	91%	82%
Total	100%	100%	100%	100%	100%	100%

Table 22c: Distribution, vehicle mileage

Share of total mileage	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	7.6%	1.5%	2.6%	5.0%	1.1%	17.7%
Moped 30 km/h	0.0%	-	0.0%	0.1%	-	0.1%
Disability moped (electric)	-	-	0.0%	-	-	0.0%
Electric scooter etc.	0.0%	0.0%	-	0.0%	-	0.0%
SUM Bicycle etc.	7.7%	1.5%	2.6%	5.1%	1.1%	17.9%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0.3%	-	-	0.0%	-	0.3%
Passenger car	22.2%	0.7%	15.0%	30.7%	6.2%	74.7%
Van	0.9%	-	0.5%	0.3%	3.3%	5.0%
Lorry	-	-	-	-	1.0%	1.0%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	1.1%	-	-	1.1%
SUM Car etc.	23.4%	0.7%	16.6%	31.0%	10.5%	82.1%
Total	31.1%	2.1%	19.2%	36.1%	11.6%	100%

Table 23: Journeys by purpose group and mode chain type

Journeys per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.01	0.02	0.10	0.16	0.00	0.29
Bicycle (only)	0.10	0.04	0.06	0.09	0.01	0.29
Driver of passenger car	0.08	0.00	0.10	0.11	0.01	0.29
Passenger car, passenger	0.00	0.01	0.02	0.07	0.00	0.10
Driver of other vehicle	0.01	-	0.00	0.00	0.01	0.02
Passenger in other vehicle	0.00	0.00	-	0.00	0.00	0.00
SUM Car etc.	0.09	0.01	0.12	0.18	0.02	0.42
Train	0.02	0.01	0.01	0.03	0.00	0.07
Collective bus	0.01	0.00	0.01	0.01	-	0.02
Train + bus in combination	0.01	0.00	0.00	0.01	-	0.03
Train/bus comb. w/bicycle	0.01	0.00	0.00	0.01	0.00	0.03
Train/bus comb. w/car	0.01	0.00	0.00	0.02	0.00	0.03
SUM Collective	0.06	0.02	0.02	0.07	0.00	0.17
Other	-	-	-	0.00	-	0.00
Total	0.26	0.09	0.30	0.49	0.03	1.17

Table 23a: Distribution journey count for each mode

Share journeys w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	3%	8%	34%	54%	1%	100%
Bicycle (only)	36%	12%	20%	30%	2%	100%
Driver of passenger car	27%	1%	32%	37%	3%	100%
Passenger car, passenger	4%	11%	21%	64%	0%	100%
SUM Car etc.	21%	4%	28%	42%	4%	100%
SUM Collective	35%	10%	13%	40%	3%	100%
Total	22%	8%	25%	42%	3%	100%

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

Share journeys w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	3%	25%	33%	32%	5%	25%
Bicycle (only)	40%	39%	19%	18%	21%	25%
Driver of passenger car	30%	3%	32%	22%	29%	25%
Passenger car, passenger	2%	13%	7%	14%	2%	9%
Driver of other vehicle	2%	-	1%	0%	25%	1%
Passenger in other vehicle	0%	1%	-	0%	2%	0%
SUM Car etc.	34%	17%	40%	36%	58%	36%
Train	9%	6%	2%	5%	8%	6%
Collective bus	2%	1%	2%	2%	-	2%
Train + bus in combination	4%	5%	1%	1%	-	2%
Train/bus comb. w/bicycle	5%	3%	1%	1%	3%	2%
Train/bus comb. w/car	2%	3%	1%	3%	5%	3%
SUM Collective	23%	19%	7%	14%	16%	15%
Total	100%	100%	100%	100%	100%	100%

Table 23c: Distribution, all journeys

Share of all journeys	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.7%	1.9%	8.4%	13.4%	0.1%	24.7%
Bicycle (only)	8.9%	3.0%	4.9%	7.5%	0.6%	24.9%
SUM Car etc.	7.6%	1.3%	10.2%	15.2%	1.6%	35.9%
SUM Collective	5.1%	1.5%	1.8%	5.8%	0.4%	14.5%
Total	22.3%	7.7%	25.4%	42.0%	2.7%	100%

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
Walk (only)	3%	25%	8.1%
Bicycle (only)	36%	38%	36.3%
Driver of passenger car	34%	3%	26.5%
Passenger car, passenger	1%	12%	4.0%
Driver of other vehicle	0%	0%	0.1%
Non-collective bus	3%	-	2.2%
Passenger in other vehicle	0%	1%	0.3%
SUM Car etc.	38%	16%	33.1%
Train	9%	7%	8.6%
Collective bus	2%	2%	1.7%
Train + bus in combination	4%	5%	4.0%
Train/bus comb. w/bicycle	5%	3%	4.6%
Train/bus comb. w/car	4%	4%	3.6%
SUM Collective	23%	21%	22.6%
Other	-	-	-
Total	100%	100%	100%

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
2015	2.5% \pm 1.4%	29.8% \pm 3.8%	44.5% \pm 4.0%	23.2% \pm 3.7%	-
2016	2.9% \pm 1.3%	28.6% \pm 3.2%	43.0% \pm 3.7%	25.5% \pm 3.3%	-
2017	2.7% \pm 1.5%	28.8% \pm 3.9%	45.6% \pm 3.7%	22.9% \pm 3.5%	-
2018	2.7% \pm 1.3%	36.2% \pm 3.3%	44.4% \pm 3.8%	16.7% \pm 2.9%	-
2019	3.8% \pm 1.9%	33.3% \pm 3.3%	39.7% \pm 3.5%	23.2% \pm 3.0%	-
2020	4.0% \pm 1.6%	34.9% \pm 3.4%	46.4% \pm 3.5%	14.6% \pm 2.4%	-
2021	5.1% \pm 1.8%	29.6% \pm 5.4%	47.2% \pm 5.0%	18.1% \pm 3.0%	-
2022	4.3% \pm 2.4%	34.3% \pm 3.6%	37.5% \pm 3.4%	23.9% \pm 3.5%	-
2023	4.6% \pm 1.4%	32.5% \pm 3.4%	41.9% \pm 3.7%	21.0% \pm 2.8%	-
2024	2.8% \pm 1.0%	35.6% \pm 3.7%	38.3% \pm 3.1%	23.3% \pm 3.0%	-

Figure 26: Time series, commuter modal split

Illustration of table 25, above.

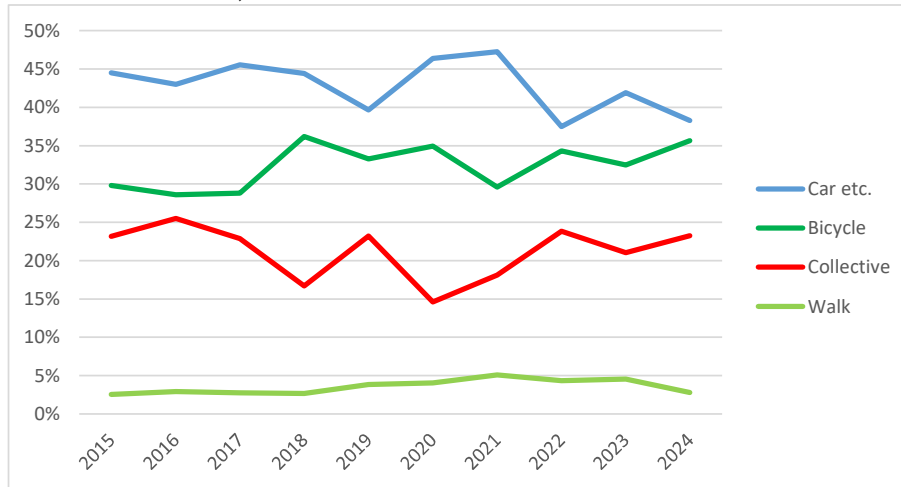
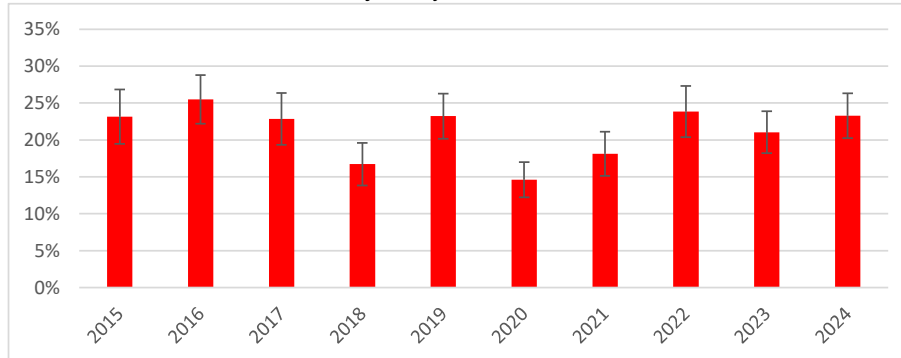
**Figure 27: Collective share of workplace commuting**

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



Socioeconomics

Table 28: Gender, mileage and travel time by mode

(average per person per day, excl. commercial transport)

Mode of transport	Personal mileage (PKM)		Vehicle mileage (VKM)		Travel time, minutes	
	Women	Men	Women	Men	Women	Men
Walk or run	1.3	1.2			17.7	14.8
Skateb., roller skates etc.	0.0	0.0			0.1	0.0
SUM Walk etc.	1.3	1.2			17.8	14.9
Bicycle	2.6	2.7	2.6	2.7	10.2	10.2
Moped 30 km/h	0.0	0.0	0.0	0.0	0.0	0.0
Disability moped (electric)	0.0	-			0.0	-
Electric scooter etc.	0.0	0.0			0.0	0.0
SUM Bicycle etc.	2.6	2.8	2.6	2.7	10.3	10.3
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0.0	0.1	-	0.1	0.0	0.1
Passenger car	13.5	19.1	7.4	15.0	17.4	22.6
Taxi cab	0.1	0.1	-	-	0.1	0.1
Van	0.0	1.5	0.0	1.5	0.0	1.6
Lorry	-	0.3	-	0.3	-	0.1
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.3	0.1	0.3	-	0.5	0.2
SUM Car etc.	13.9	21.1	7.8	16.8	18.1	24.7
Collective, public bus	1.2	0.6			2.3	1.7
Dial-a-ride, flex. transport	0.1	0.0			0.2	0.0
SUM Collective road	1.3	0.6			2.5	1.7
S-train (Cph suburban rail)	1.6	1.5			2.5	2.1
Copenhagen Metro	0.7	0.7			1.4	1.2
Light rail / tram	0.0	0.0			0.0	0.0
Other train	2.6	2.2			1.9	1.7
SUM Train	4.9	4.4			5.8	5.0
SUM Other	0.7	0.2			0.5	0.3
Total	24.9	30.2	10.3	19.6	55.0	56.9

Table 28a: Gender, modal split (mileage and travel time)

	Personal mileage		Vehicle mileage		Travel time	
Mode of transport	Women	Men	Women	Men	Women	Men
SUM Walk etc.	5%	4%			32%	26%
SUM Bicycle etc.	10%	9%	25%	14%	19%	18%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	0%	0%	-	0%	0%	0%
Passenger car	54%	63%	72%	76%	32%	40%
Taxi cab	0%	0%	-	-	0%	0%
Van	0%	5%	0%	8%	0%	3%
Lorry	-	1%	-	2%	-	0%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	1%	0%	3%	-	1%	0%
SUM Car etc.	56%	70%	75%	86%	33%	43%
SUM Collective road	5%	2%			4%	3%
SUM Train	20%	14%			11%	9%
SUM Other	3%	1%			1%	1%
Total	100%	100%	100%	100%	100%	100%

Table 31: Age groups, mileage by mode

km per person per day, excl. commerc. transp.	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
Walk or run	0.9	1.4	1.2	1.3	1.3
Skateb., roller skates etc.	0.0	0.0	0.0	-	-
SUM Walk etc.	0.9	1.4	1.2	1.3	1.3
Bicycle	1.4	3.1	3.2	3.1	1.3
Moped 30 km/h	0.1	-	-	-	-
Disability moped (electric)	-	-	-	-	0.0
Electric scooter etc.	0.0	-	0.0	-	-
SUM Bicycle etc.	1.5	3.1	3.2	3.1	1.3
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	0.1	-	0.1	-
Passenger car	8.2	13.2	18.6	24.5	12.6
Taxi cab	0.1	0.0	0.0	0.2	0.0
Van	-	0.4	1.3	1.2	0.2
Lorry	-	-	0.5	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.1	0.7	0.0	-	0.0
SUM Car etc.	8.4	14.5	20.6	26.0	12.8
Collective, public bus	0.5	2.4	0.5	0.4	0.5
Dial-a-ride, flex. transport	0.4	-	-	0.0	0.0
SUM Collective road	0.9	2.4	0.5	0.5	0.5
S-train (Cph suburban rail)	1.2	2.2	1.5	1.2	1.3
Copenhagen Metro	0.3	1.1	0.8	0.5	0.4
Light rail / tram	0.0	0.0	-	-	-
Other train	2.9	3.7	2.3	1.6	1.1
SUM Train	4.5	7.0	4.6	3.3	2.8
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.2	-	0.2	0.2	0.1
Leisure boat	0.0	-	0.0	-	0.1
Airplane	-	-	1.1	-	-
SUM Other	0.2	-	1.2	0.2	0.2
Total	16.4	28.5	31.4	34.3	18.8

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

Share of personal mileage	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
SUM Walk etc.	6%	5%	4%	4%	7%
SUM Bicycle etc.	9%	11%	10%	9%	7%
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	0%	-	0%	-
Passenger car	50%	46%	59%	71%	67%
Taxi cab	1%	0%	0%	1%	0%
Van	-	1%	4%	3%	1%
Lorry	-	-	2%	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	1%	3%	0%	-	0%
SUM Car etc.	51%	51%	66%	76%	68%
SUM Collective road	5%	8%	2%	1%	3%
S-train (Cph suburban rail)	8%	8%	5%	4%	7%
Metro + Light rail	2%	6%	5%	3%	3%
Other train	18%	13%	7%	5%	6%
SUM Train	27%	25%	15%	10%	15%
SUM Other	1%	-	4%	1%	1%
Total	100%	100%	100%	100%	100%

Table 32: Age groups, journeys by chain type

Journeys per person per day	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
Walk (only)	0.32	0.27	0.29	0.30	0.25
Bicycle (only)	0.31	0.32	0.35	0.26	0.13
Car etc. as driver	0.00	0.22	0.39	0.50	0.36
Car etc. as passenger	0.30	0.05	0.08	0.08	0.12
SUM Car etc.	0.30	0.27	0.46	0.57	0.47
Train	0.05	0.09	0.07	0.06	0.03
Collective bus	0.02	0.03	0.02	0.01	0.04
Train + bus in combination	0.02	0.05	0.02	0.02	0.02
Train/bus comb. w/bicycle	0.01	0.04	0.03	0.02	0.02
Train/bus comb. w/car	0.04	0.04	0.03	0.02	0.03
SUM Collective	0.14	0.24	0.17	0.13	0.13
Other	-	-	0.00	-	-
Total	1.07	1.10	1.28	1.27	0.99

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

Share of journeys	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
Walk (only)	30.1%	24.6%	22.9%	23.8%	25.5%
Bicycle (only)	28.9%	28.8%	27.4%	20.5%	13.3%
Car etc. as driver	0.3%	20.0%	30.3%	39.1%	36.1%
Car etc. as passenger	27.9%	4.7%	6.1%	6.0%	11.6%
SUM Car etc.	28.2%	24.6%	36.4%	45.2%	47.7%
Train	4.3%	8.2%	5.8%	4.5%	3.3%
Collective bus	1.8%	2.4%	1.5%	1.0%	4.0%
Train + bus in combination	2.1%	4.3%	1.4%	1.5%	1.6%
Train/bus comb. w/bicycle	1.1%	3.5%	2.2%	1.6%	1.9%
Train/bus comb. w/car	3.4%	3.5%	2.3%	1.9%	2.6%
SUM Collective	12.8%	22.0%	13.2%	10.4%	13.5%
Other	-	-	0.1%	-	-
Total	100%	100%	100%	100%	100%

Table 33: Age groups, journey primary purpose

Share of journeys	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
Workplace (commute)	2.8%	26.1%	30.8%	28.1%	1.8%
School/educational	40.9%	9.2%	1.2%	0.2%	-
SUM Commute	43.7%	35.3%	32.0%	28.3%	1.8%
SUM Errands	10.3%	20.3%	27.0%	27.1%	44.2%
Other home	1.1%	0.2%	0.5%	0.0%	-
After-school centre, youth club	3.2%	-	-	-	-
Kindergarten, day care	3.3%	-	-	-	-
Visit family/friends	8.1%	13.2%	7.2%	9.9%	12.8%
Sports (active participation)	10.8%	9.2%	5.8%	6.8%	8.0%
Entertainment (incl. church)	5.4%	6.4%	6.2%	5.5%	9.8%
Allotment/summer cottage	0.8%	0.5%	0.5%	1.2%	2.0%
Leisure round trip	2.9%	7.8%	9.8%	12.7%	11.9%
Holiday, excursion	8.9%	3.0%	5.4%	2.5%	1.1%
Meetings in private context	0.4%	0.7%	0.9%	0.5%	1.8%
Other leisure activity	1.1%	1.4%	1.1%	1.5%	4.6%
SUM Leisure	46.0%	42.4%	37.5%	40.6%	52.0%
SUM Business trips	-	2.0%	3.3%	4.0%	2.0%
SUM Commercial Tr.	-	-	0.2%	-	-
Total	100%	100%	100%	100%	100%

Table 34: Occupation groups, mileage by mode

km per person per day, excl. commerc. transp.	Students	Earners	Unemployed	Pensioners	Average
Walk or run	1.2	1.2	1.5	1.3	1.3
Skateb., roller skates etc.	0.0	0.0	-	-	0.0
SUM Walk etc.	1.2	1.2	1.5	1.3	1.3
Bicycle	2.4	3.4	1.5	1.0	2.7
Moped 30 km/h	0.0	-	-	-	0.0
Disability moped (electric)	-	-	-	0.0	0.0
Electric scooter etc.	0.0	0.0	-	-	0.0
SUM Bicycle etc.	2.4	3.4	1.5	1.0	2.7
Moped 45 km/h	-	-	-	-	-
Motorcycle	0.0	0.1	-	-	0.0
Passenger car	8.4	21.5	13.6	11.6	16.2
Taxi cab	0.1	0.1	-	0.0	0.1
Van	-	1.4	0.1	-	0.7
Lorry	-	0.3	-	-	0.1
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.7	0.0	-	0.0	0.2
SUM Car etc.	9.3	23.4	13.6	11.6	17.5
SUM Collective road	2.2	0.6	0.3	0.5	1.0
S-train (Cph suburban rail)	1.8	1.6	0.5	1.3	1.6
Copenhagen Metro	0.5	0.8	0.4	0.5	0.7
Light rail / tram	0.0	-	-	-	0.0
Other train	4.4	2.2	0.6	0.9	2.4
SUM Train	6.8	4.7	1.4	2.7	4.7
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.1	0.2	-	0.1	0.1
Leisure boat	0.0	-	0.0	0.1	0.0
Airplane	-	0.6	-	-	0.3
SUM Other	0.1	0.8	0.0	0.1	0.5
Total	22.0	34.1	18.4	17.4	27.5

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

Share of personal mileage	Students	Earners	Unemployed	Pensioners	Average
SUM Walk etc.	6%	4%	8%	8%	5%
SUM Bicycle etc.	11%	10%	8%	6%	10%
Moped 45 km/h	-	-	-	-	-
Motorcycle	0%	0%	-	-	0%
Passenger car	38%	63%	74%	67%	59%
Taxi cab	0%	0%	-	0%	0%
Van	-	4%	0%	-	3%
Lorry	-	1%	-	-	1%
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	3%	0%	-	0%	1%
SUM Car etc.	42%	69%	74%	67%	63%
SUM Collective road	10%	2%	1%	3%	4%
S-train (Cph suburban rail)	8%	5%	3%	8%	6%
Metro + Light rail	3%	4%	2%	2%	3%
Other train	20%	6%	3%	5%	9%
SUM Train	31%	14%	8%	16%	17%
SUM Other	1%	2%	0%	1%	2%
Total	100%	100%	100%	100%	100%

Table 35: Occupation groups, journeys by chain type

Journeys per person per day	Students	Earners	Unemployed	Pensioners	Average
Walk (only)	0.31	0.26	0.50	0.25	0.29
Bicycle (only)	0.34	0.32	0.22	0.13	0.29
Car etc. as driver	0.06	0.44	0.16	0.34	0.31
Car etc. as passenger	0.18	0.07	0.13	0.11	0.11
SUM Car etc.	0.24	0.51	0.30	0.45	0.42
Train	0.06	0.07	0.04	0.05	0.07
Collective bus	0.02	0.02	0.02	0.04	0.02
Train + bus in combination	0.04	0.02	0.01	0.02	0.03
Train/bus comb. w/bicycle	0.02	0.03	0.00	0.01	0.03
Train/bus comb. w/car	0.04	0.03	0.02	0.03	0.03
SUM Collective	0.19	0.18	0.10	0.15	0.17
Other	-	-	0.01	-	0.00
Total	1.08	1.27	1.12	0.98	1.17

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

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Walk (only)	28.4%	20.8%	44.5%	25.8%	24.7%
Bicycle (only)	31.7%	25.3%	20.0%	13.5%	24.9%
Car etc. as driver	5.2%	34.6%	14.5%	34.7%	26.7%
Car etc. as passenger	17.1%	5.4%	11.9%	10.9%	9.2%
SUM Car etc.	22.3%	40.0%	26.4%	45.6%	35.9%
Train	5.9%	5.9%	3.7%	4.9%	5.6%
Collective bus	1.8%	1.4%	2.2%	4.4%	1.9%
Train + bus in combination	3.8%	1.7%	1.0%	1.7%	2.2%
Train/bus comb. w/bicycle	1.9%	2.7%	0.3%	1.5%	2.2%
Train/bus comb. w/car	4.1%	2.2%	1.4%	2.7%	2.7%
SUM Collective	17.5%	13.9%	8.6%	15.1%	14.5%
Other	-	-	0.5%	-	0.0%
Total	100%	100%	100%	100%	100%

Table 36: Occupation groups, journey primary purpose

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Workplace (commute)	8.5%	35.0%	-	0.7%	22.3%
School/educational	33.3%	0.3%	-	-	7.7%
SUM Commute	41.8%	35.3%	-	0.7%	30.0%
SUM Errands	14.6%	23.4%	44.8%	43.2%	25.4%
Other home	0.7%	0.3%	0.2%	-	0.4%
After-school centre, youth club	1.8%	-	-	-	0.4%
Kindergarten, day care	1.9%	-	-	-	0.4%
Visit family/friends	10.5%	8.3%	12.0%	14.0%	9.8%
Sports (active participation)	9.4%	6.6%	8.3%	8.8%	7.6%
Entertainment (incl. church)	5.6%	5.8%	8.1%	9.8%	6.4%
Allotment/summer cottage	0.7%	0.8%	0.5%	1.7%	0.9%
Leisure round trip	4.5%	9.5%	16.8%	13.3%	9.3%
Holiday, excursion	6.3%	4.1%	4.6%	1.0%	4.2%
Meetings in private context	0.5%	0.6%	1.9%	1.5%	0.8%
Other leisure activity	1.3%	0.9%	2.9%	5.2%	1.7%
SUM Leisure	43.3%	37.0%	55.2%	55.3%	42.0%
SUM Business trips	0.3%	4.2%	-	0.8%	2.6%
SUM Commercial Tr.	-	0.1%	-	-	0.1%
Total	100%	100%	100%	100%	100%

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
SUM Walk etc.	1.1	1.3	1.5	1.1	1.3
Bicycle	1.9	2.7	2.1	4.2	3.9
Moped 30 km/h	-	-	-	-	-
Disability moped (electric)	0.0	-	-	-	-
Electric scooter etc.	0.0	-	-	0.0	-
SUM Bicycle etc.	1.9	2.7	2.1	4.2	3.9
Moped 45 km/h	-	-	-	-	-
Motorcycle	0.0	-	-	0.3	-
Passenger car	9.2	8.7	17.0	22.4	23.0
Taxi cab	0.0	0.0	-	0.1	0.1
Van	-	0.0	0.4	1.2	1.0
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	1.0	0.1	0.1	0.0	0.0
SUM Car etc.	10.3	8.9	17.6	24.0	24.1
Collective, public bus	2.0	0.6	1.2	0.4	0.5
Dial-a-ride, flex. transport	0.3	0.0	-	0.0	-
SUM Collective road	2.3	0.6	1.2	0.4	0.5
S-train (Cph suburban rail)	0.8	1.3	1.9	1.5	1.9
Copenhagen Metro	0.3	0.9	1.0	0.7	0.6
Light rail / tram	0.0	0.1	-	-	-
Other train	1.2	3.9	0.7	2.0	0.9
SUM Train	2.3	6.2	3.7	4.3	3.4
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.1	-	-	0.2	0.3
Leisure boat	0.1	-	-	-	-
Airplane	-	4.1	-	-	-
SUM Other	0.2	4.1	-	0.2	0.3
Total	18.1	23.8	26.0	34.2	33.5

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

Share of personal mileage	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
SUM Walk etc.	6%	5%	6%	3%	4%
SUM Bicycle etc.	11%	11%	8%	12%	12%
Moped 45 km/h	-	-	-	-	-
Motorcycle	0%	-	-	1%	-
Passenger car	51%	37%	65%	65%	69%
Taxi cab	0%	0%	-	0%	0%
Van	-	0%	2%	4%	3%
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	5%	0%	0%	0%	0%
SUM Car etc.	57%	37%	68%	70%	72%
SUM Collective road	12%	3%	5%	1%	2%
S-train (Cph suburban rail)	4%	6%	7%	4%	6%
Metro + Light rail	2%	4%	4%	2%	2%
Other train	6%	16%	3%	6%	3%
SUM Train	13%	26%	14%	13%	10%
SUM Other	1%	17%	-	1%	1%
Total	100%	100%	100%	100%	100%

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
Walk (only)	0.3	0.3	0.3	0.2	0.3
Bicycle (only)	0.3	0.3	0.2	0.3	0.4
Car etc. as driver	0.1	0.2	0.3	0.4	0.5
Car etc. as passenger	0.2	0.1	0.1	0.1	0.0
SUM Car etc.	0.3	0.2	0.4	0.6	0.5
Train	0.0	0.1	0.1	0.1	0.1
Collective bus	0.0	0.0	0.0	0.0	0.0
Train + bus in combination	0.0	0.0	0.0	0.0	0.0
Train/bus comb. w/bicycle	0.0	0.0	0.0	0.1	0.0
Train/bus comb. w/car	0.0	0.0	0.1	0.0	0.0
SUM Collective	0.1	0.2	0.3	0.2	0.2
Other	0.0	-	-	-	-
Total	1.1	1.1	1.2	1.3	1.3

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
Walk (only)	30%	31%	25%	19%	21%
Bicycle (only)	29%	30%	19%	26%	29%
Car etc. as driver	8%	17%	26%	32%	36%
Car etc. as passenger	22%	5%	7%	11%	3%
SUM Car etc.	30%	22%	33%	43%	39%
Train	3%	8%	7%	4%	6%
Collective bus	2%	3%	4%	1%	2%
Train + bus in combination	3%	4%	3%	1%	2%
Train/bus comb. w/bicycle	1%	1%	4%	4%	2%
Train/bus comb. w/car	2%	2%	6%	2%	1%
SUM Collective	10%	17%	23%	12%	12%
Other	0%	-	-	-	-
Total	100%	100%	100%	100%	100%

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)	5%	13%	29%	33%	34%
School/educational	30%	6%	0%	1%	0%
SUM Commute	35%	18%	30%	34%	35%
SUM Errands	17%	36%	31%	25%	26%
Other home	1%	0%	0%	0%	0%
After-school centre, youth club	2%	-	-	-	-
Kindergarten, day care	3%	-	-	-	-
Visit family/friends	10%	13%	9%	10%	6%
Sports (active participation)	11%	7%	7%	5%	8%
Entertainment (incl. church)	6%	7%	5%	7%	6%
Allotment/summer cottage	1%	2%	1%	1%	1%
Leisure round trip	5%	9%	10%	7%	10%
Holiday, excursion	6%	4%	4%	4%	3%
Meetings in private context	1%	-	0%	1%	1%
Other leisure activity	2%	2%	2%	1%	1%
SUM Leisure	47%	44%	38%	36%	36%
SUM Business trips	1%	1%	1%	5%	2%
SUM Commercial Tr.	-	-	-	-	0%
Total	100%	100%	100%	100%	100%