



Hjalmar Christiansen
Marie Karen Anderson

Center for Transport Analytics
April 14th 2026

The Danish National Travel Survey
Annual Statistical Report

Copenhagen Area

2025

Data version TU0625v1

Annual Statistical Report

Copenhagen Area 2025

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 2025 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 2019 or earlier, resident within the borders of the Copenhagen Area.

Table 1: Data foundation

Residents in the Copenhagen Area	Women	Men	2025 total
Number of interviews	1 520	1 297	2 817
Number of trips	4 259	3 484	7 743

Data version: TU0625v1

All results in the following tables are weighted to the population with regard to age, gender and municipality (home).

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 365 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	2.8	2.8	trips per person per day
- excl. commercial transport	2.8	2.7	2.7	trips per person per day
Nonmobile rate (0 trip rate)	16%	16%	16%	(rate on avg. day)
	Women	Men	Total >= 6y	
Average, total travel time	58.6	59.0	58.8	mins per person per day
	Women	Men	Total >= 6y	
Average, total mileage	25.6	30.9	28.2	km per person per day
- hereof motorized modes	21.8	26.8	24.3	km per person per day
- hereof bicycle	2.4	2.8	2.6	km per person per day
- total, excl. commercial transport	25.6	30.6	28.0	km per person per day
	Women	Men	Total >= 6y	
Avg. trip length, excl. commercial transport	9.2	11.3	10.2	kilometers per trip
	Women	Men	Total	
Bicycle ownership	77.7%	77.3%	77.5%	(share of pop. >=6y)
Driving licence	79.5%	86.6%	82.9%	(share of pop. >=18y)

Modes of transport

Table 3: Mileage and travel time by mode

(excl. commercial transport) Mode	Personal mileage		Vehicle mileage		Travel time	
	km/pers/day	%	km/pers/day	%	mins/pers/day	%
Walk or run	1.3	4.7%			16.8	29.9%
Skateb., roller skates etc.	0.0	0.0%			0.1	0.2%
SUM Walk etc.	1.3	4.7%			16.9	30.0%
Bicycle	2.6	9.2%	2.6	17.5%	10.2	18.1%
Moped 30 km/h	0.0	0.0%	0.0	0.0%	0.0	0.0%
Disability moped (electric)	0.0	0.0%			0.0	0.1%
Electric scooter etc.	0.0	0.1%			0.1	0.1%
SUM Bicycle etc.	2.6	9.3%	2.6	17.5%	10.3	18.3%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-
Passenger car	16.6	59.1%	11.1	75.6%	19.6	34.9%
Taxi cab	0.1	0.3%			0.1	0.2%
Van	1.1	3.8%	1.0	6.9%	1.0	1.7%
Lorry	-	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.1	0.4%	-	-	0.2	0.3%
SUM Car etc.	17.9	63.7%	12.1	82.5%	20.9	37.2%
Collective, public bus	0.7	2.6%			2.0	3.7%
Dial-a-ride, flex. transport	0.0	0.1%			0.0	0.1%
SUM Collective road	0.8	2.7%			2.1	3.7%
S-train (Cph suburban rail)	1.6	5.7%			2.3	4.1%
Copenhagen Metro	0.7	2.6%			1.3	2.3%
Light rail / tram	0.0	0.1%			0.1	0.1%
Other train	2.7	9.5%			1.7	3.1%
SUM Train	5.0	17.9%			5.4	9.6%
Horse carriage, horse	0.0	0.0%			0.1	0.1%
Ferry, water bus	0.2	0.7%			0.4	0.7%
Leisure boat	0.0	0.1%			0.1	0.2%
Airplane	0.3	1.0%			0.1	0.1%
SUM Other	0.5	1.8%			0.6	1.1%
Total	28.0	100%	14.7	100%	56.1	100%

Table 4: Modal split, journeys by mode chain type

(incl. commercial transport) Journey chain type	All journeys		Journeys <10km		Travel time	
	pr pers pr day	%	pr pers pr day	%	mins/pers/day	%
Walk (only)	0.30	25.9%	0.29	46.6%	10.0	17.0%
Bicycle (only)	0.28	24.5%	0.19	30.7%	9.8	16.7%
Car etc. as driver	0.30	25.9%	0.08	12.6%	16.3	27.7%
Car etc. as passenger	0.10	8.4%	0.03	4.9%	5.5	9.4%
SUM Car etc.	0.40	34.4%	0.11	17.5%	21.8	37.1%
Train	0.07	5.7%	0.01	2.0%	5.3	9.0%
Collective bus	0.03	2.8%	0.01	2.4%	2.3	4.0%
Train + bus in combination	0.02	2.2%	0.00	0.3%	2.9	4.9%
Train/bus comb. w/bicycle	0.03	2.2%	0.00	0.2%	2.7	4.5%
Train/bus comb. w/car	0.03	2.3%	0.00	0.3%	3.8	6.4%
SUM Collective	0.17	15.1%	0.03	5.2%	17.0	28.9%
Other	0.00	0.1%	0.00	0.2%	0.1	0.2%
Total	1.16	100%	0.63	100%	58.8	100%

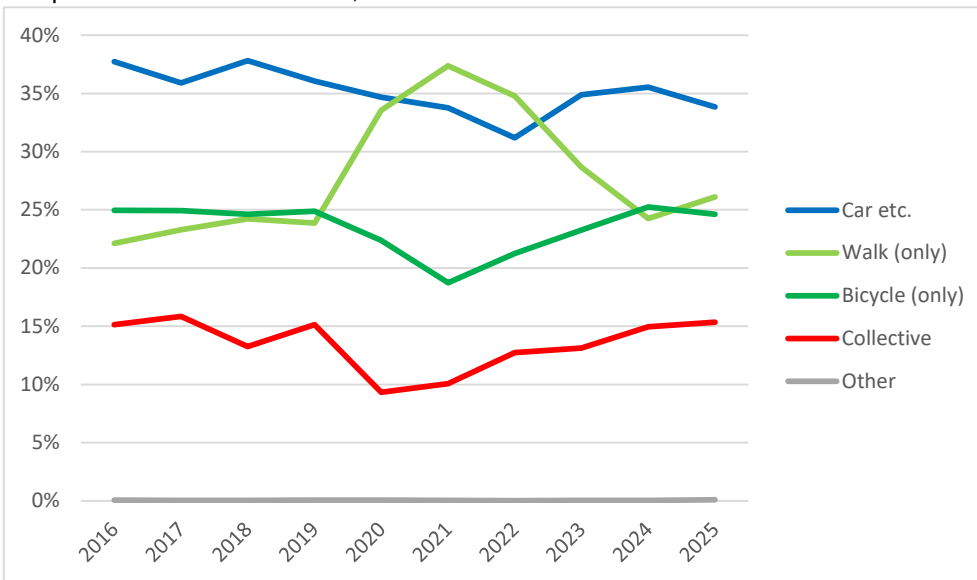
Table 5: Time series, modal split, journeys by chain type group

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

	Walk	Bicycle	Car etc.	Collective	Other
2016	22.1% ±2.1%	25.0% ±2.4%	37.7% ±2.2%	15.1% ±1.7%	0.1% ±0.1%
2017	23.3% ±2.2%	24.9% ±1.9%	35.9% ±2.5%	15.8% ±1.6%	0.0% ±0.1%
2018	24.2% ±2.0%	24.6% ±1.8%	37.8% ±2.0%	13.3% ±1.4%	0.1% ±0.1%
2019	23.9% ±2.2%	24.9% ±2.0%	36.1% ±1.9%	15.1% ±1.5%	0.1% ±0.1%
2020	33.6% ±1.9%	22.4% ±1.7%	34.7% ±2.0%	9.3% ±0.9%	0.1% ±0.1%
2021	37.4% ±1.9%	18.7% ±1.7%	33.8% ±2.2%	10.1% ±1.1%	0.0% ±0.1%
2022	34.8% ±1.9%	21.3% ±1.8%	31.2% ±1.8%	12.7% ±1.7%	0.0% ±0.0%
2023	28.7% ±2.0%	23.3% ±1.8%	34.9% ±2.0%	13.1% ±1.2%	0.0% ±0.0%
2024	24.2% ±1.9%	25.2% ±1.6%	35.5% ±1.9%	14.9% ±1.3%	0.0% ±0.1%
2025	26.1% ±1.8%	24.6% ±1.8%	33.8% ±2.0%	15.3% ±1.5%	0.1% ±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.

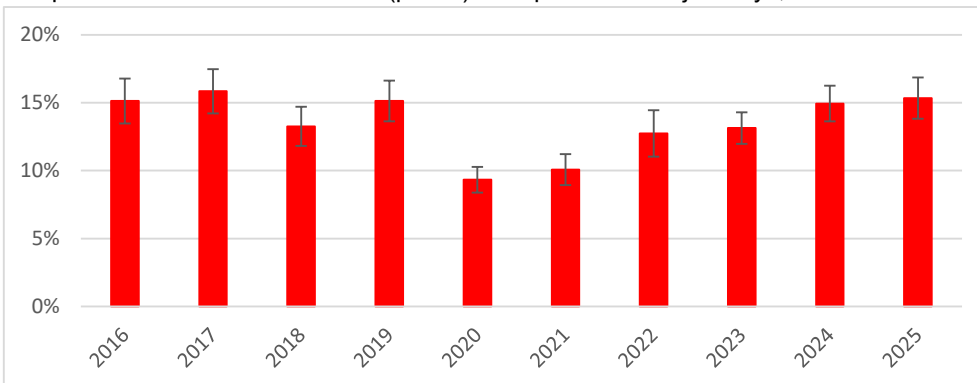


Table 8: Time series, modal split by mileage

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

	Walk etc.	Bicycle etc.	Car etc.	Collect. bus	Train	Other
2016	4.0% ±0.6%	9.5% ±1.5%	64.8% ±5.0%	6.1% ±2.1%	15.1% ±4.4%	0.4% ±0.6%
2017	4.3% ±0.6%	10.5% ±1.8%	62.4% ±4.6%	5.7% ±1.6%	16.4% ±4.2%	0.6% ±0.9%
2018	3.8% ±0.5%	9.2% ±1.3%	65.2% ±4.0%	3.9% ±0.9%	17.1% ±4.0%	0.8% ±0.7%
2019	3.6% ±0.5%	8.6% ±1.3%	69.0% ±4.3%	3.0% ±0.6%	14.7% ±3.9%	1.1% ±0.9%
2020	6.1% ±0.6%	10.3% ±1.2%	68.8% ±3.1%	2.7% ±0.8%	11.2% ±2.4%	0.8% ±0.6%
2021	7.6% ±0.8%	8.9% ±1.1%	68.4% ±3.5%	3.5% ±1.2%	10.9% ±2.5%	0.7% ±0.8%
2022	6.0% ±0.6%	9.3% ±1.2%	59.0% ±6.1%	4.4% ±1.9%	20.7% ±6.2%	0.6% ±1.1%
2023	5.3% ±0.6%	9.6% ±1.1%	65.5% ±3.7%	3.7% ±1.8%	15.3% ±3.4%	0.6% ±0.5%
2024	4.5% ±0.6%	9.7% ±1.1%	63.8% ±3.9%	3.5% ±1.7%	16.9% ±2.8%	1.6% ±1.9%
2025	4.7% ±0.5%	9.6% ±1.0%	63.1% ±4.2%	2.7% ±0.6%	18.4% ±4.0%	1.5% ±1.3%

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

Graphical illustration of table 8, above.

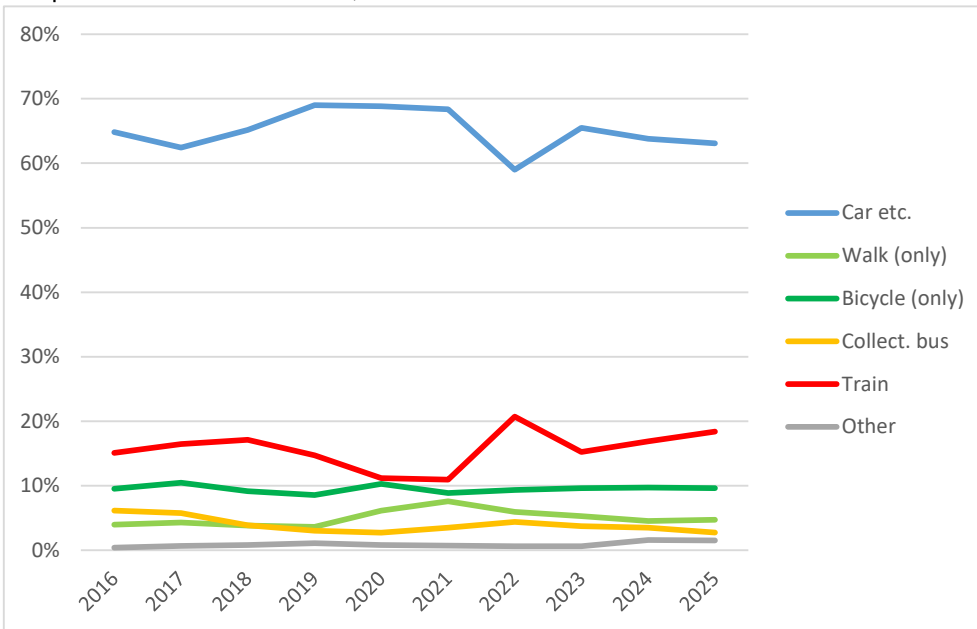


Figure 10: Time series, collective bus market share by mileage

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

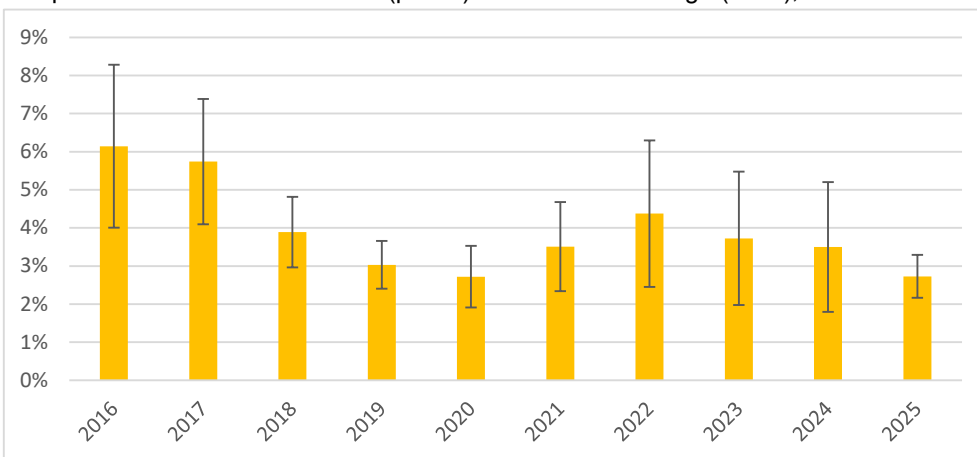


Table 11c: Length and chain type, share of all journeys

Share of journeys	< 2 km	2-3.9 km	4-9.9 km	10-19 km	20-49 km	>= 50 km (*)	SUM
Walk (only)	13.9%	6.5%	4.8%	0.7%	0.0%	-	25.9%
Bicycle (only)	2.0%	5.3%	9.3%	6.0%	1.9%	0.1%	24.5%
SUM Car etc.	0.7%	2.7%	6.2%	8.2%	9.4%	7.1%	34.4%
SUM Collective	-	0.3%	2.6%	4.8%	5.1%	2.3%	15.1%
Total	16.6%	14.9%	23.0%	19.7%	16.3%	9.5%	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	1 678	6.7%			361	34.6%
Skateb., roller skates etc.	9	0.0%			2	0.2%
SUM Walk etc.	1 686	6.7%			363	34.8%
Bicycle	3 457	13.7%	3 442	19.2%	226	21.7%
Moped 30 km/h	78	0.3%	78	0.4%	1	0.1%
Disability moped (electric)	6	0.0%			1	0.1%
Electric scooter etc.	15	0.1%			1	0.1%
SUM Bicycle etc.	3 556	14.1%	3 520	19.6%	229	22.0%
Moped 45 km/h	9	0.0%	9	0.0%	0	0.0%
Motorcycle	-	-	-	-	-	-
Passenger car	16 894	67.1%	12 639	70.4%	379	36.3%
Taxi cab	147	0.6%	20	0.1%	3	0.3%
Van	1 513	6.0%	1 449	8.1%	20	2.0%
Lorry	77	0.3%	77	0.4%	-	-
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	318	1.3%	182	1.0%	3	0.3%
SUM Car etc.	18 959	75.3%	14 376	80.0%	406	38.9%
Collective, public bus	890	3.5%	-	-	43	4.1%
Dial-a-ride, flex. transport	79	0.3%	63	0.4%	1	0.1%
SUM Collective road	969	3.8%	63	0.4%	44	4.2%
Horse carriage, horse	4	0.0%			1	0.1%
Total	25 174	100%	17 959	100%	1 043	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	16 894	12 639	1.34
Van	1 513	1 449	1.04
Passenger car+van+taxi	18 555	14 109	1.32

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)	0.50	18.2%	6.0	21.4%	12.7	21.7%
School/educational	0.21	7.5%	1.5	5.2%	3.7	6.3%
SUM Commute	0.71	25.7%	7.5	26.6%	16.4	28.0%
Escorting to/from activity	0.15	5.5%	0.7	2.4%	1.7	2.8%
Escorting to/from transport	0.04	1.4%	0.4	1.5%	0.7	1.2%
Collect/bring objects	0.05	1.9%	0.4	1.4%	0.7	1.2%
Shopping	0.43	15.4%	1.3	4.5%	4.4	7.5%
Social/health	0.03	1.2%	0.2	0.8%	0.7	1.3%
School excursions etc.	0.01	0.3%	0.1	0.3%	0.2	0.4%
Other errand	0.09	3.1%	0.5	1.8%	1.5	2.5%
SUM Errands	0.80	28.8%	3.6	12.7%	9.9	16.9%
Other home	0.00	0.1%	0.0	0.2%	0.1	0.2%
After-school centre, youth c	0.01	0.4%	0.0	0.1%	0.1	0.2%
Kindergarten, day care	0.01	0.2%	0.0	0.1%	0.1	0.2%
Visit family/friends	0.25	9.0%	5.5	19.5%	7.7	13.1%
Sports (active participation)	0.18	6.4%	1.2	4.2%	3.0	5.1%
Entertainment (incl. church)	0.18	6.6%	1.7	6.1%	4.3	7.4%
Allotment/summer cottage	0.03	1.0%	1.8	6.5%	1.7	2.9%
Leisure round trip	0.26	9.3%	0.6	2.1%	6.3	10.7%
Holiday, excursion	0.10	3.5%	2.2	8.0%	3.9	6.6%
Meetings in private context	0.03	0.9%	0.2	0.7%	0.5	0.8%
Other leisure activity	0.06	2.2%	0.8	2.9%	1.6	2.8%
SUM Leisure	1.10	39.5%	14.2	50.5%	29.3	49.9%
Meetings, conferences	0.04	1.4%	0.7	2.5%	1.0	1.8%
Customer or client visit	0.06	2.3%	0.5	1.9%	0.7	1.2%
Business services, trade	0.02	0.7%	0.6	2.1%	0.5	0.8%
Other business	0.01	0.5%	0.9	3.2%	0.8	1.4%
SUM Business trips	0.14	4.9%	2.7	9.7%	3.1	5.2%
Commercial tr. of goods	0.02	0.9%	0.1	0.5%		
Commercial tr. of persons	0.00	0.1%	0.0	0.1%		
Other commercial transp.	-	-	-	-		
SUM Commercial Tr.	0.03	1.0%	0.1	0.5%		
Total	2.77	100%	28.2	100%	58.7	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)	0.25	21.6%	6.9	24.6%	14.6	24.8%
School/educational	0.10	8.7%	1.6	5.8%	4.1	6.9%
SUM Commute	0.35	30.3%	8.6	30.4%	18.6	31.7%
Escorting to/from activity	0.04	3.7%	0.4	1.3%	1.0	1.8%
Escorting to/from transport	0.01	1.1%	0.4	1.3%	0.6	1.0%
Collect/bring objects	0.02	1.5%	0.3	1.0%	0.5	0.8%
Shopping	0.17	14.9%	1.0	3.7%	3.9	6.7%
Social/health	0.01	1.0%	0.3	1.1%	0.7	1.2%
School excursions etc.	0.00	0.3%	0.1	0.3%	0.2	0.4%
Other errand	0.03	2.9%	0.4	1.5%	1.3	2.1%
SUM Errands	0.29	25.5%	2.8	10.0%	8.2	14.0%
Other home	0.00	0.2%	0.2	0.8%	0.4	0.6%
After-school centre, youth c	0.00	0.1%	0.0	0.0%	0.0	0.1%
Kindergarten, day care	0.00	0.1%	0.0	0.1%	0.1	0.2%
Visit family/friends	0.11	9.3%	5.3	18.8%	7.8	13.2%
Sports (active participation)	0.08	6.8%	1.1	3.9%	2.8	4.9%
Entertainment (incl. church)	0.08	6.5%	1.7	6.0%	4.3	7.4%
Allotment/summer cottage	0.01	1.0%	2.3	8.3%	2.3	3.9%
Leisure round trip	0.12	10.7%	0.5	1.9%	5.8	9.9%
Holiday, excursion	0.04	3.7%	2.3	8.2%	3.8	6.4%
Meetings in private context	0.01	0.8%	0.2	0.7%	0.4	0.7%
Other leisure activity	0.03	2.5%	0.8	2.9%	1.7	2.9%
SUM Leisure	0.48	41.7%	14.5	51.5%	29.5	50.2%
Meetings, conferences	0.01	0.9%	0.5	1.9%	0.7	1.3%
Customer or client visit	0.01	0.8%	0.4	1.5%	0.6	0.9%
Business services, trade	0.01	0.5%	0.5	1.6%	0.4	0.7%
Other business	0.00	0.4%	0.8	2.8%	0.7	1.2%
SUM Business trips	0.03	2.5%	2.2	7.8%	2.4	4.1%
Commercial tr. of goods	0.00	0.1%	0.1	0.2%		
Commercial tr. of persons	0.00	0.0%	0.0	0.1%		
Other commercial transp.	-	-	-	-		
SUM Commercial Tr.	0.00	0.1%	0.1	0.3%		
Total	1.16	100%	28.2	100%	58.7	100%

Figure 17: Purpose distribution by trips and journeys

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

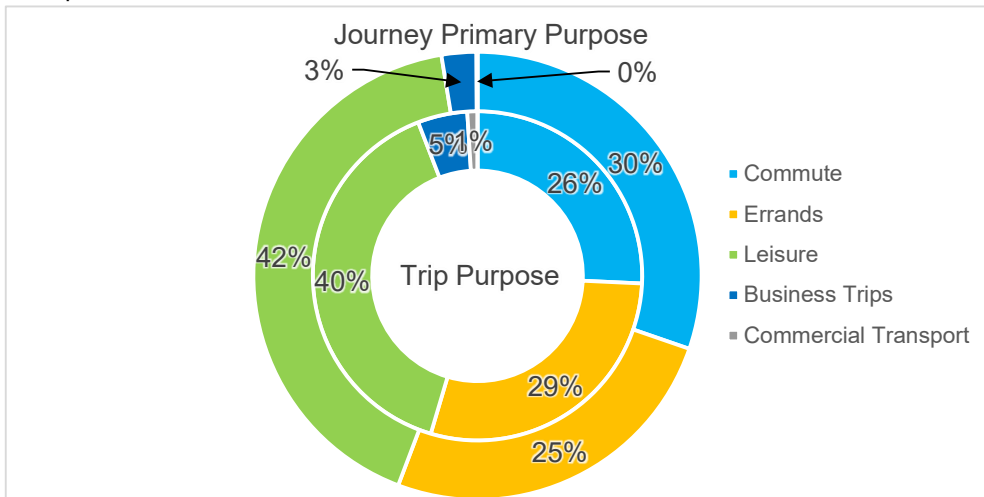


Table 18: Trips by purpose group and mode chain type
(excl. commercial transport)

Trips per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.03	0.05	0.26	0.39	0.01	0.73
Bicycle (only)	0.21	0.08	0.15	0.21	0.03	0.68
Driver of passenger car	0.17	0.01	0.27	0.20	0.05	0.70
Passenger car, passenger	0.01	0.03	0.06	0.14	0.01	0.23
Driver of other vehicle	0.00	-	0.00	0.00	0.03	0.04
Passenger in other vehicle	0.00	0.00	0.00	0.01	0.00	0.02
SUM Car etc.	0.18	0.04	0.34	0.35	0.08	0.99
Train	0.04	0.01	0.03	0.07	0.00	0.16
Collective bus	0.01	0.01	0.02	0.03	0.00	0.08
Train + bus in combination	0.02	0.01	0.00	0.02	0.00	0.05
Train/bus comb. w/bicycle	0.02	0.01	0.00	0.01	0.00	0.05
Train/bus comb. w/car	0.00	0.00	0.00	0.01	0.00	0.02
SUM Collective	0.09	0.04	0.05	0.15	0.01	0.34
Other	-	-	-	0.00	-	0.00
Total	0.50	0.21	0.80	1.10	0.14	2.75

Table 18a: Purpose distribution for mode chain types

Share of trips w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	6%	36%	53%	2%	100%
Bicycle (only)	30%	12%	22%	31%	5%	100%
Driver of passenger car	24%	2%	38%	29%	7%	100%
Passenger car, passenger	3%	11%	26%	58%	3%	100%
SUM Car etc.	18%	4%	34%	35%	8%	100%
SUM Collective	27%	12%	16%	43%	2%	100%
Total	18%	8%	29%	40%	5%	100%

Table 18b: Modal split by purpose group

Share of trips w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	5%	22%	33%	35%	10%	27%
Bicycle (only)	41%	38%	18%	19%	23%	25%
Driver of passenger car	34%	6%	34%	18%	34%	26%
Passenger car, passenger	1%	13%	7%	12%	5%	9%
Driver of other vehicle	1%	-	0%	0%	22%	1%
Passenger in other vehicle	0%	1%	1%	1%	1%	1%
SUM Car etc.	36%	20%	42%	32%	62%	36%
Train	8%	6%	3%	7%	2%	6%
Collective bus	3%	6%	2%	3%	1%	3%
Train + bus in combination	3%	3%	1%	2%	1%	2%
Train/bus comb. w/bicycle	4%	4%	1%	1%	1%	2%
Train/bus comb. w/car	0%	1%	0%	1%	0%	1%
SUM Collective	18%	20%	7%	14%	5%	13%
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)	0.9%	1.7%	9.5%	14.1%	0.5%	26.7%
Bicycle (only)	7.5%	2.9%	5.4%	7.7%	1.1%	24.6%
SUM Car etc.	6.6%	1.5%	12.3%	12.6%	3.0%	36.0%
SUM Collective	3.3%	1.6%	2.0%	5.4%	0.2%	12.5%
Total	18.4%	7.6%	29.1%	39.9%	4.9%	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)	0.5	0.4	2.6	8.2	0.1	11.8
Bicycle (only)	4.0	1.0	1.4	3.2	0.3	9.8
Driver of passenger car	4.0	0.2	3.1	6.0	1.2	14.5
Passenger car, passenger	0.1	0.3	0.8	4.2	0.3	5.7
Driver of other vehicle	0.2	-	0.1	0.0	0.7	0.9
Passenger in other vehicle	0.0	0.0	0.1	0.2	0.0	0.4
SUM Car etc.	4.3	0.5	4.1	10.4	2.3	21.5
Train	1.4	0.4	0.9	3.1	0.2	6.0
Collective bus	0.6	0.4	0.6	1.1	0.0	2.6
Train + bus in combination	0.8	0.3	0.2	1.2	0.1	2.5
Train/bus comb. w/bicycle	1.1	0.3	0.2	0.5	0.1	2.2
Train/bus comb. w/car	0.1	0.3	0.0	1.5	0.0	2.0
SUM Collective	4.0	1.8	1.9	7.3	0.4	15.3
Other	-	-	-	0.2	-	0.2
Total	12.7	3.7	9.9	29.3	3.1	58.7

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%	69%	0%	100%
Bicycle (only)	40%	10%	14%	32%	4%	100%
Driver of passenger car	28%	1%	21%	41%	8%	100%
Passenger car, passenger	1%	5%	15%	73%	6%	100%
SUM Car etc.	20%	2%	19%	48%	11%	100%
SUM Collective	26%	12%	13%	47%	2%	100%
Total	22%	6%	17%	50%	5%	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%	12%	26%	28%	2%	20%
Bicycle (only)	31%	26%	14%	11%	11%	17%
Driver of passenger car	31%	6%	31%	21%	40%	25%
Passenger car, passenger	1%	7%	8%	14%	10%	10%
Driver of other vehicle	1%	-	1%	0%	22%	2%
Passenger in other vehicle	0%	1%	1%	1%	1%	1%
SUM Car etc.	33%	14%	41%	36%	74%	37%
Train	11%	12%	9%	10%	5%	10%
Collective bus	4%	11%	6%	4%	1%	4%
Train + bus in combination	6%	8%	2%	4%	3%	4%
Train/bus comb. w/bicycle	9%	9%	2%	2%	2%	4%
Train/bus comb. w/car	1%	9%	0%	5%	1%	3%
SUM Collective	31%	48%	19%	25%	12%	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)	0.9%	0.8%	4.4%	14.0%	0.1%	20.2%
Bicycle (only)	6.7%	1.6%	2.4%	5.4%	0.6%	16.7%
SUM Car etc.	7.2%	0.9%	6.9%	17.7%	3.9%	36.6%
SUM Collective	6.8%	3.0%	3.3%	12.4%	0.7%	26.1%
Total	21.7%	6.3%	16.9%	49.9%	5.2%	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	0.5%	0.3%	0.9%	2.9%	0.1%	4.7%
Skateb., roller skates etc.	0.0%	0.0%	0.0%	0.0%	-	0.0%
SUM Walk etc.	0.5%	0.3%	0.9%	2.9%	0.1%	4.7%
Bicycle	4.0%	0.8%	1.2%	2.8%	0.4%	9.2%
Moped 30 km/h	-	-	-	0.0%	-	0.0%
Disability moped (electric)	-	-	0.0%	0.0%	-	0.0%
Electric scooter etc.	0.0%	0.0%	0.0%	0.0%	-	0.1%
SUM Bicycle etc.	4.0%	0.8%	1.2%	2.8%	0.4%	9.3%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-
Passenger car	11.3%	1.1%	8.3%	33.4%	5.0%	59.1%
Taxi cab	-	0.0%	0.0%	0.2%	0.1%	0.3%
Van	0.5%	-	0.3%	0.1%	2.9%	3.8%
Lorry	-	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.0%	0.1%	-	0.2%	0.1%	0.4%
SUM Car etc.	11.9%	1.2%	8.6%	33.9%	8.1%	63.7%
Collective, public bus	0.8%	0.4%	0.3%	1.1%	0.0%	2.6%
Dial-a-ride, flex. transport	-	0.0%	-	0.1%	-	0.1%
SUM Collective road	0.8%	0.4%	0.3%	1.2%	0.0%	2.7%
S-train (Cph suburban rail)	2.0%	0.5%	0.5%	2.5%	0.3%	5.7%
Copenhagen Metro	0.6%	0.1%	0.4%	1.3%	0.0%	2.6%
Light rail / tram	-	0.0%	0.0%	0.1%	-	0.1%
Other train	1.7%	1.9%	0.7%	4.7%	0.4%	9.5%
SUM Train	4.3%	2.6%	1.7%	8.6%	0.7%	17.9%
Horse carriage, horse	-	-	-	0.0%	-	0.0%
Ferry, water bus	0.0%	-	-	0.4%	0.3%	0.7%
Leisure boat	-	-	-	0.1%	-	0.1%
Airplane	-	-	-	0.8%	0.2%	1.0%
SUM Other	0.0%	-	-	1.3%	0.5%	1.8%
Total	21.5%	5.2%	12.7%	50.8%	9.7%	100%

Figure 21: Mileage by purpose group

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

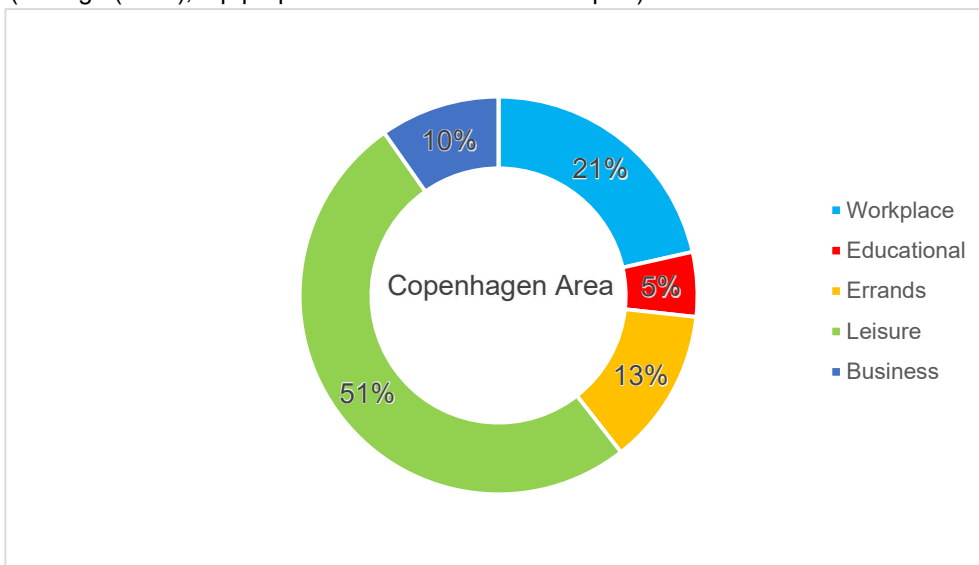


Table 22: Vehicle mileage by mode and purpose group

(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	0.3	0.8	0.1	2.6
Moped 30 km/h	-	-	-	0.0	-	0.0
Disability moped (electric)	-	-	0.0	0.0	-	0.0
Electric scooter etc.	0.0	0.0	0.0	0.0	-	0.0
SUM Bicycle etc.	1.1	0.2	0.3	0.8	0.1	2.6
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-
Passenger car	3.1	0.1	1.8	5.1	1.0	11.1
Taxi cab	-	-	-	-	-	-
Van	0.1	-	0.0	0.0	0.8	1.0
Lorry	-	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	-	-	-	-
SUM Car etc.	3.3	0.1	1.8	5.1	1.8	12.1
Total	4.4	0.4	2.1	5.9	1.9	14.7

Table 22a: Distribution, vehicle mileage for each mode

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Bicycle etc.	44%	9%	13%	31%	4%	100%
Passenger car	28%	1%	16%	46%	9%	100%
Van	14%	-	3%	2%	80%	100%
SUM Car etc.	27%	1%	15%	42%	15%	100%
Total	30%	2%	14%	40%	13%	100%

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

Share mileage w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	26%	63%	15%	13%	6%	17%
Moped 30 km/h	-	-	-	0%	-	0%
Disability moped (electric)	-	-	0%	0%	-	0%
Electric scooter etc.	0%	0%	0%	0%	-	0%
SUM Bicycle etc.	26%	63%	16%	13%	6%	18%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-
Passenger car	71%	37%	83%	86%	53%	76%
Van	3%	-	2%	0%	42%	7%
SUM Car etc.	74%	37%	84%	87%	94%	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%	1.6%	2.2%	5.3%	0.7%	17.4%
Moped 30 km/h	-	-	-	0.0%	-	0.0%
Disability moped (electric)	-	-	0.0%	0.0%	-	0.0%
Electric scooter etc.	0.0%	0.0%	0.0%	0.0%	-	0.1%
SUM Bicycle etc.	7.7%	1.6%	2.3%	5.4%	0.7%	17.6%
Moped 45 km/h	-	-	-	-	-	-
Motorcycle	-	-	-	-	-	-
Passenger car	21.2%	0.9%	12.0%	34.5%	7.0%	75.5%
Van	1.0%	-	0.2%	0.1%	5.5%	6.9%
Lorry	-	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	-	-	-	-
SUM Car etc.	22.2%	0.9%	12.2%	34.6%	12.5%	82.4%
Total	29.8%	2.5%	14.5%	40.0%	13.2%	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	0.17	0.00	0.30
Bicycle (only)	0.10	0.04	0.05	0.09	0.01	0.28
Driver of passenger car	0.09	0.01	0.09	0.09	0.01	0.29
Passenger car, passenger	0.00	0.01	0.02	0.05	0.00	0.09
Driver of other vehicle	0.00	-	0.00	0.00	0.01	0.01
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.01
SUM Car etc.	0.09	0.02	0.12	0.15	0.02	0.40
Train	0.02	0.01	0.01	0.03	0.00	0.07
Collective bus	0.01	0.01	0.01	0.01	0.00	0.03
Train + bus in combination	0.01	0.00	0.00	0.01	0.00	0.02
Train/bus comb. w/bicycle	0.01	0.00	0.00	0.01	0.00	0.03
Train/bus comb. w/car	0.00	0.00	0.00	0.02	0.00	0.03
SUM Collective	0.05	0.02	0.02	0.08	0.00	0.17
Other	-	-	-	0.00	-	0.00
Total	0.25	0.10	0.29	0.48	0.03	1.16

Table 23a: Distribution journey count for each mode

Share journeys w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	3%	6%	35%	56%	0%	100%
Bicycle (only)	35%	13%	18%	32%	2%	100%
Driver of passenger car	30%	2%	32%	32%	3%	100%
Passenger car, passenger	3%	16%	23%	56%	2%	100%
SUM Car etc.	23%	5%	29%	37%	5%	100%
SUM Collective	28%	13%	13%	44%	2%	100%
Total	22%	9%	25%	42%	3%	100%

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

Share journeys w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	19%	36%	35%	1%	26%
Bicycle (only)	40%	37%	17%	19%	22%	25%
Driver of passenger car	35%	6%	32%	19%	33%	25%
Passenger car, passenger	1%	14%	7%	11%	7%	8%
Driver of other vehicle	1%	-	0%	0%	25%	1%
Passenger in other vehicle	0%	1%	0%	1%	1%	1%
SUM Car etc.	37%	21%	40%	31%	66%	34%
Train	7%	6%	3%	7%	3%	6%
Collective bus	2%	5%	2%	3%	1%	3%
Train + bus in combination	4%	4%	1%	2%	1%	2%
Train/bus comb. w/bicycle	5%	5%	1%	1%	4%	2%
Train/bus comb. w/car	2%	4%	1%	3%	1%	2%
SUM Collective	19%	23%	8%	16%	10%	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)	0.8%	1.6%	9.1%	14.4%	0.0%	25.9%
Bicycle (only)	8.6%	3.2%	4.3%	7.7%	0.6%	24.5%
SUM Car etc.	8.0%	1.8%	10.1%	12.7%	1.7%	34.4%
SUM Collective	4.2%	2.0%	2.0%	6.7%	0.3%	15.1%
Total	21.6%	8.7%	25.5%	41.7%	2.6%	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%	19%	7.3%
Bicycle (only)	37%	37%	36.6%
Driver of passenger car	37%	7%	29.1%
Passenger car, passenger	1%	13%	4.4%
Driver of other vehicle	0%	0%	0.2%
Non-collective bus	2%	-	1.3%
Passenger in other vehicle	-	0%	0.0%
SUM Car etc.	40%	20%	34.9%
Train	6%	6%	6.3%
Collective bus	2%	5%	2.6%
Train + bus in combination	3%	5%	3.4%
Train/bus comb. w/bicycle	6%	6%	6.2%
Train/bus comb. w/car	2%	3%	2.6%
SUM Collective	20%	25%	21.1%
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
2016	2.9% ±1.4%	28.6% ±4.0%	43.0% ±4.4%	25.5% ±3.4%	-
2017	2.8% ±1.4%	28.8% ±3.7%	45.6% ±3.9%	22.9% ±3.4%	-
2018	2.7% ±1.1%	36.2% ±3.4%	44.5% ±3.5%	16.7% ±2.8%	-
2019	3.8% ±1.8%	33.3% ±3.4%	39.7% ±3.7%	23.2% ±3.5%	-
2020	4.0% ±1.5%	34.9% ±3.5%	46.4% ±3.6%	14.6% ±2.3%	-
2021	5.1% ±1.8%	29.6% ±5.3%	47.2% ±4.4%	18.1% ±3.5%	-
2022	4.3% ±2.3%	34.3% ±3.9%	37.5% ±3.5%	23.9% ±3.7%	-
2023	4.6% ±1.7%	32.5% ±3.4%	41.9% ±3.5%	21.0% ±2.8%	-
2024	2.8% ±1.2%	35.7% ±3.2%	38.4% ±2.9%	23.2% ±2.7%	-
2025	3.2% ±1.3%	36.6% ±3.9%	40.4% ±4.2%	19.8% ±3.5%	-

Figure 26: Time series, commuter modal split

Illustration of table 25, above.

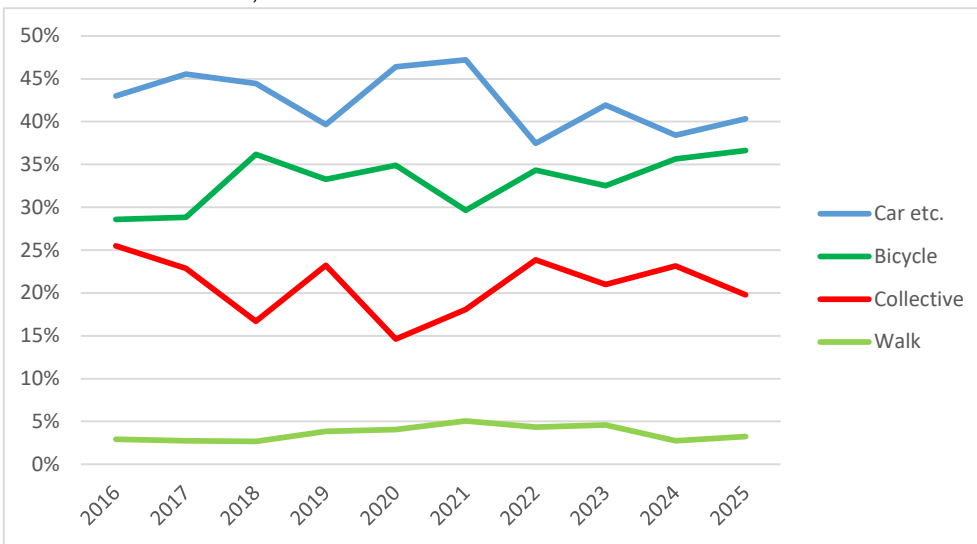


Figure 27: Collective share of workplace commuting

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

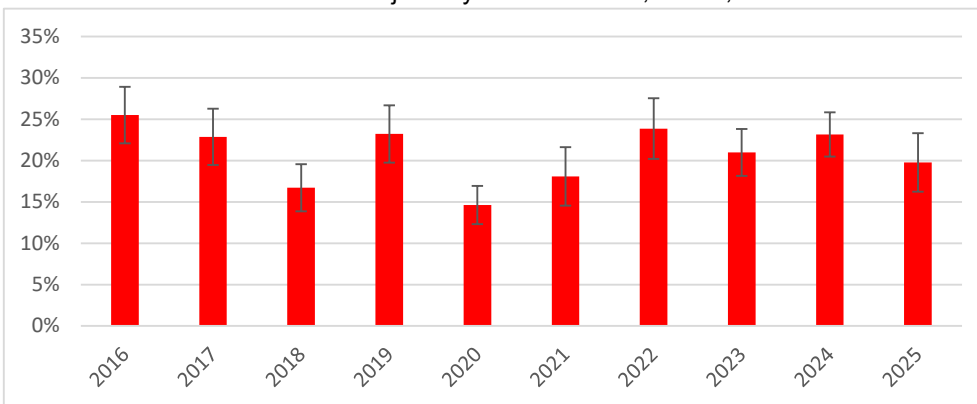


Table 31: Age groups, mileage by mode

km per person per day, excl. commerc. transp.	6-17 yrs	18-30 yrs	31-50 yrs	51-67 yrs	>=68 yrs
Walk or run	1.1	1.3	1.4	1.3	1.2
Skateb., roller skates etc.	0.0	-	0.0	-	-
SUM Walk etc.	1.2	1.3	1.4	1.3	1.2
Bicycle	1.4	3.2	3.5	2.3	1.1
Moped 30 km/h	-	-	0.0	-	-
Disability moped (electric)	-	-	-	0.0	0.0
Electric scooter etc.	0.1	-	0.0	-	-
SUM Bicycle etc.	1.5	3.2	3.5	2.3	1.1
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	13.1	12.7	17.0	25.3	13.0
Taxi cab	0.1	0.0	0.2	0.0	0.1
Van	-	0.5	1.8	2.1	-
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.6	0.0	0.1	0.0	-
SUM Car etc.	13.9	13.2	19.0	27.4	13.1
Collective, public bus	0.8	1.4	0.5	0.4	0.5
Dial-a-ride, flex. transport	0.0	0.1	-	-	0.0
SUM Collective road	0.9	1.4	0.5	0.4	0.5
S-train (Cph suburban rail)	1.0	2.4	1.8	1.4	0.6
Copenhagen Metro	0.4	1.0	1.0	0.3	0.5
Light rail / tram	0.0	0.0	0.1	-	-
Other train	2.6	4.1	2.7	2.0	1.2
SUM Train	3.9	7.6	5.6	3.7	2.2
Horse carriage, horse	-	-	-	0.0	-
Ferry, water bus	0.4	0.1	0.2	0.3	0.1
Leisure boat	-	0.1	0.0	-	-
Airplane	0.8	0.6	-	0.3	-
SUM Other	1.1	0.7	0.2	0.5	0.1
Total	22.4	27.5	30.3	35.6	18.2

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.	5%	5%	5%	4%	7%
SUM Bicycle etc.	7%	11%	12%	6%	6%
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	59%	46%	56%	71%	71%
Taxi cab	1%	0%	1%	0%	0%
Van	-	2%	6%	6%	-
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	3%	0%	0%	0%	-
SUM Car etc.	62%	48%	63%	77%	72%
SUM Collective road	4%	5%	2%	1%	3%
S-train (Cph suburban rail)	4%	9%	6%	4%	3%
Metro + Light rail	2%	5%	5%	1%	2%
Other train	11%	15%	9%	6%	6%
SUM Train	18%	28%	18%	10%	12%
SUM Other	5%	3%	1%	1%	0%
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)	0.29	0.28	0.32	0.29	0.31
Bicycle (only)	0.31	0.33	0.34	0.21	0.15
Car etc. as driver	-	0.16	0.37	0.55	0.29
Car etc. as passenger	0.30	0.07	0.06	0.07	0.08
SUM Car etc.	0.30	0.23	0.43	0.63	0.37
Train	0.06	0.11	0.08	0.03	0.02
Collective bus	0.06	0.04	0.02	0.01	0.05
Train + bus in combination	0.01	0.05	0.02	0.02	0.01
Train/bus comb. w/bicycle	0.02	0.04	0.03	0.01	0.01
Train/bus comb. w/car	0.05	0.04	0.02	0.02	0.01
SUM Collective	0.20	0.28	0.16	0.10	0.11
Other	-	-	0.00	0.00	-
Total	1.10	1.13	1.26	1.22	0.94

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)	26.1%	25.2%	25.5%	23.6%	33.0%
Bicycle (only)	28.3%	29.4%	27.3%	16.9%	16.1%
Car etc. as driver	-	14.4%	29.6%	45.2%	31.3%
Car etc. as passenger	27.6%	6.3%	4.4%	6.0%	8.1%
SUM Car etc.	27.6%	20.7%	34.0%	51.2%	39.3%
Train	5.8%	9.3%	6.0%	2.6%	2.6%
Collective bus	5.2%	3.9%	1.5%	1.1%	5.1%
Train + bus in combination	0.6%	4.3%	1.6%	2.0%	1.3%
Train/bus comb. w/bicycle	1.7%	3.5%	2.5%	1.1%	1.2%
Train/bus comb. w/car	4.6%	3.7%	1.4%	1.4%	1.4%
SUM Collective	18.0%	24.7%	13.0%	8.2%	11.6%
Other	-	-	0.1%	0.2%	-
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)	2.6%	25.1%	29.5%	27.7%	0.5%
School/educational	45.0%	12.7%	0.7%	-	-
SUM Commute	47.5%	37.7%	30.2%	27.7%	0.5%
SUM Errands	12.8%	20.5%	26.7%	27.2%	43.3%
Other home	0.3%	0.1%	0.3%	0.3%	-
After-school centre, youth club	0.8%	-	-	-	-
Kindergarten, day care	1.1%	-	-	-	-
Visit family/friends	8.3%	12.8%	6.9%	9.2%	10.2%
Sports (active participation)	11.1%	7.6%	5.3%	5.7%	7.1%
Entertainment (incl. church)	5.2%	5.7%	7.9%	4.7%	8.9%
Allotment/summer cottage	0.5%	0.5%	0.7%	1.4%	2.5%
Leisure round trip	4.5%	7.6%	11.4%	13.0%	17.3%
Holiday, excursion	5.3%	2.7%	4.1%	3.0%	4.0%
Meetings in private context	0.1%	1.0%	0.5%	1.2%	1.7%
Other leisure activity	2.6%	2.1%	2.5%	2.4%	3.2%
SUM Leisure	39.7%	40.1%	39.6%	40.8%	54.9%
SUM Business trips	-	1.7%	3.4%	4.1%	1.2%
SUM Commercial Tr.	-	-	-	0.1%	-
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	1.3	1.5	1.3	1.3
Skateb., roller skates etc.	0.0	0.0	-	-	0.0
SUM Walk etc.	1.3	1.3	1.5	1.3	1.3
Bicycle	2.2	3.4	1.2	1.0	2.6
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.	2.3	3.4	1.2	1.0	2.6
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	11.3	20.8	7.9	14.2	16.6
Taxi cab	0.1	0.1	0.1	0.0	0.1
Van	0.0	2.0	-	-	1.1
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.3	0.1	-	0.0	0.1
SUM Car etc.	11.7	22.9	8.0	14.2	17.9
SUM Collective road	1.0	0.7	1.3	0.5	0.8
S-train (Cph suburban rail)	1.9	1.7	1.5	1.0	1.6
Copenhagen Metro	0.7	0.8	0.9	0.4	0.7
Light rail / tram	0.1	0.0	-	-	0.0
Other train	4.0	2.5	0.7	1.9	2.7
SUM Train	6.6	5.0	3.1	3.4	5.0
Horse carriage, horse	-	0.0	0.0	-	0.0
Ferry, water bus	0.2	0.2	0.3	0.0	0.2
Leisure boat	-	0.0	0.3	-	0.0
Airplane	0.4	0.3	-	-	0.3
SUM Other	0.6	0.6	0.6	0.0	0.5
Total	23.5	34.0	15.8	20.5	28.0

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

Share of personal mileage	Students	Earners	Unemployed	Pensioners	Average
SUM Walk etc.	5%	4%	10%	7%	5%
SUM Bicycle etc.	10%	10%	8%	5%	9%
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	48%	61%	50%	69%	59%
Taxi cab	0%	0%	0%	0%	0%
Van	0%	6%	-	-	4%
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	1%	0%	-	0%	0%
SUM Car etc.	50%	68%	51%	70%	64%
SUM Collective road	4%	2%	8%	2%	3%
S-train (Cph suburban rail)	8%	5%	9%	5%	6%
Metro + Light rail	3%	4%	4%	2%	3%
Other train	17%	7%	4%	9%	9%
SUM Train	28%	15%	20%	16%	18%
SUM Other	3%	2%	4%	0%	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)	0.29	0.29	0.43	0.30	0.30
Bicycle (only)	0.33	0.31	0.21	0.15	0.28
Car etc. as driver	0.07	0.41	0.22	0.31	0.30
Car etc. as passenger	0.19	0.06	0.14	0.08	0.10
SUM Car etc.	0.26	0.46	0.36	0.39	0.40
Train	0.08	0.06	0.11	0.03	0.07
Collective bus	0.04	0.02	0.05	0.04	0.03
Train + bus in combination	0.03	0.02	0.04	0.02	0.02
Train/bus comb. w/bicycle	0.03	0.03	0.01	0.01	0.03
Train/bus comb. w/car	0.05	0.02	0.01	0.01	0.03
SUM Collective	0.24	0.16	0.21	0.11	0.17
Other	-	-	0.02	-	0.00
Total	1.13	1.22	1.23	0.95	1.16

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

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Walk (only)	25.7%	23.5%	35.1%	31.6%	25.9%
Bicycle (only)	29.3%	25.6%	17.5%	15.4%	24.5%
Car etc. as driver	6.4%	33.4%	17.9%	32.5%	25.9%
Car etc. as passenger	16.9%	4.5%	11.1%	8.7%	8.4%
SUM Car etc.	23.3%	37.9%	29.0%	41.3%	34.4%
Train	7.4%	5.2%	8.8%	3.3%	5.7%
Collective bus	3.9%	1.9%	3.7%	4.2%	2.8%
Train + bus in combination	2.8%	1.8%	3.0%	1.9%	2.2%
Train/bus comb. w/bicycle	3.1%	2.3%	0.7%	0.9%	2.2%
Train/bus comb. w/car	4.5%	1.8%	0.9%	1.4%	2.3%
SUM Collective	21.7%	13.0%	17.2%	11.8%	15.1%
Other	-	-	1.3%	-	0.1%
Total	100%	100%	100%	100%	100%

Table 36: Occupation groups, journey primary purpose

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Workplace (commute)	6.9%	35.3%	0.6%	1.0%	21.6%
School/educational	35.9%	0.2%	1.8%	-	8.7%
SUM Commute	42.8%	35.5%	2.3%	1.0%	30.3%
SUM Errands	16.8%	22.0%	49.6%	42.8%	25.5%
Other home	0.2%	0.3%	-	-	0.2%
After-school centre, youth club	0.4%	-	-	-	0.1%
Kindergarten, day care	0.6%	-	-	-	0.1%
Visit family/friends	10.9%	8.1%	10.2%	10.9%	9.3%
Sports (active participation)	9.6%	5.7%	5.8%	7.2%	6.8%
Entertainment (incl. church)	4.9%	6.8%	7.9%	7.3%	6.5%
Allotment/summer cottage	0.5%	0.9%	0.6%	2.5%	1.0%
Leisure round trip	6.3%	10.4%	13.9%	17.7%	10.7%
Holiday, excursion	3.9%	3.4%	3.8%	4.2%	3.7%
Meetings in private context	0.2%	0.7%	3.0%	1.3%	0.8%
Other leisure activity	2.4%	2.1%	2.3%	4.0%	2.5%
SUM Leisure	40.0%	38.4%	47.5%	55.3%	41.7%
SUM Business trips	0.2%	4.1%	0.5%	0.9%	2.5%
SUM Commercial Tr.	0.2%	0.0%	-	-	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.	1.0	1.2	1.4	1.2	1.5
Bicycle	1.8	2.8	1.8	3.6	3.7
Moped 30 km/h	-	-	-	-	-
Disability moped (electric)	-	-	-	-	-
Electric scooter etc.	0.0	-	-	-	0.0
SUM Bicycle etc.	1.9	2.8	1.8	3.6	3.8
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	10.6	8.1	21.7	15.5	22.7
Taxi cab	0.0	0.1	-	-	0.2
Van	-	0.3	0.3	0.5	3.2
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.4	-	-	-	0.1
SUM Car etc.	11.0	8.5	22.0	16.0	26.3
Collective, public bus	0.5	0.8	0.8	0.7	0.3
Dial-a-ride, flex. transport	0.0	0.0	-	-	-
SUM Collective road	0.5	0.8	0.8	0.7	0.3
S-train (Cph suburban rail)	1.6	1.2	1.3	1.6	1.1
Copenhagen Metro	0.4	0.5	1.4	0.8	0.9
Light rail / tram	0.1	-	-	-	-
Other train	3.0	1.0	0.9	2.2	2.1
SUM Train	5.0	2.7	3.6	4.6	4.1
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.3	-	-	0.1	0.1
Leisure boat	0.1	-	-	-	-
Airplane	0.6	-	-	-	-
SUM Other	1.0	-	-	0.1	0.1
Total	20.4	16.1	29.7	26.2	36.1

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.	5%	8%	5%	5%	4%
SUM Bicycle etc.	9%	18%	6%	14%	10%
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	-	-	-	-
Passenger car	52%	50%	73%	59%	63%
Taxi cab	0%	0%	-	-	1%
Van	-	2%	1%	2%	9%
Lorry	-	-	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	2%	-	-	-	0%
SUM Car etc.	54%	53%	74%	61%	73%
SUM Collective road	3%	5%	3%	3%	1%
S-train (Cph suburban rail)	8%	8%	4%	6%	3%
Metro + Light rail	2%	3%	5%	3%	2%
Other train	15%	6%	3%	8%	6%
SUM Train	25%	17%	12%	18%	11%
SUM Other	5%	-	-	0%	0%
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	0.3	0.3
Bicycle (only)	0.3	0.3	0.2	0.4	0.3
Car etc. as driver	0.0	0.2	0.3	0.4	0.5
Car etc. as passenger	0.2	0.1	0.0	0.0	0.1
SUM Car etc.	0.3	0.3	0.4	0.4	0.6
Train	0.1	0.0	0.1	0.1	0.1
Collective bus	0.0	0.1	0.1	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	0.0	0.0
Train/bus comb. w/car	0.0	0.0	0.0	0.0	0.0
SUM Collective	0.2	0.2	0.2	0.1	0.1
Other	-	-	-	-	-
Total	1.1	1.0	1.1	1.2	1.4

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)	27%	27%	23%	24%	24%
Bicycle (only)	30%	28%	22%	31%	25%
Car etc. as driver	4%	22%	31%	29%	37%
Car etc. as passenger	22%	6%	4%	4%	4%
SUM Car etc.	26%	28%	35%	33%	42%
Train	6%	5%	8%	5%	4%
Collective bus	3%	6%	5%	3%	1%
Train + bus in combination	2%	4%	2%	1%	1%
Train/bus comb. w/bicycle	2%	3%	3%	2%	2%
Train/bus comb. w/car	4%	0%	3%	1%	1%
SUM Collective	17%	17%	20%	12%	10%
Other	-	-	-	-	-
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)	7%	10%	28%	35%	32%
School/educational	35%	9%	1%	1%	-
SUM Commute	42%	19%	29%	36%	32%
SUM Errands	18%	40%	32%	29%	25%
Other home	0%	-	0%	1%	-
After-school centre, youth club	0%	-	-	-	-
Kindergarten, day care	1%	-	-	-	-
Visit family/friends	9%	11%	11%	8%	7%
Sports (active participation)	9%	8%	5%	8%	7%
Entertainment (incl. church)	6%	6%	5%	5%	8%
Allotment/summer cottage	1%	3%	2%	0%	1%
Leisure round trip	7%	5%	10%	7%	11%
Holiday, excursion	4%	2%	1%	2%	3%
Meetings in private context	0%	2%	0%	1%	1%
Other leisure activity	2%	3%	3%	3%	1%
SUM Leisure	40%	41%	38%	34%	39%
SUM Business trips	0%	-	1%	2%	5%
SUM Commercial Tr.	0%	-	-	-	-
Total	100%	100%	100%	100%	100%