



Hjalmar Christiansen
Marie Karen Anderson

Center for Transport Analytics
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The Danish National Travel Survey Annual Statistical Report

Denmark

2024

Data version TU0624v1

Annual Statistical Report

Denmark 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 Denmark, exclusive Greenland and the Faroe Islands.

The tables and figures of this report are, unless otherwise stated, based on individuals born 2018 or earlier, resident within the borders of Denmark.

Table 1: Data foundation

Residents in Denmark	Women	Men	2024 total
Number of interviews	5 896	5 790	11 686
Number of trips	16 835	15 804	32 639

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 .

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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	2.9	3.1	3.0	trips per person per day
- excl. commercial transport	2.8	2.8	2.8	trips per person per day
Nonmobile rate (0 trip rate)	18%	17%	17%	(rate on avg. day)
	Women	Men	Total >= 6y	
Average, total travel time	56.8	59.1	58.0	mins per person per day
	Women	Men	Total >= 6y	
Average, total mileage	35.0	45.0	40.0	km per person per day
- hereof motorized modes	32.5	42.5	37.5	km per person per day
- hereof bicycle	1.4	1.6	1.5	km per person per day
- total, excl. commercial transport	34.8	42.8	38.8	km per person per day
	Women	Men	Total >= 6y	
Avg. trip length, excl. commercial transport	12.3	15.4	13.8	kilometers per trip
	Women	Men	Total	
Bicycle ownership	66.1%	67.6%	66.8%	(share of pop. >=6y)
Driving licence	87.7%	92.6%	90.2%	(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		1.0	2.5%			12.6	22.4%
Skateb., roller skates etc.		0.0	0.0%			0.0	0.1%
SUM Walk etc.		1.0	2.5%			12.6	22.4%
Bicycle		1.5	3.8%	1.5	5.8%	5.6	9.9%
Moped 30 km/h		0.0	0.1%	0.0	0.2%	0.1	0.2%
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.		1.5	3.9%	1.5	6.0%	5.7	10.2%
Moped 45 km/h		0.0	0.0%	0.0	0.1%	0.0	0.0%
Motorcycle		0.1	0.2%	0.1	0.4%	0.1	0.2%
Passenger car		29.4	75.8%	21.5	85.3%	30.7	54.7%
Taxi cab		0.0	0.1%			0.1	0.1%
Van		2.0	5.1%	1.9	7.5%	1.6	2.8%
Lorry		0.1	0.3%	0.1	0.4%	0.1	0.1%
Tractor, working vehicle		0.0	0.1%	0.0	0.2%	0.0	0.1%
Tourist coach, rented bus		0.2	0.4%	0.0	0.2%	0.2	0.3%
SUM Car etc.		31.8	82.1%	23.7	94.0%	32.8	58.3%
Collective, public bus		0.8	2.2%			1.6	2.9%
Dial-a-ride, flex. transport		0.1	0.2%			0.1	0.3%
SUM Collective road		0.9	2.4%			1.8	3.1%
S-train (Cph suburban rail)		0.6	1.5%			0.8	1.4%
Copenhagen Metro		0.2	0.5%			0.3	0.6%
Light rail / tram		0.1	0.1%			0.1	0.2%
Other train		2.4	6.1%			1.7	2.9%
SUM Train		3.2	8.2%			2.9	5.2%
Horse carriage, horse		0.0	0.0%			0.0	0.0%
Ferry, water bus		0.2	0.4%			0.3	0.5%
Leisure boat		0.0	0.1%			0.1	0.2%
Airplane		0.1	0.3%			0.0	0.0%
SUM Other		0.3	0.8%			0.5	0.8%
Total		38.8	100%	25.2	100%	56.2	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)		0.24	21.0%	0.24	42.6%	8.3	14.4%
Bicycle (only)		0.17	14.7%	0.12	22.3%	5.5	9.5%
Car etc. as driver		0.51	43.9%	0.13	24.2%	26.3	45.4%
Car etc. as passenger		0.15	13.0%	0.05	8.7%	7.9	13.7%
SUM Car etc.		0.66	56.8%	0.18	32.9%	34.2	59.1%
Train		0.02	1.9%	0.00	0.6%	2.1	3.7%
Collective bus		0.02	1.9%	0.01	1.1%	1.8	3.2%
Train + bus in combination		0.01	0.8%	0.00	0.0%	1.4	2.3%
Train/bus comb. w/bicycle		0.01	1.0%	0.00	0.1%	1.4	2.4%
Train/bus comb. w/car		0.02	1.9%	0.00	0.3%	3.0	5.3%
SUM Collective		0.09	7.5%	0.01	2.2%	9.8	16.8%
Other		0.00	0.0%	-	-	0.1	0.2%
Total		1.16	100%	0.56	100%	58.0	100%

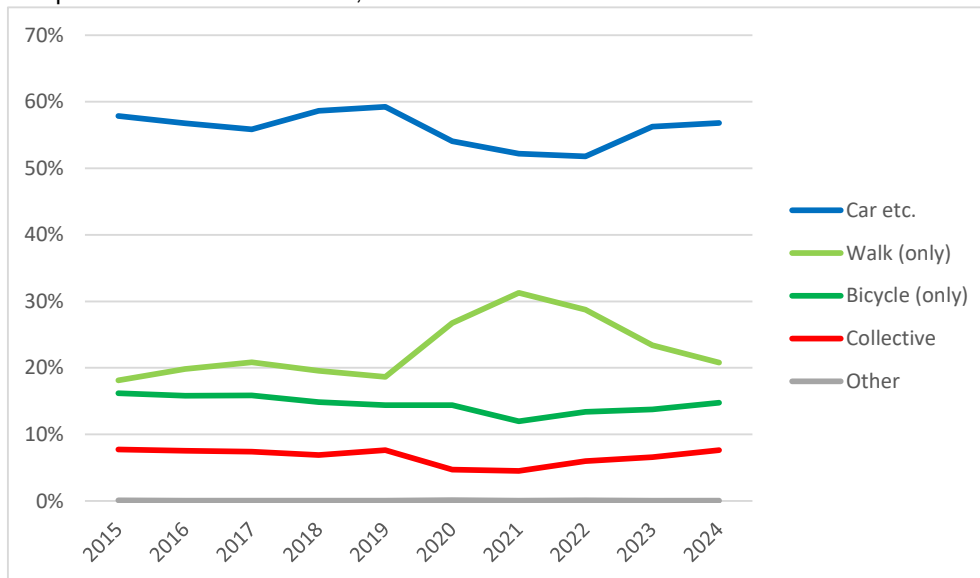
Table 5: Time series, modal split, journeys by chain type group

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

	Walk	Bicycle	Car etc.	Collective	Other
2015	18.1% $\pm 0.8\%$	16.2% $\pm 0.8\%$	57.9% $\pm 1.0\%$	7.7% $\pm 0.5\%$	0.1% $\pm 0.1\%$
2016	19.9% $\pm 0.9\%$	15.8% $\pm 0.8\%$	56.7% $\pm 1.2\%$	7.5% $\pm 0.5\%$	0.1% $\pm 0.0\%$
2017	20.8% $\pm 0.8\%$	15.9% $\pm 0.9\%$	55.9% $\pm 1.1\%$	7.4% $\pm 0.5\%$	0.1% $\pm 0.0\%$
2018	19.5% $\pm 1.0\%$	14.9% $\pm 0.8\%$	58.7% $\pm 1.2\%$	6.9% $\pm 0.5\%$	0.0% $\pm 0.0\%$
2019	18.7% $\pm 1.0\%$	14.4% $\pm 0.8\%$	59.2% $\pm 1.1\%$	7.6% $\pm 0.5\%$	0.1% $\pm 0.0\%$
2020	26.7% $\pm 0.9\%$	14.4% $\pm 0.6\%$	54.1% $\pm 0.9\%$	4.7% $\pm 0.4\%$	0.1% $\pm 0.1\%$
2021	31.3% $\pm 1.0\%$	12.0% $\pm 0.6\%$	52.2% $\pm 1.0\%$	4.5% $\pm 0.3\%$	0.1% $\pm 0.0\%$
2022	28.7% $\pm 1.0\%$	13.4% $\pm 0.8\%$	51.8% $\pm 1.1\%$	6.0% $\pm 0.5\%$	0.1% $\pm 0.1\%$
2023	23.4% $\pm 1.1\%$	13.7% $\pm 0.7\%$	56.2% $\pm 1.0\%$	6.6% $\pm 0.4\%$	0.0% $\pm 0.0\%$
2024	20.8% $\pm 1.0\%$	14.7% $\pm 0.8\%$	56.8% $\pm 1.1\%$	7.6% $\pm 0.5\%$	0.0% $\pm 0.0\%$

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

Graphical illustration of table 5, above.



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

Figure 7: Time series, collective share of journeys

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

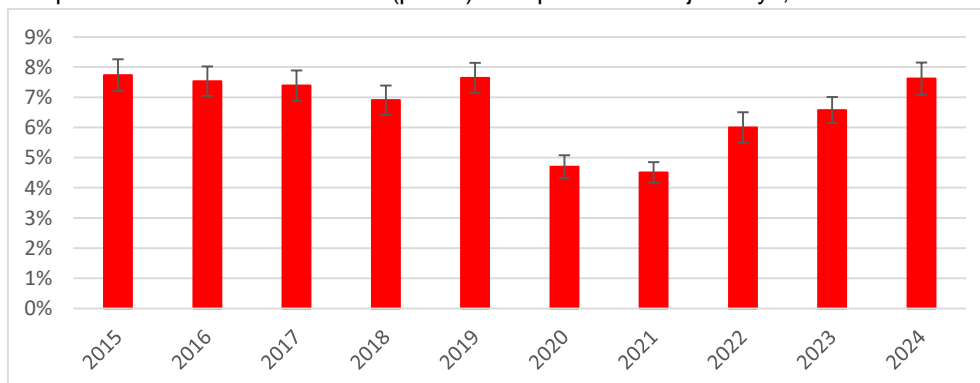


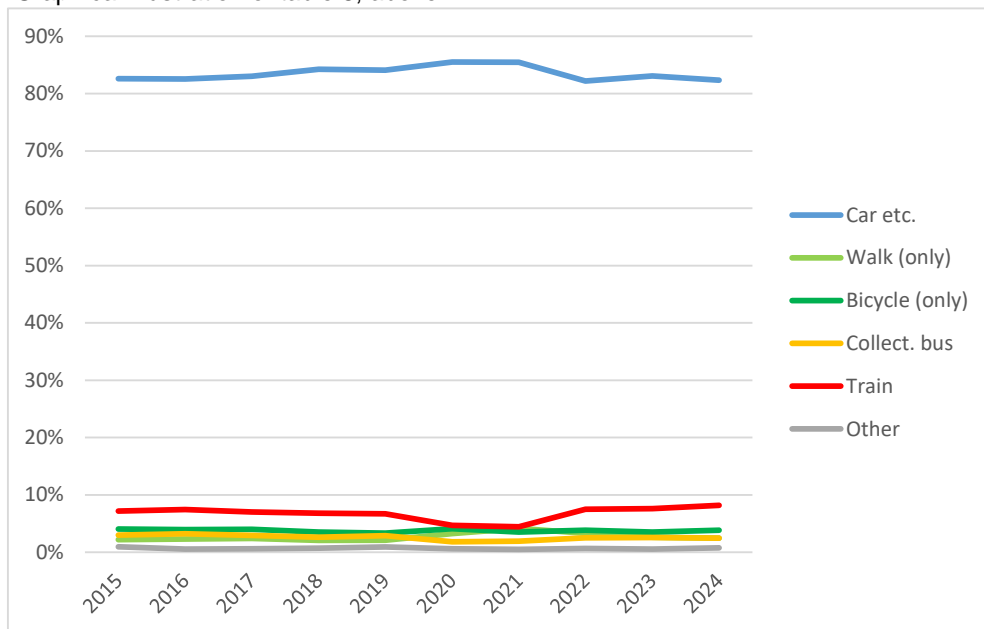
Table 8: Time series, modal split by mileage

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

	Walk etc.	Bicycle etc.	Car etc.	Collect. bus	Train	Other
2015	2.2% \pm 0.1%	4.0% \pm 0.4%	82.6% \pm 1.4%	3.0% \pm 0.5%	7.2% \pm 1.2%	1.0% \pm 0.4%
2016	2.3% \pm 0.1%	3.9% \pm 0.3%	82.6% \pm 1.5%	3.2% \pm 0.5%	7.4% \pm 1.3%	0.5% \pm 0.4%
2017	2.4% \pm 0.1%	4.0% \pm 0.4%	83.0% \pm 1.3%	2.9% \pm 0.4%	7.0% \pm 1.1%	0.6% \pm 0.4%
2018	2.1% \pm 0.1%	3.5% \pm 0.3%	84.2% \pm 1.3%	2.6% \pm 0.4%	6.8% \pm 1.2%	0.7% \pm 0.3%
2019	2.1% \pm 0.1%	3.3% \pm 0.3%	84.1% \pm 1.4%	2.9% \pm 0.6%	6.7% \pm 1.1%	0.9% \pm 0.4%
2020	3.3% \pm 0.2%	4.1% \pm 0.3%	85.5% \pm 1.0%	1.8% \pm 0.3%	4.7% \pm 0.8%	0.6% \pm 0.2%
2021	4.2% \pm 0.2%	3.5% \pm 0.3%	85.5% \pm 1.1%	1.9% \pm 0.4%	4.4% \pm 0.8%	0.5% \pm 0.3%
2022	3.3% \pm 0.2%	3.8% \pm 0.4%	82.2% \pm 1.5%	2.5% \pm 0.5%	7.5% \pm 1.3%	0.6% \pm 0.4%
2023	2.6% \pm 0.2%	3.5% \pm 0.3%	83.1% \pm 1.6%	2.6% \pm 0.5%	7.6% \pm 1.5%	0.6% \pm 0.3%
2024	2.5% \pm 0.2%	3.8% \pm 0.3%	82.3% \pm 1.5%	2.4% \pm 0.5%	8.2% \pm 1.1%	0.8% \pm 0.5%

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

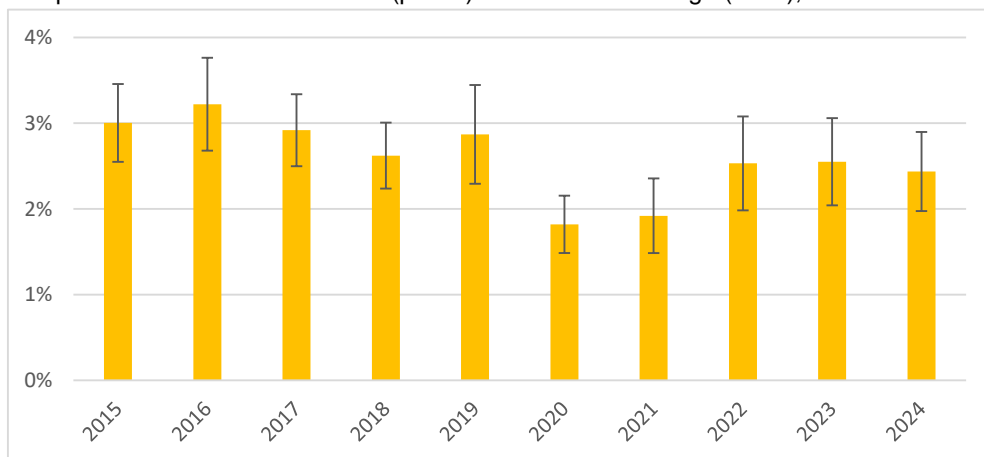


Table 11: Journeys by length and chain type

(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)	0.11	0.07	0.05	0.01	0.00	-	0.24
Bicycle (only)	0.02	0.04	0.07	0.03	0.01	0.00	0.17
Driver of passenger car	0.01	0.03	0.09	0.09	0.13	0.13	0.48
Passenger car, passenger	0.01	0.01	0.03	0.03	0.03	0.03	0.14
Driver of other vehicle	0.00	0.00	0.00	0.00	0.01	0.02	0.03
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.00	0.01
SUM Car etc.	0.01	0.05	0.12	0.13	0.17	0.18	0.66
Train	-	0.00	0.00	0.01	0.01	0.00	0.02
Collective bus	0.00	0.00	0.01	0.01	0.01	0.00	0.02
Train + bus in combination	-	-	0.00	0.00	0.00	0.00	0.01
Train/bus comb. w/bicycle	-	0.00	0.00	0.00	0.01	0.01	0.01
Train/bus comb. w/car	-	0.00	0.00	0.00	0.01	0.01	0.02
SUM Collective	0.00	0.00	0.01	0.02	0.03	0.03	0.09
Other	-	-	-	0.00	0.00	0.00	0.00
Total	0.15	0.16	0.25	0.19	0.21	0.21	1.16

(*) 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)	46%	30%	21%	3%	0%	-	100%
Bicycle (only)	11%	23%	40%	19%	7%	1%	100%
Driver of passenger car	2%	7%	18%	19%	26%	28%	100%
Passenger car, passenger	4%	9%	21%	21%	23%	23%	100%
SUM Car etc.	2%	7%	18%	19%	25%	27%	100%
SUM Collective	0%	1%	13%	22%	35%	29%	100%
Total	13%	14%	22%	16%	18%	18%	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)	9.7%	6.3%	4.4%	0.5%	0.0%	-	21.0%
Bicycle (only)	1.6%	3.3%	5.9%	2.8%	1.0%	0.1%	14.7%
SUM Car etc.	1.3%	4.0%	10.5%	11.0%	14.5%	15.6%	56.8%
SUM Collective	0.0%	0.1%	1.0%	1.6%	2.6%	2.2%	7.5%
Total	12.6%	13.7%	21.8%	15.9%	18.1%	17.9%	100%

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

Defined as trips with course within Denmark, 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	5 538	2.7%			1 185	23.8%
Skateb., roller skates etc.	24	0.0%			3	0.1%
SUM Walk etc.	5 562	2.7%			1 189	23.8%
Bicycle	8 291	4.0%	8 247	5.5%	525	10.5%
Moped 30 km/h	262	0.1%	262	0.2%	9	0.2%
Disability moped (electric)	18	0.0%			3	0.1%
Electric scooter etc.	46	0.0%			4	0.1%
SUM Bicycle etc.	8 618	4.2%	8 509	5.7%	540	10.8%
Moped 45 km/h	86	0.0%	86	0.1%	2	0.0%
Motorcycle	547	0.3%	545	0.4%	11	0.2%
Passenger car	166 397	80.7%	121 642	81.7%	2 898	58.1%
Taxi cab	1 057	0.5%	812	0.5%	6	0.1%
Van	11 744	5.7%	11 110	7.5%	146	2.9%
Lorry	5 226	2.5%	5 207	3.5%	5	0.1%
Tractor, working vehicle	258	0.1%	258	0.2%	3	0.1%
Tourist coach, rented bus	1 140	0.6%	491	0.3%	17	0.3%
SUM Car etc.	186 456	90.4%	140 150	94.1%	3 088	61.9%
Collective, public bus	5 040	2.4%	255	0.2%	153	3.1%
Dial-a-ride, flex. transport	485	0.2%	-	-	13	0.3%
SUM Collective road	5 525	2.7%	255	0.2%	167	3.3%
Horse carriage, horse	9	0.0%			1	0.0%
Total	206 169	100%	148 914	100%	4 984	100%

Table 12a: Average car occupation in Denmark

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	166 397	121 642	1.37
Van	11 744	11 110	1.06
Passenger car+van+taxi	179 199	133 564	1.34

Trips within Danish borders, for Danish residents. Working days are defined as ordinary working days Monday-Friday, excluding July and public holidays.

Purpose

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

Trips for persons resident in Denmark, 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)	0.49	16.6%	9.2	23.0%	12.6	21.8%
School/educational	0.18	6.2%	1.5	3.7%	3.3	5.7%
SUM Commute	0.67	22.7%	10.7	26.7%	15.8	27.5%
Escorting to/from activity	0.16	5.5%	1.3	3.3%	1.9	3.3%
Escorting to/from transport	0.04	1.4%	0.4	1.1%	0.7	1.1%
Collect/bring objects	0.05	1.8%	0.5	1.3%	0.8	1.4%
Shopping	0.48	16.2%	2.9	7.2%	5.4	9.4%
Social/health	0.06	1.9%	0.9	2.3%	1.3	2.3%
School excursions etc.	0.01	0.2%	0.3	0.8%	0.3	0.6%
Other errand	0.06	2.0%	0.6	1.6%	1.0	1.7%
SUM Errands	0.86	29.0%	7.1	17.6%	11.3	19.7%
Other home	0.00	0.1%	0.1	0.1%	0.1	0.1%
After-school centre, youth c	0.01	0.3%	0.0	0.1%	0.1	0.2%
Kindergarten, day care	0.01	0.2%	0.0	0.0%	0.0	0.1%
Visit family/friends	0.30	10.0%	7.5	18.7%	8.2	14.2%
Sports (active participation)	0.18	5.9%	1.5	3.8%	2.6	4.6%
Entertainment (incl. church)	0.14	4.9%	2.3	5.8%	3.4	6.0%
Allotment/summer cottage	0.02	0.7%	1.1	2.7%	1.1	1.8%
Leisure round trip	0.27	9.1%	0.8	1.9%	6.4	11.1%
Holiday, excursion	0.09	3.1%	2.7	6.7%	3.5	6.2%
Meetings in private context	0.03	0.9%	0.5	1.3%	0.6	1.1%
Other leisure activity	0.06	2.0%	0.7	1.7%	1.2	2.1%
SUM Leisure	1.11	37.3%	17.1	42.8%	27.3	47.4%
Meetings, conferences	0.03	0.9%	1.1	2.8%	1.0	1.8%
Customer or client visit	0.06	2.0%	1.1	2.6%	0.7	1.3%
Business services, trade	0.05	1.8%	1.3	3.2%	0.9	1.5%
Other business	0.02	0.6%	0.5	1.2%	0.5	0.9%
SUM Business trips	0.16	5.4%	3.9	9.9%	3.1	5.4%
Commercial tr. of goods	0.13	4.4%	0.8	2.1%		
Commercial tr. of persons	0.03	1.1%	0.3	0.6%		
Other commercial transp.	0.00	0.1%	0.1	0.2%		
SUM Commercial Tr.	0.16	5.5%	1.2	3.0%		
Total	2.96	100%	40.0	100%	57.6	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)	0.24	20.6%	10.8	26.9%	14.1	24.4%
School/educational	0.09	7.5%	1.5	3.9%	3.4	6.0%
SUM Commute	0.33	28.1%	12.3	30.8%	17.5	30.4%
Escorting to/from activity	0.05	3.9%	0.8	2.1%	1.3	2.2%
Escorting to/from transport	0.01	1.1%	0.3	0.7%	0.4	0.7%
Collect/bring objects	0.02	1.5%	0.4	1.0%	0.6	1.0%
Shopping	0.18	15.7%	2.4	5.9%	4.6	8.0%
Social/health	0.02	2.1%	0.9	2.3%	1.3	2.2%
School excursions etc.	0.00	0.2%	0.3	0.7%	0.3	0.5%
Other errand	0.02	1.9%	0.6	1.4%	0.9	1.5%
SUM Errands	0.31	26.3%	5.6	14.1%	9.3	16.2%
Other home	0.00	0.2%	0.2	0.4%	0.2	0.4%
After-school centre, youth c	0.00	0.2%	0.0	0.1%	0.1	0.1%
Kindergarten, day care	0.00	0.2%	0.0	0.0%	0.0	0.1%
Visit family/friends	0.13	11.1%	7.8	19.5%	8.6	15.0%
Sports (active participation)	0.08	7.0%	1.5	3.8%	2.6	4.5%
Entertainment (incl. church)	0.06	5.2%	2.4	6.1%	3.6	6.3%
Allotment/summer cottage	0.01	0.7%	1.2	3.1%	1.3	2.2%
Leisure round trip	0.13	11.0%	0.7	1.7%	6.0	10.3%
Holiday, excursion	0.04	3.4%	2.7	6.6%	3.5	6.1%
Meetings in private context	0.01	1.0%	0.5	1.1%	0.6	1.0%
Other leisure activity	0.03	2.3%	0.7	1.8%	1.3	2.2%
SUM Leisure	0.49	42.4%	17.7	44.3%	27.8	48.2%
Meetings, conferences	0.01	0.8%	1.0	2.5%	0.9	1.6%
Customer or client visit	0.01	0.8%	0.7	1.7%	0.5	0.9%
Business services, trade	0.01	1.0%	1.2	3.0%	0.9	1.6%
Other business	0.01	0.4%	0.8	2.1%	0.7	1.1%
SUM Business trips	0.03	3.0%	3.7	9.2%	3.0	5.2%
Commercial tr. of goods	0.00	0.1%	0.4	1.1%		
Commercial tr. of persons	0.00	0.0%	0.2	0.4%		
Other commercial transp.	0.00	0.0%	0.1	0.2%		
SUM Commercial Tr.	0.00	0.1%	0.7	1.6%		
Total	1.16	100%	40.0	100%	57.7	100%

Figure 17: Purpose distribution by trips and journeys

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

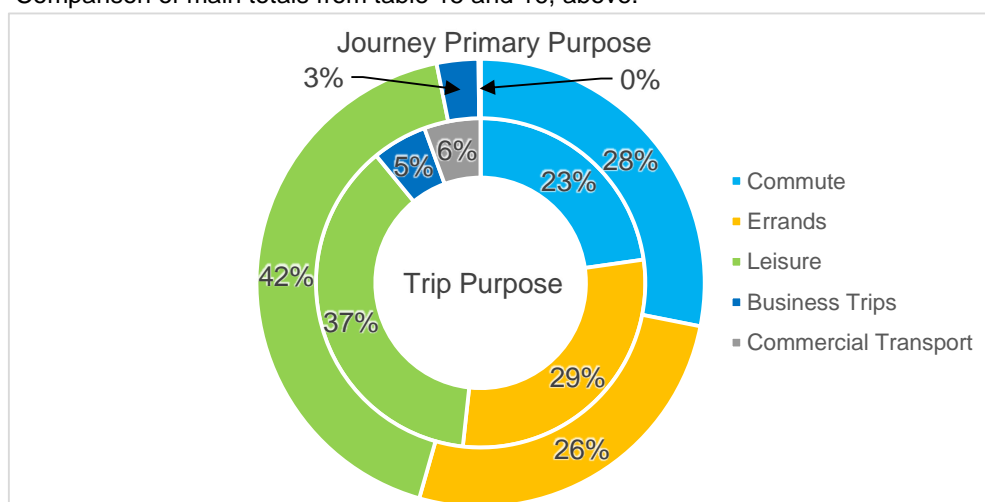


Table 18: Trips by purpose group and mode chain type
(excl. commercial transport)

Trips per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.03	0.04	0.15	0.36	0.00	0.58
Bicycle (only)	0.11	0.06	0.10	0.13	0.02	0.40
Driver of passenger car	0.27	0.02	0.47	0.34	0.07	1.17
Passenger car, passenger	0.02	0.04	0.10	0.20	0.00	0.37
Driver of other vehicle	0.02	0.00	0.01	0.01	0.06	0.11
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.02
SUM Car etc.	0.31	0.06	0.59	0.56	0.14	1.65
Train	0.02	0.01	0.01	0.02	0.00	0.05
Collective bus	0.01	0.02	0.01	0.02	0.00	0.05
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	0.00	0.00	0.02
Train/bus comb. w/car	0.00	0.00	0.00	0.01	0.00	0.02
SUM Collective	0.05	0.03	0.02	0.06	0.00	0.16
Other	-	-	-	0.00	0.00	0.00
Total	0.49	0.18	0.86	1.11	0.16	2.80

Table 18a: Purpose distribution for mode chain types

Share of trips w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	5%	6%	26%	62%	0%	100%
Bicycle (only)	26%	14%	24%	32%	4%	100%
Driver of passenger car	23%	1%	41%	29%	6%	100%
Passenger car, passenger	4%	11%	28%	55%	1%	100%
SUM Car etc.	19%	4%	36%	34%	8%	100%
SUM Collective	30%	20%	12%	36%	2%	100%
Total	18%	7%	31%	40%	6%	100%

Table 18b: Modal split by purpose group

Share of trips w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	6%	20%	18%	33%	1%	21%
Bicycle (only)	21%	30%	11%	12%	10%	14%
Driver of passenger car	55%	9%	55%	31%	43%	42%
Passenger car, passenger	3%	22%	12%	18%	3%	13%
Driver of other vehicle	5%	0%	1%	1%	38%	4%
Passenger in other vehicle	0%	1%	0%	0%	3%	1%
SUM Car etc.	63%	32%	69%	50%	86%	59%
Train	3%	4%	1%	2%	1%	2%
Collective bus	2%	9%	1%	2%	0%	2%
Train + bus in combination	1%	2%	0%	0%	0%	1%
Train/bus comb. w/bicycle	2%	2%	0%	0%	0%	1%
Train/bus comb. w/car	1%	1%	0%	1%	0%	1%
SUM Collective	10%	18%	2%	5%	2%	6%
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%	1.3%	5.5%	12.9%	0.1%	20.7%
Bicycle (only)	3.8%	2.0%	3.4%	4.6%	0.5%	14.2%
SUM Car etc.	11.1%	2.1%	21.1%	19.9%	4.9%	59.1%
SUM Collective	1.7%	1.2%	0.7%	2.1%	0.1%	5.8%
Total	17.5%	6.5%	30.7%	39.5%	5.7%	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)	0.4	0.3	1.7	7.2	0.1	9.7
Bicycle (only)	1.8	0.6	0.9	2.1	0.1	5.5
Driver of passenger car	6.8	0.4	6.0	8.4	1.7	23.3
Passenger car, passenger	0.3	0.4	1.7	5.6	0.2	8.2
Driver of other vehicle	0.6	0.0	0.2	0.3	0.7	1.8
Passenger in other vehicle	0.0	0.0	0.0	0.1	0.1	0.3
SUM Car etc.	7.7	0.9	8.0	14.3	2.7	33.5
Train	0.8	0.3	0.2	1.1	0.1	2.5
Collective bus	0.4	0.7	0.3	0.8	0.0	2.2
Train + bus in combination	0.4	0.3	0.1	0.4	0.0	1.2
Train/bus comb. w/bicycle	0.7	0.2	0.1	0.2	0.0	1.2
Train/bus comb. w/car	0.3	0.1	0.1	1.1	0.0	1.6
SUM Collective	2.6	1.5	0.8	3.6	0.2	8.7
Other	-	-	-	0.1	0.0	0.1
Total	12.6	3.3	11.3	27.3	3.1	57.6

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%	17%	74%	1%	100%
Bicycle (only)	33%	10%	17%	38%	2%	100%
Driver of passenger car	29%	2%	26%	36%	7%	100%
Passenger car, passenger	4%	5%	20%	68%	2%	100%
SUM Car etc.	23%	3%	24%	43%	8%	100%
SUM Collective	30%	17%	9%	41%	3%	100%
Total	22%	6%	20%	47%	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)	3%	10%	15%	26%	2%	17%
Bicycle (only)	14%	17%	8%	8%	4%	10%
Driver of passenger car	54%	12%	53%	31%	55%	40%
Passenger car, passenger	3%	13%	15%	20%	6%	14%
Driver of other vehicle	5%	0%	2%	1%	23%	3%
Passenger in other vehicle	0%	1%	0%	0%	2%	0%
SUM Car etc.	61%	27%	70%	52%	86%	58%
Train	6%	8%	2%	4%	4%	4%
Collective bus	3%	20%	3%	3%	0%	4%
Train + bus in combination	3%	8%	0%	2%	1%	2%
Train/bus comb. w/bicycle	5%	6%	1%	1%	0%	2%
Train/bus comb. w/car	2%	2%	1%	4%	1%	3%
SUM Collective	21%	45%	7%	13%	7%	15%
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)	0.8%	0.6%	2.9%	12.5%	0.1%	16.8%
Bicycle (only)	3.1%	1.0%	1.6%	3.6%	0.2%	9.6%
SUM Car etc.	13.4%	1.6%	13.8%	24.8%	4.7%	58.3%
SUM Collective	4.5%	2.6%	1.4%	6.2%	0.4%	15.1%
Total	21.8%	5.7%	19.7%	47.4%	5.4%	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	0.1	0.1	0.2	0.7	0.0	1.0
Skateb., roller skates etc.	0.0	0.0	0.0	0.0	-	0.0
SUM Walk etc.	0.1	0.1	0.2	0.7	0.0	1.0
Bicycle	0.5	0.1	0.2	0.5	0.1	1.5
Moped 30 km/h	0.0	0.0	0.0	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.	0.5	0.1	0.2	0.6	0.1	1.5
Moped 45 km/h	-	0.0	0.0	0.0	-	0.0
Motorcycle	0.0	-	0.0	0.1	0.0	0.1
Passenger car	6.7	0.7	6.2	13.5	2.3	29.4
Taxi cab	0.0	0.0	0.0	0.0	0.0	0.0
Van	0.6	0.0	0.1	0.2	1.1	2.0
Lorry	0.0	-	-	-	0.1	0.1
Tractor, working vehicle	0.0	-	0.0	0.0	0.0	0.0
Tourist coach, rented bus	0.0	0.0	0.1	0.1	0.0	0.2
SUM Car etc.	7.3	0.7	6.4	13.8	3.7	31.8
Collective, public bus	0.2	0.2	0.1	0.3	0.0	0.8
Dial-a-ride, flex. transport	0.0	0.0	0.0	0.1	-	0.1
SUM Collective road	0.2	0.2	0.1	0.4	0.0	0.9
S-train (Cph suburban rail)	0.2	0.1	0.0	0.2	0.0	0.6
Copenhagen Metro	0.1	0.0	0.0	0.1	0.0	0.2
Light rail / tram	0.0	0.0	0.0	0.0	0.0	0.1
Other train	0.7	0.2	0.1	1.1	0.1	2.4
SUM Train	1.0	0.3	0.2	1.5	0.2	3.2
Horse carriage, horse	-	-	-	0.0	-	0.0
Ferry, water bus	0.0	-	0.0	0.1	0.0	0.2
Leisure boat	-	-	-	0.0	0.0	0.0
Airplane	-	-	-	0.1	0.0	0.1
SUM Other	0.0	-	0.0	0.2	0.1	0.3
Total	9.2	1.5	7.1	17.1	3.9	38.8

Table 20a: Distribution of personal mileage for each mode

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Walk etc.	10%	6%	16%	67%	1%	100%
SUM Bicycle etc.	35%	10%	15%	37%	3%	100%
Passenger car	23%	2%	21%	46%	8%	100%
SUM Car etc.	23%	2%	20%	43%	11%	100%
SUM Collective road	25%	26%	8%	39%	0%	100%
SUM Train	31%	10%	7%	46%	6%	100%
Total	24%	4%	18%	44%	10%	100%

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

[illegible]

Table 20c: Distribution, mileage by mode and purpose group

(excl. commercial transport)

Share mileage (PKM)	Workplace	Educational	Errands	Leisure	Business	SUM
Walk or run	0.3%	0.2%	0.4%	1.7%	0.0%	2.5%
Skateb., roller skates etc.	0.0%	0.0%	0.0%	0.0%	-	0.0%
SUM Walk etc.	0.3%	0.2%	0.4%	1.7%	0.0%	2.5%
Bicycle	1.3%	0.4%	0.5%	1.4%	0.1%	3.8%
Moped 30 km/h	0.0%	0.0%	0.0%	0.0%	-	0.1%
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.	1.4%	0.4%	0.6%	1.5%	0.1%	3.9%
Moped 45 km/h	-	0.0%	0.0%	0.0%	-	0.0%
Motorcycle	0.1%	-	0.0%	0.2%	0.0%	0.2%
Passenger car	17.2%	1.8%	16.0%	34.9%	6.0%	75.8%
Taxi cab	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Van	1.5%	0.0%	0.3%	0.4%	3.0%	5.1%
Lorry	0.0%	-	-	-	0.3%	0.3%
Tractor, working vehicle	0.0%	-	0.0%	0.0%	0.1%	0.1%
Tourist coach, rented bus	0.0%	0.0%	0.2%	0.1%	0.0%	0.4%
SUM Car etc.	18.8%	1.8%	16.5%	35.6%	9.4%	82.1%
Collective, public bus	0.6%	0.6%	0.2%	0.8%	0.0%	2.2%
Dial-a-ride, flex. transport	0.0%	0.1%	0.0%	0.1%	-	0.2%
SUM Collective road	0.6%	0.6%	0.2%	0.9%	0.0%	2.4%
S-train (Cph suburban rail)	0.6%	0.1%	0.1%	0.6%	0.0%	1.5%
Copenhagen Metro	0.1%	0.0%	0.1%	0.2%	0.0%	0.5%
Light rail / tram	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%
Other train	1.8%	0.6%	0.4%	2.9%	0.4%	6.1%
SUM Train	2.6%	0.8%	0.6%	3.8%	0.5%	8.2%
Horse carriage, horse	-	-	-	0.0%	-	0.0%
Ferry, water bus	0.0%	-	0.0%	0.3%	0.0%	0.4%
Leisure boat	-	-	-	0.1%	0.0%	0.1%
Airplane	-	-	-	0.2%	0.1%	0.3%
SUM Other	0.0%	-	0.0%	0.6%	0.1%	0.8%
Total	23.7%	3.8%	18.2%	44.1%	10.2%	100%

Figure 21: Mileage by purpose group

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

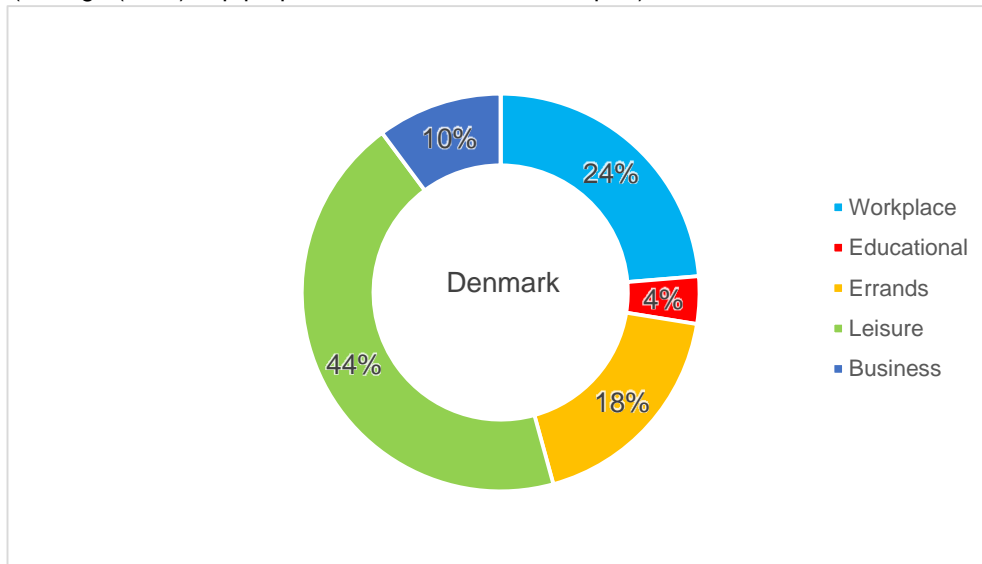


Table 22: Vehicle mileage by mode and purpose group

(persons resident in Denmark, drivers purpose, road traffic excl. commercial transport)

km per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	0.5	0.1	0.2	0.5	0.1	1.5
Moped 30 km/h	0.0	0.0	0.0	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.	0.5	0.1	0.2	0.6	0.1	1.5
Moped 45 km/h	-	0.0	0.0	0.0	-	0.0
Motorcycle	0.0	-	0.0	0.1	0.0	0.1
Passenger car	6.4	0.4	4.7	7.9	2.1	21.5
Taxi cab	-	-	-	-	-	-
Van	0.6	0.0	0.1	0.1	1.1	1.9
Lorry	0.0	-	-	-	0.1	0.1
Tractor, working vehicle	0.0	-	0.0	0.0	0.0	0.0
Tourist coach, rented bus	-	-	0.0	0.0	-	0.0
SUM Car etc.	7.0	0.4	4.9	8.1	3.3	23.7
Total	7.5	0.5	5.1	8.7	3.4	25.2

Table 22a: Distribution, vehicle mileage for each mode

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
SUM Bicycle etc.	36%	10%	15%	37%	3%	100%
Passenger car	30%	2%	22%	37%	10%	100%
Van	30%	0%	5%	7%	58%	100%
SUM Car etc.	29%	2%	21%	34%	14%	100%
Total	30%	2%	20%	34%	13%	100%

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

Share mileage w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	7%	26%	4%	6%	2%	6%
Moped 30 km/h	0%	1%	0%	0%	-	0%
Disability moped (electric)	-	-	0%	0%	-	0%
Electric scooter etc.	0%	0%	0%	0%	-	0%
SUM Bicycle etc.	7%	28%	4%	6%	2%	6%
Moped 45 km/h	-	0%	0%	0%	-	0%
Motorcycle	0%	-	0%	1%	0%	0%
Passenger car	85%	71%	93%	91%	62%	85%
Van	7%	1%	2%	2%	32%	7%
SUM Car etc.	93%	72%	96%	94%	98%	94%
Total	100%	100%	100%	100%	100%	100%

Table 22c: Distribution, vehicle mileage

Share of total mileage	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	2.1%	0.5%	0.8%	2.1%	0.2%	5.8%
Moped 30 km/h	0.1%	0.0%	0.0%	0.1%	-	0.2%
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.	2.1%	0.6%	0.9%	2.2%	0.2%	6.0%
Moped 45 km/h	-	0.0%	0.0%	0.0%	-	0.1%
Motorcycle	0.1%	-	0.0%	0.2%	0.0%	0.4%
Passenger car	25.3%	1.5%	18.8%	31.4%	8.3%	85.3%
Van	2.2%	0.0%	0.3%	0.5%	4.4%	7.5%
Lorry	0.0%	-	-	-	0.4%	0.4%
Tractor, working vehicle	0.0%	-	0.0%	0.0%	0.2%	0.2%
Tourist coach, rented bus	-	-	0.2%	0.0%	-	0.2%
SUM Car etc.	27.7%	1.5%	19.4%	32.2%	13.3%	94.0%
Total	29.8%	2.1%	20.2%	34.4%	13.5%	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	0.01	0.06	0.16	0.00	0.24
Bicycle (only)	0.05	0.03	0.03	0.06	0.00	0.17
Driver of passenger car	0.13	0.01	0.16	0.16	0.02	0.48
Passenger car, passenger	0.01	0.02	0.03	0.08	0.00	0.14
Driver of other vehicle	0.01	0.00	0.00	0.01	0.01	0.03
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.01
SUM Car etc.	0.15	0.03	0.20	0.25	0.03	0.66
Train	0.01	0.00	0.00	0.01	0.00	0.02
Collective bus	0.00	0.01	0.00	0.01	0.00	0.02
Train + bus in combination	0.00	0.00	0.00	0.00	0.00	0.01
Train/bus comb. w/bicycle	0.01	0.00	0.00	0.00	0.00	0.01
Train/bus comb. w/car	0.01	0.00	0.00	0.01	0.00	0.02
SUM Collective	0.03	0.02	0.01	0.03	0.00	0.09
Other	-	-	-	0.00	0.00	0.00
Total	0.24	0.09	0.31	0.49	0.04	1.16

Table 23a: Distribution journey count for each mode

Share journeys w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	6%	25%	65%	0%	100%
Bicycle (only)	30%	16%	20%	33%	1%	100%
Driver of passenger car	28%	1%	34%	32%	4%	100%
Passenger car, passenger	4%	14%	22%	58%	1%	100%
SUM Car etc.	23%	4%	31%	37%	5%	100%
SUM Collective	31%	21%	11%	35%	2%	100%
Total	21%	8%	26%	42%	3%	100%

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

Share journeys w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	4%	16%	20%	32%	2%	21%
Bicycle (only)	21%	30%	11%	11%	7%	15%
Driver of passenger car	56%	8%	54%	31%	48%	41%
Passenger car, passenger	3%	23%	11%	17%	4%	12%
Driver of other vehicle	5%	0%	1%	1%	33%	3%
Passenger in other vehicle	0%	2%	0%	0%	2%	0%
SUM Car etc.	63%	33%	66%	50%	87%	57%
Train	3%	3%	1%	2%	2%	2%
Collective bus	1%	8%	1%	1%	0%	2%
Train + bus in combination	2%	2%	0%	1%	0%	1%
Train/bus comb. w/bicycle	3%	3%	0%	0%	1%	1%
Train/bus comb. w/car	2%	6%	0%	2%	2%	2%
SUM Collective	11%	21%	3%	6%	5%	7%
Total	100%	100%	100%	100%	100%	100%

Table 23c: Distribution, all journeys

Share of all journeys	Workplace	Educational	Errands	Leisure	Business	SUM
Walk (only)	0.9%	1.2%	5.2%	13.7%	0.1%	21.0%
Bicycle (only)	4.4%	2.3%	3.0%	4.8%	0.2%	14.7%
SUM Car etc.	13.0%	2.5%	17.4%	21.3%	2.7%	56.8%
SUM Collective	2.3%	1.6%	0.8%	2.6%	0.1%	7.5%
Total	20.6%	7.5%	26.3%	42.4%	3.2%	100%

Commuting

Table 24: Commuter journeys by chaintype

Journeys with primary purpose workplace or education, by mode chain type.

Share of commuter journeys	Workplace	Educational	Commute total
Walk (only)	4.4%	15.8%	7.5%
Bicycle (only)	21.3%	30.5%	23.8%
Driver of passenger car	55.6%	7.9%	42.9%
Passenger car, passenger	2.7%	23.0%	8.1%
Driver of other vehicle	0.0%	0.8%	0.2%
Non-collective bus	4.6%	0.3%	3.4%
Passenger in other vehicle	0.2%	0.7%	0.3%
SUM Car etc.	63.0%	32.7%	54.9%
Train	3.2%	2.9%	3.2%
Collective bus	1.5%	7.8%	3.2%
Train + bus in combination	1.5%	2.3%	1.7%
Train/bus comb. w/bicycle	2.7%	2.6%	2.7%
Train/bus comb. w/car	2.3%	5.6%	3.2%
SUM Collective	11.2%	21.0%	13.9%
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 for Danish residents, by mode chain group.
Calculated on basis of persons 10-84 years of age, with confidence interval.

	Walk	Bicycle	Car etc.	Collective	Other
2015	3.4% \pm 0.9%	20.0% \pm 1.9%	65.6% \pm 2.1%	11.1% \pm 1.5%	-
2016	3.3% \pm 0.8%	19.9% \pm 1.6%	64.9% \pm 2.0%	11.8% \pm 1.3%	-
2017	3.8% \pm 0.9%	20.5% \pm 2.0%	65.9% \pm 2.0%	9.8% \pm 1.4%	0.0% \pm 0.0%
2018	3.4% \pm 0.8%	19.9% \pm 1.8%	68.3% \pm 2.2%	8.4% \pm 1.2%	-
2019	4.8% \pm 1.1%	18.2% \pm 1.8%	66.8% \pm 2.0%	10.2% \pm 1.1%	-
2020	4.5% \pm 0.9%	19.4% \pm 1.4%	69.6% \pm 1.6%	6.5% \pm 1.0%	0.0% \pm 0.1%
2021	4.1% \pm 0.9%	16.8% \pm 1.7%	71.7% \pm 1.8%	7.4% \pm 1.1%	0.0% \pm 0.0%
2022	4.4% \pm 1.0%	20.2% \pm 1.6%	65.2% \pm 1.9%	10.2% \pm 1.5%	-
2023	4.2% \pm 0.8%	19.0% \pm 1.6%	67.3% \pm 2.0%	9.6% \pm 1.1%	-
2024	4.4% \pm 0.9%	21.3% \pm 1.6%	63.1% \pm 1.7%	11.2% \pm 1.4%	-

Figure 26: Time series, commuter modal split

Illustration of table 25, above.

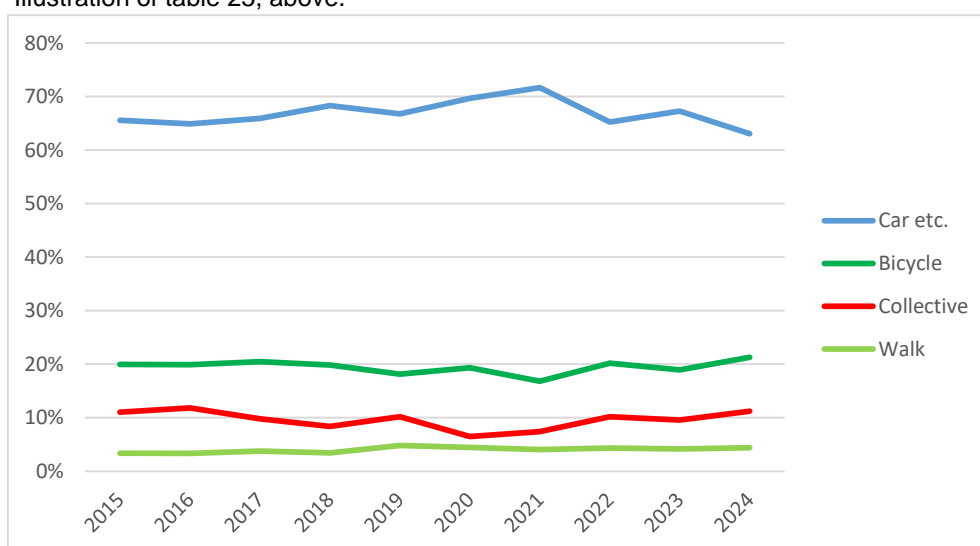
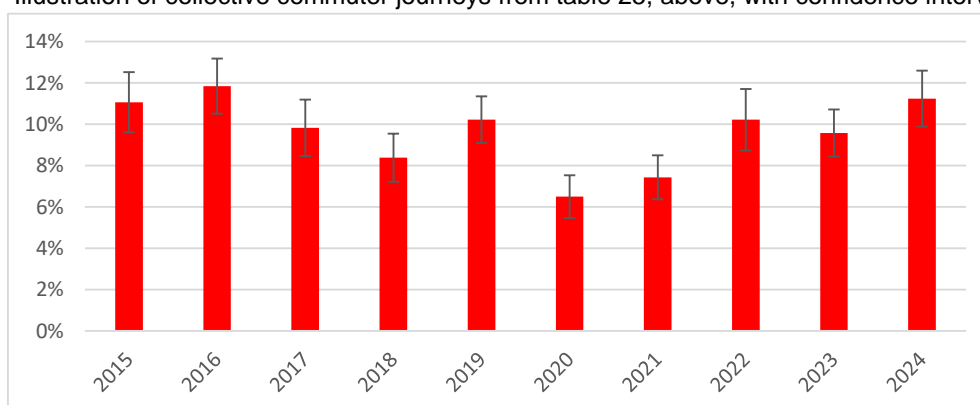


Figure 27: Collective share of workplace commuting

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	1.1	0.9			14.3	10.8
Skateb., roller skates etc.	0.0	0.0			0.0	0.0
SUM Walk etc.	1.1	0.9			14.3	10.9
Bicycle	1.4	1.5	1.4	1.5	5.4	5.8
Moped 30 km/h	0.0	0.1	0.0	0.1	0.0	0.2
Disability moped (electric)	0.0	0.0			0.0	0.0
Electric scooter etc.	0.0	0.0			0.0	0.0
SUM Bicycle etc.	1.4	1.6	1.4	1.6	5.5	6.0
Moped 45 km/h	-	0.0	-	0.0	-	0.0
Motorcycle	0.0	0.2	-	0.2	0.0	0.2
Passenger car	26.5	32.3	16.2	26.9	29.0	32.5
Taxi cab	0.0	0.1	-	-	0.0	0.1
Van	0.6	3.4	0.5	3.3	0.6	2.6
Lorry	-	0.2	-	0.2	-	0.1
Tractor, working vehicle	0.0	0.1	0.0	0.1	0.0	0.1
Tourist coach, rented bus	0.2	0.1	0.1	-	0.2	0.1
SUM Car etc.	27.3	36.4	16.8	30.7	29.9	35.7
Collective, public bus	1.0	0.7			1.8	1.5
Dial-a-ride, flex. transport	0.1	0.1			0.2	0.1
SUM Collective road	1.1	0.8			1.9	1.6
S-train (Cph suburban rail)	0.6	0.6			0.9	0.7
Copenhagen Metro	0.2	0.2			0.3	0.3
Light rail / tram	0.1	0.0			0.2	0.1
Other train	2.8	1.9			1.9	1.4
SUM Train	3.7	2.7			3.3	2.5
SUM Other	0.2	0.4			0.3	0.6
Total	34.8	42.8	18.2	32.3	55.3	57.2

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.	3%	2%			26%	19%
SUM Bicycle etc.	4%	4%	8%	5%	10%	10%
Moped 45 km/h	-	0%	-	0%	-	0%
Motorcycle	0%	0%	-	1%	0%	0%
Passenger car	76%	76%	89%	83%	53%	57%
Taxi cab	0%	0%	-	-	0%	0%
Van	2%	8%	3%	10%	1%	4%
Lorry	-	1%	-	1%	-	0%
Tractor, working vehicle	0%	0%	0%	0%	0%	0%
Tourist coach, rented bus	1%	0%	0%	-	0%	0%
SUM Car etc.	78%	85%	92%	95%	54%	62%
SUM Collective road	3%	2%			4%	3%
SUM Train	10%	6%			6%	4%
SUM Other	1%	1%			1%	1%
Total	100%	100%	100%	100%	100%	100%

Table 29: Gender, journeys and travel time by chaintype

Journey mode chain type	Journeys per pers. per day		Journeys < 10 km		Travel time, minutes	
	Women	Men	Women	Men	Women	Men
Walk (only)	0.28	0.21	0.27	0.20	9.6	7.1
Bicycle (only)	0.17	0.17	0.12	0.12	5.3	5.8
Car etc. as driver	0.44	0.58	0.13	0.14	20.6	32.1
Car etc. as passenger	0.20	0.10	0.07	0.03	10.4	5.4
SUM Car etc.	0.64	0.68	0.19	0.17	31.0	37.5
Train	0.02	0.02	0.00	0.00	2.1	2.1
Collective bus	0.02	0.02	0.01	0.01	1.9	1.8
Train + bus in combination	0.01	0.01	0.00	0.00	1.4	1.3
Train/bus comb. w/bicycle	0.01	0.01	0.00	0.00	1.6	1.1
Train/bus comb. w/car	0.03	0.02	0.00	0.00	3.8	2.3
SUM Collective	0.10	0.08	0.01	0.01	10.9	8.7
Other	0.00	0.00	-	-	0.1	0.1
Total	1.18	1.14	0.60	0.51	56.8	59.1

Table 29a: Gender, modal split (journeys)

	All journeys		Journeys < 10 km		Travel time	
Journey mode chain type	Women	Men	Women	Men	Women	Men
Walk (only)	23.4%	18.4%	45.1%	39.7%	16.8%	12.0%
Bicycle (only)	14.3%	15.1%	20.7%	24.2%	9.3%	9.7%
Car etc. as driver	37.5%	50.6%	21.1%	27.8%	36.2%	54.3%
Car etc. as passenger	16.6%	9.1%	10.9%	6.1%	18.4%	9.1%
SUM Car etc.	54.1%	59.7%	32.0%	33.9%	54.5%	63.4%
SUM Collective	8.1%	6.8%	2.2%	2.3%	19.1%	14.7%
Total	100%	100%	100%	100%	100%	100%

Table 30: Gender, journey primary purpose

	Share of journeys		Share of mileage (PKM)		Share of travel time	
Journey primary purpose	Women	Men	Women	Men	Women	Men
Workplace (commute)	19.7%	21.6%	26.9%	26.9%	24.0%	24.6%
School/educational	7.1%	7.9%	4.2%	3.6%	5.9%	5.9%
SUM Commute	26.8%	29.5%	31.1%	30.5%	29.9%	30.6%
Escorting to/from activity	4.5%	3.2%	2.2%	1.9%	2.4%	2.0%
Escorting to/from transport	1.1%	1.1%	0.5%	0.8%	0.7%	0.8%
Collect/bring objects	1.4%	1.7%	1.0%	1.0%	0.9%	1.2%
Shopping	16.2%	15.2%	6.3%	5.7%	8.2%	7.6%
Social/health	2.5%	1.7%	2.5%	2.1%	2.5%	2.0%
Other errand	2.0%	1.8%	1.5%	1.4%	1.5%	1.5%
SUM Errands	27.7%	24.8%	14.8%	13.6%	16.8%	15.4%
Visit family/friends	11.5%	10.6%	23.2%	16.6%	16.1%	13.7%
Sports (active participation)	6.1%	7.9%	3.3%	4.2%	4.0%	4.9%
Entertainment (incl. church)	5.5%	5.0%	7.0%	5.3%	6.6%	6.0%
Allotment/summer cottage	0.7%	0.7%	3.4%	2.8%	2.3%	2.2%
Leisure round trip	12.2%	9.8%	1.9%	1.5%	11.6%	9.0%
Holiday, excursion	3.4%	3.4%	6.8%	6.5%	5.9%	6.3%
Meetings in private context	1.1%	1.0%	1.1%	1.2%	1.0%	1.0%
Other leisure activity	2.6%	2.0%	2.0%	1.7%	2.1%	2.2%
SUM Leisure	43.8%	41.0%	49.3%	40.3%	50.2%	45.8%
SUM Business trips	1.6%	4.5%	4.6%	12.9%	3.0%	7.3%
SUM Commercial Tr.	0.0%	0.3%	0.2%	2.7%		
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	0.8	1.1	1.0	1.1	0.9
Skateb., roller skates etc.	0.0	0.0	0.0	-	-
SUM Walk etc.	0.8	1.1	1.0	1.1	0.9
Bicycle	1.3	1.9	1.6	1.6	0.8
Moped 30 km/h	0.1	0.0	0.0	0.0	0.0
Disability moped (electric)	-	0.0	0.0	0.0	0.0
Electric scooter etc.	0.0	0.0	0.0	-	0.0
SUM Bicycle etc.	1.5	2.0	1.7	1.6	0.9
Moped 45 km/h	0.0	0.0	-	0.0	0.0
Motorcycle	-	0.2	0.0	0.2	0.0
Passenger car	14.3	27.1	36.6	36.9	23.8
Taxi cab	0.1	0.0	0.1	0.1	0.0
Van	0.1	1.5	3.5	3.1	0.4
Lorry	-	0.3	0.2	0.1	-
Tractor, working vehicle	-	0.0	0.1	0.1	-
Tourist coach, rented bus	0.4	0.3	0.1	0.1	0.0
SUM Car etc.	14.9	29.4	40.4	40.6	24.3
Collective, public bus	1.7	1.8	0.5	0.4	0.4
Dial-a-ride, flex. transport	0.2	0.1	0.0	0.0	0.2
SUM Collective road	1.9	1.8	0.6	0.4	0.5
S-train (Cph suburban rail)	0.7	1.1	0.5	0.5	0.3
Copenhagen Metro	0.1	0.3	0.2	0.1	0.1
Light rail / tram	0.1	0.1	0.0	0.0	0.0
Other train	2.4	4.6	2.1	1.9	1.2
SUM Train	3.2	6.1	2.9	2.5	1.6
Horse carriage, horse	0.0	-	0.0	-	-
Ferry, water bus	0.6	0.0	0.2	0.1	0.0
Leisure boat	0.0	-	0.0	0.0	0.0
Airplane	-	-	0.4	-	-
SUM Other	0.6	0.0	0.6	0.1	0.1
Total	22.8	40.6	47.2	46.3	28.3

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.	3%	3%	2%	2%	3%
SUM Bicycle etc.	6%	5%	4%	3%	3%
Moped 45 km/h	0%	0%	-	0%	0%
Motorcycle	-	1%	0%	0%	0%
Passenger car	63%	67%	78%	80%	84%
Taxi cab	0%	0%	0%	0%	0%
Van	1%	4%	7%	7%	1%
Lorry	-	1%	0%	0%	-
Tractor, working vehicle	-	0%	0%	0%	-
Tourist coach, rented bus	2%	1%	0%	0%	0%
SUM Car etc.	65%	72%	86%	88%	86%
SUM Collective road	8%	5%	1%	1%	2%
S-train (Cph suburban rail)	3%	3%	1%	1%	1%
Metro + Light rail	1%	2%	1%	1%	0%
Other train	10%	11%	4%	4%	4%
SUM Train	14%	15%	6%	5%	6%
SUM Other	3%	0%	1%	0%	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)	0.25	0.25	0.24	0.25	0.23
Bicycle (only)	0.28	0.20	0.18	0.13	0.10
Car etc. as driver	0.01	0.40	0.72	0.69	0.48
Car etc. as passenger	0.43	0.12	0.08	0.08	0.15
SUM Car etc.	0.43	0.52	0.80	0.78	0.62
Train	0.01	0.04	0.03	0.02	0.01
Collective bus	0.05	0.03	0.01	0.01	0.02
Train + bus in combination	0.01	0.02	0.01	0.01	0.00
Train/bus comb. w/bicycle	0.01	0.02	0.01	0.01	0.00
Train/bus comb. w/car	0.04	0.03	0.02	0.01	0.01
SUM Collective	0.13	0.15	0.07	0.06	0.04
Other	0.00	-	0.00	0.00	0.00
Total	1.10	1.13	1.29	1.22	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)	22.9%	22.1%	18.7%	20.6%	23.0%
Bicycle (only)	25.5%	17.9%	13.6%	10.9%	9.8%
Car etc. as driver	0.5%	35.8%	55.6%	56.9%	48.0%
Car etc. as passenger	38.8%	10.7%	6.3%	6.9%	14.8%
SUM Car etc.	39.3%	46.6%	61.9%	63.8%	62.8%
Train	1.3%	3.8%	2.0%	1.5%	0.7%
Collective bus	4.8%	2.9%	0.9%	0.7%	1.9%
Train + bus in combination	1.0%	1.9%	0.5%	0.6%	0.5%
Train/bus comb. w/bicycle	1.1%	2.0%	1.0%	0.7%	0.4%
Train/bus comb. w/car	4.1%	2.8%	1.3%	1.2%	0.9%
SUM Collective	12.3%	13.4%	5.8%	4.7%	4.4%
Other	0.0%	-	0.1%	0.0%	0.0%
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)	3.6%	24.7%	31.1%	26.6%	2.4%
School/educational	40.1%	10.6%	0.8%	0.2%	-
SUM Commute	43.7%	35.3%	31.9%	26.8%	2.4%
SUM Errands	10.2%	21.0%	29.3%	26.9%	39.3%
Other home	0.7%	0.2%	0.2%	0.0%	0.1%
After-school centre, youth club	1.8%	-	-	-	-
Kindergarten, day care	1.7%	-	-	-	-
Visit family/friends	10.7%	13.8%	8.4%	10.7%	13.9%
Sports (active participation)	12.3%	8.5%	5.4%	5.3%	6.3%
Entertainment (incl. church)	4.8%	4.9%	4.8%	4.5%	7.9%
Allotment/summer cottage	0.4%	0.3%	0.3%	1.0%	1.5%
Leisure round trip	5.1%	7.8%	9.6%	14.5%	16.9%
Holiday, excursion	5.6%	3.0%	3.4%	2.8%	2.7%
Meetings in private context	0.7%	0.6%	0.8%	1.0%	2.3%
Other leisure activity	2.2%	1.5%	1.5%	2.1%	5.2%
SUM Leisure	46.0%	40.6%	34.5%	41.8%	56.8%
SUM Business trips	-	3.0%	4.3%	4.3%	1.3%
SUM Commercial Tr.	0.1%	0.1%	0.2%	0.2%	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	1.0	0.9	1.5	1.0	1.0
Skateb., roller skates etc.	0.0	0.0	-	-	0.0
SUM Walk etc.	1.0	0.9	1.5	1.0	1.0
Bicycle	1.6	1.8	0.7	0.8	1.5
Moped 30 km/h	0.1	0.0	0.1	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.	1.8	1.8	0.8	0.8	1.5
Moped 45 km/h	0.0	-	0.1	0.0	0.0
Motorcycle	0.0	0.2	-	0.0	0.1
Passenger car	17.5	38.2	20.1	23.5	29.4
Taxi cab	0.0	0.1	-	0.0	0.0
Van	0.2	3.7	0.2	0.4	2.0
Lorry	-	0.2	-	-	0.1
Tractor, working vehicle	-	0.1	-	-	0.0
Tourist coach, rented bus	0.5	0.1	0.1	0.0	0.2
SUM Car etc.	18.2	42.5	20.6	24.0	31.8
SUM Collective road	2.3	0.6	0.5	0.6	0.9
S-train (Cph suburban rail)	1.0	0.6	0.2	0.3	0.6
Copenhagen Metro	0.2	0.2	0.1	0.1	0.2
Light rail / tram	0.2	0.0	0.0	0.0	0.1
Other train	4.1	2.3	1.3	1.1	2.4
SUM Train	5.3	3.2	1.6	1.5	3.2
Horse carriage, horse	0.0	0.0	-	-	0.0
Ferry, water bus	0.4	0.1	0.0	0.0	0.2
Leisure boat	0.0	0.0	0.0	0.1	0.0
Airplane	-	0.2	-	-	0.1
SUM Other	0.4	0.4	0.0	0.1	0.3
Total	29.0	49.3	25.0	28.0	38.8

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

Share of personal mileage	Students	Earners	Unemployed	Pensioners	Average
SUM Walk etc.	3%	2%	6%	3%	3%
SUM Bicycle etc.	6%	4%	3%	3%	4%
Moped 45 km/h	0%	-	0%	0%	0%
Motorcycle	0%	0%	-	0%	0%
Passenger car	60%	77%	81%	84%	76%
Taxi cab	0%	0%	-	0%	0%
Van	1%	8%	1%	1%	5%
Lorry	-	0%	-	-	0%
Tractor, working vehicle	-	0%	-	-	0%
Tourist coach, rented bus	2%	0%	0%	0%	0%
SUM Car etc.	63%	86%	82%	86%	82%
SUM Collective road	8%	1%	2%	2%	2%
S-train (Cph suburban rail)	3%	1%	1%	1%	2%
Metro + Light rail	1%	1%	0%	0%	1%
Other train	14%	5%	5%	4%	6%
SUM Train	18%	6%	7%	5%	8%
SUM Other	1%	1%	0%	0%	1%
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)	0.26	0.22	0.38	0.24	0.24
Bicycle (only)	0.27	0.17	0.11	0.10	0.17
Car etc. as driver	0.11	0.71	0.38	0.46	0.51
Car etc. as passenger	0.32	0.08	0.16	0.14	0.15
SUM Car etc.	0.43	0.80	0.54	0.60	0.66
Train	0.03	0.02	0.02	0.01	0.02
Collective bus	0.05	0.01	0.02	0.02	0.02
Train + bus in combination	0.02	0.01	0.01	0.00	0.01
Train/bus comb. w/bicycle	0.02	0.01	0.00	0.00	0.01
Train/bus comb. w/car	0.05	0.02	0.01	0.01	0.02
SUM Collective	0.16	0.08	0.06	0.05	0.09
Other	0.00	0.00	0.00	0.00	0.00
Total	1.11	1.27	1.08	0.99	1.16

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

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Walk (only)	23.0%	17.7%	34.7%	24.5%	21.0%
Bicycle (only)	24.1%	13.3%	9.7%	10.0%	14.7%
Car etc. as driver	10.0%	56.4%	35.2%	46.7%	43.9%
Car etc. as passenger	28.7%	6.5%	14.7%	14.0%	13.0%
SUM Car etc.	38.7%	62.9%	49.9%	60.6%	56.8%
Train	2.6%	2.0%	1.8%	1.0%	1.9%
Collective bus	4.3%	0.9%	2.2%	2.0%	1.9%
Train + bus in combination	1.6%	0.6%	0.7%	0.4%	0.8%
Train/bus comb. w/bicycle	1.5%	1.2%	0.1%	0.4%	1.0%
Train/bus comb. w/car	4.1%	1.4%	0.7%	1.1%	1.9%
SUM Collective	14.2%	6.1%	5.5%	4.8%	7.5%
Other	0.0%	0.0%	0.2%	0.1%	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)	6.7%	34.6%	1.2%	1.0%	20.6%
School/educational	35.1%	0.4%	0.5%	0.1%	7.5%
SUM Commute	41.8%	35.0%	1.6%	1.0%	28.1%
SUM Errands	13.9%	24.1%	44.4%	41.0%	26.3%
Other home	0.5%	0.1%	0.1%	0.1%	0.2%
After-school centre, youth club	1.2%	-	-	-	0.2%
Kindergarten, day care	1.1%	-	-	-	0.2%
Visit family/friends	12.0%	9.1%	15.9%	14.4%	11.1%
Sports (active participation)	11.1%	5.6%	7.2%	6.5%	7.0%
Entertainment (incl. church)	4.5%	4.7%	6.2%	7.2%	5.2%
Allotment/summer cottage	0.4%	0.5%	0.7%	1.5%	0.7%
Leisure round trip	5.7%	10.2%	15.1%	17.9%	11.0%
Holiday, excursion	4.3%	3.2%	4.4%	2.7%	3.4%
Meetings in private context	0.7%	0.8%	1.3%	1.9%	1.0%
Other leisure activity	2.2%	1.4%	2.8%	5.0%	2.3%
SUM Leisure	43.7%	35.6%	53.6%	57.2%	42.4%
SUM Business trips	0.5%	5.1%	0.2%	0.6%	3.0%
SUM Commercial Tr.	0.1%	0.2%	0.1%	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.	0.8	1.0	1.2	1.0	1.0
Bicycle	1.6	1.2	1.2	1.9	1.8
Moped 30 km/h	0.0	0.0	0.0	0.0	0.0
Disability moped (electric)	0.0	0.0	0.0	0.0	-
Electric scooter etc.	0.0	0.0	-	0.0	-
SUM Bicycle etc.	1.6	1.2	1.2	2.0	1.8
Moped 45 km/h	-	0.1	0.1	-	-
Motorcycle	0.0	-	0.3	0.2	0.2
Passenger car	17.1	24.1	30.2	38.0	44.4
Taxi cab	0.0	0.0	0.0	0.0	0.0
Van	0.3	0.7	2.6	3.6	3.6
Lorry	-	-	0.1	0.1	0.3
Tractor, working vehicle	-	-	0.3	-	0.0
Tourist coach, rented bus	0.5	0.0	0.0	0.3	0.0
SUM Car etc.	17.9	24.9	33.5	42.2	48.6
Collective, public bus	1.5	0.6	1.1	0.6	0.4
Dial-a-ride, flex. transport	0.2	0.0	-	0.0	-
SUM Collective road	1.7	0.6	1.1	0.6	0.4
S-train (Cph suburban rail)	0.6	0.3	0.5	0.5	0.9
Copenhagen Metro	0.1	0.2	0.2	0.2	0.2
Light rail / tram	0.1	0.0	0.0	0.0	0.0
Other train	1.5	2.8	1.7	1.8	1.8
SUM Train	2.2	3.4	2.5	2.5	3.0
Horse carriage, horse	0.0	-	-	-	-
Ferry, water bus	0.4	0.0	0.0	0.2	0.2
Leisure boat	0.0	0.1	0.1	-	0.0
Airplane	-	1.0	-	-	-
SUM Other	0.4	1.0	0.1	0.2	0.2
Total	24.7	32.3	39.5	48.4	55.0

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.	3%	3%	3%	2%	2%
SUM Bicycle etc.	7%	4%	3%	4%	3%
Moped 45 km/h	-	0%	0%	-	-
Motorcycle	0%	-	1%	0%	0%
Passenger car	69%	75%	76%	78%	81%
Taxi cab	0%	0%	0%	0%	0%
Van	1%	2%	6%	7%	6%
Lorry	-	-	0%	0%	1%
Tractor, working vehicle	-	-	1%	-	0%
Tourist coach, rented bus	2%	0%	0%	1%	0%
SUM Car etc.	72%	77%	85%	87%	88%
SUM Collective road	7%	2%	3%	1%	1%
S-train (Cph suburban rail)	2%	1%	1%	1%	2%
Metro + Light rail	1%	1%	1%	0%	0%
Other train	6%	9%	4%	4%	3%
SUM Train	9%	10%	6%	5%	5%
SUM Other	2%	3%	0%	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)	0.25	0.26	0.26	0.23	0.22
Bicycle (only)	0.26	0.16	0.12	0.18	0.18
Car etc. as driver	0.12	0.47	0.66	0.75	0.76
Car etc. as passenger	0.35	0.12	0.11	0.09	0.05
SUM Car etc.	0.47	0.59	0.77	0.84	0.81
Train	0.01	0.03	0.03	0.02	0.03
Collective bus	0.03	0.03	0.03	0.01	0.01
Train + bus in combination	0.01	0.01	0.01	0.01	0.01
Train/bus comb. w/bicycle	0.01	0.01	0.02	0.02	0.01
Train/bus comb. w/car	0.03	0.01	0.02	0.02	0.01
SUM Collective	0.09	0.08	0.10	0.07	0.08
Other	0.00	-	0.00	-	-
Total	1.07	1.09	1.25	1.32	1.29

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)	24%	23%	21%	17%	17%
Bicycle (only)	24%	15%	10%	14%	14%
Car etc. as driver	11%	43%	53%	57%	59%
Car etc. as passenger	33%	11%	9%	7%	4%
SUM Car etc.	44%	54%	62%	64%	63%
Train	1%	2%	2%	1%	2%
Collective bus	3%	2%	2%	1%	1%
Train + bus in combination	1%	1%	1%	0%	1%
Train/bus comb. w/bicycle	1%	1%	1%	1%	1%
Train/bus comb. w/car	3%	1%	1%	1%	1%
SUM Collective	9%	8%	8%	5%	6%
Other	0%	-	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)	4%	9%	27%	32%	34%
School/educational	31%	3%	1%	0%	0%
SUM Commute	35%	12%	28%	32%	34%
SUM Errands	17%	35%	29%	27%	27%
Other home	1%	0%	0%	0%	0%
After-school centre, youth club	1%	-	0%	-	-
Kindergarten, day care	1%	-	-	-	-
Visit family/friends	12%	15%	10%	10%	8%
Sports (active participation)	11%	7%	6%	6%	7%
Entertainment (incl. church)	5%	6%	6%	5%	4%
Allotment/summer cottage	1%	1%	1%	1%	0%
Leisure round trip	7%	12%	11%	9%	9%
Holiday, excursion	5%	2%	3%	3%	2%
Meetings in private context	1%	2%	1%	1%	1%
Other leisure activity	4%	5%	2%	2%	2%
SUM Leisure	47%	51%	40%	36%	34%
SUM Business trips	1%	2%	2%	4%	5%
SUM Commercial Tr.	-	0%	-	0%	0%
Total	100%	100%	100%	100%	100%