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The Danish National Travel Survey  
Annual Statistical Report

**Copenhagen Area**

**2019**

Data version TU0621v1

# Annual Statistical Report

## Copenhagen Area 2019

### The survey

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

### Using this report

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

### Contents of the report

The aim and content of this report is a statistical picture of the transport patterns 2019 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 2013 or earlier, resident within the borders of the Copenhagen Area.

**Table 1: Data foundation**

Residents in the Copenhagen Area	Women	Men	2019 total
Number of interviews	1 440	1 428	<b>2 868</b>
Number of trips	4 076	3 843	<b>7 919</b>

Data version: TU0621v1

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

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

# 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

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

# Main results

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

	Women	Men	Total >= 6y	
<b>Average, total number of trips</b>	2.8	2.9	2.8	trips per person per day
- excl. commercial transport	2.8	2.8	2.8	trips per person per day
<b>Nonmobile rate (0 trip rate)</b>	15%	17%	16%	(rate on avg. day)
	Women	Men	Total >= 6y	
<b>Average, total travel time</b>	57	58	57	mins per person per day
	Women	Men	Total >= 6y	
<b>Average, total mileage</b>	27	34	31	km per person per day
- hereof motorized modes	24	31	27	km per person per day
- hereof bicycle	2.6	2.7	2.7	km per person per day
- total, excl. commercial transport	27	33	30	km per person per day
	Women	Men	Total >= 6y	
<b>Avg. trip length, excl. commercial transport</b>	9.7	11.8	10.7	kilometers per trip
	Women	Men	Total	
<b>Bicycle ownership</b>	79%	78%	78%	(share of pop. >=6y)
<b>Driving licence</b>	76%	85%	80%	(share of pop. >=18y)

# Modes of transport

## Table 3: Mileage and travel time by mode

Mode (excl. commercial transport)	Personal mileage		Vehicle mileage		Travel time	
	km/pers/day	%	km/pers/day	%	mins/pers/day	%
Walk or run	1.1	3.7%			13.6	24.8%
Skateb., roller skates etc.	0.0	0.0%			0.0	0.1%
<b>SUM Walk etc.</b>	<b>1.1</b>	<b>3.7%</b>			<b>13.6</b>	<b>24.9%</b>
Bicycle	2.7	8.7%	2.6	15.5%	10.9	20.0%
Moped 30 km/h	0.0	0.0%	0.0	0.1%	0.0	0.0%
Disability moped (electric)	0.0	0.0%			0.0	0.1%
Electric scooter etc.	0.0	0.0%			0.0	0.0%
<b>SUM Bicycle etc.</b>	<b>2.7</b>	<b>8.8%</b>	<b>2.7</b>	<b>15.6%</b>	<b>11.0</b>	<b>20.1%</b>
Moped 45 km/h	0.0	0.0%	0.0	0.0%	0.0	0.0%
Motorcycle	0.3	0.9%	0.3	1.5%	0.4	0.8%
Passenger car	18.5	60.9%	12.5	73.1%	20.5	37.5%
Taxi cab	0.1	0.3%			0.2	0.3%
Van	1.4	4.7%	1.4	8.3%	1.0	1.9%
Lorry	0.5	1.5%	0.3	1.5%	0.1	0.1%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	0.1	0.2%	0.0	0.0%	0.1	0.1%
<b>SUM Car etc.</b>	<b>20.8</b>	<b>68.5%</b>	<b>14.4</b>	<b>84.4%</b>	<b>22.3</b>	<b>40.8%</b>
Collective, public bus	0.9	3.1%			2.6	4.8%
Dial-a-ride, flex. transport	0.0	0.0%			0.0	0.0%
<b>SUM Collective road</b>	<b>0.9</b>	<b>3.1%</b>			<b>2.6</b>	<b>4.8%</b>
S-train (Cph suburban rail)	1.5	4.8%			2.3	4.1%
Copenhagen Metro	0.4	1.4%			0.8	1.4%
Light rail / tram	-	-			-	-
Other train	2.6	8.5%			1.8	3.3%
<b>SUM Train</b>	<b>4.5</b>	<b>14.7%</b>			<b>4.9</b>	<b>8.9%</b>
Horse carriage, horse	-	-			-	-
Ferry, water bus	0.2	0.5%			0.2	0.4%
Leisure boat	0.0	0.0%			0.0	0.0%
Airplane	0.2	0.6%			0.0	0.1%
<b>SUM Other</b>	<b>0.4</b>	<b>1.2%</b>			<b>0.3</b>	<b>0.6%</b>
<b>Total</b>	<b>30.4</b>	<b>100%</b>	<b>17.1</b>	<b>100%</b>	<b>54.7</b>	<b>100%</b>

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

Journey chain type (incl. commercial transport)	All journeys		Journeys <10km		Travel time	
	pr pers pr day	%	pr pers pr day	%	mins/pers/day	%
<b>Walk (only)</b>	<b>0.27</b>	<b>23.7%</b>	<b>0.26</b>	<b>45.0%</b>	<b>7.7</b>	<b>13.5%</b>
<b>Bicycle (only)</b>	<b>0.28</b>	<b>25.1%</b>	<b>0.19</b>	<b>32.2%</b>	<b>10.0</b>	<b>17.6%</b>
Car etc. as driver	0.30	27.1%	0.07	12.4%	16.7	29.3%
Car etc. as passenger	0.10	9.2%	0.03	5.9%	6.1	10.7%
<b>SUM Car etc.</b>	<b>0.41</b>	<b>36.2%</b>	<b>0.11</b>	<b>18.3%</b>	<b>22.8</b>	<b>40.0%</b>
Train	0.04	3.6%	0.01	1.1%	3.3	5.8%
Collective bus	0.03	2.6%	0.01	2.5%	2.2	3.9%
Train + bus in combination	0.03	3.0%	0.00	0.2%	3.7	6.5%
Train/bus comb. w/bicycle	0.03	2.7%	0.00	0.1%	3.5	6.2%
Train/bus comb. w/car	0.03	3.0%	0.00	0.7%	3.6	6.3%
<b>SUM Collective</b>	<b>0.17</b>	<b>14.9%</b>	<b>0.03</b>	<b>4.5%</b>	<b>16.4</b>	<b>28.8%</b>
Other	0.00	0.1%	-	-	0.1	0.2%
<b>Total</b>	<b>1.12</b>	<b>100%</b>	<b>0.58</b>	<b>100%</b>	<b>57.2</b>	<b>100%</b>

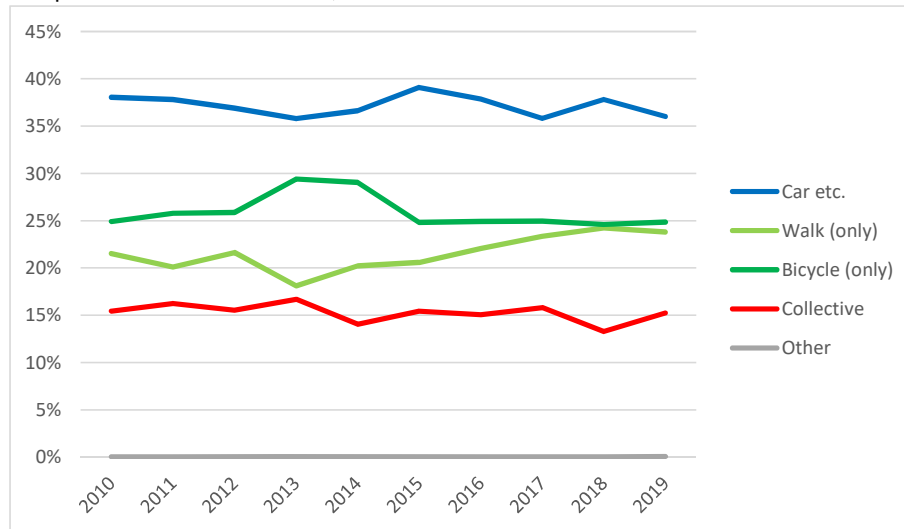
**Table 5: Time series, modal split, journeys by chain type group**

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

	Walk	Bicycle	Car etc.	Collective	Other
2010	21.5% ±1.5%	24.9% ±1.3%	38.1% ±1.5%	15.5% ±1.1%	0.0% ±0.0%
2011	20.1% ±1.6%	25.8% ±1.7%	37.8% ±2.1%	16.2% ±1.4%	0.0% ±0.0%
2012	21.6% ±2.2%	25.9% ±2.0%	36.9% ±2.4%	15.6% ±1.7%	0.0% ±0.1%
2013	18.1% ±2.0%	29.4% ±2.3%	35.8% ±2.5%	16.7% ±1.7%	-
2014	20.2% ±2.0%	29.1% ±2.0%	36.6% ±2.4%	14.1% ±1.6%	0.1% ±0.1%
2015	20.6% ±2.0%	24.8% ±2.2%	39.1% ±2.4%	15.4% ±1.8%	0.1% ±0.1%
2016	22.1% ±2.1%	24.9% ±2.4%	37.9% ±2.3%	15.1% ±1.7%	0.1% ±0.1%
2017	23.4% ±2.2%	25.0% ±2.4%	35.8% ±2.2%	15.8% ±1.5%	0.0% ±0.1%
2018	24.2% ±1.8%	24.6% ±2.0%	37.8% ±2.3%	13.3% ±1.4%	0.1% ±0.1%
2019	23.8% ±2.0%	24.9% ±1.7%	36.0% ±2.0%	15.3% ±1.5%	0.1% ±0.1%

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

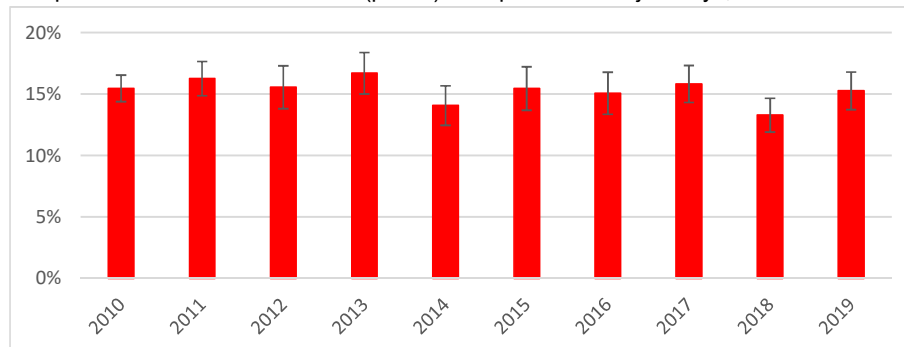
Graphical illustration of table 5, above.



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.



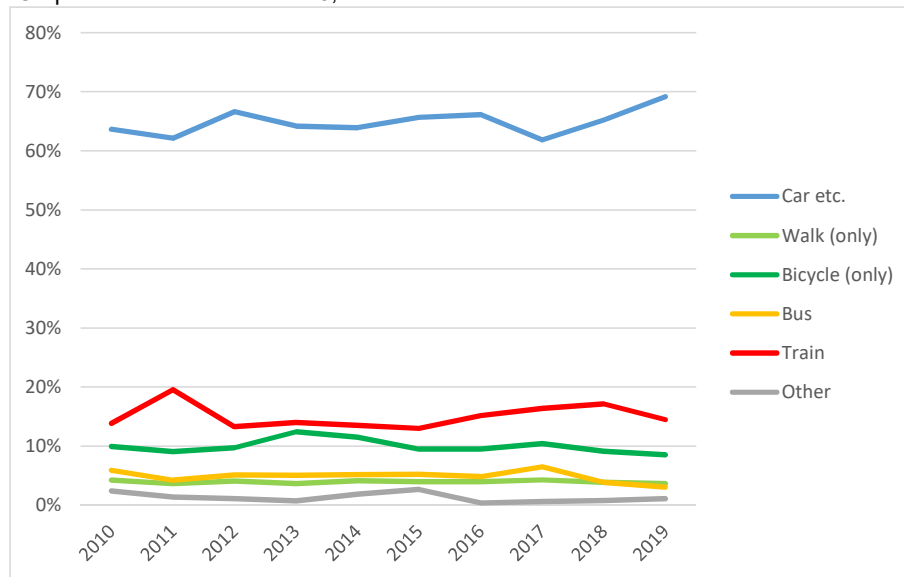
**Table 8: Time series, modal split by mileage**

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

	Walk etc.	Bicycle etc.	Car etc.	Collect. bus	Train	Other
2010	4.3% ±0.4%	9.9% ±1.0%	63.6% ±2.6%	5.9% ±1.0%	13.8% ±2.3%	2.4% ±2.0%
2011	3.6% ±0.4%	9.1% ±1.1%	62.1% ±3.9%	4.2% ±0.6%	19.6% ±3.8%	1.4% ±1.3%
2012	4.1% ±0.5%	9.7% ±1.5%	66.6% ±4.2%	5.1% ±1.1%	13.3% ±3.4%	1.1% ±1.8%
2013	3.6% ±0.5%	12.4% ±1.6%	64.2% ±4.1%	5.1% ±1.0%	14.0% ±3.4%	0.7% ±0.7%
2014	4.1% ±0.6%	11.5% ±1.4%	63.9% ±4.4%	5.1% ±1.3%	13.5% ±3.4%	1.8% ±1.4%
2015	4.0% ±0.6%	9.5% ±1.4%	65.6% ±5.0%	5.2% ±1.5%	13.0% ±3.8%	2.7% ±2.3%
2016	4.0% ±0.6%	9.5% ±1.6%	66.1% ±4.4%	4.8% ±1.2%	15.2% ±3.7%	0.4% ±0.7%
2017	4.3% ±0.7%	10.4% ±1.9%	61.8% ±4.9%	6.5% ±2.3%	16.4% ±4.5%	0.6% ±0.8%
2018	3.8% ±0.4%	9.1% ±1.2%	65.2% ±4.2%	3.9% ±0.7%	17.1% ±3.8%	0.8% ±0.7%
2019	3.6% ±0.5%	8.5% ±1.1%	69.2% ±3.7%	3.1% ±0.8%	14.5% ±3.3%	1.1% ±0.9%

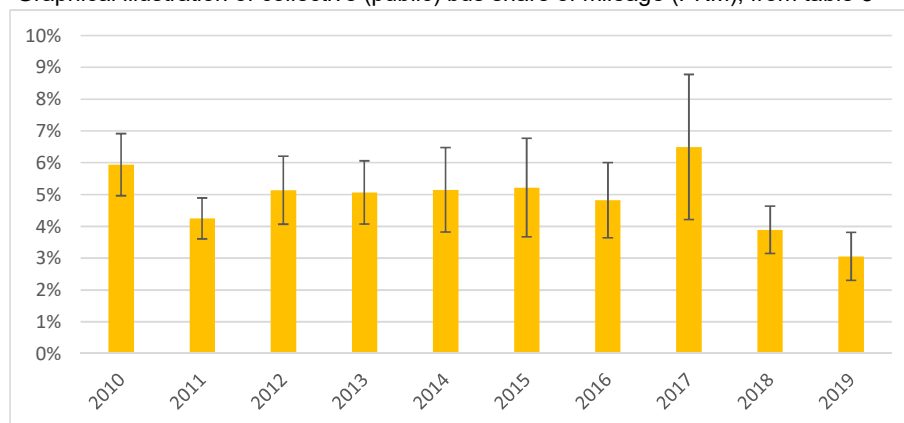
**Figure 9: Time series, modal split by mileage (grouped)**

Graphical illustration of table 8, above.



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

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







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

Share of journeys	< 2 km	2-3.9 km	4-9.9 km	10-19 km	20-49 km	>= 50 km (*)	SUM
<b>Walk (only)</b>	13.0%	5.7%	4.6%	0.4%	0.1%	-	23.7%
<b>Bicycle (only)</b>	2.1%	5.3%	9.5%	6.3%	1.7%	0.2%	25.1%
<b>SUM Car etc.</b>	0.8%	2.4%	6.3%	8.1%	9.5%	9.0%	36.2%
<b>SUM Collective</b>	-	0.3%	2.1%	4.3%	6.3%	1.8%	14.9%
<b>Total</b>	<b>15.9%</b>	<b>13.7%</b>	<b>22.6%</b>	<b>19.2%</b>	<b>17.6%</b>	<b>11.0%</b>	<b>100%</b>

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

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

(incl. commercial transport)	Personal Mileage (PKM)		Vehicle Mileage (VKM)		Travel time	
	'000 km/day	%	'000 km/day	%	'000 h/day	%
Walk or run	1 453	5.6%			289	29.4%
Skateb., roller skates etc.	5	0.0%			1	0.1%
<b>SUM Walk etc.</b>	<b>1 459</b>	<b>5.6%</b>			<b>289</b>	<b>29.5%</b>
Bicycle	3 339	12.8%	3 327	18.2%	226	23.1%
Moped 30 km/h	3	0.0%	3	0.0%	0	0.0%
Disability moped (electric)	5	0.0%			1	0.1%
Electric scooter etc.	0	0.0%			0	0.0%
<b>SUM Bicycle etc.</b>	<b>3 347</b>	<b>12.8%</b>	<b>3 331</b>	<b>18.2%</b>	<b>227</b>	<b>23.2%</b>
Moped 45 km/h	6	0.0%	6	0.0%	0	0.0%
Motorcycle	211	0.8%	208	1.1%	7	0.7%
Passenger car	16 613	63.8%	12 059	66.0%	364	37.2%
Taxi cab	698	2.7%	566	3.1%	5	0.5%
Van	2 007	7.7%	1 813	9.9%	31	3.1%
Lorry	434	1.7%	269	1.5%	1	0.2%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	105	0.4%	16	0.1%	2	0.2%
<b>SUM Car etc.</b>	<b>20 074</b>	<b>77.1%</b>	<b>14 938</b>	<b>81.8%</b>	<b>410</b>	<b>41.8%</b>
Collective, public bus	1 140	4.4%	-	-	53	5.4%
Dial-a-ride, flex. transport	29	0.1%	-	-	1	0.1%
<b>SUM Collective road</b>	<b>1 170</b>	<b>4.5%</b>	<b>-</b>	<b>-</b>	<b>54</b>	<b>5.5%</b>
Horse carriage, horse	-	-			-	-
<b>Total</b>	<b>26 049</b>	<b>100%</b>	<b>18 268</b>	<b>100%</b>	<b>980</b>	<b>100%</b>

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

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

	PKM	VKM	Avg. car occupation
Passenger car	16 613	12 059	<b>1.38</b>
Van	2 007	1 813	<b>1.11</b>
Passenger car+van+taxi	19 318	14 439	<b>1.34</b>



# Purpose

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

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

Trip Purpose	Num trips		Mileage (PKM)		Total travel time	
	trips/pers/day	%	km/pers/day	%	mins/pers/day	%
Workplace (commute)	0.57	20.2%	7.3	23.6%	14.6	25.6%
School/educational	0.17	6.1%	1.3	4.1%	3.2	5.5%
<b>SUM Commute</b>	<b>0.74</b>	<b>26.2%</b>	<b>8.6</b>	<b>27.7%</b>	<b>17.8</b>	<b>31.2%</b>
Escorting to/from activity	0.14	5.0%	0.6	2.0%	1.5	2.6%
Escorting to/from transport	0.03	0.9%	0.3	0.9%	0.5	0.9%
Collect/bring objects	0.05	1.7%	0.3	0.8%	0.6	1.1%
Shopping	0.49	17.4%	1.8	5.9%	5.3	9.3%
Social/health	0.05	1.7%	0.3	0.9%	0.9	1.5%
School excursions etc.	0.01	0.2%	0.4	1.4%	0.4	0.6%
Other errand	0.06	2.0%	0.3	0.9%	0.8	1.4%
<b>SUM Errands</b>	<b>0.82</b>	<b>29.1%</b>	<b>4.0</b>	<b>12.9%</b>	<b>10.0</b>	<b>17.5%</b>
Home, perm. residence	0.01	0.2%	0.1	0.4%	0.1	0.2%
After-school, youth club	0.02	0.5%	0.0	0.1%	0.1	0.2%
Nursery, crèche, day care	0.00	0.1%	0.0	0.0%	0.0	0.0%
Visit family/friends	0.30	10.5%	6.1	19.9%	8.4	14.6%
Do sports	0.14	4.8%	0.7	2.4%	1.8	3.2%
Entertainment (incl. church)	0.23	8.2%	2.2	7.2%	5.1	8.9%
Allotment/summer cottage	0.02	0.9%	1.3	4.1%	1.1	1.9%
Leisure round trip	0.19	6.8%	0.5	1.7%	5.1	9.0%
Holiday, excursion	0.07	2.5%	1.6	5.2%	2.1	3.7%
Meetings in private context	0.03	1.2%	0.2	0.8%	0.7	1.2%
Other leisure activity	0.05	1.6%	0.3	0.9%	0.9	1.6%
<b>SUM Leisure</b>	<b>1.06</b>	<b>37.3%</b>	<b>13.2</b>	<b>42.5%</b>	<b>25.4</b>	<b>44.6%</b>
Meetings, conferences	0.04	1.3%	1.0	3.2%	1.3	2.3%
Customer or client visit	0.09	3.2%	2.0	6.4%	1.4	2.5%
Business services, trade	0.05	1.9%	1.2	3.9%	0.6	1.0%
Other business	0.01	0.4%	0.5	1.7%	0.5	0.9%
<b>SUM Business trips</b>	<b>0.19</b>	<b>6.8%</b>	<b>4.7</b>	<b>15.1%</b>	<b>3.9</b>	<b>6.8%</b>
Commercial tr. of goods	0.00	0.1%	0.2	0.7%		
Commercial tr. of persons	0.02	0.6%	0.3	1.0%		
Other commercial transp.	-	-	-	-		
<b>SUM Commercial Tr.</b>	<b>0.02</b>	<b>0.6%</b>	<b>0.5</b>	<b>1.7%</b>		
<b>Total</b>	<b>2.83</b>	<b>100%</b>	<b>30.9</b>	<b>100%</b>	<b>57.0</b>	<b>100%</b>

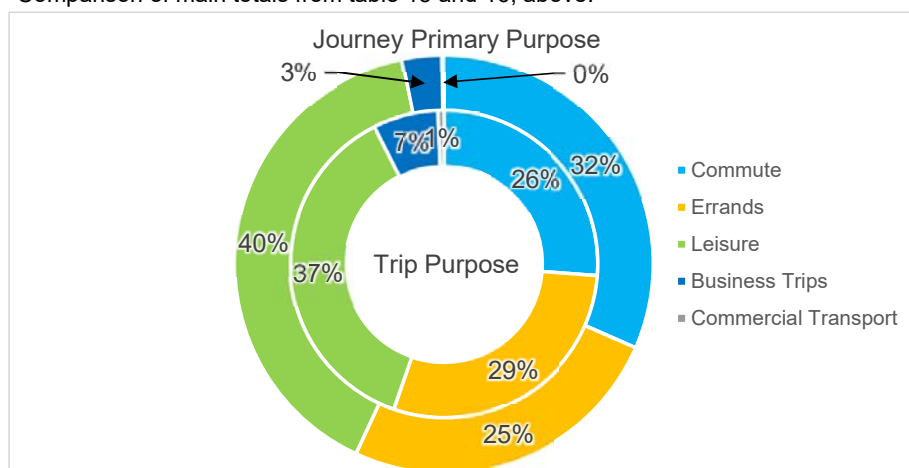
The purpose distribution is shown by 2 alternative definitions. By trip purpose above reflects the individual trips and destinations, whereas the journey primary purpose (overleaf) reflects the longest stay on the journey. Travel time for commercial transport has been omitted for technical reasons. This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

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

Primary purpose (journey)	Journeys		Mileage (PKM)		Total travel time	
	per pers/day	%	km/pers/day	%	mins/pers/day	%
Workplace (commute)	0.27	24.4%	8.2	26.7%	16.0	28.0%
School/educational	0.08	7.2%	1.2	3.9%	3.4	5.9%
<b>SUM Commute</b>	<b>0.35</b>	<b>31.6%</b>	<b>9.5</b>	<b>30.6%</b>	<b>19.4</b>	<b>33.9%</b>
Escorting to/from activity	0.04	3.5%	0.2	0.8%	0.7	1.3%
Escorting to/from transport	0.01	0.6%	0.1	0.3%	0.2	0.4%
Collect/bring objects	0.02	1.4%	0.2	0.6%	0.4	0.7%
Shopping	0.18	16.1%	1.7	5.5%	4.7	8.2%
Social/health	0.02	1.8%	0.3	1.1%	0.8	1.5%
School excursions etc.	0.00	0.2%	0.4	1.3%	0.3	0.5%
Other errand	0.02	1.9%	0.3	0.9%	0.8	1.4%
<b>SUM Errands</b>	<b>0.28</b>	<b>25.4%</b>	<b>3.2</b>	<b>10.5%</b>	<b>8.0</b>	<b>14.0%</b>
Home, perm. residence	0.00	0.3%	0.1	0.4%	0.2	0.4%
After-school, youth club	0.01	0.5%	0.0	0.1%	0.1	0.2%
Nursery, crèche, day care	0.00	0.1%	0.0	0.0%	0.0	0.1%
Visit family/friends	0.13	11.3%	6.7	21.8%	9.3	16.3%
Do sports	0.06	5.2%	0.7	2.4%	1.7	3.0%
Entertainment (incl. church)	0.09	7.8%	2.1	6.7%	5.1	8.9%
Allotment/summer cottage	0.01	1.0%	1.3	4.3%	1.2	2.2%
Leisure round trip	0.09	8.1%	0.5	1.5%	4.8	8.5%
Holiday, excursion	0.03	2.6%	1.9	6.2%	2.3	4.0%
Meetings in private context	0.01	1.1%	0.2	0.7%	0.5	1.0%
Other leisure activity	0.02	1.8%	0.3	0.9%	0.8	1.5%
<b>SUM Leisure</b>	<b>0.45</b>	<b>39.9%</b>	<b>13.9</b>	<b>45.0%</b>	<b>26.2</b>	<b>45.9%</b>
Meetings, conferences	0.01	1.1%	1.0	3.1%	1.3	2.3%
Customer or client visit	0.01	1.1%	1.2	4.0%	1.0	1.8%
Business services, trade	0.01	0.6%	0.6	1.8%	0.5	0.9%
Other business	0.00	0.3%	1.0	3.3%	0.7	1.2%
<b>SUM Business trips</b>	<b>0.03</b>	<b>3.1%</b>	<b>3.8</b>	<b>12.2%</b>	<b>3.5</b>	<b>6.2%</b>
Commercial tr. of goods	0.00	0.0%	0.2	0.7%		
Commercial tr. of persons	0.00	0.1%	0.3	1.0%		
Other commercial transp.	-	-	-	-		
<b>SUM Commercial Tr.</b>	<b>0.00</b>	<b>0.1%</b>	<b>0.5</b>	<b>1.8%</b>		
<b>Total</b>	<b>1.12</b>	<b>100%</b>	<b>30.9</b>	<b>100%</b>	<b>57.0</b>	<b>100%</b>

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

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



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

Trips per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>0.04</b>	<b>0.04</b>	<b>0.26</b>	<b>0.34</b>	<b>0.00</b>	<b>0.68</b>
<b>Bicycle (only)</b>	<b>0.22</b>	<b>0.07</b>	<b>0.17</b>	<b>0.21</b>	<b>0.03</b>	<b>0.69</b>
Driver of passenger car	0.17	0.00	0.27	0.21	0.06	0.72
Passenger car, passenger	0.02	0.02	0.06	0.16	0.00	0.26
Driver of other vehicle	0.01	0.00	0.01	0.01	0.07	0.10
Passenger in other vehicle	0.00	0.00	0.00	0.01	0.01	0.03
<b>SUM Car etc.</b>	<b>0.21</b>	<b>0.02</b>	<b>0.34</b>	<b>0.39</b>	<b>0.15</b>	<b>1.11</b>
Train	0.04	0.01	0.02	0.05	0.01	0.12
Collective bus	0.02	0.01	0.02	0.03	0.00	0.08
Train + bus in combination	0.02	0.01	0.01	0.02	0.00	0.06
Train/bus comb. w/bicycle	0.03	0.00	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
<b>SUM Collective</b>	<b>0.11</b>	<b>0.04</b>	<b>0.05</b>	<b>0.12</b>	<b>0.01</b>	<b>0.33</b>
Other	-	-	-	0.00	-	0.00
<b>Total</b>	<b>0.57</b>	<b>0.17</b>	<b>0.82</b>	<b>1.06</b>	<b>0.19</b>	<b>2.82</b>

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

Share of trips w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>5%</b>	<b>6%</b>	<b>38%</b>	<b>50%</b>	<b>0%</b>	<b>100%</b>
<b>Bicycle (only)</b>	<b>31%</b>	<b>11%</b>	<b>24%</b>	<b>30%</b>	<b>4%</b>	<b>100%</b>
Driver of passenger car	24%	1%	37%	30%	8%	100%
Passenger car, passenger	7%	6%	24%	61%	1%	100%
<b>SUM Car etc.</b>	<b>19%</b>	<b>2%</b>	<b>31%</b>	<b>35%</b>	<b>13%</b>	<b>100%</b>
<b>SUM Collective</b>	<b>34%</b>	<b>11%</b>	<b>16%</b>	<b>36%</b>	<b>4%</b>	<b>100%</b>
<b>Total</b>	<b>20%</b>	<b>6%</b>	<b>29%</b>	<b>38%</b>	<b>7%</b>	<b>100%</b>

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

Share of trips w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>6%</b>	<b>24%</b>	<b>32%</b>	<b>32%</b>	<b>2%</b>	<b>24%</b>
<b>Bicycle (only)</b>	<b>38%</b>	<b>43%</b>	<b>21%</b>	<b>20%</b>	<b>14%</b>	<b>25%</b>
Driver of passenger car	30%	3%	32%	20%	31%	26%
Passenger car, passenger	3%	9%	8%	15%	1%	9%
Driver of other vehicle	3%	0%	1%	0%	39%	4%
Passenger in other vehicle	0%	1%	0%	1%	6%	1%
<b>SUM Car etc.</b>	<b>36%</b>	<b>13%</b>	<b>41%</b>	<b>37%</b>	<b>77%</b>	<b>39%</b>
Train	6%	7%	2%	4%	3%	4%
Collective bus	4%	3%	3%	3%	1%	3%
Train + bus in combination	4%	7%	1%	2%	2%	2%
Train/bus comb. w/bicycle	5%	3%	0%	1%	2%	2%
Train/bus comb. w/car	1%	0%	0%	1%	0%	1%
<b>SUM Collective</b>	<b>20%</b>	<b>20%</b>	<b>6%</b>	<b>11%</b>	<b>7%</b>	<b>12%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of total trips	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>1.3%</b>	<b>1.4%</b>	<b>9.3%</b>	<b>12.0%</b>	<b>0.1%</b>	<b>24.2%</b>
<b>Bicycle (only)</b>	<b>7.7%</b>	<b>2.6%</b>	<b>6.0%</b>	<b>7.3%</b>	<b>0.9%</b>	<b>24.6%</b>
<b>SUM Car etc.</b>	<b>7.4%</b>	<b>0.8%</b>	<b>12.1%</b>	<b>13.9%</b>	<b>5.3%</b>	<b>39.4%</b>
<b>SUM Collective</b>	<b>4.0%</b>	<b>1.2%</b>	<b>1.8%</b>	<b>4.2%</b>	<b>0.5%</b>	<b>11.7%</b>
<b>Total</b>	<b>20.3%</b>	<b>6.1%</b>	<b>29.3%</b>	<b>37.5%</b>	<b>6.8%</b>	<b>100%</b>

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

Minutes per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>0.5</b>	<b>0.3</b>	<b>2.4</b>	<b>6.3</b>	<b>0.1</b>	<b>9.5</b>
<b>Bicycle (only)</b>	<b>4.2</b>	<b>0.9</b>	<b>1.6</b>	<b>3.0</b>	<b>0.4</b>	<b>10.0</b>
Driver of passenger car	4.4	0.2	3.2	4.9	1.9	14.6
Passenger car, passenger	0.6	0.1	0.9	4.6	0.1	6.3
Driver of other vehicle	0.3	0.0	0.1	0.2	0.9	1.5
Passenger in other vehicle	0.0	0.0	0.0	0.2	0.1	0.3
<b>SUM Car etc.</b>	<b>5.3</b>	<b>0.4</b>	<b>4.3</b>	<b>9.8</b>	<b>2.9</b>	<b>22.7</b>
Train	1.3	0.4	0.6	1.9	0.2	4.4
Collective bus	0.9	0.2	0.7	1.0	0.1	2.8
Train + bus in combination	1.0	0.6	0.3	1.2	0.1	3.2
Train/bus comb. w/bicycle	1.1	0.2	0.1	0.9	0.2	2.6
Train/bus comb. w/car	0.2	0.1	0.1	1.2	0.1	1.7
<b>SUM Collective</b>	<b>4.6</b>	<b>1.6</b>	<b>1.7</b>	<b>6.2</b>	<b>0.6</b>	<b>14.7</b>
Other	-	-	-	0.1	-	0.1
<b>Total</b>	<b>14.6</b>	<b>3.2</b>	<b>10.0</b>	<b>25.4</b>	<b>3.9</b>	<b>57.0</b>

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

Share of time w/chain type	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>5%</b>	<b>3%</b>	<b>25%</b>	<b>66%</b>	<b>1%</b>	<b>100%</b>
<b>Bicycle (only)</b>	<b>42%</b>	<b>9%</b>	<b>15%</b>	<b>30%</b>	<b>4%</b>	<b>100%</b>
Driver of passenger car	30%	1%	22%	33%	13%	100%
Passenger car, passenger	9%	2%	15%	73%	1%	100%
<b>SUM Car etc.</b>	<b>23%</b>	<b>2%</b>	<b>19%</b>	<b>43%</b>	<b>13%</b>	<b>100%</b>
<b>SUM Collective</b>	<b>31%</b>	<b>11%</b>	<b>12%</b>	<b>42%</b>	<b>4%</b>	<b>100%</b>
<b>Total</b>	<b>26%</b>	<b>6%</b>	<b>17%</b>	<b>45%</b>	<b>7%</b>	<b>100%</b>

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

Share of travel time w/purp	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>3%</b>	<b>10%</b>	<b>24%</b>	<b>25%</b>	<b>1%</b>	<b>17%</b>
<b>Bicycle (only)</b>	<b>29%</b>	<b>28%</b>	<b>16%</b>	<b>12%</b>	<b>9%</b>	<b>18%</b>
Driver of passenger car	30%	6%	33%	19%	48%	26%
Passenger car, passenger	4%	4%	9%	18%	2%	11%
Driver of other vehicle	2%	0%	1%	1%	24%	3%
Passenger in other vehicle	0%	1%	0%	1%	1%	1%
<b>SUM Car etc.</b>	<b>36%</b>	<b>11%</b>	<b>43%</b>	<b>39%</b>	<b>74%</b>	<b>40%</b>
Train	9%	12%	6%	7%	4%	8%
Collective bus	6%	8%	7%	4%	1%	5%
Train + bus in combination	7%	20%	3%	5%	3%	6%
Train/bus comb. w/bicycle	8%	8%	1%	4%	5%	5%
Train/bus comb. w/car	2%	3%	1%	5%	1%	3%
<b>SUM Collective</b>	<b>31%</b>	<b>50%</b>	<b>18%</b>	<b>24%</b>	<b>15%</b>	<b>26%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of total travel time	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>0.9%</b>	<b>0.6%</b>	<b>4.1%</b>	<b>11.0%</b>	<b>0.1%</b>	<b>16.7%</b>
<b>Bicycle (only)</b>	<b>7.4%</b>	<b>1.5%</b>	<b>2.7%</b>	<b>5.3%</b>	<b>0.6%</b>	<b>17.6%</b>
<b>SUM Car etc.</b>	<b>9.3%</b>	<b>0.6%</b>	<b>7.6%</b>	<b>17.2%</b>	<b>5.1%</b>	<b>39.8%</b>
<b>SUM Collective</b>	<b>8.0%</b>	<b>2.8%</b>	<b>3.1%</b>	<b>10.8%</b>	<b>1.0%</b>	<b>25.7%</b>
<b>Total</b>	<b>25.6%</b>	<b>5.5%</b>	<b>17.5%</b>	<b>44.6%</b>	<b>6.8%</b>	<b>100%</b>

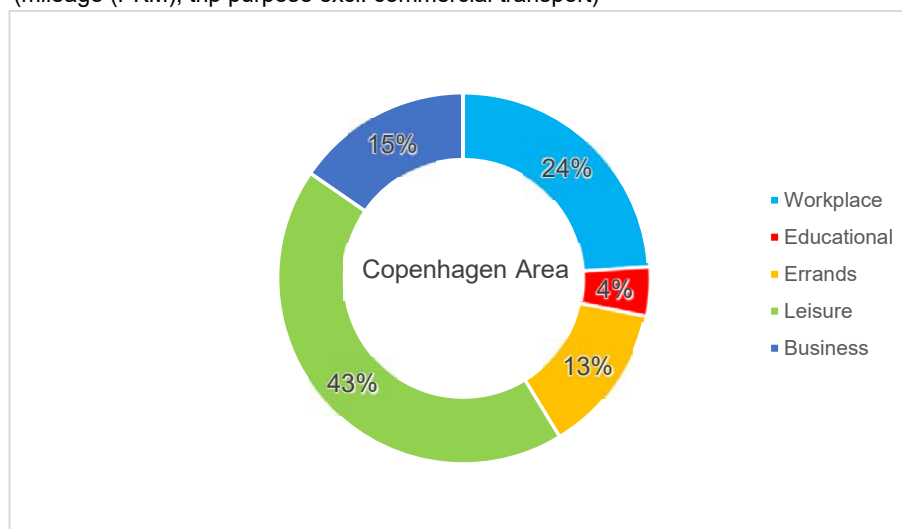




**Table 20c: Distribution, mileage by mode and purpose group**  
(excl. commercial transport)

Share mileage (PKM)	Workplace	Educational	Errands	Leisure	Business	SUM
Walk or run	0.5%	0.2%	0.8%	2.2%	0.1%	3.7%
Skateb., roller skates etc.	-	0.0%	0.0%	0.0%	-	0.0%
<b>SUM Walk etc.</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>2.2%</b>	<b>0.1%</b>	<b>3.7%</b>
Bicycle	4.0%	0.7%	1.1%	2.6%	0.4%	8.7%
Moped 30 km/h	0.0%	-	-	-	-	0.0%
Disability moped (electric)	-	-	0.0%	-	-	0.0%
Electric scooter etc.	-	-	-	0.0%	-	0.0%
<b>SUM Bicycle etc.</b>	<b>4.1%</b>	<b>0.7%</b>	<b>1.1%</b>	<b>2.6%</b>	<b>0.4%</b>	<b>8.8%</b>
Moped 45 km/h	0.0%	-	-	-	-	0.0%
Motorcycle	0.3%	0.0%	0.0%	0.5%	0.1%	0.9%
Passenger car	13.9%	0.9%	9.9%	28.1%	8.0%	60.9%
Taxi cab	0.0%	0.0%	0.0%	0.2%	0.1%	0.3%
Van	0.3%	0.0%	0.2%	0.2%	4.0%	4.7%
Lorry	-	-	-	-	1.5%	1.5%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	0.0%	0.0%	0.2%	0.0%	0.2%
<b>SUM Car etc.</b>	<b>14.6%</b>	<b>0.9%</b>	<b>10.1%</b>	<b>29.2%</b>	<b>13.7%</b>	<b>68.5%</b>
Collective, public bus	1.1%	0.4%	0.5%	1.1%	0.1%	3.1%
Dial-a-ride, flex. transport	-	0.0%	-	-	-	0.0%
<b>SUM Collective road</b>	<b>1.1%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>1.1%</b>	<b>0.1%</b>	<b>3.1%</b>
S-train (Cph suburban rail)	2.0%	0.5%	0.4%	1.5%	0.3%	4.8%
Copenhagen Metro	0.5%	0.1%	0.2%	0.6%	0.0%	1.4%
Light rail / tram	-	-	-	-	-	-
Other train	1.3%	1.3%	0.1%	5.4%	0.4%	8.5%
<b>SUM Train</b>	<b>3.8%</b>	<b>2.0%</b>	<b>0.7%</b>	<b>7.5%</b>	<b>0.7%</b>	<b>14.7%</b>
Horse carriage, horse	-	-	-	-	-	-
Ferry, water bus	-	-	0.0%	0.1%	0.4%	0.5%
Leisure boat	-	-	-	0.0%	-	0.0%
Airplane	-	-	-	0.6%	-	0.6%
<b>SUM Other</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>1.2%</b>
<b>Total</b>	<b>24.0%</b>	<b>4.2%</b>	<b>13.1%</b>	<b>43.3%</b>	<b>15.4%</b>	<b>100%</b>

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



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

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

km per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	1.2	0.2	0.3	0.8	0.1	2.6
Moped 30 km/h	0.0	-	-	-	-	0.0
Disability moped (electric)	-	-	0.0	-	-	0.0
Electric scooter etc.	-	-	-	0.0	-	0.0
<b>SUM Bicycle etc.</b>	<b>1.2</b>	<b>0.2</b>	<b>0.3</b>	<b>0.8</b>	<b>0.1</b>	<b>2.7</b>
Moped 45 km/h	0.0	-	-	-	-	0.0
Motorcycle	0.1	0.0	0.0	0.1	0.0	0.3
Passenger car	3.6	0.2	2.1	4.1	2.4	12.5
Taxi cab	-	-	-	-	-	-
Van	0.1	-	0.0	0.0	1.2	1.4
Lorry	-	-	-	-	0.3	0.3
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	0.0	-	-	0.0
<b>SUM Car etc.</b>	<b>3.8</b>	<b>0.2</b>	<b>2.2</b>	<b>4.3</b>	<b>3.9</b>	<b>14.4</b>
<b>Total</b>	<b>5.0</b>	<b>0.4</b>	<b>2.5</b>	<b>5.1</b>	<b>4.1</b>	<b>17.1</b>

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

Share mileage w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
<b>SUM Bicycle etc.</b>	<b>46%</b>	<b>8%</b>	<b>12%</b>	<b>29%</b>	<b>5%</b>	<b>100%</b>
Passenger car	29%	2%	17%	33%	19%	100%
Van	6%	-	3%	3%	87%	100%
<b>SUM Car etc.</b>	<b>26%</b>	<b>1%</b>	<b>15%</b>	<b>30%</b>	<b>27%</b>	<b>100%</b>
<b>Total</b>	<b>29%</b>	<b>2%</b>	<b>15%</b>	<b>30%</b>	<b>24%</b>	<b>100%</b>

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

Share mileage w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	24%	48%	13%	15%	3%	15%
Moped 30 km/h	0%	-	-	-	-	0%
Disability moped (electric)	-	-	0%	-	-	0%
Electric scooter etc.	-	-	-	0%	-	0%
<b>SUM Bicycle etc.</b>	<b>25%</b>	<b>48%</b>	<b>13%</b>	<b>15%</b>	<b>3%</b>	<b>16%</b>
Moped 45 km/h	0%	-	-	-	-	0%
Motorcycle	2%	1%	0%	3%	1%	2%
Passenger car	72%	51%	85%	81%	60%	73%
Van	2%	-	2%	1%	30%	8%
<b>SUM Car etc.</b>	<b>75%</b>	<b>52%</b>	<b>87%</b>	<b>85%</b>	<b>97%</b>	<b>84%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of total mileage	Workplace	Educational	Errands	Leisure	Business	SUM
Bicycle	7%	1%	2%	5%	1%	15%
Moped 30 km/h	0%	-	-	-	-	0%
Disability moped (electric)	-	-	0%	-	-	0%
Electric scooter etc.	-	-	-	0%	-	0%
<b>SUM Bicycle etc.</b>	<b>7%</b>	<b>1%</b>	<b>2%</b>	<b>5%</b>	<b>1%</b>	<b>16%</b>
Moped 45 km/h	0%	-	-	-	-	0%
Motorcycle	1%	0%	0%	1%	0%	2%
Passenger car	21%	1%	13%	24%	14%	73%
Van	1%	-	0%	0%	7%	8%
Lorry	-	-	-	-	2%	2%
Tractor, working vehicle	-	-	-	-	-	-
Tourist coach, rented bus	-	-	0%	-	-	0%
<b>SUM Car etc.</b>	<b>22%</b>	<b>1%</b>	<b>13%</b>	<b>25%</b>	<b>23%</b>	<b>84%</b>
<b>Total</b>	<b>29%</b>	<b>2%</b>	<b>15%</b>	<b>30%</b>	<b>24%</b>	<b>100%</b>

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

Journeys per person per day	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>0.01</b>	<b>0.01</b>	<b>0.10</b>	<b>0.14</b>	<b>0.00</b>	<b>0.27</b>
<b>Bicycle (only)</b>	<b>0.10</b>	<b>0.03</b>	<b>0.05</b>	<b>0.08</b>	<b>0.01</b>	<b>0.28</b>
Driver of passenger car	0.08	0.00	0.09	0.10	0.01	0.28
Passenger car, passenger	0.01	0.01	0.02	0.06	-	0.09
Driver of other vehicle	0.01	0.00	0.00	0.00	0.01	0.02
Passenger in other vehicle	0.00	0.00	0.00	0.00	0.00	0.01
<b>SUM Car etc.</b>	<b>0.10</b>	<b>0.01</b>	<b>0.11</b>	<b>0.16</b>	<b>0.02</b>	<b>0.41</b>
Train	0.01	0.01	0.01	0.02	0.00	0.04
Collective bus	0.01	0.00	0.01	0.01	0.00	0.03
Train + bus in combination	0.01	0.00	0.00	0.01	0.00	0.03
Train/bus comb. w/bicycle	0.02	0.00	0.00	0.01	0.00	0.03
Train/bus comb. w/car	0.01	0.00	0.00	0.02	0.00	0.03
<b>SUM Collective</b>	<b>0.06</b>	<b>0.02</b>	<b>0.02</b>	<b>0.06</b>	<b>0.01</b>	<b>0.17</b>
Other	-	-	-	0.00	-	0.00
<b>Total</b>	<b>0.27</b>	<b>0.08</b>	<b>0.28</b>	<b>0.45</b>	<b>0.04</b>	<b>1.12</b>

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

Share journeys w/mode	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>4.6%</b>	<b>5.5%</b>	<b>36.4%</b>	<b>53.3%</b>	<b>0.1%</b>	<b>100%</b>
<b>Bicycle (only)</b>	<b>36.5%</b>	<b>12.3%</b>	<b>19.3%</b>	<b>29.1%</b>	<b>2.8%</b>	<b>100%</b>
Driver of passenger car	29.1%	1.1%	30.8%	34.6%	4.3%	100%
Passenger car, passenger	5.3%	9.9%	22.3%	62.4%	-	100%
<b>SUM Car etc.</b>	<b>23.8%</b>	<b>3.3%</b>	<b>27.6%</b>	<b>40.0%</b>	<b>5.2%</b>	<b>100%</b>
<b>SUM Collective</b>	<b>36.9%</b>	<b>10.6%</b>	<b>12.4%</b>	<b>36.1%</b>	<b>4.0%</b>	<b>100%</b>
<b>Total</b>	<b>24.4%</b>	<b>7.2%</b>	<b>25.4%</b>	<b>39.9%</b>	<b>3.2%</b>	<b>100%</b>

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

Share journeys w/purpose	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>5%</b>	<b>18%</b>	<b>34%</b>	<b>32%</b>	<b>1%</b>	<b>24%</b>
<b>Bicycle (only)</b>	<b>38%</b>	<b>43%</b>	<b>19%</b>	<b>18%</b>	<b>22%</b>	<b>25%</b>
Driver of passenger car	30%	4%	30%	22%	33%	25%
Passenger car, passenger	2%	12%	7%	13%	-	8%
Driver of other vehicle	3%	0%	1%	1%	25%	2%
Passenger in other vehicle	1%	1%	0%	1%	1%	1%
<b>SUM Car etc.</b>	<b>35%</b>	<b>17%</b>	<b>40%</b>	<b>36%</b>	<b>59%</b>	<b>36%</b>
Train	4%	6%	2%	4%	3%	4%
Collective bus	3%	3%	2%	2%	3%	3%
Train + bus in combination	5%	6%	1%	2%	4%	3%
Train/bus comb. w/bicycle	6%	4%	1%	2%	6%	3%
Train/bus comb. w/car	4%	3%	1%	3%	2%	3%
<b>SUM Collective</b>	<b>22%</b>	<b>22%</b>	<b>7%</b>	<b>13%</b>	<b>19%</b>	<b>15%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of all journeys	Workplace	Educational	Errands	Leisure	Business	SUM
<b>Walk (only)</b>	<b>1.1%</b>	<b>1.3%</b>	<b>8.6%</b>	<b>12.6%</b>	<b>0.0%</b>	<b>23.7%</b>
<b>Bicycle (only)</b>	<b>9.2%</b>	<b>3.1%</b>	<b>4.8%</b>	<b>7.3%</b>	<b>0.7%</b>	<b>25.1%</b>
<b>SUM Car etc.</b>	<b>8.6%</b>	<b>1.2%</b>	<b>10.0%</b>	<b>14.5%</b>	<b>1.9%</b>	<b>36.2%</b>
<b>SUM Collective</b>	<b>5.5%</b>	<b>1.6%</b>	<b>1.8%</b>	<b>5.4%</b>	<b>0.6%</b>	<b>14.9%</b>
<b>Total</b>	<b>24.4%</b>	<b>7.2%</b>	<b>25.4%</b>	<b>39.9%</b>	<b>3.2%</b>	<b>100%</b>

# Commuting

**Table 24: Commuter journeys by chaintype**

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

Share of commuter journeys	Workplace	Educational	Commute total
<b>Walk (only)</b>	<b>3.8%</b>	<b>17.1%</b>	<b>6.7%</b>
<b>Bicycle (only)</b>	<b>33.1%</b>	<b>40.8%</b>	<b>34.8%</b>
Driver of passenger car	33.4%	5.0%	27.2%
Passenger car, passenger	2.3%	11.3%	4.3%
Driver of other vehicle	-	0.4%	0.1%
Non-collective bus	3.1%	0.2%	2.5%
Passenger in other vehicle	0.6%	0.3%	0.6%
<b>SUM Car etc.</b>	<b>39.4%</b>	<b>17.2%</b>	<b>34.6%</b>
Train	3.9%	6.2%	4.4%
Collective bus	3.0%	3.8%	3.1%
Train + bus in combination	6.1%	6.0%	6.1%
Train/bus comb. w/bicycle	7.1%	4.4%	6.5%
Train/bus comb. w/car	3.6%	4.5%	3.8%
<b>SUM Collective</b>	<b>23.6%</b>	<b>24.9%</b>	<b>23.9%</b>
Other	-	-	-
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

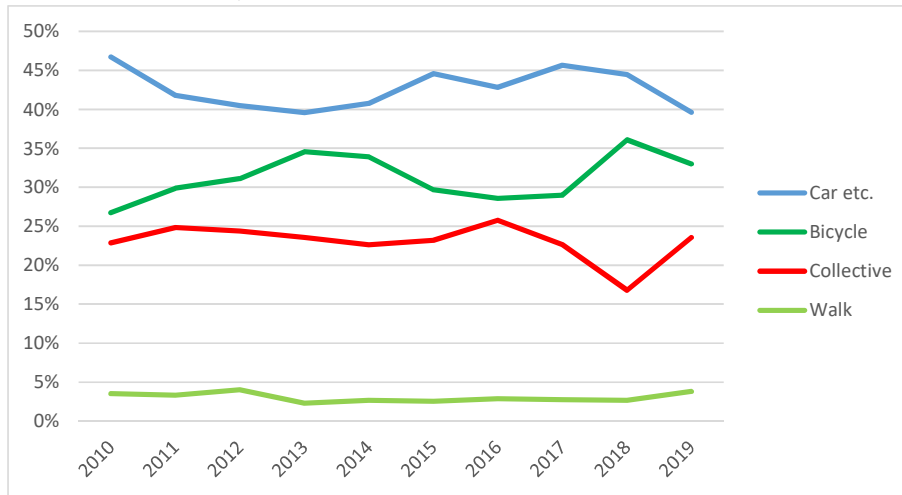
**Table 25: Time series, modal split, workplace commuting**

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

	Walk	Bicycle	Car etc.	Collective	Other
<b>2010</b>	3.5% ±1.0%	26.7% ±2.4%	46.7% ±2.7%	22.9% ±2.2%	0.1% ±0.2%
<b>2011</b>	3.3% ±1.1%	29.9% ±3.1%	41.8% ±3.5%	24.9% ±3.0%	0.1% ±0.3%
<b>2012</b>	4.0% ±1.7%	31.1% ±3.6%	40.5% ±3.9%	24.4% ±3.7%	-
<b>2013</b>	2.3% ±1.2%	34.6% ±3.4%	39.6% ±3.7%	23.6% ±3.1%	-
<b>2014</b>	2.6% ±1.4%	33.9% ±3.9%	40.8% ±4.1%	22.6% ±3.6%	0.1% ±0.2%
<b>2015</b>	2.5% ±1.5%	29.7% ±4.0%	44.6% ±4.3%	23.2% ±3.8%	-
<b>2016</b>	2.9% ±1.3%	28.6% ±4.0%	42.8% ±3.8%	25.8% ±3.3%	-
<b>2017</b>	2.7% ±1.4%	29.0% ±3.7%	45.6% ±3.7%	22.6% ±3.3%	-
<b>2018</b>	2.7% ±1.2%	36.1% ±3.5%	44.5% ±3.5%	16.8% ±3.1%	-
<b>2019</b>	3.8% ±1.7%	33.0% ±2.8%	39.6% ±3.8%	23.6% ±3.3%	-

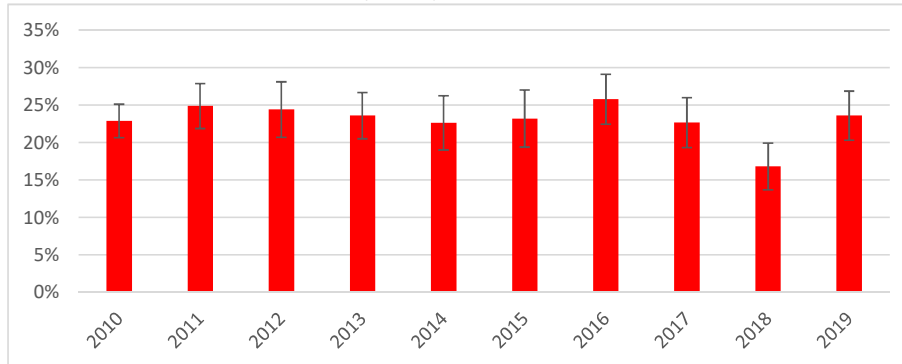
**Figure 26: Time series, commuter modal split**

Illustration of table 25, above.



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

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







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

km per person per day, excl. commerc. transp.	6-17 yrs	18-30 yrs	31-50 yrs	51-65 yrs	>=66 yrs
Walk or run	1.0	1.2	1.1	1.3	1.0
Skateb., roller skates etc.	0.0	0.0	-	-	-
<b>SUM Walk etc.</b>	<b>1.0</b>	<b>1.2</b>	<b>1.1</b>	<b>1.3</b>	<b>1.0</b>
Bicycle	1.6	3.0	3.6	2.7	1.1
Moped 30 km/h	-	-	0.0	-	-
Disability moped (electric)	-	-	-	0.0	0.0
Electric scooter etc.	-	0.0	-	-	-
<b>SUM Bicycle etc.</b>	<b>1.6</b>	<b>3.0</b>	<b>3.6</b>	<b>2.7</b>	<b>1.1</b>
Moped 45 km/h	-	-	-	0.0	-
Motorcycle	-	-	0.9	0.1	-
Passenger car	12.6	16.9	21.8	23.5	13.8
Taxi cab	0.0	0.1	0.1	0.1	0.2
Van	0.0	1.8	2.7	0.9	0.1
Lorry	-	1.9	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.0	0.0	0.0	-	0.4
<b>SUM Car etc.</b>	<b>12.6</b>	<b>20.7</b>	<b>25.5</b>	<b>24.7</b>	<b>14.4</b>
Collective, public bus	0.8	1.3	1.0	0.8	0.8
Dial-a-ride, flex. transport	0.0	-	-	-	-
<b>SUM Collective road</b>	<b>0.8</b>	<b>1.3</b>	<b>1.0</b>	<b>0.8</b>	<b>0.8</b>
S-train (Cph suburban rail)	1.5	1.9	1.6	1.3	0.6
Copenhagen Metro	0.3	0.7	0.3	0.5	0.3
Light rail / tram	-	-	-	-	-
Other train	1.8	3.8	3.5	1.5	0.8
<b>SUM Train</b>	<b>3.6</b>	<b>6.5</b>	<b>5.4</b>	<b>3.3</b>	<b>1.7</b>
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.1	-	0.1	0.4	0.2
Leisure boat	-	0.0	-	-	-
Airplane	-	0.3	0.4	-	-
<b>SUM Other</b>	<b>0.1</b>	<b>0.3</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>
<b>Total</b>	<b>19.7</b>	<b>32.9</b>	<b>37.2</b>	<b>33.2</b>	<b>19.2</b>

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

Share of personal mileage	6-17 yrs	18-30 yrs	31-50 yrs	51-65 yrs	>=66 yrs
<b>SUM Walk etc.</b>	<b>5%</b>	<b>4%</b>	<b>3%</b>	<b>4%</b>	<b>5%</b>
<b>SUM Bicycle etc.</b>	<b>8%</b>	<b>9%</b>	<b>10%</b>	<b>8%</b>	<b>6%</b>
Moped 45 km/h	-	-	-	0%	-
Motorcycle	-	-	2%	0%	-
Passenger car	64%	51%	59%	71%	72%
Taxi cab	0%	0%	0%	0%	1%
Van	0%	5%	7%	3%	0%
Lorry	-	6%	-	-	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0%	0%	0%	-	2%
<b>SUM Car etc.</b>	<b>64%</b>	<b>63%</b>	<b>69%</b>	<b>74%</b>	<b>75%</b>
<b>SUM Collective road</b>	<b>4%</b>	<b>4%</b>	<b>3%</b>	<b>2%</b>	<b>4%</b>
S-train (Cph suburban rail)	7%	6%	4%	4%	3%
Metro + Light rail	2%	4%	2%	3%	1%
Other train	9%	12%	9%	4%	4%
<b>SUM Train</b>	<b>18%</b>	<b>20%</b>	<b>15%</b>	<b>10%</b>	<b>9%</b>
<b>SUM Other</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



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

Journeys per person per day	6-17 yrs	18-30 yrs	31-50 yrs	51-65 yrs	>=66 yrs
<b>Walk (only)</b>	<b>0.28</b>	<b>0.23</b>	<b>0.27</b>	<b>0.26</b>	<b>0.30</b>
<b>Bicycle (only)</b>	<b>0.36</b>	<b>0.30</b>	<b>0.32</b>	<b>0.25</b>	<b>0.15</b>
Car etc. as driver	-	0.22	0.42	0.47	0.27
Car etc. as passenger	0.27	0.09	0.06	0.05	0.11
<b>SUM Car etc.</b>	<b>0.27</b>	<b>0.32</b>	<b>0.48</b>	<b>0.52</b>	<b>0.38</b>
Train	0.04	0.06	0.04	0.04	0.02
Collective bus	0.02	0.03	0.03	0.02	0.04
Train + bus in combination	0.02	0.05	0.04	0.03	0.01
Train/bus comb. w/bicycle	0.03	0.05	0.03	0.03	0.01
Train/bus comb. w/car	0.03	0.05	0.03	0.03	0.02
<b>SUM Collective</b>	<b>0.15</b>	<b>0.24</b>	<b>0.16</b>	<b>0.15</b>	<b>0.11</b>
Other	-	0.00	-	-	0.00
<b>Total</b>	<b>1.06</b>	<b>1.09</b>	<b>1.24</b>	<b>1.18</b>	<b>0.94</b>

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

Share of journeys	6-17 yrs	18-30 yrs	31-50 yrs	51-65 yrs	>=66 yrs
<b>Walk (only)</b>	<b>26.4%</b>	<b>21.6%</b>	<b>21.6%</b>	<b>22.2%</b>	<b>32.4%</b>
<b>Bicycle (only)</b>	<b>33.7%</b>	<b>27.6%</b>	<b>26.2%</b>	<b>21.1%</b>	<b>15.9%</b>
Car etc. as driver	-	20.3%	34.0%	39.6%	28.5%
Car etc. as passenger	25.8%	8.7%	5.0%	4.6%	11.9%
<b>SUM Car etc.</b>	<b>25.8%</b>	<b>29.0%</b>	<b>39.0%</b>	<b>44.2%</b>	<b>40.3%</b>
Train	4.2%	5.9%	2.9%	3.1%	1.9%
Collective bus	2.3%	2.5%	2.3%	1.9%	4.6%
Train + bus in combination	1.9%	4.8%	2.9%	2.7%	1.5%
Train/bus comb. w/bicycle	2.4%	4.4%	2.6%	2.2%	0.6%
Train/bus comb. w/car	3.2%	4.2%	2.5%	2.7%	2.6%
<b>SUM Collective</b>	<b>14.0%</b>	<b>21.7%</b>	<b>13.1%</b>	<b>12.6%</b>	<b>11.2%</b>
Other	-	0.2%	-	-	0.2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of journeys	6-17 yrs	18-30 yrs	31-50 yrs	51-65 yrs	>=66 yrs
Workplace (commute)	2.9%	25.8%	34.2%	33.9%	3.6%
School/educational	40.7%	8.2%	1.1%	0.3%	0.1%
<b>SUM Commute</b>	<b>43.6%</b>	<b>34.0%</b>	<b>35.3%</b>	<b>34.1%</b>	<b>3.7%</b>
<b>SUM Errands</b>	<b>11.1%</b>	<b>19.9%</b>	<b>28.0%</b>	<b>26.1%</b>	<b>40.2%</b>
Home, perm. residence	0.8%	0.5%	0.2%	0.2%	-
After-school, youth club	4.5%	-	-	-	-
Nursery, crèche, day care	1.2%	-	-	-	-
Visit family/friends	11.1%	17.4%	8.3%	8.6%	12.1%
Do sports	10.8%	3.7%	4.1%	4.2%	6.8%
Entertainment (incl. church)	5.5%	9.1%	8.1%	5.5%	10.3%
Allotment/summer cottage	0.7%	0.7%	0.7%	1.0%	2.2%
Leisure round trip	3.9%	5.7%	6.8%	11.2%	15.5%
Holiday, excursion	3.8%	2.8%	2.3%	1.8%	3.5%
Meetings in private context	0.5%	1.2%	1.0%	1.1%	1.7%
Other leisure activity	2.4%	1.6%	1.2%	1.6%	3.2%
<b>SUM Leisure</b>	<b>45.0%</b>	<b>42.7%</b>	<b>32.6%</b>	<b>35.1%</b>	<b>55.4%</b>
<b>SUM Business trips</b>	<b>0.3%</b>	<b>3.4%</b>	<b>4.1%</b>	<b>4.4%</b>	<b>0.7%</b>
<b>SUM Commercial Tr.</b>	<b>-</b>	<b>-</b>	<b>0.1%</b>	<b>0.3%</b>	<b>-</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

km per person per day, excl. commerc. transp.	Students	Earners	Unemployed	Pensioners	Average
Walk or run	1.0	1.1	1.4	1.2	1.1
Skateb., roller skates etc.	0.0	-	-	-	0.0
<b>SUM Walk etc.</b>	<b>1.0</b>	<b>1.1</b>	<b>1.4</b>	<b>1.2</b>	<b>1.1</b>
Bicycle	2.6	3.4	1.5	1.0	2.7
Moped 30 km/h	-	0.0	-	-	0.0
Disability moped (electric)	-	0.0	-	0.0	0.0
Electric scooter etc.	0.0	-	-	-	0.0
<b>SUM Bicycle etc.</b>	<b>2.6</b>	<b>3.4</b>	<b>1.5</b>	<b>1.0</b>	<b>2.7</b>
Moped 45 km/h	-	0.0	-	-	0.0
Motorcycle	-	0.5	0.1	-	0.3
Passenger car	13.3	23.8	10.5	12.6	18.5
Taxi cab	0.0	0.1	-	0.2	0.1
Van	0.3	2.5	-	0.2	1.4
Lorry	-	0.9	-	-	0.5
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.0	0.0	-	0.3	0.1
<b>SUM Car etc.</b>	<b>13.7</b>	<b>27.9</b>	<b>10.6</b>	<b>13.3</b>	<b>20.8</b>
<b>SUM Collective road</b>	<b>1.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.7</b>	<b>0.9</b>
S-train (Cph suburban rail)	1.7	1.7	0.9	0.6	1.5
Copenhagen Metro	0.6	0.4	0.4	0.3	0.4
Light rail / tram	-	-	-	-	-
Other train	3.2	3.0	1.2	0.8	2.6
<b>SUM Train</b>	<b>5.5</b>	<b>5.1</b>	<b>2.6</b>	<b>1.7</b>	<b>4.5</b>
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.1	0.2	-	0.1	0.2
Leisure boat	0.0	-	-	-	0.0
Airplane	-	0.4	-	-	0.2
<b>SUM Other</b>	<b>0.1</b>	<b>0.6</b>	<b>-</b>	<b>0.1</b>	<b>0.4</b>
<b>Total</b>	<b>24.2</b>	<b>39.1</b>	<b>16.5</b>	<b>18.1</b>	<b>30.4</b>

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

Share of personal mileage	Students	Earners	Unemployed	Pensioners	Average
<b>SUM Walk etc.</b>	<b>4%</b>	<b>3%</b>	<b>8%</b>	<b>7%</b>	<b>4%</b>
<b>SUM Bicycle etc.</b>	<b>11%</b>	<b>9%</b>	<b>9%</b>	<b>6%</b>	<b>9%</b>
Moped 45 km/h	-	0%	-	-	0%
Motorcycle	-	1%	1%	-	1%
Passenger car	55%	61%	64%	70%	61%
Taxi cab	0%	0%	-	1%	0%
Van	1%	6%	-	1%	5%
Lorry	-	2%	-	-	2%
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0%	0%	-	2%	0%
<b>SUM Car etc.</b>	<b>56%</b>	<b>71%</b>	<b>64%</b>	<b>74%</b>	<b>69%</b>
<b>SUM Collective road</b>	<b>6%</b>	<b>2%</b>	<b>2%</b>	<b>4%</b>	<b>3%</b>
S-train (Cph suburban rail)	7%	4%	6%	3%	5%
Metro + Light rail	2%	2%	2%	1%	2%
Other train	13%	8%	7%	5%	8%
<b>SUM Train</b>	<b>23%</b>	<b>13%</b>	<b>16%</b>	<b>9%</b>	<b>15%</b>
<b>SUM Other</b>	<b>0%</b>	<b>2%</b>	<b>-</b>	<b>1%</b>	<b>1%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Journeys per person per day	Students	Earners	Unemployed	Pensioners	Average
<b>Walk (only)</b>	<b>0.22</b>	<b>0.24</b>	<b>0.46</b>	<b>0.34</b>	<b>0.27</b>
<b>Bicycle (only)</b>	<b>0.37</b>	<b>0.29</b>	<b>0.18</b>	<b>0.16</b>	<b>0.28</b>
Car etc. as driver	0.08	0.42	0.27	0.27	0.30
Car etc. as passenger	0.18	0.07	0.07	0.10	0.10
<b>SUM Car etc.</b>	<b>0.25</b>	<b>0.50</b>	<b>0.34</b>	<b>0.38</b>	<b>0.41</b>
Train	0.04	0.04	0.07	0.02	0.04
Collective bus	0.03	0.03	0.01	0.04	0.03
Train + bus in combination	0.05	0.03	0.01	0.01	0.03
Train/bus comb. w/bicycle	0.04	0.04	0.03	0.00	0.03
Train/bus comb. w/car	0.04	0.03	0.03	0.03	0.03
<b>SUM Collective</b>	<b>0.20</b>	<b>0.17</b>	<b>0.15</b>	<b>0.10</b>	<b>0.17</b>
Other	0.00	-	-	0.00	0.00
<b>Total</b>	<b>1.05</b>	<b>1.20</b>	<b>1.14</b>	<b>0.98</b>	<b>1.12</b>

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

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
<b>Walk (only)</b>	<b>21.1%</b>	<b>19.9%</b>	<b>40.3%</b>	<b>34.7%</b>	<b>23.7%</b>
<b>Bicycle (only)</b>	<b>35.3%</b>	<b>24.4%</b>	<b>16.1%</b>	<b>16.0%</b>	<b>25.1%</b>
Car etc. as driver	7.2%	35.4%	23.8%	28.0%	27.1%
Car etc. as passenger	16.8%	6.0%	6.3%	10.5%	9.2%
<b>SUM Car etc.</b>	<b>24.0%</b>	<b>41.4%</b>	<b>30.1%</b>	<b>38.5%</b>	<b>36.2%</b>
Train	4.1%	3.5%	6.1%	2.1%	3.6%
Collective bus	2.8%	2.2%	0.8%	4.1%	2.6%
Train + bus in combination	5.0%	2.8%	1.3%	1.3%	3.0%
Train/bus comb. w/bicycle	3.5%	2.9%	2.4%	0.4%	2.7%
Train/bus comb. w/car	3.9%	2.7%	2.9%	2.7%	3.0%
<b>SUM Collective</b>	<b>19.4%</b>	<b>14.3%</b>	<b>13.5%</b>	<b>10.6%</b>	<b>14.9%</b>
Other	0.2%	-	-	0.2%	0.1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

Share of journeys	Students	Earners	Unemployed	Pensioners	Average
Workplace (commute)	9.3%	39.5%	2.3%	0.9%	24.4%
School/educational	30.7%	0.2%	0.3%	0.1%	7.2%
<b>SUM Commute</b>	<b>40.1%</b>	<b>39.6%</b>	<b>2.6%</b>	<b>1.0%</b>	<b>31.6%</b>
<b>SUM Errands</b>	<b>15.4%</b>	<b>22.9%</b>	<b>45.5%</b>	<b>40.9%</b>	<b>25.4%</b>
Home, perm. residence	0.5%	0.2%	1.0%	-	0.3%
After-school, youth club	2.3%	-	-	-	0.5%
Nursery, crèche, day care	0.6%	-	-	-	0.1%
Visit family/friends	14.5%	8.9%	18.1%	12.2%	11.3%
Do sports	7.2%	3.8%	5.6%	7.3%	5.2%
Entertainment (incl. church)	7.7%	7.2%	8.0%	10.1%	7.8%
Allotment/summer cottage	0.5%	0.9%	1.3%	1.9%	1.0%
Leisure round trip	3.7%	7.4%	7.9%	17.8%	8.1%
Holiday, excursion	3.1%	2.1%	4.3%	3.1%	2.6%
Meetings in private context	1.0%	1.0%	0.7%	1.5%	1.1%
Other leisure activity	2.6%	0.7%	2.9%	3.7%	1.8%
<b>SUM Leisure</b>	<b>43.9%</b>	<b>32.3%</b>	<b>49.9%</b>	<b>57.5%</b>	<b>39.9%</b>
<b>SUM Business trips</b>	<b>0.6%</b>	<b>4.9%</b>	<b>2.1%</b>	<b>0.5%</b>	<b>3.1%</b>
<b>SUM Commercial Tr.</b>	<b>-</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>0.1%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

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

PKM per person per day	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
<b>SUM Walk etc.</b>	<b>1.0</b>	<b>1.1</b>	<b>1.3</b>	<b>1.2</b>	<b>1.4</b>
Bicycle	2.2	2.0	3.2	3.3	3.8
Moped 30 km/h	-	-	-	-	-
Disability moped (electric)	-	-	-	0.0	-
Electric scooter etc.	-	-	-	-	-
<b>SUM Bicycle etc.</b>	<b>2.2</b>	<b>2.0</b>	<b>3.2</b>	<b>3.3</b>	<b>3.8</b>
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	0.2	-	1.4	-
Passenger car	12.2	12.1	13.7	22.9	37.4
Taxi cab	0.0	-	0.0	0.2	0.3
Van	0.0	0.8	1.0	1.0	5.7
Lorry	-	-	3.1	1.2	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0.0	0.0	0.6	-	0.0
<b>SUM Car etc.</b>	<b>12.3</b>	<b>13.1</b>	<b>18.4</b>	<b>26.7</b>	<b>43.4</b>
Collective, public bus	0.9	1.3	0.7	0.8	0.4
Dial-a-ride, flex. transport	0.0	-	-	-	-
<b>SUM Collective road</b>	<b>0.9</b>	<b>1.3</b>	<b>0.7</b>	<b>0.8</b>	<b>0.4</b>
S-train (Cph suburban rail)	1.5	0.8	1.6	1.8	1.6
Copenhagen Metro	0.4	0.3	0.4	0.4	0.3
Light rail / tram	-	-	-	-	-
Other train	1.6	1.7	6.1	5.0	1.0
<b>SUM Train</b>	<b>3.5</b>	<b>2.8</b>	<b>8.0</b>	<b>7.2</b>	<b>2.9</b>
Horse carriage, horse	-	-	-	-	-
Ferry, water bus	0.1	-	0.0	0.1	0.3
Leisure boat	0.0	-	-	-	-
Airplane	-	-	0.8	-	-
<b>SUM Other</b>	<b>0.1</b>	<b>-</b>	<b>0.8</b>	<b>0.1</b>	<b>0.3</b>
<b>Total</b>	<b>20.0</b>	<b>20.3</b>	<b>32.5</b>	<b>39.2</b>	<b>52.3</b>

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

Share of personal mileage	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
<b>SUM Walk etc.</b>	<b>5%</b>	<b>6%</b>	<b>4%</b>	<b>3%</b>	<b>3%</b>
<b>SUM Bicycle etc.</b>	<b>11%</b>	<b>10%</b>	<b>10%</b>	<b>8%</b>	<b>7%</b>
Moped 45 km/h	-	-	-	-	-
Motorcycle	-	1%	-	3%	-
Passenger car	61%	59%	42%	59%	72%
Taxi cab	0%	-	0%	0%	0%
Van	0%	4%	3%	3%	11%
Lorry	-	-	9%	3%	-
Tractor, working vehicle	-	-	-	-	-
Tourist coach, rented bus	0%	0%	2%	-	0%
<b>SUM Car etc.</b>	<b>62%</b>	<b>64%</b>	<b>57%</b>	<b>68%</b>	<b>83%</b>
<b>SUM Collective road</b>	<b>4%</b>	<b>6%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>
S-train (Cph suburban rail)	8%	4%	5%	5%	3%
Metro + Light rail	2%	2%	1%	1%	1%
Other train	8%	8%	19%	13%	2%
<b>SUM Train</b>	<b>17%</b>	<b>14%</b>	<b>25%</b>	<b>18%</b>	<b>6%</b>
<b>SUM Other</b>	<b>0%</b>	<b>-</b>	<b>3%</b>	<b>0%</b>	<b>1%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

(personal, yearly income, DKK)

Journeys per person per day	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
<b>Walk (only)</b>	<b>0.25</b>	<b>0.30</b>	<b>0.37</b>	<b>0.28</b>	<b>0.24</b>
<b>Bicycle (only)</b>	<b>0.37</b>	<b>0.25</b>	<b>0.31</b>	<b>0.27</b>	<b>0.32</b>
Car etc. as driver	0.06	0.18	0.32	0.44	0.53
Car etc. as passenger	0.22	0.08	0.09	0.06	0.06
<b>SUM Car etc.</b>	<b>0.27</b>	<b>0.26</b>	<b>0.41</b>	<b>0.51</b>	<b>0.59</b>
Train	0.05	0.03	0.05	0.04	0.03
Collective bus	0.02	0.02	0.03	0.02	0.03
Train + bus in combination	0.04	0.02	0.04	0.04	0.02
Train/bus comb. w/bicycle	0.02	0.01	0.04	0.04	0.04
Train/bus comb. w/car	0.03	0.06	0.03	0.05	0.02
<b>SUM Collective</b>	<b>0.15</b>	<b>0.14</b>	<b>0.19</b>	<b>0.19</b>	<b>0.14</b>
Other	0.00	-	0.00	-	-
<b>Total</b>	<b>1.05</b>	<b>0.95</b>	<b>1.28</b>	<b>1.25</b>	<b>1.29</b>

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

Share of journeys	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
<b>Walk (only)</b>	<b>24.0%</b>	<b>31.7%</b>	<b>28.5%</b>	<b>22.6%</b>	<b>18.6%</b>
<b>Bicycle (only)</b>	<b>35.1%</b>	<b>26.0%</b>	<b>24.3%</b>	<b>22.0%</b>	<b>24.8%</b>
Car etc. as driver	5.6%	19.3%	25.1%	35.6%	41.1%
Car etc. as passenger	20.6%	7.9%	7.0%	4.9%	4.9%
<b>SUM Car etc.</b>	<b>26.2%</b>	<b>27.2%</b>	<b>32.1%</b>	<b>40.5%</b>	<b>46.1%</b>
Train	4.5%	3.1%	3.6%	3.4%	2.5%
Collective bus	1.9%	1.7%	2.7%	1.7%	2.0%
Train + bus in combination	3.4%	2.2%	3.2%	3.2%	1.6%
Train/bus comb. w/bicycle	2.0%	1.4%	3.3%	3.1%	2.8%
Train/bus comb. w/car	2.6%	6.6%	2.0%	3.6%	1.6%
<b>SUM Collective</b>	<b>14.4%</b>	<b>15.1%</b>	<b>14.8%</b>	<b>14.9%</b>	<b>10.5%</b>
Other	0.2%	-	0.3%	-	-
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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

(personal income, DKK)

Share of journeys	<= 150 000	151-250 000	251-350 000	351-500 000	> 500 000
Workplace (commute)	6.2%	19.6%	30.8%	37.8%	34.4%
School/educational	28.7%	3.9%	0.6%	0.6%	0.0%
<b>SUM Commute</b>	<b>34.9%</b>	<b>23.5%</b>	<b>31.4%</b>	<b>38.4%</b>	<b>34.4%</b>
<b>SUM Errands</b>	<b>17.7%</b>	<b>25.1%</b>	<b>25.1%</b>	<b>22.5%</b>	<b>28.0%</b>
Home, perm. residence	0.6%	0.0%	0.3%	0.4%	0.3%
After-school, youth club	3.1%	0.0%	0.0%	0.0%	0.0%
Nursery, crèche, day care	0.8%	0.0%	0.0%	0.0%	0.0%
Visit family/friends	13.0%	12.9%	11.0%	9.5%	9.0%
Do sports	8.4%	5.1%	3.0%	4.7%	4.3%
Entertainment (incl. church)	8.3%	9.8%	5.7%	5.6%	6.5%
Allotment/summer cottage	1.0%	1.9%	0.8%	0.6%	1.2%
Leisure round trip	4.1%	12.3%	13.1%	9.4%	7.2%
Holiday, excursion	4.8%	0.7%	2.3%	2.2%	2.9%
Meetings in private context	0.7%	0.6%	1.1%	1.3%	1.1%
Other leisure activity	1.7%	4.4%	2.1%	1.5%	0.8%
<b>SUM Leisure</b>	<b>46.4%</b>	<b>47.8%</b>	<b>39.2%</b>	<b>35.1%</b>	<b>33.4%</b>
<b>SUM Business trips</b>	<b>1.0%</b>	<b>3.6%</b>	<b>4.0%</b>	<b>3.9%</b>	<b>4.3%</b>
<b>SUM Commercial Tr.</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.0%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>