



Travel modes, GHG emissions and spatial distribution of daily travel in the Capital Region

Preliminary results of the “Sustainable Reykjavik Capital Region 2: mobility styles, residential location, and life satisfaction of young adults (SuReCaRe 2)” project

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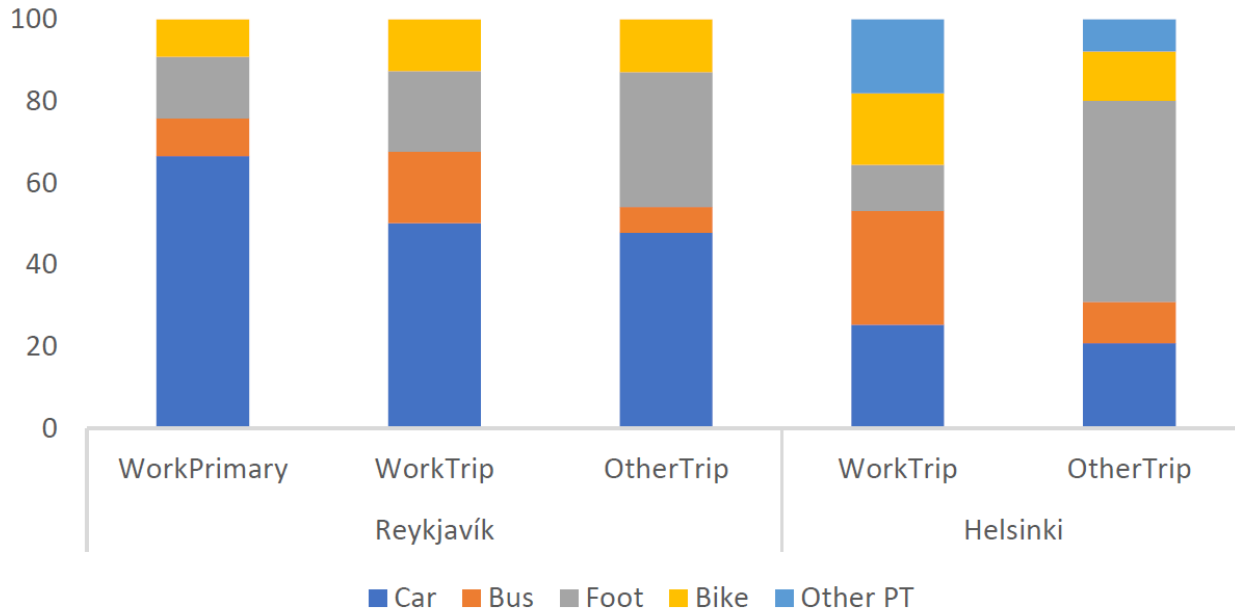
Dr. Jukka Heinonen, heinonen@hi.is

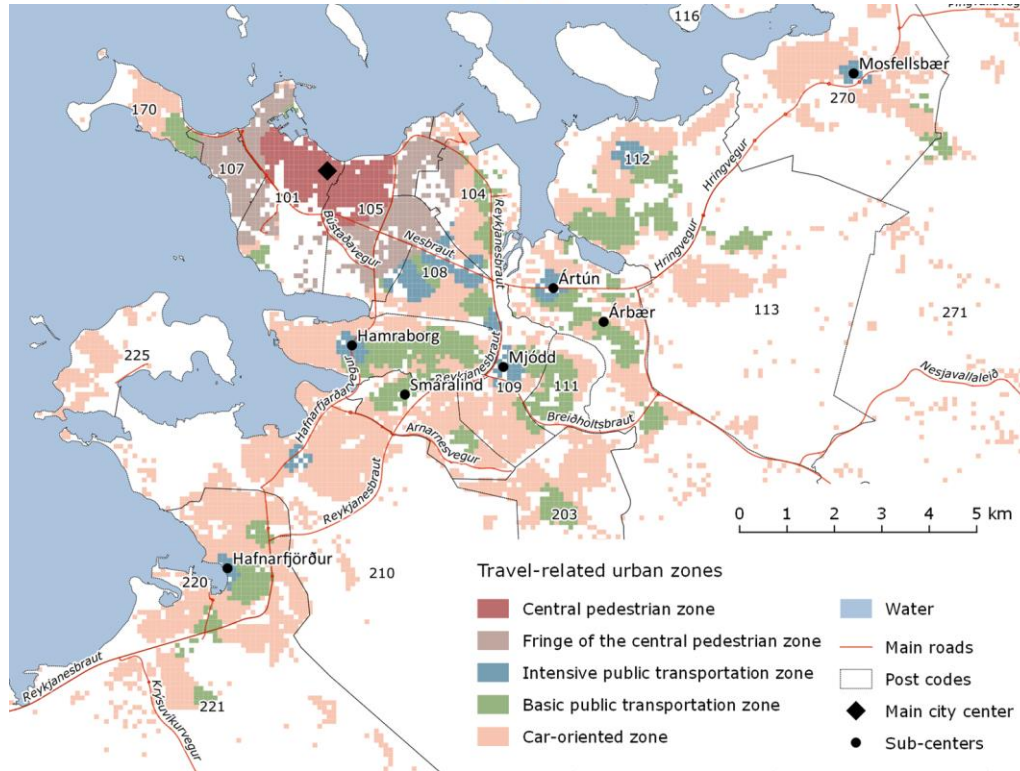
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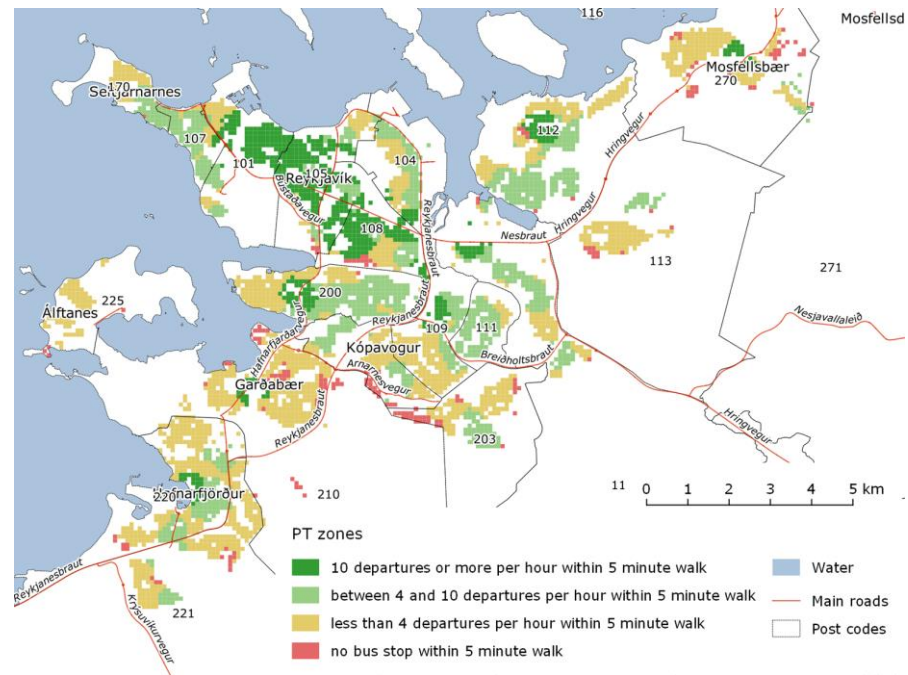
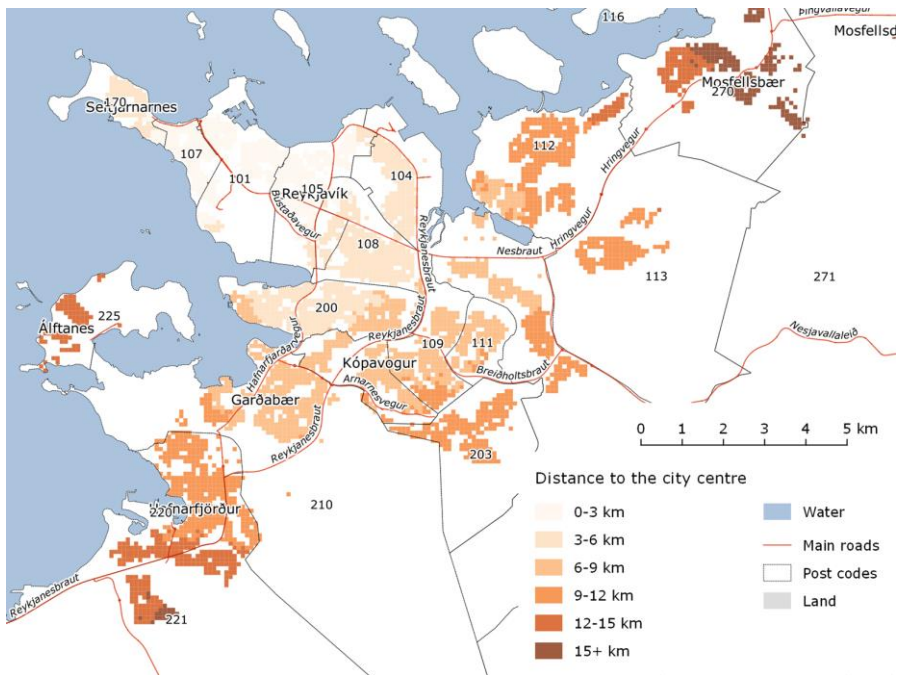




Travel modes in Helsinki and Iceland (%)

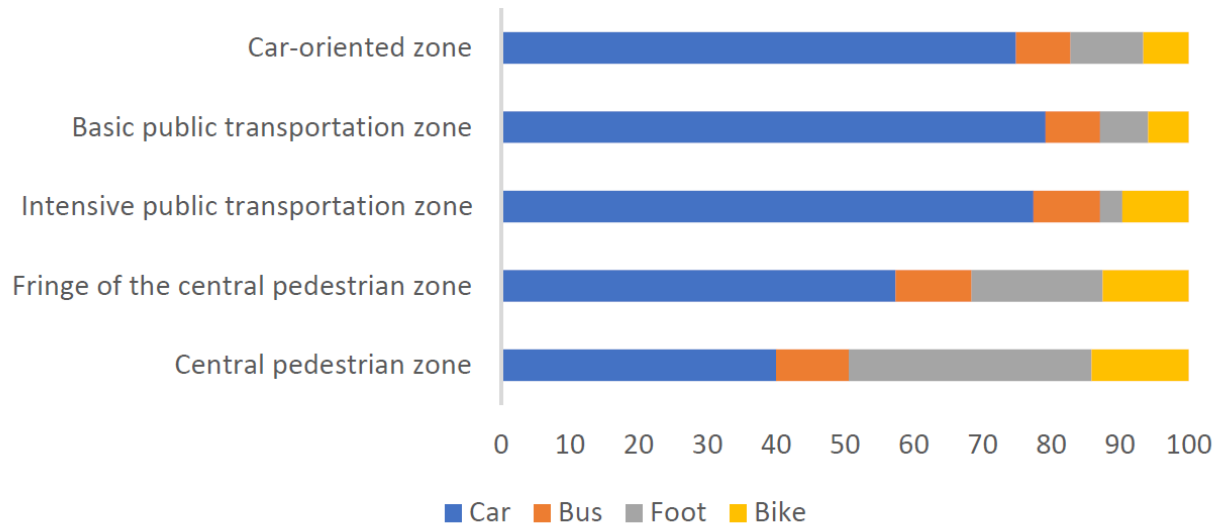








Primary travel mode to primary study or work place by urban zone (%), Reykjavík



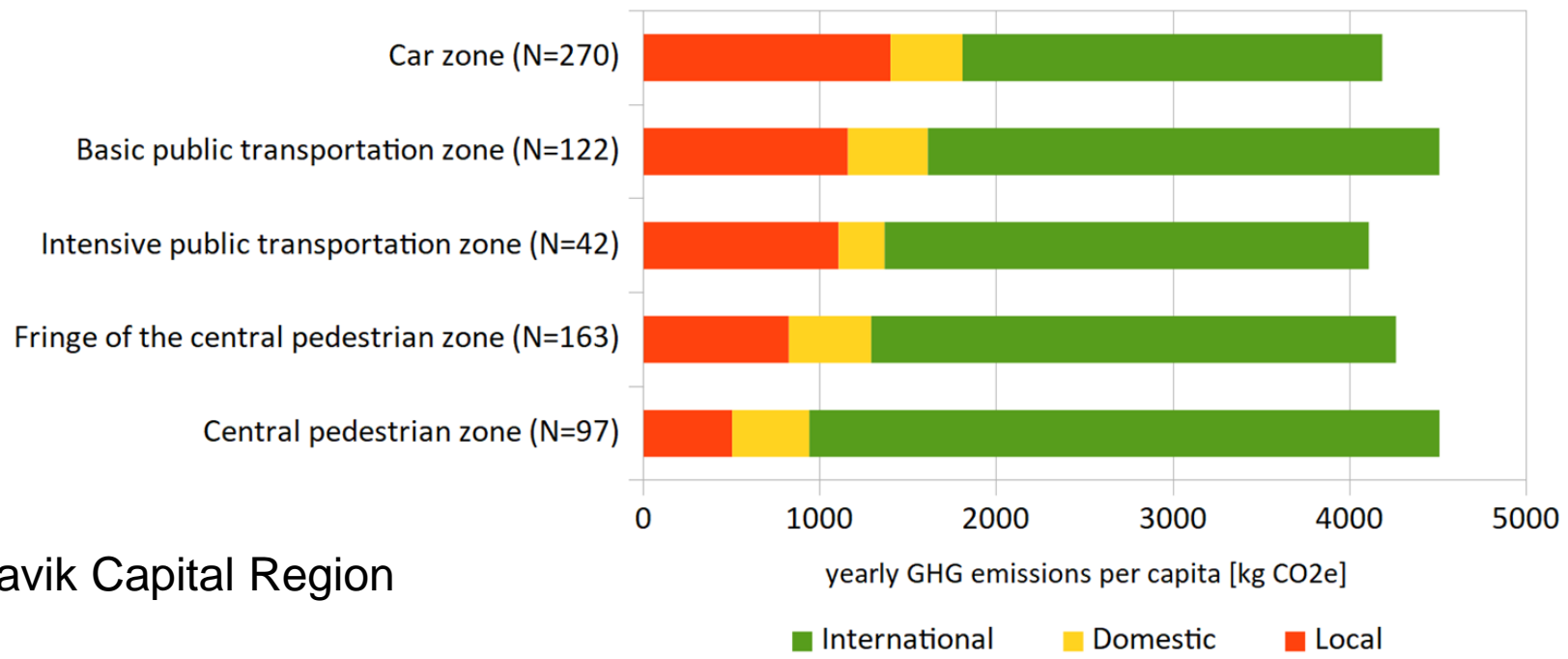


Factors contributing to the model**Travel mode choice (ref. car)**

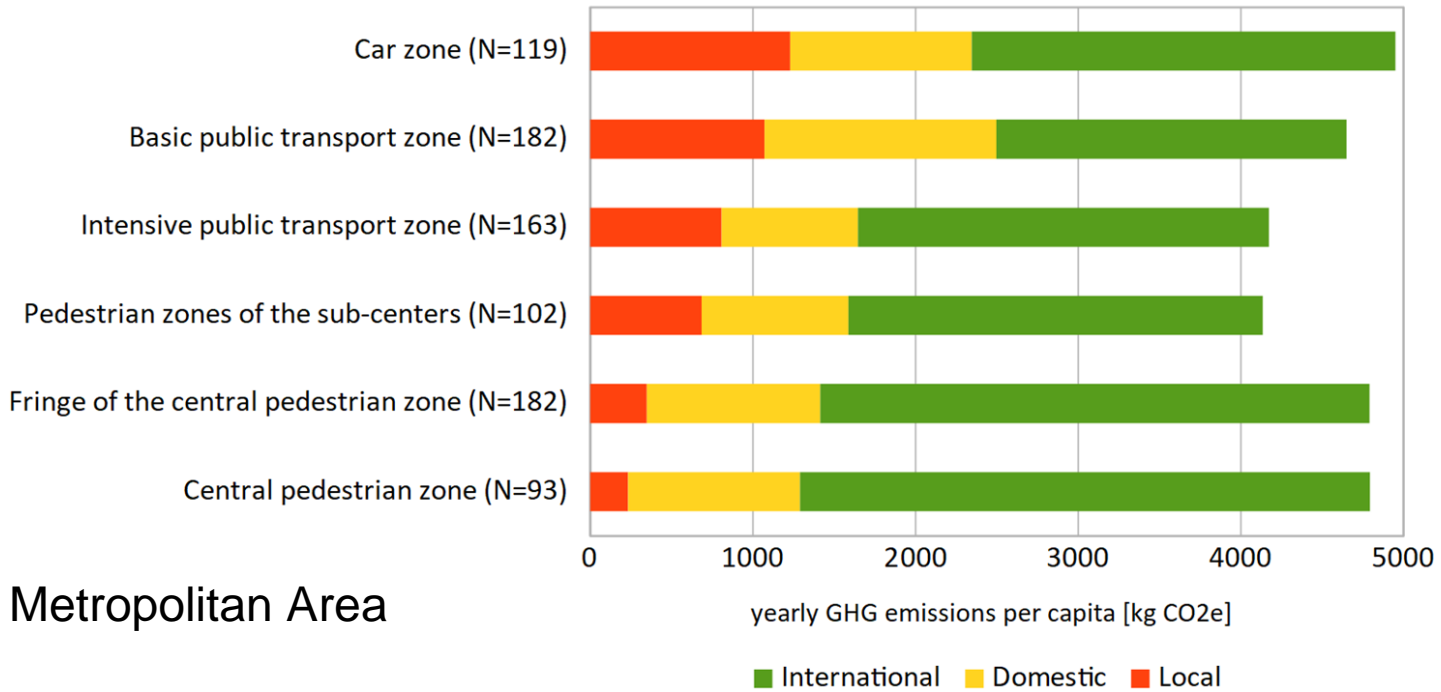
	By foot	By bicycle	By bus
1. Pro-car attitude	-	-	-
2. Preference for natural settings and privacy	+		
3. Household type (families w. children)	-	-	-
4. Distance from the city center	-	-	

Factors not significantly contributing to the model: Preference for a suburban environment, Preference for a dense urban environment (+foot), Population density, Income, Education, Access to public transportation

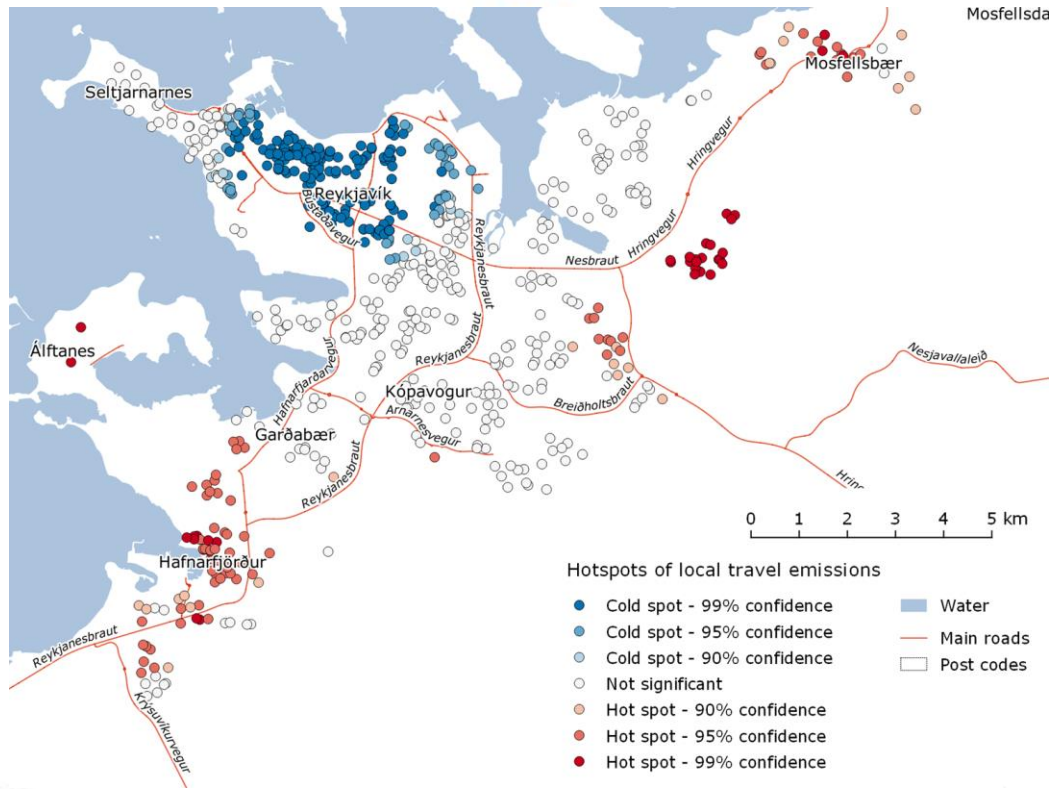


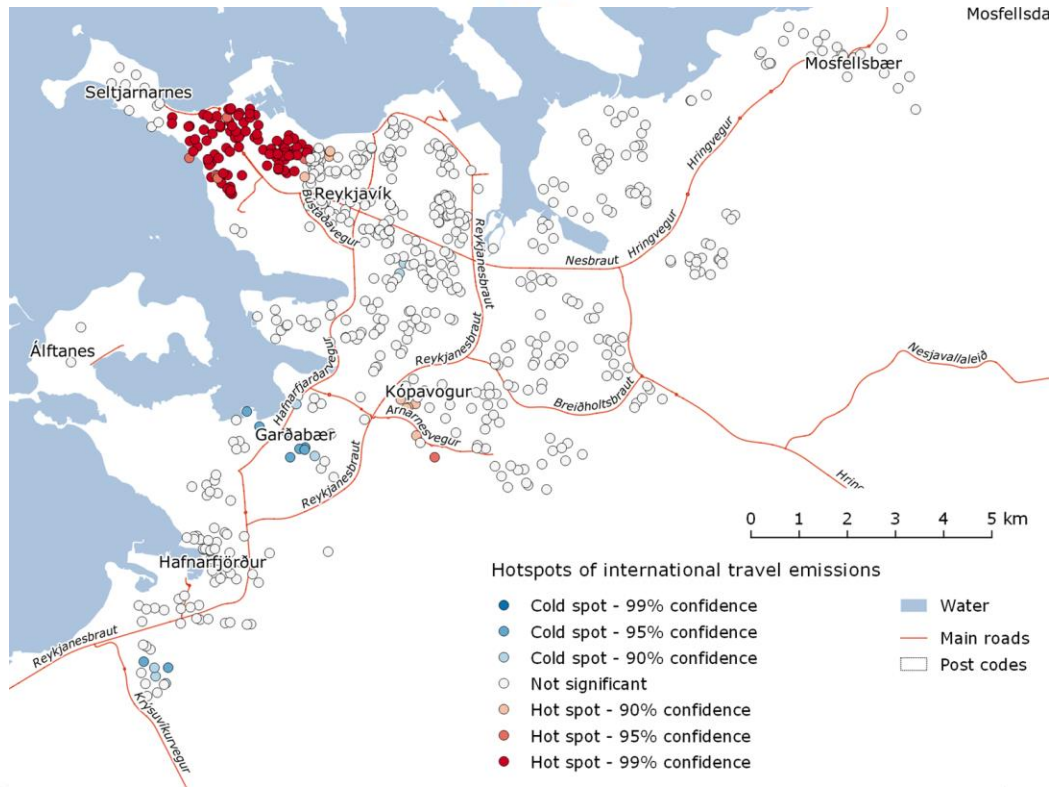


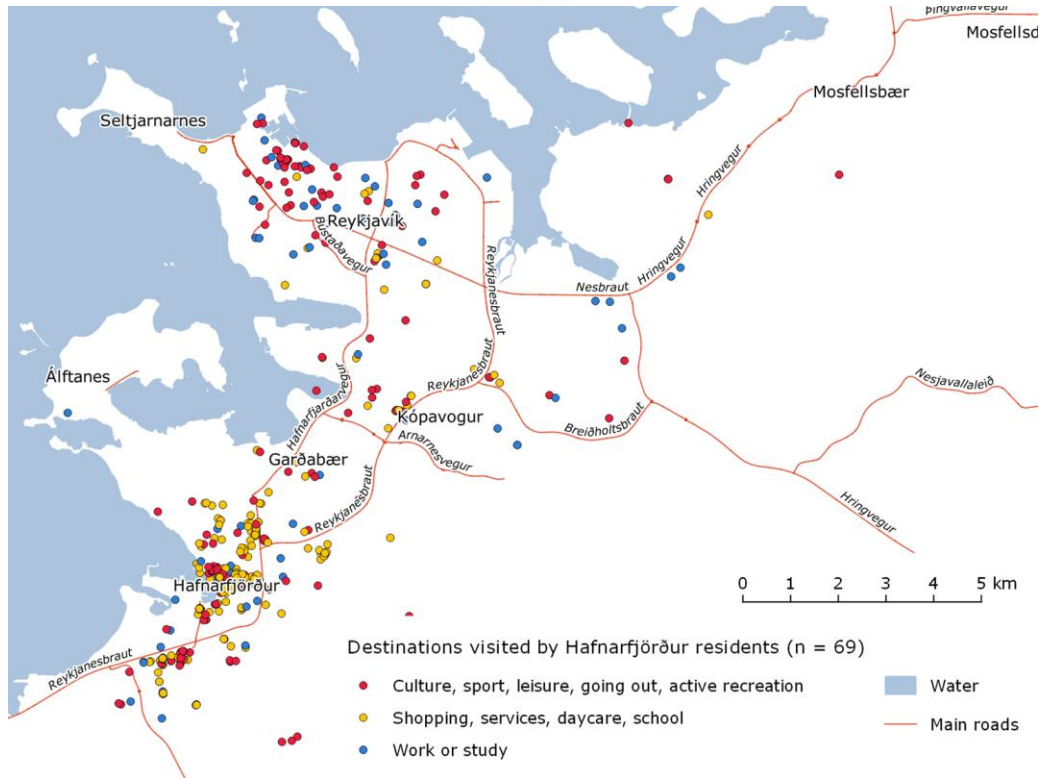
Reykjavik Capital Region

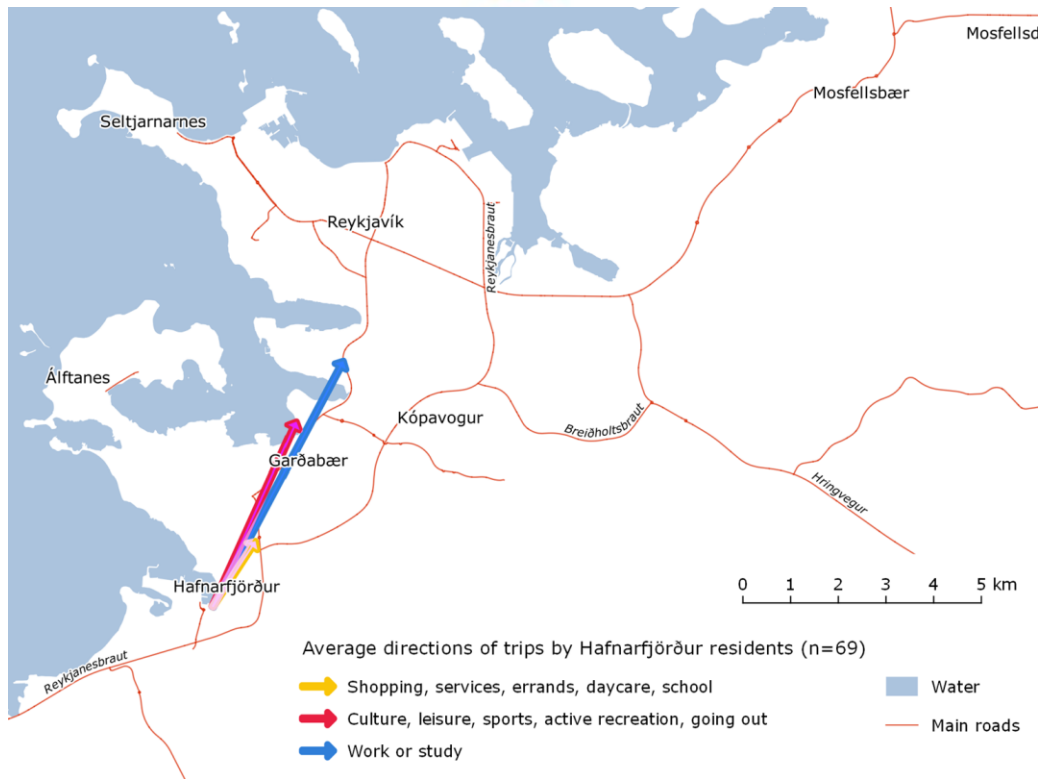


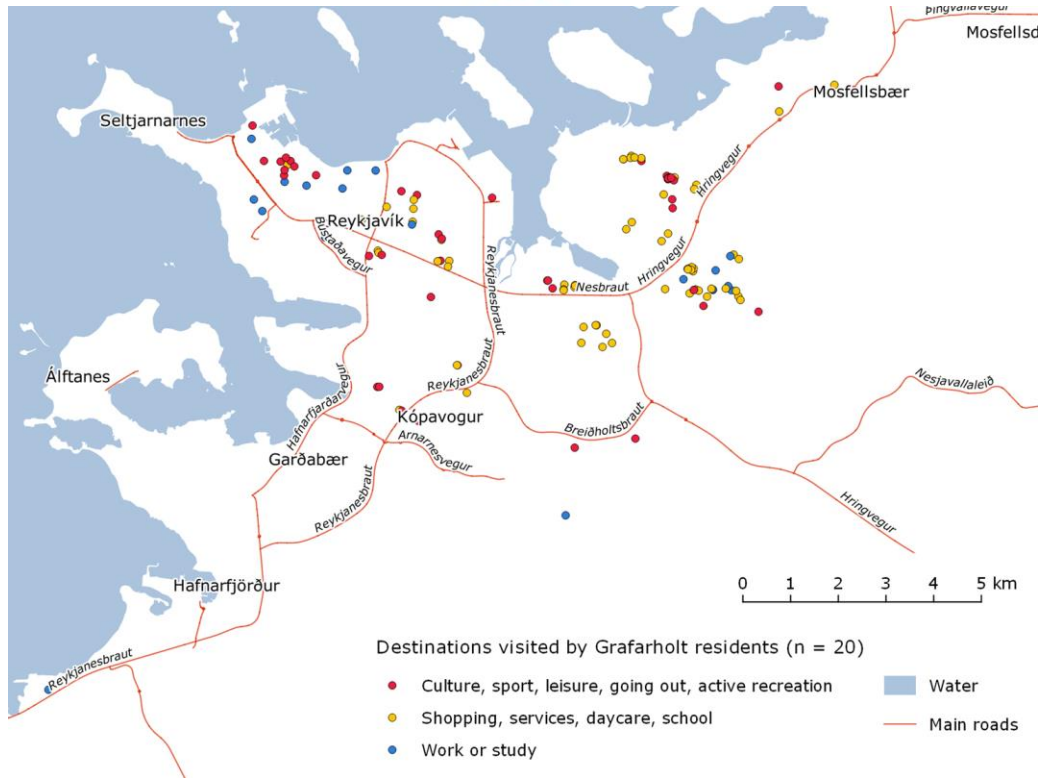
Helsinki Metropolitan Area

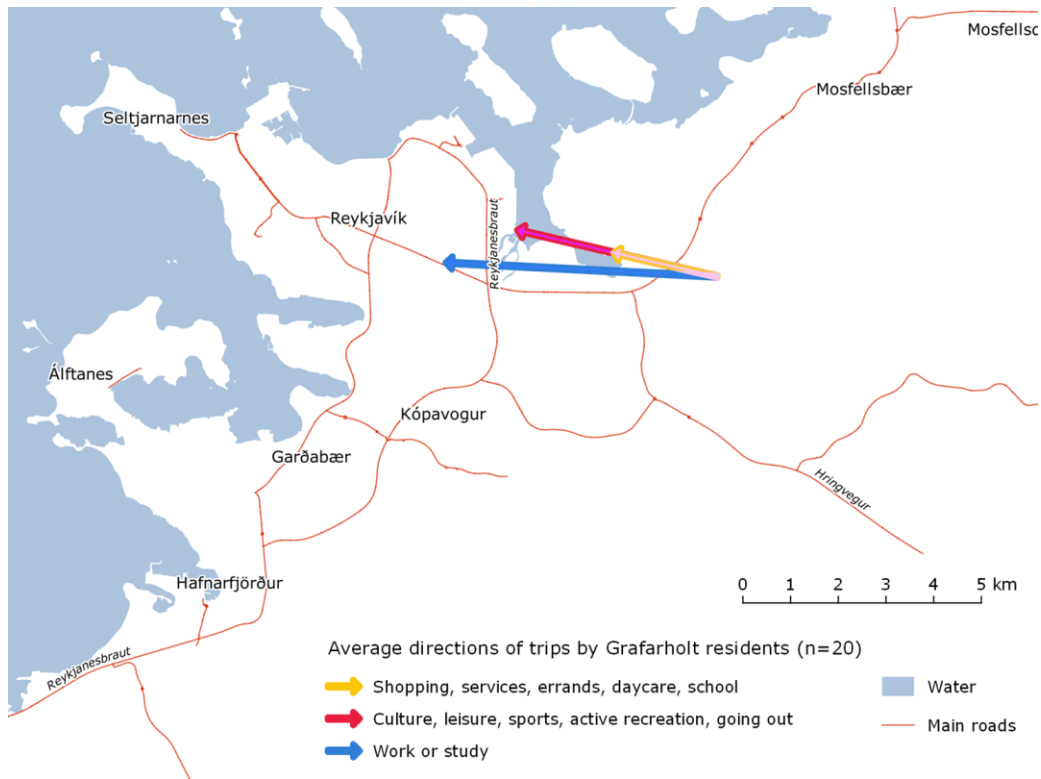


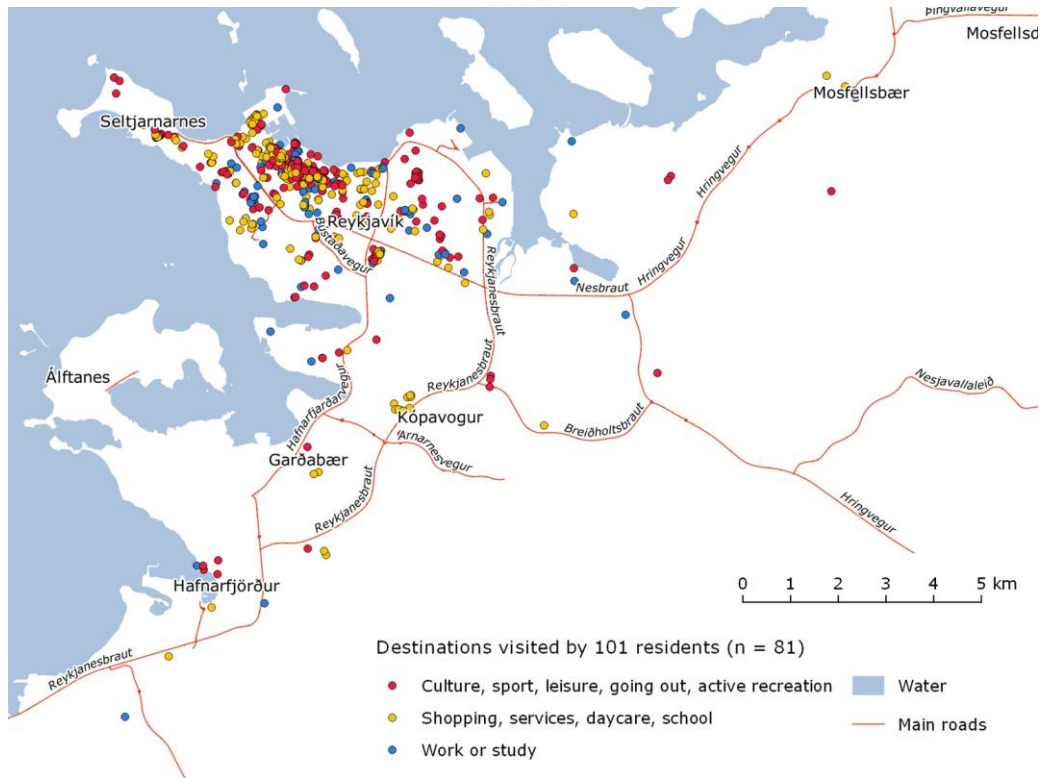


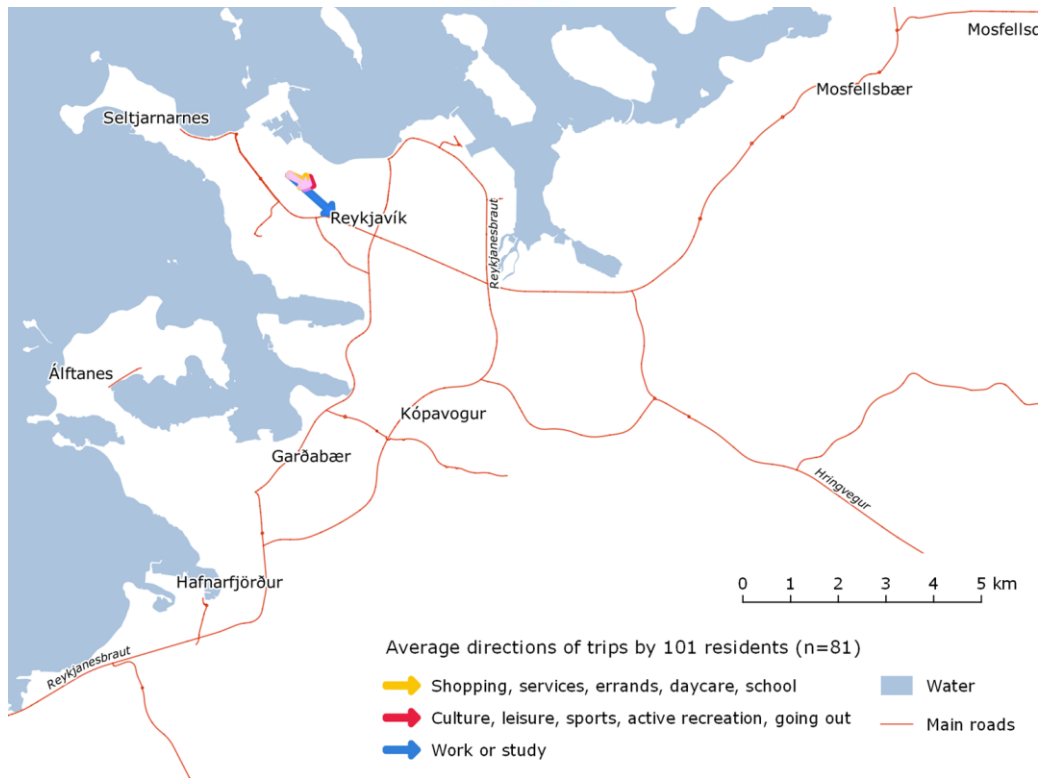














Discussion in the context of car electrification policy:

1. Fuel is only a part of emissions from local travel
2. High and growing emissions from international flights
3. Car-dependency
4. Access to destinations close to home





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