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

- Car-oriented zone
- Basic public transportation zone
- Intensive public transportation zone
- Fringe of the central pedestrian zone
- Central pedestrian zone

Legend: Car, Bus, Foot, Bike
Factors contributing to the model

<table>
<thead>
<tr>
<th>Factor</th>
<th>Travel mode choice (ref. car)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>By foot</td>
</tr>
<tr>
<td>1. Pro-car attitude</td>
<td>-</td>
</tr>
<tr>
<td>2. Preference for natural settings and privacy</td>
<td>+</td>
</tr>
<tr>
<td>3. Household type (families w. children)</td>
<td>-</td>
</tr>
<tr>
<td>4. Distance from the city center</td>
<td>-</td>
</tr>
</tbody>
</table>

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
Destinations visited by Hafnarfjörður residents (n = 69)

- Culture, sport, leisure, going out, active recreation
- Shopping, services, daycare, school
- Work or study

Water
Main roads
Average directions of trips by Hafnarfjörður residents (n=69)

- Yellow: Shopping, services, errands, daycare, school
- Red: Culture, leisure, sports, active recreation, going out
- Blue: Work or study

Water
Main roads

0 1 2 3 4 5 km
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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