

National Travel Survey 2016

The Finnish National Travel Survey has been conducted about every six years since 1974. The survey provides an overview of the mobility of Finns and demographic, regional and temporal variations of passenger trips.

Key Mobility Figures

In the whole country the modal share of sustainable modes (here walking and other pedestrian modes, cycling and public transport) on domestic trips was 15 per cent of travel distance, and 37 per cent of trips. Compared to the previous survey in 2010–2011 sustainable modes' modal share of trips has grown by 1 percentage point, but there is no indication of the same happening with travel distance.

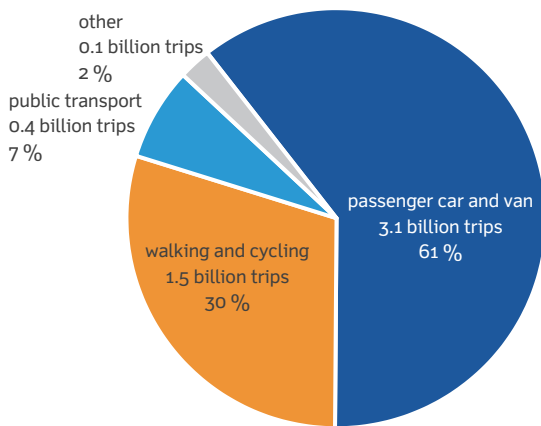
In 2016, Finns made an average of 2.7 domestic trips per day, averaging 41 kilometers per day and spending about one hour and 13 minutes to travel. The total number of domestic trips was 5.1 billion annually, amounting to a total distance of 76 billion kilometers.

Finns' domestic travel as a whole has remained more or less unchanged compared to the previous survey. The per-capita travel distance has remained virtually unchanged.

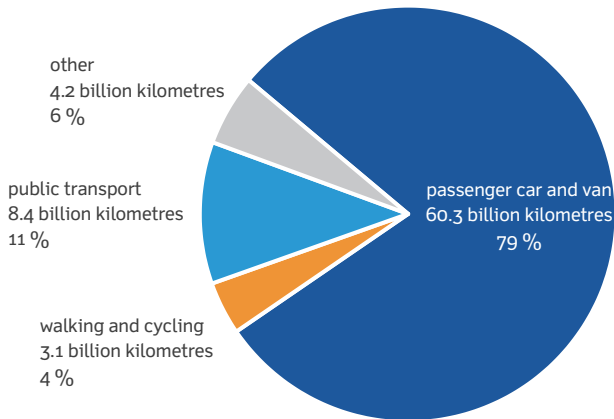
There is a shift in the use of transport modes compared to the situation six years ago. Passenger car trips are longer than before and public transport trips are shorter. The per-capita number of public transport trips has not changed, but the per-capita distance travelled by public transport has decreased.

The per-capita pedestrian and cycling travel distances have remained largely unchanged compared to the survey in 2010–2011.

Finns' domestic travel
5.1 billion trips per annum



Finns' domestic travel
76 billion kilometres per annum



	total trips (trips/person/day)		modal share of trips	
	2010–2011	2016	2010–2011	2016
	phone	multi-mode	phone	multi-mode
walking and cycling	0.85	0.81	30%	30%
public transport	0.20	0.20	7%	7%
passenger car and van	1.74	1.66	60%	61%
other	0.10	0.07	3%	2%
total	2.88	2.73	100%	100%

This comparison only includes trips where both origin and destination are in Finland. Due to the method change, the results are not fully comparable between the years.

Trip Purposes

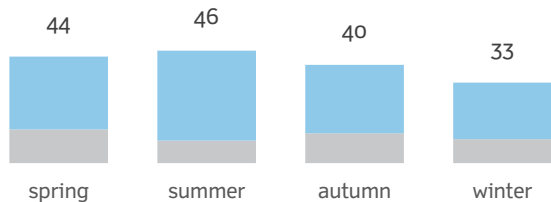
About a quarter of Finns' domestic trips are related to work or education, more than a third to leisure, less than one third to shopping and personal business and a tenth to giving a ride or escorting someone. Shopping trips are most common.

Business related trips and trips with "other" purpose are the longest. Trips related to outdoor recreation and sports are the shortest. Also trips related to education, shopping and personal business are in average less than 10 kilometres long.

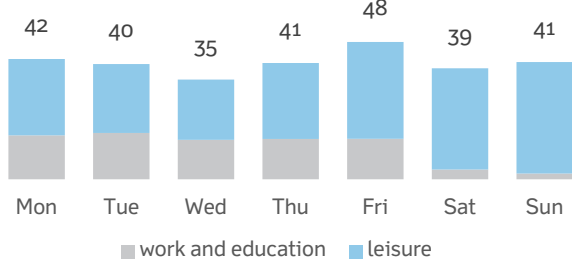
Temporal Variations

Measured in kilometres, Finns move the most during the summer holiday season, and the least during the winter months. The number of trips is highest in autumn. Between days of the week, on Friday both the number of trips and also travel distance are the highest. In the whole country, people travel the least on Wednesdays. On weekdays, people travel the most between 16 and 17 o'clock.

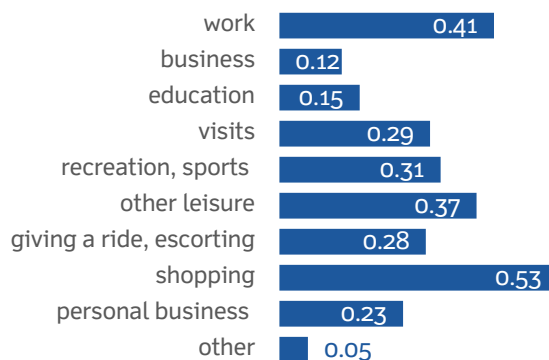
travel distance according to season (km/person/day)



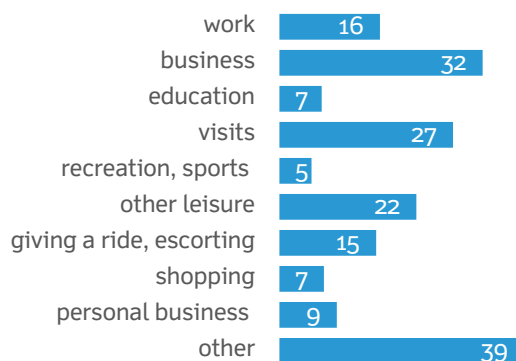
travel distance according to day of the week (km/person/day)



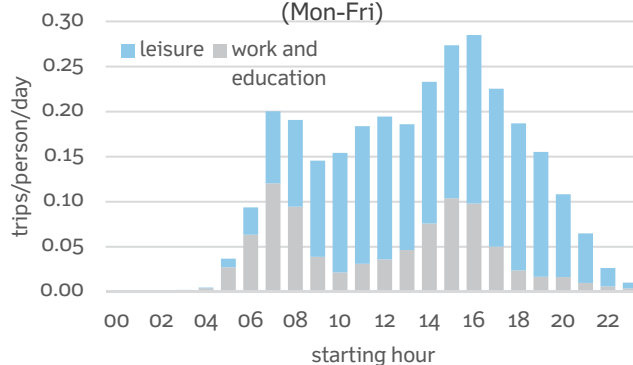
number of trips 2,7 trips/person/day



average trip length 15 km/trip



trips according to starting hour, weekdays (Mon-Fri)

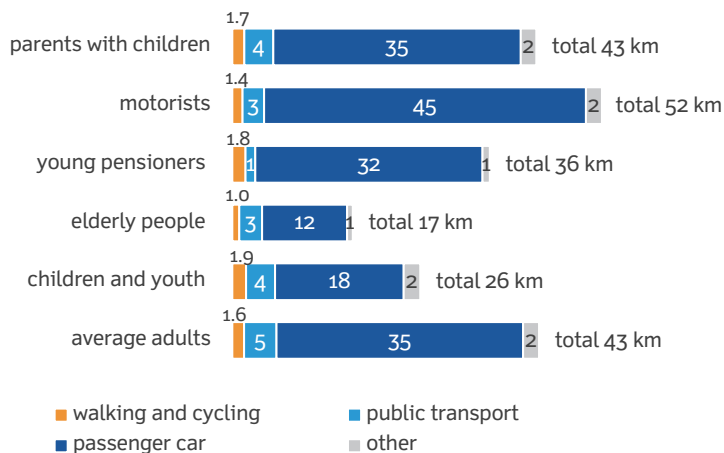


Trips of some Demographic Groups

Finns' travel distances vary considerably depending on their situation in life. An average elderly person who participated in the study travelled on average about 17 kilometers per day, where as a motorist travelled on average 52 kilometers per day. 19 per cent of Finns did not make any trips during the day. Children and youth walked and cycled the most, elderly people and motorists the least.

"Motorists" here means persons who are at least 18 years old, have a driving license and have a passenger car at their disposal at all times. The demographic groups presented are not mutually exclusive.

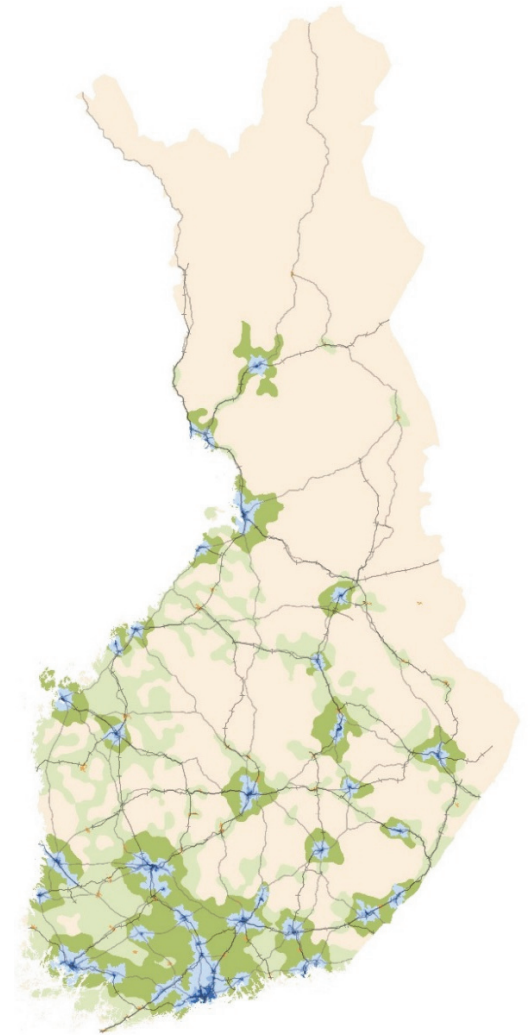
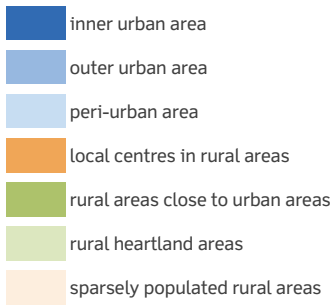
km/person/day



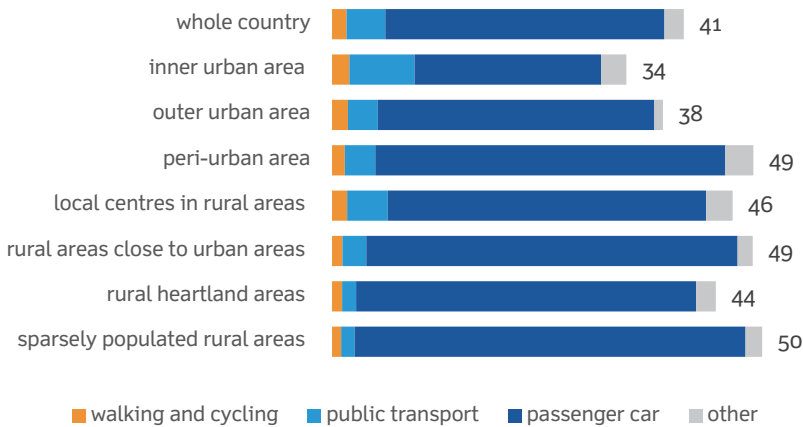
Travel and Land use

The use of sustainable modes of transport is most common in the inner urban area and local centres in rural areas. Travel distances are usually bigger in more sparsely populated areas. An exception are the rural heartland areas where the residents' domestic travels distances are smaller than in other rural areas.

Urban-rural Classification



Domestic travel distance according to the urban-rural classification (km/person/day)

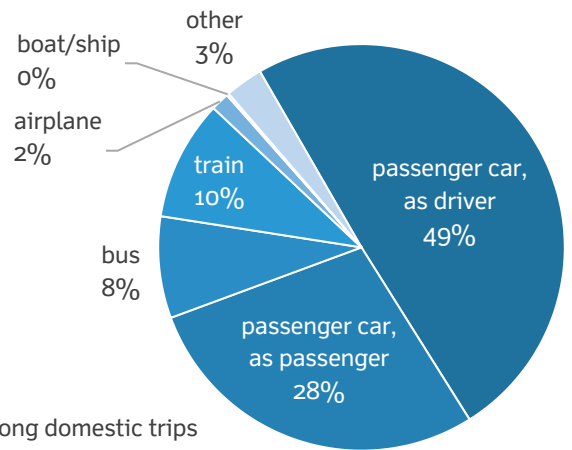


Long Domestic Trips

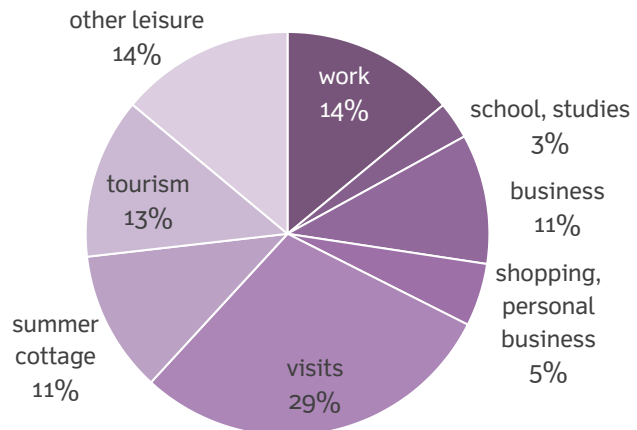
In the survey, Finns' over 100 kilometres long trips were studied separately. Finns make an average of 19 over 100 kilometres long domestic trips per year. Slightly less than a third of these trips are related to work or education and the rest to leisure. 29 per cent of the trips are visits. 78 per cent of over 100 kilometres long trips are made by passenger car.

Half of the over 100 kilometres long domestic trips are day trips that don't involve an overnight stay. As for trips involving overnight stays, the most common are weekend trips with one or two overnight stays. The most common place to stay overnight is at a friend's, acquaintance's or relative's home.

modal shares of long domestic trips



purposes of long domestic trips



Survey Data

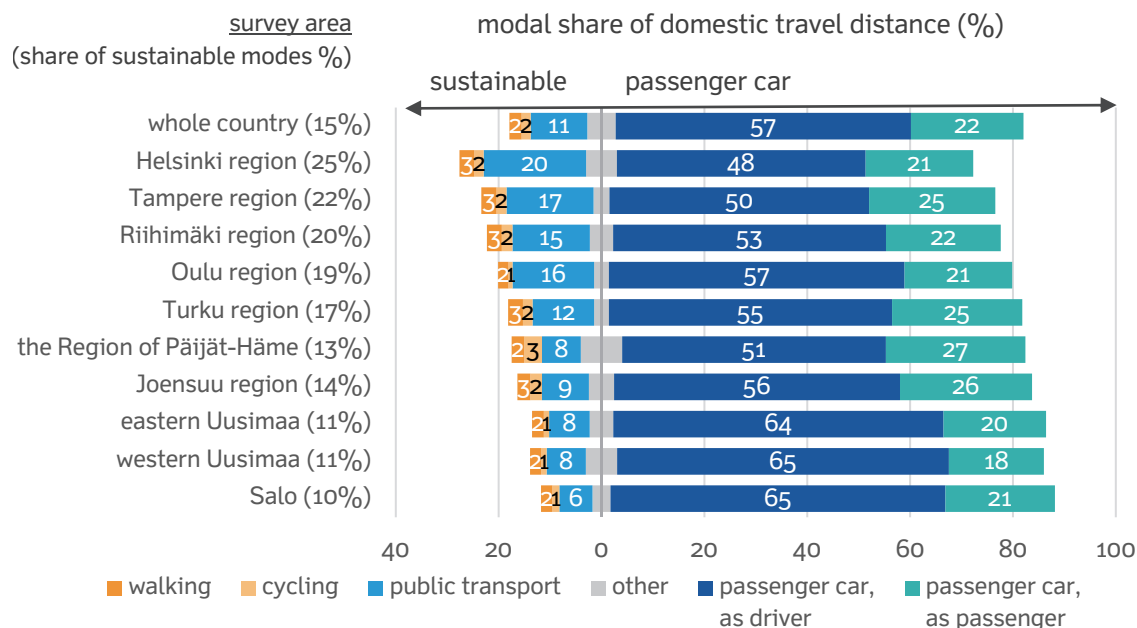
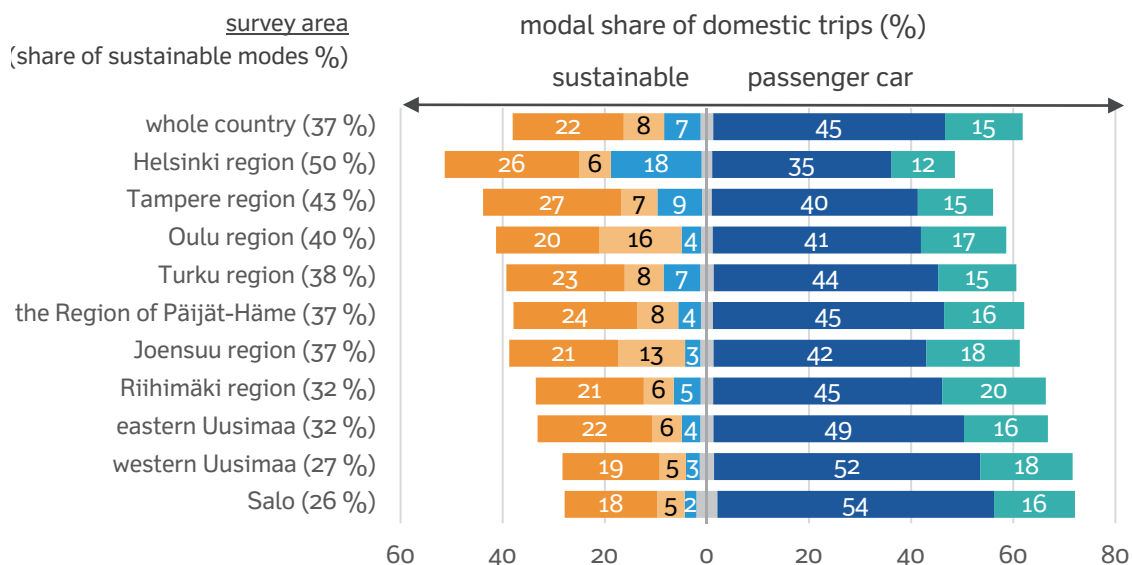
The most recent survey was conducted in 2016 as a multi-mode survey. The respondents were able to participate in the survey by phone, online or by mail. Previous surveys were conducted by mail until 1992 and as phone interviews since 1998. The method change causes a break in the time series and the results are thus not fully comparable with the previous survey.

In 2016 the survey involved for the first time several regions with their own additional samples. Altogether, more than 30,000 Finns participated in the survey. The target group of the study included all Finns who were at least six years old, with the exception of residents of Åland.

Regions Participating in the Survey

The survey involved the following regions with their own additional samples: Helsinki, Oulu, Tampere, Turku, Joensuu and Riihimäki regions, the Region of Päijät-Häme, Salo and eastern and western Uusimaa. The survey was carried out both nationally and in all of these regions simultaneously and with similar methods.

There are considerable differences in the modal shares of sustainable modes between the regions. These differences are caused by many factors, such as the size of the regions, the possibilities for organizing public transport, regional and urban structure, income level, employment and age structure. Of the regions studied, sustainable transport modes' modal share was the largest in the Helsinki region and the smallest in Salo.



Additional Information about the Survey

Additional information about the survey, methods and using the survey data is available online at www.hlt.fi.

Finnish Transport Agency