

0 Administrative Information about the Statistical Product
0.1 Name

Traffic Survey

0.2 Subject Area

Transport

0.3 Responsible Authority, Office, Person, etc.

Short term statistics

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0.4 Purpose and History

The purpose of the traffic survey is to map the traffic behaviour of the Danish population. The traffic survey was made for the first time in January 1993. The last survey published by Statistics Denmark concerns 2001.

Surveys for 2002 and onwards are published on <http://tudata.dk> by DTU Transport.

0.5 Users and Application

The traffic survey is used by the Danish Ministry of Traffic, the National Environmental Research Institute of Denmark, the Road Directorate and the Danish Road Safety Council among others. The survey can be used as a basis for forming and governing the traffic policy, including the calculation of traffic risks, the environmental impact of traffic, etc.

0.6 Sources

The survey is conducted as daily telephone interviews from a test sample of the population. In the period 1993-1995 the traffic survey formed part of the Danish Omnibus Survey. Since April 1996, the traffic survey has been an independent omnibus survey.

0.7 Legal Authority to Collect Data

Participation in the survey is voluntary.

0.8 Response burden

The response burden has not been assessed.

0.9 EU Regulation

None.

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1 Contents
1.1 Description of Contents

The survey maps the transport habits of the population within the national borders, i.e. how many kilometres does the population travel on a daily basis, by means of transport and for what purpose. This is calculated for the population as a whole, by sex, age, professional status, family status and other, by enumeration. Also shown are transport work and trips undertaken on weekdays and at weekends, respectively.

1.2 Statistical Concepts

Population. In the period 1993-1997, the survey population was made up of persons in Denmark (exclusive of Greenland and the Faroe Islands) aged 16-74

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December 18 2014

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years, as listed in the CPR register. From 1998 onwards, the population has been extended to include persons aged 10-84 years.

Test sample. The size of the test sample is approx. 2,100 persons per month. The test sample is selected by simple random selection from the CPR register. Using this method a new representative sample is selected every month.

Questions. The questions in the interview focus on the traffic behaviour of the respondents during the 24 hours prior to the interview. The reference period starts at 3 am the previous morning and ends at 3 pm the following day. Moreover, background information about the respondent is collected.

Traffic behaviour. The respondents traffic behaviour during the reference period is described by trips and transport work in time and kilometres.

The trips. A trip is defined as travel undertaken for a defined purpose, made on public roads.

Transport work. The transport work is defined as the number of kilometres a person travels within a certain time. A persons daily transport work is the sum of all the single trips.

Purpose of trip. In accordance with the definition each trip has a single purpose. The purposes are grouped in five categories: home, work, trade, shopping etc. and leisure.

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2 Time

2.1 Reference Period

The traffic survey is conducted as telephone interviews. The questions in the interviews concern the traffic behaviour of the respondent in the 24 hours prior to the interview.

2.2 Date of Publication

The traffic survey is published annually.

In 2001, the publishing time i.e. from the end of the reference period until the time of publication was approx. 350 days.

2.3 Punctuality

From 1999, the articles concerning the traffic survey comply with the general publishing standards of Statistics Denmark.

2.4 Frequency

The results of the traffic survey are published annually.

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3 Accuracy

3.1 Overall accuracy

The statistical uncertainty concerning the estimate of the daily transport work of each person is approx. 3 per cent, when the estimate is based on a 12-month interview period. Uncertainty increases as the transport work is grouped by means of transport, since these estimates are based on fewer observations. The uncertainty attaching to the average transport work by train or bus is hence approx. 9 per cent. It is estimated that the uncertainty attaching to the average transport work on weekdays and weekends is 3 and 9 per cent, respectively.

3.2 Sources of inaccuracy

The survey is based on monthly, randomly selected test samples, and the results are therefore subject to some statistical uncertainty. The uncertainty reflects the variation in the collected data compared to the sample size.

Data are actually collected from approx. two thirds of the selected persons in the test sample. If the loss is not evenly distributed, the enumerated level is not necessarily representative of the population as a whole (unequal loss). After the collection of data, the test sample is grouped according to sex, age, urbanisation, civil status and type of housing. Hereafter, every group is enumerated into whole population level by multiplying with a person weighting. The person weighting equals the relationship between the total number of CPR registered persons belonging to the group in question and the number of respondents in the group. The method is partly adjusting for unequal loss.

Apart from the statistical uncertainty, data can be incorrect due to measuring errors.

When, for example, the means of transportation is public, it can be difficult for the respondent to state the travelled distance exactly if the trip is part of a daily transport pattern.

3.3 Measures on accuracy

None.

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4 Comparability

4.1 Comparability over Time

The traffic survey has been conducted since January 1993. Up until 1995, the survey was not carried out in the month of July, as was also the case for the omnibus survey of Statistics Denmark. However, this does not have any particular effect on the main results.

Moreover, the questionnaires have been revised frequently; for example, the number of transport means has been extended. In 1993, only one question about transport with pick-up was asked, but from 1996 onwards questions are asked about transport in pick-up as respectively driver and passenger. It is, however, possible to compare the surveys over time by adding the transport work, thereby retaining comparability between different transport means over time.

4.2 Comparability with other Statistics

The traffic survey is unique in Denmark and cannot be compared directly to other surveys concerning transport work. Derivations from it can be found in various other publications.

4.3 Coherence between provisional and final statistics

Only final figures are published in the traffic survey.

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5 Accessibility

5.1 Forms of dissemination

The results of the traffic survey are made public from 1999 onwards in *Transport* (Statistical News). The results were previously published in *Samfærdsel og turisme* (Statistical News).

Elements from the survey from 2002 onwards are available on <http://tudata.dk> (DTU Transport)

5.2 Basic material: Storage and usability

The basic material is stored electronically for a number of years.

5.3 Documentation

The methods and the contents are described in more detail in Statistical News, the Transport series, 1999:30.

5.4 Other Information

None.

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