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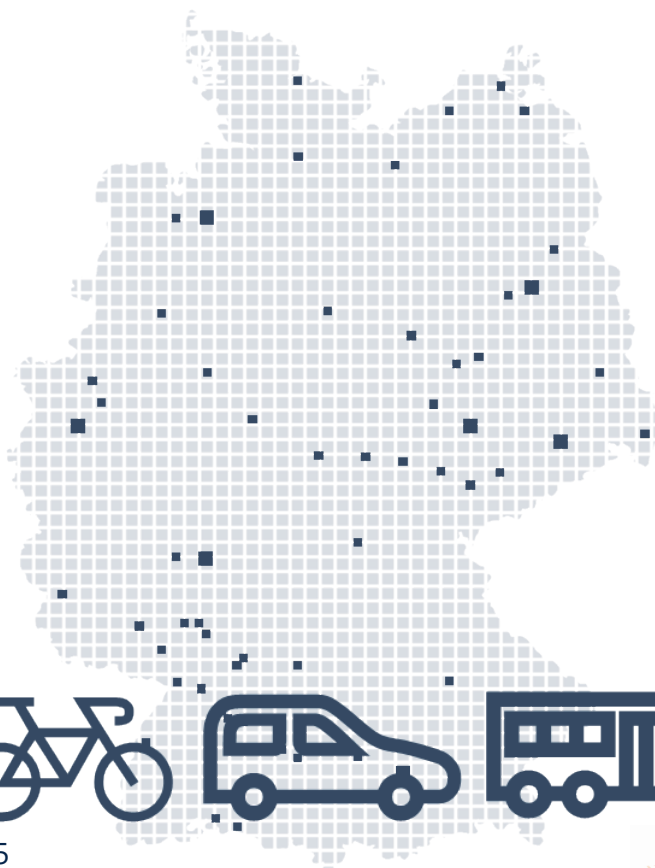
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Special Evaluation of the Research Project "Mobility in Cities – SrV 2023"

City Comparison



Dresden, December 2025
<https://tu-dresden.de/srv>



Special Evaluation of the Research Project "Mobility in Cities – SrV 2023"

City Comparison

Commissioned by:

Cities, transport operators, transport associations,
planning associations, districts, and federal states

Prepared by:

Dresden University of Technology
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Preface

The growing diversity of individual mobility, together with a range of societal conditions, poses new challenges for transport planning and mobility research. Both at the municipal and regional levels, the need for insights into the current status and into the potential for mobility development is increasing. In order to satisfy this demand, high-quality and comparable mobility data has long been indispensable. Furthermore, the availability of mobility indicators is a prerequisite for obtaining funding for planned projects.

This SrV City Comparison aims to provide such data and indicators. It was compiled as part of the nationwide study "Mobility in Cities – SrV 2023" carried out by the TUD Dresden University of Technology (TU Dresden). Drawing on the extensive results of the study, the City Comparison provides a condensed extract by showing directly comparable key mobility indicators for the individual study areas.

On the one hand, this reveals the range of variation of the indicators across the SrV study areas. On the other hand, the document allows for direct comparisons between the participating cities and districts as part of a benchmarking process. To ensure an appropriate interpretation of the findings from these comparisons, the specific local conditions of the compared areas must be considered.

The time series study "Mobility in Cities – SrV", which is well established across Germany and recognized internationally, was continued for the twelfth time with the SrV 2023 survey. Since the study was founded in 1972 under the name „System of Representative Travel Surveys“ (in German: "System repräsentativer Verkehrsbefragungen", SrV) TU Dresden has been using regular SrV household surveys to analyze societal developments in the context of mobility. The data and insights obtained through these surveys benefit transport planning, transport policy, and mobility research alike.

The further increase in the number of commissioning institutions compared to the SrV 2018 reflects the confidence that practitioners place in the scientific concept of the SrV and its implementation by TU Dresden. Around 282,000 respondents in 493 cities, municipalities, and administrative associations constitute the largest sample ever collected in an iteration of the SrV survey.

We would like to take this opportunity to extend our sincere thanks to all institutions that made the twelfth iteration of the SrV possible by commissioning the study. By agreeing to the publication of the results in this SrV City Comparison, they make a valuable contribution to the current assessment of mobility in cities, one that extends far beyond the project itself.

The Chair of Mobility System Planning and the project team hope that the results and data of the SrV 2023 will gain—like those of its predecessors—wide circulation both in practice and in academia.

Dresden, May 2025

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1 Characteristics of the survey

1.1 Purpose of the City Comparison

The SrV City Comparison compiles fundamental indicators of mobility among the residential population in the participating study areas (cities, municipalities, and districts).

On the one hand, the range of variation of the indicators across the SrV study areas is thereby documented and made available. Furthermore, the City Comparison allows for direct comparisons between the participating cities and districts as part of a benchmarking process. To ensure an appropriate interpretation of the findings from these comparisons, the specific local conditions of the compared areas must be considered.

1.2 Data collection period and reference days

The data collection for the SrV 2023 took place from February 2023 to March 2024. Therefore, mobility data for a full twelve-month period are available for all participating study areas.

"Mobility in Cities – SrV" is a reference-day survey, meaning that randomly selected households are given a specific reference day for which all household members report their mobility. According to the SrV standard, the reference days for the surveys are all mid-week working days, i.e., Tuesdays, Wednesdays, and Thursdays, provided they do not fall on or directly adjoin a school holiday or public holiday. This results in a varying number of possible reference days, depending on the month and the federal state. For the SrV 2023, this number ranges between 102 and 113 days. Figure 1-1 provides an overview of the possible reference days using the Free State of Saxony as an example.

The complete list of all reference days in each federal state can be found in the SrV Methodology Report¹.

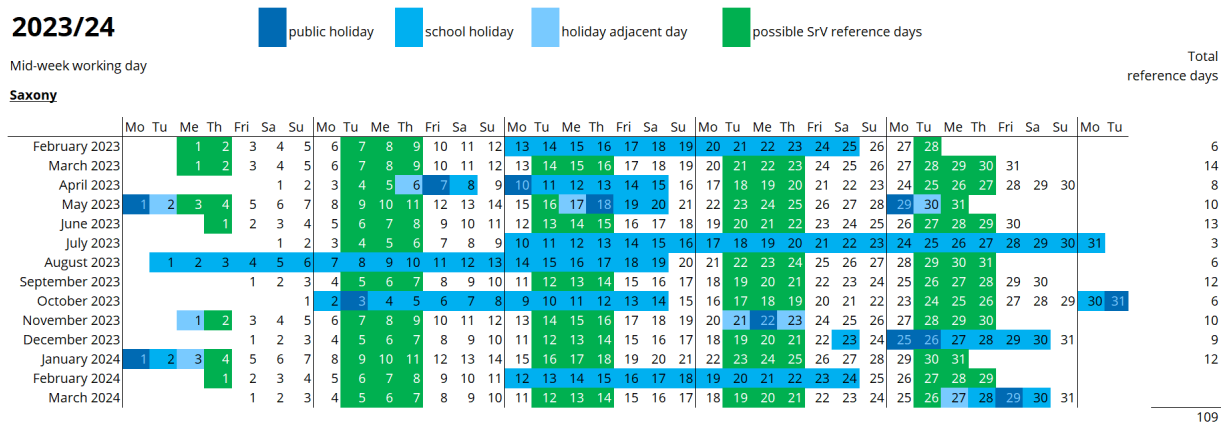


Figure 1-1: Reference days for the SrV 2023 in the Free State of Saxony

¹ Hubrich et al. (2025).

1.3 Sampling design

The sampling plan for the SrV 2023 was developed separately for each study area, since the target population consists of all residents of the commissioning study areas (without any age restrictions). In coordination with the commissioning institutions, net sample sizes were defined for each study area and used as fieldwork targets. For larger medium-sized and major centers, the net sample size ranged from 1,000 to 40,000 respondents. In smaller municipalities in the surrounding areas of major centers, at least 500 people were typically surveyed.

1.4 Survey methodology

The methodology of the survey instrument must be designed to ensure that the sample of respondents is as representative of the target population as possible. In addition, the required level of data and response quality must be ensured for this sample. These two requirements give rise to a range of detailed considerations regarding the methodological approach, from the initial contact through the actual survey to follow-up and reminder activities.

Findings from previous iterations of the SrV and from the literature show that telephone interviews (CATI²) achieve higher response rates and better data quality than traditional written postal surveys (PAPI³)⁴. However, only a small share of the household sample can be matched beforehand with a telephone number from publicly accessible directories. In the SrV 2023, this proportion has fallen to only about 17 percent across all study areas. The number of households without a landline or without a listing in telephone directories has increased significantly in the past years and decades.

Since it must be assumed that this group of persons systematically differs from those with a telephone number, the trip recording in the SrV 2023, consistent with the 2003, 2008, 2013, and 2018 survey iterations, was conducted through a combination of telephone and written surveys. As in the 2013 and 2018 iterations, the written questionnaire in the SrV 2023 could be completed exclusively online (CAWI⁵).

Figure 1-2 provides an overview of the survey methodology used in the SrV 2023.

² Computer-Assisted Telephone Interviewing

³ Paper-And-Pencil Interviewing

⁴ Hubrich (2017), pp. 21 ff. and pp. 159 ff.

⁵ Computer-Assisted Web Interviewing

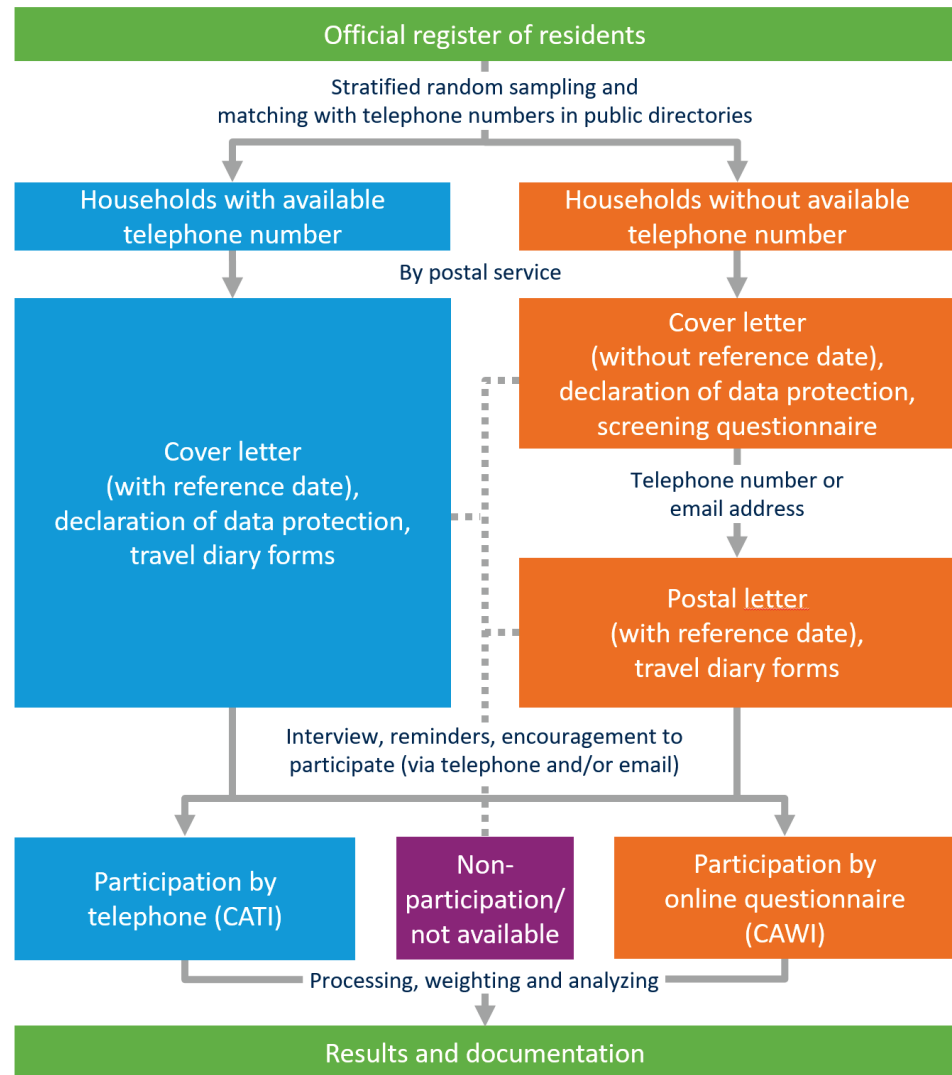


Figure 1-2: Schematic of the survey methodology of the SrV 2023

Following the (stratified) sampling from the registers of residents of the participating cities, telephone numbers for these households were researched. As a result, the sample consisted of two groups:

- Households directly reachable by telephone (one-stage contacting process)
- Households not directly reachable by telephone (two-stage contacting process)

A household was considered directly reachable by telephone if its address could be matched with a landline or mobile phone number from publicly accessible telephone directories.

For households without an available telephone number, the mailing of survey materials took place in two stages. In the first stage, these households received a short screening questionnaire to record their willingness to participate and to collect, among other things, a telephone number or an email address.

The screening questionnaire could be returned by post or completed online. The login credentials for online participation were included in the cover letter. Two reminder stages were implemented for households that did not respond.

After the screening questionnaire was returned, these households received—just like all households directly reachable by telephone—a letter specifying the reference day assigned to them.

The survey materials were sent out weekly in waves. Letters containing the reference day had to be mailed in such a way that households received the notification a few days before their assigned reference day.

Households for which a telephone number was available either from the outset or after the return of the short questionnaire were contacted by telephone after the reference day and interviewed or encouraged to participate online. In order to reach as many household members as possible directly, telephone interviews were often split across several calls. For households that were not reachable by telephone but already assigned a reference day, the expectation was that they would complete the online questionnaire. If no entries were made, reminders were sent by email. The household-specific login credentials for the online survey were included in all letters.

All households were free to switch between telephone and online participation at any time.

1.5 Study areas

An SrV study area usually corresponds to the territory of a single city, municipality, or district (in German: "Kreis" or "Landkreis").

Furthermore, an SrV study area may consist of several cities and/or municipalities for which a single combined indicator is calculated. Such a parameter then applies, for example, to a subregion composed of multiple municipalities.

The SrV 2023 survey covered a total of 134 study areas, comprising 493 cities, municipalities, and municipal association across Germany. The following figures show the cities and regions in which surveys were conducted as part of "Mobility in Cities – SrV 2023". For 25 of these study areas, the 2023 iteration was the first time they participated in the SrV survey.

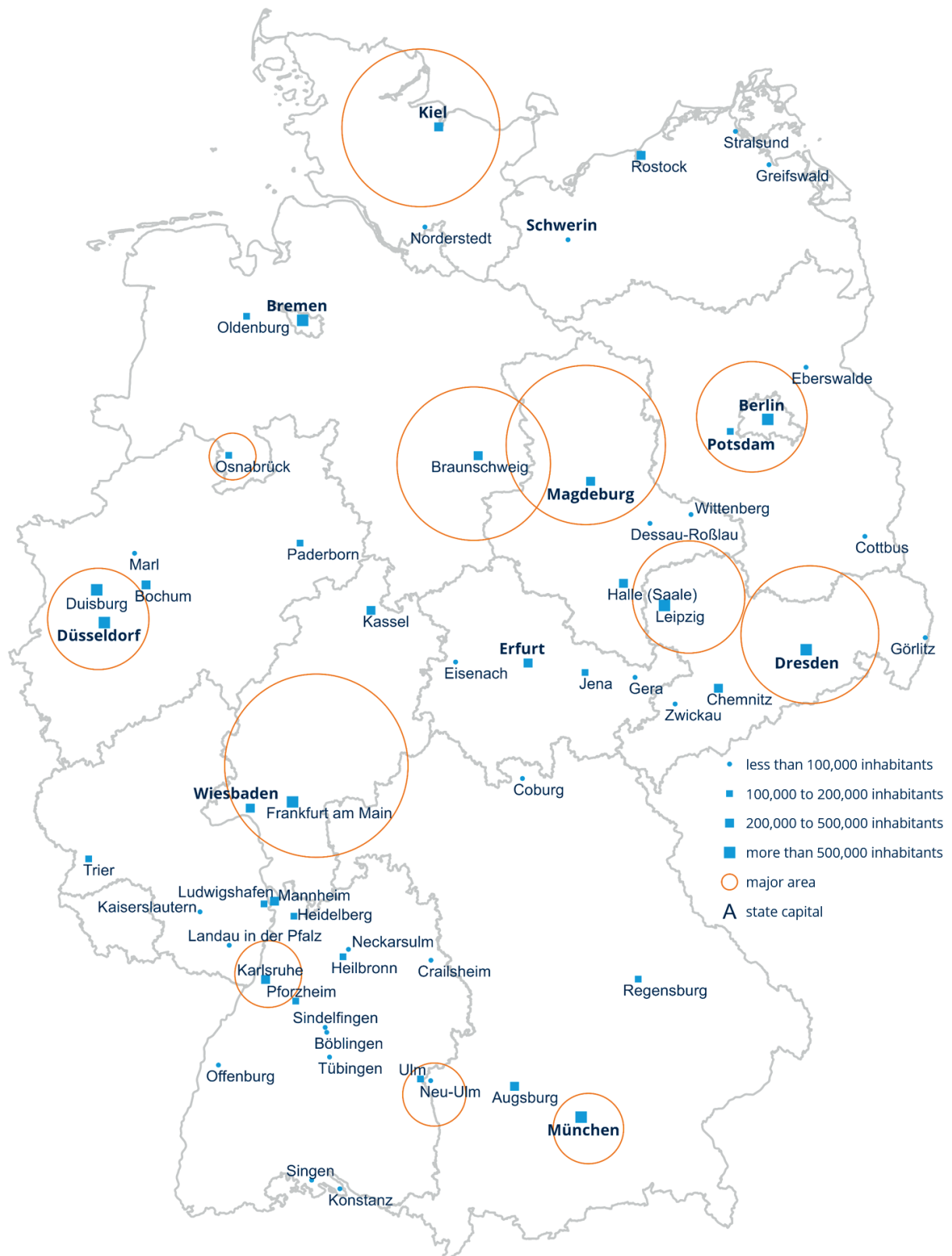


Figure 1-3: Study areas of the SrV 2023 (1)

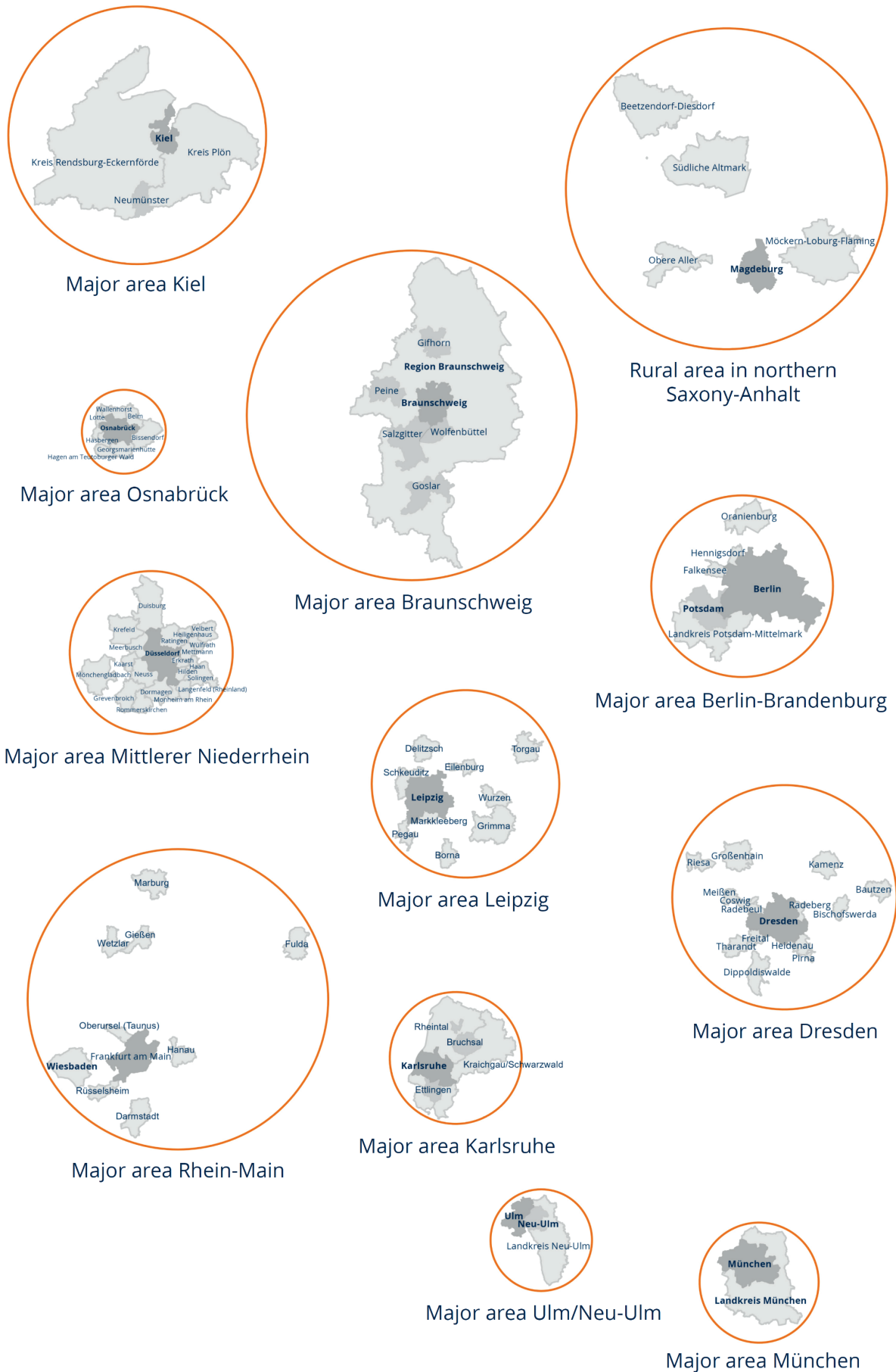


Figure 1-4: Study areas of the SrV 2023 (2)

2 Terms and definitions

2.1 Scope and delimitations

2.1.1 Target population and units of observation

The target population of the survey consists of all residents of the respective study area. There are no restrictions with regard to age, gender, nationality, or main versus secondary residence.

The survey examines the mobility of the residential population in the participating municipalities and districts. Households are selected randomly and all household members are surveyed, with the household context explicitly taken into account.

Accordingly, the units of observation consist of households and their members, their mobility, and their actual travel behavior.

The data to be collected for analysis are therefore structured as follows:

- Household data, consisting of various household- and vehicle-related characteristics
- Personal data, consisting of sociodemographic and mobility-relevant characteristics of the surveyed individuals
- Trip data, consisting of characteristics of the spatial movements (travel behavior) reported by the surveyed individuals

The respondents' travel behavior as well as other relevant characteristics of their mobility are recorded for a randomly assigned reference day. Generally, all trips made by all members of a household are surveyed. The only exception are household members who had no spatial connection to their residential study area for the entire reference day; their trips are not recorded. Accordingly, all analyses of the reference-day mobility refer to persons who were present in the study area.

2.1.2 Thematic delimitation of the travel behavior to be surveyed

Transport is defined as the entirety of all spatial movements of people and goods. Since the target population of the SrV survey consists of the residents of the study areas, the focus is on the trips and travel behavior of the residential population.

It is assumed that the trips made by the residential population make a significant contribution to the overall travel volume within a study area.

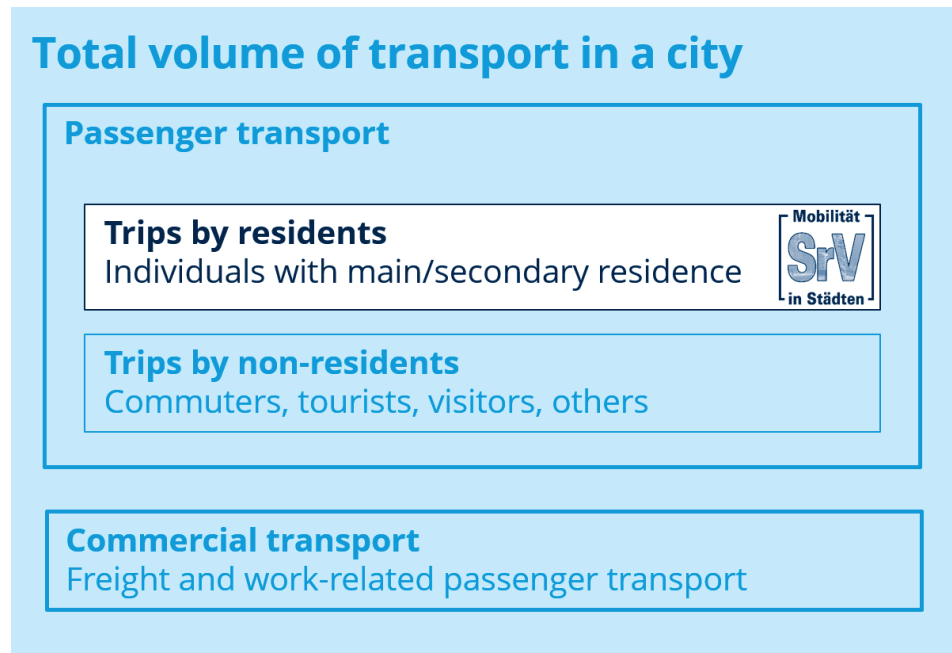


Figure 2-1: Delimitation of the types of transport to be surveyed

Other relevant forms of transport, in particular trips by non-residential commuters, tourists, and visitors, are not taken into account in the SrV (see Figure 2-1). Commercial transport is only recorded to a limited extent, as far as work-related passenger transport (work-related trips undertaken as part of professional duties; commuting excluded) occurs as part of residents' trips.

2.1.3 Spatial delimitations

As a household survey, the SrV records the local trips of the resident population within the urban area—that is, primarily the residents' intra-city trips as well as their outbound and the corresponding inbound trips.

Intra-city trips are defined as spatial movements that start and end within the city or municipal area. Outbound trips start within the city or municipality and end outside of it; for inbound trips, the situation is reversed (starting outside and ending within the city or municipal area).

External trips and through trips made by residents are also recorded. However, the resulting travel volume is comparatively small and the sample size for these types of trips is generally insufficient for representative analyses.

Significant shares of through trips as well as tangential or other trips within a city cannot be captured through household surveys (see Figure 2-2). They require separate surveys and traffic counts.

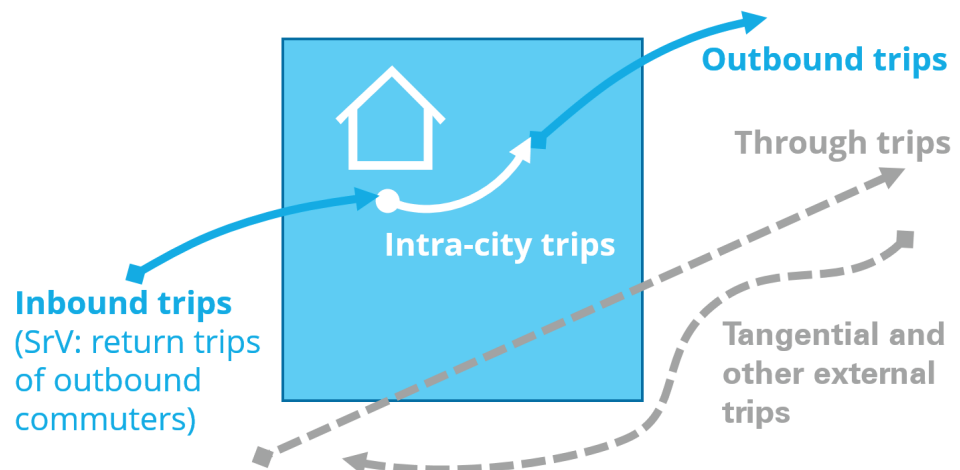


Figure 2-2: Spatial categories of trips in relation to the study area

In the following, “all trips” refers to all trips recorded in the survey, including outbound, inbound, through, and external trips made by residents. Intra-city trips are reported separately at the appropriate points because of their relevance for planning purposes.

2.2 Selected definitions

2.2.1 Mobile and non-mobile persons

The aim of focusing on the local trips of the resident population requires a consistent definition and delimitation of weekday, location-based mobility.

For a given study area (city or municipality), a person is considered mobile if, on their assigned reference day, they undertake any trips within, to, or from the study area. In the context of the SrV, a person is considered non-mobile if they were present in their residential study area on the reference day but did not make any trips (narrow definition of mobility), as well as if they were not present in the study area at all throughout the reference day (extended definition of mobility).

If a respondent is classified as mobile with regard to the SrV definition, all trips they make on the reference day are recorded in detail.

If a respondent is classified as non-mobile under the extended SrV definition because they were not at their place of residence on the reference day, they are asked whether they took any trips outside the SrV study area on that day. However, these trips are not recorded in detail. If a respondent is genuinely non-mobile, in the sense that they undertook no trips at all on the reference day, the reason for their non-mobility is recorded (see Figure 2-3).

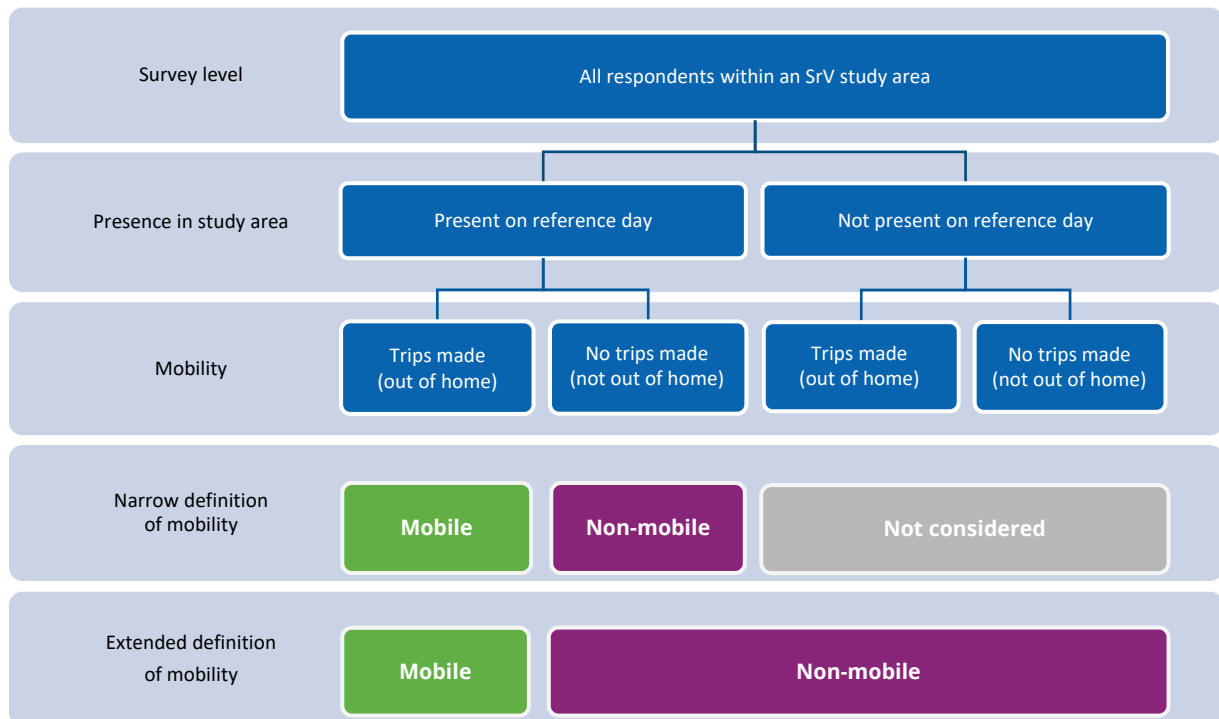


Figure 2-3: Definition of a mobile person

2.2.2 Trips

Within the SrV, a trip is any spatial movement whose origin and/or destination lies outside the premises of the respondent's residence. The following points also apply:

- Each trip is defined by exactly one purpose (e.g., commuting to work, shopping, returning home).
- Short trips (e.g., posting a letter in a nearby postbox) are considered independent trips and must be recorded explicitly.
- A trip may consist of several stages, i.e., multiple modes of transport can be used on a single trip (e.g., walking > suburban rail > bus > walking).
- The main mode of a trip is determined according to a predefined hierarchy of transport modes.
- (Return) trips to the respondent's own home are counted as independent trips.

Therefore, two separate trips arise, for example, when a respondent stops to shop on their way home from work.

Round trips (e.g., hikes) in which the origin and destination are identical are recorded as two separate trips—a trip out and a trip back. In these cases, the length and duration of the originally reported trip are halved.

2.2.3 Purpose-based categories

The purpose of a trip is distinguished according to the activity performed at the destination. This variable, referred to as a trip's purpose or destination, is linked as closely as possible to a spatially identifiable facility, for reasons concerning planning considerations and modeling requirements. In the SrV 2023 (as in 2018), the purpose of a trip could be assigned to 20 categories. The activity purposes and causes comprise:

- Own workplace
- Other work location/work-related trip
- Nursery/kindergarten
- Primary school
- Secondary school (e.g., "Mittelschule", "Oberschule", "Gymnasium")
- Vocational school, technical school, university
- Other educational institution
- Shopping for daily needs
- Other shopping
- Administrative appointment, doctor's visit
- Service facility (e.g., post office, bank, hairdresser)
- Culture, theater, cinema
- Restaurant/pub
- Private visit (other person's home)
- Outdoor recreation/sport (including hiking, walking a dog, etc.)
- Sports facility (general)
- Other leisure activity
- Other

Furthermore, the following categories are also used as causes for activities in a broader sense:

- Dropping off or picking up persons
- Own home

Trips that involve dropping off or picking up others are coded in two stages with respect to their purpose. First, they receive the purpose label "dropping off or picking up persons". Subsequently, the drop-off or pick-up location is recorded. For this, the same purpose categories as listed above are used.

In order to capture all movements made by a surveyed person on the reference day, the SrV also records trips that lead back to the respondent's own home. These trips back home are coded in two different ways with respect to their purpose or destination:

- Option 1: Trips back home are coded as an independent purpose category. This approach allows for a clear representation of the relation to the place of residence, for example in the context of modeling or other planning-related applications.

- Option 2: The purpose of the preceding trip is assigned to the trip back home. This approach makes it possible to determine the distribution of all out-of-home activities, i.e., without treating the place of residence as a separate activity.

2.2.4 Modes of transport, main modes, and groups of main modes

Within the SrV, modes of transport are defined as the technical means used to carry out a trip. For the purpose of household survey analyses and in the context of transport planning, walking is also treated as a mode of transport.

If multiple modes are used on a single trip, a main mode is assigned for analysis. This single label is determined according to a hierarchy of modes in which those with the highest distance-related performance are ranked first. With reference to the modes explicitly included in the questionnaire, this results in the following hierarchy:

1. Long-distance train
2. Long-distance bus
3. Regional train
4. Suburban rail (S-Bahn)
5. Metro (U-Bahn)
6. Tram
7. Bus
8. Taxi
9. Passenger in a carsharing car
10. Passenger in another private car
11. Passenger in a household car
12. Driver of a carsharing car
13. Driver of another private car
14. Driver of a household car
15. Motorized two-wheeler (moped, motor scooter, motorcycle)
16. Bicycle (including cargo, rental, or shared bicycles)
17. E-scooters
18. Walking

Because each trip is assigned a main mode of transport, only trips made entirely by walking are assigned to this mode in the modal split analyses. Access and egress sections of a trip, such as those to or from public transport or parking facilities, are not counted as walking trips. Nevertheless, all modes of transport used on a trip are stored individually in the dataset. Moreover, their use can be traced through the sequence of used modes, which was also recorded.

For the analyses of aggregated mode groups, the main modes were grouped into broader categories.

The following modes are included in public transport (PT):

- Airplane
- Ferry
- Suspension railway, cable car
- Long-distance train
- Long-distance bus
- Regional train
- Suburban rail (S-Bahn)
- Metro (U-Bahn)
- Tram
- Bus
- Taxi
- Other technical means classified as public transport

Private motorized transport (PMT) includes the following modes:

- Car as driver
- Car as passenger
- Truck as driver or passenger
- Motorized two-wheeler as driver or passenger
- E-scooters
- Other motorized vehicles as driver or passenger

2.2.5 Distance, duration, and speed

To describe a trip, the travelled distance, the duration, and the resulting speed are also relevant measures.

Distance is defined as the door-to-door length of a trip as reported by the respondents. In addition, a GIS-based distance was recorded. This was calculated in real time by the HERE online routing service, using mode-specific parameters, and assigned to the corresponding trip.

Duration refers to the door-to-door time difference between the start of a trip and the arrival at the destination, as reported by the respondent (the so-called complex travel time).

Speed is calculated as the average door-to-door travel speed, obtained by dividing the distance by the duration.

3 Survey variables

3.1 Variable delimitations

The variables of the SrV questionnaire describe information on each household, its members, and the trips they completed on the reference day. The core elements of these variables were retained in the SrV 2023, as was done in previous iterations, to ensure comparability across the time series.

Because each iteration of the SrV must account for societal and technological developments and the resulting changes, the standard questionnaire was once again expanded in the SrV 2023.

In addition, the diversity of local or client-specific requirements led to further specialized extensions of the questionnaire.

The questions and response options in the online questionnaire and in the telephone interviews are identical.

The survey variables are summarized below. The full documentation of the wordings of questions and response options for all standard, special, and additional questions can be found in the methodology report⁶.

3.2 Variables concerning households

Variables on household characteristics describe the situational context of the persons living in a household and are used to classify the household according to transport- and mobility-relevant aspects. For each household, the following variables were collected:

- Number of individuals in the household
- Walking time to the nearest public transport stops/stations (including car-sharing stations)
- Household vehicles
- Annual distance driven, place of registration, usual parking location, engine type, and, where applicable, usual charging location of the household's three most frequently used cars
- Monthly net household income
- Type of residence (main or secondary)

⁶ Hubrich et al. (2025).

3.3 Variables concerning individuals

For a causal analysis of mobility and travel behavior, variables describing the respondents are essential. Since a person's stage in the life course plays a decisive role in shaping their behavior, the relevant characteristics of all household members were collected in as much detail as possible. The following variables were recorded for each individual in the household:

- Age, sex, and, if applicable, migration background
- Mobility impairments, if any
- Occupation
- Education level and vocational training
- Ownership of a driver's license
- Overall use of car, carsharing, bicycle, rental/shared bicycle, rental e-scooter, and local public transport
- Overall frequency of trips completed entirely by walking
- Assessment of the local traffic/transport
- Attitudes toward modes of transport in everyday life
- Type of public transport ticket usually used
- Ticket format usually used (e.g., paper, digital)
- Use of online shopping and delivery services
- Working from home

In addition, general variables on mobility on the reference day were collected for each individual:

- Typicality of the reference day; if atypical, the reason
- Access to household vehicles on the reference day (car, bicycle, or cargo bicycle, each electric or non-electric, and e-scooter)
- Access to a season ticket for public transport on the reference day
- Presence of the respondent within the respective city or municipality on the reference day; if absent, reason for absence
- Departure from the residence on the reference day (trips made/out of home), if not reason for non-mobility
- Working from home on the reference day
- Occurrence of regular work-related trips on the reference day; if applicable, the number of such trips, main purpose, modes used, and total distance travelled
- If applicable, location and type of the starting point of the first trip (if it was not the respondent's home)

In the case of proxy interviews, the household member who answered on behalf of another person was also recorded.

3.4 Variables concerning trips

The key indicators of a person's travel behavior can be derived from the sequence and characteristics of all trips they undertake. Accordingly, the following variables are recorded for every trip made by each respondent:

- Start time of the trip
- Purpose or destination
- Presence of company; if present, type and number of accompanying persons
- Type and sequence of modes used; if applicable, number of transfers
- If applicable, number of other persons in the car
- Mode used for the longest trip segment
- Location of the destination
- Arrival time
- Distance covered

4 Structure and interpretation of the tables

The tables documented in the appendix contain standardized structural and mobility-related evaluations from the "Mobility in Cities – SrV 2023" survey.

The table header generally includes the table number and the analytical reference. The numbering of the tables in the City Comparison is independent of the numbering of the evaluation tables in the standard evaluation.

If analyses are based on subsets of the data (e.g., only trips shorter than 100 kilometers), this is indicated separately at the bottom of the page. The footnote also provides a reference to the corresponding evaluation tables of the standard evaluation for each study area and/or to the relevant page in the fact sheet.

The tables of the City Comparison extend across multiple pages, which are distinguished by lowercase letters following the table number.

Each table begins with the cities and municipalities, as well as study areas that comprise multiple municipalities, sorted in descending order by population⁷. At the end of each table are the districts, likewise sorted in descending order of population.

Tab 1 provides a topographic classification of the study areas into the categories "flat" and "hilly". The share of streets with a gradient of at least 2 percent within the city or municipal area is used as a basis for this classification. If this share is below 20 percent, the city or municipality is classified as "flat".⁸

The tables were generated automatically based on the weighted individual datasets. In some cases, rounding may result in deviations in the sums.

Indicators that are based on a small number of cases due to the complexity of the evaluation combinations may only have limited explanatory power. The calculation of the standard error is highly complex in some cases. Because the variability of the variables differs, this calculation must always be carried out with reference to each individual variable. To provide a practical simplification, indicators are not reported in the tables of the City Comparison when the underlying (unweighted) number of cases is smaller than (or exactly) 30 households, 60 individuals, or 180 trips.

These threshold values were determined on the basis of error calculations for variables with a relatively low variability. The minimum number of cases numbers refer to group-specific means or to the total number of cases with regard to categorically distributed indicators (percentage distributions). Below these minimum numbers, the relative standard error can be expected to exceed 20 percent, and the accuracy of the indicators is therefore assessed as statistically insufficient.

⁷ According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

⁸ The definition and the differentiation procedure are documented in Ahrens et al. (2012), pp. 17 ff. and pp. 121 ff.

5 References

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Appendix – Mobility Indicators in Tabular Form

General mobility indicators

- 1 Persons Present in Study Area, Share of Mobile Persons, Number of Trips, Departures from Home, and Distance Travelled
- 2 Morning and Afternoon Peak Hour
- 3 Mean Duration, Distance Speed per Trip and Time Spent Travelling
- 4 Access to Household Car, Bicycle, or PT Season Ticket on the Reference Day
- 5 Accompanied Trips by Purpose Category

Vehicles

- 6 Place of Registration and Parking Location of Household Cars
- 7 Household Cars by Vehicle Type
- 8 Car Use
- 9 Number of Household Vehicles
- 10 Share of Electric Household Vehicles by Vehicle Type
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Tab 1 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Berlin	3,596,999	40,166	flat	94.5 %	90.3 %	3.3	3.7	1.4	1.5	18.0	20.3
München	1,478,638	12,303	flat	94.4 %	91.5 %	3.4	3.7	1.4	1.5	18.1	20.0
Frankfurt am Main	743,268	2,106	flat	95.3 %	90.6 %	3.5	3.8	1.5	1.6	18.0	20.2
Düsseldorf	611,258	8,328	flat	94.6 %	89.9 %	3.4	3.8	1.4	1.6	20.0	22.6
Leipzig	598,899	3,568	flat	92.7 %	90.8 %	3.5	3.8	1.5	1.6	18.2	20.3
Bremen	575,071	2,994	flat	94.7 %	89.9 %	3.4	3.8	1.4	1.6	19.3	21.8
Dresden	557,782	3,343	flat	95.5 %	94.0 %	3.5	3.8	1.4	1.5	16.8	18.0
Duisburg	501,415	4,967	flat	94.4 %	86.3 %	3.1	3.6	1.3	1.6	22.1	26.3
Bochum	354,288	4,009	hilly	94.1 %	88.3 %	3.3	3.8	1.4	1.6	23.5	27.1
Mannheim	313,693	2,066	flat	93.0 %	91.2 %	3.4	3.7	1.4	1.6	21.6	24.1
Karlsruhe	305,408	1,731	flat	94.8 %	91.7 %	3.5	3.9	1.5	1.6	19.5	21.4
Augsburg	294,647	3,598	flat	93.9 %	90.5 %	3.4	3.7	1.4	1.6	21.1	23.6
Wiesbaden	284,260	2,016	hilly	93.0 %	89.6 %	3.3	3.7	1.4	1.5	19.3	21.9
Mönchengladbach	264,089	2,318	flat	95.1 %	88.4 %	3.3	3.8	1.4	1.6	25.3	29.1
Braunschweig	252,816	4,519	flat	94.8 %	90.0 %	3.5	3.9	1.5	1.6	20.6	23.3
Kiel	249,132	3,498	flat	94.5 %	89.9 %	3.5	3.9	1.4	1.6	20.1	22.7
Magdeburg	241,517	3,020	flat	94.7 %	90.5 %	3.4	3.7	1.4	1.5	18.4	20.7

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Chemnitz	240,078	2,021	hilly	95.7 %	91.8 %	3.5	3.8	1.4	1.5	19.7	21.7
Krefeld	230,666	2,009	flat	92.2 %	88.9 %	3.5	3.9	1.5	1.7	22.5	25.8
Halle (Saale)	226,586	1,034	flat	95.4 %	88.9 %	3.3	3.7	1.3	1.5	17.8	20.4
Erfurt	218,200	2,590	hilly	94.2 %	90.9 %	3.4	3.7	1.4	1.5	17.7	19.8
Rostock	203,470	1,020	flat	95.9 %	90.4 %	3.4	3.8	1.4	1.6	20.3	22.7
Kassel	195,012	3,048	hilly	95.2 %	90.5 %	3.5	3.9	1.5	1.6	16.6	18.5
Potsdam	182,806	2,199	flat	95.8 %	91.9 %	3.4	3.7	1.4	1.5	20.8	22.9
Ludwigshafen	172,889	987	flat	91.8 %	89.0 %	3.2	3.6	1.4	1.6	20.1	22.9
Oldenburg	172,759	2,026	flat	94.1 %	91.0 %	3.6	3.9	1.5	1.7	22.0	24.5
Osnabrück	164,898	1,389	hilly	95.6 %	90.2 %	3.5	3.9	1.5	1.7	21.2	23.8
Solingen	164,621	1,951	hilly	93.3 %	87.9 %	3.2	3.7	1.3	1.5	20.6	23.9
Darmstadt	161,767	1,032	flat	95.4 %	88.7 %	3.4	3.8	1.4	1.6	22.0	25.2
Paderborn	155,516	2,972	flat	94.8 %	92.0 %	3.6	3.9	1.6	1.7	22.0	24.2
Heidelberg	153,809	2,491	flat	93.9 %	92.4 %	3.7	4.0	1.5	1.6	19.1	20.9
Neuss	153,079	2,010	flat	94.9 %	88.0 %	3.3	3.7	1.4	1.6	22.7	26.2
Regensburg	145,901	2,536	hilly	94.3 %	90.3 %	3.4	3.8	1.5	1.6	18.1	20.3
Pforzheim	133,110	1,536	hilly	93.9 %	88.9 %	3.1	3.5	1.3	1.5	18.0	20.7

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Heilbronn	128,303	2,506	hilly	94.3 %	91.5 %	3.4	3.7	1.5	1.6	23.8	26.4
Ulm	127,116	2,038	hilly	93.2 %	90.5 %	3.6	3.9	1.5	1.6	19.4	21.7
Jena	110,369	1,105	hilly	93.9 %	90.3 %	3.6	4.0	1.4	1.6	17.4	19.5
Salzgitter	104,215	1,794	flat	96.8 %	88.0 %	3.2	3.6	1.4	1.6	25.3	29.3
Trier	102,727	2,005	hilly	93.3 %	91.1 %	3.5	3.8	1.4	1.6	25.5	28.3
Kaiserslautern	99,689	1,016	hilly	96.3 %	87.1 %	3.2	3.6	1.3	1.5	18.2	21.4
Schwerin	96,447	1,027	flat	94.4 %	92.2 %	3.4	3.7	1.4	1.5	17.2	18.9
Cottbus	93,926	1,022	flat	95.4 %	91.9 %	3.4	3.7	1.4	1.5	16.7	18.4
Hanau	93,632	997	flat	93.8 %	89.2 %	3.3	3.7	1.4	1.6	24.5	27.9
Gera	93,120	2,011	hilly	94.7 %	89.6 %	3.3	3.7	1.4	1.5	21.5	24.3
Tübingen	90,499	4,806	hilly	93.8 %	91.5 %	3.6	3.9	1.5	1.6	20.1	22.2
Ratingen	88,425	2,489	hilly	93.6 %	90.0 %	3.3	3.7	1.4	1.6	23.6	26.6
Gießen	87,217	1,022	hilly	94.5 %	90.8 %	3.5	3.8	1.5	1.6	23.0	25.6
Zwickau	87,020	1,022	hilly	95.1 %	88.9 %	3.2	3.6	1.3	1.5	19.1	21.8
Konstanz	86,437	1,256	hilly	93.4 %	91.8 %	3.6	3.9	1.5	1.7	18.5	20.3
Marl	85,684	1,027	flat	94.0 %	87.4 %	3.2	3.7	1.4	1.6	22.7	26.3
Velbert	82,319	1,403	hilly	95.0 %	86.6 %	3.2	3.7	1.4	1.6	23.4	27.6

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Norderstedt	80,316	2,001	flat	95.9 %	90.1 %	3.4	3.8	1.5	1.6	21.3	24.0
Neumünster	79,625	1,003	flat	93.8 %	87.8 %	3.3	3.8	1.4	1.6	22.4	25.8
Dessau-Roßlau	75,938	1,518	flat	94.6 %	89.2 %	3.6	4.0	1.5	1.7	19.7	22.4
Marburg	72,768	1,075	hilly	93.9 %	90.9 %	3.5	3.8	1.5	1.6	20.9	23.3
Grevenbroich	65,230	523	flat	95.8 %	87.6 %	3.5	3.9	1.5	1.7	29.1	33.9
Fulda	64,688	1,286	hilly	95.2 %	87.5 %	3.4	3.9	1.4	1.6	17.2	20.1
Rüsselsheim	64,517	1,016	flat	91.1 %	84.9 %	3.0	3.5	1.3	1.5	23.2	27.7
Dormagen	64,259	1,000	flat	94.0 %	87.9 %	3.2	3.6	1.4	1.6	24.6	28.4
Kleinmachnow/Stahnsdorf/Teltow	62,664	1,007	flat	93.1 %	89.1 %	3.3	3.7	1.4	1.6	22.8	25.9
Offenburg	62,220	2,051	hilly	95.3 %	91.0 %	3.5	3.8	1.5	1.7	21.5	23.9
Neu-Ulm	60,597	1,021	hilly	92.8 %	92.8 %	3.6	3.8	1.5	1.6	21.0	22.9
Sindelfingen	60,545	1,003	hilly	94.1 %	90.5 %	3.4	3.8	1.5	1.6	19.5	21.8
Langenfeld (Rheinland)	59,650	2,041	flat	95.3 %	90.8 %	3.5	3.9	1.5	1.7	23.4	26.0
Meerbusch	56,999	2,184	flat	94.3 %	90.0 %	3.4	3.8	1.5	1.7	24.0	27.0
Greifswald	55,617	1,046	flat	95.1 %	90.2 %	3.5	3.9	1.5	1.6	14.1	15.9
Hilden	55,085	808	flat	94.6 %	89.2 %	3.3	3.7	1.4	1.6	22.2	25.2
Görlitz	54,664	1,035	hilly	93.0 %	90.5 %	3.5	3.8	1.5	1.6	15.3	17.1

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Stralsund	53,996	1,017	flat	93.4 %	91.1 %	3.6	3.9	1.5	1.6	17.1	19.0
Wetzlar	53,116	1,000	hilly	95.0 %	87.9 %	3.2	3.7	1.4	1.6	23.2	26.8
Wolfenbüttel	51,750	951	flat	95.6 %	91.5 %	3.5	3.8	1.5	1.6	21.6	23.9
Böblingen	50,705	1,088	hilly	91.9 %	89.0 %	3.4	3.8	1.4	1.6	19.5	22.2
Peine	50,276	913	flat	94.4 %	87.3 %	3.3	3.7	1.4	1.6	27.1	31.4
Oranienburg	47,608	1,002	flat	95.3 %	87.6 %	3.2	3.6	1.4	1.6	25.0	29.2
Goslar	47,433	907	hilly	95.4 %	86.8 %	3.4	3.9	1.4	1.6	24.7	28.9
Landau in der Pfalz	47,072	1,002	flat	94.4 %	88.7 %	3.5	3.9	1.5	1.7	22.0	25.3
Singen (Hohentwiel)	46,789	999	flat	92.4 %	89.5 %	3.3	3.7	1.5	1.6	21.2	24.1
Bruchsal	46,780	1,047	hilly	93.8 %	90.7 %	3.4	3.7	1.5	1.6	25.8	28.9
Oberursel (Taunus)	46,218	1,028	hilly	93.3 %	90.2 %	3.5	3.8	1.5	1.7	20.6	23.2
Wittenberg	45,010	1,009	flat	93.9 %	88.6 %	3.2	3.6	1.4	1.6	21.3	24.4
Falkensee	44,683	530	flat	95.7 %	87.8 %	3.1	3.6	1.3	1.5	24.5	28.4
Freital/Tharandt	44,515	557	hilly	96.4 %	93.1 %	3.4	3.7	1.4	1.5	23.7	25.6
Erkrath	43,815	1,029	hilly	95.8 %	85.8 %	3.3	3.8	1.4	1.7	21.7	25.8
Kaarst	43,165	1,033	flat	94.1 %	91.6 %	3.7	4.0	1.6	1.7	25.9	28.6
Monheim am Rhein	42,188	2,591	flat	91.6 %	88.1 %	3.1	3.5	1.4	1.5	22.3	25.7

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (f)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Gifhorn	42,006	783	flat	93.2 %	86.5 %	3.3	3.8	1.4	1.6	23.7	27.8
Eberswalde	40,607	984	flat	94.0 %	88.8 %	3.3	3.7	1.4	1.6	25.4	29.1
Coburg	40,296	1,020	hilly	93.4 %	90.3 %	3.4	3.8	1.4	1.6	18.6	20.8
Eisenach	39,931	1,484	hilly	93.3 %	86.4 %	3.3	3.8	1.4	1.6	18.5	21.9
Mettmann	39,448	1,003	hilly	96.0 %	89.8 %	3.5	4.0	1.5	1.7	27.1	30.5
Pirna	39,411	570	hilly	93.1 %	89.7 %	3.4	3.8	1.4	1.6	21.8	24.5
Ettlingen	38,461	639	hilly	93.7 %	90.9 %	3.4	3.8	1.4	1.6	21.7	24.2
Bautzen	38,084	1,013	hilly	92.8 %	90.0 %	3.5	3.9	1.4	1.5	22.3	25.0
Werder (Havel)/Schwielowsee	37,645	601	flat/hilly	91.0 %	88.9 %	3.0	3.4	1.3	1.4	33.0	37.7
Crailsheim	34,395	1,036	hilly	92.4 %	92.2 %	3.5	3.8	1.5	1.6	21.6	23.7
Radebeul	33,497	504	hilly	95.0 %	88.7 %	3.4	3.9	1.4	1.6	20.7	23.6
Haan	30,000	963	hilly	95.9 %	87.6 %	3.4	3.8	1.4	1.6	24.1	27.8
Riesa	29,434	496	hilly	94.1 %	86.6 %	3.4	3.9	1.5	1.7	21.4	25.2
Meißen	28,487	517	hilly	96.1 %	89.4 %	3.3	3.7	1.3	1.5	22.3	25.3
Grimma	27,639	501	hilly	95.1 %	88.3 %	3.1	3.5	1.3	1.5	26.7	30.6
Hennigsdorf	26,679	500	flat	93.9 %	85.4 %	3.3	3.8	1.4	1.6	22.7	27.3
Heiligenhaus	26,425	888	hilly	94.7 %	86.7 %	3.2	3.7	1.4	1.6	21.8	25.5

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Neckarsulm	26,221	1,000	hilly	93.7 %	90.0 %	3.2	3.6	1.4	1.6	19.2	21.6
Delitzsch	25,816	508	flat	93.1 %	90.6 %	3.5	3.9	1.5	1.7	23.1	25.7
Markkleeberg	25,581	1,021	flat	94.3 %	91.8 %	3.6	4.0	1.5	1.7	23.3	25.6
Michendorf/Nuthetal	22,709	525	flat	92.1 %	89.5 %	3.2	3.6	1.4	1.5	27.0	30.6
Wülfrath	20,773	797	hilly	96.3 %	88.8 %	3.3	3.7	1.4	1.6	25.4	29.1
Coswig	20,369	528	flat	94.0 %	91.8 %	3.4	3.7	1.4	1.5	20.9	22.9
Torgau	20,096	486	flat	93.5 %	88.3 %	3.4	3.8	1.5	1.6	20.1	23.3
Schkeuditz	19,003	976	flat	91.8 %	87.7 %	3.3	3.7	1.4	1.6	24.8	28.8
Borna	18,998	509	flat	94.4 %	88.7 %	3.3	3.7	1.4	1.6	24.2	27.5
Radeberg	18,724	519	hilly	93.0 %	92.7 %	3.5	3.8	1.4	1.5	24.1	26.3
Großenhain	18,300	504	flat	91.1 %	89.5 %	3.2	3.6	1.4	1.5	28.1	31.7
Kamenz	17,282	510	hilly	94.7 %	91.3 %	3.6	4.0	1.5	1.7	31.5	34.9
Heidenau	16,753	522	flat	95.9 %	91.7 %	3.3	3.6	1.4	1.5	19.9	22.1
Eilenburg	16,155	485	flat	95.0 %	90.1 %	3.5	3.9	1.5	1.7	24.1	27.0
Wurzen	15,902	507	flat	95.4 %	91.0 %	3.5	3.8	1.5	1.6	25.7	28.6
Dippoldiswalde	13,927	498	hilly	95.2 %	88.3 %	3.1	3.5	1.3	1.5	25.2	29.0
Rommerskirchen	13,886	578	flat	93.7 %	88.3 %	3.3	3.7	1.4	1.6	33.6	38.7

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 1 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Persons Present in Study Area, Share of Mobile Persons,
Number of Trips, Departures from Home, and Distance Travelled**

Study area	Population*	Sample [individuals]	Topography**	Present in study area (all persons)	Mobile persons (present in study area)	Number of trips		Departures per day		Distance travelled	
						All persons [trips/p,d]	Mobile persons [trips/mp,d]	All persons [departures/p,d]	Mobile persons [departures/mp,d]	All persons [km/p,d]	Mobile persons [km/mp,d]
Obere Aller	13,837	502	flat/hilly	94.6 %	86.3 %	3.0	3.5	1.3	1.5	36.7	43.2
Möckern-Loburg-Fläming	12,743	498	flat	92.1 %	86.1 %	3.1	3.6	1.3	1.5	40.0	47.4
Beetzendorf-Diesdorf	12,683	498	flat	93.3 %	86.8 %	3.1	3.5	1.3	1.5	40.6	47.3
Bischofswerda	10,762	509	flat	91.8 %	88.0 %	3.4	3.8	1.4	1.6	28.9	33.2
Südliche Altmark	10,087	506	flat	94.0 %	83.5 %	2.9	3.4	1.2	1.5	37.6	45.5
Pegau	6,517	528	flat	96.3 %	88.4 %	3.2	3.7	1.4	1.6	33.4	38.5
District Karlsruhe	496,062	4,574	flat/hilly	94.0 %	90.5 %	3.4	3.7	1.5	1.6	28.6	32.0
District München	348,611	2,630	flat/hilly	93.0 %	92.0 %	3.4	3.7	1.4	1.6	24.3	26.7
District Rendsburg-Eckernförde	252,657	3,311	flat/hilly	93.1 %	90.4 %	3.5	3.9	1.5	1.7	30.5	34.2
District Neu-Ulm	178,576	2,129	flat/hilly	92.1 %	88.9 %	3.3	3.8	1.4	1.6	24.8	28.3
District Plön	121,695	1,539	flat/hilly	93.1 %	88.6 %	3.5	4.0	1.5	1.7	31.2	35.6

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* According to data from the Federal Statistical Office of Germany (Destatis), census day 15 May 2022.

** The topographic classification of the study areas is explained in Section 4.

Tab 2 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Morning and Afternoon Peak Hour

Study area	Peak hour [time of day]	Morning peak hour* Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Afternoon peak hour* Share of daily trips	Trips [trips/p,d]
Berlin	7:01–8:00	9.3 %	0.3	15:31–16:30	9.6 %	0.3
München	7:31–8:30	10.2 %	0.3	17:01–18:00	9.2 %	0.3
Frankfurt am Main	7:31–8:30	10.0 %	0.4	16:31–17:30	8.8 %	0.3
Düsseldorf	7:31–8:30	10.3 %	0.4	15:31–16:30	9.1 %	0.3
Leipzig	7:01–8:00	10.4 %	0.4	16:01–17:00	9.8 %	0.3
Bremen	7:01–8:00	11.2 %	0.4	16:31–17:30	9.3 %	0.3
Dresden	7:01–8:00	9.5 %	0.3	15:31–16:30	11.1 %	0.4
Duisburg	7:01–8:00	11.0 %	0.3	15:01–16:00	9.4 %	0.3
Bochum	7:01–8:00	10.2 %	0.3	15:01–16:00	9.1 %	0.3
Mannheim	7:01–8:00	10.3 %	0.4	16:31–17:30	10.6 %	0.4
Karlsruhe	7:01–8:00	8.5 %	0.3	16:31–17:30	10.0 %	0.4
Augsburg	7:01–8:00	9.6 %	0.3	15:31–16:30	9.6 %	0.3
Wiesbaden	7:01–8:00	10.7 %	0.4	15:01–16:00	9.5 %	0.3
Mönchengladbach	7:01–8:00	10.4 %	0.3	15:31–16:30	8.9 %	0.3
Braunschweig	7:01–8:00	10.0 %	0.4	15:31–16:30	9.6 %	0.3
Kiel	7:01–8:00	9.4 %	0.3	15:31–16:30	9.4 %	0.3
Magdeburg	6:31–7:30	10.2 %	0.3	15:01–16:00	11.1 %	0.4

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Morning and Afternoon Peak Hour

Study area	Peak hour [time of day]	Morning peak hour* Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Afternoon peak hour* Share of daily trips	Trips [trips/p,d]
Chemnitz	6:31–7:30	9.6 %	0.3	15:01–16:00	10.2 %	0.4
Krefeld	7:01–8:00	10.5 %	0.4	15:31–16:30	8.9 %	0.3
Halle (Saale)	7:01–8:00	9.6 %	0.3	15:01–16:00	9.9 %	0.3
Erfurt	7:01–8:00	10.3 %	0.4	15:31–16:30	10.5 %	0.4
Rostock	7:01–8:00	9.3 %	0.3	15:01–16:00	9.5 %	0.3
Kassel	7:01–8:00	9.9 %	0.3	16:01–17:00	9.6 %	0.3
Potsdam	7:01–8:00	11.1 %	0.4	15:01–16:00	10.6 %	0.4
Ludwigshafen	7:01–8:00	10.8 %	0.3	16:31–17:30	10.1 %	0.3
Oldenburg	7:01–8:00	11.2 %	0.4	16:31–17:30	8.8 %	0.3
Osnabrück	7:01–8:00	11.1 %	0.4	17:01–18:00	10.8 %	0.4
Solingen	7:01–8:00	12.4 %	0.4	15:01–16:00	9.0 %	0.3
Darmstadt	7:31–8:30	9.6 %	0.3	15:31–16:30	9.6 %	0.3
Paderborn	7:01–8:00	10.7 %	0.4	16:31–17:30	9.7 %	0.3
Heidelberg	7:01–8:00	8.5 %	0.3	16:31–17:30	9.1 %	0.3
Neuss	7:01–8:00	10.6 %	0.3	17:01–18:00	8.9 %	0.3
Regensburg	7:01–8:00	10.3 %	0.4	15:31–16:30	9.4 %	0.3
Pforzheim	7:01–8:00	12.0 %	0.4	15:31–16:30	8.7 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Tab 2 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Morning and Afternoon Peak Hour

Calculated on: **20.01.2026**

Study area	Peak hour [time of day]	Morning peak hour* Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Afternoon peak hour* Share of daily trips	Trips [trips/p,d]
Heilbronn	7:01–8:00	10.6 %	0.4	15:31–16:30	8.8 %	0.3
Ulm	7:01–8:00	10.8 %	0.4	15:31–16:30	9.2 %	0.3
Jena	7:01–8:00	10.2 %	0.4	15:31–16:30	11.7 %	0.4
Salzgitter	7:01–8:00	10.5 %	0.3	15:31–16:30	8.9 %	0.3
Trier	7:01–8:00	10.2 %	0.4	16:31–17:30	9.7 %	0.3
Kaiserslautern	7:01–8:00	11.6 %	0.4	16:01–17:00	8.8 %	0.3
Schwerin	7:01–8:00	9.6 %	0.3	15:31–16:30	10.4 %	0.4
Cottbus	7:01–8:00	10.7 %	0.4	15:31–16:30	10.9 %	0.4
Hanau	7:01–8:00	10.4 %	0.3	16:01–17:00	9.5 %	0.3
Gera	6:31–7:30	9.5 %	0.3	15:01–16:00	10.3 %	0.3
Tübingen	7:01–8:00	9.0 %	0.3	17:01–18:00	9.3 %	0.3
Ratingen	7:01–8:00	11.3 %	0.4	15:01–16:00	9.3 %	0.3
Gießen	7:01–8:00	9.5 %	0.3	16:01–17:00	9.6 %	0.3
Zwickau	6:31–7:30	9.9 %	0.3	15:31–16:30	10.3 %	0.3
Konstanz	7:01–8:00	9.3 %	0.3	16:31–17:30	9.8 %	0.4
Marl	7:01–8:00	10.0 %	0.3	15:01–16:00	9.2 %	0.3
Velbert	7:01–8:00	10.9 %	0.3	15:01–16:00	9.8 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Tab 2 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Morning and Afternoon Peak Hour

Calculated on: **20.01.2026**

Study area	Peak hour [time of day]	Morning peak hour* Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Afternoon peak hour* Share of daily trips	Trips [trips/p,d]
Norderstedt	7:01–8:00	10.7 %	0.4	16:31–17:30	8.8 %	0.3
Neumünster	7:01–8:00	9.8 %	0.3	16:01–17:00	9.5 %	0.3
Dessau-Roßlau	6:31–7:30	9.8 %	0.4	15:31–16:30	10.0 %	0.4
Marburg	7:01–8:00	11.1 %	0.4	16:31–17:30	9.2 %	0.3
Grevenbroich	7:01–8:00	10.2 %	0.4	15:01–16:00	9.7 %	0.3
Fulda	7:01–8:00	11.1 %	0.4	16:31–17:30	9.7 %	0.3
Rüsselsheim	7:01–8:00	10.4 %	0.3	16:31–17:30	9.8 %	0.3
Dormagen	7:01–8:00	11.3 %	0.4	15:31–16:30	9.5 %	0.3
Kleinmachnow/Stahnsdorf/Teltow	7:01–8:00	10.6 %	0.3	15:01–16:00	9.2 %	0.3
Offenburg	7:01–8:00	10.6 %	0.4	16:31–17:30	10.1 %	0.4
Neu-Ulm	7:01–8:00	10.6 %	0.4	17:01–18:00	8.8 %	0.3
Sindelfingen	7:01–8:00	11.5 %	0.4	15:31–16:30	10.2 %	0.3
Langenfeld (Rheinland)	7:01–8:00	10.3 %	0.4	16:31–17:30	9.4 %	0.3
Meerbusch	7:01–8:00	11.4 %	0.4	17:01–18:00	8.7 %	0.3
Greifswald	7:01–8:00	10.1 %	0.4	15:31–16:30	10.1 %	0.4
Hilden	7:01–8:00	10.8 %	0.4	15:31–16:30	9.7 %	0.3
Görlitz	7:01–8:00	9.9 %	0.3	15:01–16:00	9.5 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Morning and Afternoon Peak Hour

Study area	Peak hour [time of day]	Morning peak hour* Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Afternoon peak hour* Share of daily trips	Trips [trips/p,d]
Stralsund	7:01–8:00	10.8 %	0.4	15:31–16:30	10.6 %	0.4
Wetzlar	7:01–8:00	11.4 %	0.4	16:31–17:30	9.6 %	0.3
Wolfenbüttel	7:01–8:00	11.2 %	0.4	15:01–16:00	10.4 %	0.4
Böblingen	7:01–8:00	10.7 %	0.4	15:01–16:00	8.9 %	0.3
Peine	7:01–8:00	11.8 %	0.4	16:01–17:00	10.4 %	0.3
Oranienburg	7:01–8:00	11.2 %	0.4	15:01–16:00	10.2 %	0.3
Goslar	7:01–8:00	10.9 %	0.4	15:01–16:00	9.2 %	0.3
Landau in der Pfalz	7:01–8:00	11.0 %	0.4	16:31–17:30	8.9 %	0.3
Singen (Hohentwiel)	7:31–8:30	10.4 %	0.3	15:01–16:00	9.7 %	0.3
Bruchsal	7:01–8:00	9.3 %	0.3	16:01–17:00	10.9 %	0.4
Oberursel (Taunus)	7:01–8:00	10.5 %	0.4	15:01–16:00	10.1 %	0.4
Wittenberg	6:31–7:30	10.5 %	0.3	15:01–16:00	10.3 %	0.3
Falkensee	7:01–8:00	11.6 %	0.4	15:31–16:30	11.6 %	0.4
Freital/Tharandt	7:01–8:00	10.8 %	0.4	15:31–16:30	11.1 %	0.4
Erkrath	7:01–8:00	9.9 %	0.3	16:31–17:30	8.7 %	0.3
Kaarst	7:01–8:00	11.7 %	0.4	16:01–17:00	9.3 %	0.3
Monheim am Rhein	7:01–8:00	11.0 %	0.3	15:31–16:30	9.3 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Tab 2 (f)

Period: **entire year**

Day of the Week: **mid-week working day**

Morning and Afternoon Peak Hour

Calculated on: **20.01.2026**

Study area	Morning peak hour*			Afternoon peak hour*		
	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]
Gifhorn	7:01–8:00	12.1 %	0.4	15:31–16:30	9.8 %	0.3
Eberswalde	7:01–8:00	10.2 %	0.3	15:31–16:30	10.4 %	0.3
Coburg	7:01–8:00	10.9 %	0.4	15:31–16:30	9.5 %	0.3
Eisenach	7:01–8:00	10.5 %	0.3	15:01–16:00	10.3 %	0.3
Mettmann	7:01–8:00	11.6 %	0.4	16:01–17:00	9.7 %	0.3
Pirna	6:31–7:30	11.6 %	0.4	15:31–16:30	13.5 %	0.5
Ettlingen	7:01–8:00	10.3 %	0.4	16:31–17:30	9.6 %	0.3
Bautzen	6:31–7:30	10.9 %	0.4	15:31–16:30	10.5 %	0.4
Werder (Havel)/Schwielowsee	6:31–7:30	12.1 %	0.4	15:31–16:30	11.3 %	0.3
Crailsheim	6:31–7:30	10.8 %	0.4	16:31–17:30	9.9 %	0.3
Radebeul	7:01–8:00	10.0 %	0.3	16:01–17:00	11.0 %	0.4
Haan	7:01–8:00	11.4 %	0.4	15:31–16:30	9.6 %	0.3
Riesa	7:01–8:00	10.5 %	0.4	15:01–16:00	9.7 %	0.3
Meißen	7:01–8:00	9.1 %	0.3	15:01–16:00	11.3 %	0.4
Grimma	6:31–7:30	9.1 %	0.3	15:01–16:00	11.4 %	0.4
Hennigsdorf	7:01–8:00	8.0 %	0.3	15:31–16:30	9.2 %	0.3
Heiligenhaus	7:01–8:00	12.6 %	0.4	16:01–17:00	9.1 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Morning and Afternoon Peak Hour

Study area	Morning peak hour*			Afternoon peak hour*		
	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]
Neckarsulm	7:01–8:00	9.3 %	0.3	15:01–16:00	9.8 %	0.3
Delitzsch	6:31–7:30	10.7 %	0.4	15:01–16:00	10.3 %	0.4
Markkleeberg	7:01–8:00	8.9 %	0.3	15:31–16:30	10.4 %	0.4
Michendorf/Nuthetal	7:01–8:00	9.8 %	0.3	15:01–16:00	10.4 %	0.3
Wülfrath	7:01–8:00	10.9 %	0.4	15:31–16:30	9.6 %	0.3
Coswig	7:01–8:00	9.1 %	0.3	15:01–16:00	11.2 %	0.4
Torgau	7:01–8:00	11.7 %	0.4	16:01–17:00	8.9 %	0.3
Schkeuditz	6:31–7:30	12.2 %	0.4	15:31–16:30	11.1 %	0.4
Borna	6:31–7:30	10.0 %	0.3	15:01–16:00	10.8 %	0.4
Radeberg	6:31–7:30	10.7 %	0.4	15:01–16:00	10.6 %	0.4
Großenhain	6:31–7:30	9.4 %	0.3	15:31–16:30	12.6 %	0.4
Kamenz	6:31–7:30	9.3 %	0.3	15:31–16:30	11.7 %	0.4
Heidenau	6:31–7:30	10.7 %	0.4	15:01–16:00	11.5 %	0.4
Eilenburg	6:31–7:30	10.9 %	0.4	15:31–16:30	11.3 %	0.4
Wurzen	6:31–7:30	11.3 %	0.4	15:01–16:00	10.9 %	0.4
Dippoldiswalde	7:01–8:00	10.1 %	0.3	15:01–16:00	10.9 %	0.3
Rommerskirchen	7:01–8:00	10.9 %	0.4	15:31–16:30	10.5 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Morning and Afternoon Peak Hour

Study area	Morning peak hour*			Afternoon peak hour*		
	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]	Peak hour [time of day]	Share of daily trips	Trips [trips/p,d]
Obere Aller	6:31–7:30	9.5 %	0.3	15:31–16:30	12.1 %	0.4
Möckern-Loburg-Fläming	6:31–7:30	11.2 %	0.3	15:31–16:30	12.8 %	0.4
Beetzendorf-Diesdorf	6:31–7:30	10.2 %	0.3	16:01–17:00	9.2 %	0.3
Bischofswerda	6:31–7:30	9.4 %	0.3	15:31–16:30	11.2 %	0.4
Südliche Altmark	6:01–7:00	10.3 %	0.3	15:31–16:30	11.9 %	0.3
Pegau	6:31–7:30	10.7 %	0.3	15:01–16:00	11.1 %	0.4
District Karlsruhe	7:01–8:00	9.7 %	0.3	16:31–17:30	9.8 %	0.3
District München	7:01–8:00	12.8 %	0.4	16:31–17:30	10.0 %	0.3
District Rendsburg-Eckernförde	7:01–8:00	11.0 %	0.4	16:31–17:30	9.3 %	0.3
District Neu-Ulm	7:01–8:00	10.6 %	0.3	16:31–17:30	9.4 %	0.3
District Plön	7:01–8:00	10.0 %	0.4	15:31–16:30	9.7 %	0.3

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculation refers to start time of trip.

Tab 3 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Berlin	24.8	5.5	13.2	81.9	92.3
München	22.7	5.4	14.2	75.9	84.0
Frankfurt am Main	21.6	5.1	14.3	75.6	84.7
Düsseldorf	21.9	5.9	16.3	73.6	83.1
Leipzig	21.0	5.3	15.1	72.4	80.9
Bremen	20.4	5.7	16.7	69.3	78.2
Dresden	21.6	4.8	13.2	76.5	82.1
Duisburg	22.2	7.2	19.5	67.6	80.3
Bochum	22.0	7.1	19.4	72.9	83.9
Mannheim	19.8	6.3	19.0	67.6	75.3
Karlsruhe	19.2	5.5	17.1	68.0	74.8
Augsburg	21.3	6.3	17.8	71.6	80.2
Wiesbaden	22.1	5.9	16.1	72.7	82.5
Mönchengladbach	21.3	7.7	21.7	70.2	80.8
Braunschweig	19.1	5.9	18.7	65.1	73.4
Kiel	20.5	5.9	17.1	70.1	79.0
Magdeburg	19.8	5.5	16.7	66.7	74.8

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Chemnitz	21.4	5.7	16.0	74.8	82.5
Krefeld	20.2	6.5	19.2	70.0	80.0
Halle (Saale)	21.2	5.4	15.2	70.1	80.3
Erfurt	20.6	5.3	15.4	69.7	77.9
Rostock	22.3	5.8	15.5	78.1	87.6
Kassel	20.2	4.8	14.3	68.9	77.1
Potsdam	22.6	6.2	16.5	75.9	83.5
Ludwigshafen	20.2	6.3	18.6	63.9	73.1
Oldenburg	18.7	6.3	20.0	66.3	73.7
Osnabrück	19.0	6.2	19.6	65.1	73.2
Solingen	21.2	6.3	17.9	68.7	79.7
Darmstadt	21.8	6.4	17.6	74.6	85.2
Paderborn	19.2	6.1	19.0	69.5	76.3
Heidelberg	19.9	5.3	15.9	72.2	79.1
Neuss	21.5	6.9	19.3	70.1	81.0
Regensburg	18.8	5.4	17.1	63.9	71.6
Pforzheim	21.1	5.8	16.5	65.2	75.1

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 3 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Heilbronn	20.4	7.1	20.9	68.9	76.2
Ulm	18.5	5.5	17.8	64.7	72.3
Jena	21.3	4.9	13.8	75.6	84.9
Salzgitter	19.5	8.0	24.5	61.4	71.0
Trier	22.6	7.6	20.2	76.2	84.7
Kaiserslautern	18.3	5.9	19.4	57.5	67.5
Schwerin	20.4	5.1	14.9	68.9	75.8
Cottbus	17.8	5.0	16.9	60.3	66.6
Hanau	21.8	7.3	20.2	70.2	79.9
Gera	20.8	6.7	19.3	67.3	76.0
Tübingen	20.0	5.6	16.8	72.0	79.5
Ratingen	20.8	7.1	20.3	69.0	77.8
Gießen	19.9	6.8	20.4	68.2	75.8
Zwickau	19.5	6.2	19.0	59.8	68.2
Konstanz	19.2	5.2	16.3	68.3	75.2
Marl	19.9	7.1	21.4	62.9	72.9
Velbert	20.8	7.3	21.2	66.6	78.5

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Norderstedt	22.0	6.4	17.5	73.4	82.8
Neumünster	19.2	6.8	21.2	62.7	72.2
Dessau-Roßlau	19.0	5.7	17.9	65.5	74.6
Marburg	19.6	6.0	18.5	67.9	75.7
Grevenbroich	19.7	8.3	25.2	69.3	80.6
Fulda	18.2	5.2	17.3	61.3	71.5
Rüsselsheim	19.1	7.7	24.1	57.1	68.4
Dormagen	22.3	7.7	20.8	69.8	80.9
Kleinmachnow/Stahnsdorf/Teltow	22.3	6.8	18.3	74.3	84.4
Offenburg	17.9	6.1	20.5	60.8	67.7
Neu-Ulm	18.6	5.9	19.0	66.1	72.1
Sindelfingen	18.8	5.9	18.8	63.8	71.3
Langenfeld (Rheinland)	20.3	6.7	19.8	70.8	78.8
Meerbusch	21.1	7.1	20.3	70.4	79.3
Greifswald	17.0	4.1	14.4	59.7	67.0
Hilden	20.8	6.8	19.6	68.0	77.2
Görlitz	18.6	4.6	14.8	63.8	71.4

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Stralsund	18.5	5.0	16.4	64.3	71.5
Wetzlar	19.1	7.1	22.5	60.6	70.1
Wolfenbüttel	18.9	6.2	19.9	65.7	72.6
Böblingen	19.4	5.7	17.6	65.3	74.4
Peine	19.5	8.1	25.0	64.3	74.6
Oranienburg	22.1	8.0	21.9	68.6	80.0
Goslar	18.2	7.4	24.5	59.8	70.0
Landau in der Pfalz	18.7	6.5	20.7	64.2	73.9
Singen (Hohentwiel)	19.2	6.5	20.1	62.8	71.2
Bruchsal	21.0	7.9	22.6	69.3	77.7
Oberursel (Taunus)	19.7	6.0	18.4	67.2	75.6
Wittenberg	19.5	6.8	20.9	61.4	70.4
Falkensee	23.4	7.9	20.3	72.1	83.4
Freital/Tharandt	22.5	6.8	18.1	78.5	85.0
Erkrath	22.8	6.8	17.8	73.9	87.8
Kaarst	19.2	7.0	21.9	71.0	78.3
Monheim am Rhein	21.7	7.3	20.2	65.5	75.5

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Gifhorn	19.1	7.4	23.4	59.8	70.2
Eberswalde	22.4	7.7	20.7	73.9	84.6
Coburg	17.9	5.5	18.3	60.7	67.9
Eisenach	19.0	5.8	18.2	61.7	73.1
Mettmann	21.3	7.6	21.4	75.7	85.1
Pirna	23.4	6.5	16.7	79.3	89.4
Ettlingen	19.7	6.3	19.0	68.1	75.7
Bautzen	19.0	6.6	21.0	65.2	73.3
Werder (Havel)/Schwielowsee	28.0	10.9	23.3	84.9	97.0
Crailsheim	17.0	6.2	21.7	59.2	65.0
Radebeul	20.2	6.1	18.1	68.5	78.0
Haan	21.4	7.3	20.6	70.7	81.8
Riesa	17.9	6.4	21.3	59.1	69.7
Meißen	22.6	6.9	18.2	72.8	82.5
Grimma	20.7	8.8	25.4	62.3	71.3
Hennigsdorf	22.2	6.9	18.7	72.5	87.0
Heiligenhaus	21.0	6.9	19.6	65.8	77.0

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Neckarsulm	20.0	6.0	18.1	64.0	72.1
Delitzsch	17.5	6.4	22.0	62.2	69.3
Markkleeberg	20.5	6.4	18.9	73.1	80.4
Michendorf/Nuthetal	24.1	8.4	20.8	76.4	86.8
Wülfrath	21.9	7.6	20.9	72.9	83.2
Coswig	22.0	6.3	17.3	72.9	80.1
Torgau	17.9	6.4	21.3	58.7	68.0
Schkeuditz	20.9	7.7	22.1	65.5	76.0
Borna	20.0	7.4	22.2	65.4	74.5
Radeberg	21.9	7.0	19.2	74.3	81.1
Großenhain	20.9	8.9	25.4	67.9	76.5
Kamenz	20.3	8.6	25.6	73.0	80.9
Heidenau	19.6	6.1	18.8	65.3	72.5
Eilenburg	18.6	6.8	22.0	65.4	73.2
Wurzen	20.7	7.6	21.9	68.5	76.1
Dippoldiswalde	20.8	8.1	23.5	65.0	74.7
Rommerskirchen	24.3	10.2	25.3	79.5	91.5

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration, Distance
Speed per Trip and Time Spent Travelling**

Study area	Duration per trip* [min]	Distance per trip* [km]	Speed per trip* [km/h]	Time spent travelling	
				All persons** [min/d]	Mobile persons** [min/d]
Obere Aller	26.3	12.7	29.0	75.6	89.2
Möckern-Loburg-Fläming	24.1	13.2	32.9	73.4	87.1
Beetzendorf-Diesdorf	22.5	13.4	35.7	67.9	79.1
Bischofswerda	19.9	8.5	25.6	67.0	76.8
Südliche Altmark	22.6	13.3	35.3	63.7	77.1
Pegau	23.7	10.3	26.1	75.3	86.8
District Karlsruhe	20.5	8.6	25.2	67.9	76.0
District München	21.0	7.1	20.1	72.0	79.1
District Rendsburg-Eckernförde	20.1	8.7	26.0	70.4	78.8
District Neu-Ulm	18.9	7.5	24.0	62.0	70.9
District Plön	21.8	9.1	25.2	74.8	85.5

Notes:

Indicators according to Tab 1.1 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 4 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Berlin	54.0 %	49.7 %	51.7 %	73.5 %	69.3 %	71.4 %	8.3 %	6.9 %	7.5 %	59.2 %	65.5 %	62.4 %
München	64.1 %	62.1 %	63.0 %	81.0 %	78.2 %	79.6 %	12.3 %	11.8 %	12.0 %	56.0 %	58.8 %	57.5 %
Frankfurt am Main	59.9 %	59.7 %	59.5 %	73.8 %	73.4 %	73.3 %	10.7 %	8.2 %	9.4 %	55.9 %	57.4 %	57.0 %
Düsseldorf	68.6 %	63.8 %	66.1 %	74.2 %	68.1 %	71.0 %	14.6 %	12.1 %	13.3 %	47.1 %	52.2 %	49.8 %
Leipzig	66.5 %	59.4 %	62.9 %	76.8 %	72.2 %	74.2 %	8.2 %	8.5 %	8.3 %	35.9 %	45.6 %	40.8 %
Bremen	66.1 %	67.4 %	66.8 %	79.3 %	76.0 %	77.7 %	20.7 %	19.4 %	20.0 %	39.8 %	43.9 %	42.0 %
Dresden	63.8 %	62.9 %	63.2 %	72.1 %	68.7 %	70.4 %	10.3 %	10.1 %	10.2 %	48.2 %	57.5 %	52.8 %
Duisburg	78.6 %	77.1 %	77.8 %	68.7 %	61.9 %	65.3 %	17.3 %	15.4 %	16.3 %	30.7 %	28.8 %	29.8 %
Bochum	80.1 %	78.8 %	79.4 %	62.8 %	54.4 %	58.6 %	21.6 %	21.1 %	21.4 %	37.8 %	36.5 %	37.2 %
Mannheim	68.2 %	73.7 %	70.9 %	77.5 %	72.4 %	75.0 %	14.1 %	13.6 %	13.9 %	31.9 %	35.3 %	33.7 %
Karlsruhe	67.3 %	64.2 %	65.6 %	84.5 %	78.2 %	81.4 %	15.0 %	13.4 %	14.1 %	31.3 %	35.3 %	33.7 %
Augsburg	70.6 %	70.3 %	70.4 %	80.0 %	73.3 %	76.6 %	17.2 %	15.6 %	16.4 %	40.4 %	45.3 %	42.9 %
Wiesbaden	75.6 %	73.3 %	74.3 %	62.7 %	55.6 %	59.1 %	21.0 %	18.7 %	19.8 %	40.6 %	48.4 %	44.6 %
Mönchengladbach	82.0 %	81.8 %	81.9 %	66.2 %	61.8 %	64.0 %	22.2 %	23.7 %	22.9 %	28.4 %	26.8 %	27.7 %
Braunschweig	75.9 %	73.6 %	74.7 %	80.6 %	75.8 %	78.2 %	16.2 %	14.8 %	15.5 %	31.8 %	34.2 %	33.1 %
Kiel	67.0 %	66.6 %	66.7 %	70.4 %	67.3 %	68.9 %	18.4 %	19.6 %	19.0 %	36.5 %	39.1 %	37.9 %
Magdeburg	74.4 %	70.4 %	72.3 %	74.2 %	68.8 %	71.3 %	12.0 %	11.5 %	11.7 %	34.2 %	41.4 %	38.1 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Tab 4 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Chemnitz	77.8 %	73.8 %	75.7 %	65.4 %	54.5 %	59.8 %	10.8 %	11.0 %	10.8 %	28.6 %	33.8 %	31.6 %
Krefeld	76.9 %	76.0 %	76.6 %	72.4 %	69.6 %	70.7 %	19.2 %	17.1 %	18.0 %	27.2 %	25.7 %	26.7 %
Halle (Saale)	64.3 %	51.2 %	57.3 %	75.9 %	57.6 %	66.5 %	11.5 %	9.0 %	10.1 %	43.3 %	56.5 %	50.3 %
Erfurt	68.6 %	61.2 %	64.9 %	68.1 %	60.1 %	64.1 %	13.0 %	10.1 %	11.5 %	37.6 %	45.3 %	41.7 %
Rostock	73.2 %	67.0 %	70.1 %	75.0 %	69.4 %	72.2 %	15.1 %	9.9 %	12.4 %	40.4 %	55.2 %	48.1 %
Kassel	69.6 %	66.3 %	67.7 %	63.0 %	57.5 %	60.3 %	22.1 %	21.3 %	21.7 %	43.2 %	51.7 %	47.6 %
Potsdam	70.3 %	63.2 %	66.5 %	81.2 %	77.9 %	79.6 %	14.3 %	12.9 %	13.6 %	41.6 %	49.9 %	45.9 %
Ludwigshafen	74.3 %	70.6 %	72.5 %	73.3 %	72.3 %	72.8 %	12.8 %	13.7 %	13.2 %	30.0 %	33.0 %	31.5 %
Oldenburg	74.0 %	73.8 %	73.7 %	84.2 %	82.0 %	83.0 %	23.0 %	25.2 %	24.1 %	29.2 %	33.7 %	31.8 %
Osnabrück	73.4 %	69.1 %	71.2 %	75.2 %	69.8 %	72.5 %	27.2 %	26.2 %	26.7 %	40.0 %	38.4 %	39.2 %
Solingen	83.3 %	80.9 %	82.1 %	51.5 %	45.5 %	48.4 %	23.1 %	22.4 %	22.7 %	29.8 %	28.0 %	28.9 %
Darmstadt	69.0 %	64.4 %	67.0 %	80.3 %	74.0 %	77.4 %	18.9 %	25.0 %	21.8 %	50.1 %	50.2 %	50.4 %
Paderborn	80.7 %	82.5 %	81.6 %	73.4 %	70.3 %	71.8 %	28.8 %	28.0 %	28.4 %	26.4 %	26.8 %	26.6 %
Heidelberg	62.5 %	59.1 %	60.6 %	81.2 %	73.2 %	77.0 %	18.3 %	13.3 %	15.6 %	40.2 %	48.4 %	44.5 %
Neuss	80.6 %	77.6 %	79.0 %	77.0 %	68.7 %	72.6 %	19.9 %	22.6 %	21.2 %	28.3 %	29.5 %	28.9 %
Regensburg	75.7 %	75.1 %	75.3 %	79.0 %	75.1 %	76.7 %	19.6 %	22.1 %	20.9 %	35.7 %	39.1 %	37.6 %
Pforzheim	74.3 %	69.1 %	71.6 %	47.8 %	41.9 %	44.8 %	18.8 %	16.4 %	17.6 %	32.5 %	34.2 %	33.4 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Tab 4 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Heilbronn	85.8 %	78.2 %	82.0 %	68.9 %	58.3 %	63.6 %	26.0 %	21.3 %	23.7 %	25.4 %	34.7 %	30.1 %
Ulm	78.9 %	77.1 %	77.9 %	75.1 %	68.3 %	71.7 %	23.9 %	23.5 %	23.6 %	33.1 %	36.1 %	34.8 %
Jena	68.2 %	63.1 %	65.6 %	72.8 %	66.7 %	69.7 %	15.8 %	13.7 %	14.7 %	36.5 %	44.6 %	40.6 %
Salzgitter	83.7 %	81.8 %	82.7 %	65.6 %	60.3 %	62.9 %	22.9 %	19.3 %	21.1 %	20.9 %	22.5 %	21.8 %
Trier	79.2 %	74.1 %	76.6 %	63.3 %	60.8 %	62.1 %	23.6 %	21.4 %	22.4 %	31.9 %	36.1 %	34.1 %
Kaiserslautern	81.4 %	78.2 %	79.9 %	59.8 %	50.5 %	55.2 %	12.4 %	13.3 %	13.0 %	25.2 %	28.0 %	26.6 %
Schwerin	71.9 %	65.8 %	68.7 %	66.4 %	61.9 %	64.2 %	14.0 %	13.2 %	13.6 %	31.7 %	39.6 %	35.8 %
Cottbus	78.2 %	73.7 %	75.7 %	79.2 %	81.8 %	80.6 %	14.4 %	11.8 %	13.0 %	23.0 %	25.7 %	24.7 %
Hanau	84.2 %	79.1 %	81.6 %	77.9 %	72.0 %	74.9 %	14.1 %	12.3 %	13.2 %	39.8 %	43.6 %	41.8 %
Gera	82.7 %	75.4 %	79.0 %	56.6 %	49.1 %	52.8 %	13.1 %	13.1 %	13.1 %	25.9 %	32.0 %	29.0 %
Tübingen	65.3 %	61.1 %	63.1 %	74.5 %	70.8 %	72.5 %	28.1 %	26.8 %	27.4 %	39.6 %	50.0 %	45.3 %
Ratingen	82.1 %	82.1 %	82.1 %	67.7 %	64.6 %	66.1 %	23.9 %	24.0 %	23.9 %	26.7 %	27.9 %	27.3 %
Gießen	72.8 %	71.8 %	72.0 %	75.2 %	71.5 %	73.3 %	14.8 %	15.9 %	15.3 %	48.2 %	53.6 %	51.2 %
Zwickau	83.4 %	79.4 %	81.4 %	62.1 %	51.4 %	56.7 %	15.7 %	15.5 %	15.6 %	19.7 %	24.6 %	22.2 %
Konstanz	65.4 %	69.6 %	67.7 %	82.0 %	75.8 %	78.9 %	18.8 %	24.7 %	22.2 %	30.8 %	34.0 %	32.3 %
Marl	84.3 %	80.9 %	82.5 %	74.2 %	68.5 %	71.3 %	33.0 %	26.8 %	29.8 %	15.6 %	18.9 %	17.4 %
Velbert	90.1 %	84.2 %	86.9 %	59.3 %	41.8 %	50.3 %	28.9 %	26.5 %	27.6 %	24.6 %	24.3 %	24.4 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Tab 4 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Norderstedt	84.3 %	78.7 %	81.4 %	76.7 %	72.9 %	74.8 %	15.3 %	16.7 %	16.0 %	28.2 %	32.0 %	30.3 %
Neumünster	77.4 %	74.3 %	75.8 %	75.9 %	71.0 %	73.5 %	16.7 %	16.5 %	16.6 %	19.5 %	18.4 %	19.0 %
Dessau-Roßlau	81.2 %	73.7 %	77.2 %	80.3 %	74.8 %	77.5 %	12.8 %	10.8 %	11.7 %	15.4 %	19.0 %	17.3 %
Marburg	70.0 %	68.4 %	69.2 %	69.5 %	61.7 %	65.4 %	22.2 %	22.3 %	22.2 %	49.5 %	55.9 %	52.9 %
Grevenbroich	78.6 %	83.3 %	81.0 %	69.3 %	65.5 %	67.3 %	20.9 %	24.4 %	22.7 %	18.3 %	18.8 %	18.6 %
Fulda	80.4 %	81.7 %	81.0 %	62.1 %	57.9 %	59.9 %	24.0 %	25.8 %	24.8 %	31.2 %	31.9 %	31.6 %
Rüsselsheim	78.3 %	75.3 %	76.8 %	73.9 %	66.9 %	70.5 %	20.7 %	16.9 %	18.8 %	35.2 %	40.2 %	37.7 %
Dormagen	83.8 %	81.3 %	82.5 %	71.9 %	70.6 %	71.3 %	28.5 %	25.1 %	26.8 %	22.5 %	23.4 %	23.0 %
Kleinmachnow/Stahnsdorf/Teltow	83.1 %	74.5 %	78.7 %	76.3 %	76.6 %	76.5 %	14.5 %	18.1 %	16.3 %	30.7 %	27.0 %	28.9 %
Offenburg	83.2 %	81.0 %	82.1 %	78.7 %	73.1 %	75.8 %	28.7 %	24.1 %	26.3 %	23.1 %	22.1 %	22.8 %
Neu-Ulm	84.7 %	80.9 %	82.6 %	79.4 %	74.1 %	76.8 %	29.4 %	22.7 %	26.0 %	21.4 %	23.7 %	22.6 %
Sindelfingen	83.3 %	82.4 %	82.9 %	68.3 %	62.9 %	65.7 %	20.6 %	18.8 %	19.7 %	24.6 %	24.2 %	24.4 %
Langenfeld (Rheinland)	87.3 %	87.0 %	87.0 %	78.9 %	72.5 %	75.7 %	24.7 %	23.8 %	24.1 %	19.5 %	17.3 %	18.4 %
Meerbusch	86.1 %	83.7 %	84.8 %	76.4 %	73.8 %	75.0 %	22.7 %	21.0 %	21.8 %	25.0 %	28.6 %	26.9 %
Greifswald	71.7 %	64.6 %	67.9 %	85.1 %	82.1 %	83.5 %	10.1 %	11.9 %	11.0 %	19.2 %	19.0 %	19.1 %
Hilden	79.7 %	75.1 %	77.4 %	75.3 %	71.0 %	73.2 %	17.7 %	19.0 %	18.3 %	23.8 %	31.5 %	28.2 %
Görlitz	75.8 %	69.9 %	72.8 %	67.7 %	60.3 %	63.9 %	12.6 %	11.2 %	11.9 %	30.6 %	33.4 %	32.0 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Stralsund	76.8 %	70.9 %	73.7 %	70.5 %	70.9 %	70.8 %	11.7 %	11.2 %	11.4 %	31.4 %	40.0 %	35.9 %
Wetzlar	83.1 %	85.4 %	84.3 %	57.2 %	52.7 %	54.9 %	23.5 %	27.2 %	25.4 %	25.8 %	26.5 %	26.1 %
Wolfenbüttel	86.3 %	85.4 %	85.9 %	78.7 %	72.7 %	75.7 %	25.9 %	22.9 %	24.3 %	19.9 %	21.7 %	20.8 %
Böblingen	83.6 %	82.2 %	82.9 %	63.9 %	55.3 %	59.6 %	24.7 %	25.0 %	24.9 %	24.7 %	26.0 %	25.3 %
Peine	86.6 %	83.6 %	85.2 %	83.2 %	81.8 %	82.5 %	20.0 %	19.1 %	19.5 %	20.7 %	22.2 %	21.3 %
Oranienburg	79.0 %	77.3 %	78.0 %	81.6 %	74.5 %	77.8 %	12.5 %	11.2 %	11.8 %	25.3 %	24.3 %	24.8 %
Goslar	84.7 %	81.2 %	82.9 %	71.0 %	63.7 %	67.3 %	27.0 %	18.7 %	22.8 %	12.5 %	16.5 %	14.6 %
Landau in der Pfalz	81.7 %	79.8 %	80.7 %	72.5 %	70.2 %	71.4 %	25.2 %	22.0 %	23.7 %	18.7 %	18.2 %	18.4 %
Singen (Hohentwiel)	80.9 %	78.0 %	79.4 %	71.3 %	65.5 %	68.3 %	23.5 %	19.1 %	21.2 %	23.1 %	28.6 %	25.9 %
Bruchsal	82.5 %	81.9 %	82.3 %	79.8 %	70.6 %	75.1 %	31.1 %	25.9 %	28.4 %	24.4 %	20.5 %	22.5 %
Oberursel (Taunus)	81.5 %	79.6 %	80.5 %	78.3 %	64.3 %	71.1 %	20.8 %	21.1 %	21.0 %	38.9 %	40.3 %	39.6 %
Wittenberg	86.1 %	81.9 %	84.0 %	81.0 %	78.4 %	79.7 %	20.6 %	15.6 %	18.0 %	12.8 %	13.5 %	13.2 %
Falkensee	82.5 %	87.2 %	84.9 %	78.9 %	77.3 %	78.0 %	18.7 %	12.1 %	15.3 %	34.8 %	36.4 %	35.7 %
Freital/Tharandt	84.2 %	82.6 %	83.4 %	67.2 %	56.7 %	61.8 %	13.6 %	18.1 %	15.9 %	31.5 %	29.1 %	30.2 %
Erkrath	83.7 %	84.0 %	83.9 %	67.1 %	57.4 %	62.0 %	23.8 %	24.8 %	24.3 %	36.2 %	31.8 %	33.9 %
Kaarst	89.8 %	82.9 %	86.2 %	78.4 %	71.1 %	74.7 %	20.9 %	20.2 %	20.4 %	18.6 %	24.5 %	21.8 %
Monheim am Rhein	81.3 %	77.5 %	79.3 %	73.6 %	70.9 %	72.3 %	21.4 %	19.9 %	20.6 %	78.1 %	79.0 %	78.6 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Tab 4 (f)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Gifhorn	88.4 %	86.7 %	87.5 %	78.8 %	81.4 %	80.2 %	22.1 %	21.8 %	21.9 %	13.1 %	18.5 %	16.1 %
Eberswalde	76.6 %	64.9 %	70.6 %	73.8 %	66.0 %	69.7 %	14.6 %	11.8 %	13.1 %	34.0 %	38.0 %	36.2 %
Coburg	84.5 %	79.8 %	82.0 %	67.3 %	57.0 %	62.0 %	27.2 %	25.9 %	26.5 %	27.0 %	32.5 %	30.0 %
Eisenach	80.4 %	74.1 %	77.2 %	59.6 %	53.0 %	56.2 %	19.6 %	15.0 %	17.2 %	19.1 %	16.1 %	17.6 %
Mettmann	86.2 %	83.8 %	84.9 %	63.5 %	54.3 %	58.8 %	26.5 %	24.9 %	25.7 %	27.6 %	24.2 %	25.9 %
Pirna	82.7 %	76.4 %	79.4 %	74.2 %	72.3 %	73.2 %	14.3 %	12.2 %	13.2 %	27.1 %	27.5 %	27.3 %
Ettlingen	82.8 %	83.1 %	83.0 %	73.7 %	72.5 %	73.1 %	24.4 %	27.3 %	25.9 %	25.8 %	18.1 %	21.9 %
Bautzen	79.7 %	75.4 %	77.5 %	71.5 %	65.6 %	68.4 %	11.5 %	11.9 %	11.7 %	20.4 %	17.8 %	19.0 %
Werder (Havel)/Schwielowsee	79.6 %	79.7 %	79.7 %	81.6 %	77.3 %	79.5 %	19.4 %	21.7 %	20.5 %	43.1 %	31.7 %	37.5 %
Crailsheim	86.0 %	86.7 %	86.0 %	78.3 %	69.2 %	73.8 %	26.8 %	27.6 %	27.1 %	20.2 %	17.3 %	18.8 %
Radebeul	86.9 %	78.7 %	82.7 %	85.6 %	79.5 %	82.4 %	14.3 %	13.3 %	13.8 %	25.9 %	42.3 %	34.3 %
Haan	87.2 %	85.1 %	86.1 %	59.9 %	51.2 %	55.3 %	29.3 %	28.6 %	28.9 %	28.9 %	25.1 %	26.9 %
Riesa	86.5 %	77.7 %	81.9 %	72.1 %	67.1 %	69.5 %	11.1 %	12.7 %	11.9 %	23.2 %	13.3 %	18.1 %
Meißen	79.0 %	74.0 %	76.4 %	68.2 %	57.5 %	62.6 %	14.6 %	12.3 %	13.4 %	30.2 %	29.3 %	29.7 %
Grimma	89.9 %	86.9 %	88.4 %	71.9 %	73.3 %	72.6 %	17.8 %	16.7 %	17.2 %	14.4 %	18.7 %	16.6 %
Hennigsdorf	79.5 %	73.2 %	76.2 %	77.6 %	80.5 %	79.1 %	10.4 %	11.3 %	10.8 %	26.0 %	29.6 %	27.8 %
Heiligenhaus	85.3 %	83.3 %	84.3 %	56.1 %	43.9 %	50.0 %	30.1 %	23.2 %	26.6 %	25.5 %	24.3 %	24.9 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Neckarsulm	84.4 %	83.7 %	84.1 %	68.4 %	57.5 %	62.9 %	29.8 %	23.2 %	26.5 %	19.5 %	22.0 %	20.9 %
Delitzsch	81.4 %	78.7 %	80.0 %	75.2 %	78.8 %	77.0 %	10.7 %	12.9 %	11.8 %	21.4 %	24.2 %	22.8 %
Markkleeberg	80.1 %	75.9 %	77.9 %	85.3 %	79.4 %	82.2 %	14.7 %	13.3 %	14.0 %	29.6 %	39.1 %	34.6 %
Michendorf/Nuthetal	78.6 %	72.9 %	75.7 %	81.0 %	76.8 %	78.9 %	19.3 %	23.4 %	21.4 %	36.5 %	35.9 %	36.2 %
Wülfrath	88.8 %	88.5 %	88.5 %	53.0 %	42.1 %	47.6 %	34.2 %	31.6 %	32.7 %	17.7 %	20.4 %	19.0 %
Coswig	82.3 %	80.1 %	81.1 %	79.6 %	75.7 %	77.7 %	12.6 %	15.8 %	14.2 %	29.3 %	36.1 %	32.8 %
Torgau	83.9 %	78.8 %	81.2 %	76.8 %	76.1 %	76.3 %	12.8 %	10.8 %	11.8 %	18.4 %	19.0 %	18.8 %
Schkeuditz	83.1 %	81.9 %	82.6 %	75.2 %	73.0 %	74.0 %	15.9 %	12.5 %	14.2 %	24.5 %	28.3 %	26.2 %
Borna	80.4 %	76.8 %	78.6 %	80.4 %	75.1 %	77.7 %	17.0 %	19.9 %	18.5 %	21.0 %	17.0 %	19.0 %
Radeberg	79.7 %	81.0 %	80.3 %	74.8 %	69.7 %	72.2 %	18.1 %	16.9 %	17.5 %	21.9 %	25.0 %	23.5 %
Großenhain	86.4 %	82.9 %	84.7 %	75.4 %	72.2 %	73.8 %	18.7 %	16.7 %	17.6 %	21.8 %	22.9 %	22.4 %
Kamenz	83.7 %	78.5 %	81.1 %	71.5 %	65.7 %	68.6 %	18.6 %	20.7 %	19.7 %	19.4 %	21.1 %	20.3 %
Heidenau	77.7 %	76.9 %	77.4 %	78.4 %	65.6 %	72.0 %	16.1 %	14.3 %	15.1 %	42.5 %	32.2 %	37.6 %
Eilenburg	86.1 %	86.8 %	86.5 %	81.2 %	80.6 %	80.9 %	13.7 %	18.8 %	16.4 %	20.5 %	28.8 %	24.8 %
Wurzen	81.5 %	80.4 %	80.9 %	79.9 %	73.6 %	76.7 %	12.6 %	10.2 %	11.4 %	17.8 %	20.0 %	18.9 %
Dippoldiswalde	87.1 %	85.3 %	86.2 %	68.9 %	56.7 %	62.7 %	23.2 %	18.2 %	20.6 %	15.2 %	19.1 %	17.2 %
Rommerskirchen	92.5 %	86.3 %	89.4 %	80.1 %	70.3 %	75.3 %	29.4 %	28.9 %	29.5 %	24.6 %	26.3 %	25.6 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Access to Household Car,
Bicycle, or PT Season Ticket on the Reference Day**

Study area	Household car*			Bicycle**			Electric bicycle**			Public Transport (PT) season ticket		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Obere Aller	87.3 %	86.1 %	86.7 %	73.2 %	72.9 %	73.0 %	20.8 %	24.3 %	22.5 %	23.4 %	17.5 %	20.5 %
Möckern-Loburg-Fläming	87.7 %	88.6 %	88.1 %	72.5 %	70.3 %	71.4 %	14.3 %	11.2 %	12.8 %	16.5 %	18.2 %	17.3 %
Beetzendorf-Diesdorf	90.0 %	88.6 %	89.3 %	80.1 %	79.2 %	79.7 %	18.8 %	20.8 %	19.8 %	17.3 %	14.0 %	15.7 %
Bischofswerda	79.3 %	77.2 %	78.2 %	71.8 %	68.4 %	70.0 %	15.0 %	16.0 %	15.5 %	12.9 %	18.3 %	15.7 %
Südliche Altmark	94.5 %	86.6 %	90.6 %	77.6 %	79.3 %	78.4 %	20.5 %	17.6 %	19.1 %	17.8 %	14.5 %	16.2 %
Pegau	89.8 %	83.9 %	86.8 %	78.1 %	76.4 %	77.2 %	16.0 %	11.3 %	13.6 %	22.1 %	22.0 %	22.1 %
District Karlsruhe	86.3 %	85.7 %	86.0 %	77.7 %	69.3 %	73.5 %	27.5 %	26.4 %	27.0 %	24.6 %	25.5 %	25.0 %
District München	82.3 %	81.3 %	81.8 %	84.4 %	78.5 %	81.4 %	18.3 %	18.5 %	18.5 %	37.2 %	39.8 %	38.6 %
District Rendsburg-Eckernförde	88.7 %	88.8 %	88.7 %	72.3 %	69.3 %	70.8 %	30.3 %	32.3 %	31.3 %	19.3 %	17.3 %	18.3 %
District Neu-Ulm	88.0 %	87.6 %	87.8 %	79.2 %	77.8 %	78.5 %	30.7 %	26.4 %	28.7 %	20.3 %	20.2 %	20.4 %
District Plön	89.5 %	87.6 %	88.5 %	77.1 %	71.1 %	74.0 %	27.6 %	30.9 %	29.3 %	22.7 %	20.0 %	21.3 %

Notes:

Indicators according to Tab 3.3x of the SrV 2023 standard evaluation (sum of unrestricted availability and availability by arrangement).

* Availability as driver or passenger.

** Bicycle or cargo bicycle (conventional) belonging to the household.

*** Electric bicycle or electric cargo bicycle belonging to the household.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Berlin	0.2	1.1	0.3	0.8	0.5	0.4	9.3 %	56.5 %	23.7 %	40.6 %	15.3 %	28.2 %
München	0.3	1.1	0.3	0.9	0.8	0.4	10.1 %	57.1 %	24.2 %	41.9 %	23.4 %	28.2 %
Frankfurt am Main	0.2	1.0	0.3	0.8	/	0.5	8.6 %	57.7 %	24.0 %	42.0 %	/	27.2 %
Düsseldorf	0.2	1.1	0.3	0.7	0.4	0.4	8.8 %	59.8 %	26.0 %	41.3 %	21.7 %	29.7 %
Leipzig	0.2	1.0	0.3	0.6	0.2	0.4	8.4 %	55.4 %	22.9 %	38.6 %	17.9 %	27.3 %
Bremen	0.2	1.1	0.4	0.8	/	0.4	10.4 %	54.7 %	28.0 %	39.1 %	/	27.2 %
Dresden	0.2	1.0	0.3	0.8	/	0.4	11.1 %	56.3 %	27.8 %	40.8 %	/	30.5 %
Duisburg	0.1	1.1	0.4	0.7	0.2	0.5	9.8 %	61.6 %	33.6 %	44.7 %	18.4 %	34.1 %
Bochum	0.1	1.1	0.4	0.9	/	0.5	8.6 %	58.1 %	31.2 %	46.4 %	/	31.7 %
Mannheim	0.1	1.1	0.3	0.8	/	0.4	9.0 %	55.1 %	26.2 %	47.0 %	/	31.4 %
Karlsruhe	0.2	0.9	0.4	0.8	/	0.4	10.5 %	48.7 %	27.2 %	41.8 %	/	26.2 %
Augsburg	0.2	1.1	0.3	0.8	/	0.4	9.0 %	57.5 %	26.0 %	43.3 %	/	30.8 %
Wiesbaden	0.1	0.9	0.3	0.8	/	0.5	7.7 %	55.2 %	28.9 %	43.7 %	/	31.9 %
Mönchengladbach	0.1	1.1	0.3	0.6	/	0.5	9.3 %	62.9 %	27.9 %	44.8 %	/	33.0 %
Braunschweig	0.2	1.0	0.3	0.6	0.3	0.4	10.5 %	54.4 %	25.2 %	38.4 %	10.8 %	27.0 %
Kiel	0.2	1.1	0.3	0.9	/	0.4	9.9 %	55.0 %	25.1 %	45.4 %	/	28.7 %
Magdeburg	0.2	1.1	0.3	0.8	/	0.4	11.5 %	59.0 %	23.9 %	39.2 %	/	29.0 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Chemnitz	0.2	1.1	0.4	0.9	/	0.5	11.0 %	60.8 %	30.4 %	45.3 %	/	32.6 %
Krefeld	0.1	1.4	0.3	0.6	/	0.4	7.9 %	60.7 %	27.6 %	38.9 %	/	31.0 %
Halle (Saale)	0.2	1.0	0.4	0.8	/	0.4	14.7 %	57.2 %	33.4 %	46.7 %	/	31.1 %
Erfurt	0.1	1.1	0.3	0.7	/	0.4	8.2 %	56.6 %	27.9 %	38.7 %	/	29.4 %
Rostock	0.1	1.5	0.4	0.7	/	0.4	6.6 %	57.3 %	28.0 %	36.7 %	/	28.2 %
Kassel	0.2	0.9	0.3	0.8	/	0.4	9.6 %	52.1 %	27.0 %	40.1 %	/	28.6 %
Potsdam	0.3	1.1	0.4	1.1	/	0.4	13.1 %	54.9 %	27.2 %	42.2 %	/	27.6 %
Ludwigshafen	0.2	0.9	0.3	0.7	/	0.5	12.1 %	52.2 %	23.5 %	45.4 %	/	32.0 %
Oldenburg	0.2	1.1	0.3	0.7	/	0.4	10.9 %	54.5 %	25.7 %	38.1 %	/	27.6 %
Osnabrück	0.2	1.1	0.4	0.7	/	0.5	8.3 %	57.1 %	26.8 %	42.2 %	/	31.1 %
Solingen	0.1	1.1	0.4	0.9	/	0.5	10.7 %	63.4 %	32.5 %	44.0 %	/	33.5 %
Darmstadt	0.2	1.2	0.3	0.8	/	0.4	9.3 %	56.8 %	21.8 %	42.6 %	/	28.9 %
Paderborn	0.2	1.3	0.4	1.0	/	0.4	8.8 %	56.5 %	30.0 %	40.7 %	/	30.1 %
Heidelberg	0.3	0.8	0.3	0.7	/	0.4	11.1 %	47.7 %	22.4 %	39.8 %	/	27.9 %
Neuss	0.1	1.2	0.3	0.7	/	0.4	7.1 %	64.1 %	25.8 %	43.1 %	/	31.1 %
Regensburg	0.2	0.7	0.4	0.8	/	0.4	11.2 %	45.8 %	29.6 %	45.9 %	/	30.2 %
Pforzheim	0.1	1.0	0.4	0.9	/	0.6	7.0 %	58.3 %	35.0 %	51.7 %	/	36.5 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Tab 5 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Heilbronn	0.2	0.9	0.3	0.7	/	0.5	9.9 %	56.5 %	24.5 %	42.4 %	/	29.3 %
Ulm	0.2	1.0	0.4	0.8	/	0.4	12.1 %	56.6 %	29.6 %	46.2 %	/	30.6 %
Jena	0.3	0.9	0.4	1.0	/	0.4	11.7 %	49.1 %	34.0 %	44.4 %	/	30.4 %
Salzgitter	0.2	1.1	0.5	0.7	/	0.5	12.1 %	64.4 %	34.0 %	43.5 %	/	33.4 %
Trier	0.2	0.9	0.3	0.7	/	0.4	13.2 %	50.6 %	27.4 %	42.8 %	/	29.3 %
Kaiserslautern	0.4	1.0	0.6	1.0	/	0.5	15.7 %	57.9 %	38.6 %	46.9 %	/	32.4 %
Schwerin	0.2	1.0	0.3	0.7	/	0.4	14.0 %	58.4 %	27.0 %	41.7 %	/	32.1 %
Cottbus	0.2	1.1	0.3	0.8	/	0.4	10.5 %	60.0 %	27.0 %	40.8 %	/	27.8 %
Hanau	0.2	1.7	0.4	0.9	/	0.5	9.7 %	62.4 %	29.4 %	47.2 %	/	32.9 %
Gera	0.3	1.3	0.4	1.0	/	0.5	11.0 %	60.6 %	34.9 %	51.1 %	/	35.2 %
Tübingen	0.2	0.9	0.3	0.9	1.0	0.4	9.5 %	47.2 %	23.6 %	41.2 %	30.5 %	26.9 %
Ratingen	0.1	1.2	0.4	0.9	/	0.5	8.1 %	60.5 %	33.1 %	44.5 %	/	33.3 %
Gießen	0.1	0.8	0.4	0.8	/	0.5	10.4 %	50.2 %	31.3 %	50.4 %	/	33.6 %
Zwickau	0.2	1.2	0.4	1.0	/	0.5	7.7 %	66.2 %	35.8 %	48.8 %	/	33.2 %
Konstanz	0.1	0.9	0.3	0.7	/	0.4	6.4 %	50.2 %	27.2 %	42.5 %	/	27.2 %
Marl	0.1	1.7	0.4	1.1	/	0.4	8.3 %	63.7 %	35.4 %	42.9 %	/	33.8 %
Velbert	0.1	1.3	0.4	0.8	/	0.5	10.0 %	63.7 %	26.9 %	44.9 %	/	32.3 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Norderstedt	0.2	1.6	0.3	0.9	/	0.5	10.2 %	61.7 %	27.8 %	40.8 %	/	31.7 %
Neumünster	0.1	1.3	0.4	0.7	/	0.5	9.3 %	61.7 %	33.0 %	42.7 %	/	31.2 %
Dessau-Roßlau	0.1	1.3	0.3	0.8	/	0.4	8.1 %	56.7 %	28.1 %	44.7 %	/	30.4 %
Marburg	0.2	1.1	0.3	1.0	/	0.4	10.6 %	50.8 %	26.9 %	46.5 %	/	31.2 %
Grevenbroich	/	1.1	0.5	1.2	/	0.5	/	65.7 %	39.3 %	42.8 %	/	33.6 %
Fulda	0.3	1.0	0.5	0.9	/	0.5	12.4 %	59.1 %	35.6 %	45.3 %	/	36.7 %
Rüsselsheim	0.1	0.8	0.4	0.6	/	0.4	6.1 %	54.3 %	34.1 %	40.6 %	/	30.3 %
Dormagen	0.2	1.3	0.4	0.6	/	0.5	9.3 %	66.1 %	32.2 %	40.3 %	/	32.1 %
Kleinmachnow/Stahnsdorf/Teltow	0.1	1.0	0.3	0.8	/	0.5	9.3 %	55.6 %	27.2 %	44.4 %	/	30.9 %
Offenburg	0.1	1.0	0.4	0.9	/	0.5	6.4 %	56.9 %	28.6 %	50.0 %	/	32.0 %
Neu-Ulm	0.1	1.2	0.3	1.0	/	0.5	8.0 %	64.3 %	28.7 %	46.1 %	/	32.6 %
Sindelfingen	0.1	1.4	0.4	0.9	/	0.5	9.3 %	64.6 %	33.0 %	49.5 %	/	37.7 %
Langenfeld (Rheinland)	0.1	1.1	0.4	0.9	/	0.5	8.7 %	62.2 %	31.4 %	42.1 %	/	32.5 %
Meerbusch	0.1	1.1	0.3	0.6	/	0.4	8.2 %	61.0 %	25.7 %	40.7 %	/	32.0 %
Greifswald	0.3	0.9	0.3	0.8	/	0.4	12.2 %	47.4 %	29.8 %	40.1 %	/	30.5 %
Hilden	0.2	1.0	0.3	0.9	/	0.4	8.1 %	60.6 %	24.2 %	45.1 %	/	31.0 %
Görlitz	0.1	1.1	0.4	0.7	/	0.4	9.1 %	56.5 %	32.0 %	44.8 %	/	32.2 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Stralsund	0.1	1.6	0.4	1.1	/	0.4	8.1 %	54.6 %	31.8 %	45.6 %	/	32.6 %
Wetzlar	0.1	1.2	0.4	0.7	/	0.5	8.9 %	60.8 %	30.1 %	43.1 %	/	33.1 %
Wolfenbüttel	0.1	1.1	0.3	0.7	/	0.5	9.8 %	61.2 %	27.8 %	45.7 %	/	32.3 %
Böblingen	0.2	1.2	0.4	0.9	/	0.4	10.7 %	61.5 %	33.1 %	46.5 %	/	32.4 %
Peine	0.2	1.2	0.4	0.7	/	0.5	10.1 %	59.2 %	29.9 %	43.5 %	/	33.7 %
Oranienburg	0.2	1.1	0.4	0.8	/	0.5	10.8 %	59.7 %	31.3 %	46.0 %	/	35.1 %
Goslar	0.1	1.0	0.4	0.7	/	0.5	12.2 %	66.4 %	27.8 %	47.6 %	/	34.7 %
Landau in der Pfalz	0.1	1.0	0.3	0.7	/	0.5	9.0 %	58.2 %	27.0 %	45.8 %	/	32.9 %
Singen (Hohentwiel)	0.1	0.9	0.3	0.7	/	0.5	7.5 %	59.3 %	26.4 %	48.3 %	/	31.9 %
Bruchsal	0.2	1.1	0.5	0.9	/	0.6	9.8 %	62.0 %	31.6 %	47.4 %	/	35.4 %
Oberursel (Taunus)	0.1	1.1	0.3	0.8	/	0.5	8.8 %	57.1 %	27.3 %	43.1 %	/	32.2 %
Wittenberg	0.1	1.1	0.4	0.7	/	0.5	8.4 %	61.5 %	32.4 %	44.1 %	/	33.3 %
Falkensee	0.1	0.9	0.6	0.6	/	0.4	9.4 %	57.5 %	44.7 %	42.9 %	/	31.7 %
Freital/Tharandt	0.1	0.8	0.4	0.7	/	0.5	5.6 %	56.8 %	30.9 %	37.4 %	/	30.4 %
Erkrath	0.2	1.3	0.3	0.6	/	0.5	10.2 %	58.5 %	31.4 %	42.1 %	/	33.3 %
Kaarst	0.1	1.0	0.4	0.6	/	0.5	4.7 %	60.7 %	34.7 %	37.9 %	/	33.6 %
Monheim am Rhein	0.1	0.9	0.3	0.7	/	0.4	7.6 %	56.2 %	27.7 %	41.6 %	/	31.0 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Gifhorn	0.1	1.1	0.4	0.8	/	0.5	8.4 %	60.1 %	34.9 %	45.2 %	/	34.2 %
Eberswalde	0.2	1.1	0.4	1.1	/	0.5	10.3 %	61.5 %	35.7 %	44.7 %	/	35.3 %
Coburg	0.3	1.1	0.5	0.7	/	0.6	16.4 %	61.0 %	38.5 %	46.3 %	/	38.7 %
Eisenach	0.3	1.0	0.4	0.6	/	0.5	12.1 %	61.4 %	29.6 %	39.8 %	/	33.2 %
Mettmann	0.1	1.5	0.4	0.9	/	0.5	6.3 %	66.1 %	29.3 %	43.4 %	/	33.5 %
Pirna	0.1	1.2	0.4	1.1	/	0.4	8.2 %	52.3 %	29.5 %	46.8 %	/	30.6 %
Ettlingen	0.1	0.9	0.4	0.8	/	0.5	9.6 %	56.5 %	25.8 %	50.3 %	/	32.3 %
Bautzen	0.2	1.0	0.4	0.6	/	0.5	11.2 %	62.9 %	30.6 %	42.9 %	/	33.7 %
Werder (Havel)/Schwielowsee	0.1	0.9	0.3	0.5	/	0.4	5.0 %	55.0 %	29.2 %	31.2 %	/	28.5 %
Crailsheim	0.1	1.3	0.5	0.9	/	0.5	7.8 %	64.3 %	36.1 %	49.9 %	/	34.7 %
Radebeul	/	1.7	0.3	0.9	/	0.5	/	62.5 %	25.2 %	43.7 %	/	30.6 %
Haan	0.2	1.2	0.4	0.7	/	0.4	10.1 %	58.7 %	30.6 %	43.7 %	/	31.8 %
Riesa	/	/	0.3	0.8	/	0.4	/	/	29.7 %	51.8 %	/	32.2 %
Meißen	0.1	1.7	0.3	0.9	/	0.6	9.1 %	59.1 %	30.1 %	43.6 %	/	33.6 %
Grimma	/	/	0.5	0.6	/	0.6	/	/	39.3 %	38.0 %	/	38.5 %
Hennigsdorf	/	/	0.3	0.6	/	0.5	/	/	26.3 %	39.6 %	/	28.9 %
Heiligenhaus	0.1	1.3	0.4	0.7	/	0.5	7.7 %	61.0 %	34.0 %	35.9 %	/	31.7 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Neckarsulm	0.1	0.9	0.5	0.7	/	0.4	10.0 %	56.0 %	36.6 %	43.3 %	/	31.2 %
Delitzsch	0.1	/	0.3	0.7	/	0.4	5.9 %	/	25.9 %	48.0 %	/	31.5 %
Markkleeberg	0.3	0.9	0.4	1.1	/	0.4	6.3 %	58.7 %	29.1 %	45.0 %	/	31.2 %
Michendorf/Nuthetal	/	1.1	0.4	1.2	/	0.5	/	62.9 %	31.1 %	51.5 %	/	33.4 %
Wülfrath	0.2	1.1	0.4	0.8	/	0.4	10.9 %	67.3 %	29.1 %	47.4 %	/	32.4 %
Coswig	/	/	0.4	0.8	/	0.4	/	/	34.1 %	55.2 %	/	36.2 %
Torgau	/	/	0.4	0.6	/	0.5	/	/	35.1 %	43.6 %	/	35.5 %
Schkeuditz	0.2	1.0	0.4	0.8	/	0.5	8.1 %	62.2 %	33.8 %	45.0 %	/	35.1 %
Borna	0.1	/	0.6	0.7	/	0.5	9.5 %	/	44.9 %	43.8 %	/	32.5 %
Radeberg	/	1.2	0.6	0.7	/	0.5	/	66.2 %	43.1 %	44.2 %	/	36.8 %
Großenhain	0.1	/	0.4	0.6	/	0.4	7.6 %	/	35.8 %	42.3 %	/	30.5 %
Kamenz	0.1	0.9	0.3	0.9	/	0.4	7.2 %	54.4 %	28.0 %	54.3 %	/	30.4 %
Heidenau	0.2	0.9	0.4	1.0	/	0.4	11.8 %	60.8 %	36.8 %	46.0 %	/	30.7 %
Eilenburg	/	/	0.4	0.7	/	0.5	/	/	35.3 %	42.5 %	/	32.7 %
Wurzen	0.3	/	0.4	1.0	/	0.5	6.8 %	/	28.8 %	44.6 %	/	31.7 %
Dippoldiswalde	0.2	1.8	0.6	1.0	/	0.5	13.6 %	59.4 %	48.1 %	48.5 %	/	35.9 %
Rommerskirchen	0.1	1.3	0.4	0.9	/	0.6	10.4 %	60.3 %	36.1 %	48.8 %	/	38.0 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Accompanied Trips by Purpose Category

Calculated on: **20.01.2026**

Study area	Number of accompanied persons per trip						Share of accompanied trips					
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose	Own home
Obere Aller	0.2	/	0.5	0.7	/	0.6	12.0 %	/	43.0 %	39.1 %	/	34.7 %
Möckern-Loburg-Fläming	0.2	/	0.6	0.8	/	0.6	12.7 %	/	35.8 %	44.8 %	/	34.8 %
Beetzendorf-Diesdorf	0.1	/	0.5	0.6	/	0.5	5.8 %	/	31.2 %	45.4 %	/	32.4 %
Bischofswerda	/	1.3	0.4	0.7	/	0.4	/	62.7 %	39.7 %	46.5 %	/	33.4 %
Südliche Altmark	0.2	/	0.5	0.5	/	0.5	10.4 %	/	34.1 %	37.4 %	/	29.2 %
Pegau	0.5	1.2	0.4	0.9	/	0.5	18.1 %	61.4 %	35.2 %	47.1 %	/	34.2 %
District Karlsruhe	0.3	1.0	0.5	0.8	/	0.5	8.2 %	60.8 %	35.8 %	48.4 %	/	35.7 %
District München	0.3	1.2	0.5	0.9	/	0.5	12.2 %	58.7 %	36.1 %	40.0 %	/	33.5 %
District Rendsburg-Eckernförde	0.1	1.2	0.4	0.8	/	0.5	7.5 %	64.7 %	35.6 %	43.4 %	/	34.6 %
District Neu-Ulm	0.1	1.1	0.4	0.8	/	0.5	8.1 %	62.4 %	34.6 %	44.6 %	/	34.9 %
District Plön	0.1	1.3	0.4	0.7	/	0.5	7.2 %	57.8 %	32.7 %	41.7 %	/	34.5 %

Notes:

Indicators according to Tab 6.17 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Currently not registered	Garage/carport/ private parking space	Parking location	
		Registered elsewhere				On-street parking	Different locations
Berlin	90.0 %	9.8 %		0.2 %	43.4 %	52.2 %	4.4 %
München	86.7 %	13.1 %		0.3 %	65.1 %	29.9 %	5.0 %
Frankfurt am Main	88.7 %	11.3 %		0.0 %	56.3 %	37.4 %	6.2 %
Düsseldorf	86.9 %	12.9 %		0.2 %	58.5 %	37.2 %	4.2 %
Leipzig	90.1 %	9.7 %		0.2 %	51.1 %	45.6 %	3.4 %
Bremen	91.3 %	8.6 %		0.1 %	65.0 %	32.2 %	2.9 %
Dresden	89.6 %	10.1 %		0.3 %	57.6 %	37.8 %	4.6 %
Duisburg	91.3 %	8.5 %		0.1 %	58.0 %	35.3 %	6.7 %
Bochum	90.4 %	9.3 %		0.4 %	64.2 %	30.4 %	5.3 %
Mannheim	86.7 %	13.3 %		0.1 %	56.4 %	37.4 %	6.2 %
Karlsruhe	88.0 %	11.8 %		0.1 %	53.0 %	41.6 %	5.5 %
Augsburg	89.4 %	10.5 %		0.1 %	70.4 %	25.4 %	4.1 %
Wiesbaden	89.5 %	10.5 %		0.0 %	59.1 %	36.3 %	4.7 %
Mönchengladbach	90.5 %	9.2 %		0.3 %	61.9 %	31.7 %	6.4 %
Braunschweig	86.6 %	13.0 %		0.4 %	58.4 %	37.9 %	3.8 %
Kiel	88.1 %	11.8 %		0.1 %	54.1 %	41.9 %	4.0 %
Magdeburg	91.4 %	8.5 %		0.1 %	63.0 %	33.2 %	3.8 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Place of registration			Parking location		
	Registered at place of residence	Registered elsewhere	Currently not registered	Garage/carport/ private parking space	On-street parking	Different locations
Chemnitz	92.1 %	7.8 %	0.2 %	66.0 %	30.7 %	3.2 %
Krefeld	91.3 %	8.6 %	0.1 %	63.1 %	31.4 %	5.6 %
Halle (Saale)	90.6 %	9.3 %	0.1 %	54.3 %	41.0 %	4.7 %
Erfurt	91.8 %	8.1 %	0.1 %	58.1 %	38.9 %	3.0 %
Rostock	89.4 %	10.1 %	0.5 %	55.6 %	42.7 %	1.8 %
Kassel	90.0 %	9.2 %	0.8 %	61.3 %	34.9 %	3.8 %
Potsdam	86.2 %	13.5 %	0.2 %	57.8 %	37.8 %	4.4 %
Ludwigshafen	91.2 %	8.6 %	0.2 %	59.2 %	34.5 %	6.3 %
Oldenburg	88.1 %	11.8 %	0.1 %	81.5 %	15.6 %	2.9 %
Osnabrück	87.3 %	12.4 %	0.3 %	70.2 %	24.8 %	5.0 %
Solingen	92.5 %	7.0 %	0.5 %	70.7 %	26.0 %	3.3 %
Darmstadt	88.0 %	11.8 %	0.2 %	65.5 %	31.8 %	2.7 %
Paderborn	93.4 %	6.4 %	0.2 %	81.1 %	15.4 %	3.5 %
Heidelberg	85.8 %	14.1 %	0.1 %	59.8 %	35.3 %	4.9 %
Neuss	91.3 %	8.6 %	0.1 %	66.7 %	27.1 %	6.2 %
Regensburg	83.0 %	16.9 %	0.1 %	72.1 %	24.4 %	3.6 %
Pforzheim	92.1 %	7.9 %	0.1 %	70.4 %	25.2 %	4.3 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Place of registration			Parking location		
	Registered at place of residence	Registered elsewhere	Currently not registered	Garage/carport/ private parking space	On-street parking	Different locations
Heilbronn	90.9 %	8.9 %	0.3 %	74.9 %	19.8 %	5.2 %
Ulm	84.1 %	15.6 %	0.4 %	73.2 %	23.3 %	3.5 %
Jena	89.3 %	10.7 %	0.0 %	61.5 %	35.3 %	3.1 %
Salzgitter	94.3 %	5.7 %	0.0 %	74.5 %	20.4 %	5.1 %
Trier	87.2 %	12.8 %	0.1 %	71.9 %	24.6 %	3.6 %
Kaiserslautern	88.8 %	11.2 %	0.0 %	66.8 %	29.1 %	4.1 %
Schwerin	92.9 %	6.9 %	0.2 %	59.6 %	37.0 %	3.4 %
Cottbus	93.8 %	6.1 %	0.1 %	71.7 %	24.8 %	3.5 %
Hanau	91.9 %	8.1 %	0.1 %	72.4 %	19.6 %	8.0 %
Gera	93.7 %	6.1 %	0.2 %	63.9 %	31.9 %	4.2 %
Tübingen	82.8 %	17.1 %	0.1 %	69.9 %	25.4 %	4.7 %
Ratingen	87.9 %	11.8 %	0.2 %	73.6 %	21.5 %	5.0 %
Gießen	83.9 %	16.1 %	0.0 %	65.8 %	29.3 %	4.9 %
Zwickau	92.2 %	7.3 %	0.5 %	70.9 %	23.2 %	5.9 %
Konstanz	80.5 %	18.0 %	1.5 %	74.6 %	22.9 %	2.5 %
Marl	94.7 %	4.9 %	0.3 %	84.6 %	12.4 %	3.0 %
Velbert	91.3 %	8.4 %	0.3 %	72.8 %	22.9 %	4.3 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Garage/carport/ private parking space	Parking location	
		Registered elsewhere	Currently not registered		On-street parking	Different locations
Norderstedt	90.9 %	8.7 %	0.4 %	79.6 %	16.2 %	4.2 %
Neumünster	95.1 %	4.5 %	0.4 %	82.8 %	13.8 %	3.4 %
Dessau-Roßlau	92.6 %	6.9 %	0.5 %	64.8 %	30.0 %	5.2 %
Marburg	91.2 %	8.2 %	0.6 %	73.4 %	22.2 %	4.4 %
Grevenbroich	91.5 %	8.1 %	0.4 %	85.5 %	11.9 %	2.6 %
Fulda	92.0 %	7.6 %	0.5 %	75.8 %	19.0 %	5.1 %
Rüsselsheim	86.8 %	12.4 %	0.8 %	68.4 %	24.7 %	6.8 %
Dormagen	90.8 %	8.6 %	0.6 %	75.1 %	20.1 %	4.8 %
Kleinmachnow/Stahnsdorf/Teltow	91.4 %	8.4 %	0.2 %	83.3 %	14.1 %	2.5 %
Offenburg	93.7 %	6.0 %	0.3 %	81.7 %	16.1 %	2.2 %
Neu-Ulm	87.6 %	11.6 %	0.7 %	78.8 %	16.4 %	4.8 %
Sindelfingen	88.4 %	11.5 %	0.1 %	79.1 %	15.7 %	5.2 %
Langenfeld (Rheinland)	89.4 %	10.4 %	0.3 %	79.1 %	16.1 %	4.8 %
Meerbusch	86.1 %	13.8 %	0.1 %	73.2 %	21.5 %	5.3 %
Greifswald	84.9 %	15.1 %	0.0 %	70.9 %	25.9 %	3.2 %
Hilden	90.0 %	9.9 %	0.2 %	75.6 %	20.3 %	4.1 %
Görlitz	94.7 %	5.2 %	0.1 %	55.1 %	41.1 %	3.8 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Garage/carport/ private parking space	Parking location	
		Registered elsewhere	Currently not registered		On-street parking	Different locations
Stralsund	91.8 %	8.0 %	0.1 %	62.7 %	34.7 %	2.6 %
Wetzlar	94.2 %	5.0 %	0.8 %	79.4 %	14.7 %	6.0 %
Wolfenbüttel	90.8 %	8.5 %	0.7 %	78.2 %	19.6 %	2.2 %
Böblingen	89.1 %	10.9 %	0.0 %	78.1 %	16.5 %	5.4 %
Peine	91.9 %	7.8 %	0.3 %	84.3 %	11.0 %	4.8 %
Oranienburg	92.0 %	6.7 %	1.3 %	82.7 %	11.6 %	5.7 %
Goslar	94.3 %	5.5 %	0.2 %	73.5 %	22.6 %	3.9 %
Landau in der Pfalz	87.9 %	11.9 %	0.2 %	71.7 %	21.7 %	6.6 %
Singen (Hohentwiel)	93.3 %	5.9 %	0.7 %	83.2 %	11.6 %	5.2 %
Bruchsal	90.0 %	9.8 %	0.2 %	75.3 %	20.4 %	4.3 %
Oberursel (Taunus)	86.9 %	13.1 %	0.0 %	72.7 %	21.4 %	5.9 %
Wittenberg	93.7 %	6.1 %	0.2 %	81.7 %	14.9 %	3.4 %
Falkensee	94.6 %	5.4 %	0.0 %	85.2 %	13.2 %	1.5 %
Freital/Tharandt	89.7 %	10.3 %	0.0 %	85.2 %	11.4 %	3.4 %
Erkrath	89.7 %	10.3 %	0.0 %	71.1 %	21.5 %	7.5 %
Kaarst	86.7 %	13.0 %	0.2 %	81.0 %	13.5 %	5.5 %
Monheim am Rhein	87.8 %	11.8 %	0.4 %	69.5 %	24.5 %	6.0 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Garage/carport/ private parking space	Parking location	
		Registered elsewhere	Currently not registered		On-street parking	Different locations
Gifhorn	86.8 %	13.0 %	0.2 %	90.3 %	6.2 %	3.5 %
Eberswalde	92.7 %	7.0 %	0.3 %	67.2 %	29.1 %	3.7 %
Coburg	91.6 %	8.0 %	0.4 %	81.9 %	14.9 %	3.2 %
Eisenach	93.0 %	6.6 %	0.4 %	74.0 %	22.2 %	3.8 %
Mettmann	89.2 %	10.8 %	0.0 %	76.8 %	18.3 %	4.9 %
Pirna	91.5 %	8.0 %	0.4 %	78.2 %	18.7 %	3.1 %
Ettlingen	90.1 %	9.8 %	0.2 %	78.1 %	20.1 %	1.8 %
Bautzen	94.2 %	5.8 %	0.0 %	68.5 %	26.7 %	4.7 %
Werder (Havel)/Schwielowsee	89.9 %	9.8 %	0.3 %	92.6 %	5.8 %	1.5 %
Crailsheim	93.3 %	6.1 %	0.6 %	90.9 %	6.3 %	2.8 %
Radebeul	88.0 %	11.7 %	0.3 %	76.2 %	19.6 %	4.2 %
Haan	88.9 %	11.1 %	0.0 %	78.2 %	17.7 %	4.2 %
Riesa	94.0 %	5.4 %	0.6 %	80.5 %	18.7 %	0.8 %
Meißen	91.0 %	8.6 %	0.4 %	68.6 %	28.2 %	3.2 %
Grimma	93.3 %	6.6 %	0.2 %	83.8 %	13.1 %	3.2 %
Hennigsdorf	90.8 %	9.2 %	0.0 %	59.2 %	33.6 %	7.1 %
Heiligenhaus	88.6 %	11.2 %	0.3 %	78.3 %	14.6 %	7.1 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Currently not registered	Garage/carport/ private parking space	Parking location	
		Registered elsewhere				On-street parking	Different locations
Neckarsulm	91.4 %	8.1 %		0.5 %	81.0 %	14.3 %	4.7 %
Delitzsch	95.5 %	4.5 %		0.0 %	77.8 %	19.3 %	2.9 %
Markkleeberg	85.3 %	14.4 %		0.3 %	72.2 %	24.4 %	3.3 %
Michendorf/Nuthetal	91.0 %	8.8 %		0.2 %	87.7 %	7.8 %	4.5 %
Wülfrath	89.2 %	10.6 %		0.1 %	77.4 %	18.7 %	3.9 %
Coswig	87.1 %	12.9 %		0.0 %	85.4 %	11.9 %	2.7 %
Torgau	95.3 %	4.7 %		0.0 %	78.1 %	19.3 %	2.6 %
Schkeuditz	85.5 %	14.4 %		0.1 %	81.7 %	15.3 %	3.1 %
Borna	92.2 %	7.0 %		0.8 %	77.0 %	19.9 %	3.1 %
Radeberg	91.0 %	8.8 %		0.2 %	72.9 %	23.1 %	4.1 %
Großenhain	94.1 %	5.9 %		0.0 %	79.9 %	15.9 %	4.2 %
Kamenz	96.3 %	3.7 %		0.0 %	78.7 %	18.3 %	3.1 %
Heidenau	88.0 %	12.0 %		0.0 %	68.9 %	26.4 %	4.8 %
Eilenburg	92.5 %	7.5 %		0.0 %	78.5 %	18.6 %	2.9 %
Wurzen	94.7 %	5.3 %		0.0 %	75.6 %	21.5 %	2.8 %
Dippoldiswalde	93.7 %	6.3 %		0.0 %	93.1 %	6.1 %	0.9 %
Rommerskirchen	93.1 %	6.3 %		0.6 %	84.9 %	10.8 %	4.3 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Place of Registration and Parking Location of Household Cars

Study area	Registered at place of residence	Place of registration		Garage/carport/ private parking space	Parking location	
		Registered elsewhere	Currently not registered		On-street parking	Different locations
Obere Aller	92.4 %	7.6 %	0.0 %	91.2 %	6.4 %	2.4 %
Möckern-Loburg-Fläming	85.8 %	14.0 %	0.2 %	90.0 %	4.9 %	5.1 %
Beetzendorf-Diesdorf	87.0 %	13.0 %	0.0 %	92.5 %	4.6 %	2.9 %
Bischofswerda	91.3 %	8.0 %	0.7 %	84.7 %	13.5 %	1.8 %
Südliche Altmark	95.1 %	4.9 %	0.0 %	96.2 %	2.1 %	1.7 %
Pegau	90.8 %	9.2 %	0.0 %	80.8 %	16.6 %	2.7 %
District Karlsruhe	88.4 %	11.5 %	0.1 %	78.3 %	16.6 %	5.1 %
District München	84.0 %	15.0 %	0.9 %	83.4 %	13.2 %	3.4 %
District Rendsburg-Eckernförde	90.9 %	8.7 %	0.4 %	90.0 %	7.7 %	2.3 %
District Neu-Ulm	89.1 %	10.3 %	0.6 %	85.7 %	9.3 %	5.0 %
District Plön	88.4 %	10.9 %	0.7 %	90.3 %	7.5 %	2.2 %

Notes:

Indicators according to Tab 4.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Berlin	70.8 %	20.7 %	1.1 %	2.0 %	2.6 %	2.9 %	0.0 %
München	63.6 %	27.3 %	0.7 %	2.9 %	1.8 %	3.8 %	0.0 %
Frankfurt am Main	65.9 %	25.3 %	0.2 %	2.8 %	2.4 %	3.4 %	0.0 %
Düsseldorf	67.4 %	22.4 %	0.9 %	3.0 %	2.0 %	4.3 %	0.0 %
Leipzig	68.2 %	25.2 %	0.6 %	2.2 %	1.7 %	2.1 %	0.0 %
Bremen	66.1 %	26.4 %	0.8 %	2.3 %	1.7 %	2.7 %	0.0 %
Dresden	67.7 %	24.9 %	0.7 %	2.5 %	2.6 %	1.6 %	0.0 %
Duisburg	71.6 %	20.7 %	1.5 %	1.5 %	1.9 %	2.8 %	0.0 %
Bochum	71.6 %	19.9 %	1.5 %	2.2 %	1.7 %	3.2 %	0.0 %
Mannheim	67.0 %	25.2 %	0.4 %	2.1 %	1.6 %	3.7 %	0.0 %
Karlsruhe	68.9 %	25.1 %	0.8 %	1.3 %	1.2 %	2.7 %	0.0 %
Augsburg	70.7 %	22.5 %	0.9 %	1.3 %	1.9 %	2.6 %	0.0 %
Wiesbaden	69.7 %	22.6 %	0.7 %	2.3 %	1.3 %	3.4 %	0.0 %
Mönchengladbach	64.8 %	24.9 %	1.9 %	2.5 %	2.0 %	3.9 %	0.0 %
Braunschweig	65.1 %	25.5 %	1.2 %	2.7 %	1.1 %	4.3 %	0.0 %
Kiel	66.9 %	26.5 %	0.4 %	1.5 %	1.5 %	3.0 %	0.0 %
Magdeburg	71.1 %	23.1 %	0.9 %	1.0 %	2.1 %	1.8 %	0.0 %
Chemnitz	69.2 %	25.0 %	0.9 %	1.3 %	1.6 %	2.0 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Krefeld	65.2 %	26.3 %	1.6 %	2.4 %	1.3 %	3.3 %	0.0 %
Halle (Saale)	69.7 %	24.2 %	0.6 %	1.4 %	2.1 %	2.0 %	0.0 %
Erfurt	67.0 %	26.2 %	0.6 %	1.0 %	2.1 %	3.2 %	0.0 %
Rostock	67.3 %	27.1 %	0.9 %	1.0 %	3.0 %	0.8 %	0.0 %
Kassel	63.9 %	27.0 %	0.7 %	2.5 %	2.1 %	3.9 %	0.0 %
Potsdam	69.3 %	22.3 %	0.8 %	2.6 %	2.3 %	2.6 %	0.0 %
Ludwigshafen	71.7 %	19.3 %	0.2 %	2.6 %	1.6 %	4.5 %	0.0 %
Oldenburg	58.0 %	33.5 %	1.6 %	1.8 %	1.2 %	3.9 %	0.0 %
Osnabrück	65.7 %	25.5 %	1.0 %	2.2 %	1.4 %	4.2 %	0.0 %
Solingen	65.5 %	23.9 %	1.0 %	2.5 %	2.2 %	4.9 %	0.0 %
Darmstadt	64.9 %	26.8 %	0.9 %	1.4 %	2.3 %	3.7 %	0.0 %
Paderborn	61.3 %	28.3 %	1.0 %	2.5 %	1.9 %	4.9 %	0.0 %
Heidelberg	64.2 %	27.3 %	0.7 %	2.8 %	1.9 %	3.1 %	0.0 %
Neuss	68.5 %	23.3 %	0.9 %	1.8 %	2.0 %	3.5 %	0.0 %
Regensburg	64.4 %	28.4 %	1.0 %	1.4 %	1.8 %	3.1 %	0.0 %
Pforzheim	66.2 %	24.6 %	0.9 %	3.8 %	1.5 %	2.9 %	0.0 %
Heilbronn	67.3 %	24.0 %	0.1 %	2.1 %	1.5 %	5.0 %	0.0 %
Ulm	60.9 %	30.0 %	0.6 %	3.0 %	2.0 %	3.5 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Jena	67.8 %	28.0 %	0.8 %	1.1 %	1.6 %	0.7 %	0.0 %
Salzgitter	65.6 %	27.8 %	1.1 %	1.3 %	1.1 %	3.1 %	0.0 %
Trier	62.5 %	30.1 %	0.5 %	1.7 %	1.8 %	3.4 %	0.0 %
Kaiserslautern	66.9 %	25.2 %	0.7 %	2.5 %	1.8 %	2.9 %	0.0 %
Schwerin	62.2 %	30.6 %	1.3 %	1.0 %	2.7 %	2.2 %	0.0 %
Cottbus	71.2 %	22.9 %	0.3 %	1.9 %	2.0 %	1.8 %	0.0 %
Hanau	65.0 %	26.8 %	0.9 %	2.6 %	2.1 %	2.4 %	0.0 %
Gera	67.0 %	26.9 %	0.2 %	1.8 %	1.9 %	2.2 %	0.0 %
Tübingen	61.1 %	29.0 %	1.9 %	2.1 %	2.0 %	3.8 %	0.1 %
Ratingen	66.8 %	23.5 %	0.7 %	2.6 %	1.6 %	4.7 %	0.0 %
Gießen	63.3 %	29.7 %	1.4 %	1.7 %	1.4 %	2.6 %	0.0 %
Zwickau	70.8 %	22.6 %	0.3 %	2.1 %	2.3 %	1.9 %	0.0 %
Konstanz	67.8 %	25.7 %	0.6 %	0.8 %	2.9 %	2.2 %	0.0 %
Marl	68.1 %	22.0 %	2.4 %	3.3 %	1.6 %	2.6 %	0.0 %
Velbert	70.2 %	19.2 %	1.5 %	2.6 %	2.4 %	4.1 %	0.0 %
Norderstedt	65.7 %	24.7 %	0.4 %	3.3 %	1.1 %	4.8 %	0.0 %
Neumünster	65.7 %	28.8 %	0.3 %	0.9 %	1.2 %	3.0 %	0.2 %
Dessau-Roßlau	68.1 %	25.5 %	0.6 %	2.2 %	2.2 %	1.4 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Marburg	69.5 %	25.0 %	0.6 %	0.9 %	1.6 %	2.5 %	0.0 %
Grevenbroich	65.3 %	24.3 %	1.8 %	1.6 %	1.9 %	5.1 %	0.0 %
Fulda	64.1 %	27.3 %	1.6 %	2.3 %	1.4 %	3.2 %	0.0 %
Rüsselsheim	73.0 %	18.2 %	0.9 %	2.8 %	1.2 %	3.9 %	0.0 %
Dormagen	64.6 %	22.7 %	1.1 %	2.9 %	1.5 %	7.2 %	0.0 %
Kleinmachnow/Stahnsdorf/Teltow	61.7 %	24.5 %	0.7 %	4.4 %	1.8 %	6.9 %	0.0 %
Offenburg	65.8 %	27.1 %	1.1 %	1.2 %	1.6 %	3.2 %	0.0 %
Neu-Ulm	65.2 %	29.0 %	0.7 %	2.2 %	0.3 %	2.7 %	0.0 %
Sindelfingen	62.0 %	22.1 %	0.5 %	6.7 %	1.2 %	7.5 %	0.0 %
Langenfeld (Rheinland)	66.5 %	23.8 %	0.9 %	3.0 %	1.8 %	4.0 %	0.1 %
Meerbusch	64.9 %	25.6 %	0.4 %	3.7 %	1.9 %	3.5 %	0.0 %
Greifswald	68.9 %	26.1 %	1.2 %	0.5 %	1.9 %	1.3 %	0.0 %
Hilden	68.6 %	23.3 %	2.0 %	1.6 %	1.4 %	3.0 %	0.0 %
Görlitz	72.4 %	22.2 %	1.2 %	0.8 %	2.0 %	1.4 %	0.0 %
Stralsund	69.3 %	26.3 %	0.4 %	0.5 %	2.2 %	1.3 %	0.0 %
Wetzlar	64.2 %	29.1 %	0.5 %	2.2 %	1.7 %	2.3 %	0.0 %
Wolfenbüttel	67.6 %	25.4 %	0.4 %	2.5 %	0.9 %	3.2 %	0.0 %
Böblingen	64.1 %	22.5 %	0.3 %	3.5 %	3.6 %	6.0 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Peine	65.0 %	25.2 %	2.0 %	1.5 %	0.8 %	5.5 %	0.0 %
Oranienburg	65.7 %	26.6 %	0.4 %	2.9 %	2.3 %	2.0 %	0.1 %
Goslar	62.2 %	30.8 %	0.4 %	0.5 %	1.5 %	4.5 %	0.2 %
Landau in der Pfalz	62.9 %	28.9 %	1.0 %	1.6 %	1.8 %	3.8 %	0.0 %
Singen (Hohentwiel)	66.0 %	26.5 %	0.2 %	2.0 %	2.3 %	3.0 %	0.0 %
Bruchsal	63.4 %	29.1 %	1.2 %	2.0 %	1.5 %	2.8 %	0.0 %
Oberursel (Taunus)	63.6 %	26.1 %	0.4 %	3.8 %	2.3 %	3.8 %	0.0 %
Wittenberg	71.0 %	22.5 %	0.4 %	0.8 %	2.4 %	2.7 %	0.1 %
Falkensee	67.2 %	27.4 %	0.6 %	2.4 %	0.4 %	1.9 %	0.0 %
Freital/Tharandt	71.7 %	20.8 %	0.3 %	3.1 %	2.1 %	2.0 %	0.0 %
Erkrath	67.2 %	22.8 %	1.6 %	1.4 %	2.8 %	4.2 %	0.0 %
Kaarst	66.0 %	25.1 %	0.7 %	2.7 %	1.3 %	4.1 %	0.0 %
Monheim am Rhein	64.7 %	25.0 %	1.0 %	3.2 %	2.1 %	4.0 %	0.0 %
Gifhorn	60.7 %	29.2 %	0.6 %	2.1 %	2.2 %	5.3 %	0.0 %
Eberswalde	72.5 %	23.2 %	0.5 %	0.4 %	1.2 %	2.0 %	0.2 %
Coburg	67.3 %	25.5 %	0.5 %	1.4 %	0.7 %	4.5 %	0.0 %
Eisenach	66.3 %	27.1 %	0.4 %	1.7 %	2.0 %	2.5 %	0.0 %
Mettmann	65.8 %	26.3 %	0.5 %	2.2 %	1.2 %	4.0 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Pirna	71.8 %	23.0 %	0.0 %	0.8 %	2.4 %	2.1 %	0.0 %
Ettlingen	59.0 %	30.3 %	1.5 %	2.9 %	0.9 %	5.5 %	0.0 %
Bautzen	69.2 %	26.8 %	0.4 %	0.8 %	1.9 %	1.0 %	0.0 %
Werder (Havel)/Schwielowsee	59.0 %	29.8 %	2.1 %	0.9 %	3.9 %	4.3 %	0.0 %
Crailsheim	60.2 %	31.3 %	0.6 %	2.4 %	1.2 %	4.4 %	0.0 %
Radebeul	65.8 %	29.0 %	0.7 %	1.8 %	0.3 %	2.3 %	0.0 %
Haan	65.5 %	24.8 %	0.3 %	2.5 %	2.1 %	4.8 %	0.0 %
Riesa	71.8 %	22.0 %	0.6 %	2.0 %	2.1 %	1.5 %	0.0 %
Meißen	62.2 %	31.5 %	0.3 %	1.0 %	2.4 %	2.5 %	0.0 %
Grimma	70.9 %	24.6 %	0.8 %	0.2 %	1.3 %	2.1 %	0.0 %
Hennigsdorf	65.1 %	24.2 %	3.0 %	2.5 %	1.6 %	3.5 %	0.0 %
Heiligenhaus	65.5 %	24.9 %	1.0 %	3.6 %	1.1 %	3.9 %	0.0 %
Neckarsulm	65.7 %	27.8 %	0.2 %	2.4 %	1.1 %	2.8 %	0.0 %
Delitzsch	67.1 %	24.5 %	1.3 %	2.8 %	2.3 %	2.1 %	0.0 %
Markkleeberg	62.2 %	31.0 %	0.4 %	2.1 %	1.9 %	2.4 %	0.0 %
Michendorf/Nuthetal	60.0 %	25.2 %	1.4 %	3.1 %	3.9 %	6.4 %	0.0 %
Wülfrath	67.6 %	23.7 %	2.5 %	2.1 %	1.5 %	2.7 %	0.0 %
Coswig	68.5 %	22.3 %	2.2 %	2.3 %	1.1 %	3.6 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
Torgau	71.0 %	25.9 %	0.7 %	1.1 %	0.9 %	0.4 %	0.0 %
Schkeuditz	64.6 %	28.9 %	0.3 %	2.0 %	2.3 %	1.8 %	0.0 %
Borna	70.3 %	27.3 %	1.2 %	0.5 %	0.3 %	0.5 %	0.0 %
Radeberg	66.4 %	25.5 %	1.1 %	1.6 %	1.3 %	4.1 %	0.0 %
Großenhain	58.4 %	37.0 %	1.0 %	1.2 %	0.9 %	1.6 %	0.0 %
Kamenz	70.3 %	23.3 %	0.0 %	2.0 %	1.8 %	2.5 %	0.0 %
Heidenau	73.8 %	20.4 %	0.6 %	1.5 %	1.3 %	2.5 %	0.0 %
Eilenburg	64.0 %	27.6 %	1.6 %	2.8 %	1.8 %	2.2 %	0.0 %
Wurzen	72.3 %	24.6 %	0.5 %	1.7 %	0.2 %	0.7 %	0.0 %
Dippoldiswalde	68.7 %	25.7 %	0.9 %	2.9 %	0.7 %	1.1 %	0.0 %
Rommerskirchen	66.1 %	26.3 %	1.1 %	0.8 %	1.1 %	4.6 %	0.0 %
Obere Aller	58.1 %	38.8 %	0.0 %	1.6 %	0.0 %	1.5 %	0.0 %
Möckern-Loburg-Fläming	57.4 %	38.7 %	1.6 %	0.8 %	1.2 %	0.4 %	0.0 %
Beetzendorf-Diesdorf	55.3 %	39.8 %	0.7 %	1.0 %	0.8 %	2.4 %	0.0 %
Bischofswerda	67.3 %	28.6 %	0.6 %	0.1 %	0.6 %	2.7 %	0.0 %
Südliche Altmark	54.6 %	41.4 %	0.6 %	0.3 %	0.6 %	2.5 %	0.0 %
Pegau	67.1 %	28.6 %	0.0 %	1.1 %	1.1 %	2.1 %	0.0 %
District Karlsruhe	62.7 %	29.5 %	0.6 %	2.5 %	1.5 %	3.1 %	0.0 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Household Cars by Vehicle Type

Study area	Gasoline	Diesel	CNG (including bi-fuel)	Plug-in hybrid	Non-plug-in hybrid	Battery electric vehicle	Other
District München	58.2 %	30.1 %	0.6 %	4.5 %	1.9 %	4.6 %	0.1 %
District Rendsburg-Eckernförde	53.2 %	37.0 %	0.8 %	1.4 %	1.5 %	6.1 %	0.1 %
District Neu-Ulm	59.4 %	32.7 %	1.1 %	2.2 %	0.6 %	4.0 %	0.0 %
District Plön	54.3 %	35.4 %	0.6 %	1.8 %	1.9 %	6.0 %	0.1 %

Notes:

Indicators according to Tab 4.2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Berlin	25.3	9.5	70.5	1.3	2.7
München	23.2	9.9	62.8	1.3	2.6
Frankfurt am Main	21.6	10.4	61.7	1.3	2.8
Düsseldorf	23.2	11.6	65.8	1.3	2.7
Leipzig	21.4	8.6	63.5	1.3	2.8
Bremen	21.0	10.0	62.9	1.3	2.9
Dresden	20.1	8.2	57.6	1.3	2.8
Duisburg	21.0	10.2	64.4	1.3	3.0
Bochum	20.8	10.2	63.1	1.3	2.9
Mannheim	19.6	10.4	58.6	1.3	2.9
Karlsruhe	19.6	11.3	57.5	1.3	2.8
Augsburg	19.7	9.3	57.9	1.3	2.8
Wiesbaden	21.0	9.6	64.1	1.3	2.9
Mönchengladbach	20.6	10.4	65.3	1.3	3.0
Braunschweig	20.9	11.1	59.5	1.2	2.8
Kiel	21.9	11.1	63.3	1.3	2.8
Magdeburg	19.5	8.8	58.4	1.3	2.9

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Chemnitz	20.5	8.7	63.8	1.3	3.0
Krefeld	20.2	9.6	63.5	1.3	3.1
Halle (Saale)	21.4	10.1	68.3	1.3	3.0
Erfurt	19.9	9.2	60.2	1.3	2.9
Rostock	21.9	11.1	57.9	1.2	2.5
Kassel	19.7	8.4	58.2	1.3	2.9
Potsdam	25.6	12.2	70.6	1.3	2.6
Ludwigshafen	20.4	10.7	58.6	1.3	2.7
Oldenburg	21.1	12.2	62.4	1.3	2.8
Osnabrück	20.5	11.4	68.3	1.3	2.8
Solingen	19.6	8.4	62.8	1.3	3.1
Darmstadt	22.4	12.1	60.8	1.3	2.7
Paderborn	18.9	9.8	58.8	1.3	3.0
Heidelberg	22.1	11.2	63.7	1.3	2.7
Neuss	22.2	11.2	64.5	1.2	2.9
Regensburg	18.1	8.9	55.4	1.3	2.9
Pforzheim	19.6	8.5	57.0	1.3	2.8

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Heilbronn	20.4	10.7	66.0	1.3	2.9
Ulm	18.0	9.4	54.8	1.3	3.0
Jena	23.0	9.3	70.1	1.3	2.9
Salzgitter	19.0	11.3	60.0	1.3	2.9
Trier	24.5	13.0	69.8	1.2	2.8
Kaiserslautern	17.9	9.2	54.5	1.4	2.9
Schwerin	20.4	9.4	60.2	1.3	2.8
Cottbus	18.5	8.5	55.5	1.3	2.9
Hanau	20.1	11.0	59.7	1.3	2.9
Gera	19.1	10.0	58.5	1.4	2.9
Tübingen	22.1	12.5	63.5	1.3	2.7
Ratingen	20.8	10.8	63.0	1.3	2.9
Gießen	19.7	11.6	59.0	1.3	2.9
Zwickau	17.7	8.7	52.4	1.3	2.9
Konstanz	22.7	11.6	61.1	1.3	2.6
Marl	19.7	9.8	60.0	1.3	3.0
Velbert	19.7	9.5	60.9	1.3	3.0

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Norderstedt	20.3	8.9	63.0	1.3	3.0
Neumünster	18.0	9.6	57.0	1.3	3.1
Dessau-Roßlau	18.6	8.7	60.2	1.3	3.1
Marburg	17.6	9.1	57.1	1.3	3.1
Grevenbroich	20.3	12.1	67.3	1.3	3.3
Fulda	15.8	7.4	51.3	1.3	3.1
Rüsselsheim	18.7	11.5	64.9	1.3	3.0
Dormagen	23.7	12.2	66.8	1.3	2.7
Kleinmachnow/Stahnsdorf/Teltow	19.3	8.9	58.2	1.3	2.9
Offenburg	17.2	8.9	56.5	1.3	3.0
Neu-Ulm	18.1	9.6	53.9	1.3	2.9
Sindelfingen	19.0	9.2	59.4	1.3	2.9
Langenfeld (Rheinland)	20.3	9.9	63.9	1.3	3.0
Meerbusch	21.0	10.9	62.8	1.3	2.9
Greifswald	19.3	9.0	54.4	1.3	2.8
Hilden	22.0	11.2	64.5	1.2	2.9
Görlitz	16.2	6.9	49.4	1.3	2.9

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Stralsund	18.5	9.2	60.7	1.4	2.9
Wetzlar	17.4	9.6	55.0	1.3	3.1
Wolfenbüttel	18.1	9.4	56.5	1.3	3.0
Böblingen	20.1	8.4	63.1	1.2	3.1
Peine	17.8	10.7	58.2	1.3	3.2
Oranienburg	20.2	10.5	59.3	1.3	2.9
Goslar	16.6	10.3	57.8	1.3	3.2
Landau in der Pfalz	19.2	10.6	60.2	1.3	2.9
Singen (Hohentwiel)	17.3	9.6	48.8	1.3	2.8
Bruchsal	21.2	11.4	63.9	1.3	2.8
Oberursel (Taunus)	19.2	9.5	56.7	1.3	2.9
Wittenberg	18.6	10.2	57.8	1.4	2.9
Falkensee	19.1	7.9	61.0	1.4	3.2
Freital/Tharandt	19.5	8.8	62.9	1.3	3.1
Erkrath	21.0	9.4	68.1	1.3	3.0
Kaarst	20.0	10.7	65.3	1.3	3.2
Monheim am Rhein	22.8	12.0	64.4	1.2	2.8

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Gifhorn	19.2	10.3	62.8	1.3	3.1
Eberswalde	20.0	9.5	64.6	1.3	3.0
Coburg	16.6	7.9	52.8	1.4	3.0
Eisenach	17.7	9.1	52.7	1.3	2.9
Mettmann	20.5	10.8	65.5	1.3	3.0
Pirna	24.9	9.5	74.2	1.3	2.9
Ettlingen	20.5	10.7	68.8	1.3	2.9
Bautzen	18.8	9.9	63.2	1.3	3.1
Werder (Havel)/Schwielowsee	24.8	12.3	71.4	1.2	2.8
Crailsheim	16.5	8.6	54.6	1.3	3.1
Radebeul	18.2	8.4	57.9	1.3	3.2
Haan	19.3	9.8	59.4	1.3	3.0
Riesa	16.3	8.3	53.4	1.3	3.2
Meißen	21.9	9.1	68.4	1.3	3.0
Grimma	20.0	12.9	56.5	1.3	2.8
Hennigsdorf	23.0	11.4	69.8	1.3	2.9
Heiligenhaus	19.9	9.6	60.8	1.3	2.9

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Neckarsulm	18.9	8.7	54.0	1.2	2.8
Delitzsch	18.0	10.3	56.5	1.3	3.1
Markkleeberg	20.2	10.4	65.8	1.3	3.0
Michendorf/Nuthetal	20.7	10.7	61.2	1.3	2.8
Wülfrath	21.3	10.3	65.3	1.3	3.0
Coswig	20.1	8.7	57.6	1.4	2.8
Torgau	16.9	9.0	53.6	1.3	3.0
Schkeuditz	19.6	10.0	63.8	1.3	3.0
Borna	18.6	11.5	56.4	1.4	2.9
Radeberg	21.5	10.1	70.7	1.4	3.0
Großenhain	19.4	12.0	57.1	1.3	2.9
Kamenz	18.6	11.4	65.8	1.3	3.3
Heidenau	19.6	9.5	60.3	1.3	2.9
Eilenburg	17.4	9.0	54.1	1.3	3.1
Wurzen	22.8	11.8	69.3	1.3	2.9
Dippoldiswalde	19.9	10.8	65.4	1.4	3.0
Rommerskirchen	22.8	13.7	66.5	1.3	2.9

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Study area	Mean duration per trip* [min]	Mean distance per trip* [km]	Mean time spent using a car* [min]	Vehicle occupancy [persons/trip]	Car trips per person and day** [ct/p,d]
Obere Aller	30.9	19.3	89.1	1.4	2.8
Möckern-Loburg-Fläming	23.1	16.8	72.2	1.3	3.0
Beetzendorf-Diesdorf	23.8	18.5	71.9	1.3	2.9
Bischofswerda	19.7	11.9	61.5	1.3	3.0
Südliche Altmark	23.3	17.8	68.3	1.3	2.9
Pegau	24.0	15.1	68.9	1.3	2.8
District Karlsruhe	19.0	11.3	61.0	1.3	3.0
District München	20.1	10.5	60.9	1.3	2.9
District Rendsburg-Eckernförde	19.7	12.3	63.6	1.4	3.1
District Neu-Ulm	18.7	11.1	57.0	1.3	3.0
District Plön	21.6	13.3	68.1	1.3	3.1

Notes:

Indicators according to Tab 1.2 of the SrV 2023 standard evaluation.

* Calculated for valid trips with a length of less than 100 kilometers.

** As driver or passenger.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Number of Household Vehicles

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Berlin	0.59	0.06	0.05	0.03	1.60	0.11	0.01	0.01	0.01
München	0.72	0.09	0.08	0.05	1.93	0.17	0.01	0.02	0.01
Frankfurt am Main	0.64	0.08	0.05	0.03	1.61	0.13	0.00	0.01	0.01
Düsseldorf	0.78	0.11	0.06	0.03	1.57	0.19	0.01	0.02	0.01
Leipzig	0.76	0.09	0.04	0.03	1.59	0.12	0.01	0.01	0.02
Bremen	0.82	0.08	0.06	0.03	1.82	0.33	0.01	0.02	0.02
Dresden	0.73	0.08	0.07	0.04	1.55	0.16	0.00	0.00	0.01
Duisburg	1.07	0.09	0.08	0.04	1.41	0.27	0.01	0.00	0.03
Bochum	1.09	0.09	0.09	0.03	1.25	0.35	0.01	0.01	0.02
Mannheim	0.89	0.09	0.08	0.04	1.72	0.20	0.00	0.01	0.01
Karlsruhe	0.81	0.07	0.08	0.06	1.95	0.21	0.01	0.01	0.01
Augsburg	0.90	0.07	0.09	0.06	1.85	0.25	0.01	0.01	0.01
Wiesbaden	0.99	0.08	0.08	0.07	1.27	0.31	0.00	0.02	0.02
Mönchengladbach	1.08	0.13	0.10	0.06	1.37	0.37	0.01	0.01	0.02
Braunschweig	0.92	0.10	0.08	0.03	1.81	0.25	0.00	0.01	0.02
Kiel	0.83	0.05	0.07	0.03	1.48	0.27	0.01	0.02	0.03
Magdeburg	0.87	0.07	0.06	0.02	1.45	0.18	0.00	0.01	0.02

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Chemnitz	0.97	0.10	0.06	0.04	1.26	0.17	0.00	0.00	0.02
Krefeld	1.01	0.12	0.07	0.04	1.59	0.30	0.00	0.01	0.03
Halle (Saale)	0.69	0.06	0.02	0.02	1.37	0.15	0.01	0.00	0.01
Erfurt	0.78	0.07	0.05	0.04	1.34	0.18	0.00	0.00	0.01
Rostock	0.80	0.06	0.04	0.02	1.46	0.16	0.00	0.01	0.02
Kassel	0.87	0.06	0.06	0.05	1.27	0.34	0.01	0.01	0.02
Potsdam	0.77	0.08	0.05	0.04	1.82	0.20	0.01	0.02	0.01
Ludwigshafen	1.01	0.09	0.06	0.07	1.70	0.24	0.01	0.00	0.02
Oldenburg	0.98	0.09	0.05	0.03	2.11	0.43	0.02	0.02	0.02
Osnabrück	0.93	0.10	0.06	0.02	1.62	0.43	0.02	0.03	0.01
Solingen	1.12	0.12	0.10	0.05	1.06	0.39	0.00	0.01	0.02
Darmstadt	0.83	0.07	0.10	0.05	1.78	0.27	0.02	0.04	0.02
Paderborn	1.13	0.10	0.07	0.05	1.57	0.48	0.01	0.01	0.02
Heidelberg	0.72	0.09	0.03	0.04	1.70	0.22	0.01	0.02	0.00
Neuss	1.10	0.09	0.08	0.03	1.60	0.34	0.01	0.01	0.02
Regensburg	0.92	0.07	0.08	0.07	1.74	0.27	0.00	0.02	0.02
Pforzheim	0.97	0.11	0.08	0.05	0.96	0.30	0.01	0.00	0.03

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Heilbronn	1.15	0.13	0.10	0.05	1.40	0.38	0.01	0.01	0.04
Ulm	0.99	0.10	0.08	0.07	1.65	0.39	0.00	0.01	0.03
Jena	0.73	0.05	0.05	0.03	1.41	0.21	0.00	0.01	0.00
Salzgitter	1.24	0.05	0.07	0.05	1.35	0.37	0.00	0.00	0.04
Trier	0.97	0.07	0.07	0.05	1.34	0.33	0.00	0.01	0.03
Kaiserslautern	1.07	0.08	0.08	0.03	1.20	0.21	0.00	0.00	0.04
Schwerin	0.83	0.07	0.04	0.04	1.35	0.24	0.01	0.00	0.02
Cottbus	0.95	0.06	0.06	0.06	1.89	0.21	0.00	0.00	0.01
Hanau	1.12	0.08	0.08	0.03	1.73	0.24	0.00	0.00	0.05
Gera	1.01	0.09	0.06	0.05	1.11	0.20	0.00	0.00	0.01
Tübingen	0.80	0.06	0.06	0.05	1.61	0.41	0.00	0.02	0.01
Ratingen	1.17	0.13	0.09	0.05	1.51	0.41	0.01	0.01	0.02
Gießen	0.96	0.07	0.06	0.03	1.74	0.23	0.01	0.02	0.01
Zwickau	1.08	0.08	0.10	0.08	1.11	0.29	0.00	0.00	0.02
Konstanz	0.82	0.04	0.08	0.09	1.88	0.33	0.00	0.01	0.01
Marl	1.20	0.08	0.11	0.04	1.55	0.56	0.01	0.01	0.04
Velbert	1.26	0.12	0.11	0.04	0.98	0.47	0.02	0.01	0.02

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Norderstedt	1.08	0.11	0.07	0.04	1.68	0.28	0.01	0.01	0.02
Neumünster	1.06	0.07	0.08	0.03	1.61	0.28	0.02	0.01	0.02
Dessau-Roßlau	1.00	0.09	0.09	0.05	1.68	0.21	0.00	0.00	0.03
Marburg	0.94	0.05	0.07	0.03	1.53	0.35	0.00	0.01	0.01
Grevenbroich	1.24	0.08	0.10	0.03	1.52	0.40	0.00	0.01	0.02
Fulda	1.08	0.11	0.07	0.08	1.23	0.42	0.00	0.01	0.02
Rüsselsheim	1.09	0.11	0.13	0.04	1.71	0.38	0.00	0.01	0.03
Dormagen	1.15	0.12	0.11	0.03	1.61	0.47	0.01	0.01	0.02
Kleinmachnow/Stahnsdorf/Teltow	1.17	0.09	0.09	0.06	2.08	0.27	0.00	0.00	0.02
Offenburg	1.10	0.09	0.09	0.09	1.81	0.42	0.00	0.01	0.02
Neu-Ulm	1.12	0.08	0.11	0.09	1.90	0.42	0.02	0.00	0.01
Sindelfingen	1.19	0.15	0.11	0.03	1.51	0.35	0.01	0.00	0.03
Langenfeld (Rheinland)	1.23	0.12	0.10	0.05	1.72	0.43	0.01	0.01	0.03
Meerbusch	1.17	0.19	0.09	0.04	1.78	0.39	0.00	0.02	0.02
Greifswald	0.78	0.05	0.05	0.03	1.95	0.15	0.00	0.01	0.01
Hilden	1.06	0.13	0.10	0.03	1.79	0.31	0.00	0.01	0.02
Görlitz	0.94	0.06	0.06	0.05	1.33	0.17	0.01	0.01	0.02

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Stralsund	0.90	0.06	0.05	0.05	1.55	0.21	0.00	0.00	0.03
Wetzlar	1.22	0.08	0.07	0.05	1.16	0.43	0.00	0.02	0.02
Wolfenbüttel	1.18	0.08	0.11	0.05	1.74	0.38	0.01	0.00	0.01
Böblingen	1.17	0.12	0.12	0.06	1.37	0.40	0.00	0.00	0.03
Peine	1.36	0.09	0.10	0.04	1.93	0.37	0.01	0.00	0.01
Oranienburg	1.11	0.08	0.13	0.09	1.82	0.20	0.00	0.00	0.03
Goslar	1.23	0.08	0.12	0.06	1.53	0.42	0.00	0.00	0.03
Landau in der Pfalz	1.18	0.11	0.09	0.05	1.75	0.44	0.02	0.02	0.02
Singen (Hohentwiel)	1.11	0.07	0.09	0.08	1.52	0.35	0.00	0.01	0.04
Bruchsal	1.15	0.10	0.10	0.06	1.69	0.39	0.00	0.01	0.03
Oberursel (Taunus)	1.13	0.10	0.07	0.05	1.65	0.35	0.00	0.01	0.03
Wittenberg	1.11	0.07	0.09	0.08	1.78	0.30	0.01	0.00	0.01
Falkensee	1.17	0.10	0.07	0.07	2.04	0.28	0.00	0.02	0.04
Freital/Tharandt	1.15	0.07	0.08	0.05	1.27	0.27	0.00	0.00	0.01
Erkrath	1.14	0.10	0.06	0.03	1.37	0.39	0.00	0.02	0.03
Kaarst	1.19	0.16	0.06	0.02	1.87	0.36	0.00	0.01	0.03
Monheim am Rhein	1.12	0.13	0.11	0.04	1.69	0.37	0.01	0.01	0.03

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Gifhorn	1.27	0.13	0.10	0.07	1.80	0.36	0.02	0.01	0.02
Eberswalde	0.95	0.06	0.09	0.09	1.62	0.23	0.00	0.01	0.01
Coburg	1.22	0.06	0.08	0.08	1.37	0.44	0.00	0.01	0.01
Eisenach	1.01	0.09	0.08	0.08	1.19	0.29	0.01	0.00	0.02
Mettmann	1.27	0.16	0.10	0.05	1.26	0.43	0.00	0.00	0.02
Pirna	1.07	0.07	0.07	0.07	1.56	0.24	0.00	0.00	0.00
Ettlingen	1.15	0.13	0.11	0.04	1.84	0.47	0.00	0.00	0.01
Bautzen	0.97	0.07	0.09	0.06	1.44	0.20	0.00	0.00	0.00
Werder (Havel)/Schwielowsee	1.14	0.13	0.07	0.07	1.85	0.32	0.00	0.01	0.01
Crailsheim	1.28	0.12	0.14	0.11	1.63	0.48	0.00	0.00	0.02
Radebeul	1.06	0.12	0.05	0.05	1.92	0.23	0.00	0.00	0.01
Haan	1.20	0.16	0.09	0.05	1.25	0.51	0.00	0.01	0.02
Riesa	1.09	0.09	0.07	0.06	1.59	0.20	0.01	0.00	0.00
Meißen	0.97	0.10	0.05	0.08	1.38	0.23	0.00	0.00	0.01
Grimma	1.19	0.13	0.06	0.12	1.49	0.27	0.00	0.00	0.00
Hennigsdorf	0.99	0.09	0.09	0.09	1.71	0.19	0.00	0.00	0.02
Heiligenhaus	1.19	0.18	0.08	0.04	1.05	0.47	0.00	0.01	0.03

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Vehicles

Calculated on: **20.01.2026**

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles ≥ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers ≤ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Neckarsulm	1.25	0.15	0.09	0.06	1.31	0.46	0.00	0.00	0.02
Delitzsch	1.08	0.08	0.10	0.08	1.82	0.21	0.00	0.00	0.02
Markkleeberg	1.00	0.18	0.07	0.05	2.02	0.23	0.00	0.00	0.01
Michendorf/Nuthetal	1.18	0.11	0.14	0.10	1.86	0.38	0.01	0.01	0.01
Wülfrath	1.31	0.12	0.11	0.06	0.99	0.56	0.00	0.00	0.02
Coswig	0.97	0.10	0.12	0.07	1.78	0.25	0.01	0.00	0.01
Torgau	1.08	0.09	0.09	0.10	1.74	0.24	0.00	0.00	0.01
Schkeuditz	1.11	0.11	0.10	0.06	1.63	0.23	0.00	0.00	0.02
Borna	1.16	0.09	0.16	0.12	1.69	0.31	0.00	0.00	0.02
Radeberg	1.11	0.09	0.07	0.07	1.77	0.33	0.00	0.00	0.01
Großenhain	1.21	0.13	0.10	0.13	1.65	0.34	0.00	0.00	0.01
Kamenz	1.21	0.09	0.10	0.09	1.45	0.35	0.00	0.00	0.02
Heidenau	1.05	0.07	0.05	0.06	1.59	0.26	0.00	0.00	0.01
Eilenburg	1.16	0.10	0.07	0.08	1.90	0.33	0.00	0.00	0.03
Wurzen	1.14	0.09	0.05	0.08	1.77	0.24	0.00	0.00	0.02
Dippoldiswalde	1.22	0.07	0.06	0.11	1.41	0.38	0.00	0.00	0.00
Rommerskirchen	1.43	0.12	0.20	0.11	1.59	0.46	0.00	0.02	0.02

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Number of Household Vehicles

Study area	Private car [veh/hh]	Company car [veh/hh]	Motorcycles $\geq$ 125 ccm/11 kW [veh/hh]	Motorized two-wheelers $\leq$ 125 ccm/11 kW [veh/hh]	Bicycles (conventional) [veh/hh]	Electric bicycles [veh/hh]	Cargo bicycles (conventional) [veh/hh]	Electric cargo bicycles [veh/hh]	E-scooters [veh/hh]
Obere Aller	1.36	0.11	0.15	0.16	1.50	0.39	0.01	0.00	0.01
Möckern-Loburg-Fläming	1.35	0.10	0.19	0.15	1.58	0.21	0.02	0.00	0.01
Beetzendorf-Diesdorf	1.45	0.11	0.29	0.24	2.09	0.35	0.02	0.01	0.03
Bischofswerda	1.14	0.09	0.07	0.04	1.52	0.24	0.00	0.01	0.01
Südliche Altmark	1.43	0.07	0.13	0.17	1.83	0.41	0.00	0.01	0.02
Pegau	1.21	0.11	0.10	0.13	1.80	0.26	0.00	0.00	0.02
District Karlsruhe	1.29	0.14	0.13	0.07	1.78	0.46	0.00	0.00	0.02
District München	1.13	0.15	0.15	0.06	2.28	0.31	0.00	0.01	0.01
District Rendsburg-Eckernförde	1.32	0.12	0.09	0.06	1.69	0.57	0.01	0.01	0.03
District Neu-Ulm	1.30	0.13	0.11	0.12	1.86	0.47	0.01	0.00	0.02
District Plön	1.32	0.10	0.13	0.06	1.79	0.50	0.01	0.01	0.02

Notes:

Indicators according to Tab 2.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Share of Electric Household Vehicles by Vehicle Type

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Berlin	3.4 %	20.4 %	7.1 %	6.9 %
München	4.2 %	26.3 %	7.0 %	8.9 %
Frankfurt am Main	3.6 %	25.1 %	2.7 %	8.4 %
Düsseldorf	3.6 %	31.7 %	4.4 %	11.6 %
Leipzig	2.7 %	18.2 %	3.7 %	7.4 %
Bremen	3.4 %	18.9 %	5.1 %	15.9 %
Dresden	1.8 %	23.8 %	1.2 %	9.4 %
Duisburg	3.2 %	17.2 %	1.3 %	16.3 %
Bochum	3.8 %	22.7 %	1.9 %	22.3 %
Mannheim	3.5 %	26.4 %	3.2 %	11.0 %
Karlsruhe	2.8 %	17.9 %	5.1 %	10.3 %
Augsburg	2.6 %	20.1 %	3.0 %	12.5 %
Wiesbaden	3.4 %	25.8 %	7.4 %	20.6 %
Mönchengladbach	4.1 %	26.3 %	3.8 %	21.6 %
Braunschweig	4.4 %	30.8 %	6.4 %	12.4 %
Kiel	3.4 %	22.5 %	8.1 %	16.4 %
Magdeburg	2.4 %	6.8 %	0.6 %	11.3 %
Chemnitz	2.4 %	12.5 %	3.8 %	12.1 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 10 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Share of Electric Household Vehicles by Vehicle Type

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Krefeld	4.0 %	20.0 %	3.2 %	16.3 %
Halle (Saale)	2.5 %	15.1 %	6.8 %	9.8 %
Erfurt	2.8 %	20.2 %	1.8 %	12.3 %
Rostock	0.8 %	14.1 %	4.8 %	10.1 %
Kassel	5.5 %	20.8 %	7.3 %	21.5 %
Potsdam	2.8 %	27.2 %	5.1 %	10.3 %
Ludwigshafen	5.7 %	22.4 %	5.5 %	12.5 %
Oldenburg	3.4 %	30.1 %	3.9 %	17.4 %
Osnabrück	4.9 %	18.7 %	5.9 %	22.1 %
Solingen	5.4 %	26.6 %	6.5 %	27.3 %
Darmstadt	4.0 %	16.5 %	0.0 %	14.8 %
Paderborn	5.1 %	33.8 %	5.8 %	23.6 %
Heidelberg	2.6 %	30.6 %	10.4 %	12.4 %
Neuss	4.2 %	18.8 %	2.4 %	17.9 %
Regensburg	3.6 %	14.4 %	7.0 %	14.3 %
Pforzheim	4.9 %	22.1 %	10.2 %	23.7 %
Heilbronn	4.7 %	27.4 %	4.9 %	21.5 %
Ulm	4.1 %	30.9 %	4.6 %	19.7 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Share of Electric Household Vehicles by Vehicle Type

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Jena	0.8 %	15.6 %	2.5 %	13.7 %
Salzgitter	3.3 %	28.8 %	3.1 %	21.6 %
Trier	3.6 %	24.7 %	3.4 %	19.9 %
Kaiserslautern	3.9 %	23.9 %	4.0 %	14.9 %
Schwerin	2.0 %	18.8 %	5.2 %	14.9 %
Cottbus	3.6 %	5.3 %	5.2 %	10.2 %
Hanau	4.1 %	20.4 %	6.7 %	12.5 %
Gera	3.1 %	15.3 %	2.1 %	15.5 %
Tübingen	3.6 %	33.1 %	10.6 %	20.9 %
Ratingen	5.3 %	25.0 %	3.8 %	21.4 %
Gießen	3.1 %	19.8 %	5.2 %	12.4 %
Zwickau	2.7 %	22.0 %	4.8 %	20.6 %
Konstanz	1.9 %	27.5 %	0.0 %	15.2 %
Marl	4.5 %	20.8 %	5.1 %	26.8 %
Velbert	5.5 %	18.1 %	1.9 %	32.5 %
Norderstedt	5.4 %	35.9 %	5.0 %	14.6 %
Neumünster	2.9 %	19.3 %	3.1 %	15.2 %
Dessau-Roßlau	2.3 %	14.8 %	3.1 %	11.0 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 10 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Share of Electric Household Vehicles by Vehicle Type

Calculated on: **20.01.2026**

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Marburg	3.1 %	11.0 %	7.4 %	18.8 %
Grevenbroich	5.5 %	25.0 %	2.6 %	21.2 %
Fulda	4.1 %	19.1 %	5.3 %	25.7 %
Rüsselsheim	5.4 %	19.6 %	3.7 %	18.6 %
Dormagen	7.8 %	32.2 %	1.0 %	22.9 %
Kleinmachnow/Stahnsdorf/Teltow	9.7 %	25.8 %	5.6 %	11.5 %
Offenburg	2.9 %	25.1 %	9.8 %	19.1 %
Neu-Ulm	3.6 %	18.5 %	3.0 %	18.2 %
Sindelfingen	11.2 %	40.5 %	0.0 %	18.7 %
Langenfeld (Rheinland)	5.5 %	19.1 %	4.6 %	20.4 %
Meerbusch	4.7 %	23.0 %	3.6 %	18.3 %
Greifswald	2.0 %	0.0 %	3.7 %	7.3 %
Hilden	2.7 %	20.8 %	2.7 %	15.1 %
Görlitz	2.3 %	1.6 %	7.9 %	12.2 %
Stralsund	1.2 %	11.7 %	6.3 %	11.8 %
Wetzlar	3.5 %	22.1 %	2.1 %	27.6 %
Wolfenbüttel	4.4 %	27.1 %	2.1 %	18.1 %
Böblingen	7.4 %	29.5 %	4.3 %	22.8 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Share of Electric Household Vehicles by Vehicle Type

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Peine	6.4 %	20.8 %	4.2 %	16.1 %
Oranienburg	4.2 %	13.5 %	0.7 %	10.0 %
Goslar	4.2 %	13.4 %	4.6 %	21.4 %
Landau in der Pfalz	3.9 %	16.2 %	5.0 %	20.6 %
Singen (Hohentwiel)	3.8 %	24.8 %	0.7 %	19.3 %
Bruchsal	3.3 %	22.1 %	0.0 %	19.3 %
Oberursel (Taunus)	4.3 %	41.9 %	4.8 %	17.8 %
Wittenberg	2.9 %	14.8 %	1.9 %	14.5 %
Falkensee	3.7 %	12.6 %	17.2 %	12.6 %
Freital/Tharandt	3.7 %	27.9 %	1.9 %	17.8 %
Erkrath	3.7 %	24.6 %	5.5 %	23.0 %
Kaarst	4.9 %	20.9 %	0.0 %	16.6 %
Monheim am Rhein	4.4 %	32.0 %	2.7 %	18.1 %
Gifhorn	5.6 %	20.6 %	8.0 %	17.1 %
Eberswalde	1.5 %	16.2 %	1.2 %	12.7 %
Coburg	4.7 %	27.2 %	6.0 %	24.8 %
Eisenach	2.7 %	20.5 %	2.0 %	19.7 %
Mettmann	3.8 %	21.8 %	6.5 %	25.8 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Share of Electric Household Vehicles by Vehicle Type

Calculated on: **20.01.2026**

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Pirna	2.0 %	16.4 %	3.7 %	13.1 %
Ettlingen	5.6 %	31.7 %	5.1 %	20.4 %
Bautzen	1.2 %	10.5 %	1.0 %	12.4 %
Werder (Havel)/Schwielowsee	4.7 %	11.1 %	2.6 %	15.4 %
Crailsheim	4.6 %	25.7 %	4.5 %	22.9 %
Radebeul	1.3 %	28.7 %	3.6 %	10.6 %
Haan	5.4 %	24.4 %	4.8 %	28.9 %
Riesa	2.8 %	12.9 %	0.0 %	11.1 %
Meißen	3.0 %	9.7 %	7.9 %	14.6 %
Grimma	1.1 %	8.5 %	4.8 %	15.2 %
Hennigsdorf	4.1 %	25.4 %	4.2 %	10.2 %
Heiligenhaus	5.0 %	24.6 %	4.1 %	31.6 %
Neckarsulm	3.5 %	20.0 %	2.6 %	26.0 %
Delitzsch	5.0 %	4.3 %	0.0 %	10.3 %
Markkleeberg	3.3 %	11.6 %	4.0 %	10.6 %
Michendorf/Nuthetal	7.8 %	20.9 %	2.8 %	17.4 %
Wülfrath	3.7 %	18.9 %	0.0 %	36.3 %
Coswig	4.0 %	25.3 %	1.4 %	12.2 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 10 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Share of Electric Household Vehicles by Vehicle Type

Calculated on: **20.01.2026**

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
Torgau	1.2 %	5.5 %	4.7 %	12.0 %
Schkeuditz	2.8 %	13.3 %	3.6 %	12.7 %
Borna	0.8 %	3.1 %	4.6 %	15.4 %
Radeberg	4.8 %	17.1 %	3.6 %	15.9 %
Großenhain	2.3 %	6.1 %	0.0 %	16.9 %
Kamenz	3.0 %	25.5 %	0.0 %	19.5 %
Heidenau	1.7 %	40.5 %	2.4 %	14.2 %
Eilenburg	4.0 %	18.5 %	0.0 %	15.0 %
Wurzen	1.4 %	15.7 %	0.0 %	11.8 %
Dippoldiswalde	3.9 %	7.4 %	0.0 %	21.3 %
Rommerskirchen	4.7 %	9.6 %	0.0 %	23.3 %
Obere Aller	1.9 %	18.5 %	6.0 %	20.7 %
Möckern-Loburg-Fläming	1.3 %	0.0 %	5.0 %	11.7 %
Beetzendorf-Diesdorf	1.9 %	21.2 %	1.7 %	14.4 %
Bischofswerda	2.9 %	4.3 %	0.0 %	14.1 %
Südliche Altmark	2.0 %	21.3 %	2.2 %	18.4 %
Pegau	2.8 %	7.9 %	0.0 %	12.7 %
District Karlsruhe	3.7 %	23.0 %	2.4 %	20.8 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Share of Electric Household Vehicles by Vehicle Type

Study area	Private car	Company car	Motorized two-wheeler	Bicycle
District München	5.1 %	37.8 %	4.3 %	12.2 %
District Rendsburg-Eckernförde	5.4 %	31.0 %	8.2 %	25.6 %
District Neu-Ulm	4.2 %	23.5 %	8.2 %	20.1 %
District Plön	6.6 %	21.6 %	2.1 %	22.2 %

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Berlin	0.9	0.9	0.4	0.5	0.6
München	1.1	1.1	0.5	0.6	0.8
Frankfurt am Main	1.1	1.1	0.4	0.4	0.7
Düsseldorf	1.3	1.2	0.6	0.6	0.9
Leipzig	1.2	1.2	0.6	0.5	0.8
Bremen	1.2	1.3	0.6	0.6	0.9
Dresden	1.2	1.1	0.5	0.5	0.8
Duisburg	1.6	1.5	0.7	0.7	1.2
Bochum	1.6	1.6	0.8	0.8	1.2
Mannheim	1.4	1.3	0.6	0.7	1.0
Karlsruhe	1.2	1.1	0.7	0.7	0.9
Augsburg	1.4	1.3	0.6	0.6	1.0
Wiesbaden	1.5	1.4	0.7	0.7	1.1
Mönchengladbach	1.6	1.5	0.9	0.8	1.2
Braunschweig	1.5	1.3	0.7	0.7	1.0
Kiel	1.3	1.2	0.6	0.6	0.9
Magdeburg	1.4	1.3	0.7	0.5	0.9

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Chemnitz	1.6	1.4	0.8	0.5	1.1
Krefeld	1.5	1.5	0.7	0.7	1.1
Halle (Saale)	1.1	1.2	0.5	0.4	0.8
Erfurt	1.2	1.2	0.6	0.5	0.9
Rostock	1.2	1.2	0.6	0.5	0.9
Kassel	1.3	1.3	0.6	0.7	0.9
Potsdam	1.1	1.1	0.7	0.5	0.9
Ludwigshafen	1.5	1.4	0.7	0.8	1.1
Oldenburg	1.4	1.3	0.7	0.8	1.1
Osnabrück	1.5	1.4	0.8	0.6	1.0
Solingen	1.6	1.6	0.7	0.8	1.2
Darmstadt	1.2	1.2	0.7	0.5	0.9
Paderborn	1.6	1.6	0.8	0.8	1.2
Heidelberg	1.2	1.2	0.4	0.6	0.8
Neuss	1.5	1.6	0.8	0.6	1.2
Regensburg	1.4	1.4	0.7	0.6	1.0
Pforzheim	1.4	1.5	0.7	0.5	1.1

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Heilbronn	1.6	1.6	1.0	0.8	1.3
Ulm	1.5	1.4	0.7	0.8	1.1
Jena	1.2	1.1	0.5	0.4	0.8
Salzgitter	1.7	1.7	0.8	0.8	1.3
Trier	1.5	1.4	0.7	0.8	1.0
Kaiserslautern	1.6	1.5	0.7	0.7	1.1
Schwerin	1.4	1.2	0.6	0.4	0.9
Cottbus	1.5	1.3	0.7	0.6	1.0
Hanau	1.6	1.5	0.8	0.7	1.2
Gera	1.6	1.4	0.7	0.6	1.1
Tübingen	1.2	1.2	0.5	0.7	0.9
Ratingen	1.7	1.6	0.9	0.7	1.3
Gießen	1.3	1.3	0.6	0.8	1.0
Zwickau	1.6	1.6	0.8	0.6	1.2
Konstanz	1.2	1.2	0.6	0.7	0.9
Marl	1.7	1.6	0.9	0.8	1.3
Velbert	1.8	1.7	0.9	0.8	1.4

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Norderstedt	1.4	1.5	0.9	0.7	1.2
Neumünster	1.5	1.4	0.8	0.7	1.1
Dessau-Roßlau	1.6	1.5	0.8	0.6	1.1
Marburg	1.4	1.2	0.6	0.7	1.0
Grevenbroich	1.8	1.6	0.9	0.8	1.3
Fulda	1.5	1.6	0.7	0.8	1.2
Rüsselsheim	1.4	1.6	0.9	0.6	1.2
Dormagen	1.6	1.6	1.0	0.6	1.3
Kleinmachnow/Stahnsdorf/Teltow	1.7	1.6	0.8	0.8	1.3
Offenburg	1.5	1.5	0.8	0.8	1.2
Neu-Ulm	1.6	1.4	0.8	0.8	1.2
Sindelfingen	1.5	1.7	0.9	0.8	1.3
Langenfeld (Rheinland)	1.7	1.7	0.9	0.9	1.3
Meerbusch	1.8	1.7	1.0	0.8	1.4
Greifswald	1.2	1.1	0.5	0.5	0.8
Hilden	1.6	1.5	0.8	0.7	1.2
Görlitz	1.4	1.3	0.7	0.6	1.0

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Stralsund	1.2	1.3	0.7	0.5	1.0
Wetzlar	1.7	1.7	0.9	0.7	1.3
Wolfenbüttel	1.7	1.5	0.8	0.8	1.3
Böblingen	1.5	1.6	1.0	0.8	1.3
Peine	1.9	1.8	0.9	0.8	1.4
Oranienburg	1.6	1.4	0.9	0.7	1.2
Goslar	1.8	1.5	1.0	0.6	1.3
Landau in der Pfalz	1.5	1.7	0.8	0.7	1.3
Singen (Hohentwiel)	1.6	1.5	0.8	0.7	1.2
Bruchsal	1.4	1.6	0.9	0.6	1.2
Oberursel (Taunus)	1.5	1.5	0.8	0.7	1.2
Wittenberg	1.8	1.4	0.9	0.6	1.2
Falkensee	1.5	1.4	1.0	0.9	1.3
Freital/Tharandt	1.7	1.5	0.9	0.7	1.2
Erkrath	1.5	1.5	0.9	0.7	1.2
Kaarst	1.9	1.6	0.9	0.8	1.4
Monheim am Rhein	1.6	1.5	0.9	0.6	1.3

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Gifhorn	1.8	1.7	1.0	1.0	1.4
Eberswalde	1.4	1.4	0.6	0.5	1.0
Coburg	1.6	1.6	0.9	0.7	1.3
Eisenach	1.6	1.4	0.8	0.5	1.1
Mettmann	1.8	1.8	1.0	0.7	1.4
Pirna	1.7	1.5	0.7	0.5	1.1
Ettlingen	1.6	1.6	0.9	0.6	1.3
Bautzen	1.6	1.3	0.7	0.6	1.0
Werder (Havel)/Schwielowsee	1.4	1.6	0.9	0.8	1.3
Crailsheim	1.7	1.7	0.9	0.9	1.4
Radebeul	1.6	1.4	1.1	0.6	1.2
Haan	1.8	1.6	1.0	0.8	1.4
Riesa	2.0	1.5	0.7	0.5	1.2
Meißen	1.5	1.3	0.7	0.5	1.1
Grimma	1.8	1.6	1.0	0.8	1.3
Hennigsdorf	1.5	1.3	1.0	0.5	1.1
Heiligenhaus	1.8	1.7	0.9	0.7	1.4

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Neckarsulm	1.8	1.7	0.9	0.8	1.4
Delitzsch	1.6	1.5	0.9	0.5	1.2
Markkleeberg	1.4	1.5	0.9	0.6	1.2
Michendorf/Nuthetal	1.6	1.4	1.1	0.8	1.3
Wülfrath	1.9	1.8	1.0	0.7	1.4
Coswig	1.5	1.3	0.9	0.5	1.1
Torgau	1.7	1.4	0.9	0.7	1.2
Schkeuditz	1.7	1.5	0.8	0.6	1.2
Borna	1.6	1.6	0.7	0.7	1.3
Radeberg	1.5	1.5	0.7	0.7	1.2
Großenhain	2.0	1.6	0.8	0.7	1.3
Kamenz	1.8	1.6	0.8	0.7	1.3
Heidenau	1.6	1.3	0.7	0.6	1.1
Eilenburg	1.9	1.5	0.9	0.6	1.3
Wurzen	1.6	1.5	0.9	0.6	1.2
Dippoldiswalde	1.9	1.4	0.9	0.8	1.3
Rommerskirchen	1.9	1.9	1.1	0.8	1.5

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 11 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Number of Household Cars by Household Type

Calculated on: **20.01.2026**

Study area	Multi-person households		Single-person households		All households [car/hh]
	With children [car/hh]	Without children [car/hh]	Under 65 years [car/hh]	Aged 65 years and older [car/hh]	
Obere Aller	1.8	1.8	0.9	0.6	1.5
Möckern-Loburg-Fläming	2.2	1.6	1.0	0.8	1.5
Beetzendorf-Diesdorf	1.9	1.8	0.8	1.0	1.6
Bischofswerda	1.7	1.6	0.7	0.5	1.2
Südliche Altmark	1.9	1.8	1.1	0.9	1.5
Pegau	1.8	1.6	0.9	0.6	1.3
District Karlsruhe	1.7	1.7	0.9	0.8	1.4
District München	1.5	1.5	0.9	0.8	1.3
District Rendsburg-Eckernförde	1.8	1.7	0.9	0.9	1.4
District Neu-Ulm	1.7	1.7	1.0	0.9	1.4
District Plön	1.7	1.7	1.0	0.9	1.4

Notes:

Indicators according to page 5 of the SrV 2023 Mobility Fact Sheet.

Tab 12 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Berlin	46.0 %	44.9 %	9.2 %
München	34.3 %	53.0 %	12.7 %
Frankfurt am Main	42.7 %	44.2 %	13.1 %
Düsseldorf	30.5 %	53.1 %	16.4 %
Leipzig	31.5 %	53.7 %	14.9 %
Bremen	28.5 %	55.9 %	15.7 %
Dresden	33.5 %	52.8 %	13.7 %
Duisburg	17.9 %	53.4 %	28.7 %
Bochum	15.3 %	56.3 %	28.4 %
Mannheim	26.0 %	53.7 %	20.3 %
Karlsruhe	29.5 %	55.9 %	14.6 %
Augsburg	26.6 %	53.8 %	19.6 %
Wiesbaden	21.3 %	55.3 %	23.5 %
Mönchengladbach	14.0 %	55.5 %	30.4 %
Braunschweig	21.5 %	58.4 %	20.1 %
Kiel	30.7 %	54.4 %	14.9 %
Magdeburg	26.8 %	54.5 %	18.7 %
Chemnitz	22.6 %	52.6 %	24.8 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Krefeld	19.8 %	51.2 %	29.0 %
Halle (Saale)	39.2 %	47.9 %	12.9 %
Erfurt	31.2 %	53.8 %	15.0 %
Rostock	27.4 %	60.0 %	12.5 %
Kassel	28.9 %	52.7 %	18.3 %
Potsdam	28.4 %	59.3 %	12.3 %
Ludwigshafen	16.9 %	58.9 %	24.3 %
Oldenburg	17.9 %	60.3 %	21.9 %
Osnabrück	22.9 %	53.7 %	23.4 %
Solingen	14.4 %	52.9 %	32.7 %
Darmstadt	29.6 %	52.2 %	18.2 %
Paderborn	12.8 %	56.2 %	31.0 %
Heidelberg	36.8 %	48.6 %	14.7 %
Neuss	16.1 %	53.6 %	30.3 %
Regensburg	21.9 %	59.2 %	18.9 %
Pforzheim	22.2 %	52.4 %	25.4 %
Heilbronn	10.7 %	57.4 %	31.9 %
Ulm	17.4 %	59.6 %	23.0 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Jena	34.2 %	54.3 %	11.6 %
Salzgitter	14.3 %	51.1 %	34.6 %
Trier	19.4 %	59.1 %	21.5 %
Kaiserslautern	18.9 %	52.0 %	29.1 %
Schwerin	28.3 %	56.2 %	15.5 %
Cottbus	21.1 %	58.3 %	20.6 %
Hanau	15.2 %	55.2 %	29.6 %
Gera	17.7 %	57.8 %	24.5 %
Tübingen	32.2 %	52.5 %	15.4 %
Ratingen	11.8 %	52.3 %	36.0 %
Gießen	23.9 %	52.7 %	23.4 %
Zwickau	15.9 %	56.6 %	27.5 %
Konstanz	28.6 %	59.1 %	12.3 %
Marl	13.3 %	52.8 %	33.8 %
Velbert	11.6 %	49.0 %	39.4 %
Norderstedt	12.9 %	59.1 %	28.0 %
Neumünster	18.3 %	55.1 %	26.6 %
Dessau-Roßlau	19.8 %	55.6 %	24.6 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Marburg	26.0 %	52.5 %	21.5 %
Grevenbroich	12.8 %	48.4 %	38.8 %
Fulda	16.9 %	53.0 %	30.1 %
Rüsselsheim	16.4 %	51.8 %	31.8 %
Dormagen	12.8 %	53.5 %	33.6 %
Kleinmachnow/Stahnsdorf/Teltow	13.6 %	52.6 %	33.9 %
Offenburg	12.5 %	60.4 %	27.1 %
Neu-Ulm	10.5 %	62.7 %	26.9 %
Sindelfingen	10.1 %	55.0 %	35.0 %
Langenfeld (Rheinland)	8.0 %	54.7 %	37.3 %
Meerbusch	8.9 %	53.7 %	37.4 %
Greifswald	30.6 %	57.0 %	12.4 %
Hilden	14.2 %	56.4 %	29.4 %
Görlitz	22.4 %	59.0 %	18.7 %
Stralsund	25.4 %	55.9 %	18.7 %
Wetzlar	11.9 %	53.8 %	34.2 %
Wolfenbüttel	10.8 %	57.8 %	31.4 %
Böblingen	10.8 %	55.0 %	34.2 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Peine	9.0 %	46.8 %	44.2 %
Oranienburg	15.1 %	56.5 %	28.5 %
Goslar	14.3 %	48.8 %	36.9 %
Landau in der Pfalz	12.2 %	55.3 %	32.5 %
Singen (Hohentwiel)	17.9 %	52.0 %	30.1 %
Bruchsal	12.3 %	56.1 %	31.6 %
Oberursel (Taunus)	12.6 %	56.8 %	30.5 %
Wittenberg	13.8 %	59.4 %	26.9 %
Falkensee	4.6 %	69.0 %	26.4 %
Freital/Tharandt	11.4 %	57.6 %	31.0 %
Erkrath	11.1 %	59.8 %	29.2 %
Kaarst	7.9 %	53.0 %	39.0 %
Monheim am Rhein	12.7 %	53.8 %	33.5 %
Gifhorn	5.0 %	58.4 %	36.7 %
Eberswalde	24.5 %	53.2 %	22.2 %
Coburg	12.1 %	56.1 %	31.8 %
Eisenach	19.6 %	54.4 %	26.0 %
Mettmann	11.2 %	45.2 %	43.6 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Pirna	19.8 %	51.4 %	28.8 %
Ettlingen	10.2 %	58.0 %	31.8 %
Bautzen	20.9 %	56.8 %	22.4 %
Werder (Havel)/Schwielowsee	11.7 %	56.8 %	31.5 %
Crailsheim	8.5 %	53.5 %	37.9 %
Radebeul	14.7 %	59.9 %	25.4 %
Haan	8.2 %	54.7 %	37.1 %
Riesa	17.9 %	53.1 %	29.0 %
Meißen	20.6 %	56.5 %	22.9 %
Grimma	4.2 %	66.2 %	29.7 %
Hennigsdorf	20.5 %	54.8 %	24.7 %
Heiligenhaus	11.7 %	48.6 %	39.6 %
Neckarsulm	8.8 %	52.4 %	38.8 %
Delitzsch	15.9 %	56.6 %	27.5 %
Markkleeberg	15.1 %	56.0 %	29.0 %
Michendorf/Nuthetal	11.4 %	54.9 %	33.7 %
Wülfrath	8.9 %	47.0 %	44.1 %
Coswig	17.5 %	60.7 %	21.7 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
Torgau	14.8 %	55.9 %	29.3 %
Schkeuditz	13.8 %	52.9 %	33.3 %
Borna	16.0 %	51.8 %	32.2 %
Radeberg	14.1 %	55.7 %	30.2 %
Großenhain	13.5 %	46.6 %	39.9 %
Kamenz	10.6 %	53.9 %	35.5 %
Heidenau	18.5 %	52.9 %	28.6 %
Eilenburg	10.9 %	56.9 %	32.1 %
Wurzen	11.0 %	59.6 %	29.4 %
Dippoldiswalde	8.0 %	57.5 %	34.5 %
Rommerskirchen	6.4 %	47.2 %	46.4 %
Obere Aller	8.2 %	46.7 %	45.1 %
Möckern-Loburg-Fläming	7.6 %	47.6 %	44.8 %
Beetzendorf-Diesdorf	5.1 %	42.5 %	52.4 %
Bischofswerda	16.4 %	50.3 %	33.3 %
Südliche Altmark	5.0 %	50.3 %	44.7 %
Pegau	9.0 %	56.3 %	34.7 %
District Karlsruhe	6.9 %	51.5 %	41.6 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Cars

Calculated on: **20.01.2026**

Study area	0 private and company cars	1 private or company car	2 or more private and company cars
District München	11.7 %	55.5 %	32.8 %
District Rendsburg-Eckernförde	6.0 %	51.1 %	42.9 %
District Neu-Ulm	6.9 %	51.9 %	41.2 %
District Plön	4.7 %	58.4 %	36.9 %

Notes:

Indicators according to Tab 2.2 of the SrV 2023 standard evaluation.

Tab 13 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Berlin	44.7 %	1.3 %	41.2 %	3.7 %	8.3 %	0.9 %
München	32.9 %	1.3 %	47.6 %	5.4 %	10.8 %	1.9 %
Frankfurt am Main	42.3 %	0.4 %	41.6 %	2.6 %	11.8 %	1.3 %
Düsseldorf	29.6 %	0.9 %	49.3 %	3.8 %	14.4 %	2.0 %
Leipzig	30.8 %	0.7 %	50.6 %	3.1 %	13.7 %	1.1 %
Bremen	27.7 %	0.8 %	52.8 %	3.0 %	13.5 %	2.1 %
Dresden	32.6 %	0.9 %	48.5 %	4.4 %	12.7 %	1.0 %
Duisburg	17.1 %	0.8 %	49.4 %	3.9 %	24.9 %	3.8 %
Bochum	15.3 %	0.0 %	52.0 %	4.3 %	24.5 %	3.9 %
Mannheim	25.6 %	0.4 %	48.4 %	5.3 %	17.4 %	2.9 %
Karlsruhe	28.0 %	1.5 %	50.7 %	5.3 %	12.0 %	2.6 %
Augsburg	26.1 %	0.5 %	48.3 %	5.5 %	17.0 %	2.6 %
Wiesbaden	20.4 %	0.9 %	50.5 %	4.8 %	20.7 %	2.8 %
Mönchengladbach	13.8 %	0.3 %	51.3 %	4.2 %	27.0 %	3.4 %
Braunschweig	20.9 %	0.6 %	53.6 %	4.8 %	17.3 %	2.8 %
Kiel	29.7 %	1.0 %	50.8 %	3.7 %	12.7 %	2.2 %
Magdeburg	26.4 %	0.4 %	52.2 %	2.2 %	16.8 %	1.9 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Tab 13 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Chemnitz	22.1 %	0.5 %	50.9 %	1.7 %	21.2 %	3.6 %
Krefeld	19.1 %	0.7 %	46.9 %	4.3 %	25.6 %	3.4 %
Halle (Saale)	39.0 %	0.2 %	46.1 %	1.8 %	11.5 %	1.4 %
Erfurt	30.6 %	0.6 %	50.3 %	3.5 %	13.7 %	1.3 %
Rostock	26.7 %	0.7 %	58.1 %	1.9 %	11.6 %	0.9 %
Kassel	28.3 %	0.7 %	48.0 %	4.7 %	15.7 %	2.7 %
Potsdam	27.7 %	0.7 %	54.7 %	4.7 %	11.2 %	1.1 %
Ludwigshafen	16.7 %	0.1 %	52.8 %	6.0 %	21.1 %	3.1 %
Oldenburg	17.7 %	0.2 %	56.8 %	3.5 %	19.4 %	2.4 %
Osnabrück	22.8 %	0.1 %	50.3 %	3.4 %	20.7 %	2.6 %
Solingen	14.4 %	0.0 %	49.1 %	3.8 %	27.8 %	4.9 %
Darmstadt	27.8 %	1.8 %	46.3 %	5.9 %	16.7 %	1.4 %
Paderborn	12.1 %	0.6 %	52.3 %	3.9 %	26.5 %	4.5 %
Heidelberg	35.2 %	1.5 %	45.9 %	2.7 %	12.7 %	1.9 %
Neuss	16.0 %	0.1 %	50.8 %	2.8 %	26.8 %	3.5 %
Regensburg	21.1 %	0.9 %	53.3 %	5.9 %	17.3 %	1.5 %
Pforzheim	21.4 %	0.8 %	48.3 %	4.2 %	21.9 %	3.5 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Heilbronn	10.7 %	0.0 %	53.1 %	4.3 %	26.6 %	5.3 %
Ulm	17.0 %	0.4 %	54.1 %	5.5 %	19.7 %	3.3 %
Jena	33.7 %	0.5 %	51.0 %	3.2 %	10.9 %	0.6 %
Salzgitter	13.8 %	0.5 %	47.9 %	3.2 %	27.6 %	7.0 %
Trier	19.3 %	0.1 %	54.3 %	4.8 %	19.0 %	2.4 %
Kaiserslautern	18.9 %	0.0 %	49.3 %	2.6 %	25.6 %	3.5 %
Schwerin	28.3 %	0.0 %	53.1 %	3.1 %	13.9 %	1.6 %
Cottbus	20.7 %	0.4 %	53.8 %	4.5 %	19.2 %	1.4 %
Hanau	15.2 %	0.0 %	51.7 %	3.5 %	25.7 %	4.0 %
Gera	17.3 %	0.4 %	54.2 %	3.7 %	21.6 %	2.8 %
Tübingen	30.6 %	1.6 %	47.8 %	4.7 %	13.7 %	1.6 %
Ratingen	11.3 %	0.4 %	48.1 %	4.2 %	31.6 %	4.3 %
Gießen	23.7 %	0.2 %	49.3 %	3.4 %	20.5 %	2.9 %
Zwickau	15.9 %	0.0 %	52.2 %	4.3 %	23.9 %	3.6 %
Konstanz	26.6 %	2.1 %	51.5 %	7.5 %	10.7 %	1.6 %
Marl	13.3 %	0.0 %	48.5 %	4.4 %	27.8 %	6.0 %
Velbert	11.6 %	0.0 %	45.3 %	3.7 %	31.1 %	8.4 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Norderstedt	12.6 %	0.3 %	55.6 %	3.5 %	25.0 %	3.0 %
Neumünster	17.2 %	1.1 %	52.3 %	2.8 %	23.1 %	3.5 %
Dessau-Roßlau	19.3 %	0.5 %	52.5 %	3.1 %	20.8 %	3.9 %
Marburg	24.8 %	1.2 %	49.5 %	2.9 %	18.6 %	2.8 %
Grevenbroich	12.5 %	0.3 %	45.0 %	3.4 %	33.3 %	5.5 %
Fulda	16.6 %	0.3 %	46.9 %	6.1 %	25.2 %	4.9 %
Rüsselsheim	15.7 %	0.6 %	47.7 %	4.1 %	27.7 %	4.2 %
Dormagen	12.8 %	0.0 %	49.1 %	4.4 %	27.9 %	5.8 %
Kleinmachnow/Stahnsdorf/Teltow	13.6 %	0.0 %	48.9 %	3.6 %	30.0 %	3.8 %
Offenburg	11.5 %	1.0 %	53.8 %	6.5 %	23.7 %	3.4 %
Neu-Ulm	10.4 %	0.1 %	56.0 %	6.6 %	23.9 %	3.0 %
Sindelfingen	9.8 %	0.3 %	50.6 %	4.4 %	27.4 %	7.6 %
Langenfeld (Rheinland)	8.0 %	0.0 %	48.8 %	5.9 %	32.9 %	4.4 %
Meerbusch	8.6 %	0.3 %	49.6 %	4.1 %	32.4 %	5.0 %
Greifswald	30.6 %	0.0 %	52.8 %	4.2 %	11.8 %	0.6 %
Hilden	13.0 %	1.2 %	53.0 %	3.4 %	26.3 %	3.1 %
Görlitz	20.4 %	2.0 %	55.2 %	3.8 %	15.9 %	2.7 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Stralsund	24.3 %	1.1 %	53.0 %	2.9 %	16.8 %	1.8 %
Wetzlar	11.5 %	0.4 %	50.4 %	3.4 %	27.7 %	6.6 %
Wolfenbüttel	10.8 %	0.0 %	53.5 %	4.4 %	27.3 %	4.0 %
Böblingen	9.4 %	1.4 %	51.0 %	4.0 %	29.8 %	4.3 %
Peine	8.7 %	0.3 %	43.7 %	3.0 %	36.3 %	7.9 %
Oranienburg	15.1 %	0.0 %	50.6 %	5.8 %	24.6 %	3.9 %
Goslar	13.7 %	0.6 %	45.2 %	3.6 %	31.4 %	5.5 %
Landau in der Pfalz	12.0 %	0.2 %	50.6 %	4.7 %	26.8 %	5.7 %
Singen (Hohentwiel)	15.9 %	2.0 %	48.0 %	4.0 %	24.4 %	5.7 %
Bruchsal	12.3 %	0.0 %	51.4 %	4.6 %	27.0 %	4.6 %
Oberursel (Taunus)	12.6 %	0.0 %	52.0 %	4.8 %	25.8 %	4.7 %
Wittenberg	13.6 %	0.2 %	55.0 %	4.4 %	23.0 %	3.9 %
Falkensee	4.6 %	0.0 %	62.6 %	6.3 %	22.1 %	4.4 %
Freital/Tharandt	10.5 %	0.9 %	52.8 %	4.9 %	28.9 %	2.1 %
Erkrath	11.1 %	0.0 %	56.4 %	3.4 %	24.5 %	4.7 %
Kaarst	7.9 %	0.0 %	50.1 %	2.9 %	34.6 %	4.4 %
Monheim am Rhein	12.5 %	0.3 %	50.2 %	3.7 %	29.3 %	4.1 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Gifhorn	5.0 %	0.0 %	52.2 %	6.2 %	29.6 %	7.0 %
Eberswalde	24.1 %	0.5 %	47.4 %	5.9 %	19.2 %	3.0 %
Coburg	11.6 %	0.5 %	49.3 %	6.8 %	25.0 %	6.8 %
Eisenach	19.5 %	0.1 %	49.9 %	4.6 %	23.1 %	2.9 %
Mettmann	11.2 %	0.0 %	40.8 %	4.4 %	34.2 %	9.4 %
Pirna	19.8 %	0.0 %	45.9 %	5.5 %	24.0 %	4.8 %
Ettlingen	9.9 %	0.3 %	54.9 %	3.2 %	26.2 %	5.6 %
Bautzen	20.4 %	0.4 %	53.3 %	3.4 %	20.2 %	2.2 %
Werder (Havel)/Schwielowsee	11.7 %	0.0 %	54.4 %	2.4 %	25.5 %	6.0 %
Crailsheim	8.5 %	0.0 %	48.7 %	4.8 %	30.4 %	7.5 %
Radebeul	14.7 %	0.0 %	56.1 %	3.8 %	20.7 %	4.7 %
Haan	8.0 %	0.1 %	50.5 %	4.2 %	30.9 %	6.2 %
Riesa	16.4 %	1.5 %	49.4 %	3.6 %	25.7 %	3.3 %
Meißen	19.8 %	0.8 %	52.9 %	3.6 %	19.8 %	3.1 %
Grimma	4.2 %	0.0 %	59.6 %	6.6 %	23.7 %	6.0 %
Hennigsdorf	19.4 %	1.2 %	49.0 %	5.7 %	22.4 %	2.3 %
Heiligenhaus	11.7 %	0.0 %	44.9 %	3.7 %	32.2 %	7.4 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Neckarsulm	8.6 %	0.2 %	48.0 %	4.4 %	31.1 %	7.7 %
Delitzsch	15.9 %	0.0 %	50.3 %	6.3 %	23.7 %	3.8 %
Markkleeberg	14.3 %	0.7 %	52.8 %	3.2 %	25.6 %	3.3 %
Michendorf/Nuthetal	11.4 %	0.0 %	50.6 %	4.4 %	29.1 %	4.6 %
Wülfrath	7.9 %	1.0 %	45.0 %	2.0 %	37.5 %	6.6 %
Coswig	17.5 %	0.0 %	53.9 %	6.8 %	19.5 %	2.2 %
Torgau	14.5 %	0.3 %	49.1 %	6.8 %	26.8 %	2.5 %
Schkeuditz	13.8 %	0.0 %	49.3 %	3.6 %	30.8 %	2.5 %
Borna	16.0 %	0.0 %	47.4 %	4.4 %	25.1 %	7.1 %
Radeberg	14.1 %	0.0 %	51.1 %	4.6 %	26.9 %	3.3 %
Großenhain	13.5 %	0.0 %	40.8 %	5.8 %	33.8 %	6.1 %
Kamenz	10.6 %	0.0 %	50.2 %	3.7 %	30.8 %	4.8 %
Heidenau	18.3 %	0.2 %	50.4 %	2.5 %	26.9 %	1.7 %
Eilenburg	10.9 %	0.0 %	54.4 %	2.6 %	27.8 %	4.4 %
Wurzen	11.0 %	0.0 %	54.5 %	5.1 %	25.3 %	4.2 %
Dippoldiswalde	7.2 %	0.8 %	52.9 %	4.6 %	32.3 %	2.3 %
Rommerskirchen	5.3 %	1.1 %	40.4 %	6.8 %	34.9 %	11.6 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Period: **entire year**

Day of the Week: **mid-week working day**

Households by Number of Available Motor Vehicles

Calculated on: **20.01.2026**

Study area	0 cars and 0 mot. two-wheelers	0 cars and at least 1 mot. two-wheeler	1 car and 0 mot. two-wheelers	1 car and at least 1 mot. two-wheeler	2 cars*	More than 2 cars*
Obere Aller	8.2 %	0.0 %	41.0 %	5.6 %	36.6 %	8.5 %
Möckern-Loburg-Fläming	7.6 %	0.0 %	39.2 %	8.4 %	36.9 %	7.8 %
Beetzendorf-Diesdorf	4.2 %	0.9 %	36.2 %	6.3 %	44.0 %	8.4 %
Bischofswerda	16.1 %	0.3 %	48.3 %	2.0 %	28.5 %	4.7 %
Südliche Altmark	4.6 %	0.4 %	42.6 %	7.7 %	36.3 %	8.4 %
Pegau	9.0 %	0.0 %	50.0 %	6.3 %	29.7 %	5.0 %
District Karlsruhe	6.9 %	0.0 %	46.6 %	4.9 %	34.9 %	6.7 %
District München	11.4 %	0.4 %	49.4 %	6.1 %	27.2 %	5.5 %
District Rendsburg-Eckernförde	5.6 %	0.3 %	47.7 %	3.4 %	37.0 %	5.9 %
District Neu-Ulm	6.8 %	0.1 %	46.7 %	5.2 %	34.1 %	7.1 %
District Plön	4.7 %	0.0 %	54.4 %	4.0 %	29.5 %	7.4 %

Notes:

Indicators according to Tab 2.2 (private and company cars) of the SrV 2023 standard evaluation.

* Group includes motorized two-wheelers, if present.

Tab 14 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	1.14	0.59	0.87	0.72	34.2 %	17.9 %	26.2 %	21.8 %
München	1.07	0.77	0.82	0.71	31.7 %	22.8 %	24.4 %	21.1 %
Frankfurt am Main	1.28	0.68	0.68	0.81	37.1 %	19.7 %	19.8 %	23.4 %
Düsseldorf	1.14	0.62	0.62	1.01	33.7 %	18.2 %	18.3 %	29.8 %
Leipzig	1.14	0.69	0.56	1.08	32.8 %	19.8 %	16.2 %	31.2 %
Bremen	0.93	0.96	0.42	1.10	27.3 %	28.3 %	12.2 %	32.2 %
Dresden	1.19	0.57	0.73	1.04	33.8 %	16.1 %	20.6 %	29.4 %
Duisburg	0.88	0.30	0.30	1.63	28.3 %	9.6 %	9.8 %	52.3 %
Bochum	0.99	0.26	0.44	1.64	29.8 %	7.7 %	13.3 %	49.2 %
Mannheim	1.08	0.67	0.42	1.25	31.6 %	19.5 %	12.2 %	36.7 %
Karlsruhe	1.11	1.11	0.37	0.94	31.5 %	31.3 %	10.6 %	26.6 %
Augsburg	1.02	0.66	0.51	1.20	30.2 %	19.5 %	14.9 %	35.4 %
Wiesbaden	1.10	0.28	0.54	1.37	33.5 %	8.4 %	16.4 %	41.6 %
Mönchengladbach	0.90	0.35	0.25	1.85	26.8 %	10.5 %	7.5 %	55.2 %
Braunschweig	1.00	0.92	0.30	1.25	28.9 %	26.4 %	8.8 %	35.9 %
Kiel	1.14	0.82	0.38	1.14	32.7 %	23.7 %	10.9 %	32.7 %
Magdeburg	0.94	0.60	0.42	1.40	28.0 %	17.8 %	12.6 %	41.6 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	1.10	0.28	0.43	1.64	31.9 %	8.2 %	12.4 %	47.4 %
Krefeld	0.93	0.55	0.30	1.72	26.6 %	15.6 %	8.6 %	49.2 %
Halle (Saale)	1.13	0.53	0.61	1.05	33.9 %	16.1 %	18.3 %	31.6 %
Erfurt	1.05	0.49	0.65	1.17	31.2 %	14.7 %	19.5 %	34.7 %
Rostock	1.26	0.64	0.59	0.92	37.1 %	18.7 %	17.3 %	26.9 %
Kassel	1.17	0.48	0.60	1.26	33.4 %	13.6 %	17.0 %	36.0 %
Potsdam	0.98	0.88	0.61	0.89	29.3 %	26.1 %	18.1 %	26.5 %
Ludwigshafen	0.94	0.65	0.35	1.28	29.1 %	20.2 %	10.9 %	39.8 %
Oldenburg	0.68	1.48	0.17	1.26	19.0 %	41.3 %	4.7 %	35.0 %
Osnabrück	0.94	0.95	0.28	1.30	27.0 %	27.5 %	8.2 %	37.4 %
Solingen	0.89	0.13	0.35	1.86	27.5 %	4.1 %	10.7 %	57.6 %
Darmstadt	1.08	0.92	0.48	0.92	31.8 %	26.9 %	14.1 %	27.1 %
Paderborn	0.99	0.70	0.25	1.67	27.4 %	19.4 %	6.8 %	46.3 %
Heidelberg	1.06	1.22	0.52	0.86	29.0 %	33.3 %	14.1 %	23.6 %
Neuss	0.89	0.60	0.34	1.46	27.0 %	18.2 %	10.4 %	44.4 %
Regensburg	0.92	0.89	0.34	1.28	26.8 %	25.9 %	9.9 %	37.4 %
Pforzheim	1.02	0.17	0.42	1.49	32.9 %	5.5 %	13.4 %	48.2 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	1.03	0.43	0.28	1.65	30.5 %	12.7 %	8.2 %	48.6 %
Ulm	1.13	0.59	0.47	1.37	31.7 %	16.6 %	13.2 %	38.5 %
Jena	1.44	0.58	0.59	0.95	40.5 %	16.3 %	16.5 %	26.7 %
Salzgitter	0.87	0.24	0.19	1.84	27.7 %	7.7 %	6.1 %	58.5 %
Trier	1.22	0.42	0.43	1.39	35.2 %	12.1 %	12.5 %	40.2 %
Kaiserslautern	1.05	0.26	0.27	1.58	33.3 %	8.3 %	8.5 %	49.8 %
Schwerin	1.15	0.53	0.45	1.27	33.9 %	15.5 %	13.2 %	37.4 %
Cottbus	0.92	0.81	0.21	1.50	26.7 %	23.6 %	6.1 %	43.6 %
Hanau	1.11	0.34	0.39	1.46	33.5 %	10.4 %	11.9 %	44.2 %
Gera	1.10	0.13	0.39	1.68	33.2 %	3.9 %	11.8 %	51.0 %
Tübingen	1.14	0.93	0.56	0.95	31.8 %	26.0 %	15.7 %	26.5 %
Ratingen	1.00	0.37	0.27	1.69	30.1 %	11.2 %	8.0 %	50.7 %
Gießen	1.10	0.77	0.38	1.22	31.7 %	22.3 %	10.9 %	35.2 %
Zwickau	0.87	0.21	0.26	1.82	27.4 %	6.5 %	8.4 %	57.7 %
Konstanz	1.05	1.31	0.38	0.80	29.8 %	37.1 %	10.6 %	22.5 %
Marl	0.66	0.52	0.17	1.85	20.6 %	16.3 %	5.4 %	57.8 %
Velbert	0.79	0.15	0.25	2.01	24.6 %	4.8 %	7.7 %	62.9 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	0.87	0.58	0.34	1.59	25.6 %	17.2 %	10.1 %	47.0 %
Neumünster	0.77	0.68	0.14	1.72	23.2 %	20.6 %	4.1 %	52.0 %
Dessau-Roßlau	1.02	0.68	0.17	1.67	28.7 %	19.3 %	4.9 %	47.1 %
Marburg	1.10	0.45	0.50	1.45	31.6 %	12.8 %	14.2 %	41.4 %
Grevenbroich	0.91	0.45	0.15	1.94	26.5 %	13.1 %	4.3 %	56.1 %
Fulda	1.05	0.29	0.26	1.80	30.8 %	8.6 %	7.7 %	53.0 %
Rüsselsheim	0.69	0.50	0.29	1.48	23.3 %	16.9 %	9.6 %	50.1 %
Dormagen	0.88	0.52	0.21	1.58	27.5 %	16.3 %	6.7 %	49.6 %
Kleinmachnow/Stahnsdorf/Teltow	0.75	0.61	0.34	1.62	22.6 %	18.4 %	10.3 %	48.7 %
Offenburg	0.88	0.89	0.19	1.52	25.3 %	25.6 %	5.5 %	43.6 %
Neu-Ulm	0.91	0.88	0.27	1.51	25.6 %	24.6 %	7.5 %	42.3 %
Sindelfingen	1.10	0.45	0.24	1.62	32.2 %	13.2 %	7.1 %	47.4 %
Langenfeld (Rheinland)	0.95	0.55	0.17	1.83	27.3 %	15.6 %	4.8 %	52.3 %
Meerbusch	0.87	0.57	0.28	1.69	25.5 %	16.8 %	8.2 %	49.6 %
Greifswald	1.17	1.20	0.13	1.04	33.0 %	33.9 %	3.7 %	29.4 %
Hilden	1.04	0.58	0.25	1.46	31.2 %	17.5 %	7.6 %	43.8 %
Görlitz	1.36	0.29	0.38	1.45	39.0 %	8.3 %	10.9 %	41.8 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	1.10	0.80	0.31	1.35	30.9 %	22.5 %	8.7 %	37.9 %
Wetzlar	0.84	0.24	0.24	1.92	25.8 %	7.3 %	7.3 %	59.6 %
Wolfenbüttel	0.88	0.62	0.20	1.78	25.4 %	17.7 %	5.8 %	51.1 %
Böblingen	1.14	0.29	0.22	1.74	33.6 %	8.6 %	6.4 %	51.4 %
Peine	0.73	0.47	0.21	1.84	22.3 %	14.4 %	6.5 %	56.7 %
Oranienburg	0.79	0.66	0.25	1.49	24.7 %	20.7 %	7.7 %	46.8 %
Goslar	0.94	0.29	0.15	2.02	27.6 %	8.6 %	4.5 %	59.3 %
Landau in der Pfalz	1.01	0.79	0.18	1.50	29.1 %	22.8 %	5.1 %	43.1 %
Singen (Hohentwiel)	1.08	0.54	0.25	1.47	32.4 %	16.3 %	7.4 %	43.9 %
Bruchsal	0.97	0.63	0.27	1.47	28.9 %	18.9 %	8.2 %	44.0 %
Oberursel (Taunus)	1.17	0.48	0.38	1.42	33.9 %	14.0 %	10.9 %	41.2 %
Wittenberg	0.84	0.64	0.14	1.57	26.4 %	20.0 %	4.3 %	49.3 %
Falkensee	0.52	0.45	0.44	1.71	16.7 %	14.5 %	14.0 %	54.7 %
Freital/Tharandt	0.99	0.18	0.42	1.85	28.7 %	5.2 %	12.1 %	54.0 %
Erkrath	1.00	0.23	0.39	1.64	30.7 %	7.0 %	12.0 %	50.3 %
Kaarst	1.01	0.55	0.15	1.99	27.4 %	14.7 %	4.0 %	53.8 %
Monheim am Rhein	0.96	0.47	0.32	1.33	31.0 %	15.4 %	10.4 %	43.2 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (f)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	0.71	0.45	0.09	2.01	21.8 %	13.7 %	2.7 %	61.8 %
Eberswalde	1.04	0.40	0.40	1.48	31.4 %	12.2 %	12.0 %	44.4 %
Coburg	1.04	0.30	0.25	1.82	30.5 %	8.7 %	7.3 %	53.5 %
Eisenach	1.33	0.25	0.17	1.57	40.0 %	7.6 %	5.3 %	47.2 %
Mettmann	1.16	0.20	0.27	1.92	32.6 %	5.6 %	7.6 %	54.1 %
Pirna	1.08	0.52	0.24	1.56	31.7 %	15.3 %	7.2 %	45.8 %
Ettlingen	1.03	0.79	0.26	1.33	30.2 %	23.2 %	7.7 %	38.8 %
Bautzen	1.13	0.44	0.17	1.75	32.4 %	12.5 %	4.9 %	50.2 %
Werder (Havel)/Schwielowsee	0.81	0.28	0.59	1.35	26.7 %	9.2 %	19.5 %	44.6 %
Crailsheim	0.83	0.37	0.18	2.10	24.0 %	10.6 %	5.2 %	60.2 %
Radebeul	0.87	0.49	0.38	1.67	25.6 %	14.4 %	11.1 %	49.0 %
Haan	0.99	0.26	0.29	1.82	29.5 %	7.6 %	8.6 %	54.3 %
Riesa	1.02	0.41	0.16	1.82	29.8 %	12.1 %	4.6 %	53.5 %
Meißen	1.12	0.27	0.35	1.57	33.7 %	8.3 %	10.7 %	47.3 %
Grimma	0.91	0.18	0.17	1.84	29.3 %	5.8 %	5.6 %	59.3 %
Hennigsdorf	1.08	0.65	0.25	1.29	33.0 %	19.8 %	7.7 %	39.5 %
Heiligenhaus	1.06	0.13	0.23	1.76	33.4 %	4.2 %	7.1 %	55.3 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	0.99	0.34	0.19	1.70	30.9 %	10.6 %	6.0 %	52.6 %
Delitzsch	0.95	0.74	0.17	1.67	27.0 %	20.9 %	4.8 %	47.3 %
Markkleeberg	0.88	0.78	0.36	1.62	24.2 %	21.3 %	10.0 %	44.5 %
Michendorf/Nuthetal	0.78	0.42	0.48	1.48	24.7 %	13.3 %	15.2 %	46.8 %
Wülfrath	0.99	0.13	0.21	1.99	29.7 %	4.0 %	6.3 %	60.0 %
Coswig	0.89	0.45	0.43	1.62	26.3 %	13.3 %	12.7 %	47.8 %
Torgau	1.00	0.47	0.18	1.73	29.6 %	13.9 %	5.3 %	51.2 %
Schkeuditz	0.78	0.27	0.28	1.92	24.0 %	8.4 %	8.6 %	59.0 %
Borna	0.89	0.57	0.18	1.68	26.7 %	17.2 %	5.4 %	50.7 %
Radeberg	1.15	0.29	0.23	1.83	32.9 %	8.2 %	6.6 %	52.2 %
Großenhain	0.79	0.37	0.21	1.85	24.4 %	11.5 %	6.6 %	57.5 %
Kamenz	0.96	0.37	0.21	2.11	26.2 %	10.2 %	5.7 %	57.8 %
Heidenau	1.22	0.32	0.36	1.42	36.7 %	9.7 %	10.9 %	42.7 %
Eilenburg	0.96	0.40	0.24	1.92	27.2 %	11.3 %	6.8 %	54.7 %
Wurzen	1.00	0.62	0.20	1.65	28.7 %	18.0 %	5.6 %	47.7 %
Dippoldiswalde	0.81	0.15	0.21	1.96	25.8 %	4.8 %	6.9 %	62.6 %
Rommerskirchen	0.75	0.30	0.31	1.89	23.2 %	9.2 %	9.7 %	58.0 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 14 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (All Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	0.81	0.30	0.19	1.70	26.9 %	9.9 %	6.5 %	56.7 %
Möckern-Loburg-Fläming	0.49	0.27	0.20	2.10	16.1 %	8.8 %	6.6 %	68.6 %
Beetzendorf-Diesdorf	0.54	0.40	0.19	1.94	17.6 %	13.0 %	6.2 %	63.3 %
Bischofswerda	1.17	0.14	0.22	1.85	34.8 %	4.1 %	6.4 %	54.7 %
Südliche Altmark	0.45	0.33	0.15	1.93	15.7 %	11.7 %	5.3 %	67.3 %
Pegau	0.88	0.28	0.25	1.82	27.4 %	8.6 %	7.7 %	56.3 %
District Karlsruhe	0.73	0.47	0.30	1.86	21.8 %	13.9 %	9.0 %	55.4 %
District München	0.92	0.56	0.49	1.43	27.0 %	16.4 %	14.4 %	42.2 %
District Rendsburg-Eckernförde	0.80	0.51	0.18	2.04	22.7 %	14.6 %	5.1 %	57.7 %
District Neu-Ulm	0.78	0.55	0.18	1.83	23.4 %	16.5 %	5.4 %	54.6 %
District Plön	0.88	0.50	0.26	1.87	25.1 %	14.2 %	7.4 %	53.3 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	1.11	0.58	0.82	0.63	35.5 %	18.6 %	26.0 %	20.0 %
München	1.02	0.72	0.71	0.50	34.6 %	24.5 %	24.0 %	16.9 %
Frankfurt am Main	1.25	0.64	0.59	0.55	41.2 %	21.2 %	19.6 %	18.1 %
Düsseldorf	1.09	0.59	0.52	0.68	37.8 %	20.6 %	18.0 %	23.6 %
Leipzig	1.10	0.67	0.46	0.83	35.9 %	21.9 %	15.1 %	27.1 %
Bremen	0.91	0.93	0.35	0.87	29.6 %	30.4 %	11.6 %	28.4 %
Dresden	1.17	0.55	0.64	0.83	36.5 %	17.1 %	20.2 %	26.1 %
Duisburg	0.83	0.26	0.21	1.08	34.8 %	10.8 %	8.7 %	45.6 %
Bochum	0.93	0.22	0.34	1.13	35.5 %	8.4 %	12.9 %	43.2 %
Mannheim	1.01	0.58	0.27	0.81	37.8 %	21.8 %	10.1 %	30.3 %
Karlsruhe	1.07	1.06	0.28	0.66	35.0 %	34.5 %	9.0 %	21.5 %
Augsburg	0.96	0.60	0.38	0.82	34.6 %	21.8 %	13.8 %	29.8 %
Wiesbaden	1.05	0.24	0.43	1.04	37.9 %	8.8 %	15.7 %	37.6 %
Mönchengladbach	0.83	0.32	0.15	1.35	31.4 %	12.1 %	5.8 %	50.8 %
Braunschweig	0.97	0.90	0.25	0.92	31.8 %	29.5 %	8.2 %	30.4 %
Kiel	1.07	0.76	0.30	0.75	37.1 %	26.5 %	10.4 %	26.0 %
Magdeburg	0.92	0.57	0.38	1.13	30.8 %	19.0 %	12.5 %	37.7 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	1.08	0.28	0.38	1.34	35.0 %	9.0 %	12.4 %	43.6 %
Krefeld	0.88	0.51	0.20	1.20	31.4 %	18.2 %	7.3 %	43.0 %
Halle (Saale)	1.10	0.51	0.53	0.75	38.0 %	17.8 %	18.2 %	25.9 %
Erfurt	1.03	0.48	0.57	0.96	33.9 %	15.8 %	18.9 %	31.5 %
Rostock	1.21	0.60	0.52	0.65	40.7 %	20.0 %	17.4 %	21.9 %
Kassel	1.13	0.44	0.52	0.88	38.0 %	14.9 %	17.4 %	29.7 %
Potsdam	0.94	0.85	0.43	0.56	33.8 %	30.7 %	15.5 %	20.0 %
Ludwigshafen	0.85	0.53	0.17	0.79	36.4 %	22.5 %	7.4 %	33.7 %
Oldenburg	0.63	1.42	0.11	0.84	21.0 %	47.2 %	3.8 %	28.0 %
Osnabrück	0.90	0.93	0.22	0.82	31.3 %	32.3 %	7.7 %	28.7 %
Solingen	0.84	0.11	0.26	1.35	32.7 %	4.2 %	10.3 %	52.8 %
Darmstadt	1.00	0.80	0.29	0.47	38.9 %	31.3 %	11.5 %	18.4 %
Paderborn	0.96	0.67	0.19	1.27	31.0 %	21.7 %	6.3 %	41.0 %
Heidelberg	1.02	1.16	0.38	0.52	33.2 %	37.7 %	12.4 %	16.7 %
Neuss	0.79	0.52	0.17	0.80	34.7 %	22.6 %	7.5 %	35.2 %
Regensburg	0.87	0.84	0.27	0.90	30.3 %	29.2 %	9.4 %	31.2 %
Pforzheim	0.99	0.15	0.34	1.05	39.0 %	5.8 %	13.4 %	41.7 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	0.96	0.37	0.21	0.98	37.9 %	14.9 %	8.3 %	39.0 %
Ulm	1.04	0.52	0.38	0.87	36.9 %	18.4 %	13.7 %	31.1 %
Jena	1.40	0.56	0.52	0.76	43.4 %	17.3 %	15.9 %	23.4 %
Salzgitter	0.84	0.21	0.13	1.30	33.8 %	8.4 %	5.3 %	52.4 %
Trier	1.14	0.40	0.34	0.94	40.4 %	14.3 %	12.2 %	33.1 %
Kaiserslautern	1.03	0.26	0.19	1.19	38.4 %	9.7 %	7.2 %	44.7 %
Schwerin	1.12	0.51	0.41	1.05	36.3 %	16.5 %	13.2 %	34.0 %
Cottbus	0.88	0.79	0.17	1.17	29.3 %	26.2 %	5.7 %	38.8 %
Hanau	1.01	0.29	0.16	0.83	44.1 %	12.7 %	6.8 %	36.4 %
Gera	1.03	0.12	0.33	1.25	37.8 %	4.4 %	12.1 %	45.8 %
Tübingen	1.08	0.88	0.46	0.50	37.0 %	30.1 %	15.6 %	17.2 %
Ratingen	0.92	0.33	0.09	0.96	40.0 %	14.2 %	4.0 %	41.8 %
Gießen	1.03	0.73	0.20	0.64	39.6 %	27.9 %	7.7 %	24.8 %
Zwickau	0.84	0.20	0.23	1.27	33.1 %	7.8 %	8.9 %	50.2 %
Konstanz	0.98	1.20	0.26	0.52	33.1 %	40.6 %	8.8 %	17.5 %
Marl	0.60	0.44	0.08	1.12	26.9 %	19.8 %	3.4 %	49.9 %
Velbert	0.70	0.12	0.14	1.25	31.8 %	5.3 %	6.3 %	56.6 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	0.76	0.49	0.09	0.86	34.4 %	22.4 %	4.0 %	39.1 %
Neumünster	0.72	0.65	0.07	1.29	26.3 %	23.9 %	2.6 %	47.2 %
Dessau-Roßlau	0.98	0.67	0.12	1.40	30.8 %	21.2 %	3.8 %	44.2 %
Marburg	1.08	0.43	0.40	1.13	35.5 %	14.1 %	13.1 %	37.3 %
Grevenbroich	0.78	0.43	0.06	1.08	33.1 %	18.4 %	2.6 %	45.9 %
Fulda	0.96	0.26	0.16	1.30	35.8 %	9.7 %	6.1 %	48.4 %
Rüsselsheim	0.62	0.44	0.13	0.75	31.9 %	22.7 %	6.5 %	38.9 %
Dormagen	0.79	0.44	0.09	0.90	35.5 %	19.8 %	4.3 %	40.5 %
Kleinmachnow/Stahnsdorf/Teltow	0.61	0.34	0.03	0.58	39.2 %	21.7 %	1.9 %	37.3 %
Offenburg	0.85	0.85	0.07	0.97	31.1 %	30.9 %	2.6 %	35.5 %
Neu-Ulm	0.69	0.58	0.07	0.74	33.1 %	28.0 %	3.6 %	35.3 %
Sindelfingen	0.98	0.39	0.09	0.87	42.0 %	17.0 %	3.8 %	37.2 %
Langenfeld (Rheinland)	0.84	0.46	0.04	0.97	36.5 %	19.8 %	1.7 %	42.0 %
Meerbusch	0.77	0.48	0.07	0.76	37.2 %	23.0 %	3.3 %	36.5 %
Greifswald	1.13	1.18	0.09	0.75	35.7 %	37.4 %	3.0 %	23.9 %
Hilden	0.90	0.48	0.09	0.64	42.8 %	22.8 %	4.4 %	30.1 %
Görlitz	1.31	0.28	0.32	1.13	43.1 %	9.3 %	10.4 %	37.2 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	1.05	0.75	0.25	1.03	34.1 %	24.4 %	8.2 %	33.3 %
Wetzlar	0.80	0.19	0.14	1.20	34.3 %	8.2 %	5.9 %	51.6 %
Wolfenbüttel	0.80	0.55	0.11	1.06	31.7 %	21.9 %	4.5 %	41.9 %
Böblingen	0.99	0.21	0.06	0.85	47.1 %	9.9 %	2.9 %	40.1 %
Peine	0.70	0.45	0.08	1.19	28.9 %	18.6 %	3.4 %	49.1 %
Oranienburg	0.73	0.65	0.04	0.99	30.4 %	27.1 %	1.7 %	40.9 %
Goslar	0.88	0.27	0.09	1.44	32.9 %	10.0 %	3.3 %	53.8 %
Landau in der Pfalz	0.97	0.74	0.06	0.84	37.1 %	28.3 %	2.5 %	32.2 %
Singen (Hohentwiel)	1.02	0.48	0.09	0.88	41.3 %	19.5 %	3.7 %	35.6 %
Bruchsal	0.87	0.57	0.06	0.80	37.8 %	24.7 %	2.8 %	34.7 %
Oberursel (Taunus)	1.04	0.38	0.11	0.70	46.7 %	17.0 %	4.8 %	31.6 %
Wittenberg	0.81	0.62	0.07	1.19	30.0 %	23.1 %	2.6 %	44.2 %
Falkensee	0.42	0.38	0.05	0.78	25.7 %	23.5 %	3.0 %	47.7 %
Freital/Tharandt	0.80	0.08	0.12	0.81	44.1 %	4.6 %	6.5 %	44.7 %
Erkrath	0.83	0.14	0.10	0.74	45.8 %	7.7 %	5.7 %	40.8 %
Kaarst	0.91	0.48	0.04	0.93	38.6 %	20.2 %	1.8 %	39.4 %
Monheim am Rhein	0.88	0.38	0.15	0.61	43.4 %	18.7 %	7.6 %	30.2 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	0.66	0.41	0.03	1.34	27.0 %	16.9 %	1.3 %	54.7 %
Eberswalde	1.00	0.37	0.24	1.05	37.6 %	14.0 %	9.0 %	39.4 %
Coburg	1.00	0.27	0.20	1.22	37.2 %	10.0 %	7.5 %	45.2 %
Eisenach	1.29	0.23	0.10	1.13	46.8 %	8.5 %	3.5 %	41.2 %
Mettmann	1.06	0.16	0.10	0.96	46.4 %	7.0 %	4.5 %	42.1 %
Pirna	0.98	0.46	0.08	0.89	40.6 %	19.0 %	3.3 %	37.0 %
Ettlingen	0.93	0.60	0.09	0.64	41.0 %	26.6 %	4.0 %	28.5 %
Bautzen	1.08	0.43	0.08	1.15	39.5 %	15.7 %	2.9 %	41.9 %
Werder (Havel)/Schwielowsee	0.65	0.16	0.08	0.62	43.2 %	10.3 %	5.3 %	41.2 %
Crailsheim	0.79	0.36	0.14	1.50	28.3 %	12.8 %	5.1 %	53.8 %
Radebeul	0.73	0.35	0.11	0.82	36.6 %	17.2 %	5.4 %	40.8 %
Haan	0.87	0.20	0.06	0.87	43.5 %	10.2 %	3.0 %	43.4 %
Riesa	0.94	0.39	0.08	1.28	35.0 %	14.4 %	2.9 %	47.7 %
Meißen	1.04	0.21	0.13	0.98	44.0 %	9.0 %	5.6 %	41.4 %
Grimma	0.88	0.17	0.09	1.12	38.8 %	7.7 %	3.9 %	49.7 %
Hennigsdorf	1.00	0.58	0.05	0.59	45.1 %	26.0 %	2.3 %	26.7 %
Heiligenhaus	0.95	0.08	0.08	0.90	47.1 %	4.2 %	3.9 %	44.8 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	0.88	0.23	0.08	0.70	46.6 %	12.2 %	4.2 %	37.0 %
Delitzsch	0.92	0.72	0.05	0.99	34.3 %	26.8 %	1.7 %	37.1 %
Markkleeberg	0.74	0.55	0.04	0.62	38.0 %	28.3 %	1.8 %	31.9 %
Michendorf/Nuthetal	0.60	0.28	0.03	0.57	40.6 %	18.7 %	1.8 %	38.8 %
Wülfrath	0.87	0.07	0.04	0.85	47.5 %	3.7 %	2.2 %	46.6 %
Coswig	0.74	0.37	0.10	0.67	39.3 %	19.6 %	5.1 %	35.9 %
Torgau	0.97	0.46	0.08	1.35	33.9 %	16.1 %	2.8 %	47.2 %
Schkeuditz	0.66	0.22	0.07	0.89	35.7 %	12.1 %	3.7 %	48.5 %
Borna	0.82	0.55	0.05	0.99	33.9 %	22.8 %	2.1 %	41.2 %
Radeberg	0.94	0.20	0.05	0.85	45.9 %	9.9 %	2.6 %	41.5 %
Großenhain	0.74	0.35	0.09	1.11	32.4 %	15.4 %	3.7 %	48.5 %
Kamenz	0.88	0.36	0.08	1.33	33.1 %	13.6 %	3.2 %	50.1 %
Heidenau	1.05	0.21	0.04	0.47	59.0 %	12.0 %	2.4 %	26.6 %
Eilenburg	0.90	0.38	0.07	1.21	35.3 %	14.7 %	2.6 %	47.4 %
Wurzen	0.92	0.59	0.05	0.93	37.1 %	23.6 %	1.9 %	37.4 %
Dippoldiswalde	0.73	0.13	0.11	1.17	34.0 %	6.2 %	5.0 %	54.7 %
Rommerskirchen	0.63	0.26	0.01	0.65	40.4 %	16.7 %	0.9 %	42.0 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 15 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Number of Trips by Mode Group
and Modal Split by Number of Trips (Intra-City Trips)**

Study area	Number of trips [trips/p.d]				Modal split by number of trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	0.71	0.28	0.07	0.56	44.0 %	17.2 %	4.2 %	34.5 %
Möckern-Loburg-Fläming	0.41	0.25	0.02	0.83	27.3 %	16.8 %	1.2 %	54.7 %
Beetzendorf-Diesdorf	0.49	0.34	0.09	0.62	31.9 %	22.0 %	6.0 %	40.1 %
Bischofswerda	1.09	0.12	0.05	0.92	50.0 %	5.5 %	2.1 %	42.3 %
Südliche Altmark	0.40	0.29	0.11	1.22	19.9 %	14.5 %	5.5 %	60.1 %
Pegau	0.73	0.20	0.05	0.52	48.5 %	13.4 %	3.6 %	34.6 %
District Karlsruhe	0.61	0.37	0.04	0.74	34.7 %	20.9 %	2.1 %	42.3 %
District München	0.70	0.37	0.05	0.46	44.3 %	23.1 %	3.3 %	29.2 %
District Rendsburg-Eckernförde	0.65	0.32	0.01	0.48	44.8 %	21.7 %	0.7 %	32.8 %
District Neu-Ulm	0.63	0.39	0.05	0.70	35.6 %	22.1 %	2.6 %	39.7 %
District Plön	0.70	0.33	0.00	0.36	50.1 %	23.6 %	0.3 %	26.0 %

Notes:

Indicators according to Tab 6.6 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 16 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	1.1	2.4	7.8	6.8	18.0	6.0 %	13.1 %	43.1 %	37.8 %
München	1.1	2.9	7.2	6.9	18.1	6.0 %	15.9 %	40.1 %	38.0 %
Frankfurt am Main	1.2	2.7	5.6	8.5	18.0	6.9 %	15.0 %	30.9 %	47.2 %
Düsseldorf	1.1	2.0	5.2	11.7	20.0	5.7 %	10.0 %	25.9 %	58.4 %
Leipzig	1.0	2.3	5.8	9.1	18.2	5.6 %	12.4 %	31.9 %	50.0 %
Bremen	1.0	3.7	3.7	10.9	19.3	5.0 %	19.1 %	19.3 %	56.6 %
Dresden	1.2	2.4	4.8	8.4	16.8	7.0 %	14.3 %	28.6 %	50.0 %
Duisburg	0.9	1.3	3.1	16.7	22.1	4.1 %	6.0 %	14.2 %	75.7 %
Bochum	1.1	1.1	4.4	16.9	23.5	4.7 %	4.6 %	18.7 %	71.9 %
Mannheim	1.0	2.3	5.1	13.2	21.6	4.6 %	10.6 %	23.6 %	61.2 %
Karlsruhe	1.1	3.7	4.4	10.3	19.5	5.9 %	18.9 %	22.6 %	52.6 %
Augsburg	1.1	2.2	7.2	10.5	21.1	5.4 %	10.4 %	34.3 %	49.9 %
Wiesbaden	1.2	1.3	3.8	13.0	19.3	6.1 %	6.9 %	19.9 %	67.1 %
Mönchengladbach	1.0	1.4	3.5	19.5	25.3	3.8 %	5.4 %	13.9 %	76.9 %
Braunschweig	1.0	3.0	2.8	13.8	20.6	4.9 %	14.7 %	13.7 %	66.7 %
Kiel	1.2	2.8	3.6	12.5	20.1	6.1 %	14.0 %	17.7 %	62.2 %
Magdeburg	0.9	2.4	2.9	12.2	18.4	4.9 %	13.1 %	15.7 %	66.4 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	1.3	1.1	3.0	14.3	19.7	6.5 %	5.7 %	15.2 %	72.6 %
Krefeld	1.0	1.7	3.4	16.5	22.5	4.2 %	7.5 %	15.2 %	73.1 %
Halle (Saale)	1.1	1.9	4.2	10.5	17.8	6.4 %	10.9 %	23.6 %	59.0 %
Erfurt	1.1	1.6	4.4	10.6	17.7	6.4 %	9.0 %	25.0 %	59.5 %
Rostock	1.5	2.6	5.8	10.4	20.3	7.2 %	12.8 %	28.6 %	51.5 %
Kassel	1.2	1.6	3.4	10.3	16.6	7.3 %	9.9 %	20.4 %	62.4 %
Potsdam	1.0	2.8	6.2	10.8	20.8	4.9 %	13.4 %	29.9 %	51.8 %
Ludwigshafen	1.0	2.6	3.6	12.9	20.1	4.9 %	12.8 %	17.9 %	64.4 %
Oldenburg	0.7	4.6	2.0	14.8	22.0	3.2 %	20.7 %	9.1 %	67.0 %
Osnabrück	1.0	2.8	2.6	14.8	21.2	4.7 %	13.3 %	12.2 %	69.9 %
Solingen	1.0	0.7	2.9	16.0	20.6	4.9 %	3.3 %	14.1 %	77.7 %
Darmstadt	1.2	3.3	5.9	11.6	22.0	5.6 %	15.1 %	26.6 %	52.7 %
Paderborn	1.2	2.3	2.2	16.2	22.0	5.6 %	10.6 %	10.0 %	73.8 %
Heidelberg	1.1	3.5	4.9	9.6	19.1	5.7 %	18.5 %	25.6 %	50.1 %
Neuss	1.0	2.1	3.1	16.5	22.7	4.3 %	9.3 %	13.6 %	72.8 %
Regensburg	1.0	2.8	3.0	11.3	18.1	5.6 %	15.5 %	16.6 %	62.2 %
Pforzheim	1.1	0.6	3.7	12.6	18.0	5.9 %	3.5 %	20.4 %	70.2 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	1.1	1.7	3.6	17.5	23.8	4.5 %	7.1 %	15.2 %	73.2 %
Ulm	1.2	1.9	3.3	13.0	19.4	6.3 %	9.6 %	16.9 %	67.2 %
Jena	1.5	2.1	4.9	8.9	17.4	8.5 %	12.1 %	28.3 %	51.1 %
Salzgitter	1.0	1.0	2.6	20.8	25.3	3.9 %	3.8 %	10.1 %	82.2 %
Trier	1.3	1.3	5.0	17.8	25.5	5.3 %	5.1 %	19.5 %	70.1 %
Kaiserslautern	1.2	0.8	1.9	14.4	18.2	6.5 %	4.1 %	10.3 %	79.0 %
Schwerin	1.4	1.7	2.3	11.8	17.2	8.0 %	10.2 %	13.3 %	68.5 %
Cottbus	0.9	2.2	0.9	12.6	16.7	5.6 %	13.4 %	5.6 %	75.4 %
Hanau	1.1	1.5	5.6	16.4	24.5	4.4 %	6.0 %	22.8 %	66.9 %
Gera	1.2	0.6	3.4	16.3	21.5	5.6 %	2.6 %	16.0 %	75.8 %
Tübingen	1.2	3.0	4.3	11.6	20.1	6.1 %	14.9 %	21.2 %	57.8 %
Ratingen	1.1	1.3	2.9	18.4	23.6	4.8 %	5.3 %	12.2 %	77.7 %
Gießen	1.2	2.1	6.1	13.7	23.0	5.2 %	9.2 %	26.3 %	59.4 %
Zwickau	1.0	0.8	1.9	15.4	19.1	5.1 %	4.1 %	10.0 %	80.8 %
Konstanz	1.1	3.7	4.8	8.8	18.5	6.0 %	20.2 %	26.0 %	47.8 %
Marl	0.7	2.0	1.8	18.2	22.7	3.2 %	8.9 %	7.8 %	80.0 %
Velbert	0.9	0.9	2.1	19.4	23.4	3.8 %	4.0 %	9.2 %	83.0 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	0.9	2.1	4.4	13.9	21.3	4.2 %	9.9 %	20.6 %	65.4 %
Neumünster	0.9	2.1	2.9	16.5	22.4	3.9 %	9.3 %	13.0 %	73.7 %
Dessau-Roßlau	1.1	2.1	2.2	14.3	19.7	5.7 %	10.9 %	11.0 %	72.4 %
Marburg	1.3	1.5	4.9	13.2	20.9	6.1 %	7.3 %	23.4 %	63.2 %
Grevenbroich	1.0	1.4	1.9	24.8	29.1	3.4 %	4.7 %	6.5 %	85.4 %
Fulda	1.2	0.9	1.6	13.5	17.2	7.2 %	5.1 %	9.4 %	78.3 %
Rüsselsheim	0.8	1.6	3.5	17.3	23.2	3.4 %	6.9 %	15.0 %	74.7 %
Dormagen	0.9	1.9	2.8	18.9	24.6	3.8 %	7.9 %	11.3 %	77.0 %
Kleinmachnow/Stahnsdorf/Teltow	0.8	2.7	4.8	14.5	22.8	3.5 %	11.8 %	21.2 %	63.5 %
Offenburg	0.9	2.7	4.6	13.3	21.5	4.2 %	12.4 %	21.5 %	61.9 %
Neu-Ulm	1.0	2.7	2.5	14.8	21.0	4.9 %	12.8 %	12.0 %	70.3 %
Sindelfingen	1.1	1.5	2.7	14.2	19.5	5.6 %	7.9 %	13.8 %	72.7 %
Langenfeld (Rheinland)	1.0	1.9	2.5	18.0	23.4	4.3 %	8.2 %	10.6 %	77.0 %
Meerbusch	0.9	1.9	3.0	18.1	24.0	3.8 %	7.8 %	12.8 %	75.6 %
Greifswald	1.1	3.0	0.8	9.2	14.1	7.9 %	21.4 %	5.5 %	65.2 %
Hilden	1.0	1.7	3.5	16.0	22.2	4.5 %	7.6 %	15.7 %	72.2 %
Görlitz	1.6	0.8	3.0	9.9	15.3	10.3 %	5.3 %	19.8 %	64.7 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	1.1	2.5	1.7	11.7	17.1	6.6 %	14.6 %	10.1 %	68.7 %
Wetzlar	1.0	0.9	2.1	19.2	23.2	4.4 %	4.0 %	9.1 %	82.5 %
Wolfenbüttel	1.0	2.1	2.0	16.5	21.6	4.7 %	9.5 %	9.3 %	76.4 %
Böblingen	1.1	0.9	2.7	14.8	19.5	5.7 %	4.4 %	14.1 %	75.8 %
Peine	0.8	1.5	4.6	20.1	27.1	3.0 %	5.7 %	16.8 %	74.5 %
Oranienburg	0.9	1.9	6.6	15.7	25.0	3.5 %	7.7 %	26.3 %	62.5 %
Goslar	1.1	1.1	2.0	20.5	24.7	4.4 %	4.4 %	8.0 %	83.2 %
Landau in der Pfalz	1.2	2.0	3.1	15.7	22.0	5.4 %	9.3 %	14.1 %	71.2 %
Singen (Hohentwiel)	1.1	1.6	5.0	13.5	21.2	5.4 %	7.4 %	23.7 %	63.5 %
Bruchsal	1.0	2.3	6.6	16.0	25.8	3.7 %	8.8 %	25.7 %	61.8 %
Oberursel (Taunus)	1.3	1.7	4.1	13.6	20.6	6.1 %	8.3 %	19.7 %	65.9 %
Wittenberg	1.0	1.8	3.0	15.5	21.3	4.7 %	8.3 %	14.1 %	72.9 %
Falkensee	0.6	1.8	8.5	13.7	24.5	2.3 %	7.3 %	34.7 %	55.7 %
Freital/Tharandt	1.2	1.2	4.1	17.1	23.7	5.1 %	5.2 %	17.5 %	72.1 %
Erkrath	1.2	1.0	4.3	15.3	21.7	5.3 %	4.4 %	20.0 %	70.3 %
Kaarst	1.0	1.6	2.1	21.2	25.9	3.9 %	6.1 %	8.1 %	81.9 %
Monheim am Rhein	0.9	1.7	3.6	16.0	22.3	4.1 %	7.7 %	16.0 %	72.2 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	0.8	1.4	1.2	20.3	23.7	3.2 %	6.1 %	5.1 %	85.6 %
Eberswalde	1.1	1.2	9.8	13.4	25.4	4.2 %	4.8 %	38.4 %	52.7 %
Coburg	1.2	0.8	1.7	14.8	18.6	6.7 %	4.3 %	9.2 %	79.9 %
Eisenach	1.5	0.8	2.6	13.6	18.5	8.1 %	4.3 %	14.2 %	73.4 %
Mettmann	1.3	0.9	4.1	20.8	27.1	4.9 %	3.2 %	15.2 %	76.7 %
Pirna	1.2	1.9	4.2	14.5	21.8	5.3 %	8.8 %	19.2 %	66.6 %
Ettlingen	1.2	3.0	3.1	14.4	21.7	5.6 %	13.9 %	14.2 %	66.2 %
Bautzen	1.2	1.1	3.2	16.8	22.3	5.4 %	4.9 %	14.4 %	75.3 %
Werder (Havel)/Schwielowsee	0.9	1.4	13.4	17.3	33.0	2.6 %	4.3 %	40.7 %	52.4 %
Crailsheim	1.0	0.9	1.6	18.2	21.6	4.4 %	4.0 %	7.4 %	84.2 %
Radebeul	0.9	2.1	3.0	14.7	20.7	4.3 %	10.0 %	14.6 %	71.1 %
Haan	1.1	1.1	4.2	17.7	24.1	4.4 %	4.7 %	17.4 %	73.5 %
Riesa	1.0	1.3	4.5	14.5	21.4	4.9 %	6.1 %	21.3 %	67.8 %
Meißen	1.2	0.9	5.4	14.8	22.3	5.2 %	4.0 %	24.4 %	66.4 %
Grimma	1.2	0.3	2.5	22.7	26.7	4.3 %	1.3 %	9.3 %	85.1 %
Hennigsdorf	1.0	2.1	4.1	15.5	22.7	4.6 %	9.1 %	18.1 %	68.2 %
Heiligenhaus	1.3	0.9	2.7	17.0	21.8	5.8 %	4.0 %	12.2 %	78.0 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	1.2	1.6	1.6	14.8	19.2	6.4 %	8.3 %	8.3 %	77.0 %
Delitzsch	1.0	1.6	3.2	17.2	23.1	4.5 %	7.1 %	13.8 %	74.5 %
Markkleeberg	0.9	3.0	2.9	16.5	23.3	3.8 %	12.8 %	12.4 %	71.0 %
Michendorf/Nuthetal	0.9	1.4	9.0	15.7	27.0	3.4 %	5.1 %	33.5 %	58.1 %
Wülfrath	1.3	0.6	2.6	21.0	25.4	5.0 %	2.4 %	10.1 %	82.6 %
Coswig	1.1	1.2	5.0	13.6	20.9	5.2 %	5.8 %	23.8 %	65.2 %
Torgau	0.9	1.3	3.0	14.9	20.1	4.5 %	6.4 %	14.8 %	74.2 %
Schkeuditz	0.7	1.0	3.7	19.3	24.8	3.0 %	4.0 %	15.0 %	78.0 %
Borna	0.9	1.2	3.3	18.6	24.2	3.8 %	5.2 %	13.8 %	77.3 %
Radeberg	1.2	1.2	2.7	19.0	24.1	5.2 %	5.0 %	11.1 %	78.8 %
Großenhain	0.9	1.1	4.6	21.4	28.1	3.4 %	3.8 %	16.3 %	76.5 %
Kamenz	1.2	0.7	5.1	24.6	31.5	3.7 %	2.1 %	16.1 %	78.1 %
Heidenau	1.1	1.4	3.9	13.5	19.9	5.3 %	7.2 %	19.6 %	67.9 %
Eilenburg	0.9	1.2	4.6	17.5	24.1	3.6 %	4.8 %	19.2 %	72.3 %
Wurzen	1.1	1.6	3.6	19.5	25.7	4.2 %	6.1 %	13.8 %	75.8 %
Dippoldiswalde	0.8	0.5	3.0	20.9	25.2	3.3 %	2.1 %	11.7 %	82.8 %
Rommerskirchen	0.8	1.0	5.2	26.6	33.6	2.4 %	3.1 %	15.4 %	79.1 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 16 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (All Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	0.8	0.6	4.2	31.1	36.7	2.2 %	1.6 %	11.4 %	84.9 %
Möckern-Loburg-Fläming	0.5	0.6	3.8	35.1	40.0	1.3 %	1.5 %	9.5 %	87.7 %
Beetzendorf-Diesdorf	0.6	0.9	3.7	35.5	40.6	1.4 %	2.3 %	9.0 %	87.3 %
Bischofswerda	1.2	0.4	5.2	22.1	28.9	4.1 %	1.3 %	18.1 %	76.4 %
Südliche Altmark	0.5	0.8	2.1	34.2	37.6	1.3 %	2.1 %	5.6 %	91.0 %
Pegau	1.0	1.0	3.7	27.7	33.4	2.9 %	2.9 %	11.1 %	83.0 %
District Karlsruhe	0.8	1.6	5.7	20.4	28.6	2.9 %	5.6 %	19.9 %	71.7 %
District München	1.0	1.8	6.0	15.5	24.3	4.0 %	7.6 %	24.5 %	63.9 %
District Rendsburg-Eckernförde	0.9	2.0	3.0	24.7	30.5	2.9 %	6.5 %	9.7 %	80.8 %
District Neu-Ulm	0.9	1.8	2.0	20.2	24.8	3.4 %	7.1 %	7.9 %	81.5 %
District Plön	0.9	1.8	4.3	24.2	31.2	2.9 %	5.9 %	13.6 %	77.6 %

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

Tab 17 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p.d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	1.1	2.3	6.7	4.7	14.7	7.2 %	15.3 %	45.6 %	31.8 %
München	1.0	2.5	4.6	2.9	10.9	9.0 %	22.6 %	42.2 %	26.2 %
Frankfurt am Main	1.2	2.0	3.6	3.3	10.1	12.0 %	20.3 %	35.3 %	32.4 %
Düsseldorf	1.1	1.8	2.7	3.6	9.1	11.7 %	19.2 %	29.1 %	39.9 %
Leipzig	1.0	2.1	2.4	4.5	10.1	9.8 %	21.3 %	23.8 %	45.2 %
Bremen	0.9	3.4	2.6	6.1	12.9	7.2 %	26.2 %	19.8 %	46.8 %
Dresden	1.1	2.1	3.7	4.5	11.5	9.9 %	18.6 %	31.9 %	39.6 %
Duisburg	0.8	0.9	1.1	5.6	8.4	10.1 %	10.3 %	12.8 %	66.9 %
Bochum	1.0	0.7	1.9	5.6	9.2	10.9 %	7.6 %	20.9 %	60.5 %
Mannheim	0.9	1.6	1.4	4.5	8.4	10.7 %	19.0 %	16.8 %	53.5 %
Karlsruhe	1.1	3.1	1.6	3.1	8.9	12.5 %	34.6 %	17.8 %	35.2 %
Augsburg	1.1	1.8	1.7	3.8	8.5	12.6 %	21.9 %	20.3 %	45.2 %
Wiesbaden	1.1	0.9	1.9	5.0	8.9	12.6 %	9.7 %	21.0 %	56.7 %
Mönchengladbach	0.9	0.9	0.7	6.0	8.5	10.3 %	10.8 %	8.1 %	70.8 %
Braunschweig	1.0	2.7	1.3	5.3	10.3	9.5 %	26.7 %	12.4 %	51.3 %
Kiel	1.1	2.4	1.6	4.2	9.4	11.8 %	25.7 %	17.5 %	45.0 %
Magdeburg	0.9	2.0	1.7	6.0	10.6	8.3 %	19.1 %	15.9 %	56.7 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	1.3	1.0	1.8	7.0	11.1	11.3 %	9.1 %	16.1 %	63.6 %
Krefeld	0.9	1.4	0.9	5.3	8.4	10.8 %	16.1 %	10.5 %	62.6 %
Halle (Saale)	1.1	1.5	2.4	3.5	8.5	13.2 %	17.8 %	28.3 %	40.7 %
Erfurt	1.1	1.4	2.5	5.3	10.3	10.8 %	13.6 %	24.2 %	51.4 %
Rostock	1.3	2.0	3.1	4.4	10.8	12.4 %	18.2 %	28.5 %	40.9 %
Kassel	1.1	1.3	2.3	3.8	8.6	13.2 %	15.4 %	27.0 %	44.5 %
Potsdam	1.0	2.6	2.0	2.8	8.4	11.6 %	31.1 %	24.0 %	33.3 %
Ludwigshafen	0.9	1.5	0.9	3.5	6.8	13.4 %	22.7 %	12.7 %	51.2 %
Oldenburg	0.7	4.1	0.5	3.8	9.1	7.1 %	45.2 %	5.5 %	42.1 %
Osnabrück	1.0	2.6	1.0	3.7	8.3	11.6 %	31.4 %	11.8 %	45.2 %
Solingen	0.9	0.4	1.0	5.7	8.1	11.6 %	4.8 %	13.0 %	70.7 %
Darmstadt	1.1	2.1	1.4	1.9	6.4	17.3 %	32.1 %	21.8 %	28.9 %
Paderborn	1.1	1.9	1.0	6.0	10.0	11.2 %	18.6 %	10.5 %	59.8 %
Heidelberg	1.0	3.1	1.8	2.2	8.1	13.0 %	37.8 %	21.8 %	27.4 %
Neuss	0.9	1.3	0.9	3.8	6.8	12.6 %	18.9 %	13.1 %	55.4 %
Regensburg	0.9	2.5	1.0	3.9	8.3	11.2 %	29.5 %	12.0 %	47.3 %
Pforzheim	1.0	0.3	1.4	3.7	6.6	15.6 %	5.2 %	22.1 %	57.1 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	1.0	1.1	0.9	4.1	7.1	13.7 %	16.1 %	13.1 %	57.0 %
Ulm	1.1	1.4	1.9	4.1	8.5	13.0 %	16.7 %	21.9 %	48.3 %
Jena	1.4	1.8	2.8	3.7	9.8	14.7 %	18.8 %	28.2 %	38.3 %
Salzgitter	0.9	0.7	0.9	7.7	10.2	9.2 %	6.7 %	8.6 %	75.4 %
Trier	1.3	1.1	1.8	4.7	8.8	14.5 %	12.2 %	20.1 %	53.2 %
Kaiserslautern	1.2	0.6	0.8	5.2	7.7	15.1 %	8.3 %	9.8 %	66.8 %
Schwerin	1.3	1.7	2.1	6.1	11.1	11.5 %	15.5 %	18.5 %	54.6 %
Cottbus	0.9	2.0	0.8	5.0	8.6	10.5 %	23.0 %	8.7 %	57.8 %
Hanau	0.9	0.8	0.6	3.4	5.8	16.2 %	14.3 %	10.8 %	58.7 %
Gera	1.1	0.3	1.5	5.9	8.9	12.5 %	3.5 %	16.7 %	67.2 %
Tübingen	1.1	2.4	1.8	2.2	7.5	15.1 %	31.5 %	23.9 %	29.5 %
Ratingen	1.0	0.7	0.4	3.9	6.1	16.5 %	11.7 %	7.3 %	64.4 %
Gießen	1.1	1.6	0.8	2.3	5.8	18.9 %	27.9 %	13.0 %	40.2 %
Zwickau	1.0	0.7	1.1	5.8	8.6	11.3 %	8.3 %	12.8 %	67.6 %
Konstanz	0.9	2.8	1.2	2.3	7.2	12.8 %	38.5 %	16.8 %	32.0 %
Marl	0.6	1.2	0.3	3.8	5.9	10.5 %	20.1 %	5.1 %	64.3 %
Velbert	0.8	0.3	0.6	4.8	6.5	12.0 %	4.3 %	8.9 %	74.8 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p.d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	0.8	1.3	0.4	3.1	5.6	13.8 %	23.3 %	6.8 %	56.1 %
Neumünster	0.8	1.9	0.3	4.6	7.6	10.9 %	24.4 %	4.3 %	60.4 %
Dessau-Roßlau	1.1	2.0	0.7	6.9	10.6	10.2 %	18.6 %	6.3 %	64.9 %
Marburg	1.3	1.3	2.0	5.6	10.2	12.4 %	12.5 %	19.7 %	55.4 %
Grevenbroich	0.9	1.1	0.4	4.1	6.5	13.3 %	17.5 %	6.7 %	62.5 %
Fulda	1.1	0.7	0.8	5.7	8.3	13.7 %	8.6 %	9.3 %	68.4 %
Rüsselsheim	0.7	0.9	0.5	2.4	4.6	15.5 %	19.5 %	11.4 %	53.7 %
Dormagen	0.8	1.1	0.6	3.7	6.3	13.0 %	18.3 %	9.5 %	59.3 %
Kleinmachnow/Stahnsdorf/Teltow	0.6	0.6	0.1	1.5	2.8	20.4 %	23.0 %	2.8 %	53.7 %
Offenburg	0.9	2.1	0.3	3.7	7.0	12.2 %	30.5 %	4.7 %	52.6 %
Neu-Ulm	0.7	1.2	0.4	2.9	5.2	13.9 %	22.7 %	8.4 %	55.0 %
Sindelfingen	0.9	0.9	0.3	2.7	4.9	18.7 %	18.7 %	7.0 %	55.6 %
Langenfeld (Rheinland)	0.9	1.0	0.2	2.8	4.9	18.0 %	20.6 %	3.2 %	58.3 %
Meerbusch	0.8	1.1	0.4	2.9	5.1	15.0 %	20.7 %	8.5 %	55.8 %
Greifswald	1.1	2.9	0.3	3.0	7.3	14.8 %	40.2 %	4.1 %	40.9 %
Hilden	0.8	0.9	0.3	1.7	3.6	21.8 %	23.4 %	7.6 %	47.2 %
Görlitz	1.5	0.7	1.3	4.6	8.1	18.9 %	8.2 %	16.2 %	56.8 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	1.1	1.8	1.2	4.2	8.3	12.9 %	21.6 %	14.6 %	50.9 %
Wetzlar	0.9	0.5	0.5	4.6	6.6	14.3 %	7.7 %	7.8 %	70.2 %
Wolfenbüttel	0.9	1.3	0.5	3.7	6.4	14.2 %	20.6 %	7.4 %	57.9 %
Böblingen	0.9	0.4	0.2	2.1	3.7	24.9 %	10.1 %	6.8 %	58.2 %
Peine	0.8	1.3	0.4	4.7	7.1	10.6 %	18.0 %	5.3 %	66.1 %
Oranienburg	0.8	1.8	0.3	3.6	6.5	12.4 %	28.1 %	4.2 %	55.4 %
Goslar	1.0	0.8	0.4	7.1	9.3	10.5 %	8.5 %	4.3 %	76.7 %
Landau in der Pfalz	1.1	1.5	0.5	2.6	5.7	19.3 %	26.1 %	8.1 %	46.5 %
Singen (Hohentwiel)	1.0	1.1	0.3	3.0	5.4	18.9 %	20.0 %	5.7 %	55.4 %
Bruchsal	0.8	1.3	0.4	3.0	5.5	15.1 %	23.5 %	7.2 %	54.2 %
Oberursel (Taunus)	1.1	0.8	0.4	2.0	4.2	25.7 %	18.0 %	9.2 %	47.1 %
Wittenberg	1.0	1.6	0.6	6.1	9.3	10.4 %	17.5 %	6.5 %	65.6 %
Falkensee	0.4	0.9	0.2	2.5	4.2	10.7 %	22.7 %	6.0 %	60.7 %
Freital/Tharandt	1.0	0.2	0.4	2.7	4.3	23.6 %	4.8 %	10.3 %	61.2 %
Erkrath	0.8	0.3	0.4	2.0	3.6	22.6 %	8.9 %	12.7 %	55.8 %
Kaarst	0.9	0.9	0.2	2.4	4.3	20.4 %	20.0 %	3.9 %	55.7 %
Monheim am Rhein	0.8	0.7	0.5	1.8	3.8	20.8 %	18.6 %	12.8 %	47.8 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	0.7	1.1	0.1	4.8	6.8	10.2 %	16.7 %	2.1 %	71.0 %
Eberswalde	1.0	0.9	1.0	4.1	7.1	14.4 %	13.3 %	14.2 %	58.2 %
Coburg	1.2	0.6	0.7	4.4	6.9	16.9 %	8.3 %	10.8 %	64.1 %
Eisenach	1.5	0.6	0.4	4.0	6.5	22.6 %	8.7 %	6.8 %	61.8 %
Mettmann	1.2	0.4	0.4	2.5	4.4	26.3 %	8.7 %	8.7 %	56.4 %
Pirna	1.0	1.2	0.4	2.8	5.3	18.7 %	21.8 %	6.7 %	52.8 %
Ettlingen	0.9	1.1	0.5	2.2	4.7	19.3 %	22.6 %	11.2 %	46.9 %
Bautzen	1.1	1.0	0.3	3.4	5.9	19.4 %	17.1 %	5.9 %	57.6 %
Werder (Havel)/Schwielowsee	0.5	0.4	0.3	2.4	3.6	14.6 %	10.2 %	9.0 %	66.1 %
Crailsheim	0.9	0.8	0.5	5.6	7.8	11.4 %	9.8 %	7.0 %	71.8 %
Radebeul	0.6	0.6	0.5	2.2	3.9	16.3 %	15.1 %	11.6 %	57.0 %
Haan	0.9	0.4	0.2	2.2	3.7	23.3 %	10.7 %	4.8 %	61.2 %
Riesa	1.0	1.1	0.3	4.6	7.0	14.2 %	16.0 %	3.9 %	65.9 %
Meißen	1.1	0.5	0.5	3.0	5.0	21.0 %	9.9 %	9.5 %	59.6 %
Grimma	1.1	0.3	0.6	5.5	7.5	15.2 %	4.1 %	7.8 %	73.0 %
Hennigsdorf	1.0	1.1	0.2	1.8	4.0	23.6 %	27.6 %	4.9 %	43.9 %
Heiligenhaus	1.0	0.1	0.3	2.3	3.7	27.1 %	3.2 %	8.3 %	61.4 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	1.0	0.5	0.3	2.4	4.2	23.8 %	11.4 %	7.2 %	57.6 %
Delitzsch	1.0	1.4	0.1	3.1	5.6	17.2 %	24.6 %	2.5 %	55.7 %
Markkleeberg	0.7	1.2	0.1	1.8	3.8	19.6 %	30.6 %	3.0 %	46.8 %
Michendorf/Nuthetal	0.6	0.5	0.2	2.0	3.2	19.9 %	14.6 %	5.2 %	60.3 %
Wülfrath	1.0	0.1	0.2	2.3	3.6	28.3 %	3.7 %	4.3 %	63.8 %
Coswig	0.9	0.6	0.3	1.6	3.4	25.3 %	18.8 %	8.4 %	47.5 %
Torgau	0.9	1.2	0.3	4.3	6.7	13.5 %	17.7 %	5.0 %	63.8 %
Schkeuditz	0.6	0.4	0.3	3.4	4.8	12.8 %	9.2 %	6.4 %	71.5 %
Borna	0.8	1.1	0.2	3.1	5.2	15.5 %	20.3 %	4.1 %	60.1 %
Radeberg	1.0	0.4	0.2	2.5	4.1	23.4 %	10.0 %	5.4 %	61.3 %
Großenhain	0.8	0.9	0.6	3.7	6.0	13.7 %	14.3 %	9.4 %	62.6 %
Kamenz	1.0	0.6	0.5	4.0	6.1	17.2 %	9.6 %	7.6 %	65.6 %
Heidenau	0.9	0.4	0.2	1.1	2.6	34.5 %	15.1 %	9.0 %	41.4 %
Eilenburg	0.8	0.8	0.3	3.6	5.5	14.2 %	14.9 %	5.6 %	65.3 %
Wurzen	1.0	1.0	0.4	3.7	6.0	15.9 %	16.1 %	6.4 %	61.6 %
Dippoldiswalde	0.8	0.4	0.7	5.4	7.2	10.7 %	5.0 %	9.0 %	75.3 %
Rommerskirchen	0.7	0.5	0.1	1.9	3.2	21.7 %	15.9 %	2.4 %	59.9 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 17 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Distance Travelled by Mode Group
and Modal Split by Distance (Intra-City Trips)**

Study area	Distance travelled* [km/p,d]					Modal split by distance*			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Total	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	0.7	0.4	0.6	2.9	4.7	15.8 %	9.4 %	12.7 %	62.0 %
Möckern-Loburg-Fläming	0.4	0.5	0.1	5.0	6.1	7.0 %	8.9 %	2.3 %	81.8 %
Beetzendorf-Diesdorf	0.5	0.7	1.2	4.9	7.2	7.0 %	9.4 %	16.1 %	67.5 %
Bischofswerda	1.1	0.2	0.3	2.9	4.5	25.4 %	4.7 %	6.2 %	63.6 %
Südliche Altmark	0.4	0.5	1.2	12.0	14.1	3.0 %	3.4 %	8.3 %	85.4 %
Pegau	0.8	0.4	0.4	1.6	3.2	25.3 %	11.7 %	12.5 %	50.5 %
District Karlsruhe	0.6	0.6	0.3	2.0	3.5	17.2 %	18.3 %	7.1 %	57.4 %
District München	0.7	0.6	0.2	1.1	2.6	27.0 %	23.1 %	7.6 %	42.3 %
District Rendsburg-Eckernförde	0.7	0.6	0.0	1.2	2.5	26.7 %	23.3 %	1.9 %	48.1 %
District Neu-Ulm	0.6	0.7	0.2	2.2	3.8	16.9 %	18.1 %	6.3 %	58.8 %
District Plön	0.7	0.5	0.0	0.8	2.0	35.1 %	27.0 %	0.7 %	37.3 %

Notes:

* Calculated for individuals with valid trips with a length of less than 100 kilometers.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

Tab 18 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Car Use as Driver or
Passenger in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	14.5 %	11.8 %	22.6 %	20.5 %	11.1 %	8.5 %	11.0 %
München	13.3 %	13.6 %	28.0 %	23.3 %	8.7 %	5.4 %	7.6 %
Frankfurt am Main	13.6 %	13.8 %	26.8 %	18.3 %	11.5 %	6.4 %	9.6 %
Düsseldorf	21.3 %	16.9 %	27.0 %	17.4 %	5.7 %	4.5 %	7.3 %
Leipzig	24.3 %	13.8 %	25.6 %	15.3 %	6.8 %	5.7 %	8.6 %
Bremen	21.6 %	16.7 %	26.6 %	15.8 %	7.3 %	3.7 %	8.2 %
Dresden	20.5 %	15.1 %	26.6 %	18.6 %	6.6 %	4.5 %	8.1 %
Duisburg	41.6 %	21.1 %	19.6 %	7.3 %	2.2 %	2.8 %	5.4 %
Bochum	41.3 %	22.4 %	18.4 %	8.6 %	3.0 %	2.5 %	3.8 %
Mannheim	23.5 %	18.8 %	27.1 %	15.5 %	5.5 %	3.3 %	6.2 %
Karlsruhe	17.9 %	15.4 %	30.0 %	18.6 %	7.4 %	3.7 %	7.1 %
Augsburg	25.5 %	19.9 %	27.6 %	14.2 %	4.4 %	3.4 %	5.0 %
Wiesbaden	29.6 %	20.5 %	25.7 %	12.2 %	3.8 %	3.0 %	5.2 %
Mönchengladbach	41.2 %	22.8 %	20.3 %	7.6 %	1.0 %	1.4 %	5.7 %
Braunschweig	24.1 %	20.0 %	27.2 %	16.0 %	5.9 %	2.6 %	4.1 %
Kiel	23.5 %	18.6 %	24.8 %	14.9 %	6.4 %	4.2 %	7.6 %
Magdeburg	32.7 %	17.7 %	23.6 %	12.2 %	3.7 %	4.5 %	5.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 18 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Car Use as Driver or
Passenger in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	37.5 %	17.8 %	22.1 %	10.7 %	2.7 %	3.2 %	5.9 %
Krefeld	36.4 %	22.7 %	20.6 %	9.8 %	2.6 %	2.7 %	5.1 %
Halle (Saale)	23.6 %	14.9 %	20.8 %	17.7 %	6.2 %	8.0 %	8.8 %
Erfurt	27.2 %	15.9 %	25.1 %	13.6 %	5.8 %	4.0 %	8.5 %
Rostock	20.8 %	18.3 %	28.2 %	15.3 %	5.2 %	4.9 %	7.3 %
Kassel	27.3 %	18.9 %	24.0 %	14.6 %	5.9 %	3.5 %	5.8 %
Potsdam	21.0 %	12.4 %	27.3 %	20.1 %	8.7 %	4.9 %	5.6 %
Ludwigshafen	25.7 %	26.1 %	26.7 %	7.7 %	4.0 %	3.7 %	6.1 %
Oldenburg	25.6 %	18.0 %	29.1 %	15.3 %	4.4 %	3.2 %	4.3 %
Osnabrück	26.9 %	18.2 %	28.0 %	12.8 %	4.5 %	2.8 %	6.8 %
Solingen	46.4 %	21.2 %	18.5 %	6.6 %	1.6 %	1.5 %	4.2 %
Darmstadt	16.7 %	16.6 %	32.4 %	18.2 %	6.8 %	4.3 %	5.1 %
Paderborn	37.0 %	21.8 %	25.6 %	9.1 %	1.5 %	1.7 %	3.3 %
Heidelberg	16.5 %	13.3 %	26.1 %	23.1 %	8.3 %	4.6 %	8.0 %
Neuss	34.0 %	21.3 %	25.1 %	9.8 %	3.0 %	1.7 %	5.1 %
Regensburg	24.8 %	19.8 %	27.0 %	16.5 %	5.4 %	3.0 %	3.5 %
Pforzheim	38.1 %	16.9 %	23.5 %	9.1 %	2.6 %	2.7 %	7.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 18 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Car Use as Driver or
Passenger in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	37.7 %	18.8 %	24.6 %	8.2 %	1.8 %	3.6 %	5.2 %
Ulm	26.6 %	20.1 %	29.2 %	13.1 %	3.9 %	3.0 %	4.0 %
Jena	19.6 %	13.5 %	25.4 %	21.8 %	8.5 %	4.7 %	6.5 %
Salzgitter	49.7 %	21.3 %	16.6 %	4.3 %	1.0 %	1.7 %	5.4 %
Trier	32.2 %	20.5 %	25.8 %	10.8 %	4.0 %	3.4 %	3.3 %
Kaiserslautern	36.0 %	22.5 %	23.4 %	8.2 %	1.4 %	2.9 %	5.6 %
Schwerin	32.6 %	13.4 %	26.2 %	12.0 %	3.8 %	3.9 %	8.0 %
Cottbus	30.8 %	16.4 %	26.3 %	14.2 %	3.7 %	2.2 %	6.3 %
Hanau	35.2 %	22.5 %	23.5 %	8.2 %	1.6 %	3.2 %	5.7 %
Gera	39.0 %	18.3 %	22.1 %	9.0 %	2.1 %	2.7 %	6.8 %
Tübingen	15.6 %	16.2 %	29.3 %	21.8 %	6.9 %	4.0 %	6.2 %
Ratingen	38.9 %	24.4 %	21.7 %	7.0 %	1.6 %	1.9 %	4.4 %
Gießen	26.2 %	20.5 %	28.7 %	13.9 %	3.9 %	2.7 %	4.1 %
Zwickau	46.3 %	19.4 %	21.0 %	5.3 %	2.4 %	1.6 %	4.1 %
Konstanz	11.4 %	14.8 %	30.9 %	25.0 %	6.7 %	4.9 %	6.3 %
Marl	45.3 %	22.2 %	17.2 %	6.8 %	1.5 %	2.6 %	4.3 %
Velbert	52.2 %	21.6 %	17.8 %	3.2 %	0.8 %	1.1 %	3.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 18 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Car Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	33.3 %	23.2 %	25.2 %	8.6 %	2.9 %	2.5 %	4.2 %
Neumünster	40.2 %	18.3 %	24.6 %	7.0 %	2.1 %	2.0 %	5.8 %
Dessau-Roßlau	37.8 %	16.2 %	23.8 %	10.1 %	2.4 %	3.8 %	5.9 %
Marburg	27.5 %	19.4 %	23.0 %	14.9 %	6.5 %	4.4 %	4.4 %
Grevenbroich	41.5 %	27.2 %	16.7 %	5.3 %	1.4 %	1.9 %	6.0 %
Fulda	40.2 %	24.0 %	18.9 %	8.1 %	2.6 %	2.6 %	3.5 %
Rüsselsheim	35.8 %	21.1 %	21.8 %	7.7 %	2.5 %	4.8 %	6.3 %
Dormagen	40.7 %	25.5 %	21.8 %	6.5 %	1.7 %	0.9 %	2.9 %
Kleinmachnow/Stahnsdorf/Teltow	31.6 %	25.7 %	26.0 %	8.2 %	2.5 %	2.2 %	3.7 %
Offenburg	30.5 %	20.6 %	30.3 %	9.3 %	3.3 %	2.4 %	3.6 %
Neu-Ulm	28.6 %	22.1 %	30.1 %	11.9 %	2.7 %	1.5 %	3.1 %
Sindelfingen	31.3 %	23.5 %	27.2 %	8.5 %	2.1 %	2.9 %	4.5 %
Langenfeld (Rheinland)	40.4 %	24.3 %	22.9 %	7.5 %	0.8 %	1.3 %	2.7 %
Meerbusch	40.9 %	24.1 %	22.8 %	6.2 %	1.2 %	1.9 %	3.0 %
Greifswald	20.4 %	15.0 %	28.7 %	17.4 %	7.5 %	5.2 %	5.8 %
Hilden	34.9 %	19.5 %	24.8 %	10.7 %	3.2 %	1.6 %	5.3 %
Görlitz	32.5 %	17.8 %	26.4 %	11.5 %	2.6 %	2.5 %	6.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Car Use as Driver or
Passenger in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	27.7 %	20.8 %	26.8 %	10.1 %	3.5 %	3.5 %	7.5 %
Wetzlar	47.2 %	22.0 %	19.0 %	5.3 %	0.9 %	1.3 %	4.3 %
Wolfenbüttel	38.6 %	23.2 %	23.8 %	8.2 %	1.1 %	1.8 %	3.4 %
Böblingen	34.2 %	23.6 %	25.9 %	8.1 %	2.2 %	2.4 %	3.7 %
Peine	44.3 %	21.5 %	19.2 %	7.3 %	1.2 %	2.3 %	4.2 %
Oranienburg	35.8 %	18.9 %	24.3 %	9.2 %	2.7 %	3.1 %	6.1 %
Goslar	49.0 %	20.4 %	19.1 %	4.7 %	1.2 %	2.2 %	3.4 %
Landau in der Pfalz	29.4 %	23.5 %	27.5 %	10.3 %	1.9 %	2.1 %	5.3 %
Singen (Hohentwiel)	37.2 %	19.8 %	21.9 %	8.1 %	2.3 %	3.6 %	7.1 %
Bruchsal	34.4 %	21.6 %	26.0 %	9.0 %	1.9 %	2.7 %	4.5 %
Oberursel (Taunus)	29.1 %	25.0 %	29.4 %	8.9 %	2.1 %	1.8 %	3.8 %
Wittenberg	41.4 %	17.4 %	26.1 %	7.2 %	2.3 %	3.2 %	2.4 %
Falkensee	36.8 %	21.0 %	28.9 %	5.5 %	2.8 %	2.2 %	2.8 %
Freital/Tharandt	45.2 %	23.4 %	17.5 %	7.2 %	1.8 %	2.2 %	2.8 %
Erkrath	36.0 %	26.5 %	21.2 %	9.5 %	2.6 %	1.7 %	2.4 %
Kaarst	41.6 %	23.7 %	21.6 %	6.0 %	1.5 %	1.6 %	4.0 %
Monheim am Rhein	34.4 %	23.2 %	24.6 %	8.1 %	1.6 %	2.8 %	5.2 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Car Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	42.2 %	25.0 %	23.4 %	4.4 %	1.4 %	1.2 %	2.4 %
Eberswalde	33.1 %	17.2 %	25.0 %	10.6 %	4.5 %	4.6 %	5.1 %
Coburg	38.9 %	23.8 %	23.3 %	6.4 %	1.5 %	2.8 %	3.2 %
Eisenach	40.1 %	18.4 %	22.6 %	8.7 %	2.7 %	1.8 %	5.6 %
Mettmann	42.6 %	21.6 %	20.9 %	6.9 %	1.6 %	3.2 %	3.1 %
Pirna	40.6 %	17.1 %	23.3 %	9.8 %	1.1 %	2.3 %	5.8 %
Ettlingen	29.7 %	22.3 %	30.1 %	9.9 %	2.3 %	2.3 %	3.5 %
Bautzen	37.2 %	20.2 %	24.6 %	7.4 %	2.0 %	2.8 %	5.7 %
Werder (Havel)/Schwielowsee	31.8 %	19.1 %	24.8 %	14.0 %	1.2 %	2.7 %	6.4 %
Crailsheim	47.2 %	22.8 %	20.9 %	3.2 %	0.8 %	1.7 %	3.3 %
Radebeul	30.5 %	21.1 %	30.5 %	7.5 %	4.5 %	1.8 %	4.0 %
Haan	42.7 %	26.2 %	19.9 %	5.4 %	1.2 %	1.4 %	3.3 %
Riesa	39.7 %	19.8 %	23.4 %	9.3 %	1.2 %	3.5 %	3.1 %
Meißen	36.9 %	18.0 %	24.4 %	10.2 %	2.5 %	2.5 %	5.6 %
Grimma	45.3 %	24.8 %	19.7 %	5.4 %	1.1 %	0.9 %	2.8 %
Hennigsdorf	26.4 %	24.0 %	21.3 %	16.4 %	3.6 %	4.0 %	4.4 %
Heiligenhaus	47.1 %	21.8 %	18.9 %	4.3 %	1.4 %	2.4 %	4.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 18 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Car Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	41.9 %	22.4 %	21.1 %	6.8 %	0.7 %	1.9 %	5.3 %
Delitzsch	40.6 %	19.2 %	21.9 %	8.1 %	2.4 %	2.5 %	5.2 %
Markkleeberg	33.4 %	23.2 %	22.8 %	12.9 %	2.4 %	2.4 %	3.0 %
Michendorf/Nuthetal	28.1 %	22.0 %	30.4 %	8.6 %	5.2 %	4.5 %	1.2 %
Wülfrath	50.2 %	25.3 %	15.5 %	3.5 %	1.4 %	2.2 %	1.9 %
Coswig	34.3 %	23.0 %	23.5 %	11.5 %	1.2 %	2.8 %	3.7 %
Torgau	45.0 %	17.3 %	21.2 %	10.8 %	1.0 %	1.4 %	3.2 %
Schkeuditz	48.0 %	16.5 %	19.5 %	6.8 %	1.8 %	3.0 %	4.4 %
Borna	41.3 %	17.8 %	22.9 %	9.7 %	1.6 %	1.9 %	4.7 %
Radeberg	43.8 %	18.8 %	23.6 %	7.4 %	3.0 %	0.3 %	3.1 %
Großenhain	49.4 %	19.6 %	18.8 %	6.6 %	0.7 %	2.6 %	2.3 %
Kamenz	48.4 %	20.1 %	18.4 %	4.5 %	1.3 %	2.5 %	4.7 %
Heidenau	40.0 %	15.1 %	22.1 %	10.6 %	1.5 %	3.1 %	7.5 %
Eilenburg	43.3 %	20.2 %	25.3 %	6.3 %	1.0 %	0.6 %	3.3 %
Wurzen	40.5 %	19.4 %	26.0 %	5.2 %	1.1 %	2.2 %	5.7 %
Dippoldiswalde	50.0 %	21.0 %	18.9 %	3.7 %	1.3 %	3.3 %	1.8 %
Rommerskirchen	46.4 %	26.3 %	18.4 %	4.9 %	0.4 %	0.6 %	3.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 18 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Car Use as Driver or
Passenger in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	47.9 %	19.7 %	20.5 %	7.1 %	0.2 %	2.7 %	1.8 %
Möckern-Loburg-Fläming	54.4 %	14.0 %	19.7 %	8.1 %	0.5 %	1.2 %	2.1 %
Beetzendorf-Diesdorf	55.4 %	17.3 %	19.3 %	4.3 %	0.7 %	1.4 %	1.6 %
Bischofswerda	45.9 %	19.7 %	20.5 %	6.6 %	2.6 %	2.0 %	2.7 %
Südliche Altmark	57.3 %	17.4 %	16.9 %	4.9 %	0.8 %	1.0 %	1.7 %
Pegau	49.0 %	14.7 %	24.4 %	6.2 %	1.2 %	1.8 %	2.7 %
District Karlsruhe	40.6 %	22.1 %	26.5 %	5.3 %	1.1 %	1.3 %	3.1 %
District München	28.2 %	21.7 %	30.5 %	9.9 %	2.3 %	3.1 %	4.2 %
District Rendsburg-Eckernförde	46.5 %	24.4 %	19.4 %	5.0 %	1.0 %	1.1 %	2.6 %
District Neu-Ulm	42.0 %	23.1 %	22.3 %	6.8 %	1.1 %	1.5 %	3.2 %
District Plön	43.9 %	22.9 %	22.1 %	6.6 %	1.0 %	1.5 %	2.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Carsharing Use as Driver or
Passenger in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	0.1 %	0.2 %	1.1 %	5.2 %	7.6 %	10.1 %	75.8 %
München	0.0 %	0.1 %	0.9 %	4.3 %	6.8 %	10.0 %	77.8 %
Frankfurt am Main	0.0 %	0.0 %	0.5 %	2.8 %	5.2 %	8.6 %	82.8 %
Düsseldorf	0.1 %	0.1 %	0.5 %	2.7 %	3.9 %	7.9 %	84.7 %
Leipzig	0.0 %	0.4 %	1.3 %	4.6 %	5.1 %	5.1 %	83.6 %
Bremen	0.0 %	0.1 %	0.4 %	2.8 %	3.3 %	5.6 %	87.8 %
Dresden	0.0 %	0.1 %	0.3 %	2.5 %	3.0 %	4.8 %	89.3 %
Duisburg	0.1 %	0.2 %	0.2 %	0.6 %	0.5 %	1.4 %	96.9 %
Bochum	0.2 %	0.1 %	0.4 %	0.4 %	0.7 %	1.6 %	96.6 %
Mannheim	0.4 %	0.1 %	0.8 %	2.5 %	3.2 %	3.9 %	89.1 %
Karlsruhe	0.2 %	0.3 %	2.0 %	7.9 %	5.8 %	8.1 %	75.7 %
Augsburg	0.0 %	0.0 %	0.8 %	2.3 %	1.9 %	5.1 %	89.8 %
Wiesbaden	0.0 %	0.2 %	0.5 %	1.6 %	1.6 %	4.2 %	91.9 %
Mönchengladbach	0.1 %	0.2 %	0.0 %	0.2 %	0.4 %	2.4 %	96.6 %
Braunschweig	0.1 %	0.1 %	0.1 %	1.4 %	1.6 %	3.2 %	93.6 %
Kiel	0.1 %	0.0 %	0.5 %	1.7 %	2.1 %	4.1 %	91.6 %
Magdeburg	0.1 %	0.0 %	0.4 %	0.5 %	1.2 %	3.7 %	94.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Carsharing Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	0.0 %	0.2 %	0.5 %	0.6 %	0.8 %	2.2 %	95.7 %
Krefeld	0.1 %	0.4 %	0.3 %	1.2 %	0.1 %	1.3 %	96.6 %
Halle (Saale)	0.0 %	0.1 %	0.5 %	2.6 %	2.7 %	4.1 %	89.9 %
Erfurt	0.3 %	0.1 %	1.3 %	2.4 %	1.3 %	2.5 %	92.1 %
Rostock	0.0 %	0.0 %	0.1 %	0.8 %	0.7 %	4.2 %	94.3 %
Kassel	0.1 %	0.1 %	0.5 %	1.7 %	3.0 %	3.8 %	90.9 %
Potsdam	0.0 %	0.2 %	0.4 %	1.1 %	3.9 %	8.1 %	86.3 %
Ludwigshafen	0.3 %	0.0 %	0.5 %	0.7 %	2.9 %	1.6 %	94.0 %
Oldenburg	0.0 %	0.0 %	0.5 %	1.4 %	3.0 %	2.3 %	92.6 %
Osnabrück	0.2 %	0.0 %	0.4 %	2.2 %	3.2 %	3.6 %	90.4 %
Solingen	0.1 %	0.1 %	0.0 %	0.2 %	0.4 %	2.1 %	97.0 %
Darmstadt	0.0 %	0.2 %	0.3 %	2.0 %	3.8 %	7.5 %	86.2 %
Paderborn	0.1 %	0.0 %	0.2 %	0.4 %	0.6 %	1.8 %	96.9 %
Heidelberg	0.5 %	0.1 %	0.6 %	3.6 %	3.1 %	6.1 %	86.1 %
Neuss	0.1 %	0.1 %	0.2 %	0.6 %	0.5 %	2.1 %	96.4 %
Regensburg	0.2 %	0.1 %	0.5 %	1.1 %	2.4 %	4.7 %	90.9 %
Pforzheim	0.0 %	0.0 %	0.8 %	1.0 %	1.1 %	2.7 %	94.4 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Frequency of Carsharing Use as Driver or Passenger in the Last 12 Months

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	0.2 %	0.0 %	0.3 %	0.8 %	0.7 %	2.3 %	95.7 %
Ulm	0.0 %	0.3 %	0.3 %	0.7 %	2.0 %	3.1 %	93.7 %
Jena	0.0 %	0.1 %	0.1 %	1.8 %	3.5 %	6.4 %	88.1 %
Salzgitter	0.4 %	0.0 %	0.7 %	0.5 %	0.4 %	1.2 %	96.8 %
Trier	0.2 %	0.2 %	0.5 %	1.6 %	1.1 %	2.1 %	94.3 %
Kaiserslautern	0.2 %	0.1 %	0.5 %	1.0 %	2.4 %	2.4 %	93.4 %
Schwerin	0.1 %	0.0 %	0.3 %	1.1 %	0.8 %	2.4 %	95.2 %
Cottbus	0.0 %	0.2 %	0.2 %	0.2 %	1.0 %	1.6 %	96.8 %
Hanau	0.0 %	0.0 %	0.1 %	0.3 %	0.4 %	3.2 %	96.0 %
Gera	0.4 %	0.3 %	0.4 %	0.5 %	0.3 %	1.4 %	96.7 %
Tübingen	0.1 %	0.2 %	0.9 %	3.4 %	4.1 %	6.6 %	84.6 %
Ratingen	0.2 %	0.1 %	0.3 %	0.2 %	0.4 %	2.0 %	96.9 %
Gießen	0.0 %	0.6 %	0.1 %	2.4 %	1.4 %	3.2 %	92.4 %
Zwickau	0.0 %	0.3 %	0.0 %	0.0 %	0.2 %	1.4 %	98.1 %
Konstanz	0.1 %	0.1 %	0.1 %	1.0 %	3.2 %	2.4 %	93.1 %
Marl	0.2 %	0.1 %	0.6 %	0.2 %	0.0 %	1.2 %	97.7 %
Velbert	0.0 %	0.3 %	0.0 %	0.6 %	0.4 %	1.1 %	97.4 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Carsharing Use as Driver or
Passenger in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	0.2 %	0.0 %	0.3 %	0.7 %	2.3 %	4.6 %	92.0 %
Neumünster	0.7 %	0.0 %	0.5 %	0.8 %	0.4 %	1.2 %	96.3 %
Dessau-Roßlau	0.0 %	0.0 %	0.1 %	0.6 %	0.7 %	2.7 %	95.9 %
Marburg	0.0 %	0.0 %	1.4 %	2.1 %	2.2 %	6.1 %	88.2 %
Grevenbroich	0.0 %	0.0 %	1.0 %	0.7 %	0.2 %	1.8 %	96.2 %
Fulda	0.4 %	0.1 %	0.5 %	0.4 %	0.8 %	3.1 %	94.7 %
Rüsselsheim	0.4 %	0.0 %	0.2 %	0.4 %	0.5 %	2.3 %	96.3 %
Dormagen	0.1 %	0.0 %	0.1 %	0.6 %	1.1 %	2.5 %	95.5 %
Kleinmachnow/Stahnsdorf/Teltow	0.0 %	0.0 %	0.2 %	2.5 %	0.7 %	3.3 %	93.2 %
Offenburg	0.1 %	0.1 %	0.5 %	1.9 %	1.0 %	3.2 %	93.2 %
Neu-Ulm	0.0 %	0.1 %	0.0 %	0.9 %	1.4 %	1.6 %	95.9 %
Sindelfingen	0.0 %	0.1 %	0.6 %	0.7 %	1.6 %	3.8 %	93.3 %
Langenfeld (Rheinland)	0.0 %	0.1 %	0.1 %	0.2 %	0.3 %	2.3 %	96.9 %
Meerbusch	0.1 %	0.2 %	0.5 %	0.3 %	0.8 %	3.2 %	94.8 %
Greifswald	0.1 %	0.0 %	0.8 %	0.9 %	1.1 %	2.4 %	94.7 %
Hilden	0.0 %	0.0 %	0.4 %	0.1 %	0.4 %	2.6 %	96.4 %
Görlitz	0.2 %	0.5 %	0.5 %	0.2 %	1.2 %	2.2 %	95.2 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Carsharing Use as Driver or
Passenger in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	0.2 %	0.1 %	0.8 %	0.5 %	0.5 %	1.6 %	96.3 %
Wetzlar	0.6 %	0.3 %	0.6 %	1.1 %	0.5 %	2.7 %	94.3 %
Wolfenbüttel	0.0 %	0.1 %	0.1 %	0.8 %	0.2 %	1.3 %	97.5 %
Böblingen	0.1 %	0.2 %	0.2 %	1.3 %	1.7 %	4.9 %	91.6 %
Peine	0.0 %	0.0 %	0.4 %	0.2 %	0.2 %	1.6 %	97.6 %
Oranienburg	0.0 %	0.0 %	0.2 %	0.6 %	0.5 %	1.7 %	97.0 %
Goslar	0.0 %	0.0 %	0.2 %	0.3 %	0.6 %	1.5 %	97.4 %
Landau in der Pfalz	0.2 %	0.0 %	0.2 %	1.0 %	1.6 %	2.1 %	94.9 %
Singen (Hohentwiel)	0.3 %	0.1 %	0.4 %	0.3 %	0.2 %	1.5 %	97.3 %
Bruchsal	0.3 %	0.0 %	0.3 %	1.4 %	2.4 %	3.8 %	91.8 %
Oberursel (Taunus)	0.0 %	0.0 %	0.1 %	0.8 %	2.1 %	3.9 %	93.1 %
Wittenberg	0.3 %	0.1 %	0.2 %	0.6 %	0.4 %	1.0 %	97.5 %
Falkensee	0.0 %	0.0 %	0.2 %	0.4 %	0.0 %	3.7 %	95.6 %
Freital/Tharandt	0.0 %	0.1 %	0.0 %	0.3 %	0.2 %	1.8 %	97.7 %
Erkrath	0.1 %	0.1 %	0.0 %	0.4 %	1.2 %	2.6 %	95.7 %
Kaarst	0.3 %	0.4 %	1.2 %	1.0 %	0.4 %	2.3 %	94.4 %
Monheim am Rhein	0.0 %	0.3 %	0.6 %	0.5 %	1.6 %	3.3 %	93.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Carsharing Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	0.0 %	0.0 %	0.1 %	0.2 %	0.3 %	1.9 %	97.6 %
Eberswalde	0.2 %	0.1 %	0.7 %	1.2 %	2.9 %	3.5 %	91.4 %
Coburg	0.0 %	0.1 %	0.1 %	0.2 %	0.8 %	3.1 %	95.6 %
Eisenach	0.2 %	0.2 %	0.0 %	0.2 %	0.8 %	1.8 %	97.0 %
Mettmann	0.2 %	0.1 %	0.0 %	0.3 %	0.3 %	1.4 %	97.7 %
Pirna	0.0 %	0.1 %	0.2 %	0.5 %	0.8 %	2.1 %	96.2 %
Ettlingen	0.0 %	0.0 %	0.6 %	2.9 %	2.4 %	5.6 %	88.6 %
Bautzen	0.5 %	0.0 %	0.1 %	0.3 %	0.0 %	1.8 %	97.3 %
Werder (Havel)/Schwielowsee	0.1 %	0.0 %	0.0 %	0.6 %	0.0 %	4.3 %	95.0 %
Crailsheim	0.1 %	0.2 %	0.2 %	0.0 %	0.4 %	1.1 %	98.0 %
Radebeul	0.0 %	0.0 %	0.3 %	0.5 %	1.5 %	1.2 %	96.5 %
Haan	0.1 %	0.0 %	0.1 %	0.4 %	0.4 %	1.7 %	97.2 %
Riesa	0.0 %	0.4 %	0.1 %	0.0 %	0.0 %	0.9 %	98.6 %
Meißen	0.0 %	0.2 %	0.2 %	0.2 %	0.5 %	2.4 %	96.6 %
Grimma	0.4 %	0.0 %	0.2 %	1.0 %	0.2 %	0.6 %	97.6 %
Hennigsdorf	0.3 %	0.0 %	0.0 %	1.2 %	0.7 %	3.8 %	94.1 %
Heiligenhaus	0.0 %	0.6 %	0.0 %	0.1 %	0.0 %	1.5 %	97.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

Frequency of Carsharing Use as Driver or Passenger in the Last 12 Months

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	0.1 %	0.2 %	0.2 %	0.1 %	0.6 %	0.6 %	98.3 %
Delitzsch	0.4 %	0.1 %	0.4 %	0.3 %	0.4 %	1.7 %	96.7 %
Markkleeberg	0.0 %	0.0 %	0.1 %	1.9 %	1.0 %	2.0 %	95.0 %
Michendorf/Nuthetal	0.0 %	0.7 %	0.4 %	0.6 %	1.2 %	3.2 %	93.9 %
Wülfrath	0.0 %	0.0 %	0.0 %	0.0 %	0.1 %	0.8 %	99.0 %
Coswig	0.0 %	0.0 %	0.0 %	0.0 %	0.1 %	0.5 %	99.4 %
Torgau	0.0 %	0.0 %	1.1 %	0.0 %	0.0 %	2.7 %	96.2 %
Schkeuditz	0.0 %	0.2 %	0.1 %	0.1 %	0.3 %	2.1 %	97.1 %
Borna	0.2 %	0.0 %	0.1 %	0.0 %	0.0 %	0.9 %	98.9 %
Radeberg	0.0 %	0.1 %	0.1 %	0.1 %	0.2 %	2.4 %	97.0 %
Großenhain	0.1 %	0.1 %	0.0 %	0.0 %	0.1 %	1.0 %	98.7 %
Kamenz	0.0 %	0.0 %	0.0 %	0.5 %	0.0 %	0.8 %	98.6 %
Heidenau	0.0 %	0.0 %	0.3 %	0.2 %	1.2 %	1.2 %	97.1 %
Eilenburg	0.0 %	0.0 %	0.1 %	0.4 %	0.3 %	1.5 %	97.8 %
Wurzen	0.0 %	0.0 %	0.0 %	0.2 %	0.3 %	1.4 %	98.1 %
Dippoldiswalde	0.0 %	0.0 %	0.0 %	0.2 %	0.2 %	2.2 %	97.4 %
Rommerskirchen	0.1 %	0.2 %	0.0 %	0.3 %	0.2 %	0.5 %	98.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 19 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Carsharing Use as Driver or
Passenger in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	0.0 %	0.0 %	0.4 %	0.2 %	0.1 %	1.3 %	97.9 %
Möckern-Loburg-Fläming	0.9 %	0.0 %	0.1 %	0.0 %	0.0 %	1.0 %	98.0 %
Beetzendorf-Diesdorf	0.1 %	0.4 %	0.4 %	0.8 %	0.1 %	1.2 %	97.1 %
Bischofswerda	0.5 %	0.0 %	0.0 %	0.0 %	0.1 %	1.2 %	98.2 %
Südliche Altmark	0.0 %	0.0 %	0.0 %	0.1 %	0.6 %	0.7 %	98.7 %
Pegau	0.0 %	0.0 %	0.0 %	0.0 %	0.1 %	0.3 %	99.6 %
District Karlsruhe	0.1 %	0.3 %	0.6 %	0.8 %	1.1 %	3.6 %	93.5 %
District München	0.0 %	0.0 %	0.2 %	0.6 %	2.6 %	4.5 %	92.0 %
District Rendsburg-Eckernförde	0.0 %	0.1 %	0.3 %	0.3 %	1.1 %	2.2 %	96.0 %
District Neu-Ulm	0.1 %	0.1 %	0.2 %	0.8 %	0.5 %	1.6 %	96.7 %
District Plön	0.0 %	0.0 %	0.2 %	0.1 %	0.7 %	2.0 %	97.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	21.9 %	11.9 %	14.6 %	11.6 %	6.6 %	8.4 %	25.1 %
München	27.9 %	15.2 %	16.9 %	11.9 %	5.7 %	5.5 %	16.8 %
Frankfurt am Main	23.1 %	12.6 %	15.8 %	9.2 %	6.2 %	8.8 %	24.4 %
Düsseldorf	20.4 %	12.2 %	16.0 %	13.1 %	6.4 %	8.2 %	23.7 %
Leipzig	21.9 %	11.4 %	18.4 %	13.2 %	5.6 %	7.5 %	22.0 %
Bremen	36.2 %	13.7 %	14.0 %	10.6 %	5.0 %	5.2 %	15.3 %
Dresden	19.5 %	10.2 %	15.7 %	13.2 %	7.3 %	8.1 %	25.9 %
Duisburg	10.5 %	9.8 %	14.8 %	13.5 %	8.0 %	12.1 %	31.3 %
Bochum	7.5 %	8.0 %	13.7 %	14.3 %	8.8 %	12.7 %	34.9 %
Mannheim	26.2 %	14.0 %	15.1 %	11.3 %	6.6 %	7.9 %	18.9 %
Karlsruhe	37.1 %	13.0 %	14.8 %	7.9 %	5.0 %	6.3 %	15.9 %
Augsburg	24.6 %	14.4 %	16.8 %	13.1 %	5.8 %	6.8 %	18.4 %
Wiesbaden	10.8 %	9.4 %	10.9 %	13.1 %	8.3 %	10.3 %	37.2 %
Mönchengladbach	11.1 %	9.5 %	16.7 %	16.3 %	8.1 %	10.8 %	27.4 %
Braunschweig	29.3 %	15.2 %	16.2 %	11.7 %	4.8 %	6.7 %	16.0 %
Kiel	28.3 %	12.2 %	14.2 %	10.1 %	5.1 %	7.6 %	22.4 %
Magdeburg	20.9 %	10.5 %	13.5 %	13.1 %	6.9 %	9.7 %	25.5 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	8.3 %	6.9 %	13.6 %	15.4 %	8.3 %	13.1 %	34.5 %
Krefeld	20.3 %	11.7 %	16.4 %	12.7 %	6.6 %	8.8 %	23.5 %
Halle (Saale)	19.1 %	10.9 %	12.7 %	13.7 %	6.0 %	7.7 %	29.9 %
Erfurt	15.0 %	9.4 %	15.1 %	12.9 %	6.5 %	10.1 %	31.1 %
Rostock	21.8 %	10.3 %	13.9 %	13.1 %	7.5 %	9.9 %	23.7 %
Kassel	15.8 %	10.6 %	13.8 %	12.2 %	6.6 %	9.4 %	31.7 %
Potsdam	32.9 %	12.6 %	15.4 %	11.0 %	6.1 %	7.1 %	15.0 %
Ludwigshafen	21.3 %	12.6 %	16.6 %	9.7 %	6.3 %	7.6 %	25.8 %
Oldenburg	50.1 %	14.0 %	13.5 %	6.8 %	3.2 %	3.4 %	9.0 %
Osnabrück	32.3 %	15.2 %	15.9 %	10.2 %	4.7 %	5.5 %	16.3 %
Solingen	4.2 %	5.3 %	11.6 %	13.8 %	8.5 %	13.5 %	43.1 %
Darmstadt	31.9 %	14.3 %	14.4 %	11.5 %	5.0 %	5.9 %	17.0 %
Paderborn	23.1 %	13.2 %	16.8 %	13.6 %	6.9 %	6.9 %	19.4 %
Heidelberg	39.4 %	12.8 %	12.1 %	8.2 %	3.9 %	4.9 %	18.5 %
Neuss	21.0 %	11.7 %	17.3 %	13.2 %	7.2 %	8.7 %	20.8 %
Regensburg	31.3 %	13.7 %	15.8 %	11.3 %	5.7 %	4.7 %	17.4 %
Pforzheim	6.5 %	4.2 %	10.7 %	10.8 %	7.3 %	11.8 %	48.8 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	14.9 %	11.1 %	14.6 %	12.6 %	5.2 %	9.7 %	32.1 %
Ulm	19.2 %	12.9 %	17.5 %	13.5 %	8.1 %	7.9 %	20.8 %
Jena	22.8 %	9.9 %	10.9 %	10.4 %	8.0 %	9.6 %	28.5 %
Salzgitter	10.0 %	10.6 %	18.4 %	14.5 %	6.7 %	10.0 %	29.8 %
Trier	17.1 %	9.2 %	14.2 %	12.6 %	6.0 %	9.8 %	31.1 %
Kaiserslautern	8.5 %	6.8 %	10.8 %	13.5 %	7.5 %	10.5 %	42.4 %
Schwerin	19.2 %	10.2 %	13.0 %	10.4 %	8.4 %	7.5 %	31.3 %
Cottbus	27.4 %	14.3 %	16.9 %	10.6 %	6.1 %	8.3 %	16.4 %
Hanau	14.2 %	10.1 %	14.2 %	13.8 %	8.8 %	9.7 %	29.2 %
Gera	6.4 %	6.5 %	10.1 %	11.9 %	8.8 %	10.8 %	45.5 %
Tübingen	31.9 %	14.4 %	15.6 %	9.9 %	5.4 %	5.2 %	17.7 %
Ratingen	12.6 %	9.4 %	17.6 %	16.2 %	7.3 %	10.4 %	26.5 %
Gießen	25.7 %	12.5 %	12.7 %	11.5 %	6.1 %	7.3 %	24.1 %
Zwickau	9.1 %	5.0 %	13.0 %	15.0 %	8.9 %	10.2 %	38.8 %
Konstanz	43.8 %	12.1 %	14.2 %	7.3 %	3.3 %	3.9 %	15.3 %
Marl	18.5 %	11.3 %	15.8 %	14.2 %	8.0 %	9.7 %	22.5 %
Velbert	4.4 %	3.8 %	11.1 %	13.2 %	9.5 %	15.0 %	43.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	19.7 %	13.0 %	15.7 %	13.8 %	7.6 %	9.2 %	21.0 %
Neumünster	25.3 %	10.8 %	15.9 %	9.7 %	6.9 %	7.9 %	23.5 %
Dessau-Roßlau	25.4 %	13.3 %	19.1 %	12.6 %	5.2 %	6.4 %	17.9 %
Marburg	18.9 %	11.9 %	16.1 %	12.6 %	7.4 %	8.1 %	25.0 %
Grevenbroich	10.8 %	11.2 %	13.9 %	18.4 %	8.8 %	10.9 %	26.1 %
Fulda	9.4 %	9.0 %	18.6 %	14.0 %	7.2 %	10.5 %	31.3 %
Rüsselsheim	19.0 %	11.3 %	17.1 %	10.7 %	7.7 %	7.2 %	27.0 %
Dormagen	19.5 %	12.7 %	19.3 %	15.3 %	6.7 %	7.2 %	19.4 %
Kleinmachnow/Stahnsdorf/Teltow	22.7 %	13.9 %	18.9 %	15.3 %	4.9 %	6.5 %	17.9 %
Offenburg	32.2 %	13.0 %	15.0 %	10.0 %	5.5 %	5.3 %	18.9 %
Neu-Ulm	25.8 %	15.5 %	18.8 %	12.3 %	6.2 %	5.3 %	16.0 %
Sindelfingen	13.1 %	8.5 %	16.1 %	13.4 %	7.7 %	8.6 %	32.7 %
Langenfeld (Rheinland)	17.6 %	11.3 %	20.6 %	15.6 %	6.9 %	8.5 %	19.5 %
Meerbusch	20.4 %	13.9 %	19.8 %	13.7 %	6.7 %	8.0 %	17.4 %
Greifswald	44.0 %	15.6 %	11.3 %	9.4 %	3.9 %	4.0 %	11.7 %
Hilden	17.4 %	11.5 %	20.4 %	14.2 %	6.9 %	9.9 %	19.7 %
Görlitz	11.4 %	8.5 %	15.9 %	14.0 %	9.2 %	9.7 %	31.2 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	25.6 %	11.8 %	13.2 %	11.8 %	5.8 %	8.7 %	23.1 %
Wetzlar	7.2 %	6.8 %	13.8 %	15.6 %	8.7 %	11.2 %	36.7 %
Wolfenbüttel	20.2 %	14.8 %	16.7 %	12.8 %	5.5 %	8.5 %	21.5 %
Böblingen	11.3 %	8.2 %	16.5 %	12.8 %	6.2 %	9.2 %	35.8 %
Peine	17.2 %	14.8 %	19.4 %	14.4 %	6.9 %	9.0 %	18.3 %
Oranienburg	25.6 %	11.7 %	17.6 %	12.2 %	7.1 %	7.6 %	18.2 %
Goslar	12.4 %	8.4 %	15.2 %	14.6 %	8.8 %	11.4 %	29.2 %
Landau in der Pfalz	24.3 %	16.5 %	16.9 %	10.9 %	5.4 %	6.0 %	20.0 %
Singen (Hohentwiel)	19.9 %	11.8 %	14.8 %	11.6 %	5.6 %	8.3 %	28.0 %
Bruchsal	18.9 %	12.8 %	19.6 %	14.4 %	7.4 %	8.6 %	18.3 %
Oberursel (Taunus)	16.9 %	12.0 %	18.3 %	14.0 %	4.7 %	9.8 %	24.2 %
Wittenberg	24.1 %	11.9 %	19.6 %	13.9 %	4.9 %	8.6 %	17.1 %
Falkensee	19.3 %	12.5 %	16.7 %	11.1 %	9.9 %	9.8 %	20.8 %
Freital/Tharandt	5.9 %	6.3 %	15.5 %	17.5 %	7.8 %	11.0 %	36.0 %
Erkrath	7.2 %	8.7 %	16.2 %	15.6 %	9.9 %	11.5 %	30.8 %
Kaarst	17.6 %	13.9 %	17.8 %	15.2 %	7.4 %	7.3 %	20.7 %
Monheim am Rhein	18.2 %	11.7 %	16.2 %	13.5 %	7.2 %	9.4 %	23.9 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	18.6 %	14.5 %	19.8 %	15.0 %	7.9 %	10.3 %	14.0 %
Eberswalde	14.0 %	10.1 %	19.2 %	13.3 %	6.9 %	10.9 %	25.6 %
Coburg	10.4 %	9.3 %	17.6 %	14.4 %	7.5 %	8.2 %	32.6 %
Eisenach	8.7 %	7.3 %	11.2 %	14.1 %	7.2 %	11.1 %	40.4 %
Mettmann	5.3 %	6.7 %	15.2 %	15.4 %	9.8 %	12.3 %	35.3 %
Pirna	15.9 %	11.4 %	15.9 %	13.4 %	6.6 %	11.1 %	25.8 %
Ettlingen	24.6 %	14.0 %	14.0 %	12.6 %	6.8 %	8.6 %	19.3 %
Bautzen	13.8 %	8.6 %	18.5 %	12.5 %	8.8 %	10.7 %	27.2 %
Werder (Havel)/Schwielowsee	15.9 %	8.9 %	23.0 %	17.7 %	5.3 %	9.4 %	19.9 %
Crailsheim	16.2 %	11.9 %	21.2 %	12.0 %	5.8 %	8.9 %	24.0 %
Radebeul	17.9 %	16.3 %	20.2 %	15.5 %	6.1 %	4.2 %	19.7 %
Haan	9.3 %	9.1 %	12.4 %	14.9 %	10.3 %	9.7 %	34.3 %
Riesa	16.9 %	8.4 %	14.7 %	16.0 %	7.2 %	11.9 %	24.9 %
Meißen	9.4 %	7.8 %	13.0 %	12.3 %	11.9 %	11.4 %	34.3 %
Grimma	10.9 %	11.4 %	16.7 %	13.4 %	8.0 %	10.4 %	29.2 %
Hennigsdorf	23.6 %	11.0 %	17.2 %	11.6 %	6.8 %	12.5 %	17.2 %
Heiligenhaus	3.4 %	8.3 %	10.4 %	15.9 %	8.9 %	12.3 %	40.9 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	11.8 %	9.2 %	14.2 %	14.5 %	9.5 %	11.2 %	29.5 %
Delitzsch	25.5 %	13.8 %	20.6 %	11.6 %	5.7 %	5.8 %	16.8 %
Markkleeberg	23.1 %	15.3 %	19.5 %	14.1 %	5.8 %	5.4 %	16.8 %
Michendorf/Nuthetal	16.2 %	11.9 %	24.9 %	11.4 %	6.5 %	11.8 %	17.3 %
Wülfrath	3.1 %	6.6 %	12.8 %	17.3 %	9.4 %	12.9 %	37.8 %
Coswig	15.8 %	17.3 %	20.0 %	14.0 %	5.7 %	8.5 %	18.6 %
Torgau	23.9 %	12.6 %	19.3 %	13.7 %	3.8 %	8.9 %	17.9 %
Schkeuditz	10.8 %	7.6 %	18.7 %	15.7 %	10.1 %	12.7 %	24.3 %
Borna	19.8 %	12.1 %	17.6 %	11.7 %	6.0 %	10.5 %	22.3 %
Radeberg	9.3 %	13.2 %	17.5 %	17.6 %	7.0 %	13.6 %	21.8 %
Großenhain	15.9 %	11.9 %	23.3 %	14.9 %	5.6 %	9.6 %	18.8 %
Kamenz	12.3 %	10.2 %	15.2 %	15.9 %	8.6 %	13.7 %	24.1 %
Heidenau	13.3 %	8.5 %	16.6 %	15.5 %	10.0 %	14.1 %	21.9 %
Eilenburg	15.6 %	11.6 %	26.6 %	17.6 %	5.2 %	8.2 %	15.3 %
Wurzen	23.3 %	11.8 %	13.8 %	11.2 %	10.0 %	10.7 %	19.2 %
Dippoldiswalde	5.9 %	7.9 %	18.2 %	12.2 %	11.0 %	10.6 %	34.1 %
Rommerskirchen	8.1 %	8.3 %	21.3 %	19.2 %	9.7 %	12.8 %	20.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 20 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	12.6 %	7.7 %	18.8 %	19.0 %	9.9 %	9.5 %	22.4 %
Möckern-Loburg-Fläming	9.3 %	10.9 %	22.3 %	14.2 %	7.6 %	11.5 %	24.1 %
Beetzendorf-Diesdorf	11.8 %	13.5 %	26.8 %	14.4 %	5.6 %	11.3 %	16.7 %
Bischofswerda	6.3 %	11.6 %	18.9 %	20.7 %	5.4 %	8.3 %	28.8 %
Südliche Altmark	12.8 %	13.8 %	25.5 %	12.9 %	7.6 %	10.3 %	17.0 %
Pegau	10.3 %	12.0 %	24.2 %	15.9 %	7.9 %	13.4 %	16.3 %
District Karlsruhe	15.9 %	13.1 %	18.3 %	15.6 %	8.1 %	9.1 %	19.8 %
District München	22.3 %	12.9 %	20.9 %	14.8 %	6.7 %	7.1 %	15.2 %
District Rendsburg-Eckernförde	19.6 %	12.4 %	18.9 %	16.4 %	6.8 %	7.6 %	18.3 %
District Neu-Ulm	19.7 %	13.1 %	18.5 %	16.7 %	7.0 %	8.0 %	17.1 %
District Plön	17.0 %	10.2 %	17.7 %	14.8 %	7.9 %	10.0 %	22.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 21 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	0.2 %	0.2 %	0.4 %	1.5 %	2.7 %	6.1 %	88.9 %
München	0.1 %	0.1 %	0.4 %	1.9 %	3.4 %	6.3 %	87.7 %
Frankfurt am Main	0.1 %	0.1 %	0.5 %	1.9 %	2.0 %	7.1 %	88.3 %
Düsseldorf	0.2 %	0.3 %	0.6 %	1.7 %	3.3 %	5.8 %	88.0 %
Leipzig	0.5 %	0.0 %	0.7 %	1.7 %	3.1 %	5.1 %	88.9 %
Bremen	0.3 %	0.2 %	0.1 %	1.1 %	2.1 %	4.9 %	91.4 %
Dresden	0.4 %	0.4 %	1.5 %	3.0 %	3.2 %	4.6 %	86.9 %
Duisburg	0.1 %	0.1 %	0.2 %	0.5 %	1.0 %	3.0 %	95.1 %
Bochum	0.0 %	0.1 %	0.4 %	1.1 %	1.8 %	4.1 %	92.5 %
Mannheim	0.6 %	0.1 %	0.9 %	1.5 %	4.4 %	5.0 %	87.5 %
Karlsruhe	0.2 %	0.0 %	1.3 %	3.4 %	3.3 %	5.2 %	86.6 %
Augsburg	0.0 %	0.1 %	0.1 %	1.0 %	1.2 %	3.4 %	94.2 %
Wiesbaden	0.0 %	0.1 %	0.2 %	0.6 %	1.5 %	3.8 %	93.7 %
Mönchengladbach	0.1 %	0.2 %	0.1 %	0.4 %	1.3 %	3.7 %	94.1 %
Braunschweig	0.2 %	0.3 %	0.6 %	1.1 %	1.4 %	4.1 %	92.3 %
Kiel	0.3 %	0.2 %	1.0 %	3.3 %	4.0 %	6.6 %	84.5 %
Magdeburg	0.1 %	0.0 %	0.1 %	0.2 %	0.8 %	2.8 %	96.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and over.

Tab 21 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	0.1 %	0.1 %	0.0 %	0.2 %	0.3 %	2.1 %	97.3 %
Krefeld	0.1 %	0.1 %	0.3 %	0.3 %	0.7 %	2.2 %	96.2 %
Halle (Saale)	0.0 %	0.0 %	0.2 %	0.1 %	0.1 %	3.3 %	96.2 %
Erfurt	0.0 %	0.0 %	0.0 %	0.2 %	0.2 %	3.3 %	96.2 %
Rostock	0.0 %	0.1 %	0.1 %	0.0 %	0.3 %	4.2 %	95.3 %
Kassel	0.0 %	0.0 %	0.2 %	1.2 %	3.0 %	4.8 %	90.7 %
Potsdam	0.2 %	0.2 %	0.2 %	0.8 %	1.9 %	6.6 %	90.1 %
Ludwigshafen	0.3 %	0.0 %	0.0 %	0.9 %	0.7 %	1.9 %	96.1 %
Oldenburg	0.2 %	0.2 %	0.4 %	0.5 %	2.0 %	3.9 %	92.8 %
Osnabrück	0.2 %	0.0 %	0.2 %	0.2 %	0.9 %	2.3 %	96.3 %
Solingen	0.0 %	0.2 %	0.1 %	0.2 %	1.2 %	3.3 %	95.0 %
Darmstadt	0.0 %	0.0 %	0.4 %	1.6 %	1.7 %	6.0 %	90.3 %
Paderborn	0.1 %	0.0 %	0.1 %	0.3 %	0.5 %	2.6 %	96.3 %
Heidelberg	0.5 %	0.3 %	0.7 %	3.6 %	3.4 %	6.2 %	85.4 %
Neuss	0.1 %	0.1 %	0.1 %	0.4 %	0.9 %	3.6 %	94.8 %
Regensburg	0.0 %	0.0 %	0.0 %	1.0 %	0.7 %	3.5 %	94.7 %
Pforzheim	0.2 %	0.2 %	0.1 %	0.1 %	0.5 %	2.6 %	96.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and over.

Tab 21 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	0.0 %	0.1 %	0.1 %	0.2 %	0.7 %	3.7 %	95.3 %
Ulm	0.0 %	0.1 %	0.4 %	0.2 %	0.8 %	3.3 %	95.2 %
Jena	0.0 %	0.0 %	0.2 %	0.1 %	0.5 %	4.4 %	94.8 %
Salzgitter	0.0 %	0.0 %	0.1 %	0.1 %	0.8 %	2.0 %	97.0 %
Trier	0.3 %	0.0 %	0.1 %	0.5 %	0.8 %	2.8 %	95.6 %
Kaiserslautern	0.1 %	0.0 %	0.3 %	2.4 %	1.5 %	3.5 %	92.1 %
Schwerin	0.0 %	0.2 %	0.1 %	0.1 %	0.9 %	3.2 %	95.5 %
Cottbus	0.1 %	0.0 %	0.4 %	0.0 %	1.4 %	2.4 %	95.7 %
Hanau	0.0 %	0.0 %	0.2 %	0.6 %	0.2 %	2.7 %	96.3 %
Gera	0.0 %	0.0 %	0.0 %	0.1 %	0.3 %	1.3 %	98.3 %
Tübingen	0.1 %	0.0 %	0.3 %	0.6 %	1.5 %	5.4 %	92.1 %
Ratingen	0.1 %	0.0 %	0.1 %	0.5 %	0.6 %	2.6 %	96.1 %
Gießen	0.2 %	0.8 %	1.1 %	2.2 %	3.6 %	3.8 %	88.3 %
Zwickau	0.0 %	0.0 %	0.0 %	0.0 %	1.8 %	2.4 %	95.8 %
Konstanz	0.0 %	0.0 %	0.0 %	1.0 %	5.0 %	5.5 %	88.5 %
Marl	0.1 %	0.2 %	0.0 %	0.1 %	0.0 %	1.6 %	98.0 %
Velbert	0.0 %	0.0 %	0.0 %	0.5 %	0.3 %	4.2 %	95.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 21 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	0.1 %	0.1 %	0.9 %	1.6 %	2.5 %	6.0 %	88.9 %
Neumünster	0.3 %	0.0 %	0.1 %	0.2 %	0.2 %	2.0 %	97.2 %
Dessau-Roßlau	0.3 %	0.0 %	0.0 %	0.3 %	0.1 %	1.7 %	97.5 %
Marburg	0.0 %	0.6 %	1.3 %	3.6 %	2.0 %	3.5 %	89.0 %
Grevenbroich	0.0 %	0.0 %	0.0 %	0.5 %	0.2 %	3.1 %	96.3 %
Fulda	0.0 %	0.0 %	0.0 %	0.0 %	1.2 %	4.6 %	94.1 %
Rüsselsheim	0.0 %	0.0 %	0.0 %	0.1 %	0.3 %	3.8 %	95.8 %
Dormagen	0.0 %	0.1 %	0.3 %	0.1 %	0.3 %	3.0 %	96.2 %
Kleinmachnow/Stahnsdorf/Teltow	0.0 %	0.3 %	0.0 %	0.5 %	0.6 %	4.6 %	94.0 %
Offenburg	0.2 %	0.4 %	0.1 %	0.5 %	0.9 %	3.6 %	94.3 %
Neu-Ulm	0.2 %	0.0 %	0.2 %	0.0 %	0.4 %	3.2 %	96.0 %
Sindelfingen	0.1 %	0.0 %	0.2 %	0.3 %	0.9 %	2.3 %	96.3 %
Langenfeld (Rheinland)	0.0 %	0.1 %	0.1 %	0.2 %	0.7 %	2.2 %	96.7 %
Meerbusch	0.0 %	0.0 %	0.2 %	0.6 %	1.3 %	4.3 %	93.6 %
Greifswald	0.1 %	0.0 %	0.0 %	0.1 %	1.0 %	3.6 %	95.1 %
Hilden	0.1 %	0.2 %	0.0 %	0.1 %	1.9 %	2.6 %	95.1 %
Görlitz	0.1 %	0.0 %	0.2 %	0.7 %	0.4 %	2.5 %	96.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 21 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	0.1 %	0.0 %	0.1 %	0.0 %	0.5 %	3.5 %	95.8 %
Wetzlar	0.0 %	0.0 %	0.0 %	0.1 %	0.7 %	2.5 %	96.6 %
Wolfenbüttel	0.0 %	0.0 %	0.2 %	0.2 %	0.5 %	5.3 %	93.9 %
Böblingen	0.1 %	0.0 %	0.2 %	0.2 %	0.5 %	3.0 %	96.0 %
Peine	0.0 %	0.0 %	0.2 %	0.2 %	0.2 %	1.8 %	97.6 %
Oranienburg	0.1 %	0.0 %	0.3 %	0.2 %	1.5 %	3.2 %	94.7 %
Goslar	0.0 %	0.0 %	0.3 %	0.0 %	0.4 %	3.4 %	95.9 %
Landau in der Pfalz	0.0 %	0.2 %	0.0 %	0.2 %	1.4 %	3.4 %	94.9 %
Singen (Hohentwiel)	0.2 %	0.0 %	0.0 %	0.0 %	0.3 %	1.7 %	97.8 %
Bruchsal	0.0 %	0.0 %	0.2 %	0.2 %	0.6 %	1.2 %	97.8 %
Oberursel (Taunus)	0.1 %	0.2 %	0.0 %	0.1 %	0.8 %	2.3 %	96.4 %
Wittenberg	0.0 %	0.0 %	0.1 %	0.1 %	0.1 %	1.8 %	98.0 %
Falkensee	0.1 %	0.1 %	0.3 %	0.1 %	0.9 %	3.2 %	95.4 %
Freital/Tharandt	0.4 %	0.0 %	0.4 %	1.6 %	0.3 %	1.8 %	95.4 %
Erkrath	0.1 %	0.0 %	0.0 %	0.6 %	0.7 %	3.6 %	94.9 %
Kaarst	0.2 %	0.1 %	0.0 %	0.0 %	1.5 %	4.9 %	93.3 %
Monheim am Rhein	0.0 %	0.0 %	0.5 %	1.2 %	2.0 %	4.0 %	92.2 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 21 (f)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	0.0 %	0.1 %	0.0 %	0.0 %	0.9 %	4.5 %	94.6 %
Eberswalde	0.0 %	0.0 %	0.2 %	0.2 %	0.7 %	2.7 %	96.2 %
Coburg	0.0 %	0.1 %	0.1 %	0.0 %	0.8 %	2.3 %	96.7 %
Eisenach	0.0 %	0.0 %	0.3 %	0.3 %	0.2 %	2.5 %	96.7 %
Mettmann	0.0 %	0.0 %	0.1 %	0.7 %	0.8 %	3.5 %	94.9 %
Pirna	0.1 %	0.0 %	0.0 %	0.2 %	0.2 %	1.8 %	97.7 %
Ettlingen	0.1 %	0.0 %	0.4 %	1.6 %	0.4 %	5.3 %	92.1 %
Bautzen	0.0 %	0.0 %	0.2 %	0.1 %	0.3 %	1.4 %	98.0 %
Werder (Havel)/Schwielowsee	0.0 %	0.0 %	2.0 %	0.2 %	1.2 %	1.7 %	94.9 %
Crailsheim	0.1 %	0.0 %	0.1 %	0.3 %	0.8 %	2.3 %	96.5 %
Radebeul	0.0 %	0.1 %	0.6 %	0.1 %	0.0 %	4.6 %	94.6 %
Haan	0.1 %	0.0 %	0.1 %	0.0 %	1.3 %	2.5 %	95.9 %
Riesa	0.6 %	0.1 %	0.0 %	0.0 %	0.0 %	0.6 %	98.6 %
Meißen	0.3 %	0.0 %	0.0 %	0.4 %	2.3 %	3.1 %	93.9 %
Grimma	0.6 %	0.0 %	0.2 %	0.1 %	0.0 %	3.1 %	96.0 %
Hennigsdorf	0.0 %	0.0 %	0.0 %	0.7 %	0.9 %	4.4 %	94.0 %
Heiligenhaus	0.0 %	0.1 %	0.0 %	0.1 %	0.5 %	3.7 %	95.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 21 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	0.0 %	0.1 %	0.5 %	0.0 %	0.0 %	2.8 %	96.6 %
Delitzsch	0.1 %	0.0 %	0.0 %	0.6 %	0.5 %	2.1 %	96.7 %
Markkleeberg	0.1 %	0.0 %	0.5 %	0.3 %	0.8 %	2.6 %	95.7 %
Michendorf/Nuthetal	0.0 %	0.0 %	0.0 %	0.4 %	1.0 %	4.6 %	94.1 %
Wülfrath	0.2 %	0.1 %	0.1 %	0.3 %	0.6 %	3.9 %	94.9 %
Coswig	0.0 %	0.0 %	0.0 %	0.2 %	0.4 %	0.5 %	98.9 %
Torgau	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	1.8 %	98.2 %
Schkeuditz	0.1 %	0.0 %	0.2 %	0.2 %	1.0 %	2.6 %	95.9 %
Borna	0.0 %	0.2 %	0.0 %	0.0 %	0.0 %	2.7 %	97.1 %
Radeberg	0.0 %	0.1 %	0.1 %	0.3 %	1.4 %	1.6 %	96.5 %
Großenhain	0.1 %	0.0 %	0.3 %	0.3 %	0.2 %	1.8 %	97.3 %
Kamenz	0.0 %	0.0 %	0.1 %	0.0 %	0.0 %	2.0 %	97.9 %
Heidenau	0.2 %	0.0 %	0.8 %	0.0 %	0.4 %	3.6 %	95.1 %
Eilenburg	0.0 %	0.0 %	0.8 %	0.0 %	0.2 %	2.2 %	96.8 %
Wurzen	0.0 %	0.0 %	0.0 %	0.2 %	0.0 %	2.8 %	97.0 %
Dippoldiswalde	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	3.1 %	96.9 %
Rommerskirchen	0.0 %	0.1 %	0.2 %	0.0 %	0.6 %	1.8 %	97.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 21 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental/Shared Bicycle Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	0.0 %	0.0 %	0.0 %	0.0 %	0.8 %	2.9 %	96.3 %
Möckern-Loburg-Fläming	0.0 %	0.0 %	0.0 %	0.0 %	0.1 %	1.4 %	98.5 %
Beetzendorf-Diesdorf	0.0 %	0.5 %	0.5 %	0.2 %	0.4 %	2.3 %	96.0 %
Bischofswerda	0.0 %	0.0 %	0.0 %	0.4 %	0.4 %	1.2 %	98.1 %
Südliche Altmark	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.3 %	99.7 %
Pegau	0.0 %	0.0 %	0.0 %	0.0 %	0.3 %	0.7 %	99.1 %
District Karlsruhe	0.0 %	0.1 %	0.3 %	0.4 %	0.4 %	2.0 %	96.7 %
District München	0.2 %	0.0 %	0.4 %	0.6 %	2.1 %	3.2 %	93.4 %
District Rendsburg-Eckernförde	0.0 %	0.1 %	0.2 %	0.6 %	1.5 %	3.6 %	94.2 %
District Neu-Ulm	0.1 %	0.2 %	0.2 %	0.0 %	0.7 %	2.7 %	96.1 %
District Plön	0.0 %	0.0 %	0.2 %	0.3 %	1.7 %	3.4 %	94.4 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 14 and older.

Tab 22 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	28.1 %	14.8 %	19.4 %	18.6 %	8.2 %	6.6 %	4.2 %
München	23.4 %	14.6 %	21.1 %	23.0 %	9.3 %	5.6 %	3.0 %
Frankfurt am Main	22.9 %	14.5 %	19.0 %	22.1 %	9.6 %	6.1 %	5.8 %
Düsseldorf	20.5 %	11.7 %	17.2 %	22.7 %	11.6 %	9.9 %	6.4 %
Leipzig	15.6 %	7.7 %	14.6 %	27.5 %	14.0 %	12.4 %	8.1 %
Bremen	12.8 %	7.4 %	13.6 %	23.6 %	17.4 %	14.4 %	10.8 %
Dresden	24.1 %	11.8 %	17.3 %	21.1 %	11.5 %	9.4 %	5.0 %
Duisburg	12.4 %	5.1 %	7.6 %	12.6 %	13.2 %	19.8 %	29.4 %
Bochum	15.3 %	7.9 %	10.0 %	15.6 %	15.6 %	18.1 %	17.6 %
Mannheim	13.0 %	7.4 %	14.8 %	23.4 %	17.7 %	13.9 %	9.9 %
Karlsruhe	12.5 %	6.5 %	12.6 %	29.8 %	14.9 %	15.4 %	8.4 %
Augsburg	16.2 %	9.0 %	12.4 %	21.5 %	15.9 %	14.0 %	10.9 %
Wiesbaden	18.1 %	8.2 %	16.8 %	20.6 %	15.0 %	11.0 %	10.3 %
Mönchengladbach	10.5 %	5.3 %	7.0 %	12.2 %	15.1 %	22.5 %	27.5 %
Braunschweig	8.0 %	7.2 %	11.3 %	23.7 %	19.8 %	18.1 %	11.8 %
Kiel	10.5 %	8.3 %	12.2 %	19.9 %	16.5 %	18.0 %	14.5 %
Magdeburg	12.8 %	8.7 %	13.8 %	19.0 %	14.2 %	20.1 %	11.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	15.1 %	6.7 %	10.8 %	15.0 %	13.9 %	19.8 %	18.7 %
Krefeld	11.0 %	4.8 %	8.9 %	16.8 %	14.3 %	19.7 %	24.4 %
Halle (Saale)	19.1 %	11.0 %	17.3 %	22.8 %	11.3 %	10.4 %	8.2 %
Erfurt	18.3 %	9.5 %	20.4 %	21.2 %	11.0 %	12.2 %	7.4 %
Rostock	18.4 %	11.9 %	12.3 %	18.7 %	12.9 %	17.9 %	7.9 %
Kassel	20.0 %	10.2 %	15.8 %	18.7 %	11.7 %	14.4 %	9.2 %
Potsdam	17.7 %	11.8 %	18.3 %	24.3 %	12.9 %	8.8 %	6.2 %
Ludwigshafen	12.4 %	6.5 %	12.0 %	20.1 %	13.0 %	19.9 %	16.1 %
Oldenburg	5.1 %	3.1 %	9.7 %	20.0 %	20.9 %	21.3 %	19.9 %
Osnabrück	9.4 %	4.9 %	8.1 %	19.4 %	18.9 %	22.2 %	17.1 %
Solingen	12.2 %	5.4 %	7.1 %	12.8 %	17.2 %	21.9 %	23.4 %
Darmstadt	15.2 %	11.6 %	16.9 %	24.4 %	13.9 %	12.4 %	5.7 %
Paderborn	8.0 %	5.5 %	7.8 %	16.9 %	19.1 %	23.1 %	19.6 %
Heidelberg	14.3 %	10.7 %	17.7 %	25.0 %	13.4 %	11.5 %	7.4 %
Neuss	10.9 %	5.5 %	9.9 %	17.5 %	17.3 %	20.3 %	18.6 %
Regensburg	11.0 %	6.7 %	13.6 %	17.2 %	18.4 %	18.8 %	14.4 %
Pforzheim	16.3 %	5.3 %	10.1 %	12.6 %	13.2 %	19.7 %	22.8 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	10.7 %	3.7 %	9.8 %	18.0 %	14.4 %	19.4 %	24.0 %
Ulm	15.5 %	7.2 %	12.8 %	22.6 %	19.1 %	14.1 %	8.6 %
Jena	19.9 %	9.5 %	15.1 %	18.0 %	14.7 %	14.4 %	8.4 %
Salzgitter	8.6 %	2.8 %	5.8 %	10.7 %	12.2 %	24.5 %	35.4 %
Trier	11.3 %	9.8 %	12.0 %	17.0 %	15.9 %	18.0 %	16.0 %
Kaiserslautern	9.0 %	6.1 %	8.8 %	15.2 %	13.7 %	23.7 %	23.5 %
Schwerin	15.4 %	7.2 %	13.3 %	17.4 %	15.1 %	19.3 %	12.3 %
Cottbus	6.0 %	7.0 %	11.3 %	16.8 %	15.1 %	20.7 %	23.1 %
Hanau	13.2 %	6.9 %	11.9 %	16.9 %	18.9 %	16.7 %	15.4 %
Gera	14.1 %	6.1 %	9.8 %	15.2 %	13.6 %	19.9 %	21.3 %
Tübingen	18.2 %	9.9 %	17.6 %	23.9 %	13.4 %	9.4 %	7.6 %
Ratingen	9.4 %	4.2 %	7.8 %	18.6 %	17.0 %	22.4 %	20.6 %
Gießen	11.2 %	8.1 %	12.9 %	19.4 %	19.5 %	15.5 %	13.4 %
Zwickau	8.8 %	3.8 %	8.3 %	12.8 %	15.2 %	19.3 %	31.9 %
Konstanz	10.9 %	6.6 %	14.2 %	30.0 %	16.6 %	13.5 %	8.2 %
Marl	7.8 %	2.4 %	4.5 %	7.1 %	13.6 %	25.3 %	39.2 %
Velbert	9.9 %	4.2 %	6.1 %	10.2 %	14.5 %	22.5 %	32.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	10.6 %	6.0 %	11.3 %	23.8 %	19.8 %	18.6 %	10.0 %
Neumünster	4.6 %	3.1 %	6.6 %	12.5 %	16.3 %	25.7 %	31.3 %
Dessau-Roßlau	4.8 %	3.0 %	8.4 %	16.4 %	14.7 %	24.1 %	28.5 %
Marburg	17.5 %	9.0 %	15.5 %	19.2 %	10.8 %	12.4 %	15.5 %
Grevenbroich	6.1 %	2.2 %	3.8 %	9.3 %	13.2 %	28.2 %	37.3 %
Fulda	9.6 %	5.8 %	9.4 %	13.3 %	14.4 %	19.7 %	27.8 %
Rüsselsheim	13.0 %	5.2 %	10.2 %	16.4 %	16.3 %	17.8 %	21.1 %
Dormagen	7.0 %	5.4 %	5.7 %	15.3 %	19.7 %	23.2 %	23.7 %
Kleinmachnow/Stahnsdorf/Teltow	9.3 %	9.4 %	13.8 %	19.9 %	15.0 %	17.3 %	15.3 %
Offenburg	6.8 %	4.9 %	8.3 %	18.5 %	14.5 %	22.0 %	24.9 %
Neu-Ulm	9.4 %	3.4 %	9.0 %	19.5 %	16.3 %	23.0 %	19.4 %
Sindelfingen	8.9 %	3.9 %	8.5 %	16.3 %	21.0 %	21.9 %	19.4 %
Langenfeld (Rheinland)	5.3 %	2.9 %	6.3 %	14.0 %	19.0 %	26.0 %	26.5 %
Meerbusch	9.4 %	4.6 %	7.5 %	17.2 %	17.6 %	23.4 %	20.4 %
Greifswald	3.7 %	2.1 %	8.7 %	16.9 %	12.6 %	24.5 %	31.5 %
Hilden	6.7 %	5.7 %	9.2 %	16.4 %	16.3 %	25.0 %	20.7 %
Görlitz	13.1 %	6.9 %	10.4 %	17.4 %	15.7 %	19.5 %	17.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	7.7 %	5.8 %	12.4 %	15.1 %	13.4 %	21.6 %	23.9 %
Wetzlar	10.3 %	3.5 %	5.0 %	8.9 %	17.4 %	24.3 %	30.6 %
Wolfenbüttel	7.6 %	3.7 %	5.6 %	17.3 %	16.1 %	24.5 %	25.2 %
Böblingen	8.2 %	6.2 %	8.2 %	17.9 %	19.5 %	22.8 %	17.2 %
Peine	7.0 %	3.8 %	3.7 %	9.3 %	15.6 %	23.4 %	37.3 %
Oranienburg	8.8 %	3.8 %	8.8 %	15.2 %	20.1 %	20.6 %	22.7 %
Goslar	7.5 %	2.9 %	4.5 %	7.9 %	13.8 %	23.7 %	39.8 %
Landau in der Pfalz	4.2 %	1.7 %	6.3 %	13.4 %	16.4 %	23.0 %	35.1 %
Singen (Hohentwiel)	9.6 %	5.0 %	9.6 %	13.6 %	13.3 %	19.3 %	29.6 %
Bruchsal	9.1 %	4.9 %	9.4 %	13.3 %	17.0 %	23.0 %	23.4 %
Oberursel (Taunus)	10.8 %	9.2 %	14.0 %	24.7 %	16.6 %	15.7 %	9.0 %
Wittenberg	4.7 %	2.0 %	5.7 %	10.4 %	11.6 %	20.5 %	45.0 %
Falkensee	13.4 %	7.9 %	10.2 %	23.4 %	17.9 %	15.3 %	12.0 %
Freital/Tharandt	12.2 %	5.8 %	7.4 %	14.4 %	15.9 %	23.1 %	21.2 %
Erkrath	10.4 %	7.6 %	13.3 %	20.5 %	16.4 %	17.5 %	14.3 %
Kaarst	5.7 %	2.5 %	6.3 %	16.8 %	18.1 %	27.4 %	23.1 %
Monheim am Rhein	9.9 %	7.1 %	12.6 %	18.6 %	15.3 %	19.3 %	17.2 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	3.7 %	2.2 %	3.5 %	8.9 %	16.1 %	27.7 %	37.8 %
Eberswalde	14.0 %	8.7 %	10.5 %	17.5 %	12.9 %	20.7 %	15.6 %
Coburg	8.1 %	8.3 %	10.4 %	14.4 %	14.6 %	18.5 %	25.8 %
Eisenach	5.9 %	3.4 %	8.8 %	13.4 %	14.9 %	23.1 %	30.6 %
Mettmann	8.7 %	5.0 %	7.3 %	14.8 %	17.2 %	25.1 %	21.8 %
Pirna	9.1 %	4.0 %	10.0 %	18.3 %	14.8 %	25.2 %	18.5 %
Ettlingen	7.1 %	4.6 %	8.0 %	20.7 %	21.8 %	21.7 %	16.1 %
Bautzen	6.1 %	3.3 %	8.4 %	12.0 %	12.1 %	25.5 %	32.6 %
Werder (Havel)/Schwielowsee	16.6 %	7.8 %	12.2 %	20.0 %	11.9 %	17.0 %	14.4 %
Crailsheim	7.0 %	1.9 %	5.7 %	7.7 %	12.3 %	21.9 %	43.4 %
Radebeul	9.4 %	5.6 %	11.1 %	26.8 %	20.5 %	17.5 %	9.0 %
Haan	9.3 %	4.5 %	9.2 %	15.4 %	18.3 %	19.9 %	23.4 %
Riesa	6.4 %	3.2 %	4.8 %	10.2 %	17.9 %	25.3 %	32.1 %
Meißen	11.9 %	6.0 %	10.1 %	17.9 %	14.2 %	21.1 %	18.7 %
Grimma	4.2 %	3.1 %	6.6 %	7.4 %	9.0 %	24.8 %	44.8 %
Hennigsdorf	7.5 %	4.1 %	12.3 %	23.6 %	13.8 %	25.8 %	12.9 %
Heiligenhaus	9.0 %	3.6 %	3.5 %	11.9 %	16.0 %	25.8 %	30.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	8.6 %	2.1 %	4.6 %	8.3 %	18.4 %	26.7 %	31.3 %
Delitzsch	7.6 %	5.1 %	4.5 %	13.4 %	17.1 %	25.8 %	26.4 %
Markkleeberg	10.0 %	6.8 %	13.8 %	23.6 %	18.3 %	15.9 %	11.7 %
Michendorf/Nuthetal	17.0 %	9.1 %	9.4 %	16.0 %	11.2 %	19.6 %	17.5 %
Wülfrath	7.6 %	2.9 %	5.3 %	10.9 %	14.9 %	29.4 %	29.0 %
Coswig	15.6 %	7.2 %	13.9 %	20.9 %	10.6 %	18.4 %	13.4 %
Torgau	4.1 %	4.1 %	8.0 %	9.0 %	15.0 %	25.6 %	34.1 %
Schkeuditz	10.6 %	4.0 %	6.3 %	15.5 %	17.1 %	22.1 %	24.4 %
Borna	7.3 %	2.8 %	4.4 %	12.9 %	18.3 %	23.0 %	31.2 %
Radeberg	8.5 %	3.6 %	6.6 %	16.8 %	16.7 %	23.0 %	24.9 %
Großenhain	9.2 %	2.8 %	3.7 %	11.2 %	10.0 %	23.6 %	39.4 %
Kamenz	8.7 %	1.4 %	5.9 %	9.0 %	15.1 %	23.5 %	36.4 %
Heidenau	13.4 %	3.9 %	8.2 %	18.9 %	18.2 %	20.7 %	16.8 %
Eilenburg	7.4 %	4.2 %	4.9 %	16.9 %	14.5 %	25.0 %	27.1 %
Wurzen	6.6 %	2.3 %	5.0 %	13.6 %	20.4 %	23.0 %	29.0 %
Dippoldiswalde	9.5 %	2.7 %	5.0 %	12.5 %	8.6 %	26.8 %	34.7 %
Rommerskirchen	9.7 %	5.3 %	6.4 %	8.2 %	16.0 %	26.1 %	28.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 22 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Local Public Transport Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	9.3 %	2.0 %	3.0 %	7.6 %	8.9 %	17.4 %	51.7 %
Möckern-Loburg-Fläming	9.4 %	1.6 %	2.5 %	6.7 %	9.1 %	17.1 %	53.5 %
Beetzendorf-Diesdorf	6.5 %	2.8 %	3.2 %	5.6 %	6.5 %	18.7 %	56.5 %
Bischofswerda	6.6 %	3.1 %	6.2 %	11.1 %	11.4 %	27.0 %	34.7 %
Südliche Altmark	7.4 %	2.4 %	1.0 %	5.3 %	8.6 %	22.8 %	52.4 %
Pegau	10.4 %	2.1 %	4.9 %	8.6 %	12.6 %	24.7 %	36.7 %
District Karlsruhe	10.3 %	5.0 %	7.8 %	12.7 %	16.0 %	23.8 %	24.4 %
District München	12.8 %	9.3 %	14.0 %	26.3 %	18.3 %	11.6 %	7.8 %
District Rendsburg-Eckernförde	5.6 %	3.0 %	4.3 %	9.7 %	16.0 %	24.5 %	37.0 %
District Neu-Ulm	7.0 %	3.1 %	5.8 %	13.5 %	15.3 %	25.0 %	30.4 %
District Plön	7.1 %	4.2 %	6.6 %	12.8 %	12.9 %	22.9 %	33.5 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 23 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	0.1 %	0.2 %	1.0 %	3.1 %	4.0 %	5.5 %	86.2 %
München	0.1 %	0.3 %	1.2 %	3.7 %	5.2 %	7.3 %	82.2 %
Frankfurt am Main	0.1 %	0.4 %	1.4 %	4.2 %	6.8 %	6.1 %	80.9 %
Düsseldorf	0.0 %	0.3 %	1.5 %	3.8 %	5.1 %	6.9 %	82.3 %
Leipzig	0.0 %	0.0 %	0.1 %	0.6 %	2.1 %	4.1 %	93.0 %
Bremen	0.1 %	0.3 %	0.3 %	1.5 %	3.0 %	6.1 %	88.6 %
Dresden	0.0 %	0.0 %	0.1 %	0.7 %	1.5 %	3.1 %	94.7 %
Duisburg	0.2 %	0.1 %	0.5 %	1.2 %	2.2 %	3.6 %	92.2 %
Bochum	0.0 %	0.2 %	0.4 %	1.8 %	3.0 %	5.2 %	89.4 %
Mannheim	0.0 %	0.3 %	0.6 %	3.8 %	3.6 %	6.8 %	84.8 %
Karlsruhe	0.7 %	0.0 %	0.5 %	1.9 %	3.3 %	5.1 %	88.4 %
Augsburg	0.2 %	0.1 %	0.4 %	2.8 %	3.1 %	4.2 %	89.2 %
Wiesbaden	0.2 %	0.0 %	1.2 %	2.8 %	2.8 %	4.0 %	89.0 %
Mönchengladbach	0.2 %	0.4 %	0.4 %	1.3 %	3.2 %	4.0 %	90.5 %
Braunschweig	0.1 %	0.2 %	0.4 %	2.9 %	4.8 %	6.2 %	85.4 %
Kiel	0.2 %	0.3 %	0.9 %	4.2 %	5.9 %	6.1 %	82.3 %
Magdeburg	0.0 %	0.1 %	0.2 %	1.2 %	3.0 %	3.0 %	92.5 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Tab 23 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	0.0 %	0.0 %	0.3 %	0.5 %	2.4 %	4.0 %	92.8 %
Krefeld	0.1 %	0.2 %	0.2 %	0.3 %	1.6 %	2.5 %	95.0 %
Halle (Saale)	0.0 %	0.0 %	0.0 %	0.6 %	1.8 %	4.1 %	93.5 %
Erfurt	0.0 %	0.0 %	0.1 %	0.5 %	0.8 %	3.3 %	95.2 %
Rostock	0.3 %	0.3 %	0.5 %	1.0 %	2.2 %	4.4 %	91.3 %
Kassel	0.0 %	0.2 %	0.8 %	2.6 %	4.2 %	6.1 %	86.1 %
Potsdam	0.0 %	0.3 %	0.6 %	1.3 %	2.7 %	4.5 %	90.5 %
Ludwigshafen	0.0 %	0.0 %	0.3 %	1.4 %	2.7 %	3.7 %	91.9 %
Oldenburg	0.2 %	0.0 %	0.4 %	2.2 %	5.0 %	6.6 %	85.6 %
Osnabrück	0.0 %	0.1 %	0.3 %	4.9 %	5.3 %	5.1 %	84.2 %
Solingen	0.0 %	0.0 %	0.2 %	2.6 %	3.6 %	4.8 %	88.8 %
Darmstadt	0.0 %	0.0 %	1.4 %	2.4 %	2.6 %	6.2 %	87.4 %
Paderborn	0.2 %	0.3 %	0.9 %	2.4 %	4.4 %	5.5 %	86.5 %
Heidelberg	0.2 %	0.1 %	0.7 %	2.7 %	4.2 %	6.5 %	85.6 %
Neuss	0.0 %	0.3 %	0.5 %	1.6 %	3.2 %	6.3 %	88.1 %
Regensburg	0.2 %	0.1 %	0.4 %	2.1 %	3.5 %	6.3 %	87.5 %
Pforzheim	0.0 %	0.1 %	0.3 %	0.8 %	1.6 %	3.7 %	93.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	0.0 %	0.0 %	0.8 %	1.3 %	3.4 %	6.3 %	88.1 %
Ulm	0.0 %	0.1 %	0.3 %	1.5 %	3.1 %	5.1 %	90.0 %
Jena	0.3 %	0.0 %	0.0 %	1.1 %	2.5 %	6.5 %	89.6 %
Salzgitter	0.3 %	0.1 %	0.3 %	1.7 %	2.2 %	5.0 %	90.3 %
Trier	0.0 %	0.2 %	0.1 %	0.2 %	1.4 %	2.6 %	95.5 %
Kaiserslautern	0.2 %	0.6 %	0.7 %	2.9 %	3.9 %	7.0 %	84.7 %
Schwerin	0.0 %	0.1 %	0.3 %	0.5 %	1.3 %	4.5 %	93.3 %
Cottbus	0.0 %	0.0 %	0.4 %	1.7 %	3.1 %	4.1 %	90.7 %
Hanau	0.0 %	0.2 %	0.4 %	1.4 %	1.5 %	2.5 %	94.1 %
Gera	0.0 %	0.0 %	0.1 %	0.5 %	0.9 %	2.4 %	96.1 %
Tübingen	0.1 %	0.1 %	0.9 %	2.2 %	3.6 %	5.3 %	87.8 %
Ratingen	0.1 %	0.0 %	0.0 %	0.8 %	1.5 %	2.7 %	95.0 %
Gießen	0.1 %	0.0 %	0.2 %	0.2 %	0.9 %	3.7 %	94.9 %
Zwickau	0.0 %	0.0 %	0.2 %	1.3 %	1.4 %	2.4 %	94.8 %
Konstanz	0.0 %	0.0 %	0.2 %	2.1 %	2.1 %	5.8 %	89.8 %
Marl	0.0 %	0.0 %	0.3 %	0.5 %	0.6 %	4.0 %	94.6 %
Velbert	0.1 %	0.0 %	0.1 %	0.0 %	1.0 %	2.1 %	96.8 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Tab 23 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	0.1 %	0.1 %	0.2 %	0.7 %	2.6 %	4.2 %	92.1 %
Neumünster	0.3 %	0.2 %	0.5 %	1.9 %	2.9 %	3.8 %	90.5 %
Dessau-Roßlau	0.0 %	0.1 %	0.1 %	0.3 %	1.1 %	2.1 %	96.2 %
Marburg	0.1 %	0.0 %	0.0 %	0.4 %	0.8 %	2.7 %	96.1 %
Grevenbroich	0.0 %	0.0 %	0.4 %	0.7 %	0.8 %	4.9 %	93.2 %
Fulda	0.1 %	0.0 %	0.1 %	0.1 %	1.2 %	3.7 %	94.9 %
Rüsselsheim	0.4 %	0.0 %	0.2 %	1.6 %	2.2 %	2.8 %	92.8 %
Dormagen	0.0 %	0.1 %	0.6 %	0.7 %	1.1 %	3.6 %	93.9 %
Kleinmachnow/Stahnsdorf/Teltow	0.0 %	0.0 %	0.0 %	0.9 %	1.0 %	4.3 %	93.8 %
Offenburg	0.0 %	0.3 %	0.5 %	0.3 %	0.2 %	2.2 %	96.5 %
Neu-Ulm	0.2 %	0.4 %	0.6 %	2.2 %	3.2 %	4.7 %	88.7 %
Sindelfingen	0.1 %	0.1 %	0.2 %	1.1 %	2.8 %	4.4 %	91.3 %
Langenfeld (Rheinland)	0.1 %	0.5 %	0.2 %	1.3 %	4.6 %	5.5 %	87.8 %
Meerbusch	0.1 %	0.0 %	0.6 %	1.4 %	3.7 %	5.9 %	88.2 %
Greifswald	0.0 %	0.0 %	0.6 %	0.9 %	1.0 %	4.2 %	93.3 %
Hilden	0.0 %	0.2 %	0.3 %	2.3 %	2.4 %	3.7 %	91.1 %
Görlitz	0.4 %	0.0 %	0.1 %	0.0 %	0.6 %	2.6 %	96.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	0.2 %	0.0 %	0.0 %	0.0 %	1.0 %	3.8 %	95.0 %
Wetzlar	0.0 %	0.0 %	0.0 %	0.4 %	0.5 %	2.1 %	97.0 %
Wolfenbüttel	0.0 %	0.0 %	0.0 %	0.6 %	0.6 %	4.1 %	94.6 %
Böblingen	0.1 %	0.0 %	0.5 %	1.8 %	2.1 %	6.3 %	89.1 %
Peine	0.2 %	0.3 %	0.4 %	1.6 %	2.5 %	5.6 %	89.4 %
Oranienburg	0.0 %	0.1 %	0.4 %	0.7 %	3.6 %	2.6 %	92.6 %
Goslar	0.0 %	0.0 %	0.0 %	0.7 %	0.1 %	1.8 %	97.4 %
Landau in der Pfalz	0.2 %	0.0 %	0.0 %	0.0 %	0.2 %	1.7 %	97.9 %
Singen (Hohentwiel)	0.8 %	0.1 %	0.3 %	0.3 %	0.7 %	1.5 %	96.3 %
Bruchsal	0.0 %	0.0 %	0.0 %	0.5 %	0.4 %	3.3 %	95.8 %
Oberursel (Taunus)	0.0 %	0.5 %	0.1 %	1.6 %	2.6 %	5.4 %	89.7 %
Wittenberg	0.0 %	0.1 %	0.0 %	0.0 %	0.6 %	0.9 %	98.4 %
Falkensee	0.0 %	0.0 %	0.3 %	1.0 %	2.0 %	4.3 %	92.4 %
Freital/Tharandt	0.0 %	0.0 %	0.0 %	1.2 %	0.2 %	1.3 %	97.3 %
Erkrath	0.0 %	0.3 %	0.3 %	0.8 %	1.1 %	2.0 %	95.5 %
Kaarst	0.0 %	0.0 %	0.3 %	0.4 %	3.1 %	4.4 %	91.9 %
Monheim am Rhein	0.0 %	0.2 %	0.3 %	1.7 %	3.0 %	3.9 %	90.9 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	0.0 %	0.3 %	0.0 %	0.7 %	3.7 %	7.6 %	87.7 %
Eberswalde	0.0 %	0.1 %	0.0 %	0.5 %	1.0 %	1.6 %	96.9 %
Coburg	0.0 %	0.0 %	0.1 %	0.1 %	0.9 %	2.7 %	96.3 %
Eisenach	0.1 %	0.0 %	0.0 %	0.0 %	0.5 %	1.0 %	98.5 %
Mettmann	0.0 %	0.0 %	0.0 %	1.1 %	0.7 %	4.2 %	94.0 %
Pirna	0.0 %	0.0 %	0.1 %	0.5 %	0.5 %	1.4 %	97.5 %
Ettlingen	0.0 %	0.0 %	0.3 %	0.5 %	1.6 %	2.2 %	95.4 %
Bautzen	0.0 %	0.0 %	0.0 %	0.0 %	0.2 %	0.7 %	99.1 %
Werder (Havel)/Schwielowsee	0.1 %	0.0 %	2.2 %	0.0 %	0.9 %	2.0 %	94.8 %
Crailsheim	0.1 %	0.0 %	0.0 %	0.1 %	0.5 %	0.4 %	98.9 %
Radebeul	0.0 %	0.2 %	0.0 %	0.0 %	0.0 %	0.6 %	99.2 %
Haan	0.0 %	0.1 %	0.0 %	0.6 %	1.5 %	2.4 %	95.4 %
Riesa	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.8 %	99.2 %
Meißen	0.0 %	0.0 %	0.3 %	0.4 %	1.3 %	0.8 %	97.1 %
Grimma	0.6 %	0.0 %	0.0 %	0.0 %	0.0 %	0.7 %	98.7 %
Hennigsdorf	0.0 %	0.0 %	0.0 %	0.1 %	1.3 %	3.9 %	94.7 %
Heiligenhaus	0.0 %	0.0 %	0.0 %	0.8 %	0.7 %	2.7 %	95.9 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	0.0 %	0.0 %	1.0 %	1.6 %	2.1 %	5.6 %	89.7 %
Delitzsch	0.0 %	0.3 %	0.0 %	0.2 %	0.6 %	1.1 %	97.8 %
Markkleeberg	0.0 %	0.0 %	0.0 %	0.3 %	0.7 %	2.0 %	97.0 %
Michendorf/Nuthetal	0.0 %	0.0 %	0.0 %	1.0 %	2.4 %	2.0 %	94.5 %
Wülfrath	0.0 %	0.0 %	0.0 %	0.1 %	0.6 %	1.6 %	97.7 %
Coswig	0.1 %	0.0 %	0.2 %	0.0 %	0.0 %	0.3 %	99.4 %
Torgau	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.7 %	99.3 %
Schkeuditz	0.0 %	0.0 %	0.4 %	0.6 %	0.8 %	1.7 %	96.5 %
Borna	0.0 %	0.0 %	0.2 %	0.1 %	0.3 %	0.9 %	98.6 %
Radeberg	0.0 %	0.0 %	0.0 %	0.0 %	0.2 %	1.6 %	98.2 %
Großenhain	0.0 %	0.2 %	0.0 %	0.0 %	0.1 %	1.5 %	98.1 %
Kamenz	0.0 %	0.2 %	0.0 %	0.2 %	0.1 %	0.7 %	98.8 %
Heidenau	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	1.9 %	98.1 %
Eilenburg	0.0 %	0.0 %	0.0 %	0.4 %	0.3 %	1.5 %	97.7 %
Wurzen	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	1.7 %	98.3 %
Dippoldiswalde	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.8 %	99.2 %
Rommerskirchen	0.0 %	0.0 %	0.1 %	0.3 %	0.6 %	2.3 %	96.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Tab 23 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Rental E-Scooter Use
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	0.0 %	0.0 %	0.1 %	0.4 %	0.6 %	2.6 %	96.2 %
Möckern-Loburg-Fläming	0.0 %	0.0 %	0.0 %	0.0 %	0.1 %	0.9 %	99.0 %
Beetzendorf-Diesdorf	0.0 %	0.0 %	0.4 %	0.0 %	0.0 %	0.5 %	99.1 %
Bischofswerda	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.6 %	99.4 %
Südliche Altmark	0.0 %	0.0 %	0.0 %	0.0 %	0.3 %	1.1 %	98.6 %
Pegau	0.0 %	0.0 %	0.0 %	0.2 %	0.0 %	0.0 %	99.8 %
District Karlsruhe	0.0 %	0.0 %	0.0 %	0.4 %	0.8 %	2.0 %	96.8 %
District München	0.0 %	0.1 %	0.3 %	1.1 %	2.3 %	3.9 %	92.2 %
District Rendsburg-Eckernförde	0.0 %	0.0 %	0.3 %	0.7 %	1.7 %	2.8 %	94.5 %
District Neu-Ulm	0.1 %	0.1 %	0.2 %	0.9 %	1.7 %	3.6 %	93.4 %
District Plön	0.1 %	0.1 %	0.1 %	0.2 %	1.1 %	2.8 %	95.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Individuals aged 18 and older.

Tab 24 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Berlin	46.8 %	16.7 %	19.4 %	7.8 %	2.2 %	4.4 %	2.7 %
München	44.2 %	17.2 %	20.7 %	8.5 %	2.6 %	4.1 %	2.8 %
Frankfurt am Main	49.6 %	15.4 %	18.5 %	7.6 %	2.3 %	3.9 %	2.6 %
Düsseldorf	45.3 %	17.5 %	19.4 %	8.5 %	2.5 %	4.0 %	2.9 %
Leipzig	41.8 %	16.4 %	21.4 %	9.4 %	3.2 %	5.0 %	2.8 %
Bremen	39.2 %	16.3 %	21.1 %	11.2 %	3.3 %	5.4 %	3.5 %
Dresden	47.4 %	15.4 %	19.7 %	8.8 %	2.0 %	4.2 %	2.4 %
Duisburg	35.0 %	16.8 %	21.9 %	10.6 %	2.9 %	7.9 %	5.0 %
Bochum	37.6 %	16.6 %	21.7 %	9.9 %	3.7 %	6.2 %	4.3 %
Mannheim	41.4 %	18.1 %	20.8 %	9.6 %	2.0 %	5.7 %	2.4 %
Karlsruhe	43.9 %	17.8 %	21.1 %	8.4 %	3.8 %	2.4 %	2.6 %
Augsburg	42.4 %	17.8 %	19.7 %	9.3 %	3.2 %	4.7 %	2.8 %
Wiesbaden	44.6 %	16.0 %	20.8 %	8.4 %	2.7 %	4.1 %	3.6 %
Mönchengladbach	37.0 %	15.4 %	21.6 %	10.2 %	3.9 %	7.0 %	5.0 %
Braunschweig	37.9 %	17.3 %	23.0 %	8.9 %	3.9 %	5.9 %	3.2 %
Kiel	42.2 %	17.2 %	21.6 %	8.6 %	3.0 %	4.6 %	2.8 %
Magdeburg	35.8 %	16.7 %	23.1 %	11.0 %	3.3 %	6.5 %	3.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 24 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Chemnitz	40.4 %	15.5 %	19.8 %	9.7 %	3.9 %	7.0 %	3.6 %
Krefeld	40.1 %	16.1 %	20.8 %	8.4 %	2.9 %	5.8 %	6.0 %
Halle (Saale)	43.2 %	13.2 %	23.6 %	9.0 %	2.4 %	5.7 %	3.0 %
Erfurt	41.5 %	14.4 %	21.7 %	9.5 %	2.9 %	5.2 %	4.8 %
Rostock	48.2 %	13.7 %	18.5 %	9.0 %	2.8 %	4.8 %	2.8 %
Kassel	45.5 %	15.6 %	17.6 %	8.6 %	3.5 %	5.7 %	3.6 %
Potsdam	41.9 %	16.5 %	20.1 %	9.6 %	2.8 %	6.0 %	3.1 %
Ludwigshafen	38.2 %	17.4 %	21.7 %	10.1 %	3.1 %	6.0 %	3.4 %
Oldenburg	29.0 %	15.2 %	25.2 %	13.4 %	4.7 %	7.4 %	5.2 %
Osnabrück	37.7 %	17.8 %	23.9 %	10.2 %	2.9 %	3.8 %	3.7 %
Solingen	36.4 %	14.5 %	21.7 %	12.7 %	4.6 %	6.4 %	3.7 %
Darmstadt	39.9 %	17.6 %	21.4 %	9.2 %	4.0 %	4.4 %	3.3 %
Paderborn	38.5 %	17.6 %	20.4 %	10.6 %	3.7 %	5.7 %	3.5 %
Heidelberg	44.1 %	17.1 %	21.2 %	8.8 %	2.0 %	4.3 %	2.6 %
Neuss	35.8 %	16.5 %	20.5 %	10.8 %	3.9 %	8.2 %	4.2 %
Regensburg	38.1 %	19.6 %	21.3 %	10.4 %	3.5 %	4.7 %	2.3 %
Pforzheim	42.4 %	14.9 %	19.3 %	8.2 %	2.9 %	6.4 %	6.0 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Heilbronn	41.5 %	16.8 %	18.6 %	10.3 %	3.4 %	5.0 %	4.4 %
Ulm	41.6 %	17.0 %	22.0 %	7.8 %	2.7 %	5.4 %	3.4 %
Jena	44.6 %	17.1 %	20.2 %	7.2 %	2.9 %	4.1 %	3.8 %
Salzgitter	40.6 %	14.6 %	19.4 %	9.8 %	4.0 %	6.5 %	5.1 %
Trier	43.5 %	16.2 %	20.6 %	8.7 %	2.6 %	5.6 %	2.8 %
Kaiserslautern	41.3 %	15.5 %	19.9 %	10.9 %	3.5 %	5.0 %	4.0 %
Schwerin	41.8 %	14.8 %	20.6 %	7.3 %	4.4 %	6.1 %	5.1 %
Cottbus	35.5 %	17.2 %	21.1 %	9.4 %	3.8 %	10.0 %	3.1 %
Hanau	39.8 %	15.6 %	22.1 %	10.1 %	2.4 %	5.4 %	4.6 %
Gera	39.3 %	15.2 %	22.1 %	8.7 %	2.9 %	6.7 %	5.1 %
Tübingen	44.8 %	16.0 %	23.4 %	8.7 %	2.4 %	2.4 %	2.2 %
Ratingen	38.9 %	16.4 %	23.0 %	10.2 %	2.4 %	5.3 %	3.8 %
Gießen	38.5 %	17.6 %	22.4 %	11.1 %	3.7 %	3.8 %	2.9 %
Zwickau	38.2 %	15.5 %	20.9 %	10.6 %	4.3 %	5.4 %	5.1 %
Konstanz	44.8 %	16.5 %	21.2 %	8.6 %	1.8 %	4.1 %	3.0 %
Marl	30.7 %	16.6 %	26.1 %	10.8 %	3.5 %	5.9 %	6.5 %
Velbert	31.2 %	14.9 %	21.2 %	12.9 %	4.1 %	8.5 %	7.1 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 24 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Norderstedt	37.0 %	16.9 %	21.4 %	12.2 %	3.7 %	5.5 %	3.2 %
Neumünster	34.3 %	13.6 %	22.5 %	12.7 %	3.9 %	8.1 %	4.9 %
Dessau-Roßlau	40.3 %	15.2 %	19.9 %	10.9 %	3.2 %	6.3 %	4.1 %
Marburg	47.0 %	16.5 %	17.8 %	8.9 %	2.0 %	4.1 %	3.7 %
Grevenbroich	36.0 %	16.9 %	20.5 %	11.9 %	4.6 %	4.9 %	5.1 %
Fulda	40.7 %	14.6 %	21.4 %	9.6 %	2.1 %	6.3 %	5.5 %
Rüsselsheim	33.4 %	14.9 %	22.8 %	10.9 %	4.1 %	7.8 %	6.1 %
Dormagen	35.6 %	14.7 %	25.6 %	12.3 %	3.3 %	6.4 %	2.1 %
Kleinmachnow/Stahnsdorf/Teltow	30.9 %	16.1 %	26.9 %	9.7 %	4.2 %	8.4 %	3.8 %
Offenburg	37.2 %	15.9 %	22.3 %	9.9 %	2.6 %	8.1 %	4.0 %
Neu-Ulm	37.9 %	16.1 %	23.4 %	9.2 %	3.7 %	6.1 %	3.6 %
Sindelfingen	40.6 %	17.1 %	20.5 %	9.7 %	2.9 %	5.5 %	3.7 %
Langenfeld (Rheinland)	35.5 %	15.7 %	22.6 %	11.0 %	3.7 %	7.5 %	3.9 %
Meerbusch	36.7 %	16.5 %	21.6 %	9.8 %	3.9 %	7.6 %	3.9 %
Greifswald	39.5 %	17.6 %	23.3 %	9.1 %	2.1 %	5.4 %	3.0 %
Hilden	37.6 %	16.5 %	21.9 %	11.0 %	3.1 %	6.1 %	3.8 %
Görlitz	47.1 %	16.5 %	19.3 %	6.9 %	2.2 %	5.4 %	2.6 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Stralsund	41.1 %	14.2 %	22.5 %	10.4 %	3.1 %	5.3 %	3.5 %
Wetzlar	34.0 %	16.0 %	22.0 %	11.6 %	4.8 %	7.1 %	4.5 %
Wolfenbüttel	33.0 %	17.0 %	23.5 %	10.2 %	3.8 %	8.1 %	4.5 %
Böblingen	42.3 %	17.3 %	19.5 %	9.4 %	3.0 %	5.2 %	3.3 %
Peine	33.2 %	15.9 %	24.8 %	10.3 %	3.2 %	7.8 %	4.8 %
Oranienburg	31.8 %	14.8 %	21.9 %	10.8 %	4.3 %	8.3 %	8.1 %
Goslar	40.0 %	15.9 %	23.5 %	10.1 %	1.6 %	4.9 %	4.0 %
Landau in der Pfalz	42.5 %	14.8 %	21.0 %	8.9 %	3.0 %	5.5 %	4.2 %
Singen (Hohentwiel)	41.2 %	15.2 %	19.0 %	8.8 %	3.8 %	7.4 %	4.5 %
Bruchsal	37.4 %	13.7 %	23.5 %	10.8 %	4.1 %	6.8 %	3.6 %
Oberursel (Taunus)	42.9 %	17.9 %	21.9 %	7.7 %	2.4 %	3.9 %	3.4 %
Wittenberg	34.6 %	15.4 %	20.9 %	11.4 %	2.8 %	7.0 %	7.8 %
Falkensee	22.1 %	12.9 %	25.9 %	13.9 %	9.2 %	11.0 %	5.0 %
Freital/Tharandt	36.6 %	14.5 %	21.9 %	11.7 %	4.3 %	9.0 %	2.0 %
Erkrath	42.4 %	17.4 %	20.5 %	8.9 %	3.4 %	4.9 %	2.6 %
Kaarst	39.4 %	16.1 %	21.4 %	10.0 %	3.3 %	6.5 %	3.3 %
Monheim am Rhein	37.1 %	17.5 %	22.2 %	9.1 %	3.2 %	6.5 %	4.4 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Gifhorn	30.1 %	13.4 %	21.8 %	12.6 %	5.9 %	10.1 %	6.0 %
Eberswalde	40.6 %	16.7 %	20.8 %	7.6 %	3.0 %	6.7 %	4.6 %
Coburg	38.4 %	14.9 %	22.6 %	10.0 %	2.8 %	5.7 %	5.7 %
Eisenach	46.3 %	14.8 %	19.7 %	8.4 %	1.7 %	5.9 %	3.2 %
Mettmann	37.8 %	18.2 %	21.8 %	9.8 %	3.7 %	5.0 %	3.8 %
Pirna	41.2 %	12.7 %	24.0 %	7.3 %	2.2 %	9.1 %	3.4 %
Ettlingen	39.2 %	17.6 %	22.3 %	9.7 %	3.2 %	4.7 %	3.4 %
Bautzen	40.3 %	19.8 %	22.9 %	5.8 %	2.8 %	5.7 %	2.8 %
Werder (Havel)/Schwielowsee	38.8 %	14.1 %	17.5 %	9.4 %	2.8 %	10.9 %	6.4 %
Crailsheim	35.0 %	15.5 %	22.4 %	10.3 %	3.7 %	6.0 %	7.1 %
Radebeul	28.6 %	27.7 %	19.8 %	12.3 %	2.5 %	7.1 %	2.0 %
Haan	36.3 %	17.5 %	21.9 %	10.6 %	2.4 %	6.0 %	5.3 %
Riesa	39.9 %	9.8 %	23.9 %	11.9 %	4.1 %	6.2 %	4.1 %
Meißen	41.3 %	15.8 %	19.5 %	9.3 %	4.6 %	6.1 %	3.4 %
Grimma	33.4 %	16.1 %	24.3 %	8.4 %	2.2 %	6.0 %	9.6 %
Hennigsdorf	37.8 %	14.9 %	22.0 %	7.9 %	3.6 %	8.3 %	5.6 %
Heiligenhaus	36.3 %	12.3 %	19.6 %	11.5 %	5.2 %	8.8 %	6.3 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Neckarsulm	40.6 %	15.8 %	17.8 %	9.8 %	3.1 %	7.2 %	5.8 %
Delitzsch	35.9 %	12.5 %	20.4 %	12.8 %	3.8 %	8.3 %	6.3 %
Markkleeberg	35.6 %	18.8 %	23.7 %	9.4 %	4.5 %	4.8 %	3.0 %
Michendorf/Nuthetal	32.0 %	11.3 %	25.8 %	9.4 %	3.8 %	10.3 %	7.3 %
Wülfrath	36.1 %	15.9 %	23.3 %	10.9 %	4.0 %	6.3 %	3.6 %
Coswig	39.9 %	17.3 %	19.8 %	11.0 %	2.5 %	4.8 %	4.6 %
Torgau	33.3 %	20.9 %	18.6 %	8.1 %	2.6 %	11.0 %	5.5 %
Schkeuditz	36.3 %	13.5 %	21.7 %	10.2 %	4.3 %	9.3 %	4.7 %
Borna	41.8 %	14.7 %	17.9 %	11.1 %	2.4 %	7.5 %	4.7 %
Radeberg	42.0 %	15.0 %	21.6 %	6.7 %	2.9 %	6.3 %	5.5 %
Großenhain	41.1 %	14.3 %	22.9 %	7.9 %	2.9 %	7.5 %	3.4 %
Kamenz	40.5 %	16.5 %	16.5 %	10.2 %	2.8 %	7.3 %	6.3 %
Heidenau	43.9 %	15.4 %	20.4 %	8.8 %	4.1 %	4.4 %	2.9 %
Eilenburg	41.8 %	16.2 %	19.5 %	8.0 %	2.7 %	6.9 %	4.9 %
Wurzen	39.8 %	14.3 %	23.9 %	8.2 %	2.4 %	7.1 %	4.2 %
Dippoldiswalde	38.4 %	14.2 %	19.9 %	7.7 %	3.1 %	10.1 %	6.7 %
Rommerskirchen	33.8 %	13.5 %	20.7 %	9.9 %	3.8 %	12.5 %	5.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Tab 24 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

**Frequency of Trips Made Entirely by Walking
in the Last 12 Months**

Calculated on: **20.01.2026**

Study area	Daily or almost daily	On 3 to 4 days per week	On 1 to 2 days per week	On 1 to 3 days per month	On 1 to 2 days per quarter	Less frequently	Never
Obere Aller	35.0 %	18.3 %	19.5 %	6.9 %	3.2 %	10.7 %	6.5 %
Möckern-Loburg-Fläming	36.7 %	16.9 %	20.5 %	7.5 %	3.9 %	7.6 %	7.0 %
Beetzendorf-Diesdorf	30.8 %	14.8 %	21.6 %	9.1 %	2.7 %	8.2 %	12.8 %
Bischofswerda	43.3 %	18.0 %	19.4 %	7.6 %	3.8 %	3.6 %	4.4 %
Südliche Altmark	32.4 %	12.9 %	22.1 %	7.2 %	1.3 %	13.1 %	10.9 %
Pegau	42.4 %	12.4 %	16.0 %	10.4 %	2.3 %	10.0 %	6.5 %
District Karlsruhe	34.0 %	15.5 %	22.2 %	10.2 %	4.9 %	7.7 %	5.6 %
District München	38.2 %	13.2 %	24.1 %	11.0 %	4.4 %	5.3 %	3.7 %
District Rendsburg-Eckernförde	32.6 %	15.4 %	21.1 %	11.6 %	4.0 %	9.1 %	6.1 %
District Neu-Ulm	34.2 %	16.5 %	22.7 %	9.5 %	4.4 %	7.6 %	5.0 %
District Plön	38.8 %	13.0 %	18.8 %	11.0 %	3.9 %	8.9 %	5.7 %

Notes:

Indicators according to Tab 3.14.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Berlin	16.4 %	19.8 %	7.8 %	9.5 %	12.8 %	18.8 %	11.5 %	3.4 %
München	12.1 %	14.0 %	8.9 %	15.0 %	12.0 %	18.1 %	17.1 %	2.8 %
Frankfurt am Main	15.7 %	17.0 %	8.7 %	13.7 %	12.9 %	15.2 %	12.3 %	4.6 %
Düsseldorf	21.6 %	14.3 %	6.2 %	18.4 %	13.8 %	9.7 %	12.0 %	3.9 %
Leipzig	26.5 %	9.2 %	13.3 %	22.0 %	8.8 %	7.9 %	8.3 %	3.9 %
Bremen	20.6 %	6.6 %	14.2 %	29.1 %	7.7 %	10.6 %	8.8 %	2.3 %
Dresden	23.0 %	14.1 %	8.3 %	14.1 %	14.1 %	11.6 %	11.6 %	3.2 %
Duisburg	46.6 %	5.6 %	2.5 %	23.5 %	8.7 %	3.2 %	4.6 %	5.3 %
Bochum	48.3 %	8.1 %	1.8 %	16.0 %	12.2 %	3.9 %	6.0 %	3.6 %
Mannheim	25.7 %	7.1 %	9.2 %	26.2 %	9.3 %	9.3 %	9.2 %	3.9 %
Karlsruhe	20.4 %	5.3 %	18.0 %	27.7 %	8.0 %	8.7 %	9.6 %	2.4 %
Augsburg	24.2 %	7.5 %	7.7 %	27.4 %	10.0 %	8.5 %	11.5 %	3.2 %
Wiesbaden	36.7 %	11.6 %	3.4 %	14.8 %	17.8 %	4.7 %	7.0 %	3.8 %
Mönchengladbach	47.7 %	6.8 %	2.8 %	25.8 %	6.9 %	1.8 %	4.8 %	3.5 %
Braunschweig	26.4 %	4.5 %	14.0 %	31.9 %	5.1 %	6.5 %	8.2 %	3.4 %
Kiel	25.1 %	8.1 %	10.7 %	27.9 %	8.3 %	8.7 %	6.5 %	4.8 %
Magdeburg	32.0 %	9.4 %	6.5 %	24.0 %	10.0 %	6.0 %	8.2 %	4.0 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Chemnitz	46.4 %	10.6 %	3.7 %	16.2 %	10.5 %	3.5 %	4.4 %	4.8 %
Krefeld	37.2 %	6.3 %	4.7 %	30.5 %	5.5 %	4.4 %	6.8 %	4.7 %
Halle (Saale)	22.6 %	16.1 %	9.3 %	16.3 %	14.5 %	9.9 %	7.4 %	3.9 %
Erfurt	27.1 %	13.6 %	6.2 %	17.1 %	17.1 %	8.4 %	7.0 %	3.6 %
Rostock	24.1 %	11.1 %	8.9 %	20.5 %	14.4 %	6.9 %	9.6 %	4.7 %
Kassel	30.6 %	11.9 %	4.8 %	16.5 %	14.9 %	8.2 %	9.3 %	3.8 %
Potsdam	19.7 %	8.6 %	10.4 %	19.7 %	9.6 %	15.2 %	14.1 %	2.8 %
Ludwigshafen	29.9 %	8.4 %	6.5 %	30.1 %	9.3 %	5.0 %	7.5 %	3.4 %
Oldenburg	18.5 %	1.4 %	15.5 %	47.3 %	2.7 %	6.3 %	6.7 %	1.6 %
Osnabrück	26.1 %	4.6 %	12.9 %	37.3 %	3.8 %	5.9 %	5.5 %	3.9 %
Solingen	57.0 %	5.7 %	0.9 %	14.9 %	12.0 %	1.8 %	2.5 %	5.2 %
Darmstadt	20.6 %	8.3 %	12.8 %	20.4 %	9.2 %	9.3 %	16.5 %	2.9 %
Paderborn	34.8 %	4.3 %	4.6 %	37.7 %	7.6 %	2.5 %	5.3 %	3.4 %
Heidelberg	16.3 %	8.8 %	16.9 %	21.8 %	8.5 %	14.1 %	10.5 %	3.0 %
Neuss	35.6 %	5.5 %	5.2 %	30.5 %	7.6 %	4.3 %	7.1 %	4.1 %
Regensburg	25.1 %	5.4 %	10.4 %	30.4 %	6.3 %	8.4 %	10.6 %	3.4 %
Pforzheim	48.2 %	9.6 %	1.3 %	12.8 %	14.1 %	1.9 %	4.0 %	8.0 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Multimodal travel behavior (share of individuals)				Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle	Bicycle + PMT	PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Heilbronn	42.4 %	6.0 %	3.9 %	26.5 %	8.4 %	2.5 %	5.8 %	4.5 %
Ulm	30.5 %	7.6 %	5.7 %	26.3 %	10.5 %	6.3 %	9.8 %	3.3 %
Jena	25.0 %	18.3 %	9.4 %	16.6 %	11.1 %	9.6 %	5.7 %	4.3 %
Salzgitter	52.6 %	2.1 %	3.5 %	27.0 %	5.0 %	2.0 %	4.0 %	3.8 %
Trier	38.5 %	8.1 %	5.0 %	19.8 %	11.3 %	4.3 %	8.2 %	4.8 %
Kaiserslautern	51.5 %	5.5 %	3.5 %	15.9 %	10.5 %	1.7 %	4.3 %	7.1 %
Schwerin	33.6 %	12.3 %	6.8 %	22.1 %	9.8 %	3.9 %	6.7 %	4.7 %
Cottbus	29.2 %	4.8 %	11.3 %	32.4 %	5.4 %	6.6 %	6.6 %	3.7 %
Hanau	39.7 %	5.4 %	3.3 %	21.7 %	15.0 %	3.1 %	7.7 %	4.0 %
Gera	50.7 %	8.9 %	2.7 %	13.4 %	14.0 %	2.0 %	3.0 %	5.4 %
Tübingen	15.2 %	10.3 %	11.0 %	23.6 %	11.3 %	12.2 %	13.3 %	3.0 %
Ratingen	46.3 %	4.5 %	3.6 %	26.6 %	7.4 %	2.7 %	5.2 %	3.9 %
Gießen	28.1 %	6.9 %	7.2 %	26.9 %	10.5 %	7.4 %	8.7 %	4.2 %
Zwickau	55.5 %	5.9 %	0.8 %	20.0 %	7.1 %	1.6 %	3.7 %	5.4 %
Konstanz	13.9 %	6.4 %	22.5 %	26.7 %	6.4 %	8.3 %	11.2 %	4.5 %
Marl	44.6 %	3.2 %	5.0 %	34.2 %	4.0 %	3.1 %	2.2 %	3.7 %
Velbert	63.7 %	3.1 %	0.7 %	15.3 %	10.1 %	0.6 %	3.2 %	3.2 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Norderstedt	36.7 %	5.2 %	3.7 %	26.8 %	8.8 %	4.8 %	9.9 %	4.1 %
Neumünster	40.1 %	1.4 %	6.8 %	36.4 %	4.0 %	3.1 %	3.7 %	4.5 %
Dessau-Roßlau	33.2 %	3.2 %	9.2 %	37.4 %	2.3 %	3.2 %	6.1 %	5.4 %
Marburg	29.6 %	12.2 %	6.0 %	21.0 %	9.6 %	9.0 %	9.4 %	3.1 %
Grevenbroich	51.3 %	1.6 %	1.0 %	27.9 %	5.5 %	1.4 %	1.9 %	9.3 %
Fulda	44.9 %	5.5 %	2.9 %	24.0 %	8.8 %	2.9 %	5.2 %	5.8 %
Rüsselsheim	35.7 %	4.9 %	3.0 %	28.0 %	7.7 %	6.1 %	9.6 %	5.1 %
Dormagen	39.2 %	2.6 %	3.6 %	38.8 %	6.4 %	1.9 %	5.0 %	2.5 %
Kleinmachnow/Stahnsdorf/Teltow	32.5 %	2.9 %	5.0 %	28.0 %	11.1 %	5.9 %	12.3 %	2.2 %
Offenburg	30.7 %	2.2 %	6.6 %	39.1 %	5.0 %	3.6 %	8.9 %	3.8 %
Neu-Ulm	29.9 %	3.6 %	8.8 %	37.5 %	5.7 %	2.7 %	8.3 %	3.6 %
Sindelfingen	47.9 %	5.9 %	4.4 %	22.8 %	9.1 %	2.0 %	4.3 %	3.7 %
Langenfeld (Rheinland)	44.3 %	1.7 %	5.1 %	34.3 %	4.1 %	2.0 %	5.8 %	2.7 %
Meerbusch	37.5 %	2.3 %	3.3 %	36.5 %	6.4 %	2.4 %	7.7 %	3.9 %
Greifswald	21.8 %	2.0 %	23.2 %	35.9 %	2.1 %	5.5 %	5.0 %	4.4 %
Hilden	36.3 %	4.5 %	5.7 %	30.8 %	6.6 %	2.6 %	7.1 %	6.4 %
Görlitz	39.3 %	8.7 %	4.2 %	22.1 %	10.7 %	2.9 %	5.6 %	6.5 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Stralsund	31.1 %	6.2 %	10.1 %	30.6 %	8.6 %	4.2 %	5.4 %	3.7 %
Wetzlar	58.4 %	4.9 %	1.5 %	21.4 %	5.7 %	0.9 %	2.9 %	4.2 %
Wolfenbüttel	40.6 %	2.9 %	5.4 %	35.9 %	3.9 %	2.2 %	5.6 %	3.4 %
Böblingen	47.9 %	4.9 %	3.9 %	23.4 %	10.1 %	2.2 %	4.1 %	3.5 %
Peine	38.6 %	0.7 %	4.8 %	37.8 %	5.8 %	2.2 %	4.4 %	5.6 %
Oranienburg	35.3 %	2.0 %	7.6 %	29.7 %	7.9 %	5.4 %	7.9 %	4.3 %
Goslar	55.3 %	3.0 %	2.2 %	27.7 %	3.2 %	1.1 %	2.5 %	4.9 %
Landau in der Pfalz	36.3 %	2.6 %	7.6 %	40.7 %	1.5 %	3.3 %	3.2 %	4.7 %
Singen (Hohentwiel)	39.0 %	5.5 %	6.1 %	25.5 %	7.7 %	4.0 %	7.7 %	4.5 %
Bruchsal	37.2 %	2.7 %	4.4 %	31.5 %	7.3 %	5.8 %	7.4 %	3.8 %
Oberursel (Taunus)	36.8 %	6.2 %	3.6 %	22.4 %	11.3 %	3.9 %	12.9 %	3.0 %
Wittenberg	38.0 %	0.7 %	9.6 %	39.4 %	4.2 %	1.4 %	3.6 %	3.0 %
Falkensee	36.7 %	3.0 %	2.9 %	23.9 %	13.6 %	2.8 %	13.7 %	3.3 %
Freital/Tharandt	54.7 %	6.5 %	0.9 %	18.5 %	7.7 %	2.4 %	5.0 %	4.4 %
Erkrath	44.4 %	4.5 %	3.1 %	18.7 %	14.8 %	1.9 %	6.8 %	5.8 %
Kaarst	44.9 %	1.9 %	2.0 %	35.6 %	4.1 %	3.2 %	4.3 %	4.0 %
Monheim am Rhein	39.9 %	4.9 %	3.9 %	25.6 %	8.4 %	4.1 %	9.7 %	3.4 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Gifhorn	42.1 %	1.9 %	3.0 %	44.9 %	2.1 %	1.5 %	2.0 %	2.4 %
Eberswalde	37.7 %	7.0 %	4.4 %	23.6 %	9.3 %	9.0 %	4.9 %	4.0 %
Coburg	45.3 %	4.1 %	3.2 %	23.8 %	10.4 %	2.6 %	6.5 %	4.1 %
Eisenach	53.3 %	5.0 %	3.5 %	18.4 %	6.5 %	1.7 %	2.8 %	8.9 %
Mettmann	54.2 %	6.7 %	0.7 %	19.4 %	9.2 %	1.3 %	3.0 %	5.4 %
Pirna	42.5 %	6.5 %	1.8 %	28.9 %	4.0 %	3.2 %	6.8 %	6.1 %
Ettlingen	36.7 %	3.8 %	6.4 %	35.2 %	5.3 %	2.1 %	7.2 %	3.2 %
Bautzen	43.6 %	4.2 %	5.3 %	27.3 %	7.4 %	1.4 %	4.0 %	6.8 %
Werder (Havel)/Schwielowsee	32.2 %	4.1 %	5.0 %	23.8 %	11.9 %	5.6 %	11.0 %	6.4 %
Crailsheim	43.1 %	1.4 %	3.4 %	39.6 %	5.4 %	0.8 %	3.5 %	2.9 %
Radebeul	33.7 %	0.8 %	6.7 %	32.7 %	8.1 %	4.3 %	8.5 %	5.1 %
Haan	53.6 %	2.7 %	1.9 %	19.1 %	11.9 %	1.9 %	4.9 %	3.9 %
Riesa	49.0 %	2.5 %	6.0 %	26.0 %	1.6 %	1.9 %	4.7 %	8.3 %
Meißen	47.8 %	7.1 %	3.8 %	16.9 %	10.0 %	2.8 %	5.1 %	6.4 %
Grimma	53.2 %	1.0 %	1.9 %	30.3 %	3.9 %	3.0 %	2.5 %	4.2 %
Hennigsdorf	34.4 %	4.4 %	9.8 %	25.0 %	3.7 %	7.4 %	9.0 %	6.3 %
Heiligenhaus	63.7 %	2.7 %	1.2 %	16.4 %	7.1 %	0.7 %	1.8 %	6.4 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Bicycle + PMT	Multimodal travel behavior (share of individuals)			Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle		PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Neckarsulm	53.8 %	2.6 %	2.3 %	26.1 %	5.2 %	1.0 %	3.8 %	5.4 %
Delitzsch	35.0 %	1.7 %	7.8 %	38.4 %	2.6 %	4.9 %	7.0 %	2.6 %
Markkleeberg	31.3 %	4.3 %	4.9 %	33.6 %	7.4 %	5.4 %	10.4 %	2.7 %
Michendorf/Nuthetal	37.0 %	3.9 %	2.0 %	25.2 %	7.4 %	10.6 %	10.7 %	3.2 %
Wülfrath	64.5 %	3.1 %	0.5 %	17.7 %	6.8 %	0.6 %	2.3 %	4.6 %
Coswig	32.5 %	5.2 %	3.9 %	25.7 %	6.3 %	6.0 %	15.5 %	4.9 %
Torgau	33.9 %	1.0 %	7.8 %	38.0 %	4.4 %	2.2 %	7.4 %	5.2 %
Schkeuditz	49.2 %	2.8 %	4.2 %	23.8 %	5.7 %	3.5 %	5.0 %	5.8 %
Borna	40.7 %	3.2 %	6.7 %	35.1 %	3.0 %	2.7 %	2.5 %	6.1 %
Radeberg	46.3 %	2.2 %	4.7 %	28.1 %	7.4 %	1.7 %	4.6 %	5.1 %
Großenhain	42.5 %	3.0 %	3.9 %	38.3 %	3.8 %	0.5 %	4.0 %	4.0 %
Kamenz	50.8 %	3.0 %	3.1 %	28.0 %	5.9 %	1.0 %	3.8 %	4.4 %
Heidenau	47.1 %	3.9 %	4.9 %	17.7 %	5.8 %	4.8 %	8.3 %	7.4 %
Eilenburg	36.8 %	0.4 %	4.6 %	39.9 %	5.7 %	1.3 %	7.5 %	3.8 %
Wurzen	43.3 %	1.6 %	3.2 %	36.4 %	2.8 %	2.2 %	5.1 %	5.4 %
Dippoldiswalde	58.3 %	3.9 %	1.9 %	25.7 %	3.1 %	0.0 %	2.1 %	4.9 %
Rommerskirchen	54.0 %	1.7 %	1.4 %	25.0 %	5.3 %	2.4 %	6.8 %	3.3 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Period: **entire year**

Day of the Week: **mid-week working day**

Monomodal and Multimodal Travel Behavior

Calculated on: **21.01.2026**

Study area	Monomodal travel behavior (share of individuals)			Multimodal travel behavior (share of individuals)				Other
	Priv. Mot. Transp. (PMT)	Public Transport (PT)	Bicycle	Bicycle + PMT	PT + PMT	PT + Bicycle	PT + Bicycle + PMT	
Obere Aller	51.1 %	0.9 %	4.2 %	31.1 %	3.9 %	1.1 %	1.8 %	5.9 %
Möckern-Loburg-Fläming	53.7 %	0.3 %	4.8 %	32.6 %	2.6 %	1.0 %	1.8 %	3.2 %
Beetzendorf-Diesdorf	45.0 %	0.0 %	3.0 %	43.2 %	1.0 %	0.5 %	3.1 %	4.2 %
Bischofswerda	51.5 %	2.3 %	1.3 %	26.2 %	3.7 %	1.5 %	5.2 %	8.2 %
Südliche Altmark	42.7 %	0.0 %	4.2 %	45.9 %	1.4 %	0.4 %	2.5 %	2.8 %
Pegau	42.5 %	1.6 %	3.1 %	37.0 %	5.4 %	2.7 %	3.0 %	4.8 %
District Karlsruhe	42.8 %	2.3 %	2.2 %	32.1 %	7.1 %	2.2 %	8.8 %	2.5 %
District München	29.4 %	5.0 %	4.0 %	26.7 %	8.9 %	6.5 %	16.1 %	3.5 %
District Rendsburg-Eckernförde	45.7 %	1.4 %	3.1 %	39.0 %	2.4 %	2.1 %	3.7 %	2.5 %
District Neu-Ulm	41.0 %	2.2 %	4.6 %	38.5 %	4.3 %	1.5 %	4.4 %	3.5 %
District Plön	48.5 %	2.6 %	2.8 %	31.6 %	4.1 %	1.9 %	5.6 %	2.8 %

Notes:

Indicators according to page 6 of the SrV 2023 Mobility Fact Sheet.

Reference period: one week.

Tab 26 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	15.6	19.9	41.2	25.3	15.4	19.5	39.8	23.5
München	15.2	18.7	37.2	23.2	14.7	17.6	33.8	19.4
Frankfurt am Main	14.1	19.7	38.7	21.5	14.1	16.9	35.3	17.7
Düsseldorf	15.9	16.8	37.4	23.2	15.5	15.8	31.6	17.3
Leipzig	15.0	16.9	38.2	21.5	15.0	16.4	32.4	18.8
Bremen	15.4	17.8	38.3	21.0	15.2	17.2	35.7	18.5
Dresden	15.9	20.1	35.4	20.1	15.6	18.8	33.0	17.2
Duisburg	17.0	20.4	48.6	21.0	16.9	16.7	37.5	15.9
Bochum	16.9	20.4	40.4	20.8	16.6	17.2	31.9	14.9
Mannheim	14.8	16.5	42.6	19.6	14.4	14.6	32.0	15.2
Karlsruhe	15.6	16.4	38.9	19.6	15.5	14.9	32.3	14.2
Augsburg	16.9	17.2	40.5	19.7	16.9	16.4	30.9	15.8
Wiesbaden	17.1	21.7	37.0	20.9	16.9	18.2	31.4	16.3
Mönchengladbach	16.0	19.3	48.2	20.9	15.5	16.4	33.5	14.5
Braunschweig	15.5	15.6	36.8	20.9	15.2	14.9	30.8	16.2
Kiel	16.4	16.6	40.2	21.8	15.9	16.0	33.6	16.5
Magdeburg	14.9	19.1	34.7	19.6	14.7	17.7	32.1	16.4

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	18.1	20.1	36.0	20.4	18.0	18.3	33.0	16.9
Krefeld	16.5	16.4	40.1	20.1	16.7	14.7	28.8	14.8
Halle (Saale)	16.7	17.0	33.3	21.3	16.5	14.9	30.6	16.1
Erfurt	16.5	16.8	32.4	19.9	16.5	15.6	29.1	16.3
Rostock	17.5	17.6	40.9	21.8	17.2	15.5	35.8	18.4
Kassel	16.3	16.6	33.2	19.6	15.8	15.5	29.8	15.8
Potsdam	15.6	16.9	38.8	25.9	15.6	16.5	28.7	17.7
Ludwigshafen	17.0	15.8	39.1	20.3	16.1	13.0	/	15.0
Oldenburg	16.3	15.9	38.9	21.0	15.4	15.3	/	15.0
Osnabrück	15.2	14.7	39.2	20.8	15.0	14.3	33.7	15.4
Solingen	17.7	24.1	39.0	19.6	17.3	/	30.2	14.3
Darmstadt	16.9	17.2	43.2	22.4	16.7	14.4	31.3	14.7
Paderborn	17.4	16.7	37.1	18.9	17.0	15.0	30.5	14.8
Heidelberg	15.7	15.2	37.2	22.0	15.4	14.5	29.4	15.8
Neuss	16.5	17.9	39.8	22.2	16.2	14.7	30.9	14.6
Regensburg	17.0	15.8	36.2	18.2	16.6	14.9	29.2	14.3
Pforzheim	18.3	17.6	35.0	19.6	18.1	14.1	28.0	14.7

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	16.1	16.6	45.4	20.5	15.3	14.4	31.6	13.9
Ulm	15.8	16.6	29.6	18.0	15.7	15.4	26.3	13.4
Jena	16.6	18.9	33.4	22.9	16.0	17.7	29.9	17.1
Salzgitter	16.3	19.5	42.7	18.9	16.1	17.3	/	13.5
Trier	17.6	15.2	38.6	24.4	17.6	13.9	30.6	15.8
Kaiserslautern	16.2	14.4	36.1	17.9	16.2	13.2	/	13.8
Schwerin	17.5	18.1	33.1	20.3	16.4	18.0	32.5	16.9
Cottbus	15.0	16.8	/	18.6	14.5	15.9	/	14.1
Hanau	16.2	18.0	52.5	20.0	15.8	13.7	/	12.5
Gera	17.9	20.7	38.3	19.1	17.4	14.5	32.1	14.7
Tübingen	16.2	15.2	33.7	22.0	15.8	13.8	26.7	14.7
Ratingen	17.4	17.2	41.4	20.8	17.1	12.7	28.7	13.2
Gießen	17.1	14.4	41.4	19.7	16.6	13.0	/	13.7
Zwickau	18.5	/	35.8	17.6	17.5	/	29.8	13.8
Konstanz	15.4	14.5	42.5	22.3	14.3	13.2	27.7	15.4
Marl	17.6	17.5	/	19.7	15.7	13.1	/	11.9
Velbert	18.5	/	39.0	19.8	17.3	/	/	12.3

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	16.8	19.5	49.7	20.3	16.5	15.8	/	12.4
Neumünster	18.0	16.7	/	17.9	17.8	16.1	/	13.2
Dessau-Roßlau	17.3	16.9	43.1	18.6	17.3	16.2	/	14.2
Marburg	17.5	15.8	34.0	17.6	17.3	14.9	27.5	13.7
Grevenbroich	16.5	15.5	/	20.4	16.0	14.3	/	12.1
Fulda	18.1	18.7	38.7	15.8	17.6	17.7	/	12.7
Rüsselsheim	14.7	15.8	41.1	18.6	14.4	13.0	/	10.8
Dormagen	17.2	18.4	/	23.5	16.4	15.0	/	14.1
Kleinmachnow/Stahnsdorf/Teltow	16.7	19.5	55.8	19.2	15.2	12.0	/	9.7
Offenburg	15.4	15.8	48.3	17.1	15.2	14.3	/	13.1
Neu-Ulm	17.0	16.0	38.5	18.0	15.9	12.6	/	11.4
Sindelfingen	15.2	14.8	44.6	19.0	14.5	12.2	/	11.2
Langenfeld (Rheinland)	16.2	17.7	54.2	20.3	15.6	13.6	/	11.8
Meerbusch	16.4	18.3	44.2	20.9	15.7	15.4	/	12.4
Greifswald	15.5	14.9	/	19.3	15.4	14.6	/	14.6
Hilden	15.6	16.1	/	21.9	14.6	12.7	/	11.6
Görlitz	17.8	15.5	31.6	16.7	17.5	14.4	27.5	13.8

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	17.3	15.6	31.8	18.5	16.8	14.0	/	13.4
Wetzlar	18.2	20.5	/	17.4	18.0	/	/	11.7
Wolfenbüttel	18.4	15.8	/	18.1	17.6	12.9	/	12.4
Böblingen	15.5	13.8	45.0	20.0	14.1	9.7	/	11.3
Peine	16.8	15.7	/	18.0	16.5	13.9	/	11.8
Oranienburg	17.8	15.0	72.7	20.2	17.5	14.7	/	11.9
Goslar	18.8	16.9	/	16.7	18.1	13.7	/	12.1
Landau in der Pfalz	16.7	13.9	/	19.0	16.2	12.1	/	12.9
Singen (Hohentwiel)	17.0	14.7	51.0	17.3	16.5	12.4	/	12.5
Bruchsal	14.4	18.6	49.9	21.1	14.1	13.5	/	12.0
Oberursel (Taunus)	15.8	15.9	41.4	19.3	15.1	11.7	/	12.3
Wittenberg	19.2	16.0	/	18.5	18.8	15.5	/	13.2
Falkensee	18.1	16.9	54.0	19.1	18.1	/	/	11.9
Freital/Tharandt	19.5	/	/	19.4	20.4	/	/	10.6
Erkrath	18.9	19.3	43.1	21.1	16.0	/	/	10.0
Kaarst	16.0	14.7	/	19.9	15.7	11.2	/	10.0
Monheim am Rhein	15.8	17.0	43.4	22.7	15.0	11.8	23.1	11.1

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	17.8	16.2	/	19.2	17.1	14.6	/	11.3
Eberswalde	16.1	17.7	53.9	20.2	15.9	15.9	/	14.3
Coburg	17.8	15.5	31.7	16.7	17.3	13.4	/	13.2
Eisenach	18.2	16.3	/	17.7	18.0	14.1	/	13.3
Mettmann	17.0	18.8	47.2	20.4	16.6	/	/	10.7
Pirna	18.3	19.0	/	24.9	17.1	15.8	/	12.1
Ettlingen	17.1	16.8	/	20.6	14.9	11.5	/	10.8
Bautzen	17.1	13.7	/	18.7	17.1	13.2	/	12.0
Werder (Havel)/Schwielowsee	17.2	/	53.7	25.1	15.9	/	/	11.6
Crailsheim	16.9	13.0	/	16.4	16.7	12.5	/	12.5
Radebeul	16.1	20.3	/	18.2	14.4	/	/	9.3
Haan	17.8	21.5	48.2	19.3	16.1	/	/	9.5
Riesa	17.2	14.4	/	16.1	16.5	/	/	11.1
Meißen	16.4	/	/	21.9	16.1	/	/	12.8
Grimma	20.1	/	/	20.0	20.4	/	/	13.1
Hennigsdorf	15.2	18.3	/	23.5	14.9	14.5	/	12.7
Heiligenhaus	18.3	/	/	19.9	16.8	/	/	10.3

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	17.3	22.5	/	18.9	15.9	13.0	/	12.0
Delitzsch	16.4	12.6	/	18.1	16.0	11.5	/	10.6
Markkleeberg	17.1	17.3	37.6	20.2	16.5	12.7	/	9.5
Michendorf/Nuthetal	16.1	21.5	49.8	20.7	15.3	/	/	10.6
Wülfrath	18.4	/	/	21.3	17.6	/	/	9.6
Coswig	18.6	15.5	45.2	20.1	17.5	/	/	10.2
Torgau	15.6	14.8	/	16.9	15.7	14.4	/	10.9
Schkeuditz	17.3	15.0	49.6	19.6	15.6	/	/	11.0
Borna	17.7	17.3	/	18.4	17.6	16.6	/	10.1
Radeberg	18.3	/	/	21.8	16.6	/	/	10.8
Großenhain	17.2	/	/	19.4	16.5	/	/	11.1
Kamenz	18.1	/	/	18.8	17.2	/	/	9.9
Heidenau	13.0	/	/	19.6	12.9	/	/	9.6
Eilenburg	15.2	15.4	/	17.5	14.8	/	/	10.9
Wurzen	16.4	13.6	/	22.8	16.2	11.4	/	11.2
Dippoldiswalde	16.6	/	/	19.9	17.2	/	/	11.7
Rommerskirchen	19.2	/	/	23.0	18.9	/	/	8.3

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 26 (h)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Duration by Spatial Trip Category
and Mode Groups**

Study area	Mean duration per trip [min]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	16.1	/	/	30.9	14.4	/	/	10.9
Möckern-Loburg-Fläming	17.9	/	/	23.2	/	/	/	12.2
Beetzendorf-Diesdorf	16.6	/	/	23.7	16.3	/	/	11.6
Bischofswerda	15.3	/	/	19.8	15.0	/	/	10.1
Südliche Altmark	17.9	/	/	23.5	17.2	/	/	15.1
Pegau	17.4	/	/	24.2	16.9	/	/	11.0
District Karlsruhe	16.8	16.9	47.3	18.9	14.9	12.6	/	9.1
District München	15.2	15.9	42.5	20.3	14.1	10.6	/	9.5
District Rendsburg-Eckernförde	17.0	17.7	48.8	19.7	16.1	11.7	/	9.1
District Neu-Ulm	17.0	16.5	38.4	18.7	16.3	12.4	/	10.3
District Plön	16.9	16.1	51.1	21.6	16.6	10.4	/	8.0

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 27 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	1.0	3.8	9.5	9.5	1.0	3.7	8.5	7.4
München	1.0	3.5	9.4	9.9	1.0	3.2	6.9	5.6
Frankfurt am Main	0.9	3.9	8.4	10.3	0.9	3.1	6.1	5.9
Düsseldorf	1.0	3.2	9.0	11.5	1.0	2.9	5.4	5.2
Leipzig	0.9	3.2	10.9	8.5	0.9	3.0	5.2	5.3
Bremen	1.0	3.7	10.1	10.0	1.0	3.4	7.6	6.9
Dresden	1.0	4.1	6.9	8.1	1.0	3.8	5.8	5.3
Duisburg	1.1	4.2	12.6	10.2	1.1	3.2	6.1	5.1
Bochum	1.1	4.2	10.8	10.2	1.1	3.1	6.0	4.8
Mannheim	0.9	3.3	14.1	10.3	0.9	2.6	5.7	5.4
Karlsruhe	1.0	3.3	12.4	11.1	1.0	2.8	5.6	4.8
Augsburg	1.1	3.2	14.8	9.2	1.1	2.9	4.5	4.6
Wiesbaden	1.1	4.4	7.8	9.4	1.1	3.3	4.7	4.7
Mönchengladbach	1.1	3.7	16.1	10.6	1.1	2.7	5.0	4.4
Braunschweig	1.1	3.1	10.4	11.0	1.0	2.9	5.5	5.6
Kiel	1.1	3.3	11.0	11.1	1.0	3.1	6.0	5.6
Magdeburg	1.0	3.7	7.7	8.8	1.0	3.3	4.9	5.2

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 27 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	1.1	3.8	7.7	8.6	1.1	3.5	4.8	5.1
Krefeld	1.1	3.0	11.9	9.6	1.1	2.5	4.7	4.3
Halle (Saale)	1.0	3.5	7.0	10.0	1.0	2.9	4.6	4.6
Erfurt	1.1	3.0	7.3	9.1	1.1	2.7	4.6	5.4
Rostock	1.1	3.7	10.5	11.0	1.1	3.0	6.4	6.3
Kassel	1.1	3.3	6.3	8.3	1.0	2.9	4.6	4.3
Potsdam	1.0	3.1	11.1	12.2	1.0	2.9	4.8	5.2
Ludwigshafen	1.1	3.6	10.9	10.5	1.1	2.7	/	4.5
Oldenburg	1.1	3.0	13.1	12.1	1.0	2.9	/	4.5
Osnabrück	1.1	2.9	10.1	11.6	1.1	2.7	4.7	4.5
Solingen	1.1	5.0	9.1	8.4	1.1	/	4.4	4.1
Darmstadt	1.1	3.5	13.5	12.1	1.1	2.5	5.1	3.6
Paderborn	1.2	3.2	9.6	9.8	1.2	2.7	5.5	4.6
Heidelberg	1.0	2.9	10.0	11.2	1.0	2.6	4.7	4.5
Neuss	1.1	3.3	10.4	11.2	1.1	2.4	5.2	4.6
Regensburg	1.1	3.1	10.2	8.9	1.1	2.8	4.2	4.3
Pforzheim	1.1	3.4	8.6	8.4	1.1	2.1	4.2	3.6

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 27 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	1.1	3.6	14.4	10.7	1.0	2.8	5.0	4.2
Ulm	1.1	3.3	7.5	9.3	1.1	2.7	5.1	4.6
Jena	1.1	3.5	8.9	9.3	1.0	3.1	5.4	4.8
Salzgitter	1.1	3.9	14.5	11.2	1.1	3.3	/	5.8
Trier	1.2	3.1	12.2	13.1	1.2	2.6	5.3	5.0
Kaiserslautern	1.1	2.9	9.3	9.2	1.1	2.5	/	4.3
Schwerin	1.1	3.2	5.9	9.4	1.1	3.2	5.5	5.8
Cottbus	1.0	2.8	/	8.5	1.0	2.5	/	4.2
Hanau	1.0	3.9	16.3	11.0	0.9	2.6	/	3.9
Gera	1.1	4.4	10.0	9.9	1.1	2.8	5.0	4.7
Tübingen	1.1	3.1	8.0	12.4	1.0	2.5	4.0	4.3
Ratingen	1.2	3.2	12.0	10.8	1.1	2.1	5.1	4.0
Gießen	1.1	2.7	16.7	11.5	1.1	2.2	/	3.6
Zwickau	1.2	/	7.5	8.6	1.2	/	4.7	4.5
Konstanz	1.0	2.8	13.9	11.2	0.9	2.3	5.2	4.3
Marl	1.2	3.7	/	9.8	1.1	2.5	/	3.3
Velbert	1.2	/	10.4	9.5	1.1	/	/	3.7

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 27 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	1.1	3.5	13.8	8.9	1.1	2.5	/	3.6
Neumünster	1.2	3.0	/	9.6	1.2	2.8	/	3.6
Dessau-Roßlau	1.1	2.9	14.8	8.7	1.1	2.8	/	4.8
Marburg	1.2	3.2	10.7	9.1	1.2	2.8	5.1	4.8
Grevenbroich	1.1	3.1	/	12.1	1.1	2.5	/	3.8
Fulda	1.2	3.3	8.8	7.4	1.2	2.9	/	4.1
Rüsselsheim	1.1	3.1	13.8	11.3	1.1	2.0	/	3.1
Dormagen	1.1	3.7	/	12.0	1.0	2.6	/	4.1
Kleinmachnow/Stahnsdorf/Teltow	1.1	4.4	14.7	8.8	0.9	1.9	/	2.5
Offenburg	1.0	2.9	25.7	8.8	1.0	2.4	/	3.8
Neu-Ulm	1.1	3.2	11.5	9.6	1.0	1.9	/	3.7
Sindelfingen	1.0	3.2	12.2	9.2	0.9	2.1	/	3.1
Langenfeld (Rheinland)	1.1	3.4	15.2	9.9	1.0	2.2	/	3.0
Meerbusch	1.1	3.3	12.1	10.8	1.0	2.2	/	3.8
Greifswald	1.0	2.4	/	9.0	1.0	2.4	/	3.9
Hilden	1.1	3.0	/	11.0	1.0	1.8	/	2.6
Görlitz	1.2	2.5	8.3	7.3	1.1	2.1	4.1	3.9

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	1.1	2.9	7.3	9.1	1.0	2.2	/	4.0
Wetzlar	1.3	4.0	/	9.6	1.2	/	/	3.8
Wolfenbüttel	1.1	3.3	/	9.4	1.1	2.3	/	3.4
Böblingen	1.0	2.8	14.0	8.3	0.9	1.7	/	2.5
Peine	1.1	3.1	/	10.7	1.1	2.7	/	4.0
Oranienburg	1.2	2.8	30.8	10.5	1.2	2.6	/	3.6
Goslar	1.2	3.7	/	10.3	1.2	3.0	/	5.0
Landau in der Pfalz	1.2	2.6	/	10.5	1.1	2.0	/	3.1
Singen (Hohentwiel)	1.1	2.8	19.8	9.4	1.1	2.2	/	3.5
Bruchsal	1.0	3.9	24.1	11.2	0.9	2.4	/	3.6
Oberursel (Taunus)	1.1	3.4	12.3	9.5	1.1	2.0	/	2.9
Wittenberg	1.2	2.7	/	10.1	1.2	2.5	/	5.0
Falkensee	1.2	3.8	20.1	7.9	1.2	/	/	3.3
Freital/Tharandt	1.2	/	/	8.8	1.2	/	/	3.0
Erkrath	1.2	4.1	11.5	9.4	1.0	/	/	2.6
Kaarst	1.0	2.8	/	10.6	1.0	1.8	/	2.7
Monheim am Rhein	1.0	3.5	12.2	12.0	1.0	1.8	3.5	3.0

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	1.1	3.2	/	10.3	1.1	2.7	/	3.6
Eberswalde	1.0	2.8	25.1	9.4	1.0	2.4	/	3.8
Coburg	1.2	2.7	7.4	8.1	1.2	2.2	/	3.5
Eisenach	1.1	3.0	/	9.0	1.1	2.4	/	3.5
Mettmann	1.2	4.2	14.9	10.7	1.1	/	/	2.6
Pirna	1.0	3.5	/	9.6	1.0	2.4	/	3.3
Ettlingen	1.1	3.7	/	10.8	0.9	1.8	/	3.5
Bautzen	1.1	2.4	/	9.9	1.1	2.2	/	3.0
Werder (Havel)/Schwielowsee	1.1	/	22.9	13.0	0.8	/	/	3.7
Crailsheim	1.2	2.3	/	8.5	1.1	2.0	/	3.7
Radebeul	1.0	4.4	/	8.4	0.9	/	/	2.6
Haan	1.1	4.3	16.2	9.7	1.0	/	/	2.6
Riesa	1.1	2.8	/	8.2	1.1	/	/	3.6
Meißen	1.1	/	/	9.3	1.1	/	/	3.0
Grimma	1.3	/	/	12.7	1.3	/	/	5.0
Hennigsdorf	1.0	3.3	/	11.4	1.0	2.0	/	2.9
Heiligenhaus	1.2	/	/	9.6	1.1	/	/	2.5

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 27 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	1.2	4.6	/	8.7	1.1	2.0	/	3.4
Delitzsch	1.0	2.2	/	10.3	1.0	1.9	/	3.3
Markkleeberg	1.0	3.6	8.4	10.4	1.0	2.0	/	2.8
Michendorf/Nuthetal	1.2	3.3	17.7	10.8	1.0	/	/	3.2
Wülfrath	1.3	/	/	10.4	1.2	/	/	2.8
Coswig	1.2	2.9	12.9	8.6	1.1	/	/	2.4
Torgau	0.9	2.4	/	8.9	0.9	2.3	/	3.3
Schkeuditz	1.1	3.3	15.3	10.0	1.0	/	/	3.7
Borna	1.0	2.1	/	11.3	1.0	1.9	/	3.1
Radeberg	1.1	/	/	10.3	1.0	/	/	2.9
Großenhain	1.1	/	/	12.0	1.0	/	/	3.6
Kamenz	1.2	/	/	11.5	1.2	/	/	3.0
Heidenau	0.9	/	/	9.5	0.8	/	/	2.1
Eilenburg	1.0	2.7	/	9.0	0.9	/	/	3.0
Wurzen	1.1	2.4	/	11.9	1.1	1.6	/	4.0
Dippoldiswalde	1.0	/	/	10.8	1.0	/	/	4.4
Rommerskirchen	1.2	/	/	13.7	1.1	/	/	2.8

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Spatial Trip Category
and Mode Groups**

Study area	Mean distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	1.0	/	/	19.3	1.0	/	/	5.2
Möckern-Loburg-Fläming	1.1	/	/	16.8	/	/	/	6.0
Beetzendorf-Diesdorf	1.1	/	/	18.4	1.1	/	/	7.6
Bischofswerda	1.0	/	/	11.9	1.0	/	/	3.1
Südliche Altmark	1.1	/	/	17.8	1.0	/	/	9.8
Pegau	1.1	/	/	15.2	1.1	/	/	3.6
District Karlsruhe	1.1	3.4	20.2	11.2	1.0	1.9	/	2.8
District München	1.1	3.2	13.3	10.5	1.0	1.5	/	2.2
District Rendsburg-Eckernförde	1.1	3.8	18.1	12.2	1.1	1.8	/	2.5
District Neu-Ulm	1.1	3.3	12.9	11.0	1.0	1.8	/	3.0
District Plön	1.1	3.5	17.0	13.4	1.0	1.7	/	2.1

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 28 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	0.8	4.0	9.8	9.3	0.8	3.9	8.8	7.3
München	0.9	3.8	9.6	9.7	0.8	3.5	7.2	5.5
Frankfurt am Main	0.8	4.2	8.6	10.2	0.8	3.7	6.3	5.8
Düsseldorf	0.8	3.3	9.0	11.5	0.8	3.0	5.5	5.0
Leipzig	0.8	3.3	10.7	8.3	0.8	3.1	5.1	5.0
Bremen	0.9	4.1	10.8	9.9	0.9	3.9	7.9	6.7
Dresden	0.9	3.9	6.7	8.0	0.8	3.7	5.5	5.2
Duisburg	0.9	4.0	11.9	9.8	0.9	3.3	6.1	4.9
Bochum	0.9	4.1	10.6	9.9	0.9	3.3	5.9	4.8
Mannheim	0.8	3.4	14.1	9.9	0.8	2.8	5.7	5.0
Karlsruhe	0.9	3.4	13.0	10.6	0.8	3.0	6.1	4.6
Augsburg	0.9	3.3	14.9	9.0	0.9	3.0	4.3	4.4
Wiesbaden	0.9	4.3	7.6	8.6	0.9	3.1	4.7	4.4
Mönchengladbach	0.9	3.7	15.5	10.4	0.9	2.7	4.9	4.2
Braunschweig	0.8	3.4	10.4	10.8	0.8	3.2	5.3	5.5
Kiel	0.9	3.6	11.0	10.5	0.8	3.4	6.0	5.4
Magdeburg	0.8	3.8	7.8	8.4	0.8	3.6	4.9	4.9

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Tab 28 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	0.9	3.3	7.3	7.9	0.9	3.3	4.7	4.9
Krefeld	0.8	2.9	12.5	9.0	0.8	2.5	4.8	4.1
Halle (Saale)	0.8	3.9	7.2	10.1	0.8	3.3	4.5	4.6
Erfurt	0.9	3.4	7.5	8.8	0.9	3.1	4.6	5.2
Rostock	0.9	3.9	11.1	10.0	0.9	3.4	7.2	5.8
Kassel	0.9	3.5	6.1	7.7	0.9	3.1	4.4	4.1
Potsdam	0.8	3.3	11.3	11.9	0.8	3.1	5.2	4.8
Ludwigshafen	1.0	3.7	11.1	9.4	0.9	2.9	/	4.3
Oldenburg	0.9	3.3	/	11.8	0.9	3.1	/	4.6
Osnabrück	0.9	2.9	10.8	11.4	0.9	2.8	4.3	4.5
Solingen	0.9	5.0	9.3	8.0	0.9	/	4.1	3.9
Darmstadt	1.0	3.6	12.7	12.3	1.0	2.7	5.0	3.8
Paderborn	1.0	3.3	9.9	9.5	0.9	2.9	5.8	4.5
Heidelberg	0.8	3.2	9.1	11.2	0.8	2.9	4.6	4.5
Neuss	0.9	3.5	10.0	10.8	0.9	2.5	5.1	4.7
Regensburg	0.9	3.3	10.6	8.7	0.9	3.1	4.1	4.3
Pforzheim	0.8	3.2	8.2	8.4	0.8	2.2	3.9	3.4

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	0.9	3.6	12.4	10.5	0.9	2.7	5.2	4.0
Ulm	0.9	3.6	7.3	9.2	0.9	3.2	5.1	4.4
Jena	0.8	3.2	8.2	8.6	0.8	3.1	5.4	4.6
Salzgitter	1.0	3.7	13.7	11.0	0.9	3.1	/	5.5
Trier	1.0	3.2	12.4	12.4	1.0	2.9	5.4	4.8
Kaiserslautern	1.0	2.8	/	8.5	1.0	2.5	/	4.2
Schwerin	1.0	3.6	5.9	9.3	0.9	3.6	5.6	5.4
Cottbus	0.9	2.9	/	7.9	0.9	2.6	/	3.8
Hanau	0.7	3.6	15.3	10.2	0.7	2.3	/	3.6
Gera	1.0	3.5	9.8	9.7	1.0	3.1	4.6	4.4
Tübingen	0.9	3.6	8.4	12.2	0.9	3.1	4.5	4.2
Ratingen	0.9	3.2	11.4	10.5	0.9	2.1	/	3.8
Gießen	0.9	2.8	17.2	10.5	0.9	2.5	/	3.4
Zwickau	0.8	/	7.5	7.8	0.8	/	/	4.4
Konstanz	0.8	3.0	15.9	9.8	0.8	2.5	5.9	4.3
Marl	0.9	3.7	/	9.5	0.9	2.7	/	3.4
Velbert	0.9	/	10.8	9.3	0.9	/	/	3.5

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	0.9	3.4	13.6	8.8	0.9	2.4	/	3.4
Neumünster	1.2	2.9	/	9.1	1.2	2.7	/	3.4
Dessau-Roßlau	0.9	3.2	13.5	8.4	0.9	3.1	/	4.7
Marburg	1.0	3.6	10.3	8.6	1.0	3.2	5.1	4.7
Grevenbroich	0.7	3.4	/	12.5	0.7	2.7	/	3.5
Fulda	1.0	3.1	7.2	7.2	1.0	2.9	/	3.9
Rüsselsheim	0.7	3.3	/	10.3	0.7	2.1	/	3.0
Dormagen	0.9	3.9	/	11.5	0.8	2.6	/	4.0
Kleinmachnow/Stahnsdorf/Teltow	0.9	4.3	14.5	8.9	0.8	2.1	/	2.4
Offenburg	0.9	3.0	27.1	8.6	0.9	2.6	/	3.6
Neu-Ulm	0.9	3.3	/	9.2	0.9	2.2	/	3.4
Sindelfingen	0.9	3.2	/	8.8	0.8	2.2	/	2.9
Langenfeld (Rheinland)	0.8	3.4	14.8	9.8	0.8	2.2	/	3.0
Meerbusch	1.0	3.3	12.1	10.6	0.8	2.2	/	3.8
Greifswald	0.8	2.6	/	8.5	0.8	2.6	/	3.6
Hilden	0.7	3.1	/	10.7	0.7	1.9	/	2.5
Görlitz	1.0	2.4	7.6	7.1	1.0	2.1	3.7	3.5

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	0.8	2.8	/	8.5	0.8	2.3	/	3.7
Wetzlar	0.9	/	/	9.2	0.9	/	/	3.5
Wolfenbüttel	0.9	3.2	/	9.2	0.9	2.3	/	3.2
Böblingen	0.9	3.1	/	8.5	0.8	1.9	/	2.7
Peine	0.9	3.3	/	10.2	0.9	2.8	/	4.0
Oranienburg	0.9	2.7	/	10.5	0.9	2.7	/	3.5
Goslar	0.9	3.6	/	10.0	0.9	3.2	/	4.9
Landau in der Pfalz	0.9	2.7	/	10.2	0.9	2.0	/	2.8
Singen (Hohentwiel)	0.9	2.6	/	9.3	0.8	2.2	/	3.4
Bruchsal	0.9	3.8	24.8	11.2	0.8	2.5	/	3.6
Oberursel (Taunus)	0.8	3.6	12.1	9.6	0.8	2.1	/	2.8
Wittenberg	1.1	3.0	/	9.7	1.1	2.7	/	5.0
Falkensee	/	3.6	/	8.6	/	2.5	/	3.4
Freital/Tharandt	0.9	/	/	8.8	0.9	/	/	2.9
Erkrath	1.0	4.4	11.1	9.0	0.9	/	/	2.7
Kaarst	0.8	3.1	/	10.6	0.8	2.1	/	2.5
Monheim am Rhein	0.9	3.6	12.7	11.4	0.8	2.0	3.3	2.7

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	1.0	3.5	/	10.1	1.0	3.1	/	3.5
Eberswalde	1.0	3.0	25.2	8.6	1.0	2.5	/	3.7
Coburg	0.9	2.8	/	7.7	0.9	2.4	/	3.4
Eisenach	0.9	3.1	/	8.6	0.8	2.5	/	3.3
Mettmann	0.9	/	14.6	10.3	0.9	/	/	2.5
Pirna	0.8	3.9	/	9.0	0.7	2.5	/	3.1
Ettlingen	1.3	3.7	/	10.9	1.2	1.8	/	3.7
Bautzen	0.9	2.3	/	9.6	0.9	2.2	/	2.7
Werder (Havel)/Schwielowsee	0.8	/	26.9	12.6	0.6	/	/	3.8
Crailsheim	0.8	2.4	/	7.7	0.8	2.2	/	3.6
Radebeul	0.9	4.7	/	8.6	0.7	/	/	2.6
Haan	0.9	4.9	16.3	9.0	0.8	/	/	2.5
Riesa	0.7	/	/	8.3	0.7	/	/	3.1
Meißen	0.8	/	/	8.6	0.8	/	/	2.8
Grimma	0.9	/	/	13.0	0.9	/	/	5.6
Hennigsdorf	0.8	3.1	/	11.1	0.7	1.7	/	2.7
Heiligenhaus	0.9	/	/	9.2	0.9	/	/	2.6

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	1.0	3.8	/	8.3	0.9	2.0	/	3.2
Delitzsch	0.8	2.4	/	9.9	0.8	2.1	/	3.3
Markkleeberg	0.8	3.7	8.7	9.6	0.8	2.0	/	2.8
Michendorf/Nuthetal	1.0	3.8	18.2	10.1	0.8	/	/	3.3
Wülfrath	1.0	/	/	10.0	0.9	/	/	2.6
Coswig	0.9	2.8	/	7.7	0.8	/	/	2.4
Torgau	0.7	2.5	/	8.3	0.7	2.3	/	3.0
Schkeuditz	0.9	3.5	14.2	9.2	0.9	/	/	3.6
Borna	0.9	2.2	/	12.0	0.8	2.0	/	2.9
Radeberg	1.0	/	/	10.4	0.8	/	/	2.6
Großenhain	0.8	/	/	11.7	0.8	/	/	3.6
Kamenz	1.2	/	/	11.6	1.0	/	/	2.9
Heidenau	0.6	/	/	9.3	0.6	/	/	1.9
Eilenburg	1.0	/	/	8.9	0.9	/	/	2.7
Wurzen	0.8	2.7	/	10.6	0.7	1.9	/	3.4
Dippoldiswalde	1.0	/	/	10.0	1.0	/	/	4.2
Rommerskirchen	0.9	/	/	14.2	0.8	/	/	2.9

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

**Mean GIS Distance by Spatial Trip Category
and Mode Groups**

Calculated on: **20.01.2026**

Study area	Mean GIS distance per trip [km]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	0.7	/	/	17.5	0.7	/	/	4.9
Möckern-Loburg-Fläming	/	/	/	17.3	/	/	/	5.6
Beetzendorf-Diesdorf	0.8	/	/	19.0	/	/	/	8.9
Bischofswerda	0.9	/	/	11.6	0.9	/	/	2.7
Südliche Altmark	/	/	/	17.4	/	/	/	9.5
Pegau	0.7	/	/	15.2	0.7	/	/	3.3
District Karlsruhe	1.2	3.3	19.8	10.6	0.8	1.9	/	2.7
District München	0.8	3.5	13.7	10.0	0.7	1.6	/	2.2
District Rendsburg-Eckernförde	0.9	3.8	17.9	12.2	0.8	2.1	/	2.4
District Neu-Ulm	0.9	3.4	13.0	10.8	0.9	1.9	/	2.8
District Plön	0.8	3.7	16.4	13.0	0.7	1.8	/	2.0

Notes:

Indicators according to Tab 7.1.2 and Tab 7.4.2 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated based on GIS data for valid trips with a plausible length of less than 100 kilometers.

Tab 29 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Berlin	3.7	11.4	13.8	22.4	3.7	11.3	12.9	18.8
München	4.0	11.3	15.2	25.6	3.9	10.9	12.2	17.4
Frankfurt am Main	4.0	11.7	13.1	28.7	4.0	11.1	10.4	20.1
Düsseldorf	3.8	11.3	14.4	29.8	3.9	10.8	10.3	18.1
Leipzig	3.6	11.3	17.1	23.8	3.6	11.0	9.7	17.0
Bremen	4.0	12.3	15.8	28.5	4.0	12.0	12.7	22.5
Dresden	3.7	12.2	11.6	24.3	3.7	12.0	10.5	18.7
Duisburg	3.8	12.4	15.5	29.0	3.8	11.5	9.8	19.3
Bochum	4.0	12.4	16.0	29.4	4.0	10.9	11.3	19.4
Mannheim	3.8	12.0	19.8	31.6	3.7	10.6	10.7	21.3
Karlsruhe	3.9	11.9	19.1	34.0	3.9	11.4	10.4	20.3
Augsburg	3.9	11.0	21.9	28.2	3.9	10.6	8.8	17.5
Wiesbaden	3.7	12.2	12.6	27.1	3.8	10.9	9.0	17.4
Mönchengladbach	4.2	11.4	20.1	30.5	4.2	9.8	8.9	18.1
Braunschweig	4.1	12.0	16.9	31.7	4.1	11.7	10.7	20.8
Kiel	4.0	12.0	16.4	30.5	3.9	11.6	10.7	20.3
Magdeburg	3.9	11.6	13.3	27.1	3.9	11.0	9.1	19.0

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Chemnitz	3.8	11.3	12.8	25.3	3.8	11.3	8.8	18.0
Krefeld	3.9	11.0	17.8	28.5	3.9	10.2	9.8	17.4
Halle (Saale)	3.7	12.4	12.7	28.3	3.7	11.5	9.1	17.2
Erfurt	3.9	10.7	13.5	27.6	3.9	10.3	9.4	19.9
Rostock	3.8	12.7	15.3	30.2	3.8	11.7	10.8	20.7
Kassel	3.9	11.9	11.3	25.5	3.9	11.2	9.3	16.5
Potsdam	3.9	10.8	17.2	28.2	3.9	10.6	10.0	17.5
Ludwigshafen	4.0	13.5	16.8	31.0	4.0	12.4	/	18.1
Oldenburg	4.0	11.4	20.2	34.6	4.0	11.2	/	18.2
Osnabrück	4.2	11.7	15.4	33.5	4.2	11.4	8.4	17.7
Solingen	3.9	12.3	14.0	25.6	3.9	/	8.7	17.3
Darmstadt	4.0	12.3	18.8	32.3	4.0	10.4	9.7	14.8
Paderborn	4.2	11.5	15.5	31.1	4.1	10.7	10.9	18.7
Heidelberg	4.0	11.3	16.1	30.5	4.0	10.7	9.6	17.1
Neuss	4.0	11.2	15.7	30.3	4.0	9.7	10.2	19.1
Regensburg	4.0	11.6	16.9	29.3	3.9	11.3	8.5	18.1
Pforzheim	3.5	11.5	14.7	25.9	3.5	8.8	9.0	14.6

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 29 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Heilbronn	4.1	13.1	19.1	31.3	4.1	11.8	9.6	17.9
Ulm	4.2	11.8	15.2	31.2	4.1	10.6	11.7	20.6
Jena	3.8	11.1	16.0	24.5	3.8	10.6	10.8	16.9
Salzgitter	4.0	12.0	20.3	35.5	4.0	11.5	/	25.9
Trier	4.0	12.1	18.9	32.1	4.0	11.4	10.3	18.9
Kaiserslautern	4.1	11.9	15.5	30.7	4.1	11.5	/	18.6
Schwerin	3.9	10.6	10.7	27.7	3.9	10.5	10.1	20.5
Cottbus	4.0	9.9	/	27.5	4.0	9.5	/	17.8
Hanau	3.6	12.8	18.6	32.9	3.6	11.3	/	18.8
Gera	3.6	12.8	15.7	31.2	3.6	11.4	9.4	19.0
Tübingen	3.9	12.1	14.2	33.8	3.9	11.1	8.9	17.7
Ratingen	4.0	11.3	17.4	31.0	3.9	10.0	10.6	18.3
Gießen	3.9	11.1	24.3	35.1	3.9	10.1	/	15.7
Zwickau	3.9	/	12.5	29.2	4.0	/	9.5	19.5
Konstanz	4.0	11.6	19.6	30.1	3.9	10.5	11.4	16.7
Marl	3.9	12.6	/	29.8	4.1	11.4	/	16.9
Velbert	3.8	/	16.1	28.9	3.9	/	/	18.0

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 29 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Norderstedt	3.9	10.8	16.6	26.3	3.9	9.6	/	17.5
Neumünster	4.0	10.8	/	32.0	3.9	10.5	/	16.4
Dessau-Roßlau	3.9	10.5	20.6	27.9	3.9	10.2	/	20.4
Marburg	4.0	12.2	18.9	30.9	4.0	11.3	11.1	20.9
Grevenbroich	4.1	11.9	/	35.8	4.0	10.6	/	18.6
Fulda	3.9	10.6	13.6	28.0	4.0	9.9	/	19.3
Rüsselsheim	4.6	11.6	20.2	36.3	4.6	9.2	/	17.4
Dormagen	3.8	12.1	/	30.6	3.8	10.6	/	17.6
Kleinmachnow/Stahnsdorf/Teltow	3.8	13.5	15.8	27.6	3.7	9.4	/	15.6
Offenburg	4.0	10.8	32.0	30.7	4.0	10.1	/	17.5
Neu-Ulm	3.8	11.8	18.0	31.9	3.8	9.3	/	19.5
Sindelfingen	3.9	12.8	16.4	29.0	3.8	10.5	/	16.6
Langenfeld (Rheinland)	3.9	11.5	16.9	29.3	3.9	9.6	/	15.1
Meerbusch	3.9	10.8	16.4	31.0	3.9	8.7	/	18.1
Greifswald	3.7	9.7	/	27.9	3.7	9.7	/	15.9
Hilden	4.1	11.4	/	30.2	4.0	8.5	/	13.5
Görlitz	3.9	9.7	15.8	26.2	3.9	8.9	8.9	17.1

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Stralsund	3.7	11.2	13.7	29.6	3.7	9.6	/	18.0
Wetzlar	4.2	11.8	/	33.1	4.1	/	/	19.3
Wolfenbüttel	3.7	12.5	/	31.1	3.8	10.8	/	16.6
Böblingen	3.9	12.1	18.7	25.0	3.8	10.6	/	13.4
Peine	3.9	12.0	/	35.5	3.9	11.5	/	20.1
Oranienburg	4.2	11.1	25.5	31.1	4.2	10.8	/	18.3
Goslar	3.9	13.2	/	37.2	3.9	13.0	/	24.8
Landau in der Pfalz	4.2	11.0	/	33.0	4.1	9.8	/	14.5
Singen (Hohentwiel)	3.9	11.6	23.3	32.6	3.9	10.4	/	16.7
Bruchsal	4.0	12.7	29.0	31.8	3.9	10.8	/	17.7
Oberursel (Taunus)	4.2	12.7	17.9	29.6	4.2	10.1	/	14.0
Wittenberg	3.7	10.0	/	32.8	3.8	9.6	/	22.7
Falkensee	4.1	13.5	22.3	24.9	3.9	/	/	16.7
Freital/Tharandt	3.7	/	/	27.3	3.6	/	/	17.2
Erkrath	3.8	12.8	16.0	26.8	3.8	/	/	15.7
Kaarst	3.9	11.4	/	31.9	3.9	9.5	/	16.2
Monheim am Rhein	3.8	12.4	16.8	31.6	3.8	9.3	9.1	16.0

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Gifhorn	3.8	11.7	/	32.3	3.9	11.0	/	18.9
Eberswalde	3.8	9.6	27.9	28.0	3.8	9.1	/	16.1
Coburg	4.1	10.5	14.0	28.9	4.1	9.7	/	15.9
Eisenach	3.8	11.2	/	30.6	3.8	10.2	/	15.8
Mettmann	4.1	13.3	19.0	31.6	4.0	/	/	14.4
Pirna	3.4	11.0	/	23.1	3.4	9.1	/	16.1
Ettlingen	4.0	13.2	/	31.4	3.8	9.3	/	19.2
Bautzen	3.8	10.4	/	31.7	3.7	10.2	/	15.0
Werder (Havel)/Schwielowsee	3.8	/	25.6	31.1	3.2	/	/	19.1
Crailsheim	4.1	10.5	/	31.2	4.1	9.8	/	17.9
Radebeul	3.8	13.1	/	27.8	3.7	/	/	16.8
Haan	3.7	12.1	20.2	30.3	3.7	/	/	16.2
Riesa	4.0	11.8	/	30.7	3.9	/	/	19.2
Meißen	4.0	/	/	25.4	4.1	/	/	14.1
Grimma	3.9	/	/	38.2	3.9	/	/	23.1
Hennigsdorf	3.9	11.0	/	29.2	3.9	8.4	/	13.5
Heiligenhaus	4.0	/	/	29.0	3.9	/	/	14.8

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 29 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Neckarsulm	4.2	12.2	/	27.7	4.2	9.3	/	17.2
Delitzsch	3.8	10.3	/	34.2	3.8	9.7	/	18.5
Markkleeberg	3.6	12.6	13.5	31.0	3.7	9.5	/	17.7
Michendorf/Nuthetal	4.3	9.2	21.3	31.3	4.1	/	/	18.3
Wülfrath	4.3	/	/	29.2	4.2	/	/	17.2
Coswig	3.8	11.2	17.1	25.8	3.7	/	/	14.1
Torgau	3.5	9.9	/	31.8	3.5	9.5	/	18.4
Schkeuditz	3.7	13.4	18.5	30.6	3.8	/	/	20.4
Borna	3.5	7.4	/	36.9	3.5	6.9	/	18.2
Radeberg	3.8	/	/	28.4	3.7	/	/	16.0
Großenhain	4.0	/	/	37.3	3.8	/	/	19.3
Kamenz	4.1	/	/	36.8	4.2	/	/	17.9
Heidenau	4.0	/	/	29.2	3.9	/	/	13.2
Eilenburg	3.8	10.7	/	30.8	3.7	/	/	16.4
Wurzen	4.0	10.6	/	31.2	3.9	8.6	/	21.6
Dippoldiswalde	3.6	/	/	32.5	3.5	/	/	22.5
Rommerskirchen	3.6	/	/	35.9	3.4	/	/	20.1

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Speed by Spatial Trip Category
and Mode Groups**

Study area	Mean speed per trip [km/h]*							
	All trips				Intra-city trips			
	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)	Walking	Bicycle	Public Transport (PT)	Priv. Mot. Transp. (PMT)
Obere Aller	3.9	/	/	37.5	4.2	/	/	28.7
Möckern-Loburg-Fläming	3.6	/	/	43.4	/	/	/	29.3
Beetzendorf-Diesdorf	4.0	/	/	46.6	3.9	/	/	39.5
Bischofswerda	4.0	/	/	36.0	4.1	/	/	18.6
Südliche Altmark	3.7	/	/	45.4	3.5	/	/	39.0
Pegau	3.8	/	/	37.8	3.8	/	/	19.4
District Karlsruhe	4.0	12.1	25.6	35.5	4.0	8.8	/	18.2
District München	4.2	11.9	18.8	31.2	4.1	8.6	/	14.0
District Rendsburg-Eckernförde	4.1	12.7	22.2	37.3	4.0	9.2	/	16.5
District Neu-Ulm	4.0	12.0	20.2	35.5	3.8	8.8	/	17.5
District Plön	3.8	12.9	20.0	37.1	3.8	9.5	/	15.5

Notes:

Indicators according to Tab 7.1.1 and Tab 7.4.1 of the SrV 2023 standard evaluation.

The spatial categories of trips in relation to the study areas (all trips, intra-city trips) are explained in Section 2.1.3, the concept of main modes and mode groups in Section 2.2.4.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 30 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Berlin	11.8 %	10.4 %	16.8 %	17.6 %	3.2 %	40.2 %	18.9 %	17.3 %	28.7 %	30.3 %	4.9 %
München	12.7 %	9.7 %	16.0 %	17.8 %	3.0 %	40.9 %	20.7 %	16.5 %	27.2 %	31.0 %	4.6 %
Frankfurt am Main	11.7 %	10.6 %	15.7 %	17.4 %	3.3 %	41.4 %	19.4 %	18.1 %	26.6 %	30.7 %	5.3 %
Düsseldorf	11.8 %	9.7 %	16.9 %	16.9 %	3.1 %	41.7 %	19.5 %	16.7 %	29.1 %	30.0 %	4.6 %
Leipzig	11.4 %	9.6 %	17.6 %	17.1 %	3.3 %	41.0 %	18.5 %	16.5 %	29.4 %	30.4 %	5.2 %
Bremen	12.4 %	9.1 %	16.5 %	17.4 %	2.7 %	41.8 %	20.9 %	16.3 %	28.1 %	30.5 %	4.2 %
Dresden	12.6 %	10.1 %	18.0 %	16.8 %	2.5 %	39.9 %	19.9 %	16.8 %	30.7 %	28.9 %	3.7 %
Duisburg	10.6 %	10.5 %	17.0 %	16.1 %	3.1 %	42.6 %	18.7 %	18.6 %	28.9 %	28.8 %	4.9 %
Bochum	11.3 %	9.4 %	17.4 %	17.3 %	2.6 %	41.9 %	19.1 %	16.4 %	29.8 %	30.7 %	4.0 %
Mannheim	12.3 %	10.2 %	15.6 %	18.0 %	3.0 %	41.0 %	20.6 %	17.3 %	26.8 %	30.7 %	4.6 %
Karlsruhe	12.6 %	9.5 %	14.6 %	19.1 %	2.5 %	41.8 %	21.2 %	16.5 %	24.8 %	33.7 %	3.9 %
Augsburg	11.4 %	9.7 %	16.8 %	17.6 %	3.1 %	41.5 %	19.1 %	16.4 %	28.6 %	31.0 %	4.9 %
Wiesbaden	11.2 %	10.7 %	16.0 %	17.9 %	2.7 %	41.4 %	18.8 %	18.5 %	26.5 %	31.8 %	4.4 %
Mönchengladbach	11.7 %	9.3 %	16.9 %	17.5 %	3.2 %	41.3 %	19.7 %	16.4 %	28.5 %	30.3 %	5.0 %
Braunschweig	11.6 %	8.4 %	17.1 %	18.3 %	3.2 %	41.4 %	19.3 %	14.3 %	29.4 %	32.3 %	4.9 %
Kiel	12.1 %	9.5 %	17.3 %	18.1 %	2.4 %	40.6 %	20.1 %	15.7 %	29.4 %	31.2 %	3.6 %
Magdeburg	12.9 %	9.3 %	18.1 %	16.1 %	2.8 %	40.7 %	21.3 %	15.1 %	31.3 %	28.0 %	4.3 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 30 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Chemnitz	12.1 %	9.4 %	18.9 %	16.5 %	3.1 %	40.0 %	19.7 %	15.2 %	31.8 %	29.1 %	4.3 %
Krefeld	11.1 %	9.6 %	17.3 %	16.5 %	3.4 %	42.1 %	18.9 %	17.3 %	29.2 %	29.2 %	5.4 %
Halle (Saale)	13.6 %	9.5 %	19.0 %	14.9 %	3.7 %	39.2 %	22.2 %	15.8 %	30.7 %	26.1 %	5.3 %
Erfurt	12.0 %	10.9 %	16.5 %	16.9 %	3.3 %	40.4 %	20.0 %	18.0 %	28.1 %	29.0 %	4.9 %
Rostock	11.5 %	9.3 %	17.8 %	17.9 %	2.6 %	40.9 %	19.0 %	14.8 %	30.6 %	31.7 %	4.0 %
Kassel	12.0 %	10.5 %	16.0 %	17.4 %	3.1 %	41.0 %	19.7 %	17.7 %	27.5 %	30.4 %	4.7 %
Potsdam	12.9 %	11.2 %	16.3 %	16.2 %	2.9 %	40.5 %	21.2 %	18.5 %	28.1 %	27.9 %	4.3 %
Ludwigshafen	11.7 %	10.4 %	13.8 %	18.4 %	2.2 %	43.4 %	20.5 %	18.4 %	24.7 %	32.9 %	3.5 %
Oldenburg	12.3 %	9.7 %	16.4 %	16.9 %	2.6 %	42.1 %	20.9 %	17.0 %	28.3 %	29.9 %	3.9 %
Osnabrück	11.8 %	10.4 %	14.7 %	17.6 %	2.6 %	43.0 %	20.3 %	18.0 %	26.0 %	31.4 %	4.3 %
Solingen	11.8 %	10.3 %	16.7 %	16.6 %	3.9 %	40.8 %	19.6 %	17.3 %	27.9 %	29.6 %	5.6 %
Darmstadt	11.6 %	9.7 %	15.4 %	19.2 %	2.5 %	41.6 %	19.8 %	16.3 %	26.5 %	33.6 %	3.8 %
Paderborn	11.9 %	9.5 %	15.0 %	18.0 %	3.1 %	42.5 %	20.5 %	17.3 %	25.6 %	32.0 %	4.6 %
Heidelberg	11.0 %	10.6 %	15.5 %	18.5 %	3.3 %	41.1 %	18.1 %	17.7 %	26.4 %	32.8 %	5.1 %
Neuss	10.8 %	9.6 %	17.0 %	16.9 %	2.9 %	42.9 %	18.6 %	17.0 %	29.3 %	30.6 %	4.6 %
Regensburg	12.1 %	9.2 %	16.2 %	18.0 %	2.9 %	41.7 %	20.7 %	16.2 %	27.6 %	31.3 %	4.2 %
Pforzheim	12.4 %	11.5 %	16.1 %	14.9 %	2.2 %	43.0 %	21.7 %	20.5 %	27.4 %	26.8 %	3.6 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 30 (c)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Heilbronn	13.0 %	9.6 %	15.0 %	17.8 %	2.5 %	42.1 %	22.0 %	16.8 %	25.1 %	31.9 %	4.2 %
Ulm	12.4 %	8.6 %	16.4 %	18.6 %	2.3 %	41.6 %	20.8 %	14.7 %	27.9 %	32.8 %	3.8 %
Jena	11.2 %	11.4 %	17.1 %	19.1 %	2.6 %	38.5 %	17.6 %	18.0 %	29.0 %	31.4 %	4.0 %
Salzgitter	11.3 %	10.4 %	16.2 %	16.6 %	2.1 %	43.4 %	20.0 %	18.7 %	28.2 %	29.7 %	3.3 %
Trier	13.9 %	9.2 %	14.3 %	18.5 %	3.0 %	41.1 %	23.2 %	16.0 %	24.0 %	32.4 %	4.3 %
Kaiserslautern	14.6 %	10.5 %	15.6 %	16.2 %	2.5 %	40.7 %	24.0 %	18.3 %	26.1 %	28.0 %	3.6 %
Schwerin	12.8 %	8.8 %	17.6 %	16.8 %	2.9 %	41.2 %	20.8 %	15.2 %	30.0 %	29.7 %	4.3 %
Cottbus	13.1 %	10.7 %	17.3 %	16.4 %	2.0 %	40.7 %	22.0 %	17.4 %	29.2 %	28.3 %	3.0 %
Hanau	11.6 %	9.2 %	15.6 %	19.0 %	3.3 %	41.4 %	19.7 %	15.8 %	26.3 %	33.4 %	4.8 %
Gera	12.1 %	8.6 %	19.0 %	16.5 %	3.2 %	40.7 %	20.2 %	14.3 %	32.3 %	28.5 %	4.7 %
Tübingen	12.0 %	10.6 %	14.3 %	18.7 %	3.6 %	40.7 %	20.0 %	17.6 %	24.6 %	32.6 %	5.2 %
Ratingen	10.5 %	9.4 %	16.3 %	18.3 %	2.8 %	42.7 %	18.1 %	16.6 %	28.3 %	32.5 %	4.4 %
Gießen	12.6 %	10.9 %	15.8 %	17.0 %	2.1 %	41.7 %	21.8 %	18.0 %	27.4 %	29.6 %	3.2 %
Zwickau	12.1 %	10.2 %	19.1 %	14.1 %	3.2 %	41.3 %	20.8 %	16.6 %	33.0 %	24.5 %	5.1 %
Konstanz	12.4 %	9.1 %	16.7 %	17.9 %	2.2 %	41.8 %	21.3 %	15.6 %	28.4 %	31.4 %	3.2 %
Marl	10.2 %	9.5 %	17.3 %	18.1 %	2.3 %	42.5 %	18.0 %	16.6 %	29.3 %	32.4 %	3.6 %
Velbert	12.3 %	10.8 %	15.9 %	15.6 %	2.8 %	42.6 %	21.3 %	19.0 %	27.1 %	28.3 %	4.3 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 30 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Norderstedt	10.4 %	10.1 %	17.6 %	17.1 %	2.5 %	42.4 %	17.4 %	17.6 %	30.7 %	30.3 %	4.0 %
Neumünster	12.6 %	9.1 %	16.9 %	16.7 %	3.1 %	41.5 %	21.5 %	15.3 %	28.5 %	30.2 %	4.5 %
Dessau-Roßlau	11.1 %	7.7 %	19.0 %	17.2 %	2.9 %	42.1 %	19.2 %	13.2 %	32.2 %	30.8 %	4.6 %
Marburg	10.8 %	11.6 %	15.3 %	18.7 %	2.3 %	41.3 %	18.5 %	20.0 %	25.6 %	32.2 %	3.6 %
Grevenbroich	11.3 %	8.5 %	17.1 %	16.9 %	3.3 %	43.0 %	20.1 %	14.5 %	29.1 %	30.8 %	5.6 %
Fulda	11.8 %	9.9 %	16.0 %	18.0 %	3.0 %	41.4 %	19.5 %	17.3 %	26.6 %	32.1 %	4.5 %
Rüsselsheim	11.9 %	9.4 %	16.6 %	17.3 %	2.2 %	42.6 %	20.3 %	17.0 %	28.8 %	30.3 %	3.6 %
Dormagen	10.6 %	9.5 %	16.6 %	17.9 %	1.6 %	43.7 %	18.6 %	17.3 %	29.0 %	32.3 %	2.7 %
Kleinmachnow/Stahnsdorf/Teltow	10.0 %	10.1 %	17.7 %	18.4 %	1.8 %	42.0 %	16.8 %	17.8 %	30.3 %	32.5 %	2.6 %
Offenburg	12.5 %	9.7 %	15.6 %	16.8 %	2.7 %	42.7 %	22.1 %	17.4 %	26.6 %	29.8 %	4.1 %
Neu-Ulm	13.1 %	9.3 %	15.3 %	18.3 %	3.2 %	40.8 %	21.7 %	16.4 %	25.3 %	32.2 %	4.4 %
Sindelfingen	10.7 %	11.4 %	15.5 %	16.9 %	3.5 %	41.9 %	18.1 %	20.4 %	26.4 %	29.6 %	5.6 %
Langenfeld (Rheinland)	10.6 %	9.1 %	17.3 %	17.5 %	2.6 %	42.9 %	18.4 %	16.2 %	29.9 %	31.3 %	4.2 %
Meerbusch	10.3 %	9.9 %	16.9 %	16.9 %	2.5 %	43.5 %	18.0 %	18.0 %	28.9 %	31.1 %	4.0 %
Greifswald	12.0 %	11.6 %	16.5 %	16.3 %	2.9 %	40.7 %	19.8 %	18.5 %	28.7 %	28.5 %	4.5 %
Hilden	10.9 %	9.1 %	18.9 %	16.4 %	2.6 %	42.0 %	18.3 %	16.0 %	31.8 %	29.8 %	4.1 %
Görlitz	10.6 %	9.6 %	18.7 %	16.0 %	3.8 %	41.3 %	17.5 %	16.6 %	32.4 %	27.7 %	5.8 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 30 (e)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Stralsund	11.3 %	8.2 %	19.5 %	17.0 %	3.2 %	40.8 %	18.4 %	13.3 %	33.6 %	30.0 %	4.7 %
Wetzlar	12.3 %	9.4 %	15.9 %	17.5 %	2.0 %	43.0 %	21.6 %	16.5 %	27.8 %	31.1 %	3.1 %
Wolfenbüttel	10.3 %	10.4 %	17.6 %	17.1 %	2.2 %	42.4 %	18.1 %	18.1 %	29.3 %	30.8 %	3.6 %
Böblingen	11.8 %	9.9 %	18.3 %	15.7 %	3.3 %	41.0 %	19.5 %	17.3 %	30.0 %	28.1 %	5.1 %
Peine	11.4 %	10.4 %	15.7 %	16.8 %	2.9 %	42.8 %	20.1 %	18.9 %	26.7 %	29.9 %	4.4 %
Oranienburg	10.8 %	9.2 %	18.8 %	16.4 %	3.1 %	41.6 %	18.2 %	15.9 %	32.1 %	29.7 %	4.2 %
Goslar	12.0 %	9.3 %	17.9 %	17.0 %	2.3 %	41.5 %	20.9 %	15.9 %	30.1 %	30.1 %	3.1 %
Landau in der Pfalz	10.6 %	9.3 %	16.0 %	18.3 %	3.0 %	42.7 %	18.4 %	16.2 %	27.5 %	33.1 %	4.8 %
Singen (Hohentwiel)	12.2 %	10.1 %	16.5 %	16.0 %	1.5 %	43.7 %	21.6 %	18.1 %	28.8 %	29.1 %	2.4 %
Bruchsal	11.3 %	9.5 %	14.8 %	18.2 %	3.1 %	43.1 %	19.5 %	16.5 %	25.5 %	33.3 %	5.3 %
Oberursel (Taunus)	9.6 %	10.4 %	16.0 %	18.4 %	2.4 %	43.2 %	16.6 %	18.5 %	27.9 %	33.4 %	3.7 %
Wittenberg	11.3 %	9.7 %	18.0 %	14.3 %	4.0 %	42.7 %	19.7 %	16.3 %	31.7 %	26.3 %	5.9 %
Falkensee	12.7 %	11.3 %	18.1 %	14.0 %	3.1 %	40.8 %	20.6 %	18.7 %	32.0 %	24.6 %	4.2 %
Freital/Tharandt	12.6 %	9.4 %	16.8 %	17.8 %	3.0 %	40.4 %	20.3 %	16.4 %	28.1 %	30.8 %	4.4 %
Erkrath	9.2 %	9.9 %	17.4 %	17.6 %	2.5 %	43.4 %	15.4 %	17.2 %	30.7 %	32.5 %	4.3 %
Kaarst	9.2 %	9.4 %	17.1 %	18.6 %	2.8 %	43.0 %	15.5 %	16.9 %	29.8 %	33.2 %	4.6 %
Monheim am Rhein	10.3 %	11.1 %	15.8 %	17.0 %	2.4 %	43.4 %	18.0 %	20.2 %	27.4 %	30.7 %	3.7 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Gifhorn	10.4 %	10.9 %	16.9 %	17.8 %	2.1 %	41.9 %	18.1 %	19.3 %	28.7 %	31.2 %	2.8 %
Eberswalde	10.1 %	9.1 %	18.8 %	16.7 %	4.6 %	40.8 %	16.8 %	14.9 %	31.8 %	29.8 %	6.7 %
Coburg	11.6 %	9.2 %	18.5 %	15.6 %	3.2 %	41.8 %	19.2 %	16.1 %	31.6 %	28.0 %	5.1 %
Eisenach	11.2 %	9.1 %	17.6 %	17.5 %	3.1 %	41.6 %	19.1 %	15.5 %	29.6 %	31.3 %	4.6 %
Mettmann	9.9 %	9.4 %	16.4 %	18.8 %	3.4 %	42.1 %	17.6 %	16.1 %	27.7 %	33.3 %	5.4 %
Pirna	12.1 %	11.1 %	14.3 %	17.7 %	4.2 %	40.6 %	20.2 %	18.9 %	24.0 %	30.8 %	6.0 %
Ettlingen	10.9 %	9.9 %	15.9 %	19.4 %	2.7 %	41.2 %	18.0 %	17.3 %	25.8 %	34.4 %	4.5 %
Bautzen	11.0 %	10.2 %	21.7 %	13.8 %	3.9 %	39.5 %	18.0 %	17.1 %	35.4 %	23.8 %	5.7 %
Werder (Havel)/Schwielowsee	13.5 %	9.3 %	17.7 %	16.2 %	1.7 %	41.6 %	21.6 %	16.5 %	29.0 %	29.7 %	3.2 %
Crailsheim	14.0 %	9.3 %	15.9 %	15.9 %	2.0 %	42.9 %	24.7 %	16.2 %	27.3 %	28.5 %	3.3 %
Radebeul	12.9 %	10.6 %	18.1 %	16.3 %	2.3 %	39.7 %	21.3 %	17.3 %	29.9 %	27.5 %	3.9 %
Haan	10.4 %	10.6 %	17.1 %	16.5 %	3.0 %	42.3 %	17.6 %	18.0 %	29.9 %	30.0 %	4.6 %
Riesa	10.1 %	9.6 %	21.0 %	13.6 %	3.3 %	42.5 %	17.3 %	16.1 %	37.3 %	24.1 %	5.1 %
Meißen	10.9 %	9.9 %	18.5 %	17.8 %	2.9 %	39.9 %	17.6 %	16.4 %	30.5 %	30.7 %	4.8 %
Grimma	12.0 %	8.8 %	16.2 %	17.3 %	4.7 %	40.9 %	20.8 %	14.9 %	27.4 %	30.2 %	6.8 %
Hennigsdorf	11.7 %	8.6 %	17.3 %	18.8 %	1.9 %	41.7 %	19.6 %	15.0 %	28.8 %	33.5 %	3.1 %
Heiligenhaus	10.5 %	11.6 %	17.8 %	14.7 %	2.8 %	42.6 %	17.5 %	20.5 %	30.4 %	27.0 %	4.6 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 30 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Neckarsulm	12.6 %	8.7 %	14.2 %	18.6 %	2.4 %	43.5 %	22.7 %	15.9 %	24.5 %	33.2 %	3.8 %
Delitzsch	12.1 %	8.8 %	21.4 %	13.1 %	1.5 %	43.1 %	21.1 %	15.3 %	36.8 %	24.3 %	2.5 %
Markkleeberg	10.1 %	9.5 %	17.3 %	18.8 %	3.1 %	41.2 %	16.8 %	15.8 %	29.8 %	33.2 %	4.4 %
Michendorf/Nuthetal	10.2 %	10.4 %	17.3 %	15.2 %	4.3 %	42.6 %	17.9 %	17.9 %	29.1 %	27.8 %	7.2 %
Wülfrath	11.4 %	9.9 %	15.1 %	18.8 %	3.1 %	41.6 %	19.4 %	17.1 %	25.7 %	33.1 %	4.6 %
Coswig	11.4 %	9.3 %	19.0 %	17.2 %	3.0 %	40.1 %	19.6 %	16.0 %	31.8 %	28.5 %	4.1 %
Torgau	10.8 %	8.8 %	21.3 %	14.3 %	2.3 %	42.5 %	19.3 %	15.4 %	35.4 %	26.8 %	3.2 %
Schkeuditz	12.3 %	10.6 %	15.9 %	16.7 %	3.6 %	41.0 %	20.9 %	17.6 %	27.1 %	29.4 %	5.0 %
Borna	10.8 %	9.0 %	18.5 %	16.7 %	2.8 %	42.2 %	18.6 %	14.8 %	32.1 %	30.3 %	4.2 %
Radeberg	10.7 %	8.9 %	19.2 %	19.0 %	2.4 %	39.8 %	17.5 %	15.2 %	31.8 %	31.7 %	3.7 %
Großenhain	13.5 %	7.4 %	19.6 %	13.6 %	3.1 %	42.9 %	23.2 %	13.4 %	33.3 %	25.0 %	5.2 %
Kamenz	13.0 %	8.3 %	18.9 %	16.2 %	2.2 %	41.3 %	22.3 %	14.3 %	31.6 %	28.6 %	3.2 %
Heidenau	11.9 %	11.5 %	17.8 %	15.5 %	1.8 %	41.5 %	20.6 %	19.5 %	30.5 %	26.7 %	2.7 %
Eilenburg	10.1 %	9.5 %	17.8 %	16.6 %	2.6 %	43.4 %	18.2 %	16.5 %	30.7 %	30.4 %	4.3 %
Wurzen	11.1 %	9.6 %	17.6 %	16.0 %	3.4 %	42.2 %	19.4 %	16.7 %	30.3 %	28.5 %	5.1 %
Dippoldiswalde	15.2 %	9.5 %	18.5 %	13.8 %	2.5 %	40.6 %	25.2 %	15.8 %	30.4 %	24.9 %	3.8 %
Rommerskirchen	11.1 %	10.0 %	14.4 %	17.3 %	3.7 %	43.5 %	19.1 %	18.2 %	25.4 %	31.8 %	5.5 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Share of Trips by Purpose Category
With and Without "Own Home"**

Study area	Purpose categories including trips back home					Own home	Purpose categories without trips back home				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose		Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Obere Aller	12.6 %	8.8 %	15.1 %	17.2 %	3.6 %	42.6 %	22.5 %	15.1 %	25.8 %	30.7 %	6.0 %
Möckern-Loburg-Fläming	12.5 %	7.8 %	18.5 %	14.0 %	4.9 %	42.3 %	21.3 %	13.4 %	32.4 %	25.2 %	7.7 %
Beetzendorf-Diesdorf	14.0 %	8.8 %	15.1 %	14.8 %	4.0 %	43.2 %	24.7 %	15.2 %	25.9 %	27.4 %	6.8 %
Bischofswerda	11.4 %	8.3 %	19.1 %	16.1 %	3.5 %	41.6 %	20.3 %	14.5 %	31.9 %	28.3 %	5.0 %
Südliche Altmark	14.5 %	8.0 %	15.7 %	16.0 %	3.0 %	42.8 %	25.8 %	13.8 %	26.7 %	28.8 %	5.0 %
Pegau	12.6 %	9.0 %	16.7 %	15.2 %	3.9 %	42.6 %	21.4 %	15.8 %	29.0 %	27.9 %	5.9 %
District Karlsruhe	11.2 %	9.5 %	15.4 %	17.6 %	3.5 %	42.8 %	19.3 %	17.1 %	26.3 %	31.5 %	5.9 %
District München	11.3 %	11.1 %	16.4 %	16.4 %	3.0 %	41.7 %	18.5 %	19.1 %	28.5 %	29.1 %	4.9 %
District Rendsburg-Eckernförde	10.9 %	10.2 %	15.7 %	18.2 %	3.0 %	42.0 %	18.7 %	17.6 %	26.5 %	32.5 %	4.8 %
District Neu-Ulm	11.9 %	9.4 %	16.3 %	17.0 %	3.2 %	42.2 %	20.3 %	16.7 %	27.5 %	31.0 %	4.5 %
District Plön	10.5 %	8.5 %	16.8 %	19.2 %	3.5 %	41.5 %	17.7 %	15.0 %	28.3 %	33.8 %	5.2 %

Notes:

Indicators according to Tab 6.4 and Tab 6.4.1 of the SrV 2023 standard evaluation.

Tab 31 (a)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Berlin	10.1	3.7	3.3	5.0	10.0
München	9.1	3.6	3.1	5.2	10.9
Frankfurt am Main	9.5	2.7	3.1	4.9	9.4
Düsseldorf	11.8	3.4	3.6	5.1	11.5
Leipzig	10.6	2.9	3.9	4.0	9.7
Bremen	10.5	3.8	3.1	5.3	10.5
Dresden	8.2	3.3	3.2	4.7	7.1
Duisburg	15.1	4.5	4.1	6.3	11.0
Bochum	14.0	4.0	4.1	6.2	15.4
Mannheim	12.8	3.5	3.9	5.4	8.7
Karlsruhe	11.8	3.0	2.8	4.5	7.6
Augsburg	14.0	4.1	3.4	4.9	10.1
Wiesbaden	12.1	3.7	3.3	5.4	8.7
Mönchengladbach	16.0	4.1	4.2	6.6	12.2
Braunschweig	11.4	3.4	3.5	5.6	9.1
Kiel	10.0	3.4	3.3	6.1	12.5
Magdeburg	10.4	3.6	3.2	4.6	12.1

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 31 (b)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Chemnitz	8.8	4.3	3.8	6.0	9.0
Krefeld	12.6	4.2	3.9	5.1	12.7
Halle (Saale)	8.6	4.0	3.1	5.1	11.3
Erfurt	9.2	3.6	3.5	4.9	9.4
Rostock	10.3	3.8	3.9	5.3	10.7
Kassel	7.9	3.1	3.5	4.2	10.2
Potsdam	12.8	4.2	3.0	4.8	13.6
Ludwigshafen	9.9	4.5	4.2	5.9	13.0
Oldenburg	12.7	3.3	3.4	5.6	10.3
Osnabrück	12.1	3.4	4.0	4.4	16.2
Solingen	12.0	3.8	4.0	5.2	12.0
Darmstadt	13.5	3.0	3.2	5.8	10.4
Paderborn	11.5	3.5	4.1	5.2	9.1
Heidelberg	11.5	2.8	2.8	4.4	10.2
Neuss	15.0	4.0	4.0	5.8	12.2
Regensburg	10.0	3.3	3.2	4.7	10.4
Pforzheim	10.4	3.5	3.6	5.4	11.1

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Heilbronn	12.5	4.1	4.2	6.4	13.5
Ulm	10.8	3.4	3.3	4.2	10.9
Jena	9.3	3.1	3.3	4.9	5.0
Salzgitter	17.8	4.8	5.3	5.6	10.8
Trier	16.3	3.5	3.8	5.5	10.7
Kaiserslautern	9.9	3.5	4.1	5.1	12.0
Schwerin	7.4	4.0	4.2	4.4	7.8
Cottbus	8.6	3.3	3.4	4.5	10.1
Hanau	15.8	4.1	3.8	6.4	11.0
Gera	13.4	4.0	3.9	5.5	12.6
Tübingen	10.9	3.3	3.3	4.8	10.1
Ratingen	14.7	4.2	4.5	6.1	10.9
Gießen	15.2	3.6	3.2	5.4	9.4
Zwickau	11.5	4.4	4.1	5.3	7.4
Konstanz	10.1	2.7	2.4	5.4	7.8
Marl	12.9	4.2	4.1	7.6	12.8
Velbert	13.8	3.5	5.1	6.4	12.7

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 31 (d)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Norderstedt	12.3	3.9	4.2	5.8	12.8
Neumünster	11.8	4.4	4.0	6.3	12.4
Dessau-Roßlau	10.6	3.8	4.2	4.6	8.4
Marburg	11.6	4.4	4.0	5.0	11.2
Grevenbroich	19.5	4.5	5.6	5.1	8.7
Fulda	8.8	3.5	3.5	4.8	10.4
Rüsselsheim	15.0	2.9	5.1	6.0	25.2
Dormagen	17.1	5.0	5.4	5.6	13.1
Kleinmachnow/Stahnsdorf/Teltow	13.6	4.2	4.5	6.4	10.9
Offenburg	11.2	4.1	3.9	5.0	10.0
Neu-Ulm	11.3	3.6	3.7	4.5	10.8
Sindelfingen	10.9	2.9	4.1	5.5	11.0
Langenfeld (Rheinland)	16.1	3.7	4.0	5.1	9.0
Meerbusch	14.9	3.9	5.0	6.0	11.0
Greifswald	8.1	2.7	2.2	3.4	9.4
Hilden	14.7	3.8	4.0	5.8	13.3
Görlitz	7.4	3.3	3.1	4.5	8.6

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Stralsund	8.3	3.1	3.2	4.9	11.3
Wetzlar	13.2	4.5	4.9	5.9	10.5
Wolfenbüttel	13.0	4.1	3.3	5.7	13.3
Böblingen	11.9	3.5	3.3	5.0	7.5
Peine	16.4	5.3	5.4	5.7	15.0
Oranienburg	17.7	4.1	5.1	6.9	11.8
Goslar	13.1	4.4	6.6	5.9	6.5
Landau in der Pfalz	14.2	2.7	3.8	5.3	12.1
Singen (Hohentwiel)	12.8	5.3	3.8	4.8	10.9
Bruchsal	16.4	6.0	4.4	5.9	13.6
Oberursel (Taunus)	12.7	2.9	3.8	5.5	12.5
Wittenberg	12.9	5.8	4.2	5.0	12.4
Falkensee	14.7	6.8	5.5	5.8	9.9
Freital/Tharandt	11.8	4.6	5.0	5.5	12.3
Erkrath	14.4	4.5	4.8	5.5	13.6
Kaarst	16.4	3.3	4.6	5.8	13.4
Monheim am Rhein	15.6	3.7	5.5	6.4	8.0

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Gifhorn	14.7	5.4	4.9	6.3	15.7
Eberswalde	17.4	5.8	4.4	5.7	12.7
Coburg	8.7	3.0	4.2	5.6	8.3
Eisenach	13.1	3.6	3.3	4.6	7.9
Mettmann	17.5	3.5	4.4	6.2	12.6
Pirna	12.5	4.3	4.4	5.8	5.1
Ettlingen	12.4	3.4	4.4	5.6	7.9
Bautzen	15.1	4.3	3.3	6.3	9.0
Werder (Havel)/Schwielowsee	22.6	7.2	8.2	7.2	15.0
Crailsheim	9.4	4.1	4.9	5.3	9.2
Radebeul	11.0	2.8	3.9	5.9	12.1
Haan	16.1	5.2	4.3	6.3	10.3
Riesa	10.2	6.4	4.3	4.9	15.7
Meißen	14.8	3.6	3.8	5.7	16.4
Grimma	18.4	6.8	5.5	5.3	14.4
Hennigsdorf	14.9	4.7	4.2	5.9	6.8
Heiligenhaus	16.7	4.1	3.9	4.7	16.3

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Tab 31 (g)

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Neckarsulm	9.4	3.9	4.2	5.9	8.1
Delitzsch	15.5	3.7	3.1	5.5	5.9
Markkleeberg	13.9	3.4	4.6	4.8	14.2
Michendorf/Nuthetal	18.8	5.1	5.4	7.3	8.7
Wülfrath	15.5	4.1	6.1	5.1	13.7
Coswig	12.4	4.0	3.1	6.6	10.1
Torgau	11.2	6.6	4.3	5.1	9.2
Schkeuditz	14.6	6.3	4.8	6.1	9.6
Borna	16.0	7.3	4.3	5.4	7.6
Radeberg	12.6	3.5	5.7	5.7	16.3
Großenhain	18.3	4.6	5.6	5.8	14.5
Kamenz	16.6	7.5	4.5	7.5	10.1
Heidenau	12.6	3.7	3.2	5.3	19.1
Eilenburg	16.0	4.1	3.8	5.5	9.8
Wurzen	14.6	6.0	4.6	5.8	13.4
Dippoldiswalde	12.9	7.1	5.8	6.6	8.2
Rommerskirchen	21.6	6.9	6.7	8.1	11.9

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.

Period: **entire year**

Day of the Week: **mid-week working day**

Calculated on: **20.01.2026**

**Mean Distance by Purpose Category
Without "Own Home"**

Study area	Mean distance per trip by purpose category without trips back home [km]*				
	Own workplace	Daycare/school/ education	Shopping/ errands	Leisure	Other purpose
Obere Aller	25.1	10.2	11.0	7.2	8.5
Möckern-Loburg-Fläming	20.3	11.0	15.3	6.4	12.7
Beetzendorf-Diesdorf	24.4	9.6	13.0	6.5	10.0
Bischofswerda	17.6	4.3	4.7	7.5	13.9
Südliche Altmark	24.3	11.0	10.1	6.4	17.4
Pegau	22.4	5.1	7.8	6.4	12.9
District Karlsruhe	15.5	5.2	6.6	6.8	15.3
District München	13.9	4.0	5.1	5.7	13.3
District Rendsburg-Eckernförde	17.7	6.2	6.6	6.3	12.5
District Neu-Ulm	13.9	5.2	5.7	5.6	12.3
District Plön	17.7	5.7	7.1	7.3	13.0

Notes:

Indicators according to page 4 of the SrV 2023 Mobility Fact Sheet.

Trips back to the respondent's own home are categorized based on the previous activity.

* Calculated for valid trips with a length of less than 100 kilometers.