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TRAVEL / MOBILITY SURVEYS: SOME KEY FINDINGS

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INTRODUCTION

This paper presents some basic information on travel habits/behaviours. The information is based upon Travel Mobility Surveys performed on a regular basis by a series of member countries of the International Transport Forum. These travel mobility surveys do not necessarily have the same objectives and therefore do not necessarily provide a comparable set of data/information. The Secretariat has nevertheless attempted to draw some basic conclusions from these.

The Annex of the paper presents a compendium on national travel/mobility surveys used in this paper. In addition to providing basis for the analysis carried out in the present paper, it hopefully serves, although not being exhaustive, as additional information for anyone interested in looking at the mobility patterns.

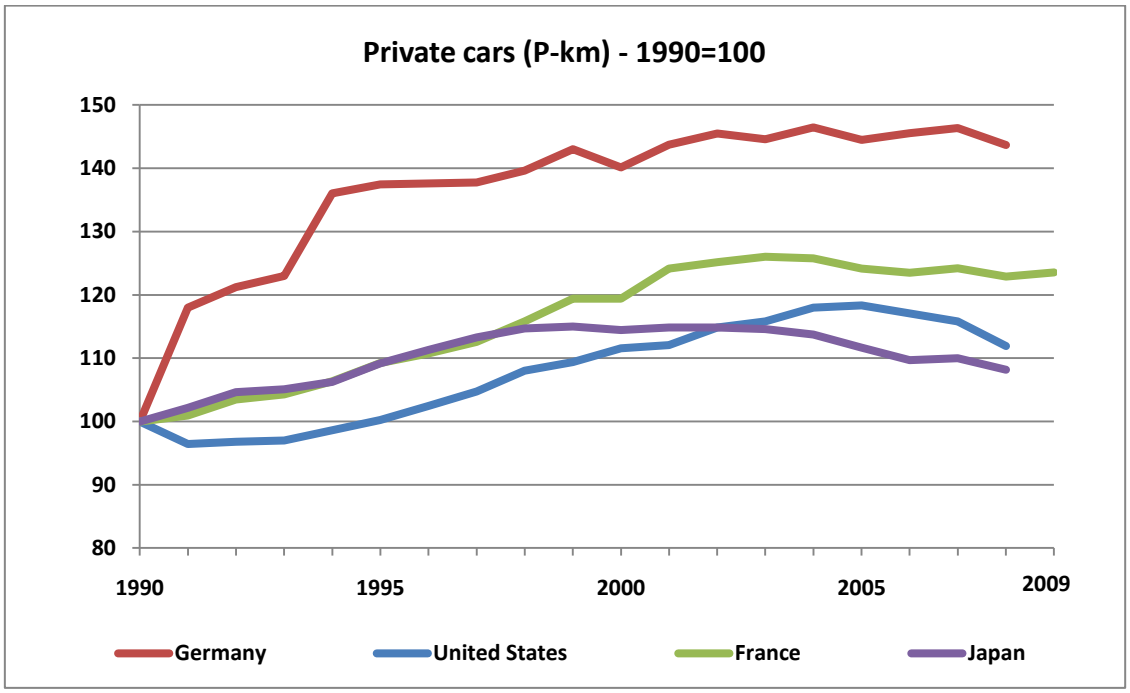
SOME STRIKING EVIDENCE

Households are getting smaller but have more vehicles, and many households own several vehicles

As a result, the occupancy rate of vehicles seems to be diminishing. This is the case in the USA. Car access is one of the most important factors affecting mode choice, and more cars means more kilometres driven. Between1995/97 and 2007, the proportion of households in Great Britain without access to a car fell from 30 per cent to 25 per cent, while the proportion of households with two or more cars increased from 25 per cent to 32 per cent. In Norway in 2005, 87 per cent of the population belonged to a household with at least one car, while one third had two cars and seven percent had three or more cars.

Although in a context of high energy prices and of an economic downturn car usage is levelling off, it remains on an upward trend in many countries.

The views expressed in this paper are those of the author and do not necessarily represent positions of the OECD or the International Transport Forum.



Even in big cities, the modal share of cars may be increasing

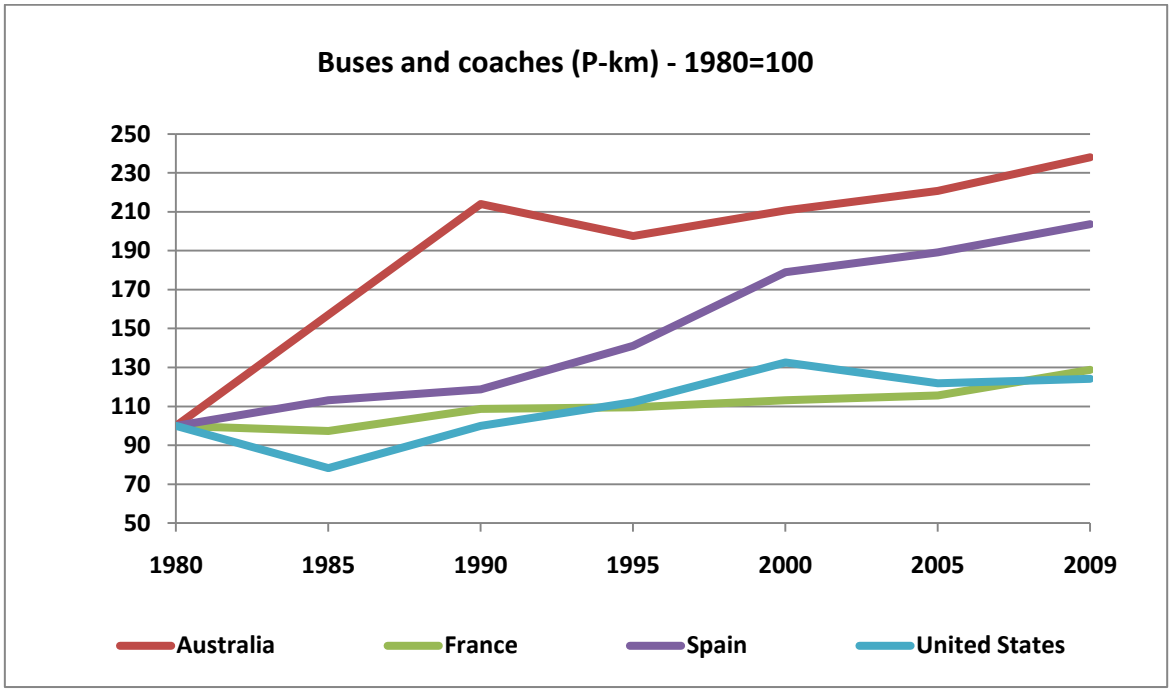
In Japan, the modal share of cars is increasing in cities year on year. Although figures show a decrease in the three major metropolitan areas, there is still an upward trend in other cities. In addition, a significant increase in the modal share of cars is seen concerning female trips/person in regional urban areas.

Among the elderly, those holding a driving licence are increasing over time

Although the number of trips/person for this group has seen a limited rise in the three major metropolitan areas of Japan, while remaining at the same level in other cities, the modal share of cars has been increasing among the elderly. The numbers of trips/person by those aged 75 or older is 60% of those of aged 65-74. However, the trend of both data is almost the same.

Buses remain a basic means of transportation

In particular among the young, the elderly, and those with low incomes, buses remain a basic means of transportation. Local bus is the most frequently used mode of public transport in the United Kingdom, with 28 per cent of respondents in the travel/mobility survey using a bus at least weekly in 2007. This compares with 10 per cent for taxi and 7 per cent for rail. Weekly bus use is most common among those under the age of 30 and those aged 60 or older. Bus transport is, however, often neglected in transport policy.



A large percentage (if not the majority) of transport is for leisure purposes

An increase in living standards has given access to many recreational opportunities (visiting friends, shopping, recreational activities, etc.) For example, since 1990, the average American has added more recreation, errands, and shopping than work trips. Some of these have been added in stops on the way home from work (trip chains). Growth in non-work travel is changing the shape of the peak period – a trend which is expected to continue – and transport policy should consider these aspects a priority.

Car access and car usage is still by far the determinant aspect in overall mobility

The main supplementary issues worth mentioning are related to car access and usage, as well as longer times spent in transportation despite fewer trips. Car access and car usage is still by far the determinant aspect in overall mobility. It is becoming less a matter of gender and age, and more related to income, education and size of households.

For example, on an average day 83 percent of Swedish residents leave their home on some sort of trip. The car is the most common mode of transport used, representing 64 per cent of the total kilometres travelled. In total, the population travelled four times further by car than by public transportation. On an average day, 53 per cent travelled by car, 14 per cent by public transport and 5 per cent by both car and public transportation. In Sweden 4.3 million cars are on the roads, and three-fourths of all households own a car.

In Japan, those who have exclusive use of a car tend, logically, to show higher patterns of both the number of trips/person and the modal share of cars than those who do not, or share one with their family. In Norway, 68 per cent of the 2005 survey panel said that they always had access to a car; an increase of four percentage points from 2001.

Gender matters

Men continue to have better car access than women in Norway but, in the case of the UK, the proportion of men with a driving license has remained relatively stable (at around 80 per cent) since 1995/97, but this has increased among women from 57 per cent to 63 per cent in 2007.

Other characteristics of those with good access to a car in Norway are: high income, higher education, couples with children, and in the age group 45-54. Among young people, the two primary reasons for not having a driving licence are that they do not need one, and that they cannot afford it. The costs of transportation do play a role in explaining mobility trends.

The quality of public transport, measured in terms of the distance to the bus or tram stop, and in terms of service frequency, is an important factor.

This can vary greatly between different areas. Within Norway, for example, the quality of transport is much better for people living in Oslo, whereas service levels in areas surrounding the large cities are considerably poorer. In the sample of the Norwegian travel survey, 24 percent reported that very good public transport services were available to them; 46 per cent good, or fairly good, services; and 30 per cent stated poor, or very poor, public transport services. In the UK, those living in the lowest-income households are most likely to travel frequently by bus or taxi; 44 per cent use buses; and 14 per cent use taxis at least weekly. However, frequent rail travel and cycling tends to increase with household income in the UK.

More time spent in transport and longer distances despite fewer trips

More time spent in transport and longer distances despite fewer trips seems to be a common characteristic in several countries. Daily distances have increased a lot in Switzerland during the last decades. However in 2005, and for the first time, they had not evolved by much since the previous mobility survey of 2000. If distances travelled by public transport (essentially by train) have risen by 16%, those by car have remained unchanged. However, road traffic has increased since 2000 due to the growth of the population and a somewhat smaller rate of vehicle occupancy.

In France, between 1994 and 2008, there was a widening disparity between urban and rural areas. In urban areas, those in employment and students travelled less, and for a shorter duration, in 2008, whereas in rural areas the population travelled more kilometres each day to reach their destinations (working, shopping or leisure). If we consider only those engaged in an outdoor activity, then the French, in 2008, spent on average 66 minutes each day travelling. This corresponds to one minute more than in 1994, but they were then making 3.8 trips each day, compared to 3.7 trips in 2008.

In the UK between 1980 and 1992, travel by rail showed the largest absolute increase in distance among public transport modes – an additional 16 billion passenger kilometres, up by 67 per cent. Distance travelled by bus and coach fell by 18 per cent. Although this has since increased by 17 per cent to 50 billion passenger kilometres in 2007, it is still well below the 1980 level.

Changes in the real cost of transport: 1997 to 2009
United Kingdom

- The growth in car travel has been accompanied by a reduction in motoring costs and rising bus and rail fares in real terms.
- The overall cost of motoring (including purchase, maintenance, petrol and oil, and tax and insurance) has dropped below its 1997 level in real terms.
- The real cost of running a car (the cost of motoring, excluding the purchase of a vehicle) increased by almost a quarter between 1997 and 2009, whereas the real cost of vehicle purchase has halved over the same period.
- Public transport fares have risen in real terms since 1997. In 2009, bus and coach fares and rail fares were respectively 24 per cent and 13 per cent higher than in 1997.

Annex: COMPENDIUM ON NATIONAL TRAVEL / MOBILITY SURVEYS

Country	**Australia**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
In Australia, separate independent household travel surveys are undertaken by different government agencies across federal and state/territory government level. Australia is currently in the process of compiling metadata statements for all transport data collected by public sector agencies and private sector firms. The statements provide more detailed information about each survey, including data access arrangements.	The principal household travel surveys are: 1. State/Territory urban household travel surveys, which are designed to collect information on urban travel for the purpose of modelling urban travel behaviour 2. The National Visitor Survey (NVS), undertaken by Tourism Research Australia (TRA), which is designed to collect information on long-distance travel (*i.e.* day trips not part of the normal commute, overnight trips, and outbound overseas travel by Australian residents).	Collection frequencies of State/Territory urban household travel surveys vary across the different jurisdictions. For the larger urban centres (Sydney, Melbourne and Brisbane Metropolitan areas) household travel surveys are undertaken annually (Brisbane's household travel survey is a 3-year rolling programme). For the smaller Australian urban centres, surveys are undertaken less frequently.	The NVS is undertaken on a quarterly basis. Information on the methodology and the data collected by the survey is available from the TRA NVS website: http://www.ret.gov.au/tourism/tra/domestic/national/Pages/default.aspx.		

Country	**Austria**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Statistics Austria	Taking into account the requirements of the EU Directive on Tourism Statistics and meeting National Regulations, surveys are conducted on leisure and business trips with at least one overnight stay.	Starting with the year 2000, every quarter, 3 500 representatively chosen individuals living in Austria (15+) are questioned about their travel behaviour. The interviews are carried out by means of computer assisted telephone interviews (CATI).		Travel (tourism) behaviour of the Austrian population from 1990 to 2009 Holiday and business trips of the Austrian population http://www.statistik.at/web_en/statistics/tourism/travel_habits/index.html#index2	
Country	**Belgium**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
One national survey on household mobility has been undertaken since 1999. The first survey was conducted by les Facultés Universitaires de Namur (GRT : groupe de Recherches sur les Transports). A new survey was launched (BELDAM-Belgian daily Mobility) in December 2009. The results are not yet available, but les Facultés Universitaires de Namur (groupe de Recherches sur les Transports) still holds the responsability for this latest survey			All results (methodology, sample, results,..) of the mobel survey are available at : www.mobel.be It is possible to undertake specific queries		

Country	**Canada**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Statistics Canada	The Canadian Travel Survey provides a yardstick for identifying who is travelling, the types of trips they are taking, and how much they are spending.	Throughout 2003, about 170 000 Canadians were interviewed about their trips in Canada, and about themselves and their households.	The latest publication (2003) presents data and analytical text on trips and socio-economic characteristics of Canadians travelling within Canada. Trip information includes purpose, activities, mode of transportation, length of stay, origin and destination, and expenditures. In addition to providing national data, the publication also includes some tables presenting provincial and metropolitan detail.	The publication *Canadian Travel Survey: Domestic Travel*, 2003 (87-212-XIE,) is available. The publication contains several historical tables (1998 to 2003), which include revised 1998 to 2001 estimates that are comparable with those of 2002 and 2003.	Statistics Canada insists on the fact that this survey provides valuable information for tourism industry decision-makers who seek ways of selling Canada as a tourist destination for Canadians through marketing strategies and product development.

Country	**Denmark**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The Danish National Travel Survey (TU) is conducted as a joint venture between a number of Danish states and local authorities, transport operators etc., including the Department of Transport. The survey is conducted by DTU Transport with Synovate as subcontractor on telephone interviews. The survey has existed since 1975, with three "stand alone" surveys in 1975, 1981, and 1986. From 1992 onwards the survey has been undertaken yearly, except for the years 2004-05. Many improvements have been introduced over time, but a number of important indicators are available for the whole period from 1992.	The aim of the survey is to have a description of the travel behaviour of individuals, with a few background questions relating to the household. This survey is the major source of information regarding travel habits of Danish residents (aged 10-84).	Normally, the survey consists of approximately 13 000 interviews/year, but due to extra funding it has been possible to double the sample in the period mid 2009-mid 2011. Interviews are carried out daily around the year, in a combination of web interviews (20%) and telephone interviews (80%).	Data collected includes: a thorough description of each trip made on the day before the interview (departure and arrival time, distance, addresses/coordinates, trip purpose, means of transport, travelling alone/with others etc.), home address, workplace address, parking possibilities at workplace, ownership of bicycle and public transport season ticket, background information regarding the interview person (sex, age, education, income…) and the household (sex/age of other family members, type and ownership of home address, household income, household car access…) and more.	At the moment, access to results from the survey is limited. Shortly, a new website will give access to central results on the national level. Other data can be obtained by writing to turequests@transport.dtu.dk, subject to acceptance of the purpose of obtaining the data, and sometimes requiring a certain payment for data access.	

Country	**Finland**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Finland Ltd is responsible for maintaining the data.	The National Travel Survey provides an overall picture of Finnish passenger mobility and its background as well as demographic, geographic and temporal variations in mobility.	The survey was conducted by interviewing over 13 000 Finns by telephone during the years 2004-2005. The response rate of the survey was 65 percent	The survey provides information required for transport planning, such as information on travel modes in addition to an overall view of mobility and its influencing factors. The passenger transport survey provides base data for transport related research, surveys and decision making. The data is available for research use by obtaining permission from the Finnish National Road Administration., WSP.	The research report was completed in March 2006. Customer specific additional analysis can be performed on the data.	

Country	**France**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The 2007-2008 national transport and mobility survey has been collaboratively conducted between *le Service de l'Observation Statistique du Ministère del'Écologie, de l''Énergie, du Développement durable et de la Mer, l'INSEE and l'INRETS,* similarly as the 1993-1994 survey.	Getting better knowledge of the mobility of households living in France and their use of the different transport modes, public or private.	The 2007-2008 survey gathers indications on short and long distance mobility of 20 200 households on an annual basis for the different transport modes.		Insee Première n° 1252 : "Dans les grandes agglomérations, la mobilité quotidienne des habitants diminue et elle augmente ailleurs". Service de l'observation et des statistiques (SOeS) : – Mémento de statistiques des transports. – - Rapport de la commission des Comptes des transports de la Nation : "Les comptes des transports en 2009".	

KEY FINDINGS : FRANCE
Daily mobility of French population

Short distance trips of more than 6 years old individuals living in France

Sources : Insee ; Service de l'observation et des statistiques (SOeS) ; Institut national de recherche sur les transports et leurs sécurité (Inrets).

	Mode (in %)		**Average duration (minutes)**	
	1994	2008	1994	2008
Walking or bicycle	21	19	12	14
Powered vehicle	74	76	16	17
Public transport	5	5	38	36
Remote and low density areas	100	100	16	17
Walking or bicycle	31	33	13	14
Powered vehicle	56	55	17	17
Public transport	13	12	36	40
Urban areas	100	100	19	19

Country	**Germany**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The MOP(Mobility Panel) is being carried out on behalf of, and financed by, the German Federal Ministry of Transport, Building and Urban Affairs. The market and opinion research institute tns infratest carry out the field work of the survey. The Institute for Transport Studies of the University of Karlsruhe is responsible for the design and scientific supervision of the survey.	Up-to-date information about person travel and mobility behaviour is indispensable for transportation policy decisions and planning. Only on the basis of such information can the transportation infrastructure be designed and preserved in order to meet the needs of the population – today and in the future.	Since 1994 the German Mobility Panel surveys such essential information on an annual basis - for example information about travel mode use, travel purposes, or travel time of the German population. For the purpose of collecting such information entire households are interviewed about their everyday mobility behaviour. Each household member fills in a travel diary in which he records each trip made during the course of one week. In addition to this, the MOP surveys the mileage driven with private vehicles in Germany as well as their fuel consumption.		A series of reports in English is available at the following address: http://mobilitaetspanel.ifv.uni-karlsruhe.de/en/downloads/englische-und-franzoesische-unterlagen/index.html Recent reports in English include: Pdf 02.2009, Zumkeller, D.: The German Mobility Panel, 2004. Pdf 01.2009, Kuhnimhof, T.: Adding Value to Your Data: Analysis of Travel Expenses Based on Trip Diary and Enriched Odometer Reading Data, 2006. Pdf 01.2009 Chlond, B.: The German Mobility Panel - Intention and Conceptual Approach, 2004.	

Country	**Ireland**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Central Statistics Office (CSO)	Linking travel and tourism expenditures		For domestic travel by Irish residents: the number of trips, number of nights away, and the average length of stay by region visited, length of stay, reason for journey and type of accommodation; the number of trips and number of nights away by region visited by reason for journey, age, sex, mode of transport used, method of booking and region of residence; total expenditure by reason for journey and region visited. For international travel by Irish residents: the number of trips, number of nights away and the average length of stay by region visited, length of stay, reason for journey and type of accommodation; the number of trips and number of nights away by age, sex, mode of transport used, method of booking and region of residence; total expenditure by reason for journey and by region visited; EU travel by Irish residents, the number of trips and number of nights away by country and region visited.	A Methods and Quality Report is available for this statistic. Pdf document on household (tourism) travel survey available at : http://www.statcentral.ie/viewStat.asp?id=168	

Country	**Japan**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The Policy Bureau of the Ministry (MLIT) commissioned the implementation of "Transportation Census of Urban Cities" to the Japan Institute of Transport Policy Studies (ITPS) in the past, but the responsible authority for the statistics is Policy Bureau of the MLIT, not the ITPS.	The Nationwide Person Trip Survey aims at studying the actual travel behaviour in cities of Japan.	For the study, 62 cities are selected and finally 32 thousands of responses are obtained from about 500 households per city. The data is processed to compile both nationwide and cities by category of urban size.		The latest Nationwide Person Trip Survey, was conducted in 2005. This is the 4th survey and it was conducted in 1987, 1994, 1999. A broacher* analyzing the time series of Nationwide Person Trip survey results has been recently published. (* available only in Japanese.)	Information on Japanese mobility surveys : ● Person trip surveys (1)Nationwide person trip surveys carried out by the government http://www.mlit.go.jp/crd/tosiko/zpt/pdf/zenkokupt_gaiyouban_english.pdf (English: summary) (2)Person trip surveys carried out by municipalities http://www.mlit.go.jp/crd/tosiko/pt/map_e.html (English) *Please note that the map and the table is as of 2007. ● Transportation Census of Urban Cities http://www.stat.go.jp/english/index/official/209.htm#7 (English summary) http://www.mlit.go.jp/sogoseisaku/transport/sosei_transport_tk_000007.html (Japanese) English version is summary only, details are in Japanese only.

KEY FINDINGS: JAPAN

Key results from the 4th Nationwide Person Trip Survey are the following:

1. Travel Behaviour in Cities in Japan

* The average number of trips/person is 2.31 on weekday and 1.85 on weekend in cities in Japan. It has been decreasing, but recently seems ceasing to fall.
* The average number of trips on weekday in both 3 Major Metropolitan Areas and the Regional Urban Areas are 2.31 trips/person. It has been decreasing, but recently seems ceasing to fall, just the same as the national average.

2. Modes of Transportation: the Modal Share of Cars and Others

* The modal share of cars increases in cities in Japan year by year. It seems to be decreasing in the 3 Major Metropolitan Areas, but still it is upward trend in the other cities.
* Significant increase of the modal share of cars is seen at the female trips/person in the Regional Urban Areas.

3. Car Ownership and the Modal Share

* Those who have own cars with exclusive use tend to be higher in both the number of trips/person and the modal share of cars than those who have no cars or share them with their family.

4. Travel by Aged Persons

* Although the numbers of trips/person of the elderly have kept in limited rise in the 3 Major Metropolitan Areas, and the same level in other cities, its modal share of cars have been increasing. The numbers of trips/person by age 75 or over is 60% of those of age 65-74. However, the trend of the 2 data is almost the same.

5. Relationship between Population Density and the Modal Split

* Where the population density is higher in the DIDs*, modal share of cars tends to be lesser and higherthe modal share of public transportation.

*DID: Densely-Inhabited District. DID is an area composed of a group of continuous districts where each population density has 40 inhabitants per hectare or more. Population per DID have to be 5 thousands or more.

Country	**Korea**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
In Korea the organization responsible for travel related statistics is KOTI (Korea Transport Institute). National Transport Statistics Center of KOTI is responsible for collecting and maintaining the database. For the transport related expenditures, Korea National Statistics Office conducts survey every five years and maintains database.	The national travel survey and the expenditure survey are intended to provide passenger and freight transport related information for policy and academic uses.	The household travel survey was conducted in five major metropolitan areas and 38 adjacent areas. About 177 900 households were surveyed. For the transport expenditure survey only aggregate spending expenditure is reported.	The main items surveyed include household socio-economic characteristics, travel purpose, number of trips, average travel distance and travel time.	The most recent household travel survey was conducted in 2006-2007. For travel expenditure survey only aggregate information is reported by National Statistics Office. The frequency of the survey is every five years.	

KEY FINDINGS : KOREA

Main results from the 2006-2007 household travel survey are as follows:

1. Travel Behaviour in Cities in Korea

* The average number of trips/person ranges from 2.60 to 2.75 in the five metropolitan areas
* Average travel time ranges from 23 to 27 minutes depending on the metropolitan areas.
* Average travel distance tends to increase in some metropolitan areas, especially Kwangju metropolitan area. However Busan and Woolssan areas experienced decreased average travel distance in 2001-2006.

2. Average Household Travel Related Expenditure is 280,552 Korean Won per Month in 2007.

* It is not explicitly stated, but this figure includes only direct expenditures such as fuel cost and public transit fare and does not include car purchase and other related expenditures.

3. Car Ownership

* About 83 percent of the households own one or more cars. 19 percent of the households own two or more cars.

4. CarTravel Modal Share

* Car travel modal share ranges from 31 % to 39 %. Chonju area has the highest modal share of 39 % and Woolsan area has the lowest modal share of 31%.

Country	**Luxembourg**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The Ministry of Sustainable Development and Infrastructures, Transport Department, has no current data or results of a travel/mobility survey in Luxembourg. However preparations of such a survey have begun which is scheduled for 2011. Results of this survey will probably be available in 2012.					

Country	**Netherlands**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Since 1978, the Central Bureau of Statistics (CBS) has been carrying out the National Travel Survey (NTS).	The survey's purpose is to describe the travel behaviour of the Dutch population. Mobility data are very important to be able to calculate the exposure (to traffic dangers), expressed as crash rates (crashes per billion kilometres travelled).	It uses a sample of households, and each person within these households is requested to record all journeys made in a particular day (Already known are, among others: age group, sex, province, vehicle possession, and driving licence). For each journey, the following is registered: – place of origin, place of destination, distance travelled, – time of departure, time of arrival, journey time, – modes of transport, – purpose of journey. In the course of time there have been a number of changes in the NTS (sample framework, method of recruitment, handling of non-response, layout of the questionnaire/journey diary, wording of questions and possible answers, follow/-up surveys, and sample size). The NTS underwent such large changes in 1985, 1994, and 1999. Series do not match anymore. The NTS does not contain journeys for: holidays, lorry and delivery van occupants, kilometres abroad, and kilometres of foreigners in the Netherlands.		CBS publishes the NTS results annually in 'De mobiliteit van de Nederlandse bevolking' ('The mobility of the Netherlands population'). It is also possible to pay CBS for special processing orders. It is also possible to buy a NTS database from CBS. In these databases, the privacy-sensitive variables have been removed	

Country	**New-Zealand**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Ministry of Tourism	The Domestic Travel Survey (DTS) provides in-depth information on New Zealanders travelling within New Zealand, including day trips, overnight trips, nights away, places stayed, main reason of trips, transport used, activities undertaken and expenditures. All this information is related to tourism activities.	Domestic Travel Survey (DTS) results from the year to September 2009 from the beginning of a new data series, which uses an improved methodology and provides more accurate data. The methodological improvements(survey coverage, better recall of domestic trips and expenditure data due to an improved questionnaire, better quality data from improved survey practices) meaning that data from the new and old methodologies cannot be compared and a reliable back series cannot be provided.	Data relates to day and overnight trips, visitor nights and expenditures on day, overnight and total expenditures.	All information can be found at : http://www.tourismresearch.govt.nz/Data--Analysis/Domestic-Travellers/Domestic-Travel-In-New-Zealand/DTS-Key-Data/	

Country	**Norway**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
	The 2005 Norwegian National Travel Survey (NTS) is the fifth national survey of travel behaviour conducted in Norway, and marks 20 years of NTS surveys in Norway.	NTS records personal travel of all types, including short trips taken on a daily basis and longer journeys undertaken less frequently, and all modes of transport including walking. The Norwegian NTS is comparable with most European and the American Passenger Travel Surveys. A total of 17 514 persons aged 12 and above were interviewed in the 2005 NTS. The figure includes a representative sample of the entire country of around 10 000 and supplementary, regional samples.		2005 Norwegian Travel Survey - key results, Jon Martin Denstadli, Øystein Engebretsen, Randi Hjorthol and Liva Vågane, TØI report no 844/2006 All TØI reports are available on www.toi.no	

KEY FINDINGS : NORWAY

The 2005 Norwegian National Travel Survey showed that car access is one of the most important factors affecting mode choice. In 2005, 87 per cent of the population belonged to a household with at least one car, one third had two cars and seven percent had three or more cars. 68 per cent said that they always had access to a car; an increase of four percentage points from 2001. Men continue to have better car access than women. Other characteristics of those with good access to a car are high income, higher education, couples with children, and age group 45-54. Among young people, the primary reasons for not having a driving licence are that they do not need one and that they cannot afford it.

The quality of public transport, measured in terms of the distance to the bus or tram stop and in terms of service frequency, varies extremely between different areas. The quality is clearly best for people living in Oslo whereas service levels in areas surrounding the large cities are considerably poorer. 24 percent of the sample reported that very good public transport services were available to them, 46 per cent good or fairly good services and 30 per cent stated poor or very poor public transport services. A large proportion of the population owns a bicycle, 76 per cent. This figure remains stable over time.

The average trip length is 11.1 km, a slight reduction from 2001, and takes 20 minutes. The total length travelled per day for each person is 37.4 km, a slight increase from 2001. In 2005 the population made an average of 3.3 trips per day. This is a slight increase from the 2001 average of 3.1 trips and is mainly caused by an increase in car travel. The number of trips by other modes of travel is stable. In 2005, 54 per cent of all trips were made by car drivers.

Commuting constitutes 19 per cent of all individual trips, but is often connected with trips for other purposes, such as shopping, taking children to activities etc. On average Norwegians made 1.6 long trips per month, defined as trips longer than 100 km (62 miles) and trips abroad. This is a clear increase since 2001. More than half of the population made a long trip in 2005. Holiday and leisure travel dominate long trips.

Country	**Spain**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
MOVILIA is the Second National Mobility Survey. It has been developed during 2006 and 2007 by the Spanish Ministry of Public Works (Ministerio de Fomento).	The aim of MOVILIA is to provide information on the characteristics and determinants of mobility amongst Spanish residents to local and national policy markers, public transport operators, researchers, etc.		The outcomes of MOVILIA are structured in two parts: the first one provides knowledge about short distance trips and is based on the data collected in the domiciliary surveys developed during 2006. The second one, developed during 2007, gives information about long distance mobility (over 50 km). Regarding modal split, the territorial unit in which the analysis has been based is the province, equivalent to NUTS 3 of the statistical territorial units of the UE.	MOVILIA outcomes have been published : (http://www.fomento.es/MFOM/LANG_EN/INFORMACION_MFOM/INFORMACION_ESTADISTICA/Movilidad/Movilia2006_2007/	

Country	**Sweden**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Swedish travel surveys have been produced by SIKA - Swedish Institute for Communication Analysis http://www.sika-institute.se/ . SIKA is, however, to be replaced by the new authority Trafikanalys 1st of April 2010. SIKA has collected data in national travel surveys first in Riks-RVU study from 1994 to 1998, then in RES study from 1999 to 2001. The most recent study is RES 2005-2006, which covers the period 1 October 2005 to 30 September 2006. SIKA is an agency working in the transport and communications sector. Its main tasks are to make analyses, descriptions of the current situation and other reports for the Government, to develop forecast and planning methods and to be responsible for the official statistics. The reports are published in the series *SIKA Rapport* and *SIKA PM*. The statistics are published in the series *SIKA Statistik*, in the journal *SIKA Kommunikationer* and in the *Transport and Communications yearbook*. All publications are available on SIKA's website www.sika-institute.se.		A key aspect of the travel surveys is to survey the respondents' movements during a set measurement day for each person and to survey long-distance journeys over a longer period of time by telephone interviews	Information about the mode of transport, the length of the journey, the starting and finishing point, are collected. The study also gathers information about gender, age, employment, holding of driving licences, and household resources in the form of a car and housing form.	Annual reports have been published for Riks-RVU and RES from 1994 to 2001, and in electronic form from RES 1999. The report from RES0506 was published in July 2007 and also translated to English.	The National Travel Survey, RES 2005-2006, was conducted on behalf of a client group consisting of the Swedish Road Administration, the Swedish Rail Administration, the LFV Group, the Swedish Maritime Administration, the National Public Transport Agency, the Swedish Institute for Transport and Communications Analysis (SIKA), and the Swedish Governmental Agency for Innovation Systems (VINNOVA). SIKA was the principal client and coordinator for the assignment. Additional samples from each respective county were ordered. SIKA was responsible for such items as project management, database compilation and reporting. The results from this report pertain to the period 2005-10-01 through 2006-09-30. The report contains an overview presentation of the primary results as well as a technical description of how the survey was conducted.

KEY FINDINGS: SWEDEN

The National Travel Survey, RES 2005–2006 (http://www.trafa.se/In-English/Statistics/National-travel-survey-RES/), contains data on the everyday movements and longer journeys made by Swedish residents between the ages of 6 and 84. The survey also collected information about the individual and the household, as well as the means of communication that were significant to travel. In total, 27,000 interviews were conducted on SIKA's behalf, corresponding to a response frequency of 68 percent. The survey was conducted on a daily basis during a one-year period, beginning in the autumn of 2005. The following are some of the results that were obtained from the survey:

- On an average day, 83 percent of Swedish residents left their home on some sort of trip.
- On an average day, the population made 13.4 million journeys, corresponding to slightly less than 5 billion journeys per year.
- On an average day, the combined total distance travelled was 363 million km. The car was the most common mode of transport that was used, representing 64 percent of the total kilometres travelled.
- Gasoline, the most common fuel used in cars, was used eight times as much as diesel. The use of alternative types of fuels was very limited.
- In total, the population travelled 4 times further by car than by public transportation. On an average day, 53 percent travelled by car, 14 percent by public transportation and 5 percent by both car and public transportation.
- Most journeys began between 07:00 and 08:00. These were primarily journeys to the workplace.
- The average person travelled 40 kilometres per day, with a corresponding travel time of 70 minutes. The distance of the average journey to the workplace was 16 kilometres.
- Long-distance journeys (more than 100 km in a single direction) were often made in order to visit friends and relatives. These represented 25 percent of all long-distance journeys made within Sweden.
- 13.5 million journeys abroad were made between the autumn of 2005 and 2006. The most common foreign destinations were Denmark, Finland, Norway, Germany and Spain. The most common mode of transportation for journeys abroad was by plane.
- 60 percent of the Swedish population had been abroad at least once between the autumn of 2005 and 2006.
- There were 4.3 million cars on the roads, and three-fourths of all households owned a car.
- In an average month, 9 percent of all persons who were gainfully employed had participated in a conference call and 2 percent had taken part in a videoconference.
- Telework was conducted by 11 percent of all persons who were gainfully employed, while 13 percent worked while travelling.
- Slightly more than 78 percent of the population had home Internet access, of which 74 percent was broadband

Country	**Switzerland**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
			The different surveys conducted every 5 years since 1974 gather information on transport behaviours of Swiss residents. These surveys analyse transport characteristics of different groups of the Swiss population as well as spatial differences. Results of the last 2005 survey are available. The 2010 survey is on-going.	2005 Survey results: http://www.bfs.admin.ch/bfs/portal/fr/index/themen/11/07/01/02/01.html All results in electronic form (reports pdf, Excel tables, etc) at: http://www.portal-stat.admin.ch/mz05/index.html Results of previous surveys (1974, 79, 84, 89, 94, 2000): http://www.are.admin.ch/themen/verkehr/00256/00499/00500/index.html?lang=fr Methodological document: http://www.bfs.admin.ch/bfs/portal/fr/index/infothek/erhebungen__quellen/blank/blank/mz/01.html - 2010 Survey, methodological document (in German only): http://www.bfs.admin.ch/bfs/portal/fr/index/infothek/erhebungen__quellen/blank/blank/mz/00/02.Document.125892.pdf	

Country	**United-Kingdom**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The National Travel Survey 2007 Interview Data is published by DfT.	The National Travel Survey (NTS) is a household survey designed to provide a databank of personal travel information for Great Britain. The 2007 National Travel Survey (NTS) is the latest in a series of household surveys designed to provide a databank of personal travel information for Great Britain.	The NTS has been running continuously since 1988, following previous ad hoc surveys. In 2007, data was collected from over 9 000 households, covering nearly 22 000 individuals. The survey is designed to pick up long term trends and is not suitable for monitoring short term trends.	The latest report presents the results from the interview element of the 2007 survey. It does not cover data from the travel diary. The 2007 publication includes less information than usual due to quality difficulties with data taken from respondent diaries.	The following content is available from the Department for Transport web archive: National Travel Survey: (2007, 2006, 2005, 2004, 2003 final results, 2002, 1999-2001 update, rrevised data for urban and rural areas: 1996-2001).	

KEY FINDINGS: UNITED KINGDOM

Key findings from the 2007 National Travel Survey include:

- Between 1995/97 and 2007 the proportion of households in Great Britain without access to a car fell from 30 per cent to 25 per cent, while the proportion of households with two or more cars increased from 25 per cent to 32 per cent.
- Since 1995/97 the proportion of men with a driving license has remained relatively stable, at around 80 per cent, but it has increased among women from 57 per cent to 63 per cent in 2007. License holding among all those aged 70 and over has increased from 38 per cent to 52 per cent.
- Local bus is the most frequently used mode of public transport, with 28 per cent of respondents using a bus at least weekly in 2007. This compares with 10 per cent for taxi and 7 per cent for rail. Weekly bus use is most common among those under the age of 30 and those aged 60 or older.
- Ten per cent of respondents said they made an internal flight within Great Britain at least once a year and 46 per cent had made at least one international flight from Great Britain in the last 12 months.
- Those living in the lowest income households are most likely to frequently travel by bus or taxi, 44 per cent using buses and 14 per cent using taxis at least weekly. Frequent rail travel and cycling tends to increase with household income.
- The proportion of rural households that were within a 13 minute walk of a bus stop with at least an hourly service increased from 45 per cent in 1998/00 to 57 per cent in 2007.
- Workers living in the highest income households were far more likely to be able to work from home (33%) than those living in the lowest income households (10%).

Country	**United-States**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
The National Highway Travel Survey is the authoritative source of national data on the travel behaviour of the American public.	The NHTS/NPTS serves as the nation's inventory of daily travel. The 2009 NHTS updates information gathered in the 2001 NHTS and in prior Nationwide Personal Transportation Surveys (NPTS) conducted in 1969, 1977, 1983, 1990, and 1995.	Data is collected on daily trips taken in a 24-hours period, and includes : – purpose of the trip (work, shopping, etc.); – means of transportation used (car, bus, subway, walk, etc.); – how long the trip took, *i.e.* travel time; time of day; day of week, number of people in the vehicle, driver characteristics and vehicle attributes.	The dataset allows analysis of daily travel by all modes, including characteristics of the people travelling, of their household, and their vehicles.	A series of reports is available since the beginning of the surveys. They include basic information on travel patterns : – Summary of Travel Trends(2001) – Our Nation's Travel: Current Issues (2001) – Transferring 2001 National Household Travel Survey (2001) – Highlights of the 2001 National Household Travel Survey – Summary of Travel Trends (1995) http://nhts.ornl.gov/introduction.shtml	Regular outcomes include NHTS brief aimed at provoking NHTS users creatively.

KEY FINDINGS: UNITED STATES

The 2001 NHTS indicates that during the last forty years, there has been:

- Changes in family structure and increase in vehicle availability
- Changes in the working population
- Increases in private vehicle use and significant increases in commute time
- Growth in non-work travel changing the landscape of our peak periods—A trend expected to continue.

At the same time:

- Households are getting smaller with more vehicles
- Many households have multiple vehicles
- Even though you can only drive one car at a time, more vehicles add more miles of travel
- A real shift to longer commutes

However, commuting as a proportion of all travel is declining: since 1990 the average American added more recreation, errands and shopping than work trips. Some of these trips have been added in stops on the way home from work (trip chains). But if changes in family structure, workforce and vehicle availability primarily effected mode choice in the 1980s, people may have shifted to POV and drive alone to save travel time.

Country	**EU ETISplus project**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
NEA (NL) is in charge of collecting data about passenger mobility in Europe in the framework of the **ETISplus project**	ETISplus is a research project of 7th Framework Programme. It builds upon the previous ETIS database project (2005) and addresses the lessons learnt. The main objectives of the project are: – To develop a framework for the collection and dissemination of data and network information related to transport (It includes the use of new data collection methods, the use of efficient, cost-effective methods in case where gaps in data collection currently exist, the use of a dedicated IPR free dissemination and retrieval tool and to provide a central repository to be used by transport support policy tools at EU level). – To implement and validate a database, updating and extending the ETIS database both geographically and by adding additional variables, adding new reference years 2005 and 2008 and including the newest member states and neighbouring countries in more detail.			(European Transport policy Information System: http://www.etisplus.eu)	

Country	**EU DATELINE project**				
Body responsible of TMS	**Objective of the survey**	**Methodology**	**Data**	**Reports**	**Complementary information**
Conceived in April 2000 as part of the European Commission's *Competitive and Sustainable Growth* program embedded in the 5th Framework Program, ***DATELINE*** **(Design and Application of a Travel Survey for European Long-distance Trips Based on an International Network of Expertise**) is concerned with European long-distance travel.	A specifically designed survey was carried out in the 15 Member States of the European Union (EU) and in Switzerland, following a carefully devised methodology that had the aim to create one single harmonized long-distance travel database covering all 16 countries.		Results derived from the analysis are currently accessible through the site, including the possibility to download the complete database for personal use, free of charge.	Information on sampling (1), weighting (2) and analysis (3) are available through the project web site at: http://research.ncl.ac.uk/dateline/	The project was funded by the European Commission (EC) and executed by an interdisciplinary research team of twelve experienced consortium partners from various parts of Europe.