

Comparing travel modes

v3 October 2011

- About half of peoples' travel time is spent driving. **Driver** and **passenger** travel together account for 78 percent of all time spent travelling.
- People aged between 35 and 64 spend around two thirds of their total travel time driving.
- The biggest users of non-car modes are children (5-14) and young adults (15–24). Even these groups spend two-thirds of total travel time in a private vehicle.
- People aged 35 to 54 spend the most time travelling. This group reported spending more than 8 hours per person per week travelling, and of this, almost 70 percent of time was spent driving.
- Walking and cycling by children aged 5-14 has decreased from an average of 2 hours and ten minutes per week in 1989/90, to an hour and ten minutes per week in 2007–10.
- The number of primary school aged students being driven to school increased significantly between 1989/90 and 1997/98, and has continued to increase at a slower rate since then. In 1989/90, being driven made up 32 percent of primary student journeys to school. This increased to 47 percent in 1997/98, and 58 percent in 2006–10.
- People living in small towns (population less than 10,000) and rural areas travel on average just under one and a half times as far in a year as 'urban dwellers' living in larger towns and cities.

The New Zealand Household Travel Survey is an ongoing survey of household travel conducted for the Ministry of Transport. Each year, people in 4,600¹ **households** throughout New Zealand are invited to participate in the survey by recording all their **travel** over a two-day period. Each person in the household is then interviewed about their travel and other related information.

This fact sheet examines the **travel mode** choices made by people in New Zealand when they travel. It uses data from 34,311 people in 13,674 households, collected between July 2003 and June 2010, focussing on July 2007–July 2010 (20,253 people in 7,957 households).

Travel modes have been divided into **drivers** and **passengers** in light 4 wheeled vehicles (car/van/**SUV**), **walking**, cycling, motorcycling, **public transport** (PT, based on local bus, train or ferry rides), and other household travel. Non household travel, such as travel by **professional drivers** while working, has been specifically excluded.

How do people travel?

Over half of all household travel time is spent driving. Driver and passenger travel together account for 78 percent of all time spent travelling. Thirteen percent of time is spent walking, 4 percent on local public transport and 5 percent by other modes of transport (for example, bicycle, plane, motorcycle or boat).

Figure 1a shows the percentage of total travel time spent driving, as a car passenger, walking, cycling, on public transport or by other means. 'Other' includes aircraft and boat travel and mobility scooters, as well as other modes like horse-riding. (Skateboarders and children in push chairs are included with walkers).

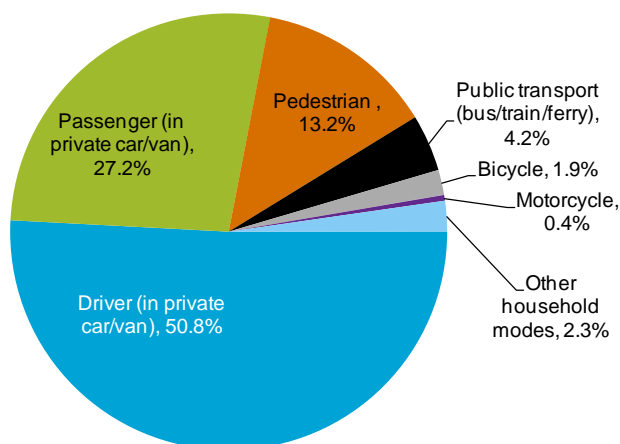
Figure 1b shows each mode's share of **trip legs**. A 'trip leg' refers to a single leg of a journey, between any two stops. For example, driving to a friend's place with a stop at the shop on the way,

¹ Prior to 2008, 2,200 households per year were sampled.

counts as two trip legs. Similarly, walking to the bus stop, catching a bus to town and walking from the bus stop to work is three trip legs.

Figure 1: Overall mode share

a) Share of total travel time



b) Share of trip legs

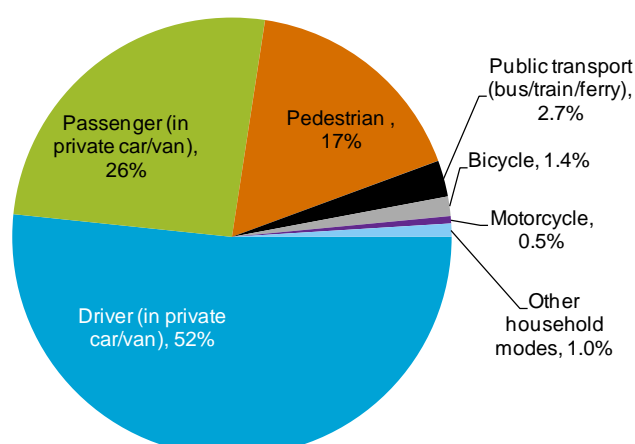


Table 1 shows each travel mode’s share of the total travel time, trip legs and distance travelled where known. For the purposes of this fact sheet, ‘public transport’ has been defined to be bus/train/ferry travel of trip legs of less than 60 km or 1 hour. Trips over this length/duration by bus/train/ferry are not included as local public transport and fall under ‘other household modes’.

Table 1: Travel mode share of time, distance and trip legs

Travel mode	Trips in sample	Million hours per year	Million km per year	Million trip legs per year
Driver (in private car/van)	82,975	813	29,435	3,223
Passenger (in private car/van)	43,862	436	17,079	1,608
Pedestrian	26,680	211	822	1,058
Public transport (bus/train/ferry)	3,960	67	1,498 ¹	167
Bicycle	2,454	30	350	89
Motorcycle	636	7	241	33
Other household modes	1,246	36	519 ²	61
Total	161,813	1,599	49,944	6,241

Note: ¹Distances unavailable for ferry trips.

²Distances not available for all trips.

Trends in mode share

Results of three Household Travel Surveys are available for analysis. Single year surveys were conducted during the 1989/90 and 1997/98 financial (June) years, with achieved samples of 8,700 people from 3,100 households and 14,250 people from 5,660 households respectively. The current survey allows comparison with these earlier surveys.

The current ongoing survey was designed to provide annual updates on a three-yearly moving average basis. That is, the annual averages are for the overlapping time periods July 2003–June 2006, July 2004–June 2007, July 2005–June 2008, July 2006–June 2009 and July 2007–June 2010. Table 2 and Table 3 in this section show these results. The 1989/90 survey did not include children under 5, so for comparison purposes only people aged 5 and over have been included in these two tables. .

Table 2: 100 million km travelled per year, by mode (land-based modes only, ages 5 and over)

Travel mode	1989/90	1997/98	2003–06	2004–07	2005–08	2006–09	2007–10
Car / van driver	183.2	251.6	290.6	296.2	299.9	302.2	294.4
Car / van passenger	115.5	132.9	150.7	148.1	148.4	149.8	149.2
Pedestrian ²	8.4	8.9	7.4	8.0	7.9	8.1	7.8
Cyclist	3.5	2.8	2.6	2.6	3.0	2.8	3.5
Public transport							
- bus	15.2	17.7	12.1	11.5	10.4	10.9	11.5
- train	*	*	4.0	3.9	3.3	3.3	3.3
Motorcyclist	3.1	1.8	2.5	2.4	2.6	1.9	2.4
Other household travel (where distances available)	2.1	3.9	7.9	5.7	5.2	5.5	5.1
Total road based household travel	331.2	419.8	474.0	474.6	477.4	481.2	473.9
<i>mean percentage change per year</i>		3.0%	1.7%	0.1%	0.6%	0.8%	-1.5%
Total land based household travel			477.9	478.5	480.6	484.6	477.2
<i>mean percentage change per year</i>				0.1%	0.5%	0.8%	-1.5%
<i>Estimated people aged 5+ (for calculating distance per person)</i>	3,054,400	3,426,400	3,801,300	3,858,300	3,908,700	3,946,900	3,969,100

*Distance not available

Total reported travel time, including all modes, increased by 16 percent between 1989/90 and 1997/98 and by a further 10 percent between 1997/98 and 2003-06. The average increase per year is shown in Table 3. Total household time spent travelling has increased up until 2006–09.

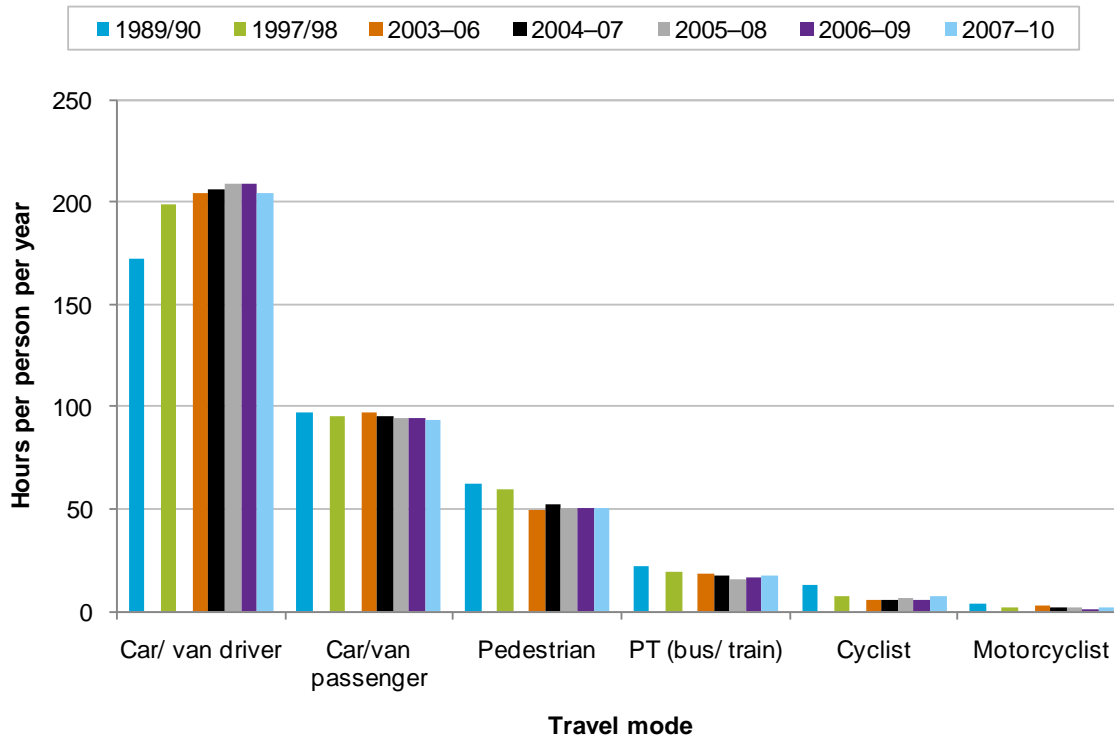
Time spent driving increased by almost 30 percent between 1989/90 and 1997/98 and by a further 14 percent between 1997/98 and 2003-06. Driving time continued to increase slightly up until 2006–09.

Table 3: Million hours per year spent travelling, by mode (ages 5 and over)

Travel mode	1989/90	1997/98	2003–06	2004–07	2005–08	2006–09	2007–10
Car/ van driver	526	681	776	797	816	824	813
Car/van passenger	296	327	369	366	370	373	371
Pedestrian	191	203	189	201	198	200	200
Public transport (bus/train/ferry)	66	68	68	65	61	64	66
Cyclist	39	26	22	22	24	24	29
Motorcyclist	10	6	9	6	7	6	7
Total (includes 'other' household travel)	1,144	1,333	1,470	1,498	1,520	1,531	1,520
<i>Mean percentage change per year (from previous survey period)</i>		1.9%	1.4%	1.9%	1.4%	0.7%	-0.7%

² Distances walked for 1989/90 and 1997/98 have been estimated from time spent walking, using a conversion factor of 4.4km/h (O'Fallon & Sullivan, 2004)

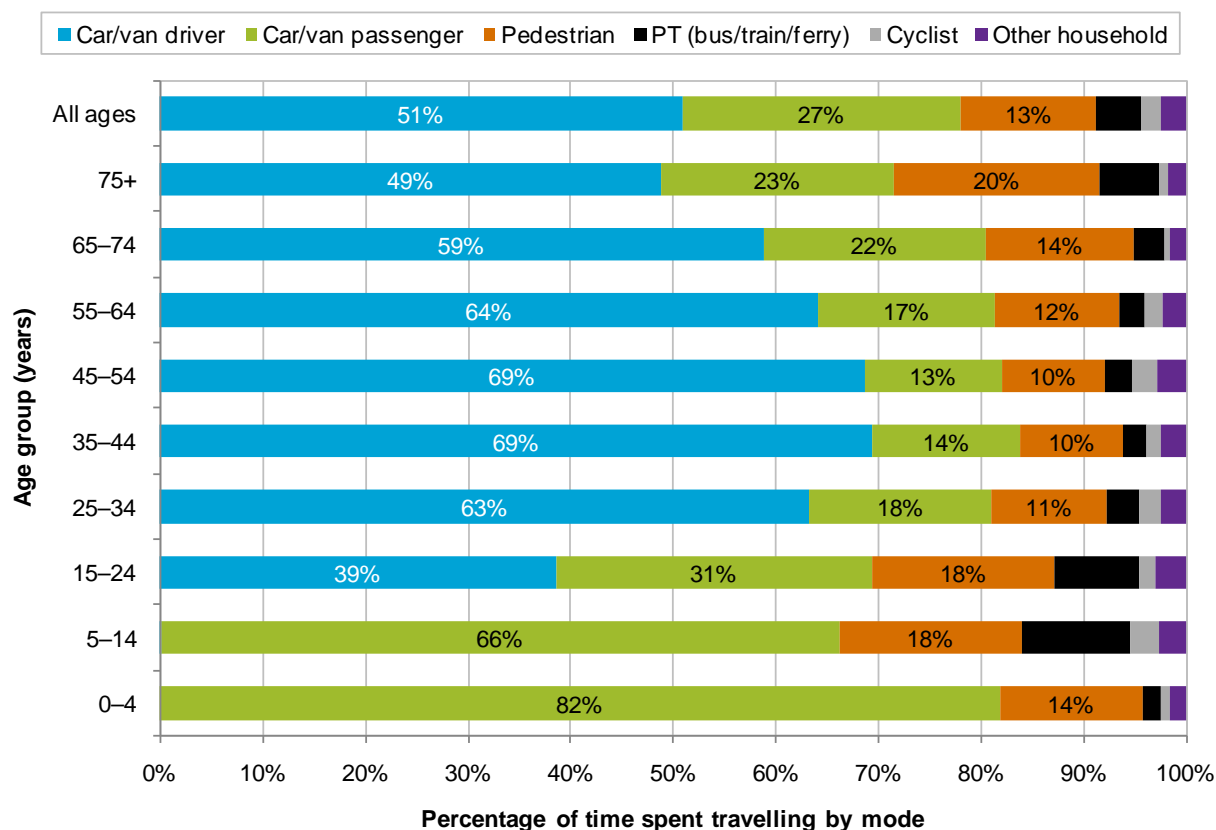
Figure 2: Trends in hours travelled per person per year, by mode (ages 5 and over)



Note: this graph visually compresses the time interval between 1989/90, 1997/98 and 2003-06

Mode share by age group

Figure 3 shows travel patterns for various age groups. Pre-schoolers and people aged 25–74 spent the highest proportion of their time travelling by car, with between 80 percent and 85 percent of their total travel time spent as a car driver or passenger. School-aged children and young adults were the most likely to use non-car modes (walking, cycling or public transport), but even they spent two-thirds of their travel time in a car.

Figure 3: Mode share (percentage of total time spent travelling by each mode of travel)

Adults aged 35 to 44 reported more travel time than any other ten-year age group (shown in Table 4); this group accounts for 17 percent of all travel hours. This is the result both of a larger number of people in this age group and of a high per-person travel rate of over eight hours per week (Table 5 and Figure 4). Nearly 70 percent of this travel time is spent driving. The result is that this 35–44 age group (15 percent of the population) accounts for nearly a quarter of all driving hours.

Per person, people aged 35 to 54 spend the most time travelling. This group reported spending nearly 8 ½ hours per person per week travelling, and of this, 70 percent of time was spent driving. There is a sharp decrease in travel at age 65, as the need for travel to work declines.

Table 4: Million hours spent travelling per year, by mode and age group

Age group	Travel mode						Total
	Car/van driver	Car/van passenger	Pedestrian	Public Transport (bus/train/ferry)	Cyclist	Other household	
0–4	-	65	11	1	1	1	79
5–14	-	114	30	18	5	5	172
15–24	94	75	43	19	4	8	243
25–34	145	41	26	7	5	6	229
35–44	188	39	27	6	4	7	271
45–54	180	35	26	6	7	8	262
55–64	123	33	23	4	3	5	192
65–74	58	21	14	3	1	2	98
75+	26	12	11	3	0	1	53
All ages	813	436	211	67	30	43	1,599

Table 5: Time spent travelling per person per week, by mode and age group

Age group	Population	Travel mode						Total (hours : minutes)
		Car/van driver (hours : minutes)	Car/van passenger (hours : minutes)	Pedestrian	Public transport (bus/train/ferry)	Cyclist	Other household	
0–4	301,300	-	4:08	42 min	5 min	3 min	6 min	5:03
5–14	587,100	-	3:43	60 min	35 min	10 min	9 min	5:37
15–24	619,300	2:54	2:19	20 min	35 min	7 min	15 min	7:31
25–34	547,700	5:04	1:25	54 min	15 min	10 min	12 min	8:00
35–44	623,900	5:47	1:12	50 min	10 min	7 min	13 min	8:20
45–54	596,000	5:47	1:08	50 min	12 min	13 min	16 min	8:25
55–64	456,900	5:10	1:23	58 min	11 min	9 min	12 min	8:03
65–74	293,800	3:46	1:24	55 min	11 min	2 min	7 min	6:25
75+	244,500	2:02	:56	50 min	13 min	2 min	6 min	4:09
All ages	4,270,300	3:39	1:57	57 min	18 min	8 min	12 min	7:11

Figure 4: Hours spent travelling per person per week

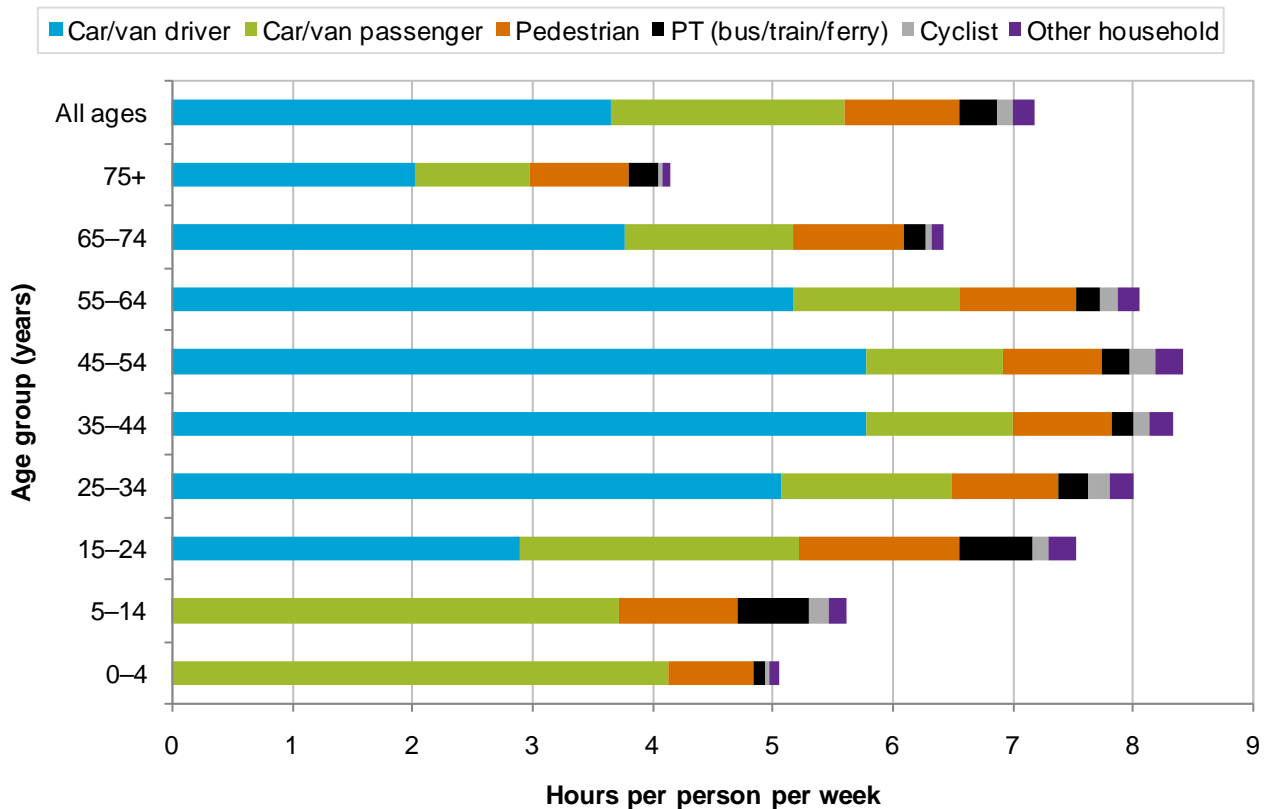


Table 6: 100 million kilometres travelled per year, by mode and age group

Age group (years)	Travel mode						Total
	Car/van driver	Car/van passenger	Pedestrian	Public transport (bus/train/ferry)	Cyclist	Other household*	
0–4	-	21.6	0.4	0.2	0.0	0.1	22
5–14	-	41.3	1.2	3.9	0.4	1.5	48
15–24	33	30.5	1.9	4.2	0.4	1.4	72
25–34	51	16.1	1.1	1.6	0.8	0.6	71
35–44	68	17.1	1.1	1.3	0.5	1.4	89
45–54	66	15.8	1.0	1.5	0.8	1.5	86
55–64	48	15.0	0.8	1.2	0.4	0.6	66
65–74	21	9.1	0.5	0.7	0.1	0.4	32
75+	8	4.2	0.3	0.4	0.0	0.1	13
All ages	294	170.8	8.2	15.0	3.5	7.6	499

* Distances not available for all trips.

Adults aged 35 to 44 also reported the largest distance travelled compared to other 10 year age groups (shown in Table 6); this group accounts for 18 percent of all reported distance travelled. This is the result of a larger number of people in this age group (Table 7). Per person they travel a slightly shorter distance than those 45-54 years old. Over three quarters of this travel distance is driven. The result is that these two age groups together (35–54) account for 46 percent of all New Zealand's household distance driven.

Per person, people aged 45–54 travel the greatest distance. This group reported travelling nearly 280 km per person per week, and over three quarters of this is driven. The sharp decrease in travel at age 65 is also evident, as the need for travel to work declines.

Table 7: Kilometres travelled per person per week, by mode and age group

Age group (years)	Population	Travel mode						Total
		Car/van driver	Car/van passenger	Pedestrian	Public Transport (bus/train/ferry)	Cyclist	Other household*	
0–4	301,300	0	137	2.6	1.4	0.2	0.4	142
5–14	587,100	0	135	4.0	12.8	1.5	4.9	158
15–24	619,300	103	94	5.8	13.0	1.4	4.2	222
25–34	547,700	177	56	3.8	5.5	2.6	2.2	248
35–44	623,900	209	53	3.4	3.9	1.6	4.3	275
45–54	596,000	211	51	3.1	4.9	2.6	5.0	278
55–64	456,900	200	63	3.4	4.8	1.7	2.7	275
65–74	293,800	140	59	3.0	4.7	0.3	2.3	210
75+	244,500	60	33	2.3	2.9	0.3	0.7	99
All ages	4,270,300	132	77	3.7	6.7	1.6	3.4	224

* Distances not available for all trips.

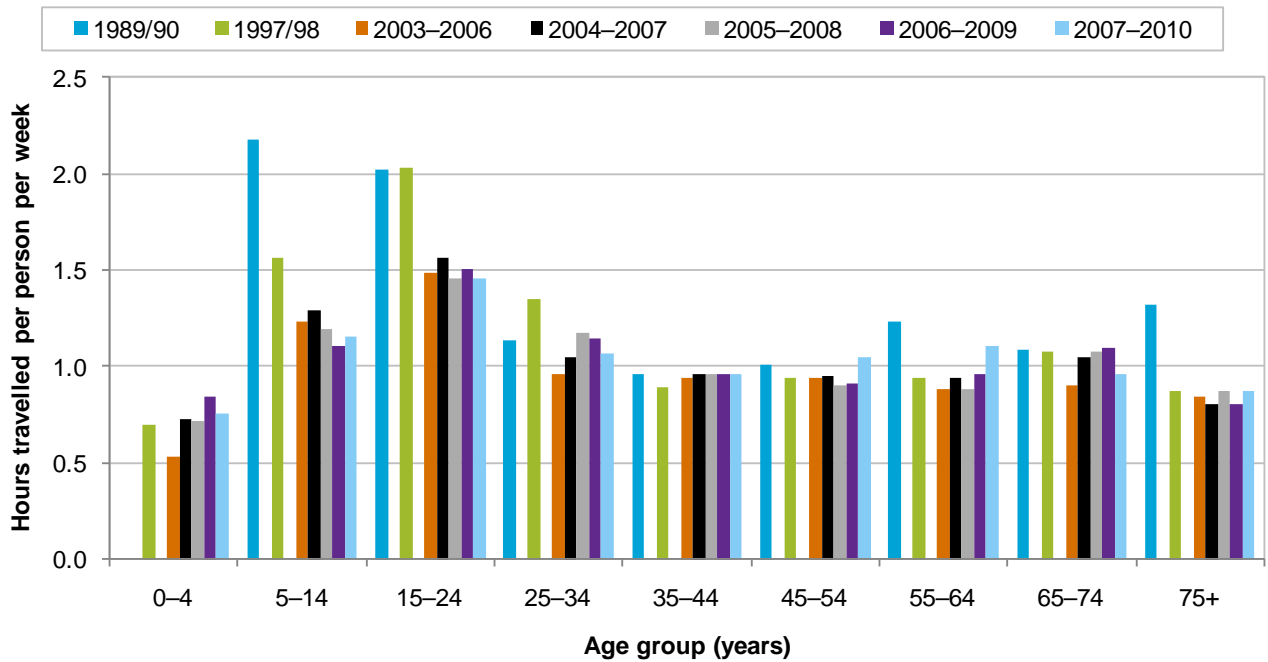
Trends in travel by age group

Figure 5 and Figure 6 show the trends in walking and cycling, and in car travel, expressed in hours per person per week. (Note that this survey captures walking and cycling in the road/footpath environment; off-road activities such as tramping, mountain biking and walking around the farm or shopping centre are not included in these estimates).

The biggest change in the time per person spent walking and cycling has occurred in the 5–14 age group, where it has decreased from an average of two hours and ten minutes per week in 1989/90 to just under an hour and ten minutes per week for 2007–2010 (Figure 5). No consistent trend in the amount of time spent walking and cycling is visible across the other age groups. There has, however,

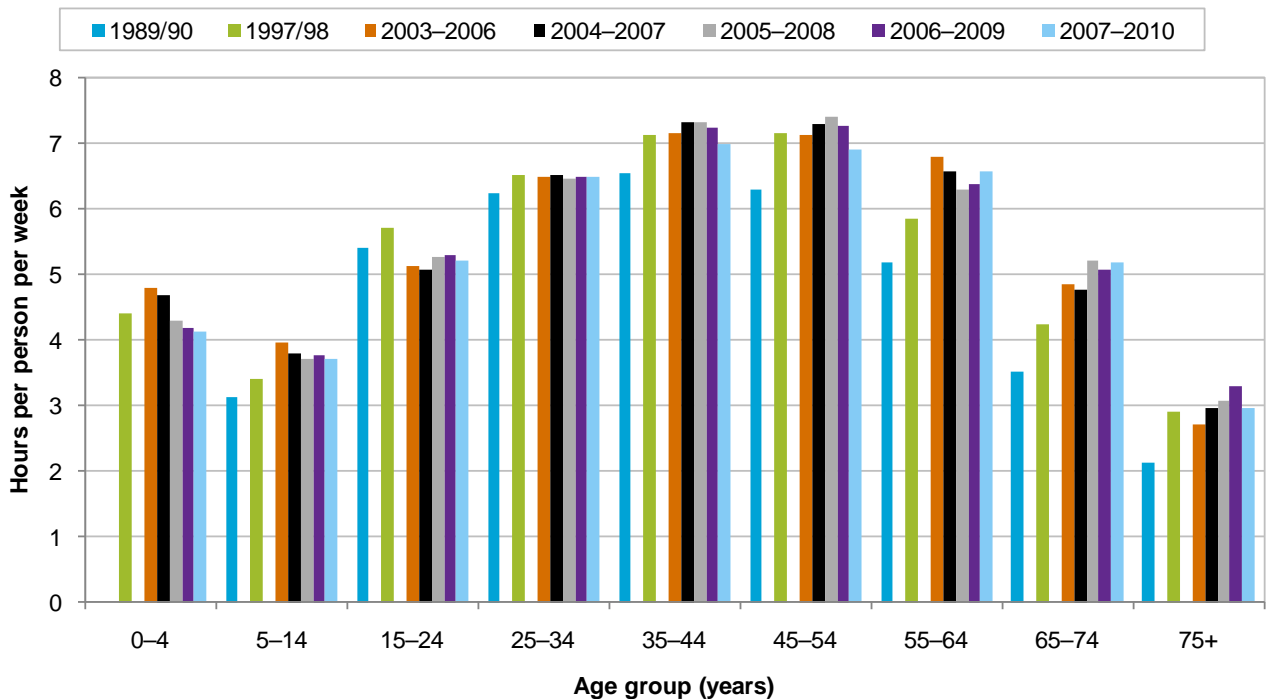
been an increase over the long term in the time spent in the car, especially in the over 65 age group and increasing in most other groups aged 35 and over (Figure 6).

Figure 5: Hours spent walking and cycling per person per week



*Children aged 0-4 were not surveyed in 1989/90.

Figure 6: Hours per person per week spent as a driver or passenger



*Children aged 0-4 were not surveyed in 1989/90.

Travel to destination types

For each piece of travel recorded, the respondent is asked about his or her destination or the purpose of the trip leg. These responses are coded into the categories shown in Table 8. 'Home' is used for the return leg of all travel; the categories shown include only travel *to* the stated destination types.

In the following tables, trip legs with the immediate purpose of changing to another mode have been reassigned to the final destination of the series of 'change mode' trip legs. For example, if leg 1 is 'walk to bus stop', leg 2 is 'catch bus to town' and leg 3 is 'walk to work', the immediate purpose of legs 1 and 2 is 'change mode', but the eventual purpose of all three legs is 'work'. The following tables show all three legs as 'work'.

Shopping/personal business/medical is the largest travel category, and both time and distance are highly dependent on driving. Sixty-two percent of time spent travelling and 70 percent of distance travelled for shopping/personal business/medical is driver travel.

The second largest travel category by time and distance is travel to **social** destinations. This includes visiting friends and family, holidays, entertainment, religious meetings and hobby-related pastimes. This is less dependent on driver travel, with driving making up 48 percent of the time and 54 percent of distance travelled. Passenger travel plays a larger part than for other activities/ destinations, as social destinations are more likely to involve two or more people travelling together.

The '**Accompany or transport someone**' category is the third largest category by time and includes any trip leg where the primary purpose belonged to another person. It includes, for example, parents accompanying or transporting children to school, or sports; giving a friend a ride to the doctor's; walking to school to meet a child at 3pm. It also includes 'just going for the ride' on someone else's trip purpose, particularly where, for example, children accompany a parent on the parent's errands. This activity category and education are the only ones that are passenger dominated.

Travel to work, either for a main or secondary job, is the fourth largest travel category by time, and along with travel for employer's business, is the purpose most dominated by driving. 71 percent of time spent travelling to work and 81 percent of the distance is by driving. For travelling in the course of work, rather than to or from work (referred to here as 'employer's business') driving accounts for 81 percent of time is spent travelling and 88 percent of distance travelled.

Travel for recreation is the only travel purpose where walking is a substantial component of the time spent travelling (31 percent). It is a much smaller component of the distance travelled (5 percent) due to the comparatively slower speed of travel of walking.

Due to the smaller sample sizes for individual modes for the travel purposes, this section and subsequent sections use four years data (July 2006 – June 2010), rather than three (July 2007 – June 2010).

Table 8: Total trip legs per year by trip mode and purpose/ destination (2006–2010)

	Travel mode						Total
	Car/van driver	Car/van passenger	Pedestrian	PT (bus / train / ferry)	Cyclist	Other household (including motorcycle)	
<i>Trips in sample</i>	97,629	51,795	31,625	4,517	2,849	2,307	190,722
<i>Million trip legs per year</i>							
Home	1,107	559	354	64	33	34	2,152
Work – main/other job	375	48	108	22	9	10	572
Work – employer's business	236	20	27	*	*	9	296
Education	27	106	84	35	6	*	262
Shopping/ personal business / medical	762	215	213	16	7	12	1,227
Social visits	343	234	112	11	8	13	722
Recreation	126	96	124	5	17	6	374
Accompany or transport someone	285	346	62	6	*	6	707
Total (including other and leaving country)	3,262	1,625	1,084	163	83	95	6,312

* Too few trips sampled ($n < 100$) to calculate million trip legs per year.

Table 9: Time spent travelling per year, by mode and trip purpose/ destination (2006–2010)

	Travel modes						Total
	Car/van driver	Car/van passenger	Pedestrian	PT (bus/ train/ ferry)	Cyclist	Other household (including motorcycle)	
<i>Trips in sample</i>	97,629	51,795	31,625	4,517	2,849	2,307	190,722
<i>Million hours per year</i>							
Home	285.1	152.9	76.3	26.8	9.8	14.0	564.9
Work – main/other job	100.6	12.8	15.1	8.3	2.8	3.0	142.6
Work – employer's business	71.9	6.9	3.9	*	*	4.9	89.1
Education	7.8	20.8	16.2	14.1	1.3	*	62.5
Shopping/ personal business / medical	159.5	54.3	32.2	5.7	1.5	4.7	257.9
Social visits	101.7	75.7	21.2	4.6	2.7	6.5	212.5
Recreation	35.8	32.0	37.0	2.1	7.6	3.4	117.9
Accompany or transport someone	58.3	83.3	10.5	2.5	*	2.5	157.4
Total (including other and leaving country)	820.7	439.0	212.5	65.3	26.5	45.0	1,608.9

* Too few trips sampled ($n < 100$) to calculate million hours per year.

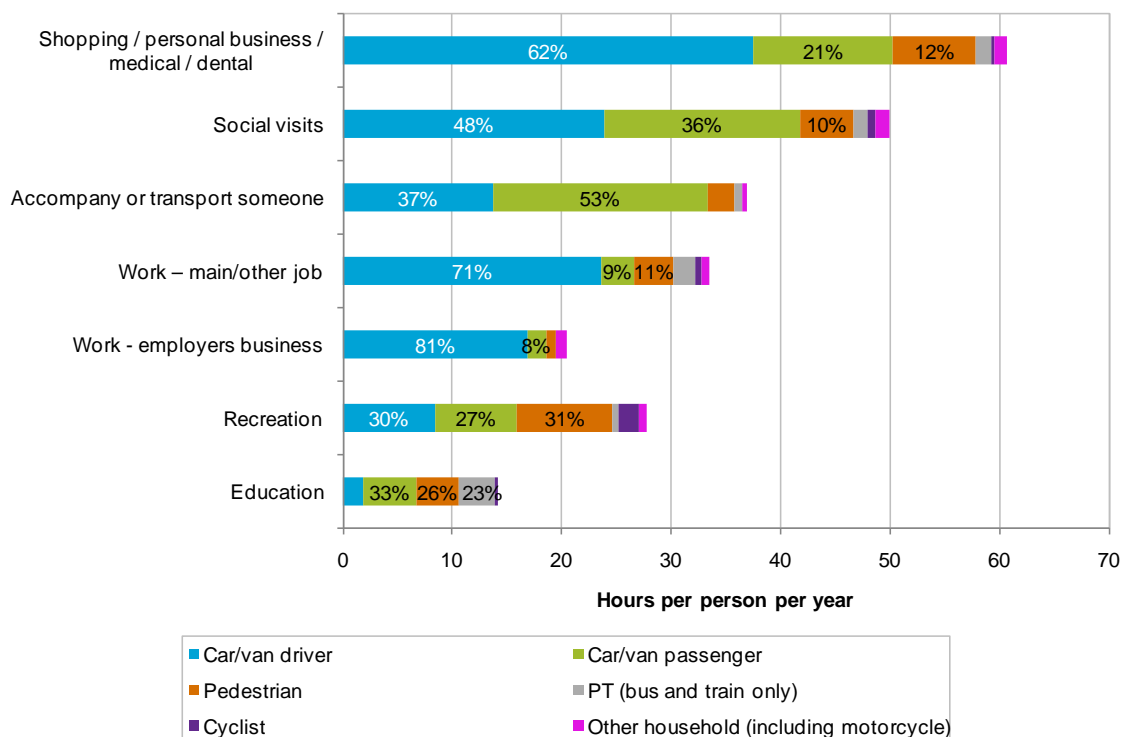
Table 10: Distance travelled per year (for modes where distance known), by mode and trip purpose/ destination (2006–2010)

	Travel modes (where distances are available)						Total
	Car/van driver	Car/van passenger	Pedestrian	PT (bus and train only)	Cyclist	Other household (including motorcycle)	
<i>Trips in sample (where distances are available)</i>	97,597	51,766	31,625	4,400	2,838	1,374	189,600
<i>Million kilometres per year</i>							
Home	10,350	5,940	314	577	120	232	17,500
Work – main/other job	3,650	490	71	211	34	73	4,500
Work - employers business	2,830	320	14	*	*	37	3,200
Education	250	620	76	342	13	*	1,400
Shopping/ personal business / medical / dental	5,360	2,050	111	113	14	74	7,700
Social visits	4,150	3,190	75	94	29	113	7,700
Recreation	1,390	1,390	148	53	94	63	3,100
Accompany or transport someone	1,970	3,180	40	54	*	43	5,300
Total (including other)	29,970	17,200	849	1,471	308	729	50,500

* Too few trips sampled (n < 100) to calculate distance travelled per year.

Totals may not add due to rounding.

Figure 7: Mode share of time spent travelling, for each trip purpose/ destination type (2006–2010)



Travel to school

Although travel to school makes up only 4 percent of trip legs, the health implications for children and the timing of school travel within the morning peak make it a topic of interest.

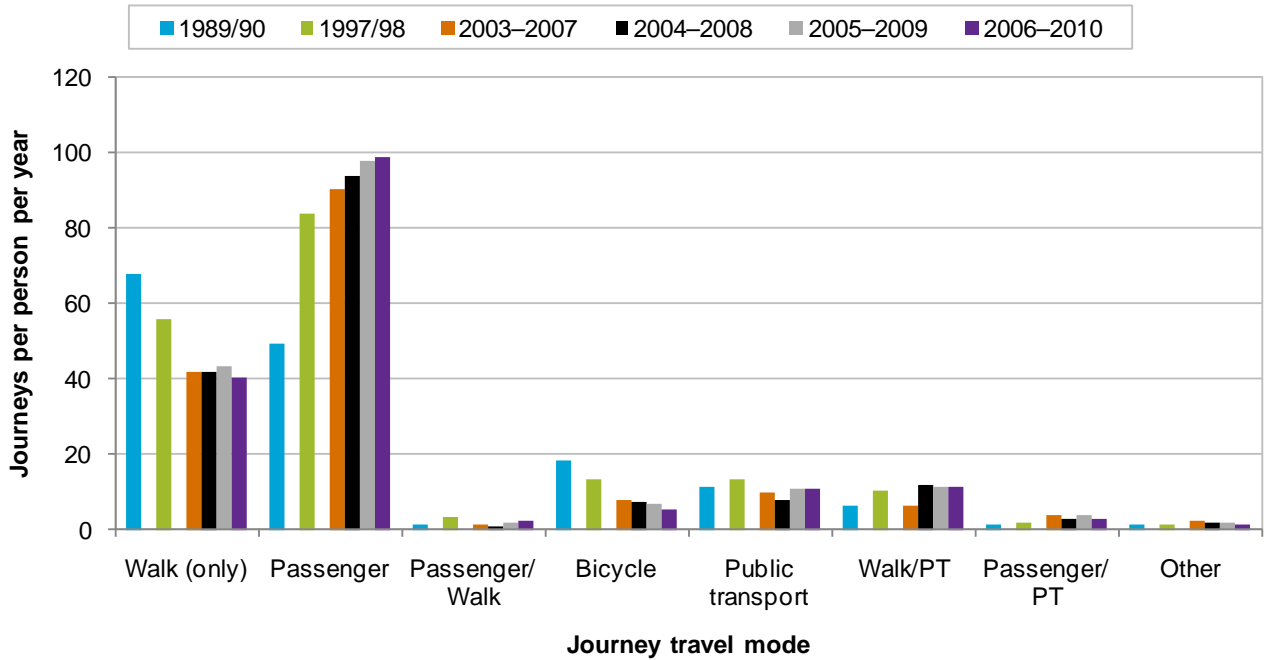
Table 11 shows how children have travelled to school over the last 20 years, as measured by the three Travel Surveys. Here, a **journey** is a series of one or more trip legs where the only intermediate stops are to change to another mode (for example, walking to the bus stop and catching a bus to school is two trip legs but one journey).

Figure 8 shows that the number of primary school-aged students being driven to school increased sharply between 1989/90 and 1997/98, but has increased more slowly since then. In 1989/90, being driven made up 31 percent of primary student journeys to school; in 1997/98 the equivalent figure was 45 percent and 2006–10 it was 57 percent. Over the same period, walking has declined from the most commonly used mode of transport to school, to be less than half as common as being driven. This shift can also be seen in Figure 8.

Table 11: Travel from home to school - million journeys per year

Ages 5-12	1989/90	1997/98	2003–07	2004–08	2005–09	2006–10
People in sample	1,027	1,991	1,610	1,635	2,146	2,779
Population in age group (use for calculating per person travel)	386,360	452,100	460,800	454,130	458,820	455,820
Walk (only)	26.1	25.1	19.3	18.9	19.8	18.3
Passenger	19.1	37.9	41.6	42.4	44.8	45.1
Passenger/ Walk	0.6	1.6	0.5	0.5	0.8	1.0
Bicycle	7.1	6.1	3.6	3.3	3.2	2.5
Public transport	4.3	6.1	4.6	3.5	4.9	4.9
Walk / PT	2.4	4.6	3.0	5.3	5.2	5.1
Passenger/ PT	0.6	0.9	1.8	1.3	1.7	1.4
Other	0.6	0.7	1.1	0.9	0.9	0.7
Total	61.5	83.8	75.4	76.0	81.4	78.9
Ages 13-17	1989/90	1997/98	2003–07	2004–08	2005–09	2006–10
People in sample	612	918	880	920	1,229	1,600
Population in age group (use for calculating per person travel)	251,800	258,100	282,540	288,910	288,390	293,100
Walk (only)	9.8	7.9	11.3	11.2	12.2	12.7
Passenger	7.4	13.4	13.4	14.8	13.3	13.8
Passenger/ Walk	0.3	1.2	1.1	1.1	1.1	1.2
Bicycle	7.1	4.5	2.0	2.1	1.9	1.9
Public transport	3.5	3.1	2.4	2.0	2.9	2.4
Walk / PT	7.0	6.8	6.2	7.1	7.2	6.9
Passenger / PT	0.6	0.9	1.3	0.7	1.7	0.6
Driver	1.6	2.8	2.2	1.9	2.1	2.5
Other	0.8	1.6	1.9	2.0	1.8	1.4
Total	38.0	42.2	41.9	43.0	44.2	43.4

Figure 8: Travel to school — ages 5–12

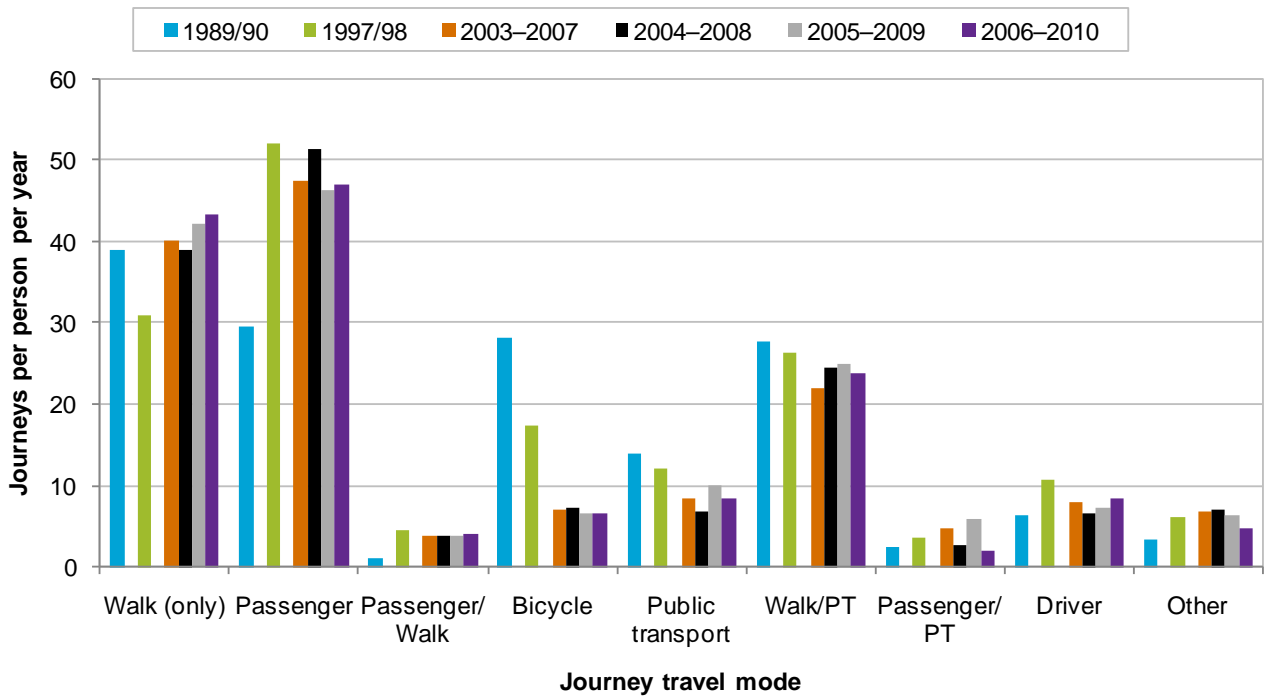


Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003–2007

Figure 8 and Figure 9 show the national number of trips to school per person.

Among secondary school-aged students, the total number of passenger trips to school (Table 11) has almost doubled since 1989/90, while the number of cycling journeys has reduced from an average of 28 per person per year in 1989/90 to around 7 per person per year (Figure 9). A small number of students drive themselves to school.

Figure 9: Travel to school — ages 13–17



Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003–2007

Travel by urban and rural residents

The 22 percent of people in New Zealand who live in small towns and rural areas account for nearly 30 percent of the total distance travelled and 21 percent of total travel time (see Table 12).

People living in small towns (population less than 10,000) and rural areas travel on average a little under one and a half times as far in a year as 'urban dwellers' living in larger towns and cities (see Table 13). The average trip leg length (between stops) is 7km for urban dwellers and 12 km for small town/ rural dwellers.

Urban dwellers reported more time walking in the road environment than their small town and rural-dwelling counterparts. The average urban dweller (across all age groups) walks for about 55 hours per year, compared to only 33 hours per year for small town/ rural dwellers. However, as noted above, these figures do not include off-road walking, for example tramping or walking around private land.

Table 12: Comparing city/town and rural dwellers – mode share of time, distance and trips (2006–2010)

	Main/secondary urban (population centres of 10,000 or more)				Minor urban/ rural (population less than 10,000)			
	Trips in sample	Million hours per year	Million km per year	Million trip legs per year	Trips in sample	Million hours per year	Million km per year	Million trip legs per year
Car / van driver	73,655	639	21,350	2,584	23,977	182	8,624	679
Car / van passenger	39,553	333	11,867	1,306	12,245	106	5,332	319
Pedestrian	25,167	181	724	913	6,459	31	125	171
PT (bus / train / ferry)	3,577	52	1,105	136	940	13	366	27
Cyclist	2,272	22	260	69	577	5	49	15
Other (including motorcyclist)	1,675	36	566	75	633	9	163	20
Total	145,899	1,263	35,872	5,082	44,831	346	14,659	1,230

Table 13: Travel per person by city/ town and rural dwellers (2006–2010)

Travel mode	Main/secondary urban (population centres of 10,000 or more)				Minor urban/ rural (population less than 10,000)			
	Trips in sample	Hours per person per year	Km per person per year	Trip legs per person per year	Trips in sample	Hours per person per year	Km per person per year	Trip legs per person per year
Car/van driver (per person)	73,655	193	6,450	780	23,977	193	9,138	719
Car/van driver (per person aged 15+)	73,655	244	8,153	987	23,977	243	11,508	906
Car/van passenger	39,553	101	3,585	394	12,245	112	5,649	338
Pedestrian	25,167	55	219	276	6,459	33	133	181
PT (bus/train/ferry)	3,577	16	334	41	940	14	388	29
Cyclist	2,272	7	78	21	577	5	51	16
Other (including motorcyclist)	1,675	11	171	23	633	9	172	21
Total	145,899	382	10,836	1,535	44,831	366	15,531	1,303

Additional information

For more information about the background to the survey see the Ministry of Transport website at www.transport.govt.nz/research/TravelSurvey/

For regional breakdowns of some of the data presented here, as well as other survey fact sheets, see the Ministry of Transport site at

www.transport.govt.nz/research/Pages/LatestResults.aspx

For information on commuter travel, see Statistics New Zealand: Commuting Patterns in New Zealand: 1996–2006

www.stats.govt.nz/browse_for_stats/people_and_communities/geographic-areas/commuting-patterns-in-nz-1996-2006.aspx

A selection of fact sheets is available in the Research area of the Ministry of Transport website. These include:

Crash facts:

- Alcohol and drugs
- Speed
- Cyclists
- Diverted attention
- Fatigue
- Motorcyclists
- Pedestrians
- Trucks
- Young drivers

Travel survey:

- Comparing travel modes
- Driver travel
- Parking
- Walking
- Cycling
- Public transport
- Motorcycling
- Risk on the road
 - Introduction and mode comparison
 - Drivers and their passengers
 - Pedestrians, cyclists and motorcyclists

Glossary

Driver	In this fact sheet, 'driver' includes all drivers of private light 4 wheeled vehicles such as cars, utes, vans and SUVs.
Household	Group of people living at the same address, sharing facilities but not necessarily financially interdependent. May be an individual, couple, family, flatmates or a combination of these (for example, family plus boarder).
Journey	A series of one or more trip legs where the only intermediate stops are to change to another mode.
Passenger	Passenger in a private vehicle (car, van, ute, SUV, truck). Passengers in buses, trains and taxis are coded under those categories. Aircraft and boat passengers are included in the 'Other' category.
Professional driver	Someone who is employed to transport goods or people, including couriers, truck drivers, bus and taxi drivers. Trips by professional drivers in the course of their work are excluded. Other travel by professional drivers (including travel from home to work) is included. If a person drives a lot for work, but this is not the primary purpose of the job (for example, a plumber, real estate agent, district nurse), then all trips by this person are recorded (he or she is not a professional driver).
Public transport (PT)	Passenger in local bus, train or ferry. Distances are currently only available for bus and train trips. Local bus and train trips have been defined to be 60 km or less, local ferry 1hr or less. Bus/train/ferry trips of longer than this distance/duration have been coded to 'other household travel'.
SUV	Sports utility vehicle. Used in this report to refer to light passenger vehicle with high wheel base and distinctive body shape. Normally, but not always, four wheel drive.
Travel	Includes all on-road travel by any mode; any walk which involves crossing a road or walking for 100 metres or more along a public footpath or road; cycling on a public road or footpath; some air and sea travel. Excludes off-road activities such as tramping, mountain biking, walking around the mall or around the farm.
Travel mode	The method of travel. Includes vehicle driver, vehicle passenger, pedestrian, cyclist, motorcycle rider or passenger, bus or train passenger, ferry or aeroplane passenger and other modes (eg horseriding).
Trip distance	For road-based trips, distances are calculated by measuring the distance from the start address along the roads to the finish address by the quickest (not necessarily the shortest) route. If the respondent states that the quickest route was not used, the interviewer records an intermediate point which is then used in mapping the route.
Trip leg	A single leg of a journey, with no stops or changes in travel mode. For example, driving from home to work with a stop at a shop, is two trip legs; one ending at the shop and one ending at work. This does not include trips where people walk less than 100 metres without crossing a road, trips on private property that start and end at the same place without crossing a road, and off-road round trips.

Glossary continued on following page.

Glossary (continued)

Trip purposes / destinations

Return home includes any trip to the home address or any trip returning to the place they are going to spend the night.

Work includes travel to main place of work and travel to any other jobs.

Employer's business: includes work-related travel other than to and from work (for example, travelling to meetings or clients).

Education is for travel by students only and includes institutions such as primary and secondary schools, and universities. It does not include preschool education such as kindergarten, Play centre, crèche, kōhanga reo etc which are included under *social visit/entertainment*.

Shopping is entering any premises that sells goods or hires them for money. A purchase need not be made.

Social visit/entertainment includes entertainment in a public or private place for example, eating out at a restaurant or food court, picnics.

Recreational includes active or passive participation in sporting activities and travel for which the main goal is exercise.

Personal business includes stops made to transact personal business where no goods were involved. This includes stops made for medical or dental needs and for dealing with government agencies involved with social welfare.

Accompany or transport someone covers when the reason of the travel is to go somewhere for someone else's purpose.

Change mode of travel covers when the purpose of the stop was only to change to another mode of transport.

Ute

Utility vehicle; a light flatbed truck weighing up to 3.5 tonnes. Typically based on a car or van model with a front cab and a flatbed instead of rear seats or luggage space.

Walk

Includes walkers, joggers, users of mobility scooters and children on tricycles.