

Comparing travel modes

Household Travel Survey

V2 revised Nov 2009

The New Zealand Household Travel Survey is an ongoing survey of household travel conducted for the Ministry of Transport. Each year, people in 4600¹ 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 visited and interviewed about their travel. Participants are also asked about their alcohol consumption, and other travel-related information.

This fact sheet shows the travel mode choices made by New Zealanders when they travel. It uses data from 17 389 people in 7 094 households, collected between July 2003 and June 2009. The information will be updated as new data become available.

Travel modes have been divided into drivers and passengers in light 4 wheel 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 from this edition onwards.

Highlights

- About half of New Zealanders' travel time is spent driving. Driver and passenger travel together account for 76% of all time spent travelling.
- New Zealanders aged between 35 and 65 spend two thirds of their total travel time driving.
- The biggest users of non-car modes are young adults aged 15-24. Even this group spends two-thirds of total travel time in a private vehicle.
- Overall road-based household travel distance has increased by 16% between 1997/98 and 2006-09 (an average increase of 1.5% per year). The New Zealand population has increased by 14% during this period.
- Total travel time has increased by 15% between 1997/98 and 2006-09.
- 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 just under an hour and ten minutes per week in 2006-09. Time spent in the car has increased in almost all age groups.
- People aged 35 to 54 spend the most time travelling. This group reported spending more than 8 ½ hours per person per week travelling, and of this, nearly 70% of time is spent driving.
- People living in small towns (population less than 10,000) and rural areas drive on average just under one and a half times as far in a year as 'urban dwellers' living in larger towns and cities.
- The number of primary school aged students being driven to school increased sharply between 1989/90 and 1997/98, but has increased only slightly since then.

How do New Zealanders travel?

Nearly half of New Zealanders' household travel time is spent driving. Driver and passenger travel together account for nearly 80% of all time spent travelling. Thirteen percent of time is spent walking, 4% on public transport and only 5% by other modes of transport (for example, bicycle, plane, motorcycle or boat).

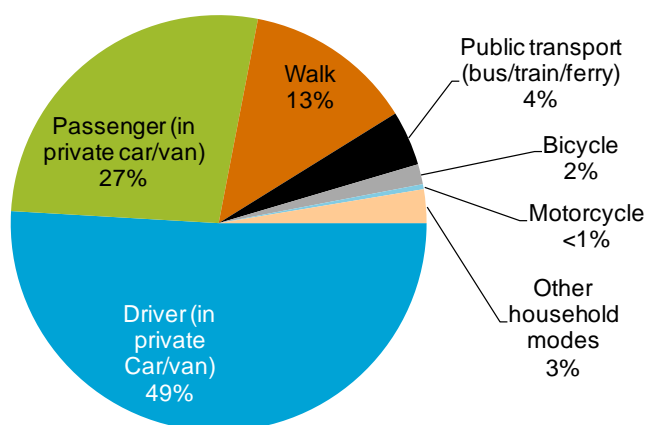
¹ Prior to 2008, 2200 households per year were sampled.

Figure 1a shows the percentage of total travel time spent driving, as a car passenger, walking, cycling, on a bus or by other means. 'Other' includes aircraft and boat travel and mobility scooters, as well as more unusual 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, 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 (2005 – 2009)

a) Share of total travel time



b) Share of trip legs

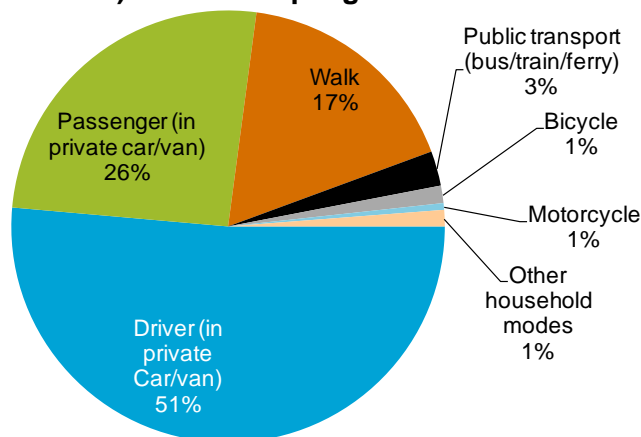


Table 1 shows each travel mode's share of the total travel time, trip legs and distance travelled where known. Please note that for the purposes of this fact sheet, public transport has been defined to be bus/train/ferry travel of trip legs of less than 60 km or 1 hour. Trips over this length/duration by bus/train/ferry will fall under 'other household modes'. This definition has been introduced this year, so PT values from the previous all modes fact sheet will not be directly comparable with subsequent ones.

Table 1. Travel mode share of time, distance and trip legs (2005 – 2009)

Travel mode	Trips in sample	Million hours per year	Million km per year	Million trip legs per year
Driver (in private car/van)	76 786	816	29 863	3296
Passenger (in private car/van)	40 924	434	16 920	1648
Pedestrian	25 634	210	846	1107
Public transport (bus/train/ferry)	3 518	68	1 493 ¹	167
Bicycle	2 316	25	295	84
Motorcycle	632	6	226	32
Other household modes	1 509	42	See note ²	79
Total	151 319	1 602	49 685	6413

Note: ¹Distances unavailable for ferry trips.
²Distances not available.

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, to examine trends by reporting on the overlapping time periods July 2003 – June 2006, July 2004 – June 2007, July 2005 - June 2008 and July 2006 – June 2009. Table 2 and Table 3 in this section show these results. The 1989/90 survey excluded children under five from the sample, so only ages 5 and up have been included in the table.

Overall road-based household travel distance increased by 14% between 1997/98 and 2003-06, an average increase of 1.8% per year. Over more recent survey periods, however, the household travel distance has increased by between 0.4 and 1.6% per year.

The New Zealand population increased by 14% between 1997/98 and 2006-09, while total household travel increased by 15-16% over this period.

**Table 2: 100 million km travelled per year, by mode ³
(road-based modes only, ages 5 and over)**

Travel mode	1989/90	1997/98	2003-06	2004-07	2005-08	2006-09
Car/ van driver	183.2	251.6	290.3	296.1	299.7	304.2
Car/van passenger	115.5	132.9	150.7	148.0	148.3	150.7
Pedestrian ²	8.4	8.9	7.4	8.0	7.8	8.2
Cyclist	10.1	13.7	16.1	15.4	13.6	14.3
PT (bus/ train)	3.5	2.8	2.6	2.6	3.0	2.9
Motorcyclist	3.1	1.8	2.5	2.4	2.6	1.9
Total (includes 'other' household travel)	331.2	419.8	477.6	478.3	480.3	487.9
Mean percentage change per year (from previous survey)		3.3%	1.8%	0.2%	0.4%	1.6%
Estimated people aged 5+ (for calculating distance per person)	3 054 400	3 426 400	3 797 700	3 853 300	3 902 200	3 946 900

Total reported travel time, including all modes, increased by 16% between 1989/90 and 1997/98 and by a further 10% between 1997/98 and 2003-06. The average increase per year is shown in Table 3. Total household time spent travelling has increased over the subsequent periods.

Time spent driving increased by 30% between 1989/90 and 1997/98 and by a further 14% between 1997/98 and 2003-06. Driving time has increased slightly since.

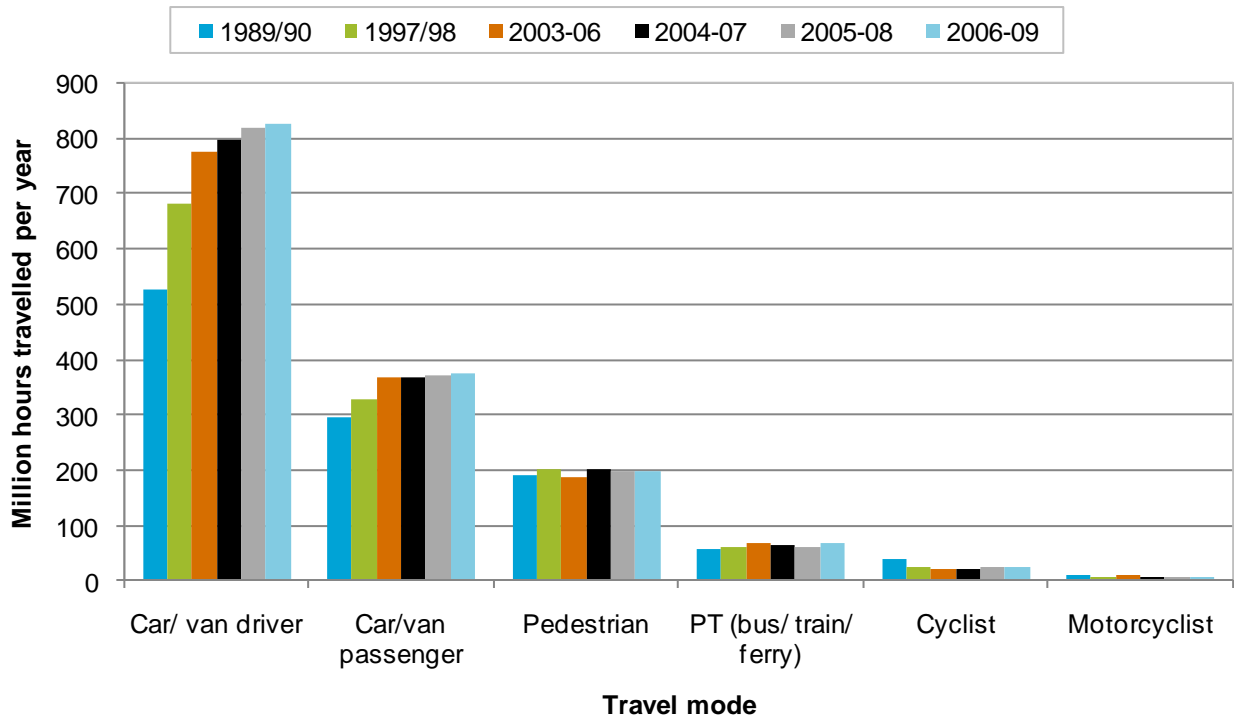
Table 3: Million hours per year spent travelling, by mode (ages 5 and over)³

Travel mode	1989/90	1997/98	2003-06	2004-07	2005-08	2006-09
Car/ van driver	526	681	775	797	816	826
Car/van passenger	296	327	369	366	370	373
Pedestrian	191	203	189	201	198	200
PT (bus/ train)	58	61	69	66	62	67
Cyclist	39	26	22	22	24	24
Motorcyclist	10	6	9	6	7	6
Total (includes 'other' household travel)	1 144	1 333	1 468	1 498	1 519	1 534
Mean percentage change per year (from previous survey)		1.9%	1.3%	2.0%	1.4%	0.9%

² Distances walked for 1989/1990 and 1997/1998 have been imputed from time spent walking, using a conversion factor of 4.4km/h. (O'Fallon & Sullivan, 2004).

³ Earlier versions of this report included professional driver trips which have been specifically excluded for this and subsequent editions.

Figure 2: Trends in annual travelling time, by mode (ages 5 and over)

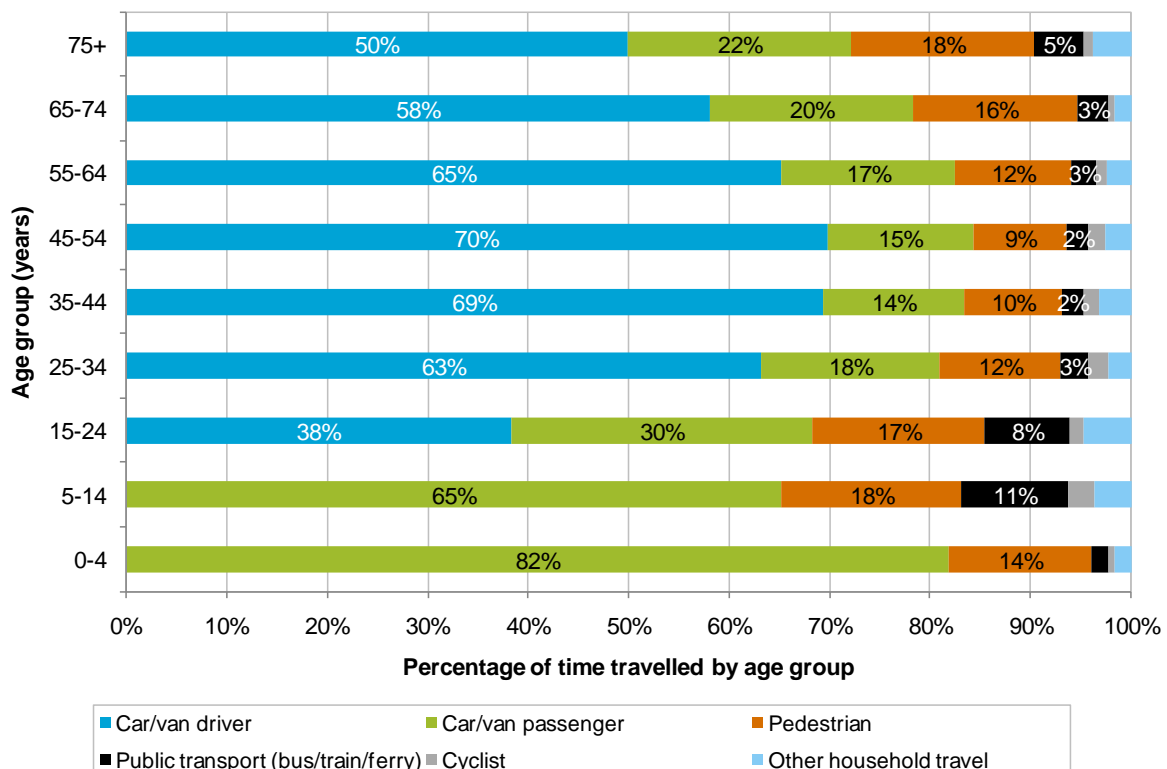


Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003-06.

Mode share by age group

Figure 3 shows travel patterns for various age groups. Pre-schoolers and people aged 25–64 were the most car-dependent, with between 80% and 90% 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) (2005 – 2009)



Adults aged 35 to 44 reported more travel time than any other ten-year age group (shown in Table 4); this group accounts for 18% of all travel hours. This is the result both of a population bulge in this age group and of a high per-person travel rate of nearly nine hours per week (Table 5 and Figure 4). Sixty-nine percent of this travel time is spent driving. The result is that this 35-44 age group accounts for nearly a quarter of all New Zealand's driving hours.

Per person, people aged 35 to 54 spend the most time travelling. This group reported spending more than 8 1/2 hours per person per week travelling, and of this, nearly 70% of time is 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 (2005 – 2009).

Mode	Age group									Total
	0-4	5-14	15-24	25-34	35-44	45-54	55-64	65-74	75+	
Car/van driver			94.5	144.4	196.4	181.1	116.9	55.2	27.1	815.6
Car/van passenger	64.8	115.4	73.9	40.5	39.9	37.7	30.9	19.2	12.1	434.2
Pedestrian	11.2	31.6	42.1	27.5	27.2	24.4	20.8	15.6	9.9	210.3
Public transport (bus/train/ferry)	1.3	18.6	20.5	6.4	6.1	5.4	4.5	2.8	2.7	68.4
Cyclist	0.5	4.8	3.3	4.6	4.4	4.5	1.8	0.6	0.6	25.1
Other household travel	1.3	6.3	11.8	5.0	9.1	6.6	4.4	1.6	2.0	48.1
Total	79.1	176.8	246.1	228.4	283.1	259.6	179.2	94.9	54.3	1601.6

Table 5: Hours per person per week spent travelling, by mode and age group (2005 – 2009).

Mode	Age group									Total
	0-4	5-14	15-24	25-34	35-44	45-54	55-64	65-74	75+	
<i>Population (2005-09 annual mean)</i>	287000	595000	605000	546000	628000	565000	429000	278000	231000	4164000
Car/van driver			3.0	5.1	6.0	6.1	5.2	3.8	2.2	3.8
Car/van passenger	4.3	3.7	2.3	1.4	1.2	1.3	1.4	1.3	1.0	2.0
Pedestrian	0.7	1.0	1.3	1.0	0.8	0.8	0.9	1.1	0.8	1.0
Public transport (bus/ train/ ferry)	0.1	0.6	0.7	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Cyclist	0.0	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.1
Other household travel	0.1	0.2	0.4	0.2	0.3	0.2	0.2	0.1	0.2	0.2
Total	5.3	5.7	7.8	8.0	8.6	8.8	8.0	6.5	4.5	7.4

Figure 4: Hours per person per week spent travelling (2005 – 2009)

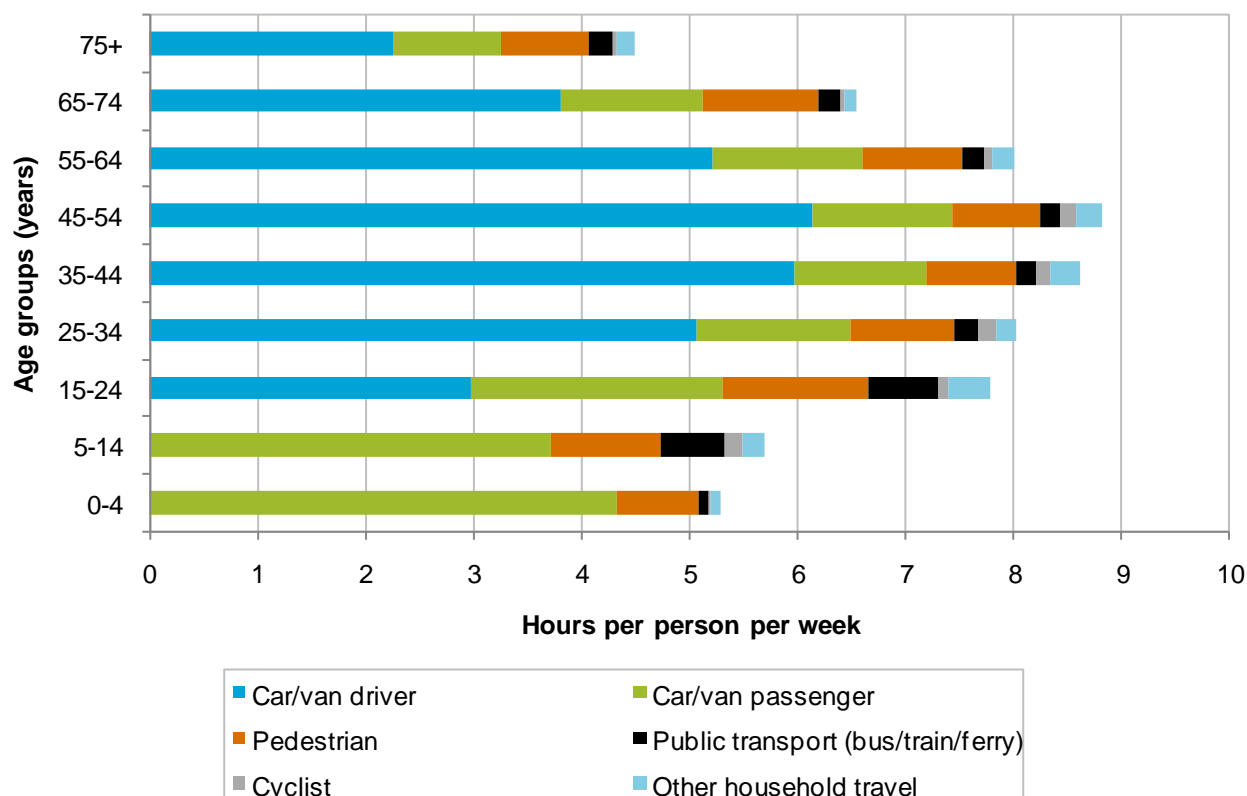


Table 6: Million kilometres spent travelling per year, by mode and age group (2005 – 2009).

Mode	Age group									Total
	0-4	5-14	15-24	25-34	35-44	45-54	55-64	65-74	75+	
Car/van driver			3226	5141	7250	6870	4564	1962	827	29 840
Car/van passenger	2204	4136	2903	1654	1739	1672	1353	814	434	16 909
Pedestrian	48	128	187	122	111	95	78	52	25	846
Public transport (bus/train)	27	402	463	145	149	124	91	60	33	1 493
Cyclist	3	38	38	68	66	52	20	6	4	295
Other household travel	4	134	200	56	176	150	66	28	12	823
Total	2285	4837	7018	7185	9491	8963	6172	2921	1334	50 207

Adults aged 35 to 44 also reported the largest distance travelled compared to other ten-year age groups (shown in Table 4); this group accounts for 19% of all reported distance travelled. This is the result of a population bulge in this age (Table 5). Per person they travel a slightly shorter distance than those 45-54 years old. Over ¾ of this travel distance is driven. The result is that this 35-44 age group accounts for nearly a quarter of all New Zealand’s household distance driven.

Per person, people aged 45 to 54 travel the greatest distance. This group reported travelling more than 300 km per person per week, and of this, over 70% was driven. The sharp decrease in travel at age 65 is also evident, as the need for travel to work declines.

Table 7: Kilometres per person per week spent travelling, by mode and age group (2005 – 2009).

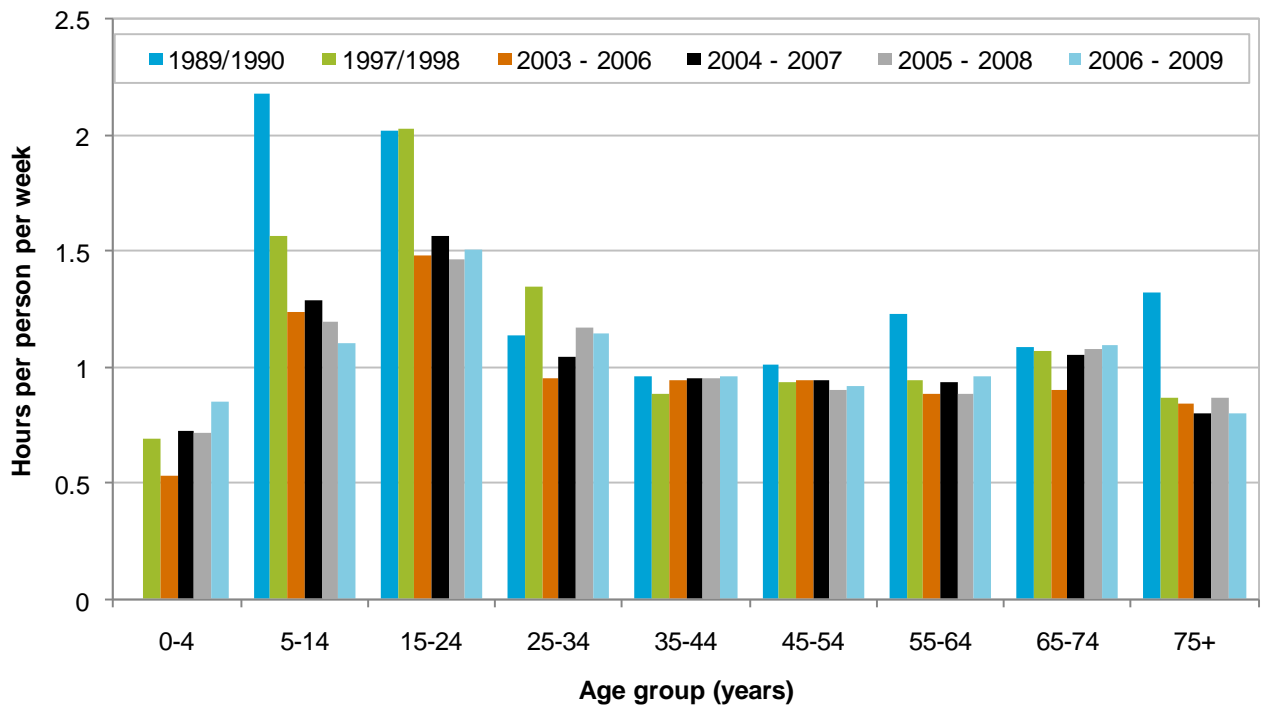
Mode	Age group									Total
	0-4	5-14	15-24	25-34	35-44	45-54	55-64	65-74	75+	
<i>Population (2005-09 annual mean)</i>	287000	595000	605000	546000	628000	565000	429000	278000	231000	4164000
Car/van driver			102.3	180.4	221.3	233.1	203.9	135.0	68.5	137.3
Car/van passenger	147.2	133.1	92.0	58.0	53.1	56.8	60.4	56.1	35.9	77.8
Pedestrian	3.2	4.1	5.9	4.3	3.4	3.2	3.5	3.6	2.1	3.9
Public transport (bus/ train)	1.8	12.9	14.7	5.1	4.6	4.2	4.0	4.1	2.7	6.9
Cyclist	0.2	1.2	1.2	2.4	2.0	1.8	0.9	0.4	0.3	1.4
Other household travel	0.3	4.3	6.3	1.9	5.4	5.1	2.9	1.9	1.0	3.8
Total	152.7	155.7	222.5	252.1	289.8	304.2	275.7	201.1	110.4	231.1

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 2006 - 2009 (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 in the time spent in the car, especially in the 55-74 age group and consistently increasing in the other groups (Figure 6). This is most likely due to an increase in passenger travel.

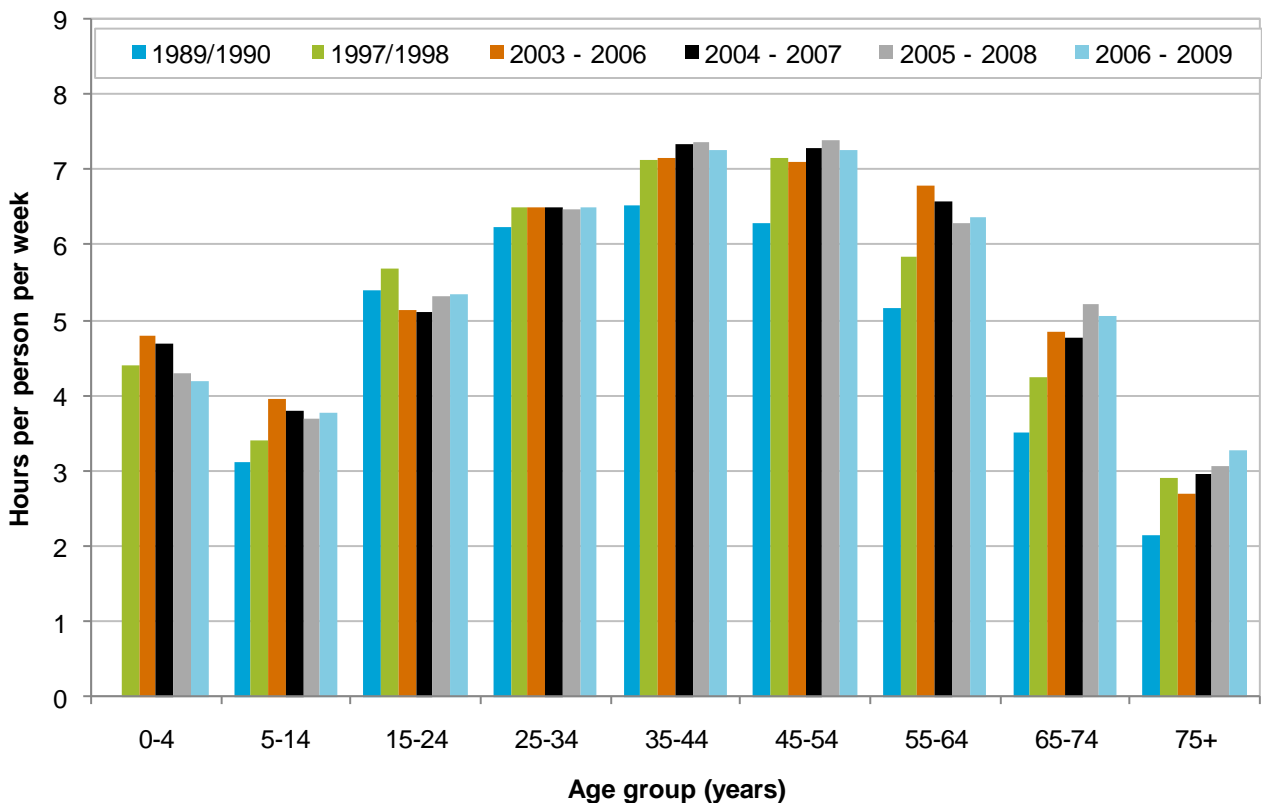
Figure 5: Hours per person per week spent walking and cycling



Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003 - 06.

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

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



Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003-06.

*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'.

The distribution by purpose in this edition has changed from previous editions of the report due to professional driver trips being removed and a selection of trips being recoded from "**work**" to "**employer's business**" as they had been miscoded previously.

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% of the known 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 is less dependent on driver travel, with driving making up 48% of the time and 54% of the known distance travelled. This includes visiting friends and family, holidays, entertainment, religious meetings and other hobby-related pastimes.

The '**Accompany or transport someone**' category is the third largest category 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, and along with travel for employer's business, is the purpose most dominated by driving. 70% of time spent travelling to work and 81% of the distance is by driving. 80% of time spent travelling and 87% of the known distance travelled for employer's business is driven.

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

Table 8: Total trip legs per year by trip mode and purpose/ destination (2005 – 2009).

	Travel mode						Total
	Car/van driver	Car/van passenger	Pedestrian	PT (bus / train / ferry)	Cyclist	Other household (including motorcycle)	
<i>Trips in sample</i>	25 634	76 784	40 921	2 316	3 517	2 141	151 313
<i>Million trip legs per year</i>							
Home	1 102	552	357	66	33	38	2 149
Work – main/other job	381	49	111	23	9	10	584
Work – employer's business	266	36	29	* ⁴	*	11	346
Education	28	102	83	35	6	*	259
Shopping/ personal business / medical	779	224	217	16	7	13	1 254
Social visits	350	241	120	12	8	17	748
Recreation	127	98	129	6	17	8	385
Accompany or transport someone	263	346	63	*	1	8	686
Total (including other and leaving country)	3 296	1 648	1 107	167	84	111	6 413

Table 9: Time spent travelling per year, by mode and trip purpose/ destination (2005 – 2009).

	Travel modes						Total
	Car/van driver	Car/van passenger	Pedestrian	PT (bus/ train/ ferry)	Cyclist	Other household (including motorcycle)	
<i>Trips in sample</i>	25 634	76 784	40 921	2 316	3 620	2 038	151 313
<i>Million hours per year</i>							
Home	276.8	145.9	74.8	27.8	9.2	14.7	549.1
Work – main/other job	100.4	13.2	15.1	8.2	2.9	3.4	143.1
Work – employer's business	74.2	8.0	4.1	* ⁵	*	5.0	93.2
Education	7.9	20.1	15.6	14.5	1.4	*	62.0
Shopping/ personal business / medical	163.0	54.9	31.6	5.3	1.4	4.8	261.0
Social visits	103.4	76.4	21.9	5.5	2.4	7.9	217.6
Recreation	35.5	32.8	37.0	2.5	7.3	4.1	119.2
Accompany or transport someone	54.2	82.7	10.1	*	0.3	2.2	152.2
Total (including other and leaving country)	815.6	434.1	210.3	68.2	25.1	48.1	1 601.3

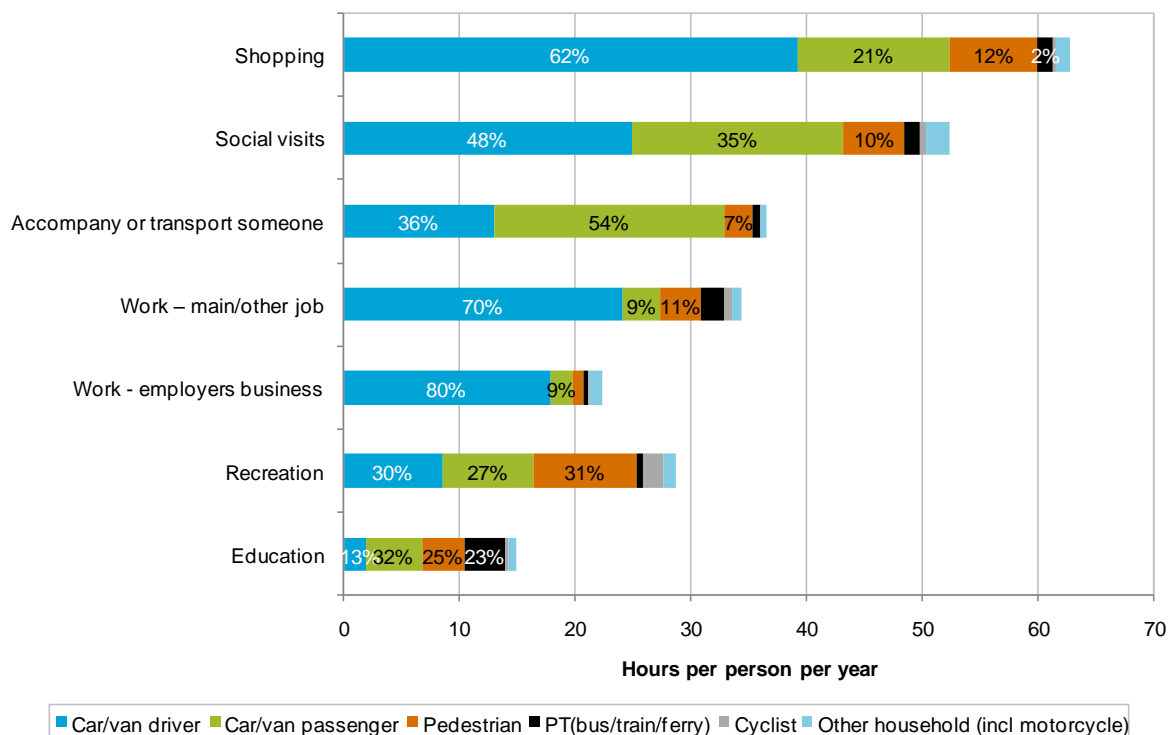
⁴ * Too few trips sampled (N<100) to calculate million trip legs per year.

⁵ * 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 (2005 – 2009).

	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</i>	25 634	76 784	40 921	2 316	3 620	2 038	151 313
<i>Million kilometres per year</i>							
Home	9 973	5 585	309	582	112	210	16 772
Work – main/other job	3 688	484	72	211	38	78	4 570
Work - employers business	2 923	356	14	* ⁶	*	50	3 372
Education	260	597	72	344	14	*	1 380
Shopping/ personal business / medical / dental	5 543	2 072	107	107	12	70	7 912
Social visits	4 168	3 151	82	99	27	173	7 699
Recreation	1 426	1 467	152	74	88	111	3 318
Accompany or transport someone	1 874	3 194	38	*	2	32	5 189
Total (including other)	29 861	16 917	846	1 493	295	823	50 236

Figure 7: Mode share of time spent travelling, for each trip purpose/ destination type (2005 – 2009)



⁶ * Too few trips sampled (N < 100) to calculate distance per year.

Travel to school

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

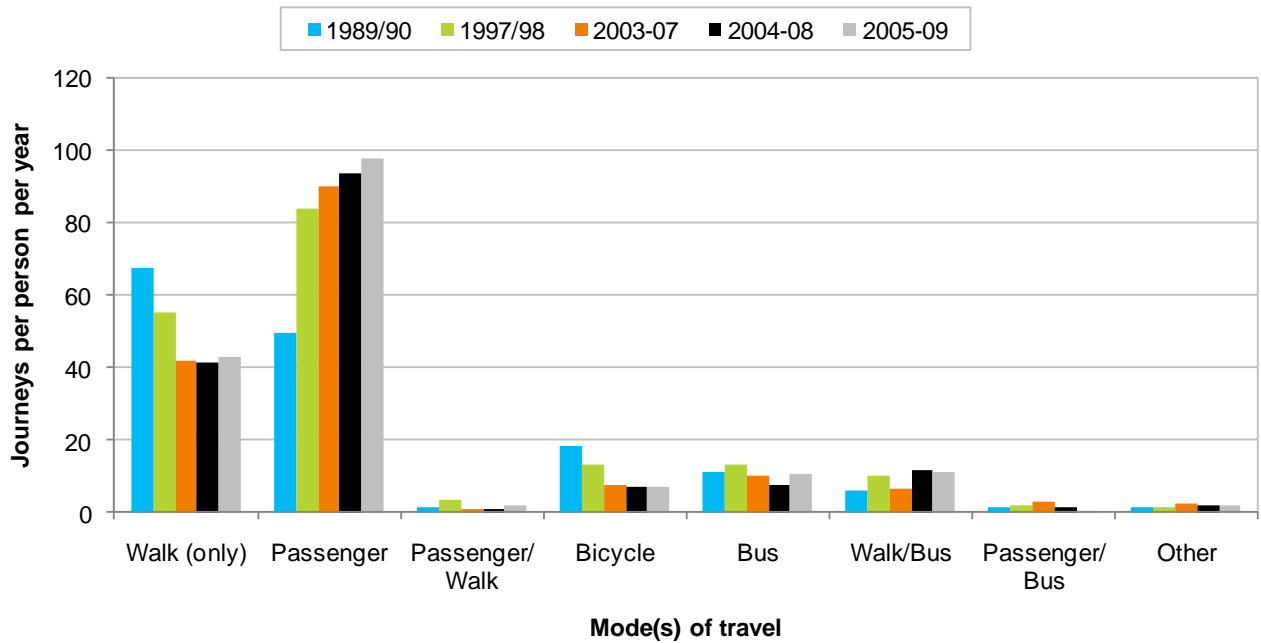
Table 11 shows how children have travelled to school over the last twenty years, as measured by the three Travel Surveys. Here, a **journey** is a series of one or more trip legs where the only intermediate stops are to change to another mode (eg walking to the bus stop and catching a bus to school is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

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

Ages 5-12	1989/90	1997/98	2003-07	2004-08	2005-09
People in sample	1 027	1 991	1 610	1 635	2 146
Population in age group (use for calculating per person travel)	386 360	452 100	460 490	453 690	458 210
Walk (only)	26.1	25.1	19.3	18.9	19.7
Passenger	19.1	37.9	41.5	42.4	44.8
Passenger/ Walk	0.6	1.6	0.5	0.5	0.8
Bicycle	7.1	6.1	3.6	3.3	3.2
Bus	4.3	6.1	4.6	3.5	4.9
Walk/Bus	2.4	4.6	3.0	5.3	5.2
Passenger/ Bus	0.6	0.9	1.3	0.7	0.2
Other	0.6	0.7	1.1	0.9	0.9
Total	61.5	83.8	75.4	76.0	81.2
Ages 13-17	1989/90	1997/98	2003-07	2004-08	2005-09
People in sample	612	918	880	920	1 229
Population in age group (use for calculating per person travel)	251 800	258 100	282 360	288 640	288 050
Walk (only)	9.8	7.9	11.3	11.2	12.2
Passenger	13.4	13.4	14.8	13.3	0.0
Passenger/ Walk	0.3	1.2	1.1	1.1	1.1
Bicycle	7.1	4.5	2.0	2.1	1.9
Bus	3.5	3.1	2.4	2.0	2.9
Walk/Bus	7.0	6.8	6.1	7.0	7.1
Passenger/ Bus	0.6	0.9	1.3	0.7	0.2
Driver	1.6	2.8	2.2	1.9	2.1
Other	0.8	1.6	2.0	2.1	2.0
Total	61.5	83.8	75.4	76.0	81.2

Figure 8: Travel to school – ages 5 to 12

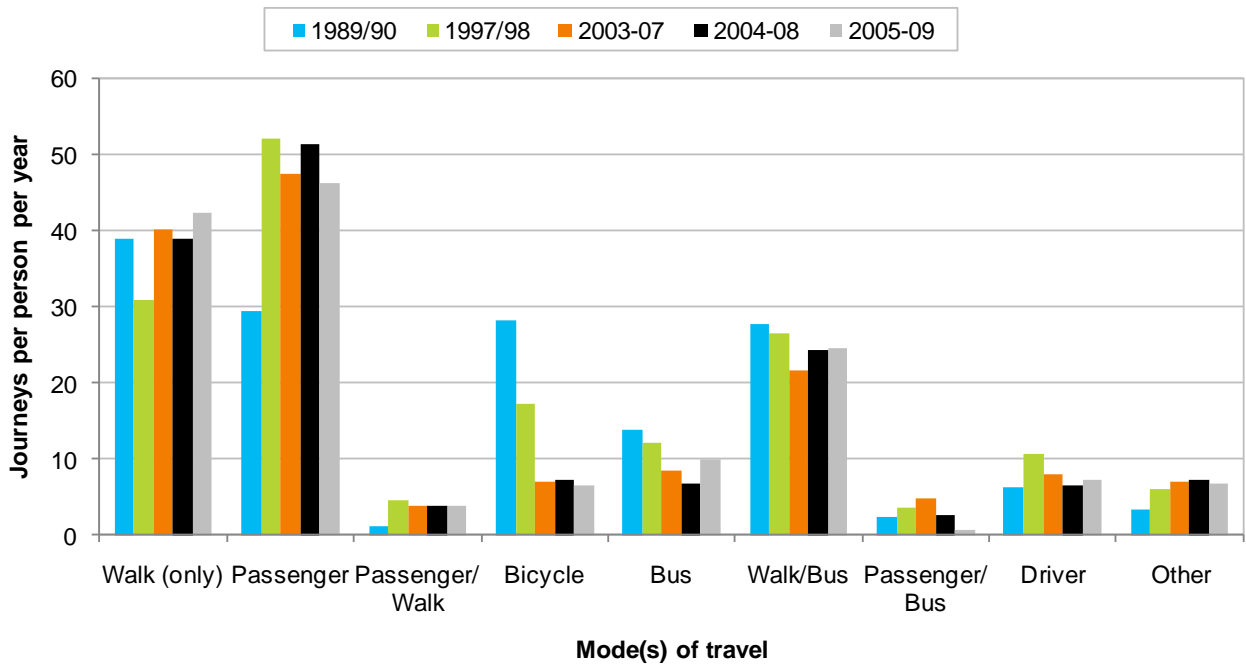


Please note that this graph visually compresses the time interval between 1989/90, 1997/98 and 2003 - 2007.

Figure 8 and Figure 9 show the national number of trips to school per person. It's also possible to look at the national travel pattern. The trends in per-person travel to school look very similar to the national overall trends.

Among secondary school-aged students (Figure 9), the total number of passenger trips to school has 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. The number of walking journeys has remained fairly constant. 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 23% of New Zealanders who live in small towns and rural areas account for nearly 30% of the total distance driven by New Zealanders and 22% of total travel time (see Table 12).

People living in small towns (population less than 10,000) and rural areas drive 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 driver 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 54 hours per year, compared to only 35 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 (2005 – 2009)

	Main/secondary urban (population centres of 10,000 or more)				Minor urban/ rural (population less than 10,000)			
	<i>Trips in sample</i>	Million hours per year	Million km per year	Million trip legs per year	<i>Trips in sample</i>	Million hours per year	Million km per year	Million trip legs per year
Car/van driver	56 684	631	20 959	2 602	20 102	185	8 904	694
Car/van passenger	30 608	328	11 513	1 316	10 316	107	5 407	332
Pedestrian	19 909	177	710	920	5 725	33	136	187
PT (bus/train/ferry)	2 738	55	1 101 ⁷	137	780	14	392 ⁸	29
Cyclist	1 770	20	235	68	546	6	59	16
Other (including motorcyclist)	1 537	39	663 ⁸	88	604	9	160 ⁸	23
Total	113 246	1 249	35 182 ⁸	5 132	38 073	353	15 058 ⁸	1 281

Table 13: Travel per person by city/ town and rural dwellers (2005 – 2009)

Travel mode	Main/secondary urban (population centres of 10,000 or more)				Minor urban/ rural (population less than 10,000)			
	<i>Trips in sample</i>	Hours per person per year	Km per person per year	Trip legs per person per year	<i>Trips in sample</i>	Hours per person per year	Km per person per year	Trip legs per person per year
Car/van driver (per person)	56 684	193	6 421	797	20 102	195	9 405	733
Car/van driver (per person aged 15+)	56 684	244	8 109	1 007	20 102	250	12 015	937
Car/van passenger	30 608	100	3 527	403	10 316	113	5 711	350
Pedestrian	19 909	54	218	282	5 725	35	144	198
PT (bus/train/ferry)	2 738	17	337	42	780	15	414	31
Cyclist	1 770	6	72	21	546	6	63	17
Other (including motorcyclist)	1 537	12	203	27	604	9	169	24
Total	113 246	383	10 778	1 572	38 073	373	15 905	1 353

⁷ Distances not available for ferry, so quoted PT distances are for bus and train only.

⁸ Lower limit as distance not available for all modes.

Additional information:

Transport Monitoring Indicator Framework

<http://www.transport.govt.nz/ourwork/TransportMonitoring/default/>

For more information about the background to the survey see the Ministry of Transport website at

<http://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

<http://www.transport.govt.nz/research/Pages/LatestResults.aspx>

Glossary

Driver: in this fact sheet includes all car/van/ute/SUV drivers. Does not include motorcyclists and taxi drivers.

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 (eg 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 trips: a professional driver is defined as someone who is employed to transport goods or people, including couriers including cyclists, posties, 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 (eg 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: passenger in a bus, train or ferry where the trip leg distance was less than 60 km and/or the duration was less than 1 hour. 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 so forth.

Trip distance: For road-based trips, distances are calculated by measuring the distance from the start address along the roads to the finish address. If an unusual route was used, the interviewer records an intermediate point to indicate the route; otherwise, the journey is assumed to follow the quickest available 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.

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 (eg travelling to meetings or clients).

Education is for travel by students only and includes institutions such as primary and secondary schools, universities etc. 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 e.g. eating out at a restaurant or food court, picnics etc.

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: (pedestrian) Includes walkers, joggers, users of mobility scooters and children on tricycles.

For more information about the background to the survey see the Ministry of Transport website at:

<http://www.transport.govt.nz/research/TravelSurvey/>

Prepared by the Transport Monitoring Team of the Ministry of Transport, November 2009.