

Measurement template

Field	Notes																																																																																																		
Short title	Proportion of urban trips under 5 miles taken by: (i) walking or cycling (ii) public transport																																																																																																		
Technical definition	Trips of under 5 miles in length made by residents living in an urban area (settlement size over 3,000 population) where the main mode of transport used was <u>not</u> car or other private mode.																																																																																																		
Rationale	Links to the structural reform priority of encouraging sustainable local travel. Making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.																																																																																																		
Formula	<p>The proportions of walking/cycling and public transport trips in each region are calculated using the total trips reported in the National Travel Survey diary (weighted). An example of the trips numbers and the calculated percentages for survey year 2009 are shown in the table below.</p> <p>Urban trips under 5 miles by main mode and region, 2009</p> <table><tr><th></th><th>All modes (trips)</th><th>Walk/ Bicycle (trips)</th><th>Public transport (trips)</th><th>Walk/ Bicycle (%)</th><th>Public transport (%)</th><th>Unweighted sample size: (trips)</th></tr><tr><td>North East</td><td>9,835</td><td>3,664</td><td>1,182</td><td>37%</td><td>12%</td><td>9,737</td></tr><tr><td>North West</td><td>30,194</td><td>10,595</td><td>2,572</td><td>35%</td><td>9%</td><td>28,763</td></tr><tr><td>Yorkshire & The Humber</td><td>21,812</td><td>7,552</td><td>1,791</td><td>35%</td><td>8%</td><td>20,572</td></tr><tr><td>East Midlands</td><td>16,900</td><td>6,123</td><td>881</td><td>36%</td><td>5%</td><td>15,888</td></tr><tr><td>West Midlands</td><td>20,987</td><td>6,822</td><td>1,821</td><td>33%</td><td>9%</td><td>19,251</td></tr><tr><td>East</td><td>17,606</td><td>6,175</td><td>780</td><td>35%</td><td>4%</td><td>16,718</td></tr><tr><td>Greater London</td><td>28,728</td><td>11,316</td><td>6,637</td><td>39%</td><td>23%</td><td>28,398</td></tr><tr><td>South East</td><td>33,084</td><td>13,100</td><td>2,146</td><td>40%</td><td>6%</td><td>31,692</td></tr><tr><td>South West</td><td>19,357</td><td>7,470</td><td>1,114</td><td>39%</td><td>6%</td><td>17,076</td></tr><tr><td>England</td><td>198,504</td><td>72,815</td><td>18,925</td><td>37%</td><td>10%</td><td>188,095</td></tr><tr><td>Wales</td><td>9,894</td><td>3,768</td><td>755</td><td>38%</td><td>8%</td><td>8,600</td></tr><tr><td>Scotland</td><td>17,687</td><td>6,084</td><td>1,934</td><td>34%</td><td>11%</td><td>14,700</td></tr><tr><td>Great Britain</td><td>226,085</td><td>82,667</td><td>21,614</td><td>37%</td><td>10%</td><td>211,395</td></tr></table>		All modes (trips)	Walk/ Bicycle (trips)	Public transport (trips)	Walk/ Bicycle (%)	Public transport (%)	Unweighted sample size: (trips)	North East	9,835	3,664	1,182	37%	12%	9,737	North West	30,194	10,595	2,572	35%	9%	28,763	Yorkshire & The Humber	21,812	7,552	1,791	35%	8%	20,572	East Midlands	16,900	6,123	881	36%	5%	15,888	West Midlands	20,987	6,822	1,821	33%	9%	19,251	East	17,606	6,175	780	35%	4%	16,718	Greater London	28,728	11,316	6,637	39%	23%	28,398	South East	33,084	13,100	2,146	40%	6%	31,692	South West	19,357	7,470	1,114	39%	6%	17,076	England	198,504	72,815	18,925	37%	10%	188,095	Wales	9,894	3,768	755	38%	8%	8,600	Scotland	17,687	6,084	1,934	34%	11%	14,700	Great Britain	226,085	82,667	21,614	37%	10%	211,395
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Start date	Publication from May 2011. Data is available from 2002 at around the current level of sample in each region. Smaller sample sizes in earlier years would mean calculations would need to be based on 3 years of survey data combined.																																																																																																		
Latest data	2009 (as provided in table above)																																																																																																		

Performance <i>(optional if relevant)</i>	<p>The public should be looking for the proportions to increase to demonstrate whether improvement has been achieved.</p> <p>As the results are from a sample survey there is a standard error associated with each estimate. If the movement is within this 'margin of error' then performance has not changed. Estimates based on a smaller sample size are subject to a larger standard error.</p>
Behavioural impact	Data is collected independently of monitoring the Business Plan so there should be no behavioural impact or perverse incentives.
Comparability	Comparisons can be made between regions and countries in Great Britain.
Collection frequency	Data is collected continuously throughout the year.
Time lag	Annual results are published on a calendar year basis approximately 7 months after the year end.
Data source	<p>National Travel Survey.</p> <p>http://www.dft.gov.uk/pgr/statistics/datatablespublications/nts/</p>
Type of data	National Statistic.
Robustness and data limitations	<p>As the results are from a sample survey there is a standard error associated with each estimate. Standard errors and confidence intervals for some of the key NTS variables are published at:</p> <p>http://www.dft.gov.uk/pgr/statistics/datatablespublications/nts/#technical</p> <p>The current NTS contract runs to the end of the 2012 calendar year and we intend to reprocure it from 2013. Changes to the contractor and / or survey design could introduce discontinuity into the time series at this point.</p>
Collecting organisation	Department for Transport.
Return format	Percentage.
Geographical coverage	Great Britain.
How indicator can be broken down	Results can be broken down into countries and regions.
Further guidance	