

## Measurement template: Proportion of urban trips under 5 miles taken by: (i) walking or cycling; (ii) public transport

Field	Notes																																																																																																																														
Short title	Proportion of urban trips under 5 miles taken by: (i) walking or cycling; (ii) public transport																																																																																																																														
Technical definition	Trips under 5 miles by residents living in an urban area (settlement of over 3,000 population) where the main mode of transport was walking or cycling and public transport.																																																																																																																														
Rationale	Part of the Coalition priority to support sustainable local travel by making public transport, walking and cycling more attractive.																																																																																																																														
Formula	<p>The proportion of urban trips under 5 miles taken by (i) walking or cycling; (ii) public transport are based on (weighted) National Travel Survey diary data. The table below shows 2011 trip data by main mode and region and the calculated proportions. The methodology has been revised so that all walks are included; therefore data from day 7 only of the travel diary are now used for analysis.</p> <p><b>Proportion of urban trips under 5 miles by main mode and region: Great Britain, 2011</b></p> <table><tr><th rowspan="2"></th><th colspan="3">Number of trips (weighted sample)</th><th colspan="3">Percentage</th><th rowspan="2">Unweighted sample size (trips)<sup>1</sup></th></tr><tr><th>Walk / bicycle</th><th>Public transport</th><th>All modes</th><th>Walk / bicycle</th><th>Public transport</th><th>All modes</th></tr><tr><td colspan="8"><b>Region of residence:</b></td></tr><tr><td>North East</td><td>532</td><td>108</td><td>1,295</td><td>41</td><td>8</td><td>100</td><td>1,280</td></tr><tr><td>North West</td><td>1,437</td><td>317</td><td>3,666</td><td>39</td><td>9</td><td>100</td><td>3,659</td></tr><tr><td>Yorkshire and The Humber</td><td>930</td><td>191</td><td>2,377</td><td>39</td><td>8</td><td>100</td><td>1,883</td></tr><tr><td>East Midlands</td><td>810</td><td>98</td><td>2,113</td><td>38</td><td>5</td><td>100</td><td>1,818</td></tr><tr><td>West Midlands</td><td>899</td><td>165</td><td>2,797</td><td>32</td><td>6</td><td>100</td><td>2,452</td></tr><tr><td>East of England</td><td>961</td><td>124</td><td>2,421</td><td>40</td><td>5</td><td>100</td><td>2,311</td></tr><tr><td>London</td><td>1,594</td><td>833</td><td>3,734</td><td>43</td><td>22</td><td>100</td><td>3,358</td></tr><tr><td>South East</td><td>1,512</td><td>180</td><td>3,944</td><td>38</td><td>5</td><td>100</td><td>3,439</td></tr><tr><td>South West</td><td>853</td><td>96</td><td>2,281</td><td>37</td><td>4</td><td>100</td><td>2,005</td></tr><tr><td><b>England</b></td><td><b>9,528</b></td><td><b>2,112</b></td><td><b>24,628</b></td><td><b>39</b></td><td><b>9</b></td><td><b>100</b></td><td><b>22,205</b></td></tr><tr><td><b>Wales</b></td><td><b>417</b></td><td><b>72</b></td><td><b>1,171</b></td><td><b>36</b></td><td><b>6</b></td><td><b>100</b></td><td><b>990</b></td></tr><tr><td><b>Scotland</b></td><td><b>1,030</b></td><td><b>302</b></td><td><b>2,599</b></td><td><b>40</b></td><td><b>12</b></td><td><b>100</b></td><td><b>2,167</b></td></tr><tr><td><b>Great Britain</b></td><td><b>10,976</b></td><td><b>2,486</b></td><td><b>28,398</b></td><td><b>39</b></td><td><b>9</b></td><td><b>100</b></td><td><b>25,362</b></td></tr></table>		Number of trips (weighted sample)			Percentage			Unweighted sample size (trips) <sup>1</sup>	Walk / bicycle	Public transport	All modes	Walk / bicycle	Public transport	All modes	<b>Region of residence:</b>								North East	532	108	1,295	41	8	100	1,280	North West	1,437	317	3,666	39	9	100	3,659	Yorkshire and The Humber	930	191	2,377	39	8	100	1,883	East Midlands	810	98	2,113	38	5	100	1,818	West Midlands	899	165	2,797	32	6	100	2,452	East of England	961	124	2,421	40	5	100	2,311	London	1,594	833	3,734	43	22	100	3,358	South East	1,512	180	3,944	38	5	100	3,439	South West	853	96	2,281	37	4	100	2,005	<b>England</b>	<b>9,528</b>	<b>2,112</b>	<b>24,628</b>	<b>39</b>	<b>9</b>	<b>100</b>	<b>22,205</b>	<b>Wales</b>	<b>417</b>	<b>72</b>	<b>1,171</b>	<b>36</b>	<b>6</b>	<b>100</b>	<b>990</b>	<b>Scotland</b>	<b>1,030</b>	<b>302</b>	<b>2,599</b>	<b>40</b>	<b>12</b>	<b>100</b>	<b>2,167</b>	<b>Great Britain</b>	<b>10,976</b>	<b>2,486</b>	<b>28,398</b>	<b>39</b>	<b>9</b>	<b>100</b>	<b>25,362</b>
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<sup>1</sup> Based on trips recorded in the travel diary on day 7 only. This is to capture all short walk stages of trips.																																																																																																																															

<b>Start date</b>	Data is available from 2002 at around the current sample size. Data is available for earlier years but the proportions would be based on 3 years of survey data combined because of a smaller sample size.
<b>Latest data</b>	2011 National Travel Survey.
<b>Performance</b> <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 main mode of transport proportions are estimated from a sample survey they differ from the true proportions for the population, referred to as the standard error. Estimates based on a smaller sample size are subject to a larger standard error.</p>
<b>Behavioural impact</b>	Data is collected independently of monitoring the business plan so there should be no behavioural impact or perverse incentives.
<b>Comparability</b>	Comparisons can be made between regions and countries in Great Britain.
<b>Collection frequency</b>	Data is collected continuously throughout the year.
<b>Time lag</b>	Annual results are published on a calendar year basis approximately 7 months after the year end.
<b>Data source</b>	<p>National Travel Survey</p> <p><a href="https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics">https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics</a></p>
<b>Type of data</b>	The figures in this impact indicator are National Statistics.
<b>Robustness and data limitations</b>	<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><a href="https://assets.digital.cabinet-office.gov.uk/government/uploads/system/uploads/attachment_data/file/3111/64.xls">https://assets.digital.cabinet-office.gov.uk/government/uploads/system/uploads/attachment_data/file/3111/64.xls</a></p>
<b>Collecting organisation</b>	DfT.
<b>Return format</b>	Percentage.
<b>Geographical coverage</b>	Great Britain.
<b>How indicator can be broken down</b>	Results can be broken down into countries and regions.

<b>Further guidance</b>	
<b>Lead Official</b>	
<b>Analytical Contact</b>	Lyndsey Melbourne (Statistician), DfT