Description of the data contained in the columns and rows:

Table explanation

This table contains information regarding the mobility of the residents of the Netherlands aged 6 or older in private households, i.e. excluding institutional residents. The mobility behaviour is expressed in the average number of stages per person per day and the average distance travelled per stage. The table contains only stages on Dutch territory, excluding mobility based on series of calls trips and domestic holiday mobility.

The mobility behaviour in stages and the average distance per stage are broken down by travel purpose, mode of travel, sex and age.

Margins of the values (trend estimates) are available in the form of the lower and upper limits of the 95% confidence interval.

* *Topics*
  + *Stages per person per day (average)*
  + This concerns the traffic participation of persons expressed in the average number of stages (or trip legs) per person per day. A stage is a trip or part of a trip that takes place with one single mode of transport. For example, a trip from home to work with successively the bicycle to the station, the train and on foot to the office consists of three stages (or trip legs). Stages with an aircraft are not included in the investigation.

This is the average over all persons of living in the Netherlands in private households, so excluding residents of institutions and homes. The average also includes people who indicated that they had not travelled on the survey day.

* + *Distance travelled per stage (average)*
  + A trip consists of one or more stages taking place with a single means of transport. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle. For example, in the case of a trip from home to work taking place successively by bicycle to the station, by train and then on foot to the office consists of three stages. A stage is also known as a trip leg.
  + The average number of passenger kilometres travelled per stage per travel mode. In those cases where several travel modes have been used for a trip this does not include the entire distance of the trip, but only the (stage) distance with the travel mode in question. For example, when travelling from the shop to work by walking, bus and walking, for the calculation of the average distance per stage with regard to the means of transport 'walking', only the (distances of the) two walking stages are taken into account. Stage distances with an aircraft are not included in the study.
* *Sex*
  + *Total male and female*
* *Age*
  + *Total*
  + *18 to 24 years*
  + *60 to 64 years*
* *Modes of travel*
  + *Total*
  + *Car as driver*
  + *Car as passenger*
  + *Train*

Includes: express train, stopping train, sprinter, high-speed train, channel tunnel train, TGV, ICE.

* + *Bus/metro*

Bus: this includes only (scheduled) buses for public transport such as: city bus, bus, interliner, call-up bus service, trolley bus, coach only if used for (replacement) of public transport, transferium bus. Tram: also includes light rail, high-speed tram, RandstadRail. Metro: underground, subway.

* + *Bike*

Bicycle: this includes: both a non-electric and electric bike, (also a speedpedelec with yellow license plate) but also a bicycle passenger who takes a seat on the back or front of a bike.

* + *Walking*

This includes all travel on foot possibly with a walker, crutches, stick etcetera.

* + *Other*
* *Travel motives*
  + *Total*

The purpose of a trip is normally taken to be the activity at the destination, unless that destination is 'home' in which case the purpose is defined by the origin of the trip. A trip from work with the aim of 'going home'for instance, is also classified as a trip with the purpose ' to work from home'.

* + *Travel to/from work, (non)-daily commute*

Trips to and from a permanent or a temporary work address (commuting). This also concerns addresses where one works as a stand-by-worker for a fee, has a side job or does volunteer work. A trip from work with the aim of 'going home' is also counted as a move to and from work.

* + *Shopping, groceries, funshopping.*

Shopping, grocery shopping and fun shopping (for food and non-food items). Also includes window shopping and viewing products.

* + *Attending education/courses*

Activities related to attending school and childcare.

* + *Other*

These include the non-commercial "bringing and fetching of persons" and "bringing and fetching goods". This also includes trips with the ultimate purpose of "to the parking lot", "to the car" or "to a station or bus stop". Furthermore, this category contains the purposes that cannot be included in any of the other 'purpose' categories.

##### *Topics*

##### *Stages per person per day (average)*

* + This concerns the traffic participation of persons expressed in the average number of stages (or trip legs) per person per day. A stage is a trip or part of a trip that takes place with one single mode of transport. For example, a trip from home to work with successively the bicycle to the station, the train and on foot to the office consists of three stages (or trip legs). Stages with an aircraft are not included in theinvestigation.

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##### *Total male and female*

##### *Age*

##### *Total*

##### *18 to 24 years*

##### *60 to 64 years*

##### *Modes of travel*

##### *Total*

##### *Car as driver*

##### *Car as passenger*

##### *Train*

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The Dutch National Travel Survey:

<https://www.cbs.nl/en-gb/our-services/methods/surveys/brief-survey-description/dutch-national-travel-survey>

Mobility trends:

<file:///C:/Users/31612/Downloads/mobility-trends-2021-report-v3.pdf>

Info on employment of young people:

<https://business.gov.nl/regulation/employment-young-people/>