1. EMD data[[1]](#footnote-1)

Series description: "**Household Travel Surveys" (HTS**) are a tool for understanding the daily mobility of a population living within a perimeter, and an essential element in the development and evaluation of travel policies. HTS are carried out according to the so-called "**Certu standard" methodology, designed in the mid-1970s and regularly updated**. Compliance with this method guarantees the reliability and comparability of the results (in space and time). The surveys cover a representative sample of households correctly dispersed over the study area, the sample size being set so as to allow a sector analysis.

They are carried out face-to-face with all persons aged at least 5 years living in the dwelling and record the characteristics of the households (location, housing, motorization, etc.) and persons (age, sex, occupation, etc.) as well as a precise description of all their movements on the day before the survey day (restricted to weekdays, excluding school vacations, **between October and April**). In order to meet the need for knowledge about mobility in increasingly diversified areas, Certu developed a method adapted to medium-sized cities in the early 2000s: the "Medium-sized city travel surveys" (EDVM) concern conurbations with an urban population of no more than 100,000 inhabitants, although the survey area may itself exceed this figure in order to cover a larger area. The questionnaires are administered by telephone and travel is only counted for 1 or 2 people over the age of 11 per household. Finally, Certu has developed a method for larger areas combining dense territories and peri-urban or even rural territories: the "Large area travel surveys" (LATS) combine a classic EMD (on the densest territories) with a telephone survey on less dense peri-urban territories that are far from the centers of conurbations. Since 1976, more than 150 travel surveys have been carried out in more than 80 areas.

1. **Household Travel Survey, Strasbourg / Bas-Rhin - 2009[[2]](#footnote-2)**

The **Household Travel Survey "Strasbourg / Bas-Rhin 2009**", carried out according to the national methodology developed by CERTU, is an EMD covering the entire department of Bas-Rhin. This territory, made up of **526 communes** (for a population of **1,057,000 inhabitants**), was the subject of a face-to-face survey. **This survey** made it possible to find out the mobility, restricted to working days, of individuals (aged 5 years and over) belonging to a household residing in the 526 communes of the study area. The **5,399 households surveyed** are characterized by their place of residence and the cars and bicycles at their disposal. The **12,016 individuals** surveyed were mainly asked about their socio-demographic characteristics and their use of transport modes (individual and collective). Of the **46,935 trips**, we know their times and places of departure and arrival, their distance, duration, reason and number of trips (in mechanized mode). The 36,084 trips are described by their mode of transportation, departure and arrival locations, walking time at departure and arrival . Finally, 5,399 individuals gave their opinion on local life, trips and modes of transport; they also gave some information on **their trips in Germany and on the last Saturday**.

**Geographical coverage :**

Department of Bas-Rhin

Universe: Households residing in a commune within the scope of the household travel survey. Individuals aged 5 years and over. Trips made the day before the interview (only trips made on a working day are included).

Geographic unit: Zoning in **67 sectors**. Each of these sectors contains at least **70 households and 160 individuals surveyed**.

Unit of analysis: Households, individuals, trips, journeys

Type of data :

The type of data contained in the file

Individual survey data

Number of files: 10 data files

Notes : The data files are diffused under 2 versions: the "original" version established by the project owner, and the "standardized" version elaborated by CEREMA, which built a unique file drawing applied to all the EMD diffused in order to facilitate the comparison between EMD, in space (on different territories) and in time (on the same territory). The "original" version may contain "local" variables not included in the standard version; variables created by the project owner, in particular from specific questions added to the "standard CERTU" questionnaire. The "standard" version may contain variables that are not filled in, most often because the original question did not appear in the survey questionnaire.

**Displacement** Movement of a person, carried out for a certain reason, over a

between an origin and a destination, using one or more modes of transport.

of transport.

**Travel Generators** - GT Traffic Generators or Generators

punctual trips: non-residential but attractive places, spotted

geographically and assigned a fine area survey number.

**Household** A group of people living in a dwelling, not necessarily

have a family relationship. Only those aged five years and older are interviewed.

in a household.

**Mobility** Average number of daily individual trips made during a

working day.

**Fine zones - ZF (internal or external)**

These zones are internal to the survey area and are derived from the division of each

sampling area. They are used to apprehend :

- the movements made in the survey area or areas outside the area

investigation,

- Movement out of or into the survey area.

Origin areas (internal or external) Fine geographic areas (internal or external)

external) used to locate the place of origin of the trips.

Destination zones (internal or external) Fine geographic zones (internal or external)

external) used to locate the destination of the trips.

* Attribute table of **DEPLACEMENTS.csv**:

'SECT1': 'sector',  
'SECT2': 'sector\_fine',  
'ECH': 'sample\_id',  
'NUMPERS': 'person\_id',  
'NUMDEP': 'deplacement\_id',  
'D2A': 'origin\_motive',  
**'D3': 'origin\_zone',**'D4A': 'depart\_hour',  
'D4B': 'depart\_minute',  
'D5A': 'destination\_motive',  
'D7': 'destination\_zone',  
'D8A': 'arrival\_hour',  
'D8B': 'arrival\_minute',

* Attribute table of **PERSONNES.csv**:

'SECT1': 'sector',  
'SECT2': 'sector\_fine',  
'ECH': 'sample\_id',  
'NUMPERS': 'person\_id',  
'Coef': 'coefficient',  
'P2': 'sex',  
'P4': 'age',  
'P8': 'enrollment',  
'P9': 'occupation',  
*'P17': 'parking\_problems',  
'P18': 'parking\_problems',  
'P19': 'bike\_usage',  
'P20': 'motorbike\_usage',  
'P21': 'ccar\_usage',  
'P22': 'pcar\_usage'*

* Attribute table of **MENAGE.csv**:

'SECT1': 'sector',  
'SECT2': 'sector\_fine',  
'ECH': 'sample\_id',  
'M1': 'household\_type',  
'Coef': 'coefficient',  
*'M6': 'cars\_at\_disposal',  
'M11A1 ': 'vehicle\_ownership',  
'L6 ': 'number\_of\_bikes',*'L31 ': 'household\_income'

* Attribute table of **TRAJETS.csv**:

'SECT1': 'sector',  
'SECT2': 'sector\_fine',  
'ECH': 'sample\_id',  
'NUMPERS': 'person\_id',  
'NUMDEP': 'deplacement\_id',  
'NUMTRAJ': 'route\_id',  
'T3': 'mode\_used',  
'T7': 'number\_of\_vehicles',  
'T8': 'occupancy'

1. http://www.progedo-adisp.fr/serie\_emd\_en.php [↑](#footnote-ref-1)
2. http://www.progedo-adisp.fr/enquetes/XML/lil.php?lil=lil-1132 [↑](#footnote-ref-2)