
Summary:

2013/14 Norwegian Travel Survey – key results

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The Norwegian National Travel survey 2013/14 is the seventh national survey. Approximately 60 000 persons aged 13 or more were interviewed about their access to transport resources, everyday mobility and longer journeys undertaken less frequently. The survey shows that the percentage having access to a car has increased since 2009. In the same period the quality of the public transport has improved. There has been a small increase in the use of bicycle and car as a driver. Almost 90 percent of the population in municipalities with more than 20 000 inhabitants have private parking at their home. The average trip is longer in 2013/14 than in 2009. For the longest trips air travel has increased at the expense of car use.

The seventh National travel survey

The National Travel Survey 2013/14 (RVU 2013/14) is the seventh national survey of travel behaviour conducted in Norway. The first was done in 1985, the next five in 1992, 1998, 2001, 2005 and 2009.

The National Travel Surveys cover personal travel of all types, including short trips taken on a daily basis and longer journeys undertaken less frequently, as well as all modes of transport, including walking and cycling. The purpose of the National Travel Surveys is to obtain information on people's travel activity and travel patterns. Among other things, the surveys are intended to reveal:

- the scope of travel
- the purpose of travel
- how people travel
- how travel activity varies among different groups of the population

In RVU 2013/14, 61 314 persons from 13 years on were interviewed. Around 10,000 of them constitute a representative sample of the entire country; the remainder is supplementary regional samples.

The quality of the public transport has improved

In 2013/14 30 percent of the population has a very good public transport supply, i.e. hourly frequency of at least four departures and a distance less than one kilometre to the bus stop/terminal. In 2009 the percentage was 26. There are great differences between places of living. 83 percent of people living in Oslo have a very good supply,

and also those living in Trondheim and Stavanger have a high quality of the public transport supply (64 percent).

Access to a car is one of the most important factors affecting choice of mode. In 2013/14 88 percent belonged to a household with at least one car. This is an increase from 2009, when 85 percent was in the same situation. 45 percent has one car, 35 percent has two cars, while eight percent has three or more cars. Access to a car increases with income.

The percentage having a driving licence and access to a car whenever wanted is 69, the same level as in 2009. Men continue to have better access to cars than women.

Almost 90 percent of the population (in municipalities with more than 20 000 inhabitants) have car park in the vicinity of their home. Of those 84 percent has car park at their property. The lowest percentage who has private parking is people living in Oslo.

A large proportion of the population own a bicycle, 75 per cent, while 11 per cent own or have access to a moped or motorcycle.

Longer distance and time use

The National Travel Survey defines a trip as any movement outside the lot where one lives, regardless of length, duration or purpose. Once the destination is reached, the trip is considered completed. One or more modes of transport may be used for a trip. Walking and cycling are reckoned as independent modes of travel on a par with motorised modes of transport.

In 2013/14 the population undertook an average of 3.26 trips per day. This includes 10 per cent that do not travel in the course of an average day. There is a slight decrease from 2009 in the percentage that do not travel.

The average trip is 14,5 km, an increase from 2009, and lasts for 24 minutes. The average length travelled per day by each person is 47,2 km, spending 78 minutes again an increase from 2009. Compared to the beginning of the 1990ties both daily travel distance and travel time have increased, from 32,0 km to 47,2 km per day and from 60 to 78 minutes per day.

The majority of the trips are short, 39 percent is shorter than three km, while 28 percent is 10 km or longer.

Those who have long travel distance are:

- Men
- People in the age group 45-54 years
- Couples with children
- People with high income
- Employed working long hours
- People living in the surrounding municipalities of Oslo, in small towns, or in sparsely populated areas

A small increase in bicycling and car driving

More than half of the daily trips are done as car driver, 55 percent, while only eight percent are done as car passenger. About one fifth of the daily trips are carried out on foot, five percent on bike and 10 percent with public transport. Since 2009 there has been a small increase in biking and car driving.

The typical car user is:

- Man
- Person in the age group 35-55 years
- Employed not working part time
- Person with high income
- Living in sparsely populated areas or in the surrounding municipalities of Bergen, Trondheim and Stavanger
- People having good access to a car
- Low quality of the public transport

The typical user of public transport is:

- Woman
- Under 18 years
- Single without children
- People with low education
- Working part time
- Low income
- Living in Oslo
- Good access to public transport
- Not access to a car

The typical pedestrian is:

- Woman
- Under 18 years or over 75 years
- Low education and income
- Not employed
- Living in Oslo
- Good access to public transport
- Low access to a car

The typical bicyclist is:

- In the age group 13-17 years
- Either with low education (young people) or with university education
- Living in Trondheim

Stability in the purpose of trips

The purpose of daily trips may be divided into three main areas:

- trips related to paid work and school/education
- trips related to unpaid work for the household
- trips related to leisure time

In 2013/14 28 percent are related to work and school (21 percent commuting), 37 percent are shopping-, service-, and accompany-trips, and 30 percent are related to leisure activities.

The travel pattern reflect the life phase and related activities. People who are economically active have more travelling related to work, those who have children have also more trips connected to accompany others, women still have more shopping and accompany trips than men. Older people have many shopping and service trips. The distribution of the trip purpose has changed very little from previous surveys.

Holiday and leisure the most typical purpose of long trips

In 2013/14 the population aged 13 or older took an average of 1,5 trips per month¹. This is a little lower than in 2009. More than half of the population took a long trip. One third had 1-2 long trips per month, while seven percent took five or more long trips.

Holiday and leisure is the purpose of about 40 percent of the long trips. Visiting comes in addition, adding up to 61 percent of the long trips. Nearly 20 percent of these trips are connected to paid work. The percentage of work related trips has decreased since 2009.

Cars are used on most long trips domestically, 58 percent. Car use is very high on holiday and leisure trips, 72 percent. Nearly half of the work related trips are done by air, and the train are used of eight percent of the work related trips.

Most trips abroad (with overnight stays) have holiday and leisure as purpose, 57 percent. Additional 17 percent are private errands, mostly shopping. Only 11 percent have work related purposes. That is lower than in 2009. Air travel is the dominant mode of transport, 65 percent, a little lower than in 2009.

40 percent of the population have access to a cottage/leisure home. In average people visit their cottage once a month.

¹ Trips of 100 km or longer one-way, and trips abroad, regardless of trip length, are considered long trips.