

Summary:

Travel behaviour in Norway

The 2001 Norwegian Travel Survey (2001 NTS) is the fourth nationwide travel survey conducted in Norway. The previous surveys were undertaken in 1985, 1992 and 1998.

The objective of the travel surveys is to examine travel patterns and travel activities in the population. The surveys collect information on:

- how often people travel
- why people travel
- how they travel
- how travel behaviour differs with respect to age, gender, place of residence, income etc.

More than 20.000 people 13 years and older were randomly selected to participate in the 2001 NTS. Respondents were asked to report trips made on a certain day (daily mobility), and any long distance trip undertaken during the past month of the interview. Long distance travel was defined as trips of a minimum 100 km crow flies distance, and trips abroad. Interviews were conducted by telephone.

This report summarises results from the 2001 NTS. After an introduction, the report is organised in the following sections:

Section 2: Growth trends in Norwegian transportation

During the past 20 years, there has been a continuously growth in passenger transportation. Domestic passenger transport work increased by 58 percent in the period between 1980 and 2000, from 40 billion to 63 billion passenger km. In the 1980s, growth was primarily due to increased use of private cars, while public transportation, except air travel, experienced zero growth rates. However, in the 1990s, use of public transportation increased significantly, and growth rates were higher than for personal use cars.

The increase in international passenger transportation has exceeded domestic transportation. In the period between 1980 and 2000, the number of international trips tripled for water and air transport. During the six years

from 1995 to 2001, the number of cars crossing the borders increased by 60 percent.

Section 3: Transport resources

85 per cent of the population live in a household that own, or have disposal of, a car. 53 percent have one car, and 32 percent have two or more cars.

19 per cent of the population have very good access to public transport where they live. However, the quality of the public transport system varies with place of residence. In urbanized areas, such as Oslo/Akershus, Bergen or Trondheim, more than 80 percent of the population have good or very good access. In scattered populated areas the corresponding figure is only eight percent.

Section 4: Trip frequency

Average trip frequency is 3,1 trips per day. This is the same as in 1992 and 1998. During a day, 15 percent do not leave the house at all, i.e., have zero trips. 35 percent make one or two trips, another 28 percent 3-4 trips, and 22 percent make five or more trips per day. The percentage of non-mobile people is slightly higher in 2001 than it was three years ago. Average trip length is 11,9 km. However, most trips are short, 40 percent are shorter than three kilometres, 56 percent are under 5 km.

During a month, 46 percent of the population make one or more long distance journeys. Average trip frequency for this group is 2,9. Three out of four "travellers" only make one or two trips.

Section 5: Transport mode use

In 2001 64 percent of the daily trips were taken in a personal use car (52 percent driver and 12 percent passenger), 26 percent were non-motorised (walking/cycling), while public transport was used for nine percent of the trips. Bus is the most important type of public transport, accounting for almost 60 percent of all trips done by public transport.

Personal use vehicles are also the most frequently used mode for long distance travel. During 2001, 64 percent of all long distance journeys were taken in a personal use car. One out of five journeys were airplane trips, train and bus accounted for five percent each, and ferries/boats were used for six percent of all long distance journeys. Since 1998, commercial air travel has lost market shares, and more trips are taken by personal use car.

Section 6 and section 7: Work trips and business trips

Results from the National Travel Surveys show an increase in the number of work trips, mainly due to a growth in the percentage of women in the workforce. Ten years ago, only 59 percent of the Norwegian women were employed. Today, 67 percent have a regular job. 70 percent of the work trips are taken in a personal use car (driver or passenger), 17 percent are non-motorised (walking/cycling), and 12 percent are done by public transport. Free parking is the most important factor for explaining differences in transport mode use. Use of personal car is significantly higher for employees who have access to free parking.

Section 8: Young people and school trips

Results are analysed for three age groups; 13-15 years, 16-17 years and 18-24 years. During the past 10 years the average number of school trips per day has not changed, but trip length has increased for the two youngest groups. Public transport is the most common mode on school trips, between 40 and 58 per cent, dependent on age. Between 23 and 36 percent walk to school, the youngest most often. In 2001 between four and 14 percent biked, and eight to 13 percent were driven by their parents.

Section 9: Accompany trips

Accompany trips comprise three categories; taking children to kindergarten and school, follow children to leisure activities, and follow children and other persons to various activities. During the 1990s, the number of accompany trips have increased from 0,25 tips per person per day to 0,41. Average trip length has increased from 8,6 km to 9,3 km. Car is used on most of these trips. Approximately 80 percent use the car as driver or passenger. Women have more accompany trips than men.

Section 10: Shopping trips

During the 1990s the number of local shops decreased, and the number of shopping centres increased. Average trip length for shopping trips increased from 5,3 km in 1992 to 6,7 km in 2001. The increase has primarily taken place in small villages and sparsely populated areas. Personal use car is the most common mode of transport. During the past 10 years, the percentage of car trips has increased from 65 percent to 68 percent. In 2001, 22 percent of the shopping trips were done by walking, six percent by public transport, and only three percent by bicycle. Saturday is the most important shopping day. On average, people make 1,1 trip on Saturdays, and 0,85 trips on weekdays.

Section 11: Holiday and leisure travel

On average, Norwegians make 3,7 holiday/leisure trips per year. Twenty four percent of the trips are international. Average trip length is four nights. Results indicate a trend toward a higher percentage of short trips, i.e., duration 1-3 nights. Southern Europe is the most popular destination for international trips. Results also show that many Norwegians have a second home in Sweden. For example, for 12 percent of the holiday trips to Sweden, accommodation is reported to be own cottage.

Section 12: Future development

Growth rates in transport are decreasing. This seems to be particularly evident for air and car transport that have experienced the highest growth during the last 30-40 years. The coming years will bring a lot more old travellers, many of whom will be car users. Further, large cities will experience population growth. If this growth takes the form of urban sprawl, increased car traffic may be the result. If the growth is concentrated to nodes at the public transport network, public transport may take a relatively high share of the traffic growth. However, trends in the leisure travel market may increase future car and air traffic.