

Public Consultation on the Future Design of the National Travel Survey

Summary of Responses

The information or guidance in this document (including third party information, products and services), is provided by DfT on an 'as is' basis, without any representation or endorsement made and without warranty of any kind whether express or implied.

The Department for Transport has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the Department's website in accordance with the W3C's Web Content Accessibility Guidelines. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact the Department.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.dft.gov.uk

© Crown copyright 2012

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/ or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Contents

Executive summary	4
1. Introduction	6
2. Consultation responses.....	7
Respondents.....	7
Specific questions (43 respondents).....	8
Tick-box questions (36 respondents).....	14
3. DfT response.....	16
Replacing the travel diary with personal GPS devices.....	16
Reviewing the content of the questionnaire and diary	17
4. Reducing the geographic coverage of DfT-funded survey fieldwork from Great Britain to England	22
5. Wider potential changes for the collection of NTS data.....	23
Annex A - List of responding external organisations	24

Executive summary

1. This report provides a summary of the responses to the public consultation on the future design of the National Travel Survey (NTS) that ran from 9 June 2011 to 5 September 2011. It also details the decisions the Department have made regarding the design of the survey from the start of a new fieldwork contract in 2013.
2. The consultation proposals covered four areas, listed below and we received comprehensive responses from a wide range of external organisations and individuals. We are grateful to those that took the time to respond. In addition, a GPS pilot survey was conducted and the three reports on the data collection, data processing and summary analysis are all published on the DfT website.
3. Proposal 1: *The potential move to adopting the use of Global Positioning System (GPS) devices to collect the personal trip data currently collected via a written seven-day diary.* The decision on this issue has been informed by respondent's views in this consultation and by the results of the 2011 NTS GPS pilot project. Respondents were broadly supportive of the GPS approach, albeit with some reservations. However, results of the pilot study did not give sufficient confidence in the capacity of our GPS approach to identify trip start and end points, and to infer trip mode and purpose, to the level of accuracy required. Our conclusion was therefore that a move to GPS would currently represent an unacceptable risk. On this basis, the data collection method for the NTS from 2013 will remain as a written paper travel diary. While we remain open to options for future improvement and innovation, we will not use a GPS device to collect core NTS data in the immediately foreseeable future.
4. Proposal 2: *Removing groups of relatively lower-value questions from the NTS interview in order to reduce both the burden on respondents and cost.* Consultation responses reinforced our understanding of the extensive use and the range of data items analysed by users of NTS data. The broad consensus of these responses revealed that there will be only limited adverse effects from removing the interview questions and diary items proposed in section 2 of the consultation document. Removing these questions from the interview will result in shorter interview times, with savings to be realised in reduced fieldwork costs.

We therefore intend to proceed with the majority of the proposed changes and pilot the reduction of some additional questionnaire topics.

5. Proposal 3: *Reducing the DfT funded geographic coverage of the NTS from a Great Britain sample to England-only, reflecting devolution of transport policy in Scotland and Wales.* The NTS will continue to collect data on trips occurring within the mainland of Great Britain. There will however be a change in the sample coverage of residents. From 2013 the NTS will collect data from residents of England only.
6. Proposal 4: *An open invitation for suggestions on wider changes to data collection.* We are holding discussions with Transport for London to ascertain whether it would be practical and cost effective in the future to combine fieldwork resources in London. We will also continue to investigate alternative approaches that either save costs or deliver improved data in comparison to the diary-based NTS. We will be requesting options for exploring such proposals further as part of the next NTS contract.

1. Introduction

- 1.1** The public consultation on the future design of the National Travel Survey ran from 9 June 2011 to 5 September 2011. It focused on the need to collect data in a more innovative and cost-effective manner from the inception of a new fieldwork contract in 2013. The proposals covered four areas:
- The potential move to adopting the use of Global Positioning System (GPS) devices to collect the personal trip data currently collected via a written seven-day diary.
 - Removing groups of relatively lower-value questions from the NTS interview in order to reduce both burden on respondents and cost.
 - Reducing the DfT funded geographic coverage of the NTS from a Great Britain sample to England-only, reflecting devolution of transport policy in Scotland and Wales.
 - An open invitation for suggestions on wider changes to data collection.
- 1.2** The consultation document is available at:
<http://www.dft.gov.uk/consultations/dft-2011-16>

2. Consultation responses

Respondents

- 2.1** The Department is grateful for the considered feedback received in the consultation. The responses have brought a range of issues to the attention of the Department and helped to inform a decision on the best way forward.
- 2.2** A total of 45 responses were received from external organisations or individuals:
- Local Government Authorities
 - Central Government Departments
 - Transport planners
 - Transport industry consultants
 - Academics/researchers
 - Campaign groups
- 2.3** A full list of responding external organisations is at Annex A. In addition, there were a number of internal DfT discussions and responses received.
- 2.4** The summary of responses is structured according to the questionnaire sections in the consultation document (specific questions & tick-box questions).

Specific questions (43 respondents)

1. Replacing the travel diary with personal GPS devices

2.5 Q1.1 Do you support or oppose the proposed move from diaries to GPS? Why?

A majority of respondents broadly support a move to GPS as the means of data collection if it is proven to work. The main advantages cited relate to the potential for improved data accuracy of travel distance, time travelled and speed, removing need for re-call and human error, reduced respondent burden, and a more cost-effective data collection method. A few respondents stated that they would prefer to await the results of the pilot study before committing to supporting GPS technology. A significant range of concerns with the proposed move to GPS devices were raised, particularly with regard to data items lost, derivation of mode and purpose, and a break in the time series which are covered in other questions.

2.6 Q1.2 Is there any information that would be lost in the move to GPS that is vital to your work? What is this?

Identified information lost due to a move to GPS fell into two categories. Firstly, the explicit removal of data items currently recorded in the paper diary which would not be captured by GPS technology, and secondly, loss due to potential inability of GPS devices to infer or identify data items accurately..

The concerns surrounding the explicit removal of information centred around 3 areas:

- Firstly, the unavailability of data by persons under 12, and the inherent implication for loss of primary school travel data. Respondents were concerned that younger people were more susceptible to active-travel policies and behavioural change. However the effect of such initiatives would no longer be measured. There was also concern that the loss of school travel data would hinder local transport planning. It was also recognised that the removal of younger people would also have an affect on the overall time series.
- Secondly, no longer being able to determine car use; in particular differentiating between car driver and passenger. This would remove data on demographics of car drivers.
- Thirdly, failure to identify escort trips would have implications for establishing the real purpose of a trip.

Some respondents expressed reservations at GPS technology's capability. In particular, whether purposes would be derived correctly, particularly in multi-function sites such as city centres, and whether GPS and accelerometer data will correctly identify mode, particularly between car, van, bus and taxi in congested areas. Respondents were prepared to await the results of a GPS pilot study in parallel with this consultation.

2.7 Q1.3 Is there any new information that could be derived from the GPS data that you would find particularly useful to your work, or any opportunities that a GPS dataset would present? What are these?

Respondents provided a broad range of ideas for potential new information that could be derived via a GPS data collection method. They fell into 2 categories:

- Firstly, identifying delays in the transport system: time spent stationary, in congestion, at bottle-necks, queuing at traffic lights and busy junctions, and waiting times for public services.
- Secondly, network use: the types of road used, motorway use, preferred routes through the network during busy periods, land-use, access to green space, whether cycle routes were being used, and trips off-network.

Respondents also reported that recording incidental trips and walking stages more accurately would be beneficial.

2.8 Q1.4 What impact would a break in the NTS time series have on your work?

The extent of the affect of a break in time series was strongly associated with the type of analysis respondents were conducting. Particular concerns were expressed by respondents engaged in:

- Target setting
- Measuring policy impacts
- Monitoring trends

If GPS were to go ahead, respondents would welcome analysis into whether a step-change in estimates was due to real behavioural change or a methodological change.

2.9 Q1.5 If the move to GPS is made, should DfT undertake dual running of both methods? For how long? If it were only possible to undertake by halving the sample for both methods for the dual running period, would the reduction in sample numbers be an acceptable compromise?

There was a strong consensus among respondents on the need to dual run GPS data collection alongside the conventional paper diary for a period of one year.

2. Reviewing the content of the questionnaire and diary

2.10 Q2.1 Are there any interview questions or diary items that we are proposing to stop or reduce that you still require? What are these?

Some respondents asked that their response to the tick-box questions be referred to as that highlights the level of use of particular data items. Together with the qualitative feedback it was clear that use is made of all data items to some extent across the range of respondents. However, many of the items proposed for removal from the NTS relate to subjects which are served by alternative data sources, e.g. accessibility of services. Data from these sources can be linked to individual NTS records even if the items are removed from the survey itself.

2.11 Q2.2 Are there any interview questions or diary items that we are not proposing to stop or reduce that are of little or no value to you, and that could be stopped or reduced without adversely affecting you? What are these?

As most respondents use data items related to their work area, a broad range of questions that are of little value to particular groups have been listed. However, there was little consensus on low value items as one data item unused by one respondent may be key to another.

2.12 Q2.3 What interview questions or diary items from the NTS are most important and critical to your work?

Respondents listed data items critical to their work area. These tended to correspond with essential sections from the tick-box questions. The main areas raised as important to users were:

(a) Interview data:

- Demographics
- Children's travel to school
- Accessibility of services
- Attitudes to local services
- Driving licence
- Transport difficulties
- Disabilities that affect travel

- Location of work
- Car availability

(b) Diary data:

- Journey purpose, in particular travel to and from work, travel to school, and shopping
- Mode share
- Origin and destination
- Trip rates
- Distance travelled
- Time spent travelling
- Walking and cycling (sustainable travel)

2.13 Q2.4 Bearing in mind the current pressure on public resources and the need to reduce the costs of the NTS, are there any new interview questions or diary items that you think need adding to the survey?

The following suggestions were proposed:

- Why children travel to school a particular way/motivations for travelling a particular way.
- Reasons why individuals do not use a bicycle
- Car clubs/car sharing
- Whether individual's travel patterns have changed since last year
- Further questions on physical activity and active travel
- Further questions on alternatives to travel including internet shopping and remote working.

3. Reducing the geographic coverage of DFT-funded survey fieldwork from Great Britain to England

2.14 Q3.1 Which of the following analyses do you undertake using NTS data? (Please mark all that apply.)

- England only
- Wales only
- Scotland only
- Comparison of at least two of the nations (England, Wales, Scotland)
- Great Britain as a single entity

Most respondents stated that their business/research would suffer no adverse effect if the NTS moved from a GB to England-only survey. Many of these tended to be customers that are more interested in regional data related to their needs, e.g. local authorities, transport planners and local transport providers. In addition a few respondents stressed that in moving to an England-only survey they would require retrospective England-only data to be made available. These tended to be researchers using time-series data. Some respondents who supported the move to an England-only sample highlighted their need for the survey to continue to provide coverage of travel within Great Britain. This applies in particular to long journeys, rail trips and cross-border journeys.

Around a third of respondents declared that there would be an adverse effect for them by moving from a Great Britain to an England-only survey. These adverse effects are indicated in the next section.

2.15 Q3.2 If the scope of DfT-funded fieldwork was reduced from Great Britain to England, future NTS fieldwork in Scotland and Wales would depend on funding from the devolved governments in those nations. On this basis, if NTS data currently available on a Great Britain basis were available on an England-only basis in future, would your work be adversely affected? If so, please describe how.

The third of respondents that said there would be some adverse effect from transferring to an England-only survey were from varied sectors (local authority, government department, advisory groups, academics, and transport providers). The main adverse effect was that they currently tend to produce analysis that compares countries and have little faith in mixed-method/survey comparisons, comparing say an English NTS with the Scottish Household Survey.

4. Wider potential changes for the collection of NTS data

2.16 Q4.1 What are your views on the three specific proposals to reduce future NTS costs (shared fieldwork, mixed-mode data collection, greater use of technology-related datasets?)

There was broad recognition of the need to reduce NTS costs. A few respondents, however, insisted that costs incurred on the NTS should be viewed as an investment and any reduced value of the NTS as an evidence base would reduce the Department's ability to target resources effectively.

Although some respondents welcomed the idea of a mixed-mode data collection approach, others were conscious of the inherent problems including potential for bias.

2.17 Q4.2 Do you have any other suggestions as to how the NTS data collection costs could be reduced in the future?

Respondents suggested a variety of ways the NTS could reduce data collection costs. These included:

- Links with Smart-card data;
- Smart phone applications;
- Hands-up surveys in schools;
- Embracing the internet with online questioning;
- Liaise with Department for Health regarding healthy forms of travel, and
- Reducing the sample size.

2.18 Table 2.1 and table 2.2 quantify the responses to the tick-box questions asking respondents to identify how important the diary items and interview topics are to their work.

Tick-box questions (36 respondents)

Table 2.1 - Diary data				
Diary data items	Essential (%)	Desirable (%)	Not used (%)	Not answered (%)
A: What was the purpose of the journey?	89	11	0	0
B: What time did you leave?	69	22	8	0
C: What time did you arrive?	61	28	8	3
D: Where did you start your journey?	69	19	11	0
E: Where did you go to?	75	19	6	0
F: What method of travel did you use for each stage of your journey?	83	17	0	0
G: How far did you travel? (Miles)	81	19	0	0
H: How long did you spend travelling? (Minutes)	72	25	3	0
I: How many people travelled including you?	47	42	8	3
J: Which car or other motor vehicle did you use?	33	33	31	3
K: Were you the driver or passenger?	47	28	19	6
L: How much did you pay for parking?	14	47	33	6
M: How much did you pay for road tolls/congestion charges?	17	25	53	6
N: What type of ticket did you use?	28	42	28	3
O: How much did your ticket cost?	28	33	31	8
P: How many times did you board?	44	31	22	3
Q: How much did your share of the taxi cost?	14	25	8	53
Time spent in the street (children's diary: day 7)	14	14	67	6

Table 2.2 - Interview data

Questionnaire data items	Essential	Desirable	Not used	Not answered
<i>Household questionnaire:</i>	(%)	(%)	(%)	(%)
Demographics	67	25	8	0
Accommodation	6	36	56	3
Local transport services	33	33	28	6
Accessibility of services	28	31	33	8
Attitudes to local services	31	36	28	6
Children's travel to school	67	28	6	0
Vehicle grid	19	28	42	11
<i>Individual questionnaire:</i>				
Disabilities that affect travel	39	36	25	0
Methods of transport used	83	11	6	0
Cycling	67	19	14	0
Children as front/rear passengers	6	25	67	3
Driving licence	42	17	39	3
Education, paid work and journey planning	42	28	22	8
Transport related barriers to work	31	47	19	3
Last paid job	11	22	61	6
Main job details	19	39	36	6
Income	36	36	22	6
Location of work	64	22	11	3
Travel to work	86	14	0	0
Working at home	53	31	17	0
Ease/difficulty of travelling to work	33	47	19	0
Shopping	42	36	19	3
Transport difficulties	42	42	17	0
Road accidents involving adults	22	36	39	3
Road accidents involving children	19	39	39	3
Special tickets/passes	31	39	28	3
Long distance journeys	33	33	31	3
Playing in the street	19	8	67	6
<i>Vehicle questionnaire:</i>				
Vehicle details	22	33	36	8
Parking	17	47	28	8
Company car	11	25	56	8
Mileage	28	28	39	6
Fuel consumption	11	28	53	8

3. DfT response

Replacing the travel diary with personal GPS devices

- 3.1** The benefits that GPS device data collection methods could offer in terms of more accurate estimates are widely recognised by the Department and respondents to the public consultation, particularly regarding the accuracy of distance and time travelled. GPS used in conjunction with accelerometer technology also have the potential to provide new data items.
- 3.2** The Department acknowledges the concerns of respondents with regard to data items lost, particularly travel by persons under 12, escort trips and car driver/passenger split. We also recognise the adverse effect a likely break in the NTS time series would have on users.
- 3.3** Data quality and the accurate inference of mode and purpose are vital factors in determining whether GPS devices are a viable method of data collection. The consultation document stated that the decision on whether to adopt a GPS device methodology would be based on both the consultation responses and the findings of the 2011 GPS pilot. Many respondents said they would support a move to GPS so long as it worked well as an alternative method of data collection. The findings of the pilot survey did not give us sufficient confidence in the capacity of our GPS approach to identify trip start and end points, and to infer trip mode and purpose, to the level of accuracy required. Three reports on the fieldwork, data processing and summary analysis for the 2011 NTS GPS pilot are all published in the 'future developments' section on the NTS series page¹ of the DfT website:
- *Processing of National Travel Survey GPS Pilot Data, a technical report*, prepared for the Department for Transport by Tao Feng, Anastasia Moiseeva and Professor Harry Timmermans (Eindhoven University of Technology)
 - *National Travel Survey 2011 GPS Pilot Field Report*, prepared for the Department for Transport by Josi Rofique, Alun Humphrey and Caroline Killpack (NatCen)

¹ <http://www.dft.gov.uk/statistics/series/national-travel-survey>

- *National Travel Survey 2011 GPS pilot: a summary analysis*, Department for Transport

3.4 Furthermore, our experience of working on this project leads us to conclude that the data processing market for this methodology is not sufficiently well developed to support a large-scale, continuous National Statistics survey such as the NTS.

3.5 The future data collection method for the NTS from 2013 will remain as a written paper travel diary. We will not use a GPS device.

Reviewing the content of the questionnaire and diary

3.6 Consultation responses reinforced our understanding of the extensive use and the range of data items analysed by users of NTS data. The broad consensus of these responses revealed that there will be only limited adverse effects from removing the interview questions and diary items proposed in section 2 of the consultation document. However, removing these questions from the interview will result in shorter interview times, with savings to be realised in reduced fieldwork costs. In addition, this reduces respondent burden and also time spent on entry and validation. On balance, we believe that the likely cost savings outweigh the detrimental effects in most cases and we therefore intend to proceed with the majority of the proposed changes, with full details as follows.

Changes to the questionnaire

3.7 The following question topics will be removed or reduced in the NTS questionnaire from 2013. Before implementation in January 2013 the reduced questionnaire will be fully piloted. The time in brackets is an estimate of the average time saved per household from removing the questions².

- **Accessibility of services** (0.8 mins) - These questions will be removed from the NTS questionnaire. The DfT Core Accessibility Indicators³ measure access to many of the services asked in the NTS questionnaire and provides a nationally consistent database of travel times within England. Travel times would be calculated between the output area⁴ of the NTS respondent's home address and the location

² Estimate of time saving is based on individual question timings data from January, April-June 2011 fieldwork

³ <http://www.dft.gov.uk/statistics/series/accessibility>

⁴ Output areas are small geographies, at approximately neighbourhood level, as specified in the 2001 Census.

of the service by public transport/walking, cycling and car. Currently we ask half of all responding households (subsample B) to estimate the travel time by an 'average person' on foot or by public. Linking to the Accessibility Indicator database will produce more accurate travel time results, can be applied to all sampled households (not just the subsample) and will reduce respondent burden through not being asked up to 18 questions. Some consultation respondents highlighted the loss of 'perceived' travel time, however the current questions are worded so as to try to collect 'actual' travel time so moving to this new methodology will improve the accuracy and consistency of measurement.

- **Home deliveries** (1.2 mins) - The consultation document proposed that we stop asking questions on home deliveries (which form the second part of the accessibility of services questions, although these are asked of all households rather than just a subsample) as the current questions are too numerous and detailed. However, home delivery questions do provide insight into behaviour that reduces travel, so we will reduce the questionnaire to two key questions on what is delivered to the home and how often. We will also combine the shopping section of questions into this section. Therefore removing up to 14 questions.
- **Local Transport services** (1.4 mins) - These questions will be removed from the NTS questionnaire. The National Public Transport Data Repository (NPTDR) contains comprehensive data on timetables and stop/station locations for public transport. Matching respondents' home address to NPTDR datasets should provide more accurate results as well as reduce respondent burden and interview length by not asking up to 14 questions.
- **Attitudes to local services** - These questions will be retained in the NTS questionnaire. Attitudes to local transport services questions are currently asked of a half of all responding households (subsample A). A third of consultation respondents indicate that these questions are essential to their work area and there is also an internal business need to continue asking these questions to monitor public attitudes to services. Asking these questions in the NTS allows the results to be linked with travel behaviour and the large sample allows for detailed cross-sectional analysis to be undertaken.
- **Playing in the street** (0.04 mins) - These questions will be removed from the NTS questionnaire and the young person's travel diary. These data have attracted little external use and the internal DfT team originally interested in the data now describe it as 'of interest' but not 'essential'.

- **Company cars** (0.3 mins) - These questions will be reduced in the NTS questionnaire. As per the consultation proposal we intend to retain the question asking whose name the vehicle is registered in (OthReg) and remove all the 12 detailed questions relating to hire/lease type, cost, tax, and allowances. Company cars accounted for 5% of the cars owned or used by respondents in the 2010 NTS (400 cars) therefore possible analysis of the detailed questions is limited. In addition, consultation respondents and the main user of this data (HM Revenue and Customs) have confirmed that detailed questions are no longer essential.
- **Fuel consumed** (1.1 mins) - The fuel consumption questions will be removed from the NTS questionnaire and the self-completion card. The mileage data collection will be retained. The fuel data is not published or used and removing it from the NTS will reduce respondent burden and interview length. There are other more accurate data sources available for fuel consumption.

3.8 The following additional question topics will be removed or reduced in the NTS questionnaire from 2013. These changes were not proposed in the consultation, but from analysis of the consultation responses we received there is apparent scope for further cost savings with little adverse affect on data users. These changes will also be piloted prior to implementation in January 2013.

- **Children as front/rear passengers** (0.1 mins) - This question will be removed. Few respondents indicated that this question is essential to their work and it is not currently published in DfT NTS analyses.
- **Working at home** (0.3 mins) - These questions will be reduced in the NTS questionnaire. Half of consultation respondents indicated that interview questions relating to working from home are essential to their work area. Whilst establishing how often a respondent works from home is relevant to quantifying reduced commuting activity, there are several follow-up questions asking why you do not work from home and what technology is used that will not be retained. These additional 6 questions will either be removed or asked in alternate years only.
- **Ease/difficulty of travelling to work** (0.3 mins) - These questions will be reduced in the NTS questionnaire. A third of consultation respondents considered ease/difficulty of travelling to work questions to be essential. However, results from these questions are not published and are little used. Therefore from 2013 these questions will be reduced by either removing the follow-up questions on the main difficulty the respondent has travelling to work and on not using a car, or asking all questions in alternate years only.

- **Shopping** (0.6 mins) - These questions will be reduced in the NTS questionnaire. Shopping questions are asked of the individual in the household who does the main food shopping. From 2013 these will be combined with the home delivery questions and reduced to only include how respondents do their main shop, how frequently, and by which method.
- **Parking** (0.2 mins) - This question will be asked in alternate years only. A small number of consultation respondents indicated that this data is essential to their work and as there is little change over time its inclusion is not required every year.

3.9 In 2010, the average NTS placement interview lasted 51 minutes (this included the time taken to ask the questionnaire and to place and explain the various documents). The average pick-up interview lasted 16 minutes (this included the time taken to ask the questionnaire and to check the travel diaries and fuel and mileage card). Based on individual question timings data from January and April-June 2011 fieldwork the average time spent asking questions in the placement and pick-up interviews was 45 minutes in total. The reduction in the questionnaires proposed from 2013 is estimated to shorten the total average interview length (placement and pick-up combined) by about 6.2 minutes. This is equivalent to around 14% of the time that is spent answering the questionnaires. In addition, there will be time savings in the placement interview associated with not placing the fuel and mileage card as the interviewer will not need to explain to complexities of how this should be filled in. Nor will they will need to check the cards to ensure they have been completed correctly in the pick-up interview - although interviewers will place and check a simpler mileage-only card.

3.10 Some parts of the NTS questionnaire are already split into two subsamples where respondents are randomly allocated to either version A or B of questionnaire. The NTS also rotates questions, such that some modules are included in odd survey years and some in even years only. In future we would like to make greater use of subsamples and rotating modules in order to further shorten the overall average length of the questionnaire. This will reduce respondent burden and survey costs.

Changes to the diary

3.11 The following data items will be removed from the NTS travel diary from 2013 as they are currently not published and are used very little.

- **Item M: road tolls/ congestion charges**
- **Item Q: Taxi costs**
- **Time spent playing in the street** (recorded on day seven of the travel week in the children's diary)

- 3.12** The removal of diary items will help to shorten the placement interview as these will not need explaining and will shorten the pick-up interview as they will not need checking to ensure they have been completed correctly. Their removal will also reduce respondent burden.
- 3.13** Consultation respondents were asked if there were new interview or diary items that they thought needed adding to the survey, bearing in mind the current pressure to reduce costs. The suggestions (as detailed in paragraph 2.13) will be considered alongside internal policy needs and any new questions will be assessed during the pilot phase prior to fieldwork beginning in January 2013.

4. Reducing the geographic coverage of DFT-funded survey fieldwork from Great Britain to England

4.1 The National Travel Survey will continue to collect data on trips occurring within the mainland of Great Britain. There will however be a change in the sample coverage of residents.

4.2 In 2010, nine per cent of NTS households were in Scotland and five per cent were in Wales. The Scottish Government have communicated their intention not to sponsor the NTS as they already fund the collection of travel data through the Scottish Household Survey. Scottish residents will not be included in future NTS surveys although trips in Scotland by non-Scottish residents will be included. At this time, the Welsh Government has not been able to confirm whether or not they wish to sponsor future funding of the NTS to cover data collection from residents of Wales. It is therefore our intention that from 2013 the NTS will collect data from residents of England only.

4.3 Despite the reduction in residential coverage of the NTS we will continue to:

- make data, survey materials and methodology available to the devolved administrations to facilitate collection of comparable data and inter-country analysis where possible, and
- maintain regular dialogue with the devolved administrations on all statistical issues.

5. Wider potential changes for the collection of NTS data

5.1 Sharing survey fieldwork with other government departments or local authorities was suggested both internally and by external consultation respondents. We wrote to other government departments during the summer of 2011 to see if there was interest. Two government departments responded but neither of their proposals were suitable for implementation. Sharing fieldwork with local authorities has in the past been proven to be methodologically difficult and is not cost effective. We are however holding discussions with Transport for London to ascertain whether it would be practical and cost effective in the future to combine fieldwork resources in London.

5.2 In recent years the DfT has undertaken several projects investigating the use of GPS devices in place of the traditional paper travel diary. As noted in paragraph 3.4 we do not plan to incorporate GPS devices into the NTS data collection design from 2013. However, we would like to continue to consider alternative approaches that either save costs or deliver improved data in comparison to the diary-based NTS. Possible developments in this area could include:

- use of smart phone applications
- integration with smart ticketing data

We will be requesting options for exploring such proposals further as part of the next NTS contract.

Annex A - List of responding external organisations

AECOM
Bradford Metropolitan District Council
British Heart Foundation
Camden Council
Centre for Transport Studies, Imperial College London
Centro
Department for the Environment, Food and Rural Affairs
International Air Rail Organisation
Jacobs
Lancashire County Council
Living Streets
Merseytravel
Minnerva Ltd
Newcastle City Council
NHS Bournemouth and Poole
Office for National Statistics
Office for Rail Regulation
Oxfordshire County Council
Parliamentary Advisory Council for Travel Safety
Parsons Brinckerhoff
Passenger Focus
Passenger Transport Networks
RAC Foundation
RAND
Somerset County Council
South Yorkshire Passenger Transport Executive
Spokes East Kent Cycle Campaign
Sustrans
The TAS Partnership Ltd (member of TSUG)
The West Midlands Metropolitan Authorities' Chief Engineers & Planning Officers Group
Transport for Greater Manchester
Transport for London (TfL)
Transport Research Laboratory (TRL)
Transport Studies Unit, Oxford University Centre for the Environment
University College London

University of Westminster
Walk21
West Yorkshire Passenger Transport Executive (Metro)

A group of 5 transport professionals (joint response)
Independent transport consultants/researchers x4

Response on geographic coverage proposal only:
Welsh Assembly Government
Transport Scotland, Scottish Government