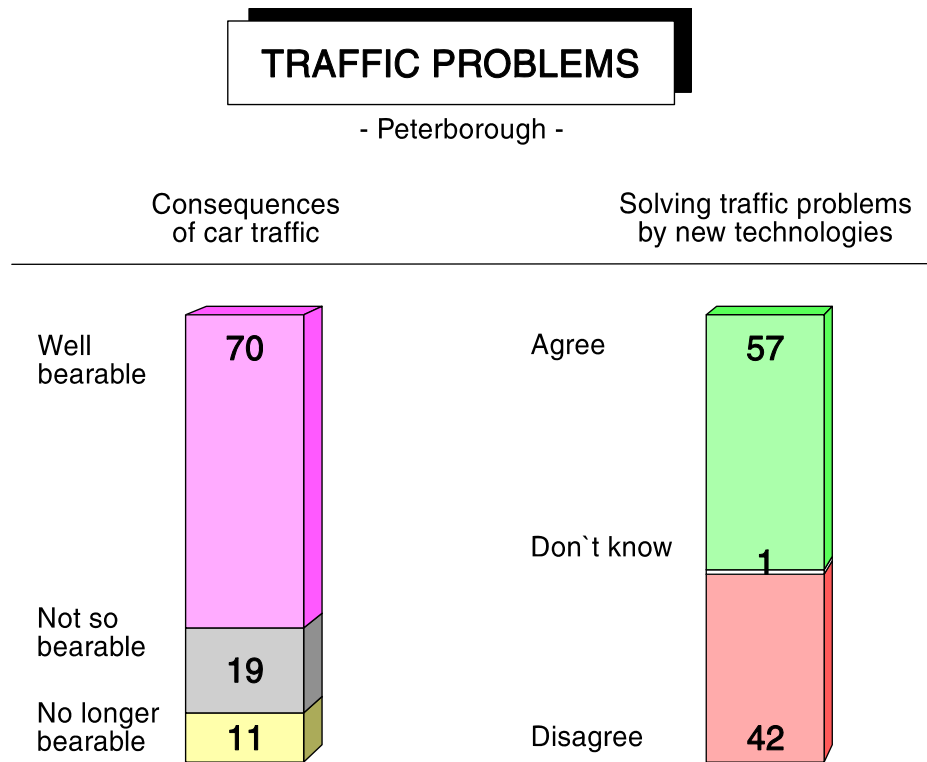


Figure 4.5: Traffic problems



In Peterborough more than two third of the residents (70 %) assess the consequences of car traffic as well bearable, 19 % as not so bearable and 10 % as no longer bearable.

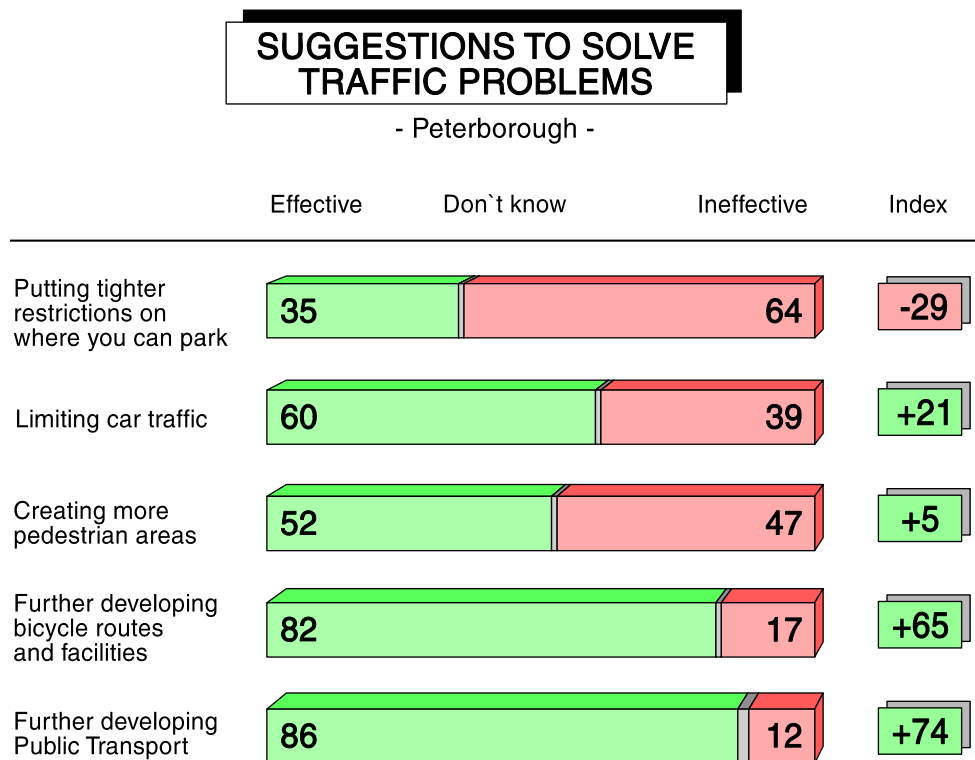
More than half (57 %) of Peterborough people believe that new technologies can solve the current traffic problems, less than half (42 %) do not agree with this.

Public attitudes towards a range of strategies for tackling traffic problems are summarised in Figure 4.6. In general this shows that people in Peterborough think it more effective to develop facilities for walking, cycling and public transport than to restrict car use.

Only one third (35 %) of Peterborough people think that tighter car parking restrictions would be effective in solving traffic problems. 64 % believe that this suggestion would be ineffective. This results in a negative index of -29 (35 minus 64).

Limiting car traffic is considered by three fifths (60 %) of Peterborough people as effective, 39 % think it would be ineffective (index: +21).

Figure 4.6: Suggestions to solve traffic problems



Half (52 %) believe that creating more pedestrian areas would be effective (index: +5).

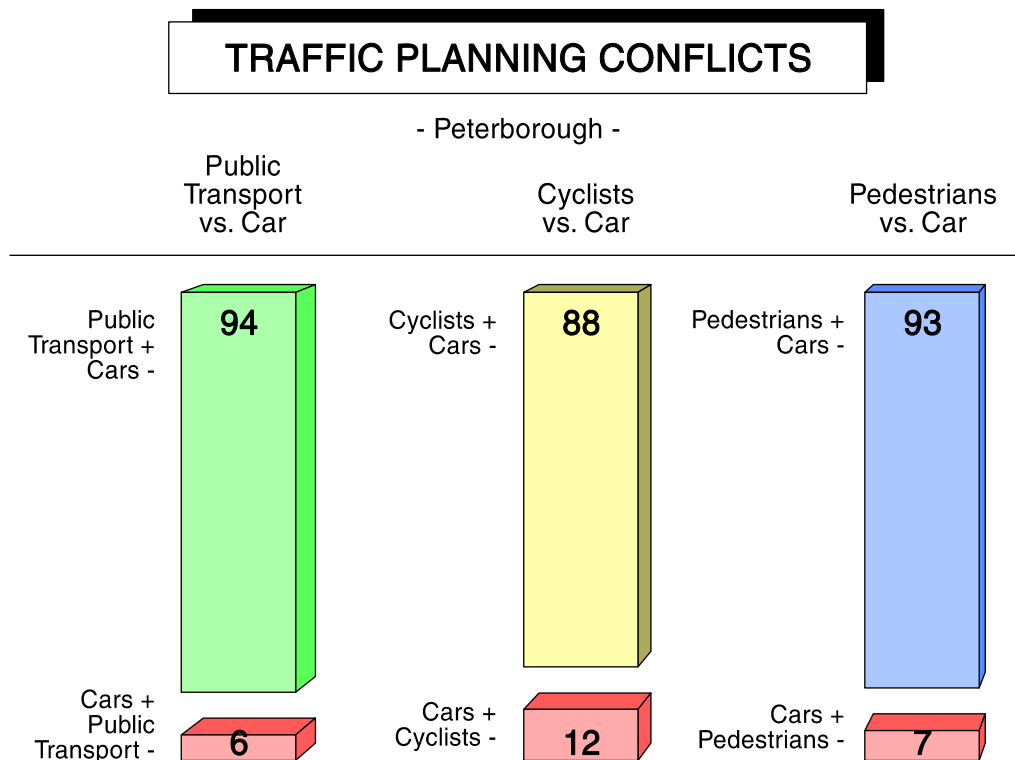
Developing bicycle routes and facilities is supported by four out of five people (82 %) with an index of +65. And further development of public transport is judged as effective by 86 %, only one tenth thinks that this would be ineffective (index: +74).

#### 4.4 Attitudes towards modes

The interviews also explored people's attitudes towards potential traffic planning conflicts between the car and sustainable travel modes.

In Peterborough, 94 % of respondents would support measures favouring public transport, even if these disadvantaged car users (see Figure 4.7).

Figure 4.7: Traffic planning conflicts



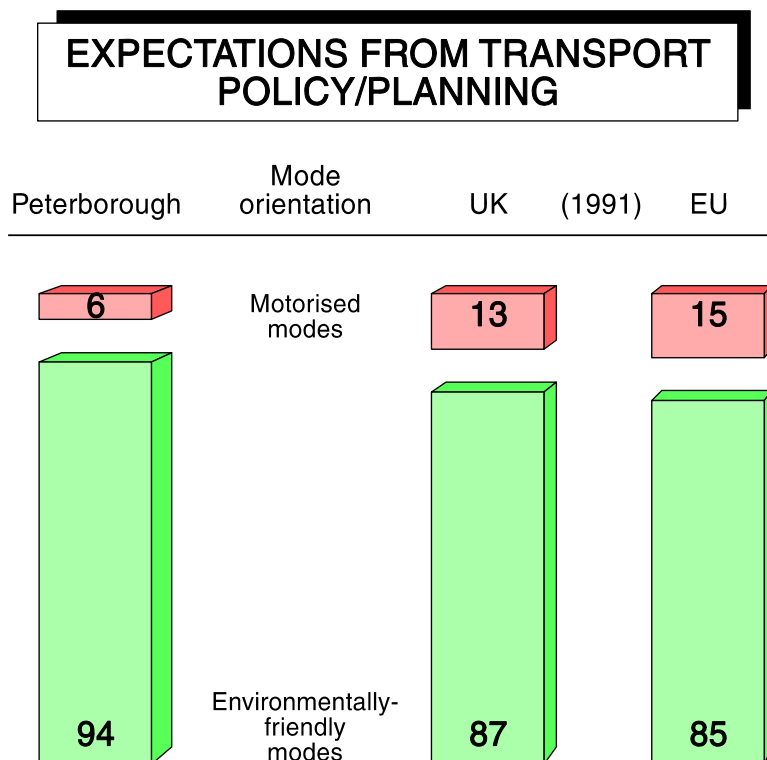
In the case of a traffic planning conflict between the car and walking as a mode of transport , more than nine tenths (93 %) favour improvements for pedestrians.

Seven ninth of Peterborough respondents (86 %) would favour measures for cycling instead of the car.

A similar survey was conducted in 1991 across all Member States of the European Union. Therefore it is possible to compare some indicators in Peterborough with the results in the United Kingdom and in the European Union (UK included).

Overall 94 % of respondents in Peterborough favoured making sustainable travel modes (walking, cycling, public transport) a priority in transport policy and / or planning, a higher proportion than across the UK and EU (see Figure 4.8).

Figure 4.8: Expectations from transport policy / planning

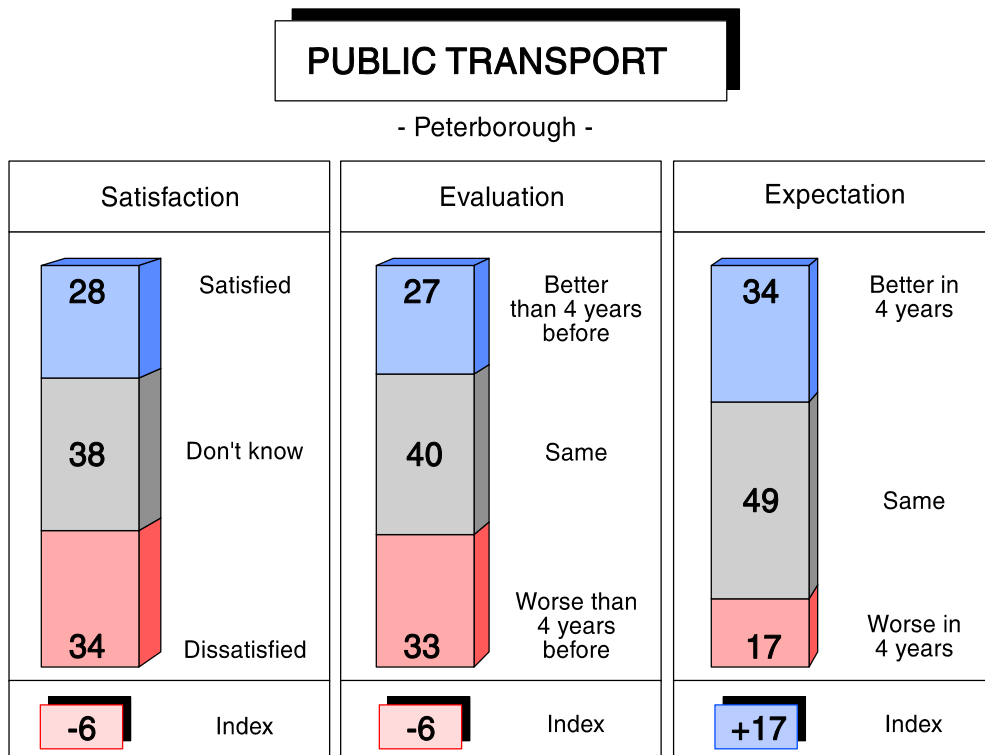


#### 4.5 Perception of public transport

The research included a detailed assessment of public perceptions and attitudes towards public transport.

This suggested that 28 % of people in Peterborough are satisfied with public transport and 34 % are dissatisfied (see Figure 4.9). This results in a satisfaction-index of -6 (28 minus 34).

Figure 4.9: Public transport

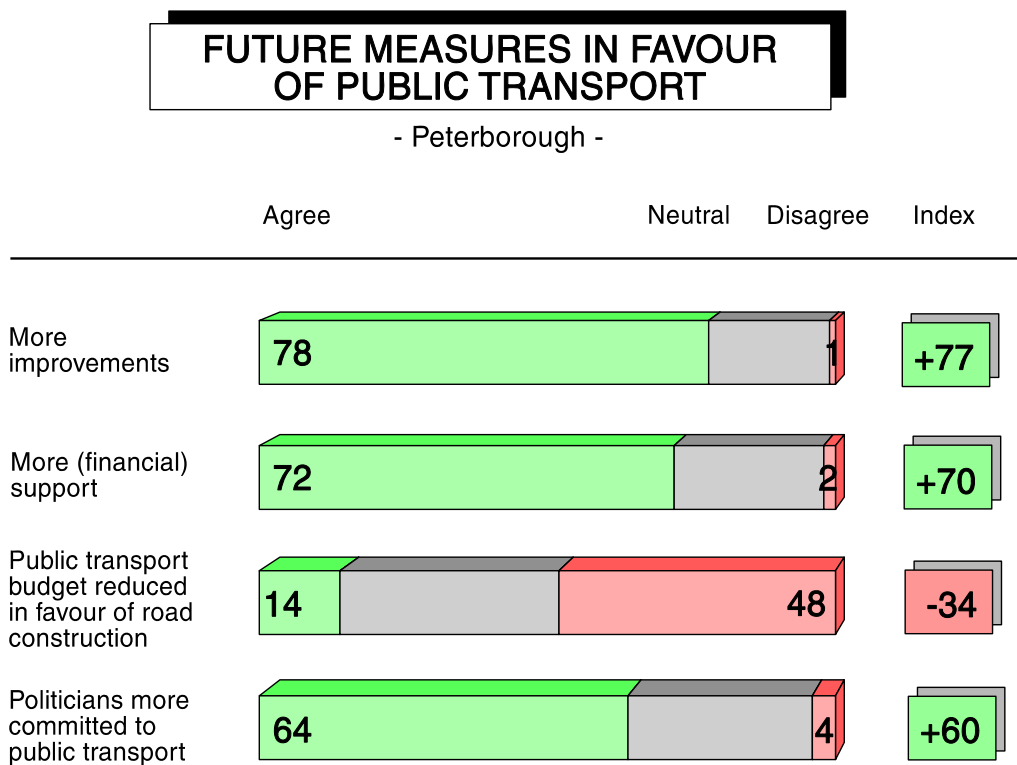


More than a quarter (27 %) evaluated the public transport system as better than four years ago, less than half assess it as being the same (40 %) and almost a third perceived it as worse than four years ago (33 %). This results in an evaluation-index of -6.

More than one third of respondents expected public transport to be better in four years' time, about the half (49 %) expected it to be the same. Only about one in six residents presumes public transport will be worse in four years' time. This results in an expectation-index of +17.

When people were asked to consider future measures in favour of public transport, 78 % agreed that more public transport improvements should be carried out and only 1 % disagreed. This results in an approval-index of +77 (see Figure 4.10).

Figure 4.10: Future measures in favour of public transport



Nearly three quarters of respondents (72 %) favoured more financial support for public transport.

In response to the reciprocal question on whether the public transport budget should be reduced in favour of road construction, less agreed than disagreed (14 % compared with 48 %). Nearly two-thirds (64 %) agreed with the statement that politicians should be more committed to public transport, 4 % disagreed. Therefore this makes up for an approval-index of +60.

## 5 Potential for Behaviour Change

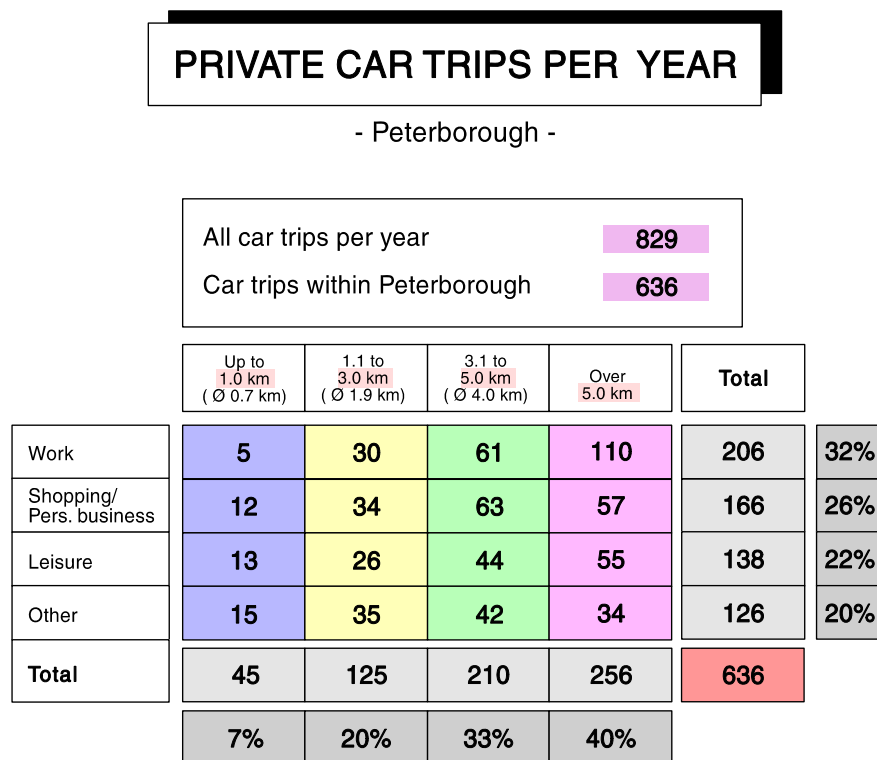
### 5.1 Introduction

Reducing car use through promotion of sustainable travel modes is the key aim of Peterborough's 'Travelchoice' programme. This chapter reports on the detailed potential for change away from use of the car.

### 5.2 Potential for the Reduction of Car Usage

The travel behaviour survey of Peterborough residents showed that, on average, a private car issued for 829 trips per year private car. Of these 829 trips, 636 (76 %) are entirely within Peterborough (see Figure 5.1)<sup>7</sup>.

Figure 5.1: Private car trips per year



Even a superficial glance at the individual fields of the matrix in Figure 5.1 shows that there are clearly many car trips for which it is difficult to imagine that it is absolutely necessary to use motorised private modes.

<sup>7</sup> A (private) car can be used by more than one member of the household, and for more than one trip

7 % of all trips by car within Peterborough are 1 km or less, one fifth (20 %) of the car trips are between 1 and 3 km. Trips of these distances are potential walking trips, provided that there are no constraints such as disability, the need to carry heavy parcels or trip chaining to other activities further away. More than a quarter of these car trips (27 %) are less than 3 km, 40 % are further than 5 kilometres.

However, to determine the genuine potential for replacing car trips it is necessary to test each individual trip to see if there was an objective reason for using the car (e.g. business use of the car, car trip within a longer transport chain, transport problems etc.) and whether an alternative mode would in fact have been available<sup>8</sup>.

Figure 5.2: Car trips (year)

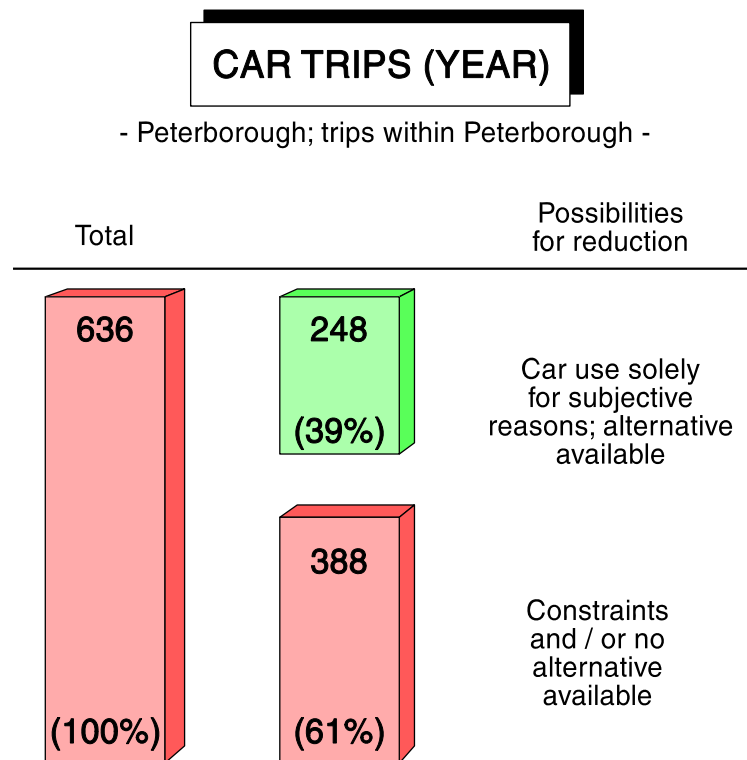


Figure 5.2 shows that of 638 (private) car trips within Peterborough, 61 % have no mode alternative (e.g. lack of public transport alternative, no bicycle available, walking impossible) and / or there are constraints against using the alternatives (e.g. heavy parcels, using a car because of business reasons, trip chain etc.).

However, nearly two fifths (39 %) of all car trips within Peterborough are without constraints and have at least one environmentally-friendly mode alternative (public transport, bicycle, walking) available – so the car is used solely for subjective reasons.

<sup>8</sup> The 'Situational Approach' used as basic concept for this analysis is described in Annex 2.

Figure 5.3: Car trips (year) including alternatives

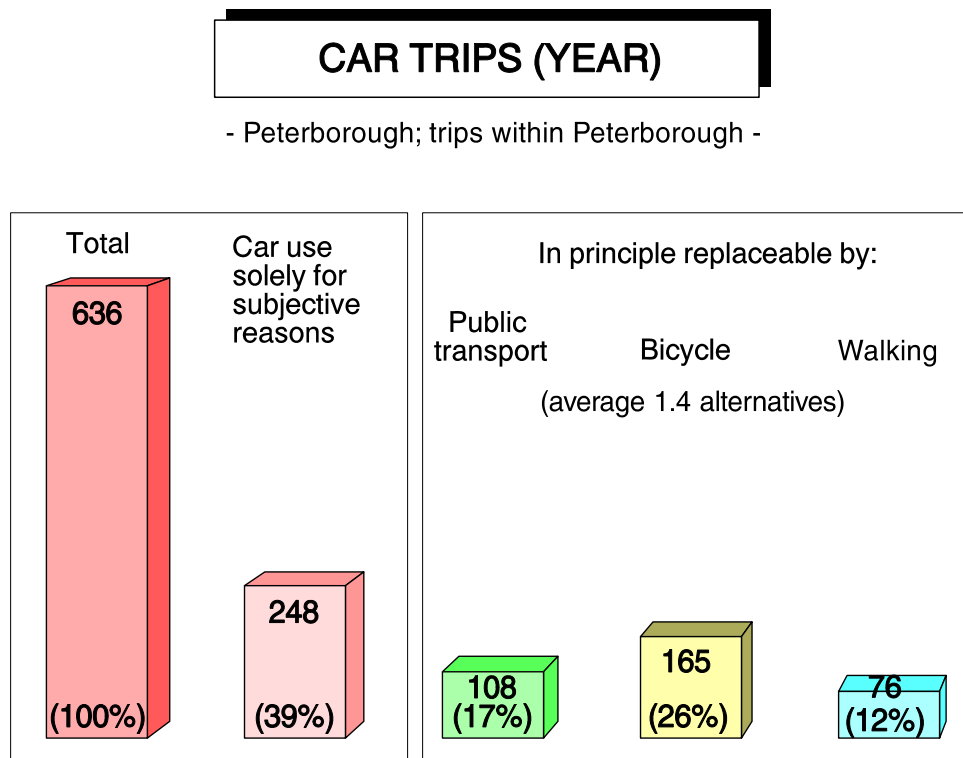
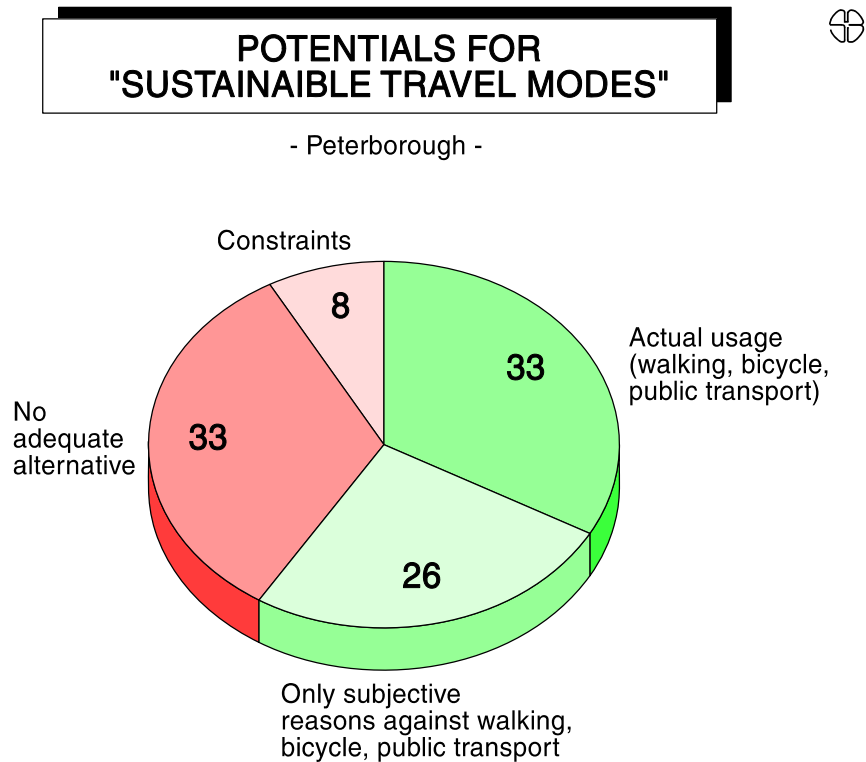


Figure 5.3 examine these trips in more detail. Of all car trips within Peterborough about two thirds (39 %) could be made by at least one alternative. On average there are 1.4 alternatives for each car trip.

One sixth of all car trips within Peterborough (17 %) are replaceable by public transport, a quarter (26 %) by bicycle and 12 % by walking.

One third (33 %) of all trips is made by sustainable travel modes (walking, bicycle, public transport). The other 67 % are made by motorised private modes (motorbike, car as driver, or car as passenger). But there are significant potentials for modal shift, as shown in Figure 5.4:

Figure 5.4: Potentials for “sustainable travel modes”



For 8 % of all trips there is no potential for the sustainable modes due to constraints (e.g. luggage, health reasons, age, passenger transport).

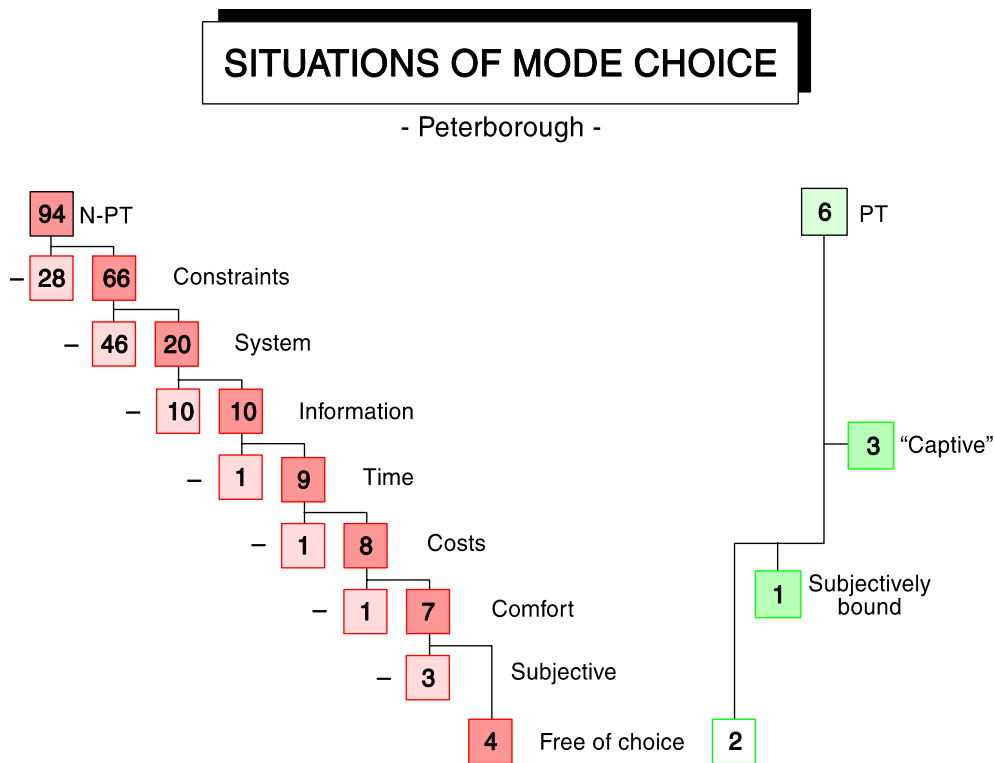
In another 33 % of all trips there is no adequate alternative of a sustainable travel mode available. This could be due to reasons like no adequate public transport connection, no bicycle available or distance too far (for cycling or walking).

Finally there is around a quarter (26 %) of all trips with only subjective reasons against walking, bicycle and public transport (reasons of lack of information / acceptance and negative perceptions of time, costs, comfort, infrastructure).

### 5.3 Potential for public transport

To determine the potential for public transport a detailed analysis is necessary of the reasons individual trips are not made by public transport (see Figure 5.5). The analysis is based on an average week-day.

Figure 5.5: Situations of mode choice



Six percent of all trips by Peterborough residents are made by public transport (PT), and so 94 % are made by other modes (N-PT).

Constraints (e.g. carrying large parcels or using the car for business reasons) are the reason for almost a third of all trips (28 %) not being potential public transport trips. For 46 % of all trips there is no adequate public transport available or the service time makes it unavailable ('system').

All these reasons are objective reasons which cannot effectively be solved or will require system improvements.

This means that for the remaining 20 % of all trips there are *subjective* reasons preventing the use of public transport. This potential for the use of public transport is three times higher than the current use (6 %). For half of these trips, lack of information was the main reason public transport was not used, meaning that that an additional 10 % of all trips could be undertaken by public transport if people were better informed. This would bring the overall mode share of public transport to 16 %. This analysis belies the economic theory that assumes a perfect market place with all buyers fully informed.

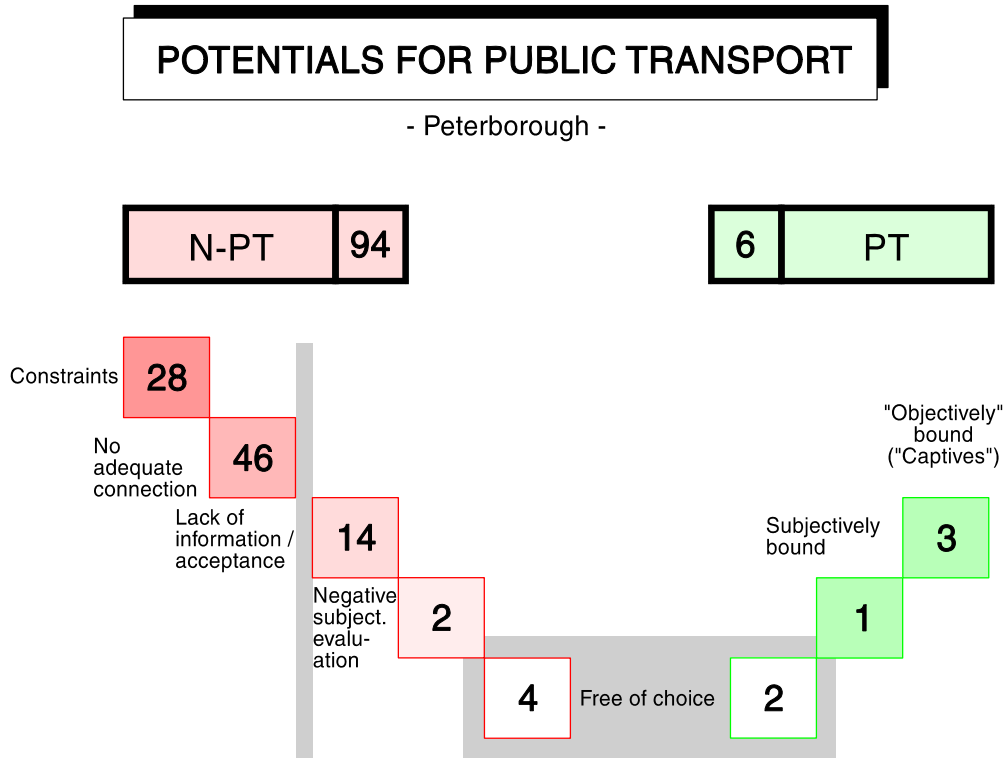
In only 1 % of cases perceptions of time are the reason for not using public transport. Costs are often considered too high by the general public, but it was rarely mentioned in this analysis as a reason for not using public transport (only 1 % of all trips). Perceived lack of comfort is also hardly mentioned as a reason for not taking public transport (1 %). For 3 % of all trips, various other subjective reasons (prejudice, attitudes, etc.) hinder the use of public transport.

This leaves a share of 4 % of all trips for which there is a 'free of choice' decision not to use public transport – that is, people are informed and have no negative perceptions about public transport, but still choose to use the car.

One third of all trips with public transport are currently free of choice (2 out of 6 %), 1 % are subjectively bound and 3 % are "objectively" bound ("captives"). This means that a remarkable share of the current public transport demand could also use another mode of transport.

The potential for increasing use of public transport is summarised further in Figure 5.6:

Figure 5.6: Potentials for public transport

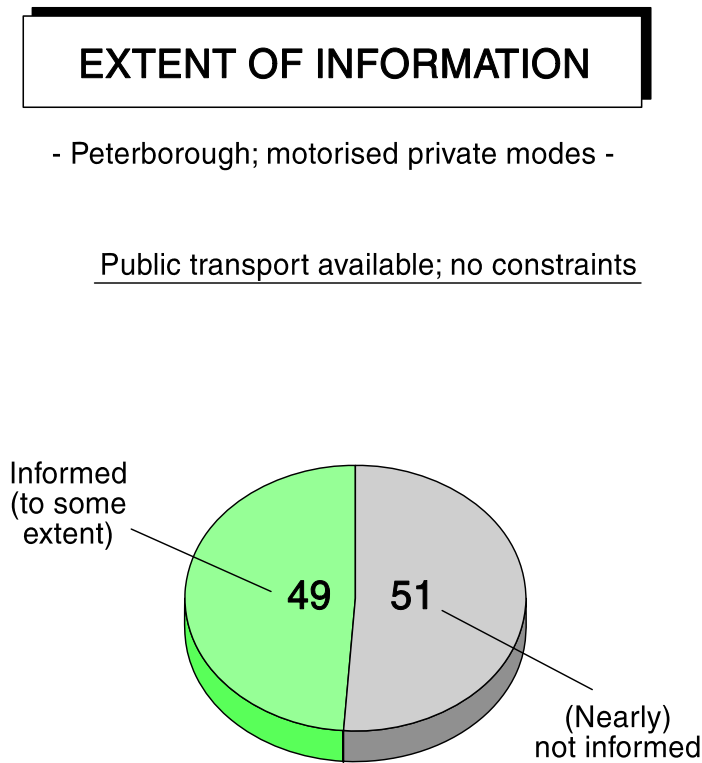


Of all trips, 6 % are currently undertaken by public transport. For 6 % of all trips people have a free choice to travel by public transport or by other modes ie there are no objective constraints or subjective reasons preventing public transport use. There are 4 % of trips where there are no constraints, people are well informed and positive about the public transport system, but still choose not to use it. By motivating these people, there is the potential to increase the number of people using public transport by two-thirds. Conversely there are 2 % of trips where people currently use public transport, but could change to using other modes.

There are a further 16 % of trips currently undertaken by other modes where in principle public transport could be used, ie there are no constraints and a public transport connection is available. There is the potential to change these trips through improved information, improved perception of the system quality and motivating well-informed people to make the change to public transport.

From this analysis it is evident that lack of information is an important factor preventing use of public transport – even in cases where is an adequate connection:

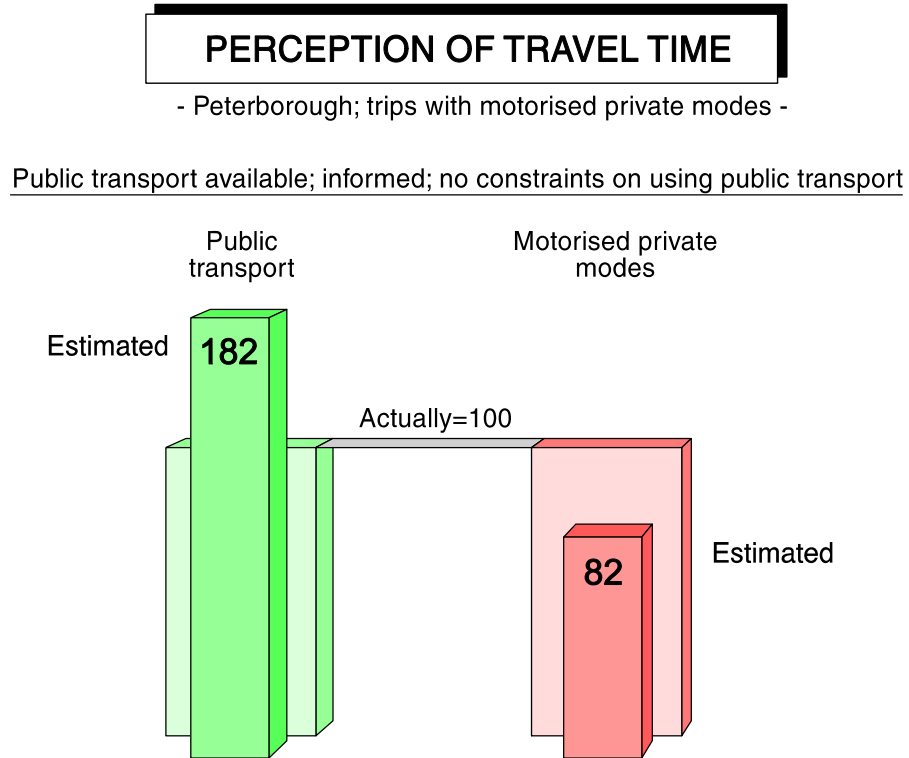
Figure 5.7: Extent of Information



This means there are trips made by motorised private modes even though there are no constraints to using public transport and the service is available. Figure 5.6 shows that a lack of information prevents use of public transport for half of these trips.

Research shows consistently that people perceive public transport to be worse than it actually is. Figure 5.8 shows how respondents in Peterborough perceived travel time by public transport compared with motorised private modes.

Figure 5.8: Perception of travel time



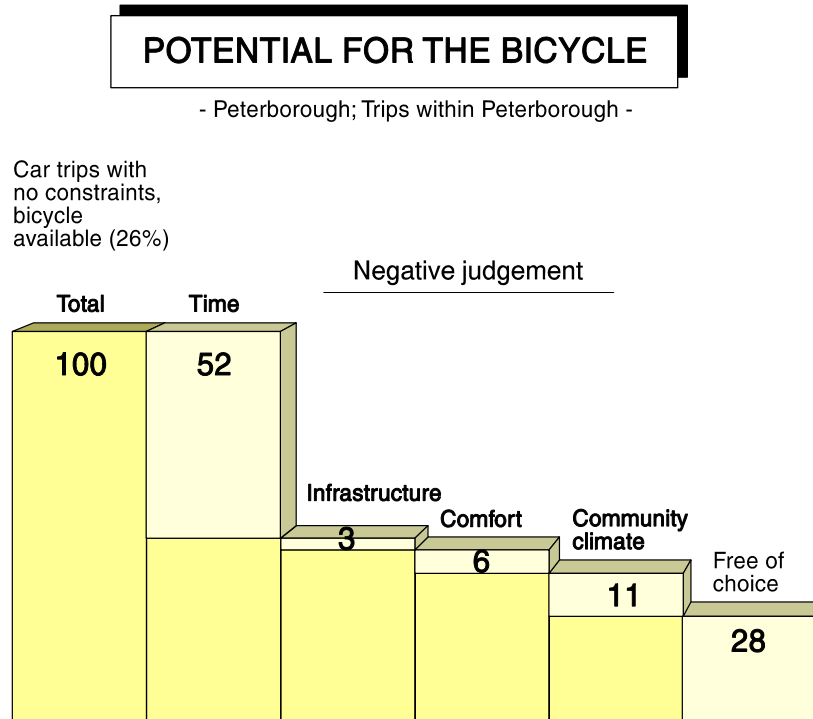
This shows that people overestimate the time taken by public transport by more than four fifths (82% %) and at the same time underestimate the time for trips with motorised private modes by one fifth (18 %). The time taken for this estimation is the duration from door to door – for example, walking to the bus stop, the bus trip, walking to the destination.

To put it another way, the subjective duration of travel time by the public transport alternative is more than two times that of motorised private modes.

## 5.4 Potential for Cycling

The situational approach also enables us to identify why people do not cycle (see Figure 5.9).

Figure 5.9: Potential for the bicycle



For 26 % of all trips currently undertaken by car (within Peterborough) there are no constraints against cycling (e. g. age, luggage) and a bicycle is available and cycling is a reasonable alternative<sup>9</sup>.

For 52 % of these potential bicycle trips, the main reason given for not cycling was the perceived amount of time it would take, and for 3 % of the trips, the main reason given was the perceived lack of adequate bicycle infrastructure.

In case of 6 % of the trips, lack of comfort (car emissions, safety risk, clothing) was an important reason for not cycling and for 11 % of the trips, there was a generally negative view of cycling as a mode for everyday trips (that is, a negative community climate).

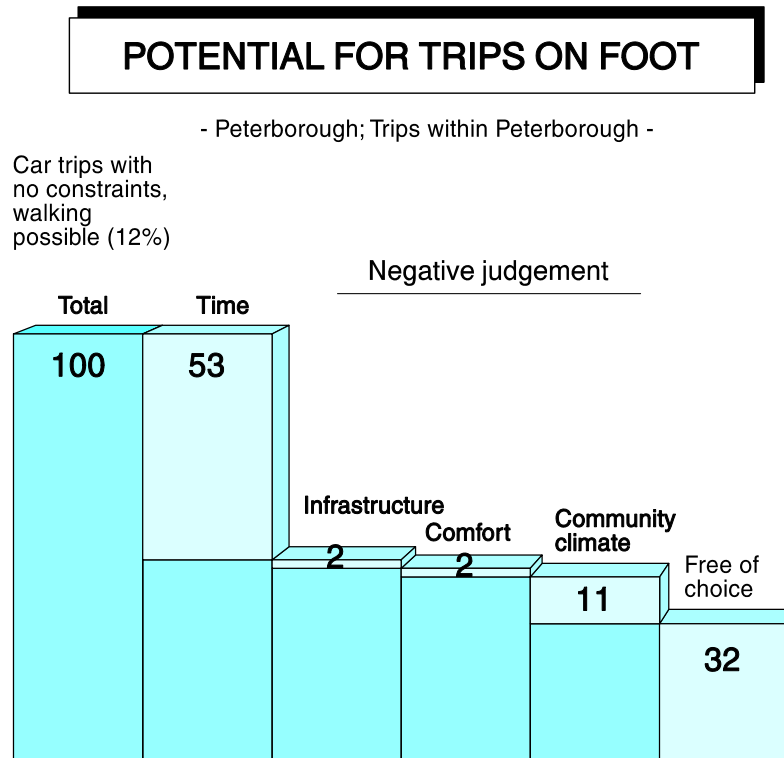
The remaining 28 % of these potential cycling trips are 'free of choice', so they would be the first target to be convinced to change mode choice by soft measures (motivation, awareness-raising etc.).

<sup>9</sup> The distance assumed to be reasonable to cycle is 6 km.

## 5.5 Potential for walking

The analysis also reveals barriers against walking (see Figure 5.10). In principle one out of nine car trips within Peterborough (12 %) is replaceable by walking. Further inquiries revealed reasons why the car is chosen even though there are no constraints and walking is a viable alternative<sup>10</sup>.

Figure 5.10: Potential for trips on foot



For half of all possible walking trips (53 %) the car is used instead because of perceived time reasons, ie it is subjectively judged that it takes too much time to walk. Perception of poor walking infrastructure and a low estimation of comfort (inconvenience, emissions / noise from cars, etc.) were seen as barriers against walking for only 4 % of the relevant trips. By contrast community climate was a far stronger factor influencing the decision not to walk (11 % of trips). This implies again that hard infrastructure measures will only have lasting success if they are accompanied by appropriate 'soft' measures to influence people's travel choices.

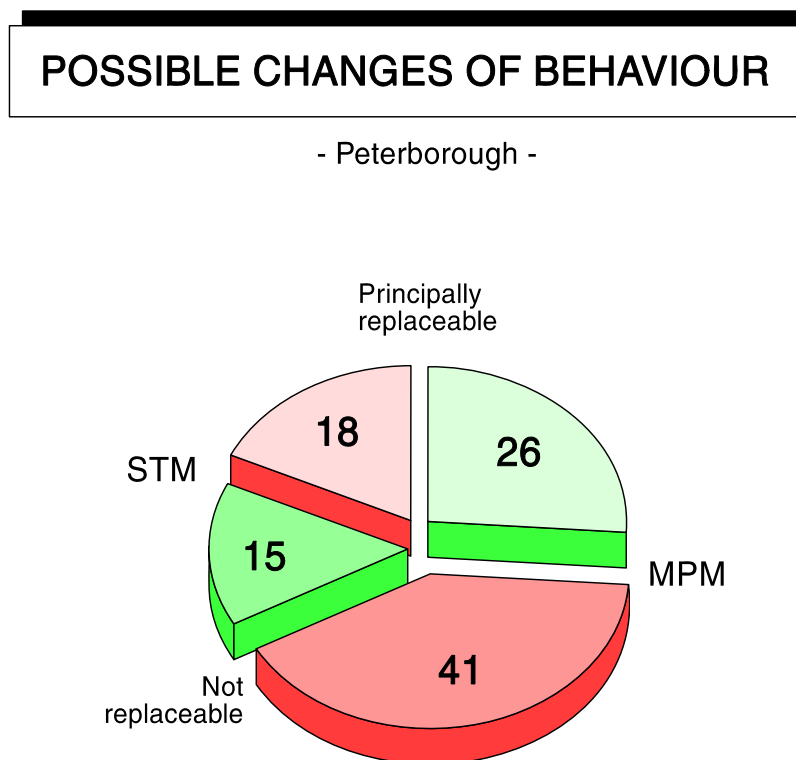
<sup>10</sup> The distance assumed to be reasonable to walk is 2km, around double the average distance of all walking trips.

Of all potential walking trips, 32 % are 'free of choice' meaning that the car is used for no obvious reasons. The potential of free-of-choice trips for walking is stronger than that for cycling and public transport, so the possibility of mode shifts initiated by soft measures is high.

## 5.6 Conclusion

In Peterborough, sustainable travel modes (STM = walking, cycling, public transport) account for 33 % of all trips and motorised private transport (MPM = car / motorbike as driver or passenger) for 67 %.

Figure 5.11: Possible changes of behaviour



For the 33 % of trips currently made by STM, nearly half (15 %) are not replaceable by motorised private modes for either constraints or system “objective” reasons. For example, a constraint could be that the purpose of the trip is to go for a walk, and an ‘objective’ choice against using motorised private mode is that a car was not available for the specified trip.

In principle the other half of trips made by STM (18 %) is replaceable by using a car. These trips are currently undertaken by STM because there are subjective

preferences, a negative perception of using the car, or simply choosing not to use private motorised modes.

For the trips currently undertaken by motorised private modes (MPM), there are 41 % where it is not possible to use STM, making the car the only option. These trips are made by MPM because of constraints such as having to transport heavy items, or system “objective” reasons where the trips are due to a lack of adequate supply of the alternative modes.

Roughly a quarter (26 %) of all trips are currently undertaken by motorised private modes because of “subjective” reasons – lack of awareness and negative perceptions of alternative modes. A change in these subjective influences would have to be achieved to produce a significant shift towards STM. Such a shift could be achieved without any changes to the transport system.

Theoretically then the share of STM could increase to 59 % of all trips, provided that all potentials are completely exhausted. Conversely the share of MPM-trips could gain 18 % of trips from STM-share, raising its share to 85 % of all trips. These are theoretical extremes but they reveal the potential and give information about possible shifts.

A number of information and motivational interventions have proven that about a quarter of this potential for increasing STM use could be easily realised.

## **ANNEXES:**

*Annex 1: Travel Behaviour Tables*

*Annex 2: Glossary*

*Annex 3: Fundamental Principles of the Potential Analysis*

*Annex 4: Field Report*

*ANNEX 1: TRAVEL BEHAVIOUR TABLES*

## SURVEY DESIGN

- OBJECTIVES:**
- o Information about factual personal travel behaviour of the city's population
  - o Analysis of data and reporting results
  - o Baseline for decision-making and subsequent surveys

- METHODS:**
- o Postal self-administered household survey with telephone support (New KONTIV®-Design, travel diary)
  - o Collection of complete activity patterns for each person for one sampling day
  - o Random sample of the residential population of the Peterborough urban area (including people 0 years of age and older)<sup>11</sup>
  - o Number of respondents: 4,461 people (net)
  - o Response rate: 60%
  - o Sampling days: Monday to Sunday
  - o Time of survey: September – November 2004  
The results are cleared of the "Non-Response-Effect" and "Non-Reported-Trips"
  - o Database:  
All persons, trips up to 100.0 km
  - o Commercial trips are excluded

**COMMISSIONER:** Peterborough City Council

---

<sup>11</sup> Based on the Street Index provided by the City Council in which Stanground Central and Stanground East were aggregated as Stanground, and Orton with Hampton represented within Orton Longueville and Orton Waterville.

## LIST OF TABLES

### STRUCTURE DATA

- I Household size
- II Cars in the household
- III Ownership of a car driver's license
- IV Gender
- V Age
- VI Employment

### BASIC TRAVEL CHARACTERISTICS

- 1 Basic travel characteristics (journeys, activities, trips, travel-time, distance)
- 2 Mobile persons by number of trips per day
- 3 Mobile persons by number of journeys and activities per day
- 4 Time budget
- 5 Travel time per day
- 6 Distance per day
- 7 Activities
- 8 Home-related trips
- 9 Home orientation and activities at destination
- 10 Trip purpose by time of the week
- 11 Trip starting by time of day and time of the week
- 12 Patterns of activities per mobile person and day
- 13 Patterns of activities per journey

## LIST OF TABLES (continued)

### MODE CHOICE

- 14 Mode choice
- 15 Mode choice by gender
- 16 Mode choice by age
- 17 Mode choice by employment
- 18 Mode choice by time of the week
- 19 Mode choice by trip purpose
- 20 Mode choice by time of day
- 21 Mode choice by participation
- 22 Mode choice (all modes used per trip)

### DURATION AND TRIP DISTANCE

- 23 Duration, distance, speed per trip
- 24 Duration and distance per person and day
- 25 Modal-Split per trip, per duration and per trip distance
- 26 Trip distance by mode (cumulated)
- 27 Mode choice by distance

### CAR USAGE

- 28 Car usage
- 29 Car usage by duration and trip distance

## LIST OF TABLES (continued)

### SPATIAL ORIENTATION

- 30 Spatial orientation
- 31 Mode choice by spatial orientation

### TRAVEL BEHAVIOUR BY WARDS

- 32 Basic travel characteristics (per ward per day)
- 33 Activities per ward
- 34 Mode choice per ward
- 35 Spatial orientation per ward

## *STRUCTURE DATA*

TABLE I

## HOUSEHOLD SIZE

	PETERBOROUGH
	%
<u>NUMBER OF PERSONS IN THE HOUSEHOLD</u>	
One person	30
Two persons	41
Three persons	13
Four persons	11
Five and more persons	5
Total	100
Average (persons per household)	2.2

Database: 2.028 households

TABLE II

## CARS IN THE HOUSEHOLD

	PETERBOROUGH
	%
No car	20
One car	50
Two cars and more	30
Total	100
Average (cars per household)	1.2

Database: 2.028 households

TABLE III

## OWNERSHIP OF A CAR DRIVER'S LICENSE

	PETERBOROUGH
	ALL PERSONS %
Yes	57
No	43
Total	100

	PERSONS OVER 16 YEARS %
Yes	74
No	26
Total	100

Database: 4,461 people

TABLE IV

## GENDER

	PETERBOROUGH
	%
Male	49
Female	51
Total	100

Database: 4,461 people

TABLE V

## AGE CLASSES

	PETERBOROUGH
	%
Under 6 years	8
6 to under 18 years	17
18 to under 25 years	9
25 to under 45 years	30
45 to under 65 years	22
65 years and older	14
Total	100

Database: 4,461 people

TABLE VI

## EMPLOYMENT

	PETERBOROUGH
	%
Not yet at primary school	6
Home duties	8
Retired / pensioner	17
At school, college, university	21
Looking for work	2
Employed women	20
Employed men	26
Total	100

Database: 4,461 people

## *BASIC TRAVEL CHARACTERISTICS*

TABLE 1

<b>BASIC TRAVEL CHARACTERISTICS</b> – per day –
--

	PETERBOROUGH	
	ALL DAYS	WORKDAYS
Share of mobiles	85 %	89 %
<b><u>MOBILE PERSONS:</u></b>		
- Activities	1.99	1.99
- Journeys	1.48	1.49
- Trips	3.47	3.48
- Legs	6.09	5.96
<b><u>ALL PERSONS:</u></b>		
- Activities	1.70	1.76
- Journeys	1.26	1.33
- Trips	2.96	3.09
- Legs	5.18	5.30
- Travel time (min)	52	54
- Distance (km)	21	20

Database: 4,461 people, 12,740 trips (up to 100 km)
---

TABLE 2

MOBILE PERSONS BY NUMBER OF TRIPS PER DAY
--

	PETERBOROUGH
	%
<u>MOBILE PERSONS WITH</u>	
- one trip	1
- two trips	47
- three trips	9
- four trips	23
- five trips and more	20
Total	100
Share of mobiles (%)	85

Database: 4,461 people, 12,740 trips (up to 100 km)
---

TABLE 3

MOBILE PERSONS BY NUMBER OF JOURNEYS AND ACTIVITIES PER DAY
--

	PETERBOROUGH
	%
<u>MOBILE PERSONS WITH</u>	
o 1 journey and	
- 1 activity	47
- 2 activities	8
- 3 activities	4
- 4 activities and over	3
	---
	62
o 2 journeys and	
- 2 activities	20
- 3 activities	4
- 4 activities and over	4
	---
	28
o 3 journeys and	
- 3 activities	5
- 4 activities and over	3
	---
	8
o 4 journeys and over	2
Total	100
Share of mobiles	85

Database: 4,461 people, 12,740 trips (up to 100 km)
---

TABLE 4

## TIME BUDGET

	PETERBOROUGH
<u>MOBILE PERSONS</u>	
Time at home	17 h 26
Travel time	1 h 01
Time at destinations	5 h 33
Total	24 h
<u>ALL PERSONS</u>	
Time at home	18 h 24
Travel time	0 h 52
Time at destinations	4 h 44
Total	24 h

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 5

## TRAVEL TIME PER DAY

	PETERBOROUGH
	ALL PERSONS %
Not out-of-home	15
Up to 15 min	6
16 to 30 min	20
31 to 45 min	14
46 to 60 min	15
61 to 90 min	15
91 to 120 min	8
Over 120 min	7
Total	100
Average travel time (min)	52

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 6

## DISTANCE PER DAY

	PETERBOROUGH
	ALL PERSONS %
Not out-of-home	15
Up to 3.0 km	10
3.1 to 5.0 km	10
5.1 to 10.0 km	16
10.1 to 20.0 km	21
20.1 to 30.0 km	9
30.1 to 40.0 km	5
40.1 to 50.0 km	3
Over 50.0 km	11
Total	100
Average distance per day (km)	21

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 7

ACTIVITIES		
PETERBOROUGH		
	SHARE %	TIME AT DESTINATION OF EACH ACTIVITY
<u>ACTIVITIES</u>		
Work	21	6 h 18
Work-related business	3	1 h 26
Education	11	5 h 39
Shopping	21	1 h 04
Personal business	4	0 h 40
Escort	12	0 h 14
Leisure	28	1 h 52
Total	100	2 h 47

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 8

## HOME-RELATED TRIPS

	PETERBOROUGH
	%
<u>SHARE OF TRIPS</u>	
- from home to out-of-home destinations	43
- between out-of-home destinations	14
- back home	43
Total	100
<u>ACTIVITIES OF TRIPS DIRECTLY FROM HOME</u>	
- Work	24
- Work-related business	0 <sup>*)</sup>
- Education	13
- Shopping	20
- Personal business	4
- Escort	13
- Leisure	26
Total	100

<sup>\*)</sup> less than 0.5 %

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 9

HOME ORIENTATION AND ACTIVITIES AT DESTINATION

PETERBOROUGH						
ACTIVITIES AT DESTINATION – cumulated –						
	TOTAL %	WORK %	EDUCATION %	SHOPPING %	LEISURE %	OTHER %
<u>DISTANCE FROM HOME<sup>*)</sup></u>						
Up to 1.0 km	20	7	28	24	23	25
Up to 3.0 km	40	22	63	42	39	50
Up to 5.0 km	64	47	83	70	61	74
Up to 10.0 km	84	76	94	89	80	90
More than 10.0 km	100	100	100	100	100	100
<u>ORIGIN</u>						
From home	74	84	89	71	68	68
Other	26	16	11	29	32	32
Total	100	100	100	100	100	100

<sup>\*)</sup> first activity of journey

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 10

## TRIP PURPOSE BY TIME OF THE WEEK

	PETERBOROUGH			
	TOTAL %	WORKDAY %	SATURDAY %	SUNDAY %
<u>TRIP PURPOSE</u>				
Work	23	28	9	6
Work-related business	2	2	1	0 <sup>*)</sup>
Education	11	15	1	0 <sup>*)</sup>
Shopping	21	17	36	27
Personal business	3	4	2	1
Escort	12	14	7	6
Leisure	28	20	44	60
Total	100	100	100	100
Share of all trips	100	75	13	12

<sup>\*)</sup> less than 0.5 %

Database: 4,461 people, 12,740 trips (up to 100 km)

TABLE 11

TRIP STARTING BY TIME OF DAY AND TIME OF THE WEEK
--

	PETERBOROUGH			
	TOTAL	WORKDAY %	SATURDAY %	SUNDAY %
<u>TIME OF DAY</u>				
Before 5 a.m.	1	1	1	0 <sup>1)</sup>
5 a.m. - 9 a.m.	19	23	7	6
9 a.m. - 12 a.m.	20	17	28	33
12 a.m. - 3 p.m.	18	16	25	25
3 p.m. - 7 p.m.	32	33	25	28
7 p.m. - 12 p.m.	10	10	14	8
Total	100	100	100	100
Share of all trips	100	75	13	12

Database: 4,461 people, 12,740 trips (up to 100 km)
---