

## Health Benefits Manual - Data tables

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### What is this document?

This document summarises the available TfL travel data to help you develop robust input data for HEAT and SART.

For each section of data, we present:

- What the data is
- Where in the tools it might be helpful
- Tips for how best to use the data
- Data source

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## I. Proportion of return journeys (cycling and walking)

**Where to use?** You would use this in the HEAT tool for estimating the proportion of return journeys (Q: *What proportion of trips are return journeys?*). This is only relevant if you are using trip count data for your HEAT calculation.

**Tip** It is strongly recommended to use the actual number of people walking because alternative methods involve a number of assumptions. However if this information is not available then use proportion of return journeys.

**Source** This is an assumption. Department for Transport have used the same figure in their TAG unit A5-1 active mode appraisal, January 2014

Proportion of return journeys	Walking and cycling
All journey types	90%

## 2. Average number of days per year that people cycle

**What is this?** Below we show the average number of days per year that people cycle. This model takes into account the number of days that can be cycled and commuted in a year and provides an average for both.

**Where to use?** You would use this data in the HEAT tool to answer questions on the amount of cycling done. This data is relevant to the following HEAT question: **How many days per year do people cycle?**

HEAT wants to know this information in order to calculate and average annual amount of cycling/walking per person based on your input data. Use the **“Weighted average for all groups”** figure in the red shaded box your scheme is a commuter route. This figure is weighted to take into consideration that people cycle a different number of days a week. If you have better evidence for your scheme this number can be changed accordingly.

**Tip** You will always be asked this question regardless of whether you are using trip counts, duration or distance data. If your scheme is aimed at leisure cycling then you may need to input a lower number.

**For the HEAT calculation use the ‘Weighted average for all groups’ figure unless you have other information on the number of days people cycle**

**Source** LTDS 3 year average, 2013/14 to 2015/16.

Number of days cycled by cyclists aged 18-69		
Number of days a week cycled	% of cyclist who cycle that amount	Estimated days cycled in a year
1	33%	42
2	14%	84
3	11%	127
4	9%	169
5+	33%	211
Weighted average for all groups		126 Days

For Information only: Working out the proportion of “commutable” cycling days a year

Factor	Days deducted from total	Total days
Days in a year		365
Weekend days in a year	104	261
Bank holidays	8	253
Average annual leave	20	233
Average sickness	6	227
Average days for bad weather	15	212
"Commutable" days cycled in a year		212
Proportion (%) of days cycled a year (Total days cycled / number of working days in a year)		81%

### 3. Average cycling/walking distance and time per trip by journey purpose

**What is this?** Below we show the average distance and time per cycling/walking trip in London. In addition, we've also picked out some of the key journey purposes and shown the average cycling distance and time reported for each

**Where to use?** You would use this data in the HEAT tool to answer questions on the amount of cycling/walking done **if you are basing your input data on trip counts**. This data is relevant to the following HEAT question:

**Q - What is the average trip duration or distance?**

The HEAT calculation is based on two pieces of data: the average time spent cycling per person and a total number of people doing this cycling.

**Tip** If you are estimating the amount of cycling/walking, it is better to use the average time spent rather than an average distance. This is because HEAT will just convert the distance you enter into a time for its calculation (using average speed data).

**Source** LTDS 3 year average, 2013/14 to 2015/16

Journey purpose	Average CYCLING per trip		Average WALKING per trip	
	Time (mins)	Distance (km)	Time (mins)	Distance (km)
<b>Weighted average for all trips reported</b>	<b>23</b>	<b>4</b>	<b>16</b>	<b>0.6</b>
Travel to usual workplace	28	5	14	1.0
Other work-related trips	24	4	20	0.7
Education	15	2	13	0.6
Shopping and personal business	13	2	20	0.5
Leisure	27	3	16	0.7
Other inc. escort and worship trips	16	2	11	0.6

#### 4. Walk stages as part of other transport journeys

**What is this?** This table shows the amount that people walk as part of longer public transport journeys. Two types of 'walk stage' are presented: walking from home to the bus stop/station (first stage of the journey); walking from bus stop/station to final destination (last stage of the journey).

**Where to use?** Use this data to monetise the benefits of an increase in walk stages undertaken as a result of your transport scheme.

**Tip** HEAT wants the average amount of walking per person. Calculate this by working out how many new walk stages will be associated with the public transport journeys on your route. Add up the total time for these walk stages and use this in the HEAT tool.

**Source** LTDS 3 year average, 2012/13 to 2014/15

Next / Previous mode in journey	Average walk stage duration (minutes)	
	First walk stage (from home to next transport mode)	Last walk stage (from other transport mode to non-home destination)
Bus (public)	4	4
National Rail & Overground	8	8
Underground	7	6

Source: LTDS 2012/13 to 2014/15

Note: Trip duration is estimated by the survey respondent and is therefore a rounded figure is likely to be given. The figures above are rounded to the nearest whole minute.