

27 November 2018

Survey on Mobility in the Metropolitan Areas of Porto and Lisboa 2017

Residents in the Metropolitan Areas of Porto and Lisboa made on average 2.72 and 2.60 journeys per day, with durations of 22.0 and 24.5 minutes, respectively

According to the final results of the Survey on Mobility in the Metropolitan Areas of Porto (AMP) and Lisboa (AML), conducted by INE in 2017, no significant differences were identified for mobile population ratios between the two metropolitan areas: 78.9% in AMP and 80.4% in AML.

The largest proportions of the mobile population were identified, in the AMP, in the municipalities of Porto (85.0%) and Matosinhos (83.0%), as well as, in AML, in the municipalities of Amadora (87.7%) and Odivelas (84.6%).

The main reason for travel was the work in both AMP (30.3%) and AML (30.8%), followed by shopping (18.5% and 19.8%, respectively).

The average number of trips/day per mobile person was 2.72 in AMP and 2.60 in AML.

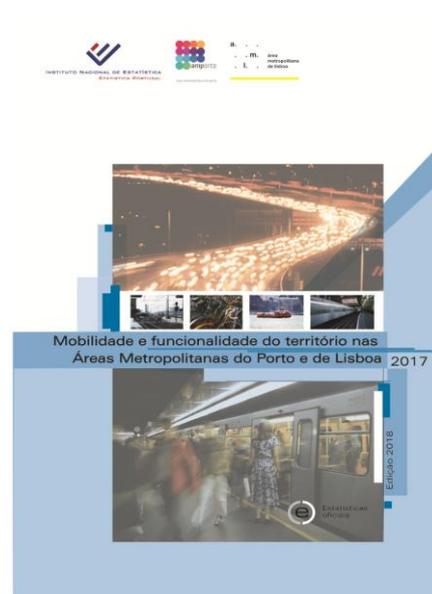
The car was definitely the main means of transport in the metropolitan areas, more strikingly in the AMP (67.6% of the trips) than in the AML (58.9%), considering all days of the week in general. The car occupancy rate was 1.56 in AMP and 1.60 in AML.

The trips made by the residents of AMP and AML lasted on average 22.0 minutes and 24.5 minutes, respectively.

Considering the subset of journeys within the territory of each metropolitan area, on average, the residents of the AMP spent a total of 66.8 minutes per day on journeys in the metropolitan territory, a figure that rose to 72.5 minutes per day in AML.

With this Press Release, Statistics Portugal announces the dissemination, scheduled for this afternoon, of the publication regarding the final results of the [Survey on Mobility in the Metropolitan Areas of Porto and Lisboa 2017](#). The results will be presented in a public session in the Auditorium of the Library Almeida Garrett in Porto, in collaboration with the Metropolitan Areas of Porto and Lisboa, entities whose support was fundamental for the development of this statistical operation.

This survey covered about 100 thousand residents in both Areas, with data collection in the 4th quarter of 2017.



Considering the Mobility Survey in the Metropolitan Areas of Porto (AMP) and Lisboa (AML), 2017, the mobile population ratios had no significant difference between the metropolitan areas: 78.9% in AMP and 80.4% in AML, taking into account the age range considered (6-84 years) in the survey.

The highest proportions of the mobile population were identified, in the AMP, in the municipalities of Porto (85.0%) and Matosinhos (83.0%), as well as, in AML, in the municipalities of Amadora (87.7%) and Odivelas (84.6%).

On weekdays, the mobile population was lower in the AMP (82.9%) compared to the AML (85.1%), and the opposite occurred on non-working days: 71.2% in AMP and 70.9% in AML.

How do we move?

According to the results of the Mobility Survey (IMob) 2017, passenger cars were the main means of transportation used by residents of the metropolitan areas, most notably in AMP (67.6% of trips) than in AML (58.9%).

The car occupancy rate was 1.56 in AMP and 1.60 in AML.

The soft modes (pedestrian or bicycle) appear as the second most important way of locomotion in the total number of journeys, with a combined weight of 18.9% in AMP (0.4% for bicycle) and 23.5% in AML (0.5% for bicycle).

Public and/or collective transport, as the main means of transportation, accounted for 11.1% of journeys in AMP and 15.8% in AML.

How often do we travel?

In the AMP, around 3.4 million trips were made per day, most of which (71.0%) with origin and destination in the metropolitan area. In AML, the number of trips per day was 5.4 million, 65.4% of which within the metropolitan area.

The average number of trips/day per mobile person was 2.72 in AMP and 2.60 in AML.

The main reason for travel was the work, both in AMP (30.3%) and AML (30.8%), followed by shopping (18.5% and 19.8%, respectively).

It is worthy of mention the importance of escorting relatives/friends (including children to/ from school), which accounted for 15.7% of trips in AMP and 15.2% in AML.

How long do trips take?

On average, residents of AMP spent a total of 66.8 minutes per day on trips in the metropolitan territory, rising to 72.5 minutes per day in AML (in both cases, only trips within the territory of each metropolitan area were considered).

The trips made by the residents of AMP and AML lasted on average 22.0 minutes and 24.5 minutes, respectively. In the municipality of Porto the average duration of trips was 23.6 minutes and in the municipality of Lisboa was 26.0 minutes.

The mean duration of the trips did not change significantly according to the reason; however, trips for work reasons were slightly longer (23.8 minutes in the AMP and 29.5 minutes in the AML) than the trips for study (respectively 22.6 minutes and 23.6 minutes).

How far do we go?

In terms of distances travelled, results accounted for an average of 10.6 km for residents in AMP and 11.0 km for the ones of AML.

Considering the trips for work reasons, the average distance was 13.4 km in the AMP and 14.8 km in the AML.

The average distance of the AMP trips ranged from a maximum of 13.2 km in Gondomar to a minimum of 7.5 km in Vale de Cambra.

In AML, residents of the municipality of Alcochete had to travel the largest distances in their journeys (15.2 km), as opposed to those living in the municipality of Odivelas (8.7 km).

How do trips evolve throughout the day?

Residents of AMP spent an average of 66.8 minutes a day on journeys, increasing this to 69.5 minutes in working days and decreasing to 59.8 minutes in non-working days.

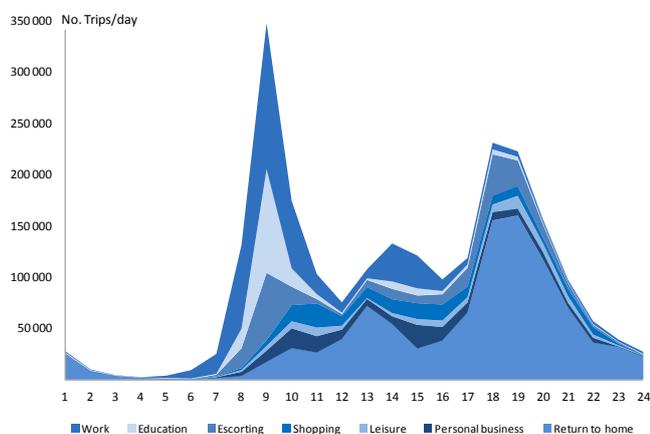
By municipality, the residents of Vila Nova de Gaia, on average, were the ones who spent more time during trips in working days (82.2 minutes) and in non-working days (67.4 minutes). On the other hand, residents in the municipality of São João da Madeira were the ones who spent less time on trips on working days (46.1 minutes), on average, and residents in the municipality of Espinho were the ones who spent on average, less time on non working days (37.6 minutes).

The analysis of the trips made in the AMP by main reason and by arrival time shows, with respect to the working days, three main top moments - one associated with the morning period, one associated to the lunch hour period, and a third associated with the end of the afternoon. The first peak was more pronounced, and was essentially associated with the work-related and study-based trips, being worthy of mention escorting relatives or friends (including children to/from school). The second and third peaks were comparatively less pronounced and were mainly motivated by homecoming trips. During the peak associated with lunchtime, the work-related and shopping trips had emphasis.

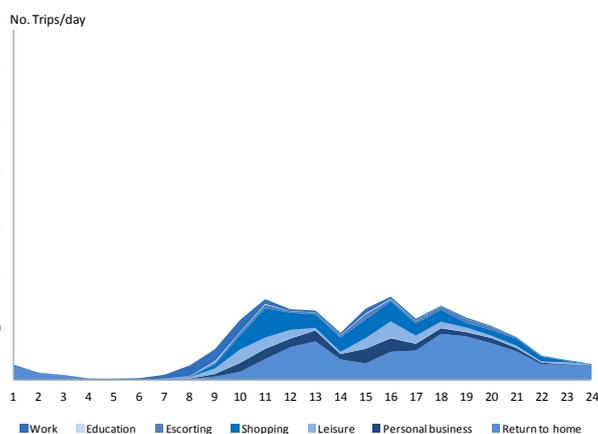
On non working days (Saturdays, Sundays and public holidays), there was a reduction in the number of trips made comparing with working days, and, besides the return journeys to home, the highlight goes to trips for shopping.

Trips/day by main reason and arrival time, on working and non-working days (AMP)

Working days



Non-working days



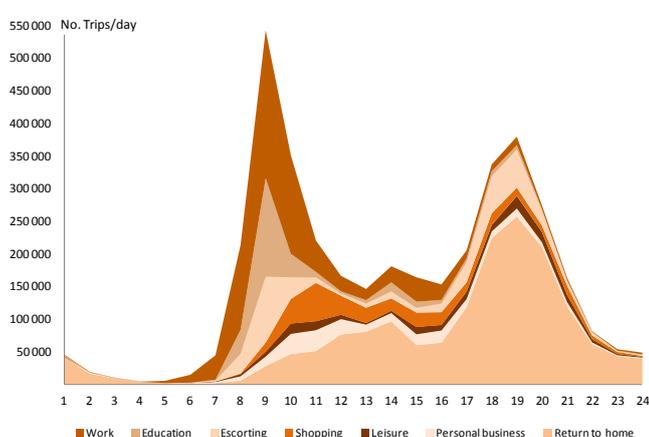
Residents in AML spent an average of 72.5 minutes per day on trips, increasing to 76.3 minutes concerning working days and decreasing to 61.9 minutes on non working days.

Residents in the municipality of Lisboa were those who spent, on average, more time travelling on weekdays (84.0 minutes) and on non working days (72.7 minutes). On the other hand, residents in the municipality of Mafra were the ones who spent, on average, less time travelling on working days (59.3 minutes), and residents in the municipality of Moita were the ones who spent, on average, less time in non-working days (40.3 minutes).

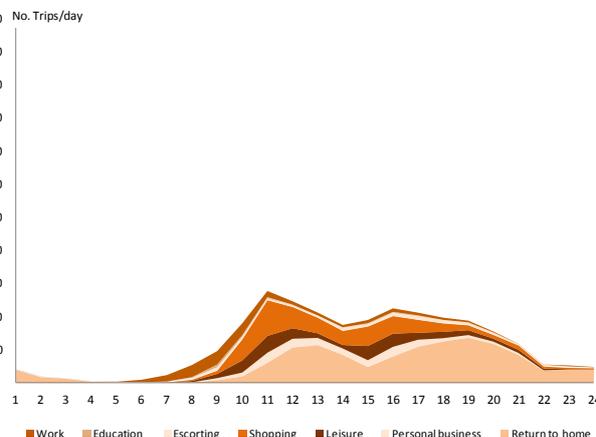
The analysis of the trips made in the AML by main reason per hour of arrival presents conclusions similar to those observed in the AMP.

Trips/day by main reason and arrival time, on working and non-working days (AML)

Working days



Non-working days



What costs do we have?

As regards expenditure on mobility, 46.0% of the population living in the AMP and 56.2% in the AML usually had expenses with public transport. In the AMP, among the households with this type of expenditure, 50.2% had a monthly cost of EUR 30 or more, while in AML this level of monthly costs reached 69.9% of the households.

In the households with motor vehicles, 22.4% of AMP residents and 26.9% from AML usually had parking expenses, but toll charges were more common through the population, reaching 41.5% of residents in AMP and 42.2% in AML.

Among the households with available vehicles, 15.5% of AMP residents revealed that they did not usually have fuel expenses, which reached 20.3% in AML. Of note were the municipalities of Porto (28.0%) and Lisboa (30.1%), where the highest proportion of individuals with motor vehicles associated with their household reported that did not usually have fuel expenses.

METHODOLOGY NOTE

Source: Survey on Mobility in the Metropolitan Areas of Porto and Lisboa (IMob)

Context: IMob was carried out with reference to Eurostat's Guidelines on Passenger Mobility Statistics, as well as good practices identified in similar international projects. The survey had the collaboration of the Metropolitan Areas of Porto and Lisboa, particularly in the identification of information needs, methodological design and public awareness for collaboration with Statistics Portugal.

Objectives: characterize the movements of the resident population in the Metropolitan Areas of Porto (AMP) and Lisboa (AML), as well as to know their profile, the opinion of the users of individual or collective transport and the motivations that lead to the transportation options.

Reference population: resident population in the municipalities of metropolitan areas.

Sample: stratified and multiphase random sample, based on zoning considering homogeneous areas of accessibility to transport. In the selected households, all the resident individuals were observed within the age group under the scope (6 to 84 years old).

Reference period: one week day (between Monday and Sunday - previously chosen for each household) considering the week before the collection/reporting of the information. Each day was considered between 04:00 am until 03:59 am of the next day.

Data collection: between October and December 2017; in the first stage by Computer Assisted Web Interview (CAWI) and in a second stage by CAPI (Computer Assisted Personal Interview), with residents of a subset of households selected between non respondents in the first stage.

Valid interviews: 46 080 valid responses, 18 169 in AMP and 27 911 in AML, reaching a total of 99 144 individuals (40 393 in AMP and 58 751 in AML).

Acknowledgment

Statistics Portugal would like to acknowledge the indispensable collaboration of:

- Metropolitan Area of Porto
- Metropolitan Area of Lisboa
- Citizens who collaborated with Statistics Portugal and the National Statistical System, responding to the survey.

Co-financing:

