

FACT SHEET HOUSEHOLD TRAVEL IN INDIA 2025-26

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A. ABOUT THE SURVEY

Household Travel Survey is an essential tool for gathering detailed information about the travel behaviour of individuals within a given household

This factsheet consists of major findings from the maiden all-India National Household Travel Survey (NHTS), conducted during July, 2025 - June, 2026. The survey was designed to provide valuable insights into how people move, the modes of transport they use, trip purposes, travel frequency, and other related factors. Information about individuals' public transport usage can be utilized to identify gaps in the current transit system, optimize routes, and adjust schedules. This data can be used for informed decision making about where new transit routes should be established and how to improve accessibility to underserved areas.

Sampling Design & Sample Size

A stratified two stage sampling design was adopted in NHTS. The first stage units (FSU) were villages/urban frame survey (UFS) blocks/sub-units (SUs) as per the situation. The ultimate stage units (USU) were households. From each selected FSU, 20 households were selected with Simple Random Sampling Without Replacement (SRSWOR). Information on regular travel pattern for education, employment and other purposes, along with overnight trips were collected from all members of age 6 years and above of the selected households.

Estimates presented in this Fact Sheet are based on 24,651 FSUs spread across rural and urban areas of India. Appendix-A consists of tables (hyperlinked) of State/UT level estimates, while Appendix-B gives Relative Standard Error (RSE) of some major indicators obtained from NHTS (hyperlinked).



**Surveyed
FSUs**

rural: 14,274
urban: 10,377



**Surveyed
Households**

rural: 2,84,769
urban: 2,07,254



**Surveyed persons of
age 6 years and above**

Male: 9,37,843
Female: 9,05,517
person: 18,44,179

B. Salient Features

Travel, for the purpose of NHTS, is defined as any movement having a distance of one kilometer (km) or more



In NHTS, information was collected on some usual characteristics and other aspects of within travel-day trips undertaken during applicable travel reference period, e.g., travel to educational institution by student, travel to workplace by employed household members and, travel for any other purpose during the travel reference period.

Any travel with a distance of less than one km has not been considered as 'travel.'

Exclusion

The following types of travel, even if comprising of a distance of 1 km or more, has been excluded from the purview of this survey:

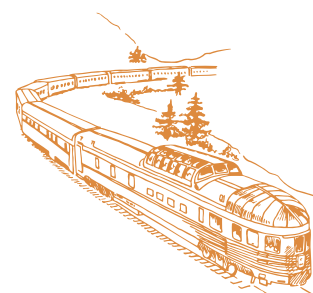


- a. Travels which are intrinsic to employment activity, e.g., travels of vendors, rickshaw pullers, taxi driver, bus driver, auto driver etc. while at work.
- b. Short journeys by walk or cycle solely for the purpose of exercising, starting and ending at same location, with brief stopovers, e.g., jogging, morning/ evening walk, walking the pet etc.
- c. Journeys performed as a sub-part of amusement or for adventure e.g., jungle safari or, toy train ride with same origin and destination

Trip

For any travel performed by a household member, each movement from 'origin' to 'destination' without any stopover has been counted as one 'trip'. For the purpose of NHTS, onward trip and return trip has been counted as two separate trips. A trip is uniquely specified by its purpose, origin and destination.

It may be mentioned that 'origin' of any trip reported by the household member(s) may or may not be the residence of the household.



Primary Modes of Trip

Mode of travel is the means by which the travel has been performed. If a trip was performed using more than one mode of transport, primary mode for that trip was taken as the mode by which longest distance was traversed in the trip. If a trip was performed by using a single mode of transport, that was decisively the primary mode. Coverage of some of the primary modes of transport presented in this Fact Sheet are given below:

Two-wheeler includes personal two-wheeler, shared two-wheeler (of non-household member), ride-hail app or, rental two-wheeler



Car includes personal car, shared car, employer-provided car, ride-hail app taxi, rental or hired car

Auto-rickshaw also includes e-rickshaw



Bus includes public bus, private (chartered) bus, school/company bus and Inter-city bus

Train/monorail/tram includes Metro rail, Suburban (local) rail, Monorail and Tram



Cost of Trips

In NHTS, information was collected on cost of trip for certain kind of travels. Cost of trip includes the expenditure borne by the household for trip-related expenses only. For example, if a trip is performed by own vehicle, 'cost of trip' may include components like fuel cost, cost of hiring a driver and toll tax, if these are borne by the household. Maintenance cost of vehicle, road tax etc. are not included in cost of trip.

If multiple members participated in a trip for different purposes, cost of the trip was apportioned among the members and recorded against appropriate item(s) in the Schedule

Overnight Trip

A trip that kept a member away from his/her residence for more than 24 hours has been considered as overnight trip. This will include the travel time as well as duration of stay, if any, during the trip.

Exclusions:

- i. Trips of lengths less than 50 km
- ii. Trips to regular workplace with extended periods away from residence. e.g., extended emergency duty hours for a doctor



A Note of Caution to Users

NHTS was carried out simultaneously with another important household survey of NSS namely, Domestic Tourism Expenditure Survey (DTES). The two surveys viz., NHTS and DTES use some similar terminologies but with entirely different connotations, underlying concepts and definitions. Some such concepts include, but not limited to the following :

Terminology	NHTS	DTES
Trip & Travel	Any movement from one point (origin) to another point (destination), having a distance of one kilometer (km) or more	Movement of persons between different geographic locations outside Usual Place of Residence (UPR) and Usual Environment. It effectively excludes regular movements between UPR and place of work/ study/ other places
Cost of trip	Only travel expenses are considered	Cost of trip also includes accommodation, transportation, food and other allied costs incurred during the trip
Overnight trip	Any trip of distance 50 km or more that kept the household member away from his/her residence for more than 24 hours	A movement for a duration of not less than twelve hours (including 12 midnight to 5 A.M.) in two consecutive calendar days
Purpose & Leading Purpose	Each trip is identified based on the purpose of the trip, along with other characteristics like origin, destination, number of household member(s) in the trip etc.	Multiple household members with same leading purpose is treated as single trip

Due to the differences as mentioned above, users are advised to meticulously read the underlying concepts and definition of NHTS before interpreting any of the results presented in this Fact Sheet. For this, users may refer to the Instructions to Field Staff (vol I & II) for NSS 80th round.



Users are strictly advised not to compare the data or findings from National Household Travel Survey (NHTS) and Domestic Tourism Expenditure Survey (DTES). Any attempt to do so may lead to spurious or improper inferences.

C. Characteristics of Travel to educational institution



Usual travel to educational institutions of basic course

The usual nature of the trips (1 km or above) to educational institution of basic course, for persons of age 6 years and above, was determined by using a travel reference period of last 90 travel-days prior to the date of survey.

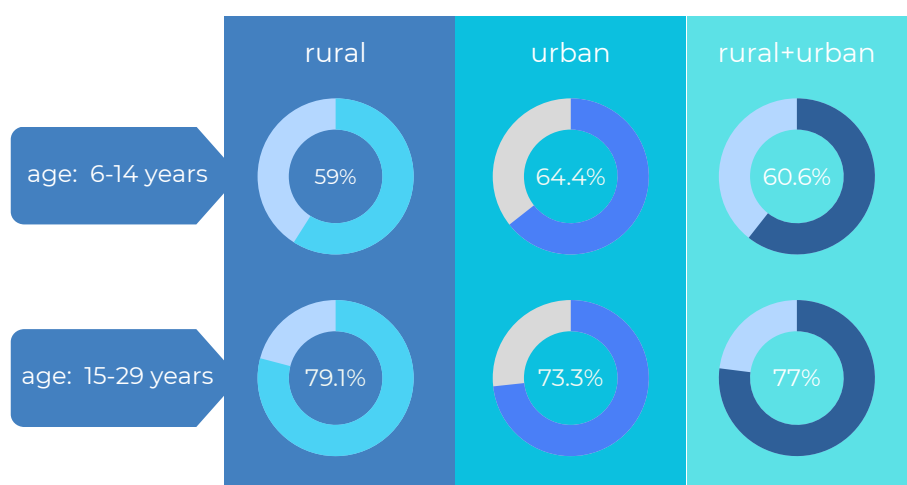
This excluded travels to and from private tuition or, coaching center, even if related to basic courses, e.g., attending courses related to preparation for competitive examinations like NEET, JEE, civil services etc. Henceforth, in this factsheet, wherever the term '*educational institution*' is used, it will invariably refer educational institution of basic course, unless mentioned otherwise.

TABLE 1: PERCENTAGE OF STUDENTS OF AGE 6 YEARS AND ABOVE PERFORMING TRIPS (1 KM OR MORE) TO EDUCATIONAL INSTITUTION

sector	percentage of students of age 6 years and above		
	male	female	person
rural	66.8	64.2	65.6
urban	68.6	67.5	68.1
all India	67.3	65.2	66.4

The survey shows that around 65.6% of students in rural areas and 68.1% students in urban areas, performed within-travel-day trip to educational institution of basic course within the reference period. Such trip was reported by 60.6% of student in the age group 6-14 years and 77% of students in the age group 15-29 years.

PERCENTAGE OF STUDENTS OF DIFFERENT AGE GROUP PERFORMING WITHIN-TRAVEL-DAY TRIPS OF 1 KM OR MORE TO EDUCATIONAL INSTITUTION





Primary Mode of travel to educational institution

In Table 2 and Table 3, percentage of students of age 6 years and above using different primary modes of transport among those students who performed within-travel-day trips to attend educational institution, are given.

TABLE 2: PERCENTAGE OF STUDENTS OF AGE 6 YEARS & ABOVE USING VARIOUS MODES TO TRAVEL THE MAXIMUM DISTANCE IN TRIPS TO EDUCATIONAL INSTITUTION

Primary mode of travel	percentage of students among those travelling more than 1 km to/from educational institution		
	rural	urban	rural+urban
Walk	40.5	29.6	37.0
Bicycle	18.9	9.1	15.8
Cycle rickshaw / pull rickshaw	0.2	0.3	0.2
Two wheeler	4.4	11.5	6.7
Car	0.6	1.0	0.7
Auto-rickshaw	8.7	14.4	10.5
Bus	27.5	33.7	29.5
Train/ Monorail/ Tram	0.2	1.9	0.8
Rail	0.1	0.2	0.1
Water	0.0	0.0	0.0
Others	0.1	0.0	0.1

TABLE 3: PERCENTAGE OF STUDENTS OF DIFFERENT AGE GROUP USING VARIOUS MODES TO TRAVEL THE MAXIMUM DISTANCE IN TRIPS TO EDUCATIONAL INSTITUTION

Primary mode of travel	percentage of students among those travelling more than 1 km to/from educational institution		
	6-14 years	15-29 years	6 years and above
Walk	47.3	22.2	37.0
Bicycle	11.9	21.4	15.8
Cycle rickshaw / pull rickshaw	0.2	0.2	0.2
Two wheeler	5.1	9.0	6.7
Car	0.5	0.9	0.7
Auto-rickshaw	7.7	14.6	10.5
Bus	28.4	31.0	29.5
Train/ Monorail/ Tram	0.1	1.7	0.8
Rail	0.0	0.3	0.1
Water	0.0	0.0	0.0
Others	0.1	0.0	0.1



Time of travel during different times of a day

In NHTS, information on usual time of leaving for educational institution and usual time of leaving from educational institution was collected. It may be mentioned that origin of these trips may or may not be the residence of the household member. Figure 1 shows the percentage of students travelling to their educational institution during different times of the day while Figure 2 gives the percentage of students travelling from their educational institution during different times of the day

FIG. 1: PERCENTAGE OF STUDENTS UNDERTAKING TRIP TO EDUCATIONAL INSTITUTION BY USUAL TIME OF STARTING FOR EDUCATIONAL INSTITUTION

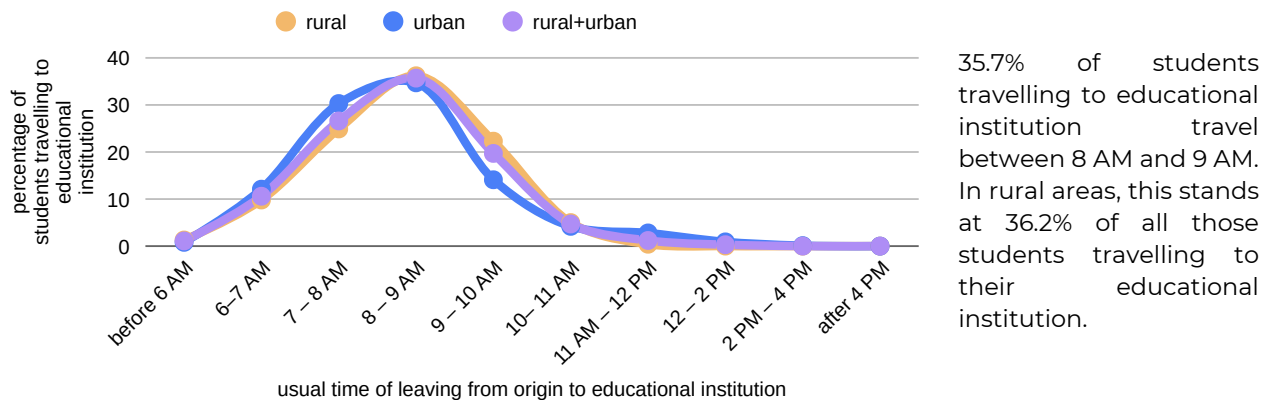
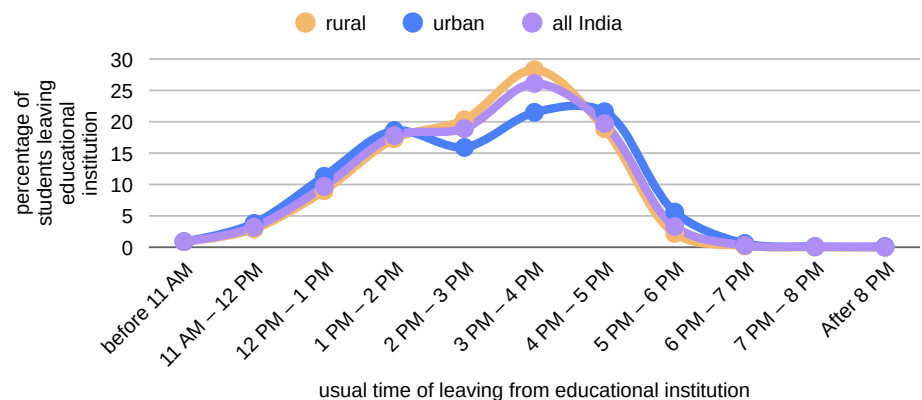


FIG. 2: PERCENTAGE OF STUDENTS UNDERTAKING TRIP TO EDUCATIONAL INSTITUTION BY USUAL TIME OF LEAVING FROM EDUCATIONAL INSTITUTION

Peak hour between 3 PM and 4 PM sees more number of rural students (28.3%) leaving their educational institution compared to their urban (21.5%) counterparts





Average time taken to reach educational Institution

Data from NHTS shows that after starting from the origin, an average student of age 6 years and above in rural areas reached their educational institution within 23 minutes, while in urban areas this was 22 minutes. Following two maps show average time (in minutes) taken to reach educational institution from the origin of the trip for each State/ UT.

FIG. 3: AVERAGE TIME TAKEN TO REACH EDUCATIONAL INSTITUTION FROM ORIGIN FOR STUDENTS OF AGE 6 YEARS AND ABOVE WHO UNDERTOOK WITHIN-TRAVEL-DAY TRIP TO EDUCATIONAL INSTITUTION IN EACH STATE/ UT

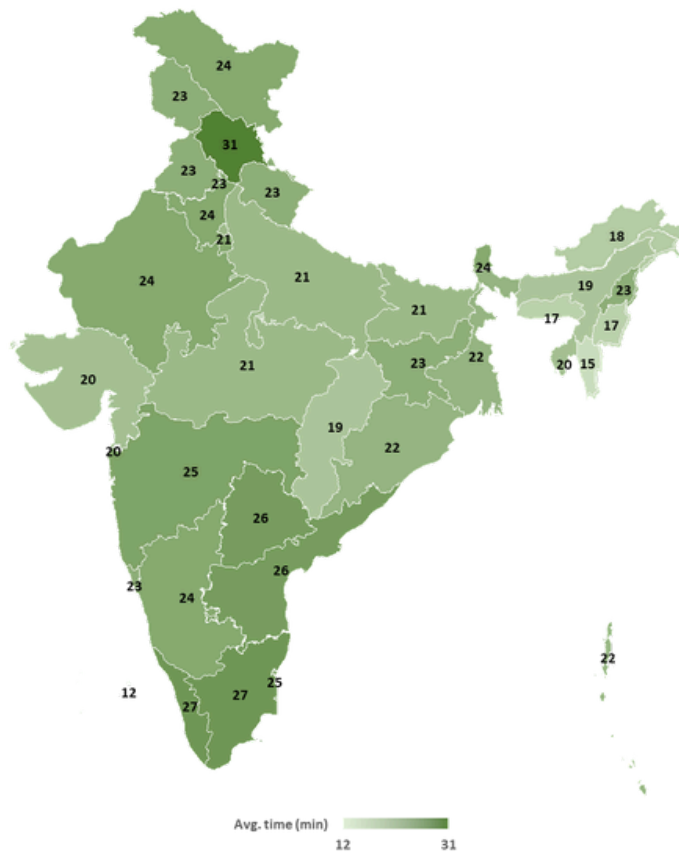
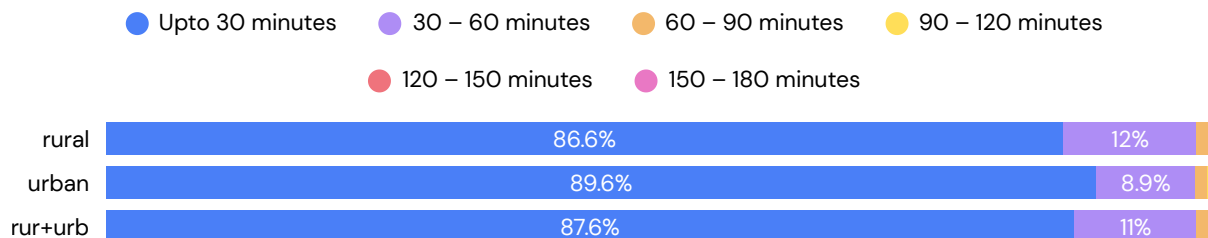


FIG. 4: PERCENTAGE DISTRIBUTION OF STUDENTS WHO UNDERTOOK TRIP TO EDUCATIONAL INSTITUTION BY USUAL DURATION OF TIME TAKEN TO REACH EDUCATIONAL INSTITUTION

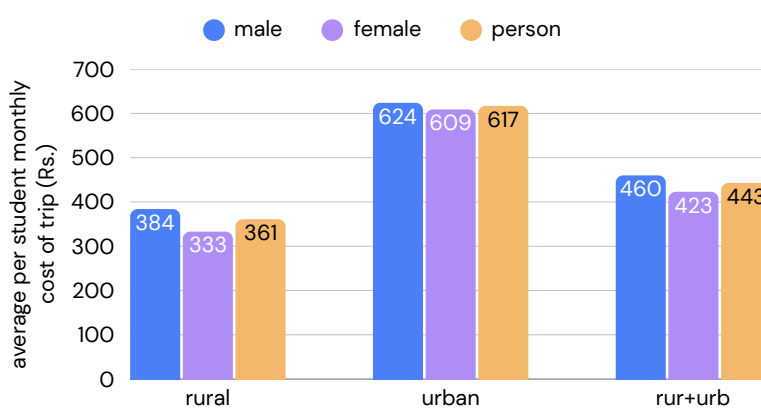




Average per student monthly cost of trip

Average per student monthly cost of trip for commuting (onward and return) to educational institution considering those who undertook such travel during the reference period, is presented in this section. It is reiterated that the estimated per student cost presented here includes only the trip related expenditure borne by the household towards such travel to and from the educational institution.

FIG. 5: AVERAGE PER STUDENT MONTHLY COST OF TRIP TO AND FROM EDUCATIONAL INSTITUTION



Time to reach educational institution

Students of age 6 years and above reached their educational institution in 23 minutes after starting from the origin

Travel among youth

79.1% of students aged 15-29 years in rural areas travel 1 km or more to their educational institution compared to 59% students in the age group of 6-14 years

Use of bicycle among students

18.9% students in rural areas used bicycle as primary mode to travel to their educational institution, compared to 9.1% in urban areas

Average cost of trip for female students

In about 14 States, average per student monthly cost of trip for female students of age 6 years and above, was estimated to be below Rs. 500

D. Characteristics of Travel to workplaces

Employed persons travelling to workplace

Information on employment related travels of 1 km or more to fixed and non-fixed place of work, for workers (employed household members) of age 15 years and above was collected in NHTS. Information on usual nature of trips to fixed place of work was collected with a travel reference period of last 30 travel-days prior to the date of survey, while travel to non-fixed place of work was collected with a reference period of one travel day prior to the date of survey.

Percentage of employed persons reporting to perform trip (1 km or more) to their workplace are presented in the panel below.

PERCENTAGE OF WORKERS AGED 15 YEARS & ABOVE TRAVELLING 1 KM OR MORE TO THEIR FIXED/ NON-FIXED WORK PLACE

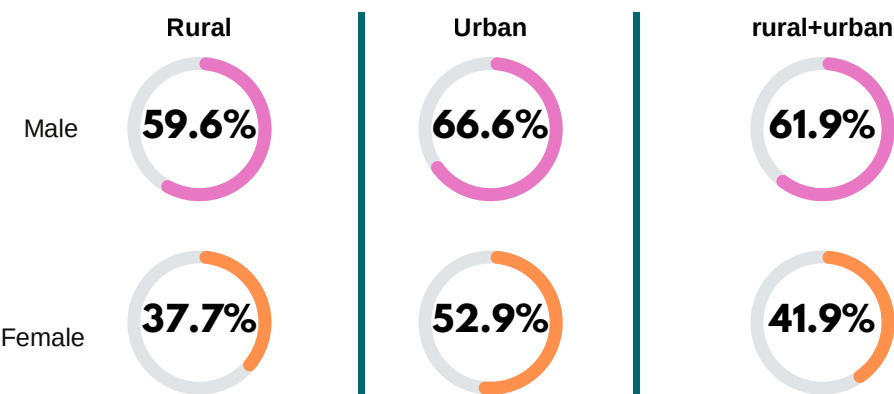
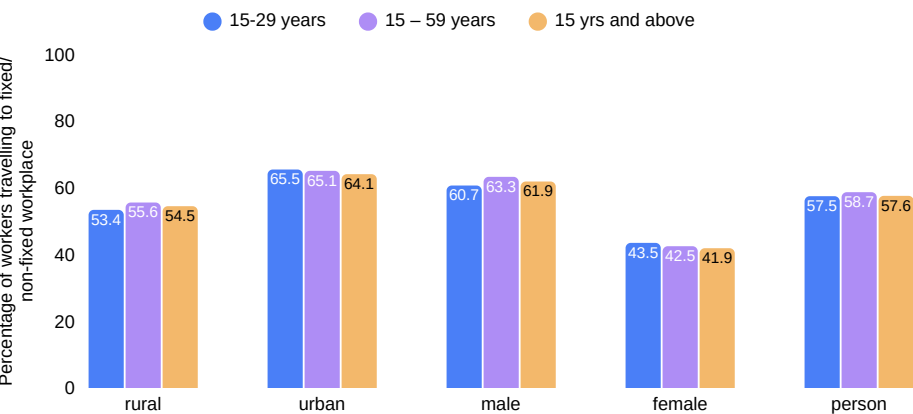


FIG 6: PERCENTAGE OF WORKERS OF DIFFERENT AGE GROUP TRAVELLING 1 KM OR MORE TO THEIR FIXED/ NON-FIXED WORK PLACE





Mode of transport used for travel to workplace



Among the workers aged 15 years and above who reported to have undertaken trips to workplace during the reference period, two-wheeler was used as primary mode by highest percentage (42.6%) of workers. About 21.7% of female workers in urban areas used bus as primary mode to travel to/from their workplace, while 57% of their male counterparts used two-wheelers as primary mode for such purpose.

Table 4 below shows the percentage of workers of age 15 years and above using different primary mode of transport among those workers who performed within-travel-day trips to fixed/ non-fixed place of work

TABLE 4: PERCENTAGE OF WORKERS OF AGED 15 YEARS & ABOVE USING VARIOUS MODES OF TRAVEL TO FIXED/ NON-FIXED WORKPLACE

Primary mode of travel	percentage of workers among those travelling more than 1 km to/from workplace		
	rural	urban	rural+urban
Walk	36.6	13.5	28.3
Bicycle	13.4	5.8	10.7
Cycle rickshaw / pull rickshaw	0.2	0.2	0.2
Two wheeler	37.1	52.3	42.6
Car	1.5	5.7	3.0
Auto-rickshaw	5.0	8.8	6.4
Bus	5.3	9.2	6.7
Train/ Monorail/ Tram	0.4	5.0	2.1
Rail	0.2	0.3	0.2
Water	0.0	0.0	0.0
Others	1.4	0.3	1.0

52.9%

female workers (15 years & above) in urban areas travel 1 km or more to their workplace, compared to 37.7% of their rural counterparts

64.1%

urban workers (15 years and above) travelled 1 km or more to their workplace compared to 54.5% of their rural counterparts

57.0%

male workers (15 years & above) in urban areas travelling to/from their workplace, used two-wheeler as primary mode of travel to cover the longest distance in the trip



Time of travel to fixed place of work during different times of a day

Information on usual time of leaving for fixed workplace and usual time of leaving from fixed workplace was collected in NHTS. This is used to ascertain the time of the day during which most of the workers are travelling to and from their fixed workplaces.



FIG. 7: PERCENTAGE OF WORKERS UNDERTAKING TRIPS TO FIXED WORKPLACE BY USUAL TIME OF STARTING FOR FIXED WORKPLACE FROM ORIGIN

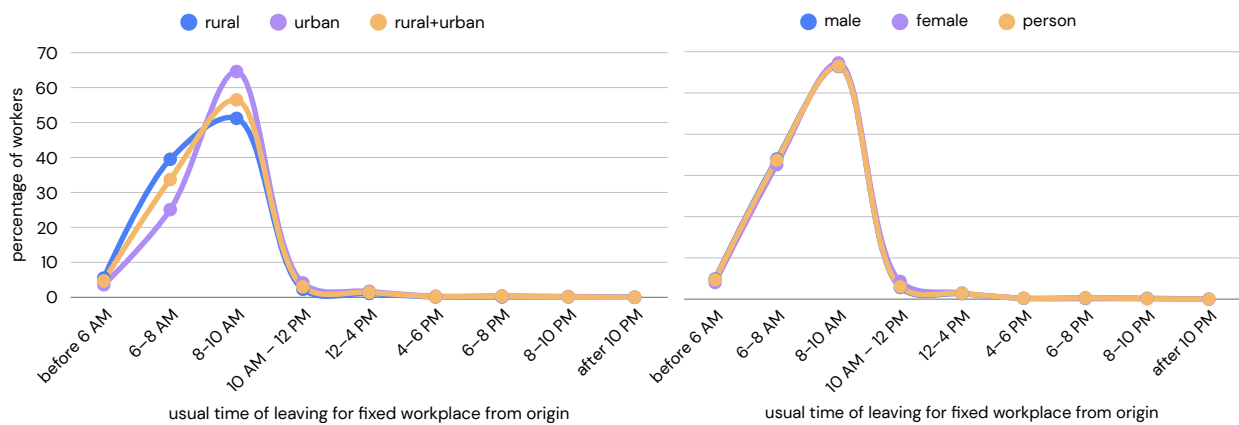
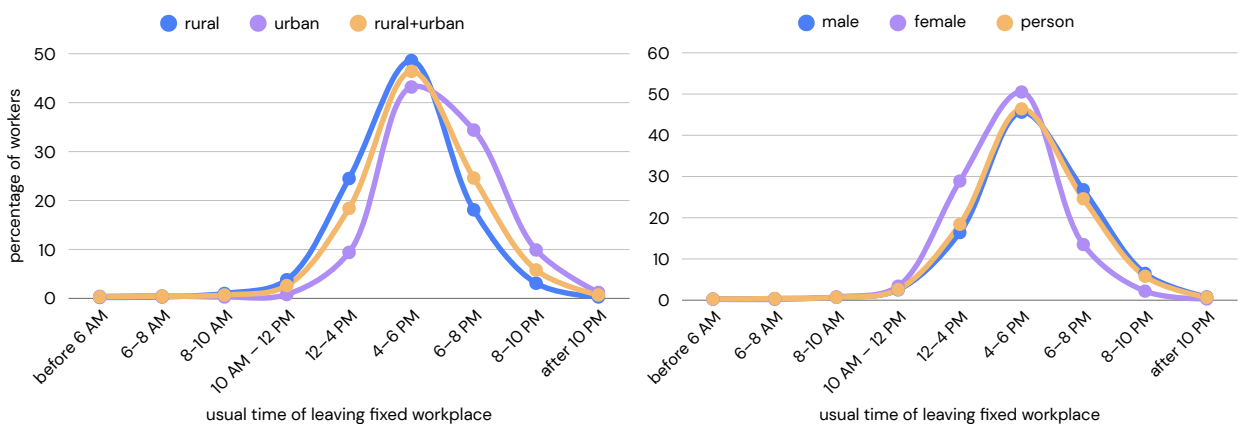


FIG. 8: PERCENTAGE OF WORKERS UNDERTAKING TRIPS TO FIXED WORKPLACE BY USUAL TIME OF LEAVING FIXED WORKPLACE





Average time taken to reach fixed workplace



Data from NHTS shows that after starting from the origin, a worker usually reaches his/her workplace within 25 minutes. While the time taken to reach fixed workplace from the origin of the trip is usually 27 minutes in urban areas, the same is estimated to be 23 minutes in rural areas. Following two maps in Figure 9 show average time (in minutes) taken to reach fixed workplace from the origin of the trip for each State/UT.

FIG. 9: AVERAGE TIME TAKEN TO REACH FIXED WORKPLACE FROM ORIGIN FOR WORKERS OF AGE 15 YEARS AND ABOVE WHO UNDERTOOK WITHIN-TRAVEL-DAY TRIP TO FIXED WORKPLACE

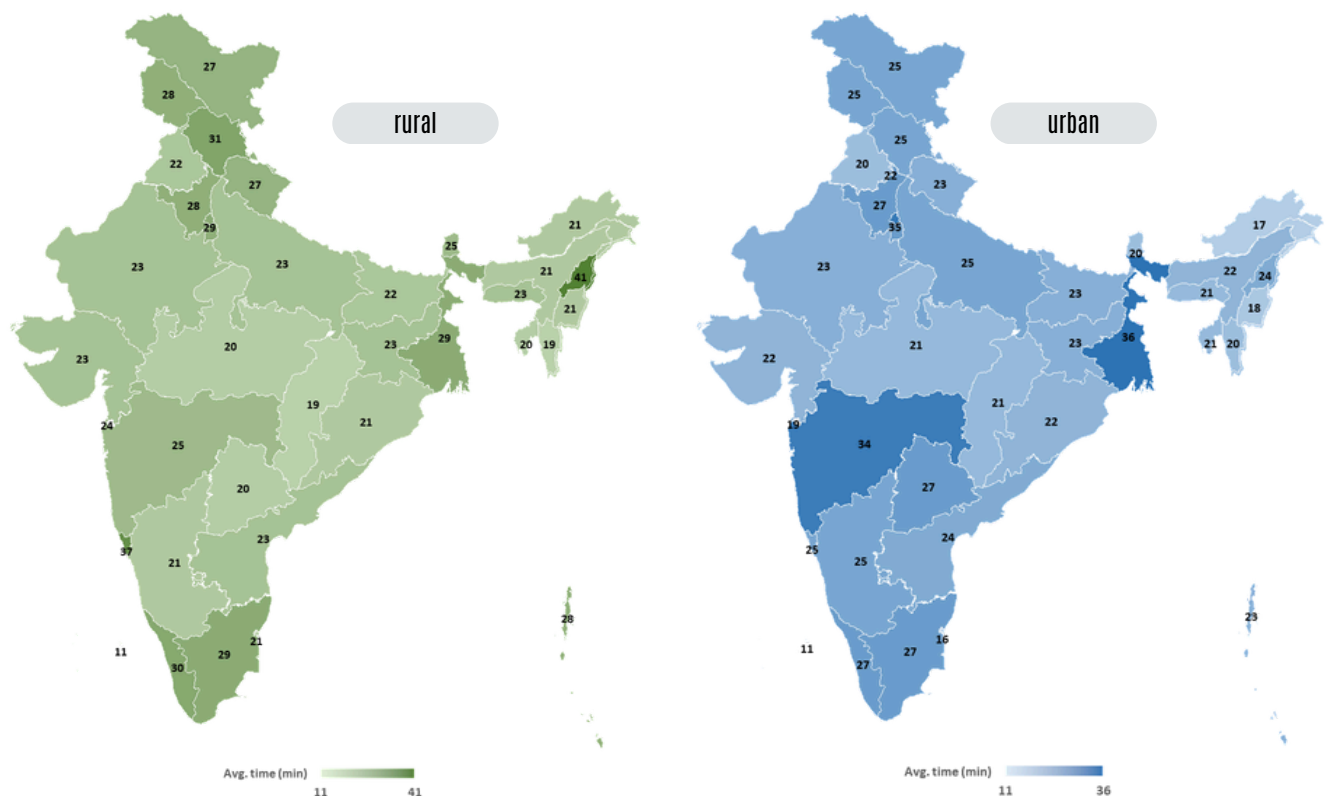
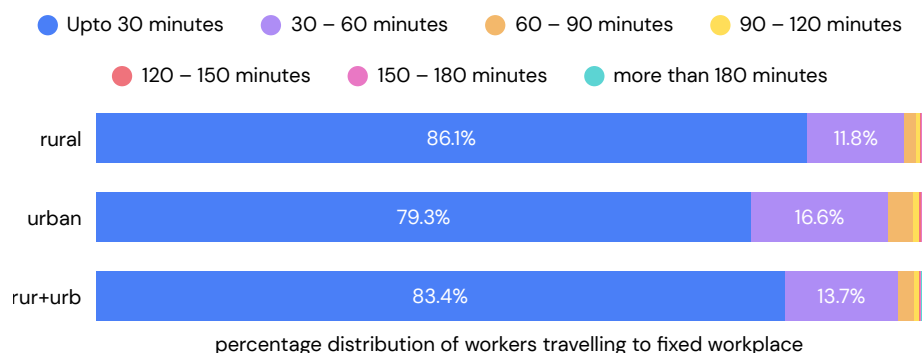


FIG. 10: PERCENTAGE DISTRIBUTION OF WORKERS OF AGE 15 YEARS AND ABOVE WHO UNDERTOOK TRIP TO FIXED WORKPLACE BY USUAL DURATION OF TIME TAKEN TO REACH FIXED WORKPLACE

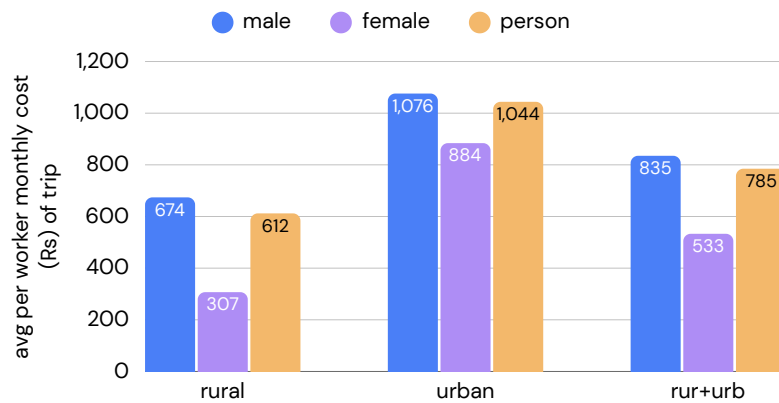




Average per worker monthly cost of trip to fixed workplace

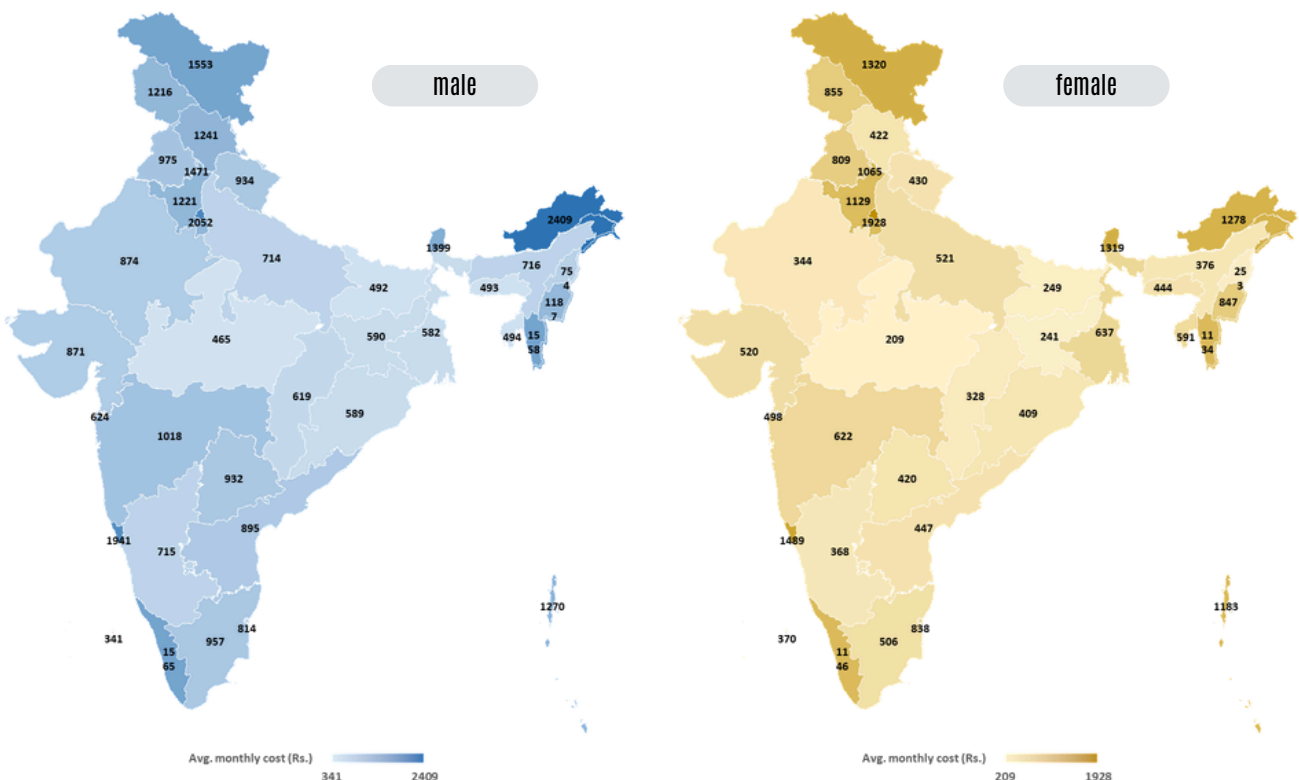
Average per worker monthly cost of trip (in Rs.) to and from fixed workplace considering those workers aged 15 years and above who undertook such travel during the reference period, is presented in the graph below.

FIG. 11: AVERAGE PER WORKER MONTHLY COST OF TRIP TO AND FROM FIXED WORKPLACE FOR WORKERS OF AGE 15 YEARS AND ABOVE WHO UNDERTOOK SUCH TRIP



The maps below give a snapshot of average per worker monthly cost of trip to and from fixed workplace considering those workers of age 15 years and above who reported to have performed such trip for each State/UT

FIG. 12: AVERAGE PER WORKER MONTHLY COST OF TRIP TO AND FROM FIXED WORKPLACE FOR WORKERS OF AGE 15 YEARS AND ABOVE WHO UNDERTOOK SUCH TRIP IN EACH STATE/UT

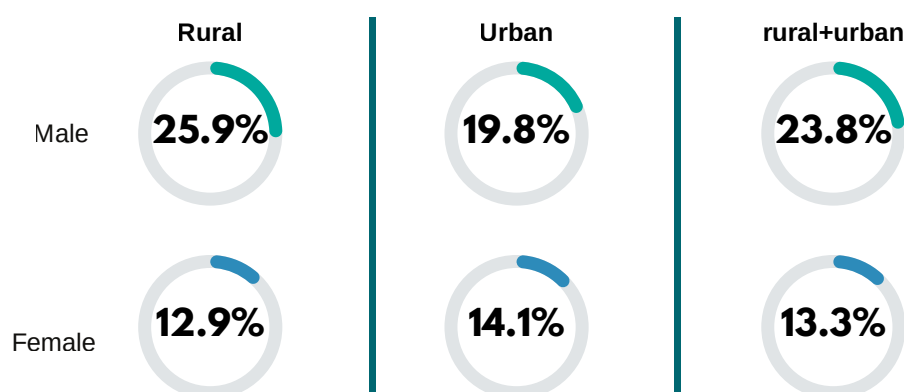


E. Trips for other purposes



Persons performing trip for other purposes

An estimated 18.7% of persons of age 6 years and above undertook within-travel-day trip in a reference period of one travel day preceding the date of survey for purposes other than attending educational institution and employment. Estimated percentage of persons of age 6 years and above who undertook within-travel-day trip in a reference period of one travel day preceding the date of survey for such purposes are shown below.



PURPOSE OF TRIPS (EXCLUDING ATTENDING EDUCATIONAL INSTITUTION AND EMPLOYMENT)

Among all those persons of age 6 years and above performing within-travel-day trips (excluding attending educational institution and employment), purpose of such trip(s) were also ascertained. Following table gives the estimated percentage of persons performing within-travel-day trips for different purposes, considering those who reported to perform such trip(s).

Table 5: Percentage of persons of age 6 years and above who undertook within-travel-day trip by purpose of the trip (excluding attending educational institution and employment)

Purpose of trip	percentage of persons performing trip for the purpose		
	male	female	person
Seeking employment/ setting up business	0.5	0.4	0.5
Own use production of goods	2.0	1.5	1.8
Unpaid domestic services for household members	51.5	60.1	54.1
Unpaid caregiving services for household members	2.2	2.2	2.2
Unpaid volunteering, training, work	0.2	0.2	0.2
Learning	1.0	1.3	1.1
Socializing, communication and religious activities	6.4	7.5	6.8
Culture, leisure, sports practice, tourism	0.7	1.4	0.9
Self-care and maintenance	4.4	5.0	4.6
Return home from out of home activity	99.3	99.6	99.4

E. Overnight Trips

As mentioned earlier, a trip of 50 km or more, that kept a member away from their residence for more than 24 hours, was considered as overnight trip in NHTS.

Onward journey and return journey of an overnight trip was counted and enumerated separately. All overnight trips completed (and not necessarily started) during a travel reference period of last 28 travel-days prior to the date of the survey were considered for recording. Only those overnight trips were considered for which both origin and destination are within the geographical limits of India.

Members from 11.3% households performed overnight trip during the reference period of 28 travel days. 10.3% households from rural areas and 13.1% households from urban areas performed overnight trips during the same reference period

PURPOSE OF OVERNIGHT TRIPS

Each of the overnight trip performed by the households, was identified distinctly by the purpose of the trip. Among the households performing overnight trips, 70.2% did so for socializing, communication, and religious practices. Table 6 below gives the percentage of households with different purpose of overnight trips, among the households that reported overnight trip during last 28 travel days.

Table 6: Percentage of households with different purpose of overnight trips, among the households that reported overnight trip during last 28 travel days.

Purpose of trip	percentage of households among the households reporting overnight trip		
	rural	urban	rural+urban
Employment and related activities	3.5	3.5	3.5
Seeking employment or setting up of business	2.8	2.2	2.5
Own-use production of goods	0.3	0.3	0.3
Unpaid domestic services for household members	1.1	1.3	1.2
Unpaid caregiving services for household members	2.2	1.3	1.8
Unpaid volunteer, trainee and other unpaid work	0.4	0.5	0.4
Learning	1.1	1.0	1.1
Socializing, communication, and religious practice	69.7	70.9	70.2
Culture, leisure, mass-media, sports practices and tourism	5.9	9.3	7.4
Self-care and maintenance activities	7.6	4.9	6.5
Return home from out of home activity	96.9	96.5	96.7

PRIMARY MODE OF TRAVEL FOR OVERNIGHT TRIPS

Among the households performing overnight trips, percentage of households using different mode of transport as primary mode for performing the overnight trips are given in Table 7 below.

Table 7: Percentage of households using different modes of travel as primary mode for overnight trips among the households that reported overnight trip during last 28 travel days.

primary mode of travel	percentage of households among the households reporting overnight trip		
	rural	urban	rural+urban
Walk	0.4	0.2	0.3
Bicycle	0.1	0.0	0.1
Cycle rickshaw/pull rickshaw	0.0	0.0	0.0
Two wheeler	11.1	5.8	8.8
car	13.0	18.0	15.1
Auto-rickshaw	3.3	1.2	2.4
Bus	59.3	51.1	55.8
Train/Monorail/tram	2.6	4.3	3.3
Rail	14	22.7	17.7
Water	0.1	0.1	0.1
Air	0.2	1.3	0.6
Others	0.6	0.2	0.5

55.8% households, among the households performing overnight trip, used bus as primary mode of travel for such trips. 17.7% used Inter-city rail

70.2% households, among the households performing overnight trip, performed such trips for the purpose of Socializing, communication, and religious practice

Appendix A: State/UT Tables

Table No.	Description
1	Number of villages/ blocks, households and persons surveyed by state/ UT
2	Percentage of students (according to CWS) of age 6 years and above performing within-travel-day trips to attend educational institution pertaining to basic course in different State/UT
3	Percentage of students of age 6 years and above using different primary mode of transport among those students who performed within-travel-day trips to attend educational institution pertaining to basic course in different State/UT
4	Percentage of workers (according to CWS) of age 15 years and above performing within-travel-day trips to fixed or non-fixed workplace in different State/UT
5	Percentage of workers of age 15 years and above using different primary mode of transport among those workers who performed within-travel-day trips to fixed/ non-fixed place of work in different State/UT
6	Percentage distribution of students of age 6 years and above who undertook within-travel-day trip to educational institution of basic course by usual time of leaving for educational institution and average time taken to reach educational institution from origin for each State/ UT
7	Percentage distribution of students of age 6 years and above who undertook within-travel-day trip to educational institution of basic course by usual time of leaving from educational institution and average time taken to reach destination from educational institution for each State/ UT
8	Percentage distribution of workers of age 15 years and above who undertook within-travel-day trip to fixed workplace by usual time of leaving (from origin for the first time during the day) for fixed workplace and average time taken to reach fixed workplace from origin for each State/ UT
9	Percentage distribution of workers of age 15 years and above who undertook within-travel-day trip from fixed workplace by usual time of leaving from fixed workplace (for the last time during the day) and average time taken to reach destination from fixed workplace for each State/ UT
10	Percentage distribution of students of age 6 years and above who undertook within-travel-day trip to educational institution of basic course by usual duration of time taken to reach educational institution and average time taken to reach educational institution from origin for each State/ UT
11	Percentage distribution of workers of age 15 years and above who undertook within-travel-day trip to fixed workplace by usual duration of time taken to reach fixed workplace and average time taken to reach fixed workplace from origin for each State/ UT
12	Average per student monthly cost of trip to and from educational institution of basic course considering those students of age 6 years and above who reported to have performed such trip for each State/UT
13	Average per worker monthly cost of trip to and from fixed workplace considering those workers of age 15 years and above who reported to have performed such trip for each State/UT
14	Percentage of persons of age 6 years and above who undertook within-travel-day trip by purpose of the trip (excluding attending educational institution of basic course and employment) for each State/ UT
15	Percentage of persons of age 6 years and above using different primary mode of transport among those who performed within-travel-day trips for any purpose other than attending educational institution pertaining to basic course and employment in different State/UT
16	Average number of within-travel-day trips (O.O) performed by persons of age 6 years and above for purpose other than attending educational institution of basic course and employment considering those who performed such trip for different State/UT
17	Percentage of households performing overnight trips for different purpose considering the households reporting overnight trip during last 28 travel days for each State/UT

Appendix B: RSE Tables

Table No.	Description
1	RSE of percentage of students (according to CWS) of age 6 years and above performing within-travel-day trips to attend educational institution pertaining to basic course in different State/UT
2	RSE of percentage of students of age 6 years and above using different primary mode of transport among those students who performed within-travel-day trips to attend educational institution pertaining to basic course in different State/UT
3	RSE of percentage of workers (according to CWS) of age 15 years and above performing within-travel-day trips to fixed or non-fixed workplace in different State/UT
4	RSE of percentage of workers of age 15 years and above using different primary mode of transport among those workers who performed within-travel-day trips to fixed/ non-fixed place of work in different State/UT
5	RSE of average per student monthly cost of trip to and from educational institution of basic course considering those students of age 6 years and above who reported to have performed such trip for each State/UT
6	RSE of average per worker monthly cost of trip to and from fixed workplace considering those workers of age 15 years and above who reported to have performed such trip for each State/UT