

# Transport Statistics Bulletin

National Travel Survey: 2005

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**Symbols and conventions:** (i) Unless otherwise stated, all tables refer to Great Britain.  
(ii) Metric units are generally used.

**Units:** Figures are shown in italics when they represent percentages, indices or ratios.

**Rounding of figures:** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:      1 kilometre = 0.6214 mile                      1 tonne = 0.9842 ton  
   1 tonne-km = 0.6116 ton-mile                      1 gallon = 4.546 litres  
   1 billion = 1,000 million                                      1 litre = 0.220 gallons

**Symbols:** The following symbols have been used throughout

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
.{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s.	= not elsewhere specified	TSO	= The Stationary Office

# Contents

## **Key Points** 1

---

Key points	1
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## **Section 1 Introduction**

---

Background to the National Travel Survey (NTS)	2
Uses of the NTS	2
The 2005 survey	2
Weighting the NTS	2
The 2002-2005 surveys: methodological changes	3
Sampling errors	3
Technical reports	4
Publications and unpublished data	4
Comparisons with earlier publications	4
Sample numbers	5

## **Section 2 Trends in Personal Travel**

---

Trends in distance, trips and time spent travelling	6
Trends in car ownership	8
Trends in driving licence holding	10
Trends in personal car availability	11

## **Section 3 How People Travel**

---

Distance travelled	13
Number and length of trips	14
Stages by mode	15
Trip length	15
Time spent travelling	18
Mode of travel by age and gender	18
Bicycle travel	21
Travel by bicycle and motorcycle riders	21
Walks of 20 minutes or more	23
Long distance trips	24

## **Section 4 Why People Travel**

---

Trends in travel by purpose	25
Trip chaining	27
Purpose of travel by age and gender	27
Long distance trips by purpose	29
Travel to school by mode	29

Cars taking children to school	31
--------------------------------	----

---

## **Section 5 Social inclusion and accessibility**

---

Travel by car availability and access	32
Car availability and access by household type and income	34
Travel by household income	37
Car availability and access by ethnic group	38
Frequency of use of bicycles and public transport	39
Concessionary bus fares	40
Access to bus services	41
Time to local facilities on foot or by public transport	42
Mobility difficulties	43

---

## **Section 6 Other Factors Affecting Travel**

---

Annual car mileage	45
Car occupancy	46
Workplace and working at home	47

---

## **Section 7 Travel by trip purpose and main mode**

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## **Appendix A: National Travel Survey notes and definitions**

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## **Index**

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**Note: Regional tables have not been published in this Bulletin because of the small sample sizes for some regions. Regional tables for 2004/2005 combined will be published in DfT's Regional Transport Statistics Bulletin in November 2006. Tables are available on request.**

## Symbols and conventions

In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total shown.

It is assumed in this report that there are 52.14 weeks in a year.

Symbols used are shown inside the front cover.

## Acknowledgements

The 2005 survey was carried out by the National Centre for Social Research. Special thanks are due to the past and present team in London, the coders in Brentwood and to all the interviewers. The help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

## Key Definitions

(A full list of definitions can be found in Appendix A)

**Travel:** only includes personal travel by residents of Great Britain along the public highway, by rail or by air within Great Britain.

**Cars:** normally includes 4-wheeled and 3-wheeled cars, 4x4 vehicles, minibuses, motorcaravans, dormobiles and light vans. This is the same as the Census definition of household cars.

**4-wheeled cars:** excludes all vehicles other than standard 4-wheeled car body types.

**Rail:** includes surface rail (former British Rail) and the London Transport Underground service, unless otherwise specified and excludes light rail and other rail systems (e.g. Tyne and Wear Metro), which are included under 'other public transport'.

**Walks:** Walks of less than 50 yards are excluded.

**Mode/main mode:** Trips may include more than one mode of transport, and each mode is recorded as a stage within that trip. When 'main mode' is used in the title of a table or chart this allocates information for the whole trip to the stage used for the greatest length (in distance) of the trip. When 'mode' is used this refers to information for individual stages of trips.

**Adults:** normally persons aged 16 or more. For some tables (e.g. car driving licence holding and car ownership), analyses are restricted to those aged 17 or more.

# Key points

## Between 1995/97 and 2005:

- The **average annual distance travelled** by residents in Great Britain rose by 3 per cent to 7,200 miles in 2005, reflecting a 7 per cent increase in the **average length of trip** from 6.4 miles to 6.9 miles.
- The **average number of trips** per person per year fell by 4 per cent to about 1,040.
- The **average time** spent travelling around Great Britain has increased by 4 per cent to 385 hours per person per year, or just over an hour a day.
- The proportion of households in Great Britain **without access to a car** fell from 30 per cent to 25 per cent in 2005.
- The proportion of women holding **full car driving licences** increased from 57 to 63 per cent, while the proportion of men holding licences remained at 81 per cent. Licence holding among all those aged 70 and over rose from 38 to 51 per cent.
- The proportion of the total **distance travelled by car** remained stable at around four fifths of the total distance travelled.
- The number of **walking trips** per person per year fell by 16 per cent.
- The number of **trips by bus in London** per person per year increased by 28 per cent while **trips by bus outside London** fell by 13 per cent.
- The number of **commuting trips** per person per year fell by 8 per cent, but the average trip length rose by 6 per cent and the average trip time increased by 13 per cent.
- The proportion of primary-aged **children walking to school** declined from 53 to 49 per cent, with an increase from 38 to 43 per cent in the numbers being driven to school. For secondary school pupils, the proportion travelling to school on foot and by car increased slightly while the proportion travelling by bus fell from 33 to 29 per cent.
- Although few people make **domestic flights**, the proportion using them at least once a year more than doubled from 4 to 11 per cent from 1989/1991 to 2005.

# Section 1 Introduction

## Background to the National Travel Survey

The 2005 National Travel Survey (NTS) is the latest in a series of household surveys designed to provide a databank of personal travel information for Great Britain. It is part of a continuous survey that began in July 1988, following ad hoc surveys since the mid-1960s. The survey is designed to identify long-term trends and is not suitable for monitoring short-term trends.

This bulletin presents 2005 data from the NTS. It updates tables that appeared in the bulletins for 2002, 2003 and 2004 (see section on comparisons with earlier publications on page 4).

NTS respondents keep a travel diary for seven days of their trips within Great Britain. Travel details provided by respondents include trip purpose, method of travel, time of day and trip length. The households also provided personal information, such as their age, gender, working status, and driving licence holding, and details of the cars available for their use. In order to minimise the burden of completing the diaries respondents only include walks of under one mile on the seventh day, but all tables in this publication include data on short walks (over 50 yards) grossed up for the full seven day period.

## Uses of the NTS

The NTS is carried out in order to provide a better understanding of the use of transport facilities made by different sectors of the population, and trends in these patterns of demand. Important uses include the forecasting of future traffic levels and monitoring accident rates amongst different types of road user. The results are used extensively by consultants and academics, and they appear in many Government statistical publications.

## The 2005 survey

During 2005, over 8,400 households provided details of their personal travel by filling in travel diaries over a period of a week. The drawn sample size from 2002 was nearly trebled compared with previous years following recommendations in a National Statistics Review of the NTS. This enables key results to be presented on a single year basis from 2002. Previously data from the continuous survey was shown for three year time periods because of the smaller sample size. Details of sample sizes are given in Table 1.1 at the end of this section.

## Weighting the NTS

For the first time, the NTS annual Statistics Bulletin for 2005 contains weighted data. Data for 1995 onwards have now been weighted and all results from 1995 to 2005 published in this report are based on weighted data.

Following a recommendation in the 2000 National Statistics Quality Review of the NTS, a strategy for weighting the NTS data to reduce the effect of non-response bias was developed using NTS data for 2002. The weighting methodology was published in 2005, together with a report showing comparisons between weighted and unweighted data for 2002. As well as adjusting for non-response bias, the weighting strategy also adjusts for the drop-off in the number of trips recorded by respondents during the course of the travel week.

As data prior to 1995 has not been weighted this produces a discontinuity in the data. This discontinuity is minimal for measures at an individual and household level as, at these levels, the weighting strategy only adjusts for non-response which is less of a problem for earlier years. For travel data, however, the discontinuity between 1994 unweighted and 1995 weighted data is more marked; this is because the adjustment for drop-off during the travel week increases the number of trips with associated increases in distance travelled and time spent travelling. For this reason, most trends in travel data presented here are based on data for 1995/97 onwards. Long-term trends in travel data should therefore be interpreted with caution.

Details of the weighting methodology and a comparison of weighted and unweighted trend data for 1995 to 2004 are available on the DfT website.

### **The 2002-2005 surveys: Methodological changes**

Changes to the survey methodology in 2002 mean that there are some inconsistencies with data for earlier years. Details of possible discontinuities which readers should note when using the data include:

- **Coding the diary data centrally** rather than by interviewers and considerable efforts by the contractor to clarify definitions should ensure greater consistency in coding, but may cause some discontinuities with previous years. This may be the cause of discontinuities for some mode and purpose categories.
- **Short walks under 1 mile**, only recorded on Day 7, were under-recorded in 2002 and, to a lesser extent, in 2003. Short walks in 2004 and 2005 appear to be in line with trends up to 2001. Under-recording of short walks affects the average time and length of trips, especially for walking and school trips length.
- The survey years for 2002-2005 relate to mid-January to mid-January, whereas data for previous years relate to the calendar year 1 January - 31 December.
- **London** households are under-represented, particularly in outer London. This affects trips by London bus and the underground, and car ownership in London, and may affect total distance travelled and time taken. The weighting now applied to the NTS data reduces the effect of this.
- Incentives offered to a subset of the sample in the second half of 2002 demonstrated their effectiveness in increasing response rates particularly for some under-represented groups, for example large families. Full use of incentives during 2003 led to an improved response rate. However, since the incentives have been more successful in getting response from certain types of household, some discontinuities may be apparent. This may affect estimates of those holding driving licences, car ownership, and some transport modes and travel purposes. Again, weighting mitigates the effects of this.

### **Sampling errors**

Because estimates made from a sample survey depend upon the particular sample chosen, they generally differ from the true values of the population. This is not usually a problem when considering large samples (such as all car trips in Great Britain), but may give misleading information when considering data from small samples, for example cyclists in a particular age band.

In general, it should be remembered that for estimates of households, individuals and vehicles, unweighted samples of under 100 should not be used, while samples of under 300 should be used

cautiously. For trip and stage estimates, even more caution should be exercised: samples of under 300 should not be used, whilst samples of under 1,000 should be used cautiously. Tables of sampling errors for a wide variety of the main statistics derived from the NTS are published in the 2003/04 Technical Report.

## Technical reports

Technical reports for the NTS are normally published annually, with more detailed Technical Reports published approximately every three years. The 2005 Technical Report, which is available at [www.dft.gov.uk/transtat/personaltravel](http://www.dft.gov.uk/transtat/personaltravel), includes details of sampling, fieldwork and data processing and a full set of the questionnaires. The last extended Technical Report covered the 2003 and 2004 surveys and included additional details of the NTS variables, sampling errors, a summary of definitional differences between NTS survey years, a comparison of NTS data with other sources and a note on progress made since the National Statistics Review of the NTS in 2000. This is also available on the DfT website.

## Publications and unpublished data

The most recent editions of all NTS publications are available on the DfT website at [www.dft.gov.uk/transtat/personaltravel](http://www.dft.gov.uk/transtat/personaltravel). Bulletins of key results are normally published annually. Personal Travel Factsheets on specific issues (including travel by car, bus, rail, walking, cycling, motorcycling, taxi, and travel to school, work and shops) were published for 1999/2001 data in January 2003. These will be updated later in 2006/07.

Customised tables using unpublished NTS data can be obtained from the NTS enquiry point (telephone 020 7944 3097 or e-mail [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)). Charges may be made to cover the costs of data extraction.

## Comparisons with earlier publications

For reference the table below shows the table numbers for the Bulletin compared with the Bulletins for 2002, 2003 and 2004.

2005 Bulletin	2004 Bulletin	2003 Bulletin	2002 Bulletin	2005 Bulletin	2004 Bulletin	2003 Bulletin	2002 Bulletin	2005 Bulletin	2004 Bulletin	2003 Bulletin	2002 Bulletin
1.1	1.1	Annex A	1.1	3.10	3.10		3.11	5.6	5.6		5.7
2.1	2.1	1	2.1	4.1	4.1	9	4.1	5.7	5.7		
2.2	2.2	2	2.2	4.2	4.2	10	4.2	5.8a	5.8		5.11
2.3	2.3	3	2.3	4.3	4.3			5.8b			
3.1	3.1	4	3.1	4.4	4.4		4.3	5.9	5.9	13	5.12
3.2	3.2	5	3.2	4.5	4.5		4.4	5.10			
3.3	3.3		3.3	4.6	4.6	11	6.1	5.11			
3.4	3.4	6	3.4	4.7	4.7	12	6.4	6.1	6.1	14	7.1
3.5	3.5	7	3.5	5.1	5.1		5.1	6.2	6.2	15	7.2
3.6	3.6		3.7	5.2	5.2		5.2	6.3	6.3	16	7.3
3.7	3.7	8	3.8	5.3	5.3		5.3	6.4	6.4		7.5
3.8	3.8			5.4	5.4		5.4	7.1	7.1		8.1
3.9	3.9		3.9	5.5	5.5		5.6	7.2	7.2		8.2

2002 Bulletin = National Travel Survey: 2003 Final Results SB(04)31

2003 Bulletin = National Travel Survey: 2002 (revised July 2004) SB(04)22

**Table 1.1 Sample numbers on which analyses are based**

		Number/thousands										
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Households	Unweighted diary sample	3,211	3,210	3,139	2,935	3,020	3,435	3,469	7,437	8,258	8,122	8,430
	Unweighted interview sample	3,491	3,505	3,465	3,300	3,376	3,783	3,760	8,849	9,196	8,991	9,453
	Weighted diary sample	3,209	3,211	3,139	2,938	3,018	3,431	3,472	7,437	8,258	8,122	8,430
	Weighted interview sample	3,490	3,506	3,463	3,303	3,374	3,782	3,761	8,849	9,196	8,991	9,453
Individuals	Unweighted diary sample	7,723	7,665	7,473	6,842	6,970	8,056	7,978	16,886	19,467	19,199	19,904
	Unweighted interview sample	8,521	8,504	8,452	7,945	8,000	9,054	8,833	20,827	21,990	21,588	22,702
	Weighted diary sample	7,675	7,704	7,487	6,986	7,109	8,114	8,132	17,494	19,578	19,302	20,103
	Weighted interview sample	8,348	8,405	8,258	7,857	7,945	8,942	8,811	20,789	21,795	21,369	22,539
Children (<16 yrs)	Unweighted diary sample	1,744	1,666	1,650	1,433	1,466	1,731	1,659	3,413	4,178	4,129	4,150
	Unweighted interview sample	1,945	1,869	1,917	1,708	1,703	1,971	1,860	4,398	4,702	4,690	4,776
	Weighted diary sample	1,602	1,634	1,547	1,447	1,467	1,666	1,624	3,523	3,900	3,815	3,963
	Weighted interview sample	1,741	1,782	1,704	1,626	1,631	1,835	1,764	4,181	4,336	4,222	4,443
Adults (16+)	Unweighted diary sample	5,979	5,999	5,823	5,409	5,504	6,325	6,319	13,473	15,289	15,070	15,754
	Unweighted interview sample	6,576	6,635	6,535	6,237	6,297	7,083	6,973	16,429	17,288	16,898	17,926
	Weighted diary sample	6,074	6,069	5,940	5,539	5,640	6,447	6,508	13,971	15,678	15,487	16,142
	Weighted interview sample	6,606	6,623	6,553	6,231	6,315	7,107	7,047	16,608	17,459	17,147	18,097
Motor vehicles	Unweighted diary sample	3,296	3,301	3,238	3,121	3,217	3,772	3,707	8,195	9,264	9,065	9,847
	Unweighted interview sample	3,642	3,691	3,653	3,608	3,681	4,240	4,081	9,954	10,452	10,190	11,228
	Weighted diary sample	3,339	3,374	3,313	3,201	3,270	3,843	3,780	8,391	9,408	9,261	10,059
	Weighted interview sample	3,629	3,694	3,663	3,601	3,664	4,237	4,090	9,959	10,465	10,270	11,264
Trips <sup>1</sup>	Unweighted diary sample	126,088	124,748	122,397	112,867	114,501	130,179	129,998	278,916	314,845	310,065	322,500
	Unweighted interview sample	-	-	-	-	-	-	-	-	-	-	-
	Weighted diary sample	129,356	133,896	127,242	120,996	123,182	137,689	139,240	302,796	333,833	326,869	345,997
	Weighted interview sample	-	-	-	-	-	-	-	-	-	-	-
Stages <sup>1</sup>	Unweighted diary sample	131,548	129,690	127,273	117,269	119,072	136,324	134,036	289,048	327,230	322,602	335,940
	Unweighted interview sample	-	-	-	-	-	-	-	-	-	-	-
	Weighted diary sample	135,017	139,423	132,494	125,838	128,346	144,406	143,953	314,728	348,024	341,321	361,449
	Weighted interview sample	-	-	-	-	-	-	-	-	-	-	-
Great Britain demographic data for survey periods:												
Population ('000s)		56,279	56,381	56,496	56,627	56,802	56,960	57,149	57,625	57,851	58,125	58,485
Grossing up factors		7,009	7,356	7,560	8,276	8,150	7,071	7,163	3,413	2,972	3,027	2,938

**Diary sample:** Analysis of travel data is based on the diary sample. This comprises all 'fully co-operating households', defined as households for which the following information is available: a household interview, an individual interview for each household member, a seven day travel diary for each individual and, where applicable, at least one completed vehicle section. Weights were produced to adjust for non-response, and also for drop-off in recording observed during the seven day travel week.

**Interview sample:** Analyses at household, individual and vehicle level presented in this report are based on the interview sample. This sample comprises all fully co-operating households included in the diary sample, together with some additional 'partially co-operating households'. Generally these partially co-operating households had co-operated fully with the various interviews but not all household members had completed the travel diary. Data from partially co-operating households has not previously been included in NTS analyses but the weighting strategy offers the opportunity to use this expanded data set for analyses which do not require data from the seven day travel record.

## Section 2 Trends in personal travel

Tables and charts in this section show the changes in personal travel over the last 30 years, and the trends in car ownership and driving licence holding that have influenced these changes.

Data for 1995 onwards have been weighted to reduce the effects of non-response and the observed tendency for respondents to record fewer trips towards the end of their survey week (known as ‘drop-off’). This means that there is a discontinuity between the data for years prior to 1995/1997 and those from 1995/1997 onwards. This discontinuity is more pronounced for trip-level data than is it for data at an individual or household level. This is because at the individual and household level, weighting adjusts for non-response only whereas at the trip level, weighting also adjusts for drop-off in recording during the travel week, causing an increase of approximately 5 per cent in the number of trips from 1995/97 onwards.

### Trends in distance, trips and time spent travelling (Table 2.1 and Charts 2.1 - 2.3)

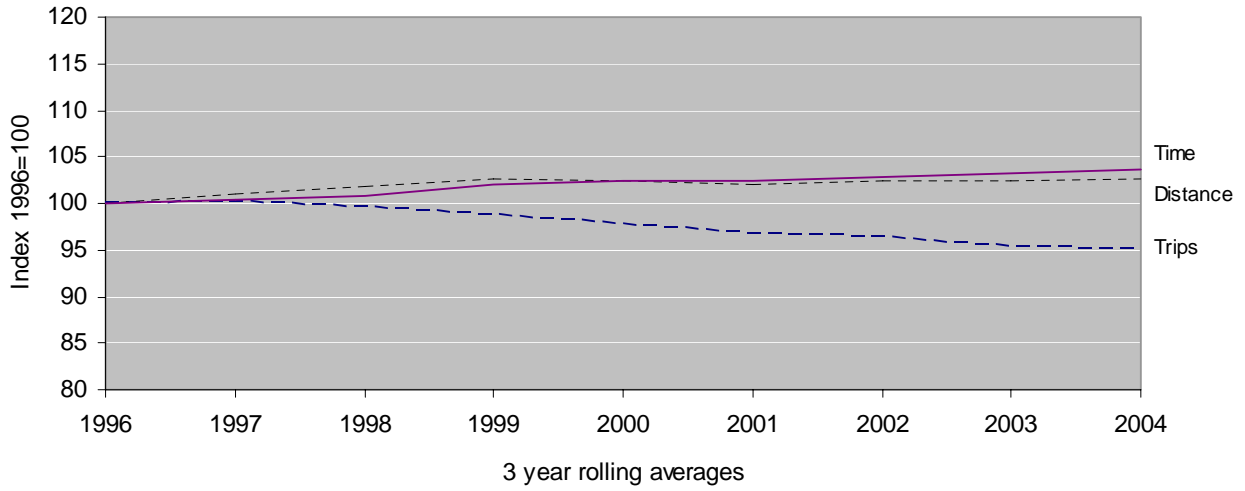
- The average distance people travel annually has increased by about 60 per cent in the last 30 years from around 4,500 miles to about 7,200 miles. This is the combined effect of an increase in average trip lengths of nearly 50 per cent and an increase in the number of trips made per person per year of 9 per cent. Trip lengths increased from the early 1970s to the late 1990s before levelling off whereas most of the increase in the number of trips made occurred in the 1970s.
- Between 1995/97 and 2005 the number of trips per person per year fell by 4 per cent, yet the average distance travelled increased by 3 per cent. This reflects an increase of 7 per cent in average trip length over the same period.
- While the average number of trips fell by 4 per cent, average trip time rose by 9 per cent to 22 minutes. As a result, the average time spent travelling increased by 4 per cent from 369 hours per person per year (about an hour a day) to 385.

**Table 2.1 Distance, trips and hours travelled per person per year: 1972/1973 to 2005<sup>1</sup>**

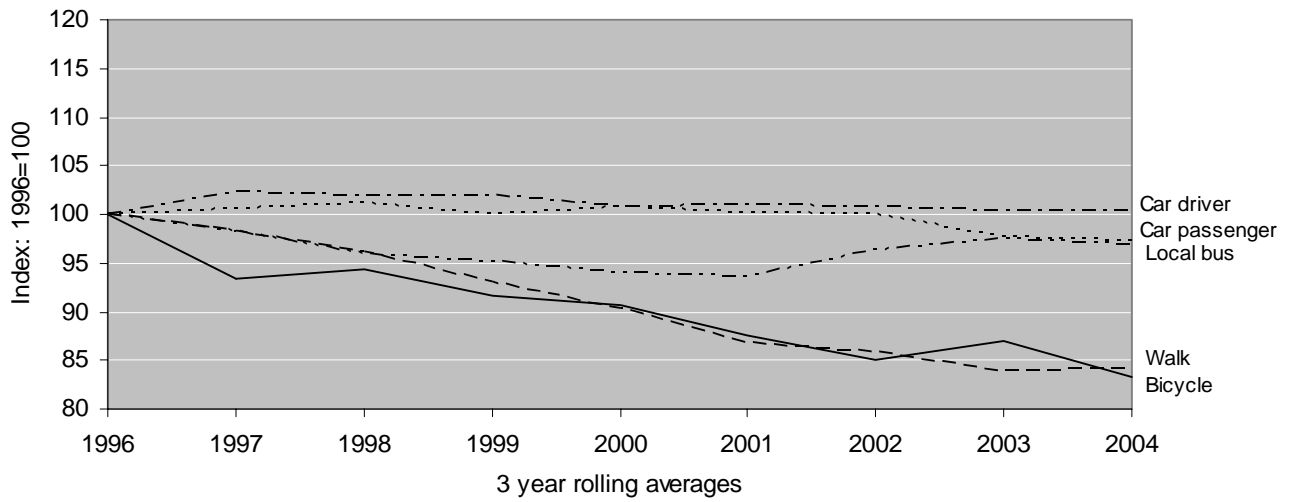
Miles/trips/hours/minutes/individuals							
	Distance travelled (miles)	Number of trips		Time taken (hours)	Average trip length (miles)	Average trip time (minutes)	Unweighted sample size (individuals)
		All trips	Trips of 1 mile or more				
1972/1973	4,476	956	594	353	4.7	22.2	15,879
1975/1976	4,740	935	659	330	5.1	21.2	24,692
1978/1979	4,791	1,097	736	377	4.4	20.6	18,433
1985/1986	5,317	1,024	689	337	5.2	19.8	25,785
1989/1991	6,475	1,091	771	370	5.9	20.4	26,285
1992/1994	6,439	1,053	742	359	6.1	20.5	24,671
1995/1997 <sup>1</sup>	6,981	1,086	794	369	6.4	20.4	22,861
1998/2000	7,164	1,071	810	376	6.7	21.1	21,868
2002	7,135	1,047	819	380	6.8	21.8	16,886
2003	7,192	1,034	812	381	7.0	22.1	19,467
2004	7,103	1,026	806	382	6.9	22.3	19,199
2005	7,208	1,044	818	385	6.9	22.1	19,904

<sup>1</sup> Data from 1995 onwards has been weighted, causing a one-off uplift in trip numbers, distance travelled and time taken between 1992/1994 and 1995/1997.

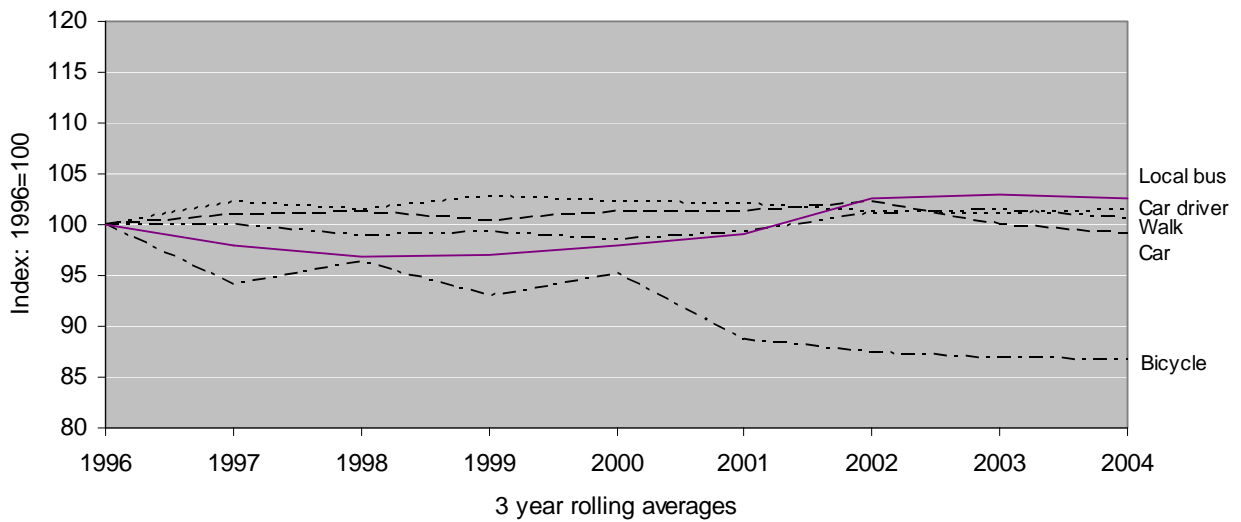
**Chart 2.1 Trends in travel: 1996-2004**



**Chart 2.2 Trends in number of trips by selected mode: 1996-2004**



**Chart 2.3 Trends in distance travelled by selected mode: 1996-2004**

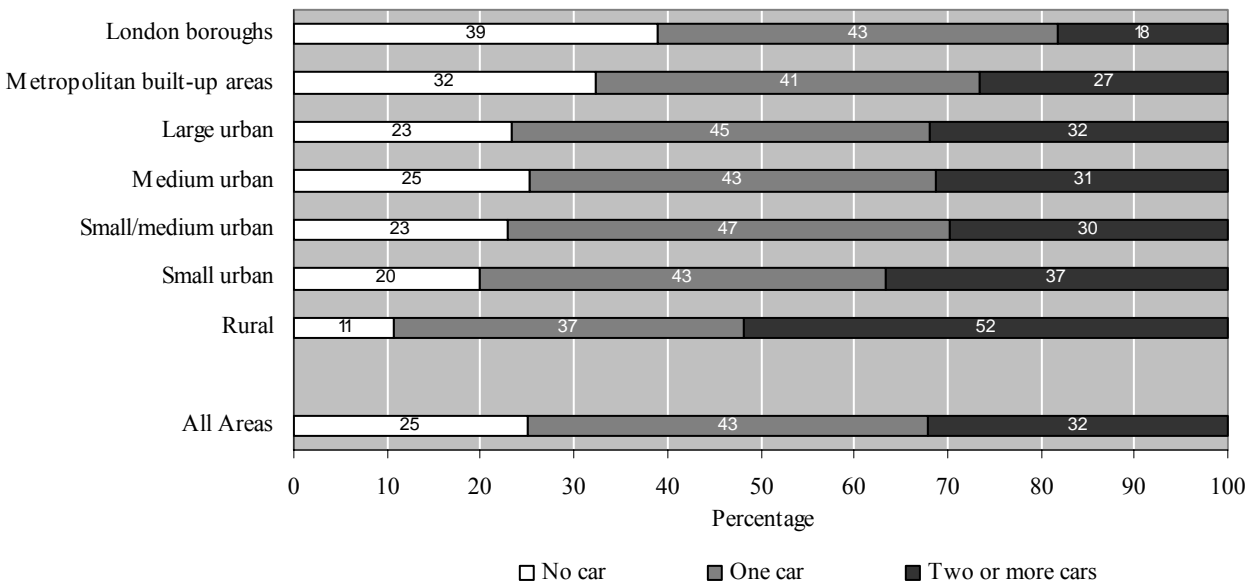


- The number of car trips as a driver has remained fairly constant since 1996 while car passenger trips have fallen slightly in the last few years. The number of trips by bicycle and on foot has declined by over 15 per cent since 1996. Bus trips fell in the 1990s but have increased since 2001, mainly due to the rise in bus travel in London. (Chart 2.2)
- The average annual distance travelled by car and on foot has been reasonably constant since 1996. Distance travelled by bus fell in the 1990s but has increased since 2001 in line with the increase in bus travel in London. There has been a fall of 13 per cent in the distance travelled by bicycle since 1996. (Chart 2.3)

**Trends in car ownership (Table 2.2 and Chart 2.4)**

- The proportion of households in Great Britain which did not have access to a car fell from 38 per cent in 1985/1986 to 30 per cent in 1995/1997, and to just 25 per cent in 2005. The proportion with two or more cars rose from 17 per cent in 1985/1986 to 25 per cent in 1995/1997, and to 32 per cent in 2005. There are now far more households with at least two cars than households with no car.
- Urban areas have better access to more frequent public transport so it is easier for people to manage without a car. In London in 2005, 39 per cent of households did not have access to a car, compared with 32 per cent in Metropolitan built-up areas and only 11 per cent in rural areas.
- In rural areas, more than half of households had access to two or more cars compared with only 18 per cent in London.

**Chart 2.4 Household car availability by area type: 2005**



**Table 2.2 Household car availability by area type of residence<sup>1</sup>: 1998/2000 and 2005**

	Percentage/number						
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Unweighted sample size (households)
<b>1998/2000</b>							
London Boroughs	35	46	19	100	0.87	0.49	1,334
Metropolitan built-up areas	35	42	22	100	0.91	0.49	1,508
Large urban	29	45	26	100	1.01	0.55	1,449
Medium urban	28	45	27	100	1.03	0.56	2,945
Small/medium urban	25	44	31	100	1.15	0.61	1,160
Small urban	19	46	35	100	1.23	0.65	929
Rural	16	41	43	100	1.38	0.72	1,134
All areas	28	44	28	100	1.05	0.57	10,459
<b>2005</b>							
London Boroughs	39	43	18	100	0.83	0.44	1,150
Metropolitan built-up areas	32	41	27	100	0.99	0.52	1,223
Large urban	23	45	32	100	1.14	0.61	1,573
Medium urban	25	43	31	100	1.13	0.61	2,518
Small/medium urban	23	47	30	100	1.13	0.62	847
Small urban	20	43	37	100	1.24	0.66	740
Rural	11	37	52	100	1.59	0.81	1,402
All areas	25	43	32	100	1.15	0.61	9,453
Percentage/number							
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Unweighted sample size (households)
1985/1986	38	45	17	100	0.82	0.42	10,266
1989/1991	33	45	22	100	0.94	0.50	10,752
1992/1994	33	44	23	100	0.96	0.52	10,296
1995/1997 <sup>2</sup>	30	44	25	100	1.00	0.54	10,461
1998/2000	28	44	28	100	1.05	0.57	10,459
2002	27	44	29	100	1.08	0.58	8,849
2003	27	43	31	100	1.10	0.59	9,196
2004	26	44	30	100	1.10	0.59	8,991
2005	25	43	32	100	1.15	0.61	9,453

1 See definitions in Appendix A.

2 Figures for 1995 onwards are based on weighted data

### **Trends in driving licence holding (Table 2.3)**

- In 2005, 81 per cent of adult men (aged 17 and over) and 63 per cent of women held a full car driving licence. The proportion of women holding full car driving licences has increased from 57 to 63 per cent since 1995/1997, while the proportion of men holding a licence has remained unchanged at 81 per cent.
- The proportion of young driving licence holders has decreased considerably over recent years. 32 per cent of those aged 17-20 now hold a licence, compared with 43 per cent in 1995/1997. Possible reasons for this decline include the cost of lessons, insurance and buying a car, the increasing difficulty of passing the driving test (including the theory test introduced in 1996) and the fact that more young people are students and unable to afford cars.
- There was an increase in the proportion of young people with a driving licence in 2005 compared with 2004, particularly among men aged 17 to 20. This increase may be partly due to small sample numbers in these age groups which can result in unexpected fluctuations from one year to the next.
- There has been a large increase in the number of older women holding a driving licence. The proportion of women aged 60-69 holding a licence increased by a third between 1995/97 and 2005, from 45 to 61 per cent. Over the same period, the proportion of women aged 70 or over holding licences increased from one in five, to more than one in three. Licence holding will continue to increase in these age groups, as women currently in the younger age groups keep their licence as they grow older.

**Table 2.3 Full car driving licence holders by age and gender: 1975/1976 to 2005**

Percentage/millions/number

	All aged 17+	17-20	21-29	30-39	40-49	50-59	60-69	70 and over	Estimated licence holders (m)	Unweighted sample size (individuals aged 17+)
<b>All adults</b>										
1975/1976	48	28	59	67	60	50	35	15	19.4	17,064
1985/1986	57	33	63	74	71	60	47	27	24.3	19,835
1989/1991	64	43	72	77	78	67	54	32	27.8	20,398
1992/1994	67	48	75	82	79	72	57	33	29.3	19,030
1995/1997 <sup>1</sup>	69	43	74	81	81	75	63	38	30.3	19,422
1998/2000	71	41	75	84	83	77	67	39	31.4	19,299
2002	70	33	67	82	84	81	70	44	31.9	16,166
2003	70	29	67	82	83	80	72	44	32.1	16,994
2004	70	27	65	82	83	80	72	46	32.2	16,612
2005	72	32	66	82	84	82	74	51	33.3	17,619
<b>Males</b>										
1975/1976	69	36	78	85	83	75	58	32	13.4	8,113
1985/1986	74	37	73	86	87	81	72	51	15.1	9,367
1989/1991	80	52	82	88	89	85	78	58	16.7	9,679
1992/1994	81	54	83	91	88	88	81	59	17.0	8,862
1995/1997 <sup>1</sup>	81	50	80	88	89	89	83	65	17.2	9,211
1998/2000	82	44	80	89	91	88	83	65	17.4	9,149
2002	80	35	71	88	90	89	85	68	17.5	7,656
2003	81	33	73	87	90	91	87	69	17.8	8,096
2004	79	30	68	87	89	90	86	72	17.7	7,855
2005	81	37	69	86	90	90	88	73	18.1	8,348
<b>Females</b>										
1975/1976	29	20	43	48	37	24	15	4	6.0	8,951
1985/1986	41	29	54	62	56	41	24	11	9.2	10,468
1989/1991	49	35	64	67	66	49	33	15	11.1	10,719
1992/1994	54	42	68	73	70	57	37	16	12.2	10,168
1995/1997 <sup>1</sup>	57	36	67	74	73	62	45	21	13.1	10,211
1998/2000	60	38	69	78	76	67	53	22	14.0	10,150
2002	61	31	62	76	78	73	55	27	14.4	8,510
2003	61	25	62	77	77	70	58	26	14.3	8,898
2004	61	24	62	77	77	71	58	28	14.5	8,757
2005	63	27	62	77	79	73	61	35	15.2	9,271

<sup>1</sup> Figures for 1995 onwards are based on weighted data**Trends in personal car availability (Table 2.4)**

- The proportion of people in households with a car rose from 77 per cent in 1995/1997 to 81 per cent in 2005. 84 per cent of men lived in a household with a car in 2005, compared to 78 per cent of women.
- In the NTS each car is associated with a main driver. This is the household member that drives the furthest in that car in the course of a year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not the main driver of a household car.
- The proportion of women who were main drivers increased from 38 per cent in 1995/1997 to 48 per cent in 2005. However, this was still well below the proportion of men who were main drivers which was 64 per cent in 1995/1997 and 63 per cent in 2005.

**Table 2.4 Adult personal car availability by gender: 1995/97 to 2005**

	Percentage/number						
	Persons in households without a car	Persons in households with a car				All persons	Unweighted sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
<b>All adults</b>							
1975/1976	41	31	9	20	59	100	18,596
1985/1986	31	41	12	17	69	100	19,835
1989/1991	26	46	12	16	74	100	20,398
1992/1994	25	48	13	14	75	100	19,030
1995/1997 <sup>1</sup>	23	50	13	13	77	100	19,426
1998/2000	21	53	13	13	79	100	19,299
2002	20	54	12	13	80	100	16,169
2003	21	55	11	13	79	100	17,000
2004	20	54	12	14	80	100	16,614
2005	19	55	12	13	81	100	17,619
<b>Males</b>							
1975/1976	36	51	7	6	64	100	8,671
1985/1986	26	59	8	6	74	100	9,367
1989/1991	21	64	9	6	79	100	9,679
1992/1994	20	64	10	6	80	100	8,862
1995/1997 <sup>1</sup>	19	64	11	6	81	100	9,214
1998/2000	17	66	11	7	83	100	9,149
2002	17	64	11	8	83	100	7,658
2003	17	66	10	8	83	100	8,098
2004	16	62	13	9	84	100	7,856
2005	16	63	12	8	84	100	8,348
<b>Females</b>							
1975/1976	45	13	11	31	55	100	9,925
1985/1986	35	24	15	26	65	100	10,468
1989/1991	30	31	15	24	70	100	10,719
1992/1994	30	35	15	21	70	100	10,168
1995/1997 <sup>1</sup>	27	38	16	20	73	100	10,212
1998/2000	25	42	15	19	75	100	10,150
2002	24	45	13	18	76	100	8,511
2003	24	45	13	19	76	100	8,902
2004	24	46	12	19	76	100	8,758
2005	22	48	12	18	78	100	9,271

<sup>1</sup> Figures for 1995 onwards are based on weighted data

## Section 3 How people travel

This section provides details about how residents of Great Britain travelled in 2005, including information about how far people travelled and how many trips were made. It also shows figures for comparison back to 1995/1997; 1995 is the first year for which the data have been weighted for non-response and 'drop-off'. Later tables in this chapter look more closely at travel by bicycle, motorcycle and on foot, and at long distance travel.

Short walks under 1 mile were under-recorded in 2002, and to a lesser extent in 2003. In addition, short walks are only recorded on the seventh day of the travel week, so they have not been weighted to account for drop-off. These factors should be taken into account when interpreting the figures presented below.

### Distance travelled (Table 3.1)

**Table 3.1 Average distance travelled by mode of travel: 1995/1997 to 2005**

	Miles/percentage/number/thousands						Percentage change to 2005 from:
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	
Walk <sup>1</sup>	200	198	198	201	203	197	-1
Bicycle	43	40	36	37	39	36	-16
Private hire bus	106	111	124	135	132	122	15
Car/van driver	3,623	3,725	3,661	3,661	3,674	3,685	2
Car/van passenger	2,082	2,086	2,114	2,097	2,032	2,061	-1
Motorcycle/moped	35	33	35	41	38	35	-
Other private vehicles	28	32	21	28	24	34	21
Bus in London	43	44	56	60	59	67	58
Other local bus	225	218	224	230	219	212	-6
Non-local bus	94	100	59	87	70	75	-21
LT Underground	60	65	81	68	68	67	13
Surface rail	321	401	413	384	433	461	44
Taxi/minicab	46	63	59	55	51	60	30
Other public <sup>2</sup>	75	46	55	108	61	97	28
All modes	6,981	7,164	7,135	7,192	7,103	7,208	3
Unweighted sample size:							
individuals	22,861	21,868	16,886	19,467	19,199	19,904	.
stages ('000s)	510	475	349	397	392	409	.

1 Short walks believed to be under-recorded in 2002 and 2003 compared with other years

2 Includes air, ferries, light rail etc

- In 2005, car travel accounted for four-fifths of the total distance travelled; this has remained fairly stable since 1995/1997.

- Distance travelled by local bus in Great Britain outside Greater London fell by 6 per cent between 1995/1997 and 2005, whereas the average distance travelled by bus in London increased by more than half over the same period.
- The distance travelled by overland train increased steadily between 1995/1997 and 2005 at an average of nearly 5 per cent each year.
- The distance travelled by bicycle fell by 16 per cent between 1995/97 and 2005 although, due to the relatively small number of cyclists in the sample, figures on travel by bicycle are more volatile than figures for more common modes.

### Number and length of trips (Table 3.2)

- The total number of trips per person per year fell by 4 per cent between 1995/1997 and 2005, from 1,086 to 1,044.
- Walking trips accounted for most of this decline. In 1995/1997, the average resident of Great Britain made 292 trips on foot per year. In 2005, the figure was just 245 trips, a decrease of 16 per cent.
- Average trip lengths rose by 7 per cent from 6.4 miles in 1995/1997 to 6.9 miles in 2005. However, trip lengths appear to have reached a plateau in recent years.
- The average length of car trips was unchanged in 2005 compared with 1995/97 but for most other modes there was an increase in trip length over this period.

**Table 3.2 Trips and average trip length by main mode: 1995/1997 to 2005**

	Trips/miles/number/thousands											
	Trips per person per year						Average trip length					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Walk <sup>1</sup>	292	271	244	246	246	245	0.6	0.6	0.7	0.7	0.7	0.7
Bicycle	18	17	16	15	16	14	2.3	2.3	2.2	2.3	2.4	2.4
Car/van driver	425	434	435	425	422	435	8.5	8.6	8.4	8.6	8.7	8.5
Car/van passenger	239	238	239	232	229	236	8.7	8.7	8.8	9.0	8.9	8.7
Motorcycle	4	4	4	4	3	4	8.9	9.2	9.7	10.6	11.8	9.9
Other private	9	8	9	8	8	9	16.0	18.3	17.0	19.9	18.7	17.9
Bus in London	13	13	15	15	16	16	3.2	3.4	3.6	3.8	3.5	3.8
Other local bus	53	50	49	51	48	46	4.3	4.4	4.6	4.5	4.6	4.6
Non-local bus	2	2	1	1	1	1	59.8	60.3	85.9	92.4	96.9	95.8
LT underground	7	8	9	8	7	7	7.9	7.7	8.5	8.3	8.8	8.5
Surface rail	12	13	13	14	16	16	30.8	33.8	35.7	31.0	29.5	32.3
Taxi/minicab	11	13	12	12	11	12	3.8	4.5	4.4	4.1	4.1	4.7
Other public	1	2	2	3	2	3	60.0	26.1	34.4	39.8	30.4	35.5
All modes	1,086	1,071	1,047	1,034	1,026	1,044	6.4	6.7	6.8	7.0	6.9	6.9
Unweighted sample size:												
individuals	22,861	21,868	16,886	19,467	19,199	19,904	22,861	21,868	16,886	19,467	19,199	19,904
trips ('000s)	461	432	326	370	364	379	461	432	326	370	364	379

<sup>1</sup> Short walks believed to be under-recorded in 2002 and 2003 compared with other years

### Stages by mode (Table 3.3)

- The proportion of stages by car increased from 55 per cent in 1995/1997 to 60 per cent in 2005 while the proportion of stages made on foot decreased from 33 to 27 per cent over the same period.
- The proportion of stages made by all other modes has remained fairly constant since 1995/97.

**Table 3.3 Stages per person per year by mode: 1995/1997 to 2005**

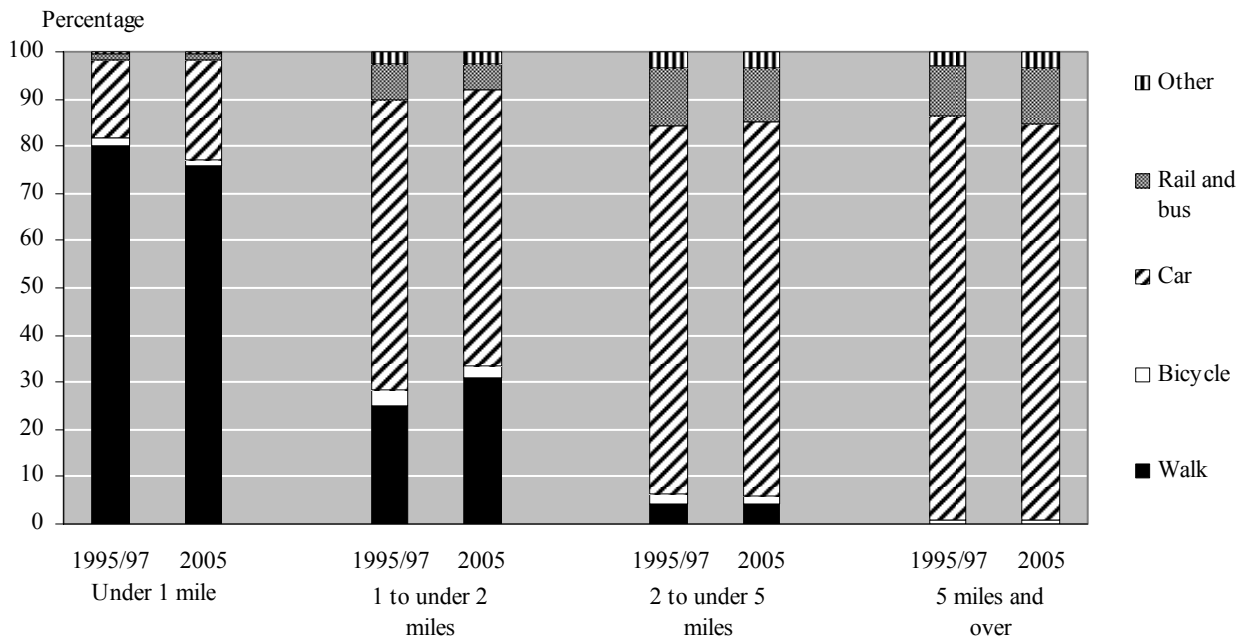
	Percentage/stages/number/thousands					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Walk <sup>1</sup>	33	31	27	28	28	27
Bicycle	2	1	1	1	1	1
All car/van	55	57	60	59	59	60
Local bus	6	6	6	6	6	6
Rail/Underground	2	2	2	2	3	2
Other	2	3	3	3	3	3
All modes	100	100	100	100	100	100
Total stages per person per year	1,207	1,186	1,129	1,119	1,116	1,134
Unweighted sample size:						
individuals	22,861	21,868	16,886	19,467	19,199	19,904
stages ('000s)	510	475	349	397	392	409

<sup>1</sup> Short walks believed to be under-recorded in 2002 and 2003 compared with other years

### Trip length (Table 3.4 and Chart 3.1)

- The number of trips under one mile fell by 23 per cent from 1995/1997 to 2005, whereas the number of those between one and two miles increased by 6 per cent.
- 22 per cent of all trips in 2005 were under one mile, and 76 per cent of these were carried out on foot. The majority of the remainder of trips under one mile (21 per cent) were by car.
- For all but the very shortest trips (under one mile), car was the most common choice of mode. The proportion of trips made by car increases with distance to a peak of 85 per cent of all trips between 10 and 25 miles. The proportion of trips undertaken by rail is greatest for the longest journeys, at 10 per cent for trips of over 25 miles.
- Nearly a quarter of all car trips were shorter than two miles in length.
- The proportion of trips undertaken by local bus is greatest for journeys of medium length, at 10 per cent for trips of between two and 10 miles.

**Chart 3.1 Trips by distance and main mode: 1995/97 and 2005**



**Table 3.4 Trips per person per year by distance and main mode: 2005**

Trips/thousands

	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size: trips ('000s)
Walk	171	61	12	-	-	-	-	-	245	93
Bicycle	3	5	5	1	-	-	-	-	14	5
Private hire bus	-	-	2	2	1	1	-	-	6	2
Car/van driver	30	71	143	95	67	18	7	3	435	156
Car/van passenger	18	43	81	46	31	9	4	3	236	87
Motorcycle	-	1	1	1	1	-	-	-	4	1
Other private	-	1	1	-	-	-	-	-	2	1
Bus in London	1	3	8	4	1	-	-	-	16	5
Other local bus	2	8	22	11	4	-	-	-	46	17
Non-local bus	-	-	-	-	-	-	-	-	1	-
LT Underground	-	-	2	3	2	-	-	-	7	2
Surface rail	-	-	1	3	6	3	1	1	16	5
Taxi/ minicab	1	3	5	2	1	-	-	-	12	4
Other public	-	-	1	1	-	-	-	-	3	1
<b>All trips:</b>										
2005	226	196	283	170	115	32	14	8	1,044	379
1985/1986	335	187	250	133	84	22	9	4	1,024	506
1989/1991	319	195	279	151	101	28	12	6	1,091	550
1992/1994	311	177	269	150	101	28	12	6	1,053	498
1995/1997 <sup>1</sup>	292	185	281	165	113	30	13	7	1,086	461
1998/2000	262	190	285	162	119	33	13	7	1,071	432
2002 <sup>2</sup>	228	201	285	163	116	32	14	7	1,047	326
2003 <sup>2</sup>	222	194	286	162	118	31	13	8	1,034	370
2004	220	195	280	162	116	32	13	7	1,026	364

Cumulative percentage/miles

	Under 1 mile	Under 2 miles	Under 5 miles	Under 10 miles	Under 25 miles	Under 50 miles	Under 100 miles	All lengths	Distance per person per year
Walk	70	95	100	100	100	100	100	100	197
Bicycle	19	54	87	97	100	100	100	100	36
Private hire bus	2	8	35	62	83	91	96	100	122
Car/van driver	7	23	56	78	93	98	99	100	3,685
Car/van passenger	8	26	60	80	93	97	99	100	2,061
Motorcycle	1	16	43	72	90	98	100	100	35
Other private	22	44	67	78	85	90	96	100	34
Bus in London	4	24	72	96	100	100	100	100	67
Other local bus	4	20	68	91	99	100	100	100	212
Non-local bus	-	-	2	4	9	36	61	100	75
LT Underground	-	3	25	68	98	100	100	100	67
Surface rail	-	1	7	27	66	85	93	100	461
Taxi/ minicab	5	31	71	90	98	99	100	100	60
Other public	1	10	54	78	92	92	92	100	97
All modes	22	40	68	84	95	98	99	100	7,208

1 Figures for 1995 onwards are based on weighted data

2 Short walks believed to be under-recorded in 2002 and 2003 compared with other years

## Time spent travelling (Table 3.5)

- In 2005, residents of Great Britain spent an average of 385 hours travelling an increase of 4 per cent since 1995/1997.
- The average resident spent 63 minutes each day travelling within Great Britain in 2005. Of this, about 39 minutes were spent travelling by car and 11 minutes walking.
- The time spent walking or cycling has fallen by 9 per cent since 1995/1997 and the time spent travelling by car has increased by 6 per cent.
- The time spent travelling by overland train increased by 43 per cent between 1995/1997 and 2005, and now accounts for 5 per cent of all travelling time.
- The average trip time for all modes has risen by 9 per cent since 1995/1997 to 22 minutes in 2005, with increases in the trip time for most modes over this period.

**Table 3.5 Total time and average trip time by main mode: 1995/97 to 2005**

	Hours/minutes/number/thousands											
	Total time spent travelling per year (hours)						Average trip duration (minutes)					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Walk <sup>1</sup>	73	70	68	65	67	67	15	16	17	16	16	16
Bicycle	6	5	5	5	5	5	18	18	18	20	19	20
Car/van driver	141	146	147	148	148	151	20	20	20	21	21	21
Car/van passenger	82	83	85	84	83	85	21	21	21	22	22	22
Motorcycle	1	1	1	2	1	1	22	23	22	25	28	23
Other private	6	6	6	7	7	7	42	45	42	51	47	46
Bus in London	7	8	9	10	10	10	35	37	38	39	37	37
Other local bus	26	25	26	26	26	24	29	29	32	31	32	32
Non-local bus	3	4	2	3	2	3	125	124	182	187	195	190
LT underground	6	6	8	7	6	6	47	49	50	50	50	52
Surface rail	15	17	18	18	20	21	76	79	83	79	76	80
Taxi/minicab	3	4	3	4	3	4	15	17	17	18	17	18
Other public inc. air	1	2	2	3	2	2	65	49	52	53	48	51
All modes	369	376	380	381	382	385	20.4	21.1	21.8	22.1	22.3	22.1
Unweighted sample size:												
individuals	22,861	21,868	16,886	19,467	19,199	19,904	22,861	21,868	16,886	19,467	19,199	19,904
trips ('000s)	461	432	326	370	364	379	461	432	326	370	364	379

<sup>1</sup> Short walks believed to be under-recorded in 2002 and 2003 compared with other years

## Mode of travel by age and gender (Table 3.6)

- Up to the age of 50, women made more trips on average than men of the same age, but after the age of 50 men made more trips than women. Overall, women made 2 per cent more trips than men in 2005.
- Men travelled 30 per cent further than women, averaging 8,200 miles a year compared with 6,300 miles for women. The difference was greatest between the ages of 40 and 59 when men travelled about 40 per cent further than women on average.

- Children aged 16 and under made over half of their trips as car passengers, with most of the rest on foot. There was little difference in usage of different modes by boys and girls, except that bicycle use by boys was more than double that of girls (although this still accounted for only two per cent of trips).
- Men aged over 70 made over half of their trips as car drivers, while women aged over 70 made only a fifth of trips. This reflects the differences in driving licence holding between these groups.

#### *Car trips*

- Men aged 17 and over made more trips as car drivers than as passengers in all age groups. Women aged 21-69 also made more trips as drivers than as passengers, but women under 21 or over 70 were more likely to be passengers than drivers.
- The proportion of trips made by car as a driver increases with age to a peak of 68 per cent of trips among men aged 50-59 and 57 per cent among women aged 40-49, and then declines in older age groups.
- Differences in car usage can largely be accounted for by differences in licence holding. 81 per cent of men held a full car driving licence in 2005, compared with 63 per cent of women (see Table 2.3).

#### *Walking trips*

- Overall, women made 25 per cent of their trips on foot, compared with 22 per cent for men. For both men and women, the proportion of trips made on foot is highest among children (around a third of all trips), falls with age up to 40-49 years and then increases slightly in older age groups.
- The proportion of trips made on foot was higher for men than women among adults aged 17-20 but was higher for women in older age groups.

#### *Bicycle trips*

- Among the age groups shown in Table 3.6, bicycle use was most common among men aged 17-20, but even for this group only 3 per cent of trips were by bicycle. Cycling declines gradually with age, accounting for just over 2 per cent of trips by men aged 40-49, and just over 1 per cent of trips made by people aged over 70.

#### *Public transport trips*

- Public transport use shows a similar age and gender pattern to walking, since more trips on foot and public transport are made by those without access to cars.
- Overall, three times as many trips were made by bus or coach as by rail. Women of all ages used buses more than trains, but men aged 30-39 made slightly more rail trips, reflecting the more widespread use of rail among commuters.
- Bus use is highest for 17-20 year olds, accounting for 16 per cent of trips in this age group. Among both men and women, bus use was higher for those aged 70 or over than in middle age, probably reflecting availability of concessionary bus fares (See Table 5.8) and differences in driving licence holding (see Table 2.3).

**Table 3.6 Trips per person per year by age, gender and main mode: 2005**

	Percentage/trips/miles/number/thousands									
	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
<b>All people:</b>										
Walk	23	33	24	24	21	18	20	22	24	245
Bicycle	1	2	2	1	1	1	1	1	1	14
Car driver	42	-	24	43	56	62	58	49	38	435
Car passenger	23	55	25	15	12	11	14	18	22	236
Other private transport	1	2	2	1	1	1	1	1	2	12
Bus and coach	6	6	16	8	4	4	4	6	10	64
Rail	2	1	4	5	3	2	2	1	1	23
Taxi and minicab	1	1	2	2	1	1	1	1	2	12
Other public transport	-	-	-	1	-	-	-	-	-	3
All modes	100	100	100	100	100	100	100	100	100	1,044
All trips (number)	1,044	953	947	1,039	1,189	1,215	1,134	1,045	736	.
Distance travelled (miles)	7,208	4,544	6,406	7,863	9,143	9,755	8,986	7,117	4,020	.
Unweighted sample size:										
individuals	19,904	4,421	870	1,826	2,719	2,894	2,587	2,117	2,470	.
trips ('000s)	379	78	15	35	60	65	53	40	33	.
<b>Males:</b>										
Walk	22	34	27	21	17	16	18	22	22	228
Bicycle	2	2	3	3	3	2	1	1	1	21
Car driver	48	-	27	47	61	67	68	64	57	491
Car passenger	17	53	20	12	9	6	6	6	9	180
Other private transport	2	2	3	1	1	2	1	1	2	16
Bus and coach	5	7	13	8	4	3	3	4	7	55
Rail	3	1	4	6	4	3	2	1	1	27
Taxi and minicab	1	1	2	2	1	1	1	1	1	11
Other public transport	-	-	-	1	-	-	-	-	-	3
All modes	100	100	100	100	100	100	100	100	100	1,031
All trips (number)	1,031	942	933	959	1,055	1,148	1,159	1,135	872	.
Distance travelled (miles)	8,172	4,602	6,633	8,403	10,530	11,420	10,480	8,311	4,916	.
Unweighted sample size:										
individuals	9,560	2,255	427	838	1,311	1,401	1,229	1,016	1,083	.
trips ('000s)	181	39	7	15	26	29	26	21	17	.
<b>Females:</b>										
Walk	25	33	22	26	25	19	21	23	26	261
Bicycle	1	1	1	1	1	1	1	1	1	8
Car driver	36	-	21	40	53	57	48	34	21	381
Car passenger	27	56	30	18	14	16	22	31	34	289
Other private transport	1	2	1	-	-	1	-	1	2	8
Bus and coach	7	6	18	8	4	4	5	8	13	72
Rail	2	1	5	5	2	2	1	1	1	20
Taxi and minicab	1	1	3	2	1	1	1	1	3	13
Other public transport	-	-	-	1	-	-	-	-	1	3
All modes	100	100	100	100	100	100	100	100	100	1,056
All trips (number)	1,056	965	961	1,117	1,320	1,279	1,109	960	639	.
Distance travelled (miles)	6,283	4,484	6,168	7,327	7,794	8,123	7,530	5,993	3,383	.
Unweighted sample size:										
individuals	10,344	2,166	443	988	1,408	1,493	1,358	1,101	1,387	.
trips	199	38	8	20	34	35	27	19	16	.

## Bicycle travel (Table 3.7)

- The distance travelled by bicycle in Great Britain has fallen by 16 per cent, from 43 miles per person per year in 1995/1997 to 36 miles in 2005.
- The number of trips by bicycle also declined over the same period, but by slightly more (22 per cent), from 18 trips per person per year to 14.

**Table 3.7 Bicycle travel in Great Britain and England: 1985/1986 to 2005**

	Miles/trips/stages								
	1985/ 1986	1989/ 1991	1992/ 1994	1995/ 1997	1998/ 2000	2002	2003	2004	2005
<b>Distance travelled per person per year:</b>									
Great Britain	44	41	38	43	40	36	37	39	36
England	47	44	41	46	42	39	39	41	38
<b>Bicycle trips per person per year:</b>									
Great Britain	25	21	18	18	17	16	15	16	14
England	27	23	20	20	18	18	16	17	15
<b>Bicycle stages per person per year:</b>									
Great Britain	25	21	19	19	17	17	16	16	15
England	27	23	20	20	18	19	17	18	16
<b>Unweighted sample size (GB):</b>									
trips	12,210	10,544	8,703	7,558	6,696	4,812	5,386	5,457	5,078
stages	12,504	10,810	8,872	7,730	6,829	4,976	5,551	5,585	5,272

1 Figures for 1995 onwards are based on weighted data

## Travel by bicycle and motorcycle riders (Table 3.8)

Both cycling and motorcycling tend to be more prevalent in the summer months and the number of respondents using these modes is small. Table 3.8 presents data on a weekly basis for those respondents who made at least one bicycle or one motorcycle trip as a driver in the week for which they recorded their travel.

- The average cyclist made 5 trips a week by bicycle in 2005, spending around an hour and three quarters on their bicycle and covering 13 miles.
- The average motorcyclist made 8 trips per week by motorcycle, travelled 76 miles and spent three hours travelling on their motorcycle.
- On average cyclists made 22 per cent of all their trips by bicycle. Motorcyclists used their motorbike as the main mode for just over a third of all trips.

**Table 3.8 Bicycle and motorcycle trips per rider<sup>1</sup> per week: 1985/1986 to 2005**

	Trips/percentage/miles/minutes/individuals								
	1985/ 1986	1989/ 1991	1992/ 1994	1995/ 1997 <sup>2</sup>	1998/ 2000	2002	2003	2004	2005
<b>Trips per rider per week:</b>									
Bicycle	7	7	7	6	6	6	6	6	5
Motorcycle	11	11	10	9	9	8	9	8	8
<b>Percentage of all trips made by rider in week</b>									
Bicycle	29	26	26	25	24	25	24	26	22
Motorcycle	45	42	39	35	36	36	40	37	34
<b>Distance per rider per week</b>									
Bicycle	13	13	13	15	14	13	14	15	13
Motorcycle	63	63	67	79	78	73	94	93	76
<b>Time per rider per week</b>									
Bicycle	106	103	107	115	109	109	117	116	107
Motorcycle	189	174	171	192	191	166	216	218	180
<b>Unweighted sample size:</b>									
Cyclists	1,657	1,574	1,326	1,252	1,187	834	962	930	1,023
Motorcyclists	371	278	210	178	166	131	143	129	149

1 Those recording trips as motorcycle "drivers" only.

2 Figures for 1995 onwards are based on weighted data

## Walks of 20 minutes or more (Table 3.9)

Respondents were asked how often they took walks of 20 minutes or more without stopping, for any reason. Unlike trips recorded in the travel diary, this included walks which were not on the public highway or in parks.

- In 2005 more than a third of respondents said they made walks of 20 minutes or more at least 3 times a week and a further fifth at least once or twice a week.
- A quarter of all people make walks of 20 minutes or more less than once a year or never.
- Although the majority of people under 70 made a 20 minute walk at least once a week, a significant proportion said they almost never walked for this long. Almost a quarter of 17-20 year olds said they walked for 20 minutes less than once a year.
- Those over 70 were the least likely to walk for more than 20 minutes. Just over a quarter of this group made these trips three or more times a week, while 45 per cent made such walks less than once a year or never.

**Table 3.9 Walks of 20 minutes or more by age: 2005**

	Percentage/number								
	All ages	Under 17	17-20	21-29	30-39	40-49	50-59	60-69	70+
<b>Frequency of walking:</b>									
3 or more times a week	36	37	42	37	39	36	37	37	26
Once or twice a week	21	20	18	23	22	22	21	20	17
Less than once a week, more than twice a month	6	6	5	6	7	6	5	4	3
Once or twice a month	8	7	7	8	9	9	8	6	5
Less than once a month, more than twice a year	3	3	2	3	4	4	3	3	3
Once or twice a year	3	2	2	2	3	3	3	3	2
Less than once a year or never	24	25	23	21	16	20	23	27	45
All	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	22,702	5,083	1,037	2,216	3,117	3,344	2,950	2,296	2,659

### Long distance trips (Table 3.10)

The NTS defines a long distance trip as a trip of 50 miles or more. Because such trips are made infrequently by most people, respondents are asked to record some details of these trips for an extra three week period preceding the travel week. It is also necessary to analyse the data over a longer period (here 2003-2005) to obtain a sufficiently large sample.

- The vast majority (83 per cent) of all long distance trips are made by car. A further 10 per cent are made by rail.
- Car is the most common mode for all lengths of trip. However, the use of the car declines for very long trips (over 350 miles), where air travel is chosen for over a third of trips. The proportion of trips over 350 miles by air has risen from 18 per cent in 1996-2001 to 37 per cent in 2003/2005, reflecting the increased availability of low-cost air travel. (Note that only trips within Great Britain are included in the NTS.)

**Table 3.10 Long distance trips within GB by main mode and length: 2003-2005**

	Percentage/number						Unweighted sample size (trips)
	Car	Bus and coach	Rail	Air	Other	Total	
50 to under 75 miles	85	3	10	-	2	100	25,970
75 to under 100 miles	87	4	8	-	2	100	12,324
100 to under 150 miles	84	5	9	-	1	100	13,535
150 to under 250 miles	80	6	12	1	1	100	10,291
250 to under 350 miles	71	8	14	5	2	100	2,714
350 miles and over	45	4	12	37	2	100	1,261
Total	83	4	10	1	2	100	66,095
Unweighted sample size (trips)	55,032	3,161	6,201	700	1,001	66,095	.

## Section 4 Why people travel

Tables 4.1 to 4.5 show details of the purpose of travel. Tables 4.6 to 4.7 focus on travel to school. Tables showing purpose by main mode are in Section 7.

There are a number of apparent discontinuities between 2002-2005 and earlier years in the categorisation of purposes. The definitions have not changed but central coding may have improved the quality. Categories particularly affected are other escort, sport participate and entertainment/public activity.

### Trends in travel by purpose (Tables 4.1 - 4.2)

- The overall number of trips made by people in Great Britain was 4 per cent lower in 2005 than in 1995/1997. Most of this fall can be accounted for by a fall in shopping trips, commuting and in people visiting friends at private homes.
- Between 1995/1997 and 2005, the number of commuting trips decreased by 8 per cent. However, as the average length of a commuting trip increased by 6 per cent, average commuting mileage fell by only 2 per cent. Commuting trips accounted for just under a fifth of total mileage in 2005. While commuting trips only increased by 6 per cent in length, they took an average of 13 per cent longer.
- Shopping accounted for 20 per cent of trips made in 2005 and for 12 per cent of mileage. The average number of shopping trips per person has fallen, but the average length increased by 10 per cent since 1995/1997 from 3.9 miles to 4.3 miles in 2005. These trends are associated with a switch from more frequent, short shopping trips on foot, to longer, less frequent car trips.
- In total, just under a third (31 per cent) of all trips in 2005 were for leisure purposes, which includes visiting friends, eating out, sport and entertainment, holiday and day trips, or just going for a walk. The broad category of leisure accounted for 40 per cent of the distance travelled in 2005. It should be noted that only holiday trips within Great Britain are included in the NTS.
- Although average trip lengths for all non-leisure purposes increased between 1995/1997 and 2005, the only type of leisure trip which increased in length was visits to friends; the average duration of all other leisure trips fell over this period.
- Personal business, which includes trips to services, such as the bank, doctor or library, accounted for about a tenth of trips. These trips are similar in length and trip time to shopping trips.

**Table 4.1: Trips and distance per person per year by trip purpose: 1995/1997 to 2005**

	Trips/miles/number/thousands											
	Trips per person per year						Miles per person per year					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Commuting	174	173	163	166	168	161	1,425	1,444	1,389	1,407	1,428	1,391
Business	38	36	34	34	34	37	730	718	693	707	726	723
Education	68	70	65	70	66	66	193	207	211	220	208	211
Escort education	48	49	44	48	47	48	88	99	101	104	108	94
Shopping	237	229	214	209	208	206	917	963	912	912	884	879
Other escort	84	83	104	95	93	97	402	436	510	494	488	495
Personal business	110	106	113	107	105	109	478	489	511	468	472	521
Visiting friends at private home	144	139	123	120	119	123	1,174	1,218	1,143	1,121	1,097	1,195
Visiting friends elsewhere	46	49	48	46	43	47	234	270	272	257	258	255
Entertainment/ public activity	40	39	48	46	50	52	315	302	367	373	390	394
Sport: participate	23	25	19	20	19	17	144	158	129	127	122	101
Holiday: base	10	11	11	11	10	12	467	475	495	567	521	511
Day trip	20	18	23	24	24	27	362	334	359	394	357	392
Other inc. just walk	44	44	38	39	39	42	50	51	43	40	45	46
All purposes	1,086	1,071	1,047	1,034	1,026	1,044	6,981	7,164	7,135	7,192	7,103	7,208
Unweighted sample size:												
individuals	22,861	21,868	16,886	19,467	19,199	19,904	22,861	21,868	16,886	19,467	19,199	19,904
trips ('000s)	461	432	326	370	364	379	461	432	326	370	364	379

**Table 4.2: Average trip length and time taken by trip purpose: 1995/1997 to 2005**

	Miles/minutes/number/thousands											
	Average trip length						Average trip time					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Commuting	8.2	8.3	8.5	8.5	8.5	8.7	24	25	26	26	27	27
Business	19.0	19.9	20.2	21.0	21.1	19.4	36	38	37	40	40	38
Education	2.9	3.0	3.2	3.1	3.2	3.2	18	19	21	21	20	20
Escort education	1.8	2.0	2.3	2.2	2.3	2.0	11	12	13	13	13	12
Shopping	3.9	4.2	4.3	4.4	4.3	4.3	17	17	18	18	18	18
Other escort	4.8	5.2	4.9	5.2	5.3	5.1	15	16	16	16	17	16
Personal business	4.4	4.6	4.5	4.4	4.5	4.8	16	17	17	17	18	18
Visiting friends at private home	8.1	8.8	9.3	9.4	9.2	9.7	21	23	24	24	24	25
Visiting friends elsewhere	5.1	5.5	5.6	5.5	6.0	5.4	17	18	20	19	21	20
Entertainment/ public activity	7.9	7.7	7.7	8.1	7.8	7.6	24	23	23	24	23	23
Sport: participate	6.3	6.3	6.8	6.3	6.3	6.0	18	18	20	19	19	19
Holiday: base	45.9	44.1	47.1	52.4	50.9	44.2	80	75	80	88	90	73
Day trip	17.8	18.4	15.9	16.2	14.8	14.3	43	43	37	38	37	36
Other inc. just walk	1.1	1.2	1.1	1.0	1.1	1.1	22	23	25	23	24	24
All purposes	6.4	6.7	6.8	7.0	6.9	6.9	20.4	21.1	21.8	22.1	22.3	22.1
Unweighted sample size:												
individuals	22,861	21,868	16,886	19,467	19,199	19,904	22,861	21,868	16,886	19,467	19,199	19,904
trips ('000s)	461	432	326	370	364	379	461	432	326	370	364	379

### Trip chaining (Table 4.3)

- The National Travel Survey defines a trip as a one-way course of travel having a single main purpose. The majority of trips start or finish at home. In 2005, 42 per cent of all trips began at home and 42 per cent finished there.
- 13 per cent of work and business trips made by men were followed by a further trip to work or business compared with nine per cent for women. Men were also more likely than women to go home directly after a work or business trip.

**Table 4.3 Purpose of next trip by sex and previous trip: 2005**

	Percentage							
	Previous trip purpose							
	Males				Females			
	All purposes	Work or business	Escort education	Shopping	All purposes	Work or business	Escort education	Shopping
<b>Next trip to:</b>								
Work or business	14	13	8	3	10	9	9	3
Education	4	-	3	-	3	-	2	-
Escort education	2	-	2	-	4	2	4	-
Shopping	10	4	3	7	12	7	5	8
Other escort	5	2	6	1	6	4	5	2
Personal business	5	2	3	2	5	3	2	2
Visit friends	9	3	3	5	10	4	3	6
Other leisure	9	2	1	2	8	2	2	2
Home	43	75	71	79	42	70	69	76
All purposes	100	100	100	100	100	100	100	100

### Purpose of travel by age and gender (Table 4.4)

Although men and women make a similar number of trips on average, they make them for different purposes, which clearly reflect their different lifestyles at different ages.

- Men made 18 per cent of their trips to and from work in 2005, with an additional 5 per cent travelling on business compared with 13 per cent and 2 per cent respectively among women. Among men aged 17-59, 27 per cent of their trips were to commute, with an additional 7 per cent for business. Among women in this age group, only 19 per cent of trips were to and from work, and 4 per cent were for business.
- On average, women made 26 per cent more shopping trips each per year than men (230 trips per person per year compared with 182 for men). Women also made more escort education trips than men (67 compared with 27) and more personal business trips (113 compared with 105).
- Not surprisingly, education was the most frequent trip purpose for those aged 16 and under, accounting for over a quarter (27 per cent) of their trips.
- The relative importance of shopping and personal business increases with age. Among people aged 70 and over, 58 per cent of trips were for shopping and personal business.

**Table 4.4: Trips per person per year by age, gender and purpose: 2005**

	Percentage/number/thousands									
	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
<b>All people:</b>										
Commuting	15	1	20	27	21	22	22	8	1	161
Business	4	-	2	4	5	6	6	3	-	37
Education	6	27	16	3	-	-	-	-	-	66
Escort education	5	5	1	4	9	7	2	1	1	48
Shopping	20	9	14	17	19	19	22	32	38	206
Other escort	9	14	4	7	10	11	8	7	4	97
Personal business	10	8	6	8	10	9	11	15	19	109
Visit friends at private home	12	17	17	14	10	8	9	11	13	123
Visit friends elsewhere	4	3	8	6	4	4	5	5	5	47
Sport/entertainment	7	9	7	6	5	5	6	8	8	68
Holiday/day trip	4	4	3	3	3	3	3	5	5	39
Other including just walk	4	3	2	2	4	4	5	5	5	42
Total	100	100	100	100	100	100	100	100	100	1,044
Unweighted sample size:										
individuals	19,904	4,421	870	1,826	2,719	2,894	2,587	2,117	2,470	.
trips ('000s)	379	78	15	35	60	65	53	40	33	.
<b>Males:</b>										
Commuting	18	1	19	33	30	26	24	10	2	187
Business	5	-	2	5	7	8	9	4	1	49
Education	7	28	18	2	-	-	-	-	-	70
Escort education	3	5	-	2	3	4	1	1	1	27
Shopping	18	7	10	15	17	17	19	29	38	182
Other escort	9	14	5	5	8	10	9	8	6	94
Personal business	10	8	6	7	9	9	10	15	18	105
Visit friends at private home	11	16	17	13	9	7	8	9	12	113
Visit friends elsewhere	5	3	8	6	5	4	5	5	5	49
Sport/entertainment	7	10	10	7	5	6	6	7	8	74
Holiday/day trip	4	4	3	3	3	3	3	6	5	40
Other including just walk	4	3	2	2	3	5	5	5	5	40
Total	100	100	100	100	100	100	100	100	100	1,031
Unweighted sample size:										
individuals	9,560	2,255	427	838	1,311	1,401	1,229	1,016	1,083	.
trips ('000s)	181	39	7	15	26	29	26	21	17	.
<b>Females:</b>										
Commuting	13	1	22	22	15	19	20	6	1	135
Business	2	-	1	3	3	5	4	1	-	26
Education	6	26	13	3	1	-	-	-	-	62
Escort education	6	5	1	5	14	10	2	1	1	67
Shopping	22	10	17	19	21	21	25	36	39	230
Other escort	9	14	4	8	12	12	6	5	3	100
Personal business	11	8	7	8	10	9	12	16	21	113
Visit friends at private home	13	18	16	14	10	9	10	13	13	133
Visit friends elsewhere	4	3	7	6	4	3	4	4	5	45
Sport/entertainment	6	8	5	5	5	5	6	8	8	63
Holiday/day trip	4	4	3	3	3	3	4	5	4	38
Other including just walk	4	3	2	3	4	4	6	4	6	44
Total	100	100	100	100	100	100	100	100	100	1,056
Unweighted sample size:										
individuals	10,344	2,166	443	988	1,408	1,493	1,358	1,101	1,387	.
trips ('000s)	199	38	8	20	34	35	27	19	16	.

- While younger women make more escort trips than younger men, men aged 50 and over made more escort trips than women in the same age group. Including both escort education and all other escort trips, women aged 30-39 made over a quarter of their trips escorting someone else.
- Trips made for leisure purposes follow a similar pattern for men and women across the different age groups. People under 20 and over 60 made over a third of their trips for leisure purposes, whereas those between the ages of 30 and 49 made about a quarter.

### Long distance trips by purpose (Table 4.5)

The NTS defines a long distance trip as a trip of 50 miles or more. Because such trips are made infrequently by most people, respondents are asked to record some details of these trips for an extra three week period preceding the travel week. It is also necessary to analyse the data over a longer period (here 2003-2005) to get a sufficiently large sample.

- In all long distance bands up to 250 miles, visiting friends was the most common trip purpose, accounting for nearly a quarter of all trips over 50 miles. For trips above 250 miles, the most common purpose was going on holiday, which accounted for over a third of these trips.
- 17 per cent of trips over 50 miles were for business; the second most common trip purpose. Between 50 and 75 miles, commuting was the second most common purpose, accounting for 18 per cent of trips.

**Table 4.5: Long distance trips within GB by length and purpose: 2003-2005 average**

	Percentage/thousands								
	Comm- uting	Business	Other non-leisure <sup>1</sup>	Visiting friends at private home	Holiday	Day trip	Other leisure	Total	Unweighted sample size (trips)
50 to under 75 miles	18	16	16	20	8	11	11	100	25,970
75 to under 100 miles	11	19	13	22	14	11	11	100	12,324
100 to under 150 miles	7	19	12	26	17	9	10	100	13,535
150 to under 250 miles	4	17	12	28	25	5	9	100	10,291
250 to under 350 miles	3	14	10	29	35	2	7	100	2,714
350 miles and over	5	21	9	21	36	3	5	100	1,261
Total	11	17	13	23	15	9	10	100	66,095
Unweighted sample size (trips)	7,240	11,315	8,714	15,524	10,512	6,183	6,607	66,095	.

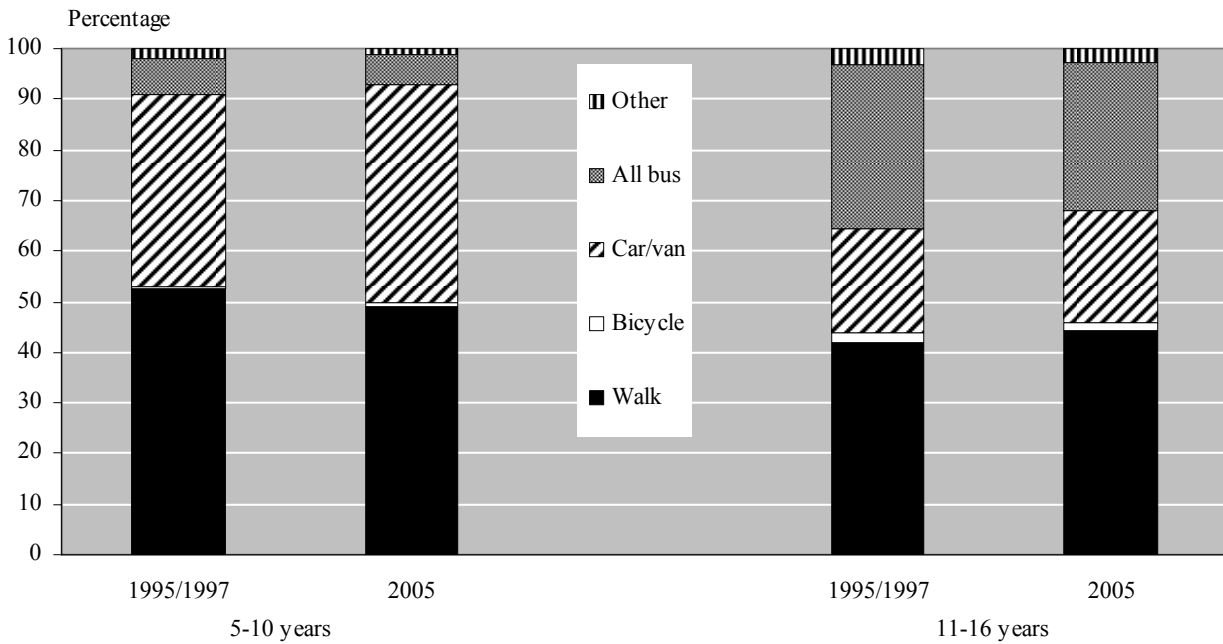
<sup>1</sup> Education, shopping, personal business and escort

### Travel to school by mode (Table 4.6 and Chart 4.1)

- Between 1995/1997 and 2005 the proportion of primary school children walking to school declined from 53 to 49 per cent, with a corresponding increase in those being taken by car from 38 to 43 per cent.
- Among secondary school children, there has been a slight increase in the proportion of trips on foot, from 42 per cent 1995/97 to 44 per cent in 2005 and in the proportion by car, from 20 to 22 per cent.

- Over the same period, the proportion of children aged 11 to 16 travelling to school by bus (including school coaches) has declined slightly from 33 to 29 per cent. About 2 per cent of secondary school pupils cycled to school in 2005.
- The average length of the trip to school for children aged 5 to 10 increased from 1.3 to 1.5 miles between 1995/1997 and 2005, and for pupils aged 11 to 16 remained about 3 miles. The increase for younger children reflects the switch from walking to being taken by car.
- The travel diary data indicates that primary school children travelled to school alone (with no other child or adult) for only 6 per cent of trips to school in 2005 compared with 9 per cent in 1995/1997. For secondary school pupils the trend has been in the opposite direction in recent years, with 44 per cent travelling to school alone in 2005 compared with 41 per cent in 1995/1997.

**Chart 4.1 Trips to school by main mode and age: 1995/97 and 2005**



**Table 4.6: Trips to and from school <sup>1</sup> per child per year by main mode: 1995/1997 to 2005**

	Percentage/miles/number																	
	Age 5-10						Age 11-16						Age 5-16					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005	1995/ 1997	1998/ 2000	2002	2003	2004	2005
Walk <sup>2</sup>	53	56	51	51	49	49	42	43	38	40	43	44	47	49	44	45	46	46
Bicycle	-	-	1	1	1	1	2	2	2	2	3	2	1	1	2	1	2	1
Car/van	38	37	41	41	43	43	20	20	24	23	22	22	29	28	32	31	32	32
Private bus	3	3	4	3	4	3	7	7	8	9	7	9	5	5	6	6	5	6
Local bus	4	3	2	3	3	3	26	24	25	23	22	20	15	14	14	14	13	12
Rail	-	-	-	-	-	-	1	1	1	1	1	1	-	1	1	1	1	1
Other	2	1	1	1	1	1	2	3	2	2	2	2	2	2	2	2	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average length (miles) <sup>1</sup>	1.3	1.4	1.5	1.5	1.7	1.5	2.9	2.8	3.3	3.2	2.9	3.0	2.1	2.1	2.5	2.4	2.3	2.3
% travelling to school alone (main stage)	9	11	11	8	10	6	41	40	40	40	42	44	25	26	26	25	27	26
Unweighted sample size:																		
individuals	1,955	1,758	1,337	1,572	1,572	1,518	1,749	1,668	1,291	1,629	1,611	1,667	3,704	3,426	2,628	3,201	3,183	3,185
trips	12,155	10,608	7,885	9,738	9,960	9,449	10,793	10,862	7,822	10,569	10,516	10,908	22,948	21,470	15,707	20,307	20,476	20,357

<sup>1</sup> Trips of under 50 miles only.

<sup>2</sup> Short walks believed to be under-recorded in 2002 and 2003 compared with earlier years

### Cars taking children to school (Table 4.7)

- Cars taking children to school have increased as a proportion of car trips in the morning peak period (8-9am). In this period as a whole, 13 per cent of car trips in urban areas in 2005 were for 'escort education' (mainly taking children to school) compared with 10 per cent in 1995/1997.
- The time when this proportion reached its highest level was 8.50am in 2005, with the 'school run' accounting for one in every five car trips by residents of urban areas during term time at this time.

**Table 4.7 Cars taking children to school: 1995/1997 to 2005**

	Percentage of car trips/number					
	1995/ 1997	1998/ 2000	2002	2003	2004	2005
0800 to 0859 hours in urban areas <sup>1</sup> during term-time	10	11	13	12	15	13
Peak traffic time (0835) in urban areas <sup>1</sup> during term-time	14	16	18	17	22	19
Peak percentage (0850 <sup>2</sup> ) in urban areas <sup>1</sup> during term-time	21	18	20	19	22	20
Unweighted sample size of trips at:						
0800-0859	13,053	12,605	8,759	9,610	9,957	9,978
0835	3,934	3,901	2,680	3,155	3,167	3,138
0850 <sup>2</sup>	3,703	3,421	2,496	2,732	2,801	2,933

<sup>1</sup> Data relate to car trips by people living in urban areas, term-time weekdays only.

<sup>2</sup> In 2004 the peak percentage was at 0845.

## Section 5 Social inclusion and accessibility

This section provides information about car availability, income levels and ethnic group (Tables 5.1-5.6); frequency of use of bicycles and public transport (Table 5.7); concessionary bus fares (Tables 5.8a-b), access to bus services and other local facilities (Tables 5.9-5.10), and mobility difficulties (Table 5.11).

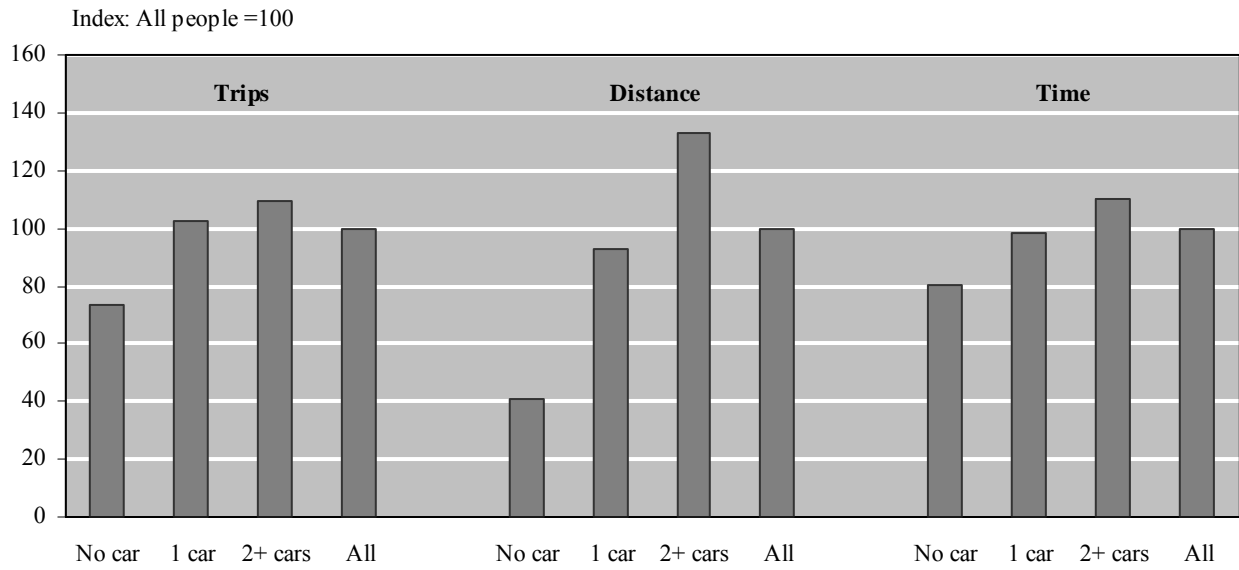
### Travel by car availability and access (Tables 5.1 - 5.2 and Chart 5.1)

- Travel varies a great deal by car availability. Members of car owning households made an average of 45 per cent more trips than those in non-car owning households in 2005, and travelled over two and a half times as far in a year.
- There are also significant differences in travel between people within car owning households according to whether they drive or not. In the NTS, each car is identified with a main driver. This is the household member that drives the furthest in that car in the course of a year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not main drivers of a household car.
- In car owning households, non-drivers made fewer trips than drivers, though these non-drivers still made 23 per cent more trips than people in households without a car.

**Table 5.1 Variations in travel by household car availability and personal car access: 2005**

	Trips/miles/hours/number/thousands				
	All persons			Unweighted sample size	
	Trips per person per year	Distance per person per year (miles)	Time per person per year (hours)	Individuals	Trips ('000s)
Persons in households with:					
No car	764	2,954	310	3,649	51
One car	1,068	6,696	379	8,193	160
Two or more cars	1,143	9,584	424	8,062	169
Persons in households with a car					
Main driver	1,237	10,270	455	8,660	195
Other driver	1,003	7,796	395	1,886	35
Non driver	938	5,006	322	5,709	99
All with a car	1,106	8,158	402	16,255	328
All persons	1,044	7,208	385	19,904	379

**Chart 5.1 Travel variations by car availability: 2005**



- People in households without a car made five times more trips by bus or coach, over three times more by taxi and nearly two-thirds more on foot than people in households with a car (Table 5.2).
- On average, people in households without a car travelled 76 per cent further by public transport (including taxi) than those in households with at least one car.

**Table 5.2 Travel by personal car access and gender: 2005**

	Trips/miles/number/thousands						
	Persons in households without a car	Persons in households with a car				All	All persons
		Main driver	Other driver	Non driver	All		
<b>Trips per person per year by main mode</b>							
Walk	359	174	243	281	219	245	
Car driver	9	907	350	6	530	435	
Car passenger	111	102	275	511	264	236	
Other private transport	32	15	46	35	25	27	
Bus and coach	184	12	41	74	37	64	
Taxi and minicab	28	7	9	10	8	12	
Other public transport	41	21	39	20	23	26	
All modes	764	1,237	1,003	938	1,106	1,044	
Males	786	1,177	935	932	1,076	1,031	
Females	748	1,311	1,068	942	1,137	1,056	
<b>Distance per person per year by mode</b>							
Walk	273	149	213	218	180	197	
Car driver	81	7,663	3,067	52	4,488	3,684	
Car passenger	812	1,433	2,746	3,610	2,341	2,062	
Other private transport	163	178	375	292	241	227	
Bus and coach	846	116	348	409	245	354	
Taxi and minicab	87	49	76	54	54	60	
Other public transport	692	684	973	372	610	625	
All modes	2,954	10,270	7,796	5,006	8,158	7,208	
Males	3,258	11,149	8,601	5,216	9,081	8,172	
Females	2,736	9,185	7,022	4,843	7,214	6,283	
Unweighted sample size:							
individuals	3,649	8,660	1,886	5,709	16,255	19,904	
trips ('000s)	51	195	35	99	328	379	

### Car availability and access by household type and income (Tables 5.3 - 5.4 and Chart 5.2)

- Car availability varies according to the type of household. Overall, the proportion of people aged 17 and over living in households without a car in 2005 was 19 per cent. In households with a single adult over 65 it was 66 per cent; and in other single adult households it was 41 per cent.
- 44 per cent of those aged 17 and over living in single parent family households had no access to a car, whereas among those living in family households with at least two adults, only 11 per cent had no household car.
- Car availability is strongly related to income. In 2005, 53 per cent of households in the lowest income quintile had no car compared with 10 per cent in the highest income quintile. Over a half of households in the highest income quintile had two or more cars.
- 45 per cent of people aged 17 and over in the lowest income quintile lived in households with no car compared with just 7 per cent in the highest income quintile.

**Table 5.3 Personal<sup>1</sup> car access by household type: 2005**

	Persons in households without a car	Persons in households with a car				All persons	Unweighted sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
Single adult 65+	66	33	1	-	34	100	1,224
Single adult 16-64	41	58	1	-	59	100	1,322
2 adults, HRP <sup>2</sup> 65+	20	48	16	16	80	100	2,402
2 adults HRP <sup>2</sup> 16-64	12	63	14	11	88	100	4,082
3+ adults	11	51	14	23	89	100	3,217
Single parent family	44	55	-	1	56	100	461
2+ adults with children	11	61	14	15	90	100	4,911
All households	19	55	12	13	81	100	17,619
Unweighted sample size: individuals aged 17+	3,293	9,866	2,148	2,312	14,326	17,619	.

1 For those aged 17+.

2 Household Reference Person - for definition see Appendix A

**Table 5.4(a) Household car availability by household income quintile: 2005**

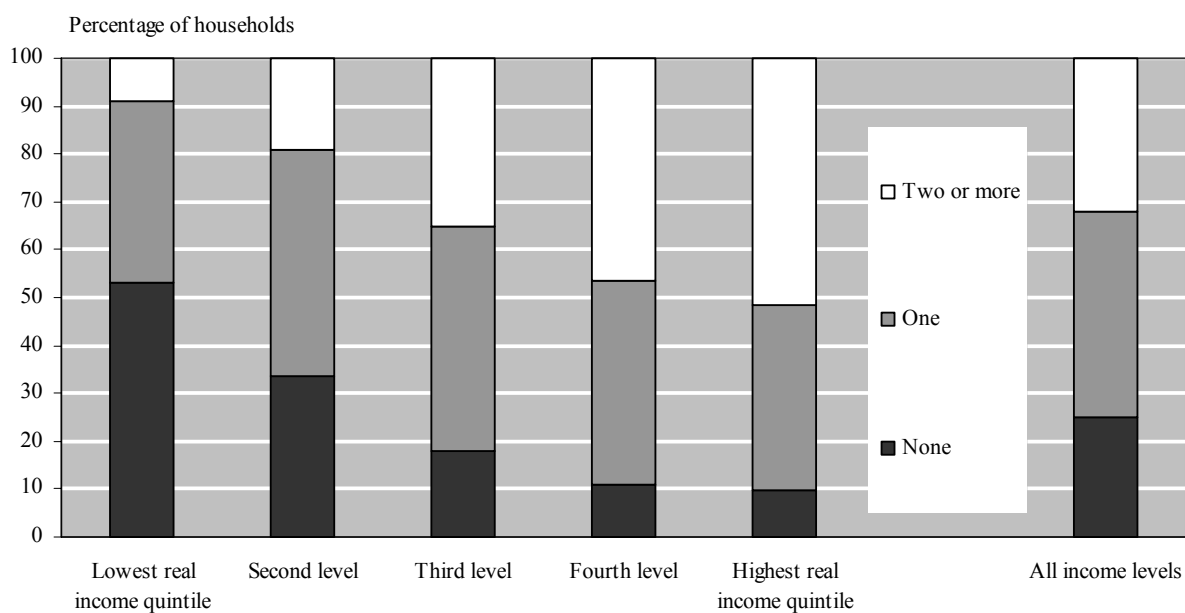
	Percentage/number					Unweighted sample size (households)
	No cars	One car	Two cars	Three or more cars	All households	
Lowest real income level	53	38	8	1	100	1,939
Second level	33	47	16	3	100	1,945
Third level	18	47	28	7	100	1,899
Fouth level	11	43	38	8	100	1,852
Highest real income level	10	39	42	9	100	1,818
All households	25	43	26	6	100	9,453
Unweighted sample size (households)	2,330	4,089	2,519	515	9,453	.

**Table 5.4(b) Personal <sup>1</sup> car access by household income quintile: 2005**

	Percentage/number						Unweighted sample size (individuals aged 17+)
	Persons in households without a car	Persons in households with a car				All persons	
		Main driver	Other driver	Non driver	All		
Lowest real income level	45	32	8	15	55	100	3,123
Second level	26	44	12	18	74	100	3,545
Third level	13	57	14	15	87	100	3,774
Fourth level	9	64	15	12	91	100	3,818
Highest real income level	7	76	11	6	93	100	3,359
All income levels	19	55	12	13	81	100	17,619
Unweighted sample size: individuals aged 17+	3,293	9,866	2,148	2,312	14,326	17,619	.

1 For those aged 17+.

**Chart 5.2 Household car availability by income quintile: 2005**



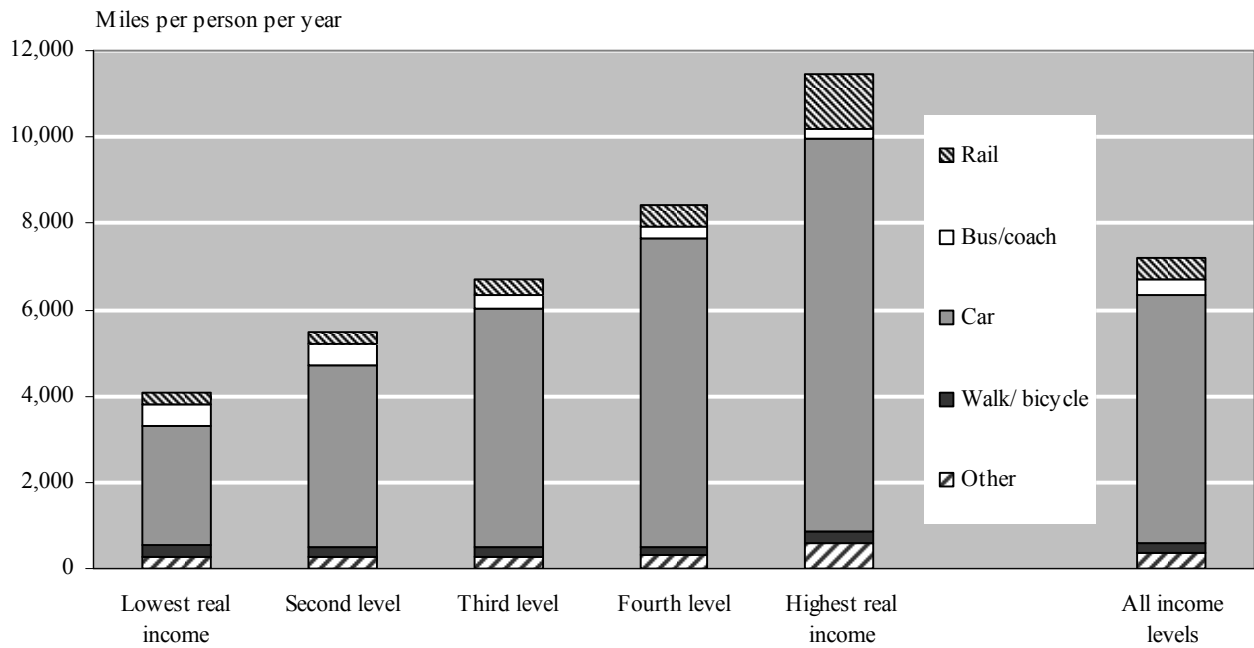
## Travel by household income (Table 5.5 and Chart 5.3)

- Car access is the most important factor affecting travel. People in households with access to a car make more trips and travel further than those without access. Car access and income are also closely related. Hence both the number of trips a person makes and the distance they travel are strongly influenced by that person's level of income. In 2005, people in the highest income quintile group on average made 30 per cent more trips than those in the lowest income quintile group and travelled nearly three times further.
- Car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group but increases with income. 47 per cent of trips among the lowest income group were by car in 2005 compared with 71 per cent among the highest.
- From the lowest to highest income quintile, the number of trips on foot and by bus decreases. The number of trips by taxi and minicab is also highest in the lowest quintile. Rail use is much higher in the highest income quintile, partly because commuters to London in the highest income band account for a considerable proportion of rail travel.

**Table 5.5 Travel by household income quintile and main mode: 2005**

	Real household income quintile					All income levels
	Lowest real income	Second level	Third level	Fourth level	Highest real income	
<i>Trips/miles/number/thousands</i>						
<b>Trips per person per year by main mode</b>						
Walk	303	262	245	213	203	245
Bicycle	13	15	15	14	15	14
Car driver	216	342	464	552	588	435
Car passenger	196	244	261	254	216	236
Other private transport	11	16	10	11	14	12
Bus and coach	102	82	55	47	33	64
Rail	15	13	18	22	50	23
Taxi and minicab	14	14	11	9	12	12
Other public transport	2	2	3	2	4	3
All modes	874	989	1,081	1,125	1,136	1,044
<b>Distance per person per year by mode</b>						
Walk	223	198	193	177	198	197
Bicycle	29	29	39	36	49	36
Car driver	1,370	2,324	3,405	4,793	6,574	3,684
Car passenger	1,426	1,867	2,099	2,352	2,538	2,062
Other private transport	159	200	168	187	244	190
Bus and coach	471	485	314	288	219	354
Rail	289	274	387	484	1,274	528
Taxi and minicab	50	54	54	55	89	60
Other public transport	70	39	63	56	275	97
All modes	4,086	5,469	6,723	8,428	11,460	7,208
Unweighted sample size:						
individuals	3,833	4,134	4,360	4,092	3,485	19,904
trips ('000s)	61	74	86	85	73	379

**Chart 5.3 Distance travelled by household income: 2005**



**Car availability and access by ethnic group (Table 5.6)**

Since 2001 the NTS has collected information on the ethnic group of respondents. Data have been combined for 2002 to 2005 here to give the adequate sample sizes.

- The proportion of people aged 17 and over living in a household with a car was highest among people of Indian background (83 per cent) and White British people (82 per cent). 56 per cent of people of African background and 60 per cent of Caribbeans aged 17 and over lived in a household with a car.
- Although a high proportion of Asian adults lived in households with a car, about a quarter were 'non-drivers' compared with 13 per cent of White British adults.

**Table 5.6 Personal car access for 17+ year olds by ethnic group: 2002-2005**

	Percentage/number						
	Persons in households without a car	Persons in households with a car				All persons	Unweighted sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
White British	18	56	12	13	82	100	60,298
White other background	36	39	14	12	64	100	1,800
Indian	17	46	15	23	83	100	1,160
Pakistani	22	39	13	26	78	100	709
Other Asian background	31	36	8	25	69	100	628
Caribbean	40	37	7	16	60	100	678
African	44	31	7	18	56	100	677
Other <sup>1</sup>	38	36	10	17	62	100	1,424
All groups	20	54	12	14	80	100	67,374
Unweighted sample size (individuals)	13,225	37,121	8,068	8,960	54,149	67,374	.

<sup>1</sup> Mixed; Other Black; Chinese or other Ethnic Group

### Frequency of use of bicycles and public transport (Table 5.7)

Questions on frequency of use of certain modes of transport were asked in 1989-1991, 1998-2001, 2003 and 2005.

- There was little change in the frequency of use of most modes between 1998/2000 and 2005, although there was an increase in the frequency of domestic air travel.
- There have been greater changes since 1989/1991. 16 per cent of respondents cycled at least once a month in 1989/1991, but by 2005 this portion had increased to 23 per cent. Taxi and minicab usage also increased between 1989/1991 and 2005.
- Local bus travel showed a decrease in usage from 1989/1991 to 2005, especially in those using the bus at least once a week.

**Table 5.7 Frequency of use of bicycles and public transport modes: 1989/1991, 1998/2000, 2003 and 2005**

	Percentage of individuals/number											
	Bicycle <sup>1</sup>				Local bus				Express bus or coach			
	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005
3 or more times a week	8	8	8	8	19	18	17	16	-	-	-	-
Once or twice a week	4	7	6	7	13	10	11	10	-	-	-	-
Less than once a week, more than once or twice a month	2	2	3	3	5	4	4	4	-	-	-	-
Once or twice a month	3	5	5	5	7	9	7	8	1	1	1	1
Less than once a month, more than once or twice a year	2	3	4	4	8	7	7	7	5	4	4	4
Once or twice a year	2	4	4	4	11	9	10	10	13	11	11	11
Less than once a year or never	79	71	69	69	38	43	44	45	80	82	83	84
Total	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	26,142	20,657	20,600	21,281	26,245	24,624	21,977	22,692	26,206	24,630	21,978	22,695

	Surface rail				Taxi or minicab				Domestic air			
	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005	1989/ 1991 <sup>2</sup>	1998/ 2000	2003	2005
	3 or more times a week	2	3	3	3	3	4	3	3	-	-	-
Once or twice a week	2	2	3	3	8	10	9	8	-	-	-	-
Less than once a week, more than once or twice a month	2	2	2	3	4	4	5	5	-	-	-	-
Once or twice a month	5	8	7	8	9	14	12	13	-	1	-	1
Less than once a month, more than once or twice a year	13	13	13	14	12	14	13	14	1	2	2	3
Once or twice a year	19	20	20	20	16	15	15	16	3	5	6	8
Less than once a year or never	56	51	52	49	49	39	42	42	96	92	91	89
Total	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	26,207	24,628	21,977	22,694	26,180	24,630	21,975	22,691	26,089	24,630	21,978	22,695

1 Excludes under 5s from 2003.

2 Figures for 1995 onwards are based on weighted data

## Concessionary bus fares (Tables 5.8a - 5.8b)

The Transport Act 2000 required all local authorities to provide a minimum standard of a half fare for women aged 60 or over, men aged 65 or over and disabled persons. From 1 April 2003, the eligible age for these schemes was equalised to 60 or over for men and women.

- Concessionary fare take-up rates increased following the introduction of the minimum standard of a half fare. From 1998/2000 to 2002 take-up rates among men over 65 and women over 60 increased from 49 to 58 per cent.
- The equalisation of the eligible age in 2003 led to an increase in the average take-up among those aged 60 and over, from 52 per cent in 2002 to 56 per cent in 2003. It remained at this level in 2005.
- There was considerable variation between area types with take-up ranging from 34 per cent in rural areas to 84 per cent in London in 2005.

**Table 5.8a Concessionary fare schemes by area type<sup>1</sup>: 1998/2000 to 2005**

Percentage/number

	Men over 65, women over 60							Men and women over 60				Unweighted sample size (2005)
	Pensioners <sup>2</sup> with scheme available		Take-up rate					Take-up rate				
	1998/2000	2002-2005	1998/2000 <sup>3</sup>	2002	2003	2004	2005	2002 <sup>3</sup>	2003 <sup>3</sup>	2004	2005	
London Boroughs	100	100	79	88	88	85	87	78	80	83	84	458
Metropolitan built-up areas	100	100	72	74	78	77	73	65	73	71	70	600
Large urban	100	100	46	61	61	62	59	55	56	59	56	824
Medium urban	100	100	44	53	58	55	58	47	53	51	54	1,317
Small/medium urban	96	100	39	55	56	56	58	50	52	53	55	522
Small urban	90	100	36	51	50	50	49	47	47	46	46	422
Rural	93	100	30	34	36	40	37	30	33	36	34	812
All areas	98	100	49	58	60	60	59	52	56	56	56	4,955

1 See definitions in Appendix A.

2 Men over 65, women over 60 to 1 April 2003, then men and women over 60.

3 Of those with scheme available.

- There are some marked differences in travel patterns between those aged 60 and over according to whether or not they have a concessionary fare pass. Those who do have a concessionary fare pass make on average about 7 times as many trips by bus or rail and around 40 per cent more trips on foot than those without a pass. They also make about a quarter fewer car trips.
- In London and other metropolitan areas, people aged 60 and over with a concessionary fare pass make 32 per cent and 23 per cent more trips respectively than those without a pass but this pattern is less evident in other parts of the country.

**Table 5.8b Trips by people aged 60 or over by concessionary fare pass ownership, area type<sup>1</sup> and main mode: 2005**

	Those with concessionary fare pass					Those without concessionary fare pass					Number of trips
	Walk	Car	Bus/rail	Other	All modes	Walk	Car	Bus/rail	Other	All modes	Unweighted sample size (individuals)
<b>Trips per person per year</b>											
London Boroughs	211	394	218	31	855	156	388	67	36	647	371
Metropolitan built-up areas	246	510	166	48	969	133	591	33	30	786	556
Large urban	209	495	116	41	862	164	678	26	21	889	769
Medium urban	238	496	121	35	890	173	640	14	38	866	1,224
Small/medium urban	282	559	80	38	959	205	639	11	21	875	495
Small urban	263	505	62	27	858	201	623	8	32	864	406
Rural	195	556	72	30	853	142	724	12	17	894	766
All areas	233	496	128	37	894	166	652	18	27	863	4,587

1 See definitions in Appendix A.

## Access to bus services (Table 5.9)

- In Great Britain as a whole, the average distance that households live from the nearest bus stop has changed little over the last five years. In 2005, 86 per cent of households in Great Britain lived within 6 minutes walk of a bus stop. However, there has been some change in certain area types, with access to a bus stop improving in rural, small urban and small/medium areas.

- Between 1998/00 and 2005, the proportion of households in rural that were within 13 minutes walk of an hourly or better bus service (the minimum criteria for the government's bus availability indicator) increased from 45 to 54 per cent. In small urban areas the proportion of households with this access increased from 74 per cent to 89 per cent over the same period. There was little change in medium and large urban areas, where the vast majority (over 90 per cent) of households live within 13 minutes walk of a bus stop with a service at least once an hour.

**Table 5.9 Time taken to walk to nearest bus stop by area type<sup>1</sup> and bus availability indicator for Great Britain and England: 1998/2000 and 2005**

	Percentage of households/number											
	Time in minutes								Availability Indicator <sup>2</sup>			
									Great Britain		England	
1998/2000				2005				1998/2000	2005	1998/2000	2005	
	6 or less	7-13	14 or more	All households	6 or less	7-13	14 or more	All households				
London Boroughs	89	10	2	100	89	10	1	100	97	98	97	98
Metropolitan built-up areas	91	7	1	100	90	8	2	100	97	96	97	96
Large urban	91	8	2	100	86	11	2	100	96	95	96	95
Medium urban	90	9	1	100	89	10	1	100	95	95	94	95
Small/medium urban	84	12	4	100	87	11	2	100	86	92	84	90
Small urban	81	13	7	100	86	11	3	100	74	89	71	87
Rural	75	12	13	100	70	12	18	100	45	54	41	53
All areas	87	10	3	100	86	10	4	100	88	89	88	89
Unweighted sample size (households)	9,084	1,009	359	10,452	8,052	990	405	9,447	10,452	9,312	8,019	7,946

1 See definitions in Appendix A.

2 Households within 13 minutes walk of a bus stop with a service at least once an hour

### Time to local facilities on foot or by public transport (Table 5.10)

In 2005 a new set of questions was added to the NTS covering the time taken to travel to various key services on foot or by public transport, whichever is quickest. These questions replaced the previous set which asked about the time to key services on foot and by public transport separately. The new questions are designed to be in line with the Department's accessibility indicators.

- 95 per cent of households in Great Britain are within half an hour of a doctor's surgery, and 98 per cent within half an hour of a grocer's shop. 58 per cent of households are within half an hour of a hospital.
- Results suggest that average journeys to educational establishments may get longer as people move up from primary to secondary school and on to College. This agrees with the average journey lengths shown for school children in Table 4.6.

**Table 5.10 Shortest journey time to local facilities on foot or by public transport: 2005**

	Percentage of households/number						
	GP	Grocer	Primary school	Secondary school <sup>1</sup>	College <sup>2</sup>	Shopping centre	Hospital
	2005	2005	2005	2005	2005	2005	2005
15 minutes or less	78	93	91	65	50	56	22
16 - 20 minutes	10	3	5	15	17	17	13
21 - 30 minutes	7	2	2	12	18	16	22
31 - 40 minutes	1	-	1	2	5	4	9
41 - 60 minutes	2	1	1	4	7	6	24
Over 60 minutes	1	-	-	2	2	2	10
Total	100	100	100	100	100	100	100
Unweighted sample size (households)	9,418	9,453	1,350	1,250	863	9,438	9,413

1 This information is only asked of households which include at least one child of secondary school age (11-15yrs)

2 College providing post-GCSE courses for 16-19yr olds. This information is only asked of households with at least one member aged 16-19yrs

### **Mobility difficulties (Table 5.11)**

The NTS asks people aged over 15 whether they have difficulty walking or using bus services. In Table 5.11 those who say they have difficulties travelling on foot, by bus or both are classified as having mobility difficulties.

- Unsurprisingly, the proportion of people with mobility problems increases greatly with age. In 2005, 45 per cent of individuals aged 70 or over have problems walking or using a bus, compared to just five per cent of those aged 16 to 49.
- This increase with age is more marked among women than men, although the proportion of women over 70 with mobility problems may be increased by the much higher number of women than men living to very old age.
- People with mobility difficulties make around a third fewer trips than those without difficulties.

**Table 5.11 Mobility difficulties by age and sex: 2005**

	Percentage/number/thousands				
	All aged 16+	16-49	50-59	60-69	70+
<b>All people</b>					
All with a mobility difficulty	14	5	15	22	45
No difficulty	86	95	85	78	55
Total	100	100	100	100	100
<b>Males</b>					
All with a mobility difficulty	12	5	13	21	38
No difficulty	88	95	87	79	62
Total	100	100	100	100	100
<b>Females</b>					
All with a mobility difficulty	16	6	16	23	50
No difficulty	84	94	84	77	50
Total	100	100	100	100	100
Unweighted sample size (individuals)	17,926	10,021	2,950	2,296	2,659
<b>Trips per person per year</b>					
All with a mobility difficulty	732	925	845	836	549
No difficulty	1,119	1,138	1,185	1,104	885
Total	1,065	1,127	1,134	1,045	736
Unweighted sample size					
individuals	15,754	8,580	2,587	2,117	2,470
trips	306	180	53	40	33

## Section 6 Other factors affecting travel

Tables 6.1 - 6.3 provide information on car mileage and occupancy. Table 6.4 provides information on working at home.

### Annual car mileage (Table 6.1 and Chart 6.1)

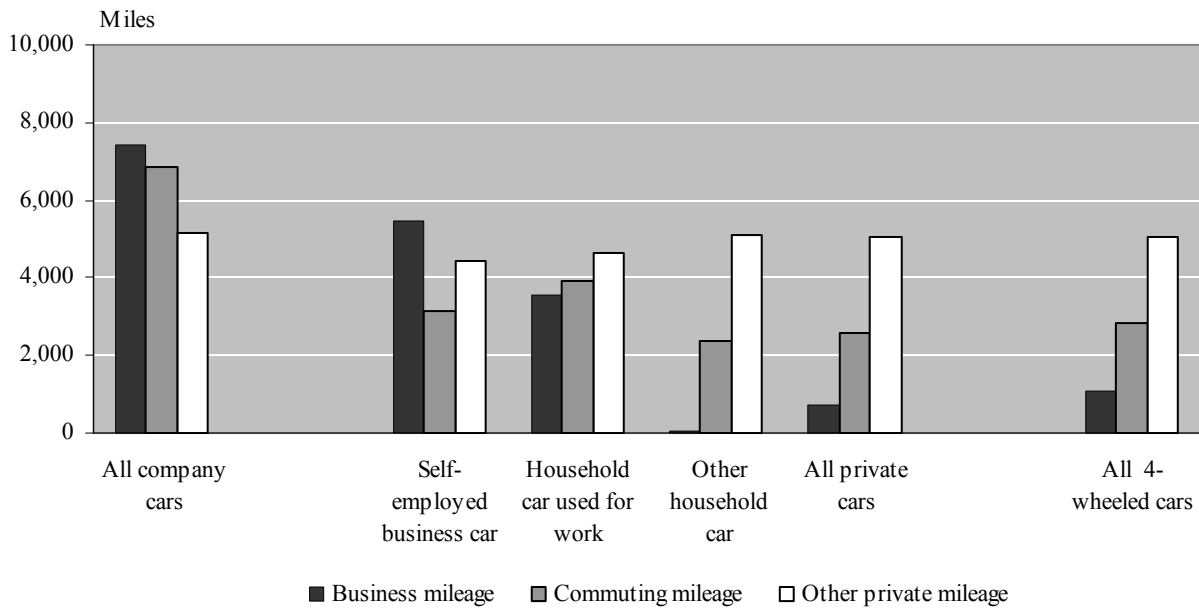
- The average company owned car travelled just under 19,500 miles in 2005, compared with about 8,400 miles for privately owned cars. The proportion of household cars that were company owned has fallen slightly from 7 per cent in 1995/97 to 6 per cent in 2005.
- The average annual mileage per car fell from about 9,560 in 1995/97 to around 9,000 in 2005. The average mileage per car has fallen as the number of cars per household has risen.
- The fall in the proportion of company cars, which generally have high business mileage, will have contributed to the fall in mileages in this purpose category in particular.
- In 2005, almost three quarters of the mileage of company cars was for business or commuting purposes, compared with just under two fifths for privately owned cars.

**Table 6.1 Annual mileage of 4-wheeled cars by type of car and trip purpose: 1995/1997-2005**

Miles/percentage/number						
2005	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Unweighted sample size (vehicles)
<b>Company cars</b>	<b>7,440</b>	<b>6,880</b>	<b>5,160</b>	<b>19,490</b>	<i>6</i>	531
Self-employed business car	5,450	3,150	4,420	13,030	<i>3</i>	324
Household car used for work	3,580	3,910	4,650	12,140	<i>12</i>	1,180
Other household car	70	2,360	5,120	7,550	<i>79</i>	7,567
<b>All private cars</b>	<b>720</b>	<b>2,600</b>	<b>5,030</b>	<b>8,350</b>	<i>94</i>	9,071
<b>All 4-wheeled cars</b>	<b>1,100</b>	<b>2,840</b>	<b>5,040</b>	<b>8,980</b>	<i>100</i>	9,602
All 4-wheeled cars:	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample	Unweighted sample size (vehicles)
1995/1997 <sup>1</sup>	1,680	2,790	5,080	9,560	<i>7</i>	9,629
1998/2000	1,570	2,930	4,990	9,480	<i>8</i>	10,098
2002	1,250	2,770	5,100	9,120	<i>7</i>	8,632
2003	1,220	2,840	5,140	9,200	<i>6</i>	9,125
2004	1,130	2,850	5,140	9,120	<i>6</i>	8,752
2005	1,100	2,840	5,040	8,980	<i>6</i>	9,602

<sup>1</sup> Figures for 1995 onwards are based on weighted data

**Chart 6.1 Annual mileage of 4-wheeled cars by type and purpose: 2005**



**Car occupancy (Tables 6.2 - 6.3)**

- The proportion of car stages on which the vehicle had only one occupant has remained fairly stable since 1995/97. In 2005, 61 per cent of car stages were single occupancy. However, the single occupancy rate varied widely by purpose of journey, being higher for commuting (85 per cent in 2005) and business (84 per cent) and much lower for education (36 per cent) and holidays/day trips (40 per cent).
- Similarly, occupancy rates have changed little over time. These also vary significantly by journey purpose. The highest occupancy rates in 2005 were for holidays/day trips and education (2.1). The lowest rates were for business travel and commuting (1.2).
- Of people travelling in a car in 2005, 39 per cent were drivers travelling alone, 25 per cent were drivers travelling with one or more passengers and 35 per cent were passengers. These figures are very consistent over time.

Note: An alternative measure to occupancy per stage is occupancy per vehicle mile, which measures occupancy in terms of cars on the road. Occupancy figures on this basis are slightly higher, since longer journeys tend to have more passengers. These figures are available on request.

**Table 6.2 Car occupancy: 1995/1997 to 2005**

	Number/percentage/thousands						
	Vehicle occupancy		Status of people in car				Unweighted sample size ('000 stages)
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	
1995/1997	1.60	60	38	25	36	100	285
1998/2000	1.58	61	39	25	36	100	271
2002	1.59	61	39	25	36	100	213
2003	1.58	61	39	25	35	100	236
2004	1.57	61	39	25	35	100	233
2005	1.58	61	39	25	35	100	245

**Table 6.3 Car occupancy by trip purpose<sup>1</sup>: 2005**

	Number/percentage/thousands						
	Vehicle occupancy		Status of people in car				Unweighted sample size ('000 stages)
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	
Commuting	1.2	85	72	12	16	100	45
Business	1.2	84	74	14	12	100	12
Education	2.1	36	17	30	53	100	19
Shopping	1.7	48	30	32	37	100	57
Personal business	1.4	68	43	20	36	100	26
Leisure	1.7	52	27	25	49	100	61
Holiday/ day trip	2.1	40	19	29	51	100	12
Other	2.0	35	28	51	21	100	14
Total	1.6	61	39	25	35	100	245

<sup>1</sup> Each purpose includes the appropriate escort purpose. For example, education includes escort education

### Workplace and working at home (Table 6.4)

- In 2005, 3 per cent of those who were employed always worked at home, and a further 5 per cent did so on at least one day in the week before being interviewed. It was possible for a further 9 per cent to work at home, but for 82 per cent it was not possible to work at home at all.
- Working at home was much more likely for self employed people; 17 per cent said they always worked at home and a further 12 per cent did so on at least one day in the week prior to the survey.
- There was little difference between males and females in their ability to work at home, although men were more than twice as likely as women to work in different places rather than having one usual place of work.
- Of those who could work at home but did not do so every day, almost a third worked at home at least once a week.

- Of those who worked at home at least once or twice a year, more than three-quarters said a computer was essential for working at home and nearly two-thirds said a telephone was essential.

**Table 6.4 Workplace and working at home by employment status and gender: 2005**

	Percentage/number						
	Employment status				Gender		Unweighted sample size (individuals)
	All	Employed full time	Employed part time	Self employed	Male	Female	
<b>Usual workplace</b>							
Same place every day	75	79	87	35	69	83	7,866
Different places	21	19	11	48	28	13	2,227
Home/ same building as home	3	1	2	17	3	4	382
All people	100	100	100	100	100	100	10,475
<b>Possible to work at home instead of travelling to work</b>							
Always work at home	3	1	2	17	3	4	382
Don't always work at home, but worked at home on at least one day in previous week	5	5	3	12	6	4	568
Did not work at home in previous week but possible to work at home	9	11	5	9	10	9	973
Not possible to work at home	82	83	90	62	81	83	8,546
All	100	100	100	100	100	100	10,469
Unweighted sample size (individuals)	10,475	6,860	2,243	1,372	5,550	4,925	.
<b>Frequency of working at home instead of usual place of work (excludes those who always work at home)</b>							
				<b>Possible to work at home without telephone or computer (for those who work at home at least once or twice a year)</b>			
						Telephone	Computer
3 or more times a week	9	Would never be possible				64	77
Once or twice a week	23	Would sometimes be possible				14	9
Less than once a week, more than twice a month	9	Would always be possible				5	2
Once or twice a month	18	Never use				17	11
Less than one a month, more than twice a year	11	All				100	100
Once or twice a year	8						
Less than once a year or never	24						
All	100						
Unweighted sample size (individuals)	1,537	Unweighted sample size (individuals):				1,181	1,181

## Section 7 Travel by trip purpose and main mode

This reference section gives data on trips made and distance travelled by the main mode of the trip and the purpose.

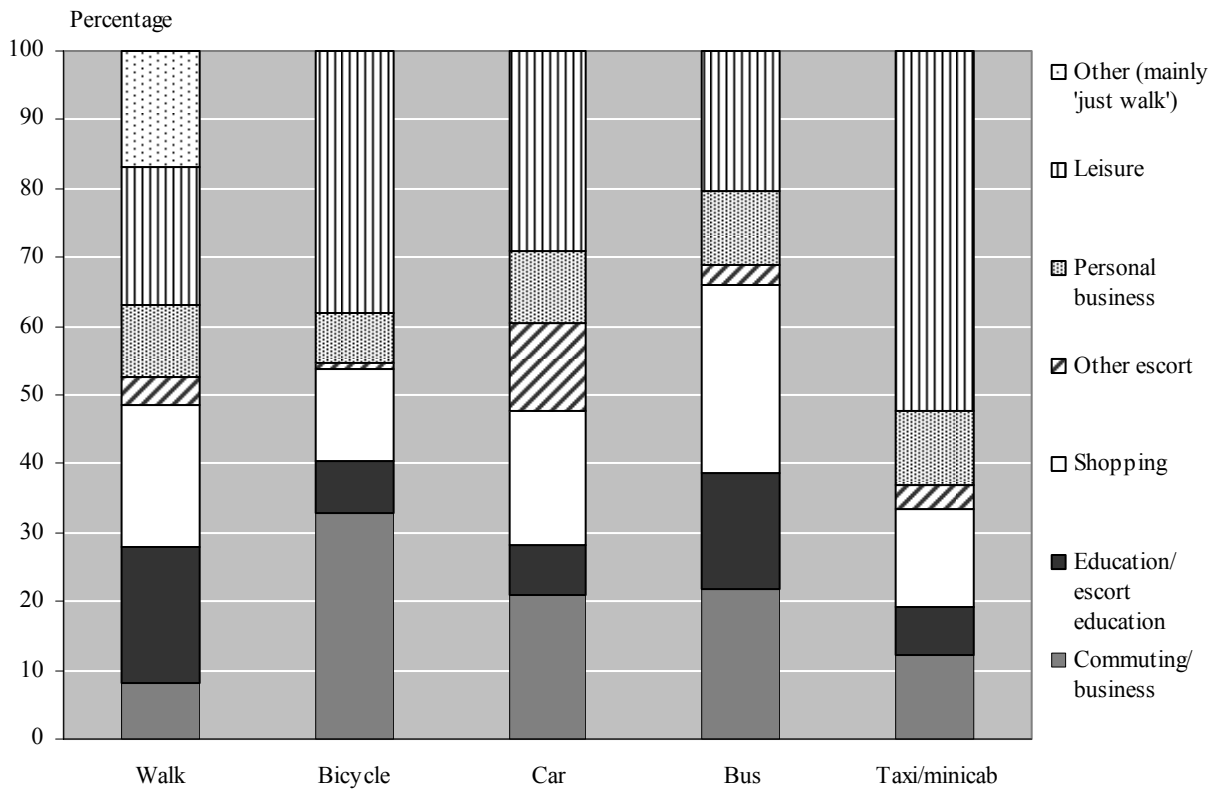
**Table 7.1 Trips per person per year by purpose and main mode: 2005**

	Trips/thousands									
	Walk	Bicycle	Car driver	Car passenger	Motorcycle	Other private	Local stage bus	Surface rail/under ground	Other public	All modes
Commuting/business	20	5	122	19	2	1	14	12	3	198
Education/escort education	48	1	23	25	-	3	11	2	1	114
Shopping	51	2	87	44	-	1	17	2	2	206
Other escort	10	-	58	27	-	-	2	-	-	97
Personal business	26	1	46	26	-	1	7	1	1	109
Leisure	49	5	99	94	1	2	13	6	8	277
Other (including 'just walk')	41	-	-	-	-	-	-	-	-	42
All purposes	245	14	435	236	4	9	63	23	15	1,044
Unweighted sample size ('000 trips)	93	5	156	87	1	3	22	7	5	379

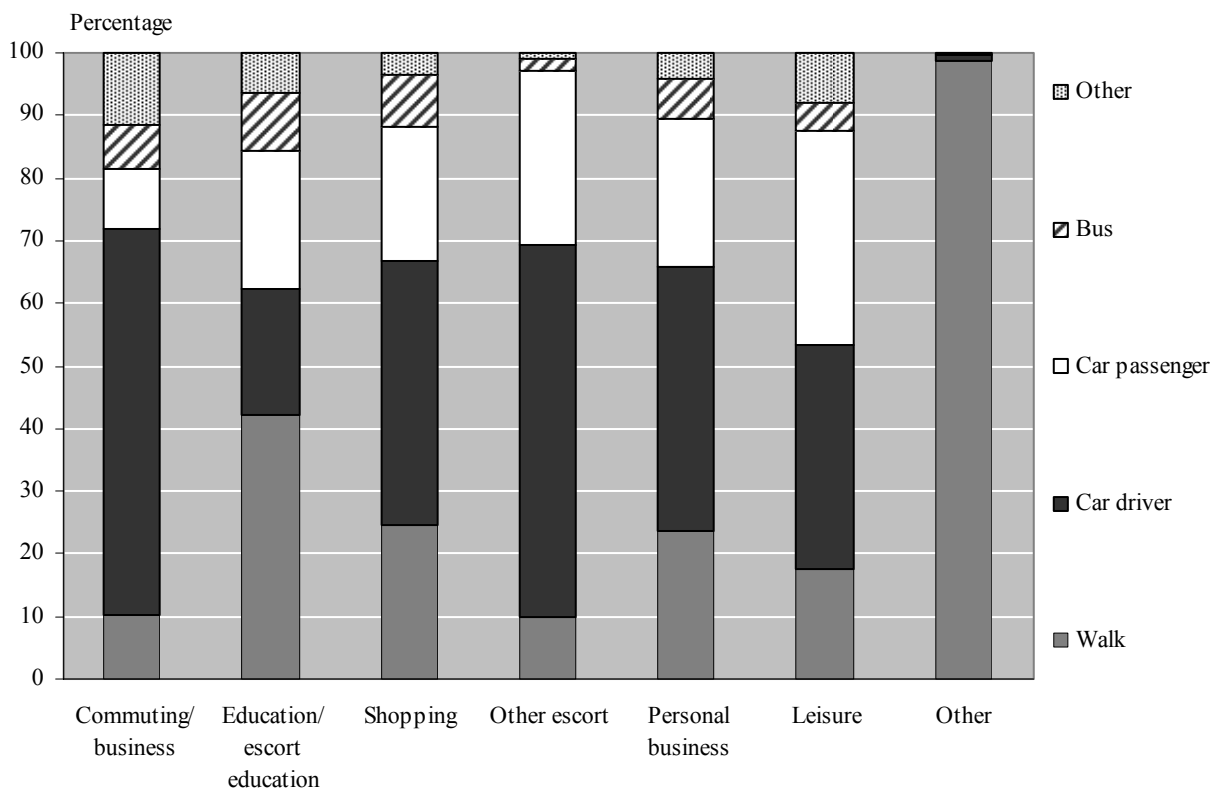
**Table 7.2 Distance travelled per person per year by purpose and main mode: 2005**

	Miles/thousands									
	Walk	Bicycle	Car driver	Car passenger	Motorcycle	Other private	Local stage bus	Surface rail/under ground	Other public	All modes
Commuting/business	15	13	1,449	189	19	19	73	278	59	2,114
Education/escort education	28	2	82	73	-	37	51	27	5	305
Shopping	31	3	444	289	2	5	63	30	12	879
Other escort	6	-	314	160	-	3	6	3	3	495
Personal business	16	2	284	155	2	8	24	20	11	521
Leisure	33	15	1,096	1,187	12	85	59	212	147	2,848
Other (including 'just walk')	40	-	5	1	-	-	-	-	-	46
All purposes	169	35	3,675	2,054	35	157	276	571	237	7,208
Unweighted sample size ('000 trips)	93	5	156	87	1	3	22	7	5	379

**Chart 7.1 Trips by selected main mode and purpose: 2005**



**Chart 7.2 Trips by purpose and main mode: 2005**



# Appendix A National Travel Survey- notes and definitions

## Personal travel

The subject of the National Travel Survey is personal travel. This is travel for private purposes or for work or education, provided the main reason for the trip is for the traveller himself or herself to reach the destination.

## Trips in course of work

Trips made in the course of work are included provided that the purpose of the trip is for the traveller to reach a destination. Travel to deliver goods, or to convey a vehicle or passengers (e.g. as a bus driver or taxi driver), is not covered. Nor is travel as a conductor, guard or other member of a crew of public transport vehicles. Also excluded is travel as a driver or a member of a crew of public vehicles such as fire engines or ambulances; travel in industrial or agricultural equipment (cranes, bulldozers, tractors, etc.); travel in specially equipped vehicles used in the course of a person's work (police patrol cars, AA/RAC repair vehicles, Royal Mail vans, etc.); and trips in course of work by people paid to walk or cycle, such as policemen on the beat, traffic wardens, leaflet distributors, messengers, postmen, or roundsmen.

## Leisure travel

Travel for a leisure purpose is normally included. However, trips which are themselves a form of recreation are not. Examples are yachting or gliding, which are done for the pleasure of going in a boat or plane rather than to get somewhere. Travel by foot away from the public highway is excluded unless both the surface is paved or tarred and there is unrestricted access. Thus, walks across open countryside on unsurfaced paths are excluded; and so are walks in pedestrian precincts or parks that are closed at night. Children's play on the street is not included as travel, but information about this is collected separately on Day 7.

## Geographical coverage

Only travel within Great Britain is included. Trips to other places are included only up to the ticket control point at which the boat, plane or train using the Channel Tunnel, is boarded. Travel by road vehicle away from the public highway is excluded, but travel on public roads in parks and on cycleways is included.

## Trips

The basic unit of travel, a trip, is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return trip are treated as two separate trips. A trip cannot have two separate purposes, and if a single course of travel involves a mid-way change of purpose then it, too, is split into two trips. However, trivial subsidiary purposes (e.g. a stop to buy a newspaper) are disregarded.

Note that in earlier publications the word 'journey' has been used. 'Trip' is now used for clarity, as the word 'journey' is often used in travel literature to mean a sequence of trips starting and finishing at the same place.

## **Trips under 1 mile**

In the past trips under 1 mile have sometimes been excluded from analyses in reports (see Appendix G of the 1991/93 report). This report includes trips of all lengths in every table.

## **Stages**

A trip consists of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

## **Distance travelled**

The length of any trip stage is the distance actually covered, as reported by the traveller, and not the distance 'as the crow flies'.

## **Series of calls trips**

In order to reduce the burden on respondents, travel involving a number of stops for the same main purpose and using the same form of transport are treated as one continuous series of calls trip from the first such call to the last one. Only shopping and 'in course of work' travel can be treated in this way. A doctor's round would therefore consist of one trip to the first patient, one series of calls trip to the other patients and one trip from the last call back to the surgery or home. In general, series of calls trips are excluded from tables in this report.

## **Modes of travel**

Walks of less than 50 yards are excluded.

Car includes light vans, 4x4 vehicles and privately owned lorries.

Rail includes both surface rail (former British Rail) and London Underground services, but not any other rail service.

Light Rail includes the Tyne & Wear Metro, Docklands Light Railway, Manchester Metrolink, Glasgow Underground System, South Yorkshire Supertram, Blackpool Trams, Croydon Tramlink, Leeds Supertram, Greater Nottingham Light Rapid Transit and Midlands Metro. It has been possible to distinguish these modes since 1998, but the number of cases is small and they are included in tables under 'other public' transport.

Local bus includes all 'local' services, but excludes express services, excursions and tours.

A bicycle is any pedal cycle capable of use on the public road, but not children's bicycles or tricycles that are intended as toys.

'Other' modes depend on the context, but may include other types of bus (works or school bus, private hire, express bus and tours and excursions), two-wheeled motor vehicles, motorcaravans, dormobiles, taxis/minicabs, domestic air travel and other private and public transport.

## **Main mode of travel**

The main mode of a trip is that used for the longest stage of the trip. With stages of equal length the mode of the latest stage is used.

## **Trip purpose**

The purpose of a trip is normally taken to be the activity at the destination, unless that destination is 'home' in which case the purpose is defined by the origin of the trip. The classification of trips to 'work' is also dependent on the origin of the trip. Purposes include:

Commuting - trips to a usual place of work from home, or from work to home.

Business - personal trips in course of work, including a trip in course of work back to work. This includes all work trips by people with no usual place of work (e.g. site workers) and those who work at or from home.

Other work - trips to work from a place other than home or in course of work, e.g. coming back to work from going to the shops during a lunch break. In most tables this is included with 'personal business'.

Education - trips to school or college, etc. by full time students, students on day-release and part time students following vocational courses.

Shopping - all trips to shops or from shops to home, even if there was no intention to buy.

Personal business - visits to services, e.g. hairdressers, launderettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment; or for eating and drinking, unless the main purpose was entertainment or social.

Social or entertainment - visits to meet friends, relatives, or acquaintances, both at someone's home or at a pub, restaurant, etc.; all types of entertainment or sport, clubs, and voluntary work, non-vocational evening classes, political meetings, etc..

Holidays or day trips - trips (within GB) to or from any holiday (including stays of 4 or more nights with friends or relatives), or trips for pleasure (not otherwise classified as social or entertainment) within a single day.

Just walk - walking trips for pleasure or exercise along public highways, including taking the dog for a walk and jogging.

Escorting - used when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, taking a child to school. 'Escort commuting' is escorting or accompanying someone from home to work or from work to home. Similarly, other escort purposes are related to the purpose of the person being escorted. Note that the purpose of a trip for a small child accompanying older children to school would be 'escort education'.

## **Households**

A household consists of one or more people who have the sampled address as their only or main residence and who either share at least one main meal a day or share the living accommodation. The survey excludes people who are not living in households, such as students in halls of residence.

## **Work status**

A person is described as working if in paid employment, or self-employed, during the previous week. Persons absent on holiday, on strike, temporarily sick, on study leave, maternity leave, or absent for similar reasons, are included. Sandwich students and students working during vacation are excluded. The distinction between full-time and part-time work is determined by the respondent.

## **Household income**

Household income is the total gross income of all members of the household, from whatever source, before deduction of income tax, National Insurance or pensions contributions.

## Real household income equivalent

Because of price inflation, and because household size and composition is not taken into account in the simple measure of household income, a measure of household affluence, known as real household income equivalent, is used. A household income equivalent scale – called the McClements Scale - was used to assign values to adults and children within a household. The scales takes childless, two adult households as standard (that is, they are assigned a weight of 1) and then scales up the income of households with fewer people and scales down the income of households with more. Total household income is then divided by the sum of these values so that the household income relative to a household consisting of just one married couple can be obtained. These are then deflated to 1990 values using the Retail Price Index (RPI). Households are then assigned to one of twenty groups in ascending order of affluence. These are usually grouped into five ‘quintile’ groups for analysis purposes.

The values assigned to individuals within a household were as follows:

### Married head of household

Married couple of 2 adults	1.00
1 <sup>st</sup> additional adult	0.42
2 <sup>nd</sup> (or more) additional adult	0.36 (per adult)

### Single head of household

1 adult only	0.61
1 <sup>st</sup> additional adult	0.46
2 <sup>nd</sup> additional adult	0.42
3 <sup>rd</sup> (or more) additional adult	0.36 (per adult)

### Child aged:

16-18yrs	0.36
13-15yrs	0.27
11-12yrs	0.25
8-10yrs	0.23
5-7yrs	0.21
2-4yrs	0.18
Under 2	0.09

## Household vehicles

The term ‘car’ is used for all three or four wheeled vehicles with a car body type, and also light vans, 4x4 vehicles, dormobiles and motorcaravans. Such vehicles are regarded as household cars if they are either owned by a member of the household, or available for the private use of household members. Vehicles used only for the carriage of goods, as public service passenger vehicles, or solely for hire by other people are excluded. Hired or borrowed vehicles are included only if they were available to the household over the whole of the sample travel week. Company cars provided by an employer for the use of a particular employee (or director) are included, but cars borrowed temporarily from a company pool are not.

### Access to cars

The ‘main driver’ of a household car is the household member that drives the furthest in that car in the course of a year. Households with two or more cars are likely to have two or more main drivers, one for each car.

‘Other drivers’ are people in car-owning households, who have a full driving licence to drive a car, but are not main drivers of a household car. No account is taken of whether or not they actually drive a household car.

Non-drivers are all other people in car-owning households. They include children below driving age and adults with provisional driving licences.

## **Type of area**

Households are classified according whether they are within an urban area of at least 3,000 population or in a rural area. Urban areas are subdivided for the purpose of this publication as follows:

- London boroughs - the whole of the Greater London Authority
- Metropolitan built-up areas - the built-up areas of former metropolitan counties of Greater Manchester, Merseyside, West Midlands, West Yorkshire, Tyne and Wear and Strathclyde (excludes South Yorkshire)
- Large urban - self-contained urban areas over 250,000 population
- Medium urban - self-contained urban areas over 25,000 but not over 250,000 population
- Small/medium urban - self-contained urban areas over 10,000 but not over 25,000 population
- Small urban - self-contained urban areas over 3,000 but not over 10,000 population
- Rural - all other areas including urban areas under 3,000 population

### England and Wales

The classification specifies urban areas based on the extent of urban development indicated on Ordnance Survey maps. An urban area is a tract of continuously built-up urban land extending 20 hectares or more. Urban areas thus defined but less than 200 metres apart are combined into a single urban area.

### Scotland

In Scotland postcodes were classified as urban or rural using population density. Urban postcodes were then aggregated together to form localities using a minimum population of 500 together with other rules.

Data up to 2001 use a classification which reflects built-up areas and population at the time of the 1991 Census. Data from 2002 use a classification which reflects built-up areas and population at the time of the 2001 Census.

The following area classifications are available on the NTS database but no tables on these bases have been included in this Bulletin:

### **ONS area classification**

The 2001 Area Classification is used to group together geographic areas according to key characteristics common to the population in that grouping. These groupings are called clusters, and are derived using census data. The classification is used by government departments and academics for analysis and comparison, and by members of the public for finding out about where they live and how it compares with the rest of the country. The classification has been produced for Great Britain after each census since 1971. It has been produced for the whole of the UK for the first time after the 2001 census. The classification is available at local authority, ward and health area level, and is based on 2003 boundaries. The area classification comprises 9 super-groups, 17 groups and 26 sub-groups. For this publication the ward level based classification at super group level is used.

### **Index of Multiple Deprivation 2004**

The Index of Deprivation 2004 (IMD 2004) is a measure of deprivation at the Super Output Area (SOA) in England. SOAs are a continuous geography of areas of approximately equal population size (the mean SOA population in England according to the 2001 Census was approximately 1,500). The model of multiple deprivation which underpins the IMD 2004 is based on the idea of distinct dimensions of deprivation which can be recognised and measured separately. The IMD 2004 contains seven domains of deprivation: Income deprivation; Employment deprivation; Health deprivation and disability; Education, skills and training deprivation; Barriers to Housing and Services; Living environment deprivation and Crime. IMD 2004 combines indicators in each of the domains into a single deprivation score for each SOA. Each SOA is ranked according to an overall deprivation score, and the ranking list divided into 10 equal groups, or deciles. Further details may be found at: <http://www.odpm.gov.uk/indices>

# Index to tables

## Access

- Bus accessibility indicator 5.9
- Nearest bus stop by area type 5.9
- Time taken to on foot/public transport to GP, grocer, primary school, secondary school, college, shopping centre, hospital 5.10

## Adults 16+

- Car ownership 2.2
- Sample numbers 1.1

## Age

- Distance travelled 3.6
- Full car driving licence holders 2.3
- School age children by mode 4.6
- Trips by purpose 4.4
- Walks of 20 minutes or more 3.9

## Air

- Long distance trips 3.10

## Annual mileage - see Distance

## Area type of residence (urban/rural)

- Car ownership 2.2
- Concessionary bus fare schemes 5.8
- Time to nearest bus stop 5.9

## Bicycles - see also Mode

- Distance travelled per person per year 3.7
- Frequency of use 5.7
- Trips per person per year 3.7
- Trips, mileage, time per rider per week 3.8

## Bus - see also Mode

- Bus accessibility indicator 5.9
- Concessionary bus fare schemes 5.8
- Frequency of use 5.7
- Service frequency 5.12
- Stops - see access

## Business - see also Purpose

- Mileage by type of car 6.1

## Car

- Annual mileage 6.1
- Company cars 6.1
- Driving licence holders 2.3
- Drivers - see Mode
- Household availability 2.2, 5.1, 5.4
- Occupancy 6.2, 6.3
- Passengers - see Mode
- Per household/adult 2.2
- Personal car access 2.4, 5.2, 5.3, 5.4, 5.6
- Annual mileage by type of car and purpose 6.1
- Trips - see Mode

## Children - see Age and School travel

- Sample numbers 1.1

## Commuting - see also Purpose

- Mileage by type of car 6.1

## Company cars

- Annual mileage by trip purpose 6.1

## Concessionary bus fare schemes 5.8

## Day trips - see Purpose

## Definitions - Appendix A

## Distance

- Annual mileage 3.1, 6.1
- Average trip length 2.1, 3.2, 4.2
- Miles travelled 2.1
  - Age 3.6, 5.2
  - Gender 3.6, 5.2
  - Household car availability 5.1
  - Income band 5.5
  - Mode 3.1, 5.2, 5.5, 7.2
  - Personal car access 5.2
  - Purpose 4.1, 7.2
- Trip distance
  - Main mode 3.4
  - Long distance trips by mode/purpose 3.10, 4.5

## Doctor - see Access

## Driving licence holders (full car) 2.3

## Education - see Purpose

## Escort trips - see Purpose

## Entertainment trips - see Purpose

## Ethnic group 5.6

## Facilities - see Access

## Food store - see Access

## Frequency of buses and trains 5.12

## Frequency of use of bicycles and public transport 5.7

## Frequency of working at home 6.4

## Gender

- Distance travelled by mode 3.6
- Driving licence holders 2.3
- Household car availability 5.1
- Personal car access 2.4
- Trips per person per year 3.6, 4.4

## GP - see Access

## Grocer - see Access

## Grossing factors 1.1

## Holiday trips - see Purpose

## Hospital - see Access

## Household

- Sample numbers 1.1
- Type 5.3

## Income

- Household car availability 5.4
- Mode, distance and trips 5.5

- Personal car access 5.4
- Individual sample numbers 1.1
- Journeys - see Trips
- Length of trips - see Distance
- London - see Area type
- Long distance trips 3.10, 4.5
- Mileage - see Distance
- Mobility difficulties 5.11
- Mode (main mode for trip unless otherwise specified)
  - Age 3.6
  - Average trip length 3.2
  - Average trip time 3.5
  - Concessionary bus fare schemes 5.8
  - Frequency of use of bicycles and public transport 5.7
  - Gender 3.6
  - Household car availability 5.1
  - Household income 5.5
  - Long distance trips by length 3.10
  - Miles per person per year 3.1, 5.2, 5.5, 7.2
  - Personal car access 5.2
  - Purpose 7.1, 7.2
  - School travel 4.6
- Motorcycles - see Mode
  - Trips, mileage, time per rider per week 3.8
- Occupancy - see Cars
- Personal business trips - see Purpose
- Post offices - see Access
- Public transport - see Mode
- Purpose
  - Age 4.4
  - Average trip length 4.2
  - Average trip time 4.2
  - Car occupancy 6.3
  - Gender 4.4
  - Long distance travel by length 4.5
  - Miles per person per year 4.1, 7.2
  - Mode 7.1, 7.2
  - Previous/next purpose 4.3
  - Trips per person per year 4.1
- Rail - see Mode
- Rural areas - see Area type
- Sample numbers 1.1
- Schools - see Access
- School travel
  - Car traffic taking children to school in peak times 4.7
  - School trips 4.6
- Shopping - see Purpose
- Shopping centre - see Access
- Sport trips - see Purpose
- Stages
  - Per person per year by mode 3.3
  - Sample numbers 1.1

- Taxi - see Mode
- Time taken
  - Average trip time (minutes)
    - by main mode 3.5
    - by purpose 4.2
  - Household car availability 5.1
  - Per person per year (hours) 2.1, 3.5
  - To local facilities - see Access
- Travel to work - see Commuting
- Trip chaining 4.3
- Trips
  - Average trip length - see Distance
  - Distance travelled - see Distance
  - Income 5.5
  - Length 3.4
  - Long distance - see Long distance
  - Numbers
    - Age and gender 3.6, 4.4
    - Distance 3.4
    - Household car availability 5.1
    - Mode 3.2, 3.6, 3.7, 5.2, 5.5, 7.1
    - Personal car access 5.2
    - Purpose 4.1, 4.2, 4.4, 7.1
  - School trips - see School travel
  - Trip time - see Time
- Trip length - see Distance
- Underground - see Mode
- Urban areas - see Area type
- Vans - see Mode
- Vehicle sample numbers 1.1
- Visiting friends - see Purpose
- Walking - see Access, Mode
  - 20 minutes or more 3.9
- Working at home 6.4



## Scottish Executive

### Transport Publications

Scottish Transport Statistics	£10
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Travel by Scottish Residents: some NTS results	£2
Bus and Coach Statistics	£2
Road Accidents Scotland	£10
Key Road Accidents Statistics	£2

(SHS = Scottish Household Survey; NTS = National Travel Survey)

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Fax: +44 (0) 131-244 0888

E-mail: [transtat@scotland.gsi.gov.uk](mailto:transtat@scotland.gsi.gov.uk)

Internet: [www.scotland.gov.uk/transtat](http://www.scotland.gov.uk/transtat)

*These publications are available, payment with orders,*

*from:* Scottish Executive Publication Sales

Blackwell's Bookshop, 53 South Bridge, Edinburgh EH11YS

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## National Assembly for Wales – Cynulliad Cenedlaethol Cymru

### Transport Publications

2004 Road Accidents: Wales	£13
Welsh Transport Statistics 2005	£13

### Other publications with transport topics

Digest of Welsh Local Area Statistics 2004	£22
Digest of Welsh Statistics 2003	£20
Statistics for Assembly Constituency Areas 1998	£15
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*These publications are available from:*

Central Support Unit, Statistical Directorate, Welsh Assembly Government, Cathays Park, Cathays, Cardiff CF10 3NQ

Telephone: +44 (0) 29-2082 5054

E-mail: [stats.pubs@wales.gov.uk](mailto:stats.pubs@wales.gov.uk)

Internet: [www.wales.gov.uk](http://www.wales.gov.uk)

### Northern Ireland Transport Statistics

*Available from;*

Central Statistics and Research Branch

Department of the Environment, Clarence Court, 10-18

Adelaide Street, Belfast BT2 8GB

Tel: +44 (0)28 9054 0801

E-mail: [csrb@drdni.gov.uk](mailto:csrb@drdni.gov.uk)

Internet: <http://csrb.drdni.gov.uk>

### Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute of Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the Department for Transport. The aims of the Group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The Group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Transport and the Environment
- Cycling Statistics
- Urban Transport Bench Marking
- National Travel Survey
- Ports and Maritime Statistics
- Rail Safety Statistics and Risk Models

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please contact:

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The TSUG has contributed to the production of the *Transport Yearbook 2006*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office.

# Transport Statistics Publications (as at September 2006)

## TSO publications (Transport Statistics Reports - priced)

Obtainable from:

### TSO

Mail, Telephone, Fax and E-mail  
PO Box 29, Norwich NR3 1GN  
Telephone orders & general enquiries: +44 (0)870 600 5522  
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(ISBN: 1-85112-145-5)  
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See also TSO's virtual bookshop at: -  
<http://www.tso.co.uk>

## DfT: Transport Statistics Publications (Transport Statistics Bulletins - free)

Obtainable from:

### Department for Transport

2/17  
Great Minster House  
76 Marsham Street  
London  
SW1P 4DR  
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### Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics (Biennial)  
Public Transport Statistics: GB  
National Road Maintenance Condition Survey  
Regional Transport Statistics  
Road Casualties in Great Britain: Main Results  
Road Traffic Statistics  
Survey of Van Activity  
Traffic Speeds on English Trunk Roads (Biennial)  
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Road Freight Statistics  
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### Quarterly Bulletins – produced by Transport Statistics

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See also the Transport Statistics web site at: -  
<http://www.dft.gov.uk/transtat>

### Publications no longer produced by Transport Statistics, which have transferred to other Government Departments:

Transport Statistics for London: 2001 Edition (ISBN: 1-85112-327-X)  
Journey Times Survey: Inner & Central London: 2001  
Traffic Speeds in Central and Outer London: 1999  
Traffic Speeds in Inner London: 1998  
(From the dates given, future editions of the above publications produced by  
Transport for London - Contact ☎ +44 (0)20 7941 4266 for details)  
National Rail Trends (replaced Bulletin of Rail Statistics)  
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Contact ☎ +44 (0)20 7282 2007 for details)

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**NOTE:** Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/17, Great Minster House, 76 Marsham Street, London SW1P 4DR, Great Britain. ☎ +44 (020) 7944 4846.