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Transport

Transport Statistics Bulletin

National Travel Survey: 2007
Interview Data

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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 Stationery Office

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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 2007 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 points

The National Travel Survey (NTS) is a household survey designed to provide a databank of personal travel information for Great Britain. This report presents the results from the interview element of the 2007 survey. It does not cover data from the travel diary.

Car access and licence holding

- Between 1995/97 and 2007 the proportion of households in Great Britain **without access to a car** fell from 30 per cent to 25 per cent, while the proportion of households with two or more cars increased from 25 per cent to 32 per cent.
- Since 1995/97 the proportion of men with a **driving licence** has remained relatively stable, at around 80 per cent but it has increased among women from 57 per cent to 63 per cent in 2007. Over the same period, licence holding among all those aged 70 and over has increased from 38 per cent to 52 per cent.

Public transport and active travel

- Local bus is the most frequently used mode of **public transport**, with 28 per cent of respondents using a bus at least weekly in 2007. This compares with 10 per cent for taxi and 7 per cent for rail.
- Weekly bus use is most common among those under the age of 30 and those aged 60 or older, while frequent rail and taxi use is most common among 17 to 29 year-olds.
- In 2007, 58 per cent of respondents said they made a walk of 20 minutes or more at least once a week and 24 per cent said they did this less than once a year or never.
- Fourteen per cent of respondents aged 5 and over said they **cycled** at least once a week. This proportion was higher for children aged 5 to 15 than for adults, at 45 per cent and 10 per cent respectively.
- In 2007 ten per cent of respondents said they made an **internal flight** within Great Britain at least once a year and 46 per cent had **made an international flight** from Great Britain in the last 12 months.

Social inclusion

- In 2007 54 per cent of households in the lowest income quintile did not have access to a car, compared with 10 per cent in the highest income quintile. Motorcycle and bicycle ownership also increase with household income.
- Those living in the lowest income households are most likely to travel frequently by bus or taxi, with 44 per cent using buses and 14 per cent using taxis at least weekly. Frequent rail travel and cycling tends to increase with household income.
- In 2007 25 per cent of those in the lowest income households had made an international flight in the last 12 months, compared with 71 per cent those in the highest income households.

Accessibility

- The proportion of rural households that were within a 13 minute walk of a bus stop with at least an hourly service increased from 45 per cent in 1998/00 to 57 per cent in 2007.
- In 2007 72 per cent of rural households were within 15 minutes of a grocery shop by foot or public transport and 52 per cent were within 15 minutes of a GP. In urban areas the figures were over 90 per cent and around 80 per cent respectively.
- 90 per cent of households in rural areas have access to a car. Car access declines in more urban areas, being lowest in London where 57 per cent of households had access to a car.
- Workers living in the highest income households were far more likely to be able to work from home (33 per cent) than those living in the lowest income households (10 per cent).
- Overall 3 per cent of people who were employed always worked from home and a further 15 per cent said it was possible for them to work from home. These proportions have been relatively stable since 2002.

Road safety

- In 2007 7 per cent of adults said they had been in a road accident in the 12 months before interview, including 2 per cent who had been injured in a road accident. In the majority of these incidents the respondent was a car occupant.
- Respondents said that the police were aware of 59 per cent of injury accidents and 31 per cent of non-injury accidents.
- Among 7 to 10 year-olds 85 per cent were usually accompanied to school by an adult in 2007, a slight increase from 81 per cent in 2003. Over the same period, the proportion of 7 to 10 year-olds usually allowed to cross roads alone fell from 19 to 13 per cent.

Section 1 Introduction

The 2007 National Travel Survey

The 2007 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.

NTS data is collected via two main sources. Firstly, face to face interviews are carried out to collect information on the households, all individual members within the household and all vehicles to which they have access. Each household member is then asked to record details of their trips over a seven day period in a travel diary, allowing travel patterns to be linked with individual and household characteristics. This bulletin only presents data collected via interview from the 2007 NTS. It does not cover data from the travel diary.

Thorough checking of the 2007 data raised concerns about the quality of the diary data. Specifically, there appears to have been an under-recording of short trips in 2007 associated with the introduction of a redesigned diary from January 2007. The diary was redesigned for the 2007 survey to make it both more appealing to respondents and easier for them to use. The diary was subject to extensive testing¹ and appeared to be working well in the first quarter of 2007. However, analysis of the data for the whole of 2007 suggests there has been an under-recording of short trips. A programme of work is in place to investigate this issue and to produce corrective weights to apply to the 2007 diary data. It is likely that travel diary data for 2007 will be published in 2009.

Earlier methodological changes

There have been various methodological changes to the NTS since the first survey in 1965. These changes are outlined in detail in Chapter 6 of the 'National Travel Survey 2003 & 2004 Technical Report'. Methodological changes mean that there are some inconsistencies and discontinuities in the time series. Key recent changes were:

1995 onwards: Weights have been applied to adjust for non-response and for the drop-off in recording of trips known to occur during the travel diary week. Discontinuity with earlier surveys is less pronounced for measures at an individual, household and vehicle level as at these levels the weighting only adjusts for non-response, which is less of a problem for earlier years. Details of the weighting methodology and a comparison of weighted and unweighted trend data for 1995 to 2004 are available on the DfT website.

2002 onwards: The National Centre for Social Research was appointed as the contractor for the survey from 2002. There were certain changes to the way the survey was managed at this point; these are outlined in the 'National Travel Survey 2002 Technical Report' and are summarised in annual NTS statistics bulletins for 2002 to 2006. The main source of discontinuity was an under-recording of short walks in 2002 and to a lesser extent in 2003; this does not affect the interview data presented in here.

¹ see McGee A, Gray M & Collins D (2006), NTS Travel Record Review Stage 1; and (McGee A, Gray M, Andrews F, Legard R, Wood N and Collins D (2006) NTS Travel Record Review Stage 2. These publications are available on the DfT website.

Sample size

In 2002, the drawn sample size 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.

During 2007, just over 8,400 households participated fully in the survey by providing information via interview and completing a seven day travel diary. An additional 800 households participated in the household interviews but did not all complete a diary; although these cases cannot be used for trip-level analysis, their data is included in all analysis at household, individual and vehicle level. Analysis presented here is therefore based on data from nearly 9,300 responding households, covering just under 22,000 individuals.

Table 1.1 Sample numbers on which analyses are based

		Number/thousands												
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
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	8,297	8,431
	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	9,261	9,278
	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	8,297	8,431
	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	9,261	9,278
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	19,490	19,735
	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	22,141	21,931
	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	19,794	19,940
	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	22,098	21,959
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	3,938	3,971
	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	4,497	4,408
	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	3,848	3,759
	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	4,296	4,141
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	15,552	15,764
	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	17,644	17,523
	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	15,945	16,181
	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	17,801	17,818
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	9,758	9,898
	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	11,118	10,975
	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	9,875	10,005
	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	11,028	10,995
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	58,846	59,216
Grossing up factors (diary sample)		7,287	7,356	7,560	8,276	8,150	7,071	7,163	3,413	2,972	3,027	2,938	3,019	3,001
Grossing up factors (interview sample)		6,605	6,630	6,684	7,127	7,100	6,291	6,470	2,767	2,631	2,692	2,576	2,658	2,700

Historically, all NTS analysis was based on '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. This is referred to as the '**Diary sample**'. Following the introduction of the weighting methodology, data from some additional 'partially co-operating households' are now included in analyses of weighted data at household, individual and vehicle level. Generally these partially co-operating households had co-operated fully with the various interviews but not all household members had completed the travel diary. This expanded sample is referred to as the '**Interview sample**'. Most analyses presented in this bulletin are based on the 'Interview sample'.

Sampling errors

Because estimates made from a sample survey depend upon the particular sample chosen, they generally differ from the true values for the population. This is not usually a problem when considering large samples but may give misleading information when considering data from small samples.

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. Tables of sampling errors for selected key statistics derived from the NTS are published in the 2003 & 2004 Technical Report.

Technical reports

Technical reports for the NTS are normally published annually. The 2007 Technical Report, which is available at www.dft.gov.uk/transtat/personaltravel, includes details of sampling, fieldwork and data processing and a full set of the questionnaires. Periodically, extended Technical Reports are published covering a wider range of technical issues. The last extended Technical Report, covering the 2003 and 2004 surveys, 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.

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. Bulletins of key results are normally published annually. Personal travel factsheets covering specific topics are published periodically. The most recent factsheets published cover the following topics: walking; cycling; health-related travel difficulties; travel to work; shopping; travel in urban and rural areas and travel to school. These are based on 2005 data, with the exception of 'Travel to school' which includes 2006 data.

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). Charges may be made to cover the costs of data extraction.

Section 2 Trends in personal travel

Two of the main factors which affect how people travel are whether they have access to a car and whether they hold a driving licence. This section shows trends over the last 20 to 30 years in car access and driving licence holding. These trends underpin many of the changes in personal travel over this period.

Trends in car ownership

Table 2.1 Household car availability: 1985/86 to 2007 and by area type of residence¹: 2007

	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 ²	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
2006	25	44	32	100	1.15	0.61	9,261
2007	25	43	32	100	1.14	0.60	9,278

	Percentage/number						
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Unweighted sample size (households)
2007							
London Boroughs	43	41	16	100	0.77	0.40	1,153
Metropolitan built-up areas	31	42	27	100	1.01	0.54	1,391
Large urban	27	44	29	100	1.08	0.58	1,399
Medium urban	23	44	32	100	1.16	0.62	2,480
Small/medium urban	22	46	32	100	1.17	0.65	770
Small urban	19	42	40	100	1.31	0.70	655
Rural	10	38	51	100	1.54	0.79	1,430
All areas	25	43	32	100	1.14	0.60	9,278

1 See definitions in Appendix A.

2 Figures for 1995 onwards are based on weighted data

- 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 25 per cent in 2005. It remained at this level in 2006 and 2007. 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 2007. There are many 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 2007, 43 per cent of households did not have access to a car, compared with 31 per cent in Metropolitan built-up areas and 10 per cent in rural areas.
- In rural areas, just over half (51 per cent) of households had access to two or more cars compared with 16 per cent in London.

Chart 2.1 Household car availability: 1985/86 to 2007

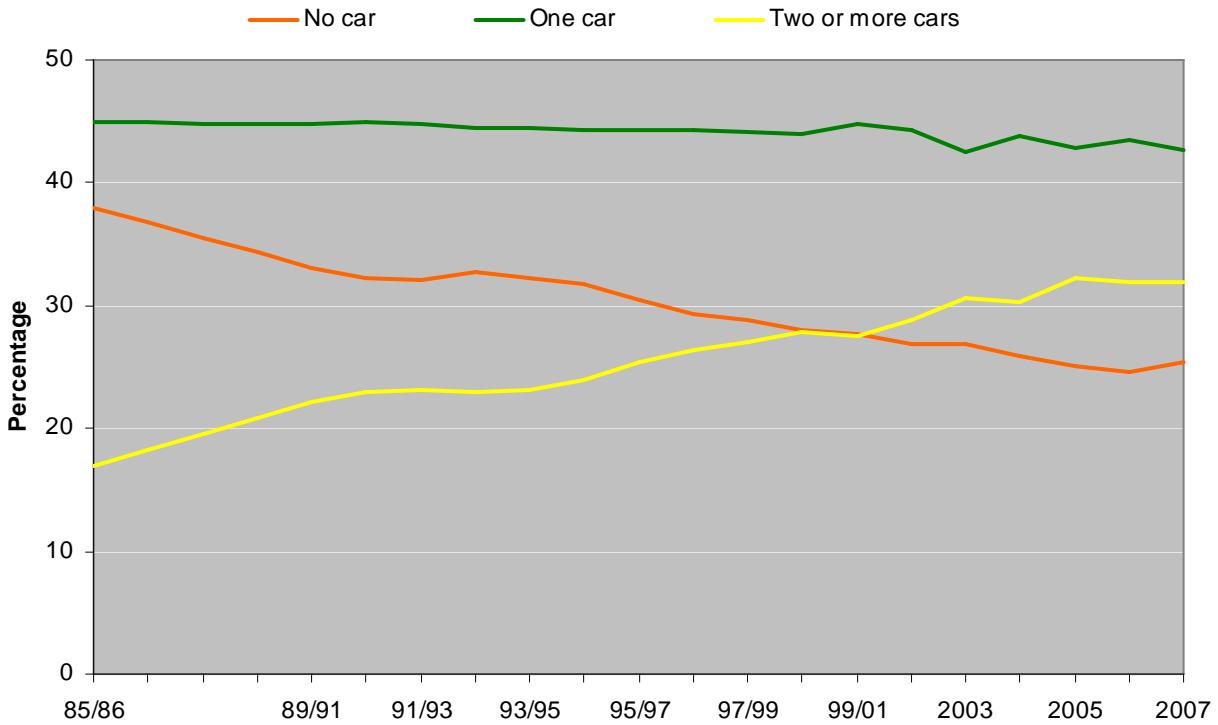
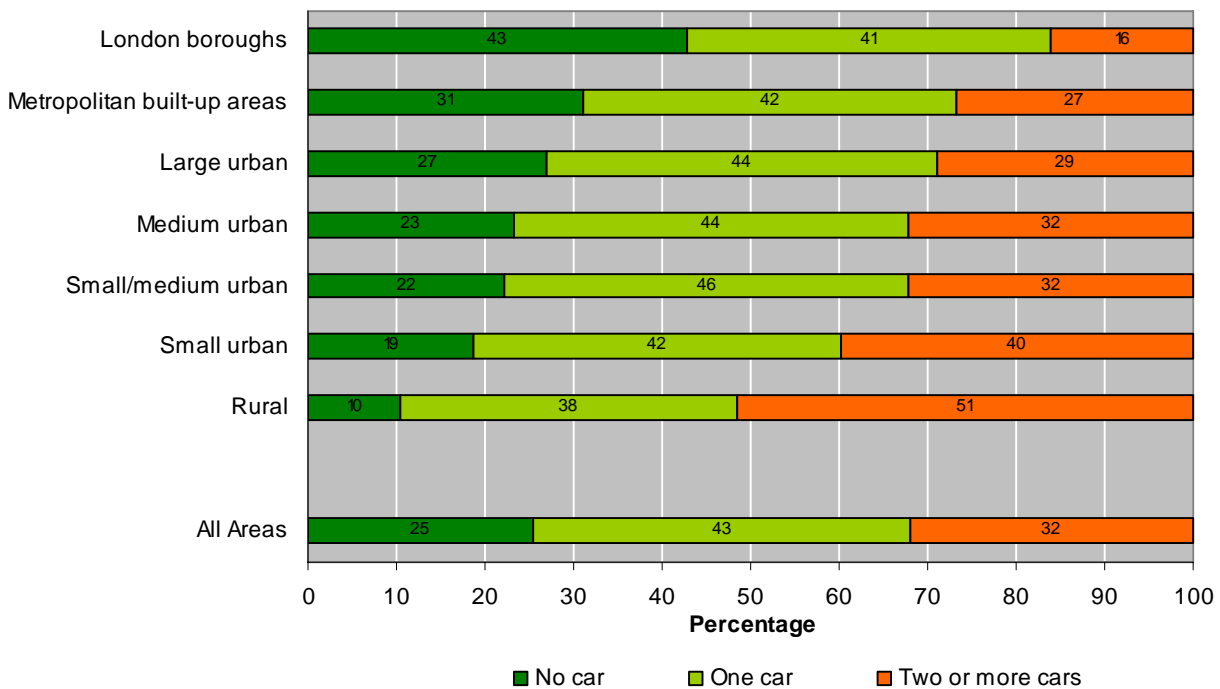


Chart 2.2 Household car availability by area type of residence: 2007



Trends in driving licence holding

Table 2.2 Full car driving licence holders by age and gender: 1975/1976 to 2007

Percentage/millions/number

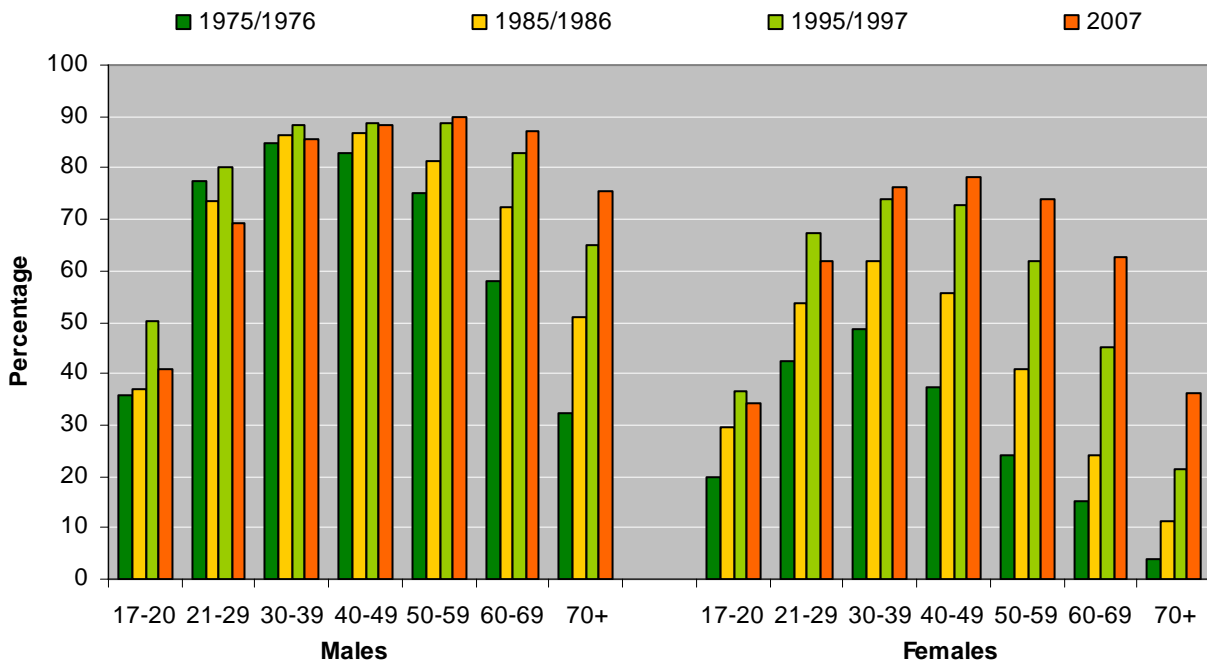
	All aged 17+	17-20	21-29	30-39	40-49	50-59	60-69	70 and over	Estimated licence holders (m)	Unweighted sample size (individuals aged 17+)
All adults										
1975/1976	48	28	59	67	60	50	35	15	19.4	17,064
1985/1986	57	33	63	74	71	60	47	27	24.3	19,835
1989/1991	64	43	72	77	78	67	54	32	27.8	20,398
1992/1994	67	48	75	82	79	72	57	33	29.3	19,030
1995/1997 ¹	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
2006	72	34	67	82	84	82	76	50	33.7	17,345
2007	71	38	66	81	83	82	75	52	33.8	17,199
Males										
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 ¹	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
2006	81	37	71	86	89	91	90	76	18.4	8,271
2007	80	41	69	86	88	90	87	75	18.4	8,146
Females										
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 ¹	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
2006	63	31	63	78	79	74	63	31	15.3	9,074
2007	63	34	62	76	78	74	63	36	15.4	9,053

¹ Figures for 1995 onwards are based on weighted data

- Since the early 1990s, the proportion of men holding a full car driving licence has remained fairly stable at around 80 per cent while the proportion of women with a licence has increased from approximately half to 63 per cent in 2007.

- The proportion of young adults with a driving licence has decreased since the early 1990s although this trend has reversed in recent years. In 2007, 38 per cent of those aged 17-20 held a licence, compared with 27 per cent in 2004 and 43 per cent in 1995/1997.
- There has been a large increase in the number of older women holding a driving licence. Between 1995/97 and 2007 the proportion of women aged 60-69 holding a licence increased from 45 to 63 per cent. Over the same period, the proportion of women aged 70 or over holding licences increased from 21 to 36 per cent. 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.

Chart 2.3 Full car driving licence holders by age and gender: 1975/1976, 1985/86, 1995/97 and 2007



Trends in personal car availability

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.

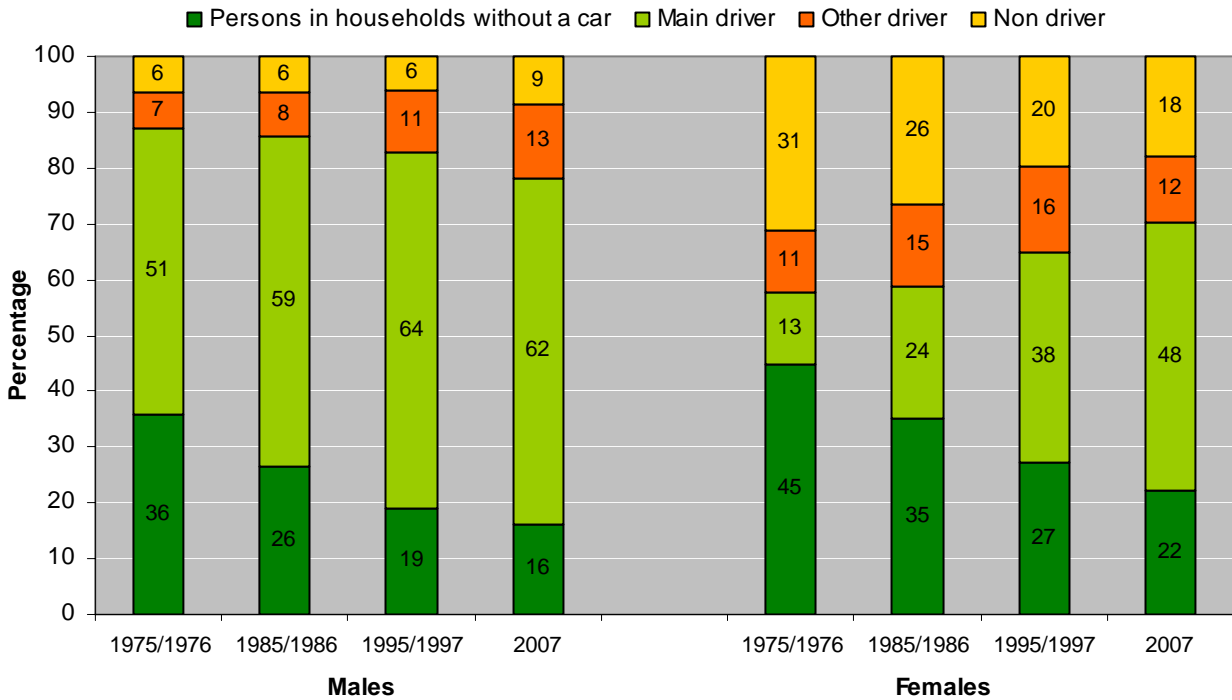
Table 2.3 Adult personal car availability by gender: 1975/76 to 2007

	Persons in households without a car	Persons in households with a car				All persons	Percentage/number	Unweighted sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All			
All adults								
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 ¹	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	
2006	19	55	13	14	81	100	17,346	
2007	19	55	13	13	81	100	17,201	
Males								
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 ¹	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	
2006	16	63	13	9	84	100	8,272	
2007	16	62	13	9	84	100	8,148	
Females								
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 ¹	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	
2006	22	47	13	18	78	100	9,074	
2007	22	48	12	18	78	100	9,053	

¹ Figures for 1995 onwards are based on weighted data

- The proportion of people living in households with a car has risen over the last 30 years, but has levelled off in recent years. In 2007 81 per cent of adults aged 17 and over lived in a household with a car. Between 1995/97 and 2007 this proportion increased from 81 to 84 per cent among men and from 73 to 78 per cent among women.
- The proportion of women who were main drivers increased from 38 per cent in 1995/1997 to 48 per cent in 2007. However, this was still well below the proportion of men who were main drivers (64 per cent in 1995/1997 and 62 per cent in 2007).

Chart 2.4 Adult personal car availability by gender: 1975/76, 1985/86, 1995/97 and 2007



Section 3 Public Transport and Active Travel

Although most data on travel patterns from the NTS is based on analysis of trip data from the travel diary, respondents are also asked how frequently they use different modes of transport during the interview. These data are summarised here together with additional interview data on concessionary travel, walking and cycling.

Frequency of use of public transport

- Local bus is the most frequently used mode of public transport, with over a quarter (28 per cent) of respondents in 2007 saying they use a bus at least once a week and a further 12 per cent saying they use a bus at least once a month.
- Taxis are the next most commonly used form of public transport. In 2007 10 per cent of respondents used a taxi at least once a week and a further 17 per cent at least once a month. The equivalent figures for rail are 7 per cent and 12 per cent respectively.
- In 2007, 10 per cent of respondents said they made a flight within GB at least once a year.
- Self-reported frequency of use of key public transport modes has remained relatively stable between 1998/00 and 2007, although there has been a slight increase in the use of surface rail and a slight decrease in the use of taxis/minicabs.

Table 3.1 Frequency of use of public transport modes: 1998/2000, 2003, 2005 and 2007

	Percentage of individuals/number											
	Local bus				Express bus or coach				Surface rail			
	1998/ 2000	2003	2005	2007	1998/ 2000	2003	2005	2007	1998/ 2000	2003	2005	2007
3 or more times a week	18	17	16	17	-	-	-	-	3	3	3	3
Once or twice a week	10	11	10	11	-	-	-	-	2	3	3	3
Less than once a week, more than once or twice a month	4	4	4	4	-	-	-	-	2	2	3	3
Once or twice a month	9	7	8	8	1	1	1	1	8	7	8	9
Less than once a month, more than once or twice a year	7	7	7	7	4	4	4	3	13	13	14	14
Once or twice a year	9	10	10	9	11	11	11	10	20	20	20	20
Less than once a year or never	43	44	45	43	82	83	84	84	51	52	49	47
Total	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	24,624	21,977	22,692	21,914	24,630	21,978	22,695	21,917	24,628	21,977	22,694	21,916
	Taxi or minicab				Domestic air							
	1998/ 2000	2003	2005	2007	1998/ 2000	2003	2005	2007				
3 or more times a week	4	3	3	2	-	-	-	-				
Once or twice a week	10	9	8	8	-	-	-	-				
Less than once a week, more than once or twice a month	4	5	5	5	-	-	-	-				
Once or twice a month	14	12	13	13	1	-	1	1				
Less than once a month, more than once or twice a year	14	13	14	14	2	2	3	2				
Once or twice a year	15	15	16	15	5	6	8	7				
Less than once a year or never	39	42	42	43	92	91	89	90				
Total	100	100	100	100	100	100	100	100				
Unweighted sample size (individuals)	24,630	21,975	22,691	21,910	24,630	21,978	22,695	21,920				

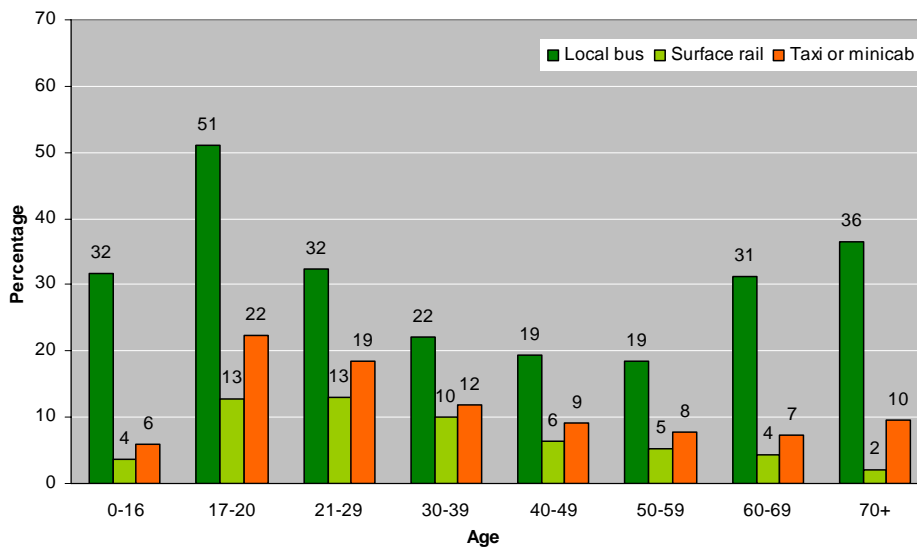
Public transport use by age

- Among adults, the use of local buses is most common among those aged under 30 and aged 60 or older, partly reflecting the lower levels of driving licence holding in these age groups. Bus use is also relatively high among children. In 2007, 51 per cent of 17 to 20 year olds said they use a local bus at least once a week, while around a third of children, those aged between 20 and 29 and those aged 60 or older used buses at least weekly. Among 30-59 year olds, around a fifth used buses at least weekly.
- Rail use among adults declines steadily with age, with 13 per cent of 17 to 29 year olds travelling by train at least once a week compared with 6 per cent of people in their forties and 2 per cent of people aged 70 and over. Only 4 per cent of children aged under 17 travel by rail once a week and over half (55 per cent) say they use trains less than once a year or never.
- Adults aged 17 to 29 years were most likely to say they travelled by taxi at least once a week, with around a fifth saying this is the case compared with around 10 per cent of older people. Children and those aged 60 and over were most likely to travel by taxi less than once a year or never.

Table 3.2 Frequency of use of bus, rail and taxi/minicab by age: 2007

	Percentage of individuals/number							
	Local bus							
	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
At least once a week	32	51	32	22	19	19	31	36
At least once a month	16	14	13	11	10	10	12	11
At least once a year	14	7	16	21	21	21	16	12
Less than once a year or never	39	28	38	46	49	51	41	41
Total	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	4,726	975	2,293	2,896	3,190	2,795	2,565	2,474
	Surface rail							
	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
At least once a week	4	13	13	10	6	5	4	2
At least once a month	10	19	17	15	13	12	10	6
At least once a year	31	32	34	39	38	38	32	23
Less than once a year or never	55	37	36	36	42	45	53	69
Total	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	4,727	976	2,293	2,897	3,189	2,795	2,565	2,474
	Taxi or minicab							
	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
At least once a week	6	22	19	12	9	8	7	10
At least once a month	8	24	33	26	19	16	11	10
At least once a year	18	18	24	34	38	37	32	31
Less than once a year or never	68	36	25	28	35	39	49	49
Total	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	4,727	976	2,293	2,894	3,188	2,794	2,565	2,473

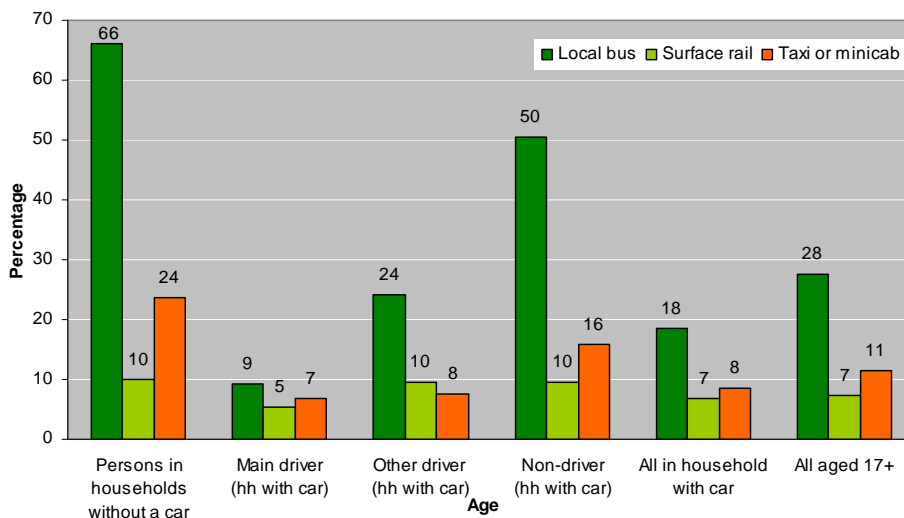
Chart 3.1 Percentage of individuals who use selected mode at least once a week by age: 2007



Public transport use by car availability

- Frequency of use of public transport also varies according to car availability. This variation is particularly pronounced for bus use.
- In 2007, two thirds (66 per cent) of adults aged 17 and over who lived in a household without a car travelled by local bus at least once a week, as did 50 per cent of non-drivers in car owning households. Main drivers of a household car were least likely to travel by bus at least once a week, with only nine per cent saying they did so.
- A similar pattern is apparent for taxi use, with 24 per cent of adults in non car households and 16 per cent of non-drivers in car owning households using taxis at least weekly, compared with 7 per cent of main drivers.
- There is less variation in frequency of train travel, although main drivers were least likely to travel by train at least weekly; five per cent did so compared with 10 per cent among adults in households without a car, non-drivers and 'other drivers' in households with a car.

Chart 3.2 Percentage of adults aged 17 or above who use selected mode at least once a week by personal car access: 2007



Public transport use by area type

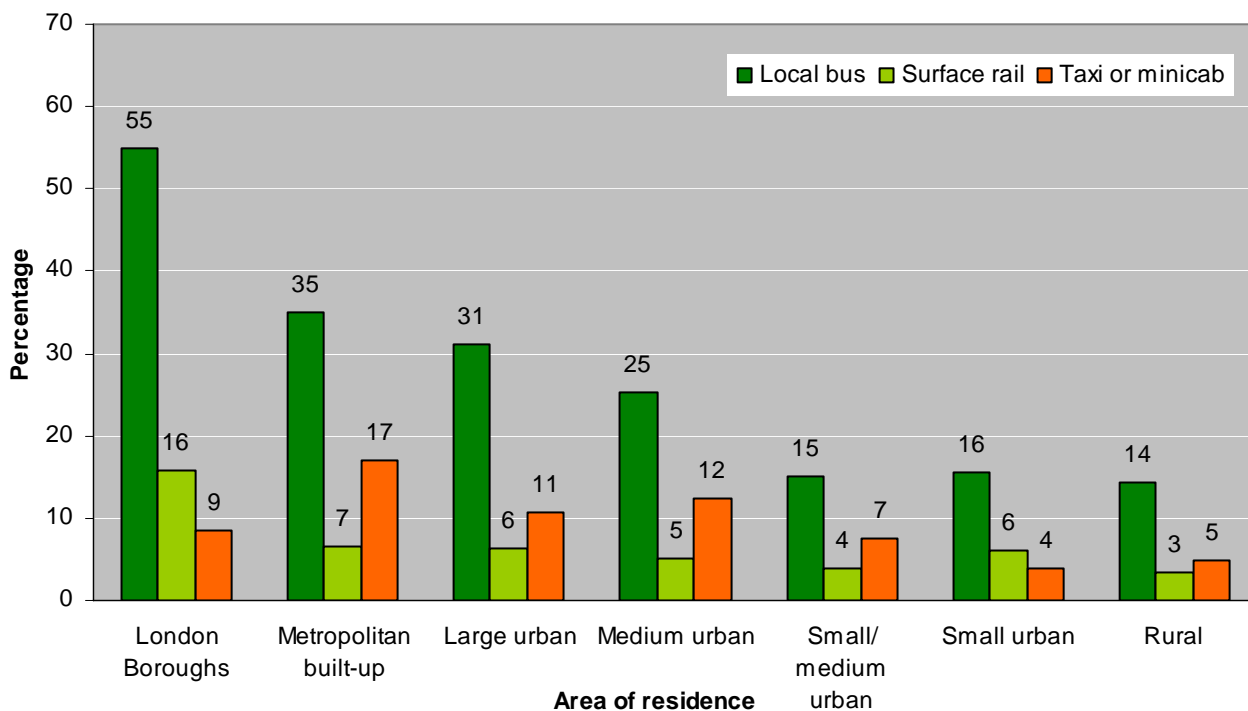
- Bus use declines with settlement size. In 2007, 55 per cent of those in London said they use buses at least once a week compared with 35 per cent of those in metropolitan areas and 14 per cent in rural areas. Sixty per cent of rural residents said that they use buses less than once a year or never.
- Generally, taxi use follows a similar pattern and declines with settlement size. The main exception is for London residents who have relatively low levels of frequent taxi use. Nine per cent of London residents said they use taxis at least once a week in 2007. In metropolitan, large urban and medium urban areas the respective figures were 17, 11 and 12 per cent.
- Levels of rail use were relatively similar across all area types apart from London in 2007. In London around two thirds of residents use surface rail at least once a year. For other areas around half said they used rail at least once a year.

Table 3.3 Frequency of use of bus, rail and taxi/minicab by area type of residence¹: 2007

	Percentage of individuals/number						
	Local bus						
	London Boroughs	Metropolitan built-up	Large urban	Medium urban	Small/medium urban	Small urban	Rural
At least once a week	55	35	31	25	15	16	14
At least once a month	16	13	14	11	13	10	9
At least once a year	13	16	17	17	19	18	17
Less than once a year or never	16	36	38	46	53	56	60
Total	100	100	100	100	100	100	100
Unweighted sample size (individuals)	2,800	3,262	3,273	5,880	1,740	1,507	3,452
	Surface rail						
	London Boroughs	Metropolitan built-up	Large urban	Medium urban	Small/medium urban	Small urban	Rural
At least once a week	16	7	6	5	4	6	3
At least once a month	20	13	11	12	9	10	8
At least once a year	31	31	35	35	34	34	35
Less than once a year or never	33	49	48	47	53	50	54
Total	100	100	100	100	100	100	100
Unweighted sample size (individuals)	2,800	3,263	3,273	5,880	1,740	1,507	3,453
	Taxi or minicab						
	London Boroughs	Metropolitan built-up	Large urban	Medium urban	Small/medium urban	Small urban	Rural
At least once a week	9	17	11	12	7	4	5
At least once a month	20	21	18	18	14	14	12
At least once a year	27	29	30	29	29	31	29
Less than once a year or never	45	33	41	40	49	51	54
Total	100	100	100	100	100	100	100
Unweighted sample size (individuals)	2,799	3,261	3,274	5,879	1,738	1,507	3,452

1 See definitions in Appendix A.

Chart 3.3 Percentage of individuals who use selected modes at least once a week by area type of residence: 2007



International air travel

In 2006 a new question was added to the NTS, asking respondents how many times they had left the country by plane in the last 12 months.

- Just under a half of respondents (46 per cent) said they had made at least one international flight in 2007, with more than one in ten (11 per cent) flying abroad three or more times.
- Adults aged 21 to 59 were most likely to make an international flight with over half of respondents in this age group saying they had flown abroad at least once in the previous 12 months compared with 38 per cent of children and 36 per cent of people aged 60 and over.

Table 3.4 Number of flights abroad: 2006^R and by age: 2007

	2006 ^R		2007							Percentage/number
	All ages	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60 +	
Number of international flights from Great Britain in the last 12 months										
None	53	54	62	57	48	47	45	44	64	
One	24	24	27	29	28	26	27	24	17	
Two	11	11	7	9	13	12	13	16	10	
Three	5	5	2	4	5	6	6	6	5	
Four or more	6	6	2	2	6	9	10	10	4	
All	100	100	100	100	100	100	100	100	100	
Unweighted sample size:										
(individuals)	22,123	21,907	4,727	976	2,288	2,894	3,191	2,793	5,038	

Concessionary bus travel

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. From 1 April 2006, free local concessionary bus travel was introduced in England for disabled passengers and those aged 60 or over.

- 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 a further increase in take-up in 2006, to 63 per cent, associated with the introduction of free local concessionary bus travel in England and this increased again in 2007 to 68 per cent.
- There was considerable variation between area types in 2007 with take-up ranging from 49 per cent in rural areas to 85 per cent in London. However, this gap is narrowing as, over time, take-up has increased more among rural residents than in other areas.

Table 3.5 Concessionary fare schemes by area type¹: 1998/2000 to 2007

	Percentage/number											
	Men aged 65 and over, women aged 60 and over					Men and women aged 60 and over						Unweighted sample size (individuals, 2007)
	Pensioners ² with scheme available		Take-up rate			Take-up rate						
	1998/2000	2002-2006	1998/2000 ³	2002	2003	2002 ³	2003 ³	2004	2005	2006	2007	
London Boroughs	100	100	79	88	88	78	80	83	84	85	85		491
Metropolitan built-up areas	100	100	72	74	78	65	73	71	70	79	82	692
Large urban	100	100	46	61	61	55	56	59	56	61	68	716
Medium urban	100	100	44	53	58	47	53	51	54	59	68	1,277
Small/medium urban	96	100	39	55	56	50	52	53	55	58	66	468
Small urban	90	100	36	51	50	47	47	46	46	57	62	471
Rural	93	100	30	34	36	30	33	36	34	48	49	925
All areas	98	100	49	58	60	52	56	56	56	63	68	5,040

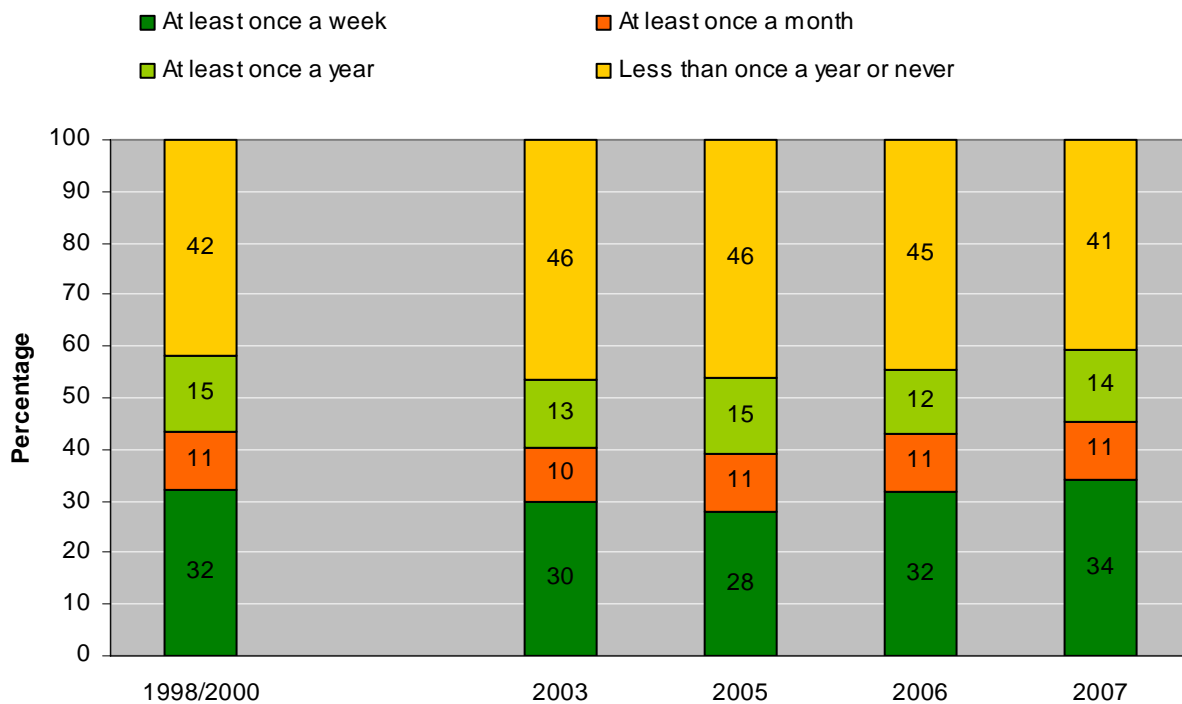
1 See definitions in Appendix A.

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

3 Of those with scheme available.

- Although the NTS is not designed to measure short term trends in travel patterns, data on the frequency of local bus use by people aged 60 and over suggests there may have been an increase in bus use among this group, corresponding to the increase in concessionary pass uptake.
- The proportion of people aged 60 and over who said they use a local bus at least once a week increased from 28 per cent in 2005 to 34 per cent in 2007. Over the same period the proportion of people in this age group who said they use a bus less than once a year or never fell from 46 per cent to 41 per cent.

Chart 3.4 Frequency of bus use for those aged 60 years and over: 1998/00 to 2007



Walking

Respondents were asked how often they took walks of over 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. This question is not asked of respondents who say they never go out on foot, so all results below exclude these individuals.

- In 2007, 37 per cent of respondents said they made walks of 20 minutes or more at least 3 times a week and a further 21 per cent said they did so at least once or twice a week. Nearly a quarter of all people (24 per cent) said they made 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, including just over a fifth (22 per cent) of people aged 17-29.
- Those aged over 70 were the least likely to walk for more than 20 minutes; 28 per cent of this group made these trips three or more times a week, while 44 per cent made such walks less than once a year or never.

Table 3.6 Walks of 20 minutes or more by age: 2007

	Percentage/number								
	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
Frequency of walking:									
3 or more times a week	37	38	42	37	39	37	38	38	28
Once or twice a week	21	21	20	21	22	21	23	20	17
Less than once a week, more than twice a month	5	5	6	6	7	6	4	5	3
Once or twice a month	7	8	6	8	8	9	8	6	5
Less than once a month, more than twice a year	3	3	2	3	3	4	3	3	2
Once or twice a year	2	1	2	3	2	3	3	2	2
Less than once a year or never	24	24	22	22	18	20	20	27	44
All	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	20,860	4,167	967	2,276	2,882	3,152	2,743	2,467	2,206

Respondents who said they made walks of at least 20 minutes or more at least once a year were asked some questions about their last walk of 20 minutes or more.

- In 2007, nearly two thirds (65 per cent) of respondents said their last walk of 20 minutes or more was mostly on pavements alongside a road. This proportion has fallen slightly from 70 per cent in 2002.
- A further 14 per cent said their last long walk was mostly in the countryside away from roads.

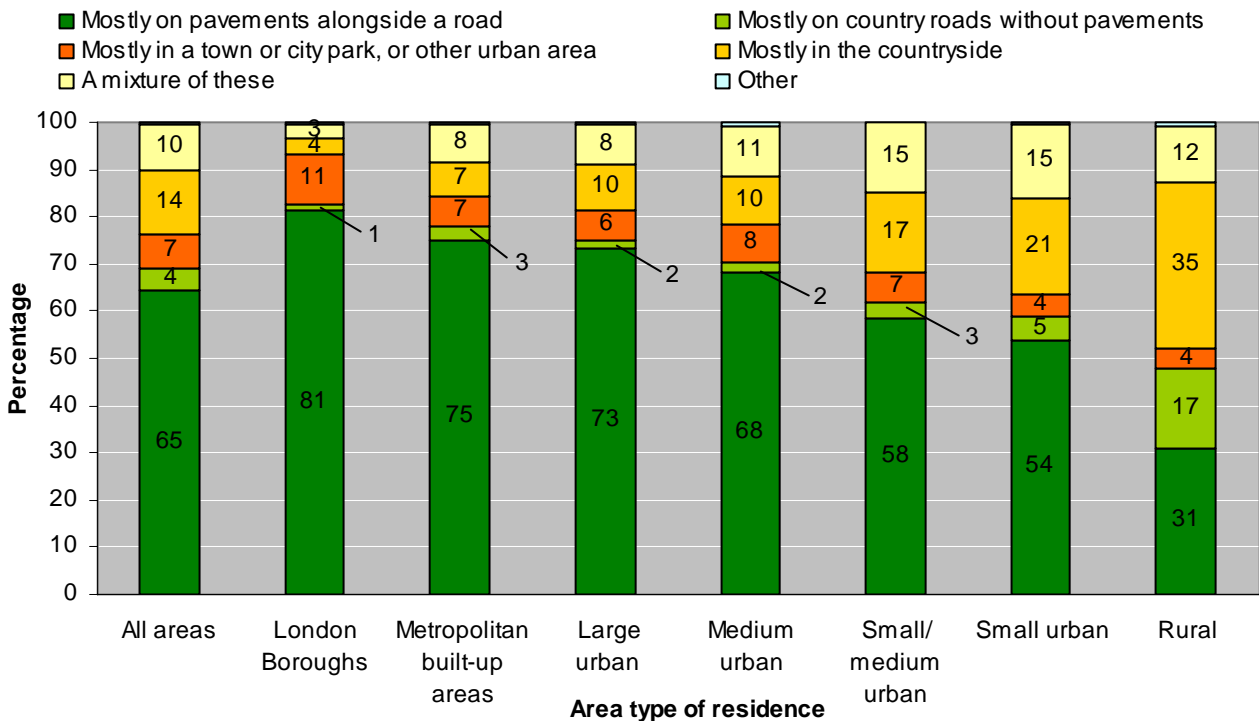
Table 3.7 Where respondent walked on last walk of 20 minutes or more: 2002-2007

	Percentage/number					
	2002	2003	2004	2005	2006	2007
Mostly on pavements alongside a road	70	67	69	66	66	65
Mostly on country roads without pavements	5	6	5	5	5	4
Mostly in a town or city park, or other urban area	5	6	6	7	7	7
Mostly in the countryside	12	13	13	14	14	14
A mixture of these	7	8	6	8	8	10
Other	1	1	1	1	1	1
All walks	100	100	100	100	100	100
Unweighted sample size (individuals)	15,588	15,014	15,555	16,316	15,872	15,820

There were variations in the type of area respondents had walked in during their last walk of 20 minutes or more depending on the type of area type where they lived.

- Residents of rural areas were more likely to walk in the countryside with 35 per cent saying this was the case for their last walk compared with 4 per cent of people in London and 7 per cent of people in other metropolitan built up areas.
- Conversely, respondents living in London were most likely to make their walks on pavements alongside a road with 81 per cent saying their last walk had been on pavements compared with 75 per cent in metropolitan areas and 31 per cent in rural areas.

Chart 3.5 Type of area walked in during last walk of 20 minutes or more by area type of residence: 2007

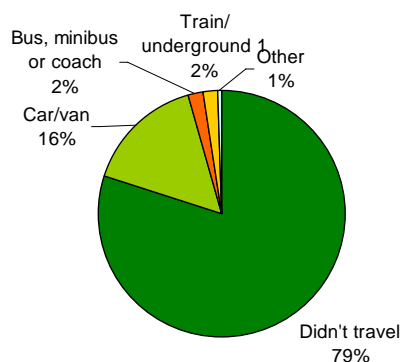


Respondents were also asked how they travelled to their last walk of 20 minutes or more.

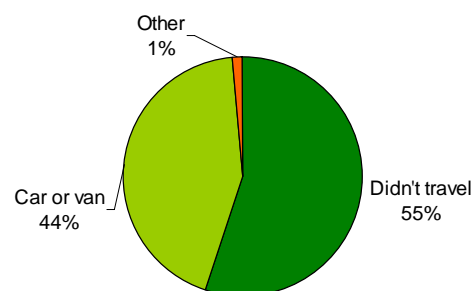
- In 2007, almost four-fifths (79 per cent) of respondents said that they did not travel to their last walk of 20 minutes or more and 16 per cent said they travelled by car or van.
- The proportion travelling by car was much higher where their last walk was mostly in the countryside, with 44 per cent saying this was the case.

Chart 3.6 How travelled to last walk of 20 minutes or more: 2007

(a) all walks



(b) walks mostly in the countryside



Cycling

All respondents aged 5 and over were asked a series of questions about bicycle use and ownership.

- In 2007, 14 per cent of respondents said they cycled at least once a week and a further 7 per cent said at least once a month. Over two thirds of people (69 per cent) said they ride a bicycle less than once a year or never.
- Cycling was more common among children than adults, with 45 per cent of children aged 5 to 15 saying they cycled at least once a week and a further 18 per cent at least once a month. For adults the corresponding figures were 10 and 8 per cent.

Table 3.8 Frequency of use of bicycles by age: 1998/2000, 2003, 2005 and 2007

	Percentage of individuals/number											
	Children aged 5-15				Adults aged 16 and over				All aged 5 and over			
	1998/ 2000	2003	2005	2007	1998/ 2000	2003	2005	2007	1998/ 2000	2003	2005	2007
3 or more times a week	24	27	28	25	5	5	5	5	8	8	8	8
Once or twice a week	16	18	19	20	5	4	4	4	7	6	7	6
Less than once a week, more than once or twice a month	5	8	7	8	2	2	2	2	2	3	3	3
Once or twice a month	8	11	9	10	5	4	4	4	5	5	5	5
Less than once a month, more than once or twice a year	4	4	5	5	4	4	4	4	4	4	4	4
Once or twice a year	2	3	3	3	4	5	4	5	4	4	4	4
Less than once a year or never	40	30	30	29	75	76	76	76	70	69	69	69
Total	100	100	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	3,071	3,324	3,358	3,046	16,231	17,276	17,923	17,513	19,302	20,600	21,281	20,559

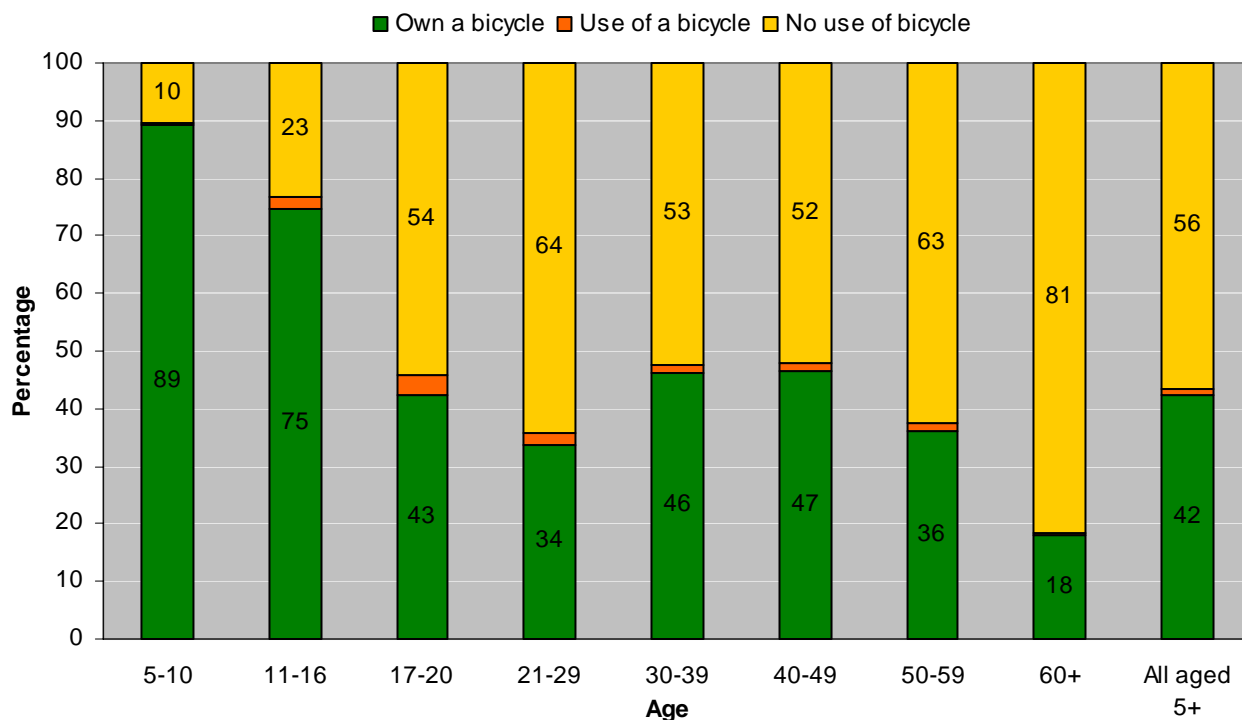
All respondents aged over 5 were asked whether they owned or had access to a bicycle.

- Overall, 42 per cent of individuals aged 5 and over said they owned a bicycle and a further one per cent said they had use of a bicycle in 2007. The proportion of respondents with access to a bicycle was higher among males (50 per cent) than females (37 per cent).
- Children were much more likely to own a bicycle than adults. In 2007, 89 per cent of those aged between 5 and 10 and 75 per cent of those aged between 11 and 16 owned a bicycle. After the age of 16 bicycle ownership falls sharply; less than half of people aged 17 and over have access to a bicycle.

Table 3.9 Bicycle ownership by age and sex: 2007

	Percentage of individuals/number									
	Males					Females				
	Own a bicycle	Use of a bicycle	No use of bicycle	Total	Unweighted sample size (individuals)	Own a bicycle	Use of a bicycle	No use of bicycle	Total	Unweighted sample size (individuals)
5-10	90	1	10	100	819	88	1	11	100	784
11-16	80	2	17	100	882	69	2	29	100	884
17-20	49	5	46	100	498	35	2	63	100	478
21-29	40	3	57	100	1,059	27	2	72	100	1,235
30-39	51	1	48	100	1,404	42	1	57	100	1,494
40-49	53	1	45	100	1,535	40	1	59	100	1,657
50-59	43	2	56	100	1,362	30	1	70	100	1,434
60+	25	1	75	100	2,285	13	0	87	100	2,754
All aged 5+	49	2	50	100	9,844	36	1	63	100	10,720

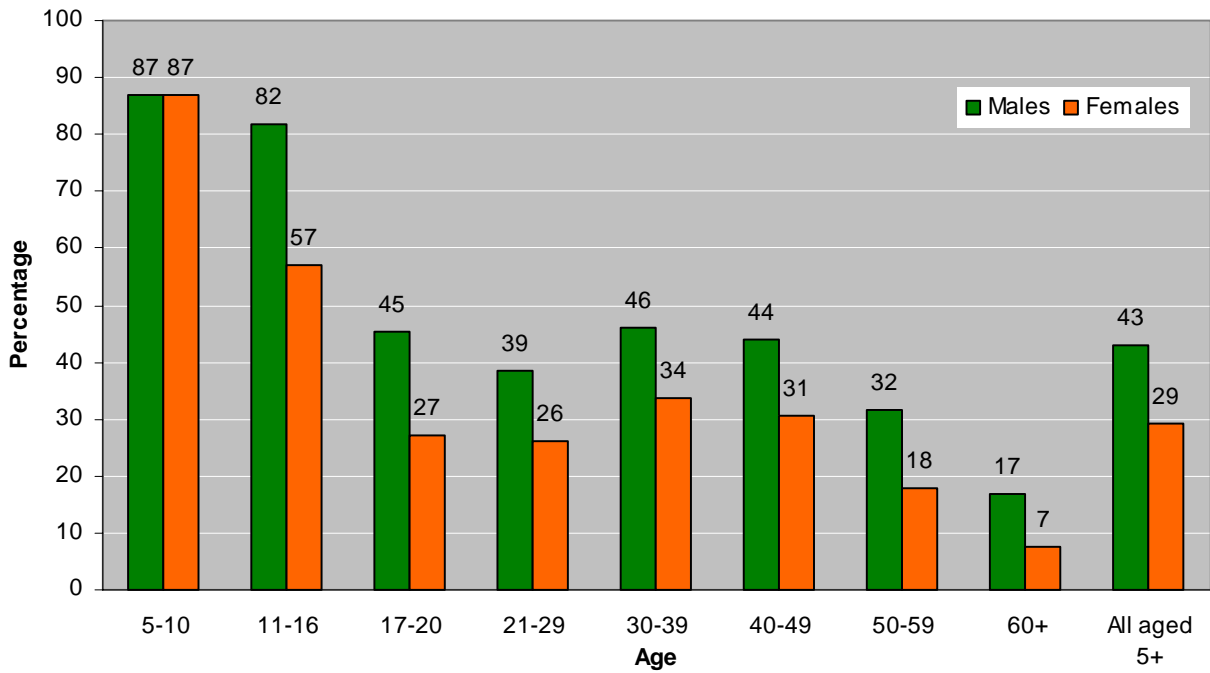
Chart 3.7 Bicycle ownership by age: 2007



Individuals were also asked whether they had ridden a bicycle in the previous 12 months.

- Just over one third (36 per cent) of individuals aged 5 and over said they had ridden a bicycle in the last 12 months.
- This proportion was much higher for children at 87 per cent among those aged 5 to 10 and 70 per cent of those aged 11 to 16, reflecting the high levels of bicycle ownership in these age groups.
- The proportion who had ridden a bike in the last 12 months was the same for girls and boys aged 5 to 10 (87 per cent) but was higher for males than females at all other ages.

Chart 3.8 Proportion of individuals who have ridden a bicycle in the last 12 months by age and sex: 2007



Respondents who said they had ridden a bicycle in the last 12 months were asked where they mainly cycled.

- In 2007, 40 per cent of people who had cycled in the last 12 months said they usually cycled mainly on the road, 28 per cent said they cycled mostly on pavements, cycle paths or cycle lanes and 18 per cent said they cycled most in parks, open country or private land.
- The proportion of people who mostly cycled on the road fell slightly between 2002 and 2007, from 46 per cent to 40 per cent.
- Children aged 5 to 10 years were less likely to cycle mainly on the road (11 per cent) than children aged 11 to 16 (34 per cent) and adults (between 43 per cent among 30 to 39 year olds and 57 per cent among people aged 60 and over).
- Cyclists living in London were more likely to cycle in parks, open country or private land than people living in other areas, with 28 per cent of Londoners saying this was the case compared with 18 per cent of people living in other large urban areas or in rural areas. Cyclists living in rural areas were most likely to cycle mainly on the road, at 51 per cent compared with between 36 per cent and 41 per cent in urban areas.

Table 3.10 Where usually cycled in the last 12 months: 2002 to 2007

	Percentage/numbers					
	2002	2003	2004	2005	2006	2007
Mainly on the road	46	45	41	41	38	40
Mainly on pavements, cycle paths or cycle lanes that were not part of a road	25	27	29	28	28	28
Mainly off the road in parks, open country or private land	14	15	19	17	19	18
Variety of surfaces	15	13	12	14	15	14
All surfaces	100	100	100	100	100	100
Unweighted sample size (individuals)	7,097	7,397	7,062	7,505	7,525	7,336

Chart 3.9 Where usually cycled in the last 12 months by area type of residence: 2007

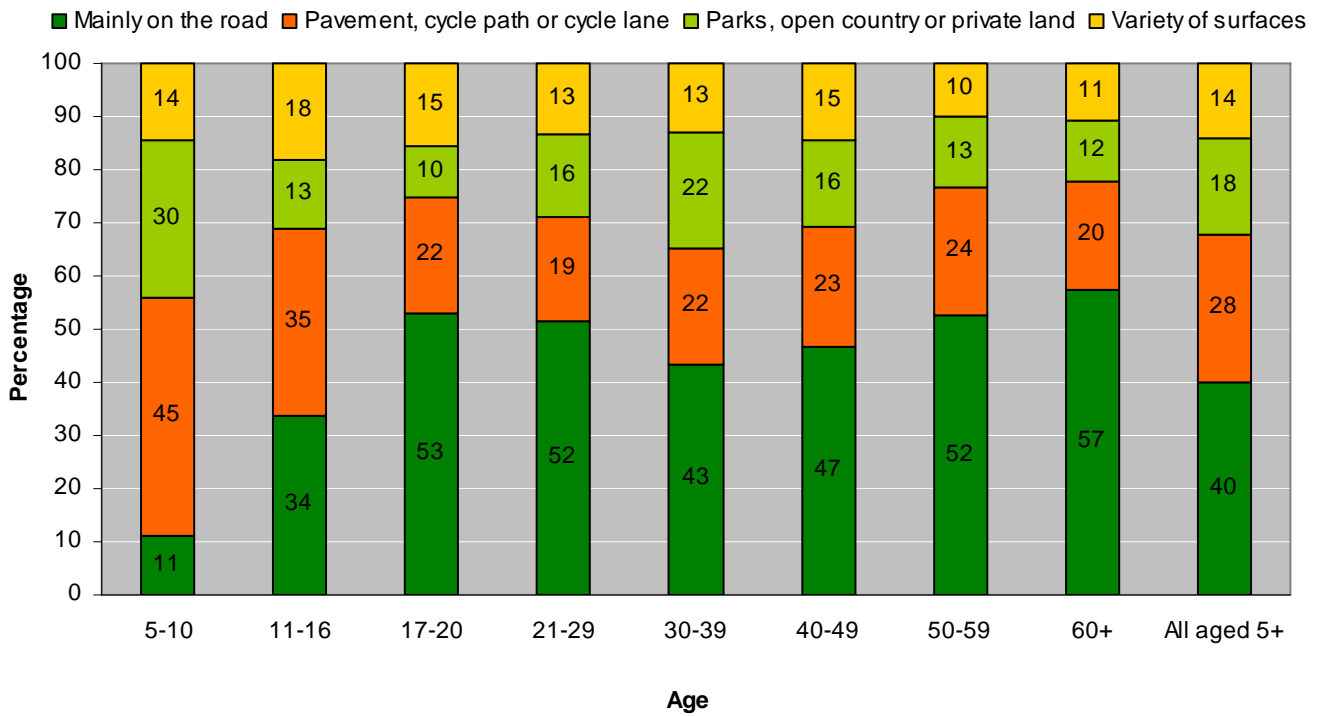
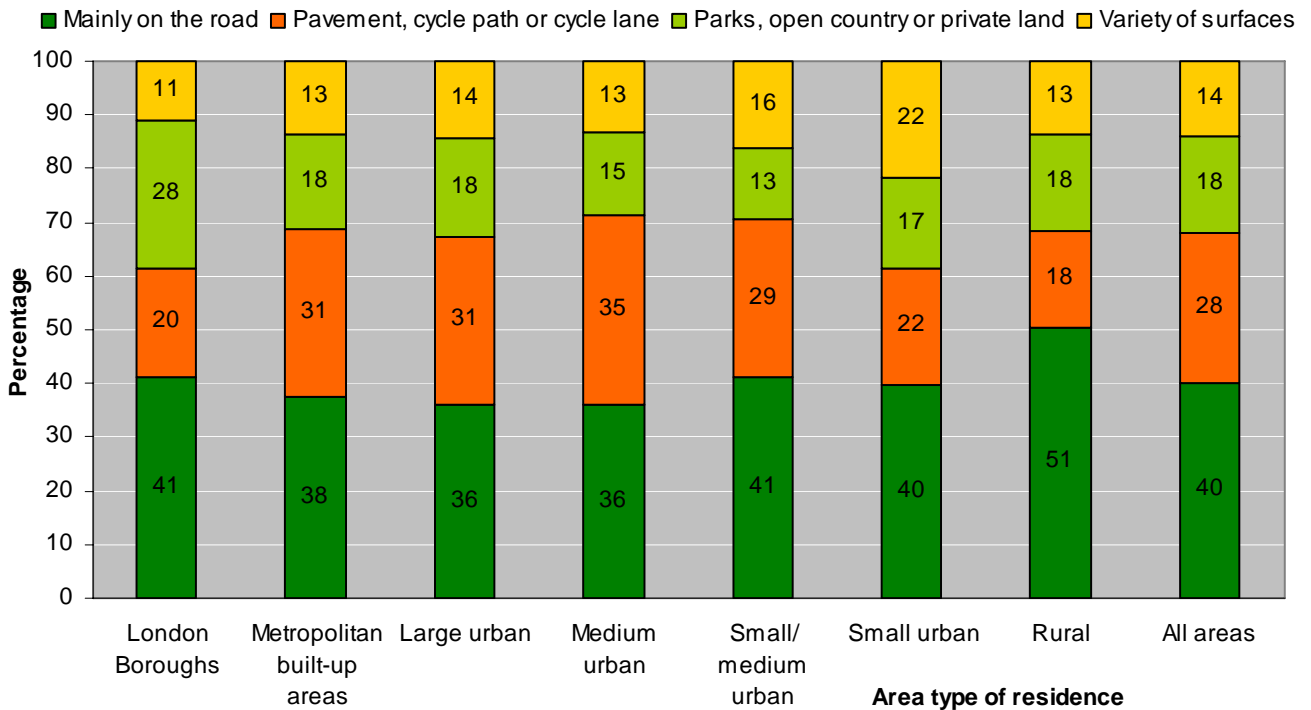


Chart 3.10 Where usually cycled in the last 12 months by age: 2007



Section 4 Social inclusion

This section provides analysis for different income groups, including vehicle availability, frequency of public transport use and international flights. It also gives information on car availability and driving licence holding by ethnicity.

Travel by income group

The NTS collects information on the income band of each household. A weighting factor is applied to account for the different number of individuals living within the household and these incomes are deflated to 1990 values using the Retail Price Index. Households are then ranked according to this weighted household income and assigned to one of five income quintiles. (See Appendix A for more details.)

Car availability and access by income

- Car availability is strongly related to income. In 2007, 54 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 (51 per cent) in the highest income quintile had two or more cars. This proportion decreases steadily with decreasing income, to 8 per cent of households in the lowest income quintile.
- In 2007, 47 per cent of respondents 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.
- Of those living in households with cars, those in the highest income quintile were most likely to be the main driver of a household car. This reflects the higher proportion of households with more than one car in this income group.

Table 4.1 Household car availability by household income quintile: 2007

	Percentage/number					
	No car	One car	Two cars	Three or more cars	All households	Unweighted sample size (households)
Lowest real income level	54	37	7	1	100	1,872
Second level	36	46	15	3	100	1,895
Third level	17	49	28	7	100	1,877
Fourth level	10	42	38	10	100	1,825
Highest real income level	10	39	43	8	100	1,809
All households	25	43	26	6	100	9,278
Unweighted sample size (households)	2,299	4,020	2,458	501	9,278	

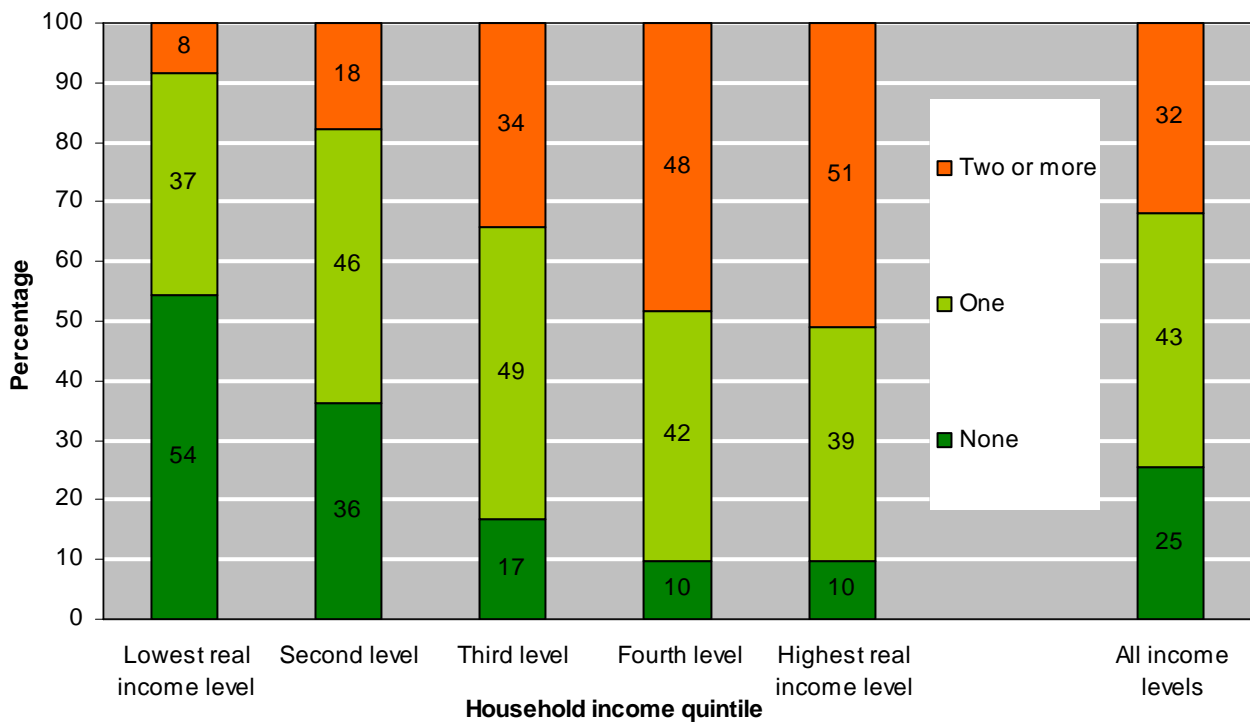
Table 4.2 Adult personal ¹ car access by household income quintile: 2007

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		
Lowest real income level	47	32	8	14	53	100	2,931
Second level	28	43	12	17	72	100	3,397
Third level	13	56	14	17	87	100	3,744
Fourth level	8	65	14	13	92	100	3,812
Highest real income level	7	74	12	7	93	100	3,317
All income levels	19	55	13	13	81	100	17,201
Unweighted sample size: (individuals aged 17+)	3,218	9,585	2,171	2,227	13,983	17,201	

¹ For those aged 17+.

Chart 4.1 Household car availability by income quintile: 2007



Bicycle and motorcycle ownership by income

Households were asked how many motorcycles they owned and individuals aged 5 and over were asked whether they owned or had access to a bicycle.

- Household motorcycle ownership increases with increasing income. In 2007, 4 per cent of households in the highest income quintile owned at least one motorcycle compared with 1 per cent of those in the lowest income quintile.
- Bicycle ownership also increases with income. Over half (53 per cent) of individuals in the highest income quintile owned or had access to a bicycle in 2007 compared with a third (33 per cent) of those in the lowest income quintile.

Table 4.3 Household motorcycle ownership by household income quintile: 2007

	Percentage/number				Unweighted sample size (households)
	None	One	Two or more	Total	
Lowest real income level	99	1	0	100	1,872
Second level	98	1	0	100	1,895
Third level	97	3	1	100	1,877
Fourth level	96	3	1	100	1,825
Highest real income level	96	3	1	100	1,809
All households	97	2	0	100	9,278

Table 4.4 Personal bicycle ownership by household income quintile: 2007

	Percentage/number				Unweighted sample size (individuals)
	Own a bicycle	Use of a bicycle	No use of bicycle	Total	
Lowest real income level	31	2	67	100	3,757
Second level	36	1	63	100	4,136
Third level	42	1	56	100	4,490
Fourth level	48	1	51	100	4,469
Highest real income level	52	1	47	100	3,712
All aged 5+	42	1	56	100	20,564

Frequency of use of bicycles and public transport by income

Frequency of use by mode is influenced by vehicle access, which in turn is related to household income. However, there is not always a straightforward linear relationship between travel by mode and income.

- Use of local buses is highest among people in low income households and declines as income increases. In 2007, 44 per cent of people in the lowest income quintile used local buses at least once a week and 32 per cent used them less than once a year or never. The equivalent figures for people in the highest income quintile were 18 per cent and 48 per cent respectively.
- Travel by surface rail, on the other hand, tends to increase with household income. In 2007, 11 per cent of people in the highest income quintile travelled by train at least once a week and a further 19 per cent did so at least once a month. This compares with 6 per cent and 10 per cent respectively among those in the lowest income quintile.

- In terms of bicycle use, a similar proportion (between 13 and 15 per cent) in each income group said they use a bicycle at least once a week but the proportion of people cycling at least once a month increases with income. Therefore, the proportion of people who cycle less than once a year or never is highest among people in the lowest income households at 75 per cent compared with 62 per cent in the highest income quintile.
- The proportion of people who use taxis at least once a year increases with income, at 71 per cent in the highest income households compared with 50 per cent in the lowest income households. However, frequent taxi use of at least once a week is highest among people in the lowest income quintile, at 14 per cent compared with 10 per cent in the highest income quintile, partly reflecting lower level of car ownership among low income households.

Chart 4.2 Frequency of use of local bus by income: 2007

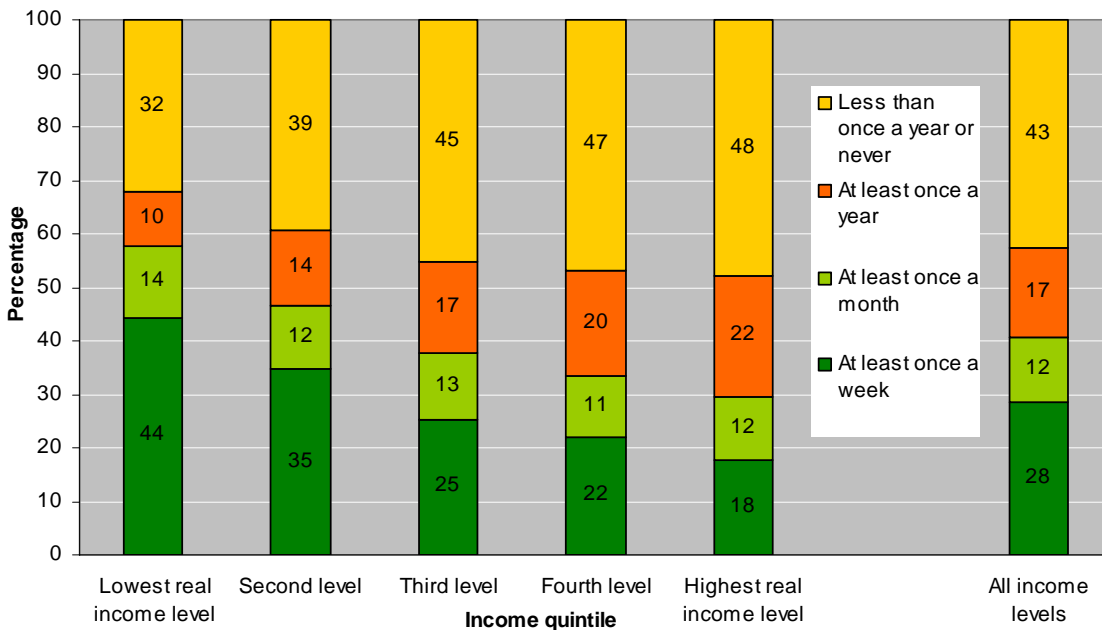


Chart 4.3 Frequency of use of surface rail by income: 2007

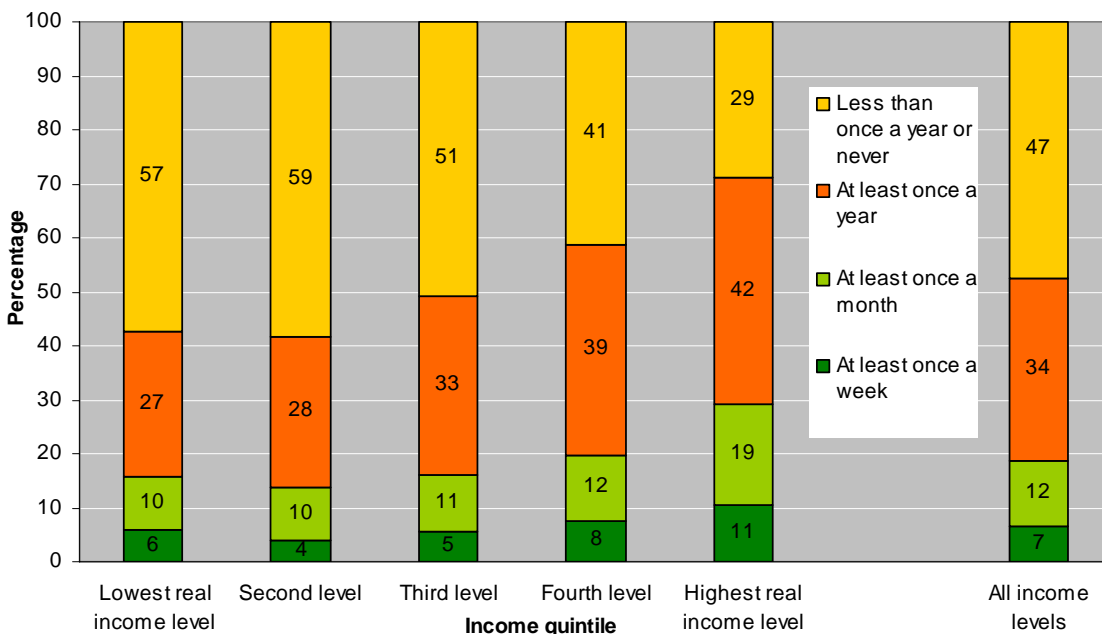


Chart 4.4 Frequency of use of bicycle by income: 2007

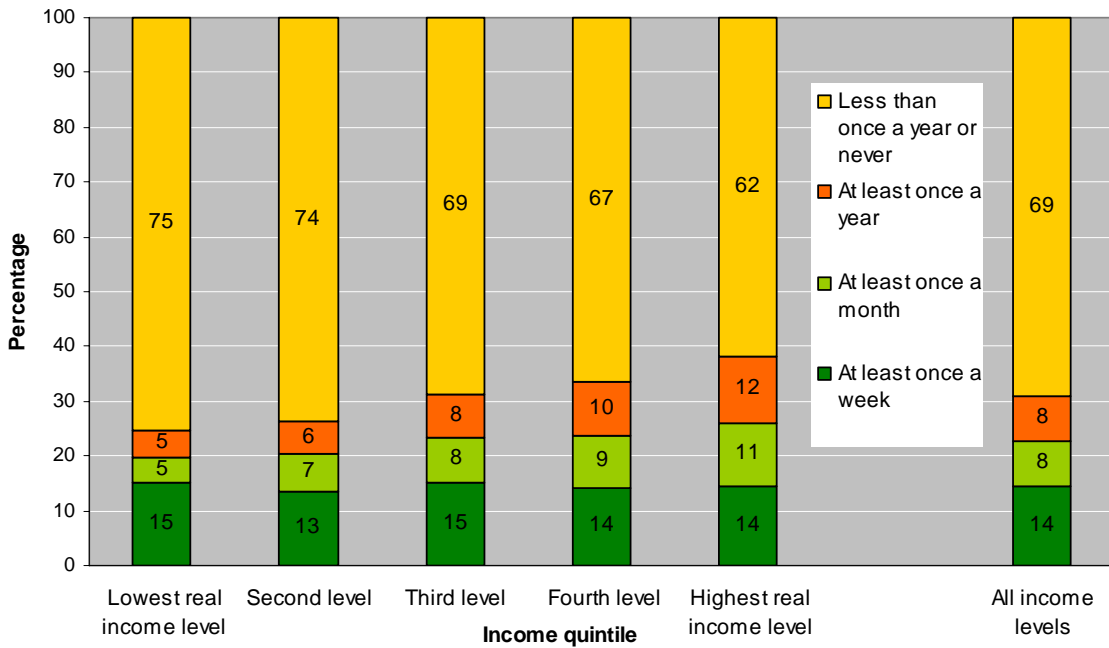
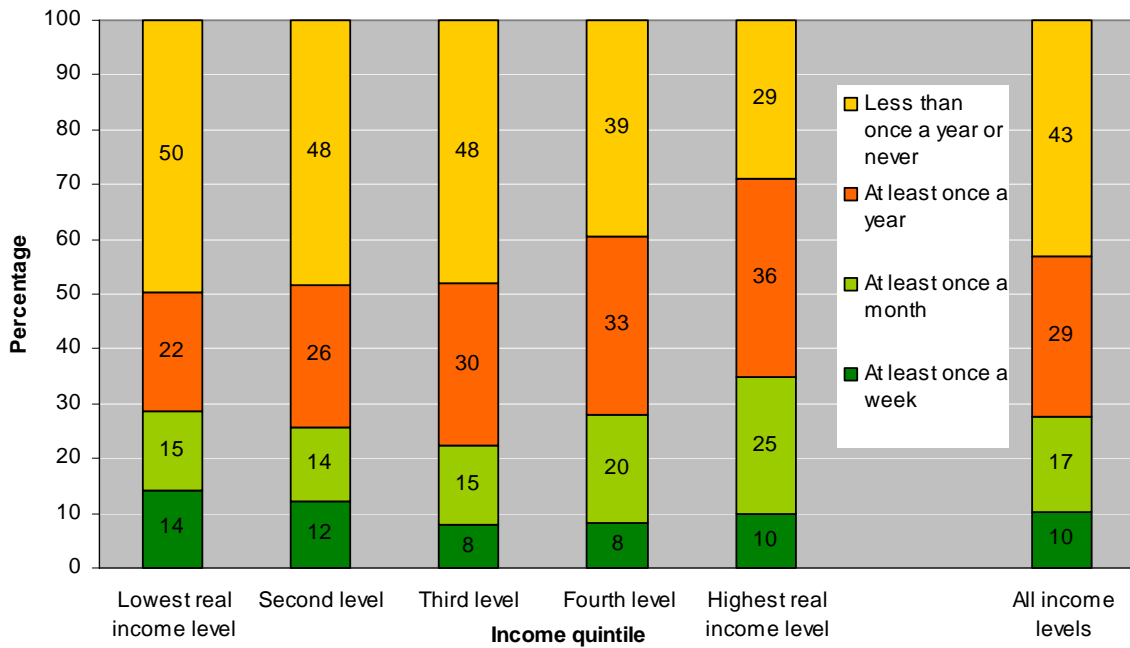


Chart 4.5 Frequency of use of taxi/minicab by income: 2007



In 2006 a new question was added to the NTS asking respondents how often they had left the country by plane in the last 12 months.

- The use of international flights is strongly related to income. A quarter (25 per cent) of respondents in the lowest household income quintile said they had made a flight in the last 12 months compared with 71 per cent in the highest income quintile.

Table 4.5 Number of flights abroad by household income quintile: 2007

Percentage/number

	Real household income quintile					All income levels
	Lowest real income	Second level	Third level	Fourth level	Highest real income	
Number of international flights from Great Britain in the last 12 months						
None	75	66	55	44	29	54
One	17	21	26	30	26	24
Two	5	7	11	14	18	11
Three	2	2	4	6	11	5
Four or more	2	2	4	6	18	6
All	100	100	100	100	100	100
Unweighted sample size: (individuals)	4,082	4,391	4,772	4,780	3,906	21,931

Ethnicity

Car availability and licence holding by ethnic group

Since 2001 the NTS has collected information on the ethnic group of respondents. To give adequate sample sizes, data from the 2004 to 2007 surveys have been combined for the analysis presented here.

- The proportion of people aged 17 and over living in a household with a car was highest among people of Indian background (87 per cent) and White British people (82 per cent). Just over half (53 per cent) of adults of African background and 63 per cent of Caribbeans lived in a household with a car.
- Although a higher proportion of Asian adults live in households with a car, a higher proportion were non-drivers (23 and 27 per cent of Indian and Pakistani background respectively) compared with white British adults (13 per cent).
- The proportion of those aged 17 and over with a full driving licence was highest among White British (73 per cent), White Other (68 per cent) and those of Indian background (67 per cent). 45 per cent of adults of African background and 55 per cent of Caribbeans held a driving licence.
- Driving licence holding is higher for men than women for all ethnic groups but the difference is particularly marked among those of Asian and Black African backgrounds.
- Some of the variation in car access and driving licence holding between ethnic groups can be explained by differences in area type of residence and income levels.

Table 4.6 Adult¹ personal car access by ethnic group: 2004-2007

	Persons in households without a car	Persons in households with a car				All persons	Percentage/number
		Main driver	Other driver	Non driver	All		
White							
White British	18	57	13	13	82	100	61,179
White other	36	38	14	12	64	100	2,012
Asian or Asian British							
Indian	13	48	16	23	87	100	1,122
Pakistani	21	39	13	27	79	100	776
Other Asian background	33	33	6	28	67	100	770
Black or Black British							
Caribbean	37	38	8	17	63	100	642
African	47	32	5	16	53	100	733
Other ethnic group							
Other ²	37	35	10	18	63	100	1,489
All groups	19	55	12	14	81	100	68,723
Unweighted sample size (individuals)	12,924	38,119	8,551	9,129	55,799	68,723	

1 For those aged 17+

2 Mixed; Other Black; Chinese or other Ethnic Group

Table 4.7 Full driving licence holders¹ by ethnic group and gender: 2004-2007

	Percentage/number			
	Proportion with a driving licence			Unweighted sample size (aged 17+)
	Males	Females	All	
White				
White British	82	65	73	61,182
White other	75	62	68	2,010
Asian or Asian British				
Indian	79	55	67	1,122
Pakistani	72	42	57	776
Other Asian background	62	28	45	770
Black or Black British				
Caribbean	65	46	55	641
African	59	33	45	732
Other ethnic group				
Other ²	62	46	53	1,489
All groups	80	63	71	68,722

1 For those aged 17+

2 Mixed; Other Black; Chinese or other Ethnic Group

Section 5 Accessibility

This section provides information about access to public transport services and other local facilities. It also looks at individuals' ability to work from home.

Access to services

Access to bus and train services

- In 2007, 86 per cent of households in Great Britain lived within 6 minutes walk of a bus stop. In Great Britain as a whole, the average distance that households live from the nearest bus stop has changed little since 1998/00.
- Between 1998/00 and 2007, the proportion of households in rural areas that were within 13 minutes walk of an hourly or better bus service (the minimum criteria for the government's bus availability indicator for England) increased from 45 to 57 per cent. The proportion of households with this access increased from 74 per cent to 87 per cent over the same period in small urban areas and from 86 to 93 per cent in small/medium urban areas. 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.
- People are much less likely to live within a short walk of a railway station than a bus stop. In 2007, 7 per cent of responding households in Great Britain were within 6 minutes walk of a train station. Households in London were more likely to be near a train station than in other areas with 37 per cent living within 13 minutes walk of a station compared with 20 per cent in other metropolitan built-up areas and 7 per cent in rural areas. Over three quarters (78 per cent) of households in rural areas were at least 44 minutes walk from a train station.

Table 5.1 Time taken to walk to nearest bus stop by area type¹ and bus availability indicator for Great Britain and England: 1998/2000 and 2007

	Percentage of households/number											
	Time in minutes								Availability Indicator ²			
									Great Britain		England	
1998/2000				2007				1998/2000	2007	1998/2000	2007	
	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	90	9	1	100	97	99	97	90
Metropolitan built-up areas	91	7	1	100	91	8	1	100	97	97	97	99
Large urban	91	8	2	100	88	10	1	100	96	95	96	97
Medium urban	90	9	1	100	90	9	1	100	95	96	94	95
Small/medium urban	84	12	4	100	85	13	2	100	86	93	84	96
Small urban	81	13	7	100	81	15	4	100	74	87	71	92
Rural	75	12	13	100	73	13	14	100	45	57	41	87
All areas	87	10	3	100	86	10	3	100	88	90	88	55
Unweighted sample size (households)	9,084	1,009	359	10,452	7,979	966	329	9,274	10,452	9,278	8,019	7,884

¹ See definitions in Appendix A.

² Households whose nearest bus stop is within 13 minutes walk and has a service at least once an hour.

Table 5.2 Time taken to walk to nearest train station by area type¹: 2007

Percentage of households/number

	Time in minutes 2007					All households	Unweighted sample size (households)
	6 or less	7-13	14-26	27-43	44 or more		
London Boroughs	13	24	36	17	10	100	1,151
Metropolitan built-up areas	7	13	29	17	34	100	1,390
Large urban	7	11	25	19	38	100	1,398
Medium urban	5	10	33	22	30	100	2,480
Small/medium urban	7	12	25	12	45	100	770
Small urban	8	11	21	8	52	100	655
Rural	3	3	7	9	78	100	1,430
All areas	7	12	26	16	39	100	9,274

1 See definitions in Appendix A.

- Distance from the nearest bus stop or railway station will have an impact on the level of use of buses and trains.
- In 2007, 29 per cent of those living within 6 minutes walk of a bus stop travelled by bus at least once a week compared with 14 per cent of those living 14 minutes or more from their nearest bus stop.
- Similarly, 18 per cent of those living within 6 minutes of their nearest railway station travelled by train at least once a week compared with 8 per cent of those living 14-26 minutes away and 2 per cent of those living 44 minutes or more.

Chart 5.1 Walk time to nearest bus stop by frequency of bus use: 2007

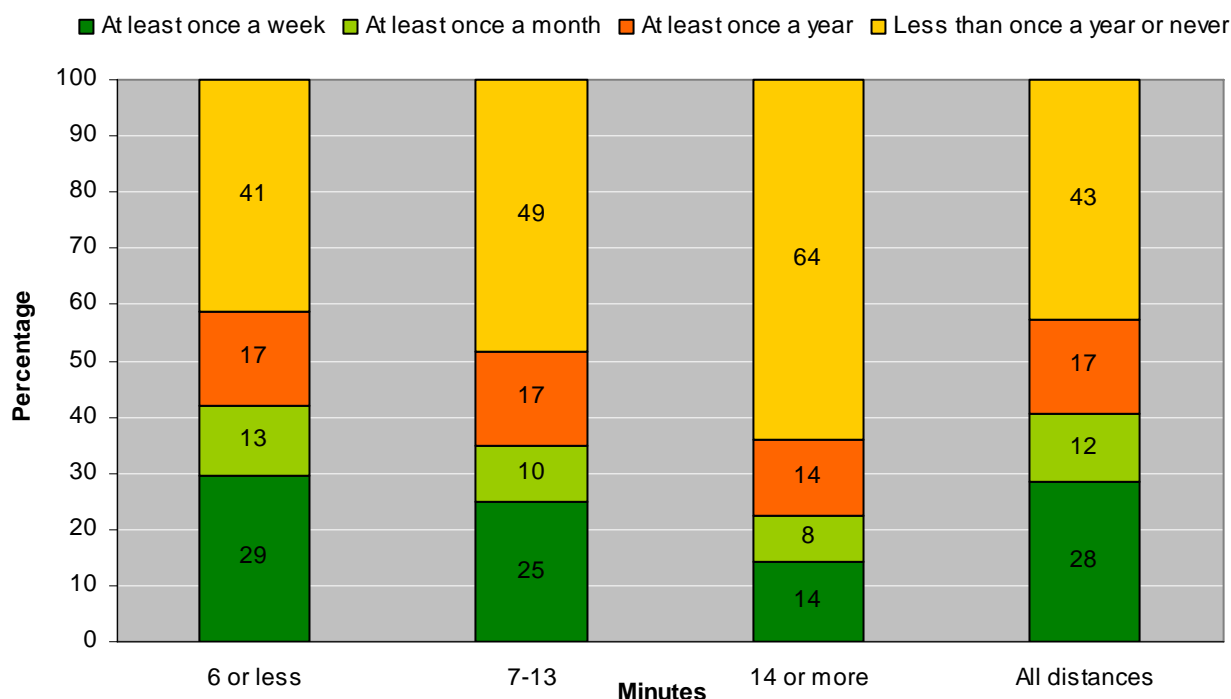
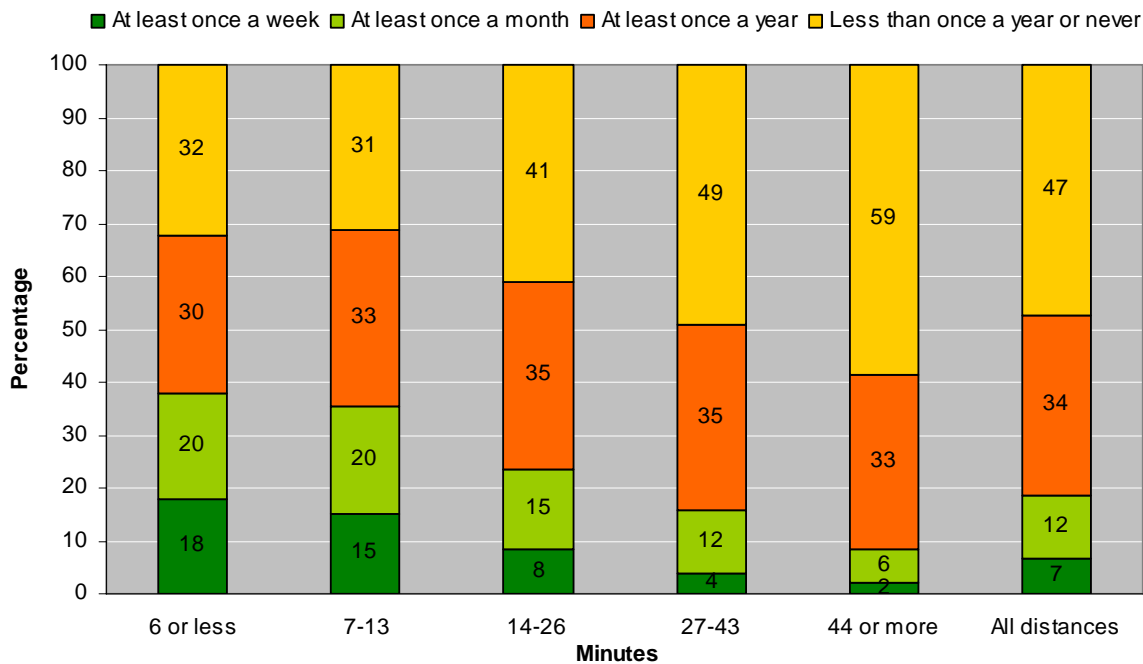


Chart 5.2 Walk time to nearest train station by frequency of rail use: 2007



Time to local facilities on foot or by public transport

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 were designed to be in line with the Department's accessibility indicators.

- In 2007, 93 per cent of households in Great Britain were within 15 minutes of a shop selling groceries and 79 per cent were within 15 minutes of a doctor's surgery.
- Over half (54 per cent) of households were within 15 minutes of a shopping centre in 2007. Just 2 per cent were over 60 minutes from a shopping centre.
- Around three-fifths (59 per cent) of households were within 30 minutes of a hospital in 2007.
- Households containing children of school or college age were asked how far they were from the nearest relevant educational establishment. Among households with children of primary school age, 90 per cent were within 15 minutes, on foot or by public transport, of their nearest primary school. The equivalent figures were lower for secondary schools (61 per cent) and colleges (49 per cent).

Table 5.3 Shortest journey time to local facilities on foot or by public transport: 2005, 2006 and 2007

	Percentage of households/number								
	Shop selling groceries			Shopping centre			Post Office ¹		
	2005	2006	2007	2005	2006	2007	2005	2006	2007
15 minutes or less	93	92	93	56	53	54	..	87	..
16 - 20 minutes	3	3	3	17	18	17	..	7	..
21 - 30 minutes	2	2	2	16	17	17	..	4	..
31 - 40 minutes	-	-	-	4	4	3	..	1	..
41 - 60 minutes	1	1	1	6	6	7	..	1	..
Over 60 minutes	-	1	-	2	2	2	..	1	..
Total	100	100	100	100	100	100	..	100	..
Unweighted sample size (households)	9,453	9,257	9,276	9,438	9,247	9,272	..	9,253	..
	GP			Hospital			Chemist ¹		
	2005	2006	2007	2005	2006	2007	2005	2006	2007
15 minutes or less	78	78	79	22	23	22	..	83	..
16 - 20 minutes	10	10	10	13	13	14	..	8	..
21 - 30 minutes	7	6	6	22	23	23	..	5	..
31 - 40 minutes	1	1	1	9	9	9	..	1	..
41 - 60 minutes	2	2	2	24	23	22	..	2	..
Over 60 minutes	1	1	1	10	9	9	..	1	..
Total	100	100	100	100	100	100	..	100	..
Unweighted sample size (households)	9,418	9,219	9,230	9,413	9,238	9,228	..	9,247	..
	Primary school ²			Secondary school ³			College ⁴		
	2005	2006	2007	2005	2006	2007	2005	2006	2007
15 minutes or less	91	91	90	65	65	61	50	52	49
16 - 20 minutes	5	4	6	15	15	18	17	16	20
21 - 30 minutes	2	3	3	12	13	14	18	19	16
31 - 40 minutes	1	-	-	2	3	3	5	6	5
41 - 60 minutes	1	1	1	4	4	2	7	6	8
Over 60 minutes	-	-	-	2	1	1	2	2	2
Total	100	100	100	100	100	100	100	100	100
Unweighted sample size (households)	1,350	1,271	1,209	1,250	1,150	1,156	863	891	847

1 This question is asked in alternate years and was not asked in 2007

2 This information is only asked of households which include at least one child of primary school age (5-10yrs)

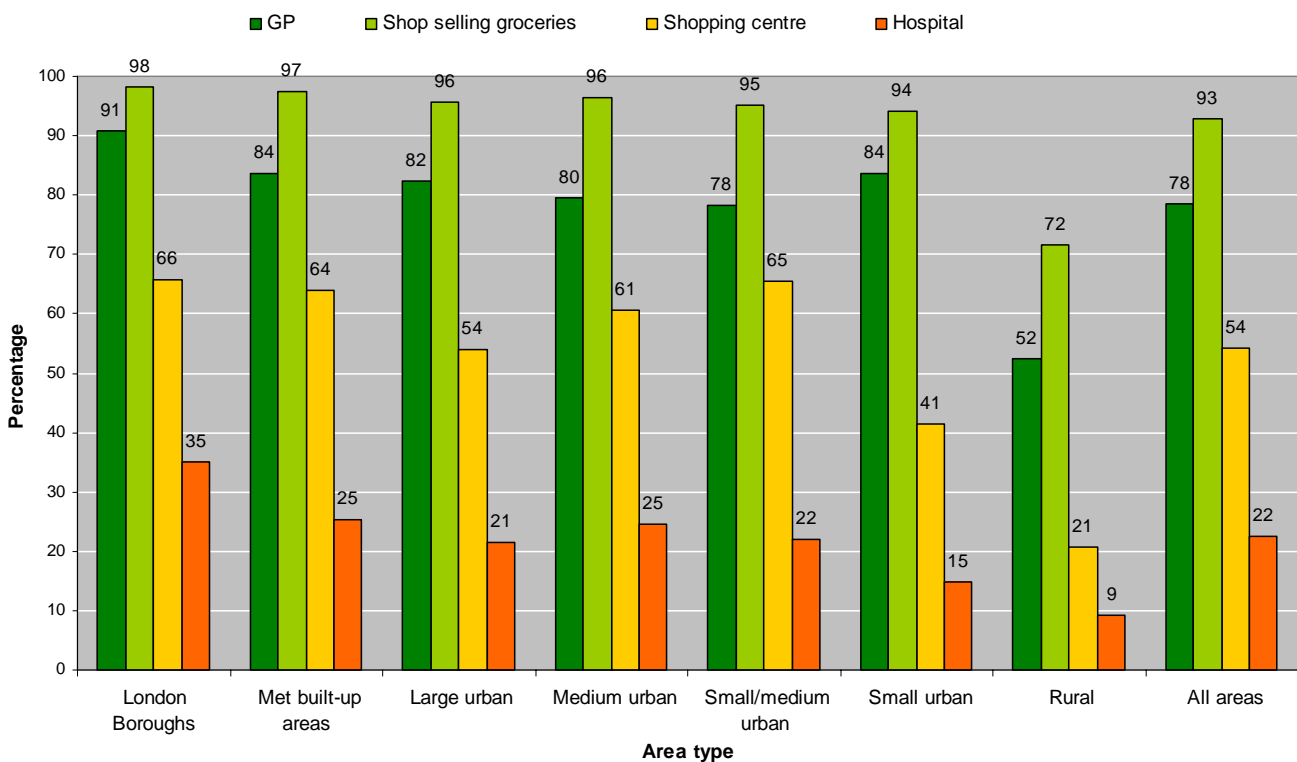
3 This information is only asked of households which include at least one child of secondary school age (11-15yrs)

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

There is some variation in access to services according to area type of residence, with people in rural areas, in particular, likely to live further from key services.

- In 2007, 91 per cent of households in London were within 15 minutes of their nearest GP on foot or by public transport. This figure was around 80 per cent for people in other urban and metropolitan areas and 52 per cent in rural areas. The proportion of households living within 15 minutes of a hospital is lower, at 35 per cent in London and 9 per cent in rural areas.
- In terms of shopping facilities, 72 per cent of households in rural areas were within 15 minutes of a shop selling groceries compared with over 90 per cent in urban areas. Just over a fifth (21 per cent) of households in rural areas and 41 per cent in small urban areas were within 15 minutes of a shopping centre compared with between 54 per cent and 66 per cent in larger urban areas.

Chart 5.3 Households within 15 minutes of key services on foot or by public transport by area type: 2007



Travel difficulties

Respondents were asked what kind of difficulties they encountered when using transport when doing their main food shopping and travelling to work.

- In 2007, 85 per cent of people who do their main food shopping by car or motorcycle said they experienced no travel difficulties when making these trips and 65 per cent of people who used public transport said this was the case.
- Among people who drive to the shops, traffic congestion/roadworks was the main difficulty experienced, cited by 8 per cent of respondents. For people who do their main food shopping by public transport, the most common problem was carrying the shopping home, reported by 20 per cent of respondents, followed by unreliable public transport (8 per cent).
- Over half of respondents in employment said they experienced no travel difficulties when travelling to work; this proportion was slightly higher for people who usually travelled to work by car or motorcycle (57 per cent) than for those who usually travelled by public transport (53 per cent).
- Among people who usually travelled to work by car, the main difficulty experienced was congestion/roadworks which was cited by 40 per cent of respondents. For public transport users, the main problem cited was the unreliability of public transport (31 per cent), followed by public transport being unpleasant (12 per cent) and congestion/roadworks (10 per cent).

Table 5.4 Travel difficulties going to work or main food shopping: 2007

Percentage/number

Travel difficulties going to work ¹ :		Travel difficulties going shopping ² :	
Difficulties getting to work by car/motorcycle³		Difficulties getting to shops by car/motorcycle³	
No difficulty	57	No difficulty	85
Traffic congestion/roadworks	40	Traffic congestion/roadworks	8
Lack of parking facilities	3	Lack of parking	4
Cost of petrol	2		
Inadequate public transport	2		
Unweighted sample size (individuals)	6,959	Unweighted sample size (individuals)	6,846
Difficulties getting to work by public transport³		Difficulties getting to shops by public transport³	
No difficulty	53	No difficulty	65
Unreliable public transport	31	Carrying shopping	20
Public transport unpleasant	12	Unreliable public transport	8
Traffic congestion/roadworks	10	Personal disability	5
Poor connections	6	Public transport unpleasant	4
Unweighted sample size (individuals)	1,506	Unweighted sample size (individuals)	671

1 By those who work full or part time, where their usual place of work is not their home

2 By the person who does the main food shopping

3 Most frequent reasons shown here. Percentages may add to more than 100 as more than one reason can be given

Workplace and working from home

- The proportion of people who work from home or are able to work from home has been fairly stable between 2002 and 2007.
- In 2007, 3 per cent of those who were employed always worked at home and a further 6 per cent did so on at least one day in the week before being interviewed. It was possible for a further 10 per cent to work at home, but for 81 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 13 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, 30 per cent worked at home at least once a week and a further 27 per cent said they did so at least once a month. Nearly a quarter (24 per cent) of those who could work from home but did not do so every day said that they worked from home less than once a year or never.
- Of those who worked at home at least once or twice a year, four-fifths said a computer was essential for working at home and 61 per cent said a telephone was essential. 10 per cent of those who work from home said they never use a computer and 20 per cent said they never use a telephone for work.

Table 5.5 Possibility of working from home: 2002-2007

	Percentage/number					
	2002	2003	2004	2005	2006	2007
Always work at home	3	3	3	3	3	3
Don't always work at home, but worked at home on at least one day in previous week	5	5	5	5	5	6
Did not work at home in previous week but possible to work at home	10	9	10	9	10	10
Not possible to work at home	82	83	83	82	81	81
All employed	100	100	100	100	100	100
Unweighted sample size (individuals)	9,575	10,177	9,929	10,478	10,553	10,334

Table 5.6 Workplace and working from home by employment status and gender: 2007

	Employment status				Gender		Unweighted sample size (individuals)
	All	Employed full time	Employed part time	Self employed	Male	Female	
Usual workplace							
Same place every day	75	80	88	32	69	84	7,756
Different places	21	19	10	51	28	13	2,198
Home/ same building as home	3	1	2	17	3	4	380
All people	100	100	100	100	100	100	10,334
Possible to work at home instead of travelling to work							
Always work at home	3	1	2	17	3	4	380
Don't always work at home, but worked at home on at least one day in previous week	6	5	3	13	6	5	591
Did not work at home in previous week but possible to work at home	10	11	5	9	10	9	1,003
Not possible to work at home	81	82	90	62	80	83	8,358
All employed	100	100	100	100	100	100	10,334
Unweighted sample size (individuals)	10,334	6,736	2,226	1,372	5,507	4,827	

Chart 5.4 Frequency of working from home: 2007

(Excludes those who always work at home and those for whom it is not possible to work at home)

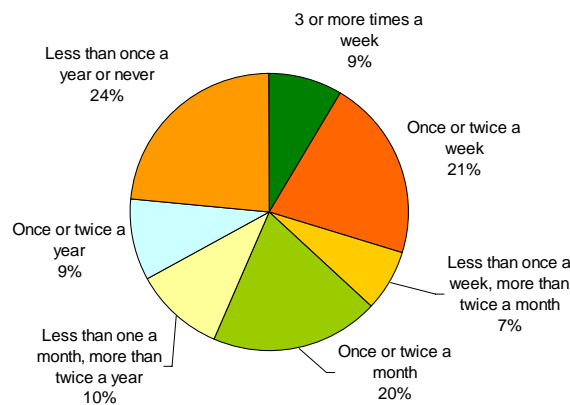
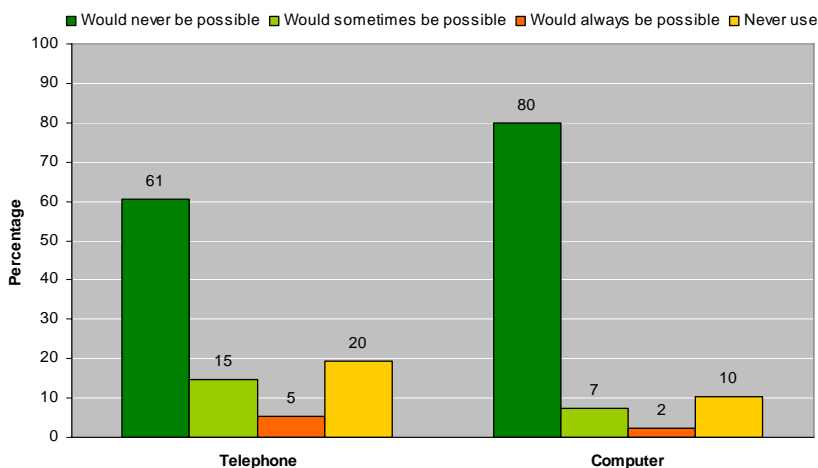


Chart 5.5 Possibility of working from home without a telephone or computer: 2007

(Those who work from home at least once or twice a year)



Workplace by area type and income group

- People living in rural areas were most likely to be able to work from home followed by people in London.
- In 2007, 7 per cent of people in employment who lived in rural areas said they always worked from home and a further 17 per cent said it was possible for them to do so. The equivalent figures for London were 4 per cent and 19 per cent. People living in other metropolitan built up areas were least likely to be able to work from home, with 86 per cent saying it was never possible for them to do so.
- Likelihood of working from home is also related to income, with people in higher incomes being more likely to be able to work from home.
- Among people living in households in the highest income quintile, 5 per cent said they always worked from home and a further 28 per cent said it was possible for them to work from home compared with 3 per cent and 7 per cent respectively in the lowest income quintile.

Table 5.7 Possibility of working from home by area type of residence: 2007

	Percentage/number								
	London boroughs	Metro-politan built-up areas	Large urban	Medium urban	Small/medium urban	Small urban	Rural	All areas	Unweighted sample size (individuals)
Possible to work at home instead of travelling to work									
Always work at home	4	2	3	2	3	4	7	3	380
Don't always work at home, but worked at home on at least one day in previous week	7	4	6	5	5	6	7	6	591
Did not work at home in previous week but possible to work at home	12	8	11	9	10	9	10	10	1,003
Not possible to work at home	77	86	80	84	82	81	76	81	8,358
All	100	100	100	100	100	100	100	100	10,334
Unweighted sample size (individuals)	1,278	1,510	1,572	2,807	788	705	1,674	10,334	

Table 5.8 Possibility of working from home by household income: 2007

	Percentage/number						
	Lowest real income	Second level	Third level	Fourth level	Highest real income	All	Unweighted sample size (individuals)
Possible to work at home instead of travelling to work							
Always work at home	3	3	3	3	5	3	380
Don't always work at home, but worked at home on at least one day in previous week	3	3	3	5	10	6	591
Did not work at home in previous week but possible to work at home	4	3	5	10	18	10	1,003
Not possible to work at home	90	91	89	82	67	81	8,358
All	100	100	100	100	100	100	10,334
Unweighted sample size (individuals)	745	1,365	2,382	3,036	2,806	10,334	

Section 6 Road Safety

This section contains data relating to road safety, collected via the NTS. New questions were added to the survey in 2007 to investigate self-reported involvement in road accidents. Trend data on children's independence, in terms of being accompanied to school by an adult and being allowed to cross the road alone, are also presented.

New road accident questions

In the 2007 NTS respondents were asked whether or not they had been involved in a road accident in the previous 3 years and 12 months and if so whether or not they had been injured. They were then asked details of the most recent incident in which they were involved (those who had been involved in both non-injury and injury incidents were asked about the injury incident). The questions were asked of respondents aged 16 or over².

The findings complement the statistics collated from police records on road casualties and over time will offer an opportunity to assess to what extent reporting levels influence police casualty statistics.³

Key headline results are given below. Further analysis will be undertaken in due course to examine accident rates by relative exposure to risk among different socio-demographic groups.

Percentage of adults involved road accidents

- 14 per cent of adults said they had been involved in at least one road accident during the past three years, including 4 per cent who had been injured in a road accident. Most of those involved in a road accident had been involved in one incident only (82 per cent).
- 7 per cent of adults said they had been involved in a road accident in the 12 months before interview, including 2 per cent who had been injured.
- There is a ratio of about two to one for the proportion of respondents involved in an accident during the last three years and during the last year when one might expect to see a ratio of three to one. This may indicate that either people are forgetting incidents that happened in the three year period or bringing forward incidents into the one year time frame that actually happened beforehand.
- Men were more likely to say they had been in a road accident than women, while involvement in accidents tended to decline after the age of 40. These patterns reflect involvement in any road accident, whether as car or motorcycle driver, car passenger, cyclist or pedestrian.
- The majority of accidents occurred when people were car occupants so the extent to which people travel by car influences the likelihood of being involved in an accident. 9 per cent of adults who were main drivers of a household car said they had been in a road accident in the last year, compared with 8 per cent of other drivers, 4 per cent of non-drivers in a car owning household and 3 per cent of those in non-car households.
- It is not possible to separately examine incidents in which the respondent was driving but the results do suggest that drivers with less experience are more likely to be involved in a road accident. 14 per cent of those with less than 4 years experience had been involved in an accident in the last year, compared with 11 per cent of those with 4 to 10 years experience, 9 per cent of

² These questions were tested in the Office for National Statistics' Omnibus Survey prior to their inclusion in the NTS. See: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/methodology/>.

³ The police record accidents reported to them that involve injury to an individual, occur on the public highway (including footways) and in which at least one vehicle is involved. The definition of road accidents provided to NTS respondents was designed to be as consistent as possible with this.

those with 11 to 29 years experience and 6 per cent of those with 30 or more years driving experience.

Table 6.1 Proportion of individuals who have been involved in a road accident: 2007 NTS

	Percentage/number				
	Any road accident		Injury accident		Unweighted sample size (individuals)
	In last 3 years	In last 12 months	In last 3 years	In last 12 months	
All adults	14.0	7.1	3.9	1.8	17,784
Males	15.9	8.1	4.2	2.0	8,628
Females	12.2	6.2	3.6	1.5	9,156
16-19	11.0	7.4	3.5	2.0	1,173
20-24	17.9	9.0	5.9	2.4	1,426
25-29	19.3	9.7	5.2	2.8	1,417
30-39	18.2	9.5	5.0	2.4	3,123
40-49	16.6	8.3	4.8	2.4	3,186
50-59	12.7	6.4	3.4	1.3	2,757
60 and over	8.0	3.7	2.0	0.7	4,700
Unweighted sample size (individuals)	2,417	1,225	666	295	

Nature of road accidents

- In the majority of incidents the respondent was a car occupant at the time of the accident (69 per cent of injury accidents and 89% of non-injury accidents). Being a motorcyclist, cyclist, or pedestrian was more common in accidents where the respondent was injured than in non-injury accidents.
- The road user profile of the injury accidents measured in the NTS is similar to that in the police recorded casualty statistics. 68 per cent of adult casualties captured by police statistics in 2007 were travelling in a car; 10 per cent were motorcyclists; 6 per cent cyclists and 9 per cent pedestrians.⁴ The higher proportion of cyclist incidents in the NTS may be because cyclists are more able or more inclined to leave the scene of an accident without recourse to the police.
- A quarter (25 per cent) of NTS respondents who said they had been injured in an accident in the last 3 years were classified as having a serious injury. This includes 23 per cent who reported one or more severe injury⁵ and a further 2 per cent whom had less severe injuries but required an overnight stay in hospital.
- Among the 132 respondents who were classified as having a severe injury the most common injury types were fractured or broken bones (40 per cent), severe cuts (25 per cent) or severe shock (24 per cent). A quarter of those with a severe injury had an overnight stay in hospital.
- The proportion of adult casualties classified as serious is lower in police casualty records at 13 per cent. This difference may arise because the police, with the information available to them, may consider injuries, such as cuts, to be less serious than the individuals who are injured. The survey may also over-represent more serious incidents relative to minor injuries because they are more likely to be remembered by those involved.

⁴ Excludes those killed in accidents.

⁵ Severe cuts, fractured or broken bones, concussion, internal injuries, burns, crushing or severe shock requiring medical treatment.

- According to respondents, the police were aware of 59 per cent of injury road accidents (67 per cent of serious injury incidents and 56 per cent of minor injury incidents). 31 per cent of non-injury incidents came to the attention of the police.

Table 6.2 Details of involvement and any injuries sustained in road accidents in previous three years: 2007 NTS

	Percentage/number	
	Injury accident	Non-injury accident
Respondent was...		
Car occupant	69	89
Cyclist	12	2
Motorcyclist	7	1
Pedestrian	7	2
Other type of vehicle	5	6
Type of injury experienced¹		
Whiplash	56	.
Minor bruising or cuts	41	.
Slight shock	33	.
Sprains	11	.
Fracture/broken bones	10	.
Severe cuts	6	.
Severe shock	6	.
Concussion	4	.
Internal injuries	4	.
Crushing	3	.
Burns	1	.
Other	7	.
Medical attention¹		
No medical attention	25	.
First aid at roadside	17	.
At GP surgery	34	.
At a minor injuries unit	4	.
At Accident and Emergency	40	.
As an inpatient in hospital	6	.
Other	6	.
Whether police aware		
Yes - attended scene	44	19
Yes - reported later	14	12
No	40	69
Unweighted sample size (individuals)	521	1,408

¹ Percentages sum to more than 100 as more than one answer may be given.

Children's independence

Whether children are accompanied to school

- According to their parents, 85 per cent of children aged 7 to 10 years were usually accompanied to school by an adult in 2007. This has risen slightly from 81 per cent in 2003.
- The main reasons cited by parents of children aged 7 to 10 were traffic danger (59 per cent) and fear of assault or molestation (36 per cent).
- A third (33 per cent) of children aged 11 to 13 years were usually accompanied to school by an adult in 2007.
- According to their parents, the main reasons why children in this age group were accompanied were convenience (34 per cent), traffic danger (27 per cent) and the school being too far away (27 per cent).

Table 6.3 Whether children are accompanied to school by an adult and the reasons: 2003, 2005 and 2007

	Percentage/number								
	7-10 years			11-13 years			7-13 years		
	2003	2005	2007	2003	2005	2007	2003	2005	2007
Usually accompanied by an adult	81	83	85	31	30	33	59	59	63
Usually unaccompanied by an adult	15	12	11	62	63	61	36	35	33
Sometimes accompanied by an adult	3	4	3	6	5	5	4	4	4
Accompanied part of the way	0	1	1	2	2	1	1	1	1
All children	100	100	100	100	100	100	100	100	100
Why accompanied by an adult (all reasons)¹									
Traffic danger	58	55	59	33	28	27	52	49	52
Fear of assault/molestation	43	36	36	30	23	21	40	33	32
Convenient to accompany child ²	-	25	19	-	31	34	-	26	23
School too far away	22	20	20	37	28	27	26	22	21
Child might not arrive on time	16	16	16	15	10	16	16	14	16
Child might get lost	13	15	14	4	6	5	11	13	12
Fear of bullying	7	6	6	10	7	10	7	6	7
Other	20	15	15	30	17	16	22	15	15
Unweighted sample size (individuals)	1,160	1,193	1,060	951	979	808	2,111	2,172	1,868

1 Percentages sum to more than 100 as more than one reason may be given

2 This reason was not an option for respondents before 2005

Children crossing roads alone

- In 2007 13 per cent of children aged 7 to 10 were usually allowed to cross roads alone, according to their parents. This is down from 19 per cent in 2003. Around half (49 per cent) were not allowed to do so, and the remaining 38 per cent were sometimes allowed.
- Of those who were usually or sometimes allowed to cross the road alone, 17% were allowed to cross main roads and the remaining 83 per cent could only cross minor roads.
- Among children aged 11 to 13, 74 per cent were usually allowed to cross the road alone and only five per cent were not allowed.
- Over three quarters (78 per cent) of those who were usually or sometimes allowed to cross roads alone could cross main roads, with the remaining 22 per cent only allowed to cross minor roads.

Table 6.4 Whether children are allowed to cross roads alone: 2003, 2005 and 2007

	Percentage/number								
	7-10 years			11-13 years			All 7-13 years		
	2003	2005	2007	2003	2005	2007	2003	2005	2007
Almost always allowed	19	16	13	78	78	74	45	44	39
Sometimes allowed	37	38	38	18	17	21	28	29	30
Not allowed	43	46	49	5	5	5	26	27	30
All	100	100	100	100	100	100	100	100	100
If allowed:									
Main roads	24	21	17	78	77	78	55	54	52
Minor roads only	76	79	83	22	23	22	45	46	48
All	100	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	1,167	1,199	1,070	956	985	815	2,123	2,184	1,885

Front and rear passengers

In 2007, when the travel diary was redesigned, the requirement to record whether car passengers travelled in the front or back seat was removed. Instead, a question was added to the interview to monitor whether children usually travel in the front or back seat when travelling by car.

- The majority of children sit in the back seat when travelling by car but this proportion decreases as children get older; 92 per cent of children aged less than 5 always or usually sit in the back seat compared 86 per cent of 5 to 10 year olds and 61 per cent of children aged 11 to 15 years. 16 per cent of 11 to 15 year olds have no usual position when travelling by car.

Table 6.5 Whether children travel as a front or rear passenger by age: 2007¹

	Percentage/number							Unweighted sample size (individuals)
	Always in front	Usually in front	Always in back	Usually in back	No usual position	Do not travel by car	Total	
Less than 5 years	3	2	78	14	2	1	100	1,245
5 to 10 years	1	6	58	28	5	1	100	1,452
11 to 15 years	6	16	23	37	16	1	100	1,274

¹ Figures are based on the 'Diary sample'

Section 7 Vehicles

As well as collecting information on each individual within the household, the NTS also collects information on all vehicles to which the household has access. This section contains data on household vehicle characteristics, particularly household cars.

Household cars

Annual car mileage

- In 2007, the average company owned car travelled more than twice as far as the average privately owned car (19,990 miles and 8,260 miles respectively). The proportion of cars which are company cars has fallen slightly from 7 per cent in 1995/97 to 5 per cent in 2007.
- The average annual mileage per car fell from about 9,700 in 1995/97 to 8,870 in 2007. 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.
- The proportion of mileage which was for business or commuting purposes was higher for company cars (71 per cent) than for privately owned cars (39 per cent).

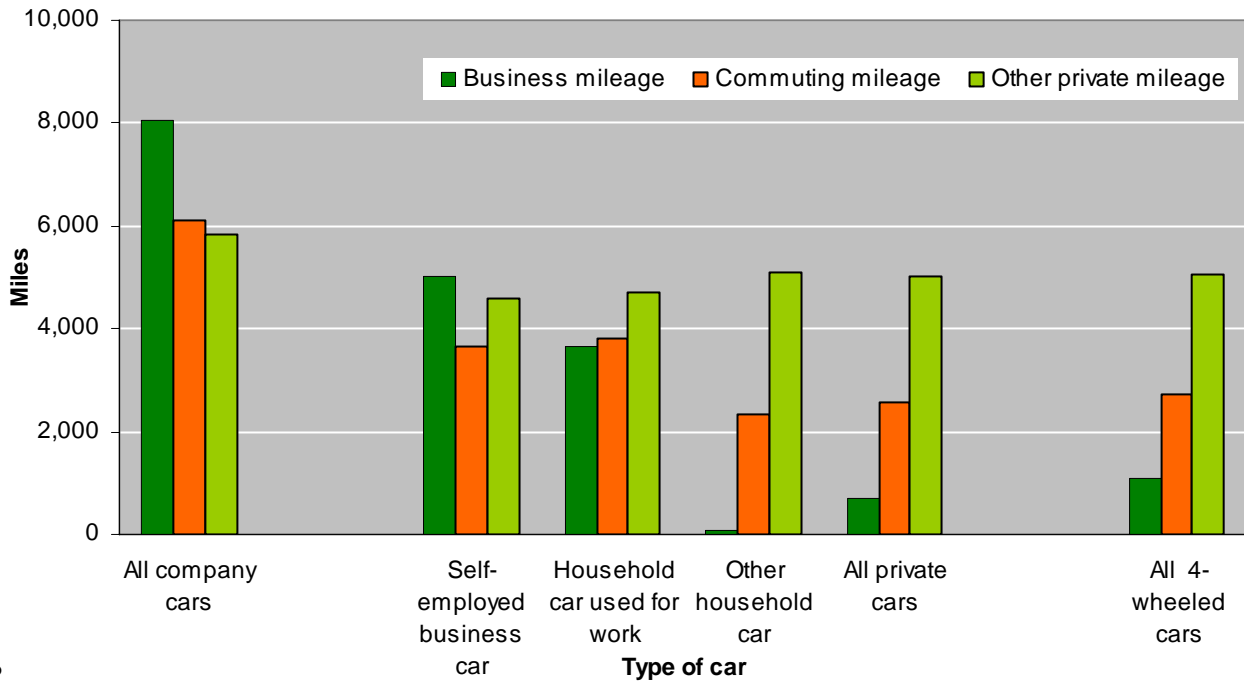
Table 7.1 Annual mileage of 4-wheeled cars by type of car and trip purpose: 1995/97 to 2007

Miles/percentage/number

2007	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Unweighted sample size (vehicles)
Company cars	8,060	6,100	5,830	19,990	5	479
Self-employed business car	5,030	3,640	4,580	13,260	3	303
Household car used for work	3,670	3,810	4,720	12,200	12	1,110
Other household car	60	2,320	5,080	7,460	80	7,361
All private cars	690	2,550	5,020	8,260	95	8,774
All 4-wheeled cars	1,070	2,740	5,060	8,870	100	9,253

	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample	Unweighted sample size (vehicles)
All 4-wheeled cars:						
1995/1997	1,710	2,830	5,160	9,700	7	9,492
1998/2000	1,590	2,940	5,030	9,550	8	10,026
2002	1,250	2,780	5,140	9,170	7	8,555
2003	1,230	2,840	5,160	9,230	6	9,088
2004	1,140	2,850	5,170	9,160	6	8,707
2005	1,090	2,840	5,080	9,010	6	9,534
2006	1,040	2,770	4,960	8,770	5	9,448
2007	1,070	2,740	5,060	8,870	5	9,253

Chart 7.1 Annual mileage of 4-wheeled cars by type and purpose: 2007



The average annual mileage is higher for diesel cars than petrol cars, at 12,700 miles and 7,940 miles respectively in 2007. This gap has narrowed since 1995/97 as the average mileage has fallen more for diesel cars than for petrol cars over this period.

Table 7.2 Annual car mileage of 4-wheeled cars by fuel type: 1995/97 to 2007

	Miles/number			
	Petrol	Diesel	Petrol and diesel cars	Unweighted sample size (vehicles)
1995/1997	9,120	15,920	9,690	9,490
1998/2000	9,060	13,610	9,550	10,025
2002	8,580	12,750	9,170	8,547
2003	8,490	13,250	9,220	9,080
2004	8,350	13,360	9,150	8,692
2005	8,170	12,820	9,010	9,528
2006	7,810	12,620	8,760	9,429
2007	7,840	12,700	8,870	9,231

Vehicles by household characteristics

- A third of household cars/vans have an engine size of up to 1400cc but this proportion is higher in Metropolitan built up areas (40 per cent) and lower in rural areas (26 per cent).
- The proportion of vehicles of 2000cc or over is highest in rural areas (20 per cent) and small urban areas (16 per cent) and lowest in Metropolitan built up areas (9 per cent).
- Engine size also varies by household income. Nearly a fifth (19 per cent) of vehicles owned by households in the highest income quintile are 2000cc or over compared with 9 per cent in the lowest income quintile.
- Similarly, high income households tend to have access to newer vehicles than low income households. In 2007, 10 per cent of vehicles to which households in the highest income quintile had access were under a year old and 15 per cent were at least 10 years old. The corresponding figures for the lowest income quintile were 4 per cent and 31 per cent.

Chart 7.2 Engine size of household cars by area type: 2007

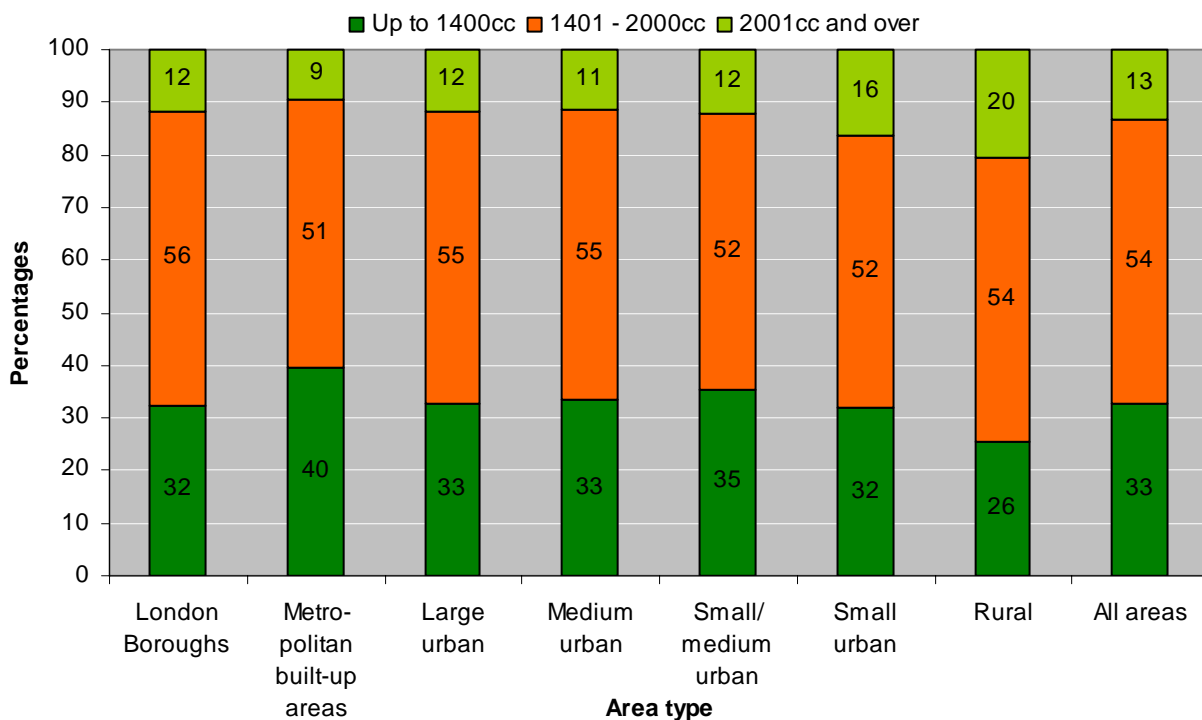


Table 7.3 Engine size of household cars by household income: 2007

	Percentage/ number					
	Lowest real income	Second level	Third level	Fourth level	Highest real income	All income levels
Up to 1400cc	39	39	36	32	24	33
1401 - 2000cc	52	51	53	54	57	54
2001cc and over	9	10	10	13	19	13
Total	100	100	100	100	100	100
Unweighted sample size: (vehicles)	1,034	1,613	2,341	2,722	2,728	10,438

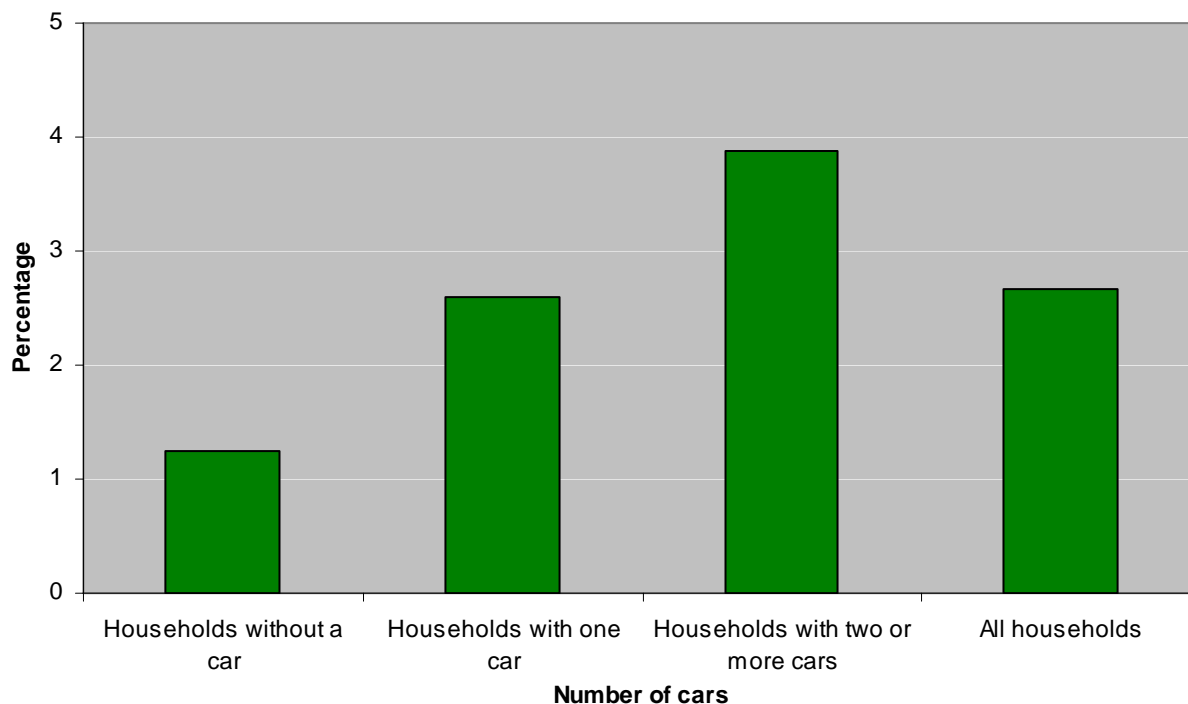
Table 7.4 Age of household cars by household income: 2007

Percentage/number

	Lowest real income	Second level	Third level	Fourth level	Highest real income	All income levels	Unweighted sample size (vehicles)
Up to 1 year	4	6	6	7	10	7	759
Over 1 to 2 years	6	6	7	8	11	8	850
Over 2 to 3 years	5	7	8	9	12	9	899
Over 3 to 6 years	22	23	27	29	29	27	2,749
Over 6 to 10 years	31	31	30	29	23	28	2,871
Over 10 years	31	27	22	19	15	21	2,101
All ages	100	100	100	100	100	100	10,229
Unweighted sample size (vehicles)	1,004	1,575	2,300	2,671	2,679	10,229	

- Just under three per cent of households owned a motorcycle in 2007. Household motorcycle ownership increased with car ownership, suggesting that households tend to acquire motorcycles in addition to cars rather than as substitute.
- Just over one per cent of households with no car had at least one motorcycle compared with nearly four per cent of households which had two or more cars.

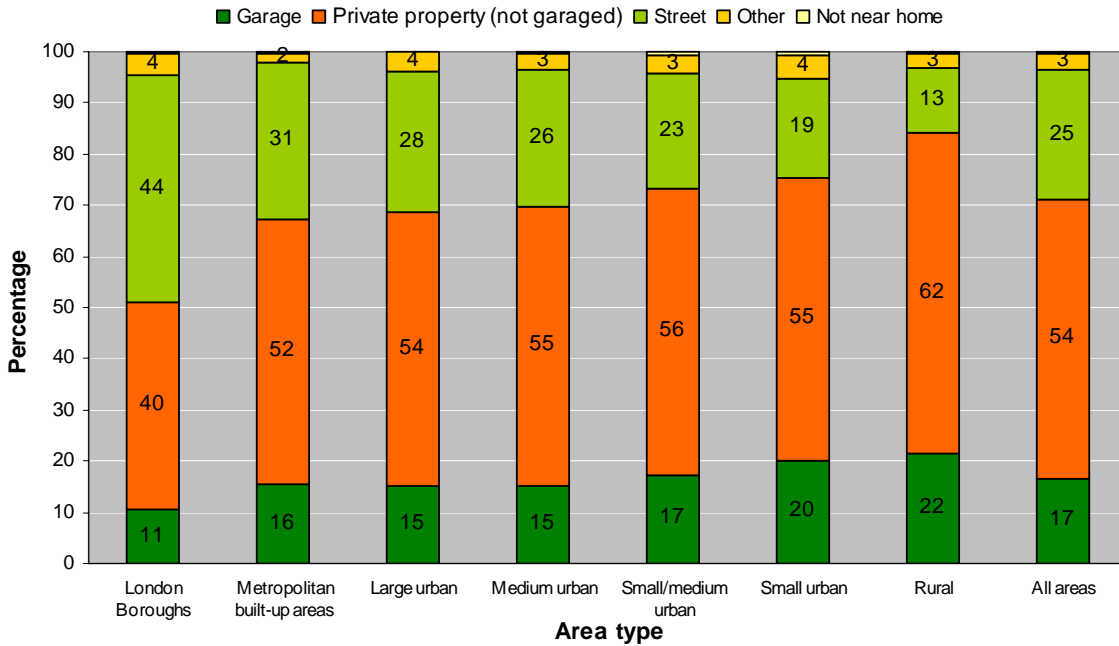
Chart 7.3 Percentage of households with one or more motorcycles by household car ownership: 2007



Parking

- Over half (54 per cent) of household vehicles are parked on private property but not in a garage overnight. This proportion is highest in rural areas (62 per cent) and declines as settlement size increases, to 40 per cent in London.
- Conversely, the proportion of vehicles parked on the street at night ranges from 13 per cent in rural areas to 31 per cent in metropolitan built up areas and 44 per cent in London.

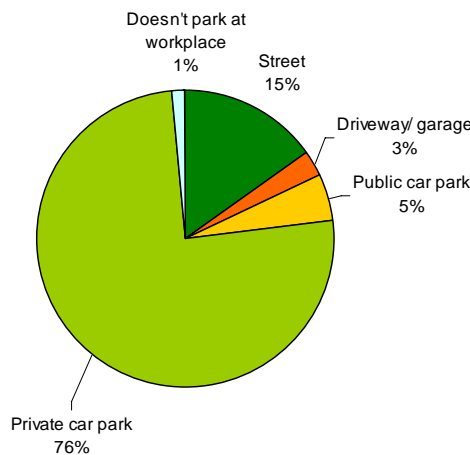
Chart 7.4 Where vehicle parked overnight by area type: 2007



In 2007 a new question was added to the survey to ask respondents who drove to work where they parked their car at work.

- Over three quarters of people who drive to work park their car in a private car park with a further 15 per cent parking in the street.

Chart 7.5 Where vehicle parked at work: 2007¹



¹ Figures are based on the 'Diary sample'

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.

Coverage

The NTS covers households within Great Britain. Therefore, it excludes people not living in households, such as students in halls of residence and tourists.

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.

Adults

In most places, 'adults' refers to persons aged 16 or more although for some tables (e.g. car driving licence holding and car ownership), analyses are restricted to those aged 17 or more.

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:

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

Single head of household

1 adult only	0.61
1 st additional adult	0.46
2 nd additional adult	0.42
3 rd (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.

The term 4-wheeled car excludes light vans, 4x4 vehicles, dormobiles and motorcaravans.

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

Prior to 1996, 'small urban' and 'small/medium urban' were combined into one category covering self-contained urban areas over 3,000 but not over 25,000 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 and with a minimum associated population of 1,000 (at the 2001 census). 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. The method for classifying postcodes in Scotland was amended slightly in 2007 to bring it more in line with the classification for England and Wales.

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>

Appendix B National Travel Survey

Comparisons with earlier publications

For reference the table below shows the table numbers for the Bulletin compared with each of the main Bulletins for 2002 to 2005.

2007 Bulletin	2006 Bulletin	2005 Bulletin	2004 Bulletin	2002 Bulletin	2007 Bulletin	2006 Bulletin	2005 Bulletin	2004 Bulletin	2002 Bulletin
1.1	1.1	1.1	1.1	1.1	4.6	5.5	5.6	5.6	5.7
2.1	2.2	2.2	2.2	2.2	4.7				
2.2	2.3	2.3	2.3	2.3	5.1	5.8	5.9	5.9	5.12
2.3	2.4	2.4	2.4	.	5.2	.	.	.	.
3.1	5.6a	5.7	5.7	.	5.3	5.9	5.10	.	.
3.2	.	.	.	.	5.4	.	.	.	.
3.3	.	.	.	.	5.5	.	.	.	.
3.4	.	.	.	.	5.6	6.4	6.4	6.4	7.5
3.5	5.7	5.8a	5.8	5.11	5.7	.	.	.	.
3.6	3.8	3.9	3.9	3.9	5.8	.	.	.	.
3.7	.	.	.	.	6.1	.	.	.	.
3.8	6.2
3.9	6.3	6.8	.	.	.
3.10	6.4	6.9	.	.	.
4.1	5.3a	5.4a	5.4a	5.4a	6.5
4.2	5.3b	5.4b	5.4b	5.4b	7.1	6.1	6.1	6.1	7.1
4.3	7.2
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2002 Bulletin = National Travel Survey: 2002 (revised July 2004) SB(04)22

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Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

National Assembly for Wales - Cynulliad Cenedlaethol Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

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

Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:

Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.htm>

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 for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible 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 Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held

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 visit www.tsug.org.uk or contact:

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Walking and Accessibility Programme Manager
Surface Transport Strategy
Transport for London
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SE1 8NJ

Tel: 020 3054 0874
Fax: 020 3054 2004
Email: nina.webster@tfl.gov.uk

The TSUG is contributing to the production of the *Transport Yearbook 2008*. 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 (TSO).

Transport Statistics Publications (as at August 2008)

TSO publications (Transport Statistics Reports - priced)

Obtainable from:

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PO Box 29, Norwich NR3 1GN
Telephone orders & general enquiries: +44 (0)870 600 5522
Fax orders: +44 (0)870 600 5533
E-mail: customer.services@tso.co.uk
Textphone: +44(0)870 240 3701

TSO Shops – London, Belfast and Edinburgh

TSO@Blackwell and other Accredited Agents

Annual Reports

Transport Statistics Great Britain: 2007 Edition (ISBN: 978-0-11-552907-8)
Focus on Personal Travel: 2005 Edition (ISBN: 978-0-11-552658-7)
Focus on Ports: 2006 Edition (ISBN: 978-0-230-00215-3)
Focus on Freight: 2006 Edition (ISBN: 978-0-11-552785-0)
Road Casualties in Great Britain: 2006 (ISBN: 978-0-11-552905-4)
Maritime Statistics: 2006 (ISBN: 978-0-11-552906-1)

See also TSO's virtual bookshop at: -
<http://www.tsoshop.co.uk>

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

National Rail Trends (replaced Bulletin of Rail Statistics)
(From Q1 2005/06 editions of this quarterly bulletin are produced by the
Office of Rail Regulation –
Contact ☎ +44 (0)20 7282 2007 for details)

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

Obtainable from:

Department for Transport

2/29
Great Minster House
76 Marsham Street
London
SW1P 4DR
+44 (0)20 7944 4846

Annual Bulletins – produced by Transport Statistics

Compendium of Motorcycling Statistics
National Rail Travel Survey
National Travel Survey
Public Transport Statistics: GB
Regional Transport Statistics
Road Casualties in Great Britain: Main Results
Road Conditions in England (formerly NRMCS)
Road Statistics: Traffic Speeds and Congestion
Road Freight Statistics
Sea Passenger Statistics
Transport Trends
UK Seafarer Statistics
Vehicle Excise Duty Evasion
Vehicle Licensing Statistics
Waterborne Freight in the United Kingdom

Quarterly Bulletins – produced by Transport Statistics

Bus and Light Rail Statistics ☎ +44 (0)20 7944 4139
Road Traffic and Congestion in Great Britain
☎ +44 (0)20 7944 3095
Road Goods Vehicles Travelling to Mainland Europe
☎ +44 (0)20 7944 4131
Road Casualties in Great Britain: Quarterly Provisional Estimates
☎ +44 (0)20 7944 3078

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

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, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (0)20 7944 4846.