

Transport Statistics Bulletin

National Travel Survey:
2003 Final Results

A National Statistics publication produced by Transport Statistics: DfT

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

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

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

Conversion factors:

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

Symbols: The following symbols have been used throughout.

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

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National Travel Survey: 2003 Final Results

Department for Transport

October 2004

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Introduction

Provisional results for 2003 based on a partial database were published in July 2004. The tables presented here are based on the full database for 2003 and comprise the 12 tables previously published together with 4 additional tables. Revisions are minor, apart from those for car ownership which have been revised for 2003 and earlier years following the discovery of a long standing programming error.

The 2003 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. The survey is part of a continuous survey that began in July 1988, following ad hoc surveys since the mid-1960s. The survey is designed to pick up long-term trends and is not suitable for monitoring short-term trends.

The drawn sample size for 2002 and 2003 was nearly trebled compared with previous years, enabling key results to be presented on a single year basis.

During 2003, individuals in over 8,200 households provided details of their personal travel by filling in travel diaries over a period of seven days, compared with nearly 3,500 households in 2001. Previously, data have been shown for a three year time period because of the smaller sample size. Details of sample sizes since 1992 are given in the Annex.

Travel details provided by respondents include trip purpose, method of travel, time of day and trip length. The households also provided personal information, such as their age, sex, working status, and driving licence holding, and details of the cars available for their use. In order to minimise the burden of completing the diaries respondents only included walks of under a mile on the seventh day, but all tables in this bulletin include data on short walks grossed up for the full seven day period.

Changes to the methodology from 2002 mean that there are some inconsistencies with data for earlier years. This has been indicated by a line separating 2002 data from previous years in the tables. More detailed data for 2002/2003 combined will be published in *Focus on Personal Travel* early in 2005. Details of possible discontinuities are given below.

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

Causes of discontinuity between 2002/2003 and earlier years

Particular reasons for discontinuities which readers should note when using the data include:

- **Coding the diary data centrally** rather than by interviewers and considerable efforts by the new contractor to clarify definitions should ensure greater consistency, but may cause some discontinuities with previous years. This may be the cause of discontinuities for some mode and purpose categories.
- The **sample sizes** for 2002 and 2003 (7,437 and 8,258 households respectively) are less than those for previous 3 year periods (eg 9,924 households in 1999/2001). There was a fall in households responding from 65 per cent in 2001 to 54 per cent in 2002. This is common with a new contractor and response has recovered in 2003 to 60 per cent. Sampling errors for 2002 and 2003 are therefore a little larger than for previous periods and fluctuations will be greater.

- **Day 7** trips appear to have been under-recorded. This particularly affects the recording of short walks under 1 mile which are only recorded on that day, but also affects other trips as well. This has implications for the average time and length of trips, especially walking trips.
- **London** households are under-recorded, particularly for outer London in 2002, and there are changes in the age distribution. This affects trips by London bus and the underground, and car ownership in London, and may affect total distance travelled and time taken.
- The proportion of deeply rural households in the **rural sample** fluctuates from year to year. This proportion was relatively high in 2002 compared with earlier years. This will affect comparison of car ownership figures for rural areas, and the bus availability indicator, and may affect trip lengths and times for the country as a whole.
- The 2002 and 2003 survey years relate to mid-January to mid-January, whereas data for previous years related to the calendar year 1 January - 31 December.

Incentives offered to a subset of the sample in the second half of 2002 demonstrated their effectiveness in increasing response rates particularly for some under-represented groups, for example large families. Full use of incentives during 2003 led to an improved sample size. However, since the NTS has been more successful in getting response from certain types of household, some discontinuities may be apparent. This may affect estimates of those holding driving licences, car ownership, some modes of transport, and purposes of travel.

Work is being carried out for DfT to weight the data for 2003 and earlier years to address non-response, sampling variations and other factors. This should ameliorate some of these problems in future. Weighted data will be available in 2005.

Publications

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 published annually. In addition, Personal Travel Factsheets on specific issues (including travel by car, bus, rail, walking, cycling, motorcycling, taxi, and travel to school, work and shops) were published for 1999/2001 data. Every third year a more detailed report *Focus on Personal Travel* is published. The most recent was for 1998/2000 data, and the next, with 2002/2003 data, is planned for early 2005. The Technical Report for the 2002 survey is available on the DfT website, and includes details of sampling, fieldwork and data processing, together with a full set of questionnaires. The Technical Report for 2003 will be published early in 2005.

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.

Table 1: Distance, trips and hours travelled per person per year: 1972/1973 to 2003

	Miles/trips/hours/minutes/number						
	Distance travelled (miles)	Number of trips		Time taken (hours)	Average trip length (miles)	Average trip time (minutes)	Sample size (individuals)
		All trips	Trips of 1 mile or more				
1972/1973	4,476	956	594	353	4.7	22.2	15,879
1975/1976	4,740	935	659	330	5.1	21.2	24,692
1978/1979	4,791	1,097	736	377	4.4	20.6	18,433
1985/1986	5,317	1,024	689	337	5.2	19.8	25,785
1989/1991	6,475	1,091	771	370	5.9	20.4	26,285
1992/1994	6,439	1,053	742	359	6.1	20.5	24,671
1995/1997	6,666	1,052	758	355	6.3	20.3	23,167
1998/2000	6,840	1,029	768	360	6.6	21.0	21,868
2002	6,879	1,008	779	363	6.8	21.6	16,886
2003	6,833	990	768	361	6.9	21.9	19,467

Table 2: Household car availability by area type of residence: 1992/1994 and 2003

	Percentage/number						
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Sample size (households)
1992/1994							
London Boroughs	39	43	19	100	0.85	0.47	1,348
Metropolitan built-up areas	43	40	17	100	0.77	0.42	1,661
Other urban areas with population:-							
Over 250 thousand	35	46	19	100	0.89	0.49	1,306
25 to 250 thousand	32	46	22	100	0.95	0.52	2,815
3 to 25 thousand	27	47	26	100	1.06	0.57	1,747
Rural areas	22	44	34	100	1.21	0.64	1,419
All areas	33	44	23	100	0.96	0.52	10,296
2003							
London Boroughs	39	41	20	100	0.85	0.47	981
Metropolitan built-up areas	35	41	24	100	0.91	0.50	1,206
Other urban areas with population:-							
Over 250 thousand	25	43	31	100	1.11	0.61	1,127
25 to 250 thousand	25	46	29	100	1.11	0.61	2,291
3 to 25 thousand	24	45	31	100	1.14	0.63	1,698
of which 10 to 25 thousand	27	45	28	100	1.07	0.60	1,043
of which 3 to 10 thousand	20	44	36	100	1.24	0.68	655
Rural areas	14	43	43	100	1.39	0.75	955
All areas	27	44	30	100	1.09	0.60	8,258
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	31	45	25	100	0.99	0.54	9,688
1998/2000 ^R	28	45	27	100	1.04	0.57	9,390
2002 ^R	27	45	28	100	1.06	0.60	7,437
2003	27	44	30	100	1.09	0.60	8,258

Table 3: Full car driving licence holders by age and gender: 1975/1976 to 2003

	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)	Sample size (individuals)
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	68	42	73	81	82	74	64	39	30.2	17,754
1998/2000	71	41	74	84	84	78	68	41	31.5	16,991
2002	71	32	67	82	84	81	70	45	32.1	13,276
2003	70	28	68	82	84	79	73	45	32.3	15,041
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	81	48	79	89	89	88	83	65	17.2	8,373
1998/2000	82	45	81	90	92	89	84	65	17.5	7,993
2002	81	34	74	88	91	89	85	68	17.7	6,245
2003	81	31	74	88	91	90	87	69	17.9	7,107
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	57	36	67	74	74	61	46	22	13.0	9,381
1998/2000	60	37	69	78	77	68	54	22	14.0	8,998
2002	61	31	60	77	79	74	56	28	14.4	7,031
2003	61	24	62	77	78	69	59	27	14.4	7,934

Table 4: Average distance travelled by mode of travel: 1975/1976 to 2003

	Miles/percentage/number							
	Miles per person per year						Percentage change to 2003 from:	
	1975/ 1976	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003	1992/ 1994	1998/ 2000
Walk ¹	255	244	199	192	189	192	-4	--
Bicycle	51	44	38	39	33	34	-10	-12
Private hire bus	150	131	110	107	124	135	23	25
Car only - driver	1,849	2,271	3,001	3,406	3,353	3,274	9	-4
Car only - passenger	1,350	1,525	1,953	1,946	2,003	1,978	1	2
Motorcycle/moped	47	51	32	30	33	36	12	17
Van/lorry - driver	122	153	204	154	202	191	-6	25
Van/lorry - passenger	61	75	77	64	61	70	-9	9
Other private vehicles	16	33	43	26	20	27	-36	5
Bus in London	57	39	42	40	42	51	21	27
Other local bus	372	258	217	205	214	213	-2	3
Non-local bus	54	109	96	99	58 ²	86 ²	-10	-13
LT Underground	36	44	50	57	62	54	8	-5
Surface rail	289	292	298	371	373	347	17	-6
Taxi/minicab	13	27	38	58	55	49	29	-14
Other public including air, ferries, light rail, etc.	18	22	41	45	56	96	134	113
All modes	4,740	5,317	6,439	6,840	6,879	6,833	6	--
Sample size:								
individuals	24,692	25,785	24,671	21,868	16,886	19,467	.	.
stages	530,808	582,798	562,462	475,274	349,251	396,761	.	.

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

2 This estimate has a large sampling error because of the small sample

Table 5: Trips and average trip length by main mode: 1985/1986 to 2003

	Trips/miles/number									
	Trips per person per year					Average trip length				
	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003
Walk ¹	350	306	271	243	245	0.6	0.6	0.6	0.7	0.7
Bicycle	25	18	16	15	14	1.8	2.0	2.4	2.2	2.3
Car/van driver	317	389	411	419	401	7.6	8.2	8.6	8.5	8.6
Car/van passenger	200	229	229	230	226	8.0	8.9	8.8	8.9	9.0
Motorcycle	9	5	3	3	3	5.8	7.0	9.3	10.0	10.7
Other private	14	11	8	9	8	12.2	14.5	17.3	17.1	20.0
Bus in London	11	12	11	11	13	3.4	3.4	3.4	3.5	3.8
Other local bus	72	54	47	46	47	3.7	4.1	4.5	4.7	4.5
Non-local bus	2	2	2	1	1	72.2	60.0	61.2	88.4	92.6
LT underground	6	6	7	7	6	7.8	8.7	7.8	8.7	8.4
Surface rail	12	11	12	11	12	28.1	31.2	34.2	36.8	31.9
Taxi/minicab	7	9	12	11	11	4.1	3.8	4.5	4.3	4.1
Other public	1	1	2	2	2	18.6	31.0	29.4	38.9	41.9
All modes	1,024	1,053	1,029	1,008	990	5.2	6.1	6.6	6.8	6.9
Sample size:										
individuals	25,785	24,671	21,868	16,886	19,467	25,785	24,671	21,868	16,886	19,467
trips	506,287	498,284	431,728	326,495	369,733	506,287	498,284	431,728	326,495	369,733

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

Table 6: Trips per person per year by distance and main mode: 2003

	Trips/number									
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Sample size: trips
Walk ¹	172	58	14	1	-	-	-	-	245	91,354
Bicycle	3	5	5	1	-	-	-	-	14	5,386
Private hire bus	-	-	2	2	2	1	-	-	7	2,498
Car/van driver	27	66	134	85	64	17	6	3	401	149,729
Car/van passenger	18	40	77	44	31	9	4	3	226	84,371
Motorcycle	-	-	1	1	1	-	-	-	3	1,247
Other private	-	-	-	-	-	-	-	-	1	557
Bus in London	1	2	6	3	1	-	-	-	13	4,744
Other local bus	1	8	23	10	4	-	-	-	47	17,648
Non-local bus	-	-	-	-	-	-	-	-	1	359
LT Underground	-	-	1	3	2	-	-	-	6	2,224
Surface rail	-	-	1	2	5	3	1	1	12	4,521
Taxi/ minicab	1	3	5	1	1	-	-	-	11	4,098
Other public	-	-	1	1	-	-	-	-	2	928
All trips:										
2003	222	184	271	152	111	30	12	8	990	369,664
1985/1986	335	187	250	133	84	22	9	4	1,024	506,287
1989/1991	319	195	279	151	101	28	12	6	1,091	549,782
1992/1994	311	177	269	150	101	28	12	6	1,053	498,284
1995/1997	294	178	269	156	108	29	13	7	1,052	467,328
1998/2000	261	181	268	154	114	31	12	7	1,029	431,728
2002	229	191	269	155	111	31	14	7	1,008	326,495
	Cumulative percentage/miles									
	Under 1 mile	Under 2 miles	Under 5 miles	Under 10 miles	Under 25 miles	Under 50 miles	Under 100 miles	All lengths	Distance per person per year	
Walk ¹	70	94	100	100	100	100	100	100	169	
Bicycle	20	56	90	98	100	100	100	100	33	
Private hire bus	1	8	35	58	82	90	95	100	135	
Car/van driver	7	23	56	78	93	98	99	100	3,457	
Car/van passenger	8	26	60	79	93	97	99	100	2,040	
Motorcycle	2	12	40	66	92	96	100	100	36	
Other private	13	26	49	64	82	91	96	100	28	
Bus in London	5	24	74	95	100	100	100	100	48	
Other local bus	3	20	70	90	99	100	100	100	213	
Non-local bus	-	-	2	3	16	33	63	100	89	
LT Underground	-	4	23	68	99	100	100	100	50	
Surface rail	-	-	6	20	61	85	94	100	387	
Taxi/ minicab	6	33	78	91	99	100	100	100	45	
Other public	2	18	51	83	91	91	91	100	104	
All modes	22	41	68	84	95	98	99	100	6,833	

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

Table 7: Total time and average trip time by main mode: 1985/86 to 2003

	Hours/minutes/number									
	Trip time per person per year (hours)					Average trip time (minutes)				
	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003
Walk ¹	84	76	70	68	64	14	15	15	17	16
Bicycle	6	5	5	5	5	15	17	19	18	20
Car/van driver	101	130	138	142	140	19	20	20	20	21
Car/van passenger	69	81	80	82	82	21	21	21	21	22
Motorcycle	3	1	1	1	1	18	19	24	23	24
Other private	9	7	6	6	7	38	39	44	43	52
Bus in London	7	7	8	7	8	36	35	41	38	39
Other local bus	33	27	22	24	24	28	30	28	31	31
Non-local bus	4	3	3	2	3	160	124	125	185 ²	189 ²
LT underground	5	5	6	6	5	48	53	50	50	51
Surface rail	14	13	16	16	16	73	77	79	84	80
Taxi/minicab	2	3	3	3	3	16	16	17	17	18
Other public inc. air	1	1	1	1	2	46	51	51	54	55
All modes	337	359	360	363	361	19.8	20.5	21.0	21.6	21.9
Sample size:										
individuals	25,785	24,671	21,868	16,886	19,467	25,785	24,671	21,868	16,886	19,467
trips	506,287	498,284	431,728	326,495	369,664	506,287	498,284	431,728	326,495	369,664

1 Short walks believed to be under-recorded in 2002 and 2003 compared with 1999/2001

2 This estimate has a large sampling error because of the small sample

Table 8: Bicycle travel in Great Britain and England: 1975/1976 to 2003

	Miles/trips/stages											
	1975/ 1976	1985/ 1986	1992/ 1994	1998/ 2000	1996	1997	1998	1999	2000	2001	2002	2003
Distance travelled per person per year:												
Great Britain	51	44	38	39	38	41	36	42	37	37	33	34
England	56	47	41	41	41	43	37	45	41	38	36	35
Bicycle trips per person per year:												
Great Britain	30	25	18	16	16	18	15	17	16	14	15	14
England	33	27	20	17	18	19	15	18	17	15	16	15
Bicycle stages per person per year:												
Great Britain	31	25	19 ^R	16 ^R	17	18	15	17	17	14	15	15
England	34	27	20	17	19	19	16	18	18	15	17	16
Sample size (GB):												
trips	14,372	12,210	8,703	6,696	2,412	2,555	1,949	2,232	2,515	2,138	4,812	5,386
stages	14,654	12,504	8,872	6,829	2,451	2,605	1,992	2,266	2,571	2,193	4,976	5,551

Table 9: Trips and distance per person per year by trip purpose: 1985/1986 to 2003

	Trips/miles/number									
	Trips per person per year					Miles per person per year				
	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003
Commuting	178	158	161	152	149	1,086	1,182	1,351	1,294	1,268
Business	32	39	36	34	33	544	691	695	683	680
Education	77	67	68	61	68	161	184	198	195	208
Escort education	32	43	48	44	50	45	77	96	101	105
Shopping	210	225	216	201	193	611	779	897	857	832
Other escort	74	86	80	98	92	316	390	412	484	471
Other pers. business	97	107	103	111	103	329	442	468	496	439
Visiting friends at private home	142	145	134	120	118	959	1,131	1,163	1,101	1,093
Visiting friends elsewhere	49	42 ^R	46 ^R	46	44	206	191 ^R	255 ^R	263	247
Entertainment/ public activity	41	40	38	47	45	245	314	292	356	367
Sport: participate	19	22	24	18	20	111	131	149	124	123
Holiday: base	9	12	11	11	11	338	507	471	513	565
Day trip	17	20	19	24	25	307	374	341	368	396
Other inc. just walk	46	47 ^R	46 ^R	41	40	58	47 ^R	52 ^R	45	40
All purposes	1,024	1,053	1,029	1,008	990	5,317	6,439	6,840	6,879	6,833
Sample size:										
individuals	25,785	24,671	21,868	16,886	19,467	25,785	24,671	21,868	16,886	19,467
trips	506,287	498,284	431,728	326,495	369,664	506,287	498,284	431,728	326,495	369,664

Table 10: Average trip length and time taken by trip purpose: 1985/1986 to 2003

	Miles/minutes									
	Average trip length					Average trip time				
	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003	1985/ 1986	1992/ 1994	1998/ 2000	2002	2003
Commuting	6.1	7.5	8.4	8.5	8.5	22	24	24	25	26
Business	17.3	17.6	19.5	20.2	20.9	32	36	38	37	40
Education	2.1	2.8	2.9	3.2	3.0	17	18	19	20	20
Escort education	1.4	1.8	2.0	2.3	2.1	11	12	12	13	13
Shopping	2.9	3.5	4.2	4.3	4.3	16	17	17	17	17
Other escort	4.3	4.6	5.2	4.9	5.1	15	15	15	16	16
Other pers. business	3.4	4.1	4.5	4.5	4.3	15	16	17	17	17
Visiting friends at private home	6.7	7.8	8.7	9.2	9.2	21	21	22	23	24
Visiting friends elsewhere	4.2	4.6 ^R	5.5 ^R	5.7	5.6	17	17 ^R	18 ^R	19	19
Entertainment/ public activity	6.0	7.9	7.8	7.6	8.1	21	23	23	22	24
Sport: participate	5.8	5.8	6.2	6.7	6.2	20	18	18	19	19
Holiday: base	37.8	42.6	44.1	47.1	52.8	76	78	75	80	88
Day trip	18.6	18.3	18.2	15.7	15.8	47	44	43	36	38
Other inc. just walk	1.3	1.0 ^R	1.1 ^R	1.1	1.0	23	21 ^R	23 ^R	25	23
All purposes	5.2	6.1	6.6	6.8	6.9	19.8	20.5	21.0	21.6	21.9
Sample size:										
individuals	25,785	24,671	21,868	16,886	19,467	25,785	24,671	21,868	16,886	19,467
trips	506,287	498,284	431,728	326,495	369,664	506,287	498,284	431,728	326,495	369,664

Table 11: Trips to and from school¹ per child per year by main mode: 1992/1994 to 2003

Percentage/miles/number

	Age 5-10				Age 11-16				Age 5-16			
	1992/ 1994	1998/ 2000	2002	2003	1992/ 1994	1998/ 2000	2002	2003	1992/ 1994	1998/ 2000	2002	2003
Walk ²	61	56	51	53	44	43	38	41	53	50	45	46
Bicycle	1	-	1	1	4	2	2	2	2	1	2	1
Car/van	30	36	41	39	16	19	24	23	23	28	32	30
Private bus	4	3	4	3	8	8	8	9	6	5	6	6
Local bus	4	4	2	3	24	24	24	23	13	14	13	14
Rail	-	-	-	-	1	1	1	1	1	1	1	1
Other	1	1	1	1	2	3	2	2	2	2	2	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100
(miles) ¹	1.2	1.4	1.5	1.4	3.0	2.9	3.4	3.2	2.1	2.1	2.5	2.4
school alone	14	11	11	8	44	40	40	40	28	26	25	25
Sample size:												
individuals	2,060	1,758	1,337	1,572	1,859	1,668	1,291	1,629	3,919	3,426	2,628	3,201
trips	12,709	10,608	7,885	9,738	11,825	10,862	7,822	10,569	24,534	21,470	15,707	20,307

1 Trips of under 50 miles only.

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

Table 12: Cars taking children to school: 1992/1994 to 2003

Percentage of car trips/number

	1992/ 1994	1995/ 1997	1998/ 2000	2002	2003
0800 to 0859 hours in urban areas ¹ during term-time	8	10	10	12	12
Peak traffic time (0835) in urban areas ¹ during term-time	10	14	14	16	16
Peak percentage (0850) in urban areas ¹ during term-time	15	20	16	18	18
Sample size of trips at:					
0800-0859	12,309	13,346	12,565	10,406	10,920
0835	3,742	4,112	4,037	3,281	3,609
0850	3,679	3,978	3,633	3,065	3,185

1 Data relate to car trips by people living in urban areas

Table 13: Time taken to walk to nearest bus stop by area type and bus availability indicator for Great Britain and England: 1992/1994, 1996/1998 and 2003

	Percentage of households/number											
	Time in minutes 1992/1994				Time in minutes 2003				Availability Indicator ¹			
									Great Britain		England	
	6 or less	7-13	14 or more	All households	6 or less	7-13	14 or more	All households	1996/1998	2003	1996/1998	2003
London Boroughs	89	10	1	100	89	9	1	100	98	98	98	98
Metropolitan built-up areas	91	8	1	100	91	8	1	100	99	99	99	99
Other urban areas with population:-												
Over 250 thousand	92	7	1	100	89	8	3	100	97	96	97	96
25 to 250 thousand	91	8	1	100	89	9	2	100	96	95	96	95
3 to 25 thousand	85	12	4	100	83	13	5	100	82	88	80	86
of which 10 to 25 thousand	..	..	..	..	84	12	4	100	90	92	89	91
of which 3 to 10 thousand	..	..	..	..	80	13	6	100	75	81	70	77
Rural areas	78	11	11	100	76	11	12	100	40	55	35	51
All areas	88	9	3	100	87	10	4	100	88	90	88	90
Sample size (households)	8,970	930	303	10,203	7,153	808	297	8,258	9,284	8,258	7,961	7,053

¹ Households within 13 minutes walk of a bus stop with a service at least once an hour

Table 14: Annual mileage of 4-wheeled cars by type of car and trip purpose: 2003

	Miles/percentage					
	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Sample size (vehicles)
Company car - any free fuel	9,030	8,210	5,590	22,820	2	125
Company car - no free fuel	7,730	6,700	5,180	19,610	5	376
All company cars	8,050	7,080	5,280	20,410	6	501
Self-employed business car	6,590	3,140	5,040	14,770	3	278
Household car used for work	3,240	4,150	4,800	12,190	12	1,018
Other household car	90	2,200	5,210	7,510	78	6,509
All private cars	730	2,490	5,150	8,380	94	7,805
All 4-wheeled cars	1,170	2,770	5,160	9,100	100	8,306

Table 15: Car occupancy: 1985/1986 to 2003

Percentage/number

	Vehicle occupancy		Status of people in car				Sample size (stages)
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	
1985/1986	1.64	58	35	26	39	100	259,036
1989/1991	1.62	59	37	25	38	100	316,184
1992/1994	1.62	59	37	26	37	100	295,784
1995/1997	1.61	60	38	25	37	100	284,879
1998/2000	1.59	61	39	25	36	100	271,409
2002	1.58	61	39	25	36	100	212,526
2003	1.59	60	38	25	36	100	236,482

Table 16: Car occupancy by trip purpose¹: 2003

Percentage/number

	Vehicle occupancy		Status of people in car				Sample size (stages)
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	
Commuting	1.2	85	72	12	15	100	44,679
Business	1.2	85	75	14	11	100	10,774
Education	2.0	37	17	29	53	100	18,160
Shopping	1.7	48	30	32	38	100	55,614
Personal business	1.5	64	39	22	39	100	21,337
Leisure	1.8	51	26	25	49	100	58,540
Holiday/ day trip	2.2	34	16	31	53	100	10,566
Other	1.9	45	35	42	23	100	16,812
Total	1.6	60	38	25	36	100	236,482

¹ Each purpose includes the appropriate escort purpose. For example, education includes escort education

Annex A: Unweighted sample numbers on which analyses are based

											Number/thousands	
	1992/ 1994		1995/ 1997		1998/ 2000		2002		2003			
Households	10,296		9,688		9,390		7,437		8,258			
Individuals	24,671		23,167		21,868		16,886		19,467			
Children (<16)	5,356		5,126		4,630		3,413		4,178			
Adults (16+)	19,315		18,041		17,238		13,473		15,289			
Motor vehicles	10,179		9,948		10,110		8,195		9,264			
Cars (see definition)	9,705		9,558		9,767		7,907		8,992			
4-wheeled cars	9,048		8,958		9,146		7,407		8,308			
Trips	398,460		377,560		357,547		278,916		314,845			
Stages	416,703		392,960		372,665		289,048		327,230			
Great Britain demographic data for survey periods:												
Population ('000s)	56,043		56,385		56,797		57,625		57,851			
Grossing up factors	2,272		2,434		2,597		3,413		2,972			
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Households	3,453	3,418	3,425	3,339	3,210	3,139	2,935	3,020	3,435	3,469	7,437	8,258
Individuals	8,320	8,161	8,190	8,029	7,665	7,473	6,842	6,970	8,056	7,978	16,886	19,467
Children (<16)	1,752	1,796	1,808	1,810	1,666	1,650	1,433	1,466	1,731	1,659	3,413	4,178
Adults (16+)	6,568	6,365	6,382	6,219	5,999	5,823	5,409	5,504	6,325	6,319	13,473	15,289
Motor vehicles	3,467	3,346	3,366	3,422	3,288	3,238	3,121	3,217	3,772	3,707	8,195	9,264
Cars (see definition)	3,283	3,206	3,216	3,267	3,167	3,124	3,030	3,119	3,618	3,580	7,907	8,992
4-wheeled cars	3,068	2,997	2,983	3,078	2,955	2,925	2,829	2,927	3,390	3,349	7,407	8,308
Trips	136,410	128,946	133,104	130,415	124,748	122,397	112,867	114,501	130,179	129,998	278,916	314,845
Stages	142,785	134,690	139,228	135,997	129,690	127,273	117,269	119,072	136,324	134,036	289,048	327,230
Great Britain demographic data for survey periods:												
Population ('000s)	55,940	56,037	56,154	56,279	56,381	56,496	56,627	56,802	56,960	57,149	57,625	57,851
Grossing up factors	6,724	6,866	6,856	7,009	7,356	7,560	8,276	8,150	7,071	7,163	3,413	2,972

Key Definitions

(A full list of definitions can be found in Appendix A of *National Travel Survey: 2002* on the DfT website).

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

Cars: normally includes 4-wheeled and 3-wheeled cars, Land Rovers, Jeeps, minibuses, motorcaravans, dormobiles AND LIGHT VANS. This is the same as the Census definition of household cars.

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

Rail: includes surface rail (former British Rail) and the London Transport Underground service, unless otherwise specified and excludes light rail and other rail systems (e.g. Tyne and Wear Metro).

Walks: Walks of less than 50 yards are excluded.

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

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

Type of area: The classification is based on the 1991 Census of Population and specifies urban areas based on the extent of urban development indicated on Ordnance Survey maps. Metropolitan built-up areas are based on the former metropolitan counties. Other urban areas are self-contained areas of the population size indicated. Rural areas include all land in the country not covered by urban areas above 3,000 population and all urban areas with population of 3,000 or less.

Symbols

The following symbols have been used throughout.

..	= not available	P	= provisional data
-	= Negligible (less than half the final digit shown)	|	= break in the series
^R	= Revised data.	0	= Nil

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

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- 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 Safety Statistics
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- Key performance Indicators for Local Transport Plans
- Transport Statistics for a devolved Scotland
- Airport Accessibility Statistics
- Congestion charging in London

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

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The TSUG has contributed to the production of the *Transport Yearbook 2004*. 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 Local Transport Today for £40.

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