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Department for Transport

Transport Statistics Bulletin

National Travel Survey:2002 (revised July 2004)

Department for Transport

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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 2002 survey was carried out by the National Centre for Social Research. Special thanks are due to all the team there that set up the survey, and to the interviewers. The help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

Key Definitions

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

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

Cars: normally includes 4-wheeled and 3-wheeled cars, 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), which are included under 'other public transport'.

Walks: Walks of less than 50 yards are excluded.

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

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

Key points

Main trends

- On average, **Great Britain residents travelled 6,900 miles** in 2002. This was an increase of 6 per cent since 1991/1993, reflecting an 11 per cent increase in the **average length of trip** from 6.1 miles to 6.8 miles.
- The **average number of trips** made in 2002 was 1,000 per person per year, 5 per cent less than in 1991/ 1993.
- The **total number of hours** the average person travels in a year remained relatively unchanged at about 360 hours, or an hour a day.
- 28 per cent of households in Great Britain **did not have access to a car** in 2002, compared with 32 per cent in 1991/1993. Only 20 per cent of people lived in households without a car as households without cars tend to be smaller than average.
- The proportion of women holding **full car driving licences** has increased from 53 to 61 per cent since 1991/1993, while the proportion of men holding licences has remained at 81 per cent. Licence holding among all those aged 60-69 rose from 57 to 70 per cent over this period.
- **Car travel** accounted for four fifths of the total distance travelled. Overall, the distance travelled by car increased by 8 per cent over the last 10 years.
- The number of **walking trips** fell by over 20 per cent in the last 10 years.
- The number of **commuting trips** per person per year fell by 8 per cent in the last 10 years, but the average trip length rose by 17 per cent.
- Since 1991/1993, the proportion of primary-aged **children walking to school** has declined from 60 to 51 per cent, with an increase from 29 to 41 per cent in the numbers being driven to school. For secondary school pupils there was a similar shift from walking to car use.

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Revisions

2002: Some trip end times for 2002 were incorrectly coded. This led to inflated times for such trips and also affected imputation of missing values for trip mileage and the identification of main mode for some trips. Overall trip times have been revised downwards by about 4% and overall mileage by about 1½%. The size of the revision varies according to mode and purpose and can approach 10% for smaller categories. Revised figures for 2002 are presented in this Bulletin and revisions have been made to the 2002 Bulletin *National Travel Survey: 2002* on the DfT website.

London bus trips: Errors in the allocation between London and other local buses for the continuous survey to 2001 have been corrected and these categories are separately identified in this bulletin.

New information in 2002

The following new information is published in this bulletin:

Section 3	Walks of 20 minutes or more
	Rating of condition of pavements and provision of cycle paths
Section 5	Ethnic group
	Transport difficulties travelling to work, shops and other facilities
	Ratings of frequency and reliability of local buses and trains
	Mobility difficulties on foot or by bus
	Knowledge of special transport services
Section 6	Whether children accompanied to school
	Whether children allowed to cross roads alone
	Playing in the street
Section 7	Travel benefits connected with employment
	Working at home and facilities used
	Deliveries of goods and services
	Transport as a factor in choice of home

Key points from this new information for 2002 include:

- Over half of respondents said they walked for 20 minutes or more at least once a week. Nearly one in five young people (aged 17-20) reported such walks less than once a year.
- Households were much more likely to rate their local pavements as very poor (22 per cent) than very good (5 per cent), but overall they were only slightly more likely to rate them as very/fairly poor (44 per cent) than very/fairly good (41 per cent).
- 80 per cent of White people aged 17 and over lived in a household with a car, compared with 73 per cent of people of Asian background and 61 per cent of people of other ethnic groups. It is likely that some of this difference is associated with the area of residence of these groups.
- About 70 per cent of people travelled to work by car or motorcycle. Of these, 59 per cent said they experienced no difficulties travelling to work, but 37 per cent said traffic congestion and roadworks caused them problems.
- 14 per cent went to work by bus or rail. 45 per cent of them said they experienced no difficulties, but unreliable public transport was a problem for 37 per cent.
- Four fifths of respondents rated the local buses and trains they used as reliable or frequent. Over a fifth said it was very reliable or very frequent whereas less than a tenth said it was very unreliable or very infrequent.
- 16 per cent said they found it difficult to walk and half of these also found it difficult to travel by bus. 70 per cent of those who had problems using buses found it difficult to get on and off buses, about 60 per cent found it difficult to get to the bus stop and 55 per cent found it difficult standing waiting at the bus stop.
- The main reasons given for accompanying primary school children to school were traffic danger (57 per cent), fear of assault (47 per cent) and because the school was too far away (26 per cent).
- A fifth of 5-10 year olds were almost always allowed to cross roads on their own and a further two fifths were sometimes allowed to do so. About one sixth of children this age were allowed to cross main roads on their own.

- On average nearly a fifth of children played in the street on any given day. Children aged 5-10 were more likely to play in the street than those aged 11-15. By far the most popular time was between 3 pm and 5 pm. Sundays were the most popular day and Mondays the least popular.
- The most common travel benefit offered to employees was cut price or free car parking, offered to 30 per cent of respondents. A company car was offered to some employees at 23 per cent of places where respondents worked, but to only 9 per cent of respondents themselves. For 46 per cent of respondents no travel benefits were offered at their workplace.
- Three per cent of respondents always worked at home, and a further 5 per cent did so on at least one day in the week before being interviewed. It was possible for a further 10 per cent to work at home, but for 82 per cent it was not possible to work at home at all.
- 64 per cent of all households ordered goods over the phone, by post or on the internet. Households with cars were much more likely to do so. The most popular order was for clothes, by 57 per cent of those who ordered goods, holiday or travel tickets (52 per cent), followed by books, CDs or software (49 per cent).
- Only 3 per cent said better public transport was a reason for moving, but nearly a quarter of respondents said the availability of public transport was very important when choosing a new home and a further fifth said it was fairly important.

Section 1: Introduction

Background to the National Travel Survey

The 2002 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 pick up long-term trends and is not suitable for monitoring short-term trends.

This bulletin presents data for 2002 from the NTS. It updates the basic NTS tables that appeared in 'National Travel Survey: 1999/2001 Update', published in 2002, and also includes new information collected in 2002. since publication of this bulletin in April 2004, DfT have discovered coding errors for trip time. Revised figures are presented in this revision (see page 1).

The drawn sample size for 2002 was nearly trebled compared with previous years following recommendations in a National Statistics Review of the National Travel Survey. This enables key results to be presented on a single year basis for the first time since the survey became continuous.

Changes to the methodology in 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. Details of possible discontinuities are given below.

During 2002, individuals in over 7,400 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 1991 are given in Table 1.1.

Travel details provided by respondents include trip purpose, method of travel, time of day and trip length. The households also provided personal information, such as their age, gender, working status, and driving licence holding, and details of the cars available for their use. In order to minimise the burden of completing the diaries respondents only 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.

Uses of the NTS

The NTS is carried out in order to provide a better understanding of the use of transport facilities made by different sectors of the population, and trends in these patterns of demand. Extensive use was made of NTS data in the formulation of policies in the White Paper 'A New Deal for Transport', published in July 1998; in the 10 Year Plan 'Transport 2010', published in July 2000; and in the report 'Making the connections: Final report on transport and social exclusion', published in February 2003. Other important uses include the forecasting of future traffic levels, and monitoring accident rates amongst different types of road user.

The 2002 survey: Methodological changes

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.
- **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, and secondary school trip length.
- **London** households are under-recorded, particularly for outer London, 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. DfT have also discovered errors in the allocation between London and other local buses in previous years, so these categories have been combined in tables presented here. The errors were corrected in July 2004 and data are available in the 2003 Provisional Bulletin or on request.
- The proportion of deeply rural households in the **rural sample** fluctuates from year to year. This proportion is high for 2002, similar to 1997-1999, but was particularly low in 2001. 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 survey year relates to mid-January 2002 to mid-January 2003, whereas data for previous years related to the calendar year 1 January - 31 December. Data for 2002 has not been adjusted to a 2002 calendar year using 2001 and 2002 survey year data because of the very different sample sizes in those years. The effect of this difference in coverage is likely to be small.

Changes in sampling

The **sample size** for 2002 (7,437 households) is less than that 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. Sampling errors for 2002 are therefore larger than for previous periods and fluctuations will be greater. This will particularly affect measures based on a small section of the sample, eg school trips.

Sampled addresses are chosen to be representative of GB at the regional level, but because response rates are consistently lower in London then elsewhere, the London sample was boosted in 1993, and again from 2000 to compensate. This produced some discontinuities in the data between 1989/91 and 1992/1994; 1992/1994 and later periods; and between 1996/1998 and 1999/2001, particularly in variables where London travel patterns vary from the rest of GB, such as for Underground and rail travel.

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 should lead to an improved sample size.

DfT has let a contract to weight the data for 2002 and earlier years to address non-response, sampling variations and other factors. This should ameliorate some of these problems in future. The weighted data should be available by summer 2005.

Sampling errors

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

Sample numbers are shown for most tables. For trips and stages these figures include grossed up figures for short walks which are only recorded on the last day of the travel week, and exclude series of calls. They are therefore larger than the ungrossed sample sizes, particularly for walking. The ungrossed totals are shown in Table 1.1. In general, it should be remembered that for estimates of households, individuals and vehicles, samples of under 100 should not be used, while samples of under 300 should be used cautiously. For trip and stage estimates, even more caution should be exercised: samples of under 300 should not be used, whilst samples of under 1,000 should be used cautiously. Tables of sampling errors for a wide variety of the main statistics derived from the NTS are published in the 2000 Technical Report.

Technical reports

More details about the 2002 survey are included in the 2002 Technical Report, available on www.transtat.dft.gov.uk/personal This includes details of sampling, fieldwork and data processing and a full set of the questionnaires. The 2000 Technical Report additionally includes details of the variables, sampling errors, a summary of definitional differences between the 2000 NTS and earlier surveys, and a comparison of NTS data with other sources.

Publications

The most recent editions of all NTS publications are available on the DfT website at www.transtat.dft.gov.uk/personal . Bulletins of key results are normally published annually. Provisional results for 2003 were published in July 2004.

Personal Travel Factsheets on specific issues (including travel by car, bus, rail, walking, cycling, motorcycling, taxi, and travel to school, work and shops) were published for 1999/2001 data in January 2003. Every third year a more detailed report Focus on Personal Travel is published. The most recent was for 1998/2000 data, and the next one, for 2002/2003 data, is planned for 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.

Further copies of this bulletin are available from the above e-mail address or telephone number.

Comparisons with earlier publications

Some tables and charts have been added or amended from previous Bulletins. For reference the table below shows the table numbers for this Bulletin compared with the 1999/2001 publication and the 2002 Provisional Results Bulletin.

2002 bulletin	2002 Provisional Results	1999/01 Update	2002 bulletin	2002 Provisional Results	1999/01 Update	2002 bulletin	2002 Provisional Results	1999/01 Update
1.1	Annex	1.1	4.3	-	4.2	5.16*	-	-
1.2	-	1.2	4.4	-	4.3	5.17*	-	-
2.1	1	2.1	5.1	-	5.4	6.1	11	4.4
2.2	2	2.2	5.2	-	-	6.2*	-	-
2.3	3	2.3	5.3	-	-	6.3*	-	-
3.1	4	3.1	5.4(a)	-	-	6.4	-	4.5
3.2	5	3.2	5.4(b)	-	-	6.5*	-	-
3.3	-	3.3	5.5	-	-	7.1	-	5.1
3.4	6	3.4	5.6	-	5.5	7.2	-	5.2
3.5	7	3.5	5.7*	-	-	7.3	-	5.3
3.6	-	3.6	5.8*	-	-	7.4*	-	-
3.7	-	3.7	5.9*	-	-	7.5*	-	-
3.8	8	3.8	5.10*	-	-	7.6*	-	-
3.9*	-	-	5.11	-	5.7	7.7*	-	-
3.10*	-	-	5.12	12	5.8	8.1	-	7.1
3.11	-	3.10	5.13	-	5.10	8.2	-	7.2
4.1	9	4.1	5.14	-	5.11			
4.2	10	-	5.15*	-	-			

* New information

Note: Regional tables have not been published in this Bulletin because of the small sample sizes for some regions. Tables for 2002 are available on request and regional tables for 2002/2003 combined will be published in DfT's Regional Transport Statistics Bulletin in November 2004.

Summary of basic statistics

Table 1.1 provides information taken from the 1991-2002 databases. The 1991/1993, 1996/1998 and 1999/2001 basic statistics are also shown for reference.

Some basic indicators from these surveys are shown in Table 1.2. As the sampling errors for these measures are relatively small, annual figures from 1991 to 2001 are also shown.

Table 1.1: Unweighted sample numbers on which analyses are based

Number/thousands

	1991/ 1993	1996/ 1998	1999/ 2001	2002
Households	10,413	9,284	9,924	7,437
Individuals	25,173	21,980	23,004	16,886
Children (<16)	5,377	4,749	4,856	3,413
Adults (16+)	19,796	17,231	18,148	13,473
Motor vehicles	10,430	9,647	10,696	8,195
Cars (see definition)	9,923	9,321	10,317	7,907
4-wheeled cars	9,275	8,709	9,666	7,407
Trips	410,222	360,012	374,678	278,916
Stages	429,823	374,232	389,432	289,048
Great Britain demographic data for survey periods:				
Population ('000s)	55,936	56,502	56,970	57,532
Grossing up factors	2,222	2,571	2,477	3,407

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Households	3,542	3,453	3,418	3,425	3,339	3,210	3,139	2,935	3,020	3,435	3,469	7,437
Individuals	8,692	8,320	8,161	8,190	8,029	7,665	7,473	6,842	6,970	8,056	7,978	16,886
Children (<16)	1,829	1,752	1,796	1,808	1,810	1,666	1,650	1,433	1,466	1,731	1,659	3,413
Adults (16+)	6,863	6,568	6,365	6,382	6,219	5,999	5,823	5,409	5,504	6,325	6,319	13,473
Motor vehicles	3,617	3,467	3,346	3,366	3,422	3,288	3,238	3,121	3,217	3,772	3,707	8,195
Cars (see definition)	3,434	3,283	3,206	3,216	3,267	3,167	3,124	3,030	3,119	3,618	3,580	7,907
4-wheeled cars	3,210	3,068	2,997	2,983	3,078	2,955	2,925	2,829	2,927	3,390	3,349	7,407
Trips	144,866	136,410	128,946	133,104	130,415	124,748	122,397	112,867	114,501	130,179	129,998	278,916
Stages	152,348	142,785	134,690	139,228	135,997	129,690	127,273	117,269	119,072	136,324	134,036	289,048
Great Britain demographic data for survey periods:												
Population ('000s)	55,831	55,940	56,037	56,154	56,279	56,381	56,496	56,627	56,802	56,960	57,149	57,532
Grossing up factors	6,423	6,724	6,866	6,856	7,009	7,356	7,560	8,276	8,150	7,071	7,163	3,407

Table 1.2: Basic travel statistics

Revised July 2004 Number/percentage

	1991/ 1993	1996/ 1998	1999/ 2001	2002 [R]
Yearly averages for GB residents:				
No. of trips	1,057	1,051	1,019	1,008
No. of trips (1 mile+)	750	764	767	779
Miles travelled	6,473	6,728	6,815	6,879
Miles travelled by car	5,208	5,539	5,566	5,619
Hours travelled	361	357	360	363
Vehicles per household	1.01	1.04	1.08	1.10
Cars per household	0.96	1.00	1.04	1.06
Cars per adult (16+)	0.51	0.54	0.57	0.59
Annual mileage per 4-wheeled car (drivers' estimate)	9,480	9,360	9,230	9,000
% of men with full car driving licence	*81*	*81*	*82*	*81*
% of women with full car driving licence	*53*	*58*	*60*	*61*
Individuals per household	2.42	2.37	2.32	2.27
% of hholds with bus service at least every 15 minutes	*36*	*35*	*33*	*34*
% of hholds with bus service (at least hourly) within 13 minutes walk	*88*	*88*	*89*	*89*
% of 4-wheeled cars that are company cars	*9*	*8*	*7*	*7*

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002 [R]
Yearly averages for GB residents:													
No. of trips	1,090	1,078	1,055	1,037	1,069	1,052	1,051	1,053	1,051	1,034	1,007	1,018	1,008
No. of trips (1 mile+)	776	768	753	729	745	752	764	758	770	769	766	765	779
Miles travelled	6,548	6,498	6,466	6,455	6,397	6,684	6,634	6,678	6,888	6,864	6,779	6,810	6,879
Miles travelled by car	5,171	5,175	5,200	5,252	5,254	5,383	5,469	5,498	5,662	5,541	5,518	5,636	5,619
Hours travelled	369	368	361	355	362	355	358	353	360	358	360	360	363
Vehicles per household	0.97	1.02	1.00	0.98	0.98	1.02	1.02	1.03	1.06	1.07	1.10	1.07	1.10
Cars per household	0.93	0.97	0.95	0.94	0.94	0.98	0.99	1.00	1.03	1.03	1.05	1.03	1.06
Cars per adult (16+)	0.48	0.50	0.50	0.50	0.50	0.53	0.53	0.54	0.56	0.57	0.57	0.57	0.59
Annual mileage per 4-wheeled car (drivers' estimate)	9,850	9,410	9,520	9,640	9,550	9,610	9,460	9,180	9,430	9,300	9,420	8,990	9,000
% of men with full car driving licence	*80*	*81*	*81*	*81*	*81*	*81*	*81*	*82*	*81*	*84*	*82*	*82*	*81*
% of women with full car driving licence	*50*	*51*	*53*	*55*	*53*	*58*	*55*	*58*	*60*	*60*	*61*	*60*	*61*
Individuals per household	2.43	2.45	2.41	2.39	2.39	2.40	2.39	2.38	2.33	2.31	2.35	2.30	2.27
% of hholds with bus service at least every 15 minutes	*37*	*37*	*35*	*37*	*42*	*35*	*35*	*34*	*35*	*31*	*33*	*36*	*34*
% of hholds with bus service (at least hourly) within 13 minutes walk	*87*	*89*	*88*	*89*	*91*	*88*	*89*	*87*	*87*	*88*	*89*	*90*	*89*
% of 4-wheeled cars that are company cars	*11*	*9*	*9*	*9*	*9*	*8*	*8*	*7*	*8*	*7*	*8*	*7*	*7*

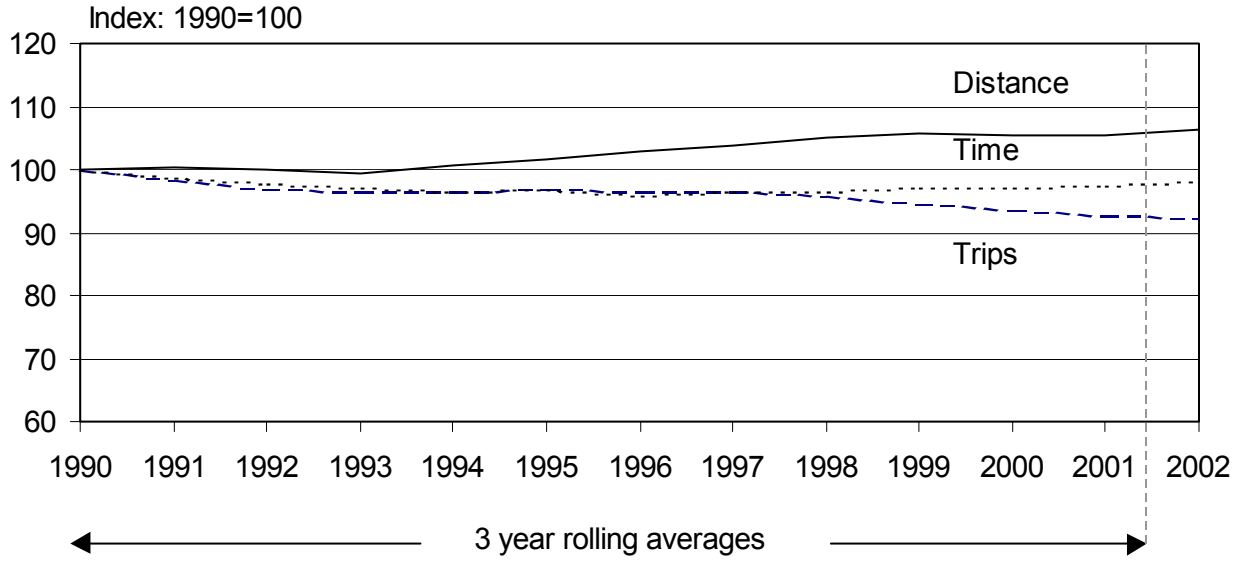
Section 2: Trends in personal travel

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

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

- The average distance travelled each year by residents of Great Britain has generally risen steadily during the 1990s, while the number of trips taken has fallen. The time spent travelling fell steadily to a low around 1996/1998, but has increased markedly since then.
- On average, we travelled 6,900 miles in 2002. This was an increase of 6 per cent since 1991/1993, reflecting an 11 per cent increase in the average length of trip from 6.1 miles to 6.8 miles.
- The most significant increase in distance travelled occurred during the late 1980s. The average distance travelled increased by just over one per cent a year between 1975/1976 and 1985/1986, and by about four per cent a year between 1985/1986 and 1989/1991. Between 1989/1991 and 2002, the distance travelled continued to increase, although the average increase was just over ½ per cent per year.
- The average number of trips made in 2002 was 1,000 per person per year, 5 per cent less than in 1991/1993.
- Although there has been a steady increase in the distance travelled, the average time spent travelling was almost unchanged between 1991/1993 and 2002. Increases in car ownership have meant that people can now travel faster from door to door, covering a greater distance in about the same time (Chart 2.1).

Chart 2.1: Trends in travel: 1990-2002



- The number of car trips per person per year has increased slightly over the years, while trips by other modes have fallen (Chart 2.2). The distance travelled by car has risen since 1990. The distance walked fell sharply in the early 1990s, but then stabilised. The distance travelled by public transport fell in the early 1990s but has increased between the period 1996/1998 and 2002 (Chart 2.3).

Table 2.1: Distance, trips and hours travelled per person per year: 1972/1973 to 2002

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)
1972/1973	4,476	956	353	4.7	22.2	15,879
1975/1976	4,740	935	330	5.1	21.2	24,692
1978/1979	4,946	1,097	376	4.5	20.6	22,636
1985/1986	5,317	1,024	337	5.2	19.8	25,785
1991/1993	6,473	1,057	361	6.1	20.5	25,173
1996/1998	6,728	1,051	357	6.4	20.4	21,980
1999/2001	6,815	1,019	360	6.7	21.2	23,004
2002 [R]	6,879	1,008	363	6.8	21.6	16,886

Chart 2.2: Trends in number of trips (main mode): 1990-2002
Revised July 2004

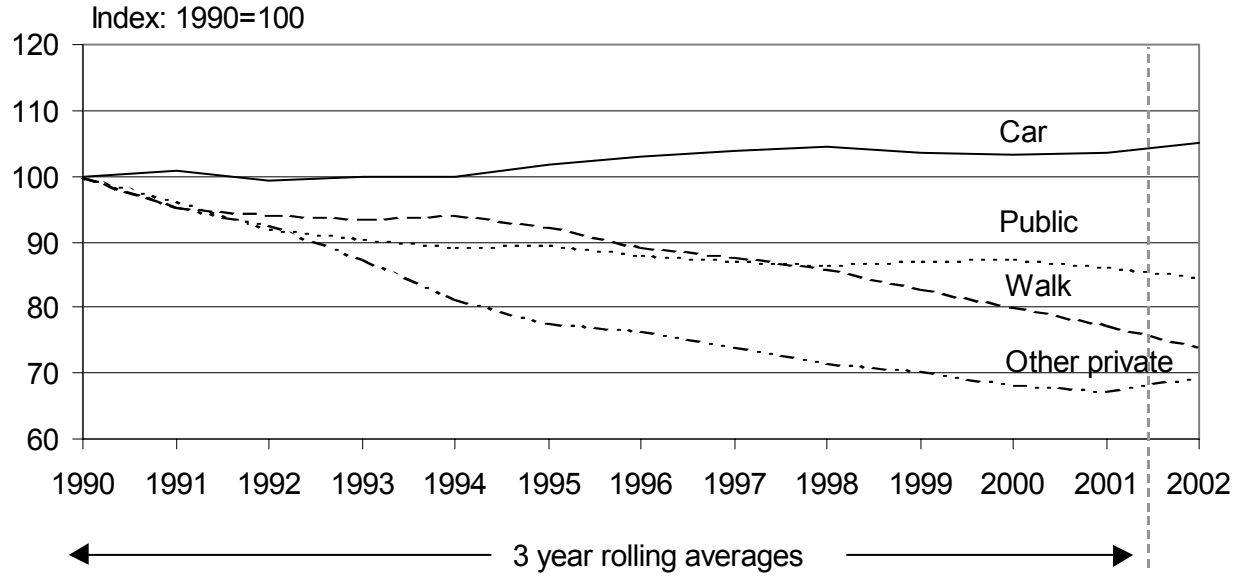
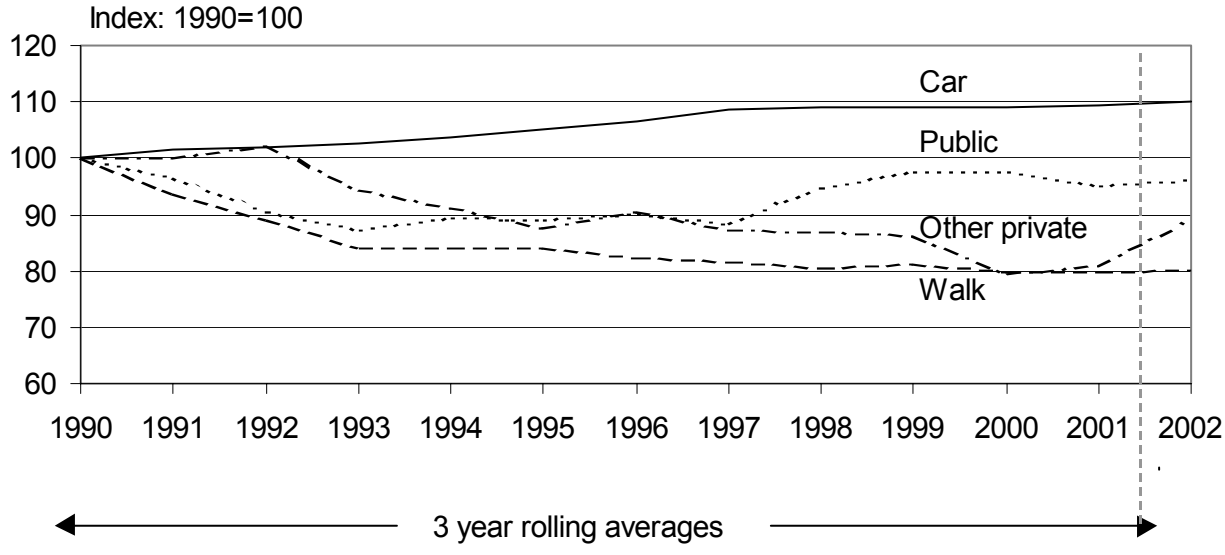


Chart 2.3: Trends in distance travelled (stage mode): 1990-2002
Revised July 2004



Trends in car ownership (Table 2.2 and Chart 2.4)

- 28 per cent of households in Great Britain did not have access to a car in 2002, compared with 32 per cent in 1991/1993. This proportion varied from 10 per cent in rural areas to 42 percent in the London built-up area.
- One in four households in Great Britain had access to two or more cars in 2002, although in the London and other Metropolitan built-up areas, the proportion is just over one in six.

Table 2.2: Household car availability by area type of residence: 1991/1993 and 2002

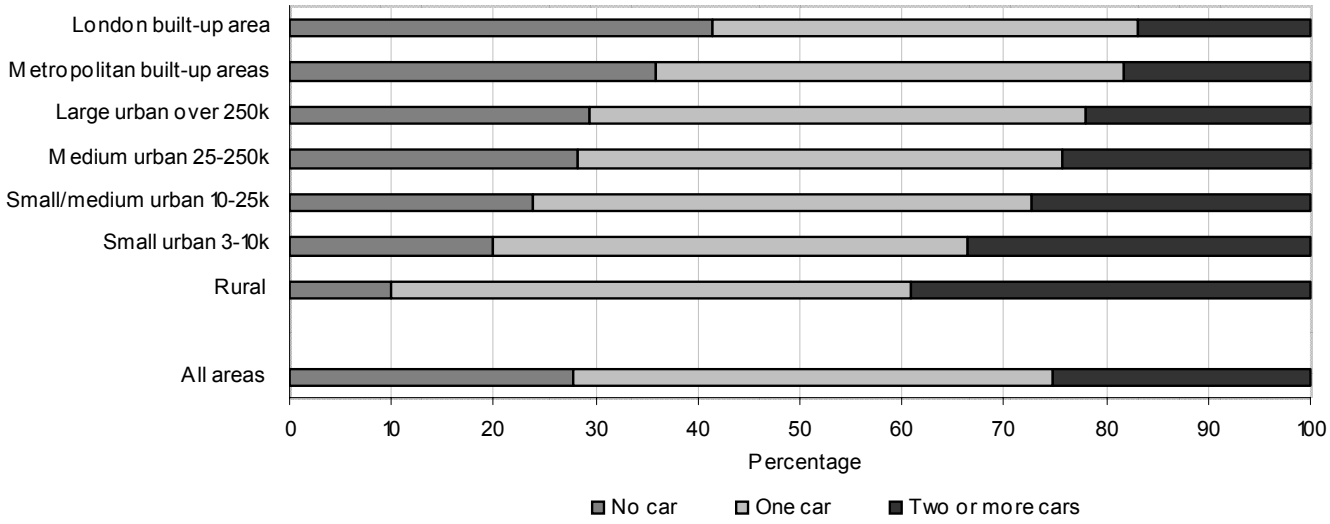
Percentage/number

	No car	One car	Two or more cars	All house-holds	Cars per household	Cars per adult (17+)	Sample size (house-holds)
1991/1993							
London built-up area	*37*	*42*	*20*	*100*	0.88	0.48	1,243
Metropolitan built-up areas	*41*	*42*	*16*	*100*	0.77	0.41	1,550
Other urban areas with population:-							
Over 250 thousand	*36*	*45*	*19*	*100*	0.88	0.48	1,277
25 to 250 thousand	*32*	*45*	*23*	*100*	0.96	0.52	3,149
3 to 25 thousand	*27*	*46*	*27*	*100*	1.08	0.57	1,901
Rural areas	*22*	*46*	*33*	*100*	1.20	0.63	1,293
All areas	*32*	*45*	*23*	*100*	0.96	0.52	10,413
2002							
London built-up area	*42*	*42*	*17*	*100*	0.81	0.47	828
Metropolitan built-up areas	*36*	*46*	*18*	*100*	0.87	0.50	1,105
Other urban areas with population:-							
Over 250 thousand	*29*	*49*	*22*	*100*	1.00	0.58	914
25 to 250 thousand	*28*	*47*	*24*	*100*	1.03	0.58	2,110
3 to 25 thousand	*22*	*48*	*30*	*100*	1.17	0.65	1,742
of which 10 to 25 thousand	*24*	*49*	*27*	*100*	1.11	0.62	981
of which 3 to 10 thousand	*20*	*46*	*34*	*100*	1.24	0.68	761
Rural areas	*10*	*51*	*39*	*100*	1.39	0.74	738
All areas	*28*	*47*	*25*	*100*	1.05	0.59	7,437
1985/1986	*38*	*45*	*17*	*100*	0.82	0.42	10,266
1991/1993	*32*	*45*	*23*	*100*	0.96	0.52	10,413
1996/1998	*30*	*45*	*25*	*100*	1.00	0.55	9,284
1999/2001	*32*	*45*	*23*	*100*	1.04	0.58	9,924
2002	*28*	*47*	*25*	*100*	1.05	0.59	7,437

Trends in driving licence holding (Table 2.3)

- In 2002, 81 per cent of adult men (aged 17 and over) held full car driving licences, but only 61 per cent of women. The proportion of women holding full car driving licences has increased from 53 to 61 per cent since 1991/1993, while the proportion of men holding licences has remained at 81 per cent.
- The peak licence holding age group for both men and women was 40-49, with 91 per cent of men and 79 per cent of women in this category holding full car driving licences.
- The proportion of young driving licence holders has decreased. 32 per cent of those aged 17-20 now holds a licence, compared with 49 per cent in 1991/1993. This has probably partly been due to the introduction of the driving theory test in July 1996.
- The gap between men and women holding licences is closing in each age group, and in the youngest age group (those aged 17-20), the gap is now only three percentage points. This compares with 18 percentage points in 1991/1993.

Chart 2.4: Household car ownership by area type: 2002



- There has been a large increase in the number of older women holding licences. In 1991/1993, less than two in five women aged 60-69 held a licence. In 2002, the figure was nearly three in five. Over the same period, the proportion of women aged 70 or over holding licences increased from one in six, to more than one in four. Licence holding will continue to increase in these age groups, as those currently in the younger age groups keep their licence as they grow older.

Table 2.3: Full car driving licence holders by age and gender: 1975/1976 to 2002

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
1991/1993	*66*	*49*	*75*	*81*	*78*	*70*	*57*	*34*	29.1	19,471
1996/1998	*69*	*43*	*73*	*82*	*82*	*76*	*64*	*38*	30.4	16,966
1999/2001	*71*	*36*	*73*	*83*	*84*	*78*	*71*	*44*	31.7	17,870
2002	*71*	*32*	*67*	*82*	*84*	*81*	*70*	*45*	32.1	13,276
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
1991/1993	*81*	*58*	*84*	*90*	*88*	*87*	*80*	*59*	17.1	9,178
1996/1998	*81*	*48*	*79*	*89*	*90*	*88*	*82*	*64*	17.2	8,020
1999/2001	*82*	*41*	*81*	*89*	*91*	*88*	*86*	*69*	17.6	8,376
2002	*81*	*34*	*74*	*88*	*91*	*89*	*85*	*68*	17.7	6,245
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
1991/1993	*53*	*40*	*68*	*73*	*68*	*54*	*37*	*17*	12.1	10,293
1996/1998	*58*	*38*	*68*	*75*	*73*	*63*	*48*	*20*	13.2	8,946
1999/2001	*60*	*31*	*66*	*77*	*77*	*69*	*57*	*25*	14.0	9,494
2002	*61*	*31*	*60*	*77*	*79*	*74*	*56*	*28*	14.4	7,031

Section 3 How people travel

Tables 3.1 to 3.11 show details of how people travelled in Great Britain in 2002, with some comparisons by mode over time. New information on walks of over 20 minutes and how people rate the condition of pavements and provision of cycle paths in their area is presented in tables 3.9-3.10. There is a commitment in the Government's 10 Year Plan to monitor changes in modal share for passenger trips, covering car, public transport modes, walking and cycling.

There are some discontinuities between data for 2002 and data for earlier years. In particular short walks under 1 mile appear to have been under-recorded. Also, a large increase in distance for private hire bus seems to be mirrored by a fall in non local bus.

Distance travelled (Table 3.1)

- Car travel now accounts for four fifths of the total distance travelled. Overall, the distance travelled by car increased by 8 per cent between 1991/1993 and 2002. Car passenger mileage has remained fairly constant in recent years, in contrast to increasing car driver mileage.

Table 3.1: Average distance travelled by mode of travel: 1975/1976 to 2002

Revised July 2004 Miles/percentage/number

	Miles per person per year						Percentage change to 2002 from:	
	1975/ 1976	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 R	1991/ 1993	1996/ 1998
Walk [1]	255	244	212	193	189	189	*-11*	*-2*
Bicycle	51	44	39	38	39	33	*-14*	*-14*
Private hire bus	150	131	123	103	95	124	-	*20*
Car only - driver	1,849	2,271	2,993	3,319	3,381	3,356	*12*	*1*
Car only - passenger	1,350	1,525	1,951	1,973	1,973	2,000	*3*	*1*
Motorcycle/moped	47	51	38	30	29	33	*-12*	*12*
Van/lorry - driver	122	153	192	178	154	202	*5*	*13*
Van/lorry - passenger	61	75	72	66	57	61	*-15*	*-7*
Other private vehicles	16	33	41	35	24	20	*-52*	*-43*
Local stage bus	429	297	263	249	245	257	*-2*	*3*
Non-local bus	54	109	105	95	97	58 [2]	*-45*	*-39*
LT Underground	36	44	48	51	57	62	*29*	*20*
Surface rail	289	292	311	290	368	373	*20*	*28*
Taxi/minicab	13	27	40	50	61	55	*38*	*10*
Other public including air, ferries, light rail, etc.	18	22	46	57	48	56	*23*	*-2*
All modes	4,740	5,317	6,473	6,728	6,815	6,879	*6*	*2*
Sample size:								
individuals	24,962	25,785	25,173	21,980	23,004	16,886	.	.
stages	530,808	582,798	579,693	486,734	492,380	349,251	.	.

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

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

- Walking fell by 11 per cent over the decade to 189 miles per person per year, and now accounts for 2.8 per cent of the total distance travelled compared with 3.3 per cent in 1991/1993. (Note that there may be a discontinuity for walking data between 2001 and 2002 because short walks are believed to be under-recorded in 2002).
- Since 1998 it has been possible to analyse light rail and other rail systems separately (see Appendix A for a definition of systems included). This is now an expanding sector in some parts of the country, although in 2002 the average annual distance recorded was only 7 miles per person per year.

Number and length of trips (Table 3.2)

- The total number of trips has fallen 5 per cent since 1991/1993. In contrast, average trip lengths increased by 11 per cent, from 6.1 miles in 1991/1993 to 6.8 miles in 2002.
- The dominance of the car over other modes is apparent, with a steady increase in the number of car trips made, especially as a car driver. Car trips now account for 64 per cent of all trips.
- The number of trips that were mainly on foot fell by over a fifth between 1991/1993 and 2002. Over the same period, the numbers of bicycle and motorcycle trips fell by about a fifth and a third respectively, although the average length of motorcycle trips has steadily increased. The number of local bus trips has dropped by 15 per cent since 1991/1993.
- Overall, in 2002 the longest average trip lengths were by coach, surface rail and other public transport (mainly domestic air travel). Trips by car averaged 8.6 miles.

Table 3.2: Trips and average trip length by main mode: 1985/1986 to 2002

Revised July 2004 Trips/miles/number

	Trips per person per year					Average trip length				
	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 R	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 R
Walk [1]	350	309	288	263	243	0.6	0.6	0.6	0.6	0.7
Bicycle	25	19	16	16	15	1.8	2.0	2.3	2.5	2.2
Car/van driver	317	390	409	407	419	7.6	8.2	8.5	8.7	8.5
Car/van passenger	200	226	234	231	230	8.0	8.9	8.7	8.8	8.9
Motorcycle	9	5	3	3	3	5.8	7.3	9.5	9.7	10.0
Other private	14	12	9	8	9	12.2	14.3	15.7	15.9	17.1
Local stage bus[2]	83	67	62	57	57	3.7	4.0	4.1	4.3	4.5
Non-local bus	2	2	2	2	1	72.2	63.9	63.2	63.2	88.4
LT underground	6	6	6	7	7	7.8	8.1	8.3	7.6	8.7
Surface rail	12	11	10	13	11	28.1	30.5	32.2	31.3	36.8
Taxi/minicab	7	10	11	12	11	4.1	3.7	4.0	4.7	4.3
Other public	1	1	1	2	2	18.6	37.0	50.0	26.7	38.9
All modes	1,024	1,057	1,051	1,019	1,008	5.2	6.1	6.4	6.7	6.8
Sample size:										
individuals	25,785	25,173	21,980	23,004	16,886	25,785	25,173	21,980	23,004	16,886
trips	506,287	510,289	443,216	449,666	326,495	506,287	510,289	443,216	449,666	326,495

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

2 Figures for average trip length have been revised since publication of the 2002 provisional reaults

Stages by mode (Table 3.3 and Chart 3.1)

- Between 1991/1993 and 2002, the proportion of stages by car has increased from 52 per cent to 61 per cent, whilst the proportion by foot has fallen from 36 per cent to 27 per cent. (Note that there may be a discontinuity for walking data between 2001 and 2002 because short walks are believed to be under-recorded in 2002).

Chart 3.1: Proportion of stages by mode: 1985/1986 - 2002
Revised July 2004

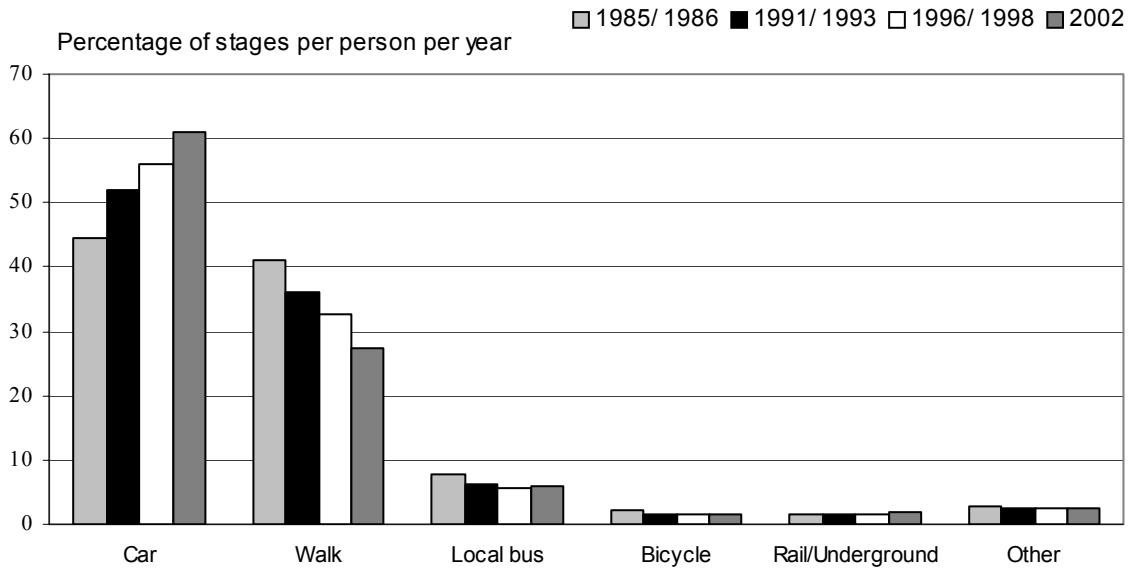


Table 3.3: Stages per person per year by mode: 1975/1976 to 2002

Revised July 2004 Percentage/stages/number

	Great Britain					
	1975/ 1976 [R]	1985/ 1986	1991/1993	1996/ 1998	1999/ 2001	2002 [R]
Walk1	*44*	*41*	*36*	*33*	*31*	*27*
Bicycle	*3*	*2*	*2*	*1*	*1*	*1*
All car/van	*39*	*44*	*52*	*56*	*58*	*61*
Local bus	*10*	*8*	*6*	*6*	*6*	*6*
Rail/Underground	*2*	*2*	*2*	*2*	*2*	*2*
Other	*3*	*3*	*3*	*2*	*3*	*3*
All modes	*100*	*100*	*100*	*100*	*100*	*100*
Total stages per person per year	1,121	1,178	1,201	1,155	1,116	1,078
Sample size:						
individuals	24,692	25,785	25,173	21,980	23,004	16,886
stages	530,808	582,798	579,693	486,734	492,380	349,251

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

Trip length (Table 3.4 and Chart 3.2)

- The number of short trips has gradually fallen since 1991/1993, particularly those under a mile. There have been increases in the number of medium length trips between 5 and 25 miles, but in the higher distance bands the average number of trips stayed roughly the same.
- Twenty three per cent of all trips made in 2002 were under 1 mile, 70 per cent of which were on foot. Car was the dominant mode of transport for all trips over 1 mile (Chart 3.2). Car usage increased with trip length; 60 per cent of trips between 1 and 2 miles were by car, 79 per cent between 2 and 5 miles, and 86 per cent of trips between 10 and 50 miles. For trips over 25 miles rail use accounts for 10 per cent of trips.
- Bicycle trips were fairly evenly distributed between the distance bands under 5 miles. Most local bus trips were between 2 and 5 miles. Few rail trips were under 2 miles in length, whereas few taxi/ minicab trips were over 10 miles.

Chart 3.2: Trips by distance and main mode: 1991/1993 and 2002
Revised July 2004

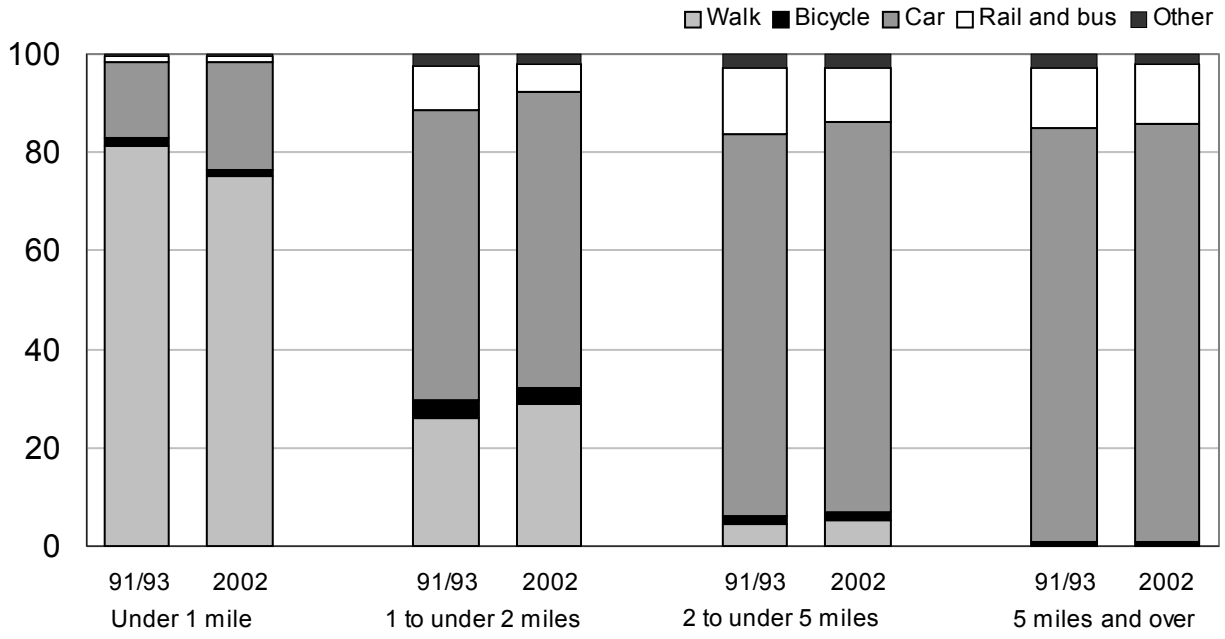


Table 3.4: Trips per person per year by distance and main mode: 2002

Revised July 2004 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	56	15	1	-	-	-	-	243	78,673
Bicycle	3	6	4	1	-	-	-	-	15	4,812
Private hire bus	-	-	1	2	1	1	-	-	6	2,076
Car/van driver	31	72	137	88	65	17	7	3	419	135,816
Car/van passenger	19	43	76	44	31	9	5	2	230	74,518
Motorcycle	-	-	1	1	1	-	-	-	3	1,065
Other private	-	-	-	-	-	-	-	-	2	682
Local stage bus	3	10	26	13	5	-	-	-	57	18,564
Non-local bus	-	-	-	-	-	-	-	-	1	221
LT Underground	-	-	1	3	2	-	-	-	7	2,207
Surface rail	-	-	1	2	4	3	1	1	11	3,622
Taxi/ minicab	1	3	5	2	1	-	-	-	11	3,718
Other public	-	-	1	-	-	-	-	-	2	521
All trips:										
2002 [R]	229	191	269	155	111	31	14	7	1,008	326,495
1985/1986	335	187	250	133	84	22	9	4	1,024	506,287
1991/1993	307	183	269	151	101	28	12	6	1,057	510,289
1996/1998	287	182	266	157	111	29	12	7	1,051	443,216
1999/2001	253	182	271	152	111	32	13	7	1,019	449,666

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]	*71*	*94*	*100*	*100*	*100*	*100*	*100*	*100*	169
Bicycle	*23*	*61*	*90*	*98*	*100*	*100*	*100*	*100*	32
Private hire bus	*4*	*12*	*34*	*61*	*81*	*91*	*96*	*100*	126
Car/van driver	*7*	*25*	*57*	*78*	*94*	*98*	*99*	*100*	3,546
Car/van passenger	*8*	*27*	*60*	*79*	*93*	*97*	*99*	*100*	2,054
Motorcycle	*4*	*17*	*45*	*69*	*90*	*98*	*99*	*100*	33
Other private	*13*	*36*	*58*	*73*	*93*	*94*	*99*	*100*	20
Local stage bus	*4*	*23*	*68*	*91*	*99*	*100*	*100*	*100*	256
Non-local bus	-	-	-	*3*	*12*	*42*	*72*	*100*	60
LT Underground	-	*3*	*24*	*63*	*99*	*100*	*100*	*100*	60
Surface rail	-	*1*	*5*	*22*	*57*	*80*	*92*	*100*	412
Taxi/ minicab	*5*	*30*	*76*	*91*	*98*	*100*	*100*	*100*	49
Other public	*2*	*8*	*49*	*72*	*91*	*92*	*92*	*100*	62
All modes	*23*	*42*	*68*	*84*	*95*	*98*	*99*	*100*	6,879

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

Time spent travelling (Table 3.5)

- The total number of hours an average person travels in a year remained at around 360 hours a year, or an hour a day, over the last decade.
- The average resident of Great Britain spent just over an hour a day travelling around Great Britain in 2002. 37 minutes (62 per cent) of this time was spent travelling by car and just 11 minutes walking.
- The average trip time for all modes is just over 20 minutes and has risen 5 per cent since 1991/1993.
- The time spent walking decreased between 1991/1993 and 2002 by 13 per cent, but this may be affected by under-recording of short walks in 2002. On average, the GB resident spent a total of three days walking per year.
- Average bicycle and motorcycle trip times steadily increased over the years with the continuous increase in the average trip lengths, but have stabilised over the lat 5 years.
- Public transport trip times were on average about 30 minutes for local buses and about 50 minutes for the London Underground. Up to 2001 surface rail trips were on average about 80 minutes and the increase in average trip length (see Table 3.2).

Table 3.5: Total time and average trip time by main mode: 1985/86 to 2002

Revised July 2004 Hours/minutes/number

	Trip time per person per year (hours)					Average trip time (minutes)				
	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 R	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 R
Walk [1]	84	78	72	69	68	14	15	15	16	17
Bicycle	6	5	5	5	5	15	17	18	19	18
Car/van driver	101	128	136	137	142	19	20	20	20	20
Car/van passenger	69	81	81	81	82	21	21	21	21	21
Motorcycle	3	2	1	1	1	18	19	23	24	23
Other private	9	8	6	5	6	38	39	42	42	43
Local stage bus	40	34	31	30	31	29	30	30	32	33
Non-local bus	4	4	3	3	2	160	125	129	126	185
LT underground	5	5	5	6	6	48	52	50	49	50
Surface rail	14	14	13	17	16	73	76	78	77	84
Taxi/minicab	2	3	3	4	3	16	16	16	18	17
Other public inc. air	1	1	1	2	1	46	55	58	51	54
All modes	337	361	357	360	363	19.8	20.5	20.4	21.2	21.6
Sample size:										
individuals	25,785	25,173	21,980	23,004	16,886	25,785	25,173	21,980	23,004	16,886
trips	506,287	510,289	443,216	449,666	326,495	506,287	510,289	443,216	449,666	326,495

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

Variations in distance travelled by area (Table 3.6 and Chart 3.3)

- The total distance travelled by residents in a year is related to how urban their area is (see Chart 3.3). The distances travelled during 2002 ranged from about 5,200 miles in London and its surrounding built-up area to 9,400 miles in rural areas. The distance travelled, and modal choice, depend upon many factors, including levels of car ownership, the availability of public transport, and how close people live to essential amenities.

- The distance travelled by car was about 40 per cent lower than the GB average for residents in and around London and about 45 per cent higher for residents of rural areas.
- People living in and around London travelled 60 per cent further by bus and more than twice as far by surface rail or the underground than people in GB as a whole.
- People in rural areas walked three quarters of the distance of people in the country as a whole.

Chart 3.3: Average distance travelled by mode and area type of residence: 2002
Revised July 2004

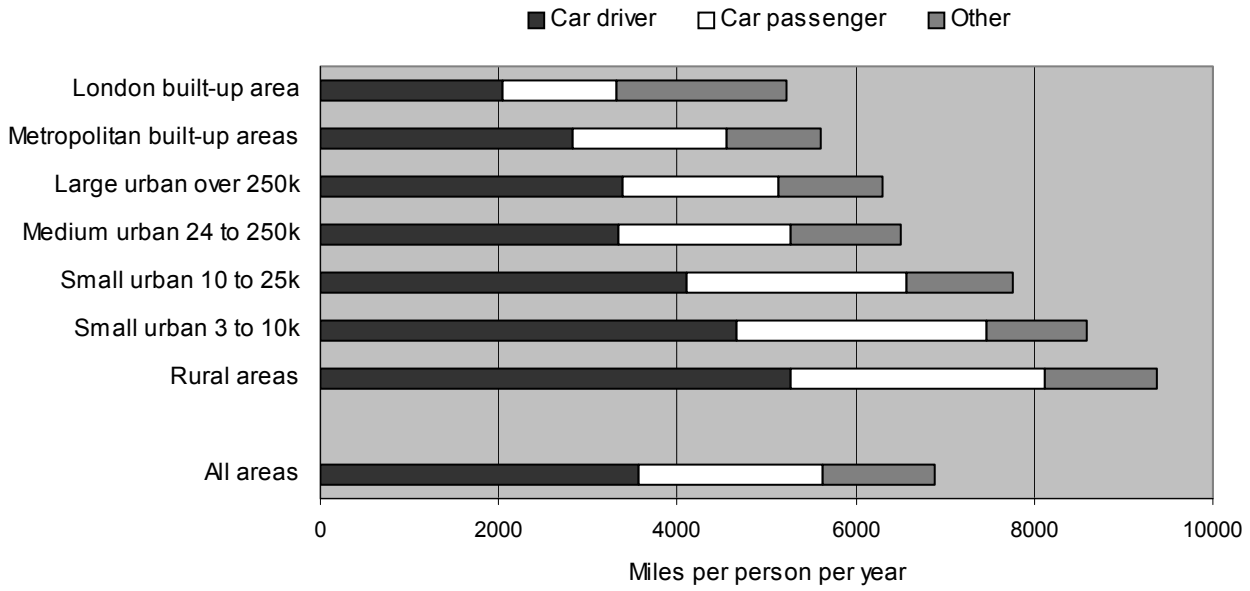


Table 3.6 Average distance travelled by mode and area type of residence: 2002

Revised July 2004 Miles/number

	Walk [1]	Car driver	Car passenger	Other private	Local bus	Rail/ under-ground	Other public	All modes	Sample size (stages)
London built-up area	213	2,048	1,281	125	411	993	161	5,232	39,619
Metropolitan built-up areas	177	2,821	1,727	136	361	246	148	5,614	50,113
Other urban areas with population:-									
Over 250 thousand	193	3,376	1,749	192	253	386	149	6,297	42,230
25 to 250 thousand	200	3,345	1,924	220	198	392	223	6,503	99,090
3 to 25 thousand	193	4,342	2,617	246	212	370	141	8,121	82,960
of which 10 to 25 thousand	209	4,103	2,470	222	215	374	172	7,765	46,959
of which 3 to 10 thousand	173	4,655	2,811	278	206	364	101	8,587	36,001
Rural areas	141	5,264	2,860	318	210	440	149	9,383	35,239
All areas	189	3,558	2,062	210	257	435	169	6,879	349,251
Sample size (stages)	95,248	136,926	75,600	8,907	20,438	6,969	5,163	349,251	.

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

Variations in travel by age and gender (Table 3.7)

- In 2002 men and women both made on average about 1,000 trips. Up to the age of 50 women made more trips on average than men of the same age, but after the age of 50 men made more trips than women.
- Men travelled a third further than women, averaging 8 thousand miles a year, compared with 6 thousand miles for women. The difference was greatest between the ages of 30 and 59 where men travelled over 40 per cent further than women on average.
- Children aged 16 and under made over half of their trips as car passengers, with most of the rest on foot. There was little difference in usage of different modes by boys and girls, except bicycle use by boys was double that of girls (although still only accounting for 2 per cent of trips).

Car trips

- Adult men made more trips as car drivers than as passengers in all age groups. Women aged 21-59 also made more trips as drivers than as passengers, but women under 21 or over 70 were more likely to be passengers.
- For both men and women, the greatest proportion of car driver trips were in the age groups 30-59, with men making about two thirds of their trips as car drivers, compared with about a half for women. For women aged 40-49, 56 per cent of their trips were as car drivers.
- Differences in car usage can largely be accounted for by differences in licence holding. 81 per cent of men held full car driving licences, but only 61 per cent of women (see Table 2.3).

Walking trips

- Overall, women made 26 per cent of their trips on foot, compared with 22 per cent for men. Over a quarter of trips by women aged 17-29 were on foot, declining to a fifth for those aged 40-59, before increasing again with age. For men there was a similar pattern but at a lower level.

Bicycle trips

- The peak group for bicycle use among those shown in Table 3.7 was 17-39 year old males, but even in this group, only 3 per cent of their trips were by bicycle.

Public transport trips

- Public transport use shows a similar age and gender pattern to walking, since more trips on foot and public transport are made by those without access to cars. Usage was greatest for those aged 17-20 or over 70.
- Overall, bus was used three times more frequently than trains. Women of all ages used buses more than trains, but men aged 30-49 made slightly more rail trips. Bus use in both genders was higher for those aged 70 or over than in middle age, probably reflecting differences in driving licence holding and availability of concessionary bus fares (See Table 2.3).

Table 3.7: Trips per person per year by age, gender and main mode: 2002

Revised July 2004 Percentage/trips/miles/number

	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
All people:										
Walk [1]	*24*	*32*	*25*	*26*	*20*	*18*	*20*	*27*	*28*	243
Bicycle	*1*	*2*	*2*	*2*	*2*	*2*	*1*	*1*	*1*	15
Car driver	*42*	*-*	*23*	*43*	*58*	*61*	*58*	*46*	*35*	419
Car passenger	*23*	*56*	*28*	*15*	*13*	*12*	*14*	*18*	*21*	230
Other private transport	*1*	*2*	*2*	*1*	*1*	*1*	*1*	*1*	*2*	12
Bus and coach	*6*	*7*	*15*	*7*	*4*	*3*	*3*	*6*	*11*	58
Rail	*2*	*1*	*3*	*4*	*3*	*2*	*2*	*1*	*1*	18
Taxi and minicab	*1*	*1*	*3*	*2*	*1*	*1*	*1*	*1*	*2*	11
Other public transport	-	-	-	-	-	-	-	-	-	2
All modes	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,008
All trips (number)	1,008	887	967	1,035	1,172	1,211	1,120	996	684	.
Distance travelled (miles)	6,879	4,351	6,193	7,772	9,295	9,313	8,695	6,448	3,667	.
Sample size:										
individuals	16,886	3,610	647	1,522	2,470	2,316	2,326	1,875	2,120	.
trips	326,495	61,386	12,005	30,205	55,517	53,799	49,955	35,804	27,824	.
Males:										
Walk [1]	*22*	*32*	*23*	*22*	*16*	*15*	*19*	*25*	*28*	225
Bicycle	*2*	*2*	*3*	*3*	*3*	*2*	*2*	*1*	*1*	21
Car driver	*49*	*-*	*27*	*49*	*64*	*68*	*68*	*62*	*51*	489
Car passenger	*17*	*55*	*25*	*12*	*8*	*6*	*5*	*6*	*10*	176
Other private transport	*1*	*2*	*3*	*1*	*1*	*2*	*1*	*1*	*1*	15
Bus and coach	*5*	*7*	*14*	*6*	*3*	*2*	*2*	*3*	*7*	46
Rail	*2*	*1*	*3*	*5*	*4*	*3*	*2*	*1*	*1*	22
Taxi and minicab	*1*	*1*	*2*	*2*	*1*	*1*	*1*	*-*	*1*	9
Other public transport	-	-	-	-	-	-	-	-	-	2 [2]
All modes	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,005
All trips (number)	1,005	872	887	984	1,074	1,155	1,167	1,062	794	.
Distance travelled (miles)	7,918	4,409	6,426	8,593	11,066	11,058	10,390	7,539	4,315	.
Sample size:										
individuals	8,085	1,840	311	702	1,194	1,095	1,144	901	898	.
trips	155,790	30,770	5,292	13,255	24,604	24,248	25,596	18,344	13,681	.
Females:										
Walk [1]	*26*	*32*	*26*	*29*	*23*	*20*	*21*	*30*	*29*	260
Bicycle	*1*	*1*	*-*	*1*	*1*	*1*	*1*	*1*	*1*	9
Car driver	*35*	*-*	*19*	*39*	*53*	*56*	*48*	*29*	*19*	355
Car passenger	*28*	*56*	*31*	*18*	*16*	*16*	*23*	*29*	*32*	280
Other private transport	*1*	*2*	*1*	*-*	*-*	*-*	*1*	*1*	*2*	9
Bus and coach	*7*	*7*	*16*	*7*	*4*	*4*	*5*	*8*	*14*	69
Rail	*1*	*1*	*2*	*4*	*2*	*1*	*1*	*1*	*1*	14
Taxi and minicab	*1*	*1*	*3*	*2*	*1*	*1*	*1*	*1*	*3*	13
Other public transport	-	-	-	-	-	-	-	-	-	2 [2]
All modes	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,011
All trips (number)	1,011	902	1,042	1,078	1,263	1,262	1,075	935	603	.
Distance travelled (miles)	5,925	4,291	5,977	7,069	7,638	7,747	7,054	5,440	3,191	.
Sample size:										
individuals	8,801	1,770	336	820	1,276	1,221	1,182	974	1,222	.
trips	170,705	30,616	6,713	16,950	30,913	29,551	24,359	17,460	14,143	.

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

2 These estimates have a large sampling error because of the small sample

Bicycle use (Table 3.8)

- Bicycle use in Great Britain has fallen steadily since the mid 1970s, from an average of 30 trips per person per year in 1975/76 to 19 in 1991/1993 and to 15 in 2002. The average distance travelled has fallen less, since the average trip length has increased.

Table 3.8: Bicycle travel in Great Britain and England: 1975/1976 to 2002

Miles/trips/stages

	1975/ 1976	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	1996	1997	1998	1999	2000	2001	2002
Distance travelled per person per year:												
Great Britain	51	44	39	38	39	38	41	36	42	37	37	33
England	56	47	41	41	41	41	43	37	45	41	38	36
Bicycle trips per person per year:												
Great Britain	30	25	19	16	16	16	18	15	17	16	14	15
England	33	27	20	18	17	18	19	15	18	17	15	16
Bicycle stages per person per year:												
Great Britain	31	25	19	17	16	17	18	15	17	17	14	15
England	34	27	21	18	17	19	19	16	18	18	15	17
Sample size (GB):												
trips	14,372	12,210	9,058	6,916	6,885	2,412	2,555	1,949	2,232	2,515	2,138	4,812
stages	14,654	12,504	9,249	7,048	7,030	2,451	2,605	1,992	2,266	2,571	2,193	4,976

20 minute walks (Table 3.9 and Chart 3.4)

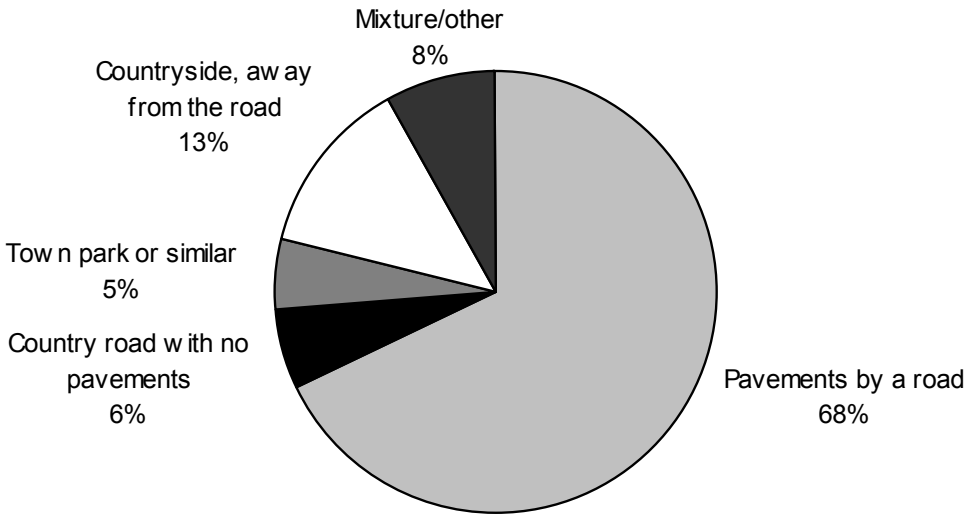
- In 2002, respondents were asked how often they walked for 20 minutes or more without stopping, for any reason. Unlike trips recorded in the travel diary this included walks which were not on the public highway or in parks. 35 per cent reported walking for this length of time at least 3 times a week and a further 22 per cent at least once a week.
- Nearly one in five young people (aged 17-20) reported such walks less than once a year.
- Those over 70 were least likely to do a 20 minute walk and 40 per cent of them had not done so in the last year, compared with 21 per cent of respondents as a whole. There was little difference between males and females in their propensity to walk for this length of time.
- Over two thirds of walks over 20 minutes took place on pavements by a road and a further 13 per cent were in the countryside away from roads.

Table 3.9: Walks of 20 minutes or more by age: 2002

Percentage/number/miles

	All ages	Under 17	17-20	21-29	30-39	40-49	50-59	60-69	70+
Frequency of walking:									
3 or more times a week	*35*	*34*	*45*	*38*	*36*	*35*	*35*	*37*	*29*
Once or twice a week	*22*	*22*	*17*	*25*	*24*	*23*	*23*	*20*	*18*
Less than once a week, more than twice a month	*6*	*6*	*5*	*6*	*9*	*8*	*6*	*4*	*4*
Once or twice a month	*9*	*10*	*9*	*9*	*11*	*10*	*9*	*7*	*5*
Less than once a month, more than twice a year	*4*	*4*	*4*	*4*	*4*	*6*	*5*	*4*	*2*
Once or twice a year	*3*	*2*	*2*	*3*	*3*	*3*	*3*	*3*	*2*
Less than once a year or never	*21*	*22*	*18*	*15*	*13*	*16*	*20*	*25*	*40*
All	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*
Sample size (individuals)	16,115	3,240	647	1,513	2,452	2,292	2,273	1,815	1,883

Chart 3.4: Location of last walk of 20 minutes or more for those who walked at least once a year: 2002



Ratings of condition of pavements and of provision of cycle lanes (Table 3.10)

- All households were asked to rate the condition of pavements and the provision of cycle lanes/paths within 5 miles of their home.
- Households were much more likely to rate their local pavements as very poor (22 per cent) than very good (5 per cent), but overall they were only slightly more likely to rate them as very/fairly poor (44 per cent) than very/fairly good (41 per cent).
- Just over half of all households gave a rating for cycle lanes in their area, with the rest saying there were no cycle lanes in their area, or they did not use them, or they had no opinion. Those who gave a rating were more likely to say they were very poor (25 per cent) than very good (10 per cent), but overall they were only slightly more likely to rate them as very/fairly poor (46 per cent) than very/fairly good (42 per cent).

Table 3.10: Ratings of condition of local pavements and of provision of cycle lanes: 2002

Percentage/number

	Condition of local pavements	Provision of cycle lanes
Very good	*5*	*10*
Fairly good	*37*	*32*
Neither good nor poor	*14*	*12*
Fairly poor	*22*	*21*
Very poor	*22*	*25*
Total	*100*	*100*
All giving a rating	*94*	*54*
No local cycle lanes/not many pavements	*5*	*25*
Do not use	*-*	*14*
No opinion/don't know	*1*	*7*
All	*100*	*100*
Sample size (households)	7,437	7,437

Long distance trips (Table 3.11)

- As longer distance trips within GB are made infrequently by most people, NTS respondents are asked to record some details of trips of 50 miles or more for an extra three weeks in addition to the usual week's travel diary. It is also necessary to analyse data over a longer period (1998 to 2002) to get a sufficiently large sample.
- A car was used for 82 per cent of long distance trips, although the proportion declined with increasing trip length. For the small sample of trips over 350 miles, less than half were made by car, with 19 per cent made by air, and 18 per cent by rail.

Table 3.11: Long distance trips within GB by main mode and length: 1998-2002 average

Revised July 2004

Percentage/number

	Car	Bus and coach	Rail	Air	Other	Total	Sample size (trips)
50 to under 75 miles	*85*	*4*	*9*	*-*	*1*	*100*	22,424
75 to under 100 miles	*84*	*5*	*11*	*-*	*1*	*100*	10,179
100 to under 150 miles	*82*	*6*	*10*	*-*	*1*	*100*	10,687
150 to under 250 miles	*80*	*7*	*11*	*1*	*1*	*100*	8,238
250 to under 350 miles	*71*	*11*	*14*	*3*	*2*	*100*	2,269
350 miles and over	*44*	*10*	*18*	*19*	*10*	*100*	868
Total	*82*	*5*	*10*	*1*	*1*	*100*	54,665
Sample size (trips)	45,015	2,958	5,597	318	777	54,665	.

Section 4 Why people travel

Tables 4.1 to 4.4 show details of the purpose of travel. Travel to school is included in Section 6 with other information on travel by children.

The are a number of apparent discontinuities between 2002 and earlier years in the categorisation of purposes, although the definitions have not changed. Categories particularly affected are other escort, sport participate, entertainment/public activity.

Trends in travel by purpose (Table 4.1- 4.2 and Chart 4.1)

- Between 1991/1993 and 2002, numbers of commuting and business trips decreased by 8 per cent and 11 per cent respectively. In 2002 commuting accounted for 19 per cent of mileage and 15 per cent of all trips. Business trips were on average about 20 miles in length and accounted for 10 per cent of mileage but only 3 per cent of trips.

Table 4.1: Trips and distance per person per year by trip purpose: 1985/1986 to 2002

Revised July 2004 Trips/miles/number

	Trips per person per year					Miles per person per year				
	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 [R]	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 [R]
Commuting	178	165	166	156	152	1,086	1,207	1,341	1,324	1,294
Business	32	38	37	35	34	544	678	681	710	683
Education	77	66	69	67	61	161	183	190	200	195
Escort education	32	40	50	47	44	45	72	95	104	101
Shopping	210	225	222	214	201	611	778	860	893	857
Other escort	74	84	82	82	98	316	377	391	426	484
Other pers. business	97	106	105	105	111	329	440	453	477	496
Visiting friends at private home	142	147	142	133	120	959	1,166	1,164	1,152	1,101
Visiting friends elsewhere	49	43	45	46	46	206	191	236	246	263
Entertainment/ public activity	41	41	39	38	47	245	333	310	303	356
Sport: participate	19	22	23	25	18	111	134	144	154	124
Holiday: base	9	11	10	10	11	338	490	474	464	513
Day trip	17	20	19	18	24	307	373	343	313	368
Other inc. just walk	46	48	44	44	41	58	52	47	51	45
All purposes	1,024	1,057	1,051	1,019	1,008	5,317	6,473	6,728	6,815	6,879
Sample size:										
individuals	25,604	25,173	21,980	23,004	16,886	25,604	25,173	21,980	23,004	16,886
trips	527,754	510,289	443,216	449,666	326,495	527,754	510,289	443,216	449,666	326,495
Per worker per year:										
Commuting	397	365	360	333	324	2,461	2,702	2,976	2,853	2,791
Business	70	85	80	74	72	1,233	1,523	1,527	1,532	1,460
Sample size:										
individuals	11,335	11,194	9,869	10,560	7,685	11,335	11,194	9,869	10,560	7,685

- Since 1991/1993 there has been an increase of 8 per cent in the number of escort education trips (trips solely to take another person whose trip purpose is education) and a 39 per cent increase in mileage.
- Shopping accounted for 20 per cent of trips made in 2002 and for 12 per cent of mileage. The average number of shopping trips per person has fallen, but the average length has increased by nearly a quarter since 1991/1993 from 3.5 miles to 4.3 miles.
- In total, just under a third (30 per cent) of all trips in 2002 were for leisure purposes, which includes visiting friends, eating out, sport and entertainment, holiday and day trips, or just to go for a walk. It should be noted that only holiday trips within Great Britain are included in the NTS.
- The broad category of leisure accounted for 40 per cent of the distance travelled in 2002. We are now choosing to travel further to visit friends, both in their homes (with trips averaging about 9 miles) and in other places such as pubs and restaurants (averaging almost 6 miles).
- 'Other personal business' includes trips to services, such as the bank, doctor or library and accounted for about a tenth of trips.

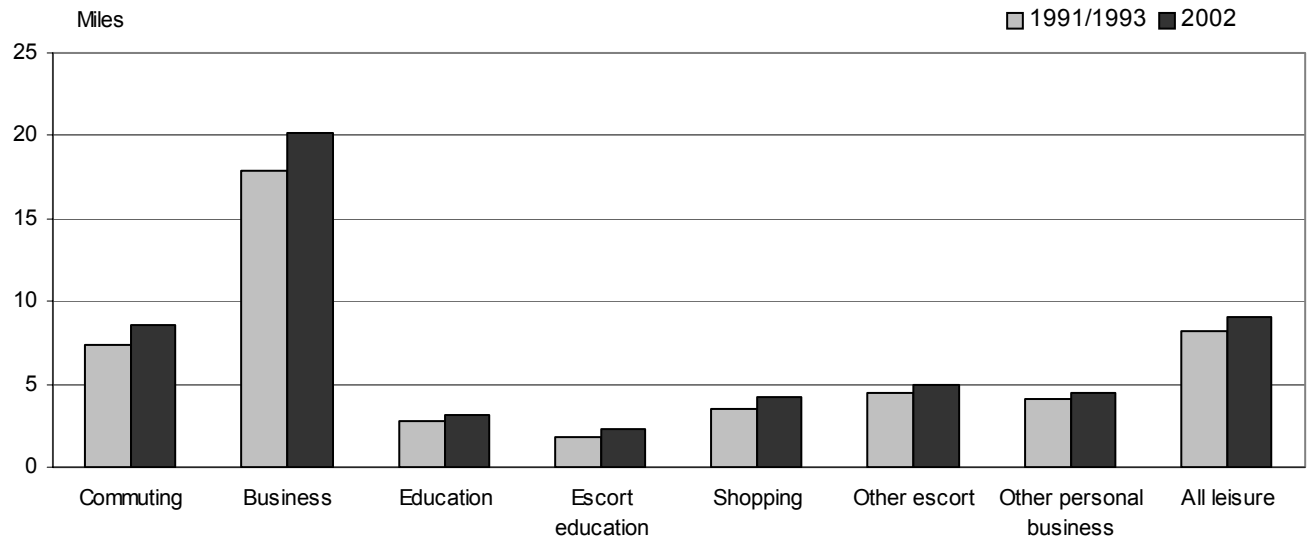
Table 4.2: Average trip length and time taken by trip purpose: 1985/1986 to 2002

Revised July 2004 Miles/minutes

	Average trip length					Average trip time				
	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 [R]	1985/ 1986	1991/ 1993	1996/ 1998	1999/ 2001	2002 [R]
Commuting	6.1	7.3	8.1	8.5	8.5	22	23	23	25	25
Business	17.3	17.9	18.6	20.3	20.2	32	37	36	40	37
Education	2.1	2.8	2.8	3.0	3.2	17	18	18	19	20
Escort education	1.4	1.8	1.9	2.2	2.3	11	12	12	12	13
Shopping	2.9	3.5	3.9	4.2	4.3	16	17	17	17	17
Other escort	4.3	4.5	4.8	5.2	4.9	15	15	15	16	16
Other pers. business	3.4	4.1	4.3	4.6	4.5	15	16	16	17	17
Visiting friends at private home	6.7	7.9	8.2	8.7	9.2	21	22	21	23	23
Visiting friends elsewhere	4.2	4.5	5.2	5.3	5.7	17	16	17	18	19
Entertainment/ public activity	6.0	8.1	8.0	8.0	7.6	21	24	24	24	22
Sport: participate	5.8	6.0	6.3	6.2	6.7	20	18	18	18	19
Holiday: base	37.8	44.9	46.1	44.8	47.1	76	82	80	77	80
Day trip	18.6	18.5	18.1	17.1	15.7	47	46	43	41	36
Other inc. just walk	1.3	1.1	1.1	1.1	1.1	23	21	22	23	25
All purposes	5.2	6.1	6.4	6.7	6.8	19.8	20.5	20.4	21.2	21.6
Sample size:										
individuals	25,604	25,173	21,980	23,004	16,886	25,604	25,173	21,980	23,004	16,886
trips	527,754	510,289	443,216	449,666	326,495	527,754	510,289	443,216	449,666	326,495
Per worker per year:										
Commuting	6.2	7.4	8.3	8.6	8.6	22	23	24	25	26
Business	17.6	18.0	19.0	20.8	20.2	32	37	36	40	37
Sample size:										
individuals	11,335	11,194	9,869	10,560	7,685	11,335	11,194	9,869	10,560	7,685

- Between 1991/1993 and 2002, the average trip length increased by 11 per cent and the average time taken by 5 per cent. The average length of commuting and shopping trips increased by 17 and 23 per cent respectively. The average length of education trips increased by 15 per cent compared with an increase of 29 per cent for escort education trips (Chart 4.1). These increases reflect the decrease in shorter trips and increase in medium length ones (see Table 3.4), and the increase in car ownership.

Chart 4.1: Average trip length by purpose: 1991/1993 and 2002
Revised July 2004



Purpose of travel by age and gender (Table 4.3)

- Although men and women made a similar number of trips on average, they made them for different purposes, which clearly reflect their different lifestyles at different ages.
- Over all ages, men made 18 per cent of their trips commuting to and from work in 2002, with an additional 5 per cent travelling on business. For women, only 12 per cent of trips were to and from work, and 2 per cent on business. In the 17-59 age group, men made 28 per cent of their trips commuting to and from work, with an additional 7 per cent travelling on business. For women, only 18 per cent of trips were to and from work, and 3 per cent on business.
- Not surprisingly, education was the most frequent purpose for those aged 17 and under, accounting for over a quarter (28 per cent) of trips in 2002.
- Overall, women made a fifth per cent more shopping trips than men in 2002 (220 on average per year, compared with 180 for men), and a tenth more personal business trips, which includes trips to the bank, post office, library, church, playgroup, doctor or optician.
- The relative importance of shopping and personal business increases with age. For people aged 70 and over, 60 per cent of trips were for shopping and personal business in 2002.
- Escort education trips are mostly made by adults taking children to school, but a pre-school age child on the same trip is also considered to be making an escort education trip. This accounts for the fact that 4 per cent of trips by people aged 17 or less were for escort education purposes in 2002. Adult women were much more likely to make escort education trips, which accounted for 15 per cent of all trips for women aged 30-39, compared with only 3 per cent for men in this age group.

Table 4.3: Trips per person per year by age, gender and purpose: 2002

Revised July 2004 Percentage/number

	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
All people:										
Commuting	*15*	*1*	*22*	*25*	*21*	*23*	*22*	*8*	*1*	152
Business	*3*	*-*	*1*	*3*	*6*	*6*	*6*	*2*	*-*	34
Education	*6*	*28*	*13*	*3*	*1*	*-*	*-*	*-*	*-*	61
Escort education	*4*	*4*	*1*	*4*	*10*	*7*	*2*	*1*	*1*	44
Shopping	*20*	*8*	*15*	*18*	*18*	*19*	*22*	*31*	*38*	201
Other escort	*10*	*16*	*4*	*8*	*11*	*11*	*7*	*7*	*4*	98
Other personal business	*11*	*8*	*6*	*9*	*9*	*10*	*12*	*16*	*20*	111
Visit friends at private home	*12*	*16*	*17*	*13*	*10*	*8*	*10*	*12*	*11*	120
Visit friends elsewhere	*5*	*3*	*9*	*6*	*4*	*4*	*4*	*5*	*6*	46
Sport/entertainment	*6*	*9*	*7*	*6*	*5*	*5*	*6*	*7*	*8*	65
Holiday/day trip	*3*	*4*	*2*	*2*	*3*	*3*	*4*	*5*	*5*	34
Other including just walk	*4*	*3*	*3*	*2*	*3*	*4*	*6*	*7*	*6*	41
Total	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,008
Sample size:										
individuals	16,886	3,610	647	1,522	2,470	2,316	2,326	1,875	2,120	.
trips	326,495	61,386	12,005	30,205	55,517	53,799	49,955	35,804	27,824	.
Males:										
Commuting	*18*	*1*	*27*	*31*	*30*	*28*	*24*	*10*	*1*	182
Business	*5*	*-*	*1*	*5*	*9*	*8*	*8*	*3*	*-*	48
Education	*7*	*29*	*13*	*4*	*1*	*-*	*-*	*-*	*-*	66
Escort education	*2*	*4*	*1*	*1*	*3*	*3*	*2*	*1*	*1*	24
Shopping	*18*	*7*	*11*	*15*	*16*	*16*	*19*	*28*	*37*	180
Other escort	*9*	*16*	*4*	*6*	*8*	*10*	*8*	*8*	*6*	93
Other personal business	*10*	*7*	*6*	*8*	*9*	*9*	*11*	*15*	*19*	105
Visit friends at private home	*11*	*17*	*15*	*12*	*10*	*7*	*9*	*10*	*10*	109
Visit friends elsewhere	*5*	*3*	*10*	*8*	*5*	*5*	*5*	*5*	*6*	52
Sport/entertainment	*7*	*10*	*8*	*7*	*6*	*5*	*6*	*7*	*8*	70
Holiday/day trip	*3*	*4*	*2*	*2*	*3*	*3*	*3*	*5*	*4*	35
Other including just walk	*4*	*3*	*2*	*2*	*2*	*4*	*6*	*7*	*6*	40
Total	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,005
Sample size:										
individuals	8,085	1,840	311	702	1,194	1,095	1,144	901	898	.
trips	155,790	30,770	5,292	13,255	24,604	24,248	25,596	18,344	13,681	.
Females:										
Commuting	*12*	*1*	*18*	*21*	*15*	*19*	*20*	*5*	*-*	124
Business	*2*	*-*	*1*	*2*	*3*	*4*	*3*	*1*	*-*	20
Education	*6*	*26*	*13*	*2*	*-*	*-*	*-*	*-*	*-*	57
Escort education	*6*	*4*	*1*	*6*	*15*	*9*	*2*	*1*	*-*	62
Shopping	*22*	*9*	*17*	*21*	*19*	*21*	*25*	*34*	*39*	220
Other escort	*10*	*17*	*5*	*9*	*13*	*12*	*6*	*5*	*3*	103
Other personal business	*12*	*8*	*7*	*9*	*10*	*11*	*12*	*17*	*21*	117
Visit friends at private home	*13*	*16*	*19*	*15*	*11*	*9*	*12*	*14*	*12*	130
Visit friends elsewhere	*4*	*3*	*9*	*5*	*4*	*4*	*4*	*4*	*5*	41
Sport/entertainment	*6*	*8*	*6*	*5*	*5*	*5*	*6*	*8*	*7*	61
Holiday/day trip	*3*	*4*	*1*	*2*	*3*	*3*	*4*	*5*	*5*	34
Other including just walk	*4*	*2*	*3*	*2*	*3*	*4*	*6*	*7*	*6*	42
Total	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	1,011
Sample size:										
individuals	8,801	1,770	336	820	1,276	1,221	1,182	974	1,222	.
trips	170,705	30,616	6,713	16,950	30,913	29,551	24,359	17,460	14,143	.

- Overall, women were more likely to make escort trips (other than escort education) than men, but the pattern varied considerably by age. Including escort education, women aged 30-39 made over a quarter of their trips escorting someone else.
- Overall, trips made for leisure purposes follow a similar pattern across the different age groups for men and women. People under 20 and over 60 made over a third of their trips for leisure purposes, whereas those between the ages of 30 and 49 made about a quarter.

Long distance trips by purpose (Table 4.4)

- As longer distance trips within GB are made infrequently by most people, NTS respondents are asked to record some details of trips of 50 miles or more for an extra three weeks in addition to the usual week's travel diary. It is also necessary to analyse data over a longer period (1998 to 2002) to get a sufficiently large sample.
- In all long distance bands up to 250 miles, visiting friends was the most common trip purpose, accounting for about a quarter of all trips over 50 miles. Above 250 miles, about a third of trips were for holidays.
- About one trip in six over 50 miles was for business. Between 50 and 75 miles, one trip in five was a commuting trip.

Table 4.4: Long distance trips within GB by length and purpose: 1998-2002 average

Revised July 2004 Percentage/number

	Comm-uting	Business	Other essential [1]	Visiting friends at private home	Holiday	Day trip	Other leisure	Total	Sample size (trips)
50 to under 75 miles	*21*	*14*	*16*	*22*	*7*	*9*	*11*	*100*	22,379
75 to under 100 miles	*17*	*14*	*13*	*24*	*10*	*9*	*11*	*100*	10,174
100 to under 150 miles	*11*	*16*	*13*	*26*	*15*	*8*	*10*	*100*	10,664
150 to under 250 miles	*8*	*17*	*12*	*29*	*20*	*5*	*9*	*100*	8,226
250 to under 350 miles	*7*	*16*	*9*	*25*	*32*	*3*	*8*	*100*	2,262
350 miles and over	*9*	*16*	*8*	*23*	*37*	*2*	*6*	*100*	867
Total	*13*	*16*	*11*	*26*	*20*	*5*	*9*	*100*	54,572
Sample size (trips)	8,242	8,029	7,751	13,221	7,748	3,972	5,609	54,572	.

1 Education, shopping, personal business and escort

Section 5 Social inclusion and accessibility

This section provides information about car availability, income levels and ethnic group (Tables 5.1-5.7); transport difficulties to work, shopping and other facilities (Tables 5.8-5.10); concessionary bus fares (Table 5.11), access to local facilities (Tables 5.12-5.14); ratings of bus frequency and reliability (Table 5.15), and travel difficulties because of health or disability (Tables 5.16-5.17). Some of this information is available for the first time.

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

- Travel varies considerably by car availability. This has often been analysed according to household car availability, but there are also significant differences in car access between people within households with cars. In the NTS, each car is identified with a main driver. This is the household member that drivers the furthest in that car in the course of a year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not main drivers of a household car.
- People living in households with a car made nearly 50 per cent more trips per person per year in 2002 than people in households without a car (1,079 compared with 730).
- In households with cars, main drivers made over 1,200 trips a year compared with other drivers who made over 1,000 trips and non-drivers who made less than 900 trips.
- A similar pattern is seen for distance travelled per person per year, with main drivers doing nearly three and a half times more mileage than people in households without a car.
- People in households without a car did four and a half times more trips by bus or coach, over three and a half times by taxi and about 70 per cent more on foot than people in households with a car.
- Women drivers in households with a car did a tenth more trips but a fifth less mileage than men.

Chart 5.1: Travel variations by car availability: 2002
Revised July 2004

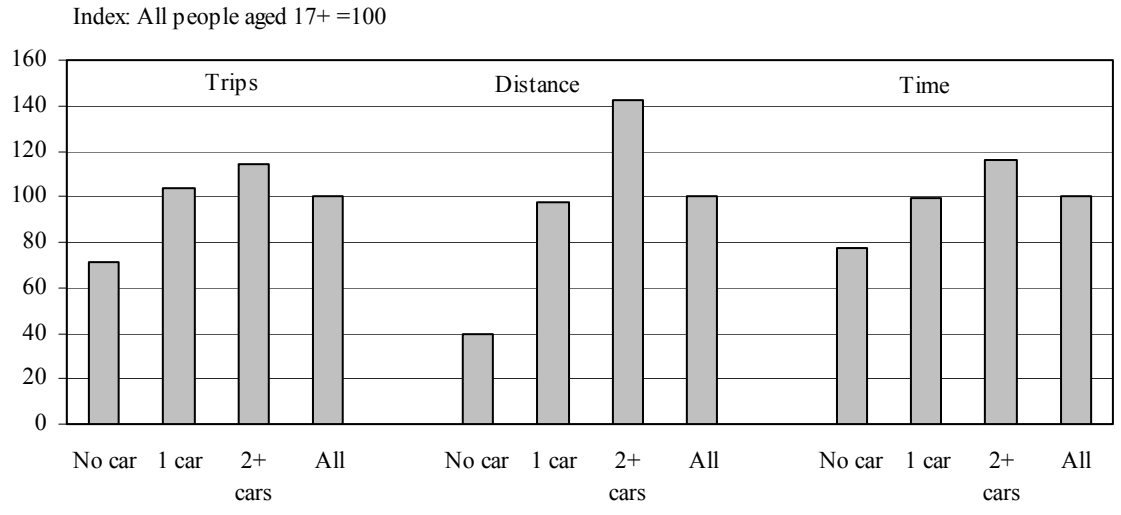


Table 5.1: Variations in travel by car availability and gender: 2002

Revised July 2004 Trips/miles/hours/number

	Persons in households with:			
	No car	One car	Two or more cars	All persons
Trips per person per year:				
All persons	730	1,042	1,132	1,008
Adults (age 17+)				
All	737	1,077	1,186	1,041
Males	750	1,073	1,144	1,044
Females	729	1,080	1,229	1,039
Distance per person per year (miles):				
All persons	2,868	6,730	9,546	6,879
Adults (age 17+)				
All	3,004	7,368	10,780	7,566
Males	3,348	8,315	12,504	8,952
Females	2,795	6,475	9,000	6,336
Time per person per year (hours):				
All persons	290	361	410	363
Adults (age 17+)				
All	296	381	444	384
Males	313	400	474	411
Females	285	363	413	359
Sample size:				
individuals	3,442	7,828	5,616	16,886
trips	48,169	156,388	121,938	326,495

Table 5.2: Travel by personal car access and gender: 2002

Revised July 2004 Trips/miles/number

	Persons in households without a car	Persons in households with a car				All persons
		Main driver	Other driver	Non driver	All	
Trips per person per year by main mode						
Walk [1]	362	180	230	255	212	243
Car driver	19	891	377	4	522	419
Car passenger	111	98	291	501	261	230
Other private transport	27	16	50	35	26	27
Bus and coach	154	10	41	67	34	58
Taxi and minicab	27	6	9	9	7	11
Other public transport	28	17	31	12	17	20
All modes	730	1,218	1,029	884	1,079	1,008
Males	729	1,164	976	884	1,061	1,005
Females	730	1,287	1,074	883	1,098	1,011
Distance per person per year by mode						
Walk [1]	273	142	199	197	168	189
Car driver	258	7,571	2,958	39	4,402	3,558
Car passenger	945	1,363	3,185	3,559	2,348	2,062
Other private transport	178	170	308	258	218	210
Bus and coach	708	100	268	370	214	315
Taxi and minicab	96	41	57	47	45	55
Other public transport	411	598	848	251	511	491
All modes	2,868	9,986	7,823	4,722	7,906	6,879
Males	3,133	10,885	8,590	4,937	8,897	7,918
Females	2,693	8,841	7,180	4,566	6,918	5,925
Sample size:						
individuals	3,442	7,127	1,706	4,611	13,444	16,886
trips	48,169	166,501	33,682	78,143	278,326	326,495

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

Car availability and access by household type, income level and Index of Multiple Deprivation (Table 5.3 - 5.5 and Chart 5.2)

- Car availability varies according to the type of household. Overall, the proportion of people aged 17 and over living in households without a car in 2002 was 21 per cent. In households with a single adult over 65 it was 69 per cent; in single parent families it was 56 per cent and in other single adult households it was 41 per cent.
- 54 per cent of people aged 17 and over in households with a car were main drivers of a car and 13 per cent were other drivers.
- Not surprisingly, car availability is very strongly related to income. 59 per cent of households in the lowest income quintile had no car compared with 8 per cent in the highest income quintile. Almost half of households in the highest income quintile had 2 or more cars.
- Only 50 per cent of people aged 17 and over in the lowest income quintile lived in households with a car compared with 94 per cent in the highest income quintile.
- Analysis of personal car access by index of multiple deprivation quintile shows a similar pattern to income but with less variation between the lowest and highest quintiles.

Table 5.3: Personal car access for 17+ year olds by household type: 2002

Percentage/number

	Persons in households without a car	Persons in households with a car				All persons	Sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
Single adult 65+	*69*	*31*	-	-	*31*	*100*	1,099
Single adult 16-64	*41*	*58*	-	*1*	*59*	*100*	1,176
2 adults, HoH 65+	*23*	*45*	*14*	*18*	*77*	*100*	1,876
2 adults HoH 16-64	*11*	*61*	*17*	*11*	*89*	*100*	3,319
3+ adults	*10*	*50*	*16*	*23*	*90*	*100*	2,054
Single parent family	*56*	*43*	-	*1*	*44*	*100*	365
2+ adults with children	*10*	*60*	*16*	*14*	*90*	*100*	3,387
All households	*21*	*54*	*13*	*13*	*79*	*100*	13,276
Sample size: individuals aged 17+	2,777	7,127	1,706	1,666	10,499	13,276	.

Table 5.4(a): Household car availability by household income quintile: 2002

Percentage/number

	No cars	One car	Two cars	Three or more cars	All households	Sample size (households)
Lowest real income level	*59*	*35*	*5*	*1*	*100*	1,488
Second level	*42*	*47*	*10*	*1*	*100*	1,487
Third level	*18*	*57*	*23*	*2*	*100*	1,487
Fouth level	*12*	*53*	*31*	*5*	*100*	1,487
Highest real income level	*8*	*43*	*41*	*7*	*100*	1,488
All households	*28*	*47*	*22*	*3*	*100*	7,437
Sample size (households)	2,064	3,505	1,629	239	7,437	.

Table 5.4(b): Personal car access for 17+ year-olds by household income quintile: 2002

Percentage/number

	Persons in households without a car	Persons in households with a car				All persons	Sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
Lowest real income level	*50*	*30*	*7*	*13*	*50*	*100*	2,269
Second level	*33*	*40*	*11*	*16*	*67*	*100*	2,465
Third level	*15*	*54*	*16*	*15*	*85*	*100*	2,844
Fouth level	*9*	*64*	*16*	*12*	*91*	*100*	2,876
Highest real income level	*6*	*74*	*13*	*7*	*94*	*100*	2,822
All income levels	*21*	*54*	*13*	*13*	*79*	*100*	13,276
Sample size:							
individuals aged 17+	2,777	7,127	1,706	1,666	10,499	13,276	.

Chart 5.2: Household car availability by income quintile: 2002

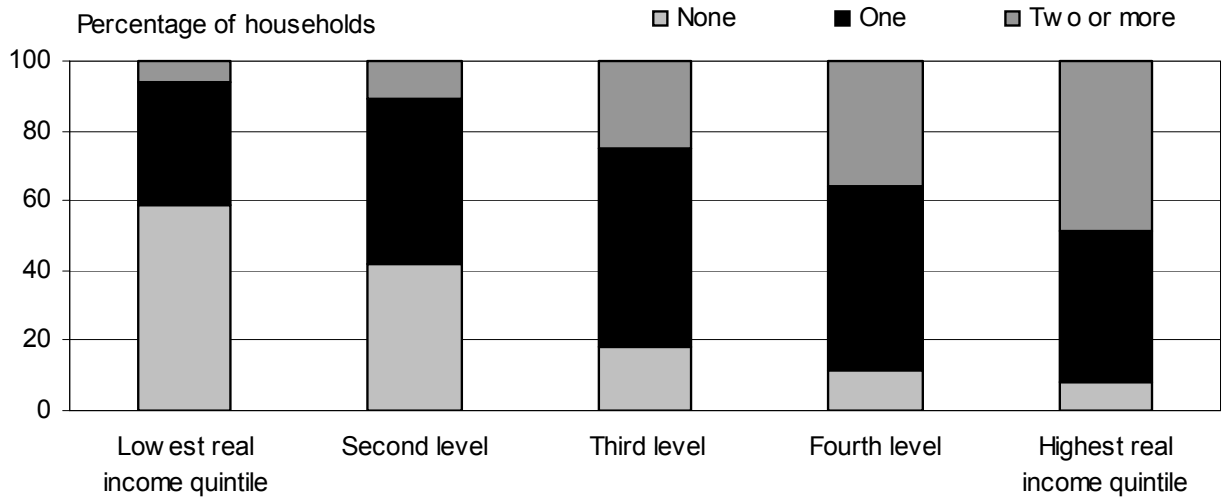


Table 5.5: Personal car access for 17+ year olds by Index of Multiple Deprivation (IMD)[1]: 2002

England

Percentage/number

	Persons in households without a car	Persons in households with a car				All persons	Sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
Lowest IMD quintile	*34*	*40*	*10*	*16*	*66*	*100*	3,122
Second level	*23*	*51*	*13*	*14*	*77*	*100*	2,530
Third level	*15*	*60*	*14*	*11*	*85*	*100*	2,089
Fourth level	*11*	*64*	*15*	*9*	*89*	*100*	1,708
Highest IMD quintile	*9*	*68*	*14*	*9*	*91*	*100*	1,827
All levels	*20*	*54*	*13*	*13*	*80*	*100*	11,276
Sample size:							
individuals aged 17+	2,300	6,125	1,441	1,410	8,976	11,276	.

1 See Appendix A

Travel by household income (Table 5.6 and Chart 5.3)

- Since there is a very strong relationship between income level and car ownership, there is also a strong relationship between income and the number of trips, distance travelled and mode used. In 2002, people in the highest income band on average did 40 per cent more trips than those in the lowest income band (1,139 compared with 814) and travelled nearly three times further.
- The relationship between income and car access is reflected in car travel patterns. Those in the highest income band used did more than twice as many trips and travelled three and a half times further by car than those in the lowest income band. However, even in this income band, car travel accounted for the greatest proportion of trips and distance travelled.
- From the lowest to highest income quintile, the number of trips by car increases, and the number on foot and by bus decreases. Taxi and minicab use is highest in the lowest quintile, as this is associated with low car availability. Rail use is much higher in the highest income quintile.

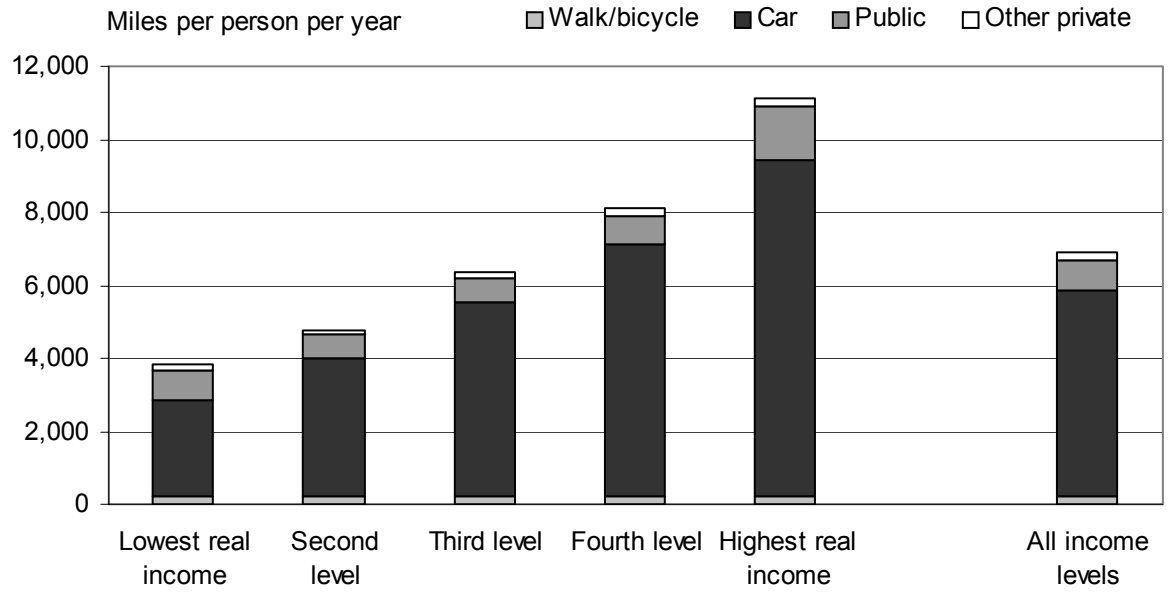
Table 5.6: Travel by household income quintile and main mode: 2002

Revised July 2004 Trips/miles/number

	Real household income quintile					
	Lowest real income	Second level	Third level	Fourth level	Highest real income	All income levels
Trips per person per year by main mode						
Walk [1]	304	286	233	208	193	243
Bicycle	12	11	18	18	14	15
Car driver	190	313	428	525	616	419
Car passenger	173	217	266	261	223	230
Other private transport	11	12	13	11	12	12
Bus and coach	97	70	54	43	30	58
Rail	10	9	11	22	38	18
Taxi and minicab	15	12	11	9	12	11
Other public transport	2	1	1	2	2	2
All modes	814	931	1,034	1,099	1,139	1,008
Distance per person per year by mode						
Walk [1]	220	208	179	177	169	189
Bicycle	18	20	38	44	42	33
Car driver	1,235	2,027	3,186	4,474	6,675	3,558
Car passenger	1,397	1,717	2,154	2,410	2,544	2,062
Other private transport	168	136	187	190	197	177
Bus and coach	493	359	269	262	211	315
Rail	217	233	253	438	1,040	435
Taxi and minicab	56	53	41	49	80	55
Other public transport	10	19	56	44	149	56
All modes	3,813	4,771	6,362	8,089	11,107	6,879
Sample size:						
individuals	3,157	3,114	3,772	3,558	3,285	16,886
trips	49,314	55,615	74,815	74,970	71,781	326,495

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

Chart 5.3: Distance travelled by household income: 2002
Revised July 2004



Car availability and access by ethnic group (Table 5.7)

- For the first time data on ethnic group is available from the survey. The question was first asked in 2001 and data have been combined for 2001 and 2002 to give the largest possible sample sizes. The data are unweighted and therefore skewed towards 2002. As data for more years become available it will be possible to provide further information and cover other ethnic groups.
- 80 per cent of White people aged 17 and over lived in a household with a car, compared with 73 per cent of people of Asian background and 61 per cent of people of other ethnic groups. It is likely that some of this difference is associated with the area of residence of these groups.
- People of Asian background did about a fifth less trips and distance than people in GB as a whole.

Table 5.7: Personal car access for 17+ year olds by ethnic group: 2001-2002

Percentage/number

	Persons in households without a car	Persons in households with a car				All persons	Sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
White	*20*	*54*	*13*	*12*	*80*	*100*	18,239
Asian or Asian British	*27*	*40*	*13*	*21*	*73*	*100*	578
Other[1]	*39*	*36*	*7*	*18*	*61*	*100*	559
All groups	*21*	*53*	*13*	*13*	*79*	*100*	19,376
Sample size (individuals)	4,046	10,324	2,514	2,492	15,330	19,376	

1 Mixed; Black or Black British; Chinese or other Ethnic Group

Transport difficulties getting to work, shops and other facilities (Tables 5.8 - 5.10 and Chart 5.4)

- In 2002, 71 per cent of people travelled to work by car or motorcycle. Of these, 59 per cent said they experienced no difficulties travelling to work, but 37 per cent said traffic congestion and roadworks caused them problems.
- Nearly 60 per cent of those travelling to work by car or motorcycle believed it would be difficult to get there using another method of transport. Over half of these thought it would not be possible to get to work by public transport. Other difficulties each mentioned by almost a third were that it was too far by other means or that public transport connections were poor.
- 14 per cent went to work by bus or rail. 45 per cent of them said they experienced no difficulties, but unreliable public transport was a problem for 37 per cent.
- Three-quarters of people who did the main food shopping for the household went to the shops by car or motorcycle, and most of the rest walked or went by bus. Most people going to the shops by car said they experienced no difficulties, but for those going by bus or rail about a fifth said carrying the shopping was a problem.
- Over half of those who shopped by car or motorcycle believed that it would be difficult to use another mode of transport, and about 80 per cent of these thought they would have difficulty carrying shopping.
- 85 per cent of respondents said they did not experience transport problems getting to other locations such as schools, hospitals, friends etc.

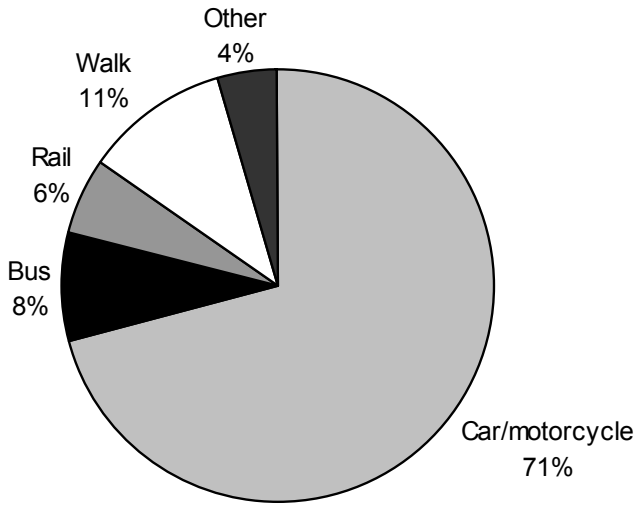
Table 5.8: Usual means of travel to work and going to the shops: 2002

Percentage/number

Usual means of travel to work [1]:		**Usual means of going to the shops [2]:**	
Car driver	*61*	Car, van, motorcycle	*75*
Car passenger	*7*	Bus or coach	*8*
Either car driver or passenger	*2*	Walk	*12*
All car	*70*	Taxi	3
Motorcycle	*1*	Other	2
Bus	*8*	All modes	*100*
Rail	*6*		
Walk	*11*		
Other	*4*		
All modes	*100*		
Sample size: individuals aged 16+	7,417	Sample size: individuals aged 16+	7,228

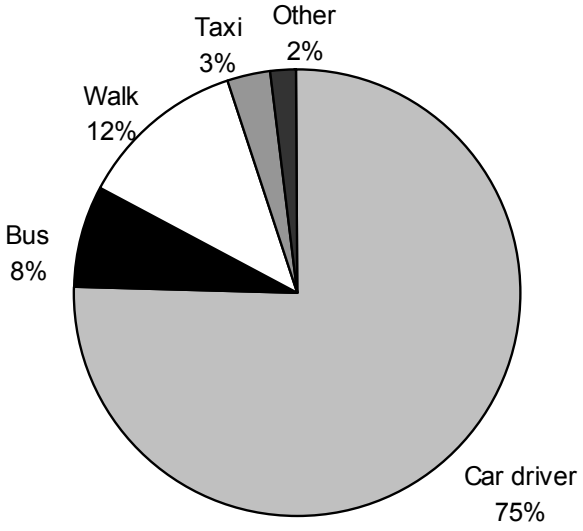
1 By those who work full or part time where their usual place of work is not home
2 By the person who does the main food shopping

Chart 5.4a: Usual means of travel to work: 2002



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

Chart 5.4b: Usual means of going to the shops: 2002



By the person who does the main food shopping

Table 5.9: Travel difficulties going to work and going shopping: 2002

Percentage/number

Travel difficulties going to work [1]:

Difficulties getting to work by car/motorcycle (all mentioned [2])	
No difficulty	*59*
Traffic congestion/roadworks	*37*
Lack of parking facilities	*3*
The weather	*3*
Sample size (individuals)	5,243

How easy to get to work if could not use car/motorcycle	
Very easy	*14*
Quite easy	*22*
Neither easy nor difficult	*6*
Quite difficult	*20*
Very difficult	*38*
All car users	*100*
Sample size (individuals)	5,238

Difficulties getting to work by public transport (all mentioned [2])	
No difficulty	*45*
Unreliable public transport	*37*
Traffic congestion/roadworks	*14*
Public transport unpleasant	11
Poor connections	*8*
Sample size (individuals)	1,030

Why difficult to get to work if could not use car/motorcycle (all mentioned [2])	
Not possible by public transport	*52*
Too far	*32*
Poor connections	*30*
Unreliable public transport	*20*
Cost of public transport or taxis	*6*
Sample size (individuals)	3,027

Travel difficulties going shopping [3]:

Difficulties getting to shops by car/motorcycle (all mentioned [2])	
No difficulty	*88*
Traffic congestion/roadworks	*8*
Lack of parking	*4*
Sample size (individuals)	5,425

How easy to go shopping if could not use car/motorcycle	
Very easy	*9*
Quite easy	*25*
Neither easy nor difficult	*8*
Quite difficult	*25*
Very difficult	*32*
All car users	*100*
Sample size (individuals)	5,417

Difficulties getting to shops by public transport (all mentioned [2])	
No difficulty	*64*
Carrying shopping	*22*
Unreliable public transport	*8*
Personal disability	*6*
Sample size (individuals)	565

Why difficult to go shopping if could not use car/motorcycle (all mentioned [2])	
Difficulties carrying shopping	*81*
Too far	*22*
Not possible by public transport	*20*
Unreliable public transport	*12*
Poor connections	*10*
Personal disability	*10*
Difficulties managing children	8
Sample size (individuals)	3,118

1 By those who work full or part time where their usual place of work is not home
2 Most frequent reasons shown here. Percentages may add to more than 100 as more than one reason can be given
3 By the person who does the main food shopping

Table 5.10: Transport difficulties getting to other facilities: 2002

Percentage/number

	Percentage [1]
Travelling to the doctors/hospital	*7*
Visiting friends/relatives at their home	*7*
Travelling to other social facilities	*5*
Taking the children to school/social activities	*1*
Travelling to school/college/university	*1*
Travelling for any other reason	*2*
No difficulties with any of these	*85*
Sample size (individuals aged 16+)	13,467

1 Percentages add to more than 100 as more than one reason can be given

Concessionary bus fares (Table 5.11)

- The Transport Act 2000 required all local authorities to provide the national minimum standard of a half fare, free permit scheme for women aged 60 or over and men aged 65 or over. Therefore all pensioners in Great Britain had some form of concessionary bus scheme available in 2002, compared with 95 per cent in 1991/1993.
- The take up rates for these schemes declined in all areas during the 1990s. Rates seem to have increased dramatically in 2002 in most areas apart from Metropolitan built-up and rural areas. It is not clear whether this is due to the small sample size, an actual increase in take-up or a discontinuity in 2002.

Table 5.11: Concessionary fare schemes by area type: 1991/1993 to 2002

Percentage/number

	Pensioners with scheme available				Take-up rate [1]				
	1991/ 1993	1996/ 1998	1999/ 2001	2002	1991/ 1993	1996/ 1998	1999/ 2001	2002	Sample size (2002)
London built-up area	*100*	*100*	*100*	*100*	*80*	*79*	*79*	*90*	303
Metropolitan built-up areas	*100*	*100*	*100*	*100*	*85*	*76*	*72*	*72*	502
Other urban areas with population:-									
Over 250 thousand	*99*	*99*	*100*	*100*	*59*	*49*	*51*	*63*	420
25 to 250 thousand	*96*	*98*	*99*	*100*	*54*	*46*	*43*	*53*	986
3 to 25 thousand	*96*	*94*	*92*	*100*	*47*	*43*	*37*	*53*	870
of which 10 to 25 thousand	..	*93*	*95*	*100*	..	*48*	*36*	*56*	466
of which 3 to 10 thousand	..	*95*	*89*	*100*	..	*38*	*37*	*49*	404
Rural areas	*83*	*96*	*95*	*100*	*45*	*31*	*32*	*32*	437
All areas	*95*	*98*	*97*	*100*	*59*	*52*	*49*	*58*	3,518
Sample size (individuals)	4,836	4,162	4,575	3,518	4,614	4,062	4,460	3,518	.

1 Of those with scheme available

Access to bus services (Table 5.12)

- The distance that households live from the nearest bus stop has changed little over the last decade. 86 per cent of households in Great Britain lived within 6 minutes walk of a bus stop in 2002. This proportion was lowest in rural areas.
- A target in the 10 year Plan is to achieve a one-third increase in the proportion of households in rural areas in England within about 10 minutes walk of an hourly or better bus service by 2010. This represents an increase from the 1996/1998 baseline figure of 35 per cent in the Bus Service Availability Indicator to 47 per cent. The level for 2002 was 48 per cent.

Table 5.12: Time taken to walk to nearest bus stop by area type and bus availability indicator for GB and England: 1991/1993, 1996/1998 and 2002

Percentage of households/number

	Time in minutes 1991/1993				Time in minutes 2002				Availability Indicator [1] Great Britain		England	
	6 or less	7-13	14 or more	All house-holds	6 or less	7-13	14 or more	All house-holds	1996/ 1998	2002	1996/ 1998	2002
London built-up area	*88*	*11*	*1*	*100*	*86*	*12*	*2*	*100*	*97*	*98*	*97*	*98*
Metropolitan built-up areas	*92*	*7*	*1*	*100*	*89*	*10*	*2*	*100*	*99*	*97*	*99*	*97*
Other urban areas with population:-												
Over 250 thousand	*92*	*7*	*1*	*100*	*90*	*8*	*2*	*100*	*98*	*97*	*98*	*97*
25 to 250 thousand	*91*	*7*	*1*	*100*	*89*	*9*	*2*	*100*	*96*	*95*	*97*	*95*
3 to 25 thousand	*85*	*11*	*4*	*100*	*83*	*12*	*5*	*100*	*82*	*84*	*80*	*81*
of which 10 to 25 thousand	..	..	..	..	*83*	*12*	*5*	*100*	*90*	*87*	*89*	*85*
of which 3 to 10 thousand	..	..	..	..	*82*	*13*	*5*	*100*	*75*	*79*	*70*	*75*
Rural areas	*77*	*12*	*11*	*100*	*72*	*13*	*15*	*100*	*40*	*48*	*35*	*48*
All areas	*88*	*9*	*3*	*100*	*86*	*10*	*4*	*100*	*88*	*89*	*88*	*88*
Sample size (households)	9,189	931	293	10,413	6,368	770	299	7,437	9,284	7,437	7,961	6,302

1 Households within 13 minutes walk of a bus stop with a service at least once an hour
2 2002 sample is more 'deeply rural' than previous years

Time taken to walk to local facilities (Table 5.13)

- In 2002, 67 per cent of households said they lived within 26 minutes walk of their doctor and 85 per cent said they could walk to the nearest chemist in this time. Not surprisingly, only 20 per cent had access to their nearest hospital within a reasonable walking time.
- 81 per cent were within a 13 minute walk of their local food store, but the proportion who said they were within 6 minutes walk fell from 68 per cent in 1989/1991 to 56 per cent in 2002.

Time taken to travel by bus to local facilities (Table 5.14)

- Respondents were also asked about access to local facilities by bus. Data is only shown here for 2001 and 2002 because of a discontinuity in question presentation between 2000 and 2001. In many cases no bus was available or it was quicker to walk. This was the case for over two thirds of households in relation to their local food store or post office.

Table 5.13: Time taken to walk to local facilities: 1989/1991 and 1999/2001 or 2002 [1]

Percentage of households/number

	Doctor		General Hospital		Chemist		Food store		Post office		Shopping centre	
	1989/1991	2002	1989/1991	2002	1989/1991	2002	1989/1991	2002	1989/1991	1999/2001	1989/1991	1999/2001
6 mins. or less	*19*	*16*	*2*	*2*	*35*	*31*	*68*	*56*	*47*	*42*	*11*	*10*
7-13 mins.	*21*	*20*	*3*	*4*	*27*	*28*	*21*	*25*	*31*	*31*	*16*	*14*
14-26 mins.	*29*	*31*	*11*	*13*	*23*	*26*	*8*	*13*	*17*	*21*	*30*	*31*
27-43 mins.	*14*	*14*	*14*	*14*	*6*	*7*	*2*	*3*	*3*	*4*	*17*	*18*
44 mins or more	*17*	*18*	*70*	*66*	*9*	*9*	*1*	*3*	*2*	*2*	*26*	*27*
Total	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*
Sample size: households	10,662	7,415	10,520	7,384	10,712	7,430	10,733	7,435	10,721	9,907	10,712	9,909

1 Questions not asked for some facilities in 2002 so 1999/2001 data shown. Questions not asked between 1992 and 1998

Table 5.14: Time taken to travel by bus to local facilities: 2001 and 2002 [1]

Percentage of households/number

	Doctor		Post Office	Chemist		Food store		Shopping centre	General Hospital	
	2001	2002	2001	2001	2002	2001	2002	2001	2001	2002
No bus/ quicker to walk	*47*	*50*	*69*	*60*	*62*	*72*	*76*	*23*	*12*	*15*
6 mins. or less	*15*	*13*	*17*	*17*	*16*	*14*	*14*	*15*	*5*	*3*
7-13 mins.	*17*	*13*	*11*	*15*	*11*	*11*	*5*	*23*	*8*	*9*
14-26 mins.	*15*	*15*	*3*	*7*	*8*	*2*	*3*	*29*	*28*	*25*
27-43 mins.	*5*	*6*	-	*1*	*2*	-	*1*	*7*	*22*	*24*
44 mins or more	*2*	*3*	-	*1*	*1*	-	-	*3*	*25*	*25*
Total	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*
Sample size (households)	3,427	7,378	3,447	3,451	7,437	3,458	7,437	3,443	3,409	7,437

1 Questions not asked for some facilities in 2002 so 2001 data alone shown. 2001 and 2002 data are inconsistent with previous years, so earlier years not shown

Bus and train frequency and reliability (Table 5.15 and Chart 5.5)

- Households were asked to rate the reliability and frequency of their local buses and trains. Those who did not use buses or trains, had no local service or no opinion were excluded.
- Ratings were similar for all the four questions with four fifths saying their public transport mode was reliable or frequent. Over a fifth said it was very reliable or very frequent whereas less than a tenth said it was very unreliable or very infrequent.

Table 5.15: Ratings of frequency and reliability of local buses and trains: 2002

Percentage/number

Frequency of local buses		**Frequency of trains/underground/metro**	
Very frequent	*22*	Very frequent	*24*
Fairly frequent	*55*	Fairly frequent	*58*
Neither frequent nor infrequent	*8*	Neither frequent nor infrequent	*8*
Fairly infrequent	*10*	Fairly infrequent	*8*
Very infrequent	*5*	Very infrequent	*3*
All users	*100*	All users	*100*
Reliability of local buses		**Reliability of trains/underground/metro**	
Very reliable	*24*	Very reliable	*22*
Fairly reliable	*56*	Fairly reliable	*54*
Neither reliable nor unreliable	*6*	Neither reliable nor unreliable	*7*
Fairly unreliable	*9*	Fairly unreliable	*10*
Very unreliable	*5*	Very unreliable	*7*
All users	*100*	All users	*100*
Sample size (frequency): households	5,381	Sample size (frequency): households	3,933

Chart 5.5a: Frequency of local buses: 2002

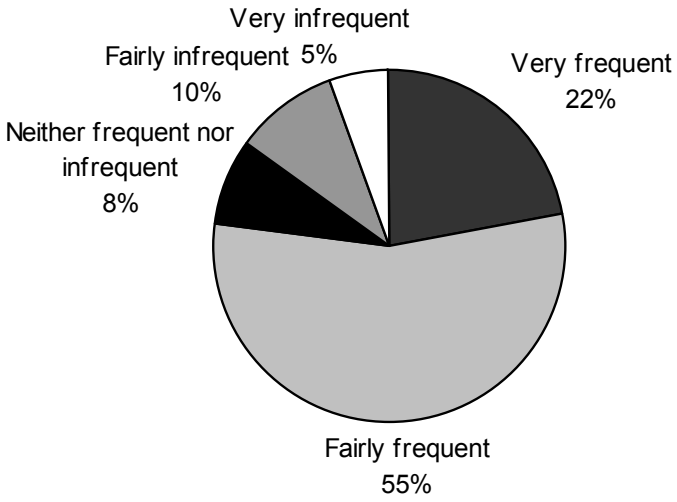
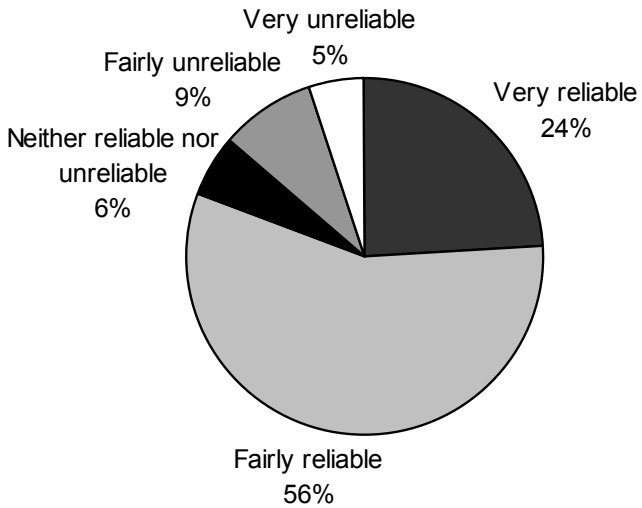


Chart 5.5b: Reliability of local buses: 2002



Travel difficulties because of health or disability (Tables 5.16 and 5.17)

- In 2002, 16 per cent said they found it difficult to walk and half of these also found it difficult to travel by bus. 70 per cent of those who had problems using buses found it difficult to get on and off buses, about 60 per cent found it difficult to get to the bus stop, and 55 per cent found it difficult standing waiting at the bus stop.
- Respondents who had difficulties getting about on foot or by bus were asked whether they knew of special transport services in their area. The same proportion, 40 per cent, said they were aware of a dial-a-ride service or a hospital car service. 28 per cent knew of a supermarket bus and 19 per cent of a day centre car or service.

Table 5.16: Travel difficulties because of health or disability: 2002

	Percentage/number
Difficulty travelling by foot or by bus	
Difficulty travelling on foot and by bus	*8*
Difficulty travelling on foot only	*8*
Difficulty travelling by bus only	*-*
No travel difficulties	*84*
All respondents aged 16 and over	*100*
Difficulties travelling by bus [1]	
Getting on or off buses	*70*
Getting to the bus stop	*61*
Standing waiting at the bus stop	*55*
Getting to and from the seat	*42*
Communicating with the driver/conductor	*7*
Finding out timetable information	*5*
Other	*13*
Sample size:	
individuals aged 16 and over	13,471
individuals (16+) who had problems using buses	1,099

1 Percentages add to more than 100 as more than one reason can be given

Table 5.17: Awareness of special transport services in local area for people who have difficulties travelling [1,2]: 2002

	Percentage/number
Dial-a-ride service	*40*
Hospital car or service	*40*
Supermarket bus	*28*
Day centre car or service	*19*
Community owned minibus	*13*
Taxi voucher scheme	*8*
Shared taxi scheme	*2*
Postbus	*1*
Other special service	*4*
Don't know type	*2*
Not aware of any of these services	*22*
Sample size:	
individuals	2,277

1 On foot, by bus or getting in or out of car
2 Percentages add to more than 100 as more than one reason can be given

Section 6 Children's travel

Tables 6.1-6.5 draw together information on children's travel, including travel to school, whether they go there on their own, whether they are allowed to cross roads, the school run as a proportion of road traffic and information on children playing in the street.

Travel to school by mode (Table 6.1 and Chart 6.1)

- There have been major changes in children's travel to school. Between 1991/1993 and 2002, the proportion of primary schoolchildren walking to school declined from 60 to 51 per cent, with a corresponding increase in those being taken by car from 29 to 41 per cent.
- For secondary school pupils, the proportion walking to school declined from 46 per cent in 1991/1993 to 38 per cent in 2002, whilst those going by car rose from 15 to 24 per cent.
- The average length of the trip to school for children aged 5 to 10 increased from 1.3 to 1.6 miles between 1991/1993 and 2002, and for pupils aged 11 to 16 from 3.0 to 3.6 miles, reflecting the switch from walking to being taken by car. (These figures may be inflated in 2002 by under-recording of short walks).
- Overall, bus use has changed little for older pupils at around 32 per cent. Only 2 per cent of secondary school pupils cycled to school in 2002, compared with 4 per cent in 1991/1993.
- The travel diary data indicates that primary school children travelled to school alone (with no other child or adult) for only 11 per cent of trips to school in 2002 compared with 15 per cent in 1991/1993.

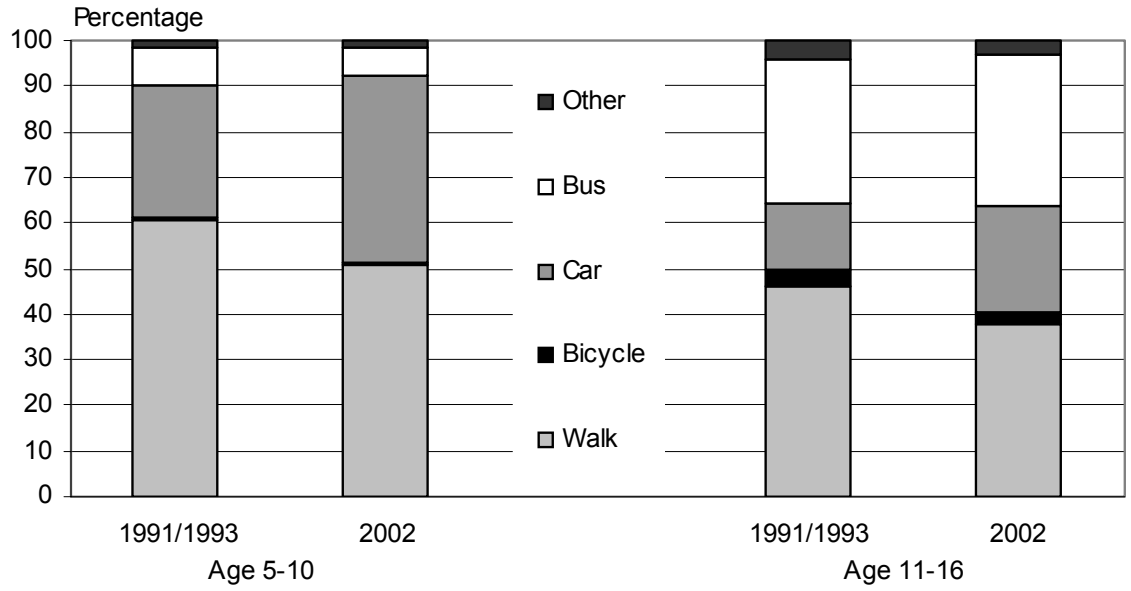
Table 6.1: Trips to and from school per child per year by main mode: 1991/1993 to 2002

Revised July 2004 Percentage/miles/number

	Age 5-10				Age 11-16				Age 5-16			
	1991/ 1993	1996/ 1998	1999/ 2001	2002 R	1991/ 1993	1996/ 1998	1999/ 2001	2002 R	1991/ 1993	1996/ 1998	1999/ 2001	2002 R
Walk [1]	*60*	*55*	*54*	*51*	*46*	*43*	*43*	*38*	*53*	*49*	*49*	*44*
Bicycle	*1*	*-*	*1*	*1*	*4*	*2*	*2*	*2*	*2*	*1*	*1*	*2*
Car/van	*29*	*36*	*39*	*41*	*15*	*21*	*19*	*24*	*22*	*28*	*29*	*32*
Private bus	*4*	*3*	*3*	*4*	*9*	*7*	*9*	*8*	*7*	*5*	*6*	*6*
Local bus	*4*	*4*	*3*	*2*	*22*	*25*	*23*	*24*	*13*	*14*	*13*	*13*
Rail	*-*	*-*	*-*	*-*	*1*	*1*	*2*	*1*	*1*	*-*	*1*	*1*
Other	*1*	*2*	*1*	*2*	*3*	*2*	*3*	*2*	*2*	*2*	*2*	*2*
All modes	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*	*100*
Average length (miles) [1]	1.3	1.3	1.4	1.6	3.0	3.0	2.9	3.6	2.1	2.1	2.2	2.6
% travelling to school alone (main stage)	*15*	*10*	*10*	*11*	*44*	*41*	*42*	*40*	*29*	*25*	*26*	*25*
Sample size:												
individuals	2,080	1,821	1,888	1,337	1,904	1,682	1,777	1,291	3,984	3,503	3,665	2,628
trips	12,974	11,322	11,273	7,903	12,216	10,713	11,292	7,844	25,190	22,035	22,565	15,747

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

Chart 6.1: Trips to school by main mode and age: 1991/1993 and 2002
Revised July 2004



Whether children are accompanied to school (Table 6.2)

- According to parents, 78 per cent of primary school children are usually accompanied by an adult to school and 16 per cent are usually unaccompanied.
- The main reasons given for accompanying primary school children to school were traffic danger (57 per cent), fear of assault (47 per cent) and because the school was too far away (26 per cent). For secondary school children, of which 28 per cent are usually accompanied, the most frequent reason was because the school was too far away (37 per cent), followed by traffic danger (27 per cent).

Table 6.2: Whether children accompanied to school by an adult and the reasons: 2002

Percentage/number

	5-10 years	11-16 years	All 5-16 years
All			
Usually accompanied by an adult	*78*	*28*	*57*
Usually unaccompanied by an adult	*16*	*62*	*36*
Sometimes/part of way accompanied	*6*	*9*	*8*
All	*100*	*100*	*100*
Why accompanied by an adult (all reasons) [1]:			
Traffic danger	*57*	*27*	*51*
Fear of assault/molestation	*47*	*23*	*42*
School too far away	*26*	*37*	*28*
Child might not arrive on time	*11*	*16*	*12*
Child might get lost	*10*	*6*	*9*
Fear of bullying	*7*	*10*	*8*
Other	*24*	*33*	*26*
Sample size (individuals)	909	673	1,582

1 Percentages add to more than 100 as more than one reason can be given

Children crossing roads alone (Table 6.3)

- A fifth of 5-10 year olds were almost always allowed to cross roads on their own and a further two fifths were sometimes allowed to do so. Of those allowed to cross roads, a quarter were allowed to cross main roads on their own. Overall about one sixth of all 5-10 year olds were allowed to cross main roads on their own.
- Four fifths of children aged 11-16 were almost always allowed to cross roads on their own and most of the rest were sometimes allowed to do so. Four fifths of 11-16 year olds were allowed to cross main roads on their own.

Table 6.3: Children crossing roads alone: 2002

Percentage/number

	5-10 years	11-16 years	All 5-16 years
Almost always allowed	*19*	*81*	*45*
Sometimes allowed	*39*	*16*	*29*
Not allowed	*42*	*4*	*25*
All	*100*	*100*	*100*
If allowed:			
Main roads	*27*	*83*	*57*
Minor roads only	*73*	*17*	*43*
All	*100*	*100*	*100*
Sample size (individuals)	915	676	1,591

Cars taking children to school (Table 6.4)

- In the morning peak period (8-9am), cars taking children to school have been an increasing proportion of car trips. The peak time in 2002 was at 8.50 am, when 19 per cent of car trips by residents of urban areas in term time were generated by the school run compared with 14 per cent in 1991/1993. Over the whole 'peak' hour from 8 to 9 am, 12 per cent of car trips were for 'escort education' (taking children to school).

Table 6.4: Cars taking children to school: 1991/1993 to 2002

Percentage of car trips/number

	1991/ 1993	1996/ 1998	1999/ 2001	2002
0800 to 0859 hours in urban areas [1] during term-time	*7*	*9*	*10*	*12*
Peak traffic time (0835) in urban areas [1] during term-time	*9*	*13*	*14*	*16*
Peak percentage (0850) in urban areas [1] during term-time	*14*	*18*	*17*	*19*
Sample size of trips at:				
0800-0859	13,318	12,993	13,162	10,548
0835	4,066	4,049	4,126	3,013
0850	4,040	3,812	3,866	2,862

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

Playing in the street (Table 6.5)

- Children aged 5-15 were asked to record times spent in the street on the last day of their travel week which were not included as trips in the diary, for example playing in the street, talking to friends, riding bikes, skateboarding etc. Sample numbers are small so should be treated with caution.
- Overall nearly a fifth of children played in the street on the last day of their travel week. Children aged 5-10 were more likely to play in the street than those aged 11-15. There was no difference between males and females.
- By far the most popular time was between 3 pm and 5 pm. Overall, Sundays were the most popular day and Mondays the least popular. 42 per cent of playing in the street took place during termtime weekdays, 35 per cent at weekends and 23 per cent on holiday weekdays. If the relative amounts of days falling in these periods are taken into account, children were, not surprisingly, more likely to play in the street at weekends and during holidays than during termtime.
- Children spent quite long periods in the street. A quarter of periods were under 1 hour, a third were between 1 and 2 hours and a further quarter between 2 and 3 hours.

Table 6.5 Playing in the street: 2002

percentage/number

Proportion of children playing in street				**Distribution of weeks**	
5-10	*21*	Male	*19*	Termtime weekdays	*54*
11-15	*14*	Female	*18*	Holiday weekdays	*17*
All 5-15	*18*	All 5-15	*18*	Weekends	29
				All 11-15	*100*

Distribution of play periods:

Time of day		**Day of week**		**Termtime/holiday/weekends**		**Elapsed time**	
Before 12 am	*18*	Monday	*10*	Termtime weekdays	*42*	Under 1 hour	*25*
12pm -3 pm	*18*	Tuesday	*14*	Holiday weekdays	*23*	1-2 hours	*33*
3pm - 5 pm	*36*	Wednesday	*14*	Weekends	*35*	2-3 hours	*24*
After 5 pm	*28*	Thursday	*14*	All play periods	100	3-4 hours	*11*
All play periods	*100*	Friday	*13*			4+ hours	*7*
		Saturday	*15*			All play periods	*100*
		Sunday	*20*				
		All play periods	*100*				

Sample size:

individuals (5-15)	2,431
play periods	622

Section 7 Other factors affecting travel

Tables 7.1 - 7.3 provide information on car mileage and occupancy. Tables 7.4-7.7 provide new information on travel benefits, working at home, deliveries of goods and services and transport as a factor in choice of home.

Annual car mileage (Table 7.1 and Chart 7.1)

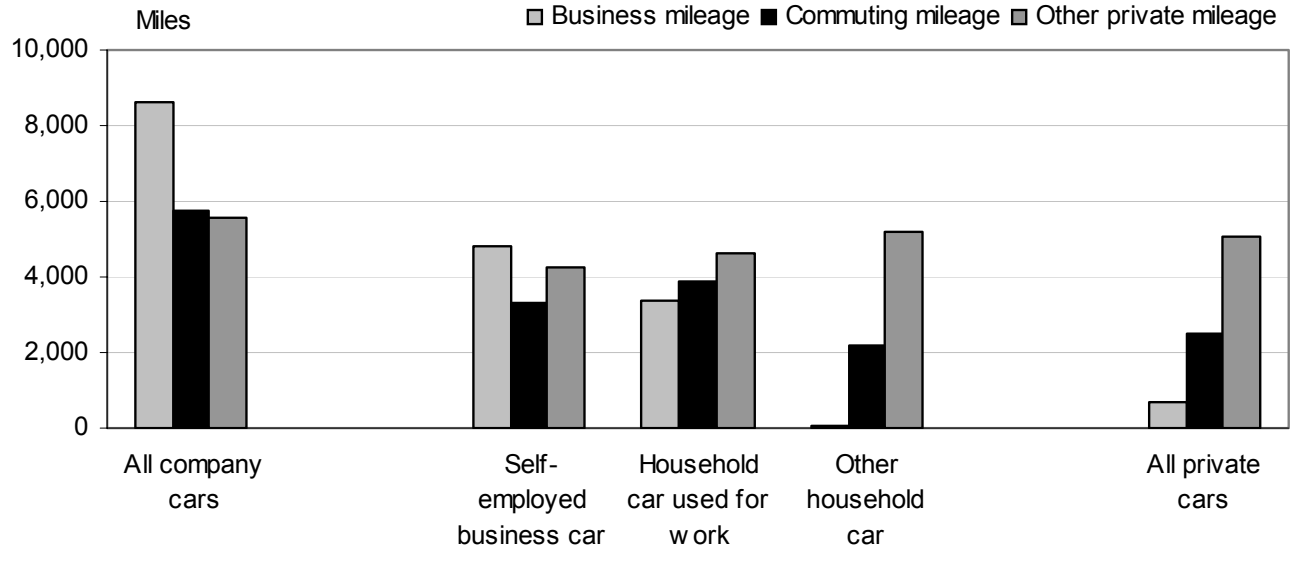
- The average company owned car travelled nearly 20,000 miles in 2002, compared with about 8,000 miles for privately owned cars. Seven per cent of household cars were company owned. These mileage figures are lower than those for recent years from the NTS, particularly for self-employed business cars and company cars with free fuel where sample numbers are very small.
- Just under half of the mileage of company cars was on business, compared with less than a tenth for privately owned cars. The commuting mileage of private cars was about 60 per cent lower than company cars, and even the private mileage travelled was about 10 per cent lower.

Table 7.1: Annual mileage of 4-wheeled cars by type of car and trip purpose: 2002

Miles/percentage

	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Sample size (vehicles)
Company car - any free fuel	7,870	6,880	6,380	21,120	*2*	161
Company car - no free fuel	8,970	5,210	5,180	19,360	*4*	322
All company cars	**8,600**	**5,760**	**5,580**	**19,950**	*7*	483
Self-employed business car	4,810	3,330	4,260	12,400	*3*	190
Household car used for work	3,370	3,880	4,630	11,880	*14*	1,005
Other household car	70	2,190	5,200	7,460	*77*	5,728
All private cars	**680**	**2,470**	**5,090**	**8,240**	*93*	6,923
All 4-wheeled cars	**1,200**	**2,680**	**5,120**	**9,000**	*100*	7,406

Chart 7.1: Annual mileage of 4-wheeled cars by type and purpose: 2002



Car occupancy (Tables 7.2 - 7.3)

- In 2002, 61 per cent of car stages had only one occupant compared with 60 per cent in 1991/1993. Single occupancy of a vehicle was highest for commuting (85 per cent) and business (84 per cent) purposes.
- There has been a slight fall in the average number of occupants per car stage, from 1.61 in 1991/1993 to 1.58 in 2002. The highest occupancy rates in 2002 were for holidays/day trips and education (both 2.1). The lowest rates were for business travel and commuting (both 1.2).
- Of people travelling in a car in 2002, 39 per cent were drivers travelling alone, 25 per cent were drivers travelling with one or more passengers and 36 per cent were passengers.
- An alternative measure to occupancy per stage is occupancy per vehicle mile, which measures occupancy in terms of cars on the road. Occupancy figures on this basis are slightly higher, since longer journeys tend to have more passengers. These figures are available on request.

Table 7.2: Car occupancy: 1985/1986 to 2002

Percentage/number

	Vehicle occupancy		Status of people in car				
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	Sample size (stages)
1985/1986	1.64	*58*	*35*	*26*	*39*	*100*	259,036
1991/1993	1.61	*60*	*38*	*25*	*37*	*100*	300,652
1996/1998	1.60	*60*	*39*	*25*	*36*	*100*	272,869
1999/2001	1.59	*60*	*38*	*25*	*36*	*100*	284,625
2002	1.58	*61*	*39*	*25*	*36*	*100*	204,880

Table 7.3: Car occupancy by trip purpose[1]: 2002

Percentage/number

	Vehicle occupancy		Status of people in car				
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	Sample size (stages)
Commuting	1.2	85	*71*	*13*	*16*	*100*	38,829
Business	1.2	84	*75*	*15*	*10*	*100*	10,409
Education	2.1	37	*18*	*30*	*52*	*100*	14,573
Shopping	1.7	49	*30*	*32*	*38*	*100*	51,373
Personal business	1.5	66	*41*	*21*	*37*	*100*	18,067
Leisure	1.8	52	*27*	*25*	*48*	*100*	46,169
Holiday/ day trip	2.1	37	*18*	*31*	*51*	*100*	8,605
Other	1.9	45	*34*	*42*	*23*	*100*	20,926
Total	1.6	61	*39*	*25*	*36*	*100*	208,951

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

Travel benefits connected with employment (Table 7.4)

- Respondents were asked what travel benefits were offered at their workplace to some employees there or to themselves. The most common travel benefit offered to employees was cut price or free car parking, offered to 30 per cent of respondents.
- A company car was offered to some employees at 23 per cent of places where respondents worked, but to only 9 per cent of respondents themselves. For 46 per cent of respondents no travel benefits were offered at their workplace.

Table 7.4: Travel benefits connected with employment: 2002

Percentage

	Travel benefits offered at respondent's workplace to:	
	Some employees	Respondent
All benefits offered[1]:		
Cut price or free car parking	*36*	*30*
Company car or alternative	*23*	*9*
Interest-free loan for a season ticket	*6*	*4*
Special bus or van for journey to work	*5*	*3*
Cut price or free bus tickets	*3*	*2*
Cut price or free rail tickets	*3*	*2*
Interest-free loan for parking	*1*	-
Other transport-related benefits	*7*	*4*
No benefits offered at workplace	*46*	*46*
No benefits offered to respondent	.	*11*
Sample size (employees)	6,750	6,750

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

Working at home (Table 7.5)

- Three per cent of respondents always worked at home, and a further 5 per cent did so on at least one day in the week before being interviewed. It was possible for a further 10 per cent to work at home, but for 82 per cent it was not possible to work at home at all.
- Working at home was much more likely for self employed people: 19 per cent always worked at home and a further14 per cent did so in the week prior to the survey. There was little difference between males and females in their ability to work at home.
- Of all those who could work at home, a quarter did so at least once a week but a third did so less than once a year.
- Of those who worked at home at least once or twice a year, a telephone or computer was essential for about two-thirds, but never used by about a fifth.

Table 7.5: Working at home: 2002

Percentage/number

Possible to work at home instead of travelling to work

	Employment status				Gender		
	All	Employed full time	Employed part time	Self employed	Male	Female	Sample size (individuals)
Always work at home	3	*1*	*2*	*19*	*3*	*4*	256
Don't always work at home, but worked at home on at least one day in previous week	*5*	*4*	*3*	*14*	*5*	*4*	357
Did not work at home in previous week but possible to work at home	*10*	*13*	*5*	*8*	*12*	*9*	794
Not possible to work at home	*82*	*83*	*90*	*60*	*81*	*83*	6,263
All	*100*	*100*	*100*	*100*	*100*	*100*	7,670
Sample size (individuals)	7,670	5,048	1,701	921	4,035	3,635	.

Frequency of working at home instead of usual place of work
(excludes those who always work at home)

3 or more times a week	*9*
Once or twice a week	*17*
Less than once a week, more than twice a month	*6*
Once or twice a month	*15*
Less than one a month, more than twice a year	*12*
Once or twice a year	*9*
Less than once a year or never	*32*
All	*100*
Sample size (individuals)	1,143

Possible to work at home without telephone or computer
(for those who work at home at least once or twice a year)

	Telephone	Computer
Never use	*21*	*19*
Would always be possible	*3*	*4*
Would sometimes be possible	*12*	*11*
Would never be possible	*64*	*67*
All	*100*	*100*
Sample size (individuals):	773	773

Deliveries of goods and services (Table 7.6 and Chart 7.2)

- Questions were asked in the 2002 survey about deliveries of goods and services to give an indication of travel saved by respondents. 64 per cent of all households ordered goods over the phone, by post or on the internet. Households with cars were much more likely to do so.
- The most popular order was for clothes, by 57 per cent of those who ordered goods, holiday or travel tickets (52 per cent), followed by books, CDs or software (49 per cent). This pattern was reflected in information on goods last ordered.
- 41 per cent of those who ordered goods did so at least once a month and 7 per cent did so at least once a week. 61 per cent of goods were ordered by phone, 25 per cent over the internet and 14 per cent by post.

Chart 7.2a: Type of goods ordered in last delivery: 2002

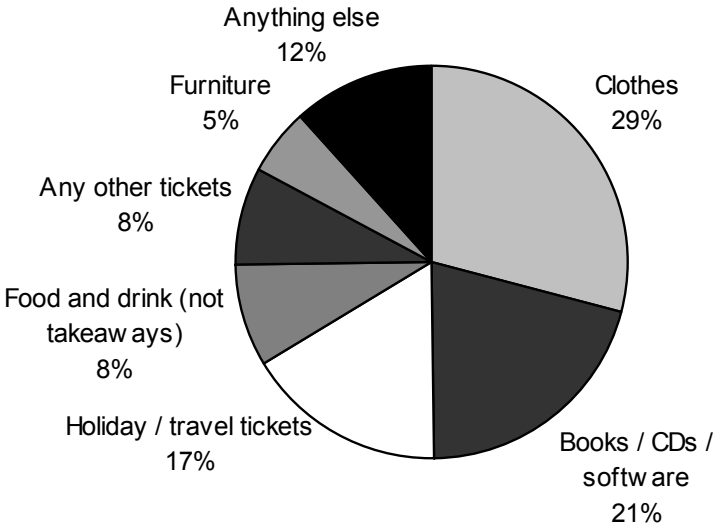


Chart 7.2b: How last delivery ordered: 2002

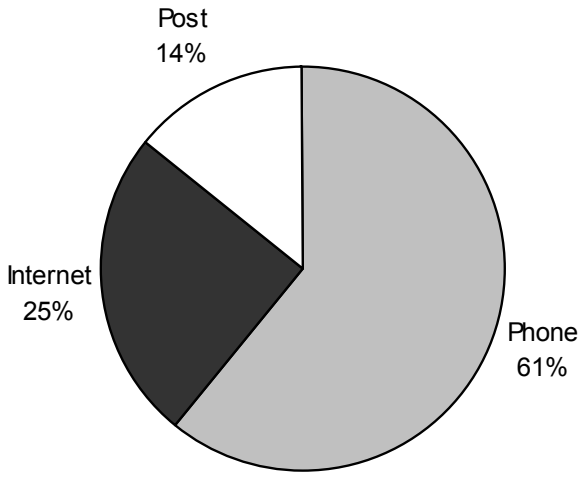


Table 7.6: Deliveries of goods and services by car ownership: 2002

Percentage

	No car	One car	Two or more cars	All households
Types of goods ordered over the phone, by post or on the internet: (as percentage of those who ordered any goods[1])				
Clothes	*58*	*57*	*58*	*57*
Books/CDs/software	*36*	*48*	*59*	*49*
Food and drink (not takeaways)	*16*	*17*	*27*	*20*
Furniture	*22*	*20*	*25*	*22*
Holiday/travel tickets	*30*	*51*	*67*	*52*
Any other tickets	*14*	*32*	*51*	*35*
Anything else	*14*	*18*	*24*	*19*
Households ordering any goods	*41*	*68*	*83*	*64*
Households not ordering any goods	*59*	*32*	*17*	*36*
All households	*100*	*100*	*100*	*100*
Sample size: households	2,064	3,505	1,868	7,437
How often goods are ordered over the phone, by post or the internet:				
At least once a week	*6*	*6*	*8*	*7*
More than twice a month	*6*	*7*	*10*	*8*
Once or twice a month	*26*	*26*	*29*	*27*
More than twice a year	*33*	*34*	*35*	*34*
Once or twice a year	*24*	*23*	*16*	*21*
Less than once a year	*6*	*4*	*2*	*4*
All households	*100*	*100*	*100*	*100*
Sample size: households	839	2,370	1,556	4,765

Last delivery: type of goods (if order at least once a year)		**Last delivery: how ordered** (if order at least once a year)	
Clothes	*29*	Phone	*61*
Books/CDs/software	*21*	Post	*14*
Food and drink (not takeaways)	*8*	Internet	*25*
Furniture	*5*	All	*100*
Holiday/travel tickets	*17*		
Any other tickets	*8*		
Anything else	*12*		
All	*100*		
Sample size (households)	4,585	Sample size (households)	4,574

1 Percentages add to more than 100 as more than one reason can be given

Transport as a factor in choice of home (Table 7.7)

- Respondents who had moved house in the previous 3 years were asked why they had moved, in order to assess the importance of transport as a factor in choice of a home. The most common reasons, each given by a quarter, were to live in a larger or better home or a better neighbourhood. To be closer to family or friends was mentioned by 15 per cent and to be closer to work/school by 12 per cent.

Table 7.7: Transport as a factor in choice of home [1]: 2002

Percentage/number

	Any reason	Main reason
Reasons for moving to address		
Larger or better house/flat	*26*	*19*
Better neighbourhood	*24*	*14*
Closer to family/friends	*15*	*8*
Closer to work/school	*12*	*7*
Moved in/split up with partner	*12*	*9*
To live independently	*12*	*9*
Wanted to buy	*10*	*7*
Change of employment	*9*	*8*
Smaller or cheaper house/flat	*9*	*6*
Closer to shops/leisure facilities	*5*	*1*
Better public transport	*3*	*1*
Other reason	*12*	*11*
All households	.	*100*
Sample size (households) [1]:	1,751	1,751
Importance of public transport availability when choosing home		
Very important	*24*	
Fairly important	*20*	
Not very important	*23*	
Not at all important	*33*	
All households	*100*	
Sample size (households) [1]:	1,747	

1 For those who moved in the last 3 years

Section 8: Travel by trip purpose and main mode

This section looks at trips made and distance travelled by a cross-tabulation of main mode of the trip and the purpose.

Chart 8.1: Trips made by selected main mode and purpose: 2002
Revised July 2004

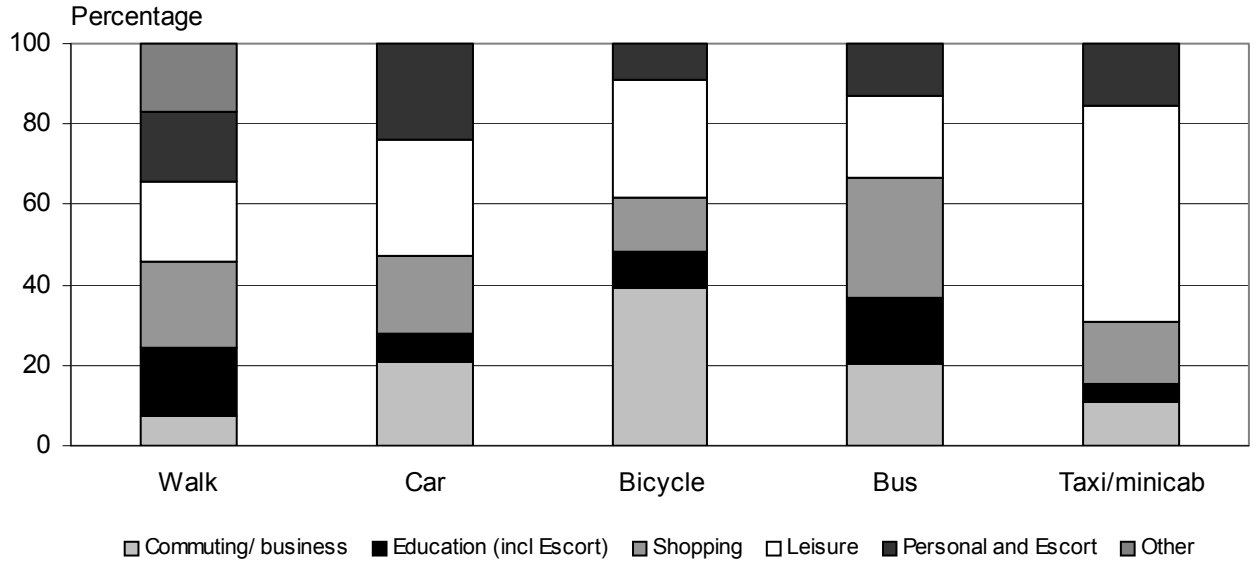


Chart 8.2: Trips made by purpose and main mode: 2002
Revised July 2004

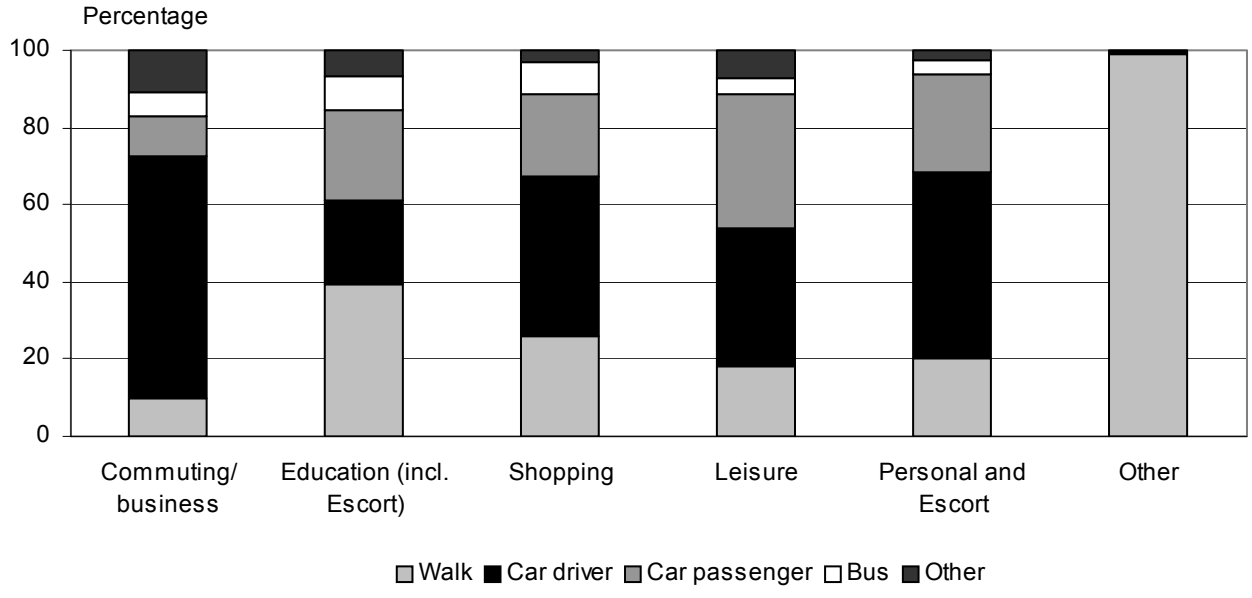


Table 8.1: Trips per person per year by purpose and main mode: 2002

Revised July 2004 Trips

	Walk	Bicycle	Car driver	Car pass-enger	Motor-cycle	Other private	Local stage bus	Surface rail/under ground	Other public	All modes
Commuting/ business	18	6	117	19	2	1	12	10	2	185
Education/ escort education	41	1	23	24	-	4	9	2	1	105
Shopping	52	2	83	42	-	-	17	1	2	201
Other escort/ personal business	43	1	100	53	-	1	8	1	2	209
Leisure	48	4	96	92	1	2	11	4	7	266
Other	41	-	-	-	-	-	-	-	-	41
All purposes	243	15	419	230	3	9	57	18	14	1,008

Table 8.2: Distance travelled per person per year by purpose and main mode: 2002

Revised July 2004 Miles

	Walk	Bicycle	Car driver	Car pass-enger	Motor-cycle	Other private	Local stage bus	Surface rail/under ground	Other public	All modes
Commuting/ business	14	14	1,373	183	15	32	61	239	62	1,977
Education/ escort education	26	2	82	78	-	37	46	20	5	296
Shopping	30	3	439	288	2	5	67	18	7	857
Other escort/ personal business	26	2	557	317	4	16	27	25	9	979
Leisure	33	12	1,092	1,187	12	89	55	168	89	2,725
Other	40	-	3	1	-	-	-	-	-	45
All purposes	169	32	3,546	2,054	33	178	256	471	172	6,879

Appendix A: National Travel Survey- notes and definitions

Personal travel

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

Trips in course of work

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

Leisure travel

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

Geographical coverage

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

Trips

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

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

Trips under 1 mile

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

Stages

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

Distance travelled

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

Series of calls trips

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

Modes of travel

Walks of less than 50 yards are excluded.

Car includes light vans, Land Rovers and privately owned lorries.

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

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

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

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

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

Main mode of travel

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

Trip purposes

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

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

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

Other work - trips to work from a place other than home or in course of work, e.g. coming back to work from going to the shops during a lunch break.

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

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

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

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

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

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

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

Households

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

Work status

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

Household income

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

Real household income equivalent

Because of price inflation, and because household size and composition is not taken into account in the simple measure of household income, a measure of household affluence, known as real household income equivalent, is used. Household income equivalent scales are used to assign values to adults and children within a household - a technique used by the Department for Work and Pensions when assessing Housing Benefit Scales. 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:

Head of household single parent	0.71
Other head of household	0.61
Wife of other head of household	0.39
Adult dependant	0.36
Unrelated adult	0.38-0.43 (depending on no. of adults in household)
Child aged under 2	0.09
Child aged 2-4 years	0.18
Child aged 5-7 years	0.21
Child aged 8-10 years	0.23
Child aged 11-12 years	0.25
Child aged 13-15 years	0.27

Household vehicles

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

Access to cars

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

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

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

Type of area

The classification is based on that introduced for the 1991 Census of Population, by the Office of Population Censuses and Surveys (now the Office for National Statistics) and the Department of the Environment (now the Office of the Deputy Prime Minister). It 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 including the majority of the population of at least four Enumeration Districts from the 1991 Census. Urban areas, thus defined but less than 200 metres apart are combined into a single urban area. (See ONS, Census 1991: Key Statistics for Urban Areas, Great Britain.)

For NTS purposes, urban areas are grouped into the following categories:

London built-up area – the continuous built-up area around and including London;

Metropolitan built-up areas - the built-up areas within the administrative areas of the former metropolitan counties of Greater Manchester, Merseyside, the West Midlands, West Yorkshire, Tyne & Wear and Strathclyde;

Large urban - self-contained urban areas of more than 250,000 population (in 1991);

Medium urban - self-contained urban areas of not more than 250,000 population (in 1991), but more than 25,000;

Small urban - self-contained urban areas of not more than 25,000 population (in 1991), but more than 3,000;

Rural - Other areas are designated ‘rural’, including ‘urban areas’ under 3,000 population (in 1991).

Index of Multiple Deprivation 2000 (IMD)

The Indices of Deprivation 2000 are measures of deprivation for every ward and local authority area in England. The overall Index of Multiple Deprivation (IMD) used in this bulletin combines six separate indicators (Income; Employment; Health Deprivation and Disability; Education, Skills and Training; Housing; and Geographical Access to Services) into a single deprivation score for each area. Each ward is ranked according to an overall deprivation score, and the ranking list divided into 10 equal groups, or deciles. The analysis here uses the decile of the ward level IMD.

Index

(Table numbers)