

# *Transport Statistics Bulletin*

National Travel Survey:  
1999/2001 Update

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

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

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

**Conversion factors:**

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

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

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

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\* New section

## **Symbols and conventions**

### Rounding of figures.

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

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

# Acknowledgements

The survey was carried out by the Social Survey Division (SSD) of the Office for National Statistics (ONS). Special thanks are due to Ashley Kershaw and Jeremy Barton, whose continued hard work has contributed so much to maintaining the high quality of National Travel Survey data.

Thanks are also due to the interviewers, for continuing to achieve a good response rate for the National Travel Survey, and to the ONS headquarters staff.

Finally, 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 is given 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).
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 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

- On average, **Great Britain residents travelled 6,815 miles** each year in the period 1999/2001. This was an increase of 5 per cent since 1989/1991, owing to the increasing length of trips. In 1989/1991, the **average trip length** was 5.9 miles, but this had increased by 13 per cent to 6.7 miles in 1999/2001.
- The **average number of trips** made in 1999/2001 was 1,019 per person per year, 7 per cent less than in 1989/1991.
- 28 per cent of households in Great Britain **did not have access to a car** in 1999/2001, compared with 33 per cent in 1989/1991. This varied from 15 per cent in rural areas to 38 per cent in metropolitan built-up areas (figures revised December 2002). Only 20 per cent of people lived in households without a car as households without cars tend to be smaller than average.
- **Car travel** accounted for four fifths of the total distance travelled. Overall, the distance travelled by car increased by 11 per cent during the 1990s.
- The number of **local bus trips** made outside London dropped by 30 per cent between 1989/1991 and 1999/2001. In contrast the number of London bus trips rose 25 per cent.
- Between 1989/1991 and 1999/2001, the **average length of shopping trips** increased by 27 per cent, **commuting** trips by 17 per cent and **education trips** by 17 per cent. We are also choosing to **travel further to visit friends**, both in their homes (with trips averaging nearly 9 miles) and in other places such as pubs and restaurants (averaging 5½ miles).
- Since 1989/1991, the proportion of primary-aged **children walking to school** has declined from 62 to 54 per cent, with an increase from 27 to 39 per cent in the numbers being driven to school. For secondary school pupils there was a similar, though smaller, shift from walking to car use, and a small increase in bus use.
- **Walking** fell by 20 per cent during the 1990s to 189 miles per person per year, accounting for under 3 per cent of the total distance travelled compared with 4 per cent in 1989/1991.
- In 1999/2001, 82 per cent of adult men (aged 17 and over) held **full car driving licences**, but only 60 per cent of women. However, licence holding has increased rapidly among women, rising by over a fifth from 49 per cent in 1989/1991, while the proportion of men holding licences changed little during the same period.

### In 1999/2001:-

- **Men** made an average of 1,031 trips per year, 2 per cent more than **women**, but travelled just over 8,000 miles a year, 41 per cent more than women. The difference was greatest among those aged 40-49, where men travelled 58 per cent further than women on average.
- 60 per cent of cars on the road had only one occupant. For commuting and business travel the rate was 84 per cent.
- 25 per cent of trips were **under 1 mile**, 80 per cent of which were on foot. Car was the dominant mode of transport for all trips over 1 mile.
- Those in the highest **income** band on average travelled over 3 times as far as those in the lowest band (11,048 miles compared with 3,396 miles).

- On average we spent about one hour a day travelling around Great Britain. Approximately 36 minutes (61 per cent) of this **time** was spent travelling by car and 11 minutes walking.
- **Londoners** travelled about 5½ thousand miles in the year while those living in the **South East** (excluding London) averaged over 8 thousand miles.
- **Children** aged 16 and under made half of their trips as car passengers, with most of the rest on foot (36 per cent). Women made 28 per cent of their trips on foot, compared with 24 per cent for men.
- In total, **leisure purposes** accounted for 31 per cent of all trips in 1999/2001. 21 per cent of trips were to and from the shops, and 15 per cent were to and from work.
- In terms of **distance**, 39 per cent of mileage was for leisure purposes, 19 per cent for commuting, 13 per cent for shopping and 10 per cent for business travel.
- In the 17-59 year old age group, **men** made 27 per cent of their trips **commuting** to and from work, with an additional 7 per cent travelling on **business**. For **women**, only 19 per cent of trips were to and from work, and 3 per cent on business.
- The peak age for **bicycle use** was 17-20 years. Males of this age made about four times as many bicycle trips as females. However, even for this peak age, cycling accounted for only 4 per cent of their trips.
- 87 per cent of households in Great Britain lived within 6 minutes **walk of a bus stop**, but 56 per cent of households lived about a 25 minute walk from the **nearest rail station**.

## The Government's 10 Year Plan

- The Government's 10 year Plan includes two targets for England which are monitored using NTS data:
  - to triple the number of cycling stages compared with the 2000 base of 18 stages per person per year. The estimate for 2001 was 15 stages per person per year. However, figures for single years need to be treated with caution because the sample sizes are small. The change in the number of stages per person per year between the three year periods 1996/1998 and 1999/2001 was smaller – from 18 to 17.
  - to achieve a one-third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010. This represents an increase from the 1996/1998 baseline figure to 48 per cent. The level for 1999/2001 was 48 per cent (figures revised December 2002)
- The 10 Year Plan also includes a commitment to monitor changes in modal share for passenger trips covering car, public transport modes, cycling and walking. This is covered in Section 3.

## Section 1: Introduction

This bulletin presents 2001 data from the National Travel Survey (NTS), normally by aggregating the three years 1999-2001. It updates the basic National Travel Survey (NTS) tables that appeared in 'National Travel Survey: 1998/2000 Update', published in 2001.

Every third year a more detailed report, 'Focus on Personal Travel', is published. The 2001 edition brought together information from the 1998/2000 survey<sup>1</sup> and other sources and included sections on variations in travel by social background and geography, and also on expenditure on travel and attitudes to transport issues. Further analyses using NTS data, also appear in the annual publication 'Transport Trends'.

In addition, eleven titles in a series of factsheets on personal travel are available for 1997/1999 data. 1999/2001 factsheets should be available by the end of the year:

- |                             |   |
|-----------------------------|---|
| 1 GB National Travel Survey | 7 Car use in Great Britain                          |
| 2 Travel to school          | 8 Bus use in Great Britain                          |
| 3 Travel to work            | 9 Taxi and PHV use in Great Britain                 |
| 4 Walking in Great Britain  | 10 Motorcycling in Great Britain                    |
| 5 Cycling in Great Britain  | 11 Travel in urban and rural areas of Great Britain |
| 6 Travel to the shops       |   |

Factsheets are available free from DTLR by e-mail at [national.travelsurvey@df.gov.uk](mailto:national.travelsurvey@df.gov.uk), or on 020 7944 3097, and can be viewed with chart data on the DTLR transport statistics website at: [www.transtat.dft.gov.uk/personal](http://www.transtat.dft.gov.uk/personal)

### Background to the National Travel Survey

The 1999/2001 National Travel Survey (NTS) consists of data from the latest three years of the continuous survey that began in July 1988. Earlier full survey reports covered the years 1989/1991, 1992/1994, 1995/1997 and 1998/2000, with interim reports on 1991/1993, 1993/1995 and 1994/1996 data, and update bulletins covering 1996/1998 and 1997/1999 data.

The NTS sampled 5,040 addresses each year from 1989 to 1999, but, in common with other major Government surveys, the NTS has experienced declining response rates during the 1990s, and so the number of fully responding households fell to about 3,000 a year (Table 1.1). In 2000 and 2001 the NTS sampled 5,796 addresses, thus increasing the number of fully responding households to 3,435 and 3,469 respectively.

During the period January 1999 to December 2001, individuals in 9,924 households completed a seven day travel diary, covering all travel over 50 yards in distance. Details included purpose and method of travel, time of day and length of trip. They also provided personal information, such as age, sex, working status, car access and driving licence holding.

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<sup>1</sup> Published by The Stationery Office (see back cover), priced £32. ISBN: 0 11 552302 2

In order to minimise the burden of completing the diaries, respondents only included walks of under a mile on the seventh day, but data in 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, and in the 10 year plan ‘Transport 2010’, published in July 2000. Other important uses include the forecasting of future traffic levels, and monitoring accident rates amongst different types of road user. NTS data will also be used to monitor progress towards 10 year plan targets on bus availability in rural areas and on cycling.

## **Time period covered**

The period covered in most tables in this bulletin is three years (1999 to 2001), because the annual sample size of the continuous survey is about one-third of that needed to provide reliable information about trips undertaken. However, for certain stable groups of the sample, information for shorter periods of time are shown (see Table 1.2). In contrast, for small samples (such as long distance travel), information for periods longer than three years are required for reliable analyses.

## **Topics covered in the bulletin**

Section 2 covers trends in personal travel, Section 3 has the main tables on mode share, Section 4 covers purpose of travel and Section 5 includes other topics, including vehicle mileage. Section 6 reproduces some of the most important tables at regional level. Section 7 presents a cross analysis of purpose by mode. Because of small sample sizes, breakdowns are sometimes less detailed than for national tables.

## **Technical reports**

More details about the 2001 survey are included in the 2001 Technical Report, available on [www.transtat.dft.gov.uk/personal](http://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. Copies of that and earlier Technical Reports are available from the Office for National Statistics (ONS), telephone 01633 812 078. (see above).

## **Changes in sampling**

Sampled addresses are chosen to be representative of GB at the regional level, but because response rates are consistently lower in London than elsewhere, the London sample was boosted in 1993, and again in 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 Underground and rail travel.

## **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 over a three year period), but may give misleading information when considering data from small samples, for example cyclists in a particular age band in a particular region.

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 (see above).

### Availability of unpublished data

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

### Availability of this bulletin

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

### Comparisons with 1998/2000 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 1998/2000 publication and Focus on Personal Travel 2001 Edition.

1999/ 2001 Bulletin	1998/ 2000 Bulletin	1998/ 2000 Focus	1999/ 2001 Bulletin	1998/ 2000 Bulletin	1998/ 2000 Focus	1999/ 2001 Bulletin	1998/ 2000 Bulletin	1998/ 2000 Focus
1.1	1.1	1.1	3.10	3.9	3.9	5.9	5.7	6.5
1.2	1.2	1.2	4.1	4.1	4.1	5.10	5.8	-
2.1	2.1	2.1	4.2	4.2	4.2	5.11	5.9	-
2.2	2.2	2.2	4.3	4.3	4.7	5.12	-	-
2.3	2.3	2.3	4.4	4.6	4.9	6.1	6.1	-
3.1	3.1	3.1	4.5	4.7	4.1	6.2	6.2	-
3.2	3.2	3.2	5.1	5.1	-	6.3	6.3	-
3.3	-	-	5.2	5.2	2.4	6.4	6.4	-
3.4	3.3	3.3	5.3	5.3	4.5	6.5	6.5	-
3.5	3.4	3.4	5.4	-	-	6.6	6.6	-
3.6	3.5	-	5.5	-	-	6.7	6.7	-
3.7	3.6	3.5	5.6	5.4	-	6.8	6.8	-
3.8	3.7	3.7	5.7	5.5	-	7.1	B1	-
3.9	3.8	3.8	5.8	5.6	6.4	7.2	B2	-

## Summary of basic statistics

Table 1.1 provides information taken from the 1990-2001 databases. The 1989/1991, 1992/1994, 1996/1998 and 1999/2001 basic statistics are also shown for reference.

**Table 1.1: Unweighted sample numbers on which analyses are based**

	Number/thousands											
	1989/ 1991		1992/ 1994		1996/ 1998		1999/ 2001					
Households	10,752		10,296		9,284		9,924					
Individuals	26,285		24,671		21,980		23,004					
Children (<16)	5,550		5,356		4,749		4,856					
Adults (16+)	20,735		19,315		17,231		18,148					
Motor vehicles	10,585		10,179		9,647		10,696					
Cars (see definition)	10,044		9,705		9,321		10,317					
4-wheeled cars	9,379		9,048		8,709		9,666					
Trips	442,118		398,460		360,012		374,678					
Stages	465,880		416,703		374,232		389,432					
Great Britain demographic data for survey periods:												
Population ('000s)	55,984		56,567		57,340		n/a					
Grossing up factors	2,130		2,293		2,609		n/a					
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Households	3,535	3,542	3,453	3,418	3,425	3,339	3,210	3,139	2,935	3,020	3,435	3,469
Individuals	8,592	8,692	8,320	8,161	8,190	8,029	7,665	7,473	6,842	6,970	8,056	7,978
Children (<16)	1,837	1,829	1,752	1,796	1,808	1,810	1,666	1,650	1,433	1,466	1,731	1,659
Adults (16+)	6,755	6,863	6,568	6,365	6,382	6,219	5,999	5,823	5,409	5,504	6,325	6,319
Motor vehicles	3,445	3,617	3,467	3,346	3,366	3,422	3,288	3,238	3,121	3,217	3,772	3,707
Cars (see definition)	3,276	3,434	3,283	3,206	3,216	3,267	3,167	3,124	3,030	3,119	3,618	3,580
4-wheeled cars	3,076	3,210	3,068	2,997	2,983	3,078	2,955	2,925	2,829	2,927	3,390	3,349
Trips	145,284	144,866	136,410	128,946	133,104	130,415	124,748	122,397	112,867	114,501	130,179	129,998
Stages	153,095	152,348	142,785	134,690	139,228	135,997	129,690	127,273	117,269	119,072	136,324	134,036
Great Britain demographic data for survey periods:												
Population ('000s)	55,972	56,207	56,388	56,559	56,753	56,957	57,138	57,334	57,548	57,809	58,058	n/a
Grossing up factors	6,514	6,467	6,777	6,930	6,930	7,094	7,454	7,672	8,411	8,294	7,207	n/a

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 1990 to 2001 are also shown.

**Table 1.2: Basic travel statistics**

	Number/percentage			
	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
Yearly averages for GB residents:				
No. of trips	1,091	1,053	1,051	1,019
No. of trips (1 mile+)	771	742	764	767
Miles travelled	6,475	6,439	6,728	6,815
Miles travelled by car	5,110	5,235	5,536	5,565
Hours travelled	370	359	357	360
Vehicles per household	0.98	0.99	1.04	1.08
Cars per household	0.93	0.94	1.00	1.04
Cars per adult (16+)	0.48	0.50	0.54	0.57
Annual mileage per 4-wheeled car (drivers' estimate)	9,630	9,580	9,360	9,230
% of men with full car driving licence	80	81	81	82
% of women with full car driving licence	49	54	58	60
Individuals per household	2.44	2.40	2.37	2.32
% of hholds with bus service at least every 15 minutes	36	38	35	33
% of hholds with bus service (at least hourly) within 13 minutes walk	88	89	88	89
% of 4-wheeled cars that are company cars	10	9	8	7

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
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
No. of trips (1 mile+)	776	768	753	729	745	752	764	758	770	769	766	765
Miles travelled	6,550	6,500	6,466	6,455	6,397	6,684	6,637	6,678	6,888	6,864	6,779	6,810
Miles travelled by car	5,170	5,180	5,200	5,252	5,254	5,383	5,508	5,498	5,653	5,537	5,518	5,636
Hours travelled	369	368	361	355	362	355	358	353	360	358	360	360
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
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
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
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
% of men with full car driving licence	80	81	81	81	81	81	81	82	81	84	82	82
% of women with full car driving licence	50	51	53	55	53	58	55	58	60	60	61	60
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
% of hholds with bus service at least every 15 minutes	37	37	35	37	42	35	35	34	35	31	33	36
% of hholds with bus service (at least hourly) within 13 minutes walk	87	89	88	89	91	88	89	87	87	88	89	90
% of 4-wheeled cars that are company cars	11	9	9	9	9	8	8	7	8	7	8	7

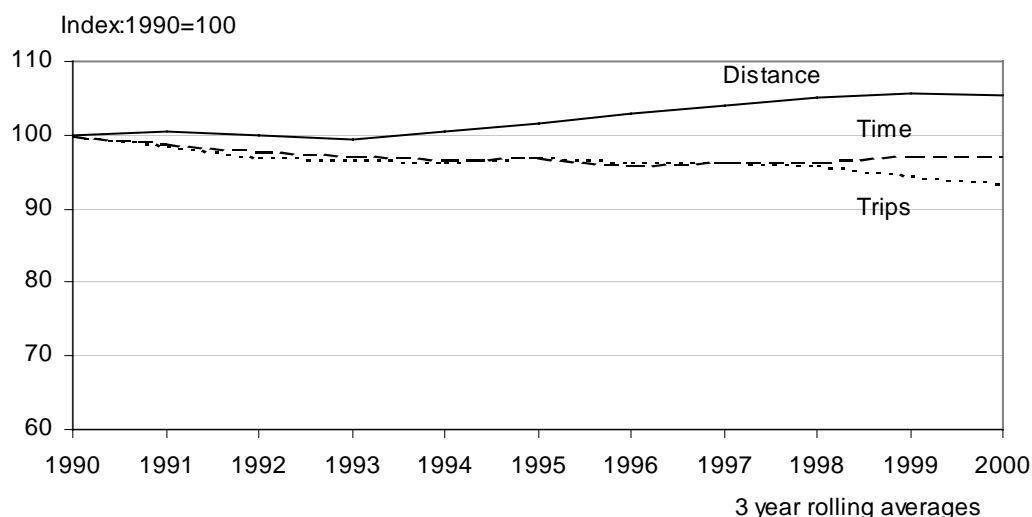
## Section 2: Trends in personal travel

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 risen steadily, with the exception of a small fall during the recession of the early 1990s. The number of trips and the time taken have fallen over the same period. (Chart 2.1).
- On average, we travelled 6,815 miles each year in the period 1999/2001. This was an increase of 5 per cent from 1989/1991, owing to the increasing length of trips. In 1999/2001, the average trip was 6.7 miles compared with 5.9 miles in 1989/1991.
- 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, by about four per cent a year between 1985/1986 and 1989/1991, and then by just over ½ per cent per year between 1989/1991 and 1999/2001.
- The average number of trips made decreased by 7 per cent between 1989/1991 and 1999/2001 from 1,091 per person per year to 1,019.
- Although there has been a steady increase in the distance travelled, the average time spent travelling is almost unchanged since 1972/1973. The average time spent travelling during 1999/2001 was 360 hours per person per year, or just under an hour per day. With increases in car ownership this has 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 to 2000**

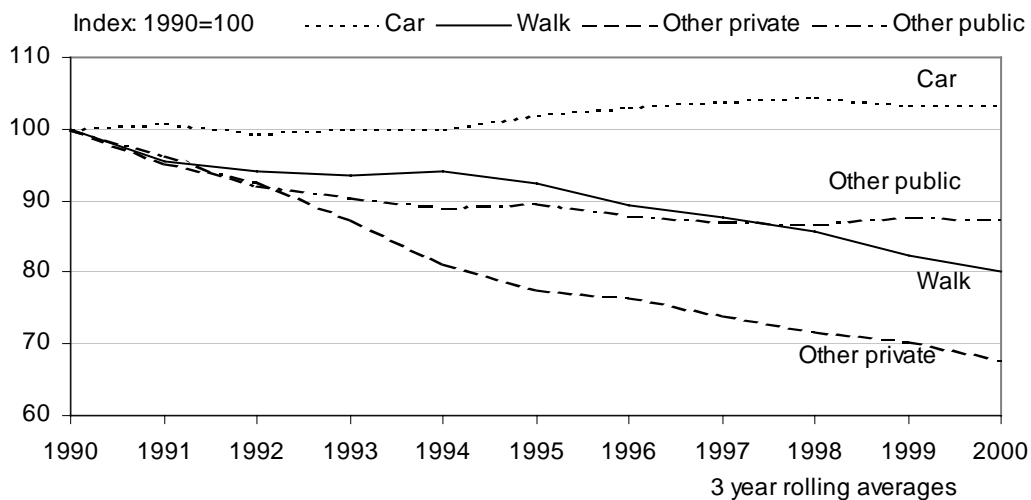


- The number of car trips has increased slightly over the years, while trips by other modes have fallen (Chart 2.2). The distance travelled by car has risen during the 1990s. The distance walked fell sharply in the early 1990s, but then stabilised. The distance travelled by public transport trips fell in the early 1990s but then increased in the latter part of the decade (Chart 2.3).

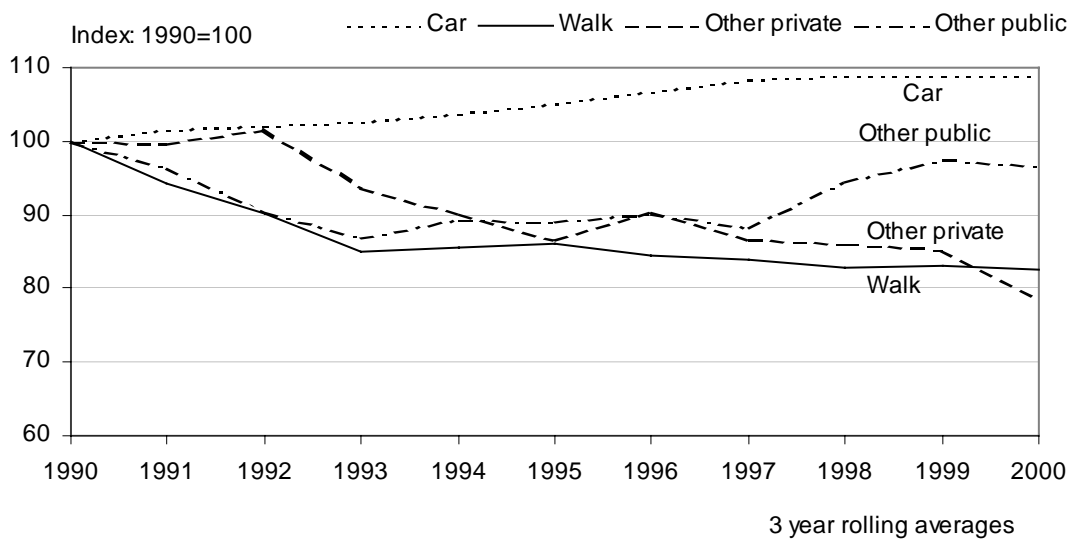
**Table 2.1 Distance, trips and hours travelled per person per year: 1965 to 1999/2001**

	Distance travelled (miles)		Number of trips		Time taken	Miles/trips/hours
	All trips	Trips of 1 mile or more	All trips	Trips of 1 mile or more	(hours)	Average trip length (miles)
					All trips	All trips
1965	..	3,660	..	584	..	..
1972/1973	4,476	4,357	956	594	353	4.7
1975/1976	4,740	4,638	935	659	330	5.1
1978/1979	4,946	4,828	1,097	736	376	4.5
1985/1986	5,317	5,192	1,024	689	337	5.2
1989/1991	6,475	6,353	1,091	771	370	5.9
1992/1994	6,439	6,322	1,053	742	359	6.1
1996/1998	6,728	6,617	1,051	764	357	6.4
1999/2001	6,815	6,717	1,019	767	360	6.7

**Chart 2.2 Trends in number of trips: 1990 to 2000**



**Chart 2.3 Trends in distance travelled: 1990 to 2000**

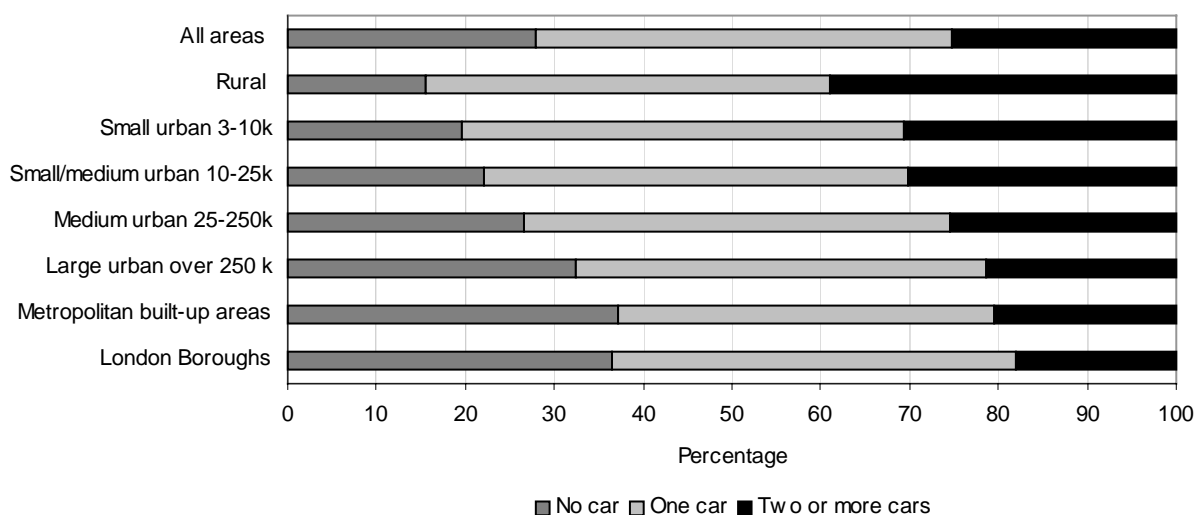


## Trends in car ownership (Table 2.2 and Chart 2.4)

- The proportion of households in Great Britain without access to a car fell from 33 per cent in 1989/1991 to 28 per cent in 1999/2001. This proportion varied from 15 per cent in rural areas to 38 per cent in metropolitan built-up areas (figures revised December 2002)
- Only 20 per cent of people lived in households without a car as households without cars tend to be smaller than average.
- One in four households in GB had access to two or more cars in 1999/2001.
- In the South East (excluding London Boroughs), only one household in five did not have a car, and a third had two or more cars.

**Chart 2.4 Household car ownership by area type: 1999/2001**

Revised December 2002



## Trends in driving licence holding (Table 2.3)

- In 1999/2001, 82 per cent of adult men (aged 17 and over) held full car driving licences, but only 60 per cent of women. However, licence holding has increased rapidly among women, rising by over a fifth from 49 per cent in 1989/1991, while the proportion of men holding licences changed little during the same period.
- The peak licence holding age group for men was 40-49, with 91 per cent holding driving licences. The peak age for women was 30-49, with 77 per cent holding licences.
- The gap between men and women holding licences is closing in each age group, although young men (under 29 years old) are still much more likely to hold licences. The reduction in young driving licence holders (aged 17-20) has probably been due to the introduction of the new theory test in July 1996.
- The most striking change has been among older women; nearly three in five women aged 60-69 have licences, and one in five of those aged 70 and over. 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 2.2 Household car ownership by area of residence: 1999/2001**

						Percentage/number	
	No car	One car	Two cars	Three or more cars	All households	Cars per household	Cars per adult (17+)
London Boroughs	37	45	15	3	100	0.86	0.49
Other English Metropolitan areas	35	45	18	2	100	0.89	0.50
South East excl. Greater London	20	47	27	6	100	1.24	0.67
Rest of England and Wales	25	48	24	3	100	1.09	0.60
Scotland	33	46	19	2	100	0.94	0.53
All areas 1999/2001	28	47	22	4	100	1.04	0.58
London Boroughs	37	45	15	3	100	0.86	0.49
Metropolitan built-up areas	38	42	18	2	100	0.87	0.48
Other urban areas with population:-							
Over 250 thousand	32	47	19	2	100	0.96	0.55
25 to 250 thousand	27	48	22	3	100	1.04	0.58
10 to 25 thousand	23	48	25	4	100	1.13	0.63
3 to 10 thousand	21	49	26	4	100	1.18	0.64
Rural areas	15	47	32	6	100	1.34	0.72
All areas 1999/2001	28	47	22	4	100	1.04	0.58
1985/1986	38	45	15	2	100	0.82	0.42
1989/1991	33	45	19	3	100	0.93	0.48
1992/1994	33	44	20	3	100	0.94	0.50
1996/1998	30	45	21	4	100	1.00	0.55

1 South East as defined by Standard Statistical Regions. See Appendix B.

**Table 2.3 Full car driving licence holders by age and sex: 1975/1976 to 1999/2001**

									Percentage/millions
	17-20	21-29	30-39	40-49	50-59	60-69	70 and over	All aged 17+	Estimated licence holders (m)
<b>All adults</b>									
1975/1976	28	59	67	60	50	35	15	48	19.4
1985/1986	33	63	74	71	60	47	27	57	24.4
1989/1991	43	72	77	78	67	54	32	64	28.0
1992/1994	48	75	82	79	72	57	33	67	29.0
1996/1998	43	73	82	82	76	64	38	69	31.0
1999/2001	36	73	83	84	78	71	44	71	32.3 <sup>P</sup>
<b>Males</b>									
1975/1976	36	78	85	83	75	58	32	69	13.4
1985/1986	37	73	86	87	81	72	51	74	15.3
1989/1991	52	82	88	89	85	78	58	80	16.9
1992/1994	54	83	91	88	88	81	59	81	17.1
1996/1998	48	79	89	90	88	82	64	81	17.7
1999/2001	41	81	89	91	88	86	69	82	18.4 <sup>P</sup>
<b>Females</b>									
1975/1976	20	43	48	37	24	15	4	29	6.0
1985/1986	29	54	62	56	41	24	11	41	9.2
1989/1991	35	64	67	66	49	33	15	49	11.2
1992/1994	42	68	73	70	57	37	16	54	12.1
1996/1998	38	68	75	73	63	48	20	58	13.4
1999/2001	31	66	77	77	69	57	25	60	14.2 <sup>P</sup>

## Section 3 How people travel

Tables 3.1 to 3.10 show details of how people travelled in Great Britain in 1999/2001, with some comparisons by mode over time. 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.

### 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 11 per cent between 1989/1991 and 1999/2001. Car passenger mileage has remained fairly constant in recent years, in contrast to increasing car driver mileage.
- Walking fell by 20 per cent during the 1990s to 189 miles per person per year, and now accounts for under 3 per cent of the total distance travelled compared with 4 per cent in 1989/1991.
- The distance travelled on buses outside London has declined by 17 per cent since 1989/1991. This is in contrast to an increase of over a quarter in the use of London buses, and an increase in the distance travelled on London Underground of 15 per cent.
- There has been a substantial increase of 45 per cent since 1989/1991 in the average distance travelled by taxi and minicab. There has also been an increase in the 'other public' category, which is dominated in terms of distance by domestic air travel (but not in numbers of trips).
- 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, although in 1999/2001 the average distance recorded was only 7½ miles per person per year.

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

- The total number of trips has fallen 7 per cent since 1989/1991. In contrast, average trip lengths increased by 13 per cent, from 5.9 miles in 1989/1991 to 6.7 miles in 1999/2001.
- The dominance of the car over other modes is apparent, with a steady increase in the number of car trips made. The number of taxi and minicab trips was 6 per cent higher in 1999/2001 than in 1989/1991.
- The number of trips that were mainly on foot fell by a fifth between 1989/1991 and 1999/2001. Over the same period, the numbers of bicycle and motorcycle trips fell by a quarter and a half respectively, although the average length of these trips steadily increased.
- The number of local bus trips made outside London has dropped by 30 per cent since 1989/1991. In contrast, the number of London bus trips has risen 25 per cent. Surface rail (former British Rail) and London Underground usage have increased by about 7 per cent. Overall, in 1999/2001 the longest average trip lengths were by coach at 63 miles, and surface rail at 31 miles. Car trips averaged approximately 8.7 miles.
- The 10 Year Plan targets for bus and rail use are monitored using returns from operators as the NTS does not measure all trips, for example the NTS excludes tourists and some students.

**Table 3.1 Average distance travelled by mode of travel: 1975/1976 to 1999/2001**

	Miles/percentage							
	Miles per person per year						Percentage change to 1999/2001 from:	
	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	1985/ 1986	1989/ 1991
Walk	255	244	237	199	193	189	-22	-20
Bicycle	51	44	41	38	38	39	-11	-6
Private hire bus	150	131	123	110	103	95	-27	-23
Car only - driver	1,849	2,271	2,891	3,001	3,319	3,381	49	17
Car only - passenger	1,350	1,525	1,915	1,953	1,973	1,973	29	3
Motorcycle/moped	47	51	37	32	30	29	-42	-21
Van/lorry - driver	122	153	209	204	178	154	1	-26
Van/lorry - passenger	61	75	91	77	66	57	-24	-38
Other private vehicles	16	33	34	43	35	24	-27	-29
Bus in London <sup>1</sup>	57	39	36	40	52	46	17	27
Other local bus	372	258	238	219	197	199	-23	-17
Non-local bus	54	109	124	96	95	97	-11	-22
LT Underground <sup>1</sup>	36	44	49	50	51	57	29	15
Surface rail <sup>1</sup>	289	292	366	298	290	368	26	-
Taxi/minicab	13	27	42	38	50	61	124	45
Other public including air, ferries, light rail, etc.	18	22	40	41	57	48	115	19
<b>All modes</b>	<b>4,740</b>	<b>5,317</b>	<b>6,475</b>	<b>6,439</b>	<b>6,728</b>	<b>6,815</b>	<b>28</b>	<b>5</b>

<sup>1</sup> Figures may have been affected by increases in London sample sizes in 1993 and 2000.

**Table 3.2: Trips and average trip length by main mode: 1975/1976 to 1999/2001**

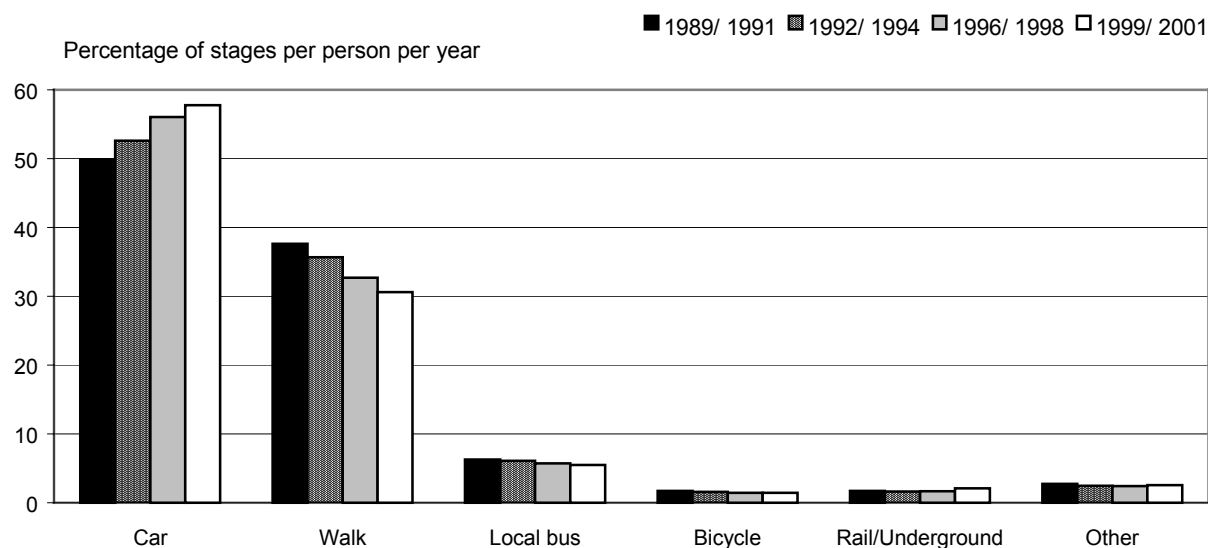
	Trips/miles											
	Trips per person per year						Average trip length					
	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
Walk	325	350	328	306	288	263	0.6	0.6	0.6	0.6	0.6	0.6
Bicycle	30	25	21	18	16	16	1.7	1.8	1.9	2.0	2.3	2.5
Car/van driver	262	317	387	389	409	407	7.5	7.6	8.0	8.2	8.5	8.7
Car/van passenger	167	200	232	229	234	231	8.4	8.0	8.6	8.9	8.7	8.8
Motorcycle	9	9	6	5	3	3	5.3	5.8	6.1	7.0	9.5	9.7
Other private	15	14	11	11	9	8	11.2	12.2	14.1	14.5	15.7	15.9
Bus in London	14	11	10	12	15	13	4.1	3.4	3.5	3.3	3.5	3.5
Other local bus	93	72	63	55	47	44	4.1	3.7	3.9	4.1	4.3	4.6
Non-local bus	1	2	2	2	2	2	36.9	72.2	63.7	60.0	63.2	63.2
LT underground	4	6	6	6	6	7	8.2	7.8	7.4	8.7	8.3	7.6
Surface rail	11	12	12	11	10	13	27.1	28.1	33.4	31.2	32.2	31.3
Taxi/minicab	3	7	11	9	11	12	4.8	4.1	3.4	3.8	4.0	4.7
Other public	-	1	1	1	1	2	35.3	18.6	56.6	31.0	50.0	26.7
<b>All modes</b>	<b>935</b>	<b>1,024</b>	<b>1,091</b>	<b>1,053</b>	<b>1,051</b>	<b>1,019</b>	<b>5.1</b>	<b>5.2</b>	<b>5.9</b>	<b>6.1</b>	<b>6.4</b>	<b>6.7</b>

Figures for trips excluding those under 1 mile for 1999/2001 are shown in Section 7.

## Proportion of stages (Table 3.3 and Chart 3.1)

- Between 1989/1991 and 1999/2001, the proportion of stages by car has increased from 50 per cent to 58 per cent, whilst the proportion by foot has fallen from 38 per cent to 31 per cent.

**Chart 3.1 Proportion of stages: 1989/1991 - 1999/2001**



**Table 3.3 Stages per person per year by mode: 1975/1976 to 1999/2001**

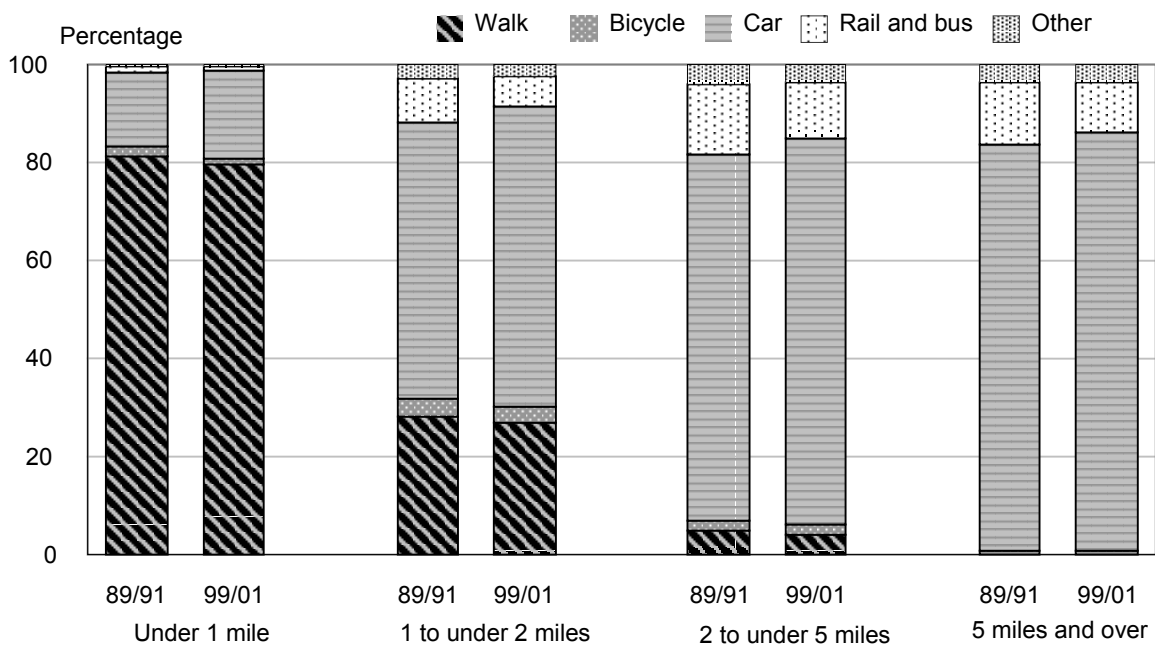
Percentage

	Great Britain					
	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
Walk	44	41	38	36	33	31
Bicycle	3	2	2	2	1	1
All car/van	39	44	50	53	56	58
Local bus	10	8	6	6	6	6
Rail/Underground	2	2	2	2	2	2
Other	3	3	3	2	2	3
All modes	100	100	100	100	100	100

### Trip length (Table 3.4 and Chart 3.2)

- The number of short trips has gradually fallen since 1989/1991, 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 five per cent of all trips made in 1999/2001 were under 1 mile, 80 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; 61 per cent of trips between 1 and 2 miles were by car, 79 per cent between 2 and 5 miles, and 87 per cent of trips between 10 and 50 miles. A slightly lower proportion of trips over 50 miles were by car, as rail use becomes more significant, accounting 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: 1989/1991 and 1999/2001**



**Table 3.4 Trips per person per year by distance and main mode: 1999/2001**

	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	Trips All lengths
Walk	201	49	12	-	-	-	-	-	263
Bicycle	4	6	5	1	1	-	-	-	16
Private hire bus	-	-	2	1	1	-	-	-	6
Car/van driver	27	70	135	83	64	18	6	3	407
Car/van passenger	17	42	79	45	32	10	4	2	231
Motorcycle	-	-	1	1	1	-	-	-	3
Other private	-	-	-	-	-	-	-	-	2
Bus in London	1	3	6	2	-	-	-	-	13
Other local bus	1	8	22	9	4	-	-	-	44
Non-local bus	-	-	-	-	-	-	-	-	2
LT Underground	-	-	2	3	2	-	-	-	7
Surface rail	-	-	1	2	5	3	1	1	13
Taxi/ minicab	1	3	5	2	1	-	-	-	12
Other public	-	-	1	1	-	-	-	-	2
<b>All trips:</b>									
1999/2001	253	182	271	152	111	32	13	7	1,019
1985/1986	335	187	250	133	84	22	9	4	1,024
1989/1991	319	195	279	151	101	28	12	6	1,091
1992/1994	311	177	269	150	101	28	12	6	1,053
1996/1998	287	182	266	157	111	29	12	7	1,051

	Under 1 mile	Under 2 miles	Under 5 miles	Under 10 miles	Under 25 miles	Under 50 miles	Under 100 miles	All lengths	Cumulative percentage/miles	Distance per person per year
Walk	77	95	100	100	100	100	100	100		165
Bicycle	23	59	90	96	100	100	100	100		38
Private hire bus	1	7	42	67	84	92	97	100		96
Car/van driver	7	24	57	77	93	98	99	100		3,526
Car/van passenger	8	26	60	79	93	97	99	100		2,026
Motorcycle	3	16	45	70	91	98	100	100		29
Other private	16	27	54	71	90	95	97	100		24
Bus in London	5	29	78	96	100	100	100	100		44
Other local bus	3	20	70	91	99	100	100	100		200
Non-local bus	1	2	9	15	35	59	79	100		99
LT Underground	1	6	32	77	99	100	100	100		51
Surface rail	-	1	9	25	64	85	94	100		408
Taxi/ minicab	6	31	76	92	98	99	100	100		57
Other public	3	14	44	77	93	93	94	100		51
<b>All modes</b>	<b>25</b>	<b>43</b>	<b>69</b>	<b>84</b>	<b>95</b>	<b>98</b>	<b>99</b>	<b>100</b>		<b>6,815</b>

## Time spent travelling (Table 3.5)

- The average resident of Great Britain spent about an hour a day travelling around Great Britain. Approximately 36 minutes (61 per cent) of this time was spent travelling by car and 11 minutes walking.
- The average trip time for all modes has remained constant at 20 to 21 minutes, in spite of increasing average trip lengths (see Table 3.2). This is partly because of the continued increase in travel by car.
- The time spent walking decreased between 1989/1991 and 1999/2001 by 17 per cent. On average, the GB resident spent a total of three days walking per year, or 11 minutes a day.
- Average bicycle and motorcycle trip times steadily increased over the years with the continuous increase in the average trip lengths (see Table 3.2), in contrast to the stable average of about 20 minutes for car trips.
- Public transport trip times ranged from an average of 30 minutes for local buses outside London, 38 minutes for London buses (although these trips were a shorter length on average), to 49 minutes for the London Underground and 77 minutes for surface rail services. Coach services averaged the longest trip times at over 2 hours.

**Table 3.5 Total time and average trip time by main mode: 1975/76 to 1999/2001**

	Trip time per person per year (hours)						Average trip time (minutes)					
	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
Walk	83	84	83	76	72	69	15	14	15	15	15	16
Bicycle	7	6	5	5	5	5	13	15	16	17	18	19
Car/van driver	92	101	125	130	136	137	21	19	19	20	20	20
Car/van passenger	64	69	82	81	81	81	23	21	21	21	21	21
Motorcycle	2	3	2	1	1	1	16	18	17	19	23	24
Other private	9	9	8	7	6	5	35	38	41	39	42	42
Bus in London	8	7	6	7	8	8	35	36	37	36	34	38
Other local bus	43	33	29	27	23	22	29	28	28	29	29	30
Non-local bus	2	4	4	3	3	3	86	160	130	124	129	126
LT underground	3	5	5	5	5	6	51	48	48	53	50	49
Surface rail	14	14	17	13	13	17	76	73	82	77	78	77
Taxi/minicab	1	2	3	3	3	4	20	16	16	16	16	18
Other public inc. air	-	1	1	1	1	2	71	46	61	51	58	51
<b>All modes</b>	<b>330</b>	<b>337</b>	<b>370</b>	<b>359</b>	<b>357</b>	<b>360</b>	<b>21</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>21</b>

## Variations in distance travelled by area (Table 3.6)

- The main contrast is between the travel patterns of Londoners and those living elsewhere. The distances travelled during 1999/2001 ranged from about 5½ thousand miles per year in Greater London, to over 8 thousand miles per year in the South East (excluding London).
- The distance travelled by car was 36 per cent lower than the GB average for London residents and 18 per cent lower for residents of metropolitan areas. In the rest of the South East, car mileage was 22 per cent higher. 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.
- London residents walked 25 per cent further than the GB average and travelled 75 per cent further by surface rail. Not surprisingly, the distance travelled on London Underground was over six times higher than the national average.
- Rail mileage was high in the South East (69 per cent above the GB average), although stage bus mileage was 52 per cent less. Local bus use in metropolitan areas and Scotland was above the GB average by 48 and 61 per cent respectively.

**Table 3.6 Average distance travelled by mode and area of residence: 1999/2001**

	London Boroughs	Other English Metropolitan areas	South East <sup>1</sup> excl. Greater London	Rest of England and Wales	Scotland	Miles All areas
Walk	237	179	190	173	220	189
Car driver	2,148	2,848	4,507	3,784	3,551	3,535
Car passenger	1,396	1,723	2,268	2,228	2,087	2,030
Other private	135	129	185	221	228	187
Local bus	333	363	116	196	393	245
Non local bus	73	75	98	108	124	97
LT Underground	352	4	47	8	1	57
Surface Rail	644	252	620	216	365	368
Other public	134	123	87	75	246	108
<b>All trips:</b>						
1999/2001	5,452	5,694	8,119	7,009	7,213	6,815
1985/1986	5,064	4,371	6,599	5,418	4,652	5,317
1989/1991	5,603	5,225	7,988	6,656	6,333	6,475
1992/1994	5,121	5,554	8,249	6,570	5,823	6,439
1996/1998	5,120	5,509	8,061	7,120	6,716	6,728

<sup>1</sup> South East as defined by Standard Statistical Regions. See Appendix B.

## Variations in travel by age and sex (Table 3.7)

- Overall men made an average of 1,031 trips per year in 1999/2001, 2 per cent more than women. However, women below the age of 50 made more trips on average than men of the same age.
- Men travelled 41 per cent further than women, averaging 8 thousand miles a year, compared with well under 6 thousand miles for women. The difference was greatest among those aged 40-49, where men travelled 58 per cent further than women on average.
- Children aged 16 and under made about half of their trips as car passengers, with most of the rest on foot (36 per cent). There was little difference in usage of different modes by boys and girls, except bicycle use was nearly three times higher among boys.

### *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 aged less than 21, or 60 and over, were more likely to be passengers.
- For both men and women, the greatest proportion of car driver trips were in the age group 40-49, with men making over two thirds of their trips as car drivers, compared with half for women. For women (but not men) this proportion declined sharply for those aged 50-59.
- Differences in car usage could largely be accounted for by differences in licence holding. 82 per cent of men held full car driving licences, but only 60 per cent of women (see Table 2.3).

### *Walking trips*

- Overall, women made 28 per cent of their trips on foot, compared with 24 per cent for men. Over a quarter of trips by women aged 17-29 were on foot, declining to a fifth for those aged 40-49, before increasing with age to women aged 70 and over, who made a third of their trips on foot.
- For men aged 21-59, about one trip in five was on foot. This proportion increased to a quarter for those aged 60-69, and to 29 per cent for men aged 70 and over.

### *Bicycle trips*

- The peak age group for bicycle use among those shown in Table 3.7 was 17-20 years. Males in this age group made about four times as many bicycle trips as females, but even in this age group, only 4 per cent of their trips were by bicycle.

### *Public transport trips*

- Public transport use shows a similar age and sex 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. Almost one in five trips by women aged 70 and over were by public transport.
- Both sexes made more trips by bus than by other forms of public transport, except for 30-39 year old men who made slightly more rail trips. Middle-aged men made only 3 per cent of their trips by bus, but this increased after retirement, to 7 per cent for those aged 70 and over.

### *Taxi trips*

- Young women aged 17-20 made the greatest use of taxis, which accounted for 4 per cent of their total trips.

**Table 3.7 Trips per person per year by age, sex and main mode: 1999/2001**

Percentage/number/miles

	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+
<b>All people:</b>									
Walk	26	36	29	25	22	19	22	26	31
Bicycle	2	2	2	1	1	1	2	1	1
Car driver	40	-	23	43	56	60	54	45	33
Car passenger	23	52	25	16	13	12	15	19	20
Other private transport	1	2	1	1	1	1	1	1	1
Bus and coach	6	6	12	6	4	4	4	6	11
Rail	2	1	3	4	3	2	2	1	1
Taxi and minicab	1	1	3	2	1	1	1	1	2
Other public transport	-	-	-	-	-	-	-	-	-
All modes	100	100	100	100	100	100	100	100	100
All trips	1,019	889	991	1,105	1,202	1,207	1,112	980	697
Distance travelled	6,815	3,967	5,987	8,718	9,092	9,585	8,534	6,344	3,494
<b>Males:</b>									
Walk	24	35	30	20	18	17	19	25	29
Bicycle	2	3	4	3	2	2	2	2	1
Car driver	48	-	26	51	63	68	66	60	51
Car passenger	17	51	20	12	8	7	7	6	8
Other private transport	1	2	2	1	1	1	1	-	1
Bus and coach	5	6	12	5	3	3	3	4	7
Rail	2	1	3	5	4	2	2	1	1
Taxi and minicab	1	1	2	2	1	1	1	1	1
Other public transport	-	-	-	-	-	-	-	-	-
All modes	100	100	100	100	100	100	100	100	100
All trips	1,031	873	950	1,056	1,139	1,186	1,149	1,069	848
Distance travelled	8,049	3,975	6,156	10,251	11,172	11,798	10,331	7,374	4,384
<b>Females:</b>									
Walk	28	36	28	29	24	21	24	28	33
Bicycle	1	1	1	1	1	1	2	1	-
Car driver	33	-	21	37	50	54	42	29	14
Car passenger	28	53	30	19	17	17	23	32	33
Other private transport	1	2	1	-	1	-	-	1	1
Bus and coach	7	7	13	7	4	5	6	8	14
Rail	2	1	3	4	2	1	1	1	1
Taxi and minicab	1	1	4	3	1	1	1	1	3
Other public transport	-	-	-	-	-	-	-	-	-
All modes	100	100	100	100	100	100	100	100	100
All trips	1,008	904	1,031	1,145	1,259	1,227	1,077	898	585
Distance travelled	5,705	3,960	5,823	7,441	7,237	7,470	6,863	5,405	2,838

## Bicycle use (Table 3.8)

- Bicycle use has fallen steadily since the mid 1970s, from an average of 30 trips per person per year in 1975/76 to 21 in 1989/1991 and to 16 in 1999/2001. The average distance travelled has fallen less, since the average trip length has increased.
- Young males aged 11-17 are the most enthusiastic cyclists, averaging 114 miles a year each, nearly three times the overall average. However, cycling has declined more among people aged 17 and less, than among adults. Adult males cycled further on average in 1999/2001 than in the 1970s and 1980s. In all age groups, females cycle much less than males.
- The National Cycling Strategy includes a target to quadruple bicycle use by the year 2012, from the 1996 base for Great Britain of 17 bicycle stages per person per year. The 10 year Plan includes a target to triple the number of cycling stages in England compared with the 2000 base of 18 stages per person per year. The figures for 2001 were 14 in Great Britain and 15 in England. However, figures for single years need to be treated with caution because the sample sizes are small. The change in number of stages per person per year between the three year periods 1996/98 and 1999/2001 was smaller – from 17 to 16 for Great Britain and from 18 to 17 for England.

**Table 3.8 Bicycle travel by age and sex: 1975/1976 to 1999/2001**

	1975/ 1976	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	Miles/trips/stages					
							1996	1997	1998	1999	2000	2001
<b>Distance travelled per person per year:</b>												
Male 5-10	32	16	20	21	14	17	..	..	..	..	..	..
Female 5-10	18	14	12	9	9	15	..	..	..	..	..	..
Male 11-17	226	207	200	149	119	114	..	..	..	..	..	..
Female 11-17	56	56	44	37	27	21	..	..	..	..	..	..
Male 18-59	71	74	75	73	85	79	..	..	..	..	..	..
Female 18-59	29	23	23	19	16	21	..	..	..	..	..	..
All 60+	29	14	15	17	17	22	..	..	..	..	..	..
Great Britain	51	44	41	38	38	39	38	41	36	42	37	37
England	56	47	44	41	41	41	41	43	37	45	41	38
<b>Bicycle trips per person per year:</b>												
Great Britain	30	25	21	18	16	16	16	18	15	17	16	14
England	33	27	23	20	18	17	18	19	15	18	17	15
<b>Bicycle stages per person per year:</b>												
Great Britain	31	25	21	19	17	16	17	18	15	17	17	14
England	34	27	23	20	18	17	19	19	16	18	18	15

## Stage mode and main mode (Table 3.9)

- This table shows the modes used on different stages of trips. Most public transport trips included at least one stage on foot (over 50 yards), varying from 79 per cent of trips where London Underground was the main mode, to 45 per cent of local bus trips. Car and taxi trips were more likely to be door-to-door.
- Where surface rail was the main mode of transport, a car was used for 30 per cent of trips to travel to and from the station. In addition, 20 per cent of these trips included a stage by London Underground, 16 per cent by local bus, and 6 per cent by taxi.
- The average number of stages per trip (including walks) varied from 1.0 for car trips to 2.9 for surface rail trips.

**Table 3.9 Stage modes of trips by main mode of trip: 1999/2001**

	Percentage/number									Average no. of stages per trip
	Walk	Car driver	Car passenger	Other private	Local bus	LT Underground	Surface rail	Taxi/minicab	Other public	
<b>Main mode:</b>										
Walk	100	-	-	-	-	-	-	-	-	1.0
Car driver	3	100	-	-	-	-	-	-	-	1.0
Car passenger	3	-	100	-	-	-	-	-	-	1.0
Other private	6	-	1	100	-	-	-	-	-	1.1
Local bus	45	-	1	-	100	-	-	-	1	1.7
LT Underground	79	3	3	-	19	100	2	1	2	2.6
Surface rail	73	15	14	1	16	20	100	6	1	2.9
Taxi/minicab	2	-	-	-	1	-	-	100	-	1.0

## Long distance trips (Table 3.10)

- 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 (1996 to 2001) to get a sufficiently large sample.
- A car was used for 83 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 18 per cent made by air, and a 17 per cent by rail.

**Table 3.10 Long distance trips within GB by mode and length: 1996/2001**

	Percentage					
	Car	Bus and coach	Rail	Air	Other	Total
50 to under 75 miles	86	4	8	-	1	100
75 to under 100 miles	84	5	9	-	1	100
100 to under 150 miles	83	7	9	-	1	100
150 to under 250 miles	81	7	11	1	1	100
250 to under 350 miles	70	12	13	3	2	100
350 miles and over	47	9	17	18	8	100
<b>Total</b>	<b>83</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>100</b>

## Section 4 Why people travel

Tables 4.1 to 4.5 show details of the purpose of travel.

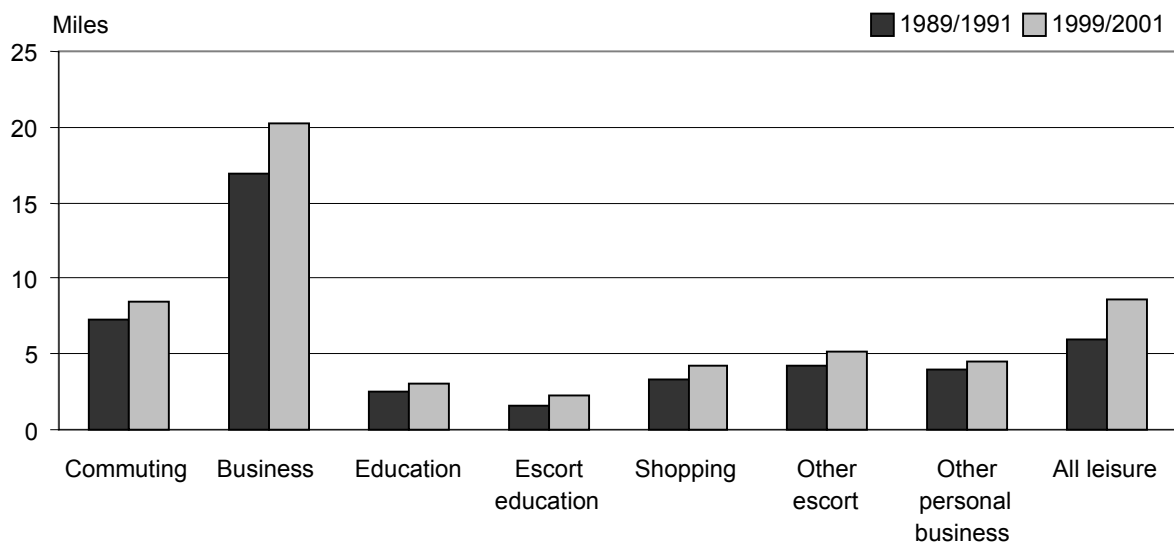
### Trends in travel by purpose (Table 4.1 and Chart 4.1)

- Between 1989/1991 and 1999/2001, numbers of commuting and business trips decreased by 11 per cent and 16 per cent respectively. In 1999/2001 commuting accounted for 19 per cent of mileage and 15 per cent of all trips. Business travel accounted for 10 per cent of mileage but only 3 per cent of trips.
- Since 1989/1991 there has been an increase of 13 per cent in the number of escort education trips (trips solely to take another person whose trip purpose is education) compared with an increase of just 3 per cent in the number of trips made for education purposes.
- Between 1989/1991 and 1999/2001, the average trip length increased by 13 per cent. The average length of commuting and shopping trips increased by 17 and 27 per cent respectively. The average length of education trips increased by 17 per cent compared with an increase of 39 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 3.3), and the increase in car ownership.
- In total, just under a third (31 per cent) of all trips in 1999/2001 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 39 per cent of the distance travelled in 1999/2001. We are now choosing to travel further to visit friends, both in their homes (with trips averaging 8.7 miles) and in other places such as pubs and restaurants (averaging 5.3 miles).
- Shopping accounted for 21 per cent of trips made in 1999/2001 and for 13 per cent of mileage. The average number of shopping trips per person has remained fairly constant, but the average length has increased by over a quarter since 1989/1991 from 3.3 miles to 4.2 miles. .
- ‘Other personal business’ includes trips to services, such as the bank, doctor or library and accounted for a tenth of trips.

**Table 4.1 Travel per person per year by trip purpose: 1985/1986 to 1999/2001**

	Trips per person per year					Miles per person per year					Average trip length				
	1985/1986	1989/1991	1992/1994	1996/1998	1999/2001	1985/1986	1989/1991	1992/1994	1996/1998	1999/2001	1985/1986	1989/1991	1992/1994	1996/1998	1999/2001
	Commuting	178	176	158	166	156	1,086	1,273	1,182	1,341	1,324	6.1	7.2	7.5	8.1
Business	32	41	39	37	35	544	702	691	681	710	17.3	16.9	17.6	18.6	20.3
Education	77	64	67	69	67	161	164	184	190	200	2.1	2.6	2.8	2.8	3.0
Escort education	32	41	43	50	47	45	66	77	95	104	1.4	1.6	1.8	1.9	2.2
Shopping	210	227	225	222	214	611	747	779	860	893	2.9	3.3	3.5	3.9	4.2
Other escort	74	89	86	82	82	316	374	390	391	426	4.3	4.2	4.6	4.8	5.2
Other pers. business	97	107	107	105	105	329	422	442	453	477	3.4	3.9	4.1	4.3	4.6
Visiting friends at private home	142	150	145	142	133	959	1,167	1,131	1,164	1,152	6.7	7.8	7.8	8.2	8.7
Visiting friends elsewhere	49	48	42	45	46	206	207	191	236	246	4.2	4.3	4.6	5.2	5.3
Entertainment/public activity	41	43	40	39	38	245	330	314	310	303	6.0	7.6	7.9	8.0	8.0
Sport: participate	19	21	22	23	25	111	129	131	144	154	5.8	6.0	5.8	6.3	6.2
Holiday: base	9	10	12	10	10	338	456	507	474	464	37.8	45.5	42.6	46.1	44.8
Day trip	17	21	20	19	18	307	381	374	343	313	18.6	18.5	18.3	18.1	17.1
Other inc. just walk	46	50	47	44	44	58	58	47	47	51	1.3	1.1	1.0	1.1	1.1
All purposes	1,024	1,091	1,053	1,051	1,019	5,317	6,475	6,439	6,728	6,815	5.2	5.9	6.1	6.4	6.7
<b>Trips per worker per year:</b>															
Commuting	397	374	354	352	333	2,461	2,741	2,710	2,912	2,853	6.2	7.3	7.7	8.3	8.6
Business	70	89	89	79	74	1,233	1,527	1,600	1,496	1,532	17.6	17.2	18.0	19.0	20.8

**Chart 4.1: Journey length by purpose: 1989/1991-1999/2001**



## Purpose of travel by age and sex (Table 4.2)

- 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 1999/2001, with an additional 5 per cent travelling on business. For women, only 13 per cent of trips were to and from work, and 2 per cent on business. In the 17-59 age group, men made 27 per cent of their trips commuting to and from work, with an additional 7 per cent travelling on business. For women, only 19 per cent of trips were to and from work, and 3 per cent on business.
- Not surprisingly, education was the most frequent trip purpose for those aged 17 and under, accounting for over a quarter (28 per cent) of trips in 1999/2001.
- Overall, women made 21 per cent more shopping trips than men in 1999/2001 (233 on average per year, compared with 193 for men), but men and women made almost the same number of 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 women aged 70 and over, nearly 60 per cent of trips were for shopping and personal business in 1999/2001.
- 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 5 per cent of trips by people aged 17 or less were for escort education purposes in 1999/2001. 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 4 per cent for men in this age group.
- Overall, men and women were equally likely to make escort trips (other than escort education), but the pattern varied considerably by age. Including escort education, women aged 30-39 made 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. However, the actual leisure pursuits followed by men and women were a little different. Women were more likely than men to visit friends at a private home.
- Younger people up to the age of 39 made a greater proportion of their trips for leisure purposes than other age groups. The proportion of leisure trips decreased with age for both sexes, but increased again for those aged over 50.

## Long distance trips by purpose (Table 4.3)

- In all long distance bands up to 250 miles, visiting friends was the most common trip purpose, accounting for nearly a quarter of trips over 50 miles. Above 250 miles, 39 per cent 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 4.2 Trips per person per year by age, sex and purpose: 1999/2001**

Percentage/number

	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips
<b>All people:</b>										
Commuting	15	1	23	26	22	23	22	8	1	156
Business	3	-	1	4	5	6	6	2	-	35
Education	7	28	13	2	1	-	-	-	-	67
Escort education	5	5	1	5	10	6	2	1	1	47
Shopping	21	12	14	18	20	20	23	31	37	214
Other escort	8	11	4	6	9	10	7	6	4	82
Other personal business	10	7	7	8	9	10	11	13	19	105
Visit friends at private home	13	17	17	16	11	9	11	14	12	133
Visit friends elsewhere	5	3	8	6	4	4	5	5	6	46
Sport/entertainment	6	8	7	5	5	5	5	7	8	62
Holiday/day trip	3	3	2	2	2	2	3	4	4	29
Other including just walk	4	3	3	3	3	4	6	8	8	44
Total	100	100	100	100	100	100	100	100	100	1,019
<b>Males:</b>										
Commuting	18	2	25	31	29	27	24	11	2	187
Business	5	1	1	5	8	9	8	4	1	53
Education	7	29	14	2	1	-	-	-	-	68
Escort education	3	5	-	-	4	3	1	1	1	27
Shopping	19	12	12	14	17	17	20	28	35	193
Other escort	8	11	4	5	7	10	9	8	5	83
Other personal business	10	7	7	7	9	9	11	12	19	102
Visit friends at private home	12	16	15	15	11	8	9	12	11	121
Visit friends elsewhere	5	3	8	8	5	5	5	6	6	52
Sport/entertainment	7	9	8	6	6	5	5	7	7	68
Holiday/day trip	3	3	2	2	2	3	3	4	4	31
Other including just walk	4	3	2	3	3	4	6	9	8	46
Total	100	100	100	100	100	100	100	100	100	1,031
<b>Females:</b>										
Commuting	13	1	21	21	16	20	20	5	1	128
Business	2	-	1	2	3	3	3	1	-	19
Education	6	28	12	2	1	1	-	-	-	65
Escort education	6	5	2	8	15	8	2	2	-	65
Shopping	23	13	16	21	22	22	27	34	40	233
Other escort	8	11	4	6	10	10	6	4	2	81
Other personal business	11	8	7	8	10	10	11	15	19	107
Visit friends at private home	14	18	19	16	11	10	13	16	14	143
Visit friends elsewhere	4	3	8	5	3	3	4	5	6	41
Sport/entertainment	6	7	5	4	5	5	5	8	8	58
Holiday/day trip	3	3	2	2	2	2	3	4	4	27
Other including just walk	4	3	3	3	2	5	6	8	7	43
Total	100	100	100	100	100	100	100	100	100	1,008

**Table 4.3 Long distance trips within GB by length and purpose 1992/2001**

Percentage

	Comm- uting	Business	Other essential <sup>1</sup>	Visiting friends at private home	Holiday	Day trip	Other leisure	Total
50 to under 75 miles	20	16	15	21	7	11	10	100
75 to under 100 miles	14	17	12	25	13	10	10	100
100 to under 150 miles	9	17	13	27	17	8	9	100
150 to under 250 miles	6	18	12	28	25	4	7	100
250 to under 350 miles	7	15	8	22	39	2	7	100
350 miles and over	7	19	7	20	39	1	7	100
<b>Total</b>	<b>14</b>	<b>17</b>	<b>13</b>	<b>24</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>100</b>

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

### Travel to school (Tables 4.4-4.5 and Chart 4.2)

- There have been major changes in children's travel to school. Between 1989/1991 and 1999/2001, the proportion of primary schoolchildren walking to school declined from 62 to 54 per cent, with a corresponding increase in those being taken by car from 27 to 39 per cent.
- For secondary school pupils, the proportion walking to school declined from 48 per cent in 1989/1991 to 43 per cent in 1999/2001, whilst those going by car rose from 14 to 19 per cent.
- The average length of the trip to school for children aged 5 to 10 increased from 1.3 to 1.4 miles between 1989/1991 and 1999/2001, and for pupils aged 11 to 16 from 2.8 to 2.9 miles, reflecting the switch from walking to being taken by car.
- Overall, bus use has increased a little for older pupils. Only 2 per cent of secondary school pupils cycled to school in 1999/2001, compared with 5 per cent in 1989/1991.
- Only 10 per cent of primary school children travelled to school alone (with no other child or adult) in 1999/2001 compared with 15 per cent in 1989/1991.
- In the morning peak period (8-9am), cars taking children to school have been an increasing proportion of road traffic. The peak time in 1999/2001 was at 8.50 am, when 17 per cent of road traffic in urban areas in term time was generated by the school run compared with 14 per cent in 1989/1991. Over the whole 'peak' hour from 8 to 9 am, one in ten car trips was for 'escort education' (taking children to school).

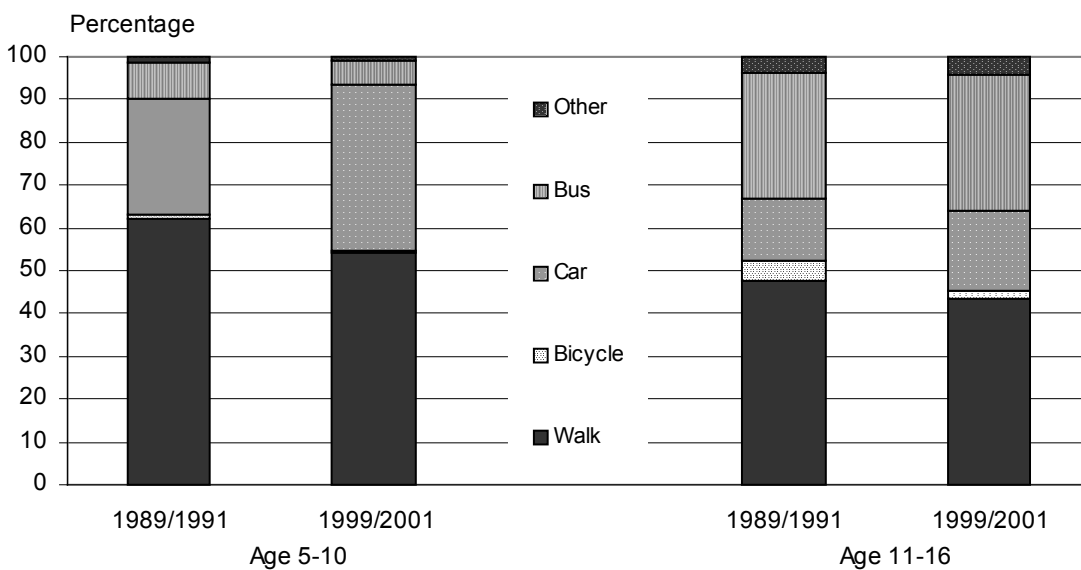
**Table 4.4 Trips to and from school per child per year by main mode: 1985/1986 to 1999/2001**

	Percentage/miles									
	Age 5-10					Age 11-16				
	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	1985/ 1986	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
Walk	67	62	61	55	54	52	48	44	43	43
Bicycle	1	1	1	-	1	6	5	4	2	2
Car/van	22	27	30	36	39	10	14	16	21	19
Private bus	5	4	4	3	3	9	10	8	7	9
Local bus	4	4	4	4	3	20	20	24	25	23
Rail	-	-	-	-	-	1	1	1	1	2
Other	2	1	1	2	1	1	3	2	1	2
All modes	100	100	100	100	100	100	100	100	100	100
Average length (miles)	1.1	1.3	1.2	1.3	1.4	2.3	2.8	3.1	3.0	2.9
% travelling to school alone	21	15	15	10	10	46	46	48	45	46

**Table 4.5 Cars taking children to school: 1989/1991 to 1999/2001**

	percentage of car traffic			
	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
0800 to 0859 hours in urban areas during term-time	7	9	9	10
Peak traffic time (0835) in urban areas during term-time	8	10	13	14
Peak percentage (0850) in urban areas during term-time	14	15	18	17

**Chart 4.2 Trips to school by main mode and age: 1989/1991 and 1999/2001**



## Section 5 Other factors affecting travel

Tables 5.1 to 5.12 give details of car mileage and occupancy, and the availability of concessionary bus fares and public transport services. How household income levels and car access are also included for the first time in the Bulletin in Tables 5.4 and 5.5.

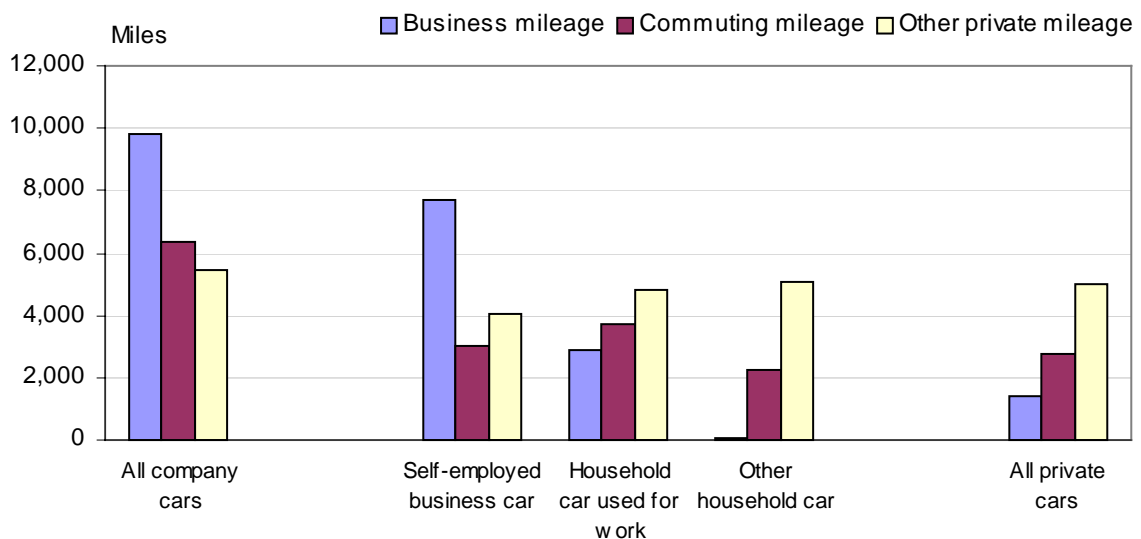
### Annual car mileage (Table 5.1 and Chart 5.1)

- The average company owned car travelled over 21 thousand miles in 1999/2001, compared with about 8 thousand miles for privately owned cars. Seven per cent of household cars were company owned.
- Just under half of the mileage of these company cars was on business, compared with less than a tenth for privately owned cars. The commuting mileage of private cars was 61 per cent lower than company cars, and even private mileage travelled was 9 per cent lower (Chart 5.1).

### Car occupancy (Tables 5.2 and 5.3)

- In 1999/2001, 60 per cent of cars on the road had only one occupant. For commuting and business the rate was 84 per cent.
- Over the last decade, there has been a slight fall in the average number of occupants per car, from 1.62 in 1989/1991 to 1.59 in 1999/2001.
- Of people travelling in a car in 1999/2001, 38 per cent were drivers travelling alone, 25 per cent were drivers travelling with one or more passengers and 36 per cent were passengers.
- Car occupancy varies according to the purpose of the trip. The highest occupancy rates in 1999/2001 were for holidays and day trips (2.2 persons per car), and education (2.0). Unsurprisingly, the lowest rates were for business travel (1.2) and commuting (1.2). Single occupancy of a vehicle was highest for commuting and business purposes at 84 per cent.

**Chart 5.1 Annual vehicle mileage of cars by type and purpose**



**Table 5.1 Annual mileage of 4-wheeled cars by type of car and trip purpose: 1999/2001**

	Miles/percentage				
	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample
Company car - any free fuel	10,590	7,730	5,820	24,140	3
Company car - no free fuel	9,320	5,500	5,240	20,060	5
<b>All company cars</b>	<b>9,800</b>	<b>6,340</b>	<b>5,460</b>	<b>21,590</b>	<b>7</b>
Self-employed business car	7,670	2,990	4,070	14,720	4
Household car used for work	2,890	3,750	4,800	11,450	13
Other household car	90	2,250	5,060	7,400	76
<b>All private cars</b>	<b>790</b>	<b>2,490</b>	<b>4,990</b>	<b>8,270</b>	<b>93</b>
<b>All 4-wheeled cars</b>	<b>1,440</b>	<b>2,770</b>	<b>5,020</b>	<b>9,230</b>	<b>100</b>

**Table 5.2 Car occupancy: 1985/1986 to 1999/2001**

	Vehicle occupancy		Status of people in car			
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total
1985/1986	1.64	58	35	26	39	100
1989/1991	1.62	59	37	25	38	100
1992/1994	1.62	59	37	26	37	100
1996/1998	1.60	60	39	25	36	100
1999/2001	1.59	60	38	25	36	100

**Table 5.3 Car occupancy by trip purpose<sup>1</sup>:1999/2001**

	Vehicle occupancy		Status of people in car			
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total
Commuting	1.2	84	69	13	18	100
Business	1.2	84	75	14	11	100
Education	2.0	39	18	29	53	100
Shopping	1.8	47	28	32	39	100
Personal business	1.5	65	40	21	38	100
Leisure	1.8	50	26	26	48	100
Holiday/ day trip	2.2	29	13	31	57	100
Other	1.8	47	37	41	22	100
<b>Total</b>	<b>1.6</b>	<b>60</b>	<b>38</b>	<b>25</b>	<b>36</b>	<b>100</b>

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

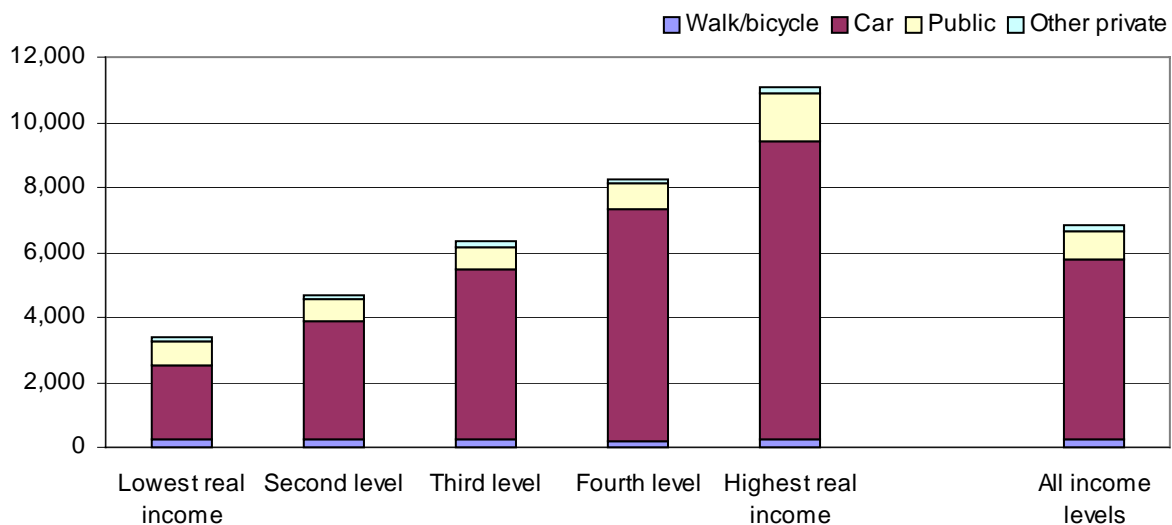
### Travel by access of households to a car (Table 5.4)

- Households without a car did 31 per cent fewer trips per person per year in 1999/2001 compared with households with a car and 65 per cent less mileage. They did over 3 times more trips by bus or coach, over twice as many by taxi and 68 per cent more on foot.
- For households with a car, main drivers did 20 per cent more trips and 38 per cent more mileage than other drivers, and 36 per cent more trips and over twice as much mileage than non drivers.
- Women drivers in households with a car did a tenth more trips but a fifth less mileage.

### Travel by household income (Table 5.5 and Chart 5.2)

- In 1999/2001, those in the highest income band on average travelled over 3 times as far as those in the lowest (11,048 miles compared with 3,396 miles) (Chart 5.2).
- Distance travelled by car rose with income – those in the highest income band drove 4 times further than those in the lowest band. They also travelled more than twice as far by rail and a third more by taxi than any of the other bands.
- Those in the lowest income band travelled further by foot and by bus and coach than other bands.

**Chart 5.2 Distance travelled by household income: 1999/2001**



**Table 5.4 Travel by household car access, type of transport, age and sex: 1999/2001**

Trips/miles

	Households with a car				Households without a car	All households
	Main driver	Other driver	Non driver	All		
<b>Trips per person per year by main mode</b>						
Walk	187	249	288	231	387	263
Car driver	891	353	4	508	14	407
Car passenger	101	296	486	262	111	231
Other private transport	15	34	37	25	29	26
Bus and coach	12	40	63	34	154	58
Taxi and minicab	6	10	10	8	27	12
Other public transport	19	41	14	20	29	22
All modes	1,231	1,023	902	1,088	752	1,019
Males	1,186	961	902	1,081	781	1,031
Females	1,293	1,062	902	1,094	733	1,008
<b>Distance per person per year by mode</b>						
Walk	141	207	198	170	265	189
Car driver	7,817	2,716	30	4,406	140	3,535
Car passenger	1,404	3,058	3,407	2,325	878	2,030
Other private transport	148	241	205	180	215	187
Bus and coach	150	331	362	248	705	341
Taxi and minicab	48	75	54	54	88	61
Other public transport	568	828	224	479	444	472
All modes	10,277	7,456	4,480	7,863	2,735	6,815
Males	11,215	8,631	4,588	9,034	3,130	8,049
Females	8,961	6,705	4,407	6,709	2,485	5,705

**Table 5.5 Distance travelled per person per year by household income quintile and mode: 1999/2001**

Miles

	Real household income quintile					All income levels
	Lowest real income	Second level	Third level	Fourth level	Highest real income	
Walk	212	181	189	176	189	189
Bicycle	33	37	41	38	45	39
Car driver	1,009	1,914	3,133	4,666	6,691	3,535
Car passenger	1,298	1,746	2,095	2,416	2,507	2,030
Other private transport	129	134	181	158	133	148
Bus and coach	463	406	362	262	227	341
Rail	183	194	276	419	1,040	425
Taxi and minicab	56	52	54	61	80	61
Other public transport	12	14	14	61	136	48
All modes	3,396	4,679	6,345	8,256	11,048	6,815

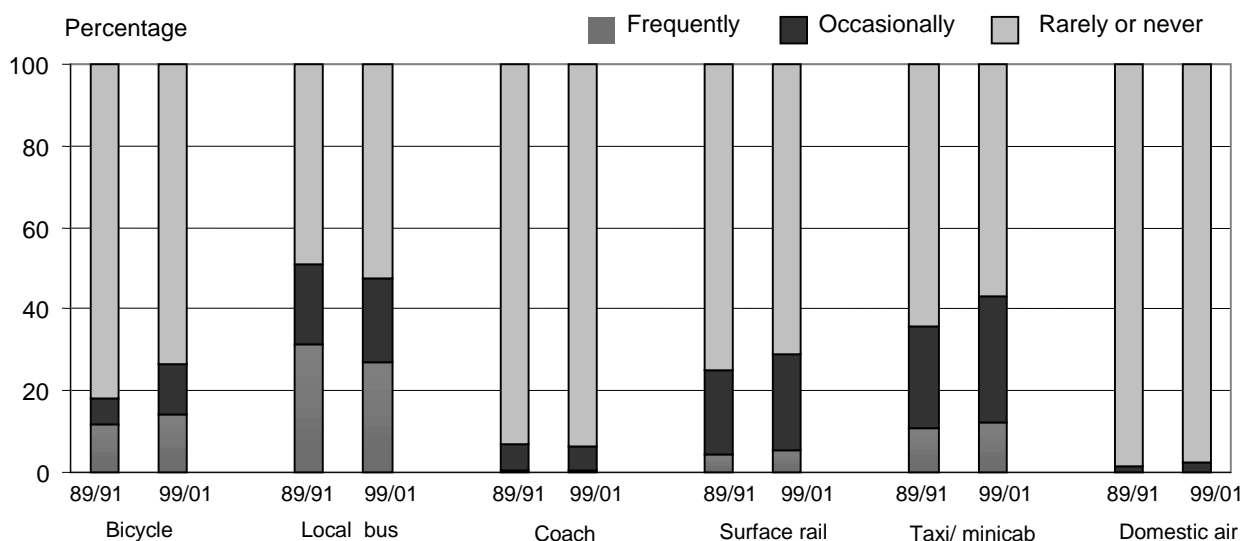
## Frequency of use of bicycles and public transport (Table 5.6 and Chart 5.3)

- In 1999/2001, 14 per cent of respondents reported that they cycled once a week or more, slightly more than in 1989/1991. Seven out of ten people reported that they cycled rarely or never, compared with 8 in 10 in 1989/1991 (Chart 5.3).
- There was a decline in those who had used local bus services at least once a week from 31 per cent in 1989/1991 to 27 per cent in 1999/2001. There has been little change in the frequency of use of coaches. Four out of five people rarely or never used a coach or express bus in 1999/2001.
- Although there has been little change in the proportion of people who made frequent use of rail, more made occasional use of these services in 1999/2001 than in 1989/1991, with the proportion who rarely or never used rail services declining slightly.
- Taxi and minicab usage increased, particularly for less frequent users. 12 per cent of people used taxis or minicabs at least once a week in 1999/2001.
- Although few people used domestic air services, the proportion using them at least once a year increased from 4 to 7 per cent over the decade.

**Table 5.6 Frequency of use of bicycles and public transport modes: 1989/1991 and 1999/20**

	Percentage of individuals											
	Bicycle		Local bus		Express bus or coach		Surface rail		Taxi or minicab		Domestic air	
	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001
3 or more times a week	8	8	19	17	-	-	2	3	3	3	-	-
Once or twice a week	4	6	13	10	-	-	2	2	8	9	-	-
Less than once a week, more than once or twice a month	2	3	5	4	-	-	2	2	4	4	-	-
Once or twice a month	3	6	7	9	1	1	5	8	9	13	-	-
Less than once a month, more than once or twice a year	2	4	8	8	5	4	13	13	12	14	1	2
Once or twice a year	2	4	11	9	13	12	19	20	16	16	3	5
Less than once a year or never	79	70	38	43	80	82	56	52	49	41	96	92
Total	100	100	100	100	100	100	100	100	100	100	100	100

**Chart 5.3 Frequency of use of transport: 1989/1991 and 1999/2001**



### Concessionary bus fares (Table 5.7)

- Only 3 per cent of pensioners in Great Britain did not have some form of concessionary bus scheme available in 1999/2001, compared with 7 per cent in 1989/1991.
- The take up rates for these schemes have declined in all areas since 1989/1991. Pensioners who live in London are more likely to use the schemes that are available to them – 79 per cent did so in 1999/2001 compared with just 31 per cent of rural pensioners (figures revised December 2002).

**Table 5.7 Concessionary fare schemes by area type: 1989/1991 to 1999/2001<sup>1</sup>**

Revised December 2002

Percentage

	Pensioners with scheme available				Take-up rate <sup>2</sup>			
	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001	1989/ 1991	1992/ 1994	1996/ 1998	1999/ 2001
London Boroughs	100	100	100	100	82	80	79	79
Metropolitan built-up areas	100	100	100	100	86	83	76	71
Large urban over 250K	99	100	99	100	59	59	46	50
Medium urban over 25K to 250K	95	97	98	99	56	53	46	44
Small urban 3K to 25K	89	98	94	95	41	48	45	37
of which 10K to 25K	..	..	93	98	..	..	48	37
of which 3K to 10K	..	..	95	92	..	..	41	38
Rural	73	91	96	91	37	45	31	31
All areas	93	98	98	97	60	60	52	49

1 There have been some minor revisions to earlier years data from those published previously.

2 Of those with scheme available

### Access to bus services (Table 5.8)

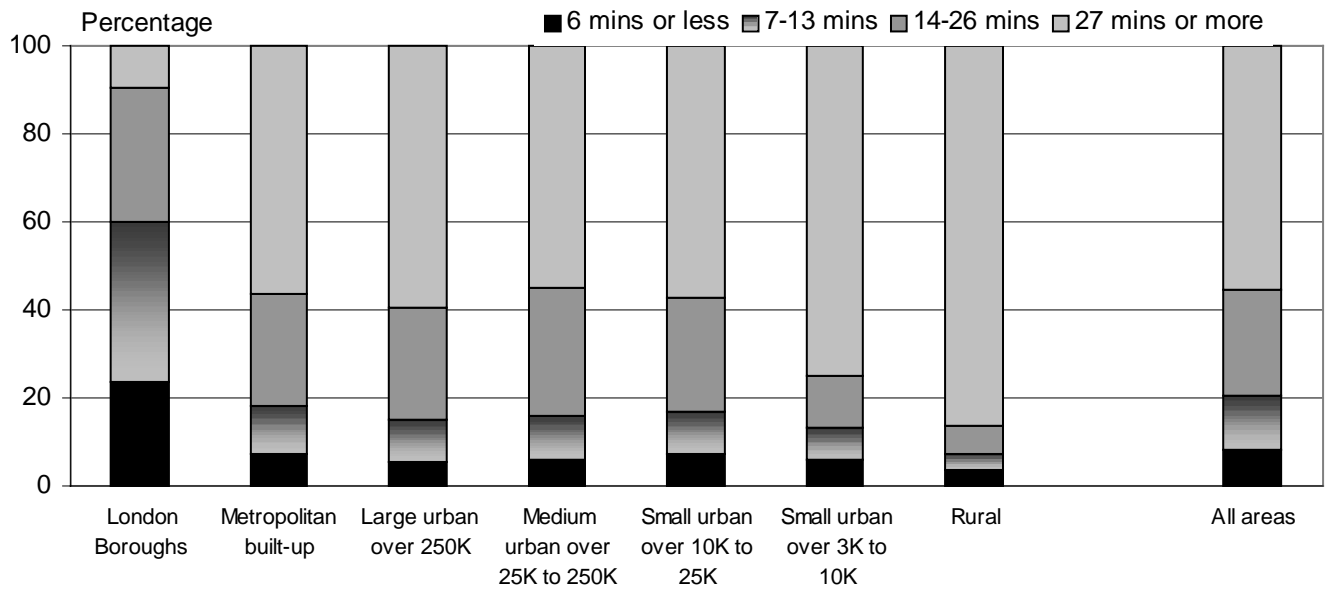
- The distance that households live from the nearest bus service has changed little over the last decade. 87 per cent of households in Great Britain lived within 6 minutes walk of a bus stop in 1999/2001. This proportion was lowest in rural areas (77 per cent – figures revised in December 2002).
- A 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 in the Bus Service Availability Indicator to 48 per cent. The figure for 1999/2001 was 48 per cent, compared with 41 per cent for 1998/2000 (figures revised in December 2002).

### Access to rail services (Table 5.9 and Chart 5.4)

- Relatively few households had easy access to a rail station. Overall, residents in 56 per cent of households lived more than a 27 minute walk from the nearest station in 1999/2001.
- The position is very different in London, with only 10 per cent of households in this group, partly because of the prevalence of London Underground stations (Chart 5.4). Unsurprisingly, rural households were the least accessible with 86 per cent not within a 27 minute walk (figures revised December 2002).

**Chart 5.4 Access to rail services: 1999/2001**

Revised December 2002



**Table 5.8 Time taken to walk to nearest bus stop by area type and bus availability indicator for GB and England: 1989/1991, 1996/1998 and 1999/2001**

Revised December 2002

Percentage of households

	Time in minutes 1989/1991				Time in minutes 1999/2001				Availability Indicator <sup>1</sup>			
			All				All		Great Britain		England	
	6 or less	7-13	14 or more	households	6 or less	7-13	14 or more	households	1996/1998	1999/2001	1996/1998	1999/2001
London Boroughs	89	9	1	100	88	11	1	100	98	99	98	99
Met. built-up areas	93	7	1	100	91	8	1	100	99	98	99	98
Large urban over 250k	91	8	1	100	90	9	1	100	97	98	97	98
Medium urban 25 to 250k	92	7	1	100	90	9	1	100	96	96	96	96
Small urban 3 to 25k	85	10	4	100	82	13	5	100	82	81	80	80
of which 10K to 25K	..	..	..	..	84	13	3	100	90	89	89	86
of which 3K to 10K	..	..	..	..	80	13	7	100	75	73	70	73
Rural	75	12	12	100	77	11	12	100	40	50	35	48
All areas	89	8	3	100	87	10	3	100	88	89	88	89

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

**Table 5.9 Time taken to walk to nearest rail station by area type: 1989/1991 and 1999/2001<sup>1</sup>**

Revised December 2002

Percentage of households

	Time in minutes 1989/1991					Time in minutes 1999/2001				
	6 or less	7-13	14-26	27 or more	All households	6 or less	7-13	14-26	27 or more	All households
London Boroughs	27	31	31	11	100	24	36	30	10	100
Metropolitan built-up areas	10	16	29	46	100	7	11	26	56	100
Large urban over 250K	5	7	23	65	100	6	10	25	59	100
Medium urban over 25K to 250K	6	11	30	53	100	6	10	29	55	100
Small urban 3K to 25K	4	10	21	65	100	7	9	19	65	100
of which 10K to 25K	..	..	..	..	..	7	10	26	57	100
of which 3K to 10K	..	..	..	..	..	6	7	12	75	100
Rural	3	3	7	87	100	3	4	7	86	100
All areas	8	12	25	55	100	8	12	24	56	100

<sup>1</sup> Data for 1999 and 2001 only.

## Time to walk to local facilities (Table 5.10 and Chart 5.5)

- There has been little change since 1989/1991 in the time needed to walk to the doctor, chemist or hospital. In 1999/2001, two thirds of households lived within 26 minutes walk of their doctor, and 86 per cent could walk to the nearest chemist in this time. Not surprisingly, far fewer had access to their nearest hospital within a reasonable walking time.
- The proportion of households within six minutes walk of a Post Office fell from 47 to 42 per cent between 1989/1991 and 1999/2001. However, 94 per cent were still within 26 minutes walk (Chart 5.5).
- There had also been a decline in the proportion of households living close to a local food store, from 68 per cent in 1989/1991 to 58 per cent within 6 minutes walk. 5 per cent had to walk for more than 26 minutes in 1999/2001, up from 3 per cent in 1989/1991.
- Fifty five per cent of households were within 26 minutes walking distance of their nearest shopping centre in 1999/2001. This question asked about access time to the nearest ‘high street shops’ in 1989/1991, so results may not be exactly comparable, but there appears to have been a general increase in the time taken to walk to a centre with a variety of shops.

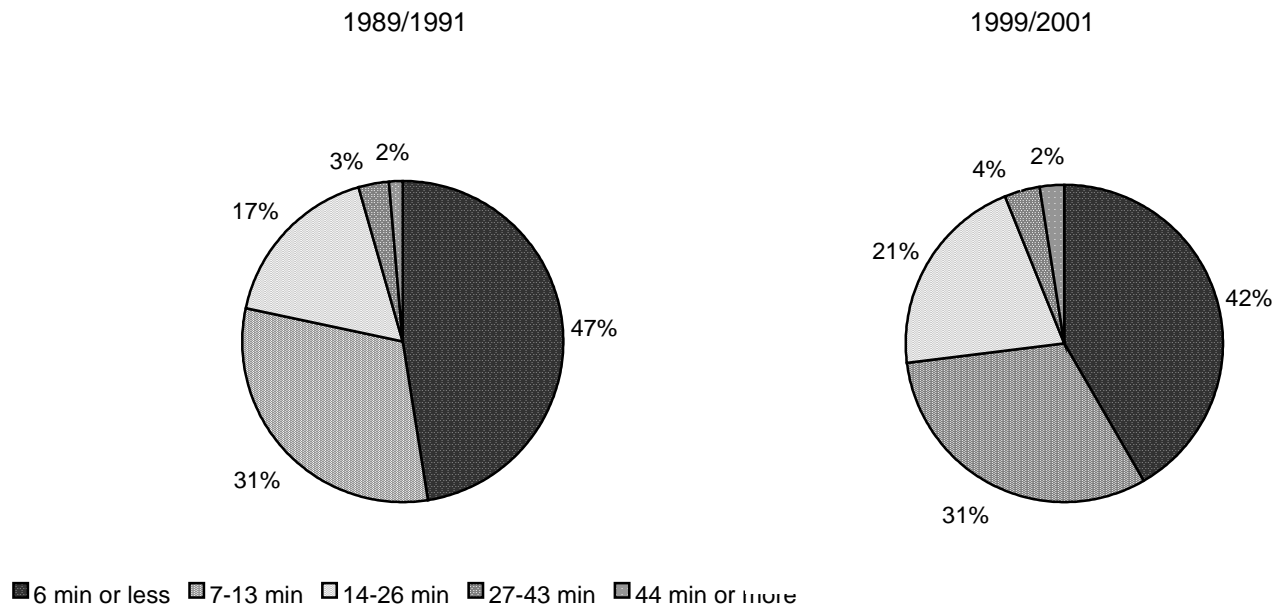
## Time to travel by bus to local facilities (Tables 5.11 and 5.12)

- Respondents were also asked about access to various local facilities by bus. Because of a discontinuity in question presentation between 2000 and 2001, trends between 1989/1991 and 1998/2000 are presented in Table 5.11 and data for 2001 is shown separately in Table 5.12 for information. The main effect of this change was to reduce the proportion in the category ‘No bus/quicker to walk’ in 2001 and increase proportions in other categories, particularly the shorter bus times
- In many cases, no bus was available or it was quicker to walk. In particular, this was the case for at least four in five households in 1998/2000 in relation to their nearest Post Office or food store.
- In 1998/2000, 59 per cent of households were within 26 minutes of their nearest shopping centre by bus. Generally there was little change in accessibility to local facilities between 1989/1991 and 1998/2000.

**Table 5.10 Time taken to walk to local facilities: 1989/1991 and 1999/2001**

	Percentage of households											
	Doctor		Post office		Chemist		Food store <sup>1</sup>		Shopping centre <sup>2</sup>		General Hospital	
	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001	1989/ 1991	1999/ 2001
6 mins. or less	19	18	47	42	35	32	68	58	11	10	2	2
7-13 mins.	21	20	31	31	27	28	21	24	16	14	3	3
14-26 mins.	29	30	17	21	23	25	8	13	30	31	11	11
27-43 mins.	14	14	3	4	6	6	2	3	17	18	14	13
44 mins or more	17	18	2	2	9	8	1	3	26	27	70	70
Total	100	100	100	100	100	100	100	100	100	100	100	100

**Chart 5.5 Time taken to walk to Post Office**



**Table 5.11 Time taken to travel by bus to local facilities: 1989/1991 and 1998/2000<sup>3</sup>**

	Percentage of households											
	Doctor		Post office		Chemist		Food store <sup>1</sup>		Shopping centre <sup>2</sup>		General Hospital	
	1989/1991	1998/2000	1989/1991	1998/2000	1989/1991	1998/2000	1989/1991	1998/2000	1989/1991	1998/2000	1989/1991	1998/2000
No bus/ quicker to walk	52	57	81	80	66	69	90	86	29	28	9	10
6 mins. or less	10	10	10	10	12	11	5	7	12	12	3	3
7-13 mins.	15	13	6	6	12	10	3	4	23	23	9	10
14-26 mins.	16	13	2	2	8	7	1	2	25	25	26	23
27-43 mins.	5	4	-	1	2	2	-	1	7	8	25	23
44 mins or more	3	3	-	-	1	1	-	-	3	4	28	31
Total	100	100	100	100	100	100	100	100	100	100	100	100

**Table 5.12 Time taken to travel by bus to local facilities: 2001<sup>3</sup>**

	Percentage of households						
	Doctor	Post office	Chemist	Food store	Shopping centre	General Hospital	
No bus/ quicker to walk	47	69	60	72	23	12	
6 mins. or less	15	17	17	14	15	5	
7-13 mins.	17	11	15	11	23	8	
14 mins or more	22	4	9	3	39	75	
Total	100	100	100	100	100	100	

1 Grocer in 1989/1991

2 High Street shops in 1989/1991

3 Figures for 2001 are shown separately because of a discontinuity in question presentation compared with earlier years. The main effect was to reduce the proportion of respondents in the category 'No bus/quicker to walk'.

## Section 6: Regional tables

Tables and charts in this section give breakdowns by Government Office Region (GOR) for some of the most important variables, without commentary. These should be used with caution, as sample sizes are fairly small (see Table 6.8). Some figures are not shown, as there are too few cases for reliable estimates.

There are regional differences in household car ownership, with households in the North East and London Boroughs owning fewer cars on average than in Great Britain as a whole, while households in the South East and East of England own more. This is reflected in the numbers of people holding full driving licences, and also in patterns of travel using the various modes.

**Table 6.1 Household car ownership and bus accessibility by region and country: 1999/2001**

	Percentage/number					
	No car	One car	Two or more cars	All households	Cars/household	Bus accessibility indicator <sup>1</sup>
North East	39	45	16	100	0.8	98
North West	29	48	23	100	1.0	96
Yorkshire and the Humber	32	45	23	100	1.0	92
East Midlands	27	47	26	100	1.0	77
West Midlands	27	48	25	100	1.1	94
East of England	20	47	33	100	1.2	79
London Boroughs	37	45	18	100	0.9	99
South East	20	48	32	100	1.2	89
South West	23	48	29	100	1.1	78
England	28	47	26	100	1.0	89
Wales	29	45	27	100	1.1	79
Scotland	33	46	22	100	0.9	92
Great Britain	28	47	25	100	1.0	89

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

**Table 6.2 Full car driving licence holders by sex and region and country: 1999/2001**

	Percentage		
	Males	Females	All adults
North East	72	44	57
North West	82	61	71
Yorkshire & the Humber	79	54	65
East Midlands	83	60	71
West Midlands	83	57	70
East of England	91	69	79
London Boroughs	76	57	66
South East	87	71	78
South West	85	65	74
England	83	61	71
Wales	83	57	69
Scotland	80	57	67
<b>Great Britain</b>	<b>82</b>	<b>60</b>	<b>71</b>

**Table 6.3 Average distance travelled by mode of travel and region or country: 1999/2001**

	Miles per person per year									
	Walk	Bicycle	Car driver	Car passenger	Other private	Local bus	Rail	Taxi/minicab	Other public	All modes
North East	177	*	2,694	1,781	*	448	*	86	*	5,737
North West	173	36	3,272	1,975	159	265	249	68	*	6,333
Yorkshire & the Humber	190	42	3,378	2,022	*	279	282	87	*	6,483
East Midlands	165	51	3,778	2,172	205	237	*	*	*	7,020
West Midlands	175	31	3,588	2,023	*	269	*	66	*	6,513
East of England	176	51	4,493	2,427	136	138	699	*	*	8,280
London Boroughs	237	32	2,148	1,396	103	333	996	79	*	5,452
South East	193	45	4,558	2,253	150	117	568	54	*	8,067
South West	178	41	3,599	2,226	189	157	*	*	*	6,826
England	188	41	3,547	2,031	140	234	449	62	128	6,819
Wales	165	*	3,321	1,920	197	179	*	*	*	6,111
Scotland	220	30	3,551	2,087	197	393	366	71	*	7,213
<b>Great Britain</b>	<b>189</b>	<b>39</b>	<b>3,535</b>	<b>2,030</b>	<b>148</b>	<b>245</b>	<b>425</b>	<b>61</b>	<b>144</b>	<b>6,815</b>

**Table 6.4 Trips by main mode of travel and region and country: 1999/2001**

	Trips per person per year									
	Walk	Bicycle	Car driver	Car passenger	Other private	Local bus	Rail	Taxi/minicab	Other public	All modes
North East	235	*	352	232	*	104	*	21	*	980
North West	242	13	431	247	8	62	9	18	*	1,034
Yorkshire & the Humber	294	19	388	224	*	65	8	12	*	1,018
East Midlands	215	22	417	223	12	52	*	*	*	957
West Midlands	247	13	413	241	*	68	*	9	*	1,006
East of England	242	24	474	253	8	26	20	*	*	1,057
London Boroughs	299	11	292	176	10	94	87	15	*	990
South East	252	19	465	256	13	25	19	10	*	1,059
South West	257	18	422	244	14	35	*	*	*	1,005
England	257	17	409	233	10	56	21	12	3	1,018
Wales	251	*	395	228	14	40	*	*	*	952
Scotland	326	12	397	218	12	73	14	16	*	1,074
Great Britain	263	16	407	231	11	57	20	12	3	1,019

**Table 6.5 Trips by purpose and region or country: 1999/2001**

	Trips per person per year										
	Commuting	Business	Education	Shopping	Personal business	Escort	Visiting friends	Sport & entertainment	Holidays & day trips	Other including just walk	All purposes
North East	151	23	60	224	77	118	208	61	24	34	980
North West	154	32	68	218	103	137	201	58	30	33	1,034
Yorkshire & the Humber	153	36	70	220	97	126	188	61	31	35	1,018
East Midlands	163	32	56	199	96	112	171	61	27	40	957
West Midlands	166	26	70	213	103	128	180	52	22	46	1,006
East of England	164	40	69	212	118	145	167	66	28	47	1,057
London Boroughs	147	40	74	201	116	118	174	60	27	32	990
South East	157	46	64	217	106	152	172	66	28	48	1,059
South West	156	35	56	211	106	122	161	64	40	55	1,005
England	156	36	66	213	105	131	179	61	29	42	1,018
Wales	144	27	61	205	98	112	177	56	26	46	952
Scotland	164	30	76	231	107	114	180	76	27	68	1,074
Great Britain	156	35	67	214	105	129	179	62	29	44	1,019

**Table 6.6 Travel to work by main mode and region or country of residence: 1999/2001**

	Walk	Bicycle	Car driver	Car passenger	Other private	Local bus	Rail	Percentage of trips	
								Other public	All modes
North East	13	*	49	18	*	13	*	*	100
North West	10	*	60	14	*	8	*	*	100
Yorkshire & the Humber	11	*	57	14	*	10	*	*	100
East Midlands	12	*	64	10	*	6	*	*	100
West Midlands	13	*	59	13	*	7	*	*	100
East of England	9	6	63	10	*	*	7	*	100
London Boroughs	10	*	36	6	*	13	28	*	100
South East	12	4	62	10	*	3	5	*	100
South West	14	5	63	10	*	5	*	*	100
England	11	4	57	11	1	7	6	1	100
Wales	12	*	64	15	*	*	*	*	100
Scotland	12	*	55	13	*	10	*	*	100
<b>Great Britain</b>	<b>11</b>	<b>4</b>	<b>57</b>	<b>12</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>100</b>

**Table 6.7 Trips to and from school by main mode and region or country: 1999/2001**

	Age 5-16					Percentage/miles	
	Walk	Car	Bus <sup>1</sup>	Other	All modes	Average length (miles)	
						Age 5-10	Age 11-16
North East	53	22	23	2	100	0.8	3.0
North West	43	31	22	3	100	1.4	2.5
Yorkshire and the Humber	58	25	15	2	100	1.0	2.4
East Midlands	45	27	25	3	100	1.4	3.0
West Midlands	56	27	17	-	100	1.7	2.3
East of England	44	36	12	8	100	1.7	3.4
London Boroughs	50	22	20	8	100	1.1	3.2
South East	45	37	13	4	100	1.6	3.2
South West	41	34	18	7	100	1.9	3.8
England	48	30	18	5	100	1.4	3.0
Wales	45	25	28	2	100	1.1	3.0
Scotland	57	19	23	1	100	1.1	2.7
<b>Great Britain</b>	<b>48</b>	<b>29</b>	<b>18</b>	<b>4</b>	<b>100</b>	<b>1.4</b>	<b>2.9</b>

1 Including school buses

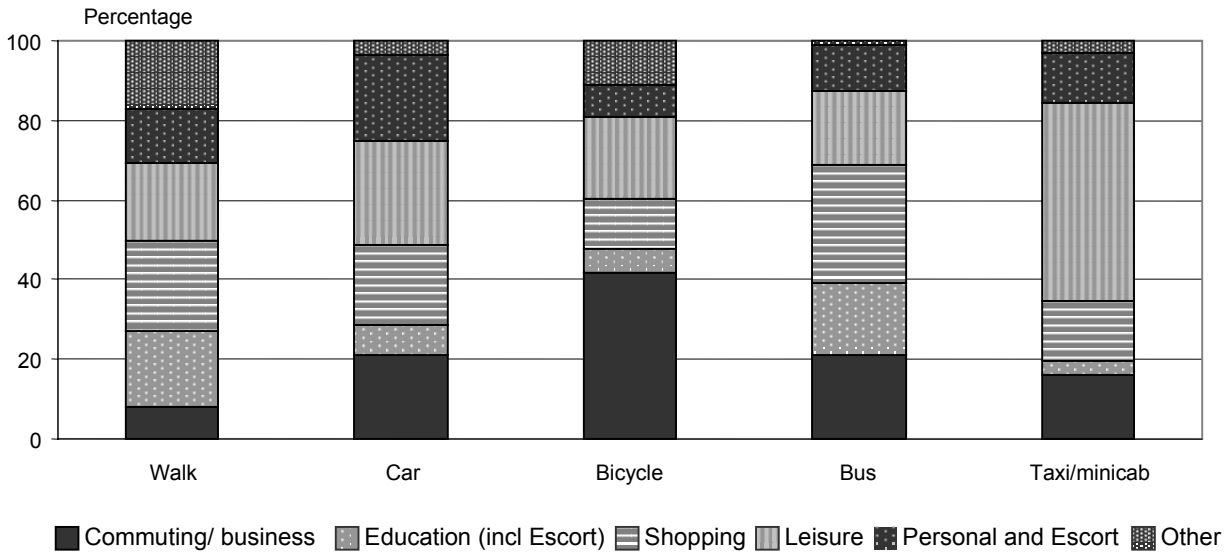
**Table 6.8 Unweighted sample sizes by region or country: 1999/2001**

	Households	Individuals	Motor vehicles	Number Cars
North East	454	1,037	375	361
North West	1,152	2,697	1,163	1,137
Yorkshire & the Humber	870	2,012	874	841
East Midlands	679	1,557	735	704
West Midlands	847	1,998	917	897
East of England	944	2,177	1,188	1,151
London Boroughs	1,241	2,825	1,117	1,067
South East	1,385	3,265	1,766	1,698
South West	934	2,178	1,130	1,068
England	8,506	19,746	9,265	8,924
Wales	532	1,240	585	563
Scotland	886	2,018	846	830
Great Britain	9,924	23,004	10,696	10,317

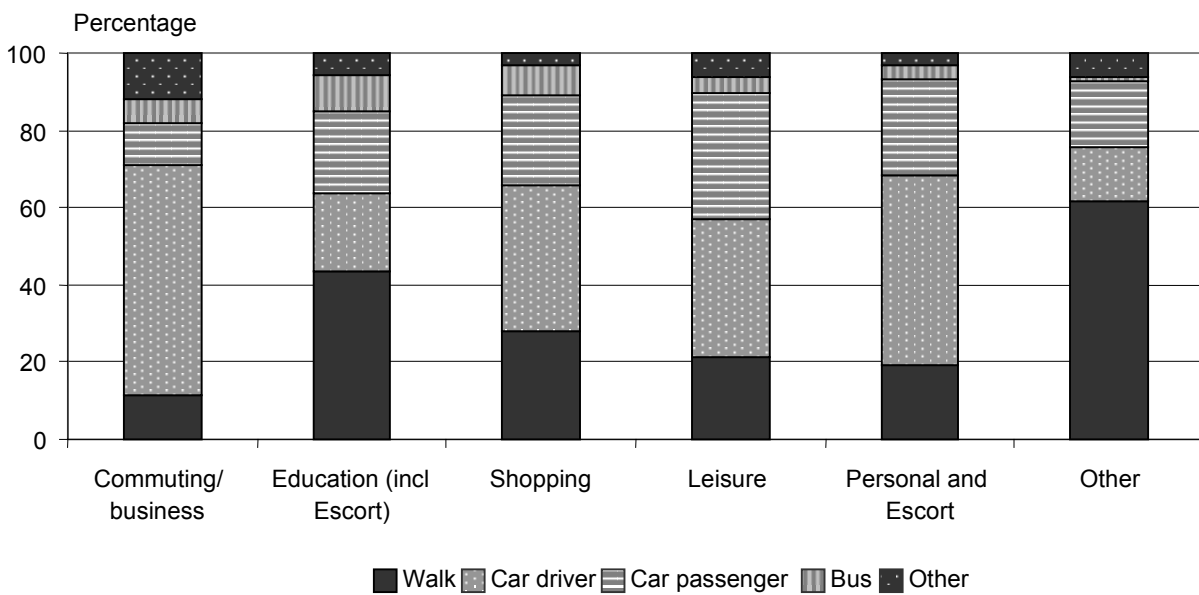
## Section 7: Travel by trip purpose and main mode

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

**Chart 7.1 Trips made by selected main mode and purpose: 1999/2001**



**Chart 7.2 Trips made by purpose and main mode: 1999/2001**



**Table 7.1 Trips per person per year by purpose and main mode: 1999/2001**

i) Excluding trips under 1 mile

	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Bus in London	Other local bus	Non-local bus	LT Underground	Surface rail	Taxi/minicab	Other public	Trips All modes
Commuting	6	5	87	17	2	1	2	9	*	3	6	1	*	140
Business	*	*	25	3	*	*	*	*	*	*	1	*	*	31
Education	7	1	3	15	*	3	2	7	*	*	1	*	*	40
Escort education	3	*	16	5	*	*	*	*	*	*	*	*	*	25
Shopping	11	1	75	46	*	*	3	13	*	*	1	2	*	153
Other escort	2	*	44	21	*	*	*	1	*	*	*	*	*	69
Personal business	5	1	40	21	*	*	1	4	*	*	1	1	*	76
Visiting friends:														
at home	7	2	47	40	*	*	1	4	*	*	1	2	*	105
elsewhere	3	*	11	13	*	*	*	2	*	*	*	3	*	34
Sport/entertainment	3	*	23	20	*	1	*	2	*	*	*	1	*	53
Holiday/day trip	1	2	9	12	*	*	*	*	*	*	*	*	*	26
Other inc. just walk	14	*	1	*	*	*	*	*	*	*	*	*	*	15
<b>All purposes</b>	<b>62</b>	<b>12</b>	<b>380</b>	<b>214</b>	<b>3</b>	<b>7</b>	<b>12</b>	<b>43</b>	<b>2</b>	<b>7</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>767</b>

ii) All trips

	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Bus in London	Other local bus	Non-local bus	LT Underground	Surface rail	Taxi/minicab	Other public	Trips All modes
Commuting	18	6	89	18	2	1	3	9	*	3	6	2	*	156
Business	3	*	25	3	*	*	*	*	*	*	1	*	*	35
Education	30	1	3	18	*	3	2	8	*	*	1	*	*	67
Escort education	20	*	20	6	*	*	*	*	*	*	*	*	*	47
Shopping	60	2	81	49	*	*	4	13	*	*	1	2	*	214
Other escort	9	*	48	23	*	*	*	1	*	*	*	*	*	82
Personal business	27	1	44	24	*	1	1	4	*	*	1	1	*	105
Visiting friends:														
at home	27	2	50	43	*	*	1	4	*	*	1	2	*	133
elsewhere	14	*	12	14	*	*	*	2	*	*	*	3	*	46
Sport/entertainment	9	1	25	22	*	1	*	2	*	*	*	1	*	62
Holiday/day trip	2	2	9	12	*	*	*	*	*	*	*	*	*	29
Other inc. just walk	43	*	1	*	*	*	*	*	*	*	*	*	*	44
<b>All purposes</b>	<b>263</b>	<b>16</b>	<b>407</b>	<b>231</b>	<b>3</b>	<b>8</b>	<b>13</b>	<b>44</b>	<b>2</b>	<b>7</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1,019</b>

**Table 7.2 Distance travelled per person per year by purpose and main mode: 1999/2001**

i) Excluding trips under 1 mile														Miles
	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Bus in London	Other local bus	Non-local bus	LT Underground	Surface rail	Taxi/minicab	Other public	All modes
Commuting	10	14	899	130	15	7	10	47	*	21	145	7	*	1,317
Business	*	*	522	71	*	*	*	*	*	*	63	*	*	709
Education	10	1	26	56	*	24	9	35	*	*	15	*	*	189
Escort education	3	*	67	23	*	*	*	*	*	*	*	*	*	95
Shopping	15	2	422	328	*	*	10	53	*	*	22	5	*	870
Other escort	2	*	263	141	*	*	*	3	*	*	*	*	*	420
Personal business	7	2	250	145	*	*	4	14	*	*	24	4	*	466
Visiting friends:														
at home	10	5	536	476	*	*	5	23	*	*	57	10	*	1,143
elsewhere	4	*	90	101	*	*	*	8	*	*	*	12	*	241
Sport/entertainment	5	*	191	181	*	21	*	8	*	*	*	6	*	452
Holiday/day trip	1	8	238	361	*	*	*	*	*	*	*	*	*	776
Other inc. just walk	24	*	8	*	*	*	*	*	*	*	*	*	*	38
<b>All purposes</b>	<b>93</b>	<b>37</b>	<b>3,512</b>	<b>2,017</b>	<b>29</b>	<b>120</b>	<b>44</b>	<b>199</b>	<b>99</b>	<b>51</b>	<b>408</b>	<b>56</b>	<b>51</b>	<b>6,717</b>

ii) All trips														Miles
	Walk	Bicycle	Car driver	Car passenger	Motor-cycle	Other private	Bus in London	Other local bus	Non-local bus	LT Underground	Surface rail	Taxi/minicab	Other public	All modes
Commuting	14	14	901	131	15	7	10	47	*	21	145	7	*	1,324
Business	3	*	522	71	*	*	*	*	*	*	63	*	*	710
Education	18	1	26	58	*	24	9	35	*	*	15	*	*	200
Escort education	9	*	69	23	*	*	*	*	*	*	*	*	*	104
Shopping	32	3	426	329	*	*	10	53	*	*	22	5	*	893
Other escort	5	*	265	142	*	*	*	3	*	*	*	*	*	426
Personal business	14	2	252	146	*	6	4	14	*	*	24	4	*	477
Visiting friends:														
at home	17	5	537	477	*	*	5	23	*	*	57	10	*	1,152
elsewhere	8	*	90	101	*	*	*	8	*	*	*	12	*	246
Sport/entertainment	7	3	191	182	*	21	*	8	*	*	*	6	*	456
Holiday/day trip	2	8	239	361	*	*	*	*	*	*	*	*	*	777
Other inc. just walk	36	*	8	*	*	*	*	*	*	*	*	*	*	51
<b>All purposes</b>	<b>165</b>	<b>38</b>	<b>3,526</b>	<b>2,026</b>	<b>29</b>	<b>120</b>	<b>44</b>	<b>200</b>	<b>99</b>	<b>51</b>	<b>408</b>	<b>57</b>	<b>51</b>	<b>6,815</b>

# 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 excluded.

## 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. Table 2.1 and the reference tables in Section 7 also give some details for trips excluding those under a mile.

## 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.

## 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.

## **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 Transport 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.

## **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. Full-time work is over 30 hours a week. Part-time work includes any number of hours worked, however small, up to 30 hours a week.

## 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 Tax and Price Index (TPI). 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 – In this report London comprises the 33 London boroughs;

Metropolitan - the built-up area 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).

## **Areas of London**

A number of areas of London are distinguished. Some of them overlap each other.

Central London - is the area bounded by the main railway stations including Kings Cross, Paddington, Vauxhall and Fenchurch Street.

Inner London - is the 14 inner London Boroughs.

Outer London - is the 19 outer London Boroughs.

London – In this report is all 33 London Boroughs, i.e. Greater London. (However, the built-up area of London or the whole area within the M25, can also be distinguished.)

## Appendix B: Regional definitions

STANDARD STATISTICAL REGION	COUNTY*	GOVERNMENT OFFICE REGION
NORTH	Cleveland* Durham Northumberland Tyne and Wear	NORTH EAST
	Cumbria	
NORTH WEST	Cheshire Greater Manchester Lancashire Merseyside	NORTH WEST
YORKSHIRE AND HUMBERSIDE	Humberside* North Yorkshire* South Yorkshire West Yorkshire	YORKSHIRE AND THE HUMBER
EAST MIDLANDS	Derbyshire Leicestershire Lincolnshire Northamptonshire Nottinghamshire	EAST MIDLANDS
WEST MIDLANDS	Hereford and Worcester Shropshire Staffordshire Warwickshire West Midlands	WEST MIDLANDS
EAST ANGLIA	Cambridgeshire Norfolk Suffolk	EAST OF ENGLAND
SOUTH EAST	Bedfordshire Essex Hertfordshire	
	Greater London	LONDON
	Berkshire Buckinghamshire East Sussex Hampshire Isle of Wight Kent Oxfordshire Surrey West Sussex	SOUTH EAST
SOUTH WEST	Avon* Cornwall Devon Dorset Gloucestershire Somerset Wiltshire	SOUTH WEST

\* Counties prior to local government reorganisation

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*General enquires on Scottish Transport Statistics:*  
Scottish Executive Development Department,  
Transport Statistics Branch, Area 3-G13, Victoria  
Quay, Edinburgh EH6 6QQ  
Phone: +44 (0)131-244 7255  
Fax: +44 (0)131-244 0888  
E-mail: transtat@scotland.gov.uk  
Internet: www.scotland.gov.uk

*These publications are available, payment with orders, from: The Stationery Office bookshop  
71 Lothian Road, Edinburgh EH3 9AZ  
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Publications Unit, Statistical Directorate  
National Assembly for Wales  
Cathays Park, Cathays, Cardiff CF1 3NQ

Telephone: +44 (0)29-20825050  
E-mail: stats.pubs@wales.gov.uk  
Internet: www.wales.gov.uk

### Northern Ireland Transport Statistics

*Available from;*

Central Statistics and Research Branch  
Department of the Environment, Clarence Court,  
10-18 Adelaide Street, Belfast BT2 8GB  
Tel: +44 (0)1232-540801  
E-mail: csrb.doe@nics.gov.uk  
Internet: www.doeni.gov.uk/statistics/transport.htm

### Transport Statistics Users Group

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

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

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

- Transport Statistics on the internet
- Aviation Statistics
- Parking Statistics
- Transport and social exclusion
- National Travel Survey User Consultation
- Transport Information Needs of the North of England
- How did you get to the Millennium Dome?

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

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The TSUG has contributed to the production of the *Transport Year Book 2001*. This contains information on sources from Governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office (TSO) for £40.

## Transport Statistics Publications (as at June 2002)

### The Stationery Office (TSO) publications (Transport Statistics Reports - priced)

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

Transport Statistics for London: 1999 Edition (ISBN: 1-85112-327-X)

Journey Times Survey: Inner & Central London: 1999

Traffic Speeds in Central and Outer London: 1996/97

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**NOTE:** Prior to 1997, many of the Transport Statistic's Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to TSF5, Zone 17, 2<sup>nd</sup> Floor, Great Minster House, 76 Marsham Street, London SW1P 4DR. Great Britain. ☎ +44 (0)20 7944 4847.

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

*Obtainable from:*

#### Department for Transport

2nd Floor Zone 17

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London

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