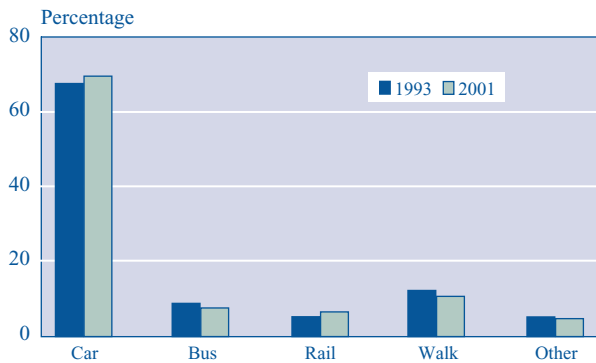


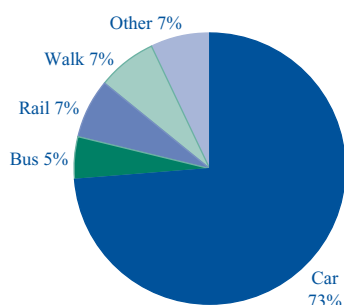
How do people get to work?

Chart 1: Usual mode of transport to work: 1993 and 2001



- In 2001, 17 million people (70% of those working) usually travelled to work by car, compared with 68% in 1993. Some employers are now introducing packages of measures designed to reduce car use, known as ‘Transport Plans’.
- Between 1993 and 2001, the proportions walking to work and going by bus both fell a little, to 11% and 8% respectively, and rail use increased a little, to 7% (Chart 1). 3% cycled to work in 2001, and 1% used motorcycles.
- 73% of men usually commuted by car, compared with 66% of women, but the difference has narrowed from 74% for men and 62% for women in 1993.
- Women were more than twice as likely as men to travel by bus (11% and 5% respectively), or to walk (15% and 7%). Men were more likely to use other modes, including rail, bicycles and motorcycles. (Chart 2).

Chart 2a: Usual mode of travel to work: males, 2001

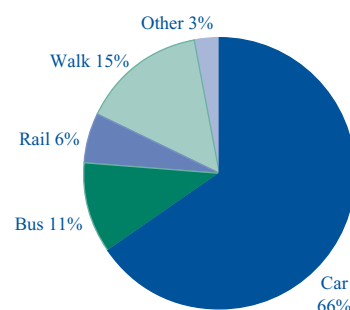


Note: The figures quoted are for Great Britain; see notes at end for data sources. In this factsheet, figures for a single year (eg 2001) are from the Labour Force Survey, which includes two questions on mode of transport to work, and time taken to travel to work each Autumn. A wider range of travel information is available from the National Travel Survey (NTS), but as this is a much smaller survey, figures are usually averaged over three years (eg 1999/2001).

Regional variations

- The commuting patterns of people working in London are very different from other areas. For all of London only 41% commuted by car in 2001. In central London only 12% of the 1.2 million workers commuted by car. In outer London the proportion of workers travelling by car (66%) was only a little below the national average (70%).
- 72% of those working in central London travelled by train, with 32% using the underground and 40% surface rail systems. In London as a whole, rather fewer than the national average walked to work (8%).
- Outside London, there was less regional variation. Car use was greatest in Wales and the South East (78%) and lowest in Scotland (69%) and the North East (70%). Bus use was highest in areas with lower car use. Rail was used by 3% or less of workers, except in the more populated areas of Merseyside and Tyne & Wear (5%), Greater Manchester (4%) and Strathclyde (6%).
- Bicycle use was highest in the Eastern, East Midlands, South East and South West regions (4%). The proportion walking to work, varied outside London from 8% in the West Midlands metropolitan area to 14% in the South West and Scotland (excl Strathclyde).

Chart 2b: Usual mode of travel to work: females, 2001



How far do people travel to work?

- The average distance between home and work increased by 17% over the last ten years, from 7.2 miles in 1989/1991 to 8.5 miles in 1999/2001.
- Men travelled 10.3 miles to work on average in 1999/2001, 70% further than women (6.1 miles).
- Car commuting trips averaged 9.6 miles, compared with 5.0 miles for bus, and 18.5 miles for rail, 2.4 miles for bicycle trips and 0.8 miles for trips on foot.
- Residents of small urban (under 25k population) and rural areas travelled 9.8 miles on average, compared with 6.7 miles for those living in the larger cities and 7.2 miles for those living in London.
- Residents of the Eastern and South East regions travelled furthest to work (about 11 miles on average), probably because many people living in these areas commute to London. Residents of the North East and North West had an average commute of less than 7 miles.

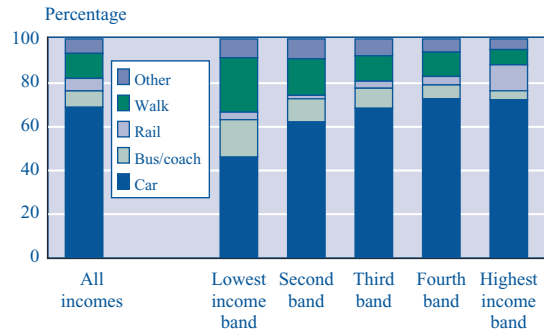
How long does it take to travel to work?

- The average journey to work in 2001 took 25 minutes, compared with 23 minutes in 1993. Male workers spent 28 minutes, compared with 22 minutes for women, reflecting the differences in journey distance and mode.
- By region, the average time taken varied from 19 minutes for people working in Wales, to 43 minutes for London workers, rising to 56 minutes for central London.
- On average, car journeys to work took 24 minutes, bus 35 minutes, rail 58 minutes, and trips on foot 12 minutes.

Differences by income group

- Not surprisingly, income has a strong influence on transport to work, because of the link with car ownership. In the highest 20% (quintile) of incomes, half of all households in 1999/2001 had access to two or more cars, but 62% of households in the lowest quintile did not have a car.
- The average distance travelled by those in the highest quintile of incomes was 11.5 miles, compared with those in the lowest quintile (5.3 miles).

Chart 3: Journeys to work by main mode and income band: 1999/2001



- 72% of trips to work made by those in the highest income quintile were by car, but only 46% by those in the lowest quintile (Chart 3).
- 25% of people in the lowest income quintile walked to work and a further 17% used the bus.
- 12% of people in the highest quintile travelled by train. Very few people outside the top income quintile travelled by train, partly because most of the commuter services available are in South East England, where incomes are generally higher.

Working at home

- Out of a workforce of 27 million in 2001, 900,000 (3.4%) usually worked at home, or in the same grounds or building as their home. The number working from home was similar in 1993, but the proportion was larger (4.9%), as the overall size of the workforce was smaller.
- In addition to those working at home, in 2001 nearly 2 million (7.5%) worked in different places, but with their home as a base.
- Women were more likely than men to work at home (4.3%, compared with 2.6%), but men were much more likely to work in different places with home as a base (10.9%, compared with 3.4%).
- Working at home is most common in the South East (5.4%) and the South West (4.5%), and least common in the North West (1.4%).
- The need to travel to work is predicted to decrease, with more extensive 'tele-working', reducing peak demand for travel.

The text and charts are available from the DfT website at www.transtat.dft.gov.uk/personal. Other NTS publications include 12 further factsheets on a number of topics; the main results of the NTS in "National Travel Survey: Update 1999/2001" and in "Focus on Personal Travel: 2001 Edition" (1998/2000 data) and the Technical Report. These are also all available from the website. For further information, copies of the factsheets, Bulletin and any queries please contact national.travelsurvey@dft.gov.uk or telephone on 020 7944 3097.