

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

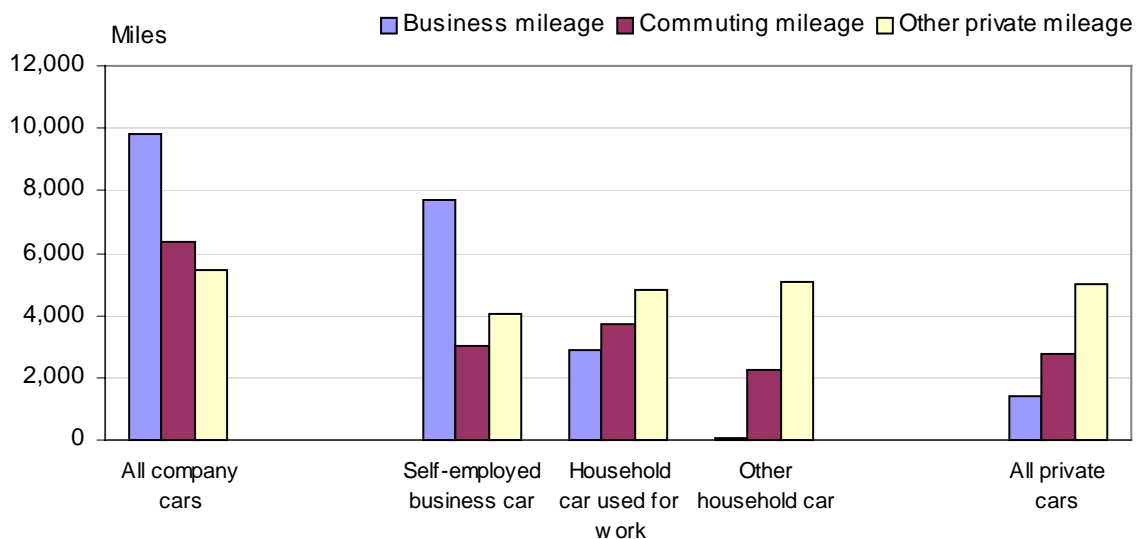


Table 5.1 Annual mileage of 4-wheeled cars by type of car and trip purpose: 1999/2001

	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
All company cars	9,800	6,340	5,460	21,590	7
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
All private cars	790	2,490	4,990	8,270	93
All 4-wheeled cars	1,440	2,770	5,020	9,230	100

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

	Number/percentage					
	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 purpose¹:1999/2001

	Number/percentage					
	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
Total	1.6	60	38	25	36	100

¹ 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

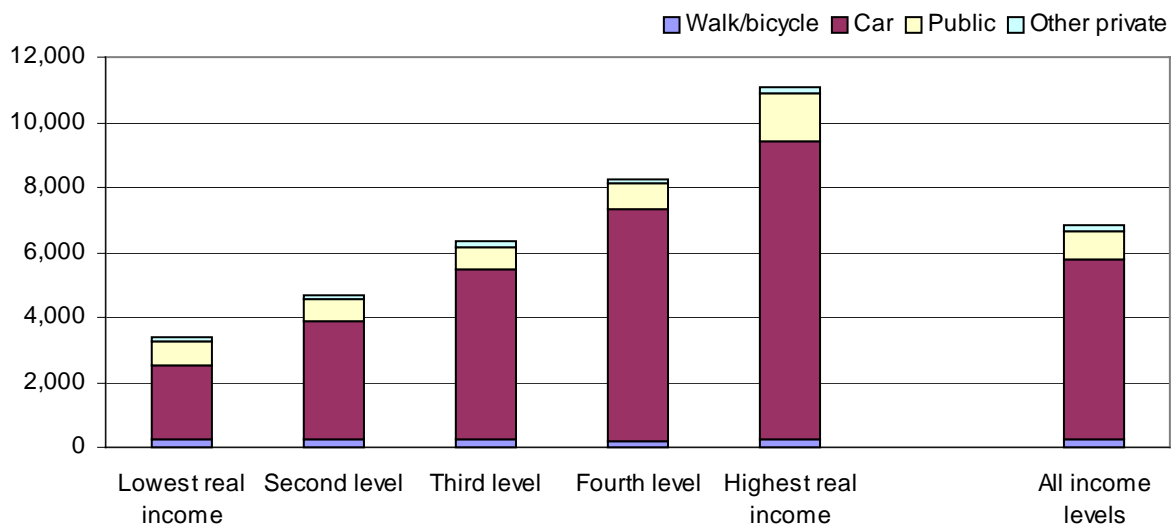


Table 5.4 Travel by household car access, type of transport, age and sex: 1999/2001

Trips/miles

	Households with a car				Households without a car	All households
	Main driver	Other driver	Non driver	All		
Trips per person per year by main mode						
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
Distance per person per year by mode						
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

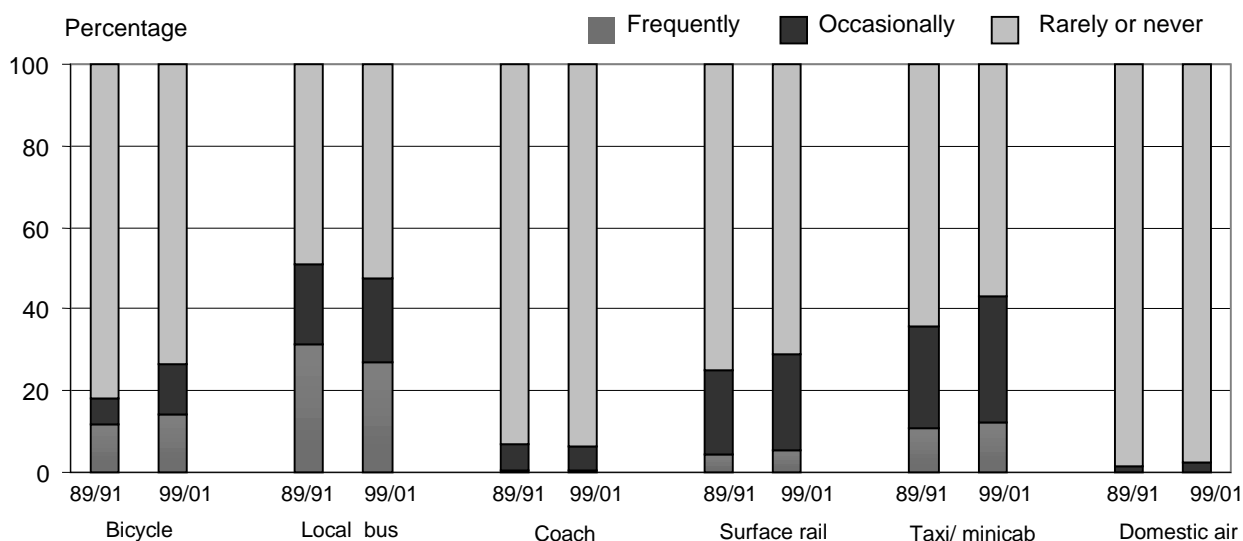
Frequency of use of bicycles and public transport (Table 5.6 and Chart 5.3)

- 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 1999/2001¹

Revised December 2002

Percentage

	Pensioners with scheme available				Take-up rate ²			
	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

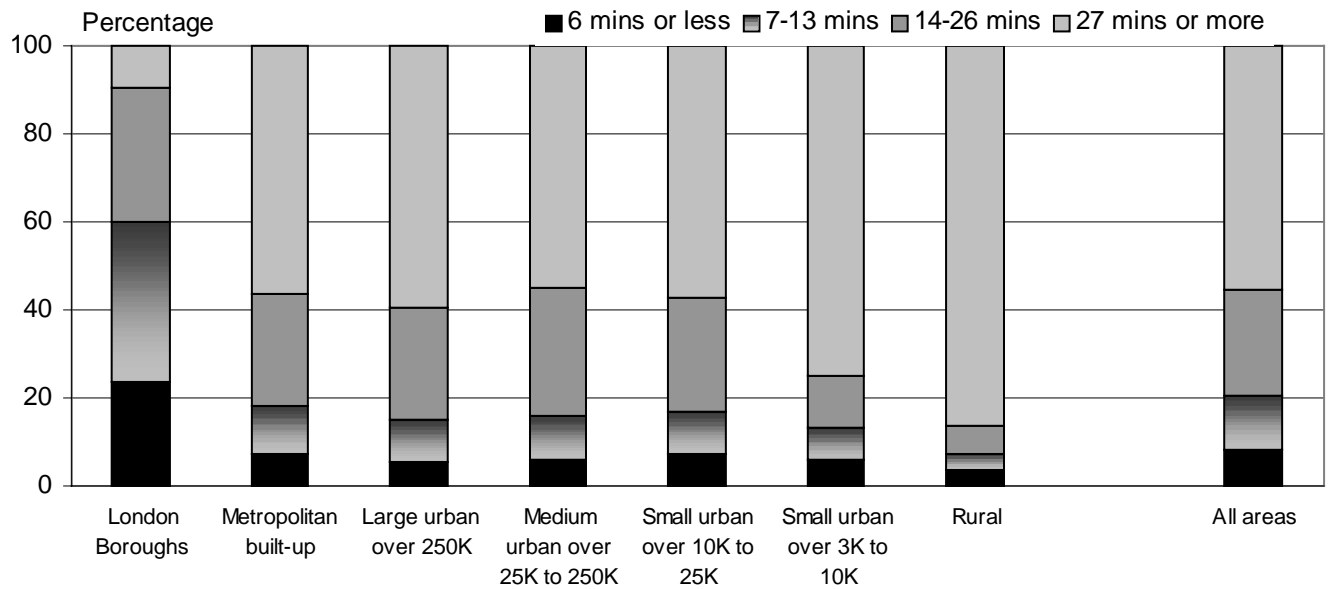


Table 5.8 Time taken to walk to nearest bus stop by area type and bus availability indicator for GB and England: 1989/1991, 1996/1998 and 1999/2001

Revised December 2002

Percentage of households

	Time in minutes 1989/1991				Time in minutes 1999/2001				Availability Indicator ¹			
									Great Britain		England	
	6 or less	7-13	14 or more	All households	6 or less	7-13	14 or more	All households	1996/1998	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

¹ 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 1999/2001¹

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

¹ 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 ¹		Shopping centre ²		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

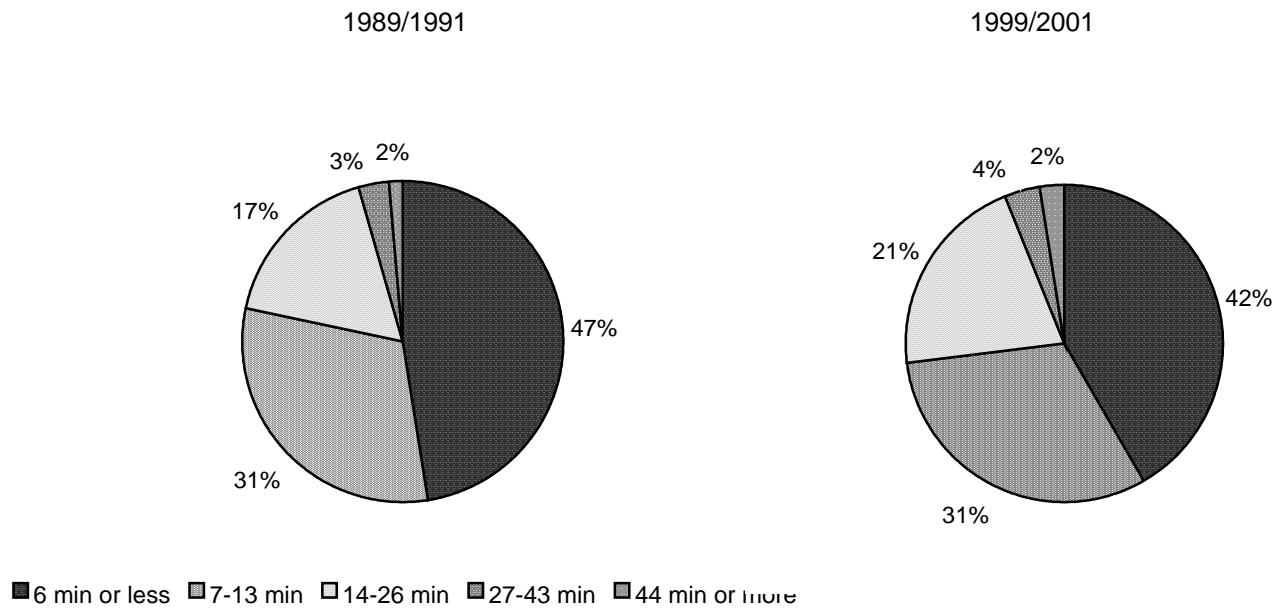


Table 5.11 Time taken to travel by bus to local facilities: 1989/1991 and 1998/2000³

	Percentage of households											
	Doctor		Post office		Chemist		Food store ¹		Shopping centre ²		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: 2001³

	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'.