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REVISED NATIONAL TRAVEL SURVEY DATA FOR URBAN AND RURAL AREAS

DfT statisticians have discovered errors in the urban/rural coding of the National Travel Survey data. This release presents revised data for key analyses for 1996-2001. The effects of the revisions are in general small, but they do affect the 10 Year Transport Plan indicator of rural bus availability.

The National Travel Survey is a household survey designed to provide a databank of personal travel information for Great Britain. One of the variables enables analysis by households according to whether they are located in urban or rural areas and the size of urban area. The variable is constructed by linking from the household postcode to an urban/rural code. To overcome problems caused by new postcodes, the code is constructed at primary sampling unit (psu) level by taking the majority code for the addresses in the psu (around 20 households).

During 2002, DfT became aware that the proportion of rural households in the sample had fallen over the 1990s, with a steep dip in 2000. Part of this fall could be attributed to discontinuities caused by updating the basis of coding from the 1981 Census to the 1991 Census and to changes in the sampling methodology, for example increased sampling in London. But it was felt that there must be another cause and that this was likely to be miscoding of the data.

The coding for 1996-2001 was checked by the contractor and various errors found. The years mainly affected by the revisions are 1999-2001, particularly 2000. 1996-1998 are affected to a lesser extent.

The main reasons for revisions are as follows:

Failure of a batch of revised 2000 data to reach the NTS database originally
Availability of more accurate coding, and improved coding to settlement,
where the majority rule produced a borderline result

Recoding to rural for a handful of areas in 1999

Corrections to coding for the second half of 2001, where the reason for the original miscoding is unknown

A set of revised tables covering the main analyses is attached. All the tables from *National Travel Survey: 1999/2001 Update* with an urban/rural breakdown are included, together with key tables from *Focus on Personal Travel 2001 edition*, which contained data for 1998-2000. The revisions are mainly small. Many tables give a percentage breakdown and the revised figures are generally within +/-1% percentage points, and at most +/-3 percentage points. The greatest changes tend to be for the smaller urban area and rural categories for 1998-2000 and 1999-2001.

Rural bus service availability

In the 10 Year Transport Plan, the government set a target 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. The figure for the baseline year of 1996/1998 has changed very slightly from 36% to 35%. The revised 1999/2001 figure is 48% (see Table 5.8b below). (An estimate of 55% for the average of 1999 and 2001 was originally published in July 2002).

Revised tables for 1996/98-1999/2001

National Travel Survey: 1999/2001 Update

Table 2.2	Household car ownership by area of residence
Table 5.7	Concessionary fare schemes by area type
Table 5.8a	Time taken to walk to nearest bus stop by area type
Table 5.8b	Bus availability indicator for GB and England
Table 5.9	Time taken to walk to nearest rail station by area type

Focus on Personal Travel 2001 edition

Table 6.3	Full car driving licence holders by sex and area type
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Revised tables for 1999/2001 only

Focus on Personal Travel 2001 edition

Table 6.6	Trips by main mode of travel and area type
Table 6.7	Average distance travelled by mode of travel and area type
Table 6.9	Average trip distance travelled by purpose and area type
Table 6.12	Distance travelled per person by income quintile
Table 6.14	Annual mileage per 4-wheeled car by area type and purpose

Electronic versions of these tables and revised data for other tables can be supplied on request (see Notes).

Notes

1. The latest data, for 1999/2001, was published in *National Travel Survey: 1999/2001 Update* on 25 July 2002. The fieldwork and coding for the survey up to 2001 was carried out by the Office for National Statistics under contract to DfT, who manage the database and analyse and publish the data.
2. The National Travel Survey (NTS) covers about 3,500 households per year and data are normally aggregated over 3 years to produce a sample size with sufficiently robust estimates.
3. Electronic versions of these tables and revised data for tables not covered here can be requested from Spencer Broadley at DfT (020 7944 3097 or spencer.broadley@dft.gsi.gov.uk). NTS publications are available on the transport statistics web site:
<http://www.transtat.dft.gov.uk/personal/index.htm>

National Travel Survey: 1999/2001 Update: Revised estimates

**Table 2.2 Household car ownership by area of residence: 1996/1998-1999/2001
Revised December 2002**

	No car	One car	Two cars	Three or more cars	All house- holds	Percentage/number	
						Cars per household	Cars per adult (17+)
1996/1998							
London Boroughs	38	45	15	2	100	0.82	0.47
Metropolitan built-up areas	40	40	17	3	100	0.83	0.46
Other urban areas with population:-							
Over 250 thousand	31	46	20	4	100	0.97	0.53
25 to 250 thousand	31	46	20	3	100	0.98	0.54
10 to 25 thousand	27	46	24	4	100	1.06	0.57
3 to 10 thousand	19	46	29	5	100	1.22	0.65
Rural areas	17	46	30	7	100	1.30	0.69
All areas 1996/1998	30	45	21	4	100	1.01	0.55
1997/1999							
London Boroughs	38	45	15	2	100	0.81	0.47
Metropolitan built-up areas	39	40	18	3	100	0.86	0.48
Other urban areas with population:-							
Over 250 thousand	32	45	20	3	100	0.96	0.53
25 to 250 thousand	29	46	22	3	100	0.99	0.55
10 to 25 thousand	26	44	25	5	100	1.12	0.59
3 to 10 thousand	20	47	28	5	100	1.21	0.65
Rural areas	16	46	32	6	100	1.30	0.70
All areas 1997/1999	29	45	22	4	100	1.02	0.56
1998/2000							
London Boroughs	36	45	16	3	100	0.87	0.49
Metropolitan built-up areas	37	42	18	3	100	0.88	0.49
Other urban areas with population:-							
Over 250 thousand	31	46	20	3	100	0.97	0.55
25 to 250 thousand	29	46	22	3	100	1.01	0.56
10 to 25 thousand	25	45	25	5	100	1.13	0.62
3 to 10 thousand	20	47	27	6	100	1.22	0.65
Rural areas	16	44	33	7	100	1.34	0.72
All areas 1998/2000	28	45	22	4	100	1.04	0.57
1999/2001							
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

National Travel Survey: 1999/2001 Update: Revised estimates

**Table 5.7 Concessionary fare schemes by area type: 1996/1998 to 1999/2001
Revised December 2002**

	Percentage							
	Pensioners with scheme available				Take-up rate ¹			
	1996/ 1998	1997/ 1999	1998/ 2000	1999/ 2001	1996/ 1998	1997/ 1999	1998/ 2000	1999/ 2001
London Boroughs	100	100	100	100	79	79	81	79
Metropolitan built-up areas	100	100	100	100	76	73	73	71
Large urban over 250K	99	99	99	100	46	42	45	50
Medium urban over 25K to 250K	98	99	100	99	46	43	43	44
Small urban 3K to 25K	94	94	93	95	45	42	38	37
of which 10K to 25K	93	97	96	98	48	47	39	37
of which 3K to 10K	95	92	90	92	41	37	36	38
Rural	96	96	93	91	31	26	29	31
All areas	98	98	98	97	52	48	48	49

1 Of those with scheme available

**Table 5.8a Time taken to walk to nearest bus stop by area type: 1996/1998 to 1999/2001
Revised December 2002**

	Percentage of households															
	Time in minutes 1996/1998				Time in minutes 1997/1999				Time in minutes 1998/2000				Time in minutes 1999/2001			
	6 or less	7-13	14 or more	All	6 or less	7-13	14 or more	All	6 or less	7-13	14 or more	All	6 or less	7-13	14 or more	All
London Boroughs	89	9	2	100	88	11	2	100	88	11	2	100	88	11	1	100
Met. built-up areas	92	7	1	100	92	7	1	100	92	7	1	100	91	8	1	100
Large urban over 250k	89	9	2	100	90	8	2	100	91	8	2	100	90	9	1	100
Medium urban 25 to 250k	91	7	2	100	90	8	2	100	90	9	1	100	90	9	1	100
Small urban 3 to 25k	82	12	6	100	82	12	6	100	83	12	5	100	82	13	5	100
of which 10K to 25K	85	11	4	100	85	11	4	100	85	12	4	100	84	13	3	100
of which 3K to 10K	80	13	8	100	79	13	8	100	81	13	7	100	80	13	7	100
Rural	77	11	12	100	74	13	13	100	75	12	13	100	77	11	12	100
All areas	87	9	4	100	87	10	4	100	87	10	4	100	87	10	3	100

National Travel Survey: 1999/2001 Update: Revised estimates

Table 5.8b Bus availability indicator¹ for GB and England: 1996/1998 to 1999/2001
Revised December 2002

	Percentage of households							
	Great Britain				England			
	1996/ 1998	1997/ 1999	1998/ 2000	1999/ 2001	1996/ 1998	1997/ 1999	1998/ 2000	1999/ 2001
London Boroughs	98	98	98	99	98	98	98	99
Met. built-up areas	99	98	98	98	99	98	98	98
Large urban over 250k	97	97	97	98	97	97	97	98
Medium urban 25 to 250k	96	96	96	96	96	96	95	96
Small urban 3 to 25k	82	80	82	81	80	78	80	80
of which 10K to 25K	90	88	88	89	89	86	86	86
of which 3K to 10K	75	72	74	73	70	69	72	73
Rural	40	42	46	50	35	39	41	48
All areas	88	87	88	89	88	88	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: 1996/1998 to 1999/2001
Revised December 2002

	Percentage of households									
	Time in minutes 1996/1998					Time in minutes 1997/1999				
	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	25	34	31	10	100	26	34	30	10	100
Metropolitan built-up areas	7	10	25	58	100	7	9	22	62	100
Large urban over 250K	7	13	25	55	100	6	12	24	58	100
Medium urban over 25K to 250K	5	11	28	55	100	5	11	27	57	100
Small urban 3K to 25K	4	9	18	68	100	4	8	19	70	100
of which 10K to 25K	5	13	22	60	100	4	9	22	66	100
of which 3K to 10K	3	6	14	76	100	3	7	15	75	100
Rural	2	3	4	91	100	2	2	3	92	100
All areas	8	13	23	57	100	7	12	22	59	100
	Time in minutes 1998/2000					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	23	35	30	13	100	24	36	30	10
Metropolitan built-up areas	6	11	24	59	100	7	11	26	56	100
Large urban over 250K	5	10	23	62	100	6	10	25	59	100
Medium urban over 25K to 250K	4	10	28	58	100	6	10	29	55	100
Small urban 3K to 25K	4	8	17	71	100	7	9	19	65	100
of which 10K to 25K	5	8	21	66	100	7	10	26	57	100
of which 3K to 10K	4	7	11	78	100	6	7	12	75	100
Rural	3	3	5	89	100	3	4	7	86	100
All areas	7	12	22	59	100	8	12	24	56	100

Focus on Personal Travel 2001 edition: Revised estimates

Table 6.3 Full car driving licence holders by sex and area type: 1996/98-1999/2001
Revised December 2002

	Percentage											
	1996/98			1997/99			1998/2000			1999/2001		
	Males	Females	All adults	Males	Females	All adults	Males	Females	All adults	Males	Females	All adults
London boroughs	78	58	67	78	57	67	78	58	67	76	57	66
Metropolitan built-up areas	73	45	58	75	48	60	76	51	62	75	50	61
Large urban over 250k	81	57	68	81	57	68	82	59	70	80	59	69
Medium urban 25 to 250k	82	55	68	82	58	69	82	59	70	83	60	71
Small/medium urban 10 to 25k	82	59	70	83	62	72	84	62	73	86	64	74
Small urban 3 to 10k	89	66	77	89	65	76	87	67	76	86	65	75
Rural	88	72	80	89	72	80	90	72	81	92	72	81
All area types	81	58	69	82	59	70	82	60	71	82	60	71

Table 6.6 Trips by main mode of travel and area type: 1999/2001
Revised December 2002

	Trips/percentage									
	Walk	Bicycle	Car driver	Car passenger	Other private	Local bus	Rail	Taxi/ minicab	Other public	All modes
Trips per person per year:										
London boroughs	299	11	292	176	10	94	87	15	*	990
Metropolitan built-up areas	264	9	367	224	5	94	8	17	8	995
Large urban over 250K	271	18	395	233	10	66	12	11	*	1,019
Medium urban over 25K to 250K	268	18	418	240	9	47	12	13	3	1,029
Small/medium urban 10 to 25k	261	21	457	257	13	38	10	10	*	1,068
Small urban 3 to 10k	253	18	438	236	12	29	*	*	*	1,007
Rural	204	13	492	247	19	27	7	7	*	1,016
All areas	263	16	407	231	11	57	20	12	3	1,019
Percentage of trips:										
London boroughs	30	1	29	18	1	10	9	2	*	100
Metropolitan built-up areas	26	1	37	22	0	9	1	2	1	100
Large urban over 250K	27	2	39	23	1	6	1	1	*	100
Medium urban over 25K to 250K	26	2	41	23	1	5	1	1	0	100
Small/medium urban 10 to 25k	24	2	43	24	1	4	1	1	*	100
Small urban 3 to 10k	25	2	44	23	1	3	*	*	*	100
Rural	20	1	48	24	2	3	1	1	*	100
All areas	26	2	40	23	1	6	2	1	0	100

Focus on Personal Travel 2001 edition: Revised estimates

**Table 6.7 Average distance travelled by mode of travel and area type: 1999/2001
Revised December 2002**

	Miles/percentage									
	Walk	Bicycle	Car driver	Car passenger	Other private	Local bus	Rail	Taxi/minicab	Other public	All modes
Miles per person per year:										
London boroughs	237	32	2,148	1,396	103	333	996	79	*	5,452
Metropolitan built-up areas	184	25	2,681	1,619	72	375	221	69	112	5,358
Large urban over 250K	190	46	3,031	1,894	152	246	418	46	*	6,175
Medium urban over 25K to 250K	200	40	3,480	1,980	134	185	392	65	198	6,673
Small/medium urban 10 to 25k	191	48	4,211	2,602	176	219	290	44	*	7,888
Small urban 3 to 10k	167	44	4,590	2,464	263	214	*	*	*	8,288
Rural	130	39	5,267	2,568	199	195	340	53	*	8,889
All areas	189	39	3,535	2,030	148	245	425	61	144	6,815
Percentage of distance travelled:										
London boroughs	4	1	39	26	2	6	18	1	*	100
Metropolitan built-up areas	3	0	50	30	1	7	4	1	2	100
Large urban over 250K	3	1	49	31	2	4	7	1	*	100
Medium urban over 25K to 250K	3	1	52	30	2	3	6	1	3	100
Small/medium urban 10 to 25k	2	1	53	33	2	3	4	1	*	100
Small urban 3 to 10k	2	1	55	30	3	3	*	*	*	100
Rural	1	0	59	29	2	2	4	1	*	100
All areas	3	1	52	30	2	4	6	1	2	100

**Table 6.9 Average trip distance travelled by purpose and area type: 1999/2001
Revised December 2002**

	Miles										
	Commuting	Business	Education	Shopping	Personal business	Escort	Visiting friends	Sport & entertainment	Holidays & day trips	Other including just walk	All purposes
London boroughs	7.2	12.6	2.9	2.6	3.5	3.3	7.7	6.1	22.6	1.1	5.5
Metropolitan built-up areas	6.2	21.4	2.2	3.2	3.6	3.1	5.9	5.7	27.6	1.7	5.4
Large urban over 250K	7.4	22.8	2.4	3.3	3.7	3.9	7.4	5.9	25.7	1.0	6.1
Medium urban over 25K to 250K	8.7	20.4	2.9	4.0	4.2	3.7	7.8	6.9	29.2	1.1	6.5
Small/medium urban 10 to 25k	8.9	20.9	3.2	4.6	5.6	4.7	8.1	8.5	29.6	0.8	7.4
Small urban 3 to 10k	11.0	22.5	3.6	5.8	6.2	5.1	8.7	8.9	26.5	1.2	8.2
Rural	10.6	22.8	4.5	6.9	6.2	6.3	10.4	9.9	25.9	1.3	8.7
All areas	8.5	20.3	3.0	4.2	4.6	4.1	7.8	7.3	27.2	1.1	6.7

**Table 6.12 Distance travelled per person by income quintile: 1999/2001
Revised December 2002**

						Miles
	Lowest real income	Second level	Third level	Fourth level	Highest real income	All households
London boroughs	2,356	4,067	4,578	6,210	8,347	5,452
Metropolitan built-up areas	2,893	3,793	5,250	7,170	9,899	5,358
Large urban over 250k	3,275	4,295	5,551	6,911	10,894	6,175
Medium urban 25 to 250k	3,256	4,344	6,130	8,352	11,226	6,673
Small/medium urban 10 to 25k	4,113	5,387	7,767	9,910	11,398	7,888
Small urban 3 to 10k	4,255	4,978	8,170	9,628	12,695	8,288
Rural	5,251	6,563	7,601	9,659	14,104	8,889
All areas	3,396	4,679	6,345	8,256	11,048	6,815

**Table 6.14 Annual mileage per 4-wheeled car by area type and purpose:
1999/2001
Revised December 2002**

	Miles/percentage			
	Commuting	Business	Private	All purposes
Miles per car per year:				
London boroughs	1,753	1,464	4,424	7,641
Metropolitan built-up areas	2,783	1,263	4,699	8,745
Large urban over 250k	2,327	1,339	4,876	8,541
Medium urban 25 to 250k	2,783	1,477	4,853	9,113
Small/medium urban 10 to 25k	3,110	1,726	5,159	9,996
Small urban 3 to 10k	3,375	1,225	5,469	10,068
Rural	3,121	1,486	5,774	10,381
All areas	2,772	1,440	5,021	9,232
Percentage of mileage:				
London boroughs	23	19	58	100
Metropolitan built-up areas	32	14	54	100
Large urban over 250k	27	16	57	100
Medium urban 25 to 250k	31	16	53	100
Small/medium urban 10 to 25k	31	17	52	100
Small urban 3 to 10k	34	12	54	100
Rural	30	14	56	100
All areas	30	16	54	100