



Department for
Transport

Transport Statistics Bulletin

National Travel Survey: 2008

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Printed in the United Kingdom on material containing 100% post-consumer waste.

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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Symbols and conventions

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

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

Symbols used are shown inside the front cover.

Acknowledgements

The 2008 survey was carried out by the National Centre for Social Research. Special thanks are due to the past and present team in London, the coders in Brentwood and to all the interviewers. The help of all those members of the public who gave their time and co-operation is gratefully acknowledged.

Key Definitions

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

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

Cars: normally includes 4-wheeled and 3-wheeled cars, 4x4 vehicles, minibuses, motorcaravans, dormobiles and light vans. This is the same as the Census definition of household cars.

4-wheeled cars: excludes all vehicles other than standard 4-wheeled car body types.

Rail: includes surface rail (former British Rail) and the London Transport Underground service, unless otherwise specified and excludes light rail and other rail systems (e.g. Tyne and Wear Metro), which are included under 'other public transport'.

Walks: Walks of less than 50 yards are excluded.

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

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

Key points

Trends in travel patterns

- Average **distance travelled** per person per year has remained relatively stable over the last ten years at around 7,100 miles but declined slightly in 2008.
- Between 1995/97 and 2005 the proportion of households in Great Britain **without access to a car** fell from 30% to 25% while the proportion with two or more cars increased from 25% to 32%. Car availability has levelled off since 2005.
- Since 1995/97 the proportion of men with a full **driving licence** has remained relatively stable, at around 81% but it has continued to increase among women, from 57% to 65% in 2008. Licence holding also continued to grow among older people.

Travel by mode and purpose

- **Trips by car** (driver and passenger) accounted for 63% of all trips made and almost 80% of distance travelled.
- Between 1995/1997 and 2008 the average distance travelled by **local bus outside London** increased by 8% and the distance travelled by **bus in London** increased by 61%.
- Over the same period, the average distance travelled by **surface rail** increased by 54%, accounting for 8% of all distance travelled in 2008.
- In 2008 **Commuting and business** trips accounted for 19% of all trips made, and represented 28% of all distance travelled. **Shopping** accounted for 19% of all trips but only 13% of distance travelled.

Travel by age and gender

- On average, women make more trips than men, but men travel much further per year. The gap in distance travelled is narrowing as **travel patterns for men and women** change. Since 1996 the average distance travelled as a car driver has fallen by around 10 per cent among men but has increased by over 20% among women.
- Just under half of **primary school children** walked to school in 2008, with a further 43% of children being driven to school. For **secondary school children**, two fifths of pupils travelled on foot, while a fifth travelled by car and a further fifth used local bus services.
- The take up rate of **concessionary fare passes** among people aged 60 and over has increased from 52% in 2002 to 63% in 2006 and 73% in 2008. This reflects changes to the coverage and eligibility of concessionary fare schemes since 2002.

Social inclusion and accessibility

- In 2008, 51% of **households in the lowest income** quintile had no car compared with 11% in the highest income quintile. However, the gap in car availability between high and low income households is narrowing as car ownership increases among low income households.
- Overall, 4% of people who were employed said they always **worked from home**, and a further 16% said it was possible for them to work from home.
- The proportion of households who **order goods to be delivered** increased from 64% in 2002 to 70 per cent in 2008. The proportion making their last order online increased from 26% to 67% over the same period.

Section 1 Introduction

Background to the National Travel Survey

The 2008 National Travel Survey (NTS) is the latest in a series of household surveys designed to provide a databank of personal travel information for Great Britain. It is part of a continuous survey that began in July 1988, following ad hoc surveys since the mid-1960s. The survey is designed to identify long-term trends and is not suitable for monitoring short-term trends.

NTS data is collected via two main sources. Firstly, face to face interviews are carried out to collect information on the households, all individual members within the household and all vehicles to which they have access. Each household member is then asked to record details of all their trips over a seven day period in a travel diary, allowing travel patterns to be linked with individual characteristics. The NTS covers travel by all ages, including children.

As well as results from the 2008 NTS, this report also contains the first release of data collected via the travel diary in 2007.

Note on 2007 and 2008 trip data

Thorough checking of the 2007 data raised concerns about the quality of the diary data, associated with the introduction of a redesigned diary from January 2007. The diary was redesigned for the 2007 survey to make it both more appealing to respondents and easier for them to use. The diary was subject to extensive testing and appeared to be working well in the first quarter of 2007. However, analysis of the data for the whole of 2007 suggested there was an under-recording of short trips which continued in 2008. An experiment to test the impact of several specific changes to the diary was run in September to December. However, this did not prove conclusive and the results could not be used to generate 'correction factors' to apply to the 2007 data. Therefore, there is an apparent discontinuity in the trip data from 2007.

The change in the travel diary in 2007 seems to have caused a fall in short, incidental trips. The main modes affected are walks under 1 mile and short car trips under 5 miles. The main purpose affected is shopping, although there was also a fall in short trips, particularly for other 'incidental' purposes, such as personal business and visiting friends. There has been a downward trend in these trip purposes and in short trips over the last ten years so it is likely that part of the fall in 2007 is genuine.

As the under-recording of trips in 2007 mainly affects short trips, it has little impact on the average distance travelled overall, which remained fairly flat in 2007.

Under-recording of short trips continued in 2008, although the difference compared with earlier years was less pronounced than in 2007. In 2008, there was also a fall in longer trips compared with earlier years. It is likely that this fall is associated with the increase in fuel prices and the economic downturn in 2008, although it may also be due to sampling variability. This fall in longer trips affected the average distance travelled, which fell in 2008. Further details on the changes to the travel diary and comparisons of NTS data with other sources over the last ten years are given in the 2008 NTS Technical Report, which is available on the Department's website.

Earlier methodological changes

There have been various methodological changes to the NTS since the first survey in 1965. These changes are outlined in detail in the 2008 NTS Technical Report. Methodological changes mean that there are some inconsistencies and discontinuities in the time series. Key recent changes include:

1995 onwards: Weights have been applied to adjust for non-response and for the drop-off in recording of trips known to occur during the travel diary week. Discontinuity with earlier surveys is less pronounced for measures at an individual, household and vehicle level as at these levels the weighting only adjusts for non-response, which is less of a problem for earlier years. Details of the weighting methodology and a comparison of weighted and unweighted trend data for 1995 to 2004 are available on the DfT website.

2002 onwards: The National Centre for Social Research was appointed as the contractor for the survey from 2002. There were certain changes to the way the survey was managed at this point; these are outlined in the 2002 NTS Technical Report and are summarised in annual NTS statistics bulletins for 2002 to 2006. The main source of discontinuity was an under-recording of short walks in 2002 and to a lesser extent in 2003.

Sample size

In 2002, the drawn sample size was nearly trebled compared with previous years following recommendations in a National Statistics Review of the NTS. This enables key results to be presented on a single year basis from 2002. Previously data from the continuous survey was shown for three year time periods because of the smaller sample size. Details of sample sizes are given in Table 1.1.

During 2008, just under 8,100 households participated fully in the survey by providing information via interview and completing a seven day travel diary. An additional 800 households participated in the interviews but did not all complete a diary; although these cases cannot be used for trip-level analysis, their data is included in all analysis at household, individual and vehicle level.

Diary sample: Analysis of travel data is based on the diary sample. This comprises all 'fully co-operating households', defined as households for which the following information is available: a household interview, an individual interview for each household member, a seven day travel diary for each individual and, where applicable, at least one completed vehicle section. Weights were produced to adjust for non-response, and also for drop-off in recording observed during the seven day travel week.

Interview sample: Analyses at household, individual and vehicle level presented in this report are based on the interview sample. This sample comprises all fully co-operating households included in the diary sample, together with some additional 'partially co-operating households'. Generally these partially co-operating households had co-operated fully with the various interviews but not all household members had completed the travel diary. Prior to the introduction of the weighting methodology, data from partially co-operating households was not included in NTS analyses but the weighting strategy offers the opportunity to use this expanded data set for analyses which do not require data from the seven day travel record.

Table 1.1 Sample numbers on which analyses are based

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Number														
Household sample														
Unweighted diary	3,211	3,210	3,139	2,935	3,020	3,435	3,469	7,437	8,258	8,122	8,430	8,297	8,431	8,094
Unweighted interview	3,491	3,505	3,465	3,300	3,376	3,783	3,760	8,849	9,196	8,991	9,453	9,261	9,278	8,924
Weighted diary	3,209	3,211	3,139	2,938	3,018	3,431	3,472	7,437	8,258	8,122	8,430	8,297	8,431	8,094
Weighted interview	3,490	3,506	3,463	3,303	3,374	3,782	3,761	8,849	9,196	8,991	9,453	9,261	9,278	8,924
Individual sample														
Unweighted diary	7,723	7,665	7,473	6,842	6,970	8,056	7,978	16,886	19,467	19,199	19,904	19,490	19,735	18,983
Unweighted interview	8,521	8,504	8,452	7,945	8,000	9,054	8,833	20,827	21,990	21,588	22,702	22,141	21,931	21,165
Weighted diary	7,675	7,704	7,487	6,986	7,109	8,114	8,132	17,494	19,578	19,302	20,103	19,794	19,940	19,253
Weighted interview	8,348	8,405	8,258	7,857	7,945	8,942	8,811	20,789	21,795	21,369	22,539	22,098	21,959	21,219
Child (<16 yrs) sample														
Unweighted diary	1,744	1,666	1,650	1,433	1,466	1,731	1,659	3,413	4,178	4,129	4,150	3,938	3,971	3,804
Unweighted interview	1,945	1,869	1,917	1,708	1,703	1,971	1,860	4,398	4,702	4,690	4,776	4,497	4,408	4,260
Weighted diary	1,602	1,634	1,547	1,447	1,467	1,666	1,624	3,523	3,900	3,815	3,963	3,848	3,759	3,684
Weighted interview	1,741	1,782	1,704	1,626	1,631	1,835	1,764	4,181	4,336	4,222	4,443	4,296	4,141	4,057
Adult (16+) sample														
Unweighted diary	5,979	5,999	5,823	5,409	5,504	6,325	6,319	13,473	15,289	15,070	15,754	15,552	15,764	15,179
Unweighted interview	6,576	6,635	6,535	6,237	6,297	7,083	6,973	16,429	17,288	16,898	17,926	17,644	17,523	16,905
Weighted diary	6,074	6,069	5,940	5,539	5,640	6,447	6,508	13,971	15,678	15,487	16,142	15,945	16,181	15,569
Weighted interview	6,606	6,623	6,553	6,231	6,315	7,107	7,047	16,608	17,459	17,147	18,097	17,801	17,818	17,162
Motor vehicle sample														
Unweighted diary	3,296	3,301	3,238	3,121	3,217	3,772	3,707	8,195	9,264	9,065	9,847	9,758	9,898	9,511
Unweighted interview	3,642	3,691	3,653	3,608	3,681	4,240	4,081	9,954	10,452	10,190	11,228	11,118	10,975	10,588
Weighted diary	3,339	3,374	3,313	3,201	3,270	3,843	3,780	8,391	9,408	9,261	10,059	9,875	10,005	9,655
Weighted interview	3,629	3,694	3,663	3,601	3,664	4,237	4,090	9,959	10,465	10,270	11,264	11,028	10,995	10,636
Trip sample														
Unweighted diary	126,088	124,748	122,397	112,867	114,501	130,179	129,998	278,916	314,845	310,065	322,500	312,347	305,077	295,791
Unweighted diary (short walks grossed up)	156,729	153,366	150,403	137,851	138,233	155,644	155,789	326,495	369,664	363,692	379,315	369,072	353,191	341,559
Unweighted interview	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weighted diary	129,356	133,896	127,242	120,996	123,182	137,689	139,240	302,796	333,833	326,869	345,997	336,802	324,882	319,975
Weighted diary (short walks grossed up)	159,163	162,418	154,703	146,148	147,271	162,950	165,284	351,123	388,152	379,887	402,356	393,812	371,824	366,423
Weighted interview	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage sample														
Unweighted diary	131,548	129,690	127,273	117,269	119,072	136,324	134,036	289,048	327,230	322,602	335,940	326,076	318,996	309,722
Unweighted diary (short walks grossed up)	174,261	169,384	166,421	150,833	151,978	172,463	167,939	349,251	396,761	391,871	408,775	399,973	384,402	371,660
Unweighted interview	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weighted diary	135,017	139,423	132,494	125,838	128,346	144,406	143,953	314,728	348,024	341,321	361,449	352,392	340,520	335,953
Weighted diary (short walks grossed up)	177,225	180,055	172,061	160,462	162,999	181,506	179,767	378,777	419,996	412,966	437,211	430,032	407,550	401,777
Weighted interview	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Sampling errors

Because estimates made from a sample survey depend upon the particular sample chosen, they generally differ from the true values for the population. This is not usually a problem when considering large samples but may give misleading information when considering data from small samples, such as cyclists in a particular age group.

In general, it should be remembered that for estimates of households, individuals and vehicles, unweighted 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 selected key statistics derived from the NTS are published in the 2003 & 2004 NTS Technical Report. A method for calculating standard errors using weighted data is currently being investigated and the outcome of this work, together with a set of tables of standard errors, is due to be published in Autumn 2009.

Technical reports

Technical reports for the NTS are normally published annually, with an extended version published every 3 to 4 years. The 2008 Technical Report, which is available at www.dft.gov.uk/transtat/personaltravel, is an extended version of the annual Technical Report. It includes details on sampling, fieldwork and data processing and a full set of the questionnaires together with details of the NTS variables; a summary of definitional differences between NTS survey years; details on the fall in trip rates in 2007 and 2008 and a comparison of NTS data with other sources.

Publications and unpublished data

The most recent editions of all NTS publications are available on the DfT website at www.dft.gov.uk/transtat/personaltravel. Bulletins of key results are normally published annually. Personal travel factsheets covering specific topics are published periodically. The most recent factsheets published cover the following topics:

- walking
- cycling
- health-related travel difficulties
- travel in urban and rural areas
- shopping
- travel to work
- travel to school

These are based on 2005 data, with the exception of 'Travel to school' which includes 2006 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). Charges may be made to cover the costs of data extraction.

Section 2 Trends in personal travel

Tables and charts in this section show the long term changes in personal travel and the trends in car ownership and driving licence holding that have influenced these changes.

Trends in travel patterns (Table 2.1 and Charts 2.1- 2.6)

Table 2.1 Distance, trips and hours travelled per person per year: 1972/1973 to 2008¹

	Miles/trips/hours/minutes/individuals						
	Distance travelled (miles)	Number of trips		Time taken (hours)	Average trip length (miles)	Average trip time (minutes)	Unweighted sample size (individuals)
		All trips	Trips of 1 mile or more				
1972/1973	4,476	956	594	353	4.7	22.2	15,879
1975/1976	4,740	935	659	330	5.1	21.2	24,692
1978/1979	4,791	1,097	736	377	4.4	20.6	18,433
1985/1986	5,317	1,024	689	337	5.2	19.8	25,785
1989/1991	6,475	1,091	771	370	5.9	20.4	26,285
1992/1994	6,439	1,053	742	359	6.1	20.5	24,671
1995/1997 ¹	6,981	1,086	794	369	6.4	20.4	22,861
1998/2000	7,164	1,071	810	376	6.7	21.1	21,868
2002	7,135	1,047	819	380	6.8	21.8	16,886
2003	7,192	1,034	812	381	7.0	22.1	19,467
2004	7,103	1,026	806	382	6.9	22.3	19,199
2005	7,208	1,044	818	385	6.9	22.1	19,904
2006	7,133	1,037	812	383	6.9	22.2	19,490
2007	7,103	972	786	377	7.3	23.3	19,735
2008	6,923	992	800	376	7.0	22.7	18,983

¹ Data from 1995 onwards has been weighted, causing a one-off uplift in trip numbers, distance travelled and time taken between 1992/1994 and 1995/1997.

- Over the long term, since the early 1970s, the average distance people travel per year has increased by over 50 per cent. Most of this increase occurred during the 1970s and 1980s and was largely due to an increase in average trip lengths, which have risen by nearly 50 per cent since the early 1970s. Trip rates have also increased over this period but to a lesser extent. Since the late 1990s, the average distance travelled and average trip lengths have generally levelled off while trip rates have fallen.
- It is likely that the marked fall in trip rates in 2007 was mostly due to an apparent under-recording of short trips in this year, producing a discontinuity in the data at this point. As the fall in trip rates was largely due to a fall in short trips, this caused an increase in average trip lengths but had limited impact on the average distance travelled overall.
- In 2008, short trips continued to be under-recorded compared to earlier years but there was also a fall in longer trips, producing a fall in average distance travelled in 2008. It is likely that much of the fall in longer trips is real, associated with the prevailing economic downturn and fuel prices in 2008. (Details on the fall in trip rates in 2007 and 2008 are given in the 2008 NTS Technical Report.)
- The average amount of time spent travelling has increased slightly since the early 1970s but has levelled off since 2000 at around 380 hours per year (just over an hour a day).

Chart 2.1 Trends in travel: 1995/97 to 2008

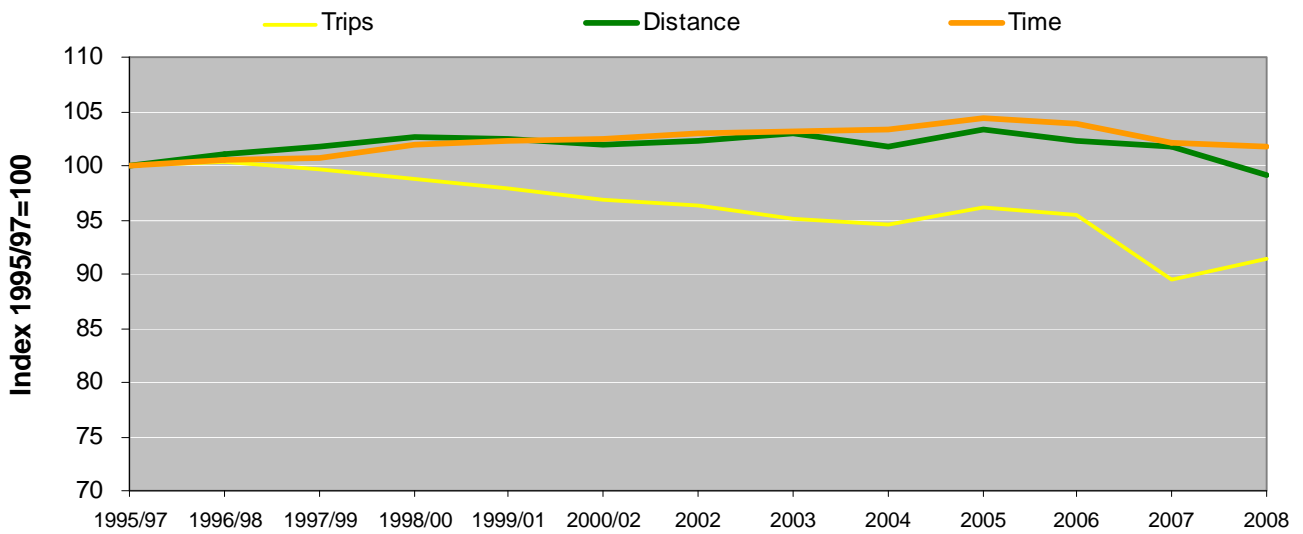


Chart 2.2 Average number of trips by selected private transport modes: 1995/97 to 2008

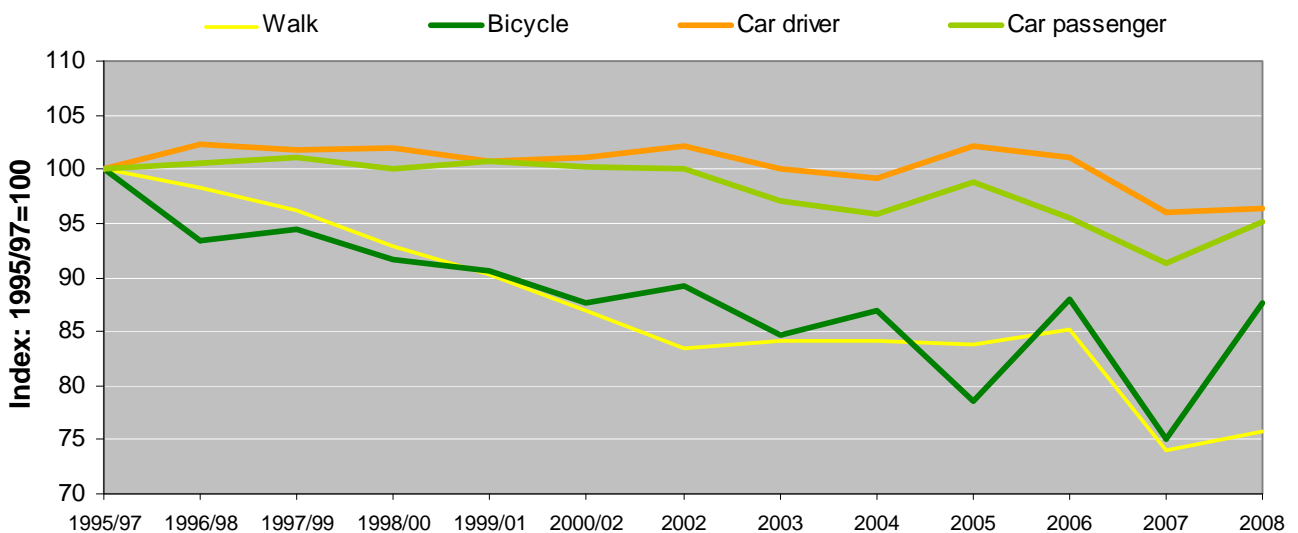


Chart 2.3 Average number of trips by selected public modes: 1995/97 to 2008

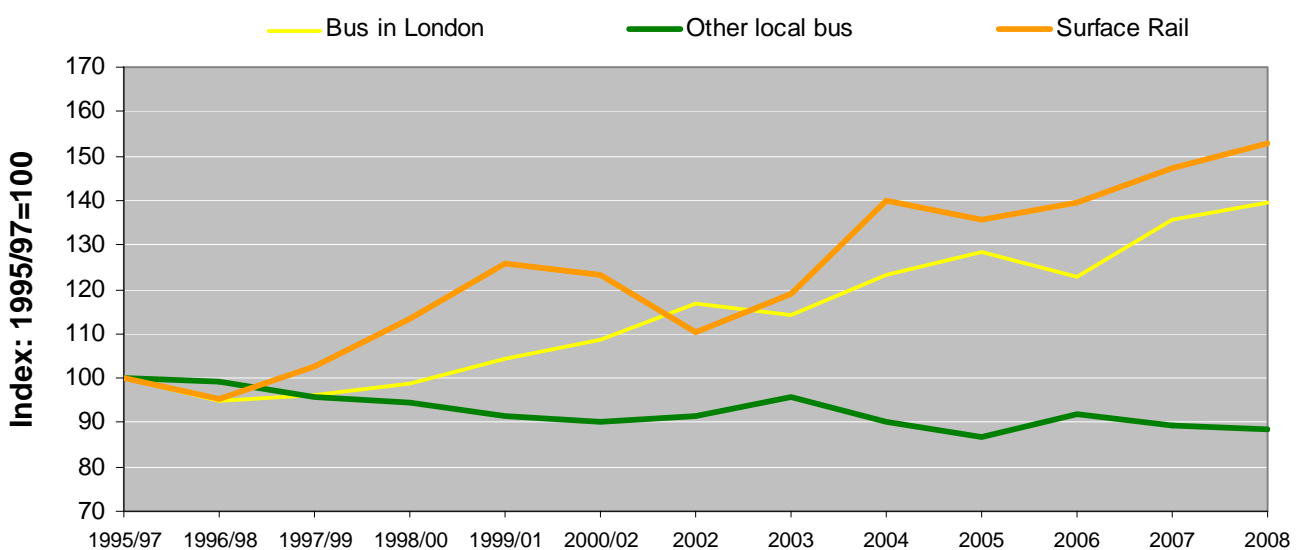


Chart 2.4 Average distance travelled by selected private modes: 1995/97 to 2008

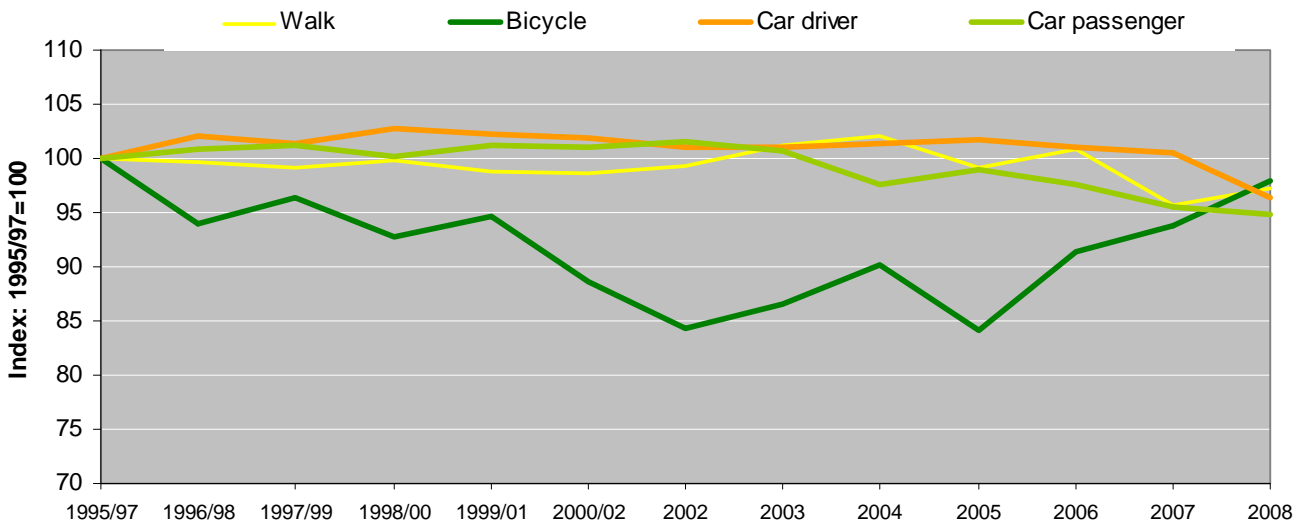


Chart 2.5 Average distance travelled by selected public transport modes: 1995/97 to 2008

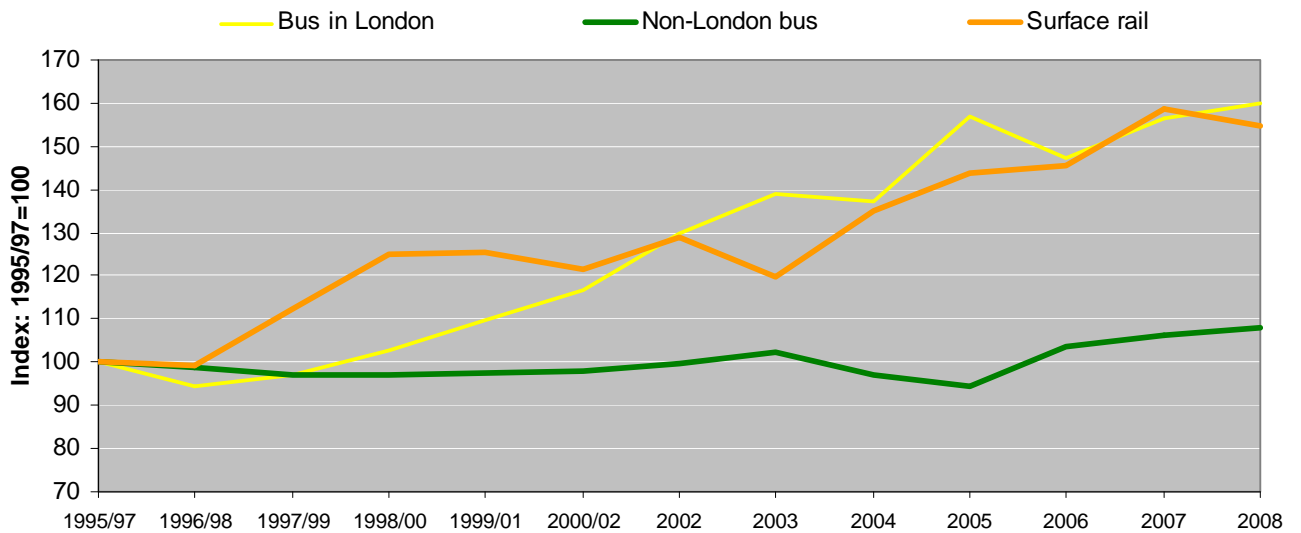
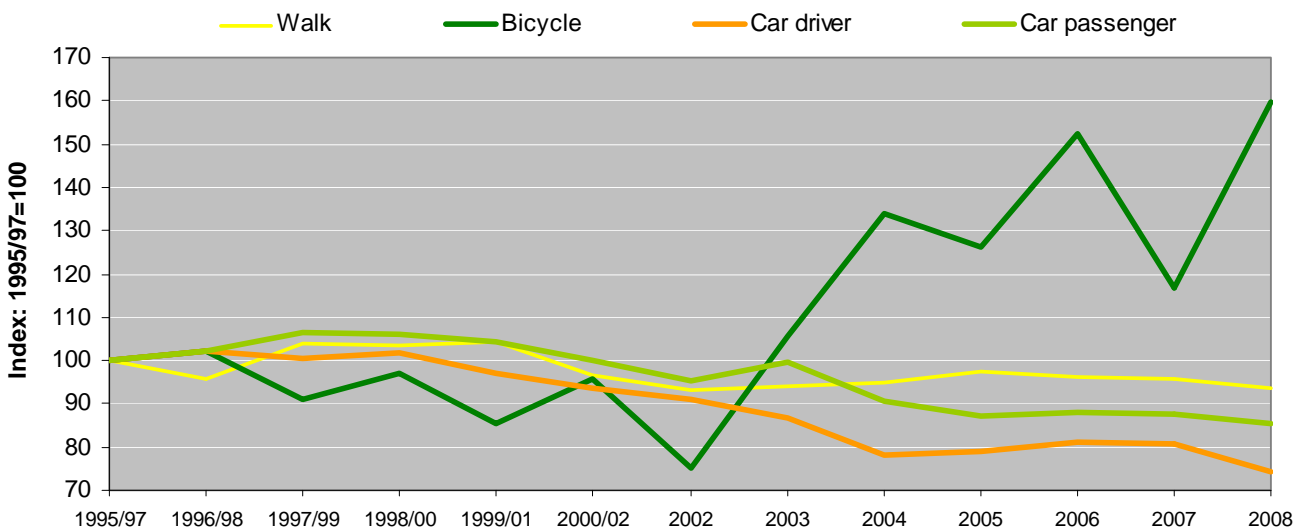


Chart 2.6 Average distance travelled by selected private modes: 1995/97 to 2008, London



Trends in car ownership (Table 2.2 and Charts 2.7 - 2.8)

Table 2.2 Household car availability: 1985/86 to 2008 and by area type of residence¹: 2008

	Percentage/number						
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Unweighted sample size (households)
1985/1986	38	45	17	100	0.82	0.42	10,266
1989/1991	33	45	22	100	0.94	0.50	10,752
1992/1994	33	44	23	100	0.96	0.52	10,296
1995/1997 ²	30	44	25	100	1.00	0.54	10,461
1998/2000	28	44	28	100	1.05	0.57	10,459
2002	27	44	29	100	1.08	0.58	8,849
2003	27	43	31	100	1.10	0.59	9,196
2004	26	44	30	100	1.10	0.59	8,991
2005	25	43	32	100	1.15	0.61	9,453
2006	25	44	32	100	1.15	0.61	9,261
2007	25	43	32	100	1.14	0.60	9,278
2008	25	43	32	100	1.14	0.60	8,924

	Percentage/number						
	No car	One car	Two or more cars	All households	Cars per household	Cars per adult (17+)	Unweighted sample size (households)
2008							
London Boroughs	43	40	17	100	0.79	0.40	1,050
Metropolitan built-up areas	32	41	26	100	0.98	0.52	1,315
Large urban	23	45	32	100	1.16	0.60	1,371
Medium urban	24	44	32	100	1.15	0.61	2,342
Small/medium urban	23	45	32	100	1.15	0.64	744
Small urban	16	42	42	100	1.38	0.72	690
Rural	10	43	47	100	1.49	0.77	1,412
All areas	25	43	32	100	1.14	0.60	8,924

1 See definitions in Appendix A.

2 Figures for 1995 onwards are based on weighted data

- The proportion of households in Great Britain which did not have access to a car fell from 38 per cent in 1985/1986 to 30 per cent in 1995/1997, and to 25 per cent in 2005. It remained at this level up to 2008. The proportion with two or more cars rose from 17 per cent in 1985/1986 to 25 per cent in 1995/1997, and to 32 per cent since 2005. Since around 2000, there have been more households with at least two cars than households with no car.
- Urban areas typically have better access to more frequent public transport so it is generally easier for people to manage without a car. In London in 2008, 43 per cent of households did not have access to a car, compared with 32 per cent in Metropolitan built-up areas and 10 per cent in rural areas.
- In rural areas, 47 per cent of households had access to two or more cars compared with 17 per cent in London.

Chart 2.7 Household car availability: 1985/86 to 2008

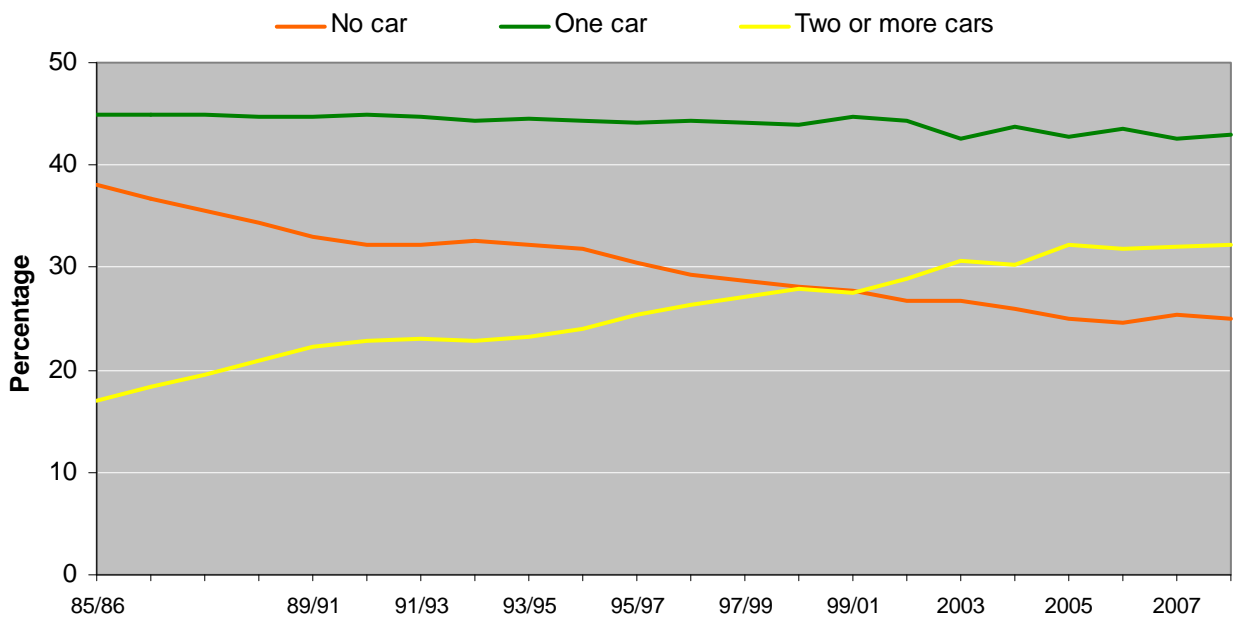
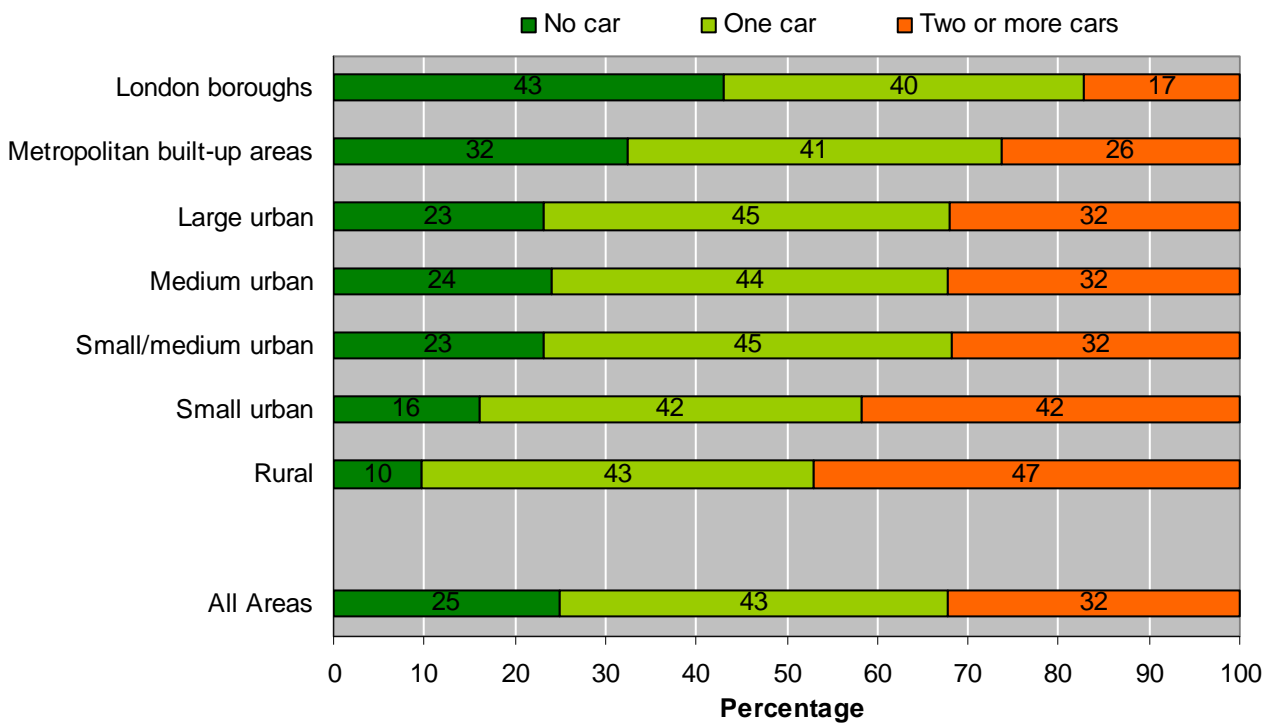


Chart 2.8 Household car availability by area type of residence: 2008



Trends in driving licence holding (Table 2.3 and Charts 2.9 - 2.10)

Table 2.3 Full car driving licence holders by age and gender: 1975/1976 to 2008

	Percentage/millions/number									
	All aged 17+	17-20	21-29	30-39	40-49	50-59	60-69	70 and over	Estimated licence holders (m)	Unweighted sample size (individuals aged 17+)
All adults										
1975/1976	48	28	59	67	60	50	35	15	19.4	17,064
1985/1986	57	33	63	74	71	60	47	27	24.3	19,835
1989/1991	64	43	72	77	78	67	54	32	27.8	20,398
1992/1994	67	48	75	82	79	72	57	33	29.3	19,030
1995/1997 ¹	69	43	74	81	81	75	63	38	30.3	19,422
1998/2000	71	41	75	84	83	77	67	39	31.4	19,299
2002	70	33	67	82	84	81	70	44	31.9	16,166
2003	70	29	67	82	83	80	72	44	32.1	16,994
2004	70	27	65	82	83	80	72	46	32.2	16,612
2005	72	32	66	82	84	82	74	51	33.3	17,619
2006	72	34	67	82	84	82	76	50	33.7	17,345
2007	71	38	66	81	83	82	75	52	33.8	17,199
2008	72	36	64	82	83	83	78	53	34.5 ^p	16,618
Males										
1975/1976	69	36	78	85	83	75	58	32	13.4	8,113
1985/1986	74	37	73	86	87	81	72	51	15.1	9,367
1989/1991	80	52	82	88	89	85	78	58	16.7	9,679
1992/1994	81	54	83	91	88	88	81	59	17.0	8,862
1995/1997 ¹	81	50	80	88	89	89	83	65	17.2	9,211
1998/2000	82	44	80	89	91	88	83	65	17.4	9,149
2002	80	35	71	88	90	89	85	68	17.5	7,656
2003	81	33	73	87	90	91	87	69	17.8	8,096
2004	79	30	68	87	89	90	86	72	17.7	7,855
2005	81	37	69	86	90	90	88	73	18.1	8,348
2006	81	37	71	86	89	91	90	76	18.4	8,271
2007	80	41	69	86	88	90	87	75	18.4	8,146
2008	81	38	67	87	89	91	90	75	18.7 ^p	7,929
Females										
1975/1976	29	20	43	48	37	24	15	4	6.0	8,951
1985/1986	41	29	54	62	56	41	24	11	9.2	10,468
1989/1991	49	35	64	67	66	49	33	15	11.1	10,719
1992/1994	54	42	68	73	70	57	37	16	12.2	10,168
1995/1997 ¹	57	36	67	74	73	62	45	21	13.1	10,211
1998/2000	60	38	69	78	76	67	53	22	14.0	10,150
2002	61	31	62	76	78	73	55	27	14.4	8,510
2003	61	25	62	77	77	70	58	26	14.3	8,898
2004	61	24	62	77	77	71	58	28	14.5	8,757
2005	63	27	62	77	79	73	61	35	15.2	9,271
2006	63	31	63	78	79	74	63	31	15.3	9,074
2007	63	34	62	76	78	74	63	36	15.4	9,053
2008	65	35	61	78	78	75	67	36	15.8 ^p	8,689

¹ Figures for 1995 onwards are based on weighted data

- Since the early 1990s, the proportion of men holding a full car driving licence has remained fairly stable at around 81 per cent while the proportion of women with a licence has increased from approximately half to 65 per cent in 2008.

- There has been a large increase in the number of older people holding a driving licence. Between 1995/97 and 2008 the proportion of people aged 60-69 holding a licence increased from 63 to 78 per cent. Over the same period, the proportion of people aged 70 or over holding licences increased from 38 to 53 per cent. The increase among women is particularly marked; for example, 67 per cent of women aged 60-69 held a licence in 2008 compared with 45 per cent in 1995/97. Licence holding will continue to increase in these age groups, as people currently in the younger age groups keep their licence as they grow older.
- The proportion of young adults with a driving licence has decreased since the early 1990s although this trend has reversed in recent years. In 2008, 36 per cent of those aged 17-20 held a licence, compared with 27 per cent in 2004 and 43 per cent in 1995/1997. (Tables on reasons for not holding a driving licence and likelihood of learning to drive are given in Chapter 5.)

Chart 2.9 Full car driving licence holders by age and gender: 1975/1976, 1985/86, 1995/97 and 2008

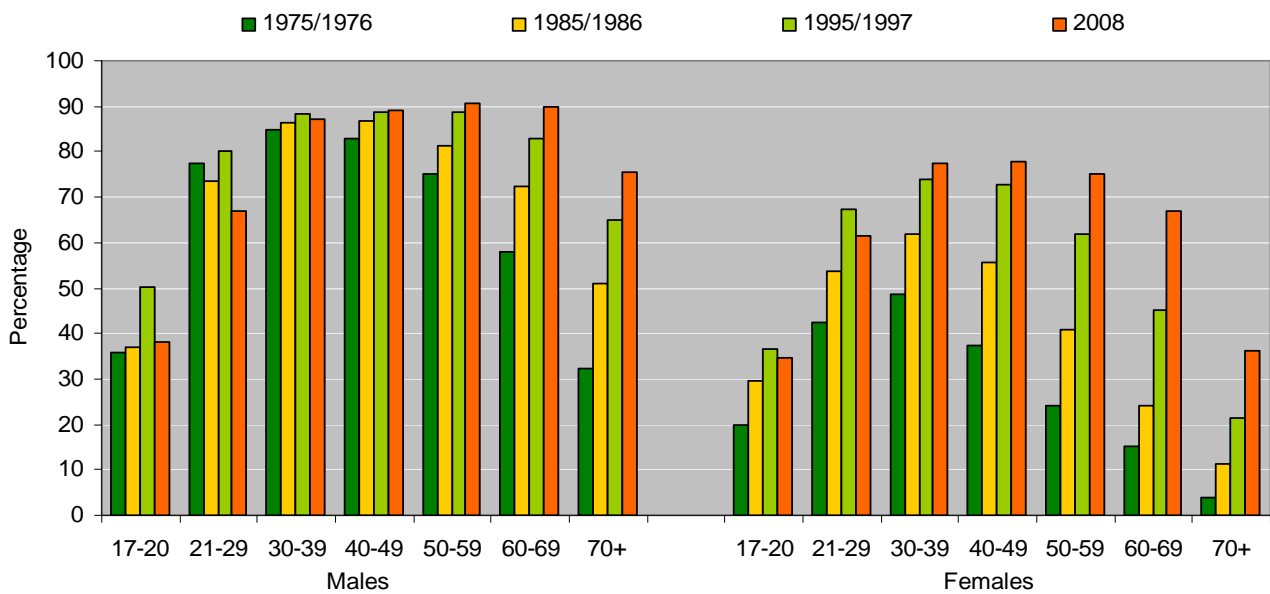
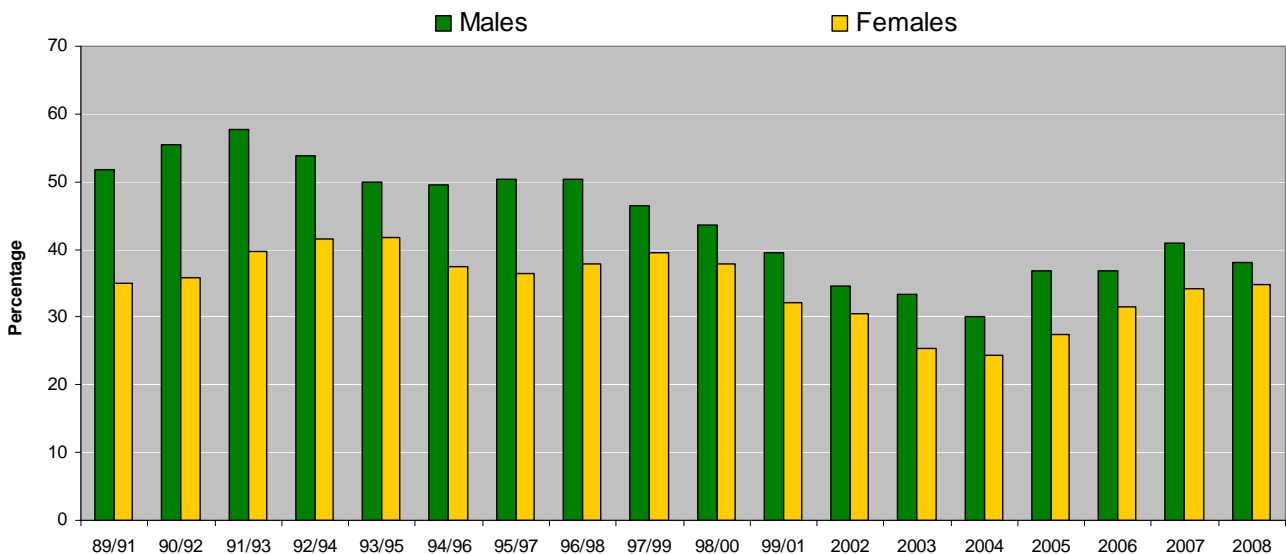


Chart 2.10 Full car driving licence holders aged 17-20 by gender: 1989/91 to 2008



Trends in personal car availability (Table 2.4 and Chart 2.11)

In the NTS each car is associated with a main driver. This is the household member that drives the furthest in that car in the course of a year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not the main driver of a household car.

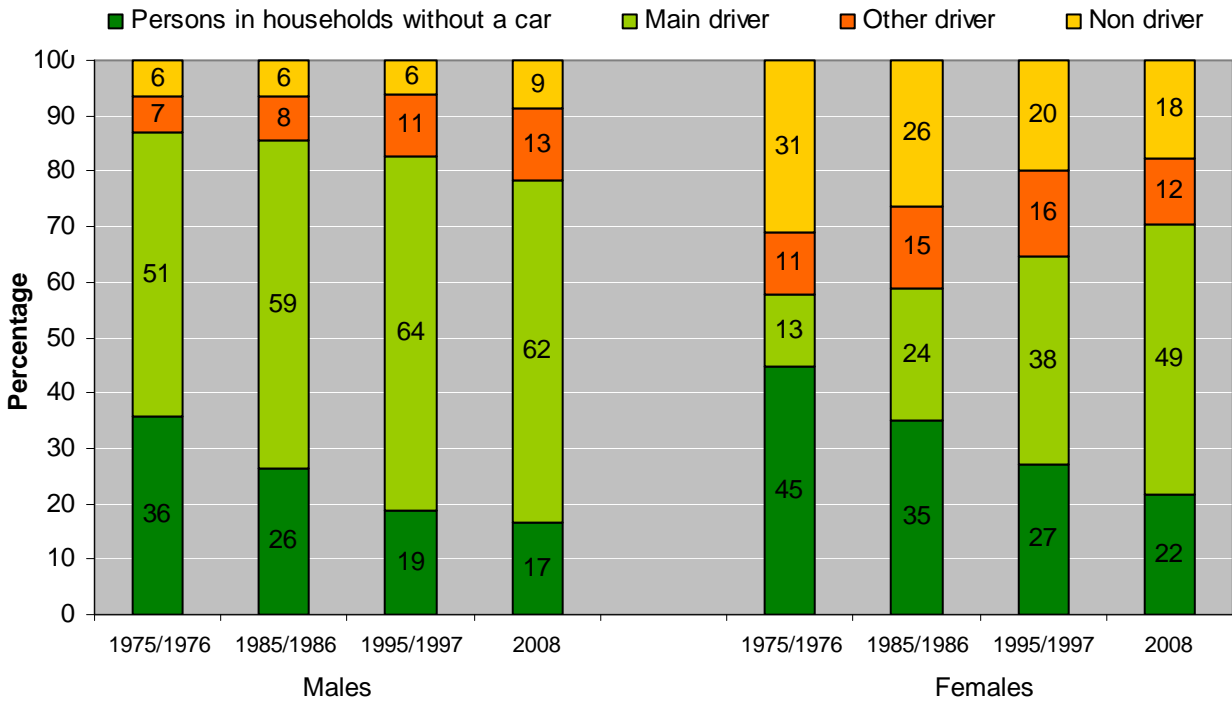
Table 2.4 Adult personal car availability by gender: 1975/76 to 2008

	Percentage/number						
	Persons in households without a car	Persons in households with a car				All persons	Unweighted sample size (individuals aged 17+)
		Main driver	Other driver	Non driver	All		
All adults							
1975/1976	41	31	9	20	59	100	18,596
1985/1986	31	41	12	17	69	100	19,835
1989/1991	26	46	12	16	74	100	20,398
1992/1994	25	48	13	14	75	100	19,030
1995/1997 ¹	23	50	13	13	77	100	19,426
1998/2000	21	53	13	13	79	100	19,299
2002	20	54	12	13	80	100	16,169
2003	21	55	11	13	79	100	17,000
2004	20	54	12	14	80	100	16,614
2005	19	55	12	13	81	100	17,619
2006	19	55	13	14	81	100	17,346
2007	19	55	13	13	81	100	17,201
2008	19	55	12	13	81	100	16,620
Males							
1975/1976	36	51	7	6	64	100	8,671
1985/1986	26	59	8	6	74	100	9,367
1989/1991	21	64	9	6	79	100	9,679
1992/1994	20	64	10	6	80	100	8,862
1995/1997 ¹	19	64	11	6	81	100	9,214
1998/2000	17	66	11	7	83	100	9,149
2002	17	64	11	8	83	100	7,658
2003	17	66	10	8	83	100	8,098
2004	16	62	13	9	84	100	7,856
2005	16	63	12	8	84	100	8,348
2006	16	63	13	9	84	100	8,272
2007	16	62	13	9	84	100	8,148
2008	17	62	13	9	83	100	7,930
Females							
1975/1976	45	13	11	31	55	100	9,925
1985/1986	35	24	15	26	65	100	10,468
1989/1991	30	31	15	24	70	100	10,719
1992/1994	30	35	15	21	70	100	10,168
1995/1997 ¹	27	38	16	20	73	100	10,212
1998/2000	25	42	15	19	75	100	10,150
2002	24	45	13	18	76	100	8,511
2003	24	45	13	19	76	100	8,902
2004	24	46	12	19	76	100	8,758
2005	22	48	12	18	78	100	9,271
2006	22	47	13	18	78	100	9,074
2007	22	48	12	18	78	100	9,053
2008	22	49	12	18	78	100	8,690

¹ Figures for 1995 onwards are based on weighted data

- The proportion of people living in households with a car has risen over the last 30 years, but has levelled off in recent years. In 2008, 81 per cent of adults aged 17 and over lived in a household with a car. Between 1995/97 and 2008 this proportion has increased from 81 to 83 per cent among men and from 73 to 78 per cent among women.
- The proportion of women who were main drivers increased from 38 per cent in 1995/1997 to 49 per cent in 2008. However, this was still well below the proportion of men who were main drivers (64 per cent in 1995/1997 and 62 per cent in 2008).

Chart 2.11 Adult personal car availability by gender: 1975/76, 1985/86, 1995/97 and 2008



Section 3 How people travel

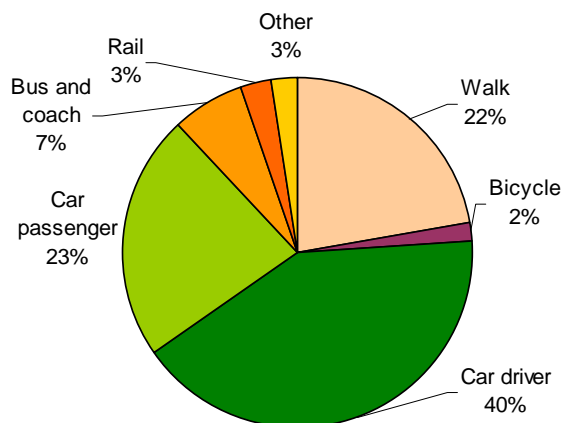
This section provides details about how residents of Great Britain travelled in 2008, including information about how far people travelled and how many trips were made. It also shows figures for comparison back to 1995/1997; 1995 is the first year for which the data have been weighted for non-response and 'drop-off'. Later tables in this chapter look more closely at travel by bicycle, motorcycle and on foot, and at long distance travel.

Short walks of under 1 mile were under-recorded in 2002, and to a lesser extent in 2003. Short trips, particularly short walks of under 1 mile and car trips under 5 miles, were under-recorded in 2007 and 2008. Short walks are only recorded on the seventh day of the travel week (and then grossed up by 7) so, unlike trips by other modes, they have not been weighted to account for drop-off. These factors should be taken into account when interpreting the figures presented below.

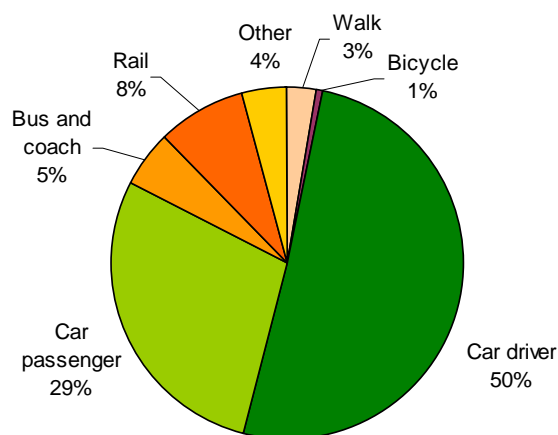
Mode share in 2008 (Charts 3.1a - b)

Chart 3.1 Travel by mode: 2008

(a) Average number of trips by main mode



(b) Average distance travelled by mode



- In 2008, car travel accounted for nearly two thirds (64 per cent) of all trips made and four fifths (79 per cent) of all distance travelled.
- Walks accounted for nearly a quarter (22 per cent) of all trips but only 3 per cent of distance travelled.
- Bus and coach account for more trips than rail (7 per cent compared with 3 per cent in 2008) but, as bus trips tend to be shorter than average, they account for only 5 per cent of distance travelled compared with 8 per cent for rail.

Number and length of trips (Table 3.1)

- Most of the fall in trip rates since 1995/97 is accounted for by a fall in walking trips, which fell by 15 per cent up to 2006 and by a further 11 per cent between 2006 and 2008. Much of the latter fall is likely to be due to under-recording associated with the introduction of the new travel diary in 2007 but it may partly be a continuation of the longer term trend.
- The number of trips per person per year by bus in London increased by 39 per cent between 1995/97 and 2008 while trips by bus outside London fell by 12 per cent, although this trend has levelled off in recent years.

Table 3.1 Average trip rates by main mode: 1995/1997 to 2008

Trips/number/thousands

	Trips per person per year								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Private									
Walk ¹	292	271	244	246	246	245	249	216	221
Bicycle	18	17	16	15	16	14	16	14	16
Car/van driver	425	434	435	425	422	435	430	408	410
Car/van passenger	239	238	239	232	229	236	228	218	227
Motorcycle	4	4	4	4	3	4	3	3	4
Other private ²	9	8	9	8	8	9	8	8	9
Public									
Bus in London	13	13	15	15	16	16	16	17	18
Other local bus	53	50	49	51	48	46	49	48	47
Non-local bus	2	2	1	1	1	1	1	1	1
London underground	7	8	9	8	7	7	8	8	9
Surface rail	12	13	13	14	16	16	16	17	18
Taxi/minicab	11	13	12	12	11	12	10	11	11
Other public	1	2	2	3	2	3	3	2	2
All modes	1,086	1,071	1,047	1,034	1,026	1,044	1,037	972	992
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

1 There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

2 Mostly private hire bus (including school buses)

Distance travelled and trip lengths (Tables 3.2 - 3.5 and Chart 3.2)

- In 2008, car travel accounted for four-fifths of the total distance travelled; this has remained fairly stable since 1995/1997.
- Distance travelled by local bus in Great Britain outside Greater London increased by 8 per cent between 1995/1997 and 2008, while the average distance travelled by bus in London increased by 61 per cent over the same period.
- The average distance travelled by surface rail increased by 54 per cent between 1995/1997 and 2008.
- The distance travelled by bicycle fell by 2 per cent between 1995/97 and 2008 although most of the decline took place in the 1990s, and distance travelled has been increasing since 2005. Due to the relatively small number of cyclists in the sample, figures on travel by bicycle are more volatile than figures for more common modes.
- Trends in distance travelled by London residents are different from the rest of the country (see Chart 2.6). Since 1995/97 the average distance travelled as a car driver has fallen by over a fifth among Londoners while the average distance cycled has increased by around 60 per cent.
- The average trip length in Great Britain rose by 9 per cent from 6.4 miles in 1995/1997 to 7.0 miles in 2008.
- The average length of car trips has been fairly flat since 1995/97 but for most other modes there has been an increase in trip length over this period.

Table 3.2 Average distance travelled by mode of travel: 1995/1997 to 2008

Miles/number/thousands

	Miles per person per year								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Private									
Walk ¹	200	198	198	201	203	197	201	190	193
Bicycle	43	40	36	37	39	36	39	40	42
Car/van driver	3,623	3,725	3,661	3,660	3,674	3,682	3,660	3,641	3,494
Car/van passenger	2,082	2,086	2,115	2,098	2,032	2,063	2,033	1,989	1,974
Motorcycle	35	33	35	41	38	35	34	35	38
Other private ²	134	143	145	163	156	156	118	111	110
Public									
Bus in London	43	44	56	60	59	67	63	67	69
Other local bus	225	218	224	230	219	212	233	239	243
Non-local bus	94	100	59	87	70	75	63	71	56
London Underground	60	65	81	68	68	67	75	71	75
Surface rail	321	401	413	384	433	461	466	509	495
Taxi/minicab	46	63	59	55	51	60	52	56	54
Other public ³	75	46	55	108	61	97	96	83	80
All modes	6,981	7,164	7,135	7,192	7,103	7,208	7,133	7,103	6,923
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
stages ('000s)	510	475	349	397	392	409	400	384	372

1 There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

2 Mostly private hire bus (including school buses)

3 Includes air, ferries and light rail

Table 3.3 Average trip length by main mode: 1995/1997 to 2008

Miles/number/thousands

	Average trip length								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Private									
Walk ¹	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Bicycle	2.3	2.3	2.2	2.3	2.4	2.4	2.4	2.8	2.6
Car/van driver	8.5	8.6	8.4	8.6	8.7	8.4	8.5	8.9	8.5
Car/van passenger	8.7	8.7	8.8	9.0	8.9	8.7	8.9	9.1	8.7
Motorcycle	8.9	9.2	9.7	10.6	11.8	9.9	11.3	10.7	10.4
Other private	16.0	18.3	17.0	19.9	18.7	17.9	15.3	14.5	12.8
Public									
Bus in London	3.2	3.4	3.6	3.8	3.5	3.8	3.7	3.7	3.7
Other local bus	4.3	4.4	4.6	4.5	4.6	4.6	4.8	5.0	5.1
Non-local bus	59.8	60.3	85.9	92.4	96.9	95.8	93.8	71.5	83.3
London underground	7.9	7.7	8.5	8.3	8.8	8.5	8.6	8.0	7.6
Surface rail	30.8	33.8	35.7	31.0	29.5	32.3	31.8	32.8	31.0
Taxi/minicab	3.8	4.5	4.4	4.1	4.1	4.7	4.6	4.3	4.4
Other public	60.0	26.1	34.4	39.8	30.4	35.5	33.9	42.7	41.0
All modes	6.4	6.7	6.8	7.0	6.9	6.9	6.9	7.3	7.0
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

1 There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

Table 3.4 Trips per person per year by trip length: 1995/97 to 2008

Trips/thousands

	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size: trips ('000s)
1995/1997	292	185	281	165	113	30	13	7	1,086	461
1998/2000	262	190	285	162	119	33	13	7	1,071	432
2002	228	201	285	163	116	32	14	7	1,047	326
2003	222	194	286	162	118	31	13	8	1,034	370
2004	220	195	280	162	116	32	13	7	1,026	364
2005	226	196	283	170	115	32	14	8	1,044	379
2006	226	196	281	166	116	33	13	7	1,037	369
2007	187	178	269	164	123	33	12	8	972	353
2008	192	188	274	167	123	30	12	6	992	342

1 There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

Table 3.5 Trips per person per year by trip length and main mode: 2008

Trips/thousands

	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size: trips ('000s)
Private										
Walk	147	61	13	-	-	-	-	-	221	79
Bicycle	3	5	6	2	-	-	-	-	16	5
Car/van driver	24	66	135	89	69	17	6	3	410	140
Car/van passenger	15	40	77	47	34	9	4	2	227	79
Motorcycle	-	-	1	1	1	-	-	-	4	1
Other private	1	1	2	2	2	1	-	-	9	3
Public										
Bus in London	1	4	9	3	1	-	-	-	18	6
Other local bus	1	7	21	12	5	-	-	-	47	16
Non-local bus	-	-	-	-	-	-	-	-	1	-
London Underground	-	-	2	5	2	-	-	-	9	3
Surface rail	-	-	1	3	7	4	1	1	18	6
Taxi/ minicab	1	3	5	2	1	-	-	-	11	4
Other public	-	-	1	1	-	-	-	-	2	1
All modes	192	188	274	167	123	30	12	6	992	342

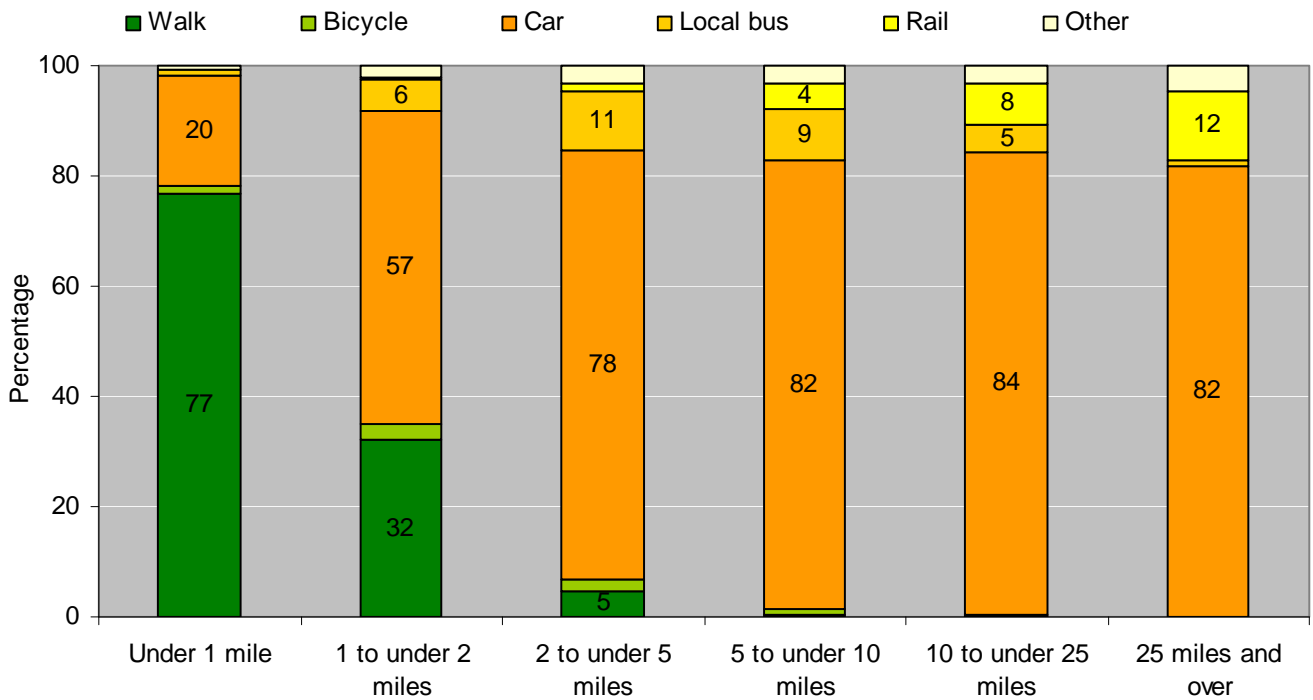
Cumulative percentage/miles

	Under 1 mile	Under 2 miles	Under 5 miles	Under 10 miles	Under 25 miles	Under 50 miles	Under 100 miles	All lengths	Distance per person per year
Private									
Walk	66	94	100	100	100	100	100	100	193
Bicycle	19	49	86	98	100	100	100	100	42
Car/van driver	6	22	55	77	94	98	99	100	3,494
Car/van passenger	6	24	58	79	94	97	99	100	1,974
Motorcycle	3	15	38	64	93	97	99	100	38
Other private	9	21	47	69	89	95	98	100	110
Public									
Bus in London	4	25	76	95	100	100	100	100	69
Other local bus	3	18	62	88	99	100	100	100	243
Non-local bus	-	1	3	8	16	36	71	100	56
London Underground	1	4	26	76	100	100	100	100	75
Surface rail	-	1	7	24	66	87	94	100	495
Taxi/ minicab	5	29	76	91	98	100	100	100	54
Other public	1	6	43	79	90	90	91	100	80
All modes	19	38	66	83	95	98	99	100	6,923

1 There is an apparent under-recording of short trips in 2007-08 compared to other years. See Section 1

- The average number of trips per person per year under one mile fell by 23 per cent between 1995/1997 and 2006. There was a further fall of 15 per cent up between 2006 and 2008, partly due to an under-recording of short trips over this period. Trips between one and two miles increased by 2 per cent between 1995/97 and 2008.
- Of all trips made in 2008, 19 per cent were less than one mile in length and 95 per cent were less than 25 miles.
- Over three quarters of all trips of less than one mile were carried out on foot, whereas car was the most common mode of transport for all trips over one mile. Nearly a quarter (23 per cent) of all car trips were shorter than two miles in length.
- Rail is more likely to be used for longer journeys and accounts for 13 per cent of all trips of 50 miles and over.
- Cycling accounted for two per cent of trips of less than five miles.

Chart 3.2 Trips by length and main mode, 2008



Time spent travelling (Tables 3.6 - 3.7)

Table 3.6 Average time spent travelling by main mode: 1995/97 to 2008

Hours/number/thousands

	Total time spent travelling per year (hours)								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Private									
Walk ¹	73	70	68	65	67	67	67	62	63
Bicycle	6	5	5	5	5	5	5	5	6
Car/van driver	141	146	147	148	148	151	149	147	143
Car/van passenger	82	83	85	84	83	85	82	81	82
Motorcycle	1	1	1	2	1	1	1	1	2
Other private	6	6	6	7	7	7	6	5	6
Public									
Bus in London	7	8	9	10	10	10	10	11	11
Other local bus	26	25	26	26	26	24	26	26	26
Non-local bus	3	4	2	3	2	3	2	3	2
London Underground	6	6	8	7	6	6	7	7	7
Surface rail	15	17	18	18	20	21	21	23	23
Taxi/minicab	3	4	3	4	3	4	3	3	3
Other public inc. air	1	2	2	3	2	2	3	2	2
All modes	369	376	380	381	382	385	383	377	376
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

¹ There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

Table 3.7 Average trip time by main mode: 1995/97 to 2008

Minutes/number/thousands

	Average trip duration (minutes)								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Private									
Walk ¹	15	16	17	16	16	16	16	17	17
Bicycle	18	18	18	20	19	20	19	21	21
Car/van driver	20	20	20	21	21	21	21	22	21
Car/van passenger	21	21	21	22	22	22	22	22	22
Motorcycle	22	23	22	25	28	23	28	26	26
Other private	42	45	42	51	47	46	42	43	39
Public									
Bus in London	35	37	38	39	37	37	37	38	37
Other local bus	29	29	32	31	32	32	32	33	33
Non-local bus	125	124	182	187	195	190	197	165	179
London Underground	47	49	50	50	50	52	51	50	49
Surface rail	76	79	83	79	76	80	79	81	80
Taxi/minicab	15	17	17	18	17	18	18	18	18
Other public inc. air	65	49	52	53	48	51	52	64	58
All modes	20	21	22	22	22	22	22	23	23
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

¹ There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

- In 2008, residents of Great Britain spent an average of 376 hours travelling, an increase of 2 per cent since 1995/1997.
- The average resident spent 62 minutes each day travelling within Great Britain in 2008. Of this, about 37 minutes were spent travelling by car and 11 minutes walking.
- The time spent walking or cycling fell by 8 per cent between 1995/1997 and 2006 while the time spent travelling by car increased by 4 per cent over this period. Part of the fall in time spent travelling on foot and by car between 2006 and 2008 is likely to be due to under-recording of these trips in 2007 and 2008.
- The time spent travelling by surface rail increased by 60 per cent between 1995/1997 and 2008, and now accounts for 6 per cent of all travelling time.
- The average trip time for all modes has risen by 11 per cent since 1995/1997 to 23 minutes in 2008, with increases in the trip time for most modes over this period.

Frequency of use of bicycles and public transport (Table 3.8)

Although most NTS data on travel patterns by mode are based on analysis of trip data from the travel diary, respondents are also asked how frequently they use different modes of transport during the interview.

- Local bus is the most frequently used mode of public transport, with over a quarter (28 per cent) of respondents in 2008 saying they use a bus at least once a week and a further 13 per cent saying they use a bus at least once a month.
- In 2008, 10 per cent of respondents said they used a taxi or minicab at least once a week and a further 17 per cent at least once a month. The equivalent figures for rail are 7 per cent and 12 per cent respectively.
- In 2008, 11 per cent of respondents said they made a flight within GB at least once a year.
- Self-reported frequency of use of key public transport modes has remained relatively stable since 1998/00, although there has been a slight increase in the use of surface rail and a slight decrease in the use of taxis/minicabs.
- Frequency of bicycle use has also remained fairly stable since 1998/00. In 2008, 14 per cent of respondents said they ride a bicycle at least once a week and a further 8 per cent said they did so at least once a month. Over two thirds (69 per cent) said they use a bicycle less than once a year or never.

- In 2008 36 per cent of respondents said they made walks of 20 minutes or more at least 3 times a week and a further 22 per cent said they did so at least once or twice a week.
- A quarter of all people made walks of at least 20 minutes less than once a year or never.
- Although the majority of people under 70 made a 20 minute walk at least once a week, a significant proportion said they almost never walked for this long. Over a fifth (22 per cent) of people aged 17-20 said they almost never walked for this long.
- Those over 70 were the least likely to walk for more than 20 minutes. A quarter of this group made these trips three or more times a week, while 46 per cent made such walks less than once a year or never.

Table 3.9 Walks of 20 minutes or more by age¹: 2008

	Percentage/number								
	All aged 2+	2-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
Frequency of walking:									
3 or more times a week	36	36	41	39	39	37	36	36	25
Once or twice a week	22	23	21	24	25	22	22	21	17
Less than once a week, more than twice a month	5	5	4	6	5	5	5	3	4
Once or twice a month Less than once a month, more than twice a year	7	7	7	7	8	8	8	6	5
Once or twice a year	3	3	3	3	3	5	3	3	3
Less than once a year or never	2	2	2	2	2	2	3	2	2
All	25	24	22	20	18	20	23	28	46
Unweighted sample size (individuals aged 2+)	100	100	100	100	100	100	100	100	100
	20,119	4,010	1,008	2,022	2,696	3,071	2,575	2,441	2,296

¹ Excludes under 2s

International air travel (Table 3.10)

Table 3.10 Number of flights abroad in the last 12 months: 2006 to 2008

	Percentage/number		
	2006	2007	2008
None	53	54	53
One	24	24	25
Two	11	11	11
Three	5	5	5
Four or more	6	6	6
All	100	100	100
Unweighted sample size (Individuals)	22,123	21,907	21,152

In 2006 a new question was added to the NTS, asking respondents how many times they had left the country by plane in the last 12 months.

- In 2008 just under a half of respondents (47 per cent) said they had made at least one international flight in the last 12 months, with more than one in ten (11 per cent) flying abroad three or more times.

Long distance trips (Table 3.11)

The NTS defines a long distance trip as a trip of 50 miles or more. Because such trips are made infrequently by most people, respondents are asked to provide details of any long distance trips they had made during the seven day period before the household interview in addition to the travel week. (Prior to 2006, long distance trips were recorded for three weeks preceding the travel week in addition to the travel week). Despite this boost to the sample of long distance trips, it is still necessary to analyse the data over a longer period (here 2006-2008) to obtain a sufficiently large sample.

- The vast majority (81 per cent) of all long distance trips are made by car. A further 12 per cent are made by rail.
- Car is the most common mode for long distance trips up to 350 miles. For longer trips domestic air travel is increasingly popular. The proportion of trips of 350 miles and over which are made by air increased from 28 per cent in 1995-2001 to 45 per cent in 2006-2008. (Note that only trips within Great Britain are included in the NTS.)

Table 3.11 Long distance trips within GB by main mode and length: 2006-2008 average

	Percentage/number						Unweighted sample size (trips)
	Car	Bus and coach	Rail	Air	Other	Total	
50 to under 75 miles	83	3	12	-	1	100	15,752
75 to under 100 miles	83	4	12	-	2	100	6,933
100 to under 150 miles	83	5	11	-	1	100	7,558
150 to under 250 miles	78	6	14	1	1	100	5,473
250 to under 350 miles	69	6	16	7	1	100	1,396
350 miles and over	39	5	9	45	2	100	597
Total	81	4	12	1	1	100	37,709
Unweighted sample size (trips)	30,720	1,664	4,400	415	510	37,709	

Travel by bicycle and motorcycle riders (Table 3.12 - 3.13)

Table 3.12 presents data on a weekly basis for those respondents who made at least one bicycle or one motorcycle trip as a driver in the week for which they recorded their travel. The number of respondents using these modes is relatively small so results should be interpreted with caution.

- The average cyclist made 6 trips a week by bicycle in 2008, spending just over two hours on their bicycle and covering 16 miles.
- The average motorcyclist made 8 trips per week by motorcycle, travelled around 80 miles and spent over three hours travelling on their motorcycle.
- On average cyclists made just over a quarter of all their trips by bicycle while motorcyclists used their motorbike as the main mode for over a third of all trips.

Table 3.12 Bicycle and motorcycle trips per rider¹ per week: 1995/97 to 2008

	Trips/percentage/miles/minutes/individuals								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Trips per rider per week									
Bicycle	6	6	6	6	6	5	6	6	6
Motorcycle	9	9	8	9	8	8	7	8	8
Percentage of all trips made by rider in week									
Bicycle	25	24	25	24	26	22	24	24	26
Motorcycle	35	36	36	40	37	34	32	39	35
Distance per rider per week									
Bicycle	15	14	13	14	15	13	14	16	16
Motorcycle	79	78	73	94	93	76	82	86	78
Time per rider per week									
Bicycle	115	109	109	117	116	107	114	120	122
Motorcycle	192	191	166	216	218	180	192	201	191
Unweighted sample size:									
Cyclists	1,252	1,187	834	962	930	1,023	975	898	944
Motorcyclists	178	166	131	143	129	149	142	134	155

1 Those recording trips as motorcycle "drivers" only.

Respondents who said they had ridden a bicycle in the last 12 months were asked where they mainly cycled.

- In 2008, 40 per cent of people who had cycled in the last 12 months said they usually cycled mainly on the road, 30 per cent said they cycled mostly on pavements, cycle paths or cycle lanes and 17 per cent said they cycled most in parks, open country or private land.
- The proportion of people who mostly cycled on the road fell slightly between 2002 and 2008, from 46 per cent to 40 per cent.

Table 3.13 Where usually cycled in the last 12 months: 2002 to 2008

	Percentage/numbers						
	2002	2003	2004	2005	2006	2007	2008
Mainly on the road	46	45	41	41	38	40	40
Mainly on pavements, cycle paths or cycle lanes that were not part of a road	25	27	29	28	28	28	30
Mainly off the road in parks, open country or private land	14	15	19	17	19	18	17
Variety of surfaces	15	13	12	14	15	14	13
All surfaces	100	100	100	100	100	100	100
Unweighted sample size (individuals)	7,097	7,397	7,062	7,505	7,525	7,336	6,959

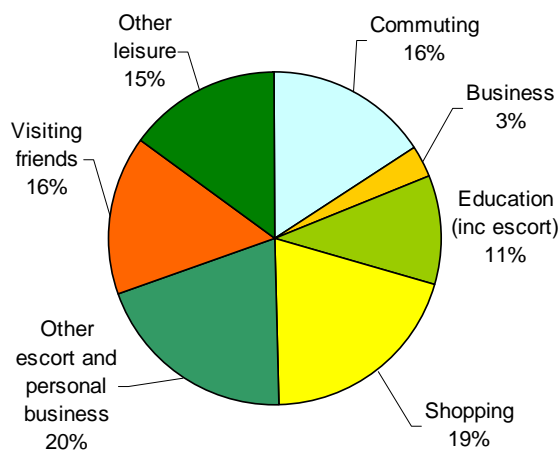
Section 4 Why people travel

This section shows details of the reasons why people travel. There are a number of apparent discontinuities between 2002-2008 and earlier years in the categorisation of purposes. The definitions have not changed but central coding may have improved the quality. Categories particularly affected are other escort, sport: participate and entertainment/public activity. There is an apparent under-recording of shopping trips in 2007 and 2008 and, to a lesser extent, other short trips such as other personal business and visiting friends at home.

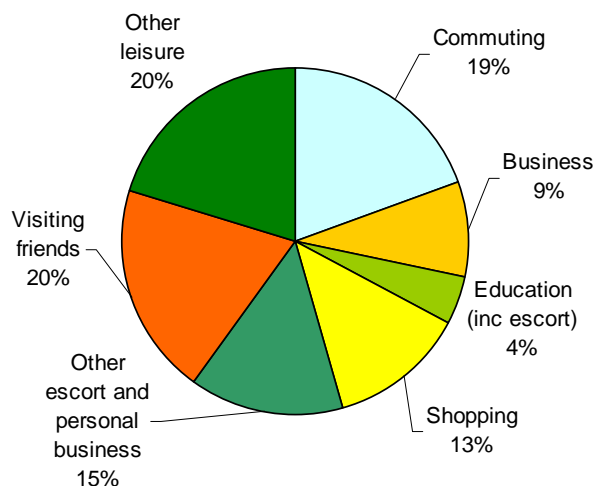
Mode share in 2008 (Charts 4.1a - b)

Chart 4.1 Travel by purpose: 2008

(a) Average trip rates by purpose



(b) Average distance travelled by purpose



- In 2008 commuting accounted for 16 per cent of trips and business accounted for a further 3 per cent. However, as these trips tend to be longer than average, these purposes accounted for a higher proportion of the average distance travelled, at 19 per cent and 9 per cent respectively.
- Shopping trips, on the other hand, tend to be shorter than average. Shopping accounted for 19 per cent of all trips in 2008 but only 13 per cent of distance travelled.
- Trips to escort other people together with personal business, which includes trips to services, such as the bank, doctor or library, account for a fifth of all trips and 15 per cent of distance travelled.

Trends in travel by purpose (Tables 4.1- 4.4)

- Most of the fall in trips rates since 1995/97 can be accounted for by a fall in shopping, visiting friends at private homes and commuting.
- Between 1995/1997 and 2008 the number of commuting trips decreased by 10 per cent. However, as the average length of a commuting trip increased by 5 per cent, the average commuting mileage fell by a lesser amount (6 per cent).
- The average number of shopping trips per person fell by 8 per cent between 1995/97 and 2006. This underlying trend is associated with a switch from more frequent, short shopping trips on foot, to longer, less frequent car trips.

- It is likely that much of the subsequent fall in shopping trips, in 2007 and 2008, was associated with the introduction of a revised travel diary in 2007, which appears to have led to an under-recording of short, incidental trips, particularly shopping. The fall in shopping trips in 2007 and 2008 was mostly accounted for by a fall in trips on foot and by car and by a fall in trips under 5 miles.

Table 4.1 Average trip rates per person per year by trip purpose: 1995/1997 to 2008

	Trips/number/thousands								
	Trips per person per year								
	1995/1997	1998/2000	2002	2003	2004	2005	2006	2007	2008
Commuting	174	173	163	166	168	161	160	162	156
Business	38	36	34	34	34	37	35	33	30
Education	68	70	65	70	66	66	62	63	62
Escort education	48	49	44	48	47	48	44	44	43
Shopping	237	229	214	209	208	206	219	186	198
Other escort	84	83	104	95	93	97	97	86	96
Personal business	110	106	113	107	105	109	105	98	103
Visiting friends at private home	144	139	123	120	119	123	119	110	109
Visiting friends elsewhere	46	49	48	46	43	47	49	48	47
Entertainment/public activity	40	39	48	46	50	52	49	48	43
Sport: participate	23	25	19	20	19	17	16	18	20
Holiday: base	10	11	11	11	10	12	11	11	11
Day trip	20	18	23	24	24	27	27	28	30
Other inc. just walk	44	44	38	39	39	42	45	38	44
All purposes	1,086	1,071	1,047	1,034	1,026	1,044	1,037	972	992
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

Table 4.2 Average distance per person per year by trip purpose: 1995/1997 to 2008

	Miles/number/thousands								
	Miles per person per year								
	1995/1997	1998/2000	2002	2003	2004	2005	2006	2007	2008
Commuting	1,425	1,444	1,389	1,407	1,428	1,391	1,391	1,435	1,340
Business	730	718	693	707	726	723	682	700	630
Education	193	207	211	220	208	211	205	210	207
Escort education	88	99	101	104	108	94	100	107	99
Shopping	917	963	912	912	884	879	926	848	877
Other escort	402	436	510	494	488	495	488	468	503
Personal business	478	489	511	468	472	521	488	482	502
Visiting friends at private home	1,174	1,218	1,143	1,121	1,097	1,195	1,121	1,103	1,081
Visiting friends elsewhere	234	270	272	257	258	255	293	298	274
Entertainment/public activity	315	302	367	373	390	394	371	385	337
Sport: participate	144	158	129	127	122	101	108	105	119
Holiday: base	467	475	495	567	521	511	525	524	508
Day trip	362	334	359	394	357	392	387	391	397
Other inc. just walk	50	51	43	40	45	46	48	46	48
All purposes	6,981	7,164	7,135	7,192	7,103	7,208	7,133	7,103	6,923
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

- Since 1995/97 the average trip length and duration have increased for most purposes with the exception of some leisure purposes.

Table 4.3 Average trip length by trip purpose: 1995/1997 to 2008

	Miles/number/thousands								
	Average trip length								
	1995/1997	1998/2000	2002	2003	2004	2005	2006	2007	2008
Commuting	8.2	8.3	8.5	8.5	8.5	8.7	8.7	8.9	8.6
Business	19.0	19.9	20.2	21.0	21.1	19.4	19.4	21.0	20.8
Education	2.9	3.0	3.2	3.1	3.2	3.2	3.3	3.4	3.3
Escort education	1.8	2.0	2.3	2.2	2.3	2.0	2.3	2.4	2.3
Shopping	3.9	4.2	4.3	4.4	4.3	4.3	4.2	4.6	4.4
Other escort	4.8	5.2	4.9	5.2	5.3	5.1	5.0	5.4	5.2
Personal business	4.4	4.6	4.5	4.4	4.5	4.8	4.6	4.9	4.9
Visiting friends at private home	8.1	8.8	9.3	9.4	9.2	9.7	9.4	10.0	9.9
Visiting friends elsewhere	5.1	5.5	5.6	5.5	6.0	5.4	6.0	6.2	5.9
Entertainment/public activity	7.9	7.7	7.7	8.1	7.8	7.6	7.6	8.1	7.8
Sport: participate	6.3	6.3	6.8	6.3	6.3	6.0	6.6	5.8	6.0
Holiday: base	45.9	44.1	47.1	52.4	50.9	44.2	48.5	47.6	45.5
Day trip	17.8	18.4	15.9	16.2	14.8	14.3	14.1	14.0	13.3
Other inc. just walk	1.1	1.2	1.1	1.0	1.1	1.1	1.1	1.2	1.1
All purposes	6.4	6.7	6.8	7.0	6.9	6.9	6.9	7.3	7.0
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

Table 4.4 Average trip duration by trip purpose: 1995/1997 to 2008

	Minutes/number/thousands								
	Average trip time								
	1995/1997	1998/2000	2002	2003	2004	2005	2006	2007	2008
Commuting	24	25	26	26	27	27	27	28	28
Business	36	38	37	40	40	38	38	42	41
Education	18	19	21	21	20	20	21	21	22
Escort education	11	12	13	13	13	12	13	13	13
Shopping	17	17	18	18	18	18	18	18	18
Other escort	15	16	16	16	17	16	16	17	17
Personal business	16	17	17	17	18	18	18	19	19
Visiting friends at private home	21	23	24	24	24	25	24	26	25
Visiting friends elsewhere	17	18	20	19	21	20	21	22	21
Entertainment/public activity	24	23	23	24	23	23	23	24	24
Sport: participate	18	18	20	19	19	19	20	18	19
Holiday: base	80	75	80	88	90	73	79	83	76
Day trip	43	43	37	38	37	36	34	35	34
Other inc. just walk	22	23	25	23	24	24	22	25	22
All purposes	20.4	21.1	21.8	22.1	22.3	22.1	22.2	23.3	22.7
Unweighted sample size:									
individuals	22,861	21,868	16,886	19,467	19,199	19,904	19,490	19,735	18,983
trips ('000s)	461	432	326	370	364	379	369	353	342

Long distance trips by purpose (Table 4.5)

The NTS defines a long distance trip as a trip of 50 miles or more. Because such trips are made infrequently by most people, respondents are asked for details of these trips for an extra week in addition to the travel week itself. It is still necessary to analyse the data over a longer period (here 2006-2008) to provide a sufficiently large sample.

- In 2006-2008 visiting friends at their home was the most common trip purpose for trips over 50 miles, accounting for 22 per cent of these trips. This was followed by business trips which accounted for 19 per cent.
- Holidays within Great Britain accounted for the largest proportion of trips of over 250 miles.

Table 4.5 Long distance trips within GB by length and purpose: 2006-2008 average

	Percentage/thousands								Unweighted sample size (trips)
	Commuting	Business	Other non-leisure ¹	Visiting friends at private home	Holiday	Day trip	Other leisure	Total	
50 to under 75 miles	16	17	17	19	8	11	11	100	15,752
75 to under 100 miles	10	20	13	21	16	11	9	100	6,933
100 to under 150 miles	4	22	12	25	20	7	9	100	7,558
150 to under 250 miles	2	20	10	30	27	3	7	100	5,473
250 to under 350 miles	2	15	8	27	40	3	5	100	1,396
350 miles and over	1	26	5	21	43	2	2	100	597
Total	10	19	14	22	17	9	9	100	37,709
Unweighted sample size (trips)	3,578	7,106	5,077	8,516	6,484	3,390	3,558	37,709	

1 Education, shopping, personal business and escort

Trip chaining (Table 4.6)

The National Travel Survey defines a trip as a one-way course of travel with a single main purpose. The majority of trips start or finish from home but some travel involves more complicated sequences of trips.

- In 2008, 43 per cent of trips began at home and 43 per cent finished there.
- Nearly three quarters (73 per cent) of escort education trips were followed by a trip to home; 7 per cent of escort education trips by males and 8 per cent by females were followed by a trip to work or business.
- Among men, 79 per cent of work/business trips were followed by a trip home compared with 73 per cent among women.

Table 4.6 Purpose of next trip by gender and previous trip: 2008

	Percentage							
	Previous trip purpose							
	Males				Females			
	All purposes	Work or business	Escort education	Shopping	All purposes	Work or business	Escort education	Shopping
Next trip purpose:								
Work or business	13	9	7	2	10	8	8	2
Education	4	-	1	-	3	-	-	-
Escort education	1	-	2	-	3	2	2	-
Shopping	10	3	4	6	12	6	5	6
Other escort	5	2	5	1	6	3	5	2
Personal business	5	2	3	1	6	3	2	2
Visit friends	9	2	3	4	9	3	3	6
Other leisure	9	2	1	2	8	2	2	2
Home	44	79	73	82	42	73	73	80
All purposes	100	100	100	100	100	100	100	100

Travel by trip purpose and main mode (Tables 4.7- 4.8 and Charts 4.2 - 4.3)

This section gives data on trips made and distance travelled by the main mode of the trip and the purpose.

Table 4.7 Trips per person per year by purpose and main mode: 2008

	Trips/thousands									
	Walk	Bicycle	Car driver	Car passenger	Motorcycle	Other private	Local bus	Rail	Other public	All modes
Commuting	16	5	90	15	2	-	13	13	2	156
Business	2	-	21	2	-	-	1	2	1	30
Education/escort education	41	2	22	23	-	4	11	2	1	105
Shopping	45	2	85	42	-	1	19	2	2	198
Other escort	10	-	54	29	-	-	2	-	1	96
Personal business	24	1	43	25	-	1	7	1	1	103
Leisure	40	5	94	91	1	2	13	6	7	260
Other (including 'just walk')	43	-	1	-	-	-	-	-	-	44
All purposes	221	16	410	227	4	9	65	27	14	992
Unweighted sample size ('000 trips)	79	5	140	79	1	3	22	8	5	342

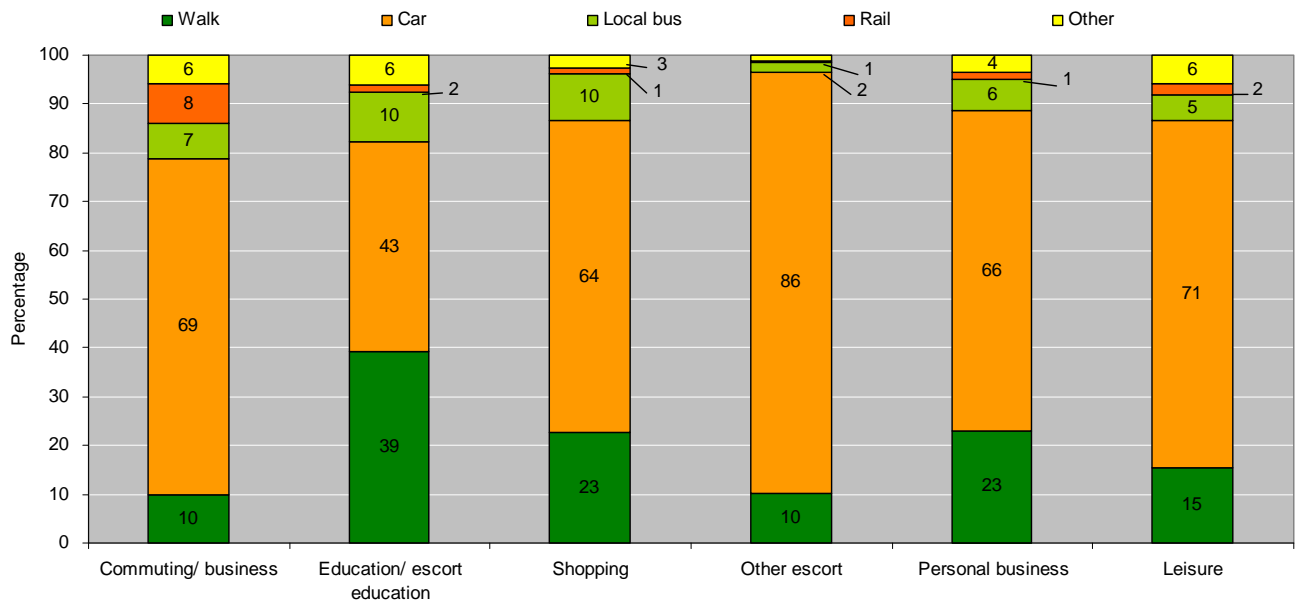
Table 4.8 Distance per person per year by purpose and main mode: 2008

	Miles/thousands									
	Walk	Bicycle	Car driver	Car passenger	Motorcycle	Other private	Local bus	Rail	Other public	All modes
Commuting	14	17	884	102	16	4	69	222	13	1,340
Business	2	1	449	48	1	4	6	93	26	630
Education/escort education	28	3	88	68	-	38	50	23	8	306
Shopping	28	3	442	281	1	3	79	31	9	877
Other escort	6	-	293	184	-	2	8	6	4	503
Personal business	14	2	263	152	2	5	27	25	12	502
Leisure	31	15	1,058	1,128	18	57	70	216	124	2,716
Other (including 'just walk')	40	-	8	1	-	-	-	-	-	48
All purposes	163	41	3,485	1,963	38	113	308	617	195	6,923
Unweighted sample size ('000 trips)	79	5	140	79	1	3	22	8	5	342

Chart 4.2 Trips by selected main mode and purpose: 2008



Chart 4.3 Trips by purpose and main mode: 2008



Section 5 Travel by age and gender

This chapter shows differences in travel patterns by mode and purpose according to age and gender. It contains additional details on bicycle ownership and levels of cycling by age and gender; school travel; children's independence; reasons for not driving by age and concessionary bus travel among older people.

Mode of travel by age and gender (Table 5.1)

- Overall, females made 5 per cent more trips than males in 2008. However, males travelled 20 per cent further than females, averaging nearly 7,600 miles a year compared with 6,300 miles respectively.
- Among adults, the amount people travel, in terms of both trips and distance, broadly increases with age up to 40-49 among men and 30-39 among women and then decreases among older age groups.
- Children aged 16 and under made over half (55 per cent) of their trips as car passengers, with most of the rest on foot. There was little difference in usage of different modes by boys and girls, except that bicycle use by boys was more than double that of girls (although this still accounted for only three per cent of trips).

Car trips

- Men aged 17 and over made more trips as car drivers than as passengers in all age groups. Women aged 21-69 also made more trips as drivers than as passengers, but women aged 17-20 or over 70 were more likely to be passengers than drivers.
- The proportion of trips made by car as a driver increases with age to a peak of 68 per cent of trips among men aged 50-59 and 55 per cent among women aged 40-49, before declining in older age groups.
- Over half (57 per cent) of the trips by men aged over 70 were made as car drivers compared with 21 per cent among women in this age group. Differences in car usage are closely related to differences in licence holding (see Table 2.3).

Walking and cycling trips

- Overall, females made 23 per cent of their trips on foot, compared with 21 per cent for males. This proportion was higher for women than men in all age groups from 21 upwards.
- For both males and females, the proportion of trips made on foot was highest among children (just under a third of all trips), fell with age up to 40-49 years for males and 50-59 years for females and then increased slightly in older age groups.
- Cycling accounted for 3 per cent of trips among males up to the age of 40-49. Among men aged 60 and over and among females of all ages cycling accounts for 1 per cent of trips.

Public transport trips

- The proportion of trips made by bus use was highest for 17-20 year olds, accounting for 15 per cent of trips in this age group. Bus use was higher for those aged 60 or over than in middle age, particularly among women, reflecting availability of concessionary bus travel for older passengers (See Table 5.9) and differences in driving licence holding (see Table 2.3) across age groups.
- Women of all ages used buses more than trains, but men aged 30-39 made slightly more rail trips than bus trips, reflecting the more widespread use of rail among commuters.

Table 5.1 Trips per person per year by age, gender and main mode: 2008

	Percentage/trips/miles/number/thousands									
	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
All people:										
Walk	22	32	23	25	21	18	17	20	21	221
Bicycle	2	2	2	2	2	2	2	1	1	16
Car driver	41	-	25	40	55	61	59	51	38	410
Car passenger	23	55	27	15	12	12	14	18	23	227
Other private transport	1	2	2	1	1	1	1	1	2	13
Bus and coach	7	7	15	8	5	4	4	8	12	66
Rail	3	1	4	7	4	2	2	2	1	27
Taxi and minicab	1	1	2	2	1	1	1	1	2	11
Other public transport	-	-	-	1	-	-	-	-	-	2
All modes	100	100	100	100	100	100	100	100	100	992
All trips (number)	992	917	882	942	1,135	1,168	1,069	984	740	
Distance travelled (miles)	6,923	4,463	6,092	7,262	8,837	9,253	8,357	7,057	4,195	
Unweighted sample size:										
individuals	18,983	4,052	852	1,745	2,422	2,783	2,367	2,365	2,397	
trips ('000s)	342	68	14	31	51	59	46	42	32	
Males:										
Walk	21	32	25	23	18	15	16	20	20	206
Bicycle	2	3	3	3	3	3	2	1	1	23
Car driver	47	-	27	42	58	67	68	64	57	455
Car passenger	18	55	23	12	8	7	6	7	9	171
Other private transport	2	3	3	1	1	2	1	1	2	17
Bus and coach	6	7	13	9	4	3	3	5	9	55
Rail	3	1	4	8	6	3	2	2	1	31
Taxi and minicab	1	1	2	2	1	1	1	1	1	9
Other public transport	-	-	-	1	-	-	-	-	-	2
All modes	100	100	100	100	100	100	100	100	100	970
All trips (number)	970	891	828	871	1,012	1,097	1,089	1,043	852	
Distance travelled (miles)	7,561	4,305	5,826	7,089	9,921	10,673	9,779	7,851	4,814	
Unweighted sample size:										
individuals	9,127	2,070	434	810	1,148	1,326	1,133	1,130	1,076	
trips ('000s)	161	34	7	13	21	27	22	21	16	
Females:										
Walk	23	31	21	26	23	20	18	20	22	236
Bicycle	1	1	-	1	1	1	1	-	-	9
Car driver	36	-	22	39	52	55	50	36	21	366
Car passenger	28	56	31	18	15	16	22	30	36	281
Other private transport	1	2	1	-	-	-	-	1	2	9
Bus and coach	7	7	17	8	5	4	5	10	15	76
Rail	2	1	3	6	3	2	2	2	1	23
Taxi and minicab	1	1	3	2	1	1	1	1	3	13
Other public transport	-	-	-	-	-	-	-	-	-	2
All modes	100	100	100	100	100	100	100	100	100	1,014
All trips (number)	1,014	945	939	1,013	1,257	1,237	1,051	929	657	
Distance travelled (miles)	6,307	4,628	6,373	7,437	7,771	7,870	6,979	6,311	3,736	
Unweighted sample size:										
individuals	9,856	1,982	418	935	1,274	1,457	1,234	1,235	1,321	
trips ('000s)	180	34	7	18	29	33	23	21	16	

Trends in travel by mode and gender (Charts 5.1 - 5.2)

The differences in travel by gender, shown in Table 5.1, are generally tending to narrow over time. This reflects changes in employment and driving licence holding among women, together with the increase in the proportion of households with two or more cars.

- Since 1996, the average distance travelled as a car driver has fallen by around 10 per cent among men but has increased by over 20 per cent among women.
- The increase in the average distance travelled by modes other than car and walking is largely due to an increase in distance travelled by rail, particularly among men, although distance travelled by local bus and taxi has also increased among both men and women.

Chart 5.1 Average distance travelled by mode, males

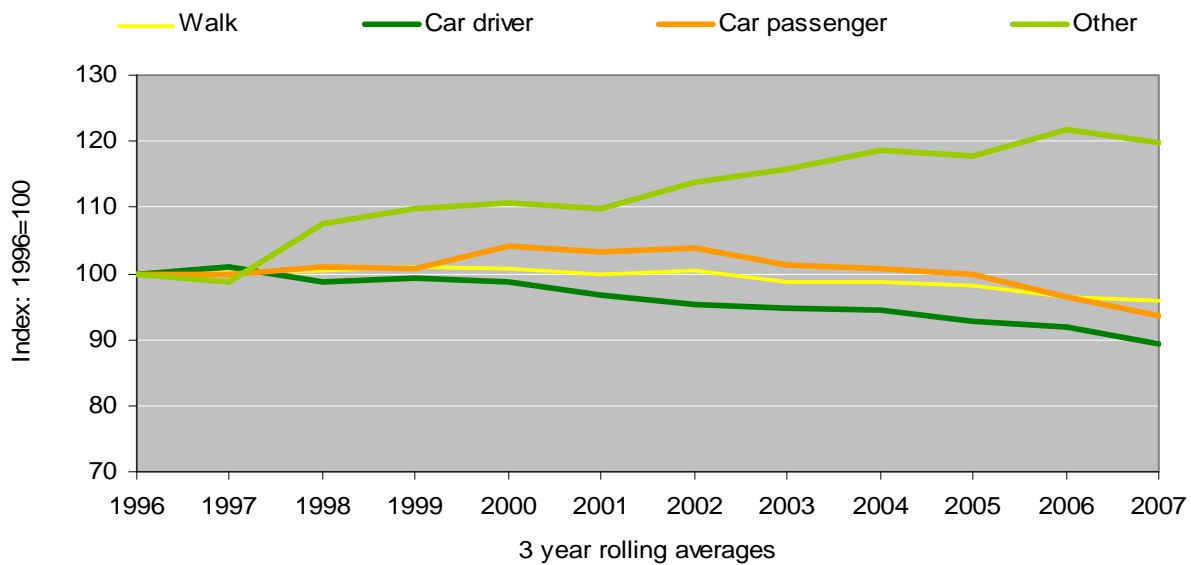
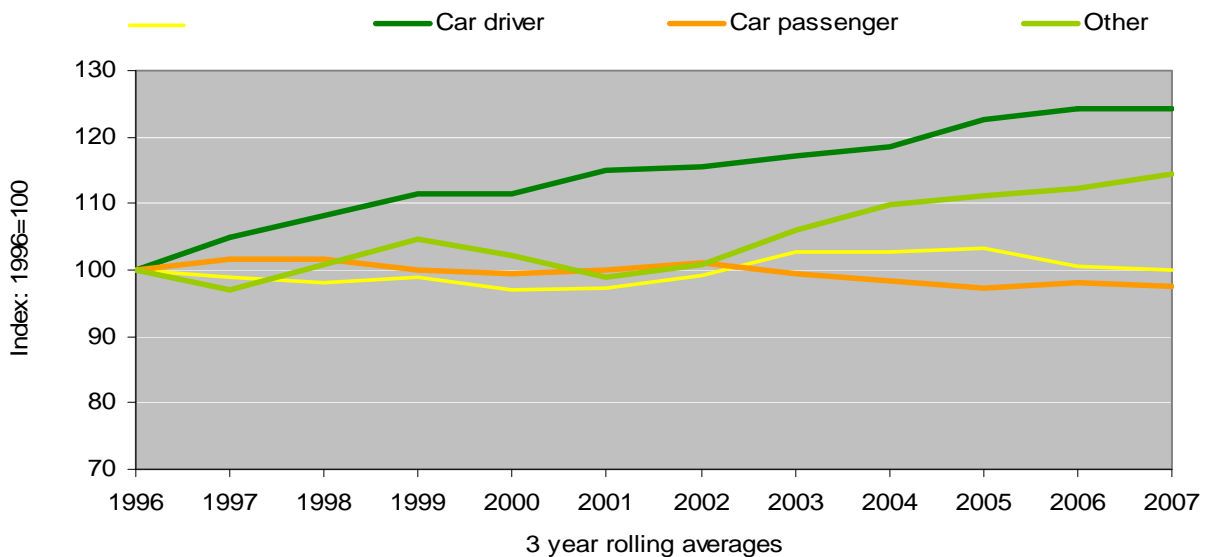


Chart 5.2 Average distance travelled by mode, females



Cycling by age and gender (Charts 5.3 - 5.4)

All respondents aged over 5 were asked whether they owned or had access to a bicycle.

- Overall, 42 per cent of individuals aged 5 and over said they owned a bicycle and a further one per cent said they had use of a bicycle in 2008.
- Children were much more likely to own a bicycle than adults. In 2008, 87 per cent of those aged 5 to 10 and 76 per cent of those aged 11 to 16 owned a bicycle. After the age of 16 bicycle ownership fell sharply; less than half of people aged 17 and over had access to a bicycle. However, ownership increases in the 30-39 and 40-49 age groups, with almost half having access to a bicycle.
- In terms of bicycle usage, men make more trips than women in every age group. On average in 2008 men aged 5 and over made 3 times as many bicycle trips as women.
- Males aged 11-16 made the most trips on average (47 per person per year). This fell to 28 trips per person per year for 17-20 year olds, and remained around this level up to age 40-49.

Chart 5.3 Bicycle ownership by age: 2008

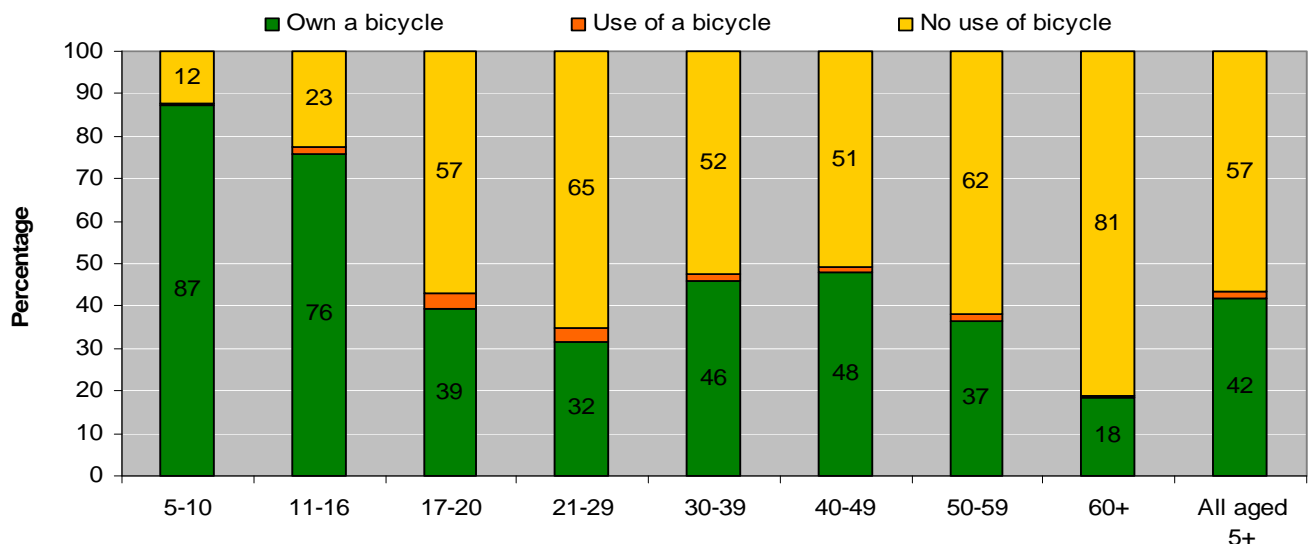
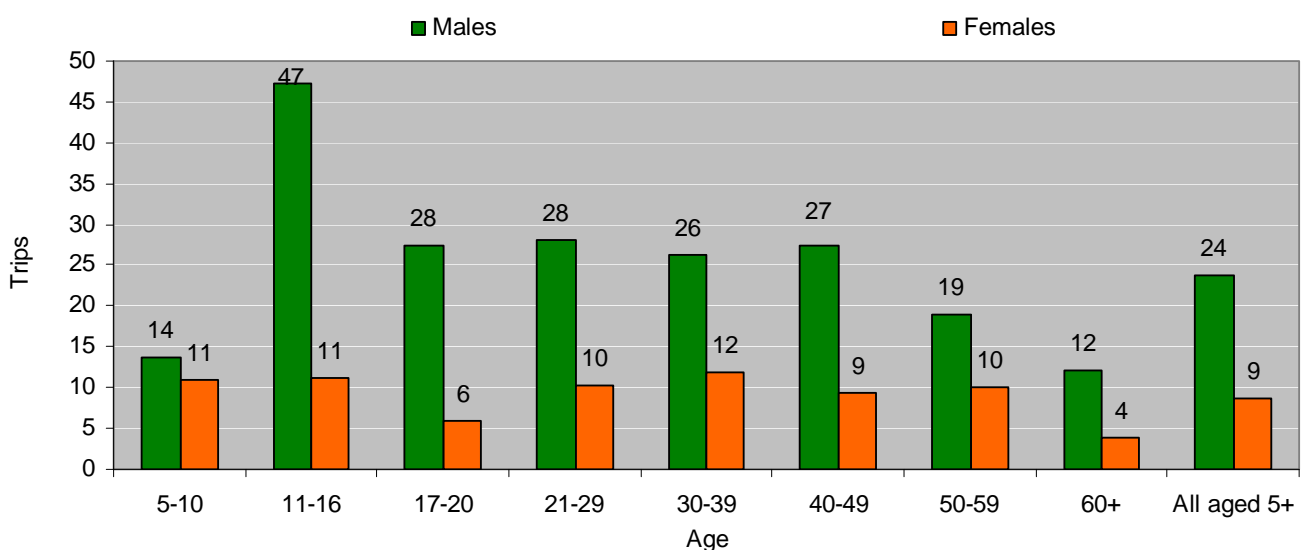


Chart 5.4 Bicycle trips per person per year by age and gender: 2006-2008



Purpose of travel by age and gender (Table 5.2)

There is some variation between men and women in the profile of trips by purpose, reflecting their different lifestyles at different ages.

- Males made 19 per cent of their trips to and from work in 2008, with an additional 4 per cent travelling on business compared with 13 per cent and 2 per cent respectively among females. Among men aged 17-59, 28 per cent of their trips were to commute, with an additional 6 per cent for business. Among women in this age group, 19 per cent of trips were to and from work, and 3 per cent were for business.
- On average, females made 23 per cent more shopping trips each per year than males (218 trips per person per year compared with 177 for males). Females also made more escort education trips than males (60 compared with 25), and more personal business trips (110 compared with 96).
- While females made more trips to visit their friends at home (119 compared with 99), females and males made a similar number of trips to see their friends elsewhere (45 compared with 49).
- Education was the most frequent trip purpose for those aged 16 and under, accounting for over a quarter (27 per cent) of their trips.
- The relative importance of shopping and personal business increases with age. Among people aged 17-29, 24 per cent of trips were for shopping and personal business. For those aged 70 and over the figure was 57 per cent.
- While younger women make more escort trips than younger men, men aged 50 and over made more escort trips than women in the same age group. Including both escort education and all other escort trips, women aged 30-39 made over a quarter of their trips escorting someone else.
- Trips made for leisure purposes follow a similar pattern for men and women across the different age groups. People under 20 and over 60 made roughly a third of their trips for leisure purposes, whereas those between the ages of 30 and 49 made about a quarter of trips for leisure.

Table 5.2 Trips per person per year by age, gender and purpose: 2008

Percentage/number/thousands

	All ages	<17	17-20	21-29	30-39	40-49	50-59	60-69	70+	All trips (number)
All people:										
Commuting	16	1	20	28	23	23	22	8	1	156
Business	3	-	2	3	4	5	6	2	-	30
Education	6	27	15	3	-	-	-	-	-	62
Escort education	4	4	1	3	9	7	2	1	1	43
Shopping	20	7	16	17	19	20	23	31	39	198
Other escort	10	16	3	6	11	11	8	6	4	96
Personal business	10	8	7	9	9	9	11	15	19	103
Visit friends at private home	11	16	15	12	9	8	9	12	11	109
Visit friends elsewhere	5	3	8	6	5	4	4	5	6	47
Sport/entertainment	6	9	8	6	5	5	5	7	8	63
Holiday/day trip	4	5	3	3	4	4	4	5	5	41
Other including just walk	4	4	3	3	4	4	5	6	5	44
Total	100	100	100	100	100	100	100	100	100	992
Unweighted sample size:										
individuals	18,983	4,052	852	1,745	2,422	2,783	2,367	2,365	2,397	.
trips ('000s)	342	68	14	31	51	59	46	42	32	.
Males:										
Commuting	19	1	21	34	31	27	24	11	2	180
Business	4	-	3	3	5	7	7	3	1	37
Education	7	29	17	4	1	-	-	-	-	67
Escort education	3	4	1	-	4	4	2	1	1	25
Shopping	18	6	13	15	17	19	21	29	38	177
Other escort	9	16	3	5	8	10	9	8	6	90
Personal business	10	8	5	8	9	8	11	14	17	96
Visit friends at private home	10	15	15	11	8	7	8	10	10	99
Visit friends elsewhere	5	3	8	8	5	4	4	5	6	49
Sport/entertainment	7	10	10	7	5	6	5	7	8	67
Holiday/day trip	4	4	2	3	4	4	4	6	5	40
Other including just walk	4	4	3	2	4	4	5	7	6	42
Total	100	100	100	100	100	100	100	100	100	970
Unweighted sample size:										
individuals	9,127	2,070	434	810	1,148	1,326	1,133	1,130	1,076	.
trips ('000s)	161	34	7	13	21	27	22	21	16	.
Females:										
Commuting	13	1	19	24	15	19	21	6	1	133
Business	2	-	1	4	3	4	4	1	-	24
Education	6	26	13	2	-	-	-	-	-	57
Escort education	6	4	1	6	13	10	3	2	1	60
Shopping	21	8	19	19	20	21	25	34	39	218
Other escort	10	17	3	7	13	12	7	5	3	101
Personal business	11	8	8	9	10	9	11	15	21	110
Visit friends at private home	12	16	14	12	10	9	10	13	12	119
Visit friends elsewhere	4	3	9	5	4	4	4	6	6	45
Sport/entertainment	6	9	6	5	4	4	5	7	8	60
Holiday/day trip	4	5	4	4	4	3	5	5	5	42
Other including just walk	4	5	2	3	4	5	5	6	4	46
Total	100	100	100	100	100	100	100	100	100	1,014
Unweighted sample size:										
individuals	9,856	1,982	418	935	1,274	1,457	1,234	1,235	1,321	.
trips ('000s)	180	34	7	18	29	33	23	21	16	.

Travel to school (Table 5.3 and Chart 5.5)

Table 5.3 Trips to and from school¹ per child per year by main mode: 1995/1997 to 2008

Percentage/miles/number

	Age 5-16								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Walk ²	47	49	44	45	46	46	46	46	44
Bicycle	1	1	2	1	2	1	2	1	2
Car/van	29	28	32	31	32	32	30	31	32
Private bus	5	5	6	6	5	6	5	6	7
Local bus	15	14	14	14	13	12	14	13	14
Rail	-	1	1	1	1	1	1	1	1
Other	2	2	2	2	1	1	1	2	1
All modes	100	100	100	100	100	100	100	100	100
Average length (miles) ¹	2.1	2.1	2.5	2.4	2.3	2.3	2.5	2.3	2.6
% travelling to school alone ³	25	26	26	25	27	26	25	23	22
Unweighted sample size:									
individuals	3,704	3,426	2,628	3,201	3,183	3,185	2,996	2,997	2,853
trips	22,948	21,470	15,707	20,307	20,476	20,357	18,508	18,820	17,261

	Age 5-10								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Walk ²	53	56	51	51	49	49	52	51	48
Bicycle	-	-	1	1	1	1	1	1	2
Car/van	38	37	41	41	43	43	41	41	43
Private bus	3	3	4	3	4	3	2	4	3
Local bus	4	3	2	3	3	3	3	3	4
Rail	-	-	-	-	-	-	-	-	-
Other	2	1	1	1	1	1	1	1	-
All modes	100	100	100	100	100	100	100	100	100
Average length (miles) ¹	1.3	1.4	1.5	1.5	1.7	1.5	1.5	1.5	1.6
% travelling to school alone ³	9	11	11	8	10	6	5	5	6
Unweighted sample size:									
individuals	1,955	1,758	1,337	1,572	1,572	1,518	1,477	1,452	1,343
trips	12,155	10,608	7,885	9,738	9,960	9,449	9,195	8,856	8,125

	Age 11-16								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
Walk ²	42	43	38	40	43	44	41	43	40
Bicycle	2	2	2	2	3	2	3	2	2
Car/van	20	20	24	23	22	22	20	22	21
Private bus	7	7	8	9	7	9	7	8	11
Local bus	26	24	25	23	22	20	24	22	22
Rail	1	1	1	1	1	1	2	1	1
Other	2	3	2	2	2	2	2	3	2
All modes	100	100	100	100	100	100	100	100	100
Average length (miles) ¹	2.9	2.8	3.3	3.2	2.9	3.0	3.4	3.0	3.4
% travelling to school alone ³	41	40	40	40	42	44	43	39	36
Unweighted sample size:									
individuals	1,749	1,668	1,291	1,629	1,611	1,667	1,519	1,545	1,510
trips	10,793	10,862	7,822	10,569	10,516	10,908	9,313	9,964	9,136

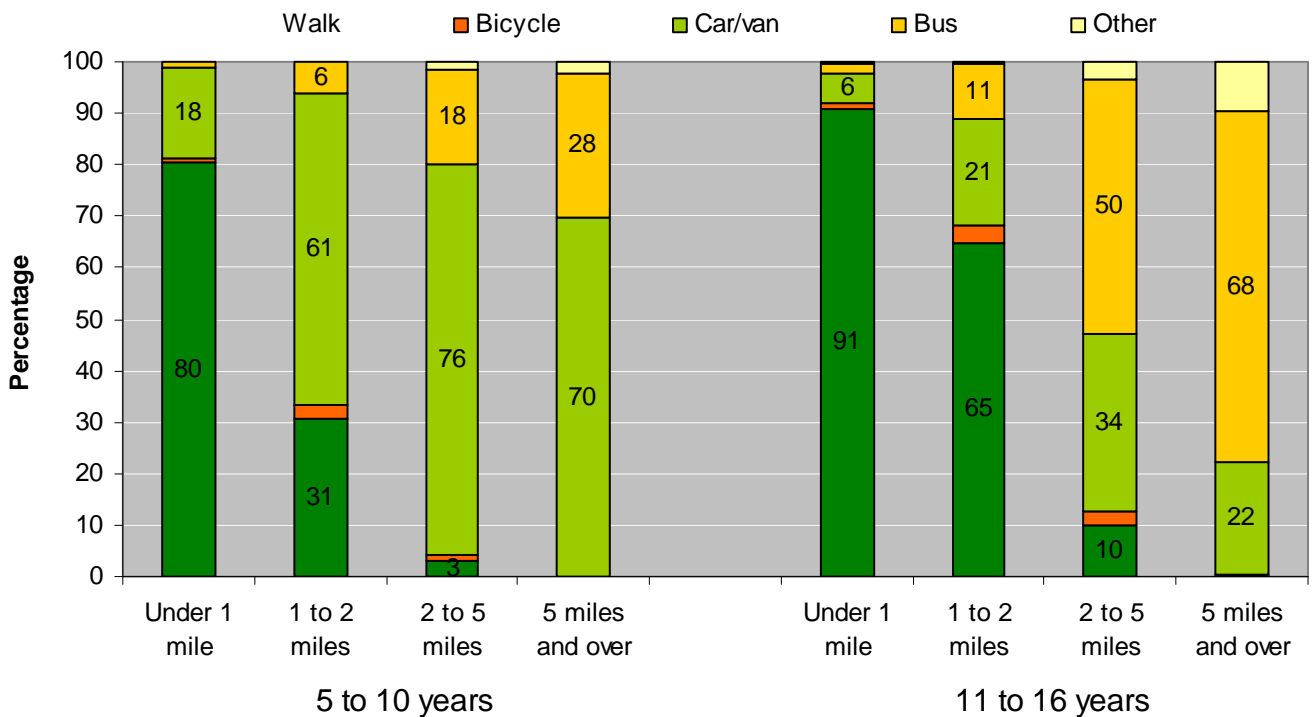
1 Trips of under 50 miles only.

2 There is an apparent under-recording of short walks in 2002-03 and short trips in 2007-08 compared to other years. See Section 1

3 Based on main stage of trip

- In 2008, around half (48 per cent) of trips to school by primary school children were made on foot, slightly lower than in 1995/97 (53 per cent). The proportion of trips by car increased by a similar amount from 38 to 43 per cent.
- Among secondary school children, the mode share for school trips does not show any obvious trend since 1995/97. In 2008, 40 per cent of education trips by children aged 11-16 were on foot and 21 per cent were by car compared with 42 per cent and 20 per cent respectively in 1995/97. The proportion of trips by bus (including school coaches) was 33 per cent in 1995/97 and in 2008. About 2 per cent of secondary school pupils cycled to school in 2008.
- The average length of the trip to school for children aged 5 to 10 increased from 1.3 to 1.6 miles between 1995/1997 and 2008, and for pupils aged 11 to 16 increased from 2.9 to 3.4 miles.
- Based on data from the travel diary, the proportion of trips to or from primary school for which children travelled alone (with no other child or adult) fell from 9 per cent of trips in 1995/97 to 6 per cent in 2008. For secondary school pupils the proportion fell, from 41 per cent travelling to school alone in 1995/97 to 36 per cent in 2008.

Chart 5.5 Trips to school by main mode, length and age: 2007-08 average



- For trips to school under 1 mile in length, walking is the most popular mode of travel for primary and secondary school children, accounting for 80 per cent and 91 per cent of trips made, respectively.
- For longer school trips, the most popular mode for primary school children is car or van, with 76 per cent of 2 to 5 mile trips, and 70 per cent of trips over 5 miles made by car. For secondary school pupils half of all trips of 2 to 5 miles in length, and 68 per cent of trips over 5 miles are made by bus.

Cars taking children to school (Table 5.4)

- Over the period from 1995/97 to 2008, cars taking children to school ('escort education' trips) have increased slightly as a proportion of car trips in the morning peak period (8-9am) from 10 per cent to 14 per cent.
- The point during the morning rush hour at which this proportion reached its highest level in 2008 was 8.45am, with the 'school run' accounting for 20 per cent of car trips by residents of urban areas during term time at this time.

Table 5.4 Cars taking children to school in urban areas during term-time¹: 1995/1997 to 2008

	Percentage of car trips/number								
	1995/ 1997	1998/ 2000	2002	2003	2004	2005	2006	2007	2008
0800 to 0859 hours	10	11	13	12	15	13	12	12	14
Peak traffic time (0835)	14	16	18	17	22	19	16	18	19
Peak percentage (0845 or 0850 ²)	21	18	20	19	22	20	18	18	20
Unweighted sample size of trips at:									
0800-0859	13,053	12,605	8,760	9,609	9,957	9,974	9,103	9,341	8,648
0835	3,934	3,901	2,680	3,155	3,167	3,135	2,774	3,037	2,800
0845 ²	3,703	3,421	2,496	2,733	2,931	2,932	2,596	2,774	2,538

1 Data relate to car trips by people living in urban areas, term-time weekdays only.

2 Prior to 2004 and in 2005 the peak percentage was at 0850. In other years shown the peak percentage was at 0845.

Children's independence

In addition to data from the travel diary, parents are also asked during the interview about their children's independence, in terms of travelling to school alone and being allowed to cross the road.

Whether children are accompanied to school (Table 5.5)

- According to their parents, 86 per cent of children aged 7 to 10 years were usually accompanied to school by an adult in 2008. This has risen from 78 per cent in 2002. The main reasons cited by parents of children aged 7 to 10 were traffic danger (58 per cent) and fear of assault or molestation (29 per cent).
- Almost a third (31 per cent) of children aged 11 to 13 years were usually accompanied to school by an adult in 2008. According to their parents, the main reasons why children in this age group were accompanied were traffic danger (34 per cent), convenience (30 per cent) and the school being too far away (29 per cent).

Table 5.5 Whether children are accompanied to school by an adult and the reasons: 2002, 2004, 2006 and 2008

	Percentage/number							
	7-10 years				11-13 years			
	2002	2004	2006	2008	2002	2004	2006	2008
Usually accompanied by an adult	78	82	85	86	27	30	31	31
Usually unaccompanied by an adult	15	14	12	10	64	64	62	61
Sometimes accompanied by an adult	6	4	2	3	6	5	6	6
Accompanied part of the way	1	0	0	1	3	2	1	2
All children	100	100	100	100	100	100	100	100
Why accompanied by an adult (all reasons)¹								
Traffic danger	57	56	59	58	27	34	32	34
Fear of assault/molestation	47	39	36	29	29	30	25	23
Convenient to accompany child ²	-	-	22	21	-	-	35	30
School too far away	25	23	20	22	34	35	25	29
Child might not arrive on time	12	16	16	18	14	15	12	15
Child might get lost	11	14	14	19	6	5	3	7
Fear of bullying	7	7	8	6	9	7	10	6
Other	22	22	13	12	32	31	17	15
Unweighted sample size (individuals)	1,170	1,182	1,127	1,033	903	935	858	848

	Percentage/number			
	7-13 years			
	2002	2004	2006	2008
Usually accompanied by an adult	55	59	61	62
Usually unaccompanied by an adult	37	36	34	33
Sometimes accompanied by an adult	6	4	4	4
Accompanied part of the way	2	1	1	1
All children	100	100	100	100
Why accompanied by an adult (all reasons)¹				
Traffic danger	51	51	53	52
Fear of assault/molestation	43	37	34	28
Convenient to accompany child ²	-	-	25	23
School too far away	27	25	21	24
Child might not arrive on time	12	16	15	17
Child might get lost	10	12	12	16
Fear of bullying	8	7	8	6
Other	24	24	14	13
Unweighted sample size (individuals)	2,073	2,117	1,985	1,881

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

2 This reason was not an option for respondents before 2005

Children crossing roads alone (Table 5.6)

- In 2008 14 per cent of children aged 7 to 10 were usually allowed to cross roads alone, according to their parents. This is down from 19 per cent in 2002. Half were not allowed to do so, and the remaining 36 per cent were sometimes allowed.
- Of those who were usually or sometimes allowed to cross the road alone, 22 per cent were allowed to cross main roads and the remaining 78 per cent could only cross minor roads.
- Among children aged 11 to 13, 76 per cent were usually allowed to cross the road alone and only seven per cent were not allowed. Three quarters of those who were usually or sometimes allowed to cross roads alone could cross main roads, with the remaining quarter only allowed to cross minor roads.

Table 5.6 Whether children are allowed to cross roads alone: 2002, 2004, 2006 and 2008

	Percentage/number							
	7-10 years				11-13 years			
	2002	2004	2006	2008	2002	2004	2006	2008
Almost always allowed	19	18	14	14	79	77	75	76
Sometimes allowed	40	36	36	36	17	19	19	18
Not allowed	41	45	49	50	4	5	6	7
All	100	100	100	100	100	100	100	100
If allowed:								
Main roads	25	22	22	22	80	77	74	75
Minor roads only	75	78	78	78	20	23	26	25
All	100	100	100	100	100	100	100	100
Unweighted sample size (individuals)	1,177	1,190	1,128	1,041	908	948	869	862

	Percentage/number			
	All 7-13 years			
	2002	2004	2006	2008
Almost always allowed	46	44	41	42
Sometimes allowed	30	29	28	28
Not allowed	25	27	30	31
All	100	100	100	100
If allowed:				
Main roads	56	54	53	54
Minor roads only	44	46	47	46
All	100	100	100	100
Unweighted sample size (individuals)	2,085	2,138	1,997	1,903

Reasons for not driving (Tables 5.7 and 5.8)

Since the mid-1990s, there has been a fall in driving licence holding among young people (see Table 2.3 and Chart 2.10). Some questions were added to the National Travel Survey to monitor the reasons why people are choosing not to drive and to monitor the likelihood that non-licence holders will acquire a licence. These questions are asked of people who do not hold a full driving licence and are not currently learning to drive.

- For all age groups, the most common reasons stated for not driving were that 'family and friends drive when necessary' and that they were 'not interested in driving', both with 32 per cent. However, the cost of learning to drive was stated as the main reason for not driving for those aged 17-39.
- Safety concerns and being nervous about driving become an increasing issue with age. Only 7 per cent of 17-20 year olds stated this as a reason, increasing to 30 per cent of those aged 50-59.
- Of those people without a driving licence and not currently learning to drive, a third stated that they intended to learn to drive within the next five years. A large proportion of those aged 17-20 (88 per cent) and 21-29 (76 per cent), intended to learn to drive within the next five years.

Table 5.7 Reasons for not driving¹ by age: 2008

	Percentage/number						
	All aged 17+	17-20	21-29	30-39	40-49	50-59	60 and over
Family/friends drive me when necessary	32	27	24	26	28	32	41
Not interested in driving	32	13	19	27	30	45	43
Cost of learning to drive	27	48	44	38	27	16	9
Cost of buying a car	21	32	33	23	23	16	10
Safety concerns/nervous about driving	20	7	12	20	26	30	23
Other forms of transport available	18	15	23	22	17	18	14
Cost of insurance	15	26	26	20	18	10	5
Too old	12	-	-	1	3	14	30
Physical difficulties/disabilities	11	6	6	13	16	17	10
Other general motoring costs	9	12	16	10	10	7	3
Too busy to learn	8	14	15	12	9	5	3
Put off by theory test	4	3	4	7	5	4	1
Put off by practical test	3	2	2	7	4	4	2
Lack of parking spaces	3	1	6	4	5	3	1
Environmental reasons	3	1	4	6	4	4	1
Driving without a licence	-	-	-	-	-	-	-
Other	5	11	6	7	6	5	3
Unweighted sample size: Individuals	3,606	385	575	416	456	421	1,353

1 Question asked of individuals aged 17 and over who do not hold a full driving licence and are not currently learning to drive.

2 Percentages sum to more than 100 as more than one reason may be given

Table 5.8 Likelihood of non-licence holders¹ learning to drive by age and gender: 2008

	Percentage/number						
	All aged 17+	17-20	21-29	30-39	40-49	50-59	60 and over
Within the next year	14	44	30	22	9	1	-
Within the next 5 years	19	44	46	27	16	6	-
Within the next 10 years	3	5	5	4	5	2	-
In more than 10 years	1	-	2	2	1	-	-
Never	63	7	18	46	68	91	100
All individuals	100	100	100	100	100	100	100
Unweighted sample size: Individuals	3,542	379	552	403	447	411	1,350

1 Question asked of individuals aged 17 and over who do not hold a full driving licence and are not currently learning to drive.

Concessionary bus travel (Table 5.9 and Chart 5.6)

The Transport Act 2000 required all local authorities to provide a minimum standard of a half fare for women aged 60 or over, men aged 65 or over and disabled persons. From 1 April 2003, the eligible age for these schemes was equalised to 60 or over for men and women. From 1 April 2006, free local concessionary bus travel was introduced in England for disabled passengers and those aged 60 or over within their local area and from April 2008 this was extended to cover bus travel throughout England.

- The proportion of older people with a concessionary fare pass increased following the introduction of the minimum standard of a half fare. From 1998/2000 to 2002 take-up rates among men over 65 and women over 60 increased from 49 to 58 per cent.
- The equalisation of the eligible age in 2003 led to an increase in the average take-up among those aged 60 and over, from 52 per cent in 2002 to 56 per cent in 2003. It remained at this level up to 2005.
- There was a further increase in take-up in 2006, to 63 per cent, associated with the introduction of free local concessionary bus travel in England and this increased again in 2007 to 68 per cent, and in 2008 to 73 per cent.

- There was considerable variation between area types in 2008 with take-up ranging from 56 per cent in rural areas to 91 per cent in London. However, this gap is narrowing as, over time, take-up has increased more among rural residents than in other areas.

Table 5.9 Concessionary fare schemes by area type¹: 1998/2000 to 2008

Percentage/number

	Men aged 65 and over, women aged 60 and over					Men and women aged 60 and over							Unweighted sample size (individuals, 2008)
	Pensioners ² with scheme		Take-up rate			Take-up rate							
	1998/2000	2002/2008	1998/2000 ³	2002	2003	2002 ³	2003 ³	2004	2005	2006	2007	2008	
London Boroughs	100	100	79	88	88	78	80	83	84	85	85	91	454
Metropolitan built-up areas	100	100	72	74	78	65	73	71	70	79	82	84	698
Large urban	100	100	46	61	61	55	56	59	56	61	68	74	764
Medium urban	100	100	44	53	58	47	53	51	54	59	68	75	1359
Small/medium urban	96	100	39	55	56	50	52	53	55	58	66	72	435
Small urban	90	100	36	51	50	47	47	46	46	57	62	68	451
Rural	93	100	30	34	36	30	33	36	34	48	49	56	953
All areas	98	100	49	58	60	52	56	56	56	63	68	73	5114

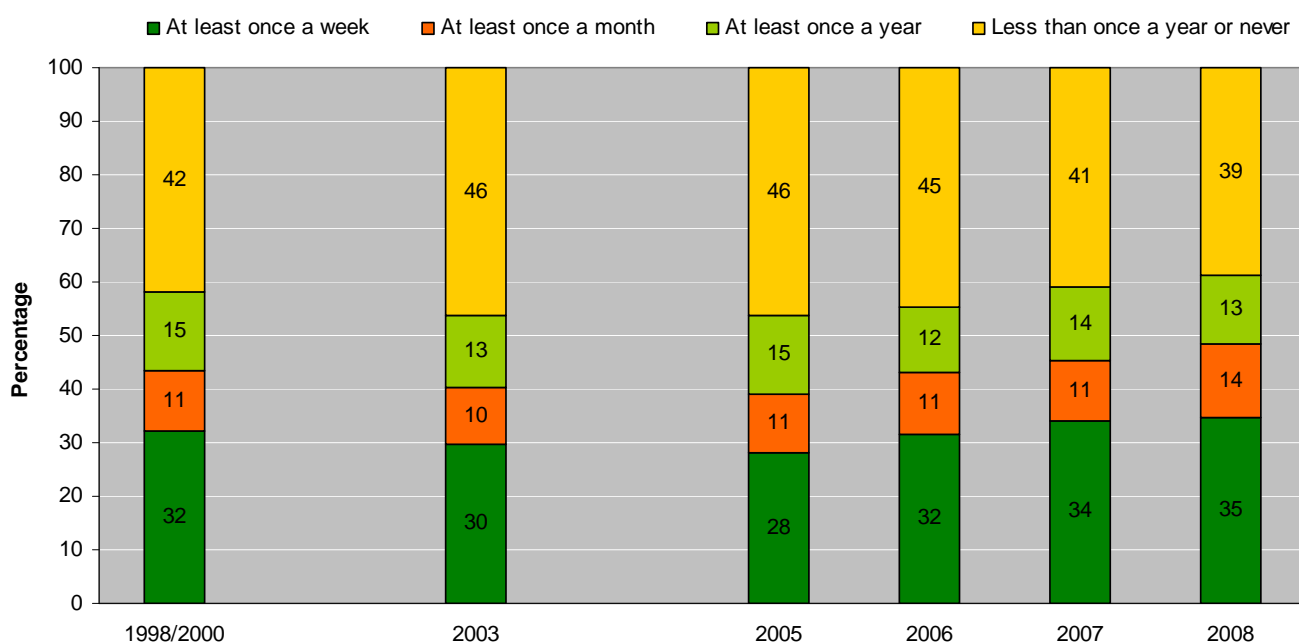
1 See definitions in Appendix A.

2 Men aged 65+, women aged 60+ to 1 April 2003, then men and women aged 60+.

3 Of those with scheme available.

- Although the NTS is not designed to measure short term trends in travel patterns, data on the frequency of local bus use by people aged 60 and over suggests there may have been an increase in bus use among this group, corresponding to the increase in concessionary pass uptake.
- The proportion of people aged 60 and over who said they use a local bus at least once a week increased from 28 per cent in 2005 to 35 per cent in 2008. Over the same period the proportion of people in this age group who said they use a bus less than once a year or never fell from 46 per cent to 39 per cent.

Chart 5.6 Frequency of bus use for those aged 60 years and over: 1998/00 to 2008



Section 6 Social inclusion and accessibility

This section provides analysis on travel characteristics by car access, income group, ethnic group and mobility status. It also provides information about access to public transport services and other local facilities as well as working from home and ordering goods to be delivered.

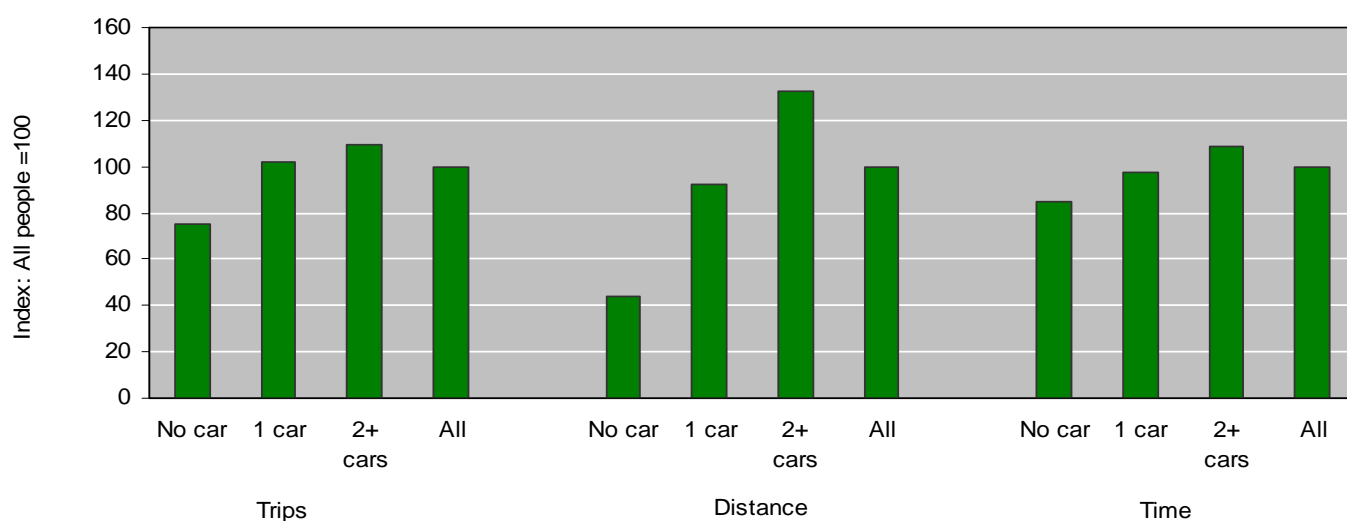
Travel by car availability and access (Table 6.1 and Chart 6.1)

- Travel varies considerably by car availability. On average, in 2008, members of car owning households made 41 per cent more trips than people living in non-car owning households, and travelled over two and a half times as far per year.
- There are also marked differences in travel between people in car-owning households according to their driving status. In the NTS, each car is identified with a main driver, which is the household member that drives it the furthest in that year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not main drivers of a household car.
- In car owning households, non-drivers made fewer trips than drivers, though these non-drivers still made 19 per cent more trips than people in households without a car.

Table 6.1 Variations in travel by household car availability and personal car access: 2008

	Trips/miles/hours/number/thousands				
	All persons			Unweighted sample size	
	Trips per person per year	Distance per person per year (miles)	Time per person per year (hours)	Individuals	Trips ('000s)
Persons in households with:					
No car	745	3,023	318	3,350	45
One car	1,010	6,370	367	7,922	145
Two or more cars	1,083	9,152	410	7,711	152
Persons in households with a car					
Main driver	1,176	9,815	439	8,377	178
Other driver	931	7,183	377	1,862	31
Non driver	886	4,824	314	5,394	87
All with a car	1,047	7,784	389	15,633	297
All persons	992	6,923	376	18,983	342

Chart 6.1 Travel variations by car availability: 2008



Travel by personal car access (Table 6.2)

- Although they make fewer trips overall, people in households without a car make more trips by public transport than those in households with a car.
- In 2008, people living in households without a car made five times as many trips by bus or coach, four times as many by taxi and nearly two-thirds more on foot than people in households with a car.
- Car travel accounted for 72 per cent of trips and 83 per cent of distance travelled by people living in households with a car. The equivalent figures for people in households without a car were 15 per cent and 29 per cent.

Table 6.2 Travel by personal car access, main mode/mode and gender: 2008

Trips/miles/number/thousands						
	Persons in households without a car	Persons in households with a car				All persons
		Main driver	Other driver	Non driver	All	
Trips per person per year by main mode						
Walk	324	163	202	253	199	221
Car driver	13	851	326	5	497	410
Car passenger	99	104	257	491	255	227
Other private transport	36	15	44	39	27	29
Bus and coach	191	14	46	72	38	66
Taxi and minicab	28	6	8	9	7	11
Other public transport	53	22	48	17	24	29
All modes	745	1,176	931	886	1,047	992
Males	756	1,113	870	868	1,011	970
Females	735	1,251	994	901	1,084	1,014
Distance per person per year by mode						
Walk	279	144	196	214	174	193
Car driver	140	7,271	2,677	39	4,234	3,494
Car passenger	743	1,363	2,518	3,529	2,246	1,974
Other private transport	155	136	281	269	199	191
Bus and coach	895	120	324	429	251	367
Taxi and minicab	92	44	51	44	45	54
Other public transport	719	737	1,136	300	635	650
All modes	3,023	9,815	7,183	4,824	7,784	6,923
Males	3,043	10,535	7,373	4,758	8,433	7,561
Females	3,007	8,954	6,988	4,875	7,129	6,307
Unweighted sample size:						
individuals	3,350	8,377	1,862	5,394	15,633	18,983
trips ('000s)	45	178	31	87	297	342

Travel by income group

The NTS collects information on the income band of each household. A weighting factor is applied to account for the number of individuals living within the household and these incomes are deflated to 1990 values using the Retail Price Index. Households are then ranked according to this weighted household income and assigned to one of five income quintiles. (See Appendix A for more details.)

Car availability and access by income level (Tables 6.3 - 6.4 and Chart 6.2)

- Car availability is strongly related to income. In 2008, 51 per cent of households in the lowest income quintile had no car compared with 11 per cent in the highest income quintile.
- Over a half of households (51 per cent) in the highest income quintile had two or more cars. This decreases with income, to 10 per cent of households in the lowest income quintile.
- In 2008, 43 per cent of respondents aged 17 and over in the lowest income quintile lived in households with no car compared with 8 per cent in the highest income quintile.
- Of those living in households with cars, those in the highest income quintile were most likely to be the main driver of a household car. This reflects the higher proportion of households with more than one car in this income group.

Table 6.3 Household car availability by household income quintile: 2008

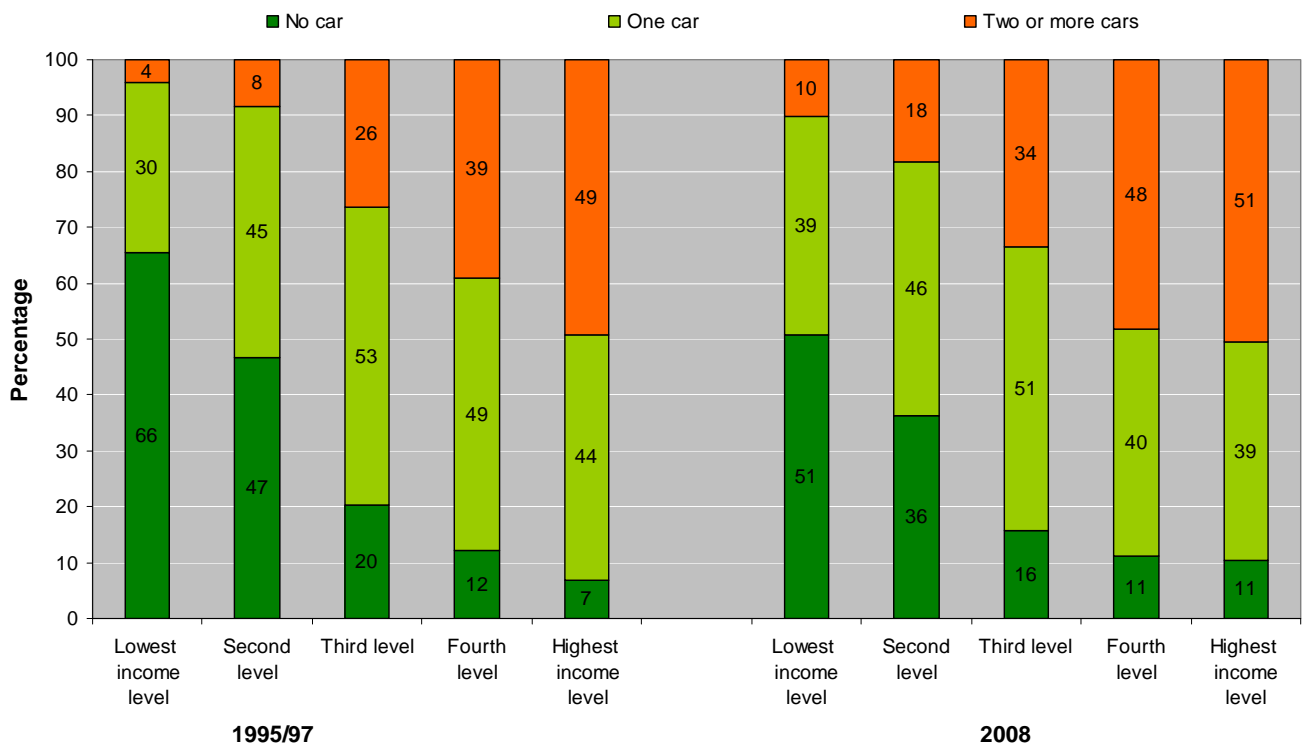
	Percentage/number					Unweighted sample size (households)
	No car	One car	Two cars	Three or more cars	All households	
Lowest real income level	51	39	8	2	100	1,832
Second level	36	46	15	3	100	1,855
Third level	16	51	27	6	100	1,820
Fourth level	11	40	40	8	100	1,730
Highest real income level	11	39	41	9	100	1,687
All households	25	43	26	6	100	8,924
Unweighted sample size (households)	2,169	3,919	2,341	495	8,924	

Table 6.4 Adult personal ¹ car access by household income quintile: 2008

	Percentage/number						Unweighted sample size (individuals aged 17+)
	Persons in households without a car	Persons in households with a car				All persons	
		Main driver	Other driver	Non driver	All		
Lowest real income level	43	34	8	15	57	100	2,996
Second level	29	44	11	16	71	100	3,255
Third level	12	56	15	17	88	100	3,618
Fourth level	9	64	15	12	91	100	3,560
Highest real income level	8	73	12	6	92	100	3,191
All income levels	19	55	12	13	81	100	16,620
Unweighted sample size: (individuals aged 17+)	3,079	9,312	2,057	2,172	13,541	16,620	

¹ For those aged 17+.

Chart 6.2 Household car availability by income quintile: 1995/97 and 2008



Travel by household income (Table 6.5 and Chart 6.3)

Car access is the most important factor affecting travel. People in households with access to a car make more trips and travel further than those without access. Car access and income are also closely related. Hence both the number of trips a person makes and the distance they travel are strongly influenced by that person's level of income.

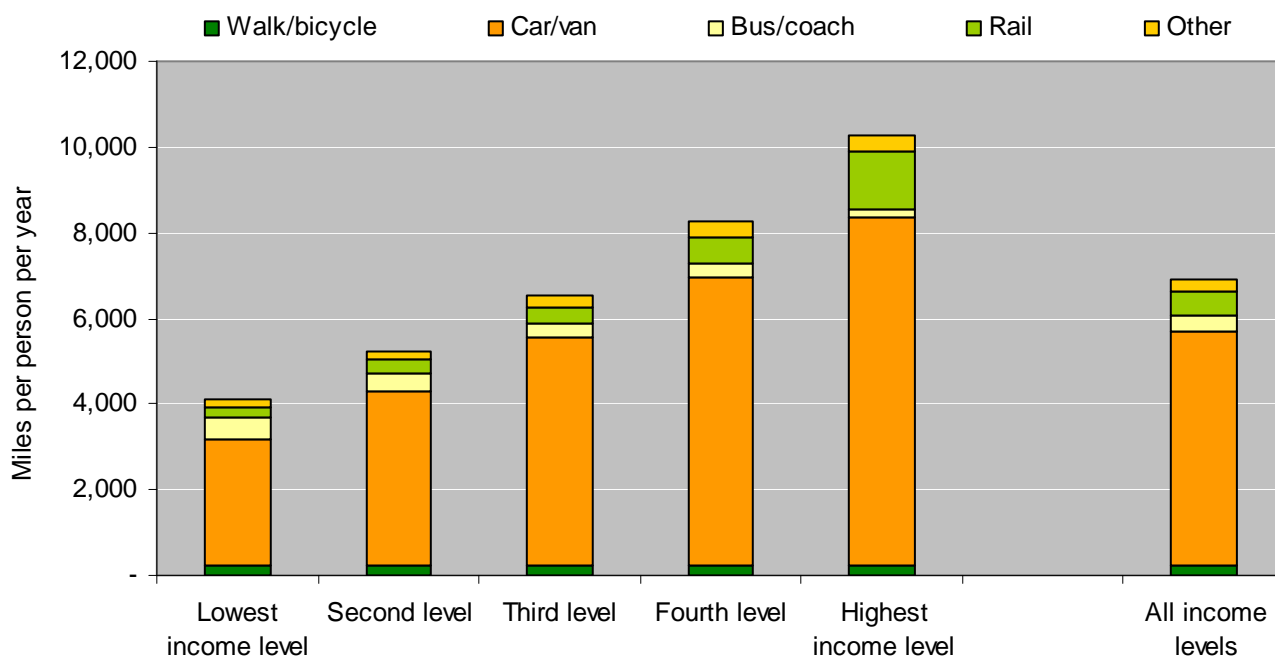
- In 2008, on average people in the highest income quintile group made 24 per cent more trips than those in the lowest income quintile group and travelled two and a half times further. However, this gap is narrowing as car ownership increases among lower income households.
- Car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group but increases with income. In 2008 49 per cent of trips among the lowest income group were by car compared with 71 per cent among the highest.
- From the lowest to highest income quintile, the number of trips on foot and by bus decreases.
- The number of trips by taxi and minicab is highest among people in the lowest two income quintiles although the average distance travelled by taxi is highest among the top income quintile.
- Rail use is highest in the top income quintile, partly because commuters to London in the highest income band account for a considerable proportion of rail travel.

Table 6.5 Travel by household income quintile and main mode/mode: 2008

Trips/miles/number/thousands

	Real household income quintile					All income levels
	Lowest real income	Second level	Third level	Fourth level	Highest real income	
Trips per person per year by main mode						
Walk	271	230	228	200	181	221
Bicycle	15	16	15	17	16	16
Car driver	225	334	438	497	536	410
Car passenger	199	219	252	240	218	227
Other private transport	11	14	15	13	10	13
Bus and coach	107	88	55	48	35	66
Rail	15	14	17	29	59	27
Taxi and minicab	13	14	9	9	11	11
Other public transport	2	2	1	2	2	2
All modes	860	931	1,032	1,054	1,069	992
Distance per person per year by mode						
Walk	204	186	200	186	191	193
Bicycle	34	36	40	49	51	42
Car driver	1,469	2,277	3,297	4,432	5,845	3,494
Car passenger	1,466	1,783	2,023	2,275	2,268	1,974
Other private transport	90	138	182	187	137	149
Bus and coach	537	454	327	334	199	367
Rail	223	290	370	626	1,348	570
Taxi and minicab	55	52	40	45	79	54
Other public transport	34	26	40	127	172	80
All modes	4,112	5,241	6,519	8,261	10,290	6,923
Unweighted sample size:						
individuals	3,684	3,723	4,170	3,922	3,484	18,983
trips ('000s)	58	63	78	75	68	342

Chart 6.3 Average distance travelled by mode and household income: 2008



Car availability and access by ethnic group (Table 6.6)

Since 2001 the NTS has collected information on the ethnic group of respondents. To give adequate sample sizes, data from the 2005 to 2008 surveys have been combined for the analysis presented here.

- The proportion of people aged 17 and over living in a household with a car was highest among people of Indian background (84 per cent), Pakistani background (82 per cent) and White British people (83 per cent). Just over half (54 per cent) of adults of Black African background and 67 per cent of Caribbeans lived in a household with a car.
- Although a higher proportion of Asian adults live in households with a car, a higher proportion were non-drivers (22 and 28 per cent of Indian and Pakistani background respectively) compared with white British adults (13 per cent).
- Some of the variation in car access between ethnic groups can be explained by differences in area type of residence and income levels.

Table 6.6 Adult¹ personal car access by ethnic group: 2005-2008

	Persons in households without a car	Persons in households with a car				All persons	Percentage/number
		Main driver	Other driver	Non driver	All		
White							
White British	17	57	13	13	83	100	60,948
White other	36	38	13	12	64	100	2,139
Asian or Asian British							
Indian	16	46	15	22	84	100	1,197
Pakistani	18	40	14	28	82	100	791
Other Asian background	32	32	7	29	68	100	799
Black or Black British							
Caribbean	33	42	9	16	67	100	601
African	46	31	6	16	54	100	701
Other ethnic group							
Other ²	37	36	10	17	63	100	1,543
All groups	19	55	12	13	81	100	68,719
Unweighted sample size (individuals)	12,720	38,428	8,566	9,005	55,999	68,719	

1 For those aged 17+

2 Mixed; Other Black; Chinese or other Ethnic Group

Mobility difficulties (Table 6.7)

The NTS asks people aged 16 and over whether they have difficulty going out on foot or using bus services. In Table 6.7, those who say they have difficulties travelling on foot, by bus or both are classified as having mobility difficulties.

- Unsurprisingly, the proportion of people with mobility difficulties increases greatly with age. In 2008, 39 per cent of individuals aged 70 or over have problems walking or using a bus, compared with four per cent of those aged 16 to 49.
- This increase with age is more marked among women than men, although the proportion of women over 70 with mobility problems may be affected by the higher number of women than men living to very old age.
- Among people aged 16 to 69, those with mobility difficulties make around a quarter fewer trips than those without difficulties. This difference increases to more than a third among people aged 70 and over.

Table 6.7 Mobility difficulties by age and gender: 2008

	Percentage/number/thousands				
	All aged 16+	16-49	50-59	60-69	70+
All people					
With a mobility difficulty	12	4	11	21	39
No mobility difficulty	88	96	89	79	61
Total	100	100	100	100	100
Males					
With a mobility difficulty	10	3	10	20	35
No mobility difficulty	90	97	90	80	65
Total	100	100	100	100	100
Females					
With a mobility difficulty	14	5	13	22	42
No mobility difficulty	86	95	87	78	58
Total	100	100	100	100	100
Unweighted sample size (individuals)	16,900	9,156	2,633	2,544	2,567
Trips per person per year					
With a mobility difficulty	686	822	809	759	550
No mobility difficulty	1,056	1,076	1,103	1,045	864
All	1,011	1,065	1,069	984	740
Unweighted sample size					
individuals (aged 16+)	15,175	8,048	2,367	2,365	2,395
trips	278	158	46	42	32

Access to bus services (Table 6.8)

- In 2008, 85 per cent of households in Great Britain were within 6 minutes walk of a bus stop and most of the remainder (12 per cent) lived within 13 minutes.
- Between 1998/00 and 2008, the proportion of households in rural areas that were within 13 minutes walk of an hourly or better bus service (the minimum criteria for the government's bus availability indicator for England) increased from 45 to 58 per cent. Over the same period the proportion of households with this access increased from 74 per cent to 88 per cent in small urban areas and from 86 to 91 per cent in small/medium urban areas. There was little change in medium and large urban areas, where the vast majority (at least 95 per cent) of households live within 13 minutes walk of a bus stop with a service at least once an hour.

Table 6.8 Time taken to walk to nearest bus stop by area type¹ and bus availability indicator for Great Britain and England: 1998/2000 and 2008

	Percentage of households/number											
	Time in minutes								Availability Indicator ²			
									Great Britain		England	
1998/2000				2008				1998/2000		2008		
	6 or less	7-13	14 or more	All households	6 or less	7-13	14 or more	All households				
London Boroughs	89	10	2	100	87	11	2	100	97	98	97	98
Metropolitan built-up areas	91	7	1	100	89	10	2	100	97	98	97	98
Large urban	91	8	2	100	87	11	1	100	96	97	96	96
Medium urban	90	9	1	100	88	10	2	100	95	96	94	95
Small/medium urban	84	12	4	100	84	13	3	100	86	91	84	90
Small urban	81	13	7	100	81	16	3	100	74	88	71	89
Rural	75	12	13	100	73	13	14	100	45	58	41	56
All areas	87	10	3	100	85	12	4	100	88	90	88	90
Unweighted sample size (households)	9,084	1,009	359	10,452	7,513	1,057	349	8,919	10,452	8,924	8,019	7,667

1 See definitions in Appendix A.

2 Households whose nearest bus stop is within 13 minutes walk and has a service at least once an hour.

Bus and train frequency and reliability (Table 6.9)

Households were asked to rate the reliability and frequency of their local buses and trains. Those who did not use buses or trains, had no local service or no opinion were excluded.

- Since 2002, the proportion of households rating their local bus service as frequent or reliable has remained fairly constant, at around four-fifths. However, the proportion rating it as very frequent increased from 22 per cent in 2002 to 30 per cent in 2008 and the proportion rating it as very reliable increased from 24 per cent to 28 per cent.
- The proportion of households rating their local train/underground/metro service as frequent increased from 81 per cent in 2002 to 88 per cent in 2008 and the proportion who said it was reliable increased from 75 per cent to 86 per cent over the same period.

Table 6.9 Ratings of frequency and reliability of local buses and trains: 2002, 2004, 2006 and 2008

	Percentage/number							
	2002	2004	2006	2008	2002	2004	2006	2008
Frequency of local buses					Frequency of trains/underground/metro			
Very frequent	22	23	28	30	Very frequent	23	24	31
Fairly frequent	55	52	50	51	Fairly frequent	58	60	56
Neither frequent nor infrequent	8	9	8	7	Neither frequent nor infrequent	8	8	6
Fairly infrequent	10	10	10	9	Fairly infrequent	8	7	5
Very infrequent	5	6	5	4	Very infrequent	3	2	2
All users	100	100	100	100	All users	100	100	100
Reliability of local buses					Reliability of trains/underground/metro			
Very reliable	24	22	25	28	Very reliable	21	24	30
Fairly reliable	56	54	54	55	Fairly reliable	54	54	54
Neither reliable nor unreliable	6	8	8	6	Neither reliable nor unreliable	7	8	7
Fairly unreliable	9	10	8	7	Fairly unreliable	11	9	6
Very unreliable	5	6	4	4	Very unreliable	7	5	2
All users	100	100	100	100	All users	100	100	100
Sample size (frequency): households	6,372	6,043	6,303	6,263	Sample size (frequency): households	4,681	4,929	5,441

Time to local facilities on foot or by public transport (Table 6.10)

In 2005 a new set of questions was added to the NTS covering the time taken to travel to various key services on foot or by public transport, whichever is quickest. These questions replaced the previous set which asked about the time to key services on foot and by public transport separately. The new questions were designed to be in line with the Department's accessibility indicators.

- In 2008, a large majority of households were within 15 minutes of a shop selling groceries (92 per cent), a post office (84 per cent), a chemist (83 per cent) and a doctor's surgery (78 per cent).
- These figures have been fairly stable since 2005.

Table 6.10 Table Shortest journey time to local facilities on foot or by public transport: 2005 to 2008

	Percentage of households/number											
	Shop selling groceries				Shopping centre			Post Office ¹				
	2005	2006	2007	2008	2005	2006	2007	2005	2006	2007	2008	
15 minutes or less	93	92	93	92	56	53	54	..	87	..	84	
16 - 20 minutes	3	3	3	4	17	18	17	..	7	..	8	
21 - 30 minutes	2	2	2	2	16	17	17	..	4	..	5	
31 - 40 minutes	-	-	-	0	4	4	3	..	1	..	1	
41 - 60 minutes	1	1	1	1	6	6	7	..	1	..	1	
Over 60 minutes	-	1	-	0	2	2	2	..	1	..	0	
Total	100	100	100	100	100	100	100	..	100	..	100	
Unweighted sample size (households)	9,453	9,257	9,276	8,917	9,438	9,247	9,272	..	9,253	..	8,906	
	GP				Hospital			Chemist ¹				
	2005	2006	2007	2008	2005	2006	2007	2005	2006	2007	2008	
	15 minutes or less	78	78	79	78	22	23	22	..	83	..	83
16 - 20 minutes	10	10	10	10	13	13	14	..	8	..	8	
21 - 30 minutes	7	6	6	7	22	23	23	..	5	..	5	
31 - 40 minutes	1	1	1	1	9	9	9	..	1	..	1	
41 - 60 minutes	2	2	2	2	24	23	22	..	2	..	2	
Over 60 minutes	1	1	1	1	10	9	9	..	1	..	1	
Total	100	100	100	100	100	100	100	..	100	..	100	
Unweighted sample size (households)	9,418	9,219	9,230	8,871	9,413	9,238	9,228	..	9,247	..	8,909	
	Primary school ²			Secondary school ³			College ⁴					
	2005	2006	2007	2005	2006	2007	2005	2006	2007			
	15 minutes or less	91	91	90	65	65	61	50	52	49		
16 - 20 minutes	5	4	6	15	15	18	17	16	20			
21 - 30 minutes	2	3	3	12	13	14	18	19	16			
31 - 40 minutes	1	-	-	2	3	3	5	6	5			
41 - 60 minutes	1	1	1	4	4	2	7	6	8			
Over 60 minutes	-	-	-	2	1	1	2	2	2			
Total	100	100	100	100	100	100	100	100	100			
Unweighted sample size (households)	1,350	1,271	1,209	1,250	1,150	1,156	863	891	847			

¹ Not all questions are asked in all years

² This information is only asked of households which include at least one child of primary school age (5-10yrs)

³ This information is only asked of households which include at least one child of secondary school age (11-15yrs)

⁴ College providing post-GCSE courses for 16-19yr olds. This information is only asked of households with at least one member aged 16-19yrs

Workplace and working from home (Tables 6.11 - 6.12)

- The proportion of people who work from home or are able to work from home has been fairly stable since these questions were added to the NTS in 2002.
- In 2008, 4 per cent of those who were employed always worked at home and a further 6 per cent did so on at least one day in the week before being interviewed. It was possible for a further 10 per cent to work at home, but for 80 per cent it was not possible to work at home at all.
- Working at home was much more likely for self employed people. Nearly a fifth (19 per cent) said they always worked at home and a further 13 per cent did so on at least one day in the week prior to the survey.
- There was little difference between males and females in their ability to work at home, although men were more than twice as likely as women to work in different places rather than having one usual place of work.

Table 6.11 Workplace and working at home by employment status: 2002-2008

	Percentage/number						
	2002	2003	2004	2005	2006	2007	2008
Always work at home	3	3	3	3	3	3	4
Don't always work at home, but worked at home on at least one day in previous week	5	5	5	5	5	6	6
Did not work at home in previous week but possible to work at home	10	9	10	9	10	10	10
Not possible to work at home	82	83	83	82	81	81	80
All employed	100	100	100	100	100	100	100
Unweighted sample size (individuals)	9,575	10,177	9,929	10,478	10,553	10,334	9,789

Table 6.12 Workplace and working at home by employment status and gender: 2008

	Percentage/number						
	Employment status				Gender		Unweighted sample size (individuals)
	All	Employed full time	Employed part time	Self employed	Male	Female	
Usual workplace							
Same place every day	75	79	86	30	68	83	7,265
Different places	21	19	11	50	28	13	2,099
Home/ same building as home	4	1	3	19	4	4	425
All people	100	100	100	100	100	100	
Possible to work at home instead of travelling to work							
Always work at home	4	1	3	19	4	4	425
Don't always work at home, but worked at home on at least one day in previous week	6	6	3	13	7	6	637
Did not work at home in previous week but possible to work at home	10	11	5	9	10	9	933
Not possible to work at home	80	81	89	59	79	81	7,790
All employed	100	100	100	100	100	100	9,789
Unweighted sample size (individuals)	9,789	6,425	2,105	1,259	5,146	4,643	

Deliveries of goods and services (Table 6.13)

A set of questions on whether households order goods to be delivered, which was included in the NTS in 2002 to 2004, was reintroduced in 2008.

- The proportion of households which order goods or services to be delivered increased from 64 per cent in 2002 to 70 per cent in 2008.
- In 2008, the most popular order was for books/CDs/software, with 62 per cent of households saying they order these. This was followed by travel tickets (58 per cent) and clothes (55 per cent). The proportion of households ordering food and drink (excluding take-aways) increased from around a fifth in 2002-2004 to 30 per cent in 2008.
- The frequency of ordering goods has increased since 2002, with 12 per cent of households saying they ordered goods at least once a week and a further 12 per cent saying more than twice a month in 2008 compared to 7 per cent and 8 per cent respectively in 2002.
- Households who order goods were asked how they made their last order. The proportion saying they made their last order over the internet increased from 26 per cent in 2002 to 67 per cent in 2008 while the proportion placing their order over the phone fell from 60 per cent to 27 per cent.

Table 6.13 Deliveries of goods and services: 2002 to 2004 and 2008

	2002	2003	2004	Percentage 2008
Types of goods ordered over the phone, by post or on the internet: (as percentage of those who ordered any goods ¹)				
Food and drink (not takeaways)	21	19	21	30
Clothes	56	55	53	55
Books/CDs/software	49	49	53	62
Furniture	22	23	25	30
Holiday/travel tickets	53	51	55	58
Any other tickets	35	30	33	37
Plants/bulbs/flowers ²	-	20	21	20
Health goods ²	-	13	14	19
Anything else	19	14	15	19
Households ordering any goods	64	66	67	70
Households not ordering any goods	36	34	33	30
All households	100	100	100	100
Unweighted sample size (households)	8,849	9,196	8,991	8,924
How often goods are ordered over the phone, by post or the internet: (as percentage of those who ordered any goods)				
At least once a week	7	6	8	12
More than twice a month	8	8	9	12
Once or twice a month	27	28	28	29
More than twice a year	33	33	32	28
Once or twice a year	21	21	20	15
Less than once a year	4	3	3	2
All households	100	100	100	100
Unweighted sample size (households)	5,638	6,003	5,974	6,195
Last delivery: how ordered (if order at least once a year)				
Phone	60	53	47	27
Post	13	14	12	6
Internet	26	33	41	67
All	100	100	100	100
Unweighted sample size (households)	5,430	5,838	5,791	6,030

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

² Categories added in 2003

Section 7 Vehicles

As well as collecting information on each individual within the household, the NTS also collects information on all vehicles to which the household has access. This section contains data on household vehicle characteristics and usage, including car occupancy.

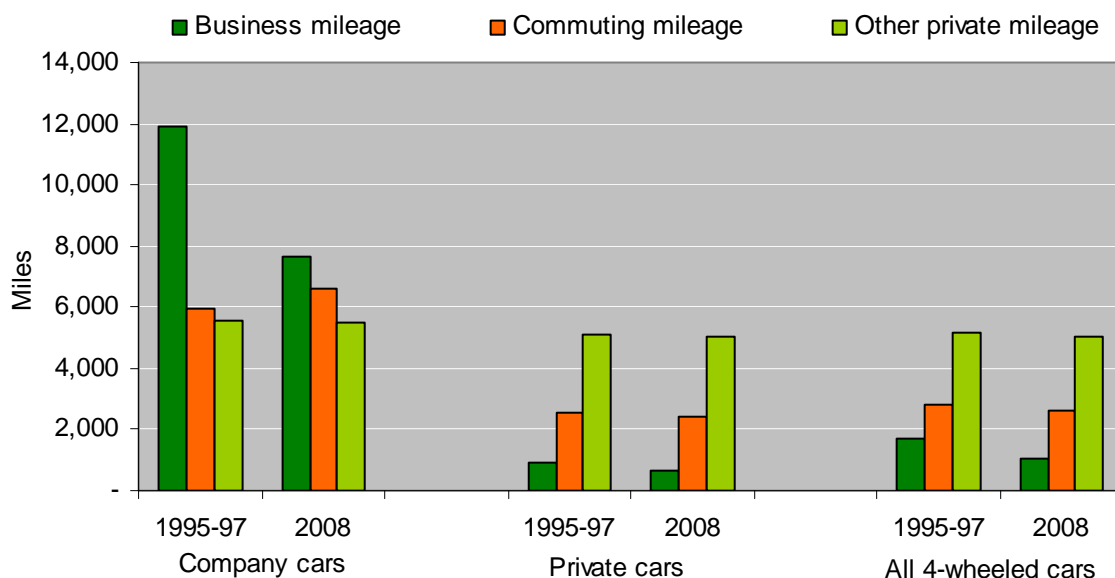
Annual car mileage (Tables 7.1 - 7.2 and Chart 7.1)

- In 2008, the average company owned car travelled more than twice as far as the average privately owned car (19,760 miles and 8,130 miles respectively). The proportion of cars which are company cars has fallen slightly from 7 per cent in 1995/97 to 5 per cent in 2008.
- The average mileage per car has decreased as the number of cars per household has risen, falling from about 9,700 in 1995/97 to 8,690 in 2008.
- The fall in the proportion of company cars, which generally have high business mileage, will have contributed to the fall in mileages in this purpose category in particular.
- The proportion of vehicle mileage which was for business or commuting purposes was higher for company cars (72 per cent) than for privately owned cars (38 per cent).

Table 7.1 Annual mileage of 4-wheeled cars by type of car and trip purpose: 1995/97 to 2008

Miles/percentage/number						
2008	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of cars in sample	Unweighted sample size (vehicles)
Company cars	7,670	6,590	5,490	19,760	5	418
All private cars	680	2,440	5,010	8,130	95	8,568
All 4-wheeled cars	1,020	2,640	5,040	8,690	5	8,986
	Business mileage	Commuting mileage	Other private mileage	Total mileage	Proportion of company cars in sample	Unweighted sample size (vehicles)
All 4-wheeled cars:						
1995/1997	1,710	2,830	5,160	9,700	7	9,492
1998/2000	1,590	2,940	5,030	9,550	8	10,026
2002	1,250	2,780	5,140	9,170	7	8,555
2003	1,230	2,840	5,160	9,230	6	9,088
2004	1,140	2,850	5,170	9,160	6	8,707
2005	1,090	2,840	5,080	9,010	6	9,534
2006	1,040	2,770	4,960	8,770	5	9,448
2007	1,070	2,740	5,060	8,870	5	9,253
2008	1,020	2,640	5,040	8,690	5	8,986

Chart 7.1 Annual mileage of 4-wheeled cars by type and purpose: 1995/97 and 2008



- The average annual mileage is higher for diesel cars than petrol cars, at 12,210 miles and 7,670 miles respectively in 2008. This gap has narrowed since 1995/97 as the average mileage has fallen more for diesel cars than for petrol cars over this period.

Table 7.2 Annual car mileage of 4-wheeled cars by fuel type: 1995/97 to 2008

	Miles/number			
	Petrol	Diesel	Petrol and diesel cars	Unweighted sample size (vehicles)
1995/1997	9,120	15,920	9,690	9,490
1998/2000	9,060	13,610	9,550	10,025
2002	8,580	12,750	9,170	8,547
2003	8,490	13,250	9,220	9,080
2004	8,350	13,360	9,150	8,692
2005	8,170	12,820	9,010	9,528
2006	7,810	12,620	8,760	9,429
2007	7,830	12,740	8,870	9,231
2008	7,670	12,210	8,670	8,959

Car occupancy (Tables 7.3 and 7.4)

- Occupancy rates have remained fairly stable since 1995/97 at around 1.6 occupants per car stage.
- Occupancy rates vary considerably by purpose of journey, being lowest for commuting and business (1.2 in 2008) and much higher for holidays/day trips and education (2.0).
- The single occupancy rate is defined as the proportion of car stages in which the vehicle had only one occupant. This shows a similar pattern to car occupancy, remaining fairly constant over time but varying by journey purpose.
- In 2008, 60 per cent of car stages were single occupancy. This figure was much higher for commuting and business trips (84 per cent in 2008) and much lower for education (36 per cent) and holidays/day trips (40 per cent).

- Of people travelling in a car in 2008, 38 per cent were drivers travelling alone, 26 per cent were drivers travelling with one or more passengers and 36 per cent were passengers. These figures are fairly consistent over time.

Note: An alternative measure to occupancy per stage is occupancy per vehicle mile, which measures occupancy in terms of cars on the road. Occupancy figures on this basis are slightly higher, since longer journeys tend to have more passengers.

Table 7.3 Car occupancy: 1995/97 to 2008

	Number/percentage/thousands						
	Vehicle occupancy		Status of people in car				Unweighted sample size ('000 stages)
	Average occupancy	Single occupancy rate	Driver alone	Driver with passenger(s)	Passenger	Total	
1995/1997	1.60	60	38	25	36	100	285
1998/2000	1.58	61	39	25	36	100	271
2002	1.59	61	39	25	36	100	213
2003	1.58	61	39	25	35	100	236
2004	1.57	61	39	25	35	100	233
2005	1.58	61	39	25	35	100	245
2006	1.58	60	39	26	35	100	236
2007	1.56	61	40	25	35	100	229
2008	1.60	60	38	26	36	100	222

Table 7.4 Car occupancy by trip purpose: 2008

	Number/percentage/thousands		
	Vehicle occupancy		Unweighted sample size ('000 stages)
Average occupancy	Single occupancy rate		
Commuting	1.2	84	34
Business	1.2	84	8
Education	2.0	36	8
Shopping	1.7	48	32
Personal business	1.5	67	15
Leisure	1.8	51	28
Holiday/ day trip	2.0	40	6
Other	2.0	33	10
Total	1.6	60	141

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

Satellite navigation technology (Table 7.5)

A new question was added to the NTS in 2008, asking whether each household vehicle had satellite navigation or 'SatNav' technology.

- In 2008, 15 per cent of cars had satellite navigation technology. The proportion is higher among younger cars, at 23 per cent for vehicles up to one year old compared to 14 per cent for cars over three years old.

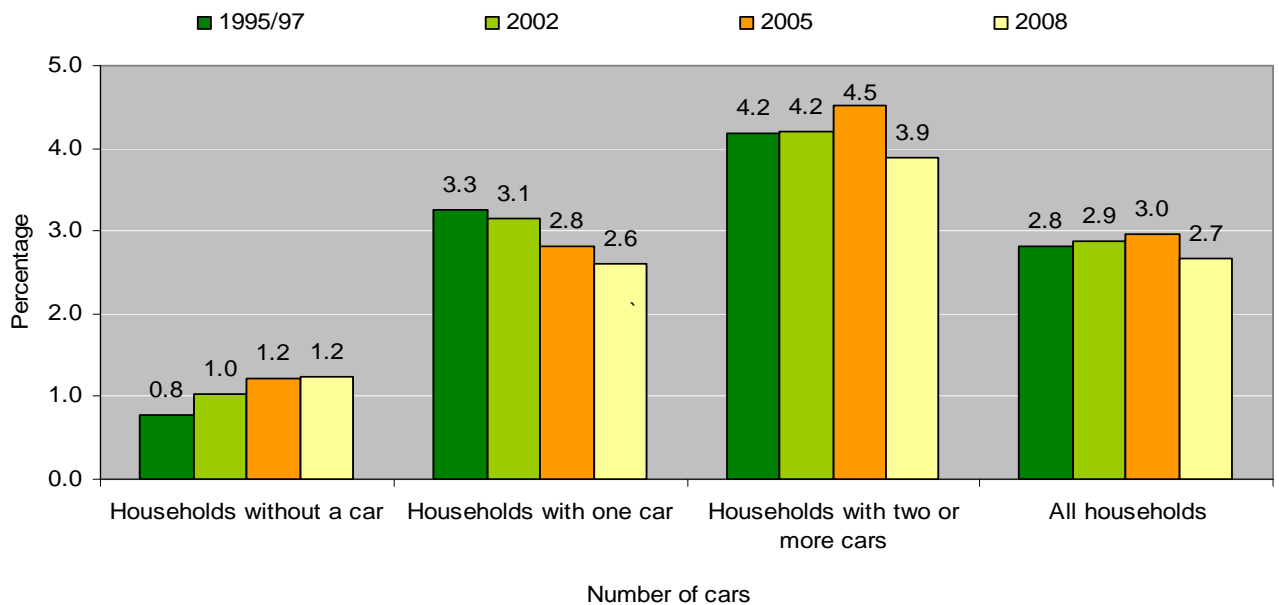
Table 7.5 Proportion of cars with satellite navigation technology by age of car: 2008

	Percentage/number	
	2008	Unweighted sample size (vehicles)
Up to 1 year	23	713
Over 1 to 2 years	21	783
Over 2 to 3 years	19	806
Over 3 years	14	7,687
All cars/vans	15	9,989

Motorcycle ownership (Chart 7.2)

- Households with one or more cars are more likely to own a motorcycle as well than households with no car. In 2008, 2.6 per cent of households with one car also owned a motorcycle, while 3.9 per cent of households with two or more cars also owned a motorcycle.
- Motorcycle ownership has been declining slightly in car owning households. The proportion of one car households which also owned a motorcycle fell from 3.3 per cent in 1995/97 to 2.6 per cent in 2008. Over the same period, motorcycle ownership increased slightly from 0.8 per cent to 1.2 per cent among households without a car.

Chart 7.2 Percentage of households with one or more motorcycles by household car: 1995/1997 to 2008



Section 8 When people travel

This chapter looks at how patterns of travel change according to the hour of the day, day of the week and the month in which people travel, with a particular focus on variation by mode and purpose. For some of the tables and charts in this chapter, data from several survey years has been grouped together in order to provide a larger sample size for more robust analysis.

Trips by time of day (Table 8.1 and Chart 8.1)

Table and Chart 8.1 compare the amount of travelling taking place during each hour of the day by using an index. This shows the average across all hours throughout the week as 100. For example, when an hour has the value 200 this means that people are making twice as many trips during that hour as during an average hour.

- People make more trips on weekdays than weekends. In 2008, 9 per cent more trips were made on an average weekday than on a Saturday. Sundays see the fewest trips made, with 19 per cent fewer than on Saturdays.
- On Monday to Friday the number of trips in progress peaks between 8:00 and 8:59 in the morning and again between 15:00 and 15:59 in the afternoon. The afternoon peak is more spread out than the morning peak.
- At weekends, the number of trips in progress peaks only once, during the hour between 11:00 and 11:59 on Saturday and between 12:00 and 12:59 on Sunday.
- The distribution of car driver trips by hour is broadly similar to that for overall trips although the weekday evening peak for car drivers occurs between 17:00 and 17:59 which is two hours after the peak for all-mode trips.

Chart 8.1 All trips in progress by hour of day: 2008

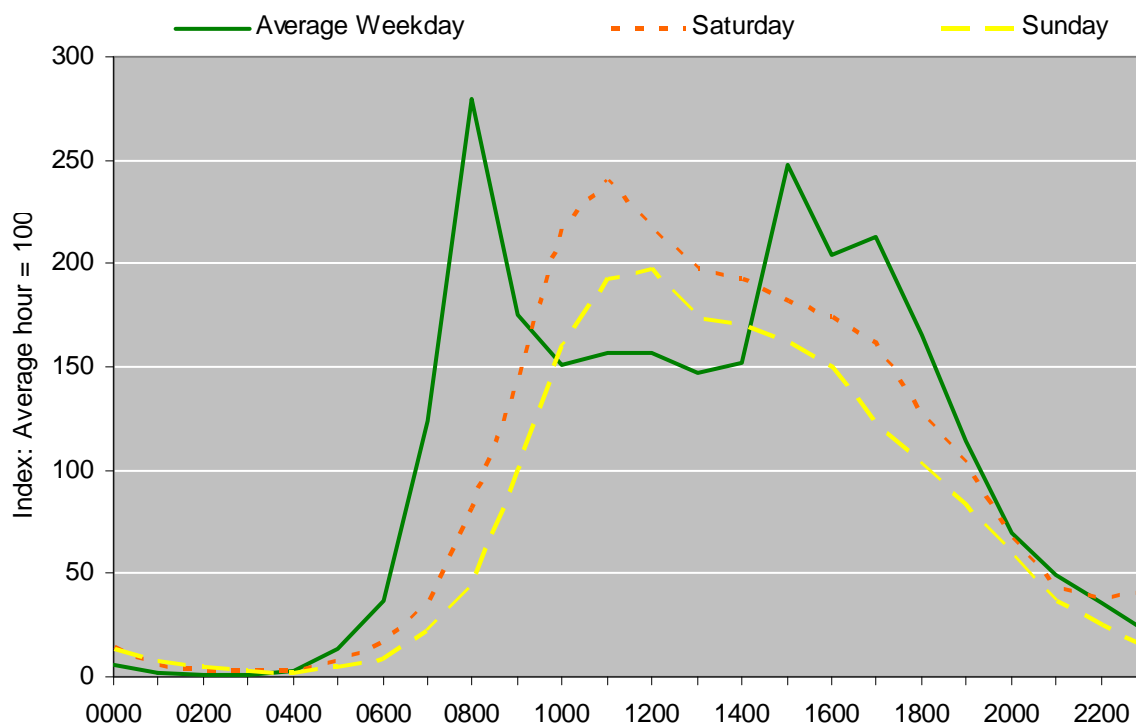


Table 8.1 Trips in progress by time of day and day of week: 2008

Index: average hour = 100

	All trips			Car driver trips		
	Monday to Friday	Saturday	Sunday	Monday to Friday	Saturday	Sunday
0000 - 0059	6	15	14	5	10	12
0100 - 0159	2	5	7	2	3	6
0200 - 0259	1	3	5	1	2	3
0300 - 0359	1	3	3	2	2	2
0400 - 0459	3	3	2	5	3	2
0500 - 0559	13	8	5	20	11	8
0600 - 0659	37	16	9	53	23	14
0700 - 0759	124	35	23	158	47	25
0800 - 0859	279	81	44	268	93	45
0900 - 0959	176	144	99	179	146	94
1000 - 1059	151	217	160	146	202	148
1100 - 1159	157	240	193	150	219	175
1200 - 1259	157	217	198	148	199	177
1300 - 1359	147	197	173	143	184	155
1400 - 1459	152	192	170	154	174	154
1500 - 1559	247	182	161	193	162	142
1600 - 1659	204	174	150	207	157	133
1700 - 1759	213	162	123	250	153	111
1800 - 1859	165	127	102	188	120	92
1900 - 1959	114	103	83	123	95	75
2000 - 2059	70	67	59	76	56	55
2100 - 2159	49	43	37	56	39	37
2200 - 2259	36	38	25	38	33	24
2300 - 2359	22	41	14	21	33	15
All day (average day = 100)	105	96	77	108	90	71
Unweighted sample size						
Trips (000s)	254	45	37	106	18	14

Travel by purpose and time of day (Tables 8.2 and 8.3)

- Table 8.2 shows that commuting was the most common purpose for trips starting during every hour from 02:00 until 07:59 on an average weekday in 2004-2008, and then again between 16:00 and 17:59. Between 08:00 and 08:59 education trips were the most common reason for travel, accounting for almost 30 per cent of trips.
- During the middle of the day, more trips were made for shopping than any other purpose, and in the late evening the main reasons for travel are social and entertainment activities.
- Table 8.3 shows the concentration of commuting and education trips into the morning and evening peaks.
- Business trips are more evenly distributed throughout the daytime, as are personal business trips (such as visiting the doctor, hairdresser or a library) and shopping trips.
- Leisure trips, including visiting or eating with friends and family and entertainment, tend to start later in the evening, with 20 per cent starting between 18:00 and 19:59 and a further 20 per cent starting between 20:00 and 23:59.

Table 8.2 Trip start time by purpose (Monday to Friday only): 2004-2008

	Percentage									
	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/entertainment	Holiday/Day trip/Other	All purposes	Unweighted sample size (trips, 000's)
0000 - 0059	32	5	-	-	3	9	48	4	100	1
0100 - 0159	38	7	-	-	2	10	41	3	100	1
0200 - 0259	45	3	-	-	1	7	36	8	100	1
0300 - 0359	64	5	-	2	1	6	13	8	100	1
0400 - 0459	78	5	-	-	1	5	2	8	100	2
0500 - 0559	78	6	-	-	1	7	2	7	100	8
0600 - 0659	69	7	1	-	2	9	3	9	100	22
0700 - 0759	58	5	10	2	3	13	4	5	100	70
0800 - 0859	25	4	29	18	4	14	3	3	100	161
0900 - 0959	12	5	3	8	24	28	13	7	100	83
1000 - 1159	5	5	2	1	37	27	15	9	100	80
1100 - 1159	5	5	2	2	36	27	17	8	100	86
1200 - 1259	9	5	3	2	31	26	19	6	100	83
1300 - 1359	12	5	3	1	28	24	19	8	100	79
1400 - 1459	10	4	3	8	27	22	17	9	100	84
1500 - 1559	8	3	25	18	14	15	13	5	100	152
1600 - 1659	23	5	5	3	16	21	18	8	100	105
1700 - 1759	36	4	2	1	12	20	19	6	100	107
1800 - 1859	21	3	1	-	14	20	33	8	100	76
1900 - 1959	10	2	1	-	15	19	45	8	100	55
2000 - 2059	12	2	1	-	13	18	46	8	100	35
2100 - 2159	12	2	1	-	7	17	53	7	100	26
2200 - 2259	16	2	-	-	4	14	58	7	100	19
2300 - 2359	15	2	-	-	2	11	64	5	100	11
All day	19	4	8	6	18	20	19	7	100	1,349

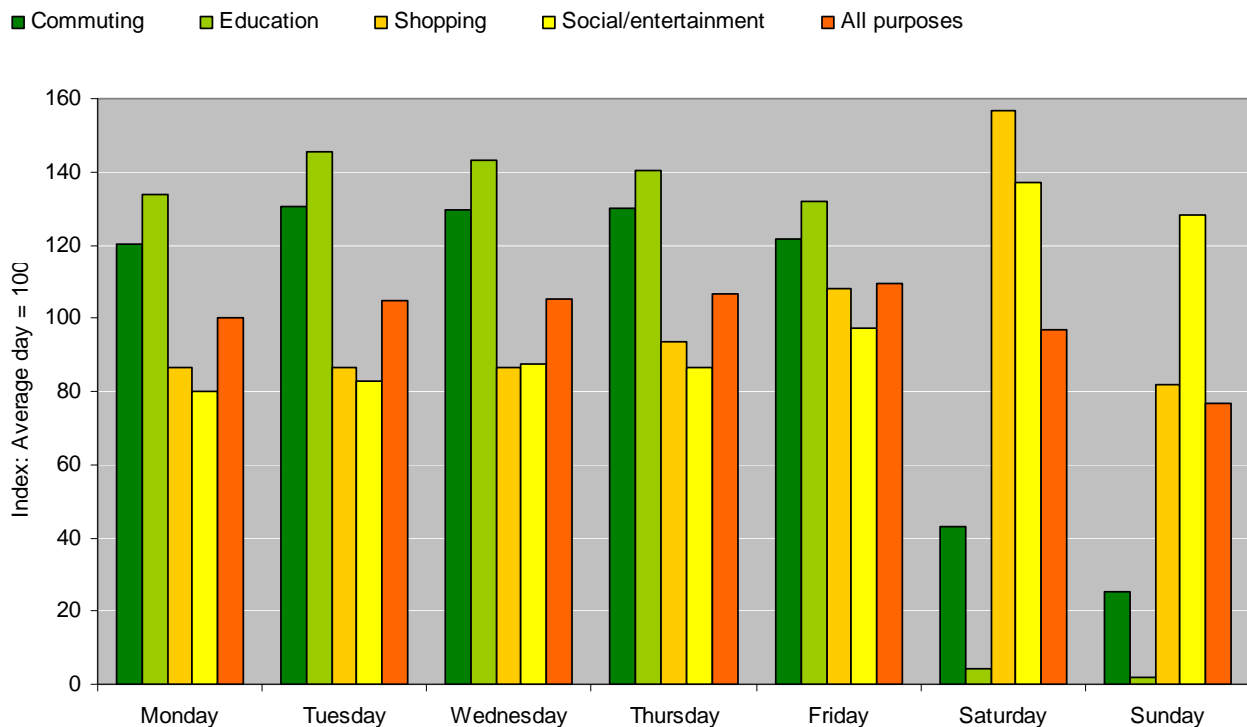
Table 8.3 Trip purpose by start time (Monday to Friday only): 2004-2008

	Percentage								
	Commuting	Business	Education	Escort education	Shopping	Other personal business and escort	Social/entertainment	Holiday/Day trip/Other	All purposes
0000 - 0059	-	-	-	-	-	-	-	-	-
0100 - 0159	-	-	-	-	-	-	-	-	-
0200 - 0259	-	-	-	-	-	-	-	-	-
0300 - 0359	-	-	-	-	-	-	-	-	-
0400 - 0459	1	-	-	-	-	-	-	-	-
0500 - 0559	2	1	-	-	-	-	-	1	1
0600 - 0659	6	3	-	-	-	1	-	2	2
0700 - 0759	16	7	6	2	1	4	1	4	5
0800 - 0859	15	10	41	36	3	8	2	5	12
0900 - 0959	4	8	2	8	8	9	4	7	6
1000 - 1159	1	7	1	1	12	8	5	8	6
1100 - 1159	2	7	1	2	13	8	6	7	6
1200 - 1259	3	7	2	2	11	8	6	6	6
1300 - 1359	4	7	2	1	9	7	6	7	6
1400 - 1459	3	7	3	8	9	7	6	8	6
1500 - 1559	4	8	32	33	9	8	7	9	11
1600 - 1659	10	9	5	4	7	9	8	9	8
1700 - 1759	15	7	2	2	6	8	8	7	8
1800 - 1859	6	4	1	-	5	6	10	7	6
1900 - 1959	2	2	-	-	4	4	10	5	4
2000 - 2059	2	1	-	-	2	2	7	3	3
2100 - 2159	1	1	-	-	1	2	6	2	2
2200 - 2259	1	1	-	-	-	1	4	2	1
2300 - 2359	1	-	-	-	-	-	3	1	1
All day	100	100	100	100	100	100	100	100	100
Unweighted sample size (trips, 000's)	242	55	116	84	231	266	257	97	1,349

Daily trip patterns (Chart 8.2)

- Friday is the busiest day in terms of trips made. Trips made for shopping and social or entertainment purposes are higher than on Monday to Thursday, although commuting trips are slightly lower on Friday and Monday, than other weekdays.
- On Saturdays more trips are made for shopping and social/entertainment purposes than on any other day.
- On Sunday, the fewest trips are made overall, although trips for social and entertainment purposes are nearly 30 per cent higher than the average day.

Chart 8.2 Average daily trips by day of the week and purpose: 2004 to 2008



Monthly trip patterns (Charts 8.3 and 8.4)

Monthly patterns in trips made will vary according to trip purpose, with patterns of work, education and holiday trips reflecting the influence of school and other holidays. In terms of modal choice, the prevailing weather in certain months will affect certain modes of travel.

- Trips for education purposes are very low in August, corresponding with school holidays and an increase in trips made for holidays or day trips.
- Commuting trips fall during school holidays, particularly in December, coinciding with Christmas holidays.
- In terms of mode, there is an increase in bicycle trips in summer months, particularly in July, where there are twice as many cycling trips made than in December. However, seasonal variation is less pronounced for walking.

Chart 8.3 Average daily trips by month and trip purpose: 2004 to 2008

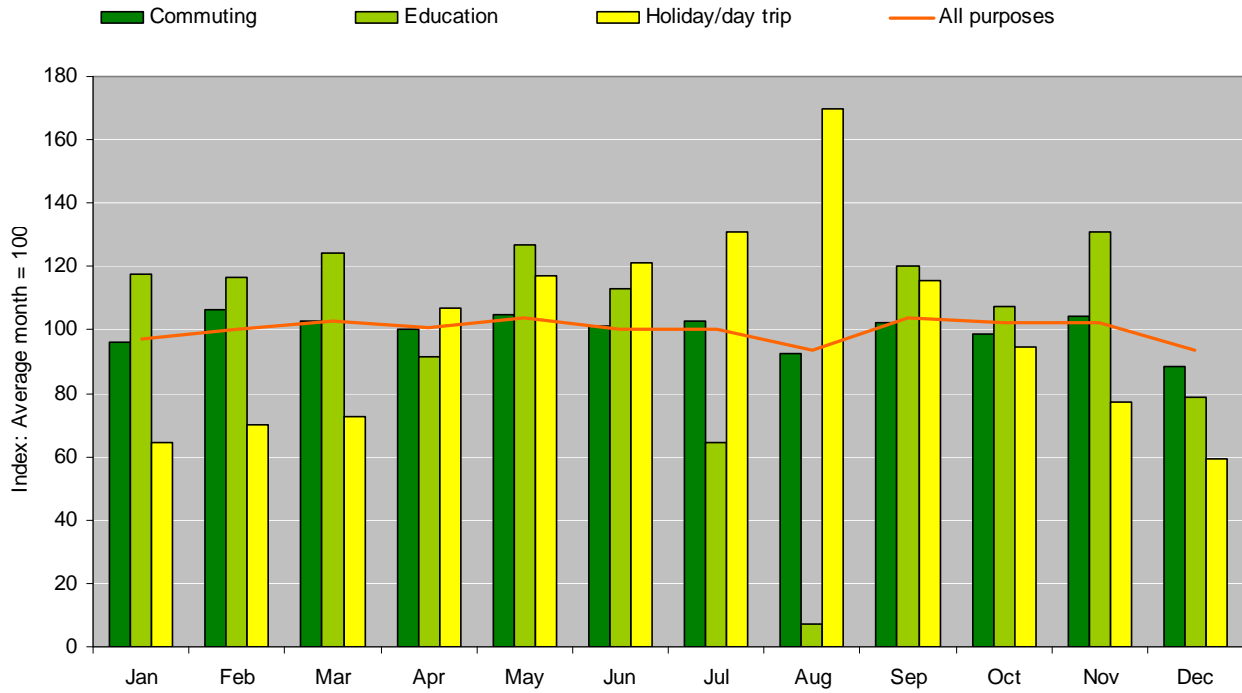
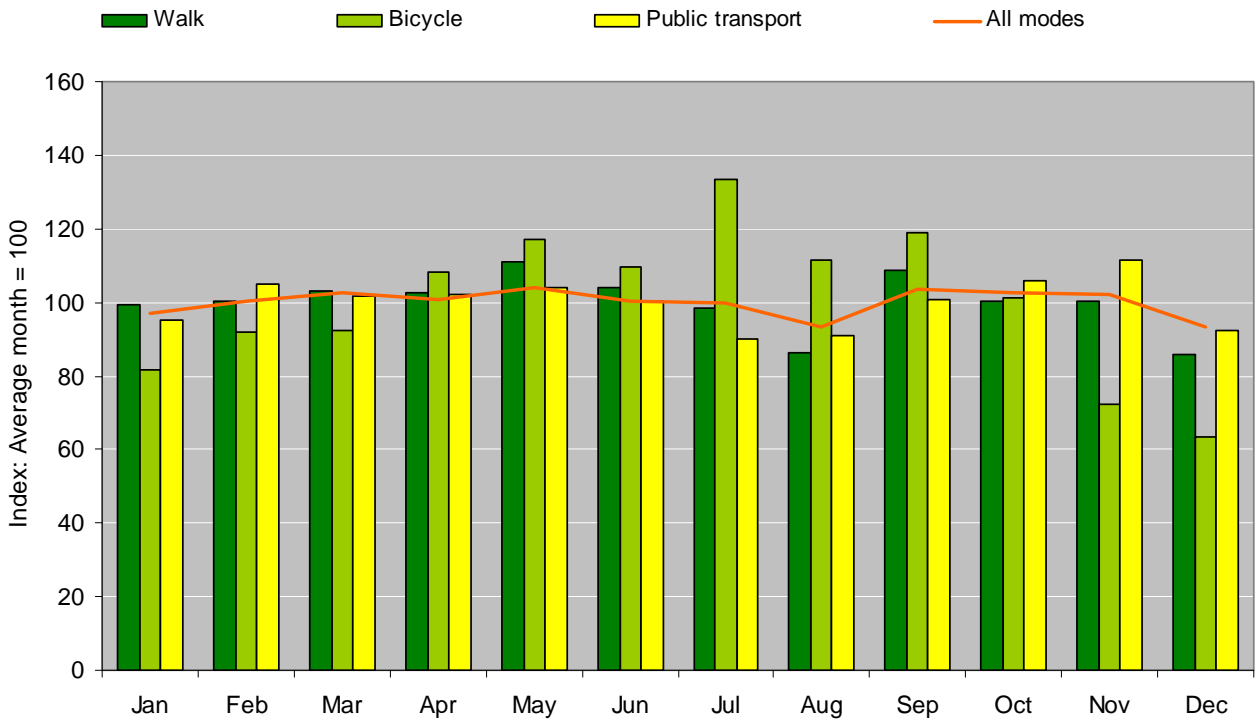


Chart 8.4 Average daily trips by month and trip mode: 2004 to 2008



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.

Coverage

The NTS covers households within Great Britain. Therefore, it excludes people not living in households, such as students in halls of residence and tourists.

Trips in course of work

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

Leisure travel

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

Geographical coverage

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

Trips

The basic unit of travel, a trip, is defined as a one-way course of travel with 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 in earlier publications the word 'journey' has been used. 'Trip' is now used for clarity, as the word 'journey' is often used in travel literature to mean a sequence of trips starting and finishing at the same place.

Trips under 1 mile

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

Stages

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

Distance travelled

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

Series of calls trips

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

Modes of travel

Walks of less than 50 yards are excluded.

Car includes light vans, 4x4 vehicles and privately owned lorries.

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

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

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

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

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

Main mode of travel

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

Trip purpose

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. In most tables this is included with 'personal business'.

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. Note that the purpose of a trip for a small child accompanying older children to school would be 'escort education'.

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.

Work status

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

Household income

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

Real household income equivalent

Because of price inflation, and because household size and composition is not taken into account in the simple measure of household income, a measure of household affluence, known as real household income equivalent, is used. A household income equivalent scale – called the McClements Scale - was used to assign values to adults and children within a household. The scales takes childless, two adult households as standard (that is, they are assigned a weight of 1) and then scales up the income of households with fewer people and scales down the income of households with more. Total household income is then divided by the sum of these values so that the household income relative to a household consisting of just one married couple can be obtained. These are then deflated to 1990 values using the Retail Price Index (RPI). Households are then assigned to one of twenty

groups in ascending order of affluence. These are usually grouped into five 'quintile' groups for analysis purposes.

The values assigned to individuals within a household were as follows:

Married head of household

Married couple of 2 adults	1.00
1 st additional adult	0.42
2 nd (or more) additional adult	0.36 (per adult)

Single head of household

1 adult only	0.61
1 st additional adult	0.46
2 nd additional adult	0.42
3 rd (or more) additional adult	0.36 (per adult)

Child aged:

16-18yrs	0.36
13-15yrs	0.27
11-12yrs	0.25
8-10yrs	0.23
5-7yrs	0.21
2-4yrs	0.18
Under 2	0.09

Household vehicles

The term 'car' is used for all three or four wheeled vehicles with a car body type, and also light vans, 4x4 vehicles, 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.

The term 4-wheeled car excludes light vans, 4x4 vehicles, dormobiles and motorcaravans.

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

Households are classified according whether they are within an urban area of at least 3,000 population or in a rural area. Urban areas are subdivided for the purpose of this publication as follows:

- London boroughs - the whole of the Greater London Authority

- Metropolitan built-up areas - the built-up areas of former metropolitan counties of Greater Manchester, Merseyside, West Midlands, West Yorkshire, Tyne and Wear and Strathclyde (excludes South Yorkshire)
- Large urban - self-contained urban areas over 250,000 population
- Medium urban - self-contained urban areas over 25,000 but not over 250,000 population
- Small/medium urban - self-contained urban areas over 10,000 but not over 25,000 population
- Small urban - self-contained urban areas over 3,000 but not over 10,000 population
- Rural - all other areas including urban areas under 3,000 population

Prior to 1996, 'small urban' and 'small/medium urban' were combined into one category covering self-contained urban areas over 3,000 but not over 25,000 population.

England and Wales

The classification 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. Urban areas thus defined but less than 200 metres apart are combined into a single urban area. Data for England and Wales are provided by the Office for National Statistics.

Scotland

In Scotland postcodes were classified as urban or rural using population density. Data for Scotland was provided by the Scottish Executive. The method for classifying postcodes in Scotland was amended slightly in 2007 to bring it more in line with the classification for England and Wales.

Data up to 2001 use a classification which reflects built-up areas and population at the time of the 1991 Census. Data from 2002 use a classification which reflects built-up areas and population at the time of the 2001 Census.

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Scottish Government

Transport Publications

Scottish Transport Statistics
Main Transport Trends
Household Transport - some SHS results
Transport Across Scotland:
some SHS results for parts of Scotland
SHS Travel Diary results
Travel by Scottish Residents: some NTS results
Bus and Coach Statistics
Road Accidents Scotland
Key Road Accidents Statistics
(SHS = Scottish Household Survey; NTS = National Travel Survey)

General enquires on Scottish Transport Statistics:

Transport Statistics Branch, Scottish Executive,
Victoria Quay, Edinburgh, EH6 6QQ
Phone: +44 (0)131-244 7256
Fax: +44 (0)131-244 7281
E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/Topics/Statistics

These publications are available, payment with orders
From: Scottish Executive Publication Sales, Blackwell's
Bookshop, 53 South Bridge, Edinburgh EH1 1YS
Phone: +44 (0)131-622 8283 Fax: +44 (0)131-557 8149

Welsh Assembly Government - Llywodraeth Cynulliad Cymru

Transport Publications

Road Casualties: Wales
Welsh Transport Statistics

Other publications with transport topics

Digest of Welsh Local Area Statistics
Digest of Welsh Statistics
Statistics for Assembly Constituency Areas
Digest of Welsh Historical Statistics

These publications are available from:

Central Support Unit, Statistical Directorate, Welsh
Assembly Government, Cathays Park, Cathays, Cardiff
CF10 3NQ
Phone: +44 (0)29-2082 5054
E-mail: stats.pubs@wales.gov.uk
Internet: <http://new.wales.gov.uk>

Northern Ireland Transport Statistics

Available from:
Central Statistics and Research Branch
Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB
Phone: +44 (0)28 9054 0801
E-mail: csrb@drdni.gov.uk
Internet: <http://www.drdni.gov.uk/index/statistics.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 for Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the government Departments responsible for transport. 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:

- Road Traffic Statistics
- Maritime Statistics
- Transport and Social Inclusion
- Developments in Road Safety Statistics
- Energy Use in Freight Transport
- Rail Freight Statistics
- The Statistics Behind Simplified Streetscapes

A Scottish seminar was also held.

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 visit www.tsug.org.uk or contact:

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The TSUG is contributing to the production of the *Transport Yearbook 2009*. 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).

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See also TSO's virtual bookshop at: -

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(From Q1 2005/06 editions of this quarterly bulletin are produced by the

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Contact ☎ +44 (0)20 7282 2007 for details)

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2/29

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76 Marsham Street

London

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See also the Transport Statistics web site at: -

<http://www.dft.gov.uk/pgr/statistics>

NOTE: Prior to 1997, many of the Transport Statistics Bulletins were published as HMSO publications. Enquiries about back issues, or transport publications in general, should be made to Transport Statistics, 2/29, Great Minster House, 76 Marsham Street, London SW1P 4DR. ☎ +44 (020)7944 4846.