
National Travel Survey: 2010

Department for
Transport



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National Travel Survey: 2010

This Statistical Release presents information on personal travel in Great Britain during 2010.



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The 2010 National Travel Survey (NTS) is the latest in an established series of household surveys of personal travel in Great Britain. The NTS has been running continuously since 1988, following previous ad hoc surveys. The survey is primarily designed to track long term development of trends in travel, although short term changes can also be detected.

NTS data is collected via two main sources - interviews with people in their homes, and a diary that they keep for a week to record their travel. The NTS covers travel by all age groups, including children. In 2010, diary data was collected from 8,100 households, covering over 19,000 individuals.

The key findings from the 2010 NTS include:

- There has been a steady falling trend in trip rates since 1995/97. Average distance travelled per person per year remained relatively stable until 2007, but has declined slightly over the last three years.
- In 2010, there was an average of 960 trips per person per year – the lowest level since the mid-1970s. There were 1,061 stages, 6,726 miles travelled, and an average trip length of 7.0 miles.
- Between 1995/97 and 2010, overall trips rates fell by 12%. Trips by private modes of transport fell by 14% while public transport modes increased by 8%. Walking trips saw the largest decrease.
- Most of the decline in overall trips rates between 1995/97 and 2010 can be accounted for by a fall in shopping and visiting friends.
- In 2010, 80% of males and 66% of females held a full car driving licence. While the proportion of males holding a licence remained fairly stable since the early 1990's, the proportion of females with a licence continued to increase.
- Trips by car (as a driver or passenger) accounted for 64% of all trips made and 78% of distance travelled in 2010.
- On average, females make more trips than males, but males travel much further each year.
- Concessionary travel pass take-up in 2010 was 78% of those eligible.
- Average annual car mileage was estimated to be 8,430 miles in 2010.

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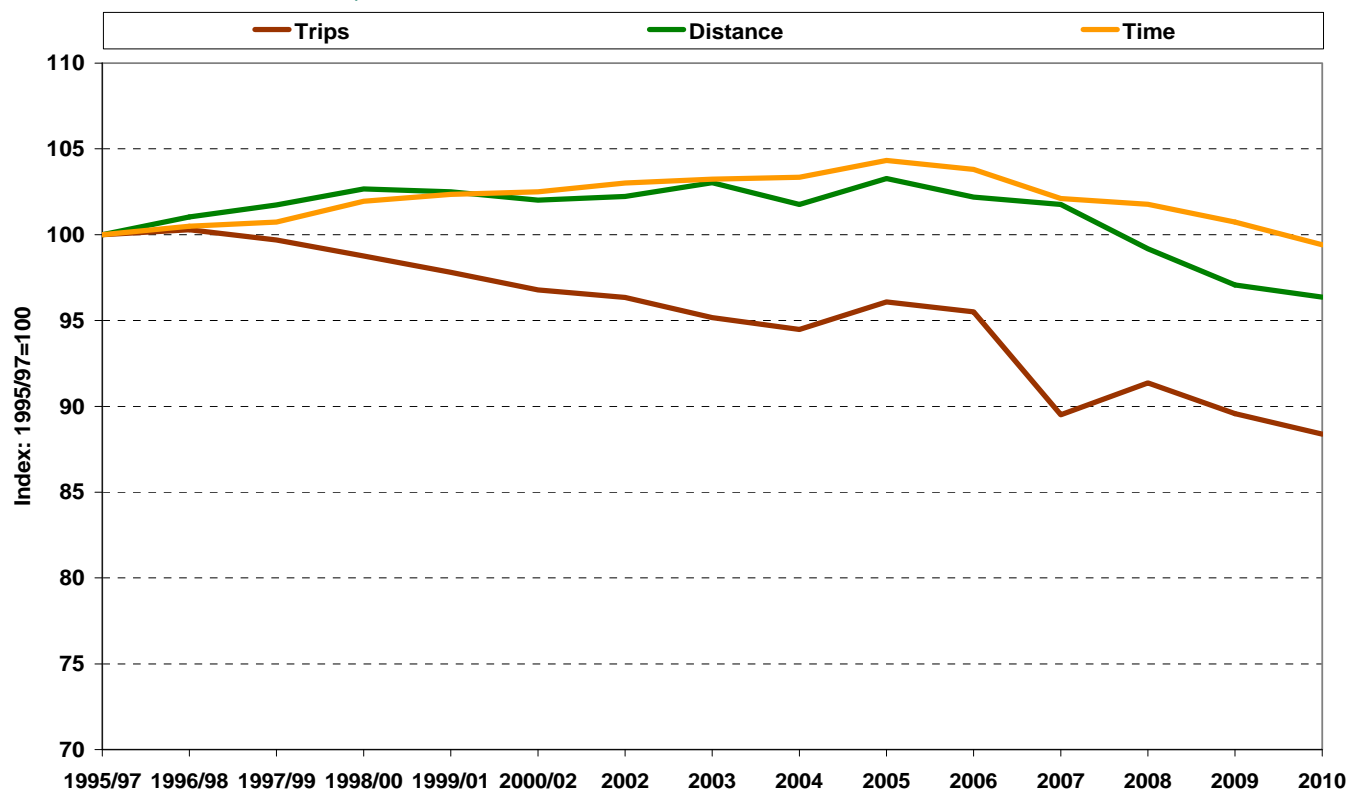
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1. Trends in personal travel

- Over the long term, since the early 1970s, the average **distance** people travel per year has increased by 50%. Most of this growth occurred during the 1970s and 1980s and was largely due to an increase in average **trip lengths**, which have risen by 50% since the early 1970s. **Trip rates** increased until the mid-1990s, but have since fallen back to close to the 1970s level. Since the late 1990s, the average distance travelled and average trip lengths have generally levelled off.
- Between 1995/97 and 2010 there was a steady falling trend in **trip rates**. In 2010 the average person made 960 trips per year compared to 1,086 in 1995/97 – a fall of 12%.
- The average **distance travelled** per person per year fell by 7% since its peak of 7,208 miles in 2005, to 6,726 miles in 2010.
- The average **trip length** in Great Britain increased by 9% from 6.4 miles in 1995/97 to 7.0 miles in 2010.
- Time spent travelling** remained fairly static over the last 15 years at just over an hour a day. In 2010, residents of Great Britain spent an average of 367 hours per year travelling compared to 369 hours in 1995/97. Average trip time has increased by 12% over the period, from 20.4 minutes to 22.9 minutes.

Trips, distance travelled and time taken - index: Great Britain, 1995/97 to 2010

(NTS web table NTS0102)



- The NTS estimates that 35 million residents in Great Britain held a full car driving licence in 2010. Since 1995/97 the proportion of men with a full **driving licence** has remained relatively stable at around 80%, but it has continued to increase among women, from 57% to 66% in 2010. Licence holding has also continued to increase among older people.
- The proportion of households in Great Britain **without access to a car** fell from 38% in 1985/86, to 30% in 1995/97, and to 25% in 2005. It has remained at this level up to 2010. The proportion of households with two or more cars has increased from 17% in 1985/1986 to 25% in 1995/97 and to 33% in 2010. Since 2000, there have been more households with two or more cars than households with no car.

Detailed statistics (tables and charts) on “trends in travel patterns” and “driving licence holding and vehicle availability” can be found on the National Travel Survey 2010 web page at:

<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>,

table numbers [NTS0101 to NTS0107](#) and [NTS0201 to NTS0207](#).

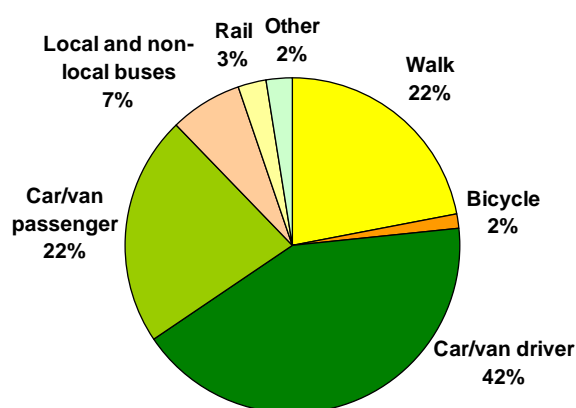
2. How, why and when people travel

- **Trips by car** (as a driver or passenger) accounted for 64% of all trips made and 78% of distance travelled.

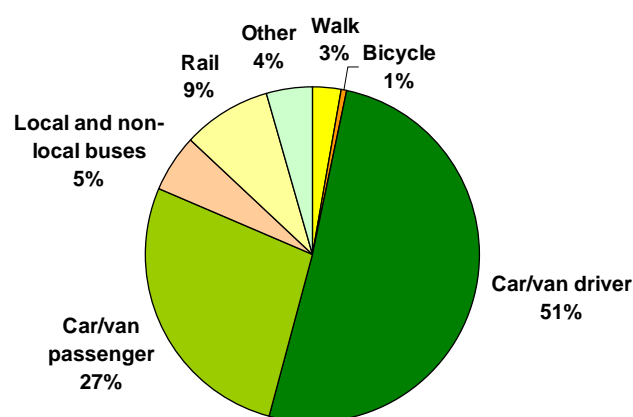
Mode share: Great Britain, 2010

(NTS web tables NTS0301 and NTS0302)

Average number of trips



Average distance travelled



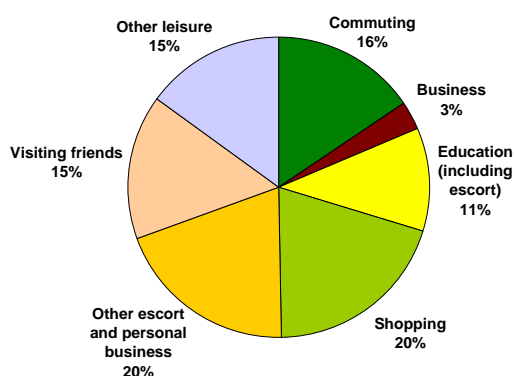
- Between 1995/97 and 2010 trips by **private modes** of transport fell by 14% while **public transport modes** increased by 8%.
- **Walking trips** fell 8% compared to last year, making 2010 the lowest level recorded to date at 210 trips per person per year. In 2010, 77% of all trips less than one mile in length were made on foot, with 20% made by car.

- Between 1995/97 and 2010, the average distance travelled by **bus in London** has nearly doubled (+90%) to 81 miles per person per year, while the average distance travelled by **other local buses** is now similar to its 1995/97 level at 226 miles per person per year.
- Rail travel** (surface rail and London underground) accounted for 9% of all distance travelled in 2010. The average number of trips and distance travelled by **surface rail** has increased overall between 1995/97 and 2010, by 61% and 58% respectively. The latest year shows a rise in surface rail travel, reversing the downward trend of recent years. Trips by **London underground** increased by 12% between 1995/97 and 2010, while the average distance travelled has increased by 23%.
- The average **cyclist** made 6 trips per week by bicycle in 2010, spending just under two hours on their bicycle and covering 16 miles. While the average **motorcyclist** made 8 trips per week by motorcycle, travelled around 88 miles and spent three hours and 20 minutes travelling on their motorcycle. On average cyclists made a quarter of all their trips by bicycle while motorcyclists used their motorcycle as the main mode for nearly two-fifths of all trips

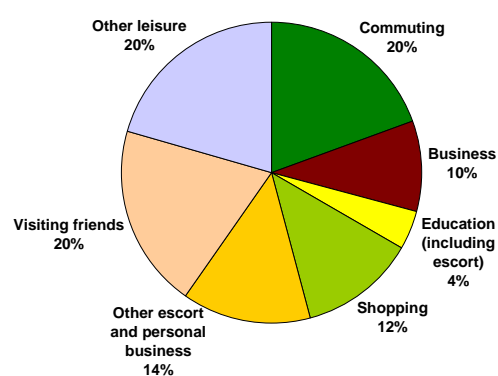
Purpose share: Great Britain, 2010

(NTS web tables NTS0401 and NTS0402)

Average number of trips



Average distance travelled



- In 2010, **commuting and business** trips accounted for 19% of all trips made, and represented 29% of all distance travelled. **Shopping** accounted for 20% of all trips but only 12% of distance travelled.
- Most of the decline in overall **trips rates** between 1995/97 and 2010 can be accounted for by a fall in **shopping** and **visiting friends**. On average people made 18% fewer shopping trips per year in 2010 than they did in 1995/97. Trips to visit friends declined by 22% during this period, with the fall entirely due to visiting at private homes rather than elsewhere.
- People make more trips on weekdays than weekends – an average of 149 trips per year on each **weekday**, compared to 137 trips on a **Saturday** and 108 on a **Sunday**.

- On a weekday, **commuting** trips have a 2-hour start time peak between 07:00 and 8:59, with 31% of these trips starting during this time. 41% of **education** trips starting between 08:00 and 08:59 with a further 32% of education trips between 15:00 and 15:59.

Detailed statistics (tables and charts) on “how people travel”, “why people travel” and “when people travel” can be found on the National Travel Survey 2010 web page at:

<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>,

table numbers [NTS0301 to NTS0317](#), [NTS0401 to NTS0410](#) and [NTS0501 to NTS0506](#).

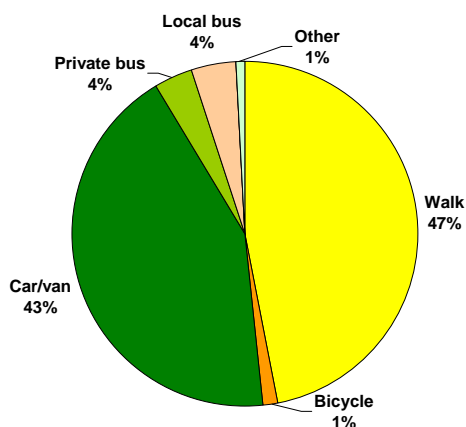
3. Travel by age, gender and other factors / Accessibility

- On average, **females** make more trips than **males**, but males travel much further each year. In 2010, females made 5% more trips than males (984 per year compared to 935). However, males travelled 23% further than females, averaging 7,426 miles a year compared with 6,051 miles respectively.
- The gap in distance travelled is narrowing as **travel patterns for males and females** change. Since 1995/97 the average numbers of car driver trips and average distance travelled by males have fallen by 18% and 17% respectively. This compares to a 12% increase in car driver trips and a 21% increase in distance travelled by females.

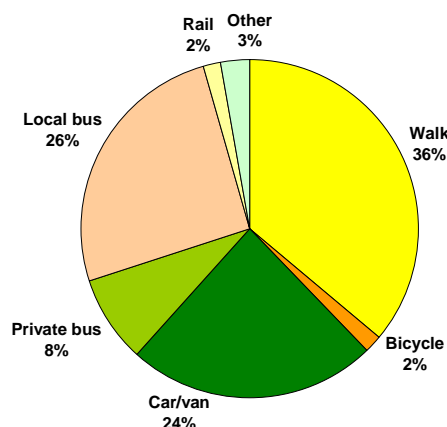
Trips to/from school: Great Britain, 2010

(NTS web table NTS0613)

Primary school children



Secondary school children



- In 2010, 47% of **primary school children** walked to school, a further 43% were driven to school in a car. For **secondary school children**, 36% walked to school, while 24% went by car and a further 34% used local or private bus services. The mode of transport used varies by trip length.

- The average length of a trip to school increased from 2.1 miles in 1995/97 to 2.6 miles in 2010. During this period, the average **trip length** for primary school children increased from 1.3 to 1.5 miles, and for secondary school pupils from 2.9 to 3.5 miles. This reflects the shift from walking to car use over the same period.
- Since 1995/97, cars taking children to school ('escort education' trips) have increased as a proportion of all car driver trips in the **morning peak hour** (8-9am) from 10% to 16%. In 1995/97 the peak proportion of car driver trips that were for the purpose of escort education was at 8.50am compared to the earlier time of 8.40am in 2010 with the 'school run' now accounting for nearly a quarter (24%) of car driver trips by residents of urban areas during term time. This earlier peak time is reflective of the increase in average length of school trips during this period.
- The take-up rate of **concessionary travel passes** among those eligible in Great Britain has increased from 58% in 2002 to 78% in 2010 (82% of females and 74% of males). This reflects changes to the coverage and eligibility of concessionary fare schemes since 2002.
- During 2007/10¹, 13% of adults said that they had been involved in at least one **road accident** in the last 3 years including 4% who had been injured in a road accident.
- On average in 2010, members of **car-owning households** made 39% more trips than people living in **non car-owning households**, and travelled over twice as far per year.
- In 2010, 49% of households in the lowest **income** quintile had no car compared with 9% 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.
- On average in 2010, more trips were made by people living in households containing 2 adults with children than any other **household type** (1,038 trips). However, households consisting of just 2 adults travelled further (7,566 miles per person) than other household types, of which 79% of the distance travelled was by car.
- Variation in car availability contributes to differing travel patterns across **ethnic groups**. In 2007/10, on average adults from a White background made the most trips (1,023 trips per person per year), compared to 865 trips by those from an Asian background, and 859 trips by those from a Black background.
- People in managerial and professional occupations made the most trips (1,103 per person per year) and travelled the farthest in total and per trip of the National Statistics Socio-economic Classification (**NS-SEC**) groups.

¹ 2007/10 represents 4 years of combined data.

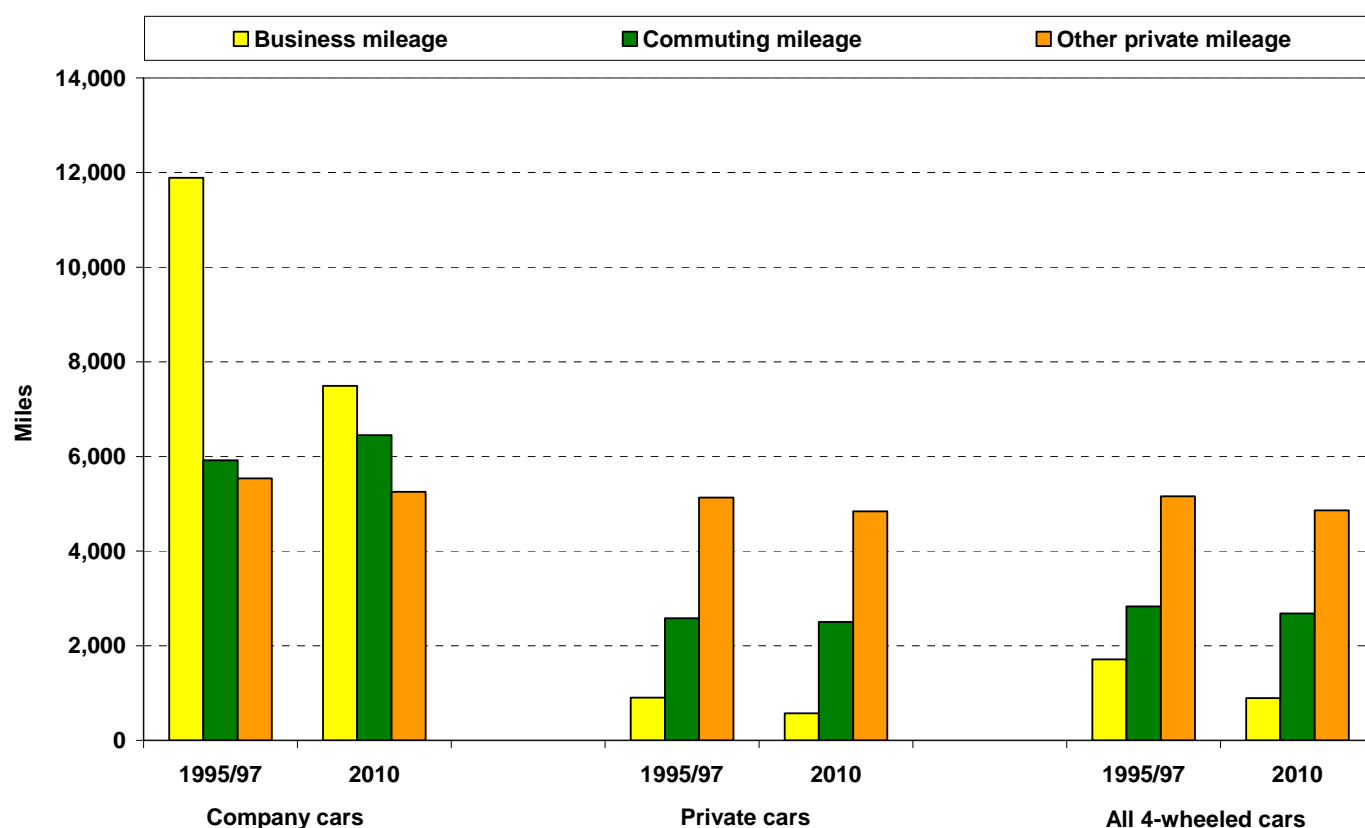
- In 2010, 85% of households in Great Britain lived within a 6 minute **walk of a bus stop** while a further 11% lived within 13 minutes. A large majority of households were able to travel within 15 minutes by foot or by public transport to the following key services: a shop selling groceries (92%), a chemist (85%), a post office (85%) and a doctor's surgery/GP (81%).

Detailed statistics (tables and charts) on "travel by age and gender", "travel by car availability, income, ethnicity and household type" and "accessibility" can be found on the National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0601 to NTS0625](#), [NTS0701 to NTS0708](#) and [NTS0801 to NTS0806](#).

4. Vehicles

- The estimated average **annual mileage** per car has decreased as the number of cars per household has risen, falling from about 9,700 in 1995/97 to 8,430 in 2010. DfT Vehicle Licensing Statistics show that there has been a continued growth in the number of licensed cars in Great Britain (an increase of 24% between 1997 and 2010).
- Estimated annual **business mileage** has fallen by 48% from 1,710 miles in 1995/97 to 890 miles in 2010. For company-owned cars only, business mileage has fallen from 11,890 in 1995/97 to 7,490 in 2010. Estimated annual **commuting mileage** of all cars has fallen 5% during this period to 2,680 miles in 2010. However, there was a 6% rise in the past year.

Annual mileage of 4-wheeled cars by type and trip purpose: Great Britain, 1995/97 and 2010 (NTS web table NTS0901)



- **Occupancy rates** have remained fairly stable since 1995/97 at around 1.6 occupants per car stage. However, occupancy rates vary by purpose of journey, being lowest for commuting and business (1.2 in 2010) and higher for holidays/day trips and education (2.0 persons per vehicle).

Detailed statistics (tables and charts) on “vehicles can be found on the National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0901 to NTS0908](#).

5. Background notes

1. The National Travel Survey web page at: <http://www.dft.gov.uk/statistics/series/national-travel-survey> provides further detail of the key findings presented in this statistical release and statistics on other survey topics. Available are short summaries of the key findings on each topic and a set of web tables. The topics covered are:

- Trends in driving licence holding and vehicle availability (Tables [NTS0201 to NTS0207](#))
- How people travel (Tables [NTS0301 to NTS0317](#))
- Why people travel (Tables [NTS0401 to NTS0410](#))
- When people travel (Tables [NTS0501 to NTS0506](#))
- Travel by age and gender (Tables [NTS0601 to NTS0625](#))
- Travel by car availability, income, ethnic group, household type and NS-SEC (Tables [NTS0701 to NTS0708](#))
- Accessibility (Tables [NTS0801 to NTS0806](#))
- Vehicles (Tables [NTS0901 to NTS0908](#))

2. The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

3. Since 2002, the Department for Transport has commissioned the National Centre for Social Research (NatCen) as the contractor for the NTS. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the **National Travel Survey 2010 Technical Report** at: <http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

4. Sample sizes are included in all the individual web tables. As 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.

Tables of **standard errors** for selected key statistics derived from the 2009 NTS are published at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/stderror2009.xls>

A note explaining the methodology used to calculate the 2009 NTS standard errors is published at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/stderror2009.pdf>

5. Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the **Pre-release access list** at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-prerelease.pdf>

6. A **Notes & Definitions** document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>

7. The next release of National Travel Survey statistics will be a set of regional and area type web tables published in September 2011.

Key Definitions

(A full list of definitions can be found in Appendix A of the Notes & Definitions)

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

Trips: The basic unit of travel, a trip, is defined as a one-way course of travel with a single main purpose.

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.

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.

Car and car/van: both include 4-wheeled and 3-wheeled cars, 4x4 vehicles, light vans and lorries.

Rail: includes surface rail (National 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.

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

National Travel Survey: 2010

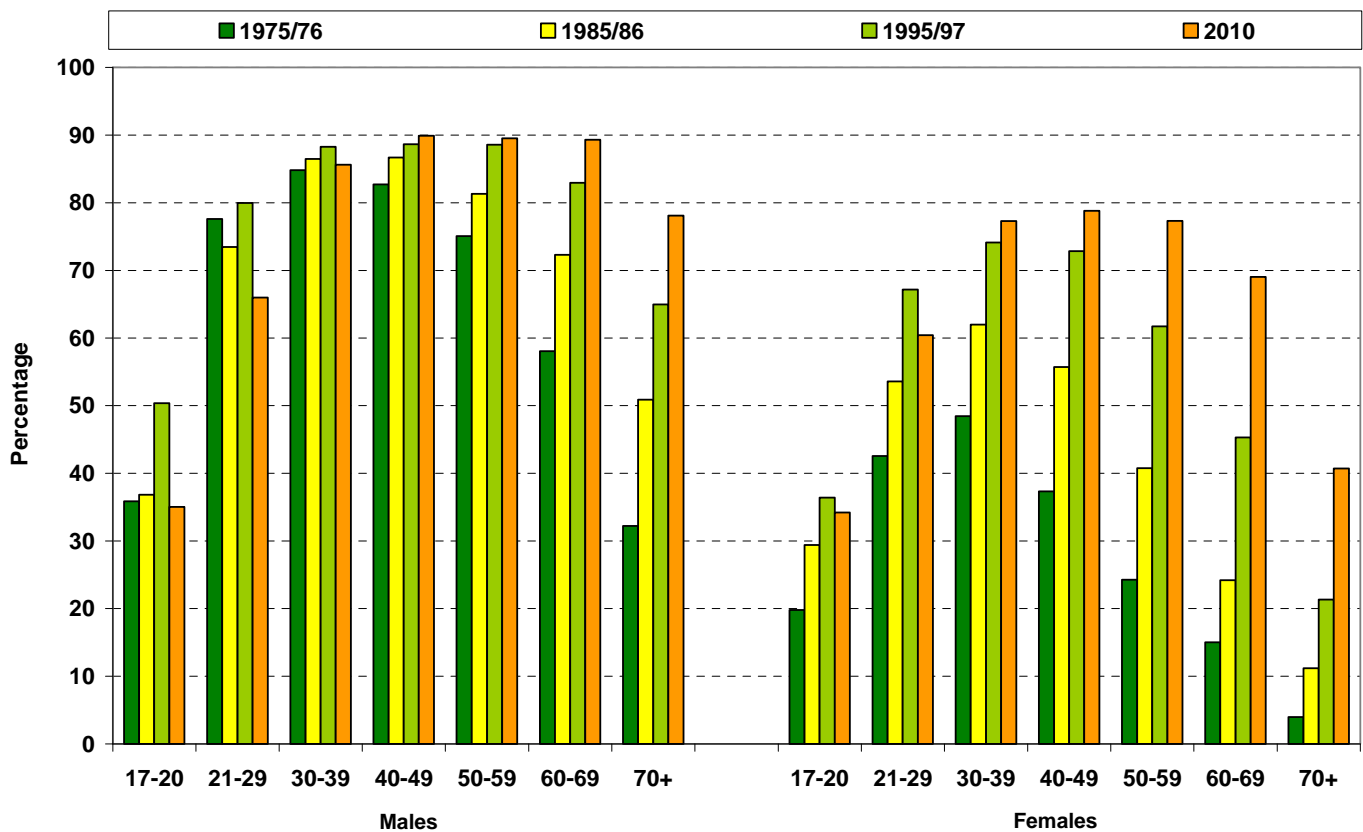


Driving licence holding and vehicle availability

This section shows the trends in driving licence holding and in car and motorcycle availability, both of which influence changes in personal travel patterns.

Driving licence holding

Full car driving licence holders by age and gender: Great Britain, 1975/76 to 2010 (NTS web table NTS0201)



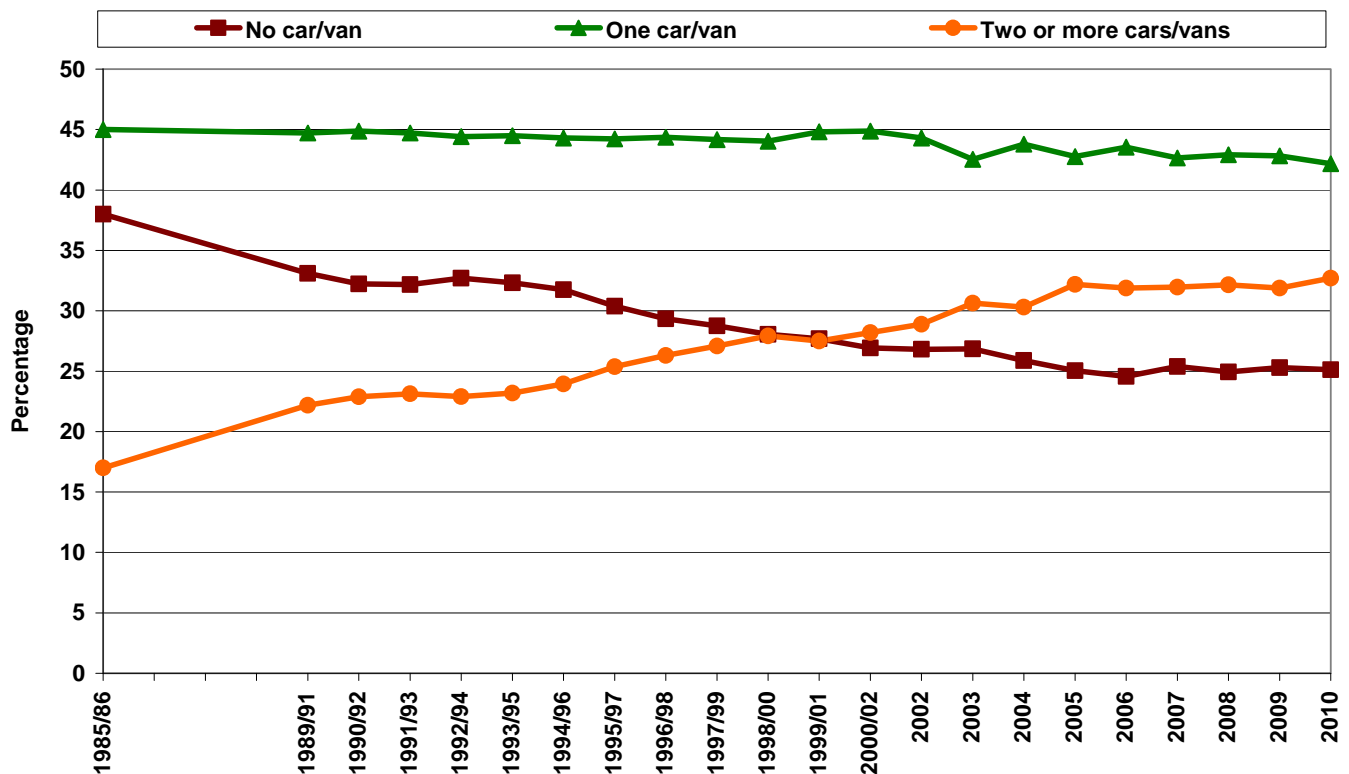
- As the chart above shows, over the long term there has been an increase in the proportion of both males and females holding a full driving licence for most age groups. Overall in 1975/76, 69% of males and 29% of females had a licence.
- In 2010, 80% of males and 66% of females had a licence. While the proportion of males holding a full driving licence remained fairly stable since the early 1990's, the proportion of females with a licence continued to increase.

-
- The proportion of young adults (aged 17-20) with a full driving licence has decreased since the early 1990's although this trend started to reverse in 2005, but it has levelled off in recent years. In 1995/97, 43% of those aged 17-20 held a full licence, compared with a low of 27% in 2004 and 35% in 2010.
 - There has been a large increase in the number of older people holding a full driving licence. Between 1995/97 and 2010 the proportion of people aged 60-69 holding a licence increased from 63% to 79%. Over the same period, the proportion of people aged 70+ holding licences has increased from 38% to 57%. The increase among older women is particularly notable; 69% of women aged 60-69 and 41% aged 70+ held a licence in 2010 compared with 45% and 21% respectively in 1995/97.
 - The National Travel Survey monitors the reasons why people are choosing not to drive and the likelihood that non-licence holders will acquire a licence. Overall, the most common reasons mentioned for not learning to drive were 'family and friends drive when necessary' (33%) and 'not interested in driving' (31%). When asked for the main reason the majority of people said 'not interested in driving' (22%), followed by 'cost of learning to drive' (16%). In younger age groups, cost factors remain the main barrier to learning to drive. Of those aged 17-20, 54% mentioned 'cost of learning to drive' as a reason, 34% said the 'cost of insurance' and 33% said 'cost of buying a car'. When asked for the main reason the majority of 17-20 year olds said 'cost of learning to drive' (38%).
 - Of all non-licence holders the majority (60%) said that they never intend to learn to drive. This proportion increases with age – 6% of non-licence holders aged 17-20 said they never intend to learn compared to nearly all of those aged 60+.

Car and motorcycle availability

Household car availability: Great Britain, 1985/86 to 2010

(NTS web table NTS0205)



- The proportion of households in Great Britain which did not have access to a car fell from 38% in 1985/86, to 30% in 1995/97, and to 25% in 2005. It has remained at this level up to 2010. The proportion of households with two or more cars has increased from 17% in 1985/1986 to 25% in 1995/97 and to 33% in 2010. Since 2000, there have been more households with two or more cars than households with no car.
- The proportion of adults living in households with a car has risen over the last 35 years, but has levelled off in recent years. In 2010, 80% of adults lived in a household with a car compared to 59% in the mid-1970's, 69% in the mid-1980's and 77% in the mid-1990's. In 2010, 83% of men and 78% of women lived in a household with a car.
- Households with a car are more likely to own a motorcycle as well than households with no car. Overall in 2010, 2.7% of households owned a motorcycle. Of those households without a car 1.2% owned a motorcycle, while 2.5% of households with one car also owned a motorcycle and 4.3% of households with two or more cars also owned a motorcycle.

Detailed statistics (tables and charts) on “driving licence holding and vehicle ownership” can be found on National Travel Survey 2010 web page at:

<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>,
table numbers [NTS0201 to NTS0207](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

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National Travel Survey: 2010



How people travel

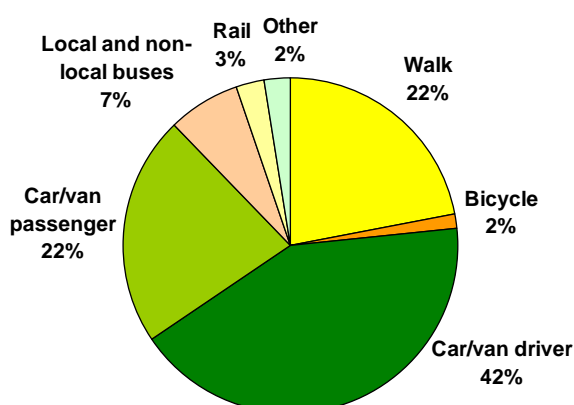
This section provides details about how residents of Great Britain travelled in 2010, showing number of trips and distance travelled by both private and public transport modes. It also shows figures for comparison back to 1995/97.

- Overall in 2010, there were an average of 960 trips per person per year, 1,061 stages¹, 6,726 miles travelled, and an average trip length of 7.0 miles. This compares to 1995/97 when there were an average of 1,086 trips per person per year (-12%), 1,192 stages (-11%), 6,981 miles travelled (-4%), and an average trip length of 6.4 miles (+9%).
- Of all trips made in 2010, 20% were less than one mile in length and 95% were less than 25 miles.

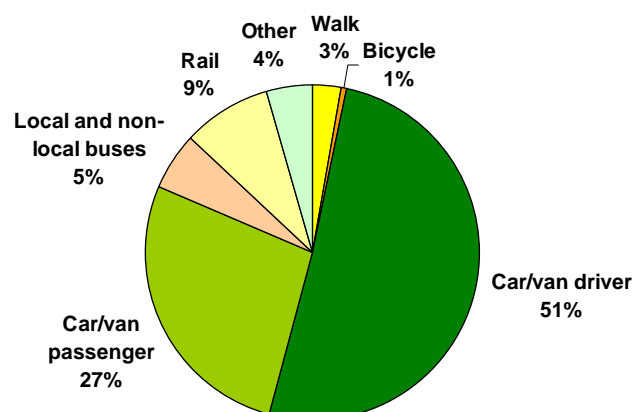
Mode share: Great Britain, 2010

(NTS web tables NTS0301 and NTS0302)

Average number of trips



Average distance travelled



- In 2010, 64% of all trips were made by car (as a driver or passenger) compared to 23% by walking or cycling. Car travel accounted for 78% of total distance travelled. Buses (both local and non-local) account for more trips than rail (both surface rail and London Underground) at 7% and 3% respectively, however as bus trips tend to be shorter in length, they account for only 5% of total distance travelled compared to 9% for rail.

¹ A trip consists of one or more stages. A new stage is defined when there is a change in the form of transport or vehicle requiring a separate ticket.

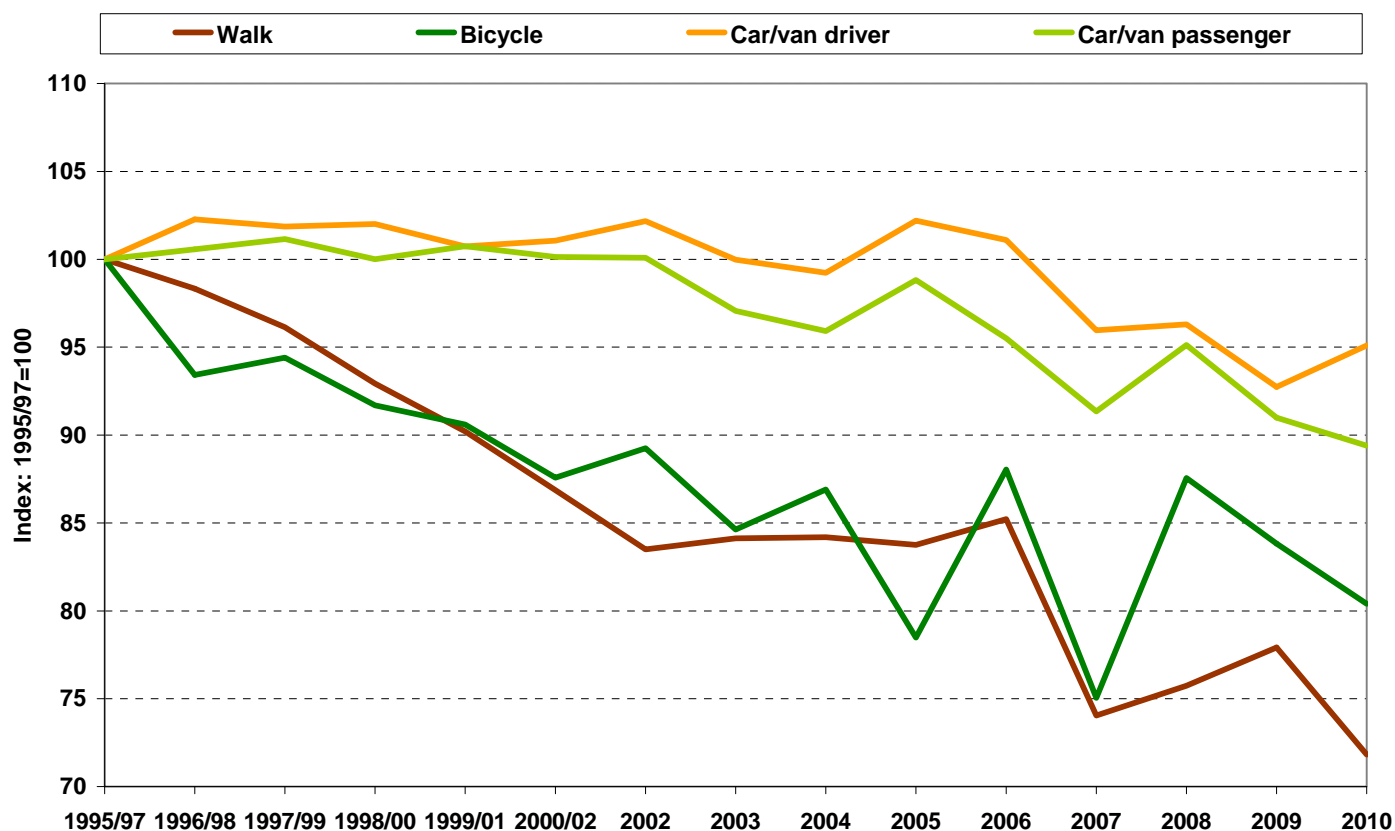
Private modes

- Most of the fall in overall trips rates since 1995/97 is accounted for by a fall in walking trips which were 28% lower in 2010. Walking trips fell 8% compared to last year, making 2010 the lowest level recorded at 210 trips per person per year. The previous minimum was in 2007, however part of the fall that year was likely due to an apparent under-recording of short trips associated with the introduction of a new travel diary. In 2010, 77% of all trips under one mile were made on foot, with 20% made by car.
- Car driver and car passenger trips have fallen by 5% and 11% respectively since 1995/97. However, the most recent figures show a rise in the number of car driver trips compared to last year. Overall, the average length of all car trips has remained fairly constant over time at around 8.5 miles and 21 minutes. Trip lengths of other modes have increased.

Average number of trips by selected private transport modes - index:

Great Britain, 1995/97 to 2010

(NTS web table NTS0103)



Note: Due to the relatively small number of cyclists in the NTS sample, results for travel by bicycle are more volatile than those for other modes.

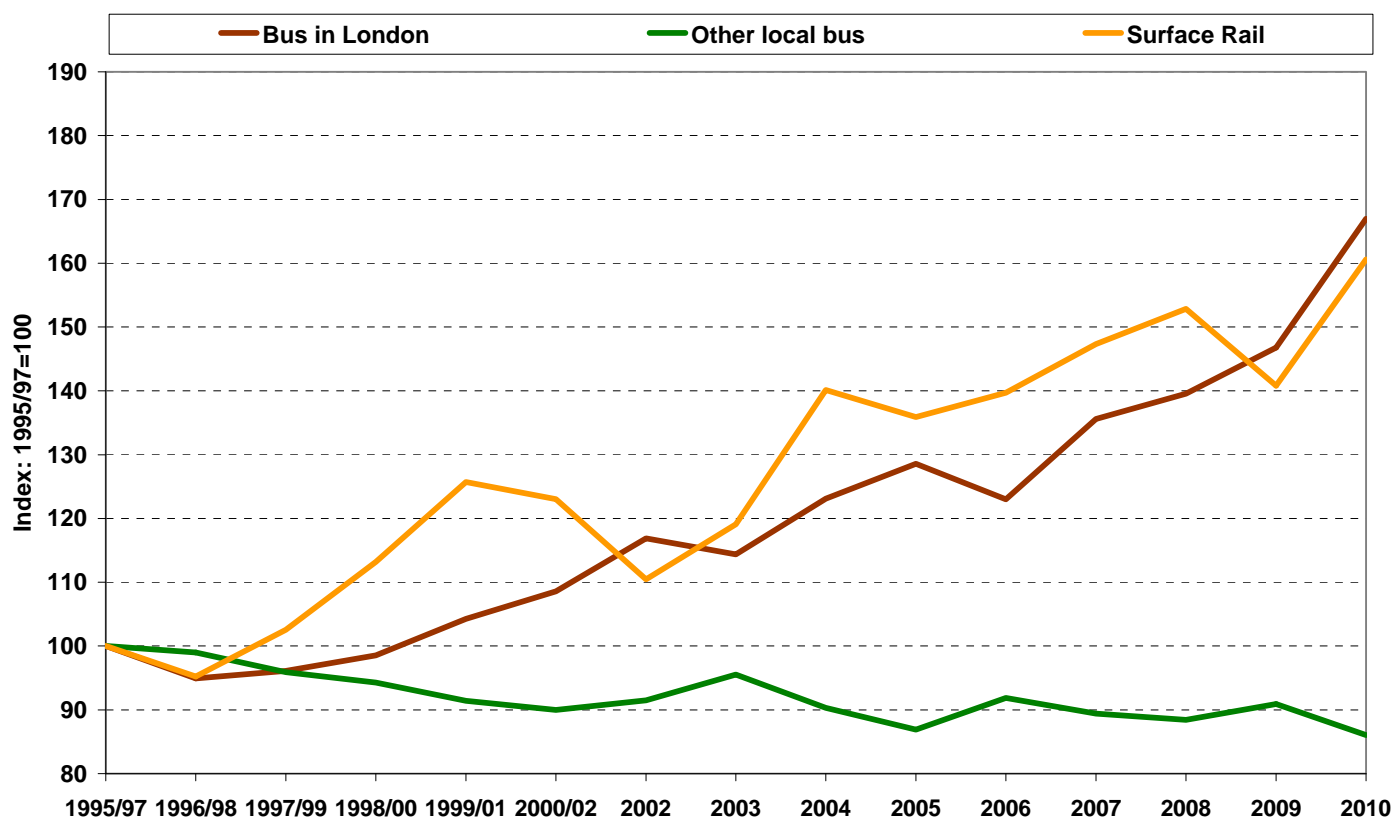
- On average in 2010, people made 15 stages² by bicycle compared to 19 per person per year in 1995/97. Distance travelled by bicycle in 2010 was 42 miles per person per year which is similar to 1995/97 (43 miles). Cycling accounted for 2% of trips of less than 5 miles in 2010. Frequency of bicycle use has remained fairly stable over time since 1998/00. In 2010, 15% of respondents said they ride a bicycle at least once a week and a further 10% said they did so at least once a month. Two-thirds (66%) said they use a bicycle less than once a year or never. For those people who said they had ridden a bike in the last year, most of them said that they usually cycled mainly on the road (38%).
- Cyclists and motorcyclists are defined as persons who recorded at least one stage in their travel diary using this mode. The average cyclist made 6 trips per week by bicycle in 2010, spending just under two hours on their bicycle and covering 16 miles. While the average motorcyclist made 8 trips per week by motorcycle, travelled around 88 miles and spent three hours and 20 minutes travelling on their motorcycle. On average cyclists made a quarter of all their trips by bicycle while motorcyclists used their motorcycle as the main mode for nearly two-fifths of all trips.
- In 2010, 41% of respondents said they made walks of 20 minutes or more at least 3 times a week and a further 23% said they did so at least once or twice a week. 20% of people said they made walks of 20 minutes less than once a year or never.

Public modes

- The number of trips per person per year by bus in London increased by 67% between 1995/97 and 2010, while trips by bus outside of London fell by 14%. The average distance travelled by bus in London has nearly doubled, while the average distance travelled on other local bus is now similar to its 1995/97 level.
- The average number of trips and distance travelled by surface rail has increased between 1995/97 and 2010, by 61% and 58% respectively. The latest year shows a rise in surface rail travel, reversing the downward trend of recent years. Trips by London underground increased by 12% between 1995/97 and 2010, while the average distance travelled has increased by 23%.

² For cycling and walking, the number of stages is a better measure than number of trips as frequently these modes tend not to be the main mode when there is a multi-stage trip so a count of cycling or walking trips would be lower.

Average number of trips by selected public transport modes - index:
Great Britain, 1995/97 to 2010
 (NTS web table NTS0104)



- Self-reported frequency of use of public transport modes has remained relatively stable since the set of questions were introduced into the NTS interview in 1998. Local bus is the most frequently used mode of public transport with 29% of respondents saying that they use a bus at least once a week and a further 14% saying they use a bus at least once a month. In 2010, 7% of respondents said they used surface rail at least once a week and a further 13% at least once a month. The equivalent figures for taxis/minicabs are 8% and 17% respectively. One in ten respondents said they take a flight within Great Britain at least once a year.
- Between 2006 and 2010, 81% of all long distance trips were made by car, a further 13% by rail, and 4% by bus (both local and non-local). In 2010, 44% said they had made at least one international flight in the last 12 months, with 10% flying abroad three or more times.

Detailed statistics (tables and charts) on “how people travel” can be found on National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0301 to NTS0317](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>

4. 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.

National Travel Survey: 2010



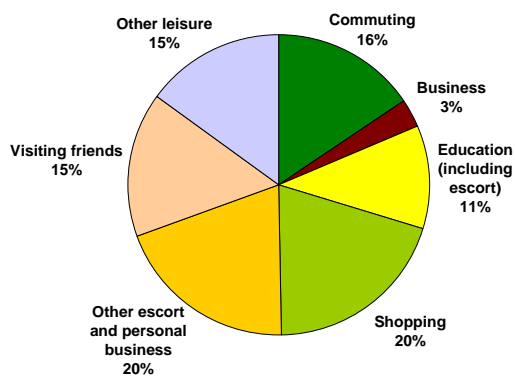
Why people travel

This section provides details of the reasons why people travel.

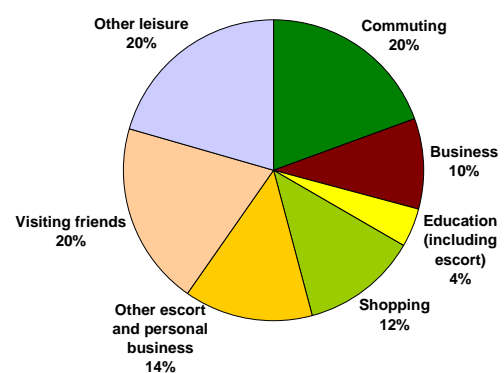
Purpose share: Great Britain, 2010

(NTS web tables NTS0401 and NTS0402)

Average number of trips

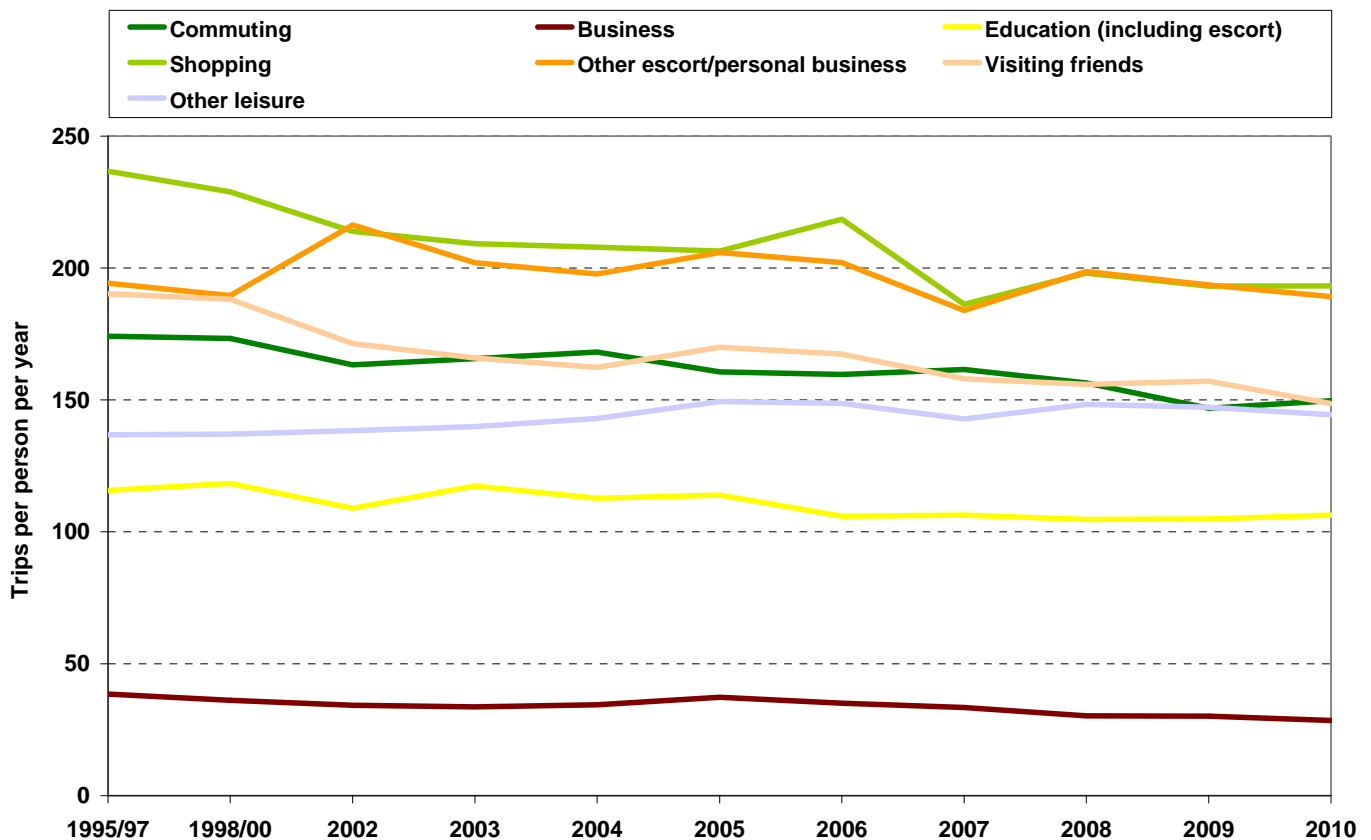


Average distance travelled



- On average, persons in Great Britain made 193 shopping trips in 2010, which accounted for 20% of all trips. These trips tend to be shorter than average (4.3 miles in 2010) and therefore shopping only accounted for 12% of distance travelled.
- Commuting accounted for 16% of trips and business accounted for a further 3% in 2010. These trips tend to be longer than average, so accounted for a higher proportion of the average distance travelled, at 20% and 10% respectively.
- Most of the decline in overall trips rates between 1995/97 and 2010 can be accounted for by a fall in shopping and visiting friends. On average people made 18% fewer shopping trips per year in 2010 than they did in 1995/97. Trips to visit friends declined by 22% during this period, with the fall entirely due to visiting at private homes rather than elsewhere.

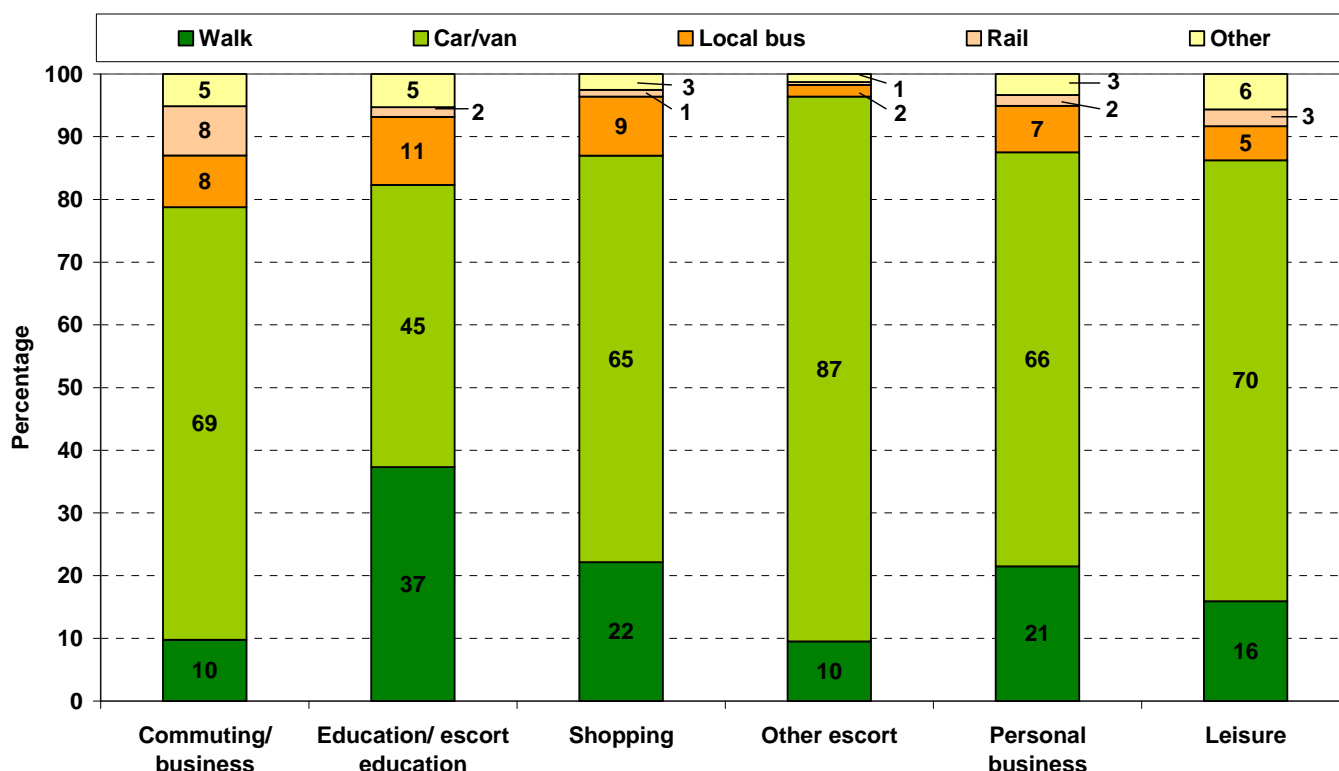
Average number of trips per person per year by trip purpose: Great Britain, 1995/97 to 2010 (NTS web tables NTS0403)



- The trend of falling numbers of shopping trips over time is associated with a switch from more frequent, short shopping trips on foot, to longer, less frequent car trips.
- Between 1995/97 and 2010 the number of commuting trips decreased by 14%, from 174 to 150 trips per person per year. The average distance travelled for commuting fell by a lesser amount between 1995/97 and 2010, by 6% (from 1,425 to 1,342 miles per person per year) due to the average length of a commuting trip increasing by 9% (from 8.2 to 9.0 miles). Both commuting trips and distance increased in 2010 for the first time since 2007.
- Business trips have fallen continuously since 2005, while the distance travelled fluctuates year to year. Business distance increased in 2010 (by 7%).

Trips by main mode and purpose: Great Britain, 2010

(NTS web table NTS0409)



- In 2010, 69% of commuting/business trips were made by car. The 8% of commuting/business trips made by rail represents the majority share of all rail trips at 53%. More than a third (37%) of education trips were made by walking, however the car was the most frequently used mode (45% of trips). Walking accounted for 22% of shopping trips, 21% of personal business trips, and 16% of leisure trips.

Long distance trips

- In 2006/10¹ visiting friends at their home was the most common trip purpose for trips over 50 miles, accounting for 22% of these trips. This was followed by business trips which accounted for 18% of long distance trips. Holidays within Great Britain accounted for the largest proportion of trips of over 250 miles.

Trip chaining

The NTS 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 2010, 42% of all trips finished at home. Of all escort education trips, 72% were followed by a trip to home; 8% of escort education trips were followed by a trip to work or business.

¹ 2006/10 represents 5 years of combined data.

Detailed statistics (tables and charts) on “why people travel” can be found on National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0401 to NTS0410](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

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3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

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4. There are a number of apparent discontinuities between pre and post-2002 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.

National Travel Survey: 2010



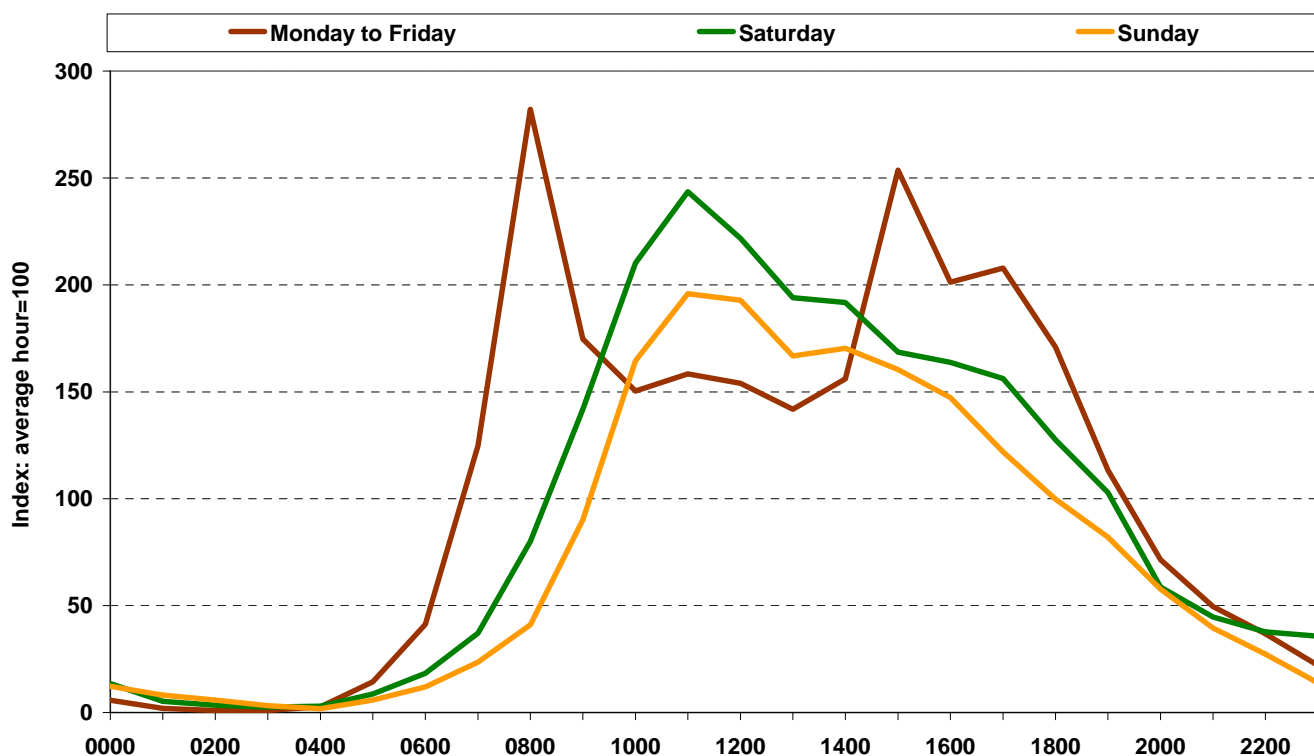
When people travel

This section 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.

Trips by time of day

The chart below shows an index of trips in progress by time of day and day of week.

Trips in progress by time of day and day of week - index: Great Britain, 2010 (NTS web table NTS0501)



- On a weekday (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, this is mainly driven by education related trips. The afternoon peak is more spread out than the morning peak.
- At weekends, the number of trips in progress peaks only once each day, during the hour between 11:00 and 11:59. The Sunday peak is smaller and flatter than the Saturday peak.

-
- 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.

Trips by start time and purpose (weekdays only)

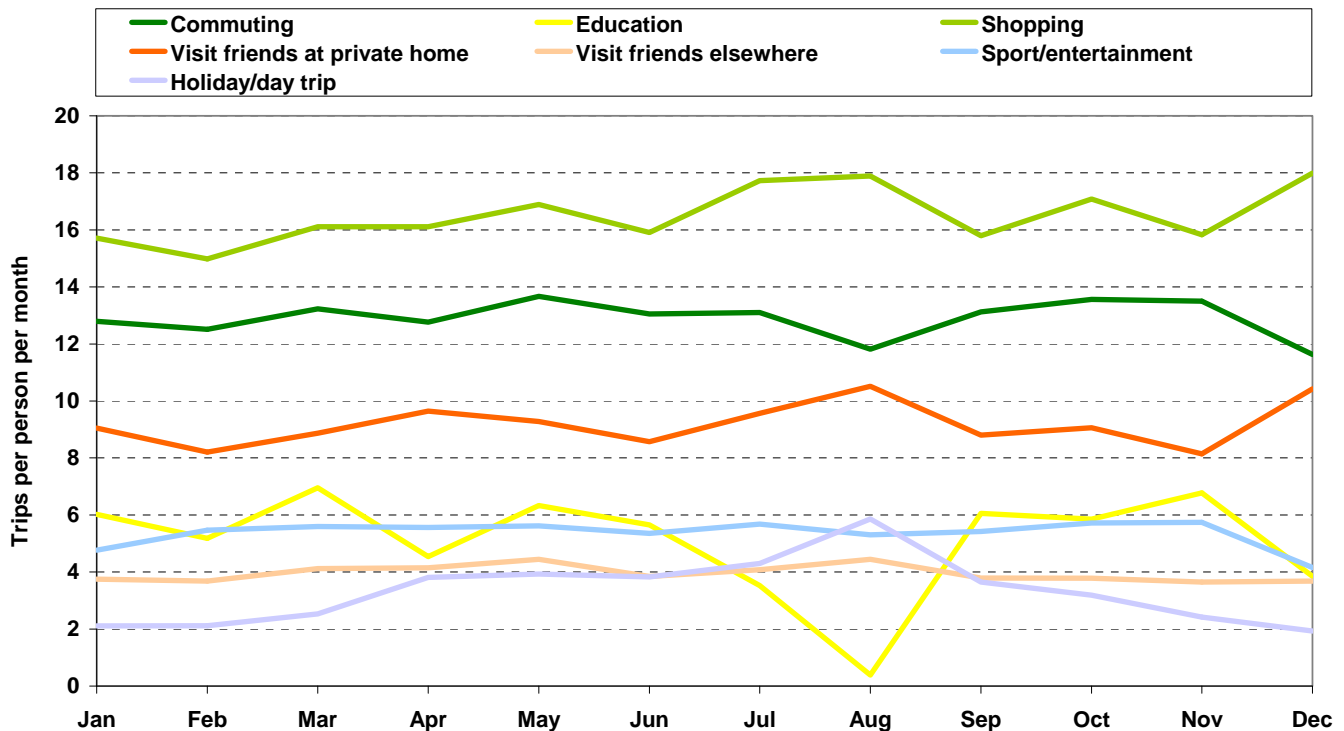
- Commuting was the most common purpose for trips starting during every hour between 02:00 until 07:59 and between 16:00 and 17:59 on an average weekday during 2006/10. Between 08:00 and 08:59 education was the most common reason for travel, accounting for 29% of trips, with an additional 18% escorting others to education.
- Most shopping trips on a weekday start between 10:00 and 12:59, with 36% in total starting between these times. In the late evening, the main reasons for travel are for visiting friends/entertainment/sport, with 39% of these trips starting between 18:00 and 23:59.
- Commuting trips have a 2-hour peak between 07:00 and 8:59, with 31% of these trips starting during this time.
- 41% of education trips started between 08:00 and 08:59 with a further 32% of education trips between 15:00 and 15:59.
- Business trips are more evenly distributed throughout the daytime, as are personal business trips (such as visiting the doctor, hairdresser or a library) and holiday/day trips.

Daily trip patterns

- People make the fewest trips on Sundays – an average of 108 trips per person per year, compared to 137 on Saturdays and 149 on weekdays (Monday to Friday).
- Friday is the busiest day in terms of the total number of trips made (154 trips per person per year). During the week, trips made on a Friday for the purposes of shopping and visiting friends at home or elsewhere are higher than on a Monday to Thursday.
- Weekdays are the busiest days for commuting. However, commuting trips are slightly lower on Fridays and Mondays (27 trips per person per year each) than other weekdays (Tuesdays, Wednesdays and Thursday all have 29 trips each).
- On Saturdays more trips are made for the purposes of shopping and sport/entertainment than on any other day. To put these into context, 44 shopping trips per person per year were made on a Saturday compared to 26 trips on an average weekday.
- Trips to visit friends are most common on the weekend with an average of 21 trips to visit friends at home and 11 to visit them elsewhere per year.

Monthly trip patterns

Average number of trips by month and selected purposes: Great Britain, 2006/10 (NTS web table NTS0505)



- Monthly patterns in numbers of trips 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.
- On average in 2006/10 the total number of trips made each month peaked above 85 trips per person per year in March, May and October. February and December had the fewest number of trips (76 trips), while March and May had the highest (87 trips).
- Corresponding with the school holidays in August, trips for education purposes are very low and the number of trips made for holidays or day trips peaks. Commuting and business trips also fell during the school holidays.
- A combination of seasonal and holiday-related patterns are visible in people's choice of mode – bicycle and walking trips are at their lowest in the winter, whereas car passenger trips, as a proportion of all trips, are at their highest during the school holiday months of August and December.

Detailed statistics (tables and charts) on “when people travel” can be found on National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0501 to NTS0506](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

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4. Most of the tables and charts in this section show data from several survey years which have been grouped together in order to provide a larger sample size for more robust analysis. For example, 5 years of survey data combined from 2006 to 2010 is denoted as 2006/10.

5. Table and chart NTS0501 compares 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.

National Travel Survey: 2010



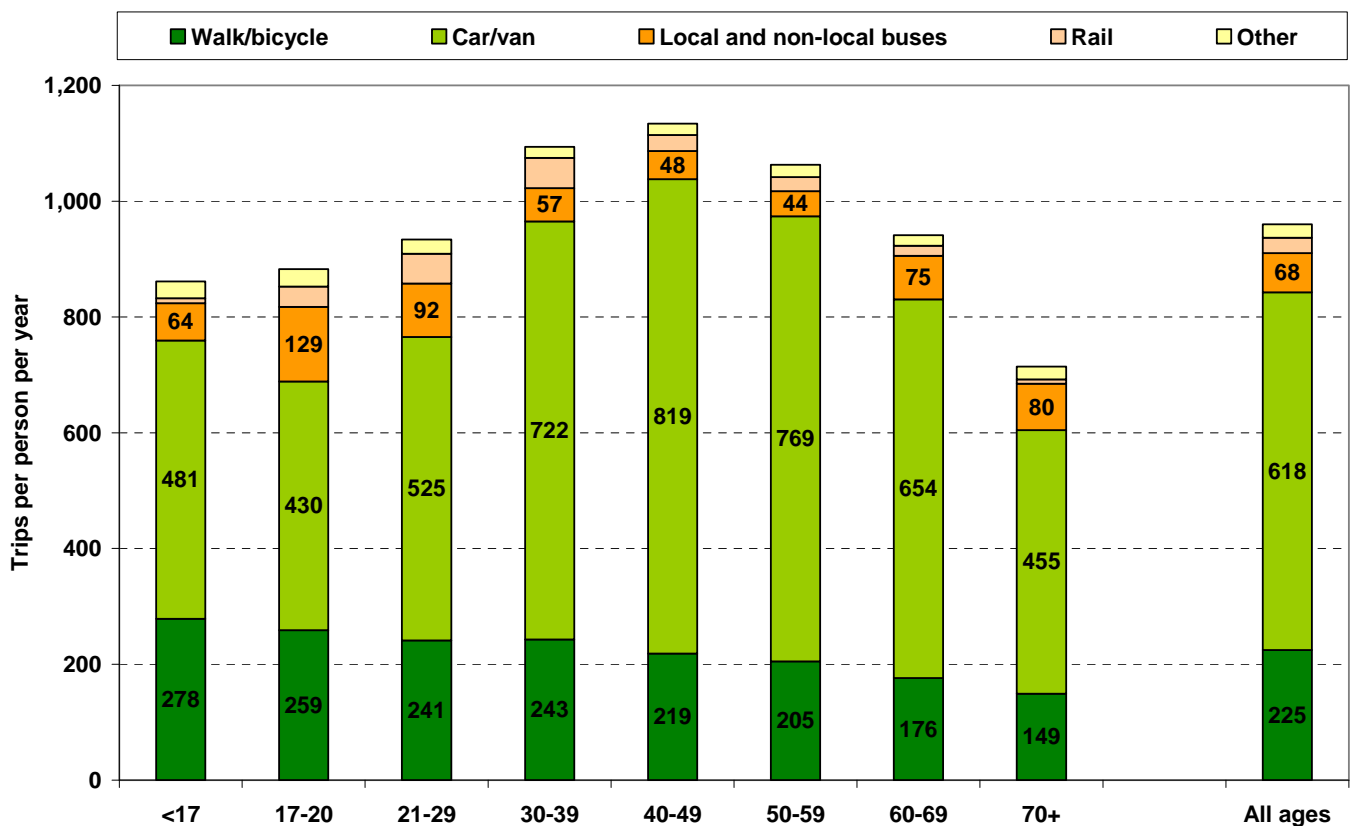
Travel by age and gender

This section highlights the differences in travel patterns by mode and purpose according to age and gender. Additionally, it contains information on school travel, children's independence, concessionary bus travel, mobility difficulties, and road safety.

Mode and purpose by age and gender

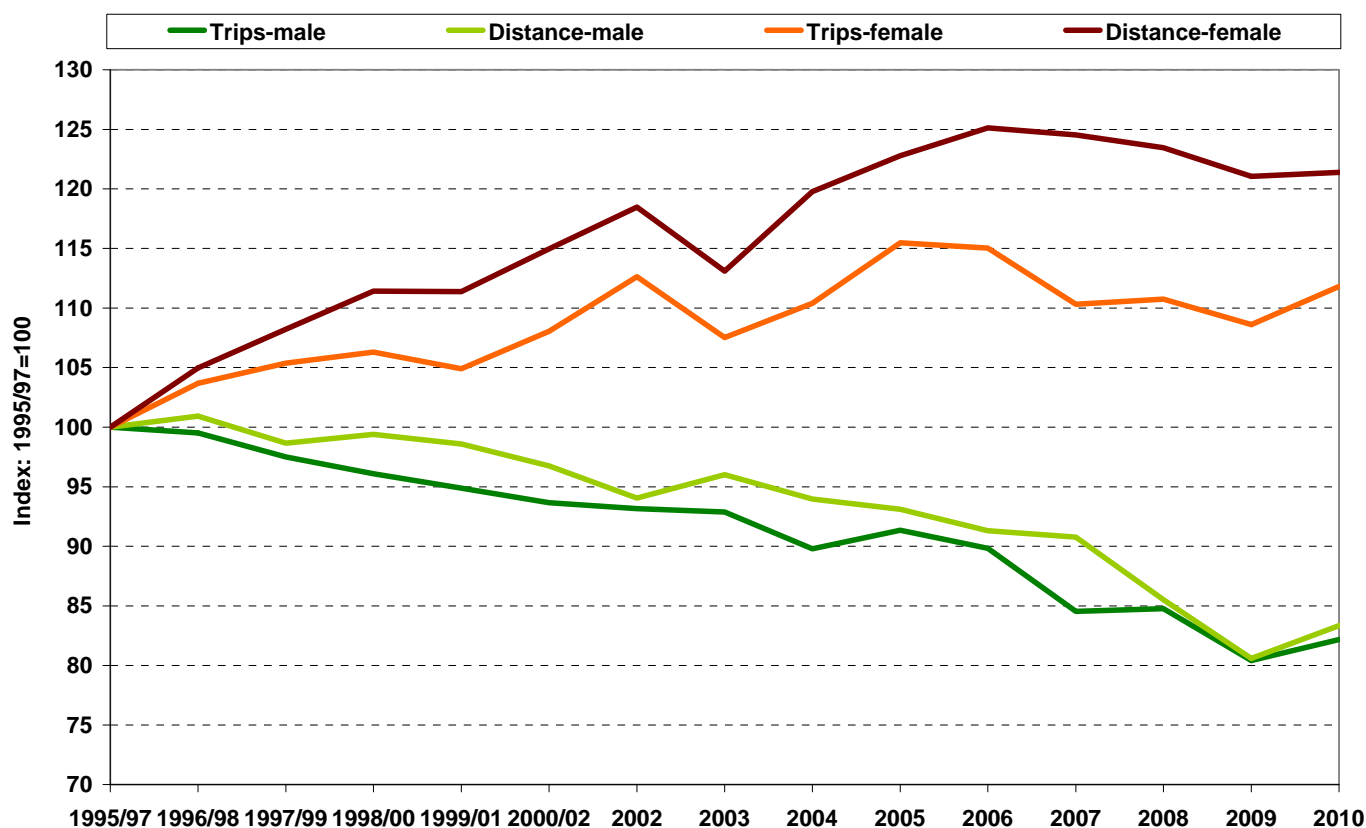
- Children (aged 16 and under) made 56% of their trips as car passengers, with most of the rest on foot. There was little difference in the proportion of usage of different modes by boys and girls, except that bicycle use by boys was almost treble that of girls.
- The amount of trips broadly increases with age up to 40-49 and then decreases among older age groups.

Average number of trips (trip rates) by age and main mode: Great Britain, 2010 (NTS web table NTS0601)



- Overall in 2010, females made 5% more trips than males (984 per year compared to 935). However, males travelled 23% further than females, averaging 7,426 miles a year compared with 6,051 miles respectively.
- Since 1995/97 the average numbers of car driver trips by males have fallen by 18% and average distance travelled fell by 17%. This compares to a 12% increase in car driver trips and a 21% increase in distance travelled by women. (See chart below).

Average trips and distance for car drivers by gender - index: Great Britain, 1995/97 to 2010
(NTS web tables NTS0602, NTS0603, NTS0606 and NTS0607)



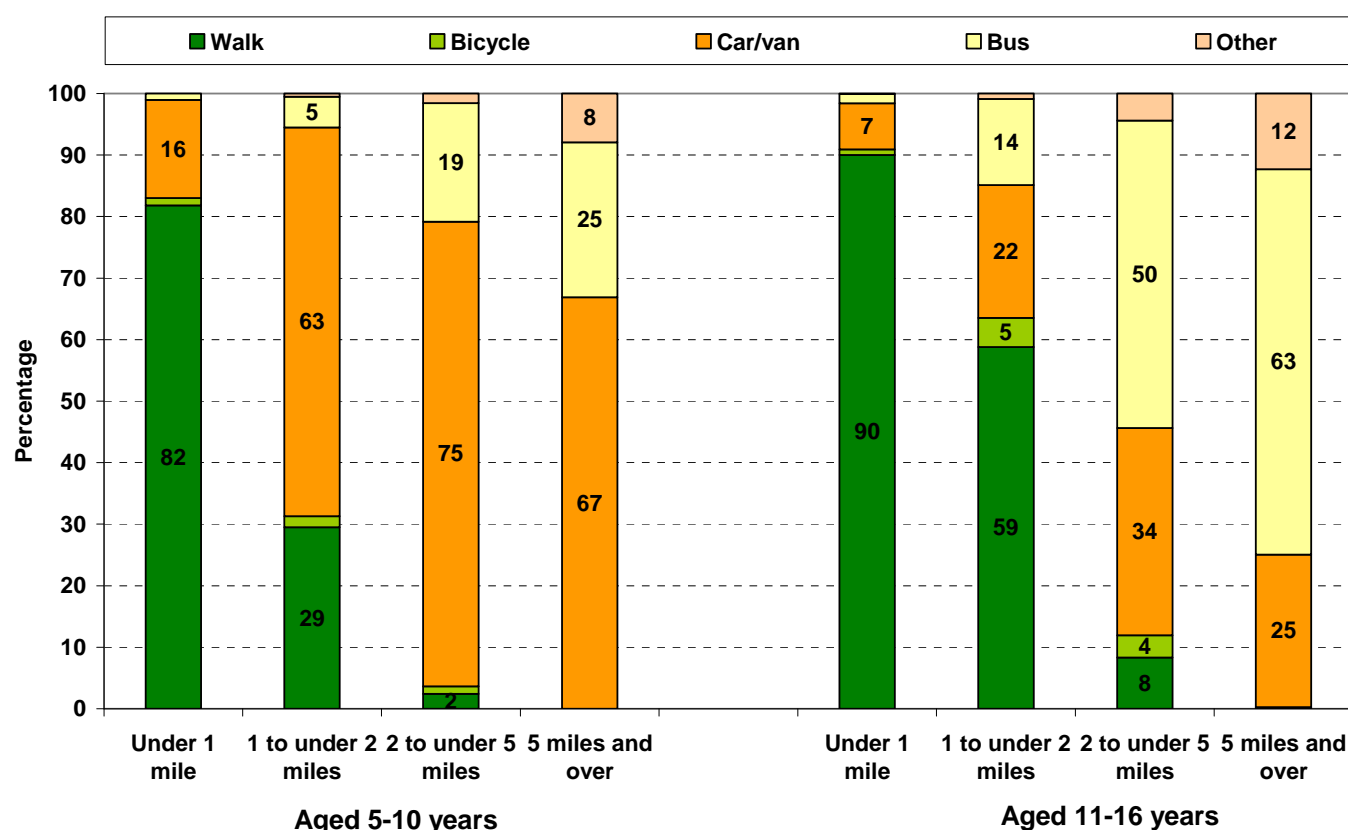
- Adult males made more car driver trips than car passenger trips in all age groups. Females aged 21-69 also made more trips as drivers than as passengers. 72% of trips made by adults 40-59 are made by car compared to only 56% by adults 21-29. 58% of the trips by men aged 70+ were made as car drivers compared with 25% among women in this age group. Differences in car usage are closely related to differences in licence holding.
- Cycling is most prevalent among men aged 17-20 and accounted for 4% of their trips. Only 1% of trips by men aged 70+ are made by bicycle.

- The proportion of trips made by bus was highest among those aged 17-20, accounting for 15% of all trips in this age group. Bus use was higher for those aged 60+ than in middle age groups, particularly among females, reflecting the availability of concessionary bus travel for older passengers and differences in driving licence holding across age groups. Women of all ages used buses more than rail, but men aged 30-39 used rail more than buses, reflecting the more widespread use of rail among commuters.
- Of all trips made by males, 18% were for the purpose of commuting with an additional 4% travelling for business, compared with 13% and 2% respectively for females. Among men aged 21-29, 33% of trips were commuting trips and a further 3% for business. Among women in this age group, 23% were commuting and 3% were business trips.
- The average distance travelled for the purpose of commuting by males is just over twice that of females (1,809 and 891 miles respectively in 2010). Commuting accounts for 24% of distance travelled by males and is the most prevalent purpose, compared to 15% of distance travelled by females. The greatest distance travelled by females is for the purposes of visiting friends at home (17%), followed by shopping, commuting, and holiday/day trips all at 15%. These differences in trip purposes are the main drivers to the differences in total distance travelled by gender.
- On average females made 23% more shopping trips each year than males (212 trips compared to 173). Females also made more escort education trips per year than males (66 compared to 27) and slightly more personal business trips (103 compared to 93).
- Education was the most frequent trip purpose for those aged 16 and under, accounting for 28% of trips. Commuting accounted for the highest proportion of trips for those aged 21-49, and shopping for those aged 50+.

School travel

- In 2010, 47% of trips to and from school by primary school children (aged 5-10) were made on foot. This was lower than in 1995/97 when 53% of trips were made on foot. The proportion of trips by car for these children increased slightly from 38% to 43% during the same period. Among secondary school children (aged 11-16) in 2010, 36% of school trips were on foot and 24% were by car, compared with 42% and 20% respectively in 1995/97. For secondary school children, the proportion of trips by bus (including school bus/coaches) was 34% in 2010 and 2% were by bicycle.
- For trips to school under 1 mile in length, walking was the most prevalent mode of travel for both primary and secondary school children, accounting for 82% and 90% of trips respectively. For longer school trips, the most popular mode for primary school children is by car, with 75% of 2 to 5 mile trips, and 67% of trips over 5 miles made by this mode. For secondary school pupils 50% of all trips of 2 to 5 miles in length, and 63% of trips over 5 miles are made by bus. (See chart below).

Trips to school by main mode, length and age: Great Britain, 2009/10 (NTS web table NTS0614)



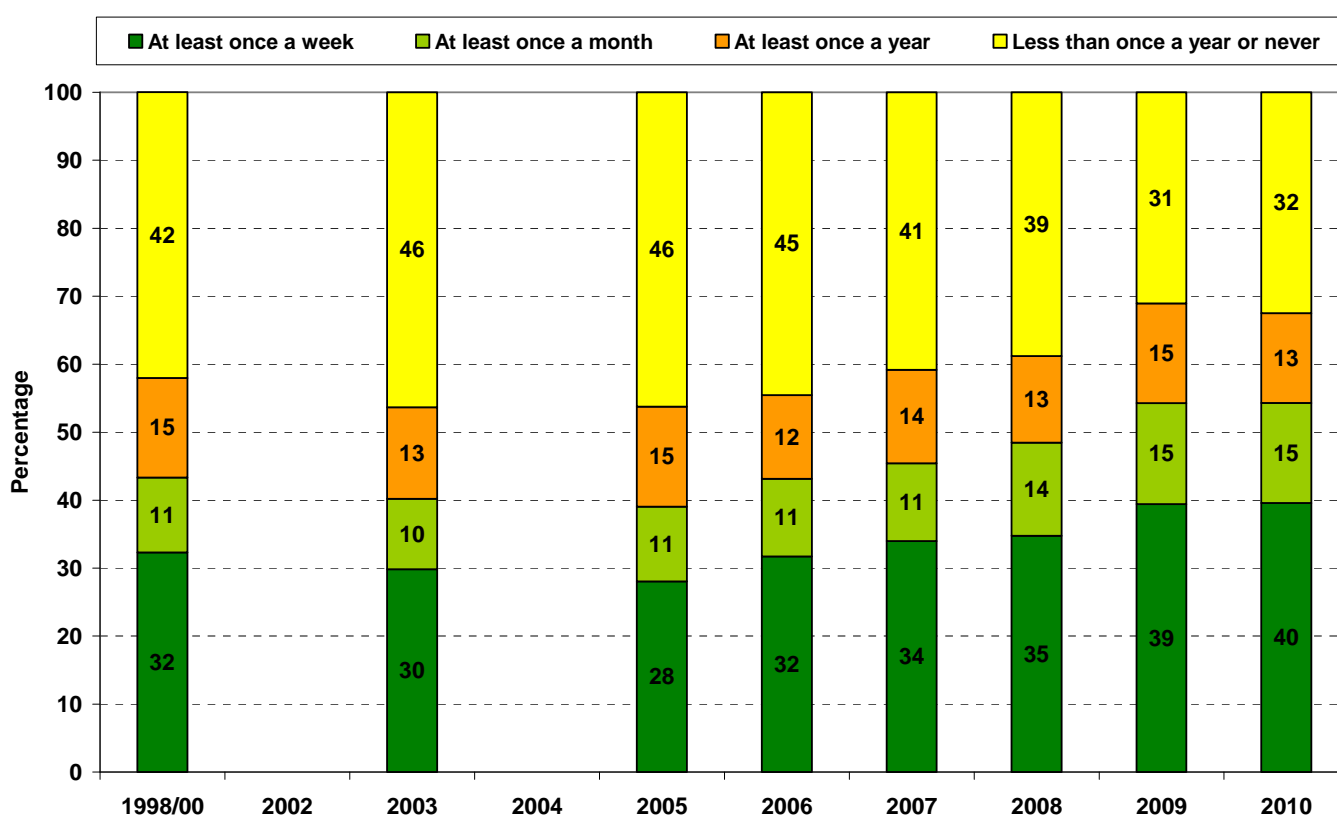
- The average length of a trip to school increased from 2.1 miles in 1995/97 to 2.6 miles in 2010. During this period, the average trip length for primary school children increased from 1.3 to 1.5 miles, and for secondary school pupils from 2.9 to 3.5 miles. This reflects the shift from walking to car use over the same period.
- Since 1995/97, cars taking children to school ('escort education' trips) have increased as a proportion of all car driver trips in the morning peak hour (8-9am) from 10% to 16%. In 1995/97 the peak proportion of car driver trips that were for the purpose of escort education was at 8.50am compared to the earlier time of 8.40am in 2010 with the 'school run' now accounting for nearly a quarter (24%) of car driver trips by residents of urban areas during term time. This earlier peak time is reflective of the increase in average length of school trips during this period.

Concessionary bus travel

The Transport Act 2000 required all local authorities in England to provide a minimum standard of a half fare for women aged 60+, men aged 65+ and disabled persons. From 1 April 2003, the eligible age for these schemes was equalised to 60+ for men and women. From 1 April 2006, free local concessionary bus travel was introduced in England for disabled passengers and those aged 60+ within their local area and from April 2008 this was extended to cover bus travel throughout England. From April 2010 the eligibility in England for men and women is equivalent to the pensionable age for women, therefore gradually increasing. In Scotland and Wales the eligibility remained at aged 60 for men and women in 2010.

- The proportion of older people with a concessionary travel pass increased following the introduction of the minimum standard of a half fare. From 1998/00 to 2002 take-up rates among men 65+ and women 60+ increased from 49% to 58%. There was a further increase in take-up rate in 2006, to 63%, associated with the introduction of free local concessionary bus travel in England and this has continued to increase year on year since to 78% in 2010 (82% of females and 74% of males).
- There is considerable variation between area types with take-up ranging from 66% in rural areas to 90% in London in 2010. However, this gap has narrowed over time as take-up has increased more among rural residents than in other areas.

Frequency of bus use for those aged 60 years and over: Great Britain, 1998/00 to 2010 (NTS web table NTS0621)



- Although the NTS is not explicitly designed to measure short term trends in travel patterns, data on the frequency of local bus use by people aged 60+ strongly suggests there may have been an increase in bus use among this group, corresponding to the increase in concessionary pass take-up. The proportion of people aged 60+ who said they use a local bus at least once a week increased from 28% in 2005 to 40% in 2010. 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% to 32%.

Mobility difficulties

The NTS asks adults (aged 16+) whether they have difficulty going out on foot or using bus services. Those who say they have difficulties travelling on foot, by bus or both are classified as having mobility difficulties.

- The proportion of adults with mobility difficulties increases greatly with age. In 2010, 38% of individuals aged 70+ had problems walking or using a bus, compared with 4% of those aged 16-49. This increase with age is more marked among women than men, although the proportion of women 70+ with mobility problems may be increased by the higher number of women than men living to very old age.
- Among people aged 16-69, those with mobility difficulties make around a quarter fewer trips than those without difficulties. This difference increases to over a third among people aged 70+.

Road Safety

Since 2007 the NTS interview has asked adults (aged 16+) whether or not they have been involved in a road accident in the previous 3 years and/or in the previous 12 months and if so whether or not they had been injured. In 2010 the NTS also asked whether children in the household had been involved in a road accident.

- During 2007/10¹, 13% of adults said that they had been involved in at least one road accident in the last 3 years including 4% who had been injured in a road accident.
- Males were more likely to say that they had been involved in a road accident than females. Involvement in road accidents was highest for those aged 25-29.
- In the majority of incidents the respondent was a car occupant at the time of the accident (69% of injury accidents and 90% of non-injury accidents).
- According to respondents the police were made aware of 59% of injury road accidents and 31% of non-injury road accidents.
- In 2010, 6% of children had been involved in a road accident in the last 3 years, of which 1% had been injured. (Note: these results are based on one year of survey data only.)

More information and statistics on Road Accidents and Safety can be found at:

<http://www.dft.gov.uk/statistics/series/road-accidents-and-safety>

Detailed statistics (tables and charts) on “travel by age and gender” can be found on National Travel Survey 2010 web page at:

<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>,
table numbers [NTS0601 to NTS0625](#).

¹ 2007/10 represents 4 years of combined data.

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

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National Travel Survey: 2010



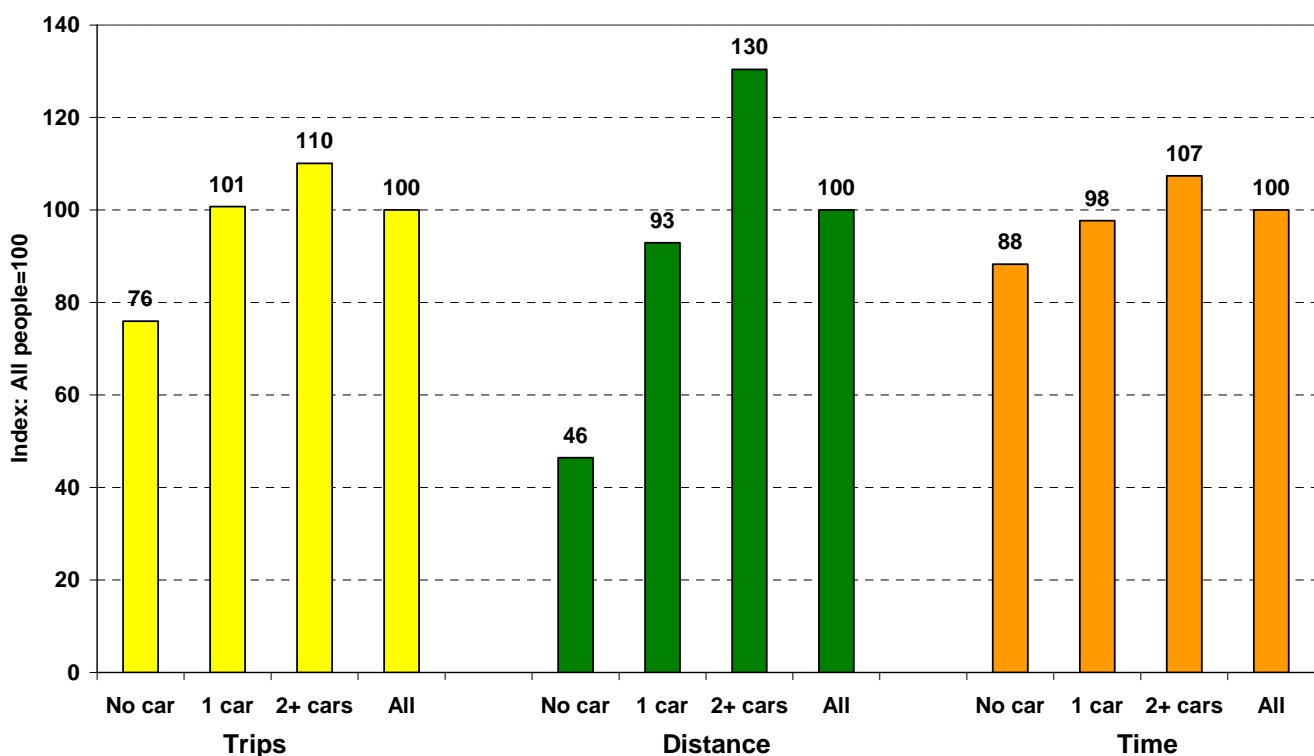
Travel by car availability, income, ethnic group, household type and NS-SEC

This section highlights the differences in travel patterns according to car availability, income group, ethnic group and household type.

Car availability

- Car access is the most important factor affecting travel. On average in 2010, members of car-owning households made 39% more trips than people living in non car-owning households, and travelled over twice as far per year.

Variations in travel by household car availability - index: Great Britain, 2010 (NTS web table NTS0701)

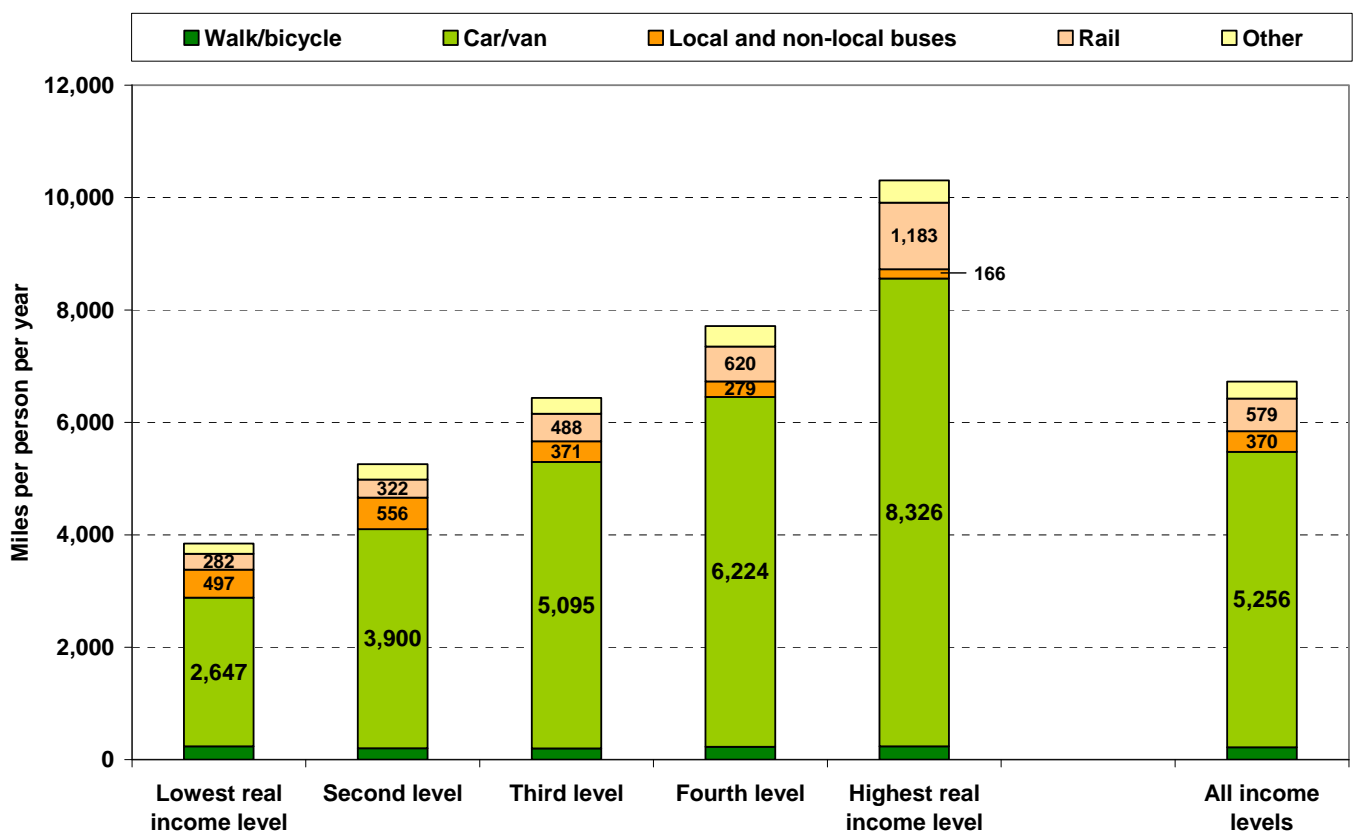


- There are also marked differences in travel between people in car-owning households according to their driving status. In the NTS, each car is identified with a main driver, which is the household member that drives it the farthest in that year. 'Other drivers' are people in car-owning households who 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 16% more trips than people in households without a car.
- In 2010, people living in households without a car made over 5 times as many trips by bus, four times as many trips by taxi, and over one and a half times as many trips on foot than people in households with a car.

Income group

- Car availability is the most important factor affecting travel and car availability is strongly related to income. Therefore, both the number of trips a person makes and the distance they travel are strongly influenced by that person's level of income. In 2010, on average, people in the highest household income quintile group made 29% more trips than those in the lowest income quintile group and travelled over 2 and a half times further.

Average distance travelled by mode and household income: Great Britain, 2010 (NTS web table NTS0705)



- In 2010, 49% of households in the lowest income quintile had no car compared with 9% in the highest income quintile. 53% of households in the highest income quintile had 2 or more cars compared to 12% of households in the lowest income quintile.
- Car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group. In 2010, 48% of trips among the lowest income group were by car compared with 72% among the highest. Households in the highest income quintile travel just over 3 times further by car than the lowest income quintile.
- Use of public transport is also related to income. From the lowest to highest income quintile, the average number of trips by bus decreases (111 bus trips per person per year in the lowest income quintile compared with 29 bus trips in the highest). However, rail use is highest in the top income quintile with just over 3 and a half times more rail trips than the lowest quintile. This is partly because commuters to London in the highest income band account for a considerable proportion of rail travel.

Household type

- On average in 2010, more trips were made by people in households containing 2 adults with children than any other household type (1,038 trips). However, households consisting of just 2 adults travel further (7,566 miles per person) than other household types, of which 79% of the distance travelled is by car.

Ethnic group

- The proportion of adults (aged 17+) living in a household with a car was highest among those from White and Asian backgrounds, in particular, those from White British (83%), Pakistani (83%) and Indian backgrounds (81%). Adults from Black backgrounds were least likely to live in a household with a car (59%).
- Although a similar proportion of adults from Asian and White backgrounds live in households with a car (78% and 82% respectively), a higher proportion of Asian adults were non-drivers (25%) compared with White adults (12%).
- The variation in car availability contributes to differing travel patterns across ethnic groups. In 2007/10¹, on average, adults from a White background made the most trips (1,023 trips per person per year), compared to 865 trips by those from an Asian background, and 859 trips by those from a Black background. However, travel differences between ethnic groups may to some extent be a result of the distributions of these populations between urban and rural areas.

¹ 2007/10 represents 4 years of combined data.

National Statistics Socio-economic Classification (NS-SEC)

- NS-SEC is an occupationally based classification, but has rules to provide coverage of the whole adult population.
- Those in managerial and professional occupations made the most trips (1,103 per person per year) and travelled the farthest in total and per trip of the NS-SEC groups. People who had never worked or were long-term unemployed made the fewest trips (669 per person per year) and travelled the least distance in total and per trip.
- Respondents in managerial and professional occupations travelled the farthest by car and by rail. While they made the greatest number of trips per person as a car driver (667 per year), they rarely made trips as a car passenger (126 per year, second lowest of the NS-SEC groups).
- Those not classified by NS-SEC (mainly full-time students), were the biggest users of public modes of transport, on average making 206 trips per person per year by public modes of transport.

Detailed statistics (tables and charts) on “travel by car availability, income, ethnicity and household type” can be found on National Travel Survey 2010 web page at:
<http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>,
table numbers [NTS0701 to NTS0708](#).

Background notes

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<http://www.dft.gov.uk/statistics/series/national-travel-survey>
2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:
<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>
3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:
<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>
4. 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 Notes & Definitions for more details.

National Travel Survey: 2010

Accessibility

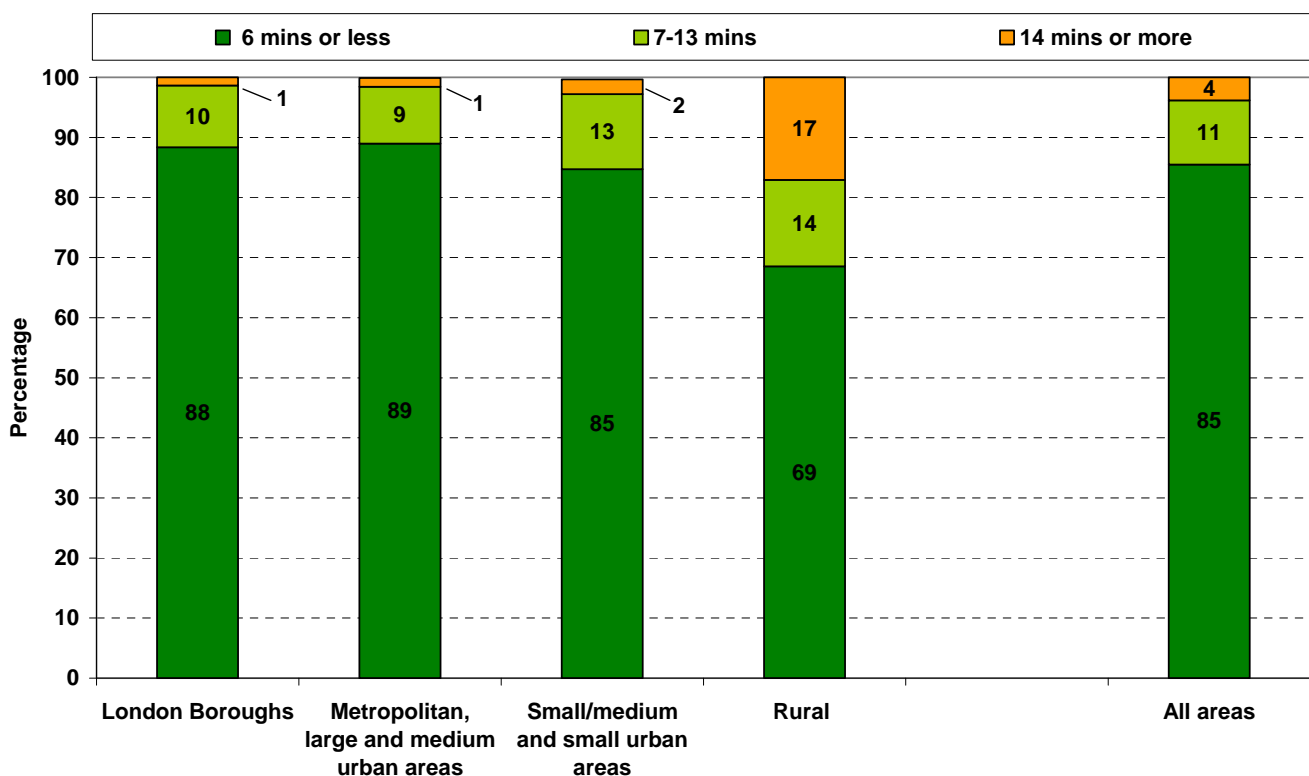


This section provides information about access to public transport services, journey times to local facilities, people's usual place of work and delivery of goods and services.

Bus and train service access, frequency and reliability

- Eighty-five per cent of households in Great Britain lived within a 6 minute walk of their nearest bus stop in 2010, a similar proportion to in 1998/00 (87%). A further 11% of households lived within a 13 minute walk.

Time taken to walk to nearest bus stop by area type: Great Britain, 2010 (NTS web table NTS0801)



- Between 1998/00 and 2010, the proportion of households in rural areas that were within 13 minutes walk of an hourly or better bus service increased from 45% to 57%. Over the same period the proportion of households in small urban areas with this access increased from 74% to 92%, and from 86 to 91% in small/medium urban areas. There was little change in medium and large urban areas, where the vast majority (at least 96%) of households live within 13 minutes walk of a bus stop with a service at least once an hour.

-
- Between 2002 and 2010, the proportion of households rating their local bus service as ‘frequent’ has risen from 77% to 80%. Similarly, household’s reporting local bus services as ‘reliable’ has increased from 80% to 84% during this time.
 - The proportion of households rating their local train/underground/metro service as ‘frequent’ has increased from 81% in 2002 to 87% in 2010 and the proportion who said it was ‘reliable’ has increased from 75% to 87% over the same period.

Time to local facilities

- In 2010, a large majority of households were able to travel within 15 minutes by foot or public transport to a shop selling groceries (92%), a chemist (85%), a post office (85%) and a doctor’s surgery/GP (81%). Of households with children of the relevant ages, 90% were within 15 minutes of a primary school and 64% within 15 minutes of a secondary school. These proportions were similar to 2005 (91% and 65% for primary and secondary schools respectively).

Workplace and working from home

- In recent years, the proportion of employed people who work at the same place every day has reduced to 73% from a high of 77% in both 2003 and 2004. Correspondingly, the proportion usually working from home rose to 5% from 3% over the same period and the proportion whose workplace varies increased slightly too.
- There is a difference between genders; men were less likely to work at the same place every day (67%) than women (80%) in 2010. Self-employed people were more likely to work from home (23%) than other people in employment.

Deliveries of goods and services

- The proportion of households which order goods or services to be delivered has increased from 64% in 2002 to 76% in 2010. The most popular order in 2010 was for books/CDs/software, with 67% of households saying they order these. This was followed by clothes (64%) and holiday/travel tickets (56%). The proportion of households ordering food and drink (excluding takeaways) increased from 21% in 2002 to 31% in 2010.
- Similarly, the frequency of ordering goods has increased since 2002, with 14% of households saying they ordered goods at least once a week and a further 44% replying more than once a month in 2010 compared to 7% and 35% respectively in 2002.

Detailed statistics (tables and charts) on “Accessibility” can be found on National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0801 to NTS0806](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>

National Travel Survey: 2010



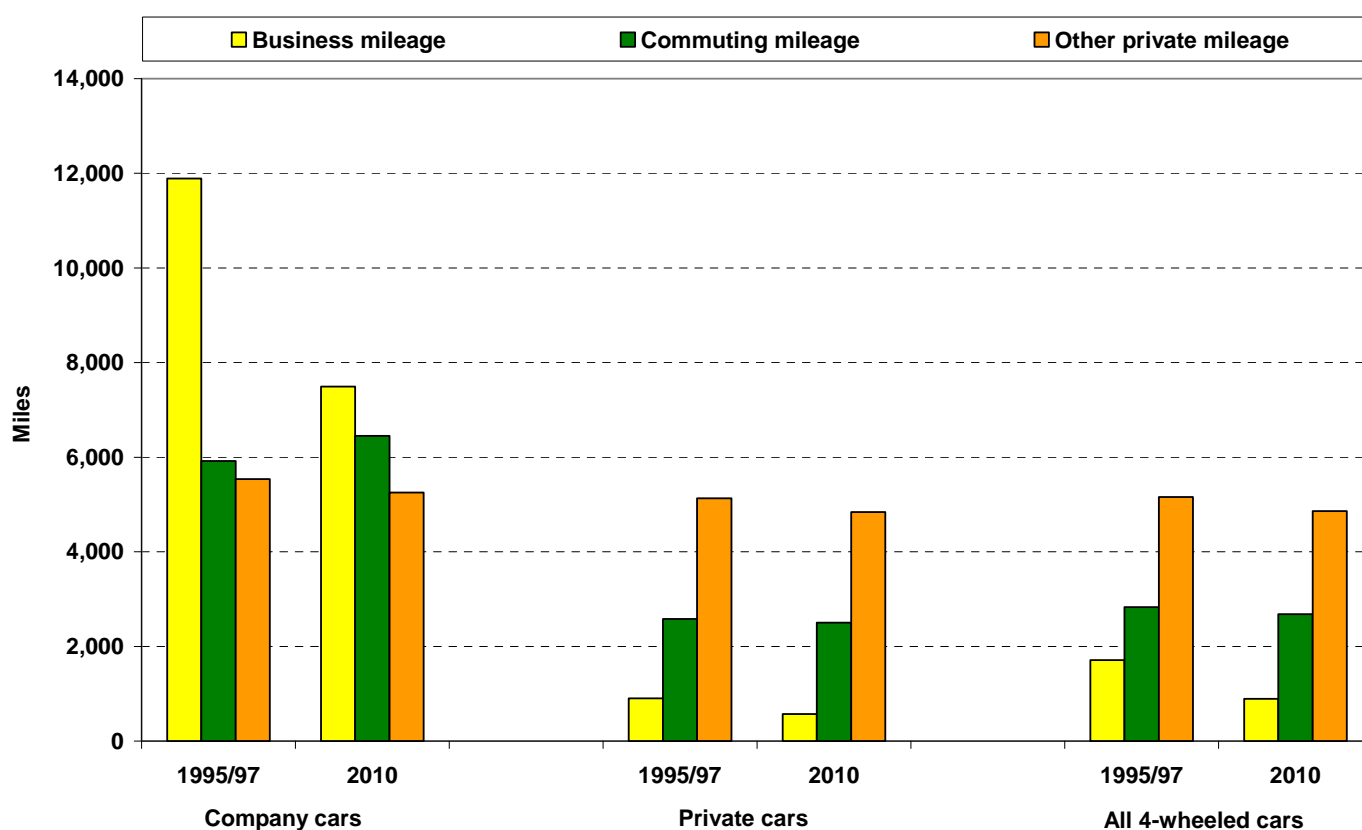
Vehicles

The NTS collects information on all vehicles to which the household has access. This section contains data on household vehicle characteristics and usage, including car occupancy.

Mileage

- The estimated average annual mileage per car has decreased as the number of cars per household has risen, falling from about 9,700 in 1995/97 to 8,430 in 2010.

Annual mileage of 4-wheeled cars by type and trip purpose: Great Britain, 1995/97 and 2010 (NTS web table NTS0901)



- In 2010, the average company-owned car travelled more than twice as far as the average privately owned car (19,190 miles and 7,910 miles respectively). However, the proportion of cars which are company cars has fallen slightly from 7% in 1995/97 to 5% in 2010. 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. Although there has been a declining trend since 2007 in the total annual mileage of company cars, in the past year it increased by 4% to 19,190 miles.
- Estimated annual business mileage of all 4-wheeled cars has fallen by 48% from 1,710 miles in 1995/97 to 890 miles in 2010. For company-owned cars only, business mileage has fallen from 11,890 in 1995/97 to 7,490 in 2010.
- Estimated annual commuting mileage of all 4-wheeled cars has fallen by 5% from 2,830 miles in 1995/97 to 2,680 miles in 2010. However, there was a 6% rise in the past year. For company-owned cars only, commuting mileage increased by 9% between 1995/97 and 2010, from 5,920 to 6,450 miles.
- In 2010, the estimated average annual mileage was higher for diesel cars than petrol cars, at 11,540 miles and 7,370 miles respectively. This gap has narrowed since 1995/97 as the average mileage has fallen more for diesel cars than for petrol cars over this period.
- Total annual car mileage was estimated to be in the band 5,000–6,999 miles for a fifth of all cars. The second most common band was 9,000–11,999 miles (18%). Overall, 12% of respondents estimated that their car's annual mileage was over 15,000 miles.

Car occupancy

- Occupancy rates have remained fairly stable since 1995/97 at around 1.6 occupants per car driver stage. However, occupancy rates vary by purpose of journey, being lowest for commuting and business (1.2 in 2010) and higher for holidays/day trips and education (2.0 persons per vehicle).
- The 'single occupancy rate' is defined as the proportion of car driver 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 2010, 61% of car driver stages were single occupancy. This figure was much higher for commuting and business trips (both 86% in 2010) and much lower for education (36%).
- Of all car driver and passenger stages in 2010, 40% were drivers travelling alone, 25% were drivers travelling with passengers and 35% were passengers. These figures are fairly consistent over time.

Satellite navigation technology

- In 2010, 32% of cars had satellite navigation technology; most of which were hand-held/plug and go systems rather than integrated systems.

Parking

- In 2010, 59% of household vehicles were parked overnight on private property but were not garaged. This proportion is highest in rural areas (67%) and declines as settlement size increases, down to 50% in London.
- Conversely, the proportion of vehicles parked on the street overnight ranges from 37% in London to 11% in rural areas.

Detailed statistics (tables and charts) on “Vehicles” can be found on National Travel Survey 2010 web page at: <http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010>, table numbers [NTS0901 to NTS0908](#).

Background notes

1. Further information about the National Travel Survey can be found at:

<http://www.dft.gov.uk/statistics/series/national-travel-survey>

2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:

<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:

<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>

National Travel Survey: 2010



Notes & Definitions

Background to the National Travel Survey

The 2010 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 primarily designed to track long-term development of trends in Great Britain; therefore care should be taken when drawing conclusions from short-term changes. 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 people in all age groups, including children.

National Statistics

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

Response Rates

Only households classed as 'fully co-operating'¹ are included in the response calculations. A national response rate of 60% was achieved in 2010. This is equivalent to an achieved sample rate (ASR) of 54%. The ASR includes those households classified as ineligible in the denominator.

¹ For a household to be classed as fully co-operating, the placement interview had to be fully completed and filled in Travel Diaries had to be collected for all household members.

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.

Trips: The basic unit of travel, a trip, is defined as a one-way course of travel with a single main purpose.

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.

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.

Car and car/van: both include 4-wheeled and 3-wheeled cars, 4x4 vehicles, light vans and lorries.

Rail: includes surface rail (National 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.

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

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, e.g. 1995/97. Details of sample sizes are given in "NTS main sample numbers: 1995 to 2010" at:

<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-sample.xls>

Combined years: As the sample size for some types of analysis can be small for one year, some tables show a number of years of combined data to ensure the results are robust. The title of the table will show the years which are combined, for example 2006/10.

During 2010, 8,100 households participated fully in the survey by providing information via interview and completing a seven day travel diary. An additional 700 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.

All published tables show the unweighted sample size on which the weighted results are based. For trip data these are based on the unweighted diary with short walks grossed up.

Standard errors

As 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 standard errors for selected key statistics derived from the 2009 NTS are published at: <http://assets.dft.gov.uk/statistics/series/national-travel-survey/stderror2009.xls>

A note explaining the methodology used to calculate the 2009 NTS standard errors is published at: <http://assets.dft.gov.uk/statistics/series/national-travel-survey/stderror2009.pdf>

Technical reports

The National Travel Survey 2010 Technical Report includes details on sampling, fieldwork, data processing, weighting and a full set of the questionnaires. Technical reports for the NTS are normally published annually, with an extended version published every 3 to 4 years. The 2008 Technical Report is an extended version. The 2010 Technical Report can be found at: <http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>

Note on 2007 and 2008 trip data

The travel diary was redesigned for the 2007 survey to make it more appealing to respondents and easier for them to use. However, this change to the diary seems to have caused a fall in short, incidental trips reported in 2007. 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 apparent under-recording of trips in 2007 mainly affects short trips, it has little impact on the average distance travelled overall, which remained fairly constant in 2007. Under-recording of short trips continued in 2008, although the difference compared with earlier years was less pronounced than in 2007.

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.

Publications and unpublished data

The most recent editions of all NTS publications are available on the National Travel Survey web page at: <http://www.dft.gov.uk/statistics/series/national-travel-survey>

Key results are normally published annually. Personal travel factsheets covering specific topics are published periodically. The most recent factsheets published cover the following topics:

- *Commuting and business travel* (based on 2009 data)
- *Health-related travel difficulties* (based on 2008 data)
- *Use of public buses* (based on 2008 data)
- *Travel in urban and rural areas* (based on 2008 data)
- *Vehicles* (based on 2008 data)
- *Travel to school* (based on 2006 data)

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- *Shopping* (based on 2005 data)
 - *Cycling* (based on 2005 data)
 - *Walking* (based on 2005 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.

Symbols and conventions

Symbols: The following symbols have been used throughout:

- .. = not available
- = negligible (less than half the final digit shown)
- * = sample size too small for reliable estimates
- . = not applicable
- 0 = nil
- r = revision
- | = break in series

Units: Figures are shown in italics when they represent percentages.

Rounding: 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.

Weeks: It is assumed that there are 52.14 weeks in a year.

Acknowledgements

The 2010 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.

Appendix A - 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.

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 and car/van both include 4-wheeled and 3-wheeled cars, 4x4 vehicles, light vans and lorries.

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

Light Rail includes the Tyne & Wear Metro, Docklands Light Railway, Manchester Metrolink, Glasgow Subway, Sheffield Supertram, Blackpool Tramway, Croydon Tramlink, Nottingham Express Transit (NET) and Midland 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, and in some tables this is split into London and non-London bus services, but excludes express services, excursions and tours (non-local bus).

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, minibuses, 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 by distance. 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.

Escort trips - 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' and 'car/van' 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.