

DATA LAYOUT

VEHICLE RECORDS 1985/86 NTS

Variable Number	Description	Format
	<i>Record Indicator</i>	1 3
psuid	PSU id	14
h88	Household serial no.	18
v1	Vehicle Reference Number	12
v2	Vehicle Availability	11
v3	Type of vehicle	12
v9	Main Driver Person Number	12
v15	Taxation Class	12
v45	Estimate of Annual Mileage (unbanded)	15
v46	Estimate of Annual Mileage	12
v61	Why Was Vehicle Not Used	11
v84	Person with daytime access	12
v85	Vehicle Registration	12
v86	Engine Capacity (cc) (unbanded)	14
v87	Engine Capacity (cc)	12
v88	Type of Fuel	11
v89	Registration Letter	12
v90	Year of first registration	12
v91	Vehicle age	12
v92	Rank of car in household	11
v93	Vehicle's total mileage	12
v94	Mileage in travel week	12
v95	Mileage in travel week (unbanded)	15
v96	Ineligible mileage	12
v97	Eligible mileage	12
v98	Eligible mileage (unbanded)	15
v99	Fuel purchased (litres)	11
v100	Fuel purchased (litres) (unbanded)	13
v101	Fuel Cost (unbanded)	13
v102	Fuel Cost	11
v103	Purchase/Hire Costs	11
v104	Firm paid running cost	12
v105	Firm-paid mileage	11
v106	Form of Mileage Payment	11
v107	Summary of firm benefits	12
v108	Income Tax penalties/benefits	11
v109	Other benefits	11
v110	Company-car summary (TRRL)	12
v111	Company car summary	11
v120	Company Car Summary (STA5)	11

NO. OF VARIABLES

P (Area)	14	1-14
Household	57	5,7,8,10,12-29,35,45,46,49-77,83,88,89
Vehicle	37	1-3,9,15,45,46,61,84-111,120
Individual	70	1-7,48-59,78-80,92,106,126,146,164-207
Day	2	1,2
Journey	23	3,4,14,23-42
Stage	25	1,2,7,8,15,17-19,21-37

FORMAT

P (Area)

P(N),N=1,NUMP)

('1',I4,I2,2I4,3I2,2I1,I2,4I2)

Household

P(1),VEH,IND,(H(N),N=1,NUMH)

('2',I4,2I2,I1,2I2,I1,I2,22I1,I2,5I1,5I2,2I1,I2,2I1,5I2,6I1,I2,2I8)

Vehicle

P(1),(V(N),N=1,NUMV)

('3',I4,I2,I1,3I2,I8,I2,I1,3I2,I5,I2,I1,3I2,I1,2I2,I8,2I2,I8,I1,2I8,3(2I1,I2),2I1)

Individual

P(1),JNY,(I(N),N=1,NUMI)

('4',I4,2I2,3I1,2I2,7I1,8I2,2I1,7I2,8I1,3I2,I1,9I2,I5,5I2,I5,5I2,I5,I2,2I1,I2,2I1)

Day

P(1),D(1),D(2)

('5',I4,2I1)

Journey

P(1),(J(N),N=1,NUMJ)

('6',I4,I2,3I1,6I2,I4,2I2,I4,3I2,2I1,4I2)

Stage

P(1),(S(N),N=1,NUMS)

('7',I4,3I2,I1,I2,3I1,2I2,I1,2I2,I8,2I1,3(I2,I8),2I2,I8)

1985/86 NATIONAL TRAVEL SURVEY

P (AREA) RECORDS

Variable Number	Description	Format
	Record indicator	1
psuid	PSU id	I4
p2	Planning Region / Class	I2
p3	PSU rank no – region based	I4
p4	PSU rank no – time based	I4
p5	Type of area	I2
p6	PSU Pop. Density (Pers/hect)	I2
p7	LA Pop. Density (Pers/hectare)	I2
p8	OAP Bus Scheme	I1
p9	Eligibility for scheme	I1
p10	Type of concession	I2
p11	Membership fee	I2
p12	Times available	I2
p13	Areas available	I2
p14	Modes additional to bus	I2

HOUSEHOLD RECORDS

Variable Number	Description	Format
	Record indicator	2
psuid	PSU id	I4
	No. of vehicles	I2
	No. of individuals	I2
h5	Travel Week End Day	I1
h7	Travel Week End Date (Month)	I2
h8	Number of calls	I2
h10	Final Allocation Week	I1
h12	Address Type	I2
h13	Walk time to bus stop	I1
h14	Frequency of bus service	I1
h15	Walk time to Railway Station	I1
h16	Bus time to Railway Station	I1
h17	Type of Railway Station	I1
h18	Walk time to doctors	I1
h19	Bus time to doctors	I1
h20	Walk time to Post Office	I1
h21	Bus time to Post Office	I1
h22	Walk time to chemist	I1
h23	Bus time to chemist	I1
h24	Walk time to grocers	I1
h25	Bus time to grocers	I1
h26	Walk time to High St shops	I1
h27	Bus time to High St shops	I1
h28	Walk time to hospital	I1
h29	Bus time to hospital	I1
h35	Number of Bicycles	I1
h45	Telephone	I1
h46	Vehicles acquired since last seen	I1
h49	Allocation week status	I1
h50	Type of tenure	I1
h51	Length of residence	I2
h52	Number of household cars	I1
h53	Number of motorcycles	I1
h54	Number of vans/lorries	I1
h55	Number of cars light/vans	I1
h56	Car/light van availability	I1
h57	H/hold vehicle availability	I2
h58	Number of people in household	I2
h59	H/hold structure (Family)	I2
h60	Household structure	I2
h61	Household structure (FES)	I2
h62	Disabled (11+) in h/hold	I1
h63	Persons with full car licence	I1

h64	Employed members (h/h qu)	12
h65	Hoh working status	11
h66	Hoh employment status	11
h67	SEG of Hoh	12
h68	Hoh – Age/sex	12
h69	Hoh industry	12
h70	Household Income	12
h71	Household Income (Semi–decile)	12
h72	Origin of H/h income	11
h73	SEG (Summary Patched)	11
h74	Number of Adults	11
h75	Number of children	11
h76	H/hold structure (Brief FES)	11
h77	Household income quartiles	11
h83	Employed in Household	12
h88	Household serial no.	18
h89	Household code	18

INDIVIDUAL RECORDS

Variable Number	Description	Format
	Record indicator	4
psuid	PSU id	I4
	No. of journeys	I2
i1	Person Number	I2
i2	Relationship to Hoh	I1
i3	Sex	I1
i4	Marital status	I1
i5	Age (unbanded)	I2
i6	Age	I2
i7	Working status (h/h qu)	I1
i48	Frequency Ordinary Bus	I1
i49	Frequency Express Coach	I1
i50	Frequency British Rail Train	I1
i51	Frequency Taxi/Mini Cab	I1
i52	Frequency bicycle	I1
i53	Frequency Air flight	I1
i54	Last Time use ordinary Bus	I2
i55	Last time used express coach	I2
i56	Last time used BR train	I2
i57	Last time used taxi/mini cab	I2
i58	Last time used bicycle	I2
i59	Last time used air flight	I2
i78	SEG Of Individual	I2
i79	Industry Type	I2
i80	Employment status	I1
i92	Work Place	I1
i106	1st ticket/pass mode(s)	I2
i126	2nd ticket/pass mode(s)	I2
i146	3rd ticket/pass mode(s)	I2
i164	Age/Sex	I2
i165	Travel difficulties	I2
i166	Difficulty going out on foot	I2
i167	Walking aids	I2
i168	Difficulty using a bus	I1
i169	Bus difficulty – get to	I1
i170	Bus difficulty – waiting at stop	I1
i171	Bus difficulty – getting on/off	I1
i172	Bus difficulty – to/from seat	I1
i173	Bus difficulty – on bus disc.	I1
i174	Bus difficulty – other unspec.	I1
i175	Difficulty using a car	I1
i176	Journeys of 25 miles or more	I2
i177	Working status	I2
i178	Annual Income (£)	I2

i179	Urban location of work	11
i180	Usual means of travel to work	12
i181	Reg of veh used to travel to work	12
i182	Driving Licence	12
i183	Driving experience	12
i184	Driver access to h/hold vehicle	12
i185	1st ticket/pass type	12
i186	1st ticket/pass mode priority	12
i187	1st ticket/pass – validity	12
i188	1st ticket/pass – use	12
i189	1st ticket/pass use (jrnys/year)	15
i190	1st ticket/ pass costs	12
i191	2nd ticket/pass type	12
i192	2nd ticket/pass mode priority	12
i193	2nd ticket/pass – validity	12
i194	2nd ticket/pass – use	12
i195	2nd ticket/pass use (jrnys/year)	15
i196	2nd ticket/ pass costs	12
i197	3rd ticket/pass type	12
i198	3rd ticket/pass mode priority	12
i199	3rd ticket/pass – validity	12
i200	3rd ticket/pass – use	12
i201	3rd ticket/pass use (jrnys/year)	15
i202	3rd ticket/ pass costs	12
i203	Access to car	11
i204	SEG (Summary Patched)	11
i205	1st ticket/pass weekly	12
i206	2nd ticket/pass weekly cost	11
i207	3rd ticket/pass weekly cost	11

DAY RECORDS

Variable Number	Description	Format
	Record indicator	5
psuid	PSU id	l4
d1	Travel day	l1
d2	Day of week	l1

JOURNEY RECORDS

Variable Number	Description	Format
	Record indicator	6
psuid	PSU id	I4
j3	Journey number	I2
j4	How Completed	I1
j14	Series of Calls	I1
j23	No.of stages(inc short walks)	I1
j24	Journey purpose from	I2
j25	Escort purpose from	I2
j26	Journey purpose to	I2
j27	Escort purpose to	I2
j28	Journey purpose	I2
j29	Overall travelling time	I2
j30	Overall travelling time (unbanded)	I4
j31	Journey start time	I2
j32	Overall journey time (mins.)	I2
j33	Overall journey time (mins.) (unbanded)	I4
j34	Journey Length (inc short walk)	I2
j35	Journey Length (exc short walk)	I2
j36	Main means of transport	I2
j37	Short walk journey	I1
j38	No.of stages excl. short walks	I1
j39	Overall travel time excl. s-walk	I2
j40	Overall speed	I2
j41	Mean travel speed	I2
j42	Escort purpose	I2

STAGE RECORDS

Variable Number	Description	Format
	Record indicator	7
psuid	PSU id	I4
s1	Stage Number	I2
s2	Mode of transport	I2
s7	Number in party (unbanded)	I2
s8	Number in party	I1
s15	Number of boardings	I2
s17	Who paid for ticket	I1
s18	Private Vehicle Occupant	I1
s19	Where Parked	I1
s21	Parking Cost(Pence)	I2
s22	Whose Vehicle?	I2
s23	Sharing/Pooling	I1
s24	Means of travel	I2
s25	Length of stage	I2
s26	Length of stage (unbanded)	I8
s27	Stage speed	I1
s28	Short walk	I1
s29	Ticket cost:fare-box	I2
s30	Ticket cost:fare-box (unbanded)	I8
s31	Ticket cost:special ticket	I2
s32	Ticket cost:special ticket (unbanded)	I8
s33	Total Cost (Pence)	I2
s34	Total Cost (Pence) (unbanded)	I8
s35	Type of ticket	I2
s36	Travel time (mins)	I2
s37	Travel time (mins) (unbanded)	I8

DEFINITION MANUAL

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SECTION 1:

TRAVEL COVERAGE & STRUCTURE

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Travel included

Personal travel

The Survey is concerned with all travel - whether by land, sea or air - within England, Wales and Scotland (*and inshore islands*) which involves a person moving from one place to another place in order for that person to reach a destination.

Work

Journeys made in the course of work are normally included in the survey since they fulfil the main requirements of a person moving in order to reach a destination.

Escorting

A journey by a person escorting another person (*e.g. driving a child to school or collecting someone from the station*) is included since the escort is presumed to have an interest in the other's purpose in reaching the destination - unlike a bus driver.

Geographical coverage

If a journey involves leaving the country by sea or air then only that part of the journey up to the airport or seaport is included. The precise area for which travel is included in the survey is England, Wales and Scotland and inshore islands. Thus Orkneys, Shetlands, Outer & Inner Hebrides, Arran, Isles of Scilly, Isle of Wight are included, but the Isle of Man, the Channel Isles and Ireland (north and south) are excluded. Journeys to places outside the area are only included up to the ticket control point at which a boat or plane is boarded. Similarly, for the return journey only that part which falls in the travel survey area is included.

Travel excluded

Delivering goods

The survey is not concerned with the movement of freight, so journeys made specifically to deliver goods in the course of work are excluded. For example, lorry drivers' journeys which are made to deliver or collect goods or vehicles are excluded. But travel in lorries is included if it is for more general travel purposes, (*e.g. getting to and from work, for social purposes, a wife accompanying her husband driver for pleasure or to make a journey of her own etc.*). See also page 11.

Crew

Journeys made by professional drivers or crew in public or commercial vehicles in the course of their work (*buses, ambulances, cranes, refuse vehicles, road repair vehicles etc.*) are excluded.

Off the public highway

Travel by road vehicle away from the public highway (*e.g. in private gardens, across parks, across open country, on private land*) is excluded. But travel to and from these places is still included. Travel on public roads in parks is included and so is travel on cycleways.

Travel by foot away from the public highway (*on footpaths and in pedestrian precincts*) is excluded unless both a) the surface is paved or tarred and b) there is unrestricted access (*so a pedestrian precinct closed in the evening is excluded and so are walks across open country on unsurfaced paths*) (See page 17).

Leisure pursuits

Yachting and other water/air trips, where they are not competitive to public transport (*i.e. made for the pleasure of going in a boat or plane rather than to get somewhere*) are excluded.

Walks

Very short walks (*of less than 50 yards*) are always excluded. So too is playing in the road by young children (*whether on foot, with a bicycle or on skate-boards*). On the first six days only walks of one mile or more are recorded but for the final day details of all walks except those of less than 50 yards are collected.

Walking journeys made as part of their occupation by employees who are paid to walk (*e.g. postmen, policemen*) are excluded. (See pages 12, 14.)

A Journey

A Journey is defined as a one-way course of travel having a single main purpose.

Usually the informant is clear what is the single main purpose of a particular trip, in which case the journey ends when the place for carrying out that purpose is reached, and other stops are ignored. *For instance, giving a friend a lift to his/her home on the informant's way home is ignored if the informant felt the main purpose of the trip was for him/her to get home.*

The simplest example of the NTS journey definition is where a journey is made to a single **place** for a single **main purpose** such as a walk to school, or a journey to work without any break in travel.

Sometimes, however, people go out for a number of reasons, or go out for one main reason but carry out a number of different activities, perhaps at different places. *For instance a trip might involve taking washing to a launderette, doing some shopping and visiting a neighbour before returning home; or travel in the course of work may be broken by a detour for lunch and some shopping; a long journey might involve staying away overnight.* Complex travel like this needs to be broken into journeys as defined above so that the data can be analysed.

In cases where there is doubt about how to divide travel into journeys and how to decide journey purpose, the relevant factors are used in the following order of importance:

- the informant's opinion about his/her purpose in making the trip
- the time spent (*e.g. 5 minutes popping into a bank would be ignored if during an hour spent shopping*)
- where went / route taken / method of travel (*e.g. a person may go by bus rather than walk - 'method of travel' - because of heavy shopping; or someone may buy bread in a particular shop because it is near the bank - 'where went'*)

In general each time a person arrives at a different *place* (other than just a stop en route, such as a bus stop or railway station) will be regarded as the end of a journey. There are two exceptions to this:

- i. If a stop is for a subsidiary purpose or a **brief call**, eg to pick up a newspaper on the way to work; and
- ii. if a stop is one of a **series of calls** for the same main purpose such as one shop as part of a shopping journey, or a short call by an interviewer/doctor/salesman on a work round.

These exceptions are described in more detail below.

Brief call

A brief call is a relatively incidental stop for a subsidiary purpose. Usually it will not take up much time in relation to the whole trip or does not require a significant diversion from the route to the main destination. It may be a stop of only a few minutes, but could be longer as long as it remained relatively incidental to the main purpose of travelling. *For instance, stopping for petrol, popping in to the bank during shopping, dropping something off at a friend's on the way somewhere else are all brief calls. But so too is stopping at a motorway service area for lunch in the course of a long journey.*

Often, people will do things on the way to a particular destination, *for instance stopping at a shop for a paper, or the post office to post a letter.* Sometimes these stops will be quite long and may be regarded as important stops which would have needed a journey in any case, *for instance doing the shopping on the way home from work.*

Whether one or more journeys should be recorded depends on the overall **purpose** of the travel, on the **time spent**, and on whether the stop on the way affects **how** the person travels or **where they go** in a significant way. If only brief calls are made, there is no need to break up the travel into shorter journeys.

Series of calls

Travel involving a continuous series of calls made for the same main purpose (*e.g. shopping, a doctor's round, a commercial traveller, an interviewer etc*) can be treated as one continuous journey between the first such call and the last one. The purpose will be FROM 'shopping', TO 'shopping' or FROM 'in course of work', TO 'in course of work' and in addition the code for 'series of calls' will be ringed. Note that the code 'series of calls' can only be used when the purpose TO and the purpose FROM are the same.

In general the 'series of calls' journey is sandwiched between two other journeys, one to the *first* such call and the other *from* the *last* call. Thus a trip to the shops might involve 3 journeys: from home to the first shop; a series of calls from the first shop to the last one; and from the last shop to home. Note that the middle journey would be ignored on days 1 to 6 if it was a walk of less than a mile.

Under certain circumstances a series of calls is divided into more than one journey. For instance a walk (or other means of transport) from one shopping centre to another is not a series of calls and counts as a separate journey. Whereas a walk within a shopping centre or precinct would count as a 'series of calls' (as long as it was on the public highway as defined on page 5). Also if one of the calls on say a doctor's round is of particularly long duration it may be better to consider it as the end of a journey with subsequent travel forming further journeys.

The reason for having the 'series of calls' code is to avoid asking informants to provide detailed information for each small bit of travel; the method of travel and the overall distance are still available for analysis. The code 'series of calls' alerts users to the fact that the travel time includes time at the calls and not travelling. For simplicity the 'time arrived' at the first call is taken as the start time for the series of calls and the 'time left' the last call is taken as the end time for the series of calls. The travel time for the series of calls is simply taken as the difference between these two and thus includes the time spent at every call.

A stage

A journey is subdivided into **stages**: a new stage is defined when (i) there is a change of form of transport

or (ii) there is a change of vehicle requiring a separate ticket.

Where travel on trains (*and occasionally buses*) is continuous and does not involve more than one ticket, changing from one train to another does not count as a separate stage, providing they were both British Rail or both underground trains. Such journeys by bus are less straightforward, because there may be a walk stage between getting off one bus and getting on the next. If the walk is an eligible stage then it must be recorded and the following bus stage is a new stage even if the same bus ticket is used (see page 42 for the treatment of costs). But a change in transport *from (e.g.) a British Rail train to an L.R.T. Underground train* must be split into its 2 stages.

Consecutive stages of a journey cannot (*by definition*) be made by the same public transport mode unless there was a ticket change.

Boardings

However it is necessary to know the number of times a person **boards** a bus or train even if it does not signify a new stage (*e.g. if a person has a season ticket for the bus and changes bus as part of the same journey*). This is important because a stage of 2 boardings for one person will be 2 stages for another.

Journeys in course of work

Moving goods

Journeys made in the course of work which are solely for moving goods (*including small packages delivered by messenger*) or for moving the vehicle itself, are excluded. These are cases where the driver's **only** purpose was to shift the goods or vehicle from one place to another. The associated outward or return trip without the goods is also excluded unless there is a different underlying purpose (*e.g. going to lunch, or starting from home to collect the first load*).

Commercial travellers

Journeys made by commercial travellers and sales reps in the course of their work are usually included since the main purpose is for **them** to reach their destination. They may make minor deliveries but if the main purpose is for **them** to visit the destination the journey would still be included. If the goods delivery of a combined visit is the main purpose (*i.e. they would not have gone there otherwise*) then the journey is excluded.

Crew and specially equipped vehicles

Journeys made by the drivers, conductors, guards, etc. of public transport vehicles (*buses, trains, taxis, aeroplanes, ferries*) during the course of their work are excluded since here, too, the driver had no purpose of his own in going to the destination. Also **excluded** are the journeys of drivers and crews in public vehicles (*fire engines, ambulances, etc*) in industrial/agricultural equipment (*cranes, bulldozers, tractors, etc.*) and journeys in specially equipped vehicles (*e.g. police patrol cars, A.A./R.A.C. repair vehicles, G.P.O. vans*) used in the course of a person's work.

People paid to walk

Journeys made on foot (*or by cycle*) in the course of work by people paid to walk (*e.g. policemen on the beat, traffic wardens, leaflet distributors, messengers, postmen, roundsmen*) are excluded. The journey to the start of their beat/round is also excluded where this is from a depot, whether it was made on foot or by any other means. The journey to the depot from home would, of course, be included.

Driving instructors

Professional driving instructors' journeys whilst teaching or driving their vehicles in the course of their work are excluded from the survey. But a pupil's journeys whilst learning (*driving*) are included (page 26) and so too are those of friends/relatives who are giving friendly instruction or practice.

Note that where a person's occupation is such that journeys in the course of his work are excluded, his other journey's (*including to and from work or to the cafe for lunch*) are still included.

Occupational groups to be advised

Journeys in the course of work for certain occupational groups are excluded because the job is in one of the following categories

- moving goods
- crew and special vehicles
- people paid to walk

Other journeys (such as getting to and from work, going to and from a cafe for lunch etc) are of course included. Journeys in the course of work are excluded for the following occupations:

- A.A./R.A.C. men
- Aircraft pilots and crew
- Ambulance workers
- Bus drivers, conductors

Cleaners (*domestic, office, window, etc.*) - Exclude if equipment carried on job

Crane drivers, etc.

Driving instructors

Engineers (*electric, gas and telephone*) - Exclude if using commercial vehicle

Firemen

Garage drivers - Exclude if using commercial vehicle

Leaflet distributors
Lorry and van drivers - Exclude if for purpose of collecting/delivering goods (or vehicle).

Messengers
Policemen
Postmen

Refuse collectors
Roundsmen (*milk, papers, etc.*)
Road repair workers

- Exclude if using
commercial vehicle

Taxi drivers
Traffic wardens
Train drivers, guards

People in certain other occupations also need to be advised about journeys in the course of their work in order to simplify what they write in their Travel Records:

commercial travellers — see pages 9, 11 and 15
doctors — see pages 9 and 15
interviewers — see pages 9 and 15
sales representatives — see pages 9, 11 and 15

Usual place of work

For most people their usual place of work is fairly obvious but some special cases need to be noted.

Work at or from home

Some respondents will work at home or in the same building (*e.g. live above shop premises or do consultancy work at home*). Their usual place of work is home and they cannot make journeys to/from work. Journeys they make as part of their job are journeys 'in the course of work'.

Others work from home (*e.g. freelance interviewers*) and again all their work journeys are journeys in the course of work.

Travelling workers

Some travelling workers make regular calls to an office base (*e.g. commercial travellers*). If they do so regularly on at least 2 consecutive days per week (*for at least 4 recent consecutive weeks*) the base is classified as their usual place of work. Journeys to that place are then journeys to work; their remaining work trips are in the course of work. Consecutive working days include Friday (or Saturday)/Monday where appropriate.

Site or road repair workers

Site workers (*i.e. people such as building workers who work on site for a few days, weeks or months and then move to another site*) take the site as their usual place of work providing they go there 2 consecutive days per week or more (*for at least 4 consecutive weeks*); otherwise all their work journeys should be treated as in the course of work. Road repair workers who visit the same place or places regularly are not treated as having a usual place of work unless they visit their depot on at least 2 consecutive days per week (etc.).

Two work places

A person might have two work places he or she visits regularly (*2 consecutive days per week or more, etc.*). only one of these can be treated as the usual place of work (*i.e. the main work place*), the one visited most frequently. If a person has two **jobs**, and regularly visits 2 places of work, again it is the one most frequently visited which is the usual place of work. If both are visited with the same frequency the one furthest away from home is the usual place of work.

For a person who only **works on one day per week** (*or less*) the same rules apply except that, instead of the 2 days a week rule, the basis for deciding whether the person has a usual work place is whether he or she goes to the same place on 4 consecutive occasions (*e.g. weeks*).

Walking

Walks away from the public highway

To be included, walking must be 'on the public highway' i.e. along any public road, its associated footpath, or on a paved or tarred footpath or public area with unrestricted access. Walking within pedestrian precincts is generally excluded. Walking a dog or just taking a stroll is included in the survey if it takes place on a public highway. If someone walks to the park then that part of the journey made on the public highway would be included. In this case it is likely that the 'Round trip' rule will apply (*See page 18*).

Walks of 1 mile or more

Whether made as a complete journey or as part of a journey walks of 1 mile or more are included in the survey whenever they occur during the travel week.

Walks under 1 mile

Shorter walks, i.e. those of 50 yards or more but less than 1 mile, are included only on the final day of the travel week.

WALKS OF LESS THAN 50 YARDS ARE ALWAYS EXCLUDED

Street play

Children's street play is also excluded unless it involves a definite journey from one place to another.

Connecting walks

Walking between modes of transport (*e.g. from bus to train*) is included under the same conditions as other walks, as outlined above.

Round Trips

A round trip is a journey where the origin and destination of the journey are the same place and where there is no natural break to distinguish the outward part of the journey from the return part. For travel recording purposes the round trip is split into 2 journeys taking a convenient point about half way round as a notional stopping point for the outward destination and return origin. This rule applies whether the journey was made on foot, by motor vehicle or by any other method of transport. Because a round trip is divided into 2 journeys, the qualifying distance for inclusion of a walking round trip has to be doubled, ie. 100 yards on the last day and 2 miles on the first six days.

SECTION 2:

JOURNEY PURPOSES

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Purpose from/to

The purpose of a journey is governed by what the person did at the end of the journey. So a person who goes to the shops will have made a journey for the purpose of *shopping*.

But if we merely give one code to each journey according to the destination purpose then about half of all journeys would be coded as *home* and we would not know why those return journeys had occurred, i.e. why the person made the outward trip. So each journey is coded to indicate the purpose **from** as well as the purpose **to**.

The 'purpose from' can be thought of as the reason for being at the place where the journey begins.

For example a journey from home to work is coded as:

<i>from</i>	Purpose	<i>to</i>
01	Home	01
02	Work	02

A journey from work to go shopping is coded as:

<i>from</i>	Purpose	<i>to</i>
01	Home	01
02	Work	02
05	Shopping	05

A journey made from one friend's house to another friend's house has the same purpose both to and from:

<i>from</i>	Purpose	<i>to</i>
09	Visit friends	09

A return journey is recorded as a separate journey with reversed to/from purposes. So a journey home from work (i.e. the reverse of the first journey recorded above) is coded as:

<i>from</i>	Purpose	<i>to</i>
01	Home	01
02	Work	02

A journey can only have one purpose 'from' code and one purpose 'to' code. The one exception is the 'escort/accompany' code. Details on the use of this code are given on page 28. (The 'series of calls' code is not a purpose code, and can be used to qualify journeys as described on pages 9 and 31.)

Deciding the main purpose

The main purpose of a journey is defined as that purpose without which the journey would not have been made. If a subsidiary purpose was included at a stop along the way which is not important enough to be treated as a separate journey by the above definition, then it is disregarded. And if the person did two things at the end of the same journey, only the main one is used to determine the 'purpose to' for that journey and consequently the 'purpose from' of the next journey. (See page 7 for guidelines on how to decide the journey purpose).

In identifying the main purpose, priority should generally be given to **work or education** over any other purpose; and **shopping or personal business** should have priority over purposes other than work or education.

The purpose categories

HOME - 01

Home is defined as the **sampled address** at which (by definition) the respondent is living at the time of the placement interview.

The code 'home' should only be used when the person leaves or returns to the sampled address. It does not apply to other people's homes where these are visited.

If someone is temporarily away from the sampled address (e.g. staying with friends or in a hotel) the journeys to and from that temporary residence are not coded as 'home', but are coded according to the purpose of the temporary address (see e.g. holiday base).

WORK - 02

This code should only be used for journeys to or from usual place of work (as defined in page 15). All other work journeys must be coded 'in course of work'. Thus the 'work' code is not used for:

- (a) Persons who have no usual place of work (e.g. some site workers) - use 'in course of work'
- (b) Persons who work from or mainly at home - use 'in course of work'
- (c) Persons doing unpaid voluntary work - use the 'Entertainment/public social activities' code.

For those who have more than one place of work, the 'work' code is only used for journeys to/from the one that qualifies as the usual place of work according to the rules given on page 15. Journeys to the other work places are coded as 'in course of work' journeys.

A journey, for example, made at lunchtime from work to shops is coded 'from work/to shops'. Similarly a journey from a person's usual place of work to another office as part of his job is coded as:

from	Purpose	to
(02)	Work	02
03	In course of work	(03)

IN COURSE OF WORK - 03

This applies to all journeys made as part of a person's paid job which are to/from a place other than the usual place of work. Thus all work-related journeys of people without a usual place of work or who work from home are coded 'in course of work'.

Journeys made during working hours not connected with the person's job (e.g. shopping) are not included as 'in course of work' journeys. Journeys made outside the person's working hours which are part of his job are included, however.

Journeys made to collect or deliver goods of any kind during the course of a person's work should not be included in the survey at all. 'In course of work' applies only to those journeys which require the **person** to move him/herself from one place to another. (See page 11).

A visit to a hotel (or other overnight stopping place), as a base for business trips, should be coded 'in course of work'.

EDUCATION - 04

This applies to journeys of school children and students to their schools/colleges. It is used for full-time students, students on day release and part-time students following vocational courses (i.e. to do with career or occupation).

Journeys to and from schools/colleges by teachers as their places of work are not included here but are coded as 'work' journeys.

Journeys to schools/colleges by other people attending meetings (e.g. P.T.A.) or following leisure time pursuits (e.g. evening classes) are not included here. They are coded as personal business or into one of the recreational codes as appropriate.

SHOPPING - 05

All journeys to shops are included here whether anything was bought or not, even where there was no intention to buy (i.e. window shopping only).

Frequently a shopping trip will consist of three journeys; i) one to the first shop, ii) a 'series of calls' defined on page 8 and 9 from the first to the last shop, and iii) a journey from the last shop. If the middle journey is a short walk (less than a mile on days 1-6 or less than 50 yards on day 7) it is excluded. There is no middle journey if only one shop is visited or if all the shops are in a precinct off the public highway (see pages 5 and 9).

The code 'shopping' does not apply to service shops (e.g. hairdressers, opticians), which are included as 'personal business'. Quite often people combine purposes and do both shopping and personal business (a visit to a bank, hairdresser, launderette etc) in the same trip. If these purposes are both carried out in the same (high street) shopping centre then there should be just one 'series of calls' journey from the first shop/service to the last shop/service. The 'from' and 'to' codes must be the same and must both refer to the single main purpose of visiting the shopping centre, (see page 7 for guidelines on how to determine the purpose).

PERSONAL BUSINESS - MEDICAL - 06

This is used if the journey is made to consult about or receive medical treatment on the person's own behalf. It includes visits to the doctor, dentist, optician, chiropodist and hospital (but not just to visit). Journeys connected with the health of other people (e.g. to collect a prescription for a relative) are not included here. Nor are journeys to medical services other than for personal medical reasons. These would be included under "Personal Business - other".

PERSONAL BUSINESS - OTHER - 07

This applies to visits to services, e.g. hairdressers, launderettes, drycleaners, betting shops, solicitors, banks, estate agents, and libraries (to borrow books).

It applies to journeys which the person makes for his or her own benefit which are not sport, entertainment or social. Visiting a house for sale, for example, would be in this category. Attendance at funerals, weddings, etc. and at general church services is coded as personal business.

Also included are an old person going to a day centre and a child going to a childminder or nursery/playschool. (The parent taking the child would be coded 'escort' as well as 'personal business - other'.)

EAT/DRINK - 08

This applies to journeys to places selling snacks/meals/drinks and **only** then if the main purpose was to eat/drink there. It does not apply to a journey to order or collect a take away meal (which is shopping). It should not be used where the main purpose was to dance, to watch a show, to attend a formal dinner etc. In these cases the 'entertainment' or a 'social' code would apply. Necessary meals taken on day trips should also be ignored. Meeting friends over dinner/drinks, where the main purpose was to meet, should be coded as 'other social'.

VISIT FRIENDS/RELATIVES AT HOME - 09

This applies to journeys to visit friends, relatives and acquaintances whether these be for pleasure or social obligation. If this is to a private home for a period not exceeding 3 nights, code 'Visit Friends'. If as above but 4 or more nights, code 'Holiday Base'.

OTHER SOCIAL - 10

This code is used if the visit is to meet friends (etc.) elsewhere than in a private home (or temporary residence) but where the main purpose is still to socialise with the particular persons, rather than visit a particular place. 'Eat/drink' or 'entertainment' or '(Day) trip' or 'personal business - other' (e.g. hospital visiting) would be appropriate if this was the main purpose when meeting friends.

An institution or hospital is counted as a private home if and only if it is the usual residence of the person being visited.

ENTERTAINMENT/PUBLIC SOCIAL ACTIVITIES - 11

This is a wide category including all types of entertainment, public social activities and unpaid voluntary work such as:

- cinemas, theatres, dances and bingo art galleries, museums and libraries (*browsing*)
- political meetings, trade union meetings etc
- club activities including those connected with voluntary work
- non-vocational evening classes and keep-fit classes

It also applies to journeys to watch sports, or to take part in certain indoor sports and games like table tennis, darts and snooker, even though these can sometimes be quite active and quite serious sports.

SPORT (*Participate*) - 12

This applies to all outdoor sports, or sports which normally take place outdoors (*so indoor tennis and indoor athletics are included here*). It also includes squash, badminton, swimming, boxing, wrestling, judo and karate (even though they are sometimes just for pleasure). It excludes indoor games such as darts and snooker.

If the journey combined watching and participating, participation takes priority for coding purposes.

HOLIDAY BASE - 13

This applies to journeys made to/from any holiday (*but only that part of the journey made in Gt. Britain, if the journey took the person out of the country*).

'Holiday base' applies to a stay of at least one night in a hotel, boarding house, caravan, holiday cottage etc. for leisure/recreation purposes. 'Holiday base' is also used for a stay of 4 or more nights with friends or relatives.

In the case of a day trip or other journey made whilst away on holiday, the return destination 'Holiday base' is used if the overall stay qualifies the destination as 'Holiday base'.

(DAY) TRIP/JUST WALK - 14

This applies to journeys for pleasure purposes within a single day (*i.e. no overnight stop*) not codeable as social, entertainment, etc. It applies where the journey itself is the pleasurable activity (*e.g. scenic drive*).

Day trips will often need to be treated as round trips (*see page 18*).

Walking pleasure trips are included providing they are of the appropriate length (*see page 17*) on public highways. Taking a dog for a walk is also coded here.

If a person uses a boat, or aeroplane merely for the pleasure of boating or flying, rather than for a definite journey which is potentially competitive to public transport, it is excluded from the survey.

Walking journeys of the appropriate length by children on public roads whilst going to play are coded here. But playing in the street is not included in the survey.

OTHER - 15

There are very few journeys which cannot be coded into one of the named purpose categories. Persons learning to drive is one exception.

Escort/accompany

ESCORT/ACCOMPANY - 1

The 'escort/accompany' code is used when a person has no purpose of his or her own other than to escort or accompany another person. In such cases it is necessary to know the purpose of the person being accompanied as well as the fact that the main purpose of the journey is to accompany someone, so whenever the 'escort/accompany' code is used, another purpose code must be used as well.

For example a mother taking her child to a childminder would be coded:

<i>from</i>	<i>Purpose</i>	<i>to</i>
(01)	Home	01
	Personal business	
07	- other	(07)
<hr/>		
(1)	Escort/ accompany	(1)

If she then went on to work her next journey would be coded:

<i>from</i>	<i>Purpose</i>	<i>to</i>
02	Work	(02)
	Personal business	
(07)	- other	07
<hr/>		
(1)	Escort/ accompany	1

Note in this example that 'escort/accompany' is coded to indicate the reason for coming from the destination, even though no escorting or accompanying was done on the journey.

The 'escort/accompany' code should **only** be used if the person had no purpose of his/her own. Thus in the above example the child would be coded TO 'Personal business -other' and **not** coded 'escort/accompany'. If there is any doubt whether the person had a purpose of his/her own then the 'escort/accompany' code is not used. For example if a husband drives his wife to the shops and stays with her then he is regarded as shopping, and the 'escort/accompany' code is not used, since it would be difficult to distinguish whether he was escorting, accompany or actually shopping (which includes 'window shopping'). In the case of a young girl with her father on a shopping trip the girl would be coded 'escort/accompany' if she had no purpose of her own in being there other than to be with her father. However, if he was say buying her a coat and it was necessary for her to be there to try it on then she would be coded 'shopping' only, and not coded 'escort/accompany'.

There may sometimes be doubt about the use of the 'home' code. For example a mother who picks up her son from school to take him home has two purposes, both to escort the boy home and to go home herself. The rule in these cases is that if the journey involves escorting or accompanying someone from A to B (rather than going to B to pick someone up say) then 'escort/accompany' should be coded at both ends of the journey. Thus a wife driving to the station to pick up her husband from work and bring him home would be coded on the outward journey FROM 'home' TO 'work' and 'escort/accompany'. And her return journey would be coded:

<i>from</i>	<i>Purpose</i>	<i>to</i>
01	Home	(01)
(02)	Work	02
<hr/>		
(1)	Escort/ accompany	(1)

If the person being escorted or accompanied is a **non-household member** the same rules apply so that the purpose codes used are the ones applicable to the non-household member. In this special case the 'home' code is used to mean the home of the person being escorted and not the sampled address. Thus a woman taking her relative home after a visit would have her journey coded:

<i>from</i>	<i>Purpose</i>	<i>to</i>
01	Home	01
09	Visit friends	09

1	Escort/ accompany	1
---	----------------------	---

Series of calls

The code on the journey record for 'series of calls' is used when the journey consists of a number of trips between one place and another such as a shopping journey, or a doctor on his/her round. Its main use is to indicate that Travel Time is not just the time spent travelling but also includes time spent at shops or patients' houses or other calls.

The code is used mainly when the purpose is either FROM and TO 'Shopping' or FROM and TO 'In course of work'. It can only be used when the purposes FROM and TO are both the same. (See page 9 for further details).

SECTION 3:

STAGE METHODS OF TRAVEL

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Private and public transport

Journeys must be split into stages whenever there is a change to a new form of transport or a change of ticket. (See page 10)

Some forms of transport are defined as **public** insofar as they are generally available for public use (*e.g. trains, buses, taxis*). Others are classified as **private** insofar as they are restricted to that person or his or her friends/relatives (*e.g. private car, motor cycle*) or to a restricted group of people (*e.g. ambulance or school bus*).

Sometimes the distinction between public and private is difficult for buses and coaches. The important point is not who owns the bus but who can use it - the general public or just a special group of people. So included in public transport are excursions and tours as long as anyone can use them. On the other hand a coach which is for instance used for the members of a club, or for the employees of a firm or for the pupils of a school is counted as private transport whilst it is being used in that way.

Private transport stages - no details needed

There are three categories of private transport (*walk, bicycle, and private (hire) bus*) for which no supplementary information is required. These first three methods are defined first and the remaining (*private*) transport methods are defined later.

WALK - 01

This is fully defined on page 17. Riding in prams, pushchairs or on toy bicycles is also regarded as walking.

BICYCLE - 02

This includes all forms of bicycle or tricycle not mechanically propelled, with the exception of children's toy bicycles or tricycles not primarily intended for use as a means of transport. Children who accompany their mother on a visit to the shops on these bicycles (*where mother is walking*) are coded as having walked there.

PRIVATE (HIRE) BUS - 03

This includes buses which are owned by employers or schools and used solely for their employees or pupils.

It is a bus which (for the journey in question) can be used only by a certain group of people, such as the employees of a particular firm. It may or may not be hired specially for the occasion.

It includes bus tours for particular groups of people and small vehicles used as minibuses if not available to the general public.

Private transport stages - details needed

CAR, OR MOTORCYCLE COMBINATION - 04

All three or four-wheeled cars are included. It includes vans which have side windows to the rear of the driver's seat. It includes estate cars and shooting brakes, (but not land rovers or jeeps, nor motorised caravans or dormobiles, nor motorised invalid carriages). It includes hire cars (*but not if the driver is provided when it is a form of public transport and coded as taxi*).

Motor cycle (or scooter) combinations come into this category (*i.e. those with a side-car*).

MOTOR CYCLE, SCOOTER, MOPED - 05

This category comprises all two-wheeled motorised vehicles used for private transport and capable of carrying only one or two persons including the driver. Motor cycle combinations are not included here, they are coded with 'cars'.

VAN OR LORRY - 06

A van is a three or four-wheeled motorised vehicle with no side windows to the rear of the driver's seat. Land Rovers and jeeps are both included in this category, but motorised caravans and dormobiles are included as 'other private transport'.

OTHER PRIVATE - 07

This is for invalid carriages, wheelchairs, ambulances, caravans, dormobiles and horses etc.

Public transport stages

The distinction between public and private is defined on page 34.

ORDINARY BUS - 08 and 09

This covers those regular bus services which provide short distance travel within a locality or, in the country, which serve every place on the route. Local public service buses generally operate over fairly short routes within urban or suburban areas or link nearby towns with outlying villages. The intervals between stops are relatively short, and the speed of the bus is relatively slow.

The category is subdivided according to whether the bus was London Transport or not. LRT buses are mainly red and cover a wide area including outer regions of London.

COACH/EXPRESS BUS - 10

These usually operate from town centres and connect only a limited number of places on route. They are characterised by long intervals between a limited number of stops. The minimum fare is quite high and coaches will generally have a higher standard of comfort than ordinary local buses. The London Green Line service (now taken over by National Bus Company) is included here. And so, too, are the express buses to and from airports.

Some bus companies run what they call 'express buses' but which do not run between town centres and are essentially 'ordinary buses'. These are coded as 08 or 09.

EXCURSION/TOUR BUS - 11

This category covers vehicles, usually coaches, used for excursions or tours for fare paying passengers. They are usually arranged and publicly advertised for specified times and days. Normally these services are used for summer holiday journeys, but they may also be trips to sports fixtures or exhibitions, providing that they are generally accessible to all members of the public. If they have been arranged by and are restricted to a particular group, code as 'private (hire) bus'.

LRT UNDERGROUND - 12

This covers those train services operated by London Regional Transport. Not all of these operate under the ground. The Waterloo/City underground line is coded under BR Train. The Glasgow underground system and the Tyne and Wear Metro come under "other public transport".

BR TRAIN - 13 and 14

This category includes all train services with the exception of the underground networks operated by London Regional Transport, Tyne and Wear Metro and by the Greater Glasgow PTE. Other underground services, such as those in the Merseyside conurbation, are operated by British Rail.

The Glasgow underground system, the Tyne and Wear Metro and other railway services not operated by British Rail or London Regional Transport (*such as the Bluebell Line, Romney, Hythe and Dymchurch and the Ffestiniog*), are all classified as "other public transport" as long as they do in fact provide a regular public transport service. Non-purposive rail travel (*at fun-fairs, for example*) is irrelevant to the survey.

The classification distinguishes between first class and second class travel by British Rail.

TAXI/MINICAB - 15

This code includes minicabs and other hire cars where a driver is provided.

OTHER PUBLIC TRANSPORT - 16

This is a residual category covering those means of public transport not specified elsewhere. Travel by water, air, or privately-run trains is classified here.

No. in party

The number in the party for car or motorbike stages refers to the number of occupants for the largest part of the time.

For 'private (hire) bus' it is the total number in the bus, and for public buses and for walks it is the number of people who "decided" to travel together.

Travel time/journey time

The **travel time** for the stage is the time spent on this method of travel, excluding waiting and excluding other methods of travel. The **journey time** is the difference between the time left and time arrived and is often greater than the sum of the travel time for each stage, since it includes waiting time, and ineligible travel (short walks, off the public highway etc).

For stages other than those which are a 'series of calls' the travel time is used, for instance, to calculate speed of travel.

SECTION 4:

PUBLIC TRANSPORT STAGES

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Stage Cost

A trip can be paid for in two different ways. Either by purchasing a ticket or pass (*such as a season ticket*) which pays for an unspecified number of journeys, or by purchasing a ticket for a single journey or for a specific number of journeys (*such as a return ticket, a multi-journey ticket or travel tokens*). It is possible to pay for a journey partly by the first method and partly the second. *For example a railcard or other pass is paid for and then enables journeys to be made at a reduced rate.*

If a journey is made using a special ticket or pass then the ticket reference number (from the Individual Schedule) is recorded on the Journey Schedule and a cost is attributed by computer to the stage, from the details on the Individual Schedule.

If any money is paid for the journey itself or for a specific number of journeys then the cost is recorded under 'stage cost' on the Journey Schedule. For a return ticket **half** the total cost is written in. For a multi-journey ticket or tokens the interviewer calculates the apportioned cost by dividing the **total cost** by the number of journeys that are 'bought'.

If both methods of payment are used, a stage cost is recorded on the Journey Schedule as well as the ticket reference number, and the computer calculates a combined total cost for the stage.

For group travel (e.g. in **taxis**) the cost is apportioned equally between the people travelling irrespective of who paid. The aim is to get a per-person cost figure.

If more than one stage is paid for with a single ticket (e.g. a through train ticket with a change of stations in the middle), the cost should be allocated in proportion to the distance.

Boardings

Bus and train operators measure the use of buses and trains by the number of people who board the buses/trains in a particular period. Thus in order to be comparable the number of boardings is recorded on the journey schedule. In most cases only one bus or one train is used for the whole stage so the number of boardings is '1'. If two buses were used but with the same ticket (e.g. a season ticket) then the number of boardings is 2. If different tickets were purchased then there are two different stages each with 1 boarding.

For taxis the number of boardings is always coded 1.

Ticket type

For public transport stages, information is needed about the cost of the stage. Since costs vary according to the type of ticket used, it is necessary to classify each public transport stage by the ticket type. Details of special tickets or passes are collected on the Individual Schedule and just the ticket reference number given on the Journey Schedule. For other tickets the ticket type is coded on the Journey Schedule. Note that only one code is entered or ringed for each stage.

Children Travelling Free

In some areas children under a specified age (usually 5) travel free on public transport. Include these in Special Category Reduced (code 8.)

No special ticket or pass

ORDINARY TICKET - Adult

This applies to all tickets used by adults where the full fare has been paid. This includes both single and return tickets. (Taxis are also coded here.)

ORDINARY TICKET - Child

This applies to all tickets as described above used by children where the child fare has been paid. It does not include tickets which are bought at a reduced rate because the child holds a special pass. (These would be included under special tickets.) If a particular bus or train service has no child reduction then the 'adult' code is used.

REDUCED (OFF-PEAK) - Adult

This applies to all tickets bought at a reduced rate (except where a special pass is used to buy them). It will include cheap day returns, weekend returns, multi-journey tickets and any other tickets which give a reduction on the full rate.

REDUCED (OFF-PEAK) - Child

This includes all tickets as above, but where the child fare is paid, (if one exists).

SPECIAL CATEGORY REDUCED

This ticket type covers people who obtain reduced or free fares because they belong to a special category. It does **not** apply to people with a pass or special ticket for whom a ticket reference number is entered instead.

For example, in some areas, pensioners are not issued with an OAP pass, but are eligible for reduced or free travel on showing their pension book. Sometimes unemployed people can get a similar reduction by showing their signing on card. Other people included in this code are policemen in uniform and others who are sometimes given free travel.

OTHER

This code includes free public transport, which is provided in some areas, and which also occurs in some park-and-ride schemes. It also includes tickets which cover more than just personal travel such as holiday packages covering both hotel and travel, tickets providing rail transport for cars as well as people or tickets which combine foreign travel with travel in GB.

Special tickets or passes

The cost (if any) of special tickets and passes is divided amongst the journeys they 'normally' cover, so full details are recorded on the Individual Schedule and only the ticket reference number given on the Journey Schedule. The following definitions cover the categories used in the Individual Schedule.

SEASON TICKET

This is a ticket valid for journeys between two places (or intermediate stops) on one **specified route only**. It is valid for any number of journeys within a set period.

AREA TRAVEL CARD

British Rail, other railway operators, and bus companies issue special tickets enabling the holders to travel on any available route within a specified area. They are valid for any number of journeys within a specified period. These tickets are called by different names, including Travelcard, Rover, Runabout, Capitalcard etc.

COMBINED SEASON/AREA TRAVEL CARD

Sometimes it is possible to have a season ticket which includes unlimited travel within a specified area at one end of the journey. These are coded under 'combined season/area travel card'.

RAILCARD

Included here are Senior Citizens Rail Card, Student Travel Card, Family Rail Card etc.

OTHER NON-CONCESSIONARY

All other kinds of tickets not covered elsewhere are included here.

OAP/SCHOLARS/DISABLED PERSON'S PASS

Included here are tickets or passes which are issued free or at a subsidised cost and which allow free or reduced rate travel. The main ones are OAP passes, scholars' passes and passes for the handicapped or disabled.

SUBSIDISED TRAVEL TOKENS

Note that the costs of subsidised travel tokens are not recorded in the Individual Schedule. Tokens can be issued free or they can have a charge. If there is a charge this must be divided by the number of tokens covered and the cost of the journey entered on the Journey Schedule. It is possible that someone uses both cash and tokens to pay for a journey in which case the two amounts are added together so that the total cost of the journey is shown on the Journey Schedule.

Who paid

This means who eventually stood the cost for the particular journey or stage. Usually this will be the respondent, or another private individual.

Sometimes the individual's employer or prospective employer will have refunded the fare and then the employer code is used.

Reimbursement of fares by other bodies (e.g. the courts for jury service), should be included under "other".

SECTION 5:

PRIVATE TRANSPORT STAGES

	<i>PAGE</i>
<i>Car Sharing and Pooling</i>	<i>50</i>
<i>Where parked</i>	<i>51</i>
<i>Parking cost</i>	<i>52</i>

This section defines the terms used on the Journey Schedule in the columns dealing with PRIVATE STAGES (04-07).

Car sharing and pooling

This is where the informant regularly shares a car with people from other households (e.g. to go to work, take children to and from school etc). It must involve repayment either in cash or by giving a lift in return. It must occur at least once a week.

CAR POOLING

This is where the informant is one of a number of **drivers** who take turns to provide their cars.

CAR SHARING

This applies to all other cases where the informant may be sharing costs either by providing the car (but not as part of a "pool") or by payment. The informant need not be a driver.

Where Parked

This refers to the place the vehicle was parked at the **end** of this particular stage. For a 'series of calls' it is the place parked at the *last* call.

ON OWN/FRIENDS PREMISES - 1

This code here, applies to parking off the road at the informant's home or other private home.

This code should only be used where the vehicle is parked actually on private property (e.g. *garage, driveway, carport or nearby rented garage*). If the parking is actually outside in the road then this must be coded 'street'.

FIRM/WORK CAR PARK - 2

This is a car park provided solely for the use of employees of the employer concerned; plus authorised visitors.

OTHER PRIVATE CAR PARK - 3

This includes a car park reserved for particular vehicles, which usually have a special permit to park there. It is not open to the general public. It includes a car park used by several different firms for employees.

PUBLIC CAR PARK - 4

This is a car park open to the public in town or country, whether free or not. It includes multi-storey and other 'under cover' parking places, provided they are open to the general public. It also includes car parks reserved for patrons of a particular facility such as a pub, shops, hotel, stately home, as long as any member of the public can use the facility if wished. So a car park which is only available to members of a particular club is coded under 'other private car park'.

STREET - 5

This includes all parking on the street including outside the home. If there is a charge (ie at a meter) this should be entered in the cost column.

NOT PARKED - 6

This applies where the individual is dropped off and the vehicle goes away (e.g. *wife dropped off at shops by husband on way to work or wife taking husband to station*). It is also used where a round trip is split and no stop is made.

Parking Cost

This is the cost of parking for that stage. In many cases this will of course be nothing, in which case the column is left blank.

Vehicles which are parked under any kind of period cost (e.g. *car park season ticket, resident's parking season*), must have the cost of this stage of parking calculated. It will therefore be necessary to work out a small sum, dividing the total cost by the required number to arrive at a 'stage cost'. (E.g. *if an individual pays £35 per year for a Residents Ticket, then that is about 70p per week, or 10p per day.*)

SECTION 6:

HOUSEHOLD MOTOR VEHICLES

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<i>Vehicles for which a (blue) vehicle questionnaire is to be completed</i>	54
<i>Type of vehicle</i>	56
<i>Registration details</i>	57

Vehicles for which a (blue) vehicle questionnaire is to be completed

Details of each household motor vehicle are collected in the Vehicle Questionnaire. Mileage, if any, during the travel week is recorded for these vehicles and any journeys made in them by household members are linked to the vehicle by a vehicle reference number.

For this survey a household motor vehicle is defined as one which is available for use by the household for (relevant) travel during all or part of the travel week; also included are vehicles which are temporarily out of action but which are likely to be in use in the future. Thus vehicles owned by the household but loaned to someone else are excluded whereas vehicles owned by other people (e.g. an employer) and available for use by the household are included. A regular lift in a neighbour's car is not sufficient for it to qualify as a household vehicle.

The following rules help to identify **qualifying** vehicles:

- a) household-owned motor vehicles which are *available for all or part of the survey period are included, except where they are not used as passenger vehicles*. This excludes, for example, household-owned vehicles used solely for cartage or delivery purposes, or solely as a public service passenger vehicle (PSV) or solely for hire by other people;
- (b) employer-owned motor vehicles available for the household's private use as a passenger vehicle during all or part of the recording period are included. But if the employer runs a company car pool system (*i.e. the respondent takes any car, not the same one each day*) it does not qualify;
- (c) hired or borrowed vehicles to which the household has full access for use as a passenger vehicle over the whole of the travel week are included. But part hirings (*i.e. for less than 7 days*) do not qualify as household vehicles.

- d) household-owned vehicles temporarily out of action are included (*they might be in for service or awaiting a major repair*), and those not being used for any other reason (*whether or not taxed*) during the survey period, (*but which are in road-worthy condition and are likely to be put back on the road sometime in the future*). Such vehicles will have a blue questionnaire even though no journeys are expected during the travel week. Vehicles not in a roadworthy condition and never likely to be are disregarded;
- e) a van or lorry is included if it is used for **private use** of any kind at all even though it may not be privately licensed.

Type of vehicle

The 'type of vehicle' classification used in the household questionnaire conforms to the private transport definition used for 'method of travel' on the journey record (see page 36) but is more detailed.

1. 4-wheeled car, besides ordinary cars, include here, light vans with side windows behind the driver and also Range Rovers.
2. 3-wheeled vehicles are classified separately from 4-wheeled cars or vans.
3. Invalid car - include only cars designed especially for use by disabled people; exclude adapted cars.
4. Motorcycle and scooter combinations are classified together, but separately from other 3-wheelers.
5. Motorcycles and scooters are classified together (2 wheeled vehicles other than mopeds)
6. Mopeds - before August 1977 - differed from a scooter or motorcycle in having pedals for starting. After that date they have to comply with certain regulations and usually have 'moped' on a plate on the side.
7. Light vans and lorries are separated. A light van in this group is one with unladen weight of 1½ tons or less. It differs from a car in having no side-windows behind the driver. (If it does have windows behind the driver it is classified as a car.) This category also includes Land Rovers and jeeps.
8. 'Lorry' includes all goods vehicles with an unladen weight of more than 1½ tons.
9. Minibuses, motor caravans, and dormobiles are separately classified. A minibus is considered to have a maximum of 12 seats, including the driver's, otherwise it is a bus - i.e. 'other'.
10. Other, e.g. buses.

Registration details

The registration document is what is commonly known as the vehicle log book or registration book. This contains precise details of the type of vehicle, its taxation class and date of first registration. So, wherever possible, it should be seen so as to obtain the precise information required in the vehicle questionnaire:

- a) The **date of first registration** - year of first registration is required. If necessary it can be obtained from the suffix or prefix letter of the registration number so this is recorded as well. Occasionally the vehicle was manufactured well before the year of registration. It is the point at which the vehicle was registered in Britain which is recorded here.
- b) **Taxation class** - In 1982 the taxation classes were reorganised and many registration documents will not yet have been changed. The most important change was to amalgamate the old 'Private' class with various 'Goods' vehicles to produce a 'Private and Light Goods (PLG)' class where light goods means vehicles with unladen weight of 1½ tons (30 cwt) or less. Heavier goods vehicles go into the new 'Heavy Goods Vehicles (HGV)' class. As a clue to the current taxation class, the current (1985) rate for Private and Light Goods is £100 per year.
- e) **Engine capacity** - this is required in cubic centimetres (cc) for all vehicles except vans or lorries. When engine size is not known, it is possible to determine it from the following information:
the **make** of the car (e.g. Austin, Ford etc);
and the **model** name (e.g. Mini Metro, Escort etc) and/or number and/or letter if any (e.g. Mini Metro HLE, Cortina 1600GT etc).

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QUANLINE CODEBOOK

QUANLINE CODEBOOK

NTS - 85/86

04 December 1990



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v87	(veh)	30	15	1	9099	100%	V087	Engine Capacity (cc)
v88	(veh)	31	7	2	9138	100%	V088	Type of Fuel
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i2	(ind)	38	9	2	25785	100%	I002	Relationship to Hoh
i3	(ind)	39	5	2	25785	100%	I003	Sex
i4	(ind)	39	7	2	25785	100%	I004	Marital Status
i6	(ind)	39	24	2	25785	100%	I006	Age
i7	(ind)	40	6	2	25785	100%	I007	Working status (h/h qu)
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i51	(ind)	41	10	1	25665	100%	I051	Frequency Taxi/Mini Cab
i52	(ind)	41	10	1	25606	101%	I052	Frequency bicycle
i53	(ind)	42	10	1	25524	101%	I053	Frequency Air flight
i54	(ind)	42	11	0	6360	405%	I054	Last Time use ordinary Bus
i55	(ind)	42	11	0	4988	517%	I055	Last time used express coach
i56	(ind)	42	11	0	9235	279%	I056	Last time used BR train
i57	(ind)	43	11	0	7543	342%	I057	Last time used taxi/mini cab
i58	(ind)	43	11	0	1624	1588%	I058	Last time used bicycle
i59	(ind)	43	11	0	824	3129%	I059	Last time used air flight
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i79	(ind)	44	14	0	18927	136%	I079	Industry Type
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i166	(ind)	47	12	0	2211	1166%	I166	Difficulty going out on foot
i167	(ind)	47	11	0	2211	1166%	I167	Walking aids
i168	(ind)	47	10	0	1458	1769%	I168	Difficulty using a bus
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i170	(ind)	48	5	0	1290	1999%	I170	Bus difficulty - waiting at stop
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i180	(ind)	51	14	2	10838	238%	I180	Usual means of travel to work
i181	(ind)	51	11	1	6025	428%	I181	Reg of veh used to travel to work
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i183	(ind)	52	17	0	20146	128%	I183	Driving experience
i184	(ind)	53	14	4	20189	128%	I184	Driver access to h/hold vehicle
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i186	(ind)	53	16	1	5416	476%	I186	1st ticket/pass mode priority
i187	(ind)	54	12	0	5383	479%	I187	1st ticket/pass - validity
i188	(ind)	54	16	1	5077	508%	I188	1st ticket/pass - use
i190	(ind)	54	11	1	5077	508%	I190	1st ticket/ pass costs
i191	(ind)	55	15	2	472	5463%	I191	2nd ticket/pass type
i192	(ind)	55	16	2	472	5463%	I192	2nd ticket/pass mode priority
i193	(ind)	56	12	0	471	5475%	I193	2nd ticket/pass - validity
i194	(ind)	56	16	1	432	5969%	I194	2nd ticket/pass - use
i196	(ind)	56	11	1	432	5969%	I196	2nd ticket/ pass costs
i197	(ind)	57	15	5	21	122786%	I197	3rd ticket/pass type
i198	(ind)	57	16	7	21	122786%	I198	3rd ticket/pass mode priority
i199	(ind)	57	12	4	21	122786%	I199	3rd ticket/pass - validity
i200	(ind)	58	16	7	20	128925%	I200	3rd ticket/pass - use

Index: Axes (continued)

i202	(ind)	58	11	5	20	128925%	I202 3rd ticket/ pass costs
i203	(ind)	59	8	2	25785	100%	I203 Access to car
i204	(ind)	59	8	1	19136	135%	I204 SEG (Summary Patched)
i205	(ind)	59	16	1	5077	508%	I205 1st ticket/pass weekly
i206	(ind)	59	8	1	432	5969%	I206 2nd ticket/pass weekly cost
i207	(ind)	60	8	1	20	128925%	I207 3rd ticket/pass weekly cost
d1	(day)	60	10	2	123095	100%	D001 Travel Day
d2	(day)	60	8	0	123095	100%	D002 Day of week
j3	(jou)	61	44	0	394051	100%	J003 Journey number
j4	(jou)	61	5	2	394051	100%	J004 How Completed
j14	(jou)	62	5	2	394051	100%	J014 Series of Calls
j23	(jou)	62	8	0	394051	100%	J023 No.of stages(inc short walks)
j24	(jou)	62	18	1	394051	100%	J024 Journey purpose from
j25	(jou)	63	18	1	37898	1040%	J025 Escort purpose from
j26	(jou)	63	18	1	394051	100%	J026 Journey purpose to
j27	(jou)	63	18	1	34879	1130%	J027 Escort purpose to
j28	(jou)	64	17	1	394051	100%	J028 Journey purpose
j29	(jou)	64	16	1	394051	100%	J029 Overall travelling time
j31	(jou)	65	53	1	394051	100%	J031 Journey start time
j32	(jou)	66	16	1	394051	100%	J032 Overall journey time (mins.)
j34	(jou)	66	14	1	394051	100%	J034 Journey Length (inc short walk)
j35	(jou)	67	15	1	373252	106%	J035 Journey Length (exc short walk)
j36	(jou)	67	22	4	394051	100%	J036 Main means of transport
j37	(jou)	68	4	1	394051	100%	J037 Short walk journey
j38	(jou)	68	9	1	394051	100%	J038 No.of stages excl. short walks
j39	(jou)	68	17	1	373252	106%	J039 Overall travel time excl. s-walk
j40	(jou)	68	17	1	373252	106%	J040 Overall speed
j41	(jou)	69	17	1	373252	106%	J041 Mean travel speed
j42	(jou)	69	17	1	41416	951%	J042 Escort purpose
s1	(sta)	70	12	4	416106	100%	S001 Stage Number
s2	(sta)	70	19	2	416106	100%	S002 Mode of transport
s8	(sta)	71	10	2	416106	100%	S008 Number in party
s15	(sta)	71	12	2	60539	687%	S015 Number of boardings
s17	(sta)	71	7	1	39730	1047%	S017 Who paid for ticket
s18	(sta)	71	6	1	266950	156%	S018 Private Vehicle Occupant
s19	(sta)	72	10	0	164375	253%	S019 Where Parked
s21	(sta)	72	13	1	164813	252%	S021 Parking Cost (Pence)
s22	(sta)	72	13	5	266950	156%	S022 Whose Vehicle?
s23	(sta)	73	6	1	266950	156%	S023 Sharing/Pooling
s24	(sta)	73	29	3	416106	100%	S024 Means of travel
s25	(sta)	74	16	1	416106	100%	S025 Length of stage
s27	(sta)	74	9	1	416106	100%	S027 Stage speed
s28	(sta)	74	4	1	416106	100%	S028 Short walk
s29	(sta)	74	15	0	60539	687%	S029 Ticket cost:fare-box
s31	(sta)	75	17	0	21980	1893%	S031 Ticket cost:special ticket
s33	(sta)	75	17	0	59277	702%	S033 Total Cost (Pence)
s35	(sta)	76	21	1	60539	687%	S035 Type of ticket
s36	(sta)	76	16	1	416106	100%	S036 Travel time (mins)
sv1	(sta)	77	12	6	227943	100%	V001 Vehicle Reference Number
sv2	(sta)	77	6	2	227943	100%	V002 Vehicle Availability
sv3	(sta)	77	13	2	227943	100%	V003 Type of vehicle
sv9	(sta)	78	18	10	227943	100%	V009 Main Driver Person Number
sv15	(sta)	78	11	1	227915	100%	V015 Taxation Class

Index: Axes (continued)

sv46	(sta)	78	17	1	226970	100%	V046	Estimate of Annual Mileage
sv61	(sta)	79	9	2	176	129513%	V061	Why Was Vehicle Not Used
sv84	(sta)	79	12	1	227943	100%	V084	Person with daytime access
sv85	(sta)	79	11	1	227915	100%	V085	Vehicle Registration
sv87	(sta)	80	15	1	227720	100%	V087	Engine Capacity (cc)
sv88	(sta)	80	7	2	227943	100%	V088	Type of Fuel
sv89	(sta)	80	28	1	227915	100%	V089	Registration Letter
sv90	(sta)	81	25	1	227915	100%	V090	Year of first registration
sv91	(sta)	82	17	1	227915	100%	V091	Vehicle age
sv92	(sta)	82	10	2	222708	102%	V092	Rank of car in household
sv93	(sta)	82	18	0	206899	110%	V093	Vehicle's total mileage
sv94	(sta)	83	16	0	227001	100%	V094	Mileage in travel week
sv96	(sta)	83	16	0	227001	100%	V096	Ineligible mileage
sv97	(sta)	84	16	0	227001	100%	V097	Eligible mileage
sv99	(sta)	84	9	0	227663	100%	V099	Fuel purchased (litres)
sv102	(sta)	84	9	0	227663	100%	V102	Fuel Cost
sv103	(sta)	85	7	0	225692	101%	V103	Purchase/Hire Costs
sv104	(sta)	85	11	0	224356	102%	V104	Firm paid running cost
sv105	(sta)	85	8	0	219882	104%	V105	Firm-paid mileage
sv106	(sta)	85	7	0	73306	311%	V106	Form of Mileage Payment
sv107	(sta)	86	12	0	219108	104%	V107	Summary of firm benefits
sv108	(sta)	86	9	0	220793	103%	V108	Income Tax penalties/benefits
sv109	(sta)	86	7	0	223567	102%	V109	Other benefits
sv110	(sta)	86	12	0	217842	105%	V110	Company-car summary (TRRL)
sv111	(sta)	87	7	1	224636	101%	V111	Company car summary
sv120	(sta)	87	9	1	220275	103%	V120	Company Car Summary (STA5)

Index: Numeric variables

psuid	(psu)	88	PSU identification number
nhhold	(psu)	88	Number of households in psu
p3	(psu)	88	
p4	(psu)	88	
hholdid	(hho)	88	Household identification number
nveh	(hho)	88	Number of vehicles in household
nind	(hho)	88	Number of individuals in household
h88	(hho)	88	Household serial no.
h89	(hho)	88	Household code
v45	(veh)	88	Estimate of annual mileage
v86	(veh)	88	Engine capacity
v95	(veh)	88	Mileage in travel week
v98	(veh)	89	Eligible mileage
v100	(veh)	89	Fuel used (litres)
v101	(veh)	89	Fuel cost
indid	(ind)	89	Individual identification number
njou	(ind)	89	Number of journeys by each individual
i5	(ind)	89	Age
i189	(ind)	89	1st ticket/pass use (jrnys/yr)
i195	(ind)	89	2nd ticket/pass use (jrnys/yr)
i201	(ind)	89	3rd ticket/pass use (jrnys/yr)
journid	(jou)	89	Journey identification number
j30	(jou)	89	Overall travelling time

Index: Numeric variables (continued)

j33	(jou)	90	Overall journey time (minutes)
stageid	(sta)	90	Stage identification number
s7	(sta)	90	Number in party
s26	(sta)	90	Stage mileage (tenths)
s30	(sta)	90	Ticket cost: fare-box
s32	(sta)	90	Ticket cost: special-box
s34	(sta)	90	Total cost (pence)
s37	(sta)	90	Travel time (mins)
sv45	(sta)	90	Estimate of annual mileage
sv86	(sta)	90	Engine capacity
sv95	(sta)	90	Mileage in travel week
sv98	(sta)	90	Eligible mileage
sv100	(sta)	91	Fuel used (litres)
sv101	(sta)	91	Fuel cost

List of axes

Axis p2 (level psu):

++P002 Planning Region / Class

Total	720.0	100.0%
1 Northern, Met	16.0	2.2%
2 Northern, Non-met	25.0	3.5%
3 Yorks/Humber, Met	45.0	6.2%
4 Yorks/Humber, Non-met	20.0	2.8%
5 East Midlands	51.0	7.1%
6 East Anglia	26.0	3.6%
7 South East (excl Lon. Bor's)	133.0	18.5%
8 London Boroughs	92.0	12.8%
9 South West	59.0	8.2%
10 West Mids. Met	34.0	4.7%
11 West Mids. Non-met	32.0	4.4%
12 North West, Met	53.0	7.4%
13 North West, Non-met	31.0	4.3%
14 Wales	37.0	5.1%
15 Scotland	66.0	9.2%

Axis p5 (level psu):

++P005 Type of area

Total	720.0	100.0%
1 Inner London	38.0	5.3%
2 Outer London b/u area	69.0	9.6%
3 West Midlands b/u area	31.0	4.3%
4 Greater Manchester b/u area	30.0	4.2%
5 West Yorkshire b/u area	22.0	3.1%
6 Glasgow b/u area	10.0	1.4%
7 Liverpool b/u area	8.0	1.1%
8 Tyneside b/u area	13.0	1.8%
9 Other urban over 250K	98.0	13.6%
10 100K to 250K	72.0	10.0%
11 Other urban over 50K to 100K	74.0	10.3%
12 Other urban over 25K to 50K	41.0	5.7%
13 Other urban over 3K to 25K	141.0	19.6%
14 Rural	73.0	10.1%

Axis p6 (level psu):

++P006 PSU Pop. Density (Pers/hect)

Total	720.0	100.0%
1 Under 1	69.0	9.6%
2 1 to 4.99	77.0	10.7%
3 5 to 9.99	54.0	7.5%
4 10 to 14.99	45.0	6.2%
5 15 to 19.99	38.0	5.3%

Axis p6 (level psu): (continued)

6 20 to 24.99	66.0	9.2%
7 25 to 29.99	45.0	6.2%
8 30 to 34.99	54.0	7.5%
9 35 to 39.99	49.0	6.8%
10 40 to 44.99	32.0	4.4%
11 45 to 49.99	37.0	5.1%
12 50 to 59.99	47.0	6.5%
13 60 to 74.99	54.0	7.5%
14 75 and over	53.0	7.4%

Axis p7 (level psu):

++P007 LA Pop. Density (Pers/hectare)

Total	720.0	100.0%
1 Under 1	75.0	10.4%
2 1 to 1.99	79.0	11.0%
3 2 to 3.49	62.0	8.6%
4 3.50 to 4.99	57.0	7.9%
5 5 to 9.99	87.0	12.1%
6 10 to 14.99	63.0	8.8%
7 15 to 19.99	48.0	6.7%
8 20 to 24.99	48.0	6.7%
9 25 to 34.99	60.0	8.3%
10 35 to 44.99	87.0	12.1%
11 45 and over	54.0	7.5%

Axis p8 (level psu):

++P008 OAP Bus Scheme

Total	718.0	100.0%
1 Yes	676.0	94.2%
2 No	42.0	5.8%
3 NA	2.0	0.3%

..Grand Total

Axis p9 (level psu):

++P009 Eligibility for scheme

Total	593.0	100.0%
1 Pensionable age	503.0	84.8%
2 Man 65+ / Woman 65+	11.0	1.9%
3 Pens. age & pension received	10.0	1.7%
4 Pens. age & income restriction	20.0	3.4%
5 Other condition	49.0	8.3%
6 NA	85.0	14.3%
7 DNA	42.0	7.1%

..Grand Total

Axis p10 (level psu):

++P010 Type of concession		
Total	676.0	100.0%
1 Free fare	183.0	27.1%
2 Flat fare	78.0	11.5%
3 1/2 fare	187.0	27.7%
4 2/3 fare	20.0	3.0%
5 Other reduced fare	103.0	15.2%
6 Tokens: upto #10	23.0	3.4%
7 Tokens: #10.01 to #20	28.0	4.1%
8 Tokens: over #20	6.0	0.9%
9 Tokens: value unspec./variable	14.0	2.1%
10 Mixture of fares & tokens	34.0	5.0%
11 Other type	0.0	0.0%
12 NA	2.0	0.3%
13 DNA	42.0	6.2%
..Grand Total		

Axis p11 (level psu):

++P011 Membership fee		
Total	561.0	100.0%
1 Nil	340.0	60.6%
2 Up to #5	157.0	28.0%
3 #5.01 to #10	42.0	7.5%
4 #10.01 to #15	13.0	2.3%
5 Over #15	7.0	1.2%
6 Other fee	2.0	0.4%
7 NA	117.0	20.9%
8 DNA	42.0	7.5%
..Grand Total		

Axis p12 (level psu):

++P012 Times available		
Total	619.0	100.0%
1 Anytime	215.0	34.7%
2 Peak hours only	0.0	0.0%
3 Off-peak only	110.0	17.8%
4 Mixture of peak, off peak	262.0	42.3%
5 Other time restriction	32.0	5.2%
6 NA	59.0	9.5%
7 DNA	42.0	6.8%
..Grand Total		

Axis p13 (level psu):

++P013 Areas available		
Total	613.0	100.0%
1 District only or less	125.0	20.4%

Axis p13 (level psu): (continued)

2 Above District, not Countywide	66.0	10.8%
3 Countywide	390.0	63.6%
4 Above County	31.0	5.1%
5 Other area restriction	1.0	0.2%
6 NA	65.0	10.6%
7 DNA	42.0	6.9%
..Grand Total		

Axis p14 (level psu):

++P014 Modes additional to bus		
Total	599.0	100.0%
1 None	193.0	32.2%
2 Public services only	336.0	56.1%
3 Private / voluntary services only	3.0	0.5%
4 Both private/vol. & public	66.0	11.0%
5 Other	1.0	0.2%
6 NA	79.0	13.2%
7 DNA	42.0	7.0%
..Grand Total		

Axis h5 (level hhold):

++H005 Travel Week End Day		
Total	10266.0	100.0%
1 Monday	1493.0	14.5%
2 Tuesday	1514.0	14.7%
3 Wednesday	1462.0	14.2%
4 Thursday	1430.0	13.9%
5 Friday	1470.0	14.3%
6 Saturday	1467.0	14.3%
7 Sunday	1430.0	13.9%
8 NA	0.0	0.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis h7 (level hhold):

++H007 Travel Week End Date (Month)		
Total	10266.0	100.0%
1 January	880.0	8.6%
2 February	840.0	8.2%
3 March	931.0	9.1%
4 April	850.0	8.3%
5 May	837.0	8.2%
6 June	867.0	8.4%
7 July	870.0	8.5%
8 August	793.0	7.7%
9 September	822.0	8.0%
10 October	903.0	8.8%

Axis h7 (level hhold): (continued)

11 November	850.0	8.3%
12 December	823.0	8.0%
13 NA	0.0	0.0%
14 DNA	0.0	0.0%
..Grand Total		

Axis h8 (level hhold):

++H008 Number of calls

Total	10265.0	100.0%
1 call	5815.0	56.6%
2 calls	2281.0	22.2%
3 calls	1017.0	9.9%
4 calls	496.0	4.8%
5 calls	254.0	2.5%
6 calls	142.0	1.4%
7 calls	106.0	1.0%
8 calls	63.0	0.6%
9 calls	34.0	0.3%
10 calls	15.0	0.1%
11 calss	16.0	0.2%
12 calls	6.0	0.1%
13 calls	8.0	0.1%
14 calls	2.0	0.0%
15 calls	5.0	0.0%
16 calls	1.0	0.0%
17 calls	1.0	0.0%
18 calls	1.0	0.0%
19 calls	0.0	0.0%
20 calls	0.0	0.0%
21 Over 20 calls	2.0	0.0%
22 NA	1.0	0.0%
23 DNA	0.0	0.0%
..Grand Total		

Axis h10 (level hhold):

++H010 Final Allocation Week

Total	10266.0	100.0%
1 Week 1	2520.0	24.5%
2 Week 2	2752.0	26.8%
3 Week 3	2585.0	25.2%
4 Week 4	2341.0	22.8%
5 Week 5	62.0	0.6%
6 Re issue	6.0	0.1%
7 NA	0.0	0.0%
8 DNA	0.0	0.0%
..Grand Total		

Axis h12 (level hhold):

++H012 Address Type

Total	10266.0	100.0%
1 Detached	1915.0	18.7%
2 Semi-detached	3347.0	32.6%
3 Terrace/ end terrace	3033.0	29.5%
4 Purpose built flaf/maisonette	1511.0	14.7%
5 Flat in converted house	316.0	3.1%
6 Rooms	42.0	0.4%
7 Mobile home/caravan	26.0	0.3%
8 Other	76.0	0.7%
9 NA	0.0	0.0%
10 DNA	0.0	0.0%
..Grand Total		

Axis h13 (level hhold):

++H013 Walk time to bus stop

Total	10262.0	100.0%
1 3 mins. or less	5738.0	55.9%
2 4-6 mins.	3050.0	29.7%
3 7-13 mins.	1038.0	10.1%
4 14-26 mins.	254.0	2.5%
5 27-43 mins.	63.0	0.6%
6 44 mins or more	53.0	0.5%
7 Don't know	66.0	0.6%
8 NA	4.0	0.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis h14 (level hhold):

++H014 Frequency of bus service

Total	10258.0	100.0%
1 Less than once a day	138.0	1.3%
2 At least once a day	998.0	9.7%
3 At least 1 an hour	1692.0	16.5%
4 At least 1 every half hour	3728.0	36.3%
5 At least 1 every quarter hour	2850.0	27.8%
6 Don't know	852.0	8.3%
7 NA	8.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h15 (level hhold):

++H015 Walk time to Railway Station

Total	10259.0	100.0%
1 6 mins or less	835.0	8.1%
2 7-13 mins	1284.0	12.5%

Axis h15 (level hhold): (continued)

3 14-26 mins	2397.0	23.4%
4 27-43 mins	1584.0	15.4%
5 44 mins or longer	4005.0	39.0%
6 Don't know	154.0	1.5%
7 NA	7.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h16 (level hhold):

++H016 Bus time to Railway Station

Total	10231.0	100.0%
1 No bus/quicker to walk	2986.0	29.2%
2 6 mins or less	690.0	6.7%
3 7-13 mins	1572.0	15.4%
4 14-26 mins	2208.0	21.6%
5 27-43 mins	1282.0	12.5%
6 44 mins or longer	1111.0	10.9%
7 Don't know	382.0	3.7%
8 NA	35.0	0.3%
9 DNA	0.0	0.0%
..Grand Total		

Axis h17 (level hhold):

++H017 Type of Railway Station

Total	10247.0	100.0%
1 Freq services all day	8048.0	78.5%
2 Freq service rush hour only	553.0	5.4%
3 Less freq service	690.0	6.7%
4 Don't know	956.0	9.3%
5 NA	19.0	0.2%
6 DNA	0.0	0.0%
..Grand Total		

Axis h18 (level hhold):

++H018 Walk time to doctors

Total	10249.0	100.0%
1 6 mins or less	1936.0	18.9%
2 7-13 mins	2008.0	19.6%
3 14-26 mins	2929.0	28.6%
4 27-43 mins	1473.0	14.4%
5 44 mins or longer	1826.0	17.8%
6 Don't know	77.0	0.8%
7 NA	17.0	0.2%
8 DNA	0.0	0.0%
..Grand Total		

Axis h19 (level hhold):

++H019 Bus time to doctors

Total	10067.0	100.0%
1 No bus/quicker to walk	5214.0	51.8%
2 6 mins or less	873.0	8.7%
3 7-13 mins	1459.0	14.5%
4 14-26 mins	1534.0	15.2%
5 27-43 mins	507.0	5.0%
6 44 mins or longer	290.0	2.9%
7 Don't know	190.0	1.9%
8 NA	199.0	2.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis h20 (level hhold):

++H020 Walk time to Post Office

Total	10259.0	100.0%
1 6 mins or less	4868.0	47.5%
2 7-13 mins	3144.0	30.6%
3 14-26 mins	1801.0	17.6%
4 27-43 mins	285.0	2.8%
5 44 mins or longer	140.0	1.4%
6 Don't know	21.0	0.2%
7 NA	7.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h21 (level hhold):

++H021 Bus time to Post Office

Total	9968.0	100.0%
1 No bus/quicker to walk	8332.0	83.6%
2 6 mins or less	765.0	7.7%
3 7-13 mins	548.0	5.5%
4 14-26 mins	216.0	2.2%
5 27-43 mins	31.0	0.3%
6 44 mins or longer	18.0	0.2%
7 Don't know	58.0	0.6%
8 NA	298.0	3.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis h22 (level hhold):

++H022 Walk time to chemist

Total	10258.0	100.0%
1 6 mins or less	3471.0	33.8%
2 7-13 mins	2696.0	26.3%
3 14-26 mins	2418.0	23.6%

Axis h22 (level hhold): (continued)

4 27-43 mins	660.0	6.4%
5 44 mins or longer	969.0	9.4%
6 Don't know	44.0	0.4%
7 NA	8.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h23 (level hhold):

++H030 Bus time to chemist		
Total	9974.0	100.0%
1 No bus/quicker to walk	6649.0	66.7%
2 6 mins or less	956.0	9.6%
3 7-13 mins	1125.0	11.3%
4 14-26 mins	770.0	7.7%
5 27-43 mins	248.0	2.5%
6 44 mins or longer	125.0	1.3%
7 Don't know	101.0	1.0%
8 NA	292.0	2.9%
9 DNA	0.0	0.0%
..Grand Total		

Axis h24 (level hhold):

++H024 Walk time to grocers		
Total	10255.0	100.0%
1 6 mins or less	6913.0	67.4%
2 7-13 mins	2108.0	20.6%
3 14-26 mins	889.0	8.7%
4 27-43 mins	186.0	1.8%
5 44 mins or longer	149.0	1.5%
6 Don't know	10.0	0.1%
7 NA	11.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h25 (level hhold):

++H025 Bus time to grocers		
Total	9834.0	100.0%
1 No bus/quicker to walk	8941.0	90.9%
2 6 mins or less	442.0	4.5%
3 7-13 mins	253.0	2.6%
4 14-26 mins	107.0	1.1%
5 27-43 mins	29.0	0.3%
6 44 mins or longer	23.0	0.2%
7 Don't know	39.0	0.4%
8 NA	432.0	4.4%
9 DNA	0.0	0.0%
..Grand Total		

Axis h26 (level hhold):

++H026 Walk time to High St shops

Total	10251.0	100.0%
1 6 mins or less	1315.0	12.8%
2 7-13 mins	1637.0	16.0%
3 14-26 mins	2926.0	28.5%
4 27-43 mins	1702.0	16.6%
5 44 mins or longer	2618.0	25.5%
6 Don't know	53.0	0.5%
7 NA	15.0	0.1%
8 DNA	0.0	0.0%
..Grand Total		

Axis h27 (level hhold):

++H027 Bus time to High St shops

Total	10115.0	100.0%
1 No bus/quicker to walk	3271.0	32.3%
2 6 mins or less	1087.0	10.7%
3 7-13 mins	2201.0	21.8%
4 14-26 mins	2352.0	23.3%
5 27-43 mins	762.0	7.5%
6 44 mins or longer	291.0	2.9%
7 Don't know	151.0	1.5%
8 NA	151.0	1.5%
9 DNA	0.0	0.0%
..Grand Total		

Axis h28 (level hhold):

++H028 Walk time to hospital

Total	10242.0	100.0%
1 6 mins or less	169.0	1.7%
2 7-13 mins	317.0	3.1%
3 14-26 mins	1070.0	10.4%
4 27-43 mins	1368.0	13.4%
5 44 mins or longer	7072.0	69.0%
6 Don't know	246.0	2.4%
7 NA	24.0	0.2%
8 DNA	0.0	0.0%
.Grand Total		

Axis h29 (level hhold):

++H029 Bus time to hospital

Total	10194.0	100.0%
1 No bus/quicker to walk	1027.0	10.1%
2 6 mins or less	204.0	2.0%
3 7-13 mins	891.0	8.7%
4 14-26 mins	2352.0	23.1%

Axis h29 (level hhold): (continued)

5 27-43 mins	2284.0	22.4%
6 44 mins or longer	3044.0	29.9%
7 Don't know	392.0	3.8%
8 NA	72.0	0.7%
9 DNA	0.0	0.0%
..Grand Total		

Axis h35 (level hhold):

++H035 Number of Bicycles

Total	10266.0	100.0%
1 No bikes	6621.0	64.5%
2 One bike	1879.0	18.3%
3 Two bikes	1079.0	10.5%
4 Three bikes	428.0	4.2%
5 Four bikes	187.0	1.8%
6 Five or more bikes	72.0	0.7%
7 NA	0.0	0.0%
8 DNA	0.0	0.0%
..Grand Total		

Axis h45 (level hhold):

++H045 Telephone

Total	10061.0	100.0%
1 yes	7915.0	78.7%
2 No	2146.0	21.3%
3 NA	205.0	2.0%
4 DNA	0.0	0.0%
..Grand Total		

Axis h46 (level hhold):

++H046 Vehicles acquired since last seen

Total	10266.0	100.0%
1 Yes	82.0	0.8%
2 No	10184.0	99.2%
3 NA	0.0	0.0%
4 DNA	0.0	0.0%
..Grand Total		

Axis h49 (level hhold):

++H049 Allocation week status

Total	10266.0	100.0%
1 Not delayed	7111.0	69.3%
2 Delayed	1555.0	15.1%
3 Brought forward	1594.0	15.5%
4 Re-issue	6.0	0.1%

Axis h49 (level hhold): (continued)

5 NA	0.0	0.0%
..Grand Total		

Axis h50 (level hhold):

++H050 Type of tenure

Total	10266.0	100.0%
1 Owns/buying	6489.0	63.2%
2 Rented council/NT	2744.0	26.7%
3 Rented private/HA furn	190.0	1.9%
4 Rented private/HA unfurn	684.0	6.7%
5 Rentfree council/NT	18.0	0.2%
6 Rentfree private/HA	141.0	1.4%
7 NA (Private landlord)	0.0	0.0%
8 NA (Council landlord)	0.0	0.0%
9 NA	0.0	0.0%

Axis h51 (level hhold):

++H051 Length of residence

Total	10266.0	100.0%
1 Under 1 yr (over mile)	720.0	7.0%
2 Under 1 yr (under mile)	317.0	3.1%
3 1 under 2 yrs	874.0	8.5%
4 2 under 3 yrs	712.0	6.9%
5 3 under 5 yrs	1137.0	11.1%
6 5 under 10 yrs	1795.0	17.5%
7 10 yrs plus	4488.0	43.7%
8 Always lived here	180.0	1.8%
9 Under 1 yr (miles NA)	43.0	0.4%
10 NA	0.0	0.0%
..Grand Total		

Axis h52 (level hhold):

++H052 Number of household cars

Total	10266.0	100.0%
1 None	4026.0	39.2%
2 One	4712.0	45.9%
3 Two	1332.0	13.0%
4 Three	170.0	1.7%
5 Four	22.0	0.2%
6 Five or more	4.0	0.0%
7 NA	0.0	0.0%
..Grand Total		

Axis h53 (level hhold):

++H053 Number of motorcycles

Total	10266.0	100.0%
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Axis h53 (level hhold): (continued)

1 None	9774.0	95.2%
2 One	423.0	4.1%
3 Two	59.0	0.6%
4 Three or more	10.0	0.1%
5 NA	0.0	0.0%
..Grand Total		

Axis h54 (level hhold):

++H054 Number of vans/lorries

Total	10266.0	100.0%
1 None	9795.0	95.4%
2 One	439.0	4.3%
3 Two	28.0	0.3%
4 Three	4.0	0.0%
5 Four	0.0	0.0%
6 Five or more	0.0	0.0%
7 NA	0.0	0.0%
..Grand Total		

Axis h55 (level hhold):

++H055 Number of cars light/vans

Total	10266.0	100.0%
1 None	3906.0	38.0%
2 One	4566.0	44.5%
3 Two	1517.0	14.8%
4 Three	238.0	2.3%
5 Four	33.0	0.3%
6 Five or more	6.0	0.1%
7 NA	0.0	0.0%
..Grand Total		

Axis h56 (level hhold):

++H056 Car/light van availability

Total	10266.0	100.0%
1 Car/lt van (inc. pool car)	6300.0	61.4%
2 Only new car/lt van	6.0	0.1%
3 Only "Poss come into use"	40.0	0.4%
4 No car/lt van avail.	3920.0	38.2%
5 NA	0.0	0.0%
..Grand Total		

Axis h57 (level hhold):

++H057 H/hold vehicle availability

Total	10266.0	100.0%
1 Three or more 3-4 wh. vehs.	302.0	2.9%

Axis h57 (level hhold): (continued)

2 Two 3-4 wh. vehs.	1549.0	15.1%
3 One 3-4 wh. veh. (prvte)	4485.0	43.7%
4 One 3-4 wh. veh. (not prvte)	42.0	0.4%
5 Company pool car only	5.0	0.0%
6 Two wheel motor vehs. only	109.0	1.1%
7 Other motor vehs. only	4.0	0.0%
8 One or more bicycles only	752.0	7.3%
9 No vehicles	3018.0	29.4%
10 NA (No motor vehicles)	0.0	0.0%
11 NA	0.0	0.0%
..Grand Total		

Axis h58 (level hhold):

++H058 Number of people in household

Total	10266.0	100.0%
1	2557.0	24.9%
2	3501.0	34.1%
3	1672.0	16.3%
4	1767.0	17.2%
5	561.0	5.5%
6	143.0	1.4%
7	48.0	0.5%
8	13.0	0.1%
9	2.0	0.0%
10	1.0	0.0%
11	1.0	0.0%
12	0.0	0.0%
13	0.0	0.0%
14	0.0	0.0%

Axis h59 (level hhold):

++H059 H/hold structure (Family)

Total	10266.0	100.0%
1 2 adults yngst child 0-4	1214.0	11.8%
2 1 adult yngst child 0-4	125.0	1.2%
3 2 adults yngst child 5-12	1138.0	11.1%
4 1 adult yngst child 5-12	123.0	1.2%
5 2 adults yngst child 13-15	488.0	4.8%
6 1 adult yngst child 13-15	52.0	0.5%
7 Family adult child(ren)	1359.0	13.2%
8 Adults inc parent of Hoh	77.0	0.8%
9 Pensioner household	2747.0	26.8%
10 Other household	2943.0	28.7%
11 NA	0.0	0.0%
..Grand Total		

Tuesday December 04 1990 disk directory: /home/faroe/dot85

Axis h60 (level hhold):

++H060 Household structure

Total	10266.0	100.0%
1 Single person under 65	1152.0	11.2%
2 Single person 65 and older	1405.0	13.7%
3 Two persons, Hoh under 30	511.0	5.0%
4 Two persons, Hoh 30-64	1812.0	17.7%
5 Two persons, Hoh 65+	1178.0	11.5%
6 Three persons (1-2 chldrn)	859.0	8.4%
7 Three adults	813.0	7.9%
8 Four persons 2-3 chldrn	1133.0	11.0%
9 Four persons 1 child	303.0	3.0%
10 Four adults	331.0	3.2%
11 Five or more persons (3+ chldrn)	448.0	4.4%
12 Five or more persons (1-2 chldrn)	248.0	2.4%
13 Five or more adults	73.0	0.7%
14 NA	0.0	0.0%

..Grand Total

Axis h61 (level hhold):

++H061 Household structure (FES)

Total	10266.0	100.0%
1 1 man under 65	560.0	5.5%
2 1 man 65 and over	327.0	3.2%
3 1 woman under 60	409.0	4.0%
4 1 woman 60 and over	1261.0	12.3%
5 1 man, 1 ch	19.0	0.2%
6 1 woman, 1 ch	159.0	1.5%
7 1 man, 2+ ch	24.0	0.2%
8 1 woman, 2+ ch	177.0	1.7%
9 1 man, 1 woman (Hoh pens)	1099.0	10.7%
10 1 man, 1 woman (Hoh not pens)	1966.0	19.2%
11 2 men or 2 women	258.0	2.5%
12 1 man, 1 woman, 1 ch	812.0	7.9%
13 2 men or 2 women, 1 ch	22.0	0.2%
14 1 man, 1 woman, 2 ch	1249.0	12.2%
15 2 men or 2 women, 2 ch	11.0	0.1%
16 1 man, 1 woman, 3 ch	354.0	3.4%
17 2 men or 2 women, 3 ch	4.0	0.0%
18 2 adults, 4 ch	86.0	0.8%
19 2 adults, 5 ch	16.0	0.2%
20 2 adults, 6 ch	4.0	0.0%
21 2 adults, 7+ ch	4.0	0.0%
22 3 adults	698.0	6.8%
23 3 adults, 1 ch	256.0	2.5%
24 3 adults, 2 ch	99.0	1.0%
25 3 adults, 3 ch	19.0	0.2%
26 3 adults, 4+ ch	21.0	0.2%
27 4 adults	205.0	2.0%
28 4 adults, 1 ch	66.0	0.6%
29 4 adults, 2+ ch	28.0	0.3%

Axis h61 (level hhold): (continued)

30 5 adults	27.0	0.3%
31 5 adults, 1+ ch	16.0	0.2%
32 All other, no ch	4.0	0.0%
33 All other with ch	6.0	0.1%
34 NA	0.0	0.0%
..Grand Total		

Axis h62 (level hhold):

+H062 Disabled (11+) in h/hold

Total	10266.0	100.0%
1 Hoh only	1335.0	13.0%
2 Wife only	445.0	4.3%
3 Child only	54.0	0.5%
4 Parent only	73.0	0.7%
5 Other person only	29.0	0.3%
6 Hoh and wife	170.0	1.7%
7 Other (2 or more)	56.0	0.5%
8 None disabled	8104.0	78.9%
9 NA	0.0	0.0%
.Grand Total		

Axis h63 (level hhold):

+H063 Persons with full car licence

Total	10266.0	100.0%
1 None	3087.0	30.1%
2 One	3693.0	36.0%
3 Two	3030.0	29.5%
4 Three	374.0	3.6%
5 Four or more	82.0	0.8%
6 NA	0.0	0.0%
.Grand Total		

Axis h64 (level hhold):

+H064 Employed members (h/h qu)

Total	10266.0	100.0%
1 None	3618.0	35.2%
2 1 part time, no full	422.0	4.1%
3 1 full time, no part	2526.0	24.6%
4 2 part time, no full	39.0	0.4%
5 1 full time, 1 part time	1270.0	12.4%
6 2 full time, no part	1544.0	15.0%
7 1 full time, 2+ part time	87.0	0.8%
8 2 full time, 1+ part time	334.0	3.3%
9 3+ part time, no full	3.0	0.0%
10 3+ full time, no part	315.0	3.1%
11 3+ full time, 1+ part time	108.0	1.1%
12 NA	0.0	0.0%

Axis h64 (level hhold): (continued)

..Grand Total

Axis h65 (level hhold):

++H065 Hoh working status

Total	10266.0	100.0%
1 Full time	5525.0	53.8%
2 Part time	399.0	3.9%
3 Unemployed	600.0	5.8%
4 Retired/ Perm.sick	2818.0	27.4%
5 Student	75.0	0.7%
6 Looking after home/ family	744.0	7.2%
7 Other non- working	105.0	1.0%
8 NA	0.0	0.0%

..Grand Total

Axis h66 (level hhold):

++H066 Hoh employment status

Total	10266.0	100.0%
1 Self employed	1174.0	11.4%
2 Employed manager	1392.0	13.6%
3 Other employee	7467.0	72.7%
4 Never worked	233.0	2.3%
5 NA	0.0	0.0%

..Grand Total

Axis h67 (level hhold):

++H067 SEG of Hoh

Total	9975.0	100.0%
1 Employer: large	15.0	0.2%
2 Manager: large	942.0	9.4%
3 Employer: small	352.0	3.5%
4 Manager: small	444.0	4.5%
5 Profess.: self employed	84.0	0.8%
6 Profess.: employee	383.0	3.8%
7 Intermediate non-manual	740.0	7.4%
8 Supervisor of non-manual	348.0	3.5%
9 Junior non-manual	1058.0	10.6%
10 Personal service	422.0	4.2%
11 Foreman of manual	856.0	8.6%
12 Skilled manual	1899.0	19.0%
13 Semiskilled manual	1096.0	11.0%
14 Unskilled manual	504.0	5.1%
15 Own account non-profess.	526.0	5.3%
16 Farmer: employer/manager	60.0	0.6%
17 Farmer: own account	55.0	0.6%
18 Agric. worker	128.0	1.3%
19 Armed forces	63.0	0.6%

Axis h67 (level hhold): (continued)

20 Not stated	58.0	0.6%
21 DNA (Never worked)	233.0	2.3%
..Grand Total		

Axis h68 (level hhold):

++H068 Hoh - Age/sex		
Total	10266.0	100.0%
1 Under 21 male	52.0	0.5%
2 21-29 years male	974.0	9.5%
3 30-39 years male	1726.0	16.8%
4 40-49 years male	1393.0	13.6%
5 50-59 years male	1343.0	13.1%
6 60-64 years male	726.0	7.1%
7 65-69 years male	547.0	5.3%
8 70-79 years male	776.0	7.6%
9 80+ years male	219.0	2.1%
10 Under 21 female	35.0	0.3%
11 21-29 years female	242.0	2.4%
12 30-39 years female	201.0	2.0%
13 40-49 years female	243.0	2.4%
14 50-59 years female	302.0	2.9%
15 60-64 years female	236.0	2.3%
16 65-69 years female	279.0	2.7%
17 70-79 years female	606.0	5.9%
18 80+ years female	366.0	3.6%
19 NA	0.0	0.0%
..Grand Total		

Axis h69 (level hhold):

++H069 Hoh industry		
Total	9924.0	100.0%
1 Agric. etc.	270.0	2.7%
2 Energy, water	397.0	4.0%
3 Minerals, metals, chemicals	468.0	4.7%
4 Metal goods, engineering	1438.0	14.5%
5 Other manufacturing	1193.0	12.0%
6 Construction	865.0	8.7%
7 Distribution, repairs etc.	1623.0	16.4%
8 Transport and communication	728.0	7.3%
9 Banking, finance etc.	664.0	6.7%
10 Other	2278.0	23.0%
11 Not stated	109.0	1.1%
12 DNA (Never worked)	233.0	2.3%
..Grand Total		

Axis h70 (level hhold):

++H070 Household Income		
Total	10266.0	100.0%

Axis h70 (level hhold): (continued)

1 Less than \$1000	27.0	0.3%
2 \$1000- \$1999	671.0	6.5%
3 \$2000- \$2999	1093.0	10.6%
4 \$3000- \$3999	903.0	8.8%
5 \$4000- \$4999	679.0	6.6%
6 \$5000- \$5999	564.0	5.5%
7 \$6000- \$6999	587.0	5.7%
8 \$7000- \$7999	528.0	5.1%
9 \$8000- \$8999	522.0	5.1%
10 \$9000- \$9999	544.0	5.3%
11 \$10000- \$10999	539.0	5.3%
12 \$11000- \$11999	441.0	4.3%
13 \$12000- \$12999	403.0	3.9%
14 \$13000- \$13999	357.0	3.5%
15 \$14000- \$14999	350.0	3.4%
16 \$15000- \$17499	595.0	5.8%
17 \$17500- \$19999	459.0	4.5%
18 \$20000- \$22499	366.0	3.6%
19 \$22500- \$24999	192.0	1.9%
20 \$25000 or more	446.0	4.3%
21 Refused	0.0	0.0%
22 Don't know/ NA	0.0	0.0%
..Grand Total		

Axis h71 (level hhold):

++H071 Household Income (Semi-decile)		
Total	10266.0	100.0%
1st	513.0	5.0%
2nd	514.0	5.0%
3rd	513.0	5.0%
4th	513.0	5.0%
5th	513.0	5.0%
6th	514.0	5.0%
7th	513.0	5.0%
8th	513.0	5.0%
9th	513.0	5.0%
10th	514.0	5.0%
11th	513.0	5.0%
12th	514.0	5.0%
13th	514.0	5.0%
14th	513.0	5.0%
15th	513.0	5.0%
16th	513.0	5.0%
17th	514.0	5.0%
18th	513.0	5.0%
19th	513.0	5.0%
20th	513.0	5.0%
NA	0.0	0.0%
..Grand Total		

Axis h72 (level hhold):

++H072 Origin of H/h income

Total	10266.0	100.0%
1 Hoh/Wife estimte	8797.0	85.7%
2 Sum of Inds. Estimates	0.0	0.0%
3 Patched	1469.0	14.3%
4 Estimate not possible/ NA	0.0	0.0%

Axis h73 (level hhold):

++H073 SEG (Summary Patched)

Total	10033.0	100.0%
1 Professional/manager	2292.0	22.8%
2 Clerical	2588.0	25.8%
3 Skilled manual	3346.0	33.3%
4 Semi-skilled/unskilled manual	1744.0	17.4%
5 Other	63.0	0.6%
6 NA	0.0	0.0%
7 DNA	233.0	2.3%
..Grand Total		

Axis h74 (level hhold):

++H074 Number of Adults

Total	10266.0	100.0%
1	2857.0	27.8%
2	5586.0	54.4%
3	1253.0	12.2%
4	470.0	4.6%
5	82.0	0.8%
6	15.0	0.1%
7 or more	3.0	0.0%
NA	0.0	0.0%
..Grand Total		

Axis h75 (level hhold):

++H075 Number of children

Total	10266.0	100.0%
1 0	7126.0	69.4%
2 1	1317.0	12.8%
3 2	1341.0	13.1%
4 3	368.0	3.6%
5 4	89.0	0.9%
6 5	18.0	0.2%
7 6 or more	7.0	0.1%
8 NA	0.0	0.0%
..Grand Total		

Axis h76 (level hhold):

++H076 H/hold structure (Brief FES)		
Total	10266.0	100.0%
1 Single person under 60	881.0	8.6%
2 Single person 60 or over	1676.0	16.3%
3 2 adults under 60	1555.0	15.1%
4 2 adults, 1/both over 60	1768.0	17.2%
5 3 or more adults	934.0	9.1%
6 1 adult with child(ren)	379.0	3.7%
7 2 adults with child(ren)	2562.0	25.0%
8 3+ adults with child(ren)	511.0	5.0%
9 NA	0.0	0.0%
..Grand Total		

Axis h77 (level hhold):

++H077 Household income quartiles		
Total	10266.0	100.0%
1 Lowest	2566.0	25.0%
2 Second	2567.0	25.0%
3 Third	2567.0	25.0%
4 Highest	2566.0	25.0%
5 NA	0.0	0.0%
..Grand Total		

Axis h83 (level hhold):

++H083 Employed in Household		
Total	10266.0	100.0%
1 None	3630.0	35.4%
2 1 part time, no full	426.0	4.1%
3 1 full time, no part	2561.0	24.9%
4 2 part time, no full	34.0	0.3%
5 1 full time, 1 part time	1228.0	12.0%
6 2 full time, no part	1565.0	15.2%
7 1 full time, 2+ part time	77.0	0.8%
8 2 full time, 1+ part time	326.0	3.2%
9 3+ part time, no full	1.0	0.0%
10 3+ full time, no part	311.0	3.0%
11 3+ full time, 1+ part time	107.0	1.0%
12 NA	0.0	0.0%
..Grand Total		

Axis v1 (level vehicle):

++V001 Vehicle Reference Number		
Total	9138.0	100.0%
1 No.1	6485.0	71.0%
2 No.2	2120.0	23.2%
3 No.3	429.0	4.7%

Axis v1 (level vehicle): (continued)

4 No.4	82.0	0.9%
5 No.5	18.0	0.2%
6 No.6	4.0	0.0%
7 No.7	0.0	0.0%
8 No.8	0.0	0.0%
9 No.9	0.0	0.0%
10 NA	0.0	0.0%
11 DNA	0.0	0.0%
..Grand Total		

Axis v2 (level vehicle):

++V002 Vehicle Availability

Total	9138.0	100.0%
1 In regular use	8876.0	97.1%
2 Possibly will come into use	218.0	2.4%
3 Newly acquired vehicle	44.0	0.5%
4 NA	0.0	0.0%
5 DNA	0.0	0.0%
..Grand Total		

Axis v3 (level vehicle):

++V003 Type of vehicle

Total	9138.0	100.0%
1 4 wheel car	7954.0	87.0%
2 3 wheel car	40.0	0.4%
3 Invalid car	5.0	0.1%
4 M'cycle / Scooter with side car	32.0	0.4%
5 M'cycle / Scooter	387.0	4.2%
6 Moped	153.0	1.7%
7 Lt Van, L'rover, Jeep	429.0	4.7%
8 Other Van / Lorry	78.0	0.9%
9 M'bus, M'.C'van, Dormobile	53.0	0.6%
10 Other	7.0	0.1%
11 NA	0.0	0.0%
12 DNA	0.0	0.0%
..Grand Total		

Axis v9 (level vehicle):

++V009 Main Driver Person Number

Total	9138.0	100.0%
1 Person no.1	6193.0	67.8%
2 Person no.2	2083.0	22.8%
3 Person no.3	681.0	7.5%
4 Person no.4	150.0	1.6%
5 Person no.5	21.0	0.2%
6 Person no.6	1.0	0.0%
7 Person no.7	0.0	0.0%

Axis v9 (level vehicle): (continued)

8 Person no.8	0.0	0.0%
9 Person no.9	0.0	0.0%
10 Person no.10	0.0	0.0%
11 Person no.11	0.0	0.0%
12 Person no.12	0.0	0.0%
13 Person no.13	0.0	0.0%
14 Person no.14	0.0	0.0%
15 No main driver	9.0	0.1%
16 NA	0.0	0.0%
17 DNA	0.0	0.0%
..Grand Total		

Axis v15 (level vehicle):

++V015 Taxation Class

Total	9134.0	100.0%
1 Private	8108.0	88.8%
2 Light goods (1.5 tons or less)	353.0	3.9%
3 Taxi (Hackney)	18.0	0.2%
4 3 wheel car (Tricycle)	22.0	0.2%
5 Disabled	21.0	0.2%
6 Motorcycle, scooter, moped	570.0	6.2%
7 Heavy Goods (over 1.5 Tons)	35.0	0.4%
8 Other	7.0	0.1%
9 NA	0.0	0.0%
10 DNA	4.0	0.0%
..Grand Total		

Axis v46 (level vehicle):

++V046 Estimate of Annual Mileage

Total	9093.0	100.0%
1 Under 500	109.0	1.2%
2 500-999	140.0	1.5%
3 1000-1999	565.0	6.2%
4 2000-2999	627.0	6.9%
5 3000-3999	603.0	6.6%
6 4000-4999	525.0	5.8%
7 5000-6999	1633.0	18.0%
8 7000-8999	1165.0	12.8%
9 9000-11999	1473.0	16.2%
10 12000-14999	939.0	10.3%
11 15000-17999	491.0	5.4%
12 18000-20999	322.0	3.5%
13 21000-29999	248.0	2.7%
14 30000 miles and over	253.0	2.8%
15 NA	0.0	0.0%
16 DNA	45.0	0.5%
..Grand Total		

Axis v61 (level vehicle):

++V061 Why Was Vehicle Not Used

Total	729.0	100.0%
1 Vehicle not insured	42.0	5.8%
2 Vehicle being repaired	178.0	24.4%
3 Driver sick/ on holiday	145.0	19.9%
4 Driver disqualified	5.0	0.7%
5 Other	47.0	6.4%
6 Vehicle not in everyday use	312.0	42.8%
7 NA	13.0	1.8%
8 DNA	8396.0	1151.7%
..Grand Total		

Axis v84 (level vehicle):

++V084 Person with daytime access

Total	9138.0	100.0%
1 Main driver: male	5706.0	62.4%
2 Main driver: female	2401.0	26.3%
3 Not main driver: male HoH	40.0	0.4%
4 Not main driver: female HoH	3.0	0.0%
5 Not main driver: female wife	270.0	3.0%
6 Not main driver: other male	9.0	0.1%
7 Not main driver: other female	12.0	0.1%
8 Main driver and other	672.0	7.4%
9 Others: not main driver	13.0	0.1%
10 No-one with access	12.0	0.1%
11 NA	0.0	0.0%
..Grand Total		

Axis v85 (level vehicle):

++V085 Vehicle Registration

Total	9134.0	100.0%
1 Firm: employer	847.0	9.3%
2 Firm: employer hired	63.0	0.7%
3 Firm: H/h hired	16.0	0.2%
4 Firm: not employer / hire	22.0	0.2%
5 Firm: no hire details	2.0	0.0%
6 H/h member	8065.0	88.3%
7 Other person : borrowed	49.0	0.5%
8 Other person : not borrowed	70.0	0.8%
9 NA	0.0	0.0%
10 DNA	4.0	0.0%
..Grand Total		

Axis v87 (level vehicle):

++V087 Engine Capacity (cc)

Total	9099.0	100.0%
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Axis v87 (level vehicle): (continued)

1 Up to 50	176.0	1.9%
2 51-125	173.0	1.9%
3 126-250	100.0	1.1%
4 251-700	135.0	1.5%
5 701-1000	1019.0	11.2%
6 1001-1300	3168.0	34.8%
7 1301-1500	589.0	6.5%
8 1501-1800	2331.0	25.6%
9 1801-2000	729.0	8.0%
10 2001-2500	397.0	4.4%
11 2501-3000	167.0	1.8%
12 3001 and over	115.0	1.3%
13 NA	0.0	0.0%
14 DNA	39.0	0.4%
..Grand Total		

Axis v88 (level vehicle):

++V088 Type of Fuel		
Total	9138.0	100.0%
1 Petrol	8939.0	97.8%
2 Diesel	194.0	2.1%
3 LPG only	1.0	0.0%
4 Electric	4.0	0.0%
5 Other	0.0	0.0%
6 NA	0.0	0.0%
..Grand Total		

Axis v89 (level vehicle):

++V089 Registration Letter		
Total	9134.0	100.0%
1 A	4.0	0.0%
2 B	12.0	0.1%
3 C	26.0	0.3%
4 D	19.0	0.2%
5 E	19.0	0.2%
6 F	27.0	0.3%
7 G	33.0	0.4%
8 H	57.0	0.6%
9 J	86.0	0.9%
10 K	207.0	2.3%
11 L	248.0	2.7%
12 M	294.0	3.2%
13 N	306.0	3.4%
14 P	356.0	3.9%
15 R	512.0	5.6%
16 S	621.0	6.8%
17 T	769.0	8.4%
18 V	780.0	8.5%
19 W	739.0	8.1%

Axis v89 (level vehicle): (continued)

20 X	773.0	8.5%
21 Y	872.0	9.5%
22 Prefix A	922.0	10.1%
23 Prefix B	867.0	9.5%
24 Prefix C	413.0	4.5%
25 No letter	172.0	1.9%
26 NA	0.0	0.0%
27 DNA	4.0	0.0%
..Grand Total		

Axis v90 (level vehicle):

++V090 Year of first registration

Total	9134.0	100.0%
1 1965 or earlier	105.0	1.1%
2 1966	23.0	0.3%
3 1967	28.0	0.3%
4 1968	29.0	0.3%
5 1969	40.0	0.4%
6 1970	69.0	0.8%
7 1971	117.0	1.3%
8 1972	256.0	2.8%
9 1973	244.0	2.7%
10 1974	305.0	3.3%
11 1975	348.0	3.8%
12 1976	428.0	4.7%
13 1977	507.0	5.6%
14 1980	714.0	7.8%
15 1979	789.0	8.6%
16 1980	818.0	9.0%
17 1981	796.0	8.7%
18 1982	844.0	9.2%
19 1983	929.0	10.2%
20 1984	865.0	9.5%
21 1985	768.0	8.4%
22 1986	112.0	1.2%
23 NA	0.0	0.0%
24 DNA	4.0	0.0%
..Grand Total		

Axis v91 (level vehicle):

++V091 Vehicle age

Total	9134.0	100.0%
1 Up to 6 months	443.0	4.9%
2 6 months to 1 year	418.0	4.6%
3 Over 1 to 1.5 years	465.0	5.1%
4 Over 1.5 to 2 years	437.0	4.8%
5 Over 2 to 3 years	913.0	10.0%
6 Over 3 to 4 years	831.0	9.1%
7 Over 4 to 5 years	797.0	8.7%

Axis v91 (level vehicle): (continued)

8 Over 5 to 6 years	768.0	8.4%
9 Over 6 to 7 years	796.0	8.7%
10 Over 7 to 8 years	718.0	7.9%
11 Over 8 to 10 years	957.0	10.5%
12 Over 10 to 13 years	924.0	10.1%
13 Over 13 to 18 years	509.0	5.6%
14 Over 18 years	158.0	1.7%
15 NA	0.0	0.0%
16 DNA	4.0	0.0%
..Grand Total		

Axis v92 (level vehicle):

++V092 Rank of car in household

Total	8476.0	100.0%
1 First	1794.0	21.2%
2 Second	1794.0	21.2%
3 Third	277.0	3.3%
4 Fourth	39.0	0.5%
5 Fifth	6.0	0.1%
6 Sixth or lower	0.0	0.0%
7 Only car	4566.0	53.9%
8 NA	0.0	0.0%
9 DNA	662.0	7.8%
..Grand Total		

Axis v93 (level vehicle):

++V093 Vehicle's total mileage

Total	7655.0	100.0%
1 Up to 2000 miles	233.0	3.0%
2 2001- 4000 miles	238.0	3.1%
3 4001- 6000 miles	218.0	2.8%
4 6001- 8000 miles	224.0	2.9%
5 8001- 10000 miles	192.0	2.5%
6 10001- 15000 miles	509.0	6.6%
7 15001- 20000 miles	493.0	6.4%
8 20001- 25000 miles	461.0	6.0%
9 25001- 30000 miles	439.0	5.7%
10 30001- 40000 miles	830.0	10.8%
11 40001- 50000 miles	826.0	10.8%
12 50001- 60000 miles	779.0	10.2%
13 60001- 75000 miles	1035.0	13.5%
14 75001- 100000 miles	882.0	11.5%
15 Over 100000 miles	296.0	3.9%
16 NA	1479.0	19.3%
17 DNA	4.0	0.1%
..Grand Total		

Axis v94 (level vehicle):

++V094 Mileage in travel week

Total	9048.0	100.0%
1 None	875.0	9.7%
2 1- 9 miles	267.0	3.0%
3 10- 29 miles	725.0	8.0%
4 30- 49 miles	759.0	8.4%
5 50- 74 miles	1042.0	11.5%
6 75- 99 miles	884.0	9.8%
7 100- 149 miles	1537.0	17.0%
8 150- 199 miles	936.0	10.3%
9 200- 299 miles	989.0	10.9%
10 300- 399 miles	447.0	4.9%
11 400- 499 miles	223.0	2.5%
12 500- 749 miles	258.0	2.9%
13 750 miles and over	106.0	1.2%
14 NA	86.0	1.0%
15 DNA	4.0	0.0%

..Grand Total

Axis v96 (level vehicle):

++V096 Ineligible mileage

Total	9048.0	100.0%
1 None	8532.0	94.3%
2 1- 9 miles	138.0	1.5%
3 10- 29 miles	116.0	1.3%
4 30- 49 miles	54.0	0.6%
5 50- 74 miles	45.0	0.5%
6 75- 99 miles	29.0	0.3%
7 100- 149 miles	29.0	0.3%
8 150- 199 miles	17.0	0.2%
9 200- 299 miles	29.0	0.3%
10 300- 399 miles	16.0	0.2%
11 400- 499 miles	9.0	0.1%
12 500- 749 miles	19.0	0.2%
13 750 miles and over	15.0	0.2%
14 NA	86.0	1.0%
15 DNA	4.0	0.0%

..Grand Total

Axis v97 (level vehicle):

++V097 Eligible mileage

Total	9048.0	100.0%
1 None	909.0	10.0%
2 1- 9 miles	274.0	3.0%
3 10- 29 miles	746.0	8.2%
4 30- 49 miles	781.0	8.6%
5 50- 74 miles	1073.0	11.9%
6 75- 99 miles	895.0	9.9%

Axis v97 (level vehicle): (continued)

7 100- 149 miles	1538.0	17.0%
8 150- 199 miles	916.0	10.1%
9 200- 299 miles	964.0	10.7%
10 300- 399 miles	431.0	4.8%
11 400- 499 miles	206.0	2.3%
12 500- 749 miles	230.0	2.5%
13 750 miles and over	85.0	0.9%
14 NA	86.0	1.0%
15 DNA	4.0	0.0%
..Grand Total		

Axis v99 (level vehicle):

++V099 Fuel purchased (litres)

Total	9106.0	100.0%
1 None	3016.0	33.1%
2 1- 15 litres	1285.0	14.1%
3 Over 15- 30 litres	2322.0	25.5%
4 Over 30- 60 litres	1848.0	20.3%
5 Over 60- 120 litres	545.0	6.0%
6 Over 120 litres	90.0	1.0%
7 NA	27.0	0.3%
8 DNA	5.0	0.1%
..Grand Total		

Axis v102 (level vehicle):

++V102 Fuel Cost

Total	9106.0	100.0%
1 None	3041.0	33.4%
2 #1 to #7	1596.0	17.5%
3 Over #7 to #15	2779.0	30.5%
4 Over #15 to #25	1120.0	12.3%
5 Over #25 to #55	507.0	5.6%
6 Over #55	63.0	0.7%
7 NA	27.0	0.3%
8 DNA	5.0	0.1%
..Grand Total		

Axis v103 (level vehicle):

++V103 Purchase/Hire Costs

Total	9021.0	100.0%
1 Firm paid (firm reg/hire)	910.0	10.1%
2 Firm paid (private reg/hire)	343.0	3.8%
3 Not firm paid (priv. reg./hire)	7697.0	85.3%
4 No inf. (prob. no cost to h/h)	71.0	0.8%
5 NA	113.0	1.3%
6 DNA	4.0	0.0%
..Grand Total		

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xis v104 (level vehicle):

+V104 Firm paid running cost

Total	8967.0	100.0%
1 All	1316.0	14.7%
2 Tax/ Ins.	22.0	0.2%
3 Tax/ Service	7.0	0.1%
4 Ins./ Service	1.0	0.0%
5 Tax only	8.0	0.1%
6 Ins. only	12.0	0.1%
7 Service only	12.0	0.1%
8 None	7589.0	84.6%
9 NA	167.0	1.9%
10 DNA	4.0	0.0%
.Grand Total		

xis v105 (level vehicle):

+V105 Firm-paid mileage

Total	8813.0	100.0%
1 All	628.0	7.1%
2 Some in course/ work, private	122.0	1.4%
3 Some in course/ work only	1565.0	17.8%
4 Some private only	216.0	2.5%
5 None	6282.0	71.3%
6 NA	321.0	3.6%
7 DNA	4.0	0.0%
.Grand Total		

xis v106 (level vehicle):

+V106. Form of Mileage Payment

Total	2531.0	100.0%
1 Free petrol	1225.0	48.4%
2 Mileage allowance	1029.0	40.7%
3 Fixed allowance	132.0	5.2%
4 Other allowance	145.0	5.7%
5 NA	321.0	12.7%
6 DNA (inc. None)	6286.0	248.4%
.Grand Total		

xis v107 (level vehicle):

+V107 Summary of firm benefits

Total	8777.0	100.0%
1 All costs subs'd (no payment)	997.0	11.4%
2 All costs subs'd (pay for use)	42.0	0.5%
3 Purchase + running	71.0	0.8%
4 Purchase + mileage	42.0	0.5%
5 Running + mileage	204.0	2.3%
6 Purchase only	71.0	0.8%

Axis v107 (level vehicle): (continued)

7 Running only	35.0	0.4%
8 Mileage	1230.0	14.0%
9 None	6085.0	69.3%
10 NA	357.0	4.1%
11 DNA	4.0	0.0%
..Grand Total		

Axis v108 (level vehicle):

++V108 Income Tax penalties/benefits

Total	8853.0	100.0%
1 Extra tax paid	673.0	7.6%
2 Claim for purch. and run costs	436.0	4.9%
3 Claim for purch. costs	9.0	0.1%
4 Claim for run costs	71.0	0.8%
5 Claim NA costs	189.0	2.1%
6 No tax effects	7475.0	84.4%
7 NA	281.0	3.2%
8 DNA	4.0	0.0%
..Grand Total		

Axis v109 (level vehicle):

++V109 Other benefits

Total	8933.0	100.0%
1 Subsidy - disabled	51.0	0.6%
2 Subsidy - not disabled	124.0	1.4%
3 Other	79.0	0.9%
4 None	8679.0	97.2%
5 NA	201.0	2.3%
6 DNA	4.0	0.0%
..Grand Total		

Axis v110 (level vehicle):

++V110 Company-car summary (TRRL)

Total	8723.0	100.0%
1 All costs fully-subs:no tax all.	276.0	3.2%
2 Purchase cost subsidised	143.0	1.6%
3 Tax allowance on vehicle	705.0	8.1%
4 In course of work mileage paid	940.0	10.8%
5 No subs:1+ employed in h/hold	4568.0	52.4%
6 No subs:none employed in h/hold	1122.0	12.9%
7 All costs partly subsidised	547.0	6.3%
8 Running costs/mileage+oth bens.	219.0	2.5%
9 Private mileage only subsidised	203.0	2.3%
10 NA	411.0	4.7%
11 DNA	4.0	0.0%
..Grand Total		

Axis v111 (level vehicle):

++V111 Company car summary

Total	8991.0	100.0%
1 Firm veh/ full sub'd	276.0	3.1%
2 Firm veh/ not full sub'd	973.0	10.8%
3 H/h veh/ sub'd	1530.0	17.0%
4 H/h veh/ not sub'd	6212.0	69.1%
5 NA	0.0	0.0%
6 DNA	147.0	1.6%
..Grand Total		

Axis v120 (level vehicle):

++V120 Company Car Summary (STA5)

Total	8421.0	100.0%
1 Tax allowance	715.0	8.5%
2 Company vehicle	1004.0	11.9%
3 Other subsidised vehicle	311.0	3.7%
4 ICOW allowance only	939.0	11.2%
5 No support	5452.0	64.7%
6 NA	0.0	0.0%
7 DNA (motor cycles etc)	584.0	6.9%
8 DNA (no subsidy info)	133.0	1.6%

Axis i1 (level individual):

++I001 Person Number

Total	25785.0	100.0%
1 Person no.1	10266.0	39.8%
2 Person no.2	7709.0	29.9%
3 Person no.3	4208.0	16.3%
4 Person no.4	2536.0	9.8%
5 Person no.5	769.0	3.0%
6 Person no.6	208.0	0.8%
7 Person no.7	65.0	0.3%
8 Person no.8	17.0	0.1%
9 Person no.9	4.0	0.0%
10 Person no.10	2.0	0.0%
11 Person no.11	1.0	0.0%
12 Person no.12	0.0	0.0%
13 Person no.13	0.0	0.0%
14 Person no.14	0.0	0.0%
15 NA	0.0	0.0%
16 DNA	0.0	0.0%
..Grand Total		

Axis i2 (level individual):

++I002 Relationship to Hoh

Total	25785.0	100.0%
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Axis i2 (level individual): (continued)

1 Hoh	10266.0	39.8%
2 Wife	6518.0	25.3%
3 Child of Hoh/Wife	8097.0	31.4%
4 Parent of Hoh/Wife	161.0	0.6%
5 Other relation	370.0	1.4%
6 Unrelated person	373.0	1.4%
7 NA	0.0	0.0%
8 DNA	0.0	0.0%
..Grand Total		

Axis i3 (level individual):

++I003 Sex		
Total	25785.0	100.0%
1 Male	12391.0	48.1%
2 Female	13394.0	51.9%
3 NA	0.0	0.0%
4 DNA	0.0	0.0%
..Grand Total		

Axis i4 (level individual):

++I004 Marital Status		
Total	25785.0	100.0%
1 Married	13133.0	50.9%
2 Single	9766.0	37.9%
3 Widowed/ Divorced	2668.0	10.3%
4 Separated	218.0	0.8%
5 NA	0.0	0.0%
6 DNA	0.0	0.0%
..Grand Total		

Axis i6 (level individual):

++I006 Age		
Total	25785.0	100.0%
1 Less than 1 year	342.0	1.3%
2 1 - 2 years	682.0	2.6%
3 3 - 4 years	685.0	2.7%
4 5 - 10 years	1982.0	7.7%
5 11 - 15 years	1905.0	7.4%
6 16 years	354.0	1.4%
7 17 years	390.0	1.5%
8 18 years	331.0	1.3%
9 19 years	333.0	1.3%
10 20 years	328.0	1.3%
11 21 - 25 years	1839.0	7.1%
12 26 - 29 years	1487.0	5.8%
13 30 - 39 years	3758.0	14.6%
14 40 - 49 years	3004.0	11.7%

Axis i6 (level individual): (continued)

15 50 - 59 years	2889.0	11.2%
16 60 - 64 years	1565.0	6.1%
17 65 - 69 years	1238.0	4.8%
18 70 - 74 years	1167.0	4.5%
19 75 - 79 years	770.0	3.0%
20 80 - 84 years	455.0	1.8%
21 85 years or older	281.0	1.1%
22 NA	0.0	0.0%
23 DNA	0.0	0.0%
..Grand Total		

Axis i7 (level individual):

++I007 Working status (h/h qu)		
Total	25785.0	100.0%
1 Full Time	9001.0	34.9%
2 Part Time	2432.0	9.4%
3 Not Working	14352.0	55.7%
4 NA	0.0	0.0%
5 DNA	0.0	0.0%
..Grand Total		

Axis i48 (level individual):

++I048 Frequency Ordinary Bus		
Total	25724.0	100.0%
1 3 or more times a week	5204.0	20.2%
2 Once or twice a week	3622.0	14.1%
3 Less 1 a week/More 2 a month	1094.0	4.3%
4 Once or twice a month	2107.0	8.2%
5 Less 1 a month/More 2 a year	1809.0	7.0%
6 Once or twice a year	2629.0	10.2%
7 Less than once yearly/Never	9259.0	36.0%
8 NA	61.0	0.2%
9 DNA	0.0	0.0%
..Grand Total		

Axis i49 (level individual):

++I049 Frequency Express Coach		
Total	25658.0	100.0%
1 3 or more times a week	75.0	0.3%
2 Once or twice a week	130.0	0.5%
3 Less 1 a week/More 2 a month	80.0	0.3%
4 Once or twice a month	311.0	1.2%
5 Less 1 a month/More 2 a year	1162.0	4.5%
6 Once or twice a year	3635.0	14.2%
7 Less than once yearly/Never	20265.0	79.0%
8 NA	127.0	0.5%
9 DNA	0.0	0.0%

Axis i49 (level individual): (continued)

..Grand Total

Axis i50 (level individual):

++I050 Frequency British Rail Train

Total	25682.0	100.0%
1 3 or more times a week	594.0	2.3%
2 Once or twice a week	453.0	1.8%
3 Less 1 a week/More 2 a month	451.0	1.8%
4 Once or twice a month	1377.0	5.4%
5 Less 1 a month/More 2 a year	2944.0	11.5%
6 Once or twice a year	5124.0	20.0%
7 Less than once yearly/Never	14739.0	57.4%
8 NA	103.0	0.4%
9 DNA	0.0	0.0%
..Grand Total		

Axis i51 (level individual):

++I051 Frequency Taxi/Mini Cab

Total	25665.0	100.0%
1 3 or more times a week	505.0	2.0%
2 Once or twice a week	1272.0	5.0%
3 Less 1 a week/More 2 a month	649.0	2.5%
4 Once or twice a month	1620.0	6.3%
5 Less 1 a month/More 2 a year	2446.0	9.5%
6 Once or twice a year	3653.0	14.2%
7 Less than once yearly/Never	15520.0	60.5%
8 NA	120.0	0.5%
9 DNA	0.0	0.0%
..Grand Total		

Axis i52 (level individual):

++I052 Frequency bicycle

Total	25606.0	100.0%
1 3 or more times a week	2148.0	8.4%
2 Once or twice a week	981.0	3.8%
3 Less 1 a week/More 2 a month	352.0	1.4%
4 Once or twice a month	610.0	2.4%
5 Less 1 a month/More 2 a year	458.0	1.8%
6 Once or twice a year	606.0	2.4%
7 Less than once yearly/Never	20451.0	79.9%
8 NA	179.0	0.7%
9 DNA	0.0	0.0%
..Grand Total		

Axis i53 (level individual):

++I053 Frequency Air flight

Total	25524.0	100.0%
1 3 or more times a week	6.0	0.0%
2 Once or twice a week	12.0	0.0%
3 Less 1 a week/More 2 a month	23.0	0.1%
4 Once or twice a month	67.0	0.3%
5 Less 1 a month/More 2 a year	201.0	0.8%
6 Once or twice a year	589.0	2.3%
7 Less than once a year/Never	24626.0	96.5%
8 NA	261.0	1.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis i54 (level individual):

++I054 Last Time use ordinary Bus

Total	6360.0	100.0%
1 Within the last week	712.0	11.2%
2 1 to 2 weeks ago	550.0	8.6%
3 2 weeks to 1 month ago	994.0	15.6%
4 1 to 3 months ago	1747.0	27.5%
5 4 to 6 months ago	1085.0	17.1%
6 7 to 9 months ago	467.0	7.3%
7 10 months to a year ago	406.0	6.4%
8 More than a year ago	399.0	6.3%
9 NA	185.0	2.9%
10 DNA	19240.0	302.5%
..Grand Total		

Axis i55 (level individual):

++I055 Last time used express coach

Total	4988.0	100.0%
1 Within the last week	230.0	4.6%
2 1 to 2 weeks ago	179.0	3.6%
3 2 Weeks to 1 month ago	428.0	8.6%
4 1 to 3 months ago	1101.0	22.1%
5 4 to 6 months ago	1121.0	22.5%
6 7 to 9 months ago	806.0	16.2%
7 10 months to a year ago	579.0	11.6%
8 More than a year ago	544.0	10.9%
9 NA	120.0	2.4%
10 DNA	20677.0	414.5%
..Grand Total		

Axis i56 (level individual):

++I056 Last time used BR train

Total	9235.0	100.0%
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Axis i56 (level individual): (continued)

1 Within the last week	630.0	6.8%
2 1 to 2 weeks ago	502.0	5.4%
3 2 weeks to 1 month ago	919.0	10.0%
4 1 to 3 months ago	2455.0	26.6%
5 4 to 6 months ago	1861.0	20.2%
6 7 to 9 months ago	1041.0	11.3%
7 10 months to a year ago	898.0	9.7%
8 More than a year ago	929.0	10.1%
9 NA	210.0	2.3%
10 DNA	16340.0	176.9%
..Grand Total		

Axis i57 (level individual):

++I057 Last time used taxi/mini cab		
Total	7543.0	100.0%
1 Within the last week	690.0	9.1%
2 1 to 2 weeks ago	606.0	8.0%
3 2 weeks to 1 month ago	1100.0	14.6%
4 1 to 3 months ago	2189.0	29.0%
5 4 to 6 months ago	1434.0	19.0%
6 7 to 9 months ago	626.0	8.3%
7 10 months to a year ago	473.0	6.3%
8 More than a year ago	425.0	5.6%
9 NA	176.0	2.3%
10 DNA	18066.0	239.5%
..Grand Total		

Axis i58 (level individual):

++I058 Last time used bicycle		
Total	1624.0	100.0%
1 Within the last week	105.0	6.5%
2 1 to 2 weeks ago	99.0	6.1%
3 2 weeks to 1 month ago	172.0	10.6%
4 1 to 3 months ago	407.0	25.1%
5 4 to 6 months ago	352.0	21.7%
6 7 to 9 months ago	245.0	15.1%
7 10 months to a year ago	133.0	8.2%
8 More than a year ago	111.0	6.8%
9 NA	50.0	3.1%
10 DNA	24111.0	1484.7%
..Grand Total		

Axis i59 (level individual):

++I059 Last time used air flight		
Total	824.0	100.0%
1 Within the last week	30.0	3.6%
2 1 to 2 weeks ago	43.0	5.2%

Axis i59 (level individual): (continued)

3	2 weeks to 1 month ago	49.0	5.9%
4	1 to 3 months ago	164.0	19.9%
5	4 to 6 months ago	168.0	20.4%
6	7 to 9 months ago	140.0	17.0%
7	10 months to a year ago	127.0	15.4%
8	More than a year ago	103.0	12.5%
9	NA	33.0	4.0%
10	DNA	24928.03025.2%	
..Grand Total			

Axis i78 (level individual):

++I078 SEG Of Individual			
	Total	19018.0	100.0%
1	Employer: large	17.0	0.1%
2	Manager: large	1139.0	6.0%
3	Employer: small	497.0	2.6%
4	Manager: small	653.0	3.4%
5	Profess.: self-employed	100.0	0.5%
6	Profess.: employee	460.0	2.4%
7	Intermediate non-manual	1715.0	9.0%
8	Supervisor of non-manual	762.0	4.0%
9	Junior non-manual	3912.0	20.6%
10	Personal service	1410.0	7.4%
11	Foreman of manual	1049.0	5.5%
12	Skilled manual	2690.0	14.1%
13	Semiskilled manual	2219.0	11.7%
14	Unskilled manual	1160.0	6.1%
15	Own account non-profess.	761.0	4.0%
16	Farmer: employer/manager	74.0	0.4%
17	Farmer: own account	83.0	0.4%
18	Agric. worker	241.0	1.3%
19	Armed forces	76.0	0.4%
20	Occup. inad. desc.	82.0	0.4%
21	NA	36.0	0.2%
22	DNA (Never worked)	6649.0	35.0%
..Grand Total			

Axis i79 (level individual):

++I079 Industry Type			
	Total	18927.0	100.0%
1	Agric. etc.	423.0	2.2%
2	Energy, water	496.0	2.6%
3	Minerals, metals, chemicals	689.0	3.6%
4	Metal goods, engineering	2163.0	11.4%
5	Other manufacturing	2346.0	12.4%
6	Construction	1155.0	6.1%
7	Distribution, repairs etc.	4053.0	21.4%
8	Transport and communication	1053.0	5.6%
9	Banking, finance etc.	1399.0	7.4%

Axis i79 (level individual): (continued)

10 Other	5150.0	27.2%
11 Indust. inad. desc.	173.0	0.9%
12 NA	36.0	0.2%
13 DNA (Never worked)	6649.0	35.1%
..Grand Total		

Axis i80 (level individual):

++I080 Employment status

Total	19136.0	100.0%
1 Employee	17437.0	91.1%
2 Self-Employed	1699.0	8.9%
3 NA	0.0	0.0%
4 DNA	6649.0	34.7%
..Grand Total		

Axis i92 (level individual):

++I092 Work Place

Total	11309.0	100.0%
1 Same place	9116.0	80.6%
2 Same place least 2 consec.	882.0	7.8%
3 Different places	840.0	7.4%
4 Home/Same building as home	471.0	4.2%
5 NA	26.0	0.2%
6 DNA	14450.0	127.8%
..Grand Total		

Axis i106 (level individual):

++I106 1st ticket/pass mode(s)

Total	5416.0	100.0%
1 BR train	1089.0	20.1%
2 LRT, Glasgow tube, Newc metro	10.0	0.2%
3 Bus	2243.0	41.4%
4 Combined BR and tube	91.0	1.7%
5 Combined BR and bus	828.0	15.3%
6 Combined tube and bus	688.0	12.7%
7 Combined BR, tube and bus	244.0	4.5%
8 Other	223.0	4.1%
9 NA	0.0	0.0%
10 DNA	20369.0	376.1%
..Grand Total		

Axis i126 (level individual):

++I126 2nd ticket/pass mode(s)

Total	472.0	100.0%
1 BR train	296.0	62.7%

Axis i126 (level individual): (continued)

2 LRT, Glasgow tube, Newc metro	8.0	1.7%
3 Bus	102.0	21.6%
4 Combined BR and tube	17.0	3.6%
5 Combined BR and bus	15.0	3.2%
6 Combined tube and bus	16.0	3.4%
7 Combined BR, tube and bus	4.0	0.8%
8 Other	14.0	3.0%
9 NA	0.0	0.0%
10 DNA	25313.05362.9%	
..Grand Total		

Axis i146 (level individual):

++I146 3rd ticket/pass mode(s)

Total	21.0	100.0%
1 BR train	8.0	38.1%
2 LRT, Glasgow tube, Newc metro	0.0	0.0%
3 Bus	5.0	23.8%
4 Combined BR and tube	3.0	14.3%
5 Combined BR and bus	1.0	4.8%
6 Combined tube and bus	0.0	0.0%
7 Combined BR, tube and bus	1.0	4.8%
8 Other	3.0	14.3%
9 NA	0.0	0.0%
10 DNA	25764.0122685.7%	
..Grand Total		

Axis i164 (level individual):

++I164 Age/Sex

Total	25785.0	100.0%
1 Under 5 years	1709.0	6.6%
2 5-10 years	1982.0	7.7%
3 11-15 years	1905.0	7.4%
4 Male 16-20 years	899.0	3.5%
5 Male 21-29 years	1585.0	6.1%
6 Male 30-59 years	4737.0	18.4%
7 Male 60-64	737.0	2.9%
8 Male 65 or over	1613.0	6.3%
9 Female 16-20 years	837.0	3.2%
10 Female 21-29 years	1741.0	6.8%
11 Female 30-59 years	4914.0	19.1%
12 Female 60-64 years	828.0	3.2%
13 Female 65 or over	2298.0	8.9%
14 Sex NA or Age NA	0.0	0.0%
..Grand Total		

Axis i165 (level individual):

++I165 Travel difficulties

Total	22094.0	100.0%
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Axis i165 (level individual): (continued)

1 Foot, bus and car	738.0	3.3%
2 Foot, bus	604.0	2.7%
3 Foot, car	116.0	0.5%
4 Bus, car	14.0	0.1%
5 Foot only	785.0	3.6%
6 Bus only	102.0	0.5%
7 Car only	34.0	0.2%
8 Disabled (data NA)	0.0	0.0%
9 No difficulties	19701.0	89.2%
10 NA	0.0	0.0%
11 DNA (Under 11)	3691.0	16.7%
..Grand Total		

Axis i166 (level individual):

++I166 Difficulty going out on foot		
Total	2211.0	100.0%
1 Goes out on own	1386.0	62.7%
2 Goes out if helped	216.0	9.8%
3 Health prevents - could on own	129.0	5.8%
4 Other prevents - cd on own	8.0	0.4%
5 Health prevents - could if helped	156.0	7.1%
6 Other prevents - cd if helped	6.0	0.3%
7 Couldn't walk - uses wh.chair	104.0	4.7%
8 Couldn't (health) - no wh.ch.	202.0	9.1%
9 Couldn't (other) - no wh.ch.	4.0	0.2%
10 NA	32.0	1.4%
11 DNA	23542.0	1064.8%
..Grand Total		

Axis i167 (level individual):

++I167 Walking aids		
Total	2211.0	100.0%
1 Uses wheelchair	139.0	6.3%
2 Walking frame	33.0	1.5%
3 Crutches	15.0	0.7%
4 Callipers	11.0	0.5%
5 Walking stick	549.0	24.8%
6 Other	56.0	2.5%
7 No aids	1400.0	63.3%
8 NA aids	8.0	0.4%
9 NA	32.0	1.4%
10 DNA	23542.0	1064.8%
..Grand Total		

Axis i168 (level individual):

++I168 Difficulty using a bus		
Total	1458.0	100.0%

Axis i168 (level individual): (continued)

1 Not used/ health/ imposs.	463.0	31.8%
2 Not used/ health/ need help	197.0	13.5%
3 Not used/ health/ could manage	116.0	8.0%
4 Used bus/ need help	142.0	9.7%
5 Used bus/ can manage	377.0	25.9%
6 Not used/ not health/ poor bus	100.0	6.9%
7 Not used/ not health/ other	26.0	1.8%
8 NA disability	37.0	2.5%
9 DNA	24327.0	1668.5%
..Grand Total		

Axis i169 (level individual):

++I169 Bus difficulty - get to

Total	1291.0	100.0%
1 Yes	848.0	65.7%
2 No	443.0	34.3%
3 NA	41.0	3.2%
4 DNA	24453.0	1894.1%
..Grand Total		

Axis i170 (level individual):

++I170 Bus difficulty - waiting at stop

Total	1290.0	100.0%
1 Yes	929.0	72.0%
2 No	361.0	28.0%
3 NA	42.0	3.3%
4 DNA	24453.0	1895.6%
..Grand Total		

Axis i171 (level individual):

++I171 Bus difficulty - getting on/off

Total	1291.0	100.0%
1 Yes	1017.0	78.8%
2 No	274.0	21.2%
3 NA	41.0	3.2%
4 DNA	24453.0	1894.1%
..Grand Total		

Axis i172 (level individual):

++I172 Bus difficulty - to/from seat

Total	1290.0	100.0%
1 Yes	709.0	55.0%
2 No	581.0	45.0%
3 NA	42.0	3.3%
4 DNA	24453.0	1895.6%

Axis i172 (level individual): (continued)

..Grand Total

Axis i173 (level individual):

++I173 Bus difficulty - on bus disc.

Total	1278.0	100.0%
1 Yes	115.0	9.0%
2 No	1163.0	91.0%
3 NA	54.0	4.2%
4 DNA	24453.0	1913.4%
..Grand Total		

Axis i174 (level individual):

++I174 Bus difficulty - other unspec.

Total	1278.0	100.0%
1 Yes	114.0	8.9%
2 No	1164.0	91.1%
3 NA	54.0	4.2%
4 DNA	24453.0	1913.4%
..Grand Total		

Axis i175 (level individual):

++I175 Difficulty using a car

Total	899.0	100.0%
1 Uses car: ordinary	702.0	78.1%
2 Uses car: adapted/ ord.imp.	6.0	0.7%
3 Uses car: adapted/ ord.diff.	10.0	1.1%
4 Car not used: health/ ord.imp.	44.0	4.9%
5 Car not used: health/ ord.diff.	74.0	8.2%
6 Car not used: not health	63.0	7.0%
7 NA	3.0	0.3%
8 DNA	24883.0	2767.9%
..Grand Total		

Axis i176 (level individual):

++I176 Journeys of 25 miles or more

Total	25765.0	100.0%
1 Car/ bus/ train/ plane	74.0	0.3%
2 Car/ bus/ train	1151.0	4.5%
3 Car/ bus/ plane	33.0	0.1%
4 Car/ train/ plane	388.0	1.5%
5 Bus/ train/ plane	7.0	0.0%
6 Car/ bus	1707.0	6.6%
7 Car/ train	3534.0	13.7%
8 Car/ plane	244.0	0.9%
9 Bus/ train	449.0	1.7%

Axis i176 (level individual): (continued)

10 Bus/ plane	4.0	0.0%
11 Train/ plane	14.0	0.1%
12 Car	11458.0	44.5%
13 Bus	1174.0	4.6%
14 Train	1065.0	4.1%
15 Plane	19.0	0.1%
16 Other only	564.0	2.2%
17 None	3880.0	15.1%
18 NA	20.0	0.1%
..Grand Total		

Axis i177 (level individual):

++I177 Working status

Total	20189.0	100.0%
1 Full time	8974.0	44.4%
2 Part time (over 10-30 hrs)	1754.0	8.7%
3 Part time (10 hrs or less)	455.0	2.3%
4 Waiting for job	73.0	0.4%
5 Looking for job	1041.0	5.2%
6 Retired/ perm. sick	3887.0	19.3%
7 Student (working)	152.0	0.8%
8 Student (not wrking)	493.0	2.4%
9 Home or family	3153.0	15.6%
10 Other non working	207.0	1.0%
11 NA (but non-working)	0.0	0.0%
12 NA (but working)	0.0	0.0%
13 NA	0.0	0.0%
14 DNA (under 16)	5596.0	27.7%
..Grand Total		

Axis i178 (level individual):

++I178 Annual Income (#)

Total	20189.0	100.0%
1 Less than #1000	2764.0	13.7%
2 #1000- #1999	3561.0	17.6%
3 #2000- #2999	2862.0	14.2%
4 #3000- #3999	1839.0	9.1%
5 #4000- #4999	1456.0	7.2%
6 #5000- #5999	1432.0	7.1%
7 #6000- #6999	1153.0	5.7%
8 #7000- #7999	993.0	4.9%
9 #8000- #8999	798.0	4.0%
10 #9000- #9999	664.0	3.3%
11 #10000- #10999	648.0	3.2%
12 #11000- #11999	436.0	2.2%
13 #12000- #12999	316.0	1.6%
14 #13000- #13999	236.0	1.2%
15 #14000- #14999	233.0	1.2%
16 #15000- #17499	307.0	1.5%

Axis i178 (level individual): (continued)

17 #17500- #19999	181.0	0.9%
18 #20000- #22499	100.0	0.5%
19 #22500- #24999	50.0	0.2%
20 #25000 or more	160.0	0.8%
21 NA	0.0	0.0%
22 DNA (under 16)	5596.0	27.7%
..Grand Total		

Axis i179 (level individual):

++I179 Urban location of work		
Total	9792.0	100.0%
1 London central	533.0	5.4%
2 London outer	672.0	6.9%
3 Conurb. centre central	161.0	1.6%
4 Conurb. centre outer	463.0	4.7%
5 Other urban area central	2620.0	26.8%
6 Other urban area outer	4543.0	46.4%
7 Not urban	800.0	8.2%
8 NA	206.0	2.1%
9 DNA	15787.0	161.2%
..Grand Total		

Axis i180 (level individual):

++I180 Usual means of travel to work		
Total	10838.0	100.0%
1 Car/van driver	5112.0	47.2%
2 Car/van passngr.	1105.0	10.2%
3 Car pool	115.0	1.1%
4 Car no details	0.0	0.0%
5 2 wheel motor vehicle	289.0	2.7%
6 Bicycle	507.0	4.7%
7 Bus	1378.0	12.7%
8 British Rail	403.0	3.7%
9 LRT train	166.0	1.5%
10 Walk	1646.0	15.2%
11 Other	117.0	1.1%
12 NA	0.0	0.0%
13 DNA	14947.0	137.9%
..Grand Total		

Axis i181 (level individual):

++I181 Reg of veh used to travel to work		
Total	6025.0	100.0%
1 Firm: employer	747.0	12.4%
2 Firm: employer hired	60.0	1.0%
3 Firm: H/h hired	7.0	0.1%
4 Firm: not hired	14.0	0.2%

Axis i181 (level individual): (continued)

5 Firm: no hire details	1.0	0.0%
6 H/h member	5148.0	85.4%
7 Other person: borrowed	25.0	0.4%
8 Other person: no details	23.0	0.4%
9 NA	0.0	0.0%
10 DNA	19760.0	328.0%
..Grand Total		

Axis i182 (level individual):

++I182 Driving Licence		
Total	20189.0	100.0%
1 Full car/ m'cycle	2475.0	12.3%
2 Full car only	8740.0	43.3%
3 Full m'cycle only	133.0	0.7%
4 Full moped	15.0	0.1%
5 Full invalid vehicle	3.0	0.0%
6 Full no details	19.0	0.1%
7 Prov. car m'cycle	268.0	1.3%
8 Prov. car	1115.0	5.5%
9 Prov. invalid car	1.0	0.0%
10 Prov. no details	21.0	0.1%
11 None	7399.0	36.6%
12 NA	0.0	0.0%
13 DNA	5596.0	27.7%
..Grand Total		

Axis i183 (level individual):

++I183 Driving experience		
Total	20146.0	100.0%
1 No licence (16+)	7399.0	36.7%
2 Prov. only	1405.0	7.0%
3 Full lic. under 2 years	516.0	2.6%
4 Full lic. 2-3 years	672.0	3.3%
5 Full lic. 4-5 years	764.0	3.8%
6 Full lic. 6-7 years	617.0	3.1%
7 Full lic. 8-10 years	1073.0	5.3%
8 Full lic. 11-14 years	1112.0	5.5%
9 Full lic. 15-19 years	1545.0	7.7%
10 Full lic. 20-24 years	1620.0	8.0%
11 Full lic. 25-29 years	967.0	4.8%
12 Full lic. 30-39 years	1241.0	6.2%
13 Full lic. 40-49 years	776.0	3.9%
14 Full lic. 50+ years	439.0	2.2%
15 NA	43.0	0.2%
16 DNA	5596.0	27.8%
..Grand Total		

Axis i184 (level individual):

++I184 Driver access to h/hold vehicle		
Total	20189.0	100.0%
1 Day access car	8171.0	40.5%
2 Day access other 3-4wh veh	373.0	1.8%
3 Day access 2wh veh	330.0	1.6%
4 Day access invalid	3.0	0.0%
5 Day access type NA	0.0	0.0%
6 Other access car	2427.0	12.0%
7 Other access other 3-4wh veh	53.0	0.3%
8 Other access 2wh veh	23.0	0.1%
9 Other access invalid	0.0	0.0%
10 Other access type NA	0.0	0.0%
11 No access	8809.0	43.6%
12 NA	0.0	0.0%
13 DNA	5596.0	27.7%
..Grand Total		

Axis i185 (level individual):

++I185 1st ticket/pass type		
Total	5416.0	100.0%
1 Season ticket	396.0	7.3%
2 Area travel card	514.0	9.5%
3 Comb. season/ area	81.0	1.5%
4 Railcard	659.0	12.2%
5 Other non-concess.	34.0	0.6%
6 OAP pass	2334.0	43.1%
7 Scholar pass	505.0	9.3%
8 Disabled pass	128.0	2.4%
9 Employee pass	354.0	6.5%
10 Unemp. pass	18.0	0.3%
11 Subs. tokens	321.0	5.9%
12 Other concess.	72.0	1.3%
13 NA	0.0	0.0%
14 DNA	20369.0	376.1%
..Grand Total		

Axis i186 (level individual):

++I186 1st ticket/pass mode priority		
Total	5416.0	100.0%
1 BR train only	1089.0	20.1%
2 BR train +bus	90.0	1.7%
3 BR train +ugrnd	86.0	1.6%
4 BR train +bus,ugrnd	88.0	1.6%
5 Ugrnd/ metros only	10.0	0.2%
6 Ugrnd/ metros +BR	5.0	0.1%
7 Ugrnd/ metros +bus	212.0	3.9%
8 Ugrnd/ metros +BR,bus	21.0	0.4%
9 Bus only	2243.0	41.4%

Axis i186 (level individual): (continued)

10 Bus +BR	738.0	13.6%
11 Bus +ugrnd	476.0	8.8%
12 Bus +BR,ugrnd	135.0	2.5%
13 Other	223.0	4.1%
14 NA	0.0	0.0%
15 DNA	20369.0	376.1%
..Grand Total		

Axis i187 (level individual):

++I187 1st ticket/pass - validity		
Total	5383.0	100.0%
1 One week	383.0	7.1%
2 One month	346.0	6.4%
3 3 months/ school term	169.0	3.1%
4 6 months	31.0	0.6%
5 1 year	2221.0	41.3%
6 More than 1 year	1116.0	20.7%
7 Unlimited	669.0	12.4%
8 Other period	110.0	2.0%
9 Tokens etc.	338.0	6.3%
10 NA	33.0	0.6%
11 DNA	20369.0	378.4%
..Grand Total		

Axis i188 (level individual):

++I188 1st ticket/pass - use		
Total	5077.0	100.0%
1 Less than 1 per year/ never	274.0	5.4%
2 1-2 times per year	260.0	5.1%
3 3-4 times per year	364.0	7.2%
4 5-12 times per year	370.0	7.3%
5 12+ times/yr - under 1/week	400.0	7.9%
6 1-2 times per week	534.0	10.5%
7 3-4 times per week	462.0	9.1%
8 5-6 times per week	455.0	9.0%
9 7-8 times per week	239.0	4.7%
10 9-10 times per week	930.0	18.3%
11 11-15 times per week	515.0	10.1%
12 16-20 times per week	184.0	3.6%
13 21+ times per week	90.0	1.8%
14 NA	0.0	0.0%
15 DNA	20708.0	407.9%
..Grand Total		

Axis i190 (level individual):

++I190 1st ticket/ pass costs		
Total	5077.0	100.0%

Axis i190 (level individual): (continued)

1 Free-pay on jrny-sub's'd	88.0	1.7%
2 Free-no cost on jrny-sub's'd	144.0	2.8%
3 Free-pay on jrny-not sub's'd	989.0	19.5%
4 Free-no cost on jrny-not sub's'd	1507.0	29.7%
5 Not free-pay on jrny-sub's'd	30.0	0.6%
6 Not free-no cost on jrny sub's'd	70.0	1.4%
7 Not free-pay on jrny-not sub's'd	1131.0	22.3%
8 Not free-no cost on jrny-not sub	1118.0	22.0%
9 NA	0.0	0.0%
10 DNA	20708.0	407.9%
..Grand Total		

Axis i191 (level individual):

++I191 2nd ticket/pass type

Total	472.0	100.0%
1 Season ticket	15.0	3.2%
2 Area travel card	19.0	4.0%
3 Comb. season/ area	3.0	0.6%
4 Railcard	195.0	41.3%
5 Other non-concess.	8.0	1.7%
6 OAP pass	70.0	14.8%
7 Scholar pass	20.0	4.2%
8 Disabled pass	3.0	0.6%
9 Employee pass	90.0	19.1%
10 Unemp. pass	0.0	0.0%
11 Subs. tokens	40.0	8.5%
12 Other concess.	9.0	1.9%
13 NA	0.0	0.0%
14 DNA	25313.05362.9%	
..Grand Total		

Axis i192 (level individual):

++I192 2nd ticket/pass mode priority

Total	472.0	100.0%
1 BR train only	296.0	62.7%
2 BR train +bus	4.0	0.8%
3 BR train +ugrnd	16.0	3.4%
4 BR train +bus,ugrnd	0.0	0.0%
5 Ugrnd/ metros only	8.0	1.7%
6 Ugrnd/ metros +BR	1.0	0.2%
7 Ugrnd/ metros +bus	7.0	1.5%
8 Ugrnd/ metros +BR,bus	1.0	0.2%
9 Bus only	102.0	21.6%
10 Bus +BR	11.0	2.3%
11 Bus +ugrnd	9.0	1.9%
12 Bus +BR,ugrnd	3.0	0.6%
13 Other	14.0	3.0%
14 NA	0.0	0.0%
15 DNA	25313.05362.9%	

Axis i192 (level individual): (continued)

..Grand Total

Axis i193 (level individual):

++I193 2nd ticket/pass - validity

Total	471.0	100.0%
1 One week	14.0	3.0%
2 One month	5.0	1.1%
3 3 months/ school term	6.0	1.3%
4 6 months	1.0	0.2%
5 1 year	322.0	68.4%
6 More than 1 year	29.0	6.2%
7 Unlimited	41.0	8.7%
8 Other period	13.0	2.8%
9 Tokens etc.	40.0	8.5%
10 NA	1.0	0.2%
11 DNA	25313.05374	3.3%
..Grand Total		

Axis i194 (level individual):

++I194 2nd ticket/pass - use

Total	432.0	100.0%
1 Less that 1 per year/ never	25.0	5.8%
2 1-2 times per year	47.0	10.9%
3 3-4 times per year	91.0	21.1%
4 5-12 times per year	75.0	17.4%
5 12+ times/yr - under 1/week	55.0	12.7%
6 1-2 times per week	41.0	9.5%
7 3-4 times per week	23.0	5.3%
8 5-6 times per week	15.0	3.5%
9 7-8 times per week	6.0	1.4%
10 9-10 times per week	32.0	7.4%
11 11-15 times per week	13.0	3.0%
12 16-20 times per week	6.0	1.4%
13 21+ times per week	3.0	0.7%
14 NA	0.0	0.0%
15 DNA	25353.05868	8.8%
..Grand Total		

Axis i196 (level individual):

++I196 2nd ticket/ pass costs

Total	432.0	100.0%
1 Free-pay on jrny-sub's'd	3.0	0.7%
2 Free-no cost on jrny-sub's'd	21.0	4.9%
3 Free-pay on jrny-not sub's'd	64.0	14.8%
4 Free-no cost on jrny-not sub's'd	83.0	19.2%
5 Not free-pay on jrny-sub's'd	4.0	0.9%
6 Not free-no cost on jrny sub's'd	1.0	0.2%

Axis i196 (level individual): (continued)

7 Not free-pay on jrny-not subs'd	220.0	50.9%
8 Not free-no cost on jrny-not sub	36.0	8.3%
9 NA	0.0	0.0%
10 DNA	25353.05868	.8%
..Grand Total		

Axis i197 (level individual):

++I197 3rd ticket/pass type		
Total	21.0	100.0%
1 Season ticket	1.0	4.8%
2 Area travel card	3.0	14.3%
3 Comb. season/ area	0.0	0.0%
4 Railcard	3.0	14.3%
5 Other non-concess.	1.0	4.8%
6 OAP pass	0.0	0.0%
7 Scholar pass	1.0	4.8%
8 Disabled pass	0.0	0.0%
9 Employee pass	9.0	42.9%
10 Unemp. pass	0.0	0.0%
11 Subs. tokens	1.0	4.8%
12 Other concess.	2.0	9.5%
13 NA	0.0	0.0%
14 DNA	25764.0122685	.7%
..Grand Total		

Axis i198 (level individual):

++I198 3rd ticket/pass mode priority		
Total	21.0	100.0%
1 BR train only	8.0	38.1%
2 BR train +bus	0.0	0.0%
3 BR train +ugrnd	2.0	9.5%
4 BR train +bus,ugrnd	0.0	0.0%
5 Ugrnd/ metros only	0.0	0.0%
6 Ugrnd/ metros +BR	1.0	4.8%
7 Ugrnd/ metros +bus	0.0	0.0%
8 Ugrnd/ metros +BR,bus	0.0	0.0%
9 Bus only	5.0	23.8%
10 Bus +BR	1.0	4.8%
11 Bus +ugrnd	0.0	0.0%
12 Bus +BR,ugrnd	1.0	4.8%
13 Other	3.0	14.3%
14 NA	0.0	0.0%
15 DNA	25764.0122685	.7%
..Grand Total		

Axis i199 (level individual):

++I199 3rd ticket/pass - validity		
Total	21.0	100.0%

Axis i199 (level individual): (continued)

1 One week	1.0	4.8%
2 One month	2.0	9.5%
3 3 months/ school term	0.0	0.0%
4 6 months	0.0	0.0%
5 1 year	14.0	66.7%
6 More than 1 year	0.0	0.0%
7 Unlimited	1.0	4.8%
8 Other period	2.0	9.5%
9 Tokens etc.	1.0	4.8%
10 NA	0.0	0.0%
11 DNA	25764.0	122685.7%
..Grand Total		

Axis i200 (level individual):

++I200 3rd ticket/pass - use		
Total	20.0	100.0%
1 Less that 1 per year/ never	0.0	0.0%
2 1-2 times per year	4.0	20.0%
3 3-4 times per year	2.0	10.0%
4 5-12 times per year	3.0	15.0%
5 12+ times/yr - under 1/week	2.0	10.0%
6 1-2 times per week	0.0	0.0%
7 3-4 times per week	2.0	10.0%
8 5-6 times per week	0.0	0.0%
9 7-8 times per week	0.0	0.0%
10 9-10 times per week	4.0	20.0%
11 11-15 times per week	3.0	15.0%
12 16-20 times per week	0.0	0.0%
13 21+ times per week	0.0	0.0%
14 NA	0.0	0.0%
15 DNA	25765.0	128825.0%
..Grand Total		

Axis i202 (level individual):

++I202 3rd ticket/ pass costs		
Total	20.0	100.0%
1 Free-pay on jrny-sub's'd	0.0	0.0%
2 Free-no cost on jrny-sub's'd	0.0	0.0%
3 Free-pay on jrny-not sub's'd	0.0	0.0%
4 Free-no cost on jrny-not sub's'd	9.0	45.0%
5 Not free-pay on jrny-sub's'd	1.0	5.0%
6 Not free-no cost on jrny sub's'd	0.0	0.0%
7 Not free-pay on jrny-not sub's'd	4.0	20.0%
8 Not free-no cost on jrny-not sub	6.0	30.0%
9 NA	0.0	0.0%
10 DNA	25765.0	128825.0%
..Grand Total		

Axis i203 (level individual):

++I203 Access to car		
Total	25785.0	100.0%
1 Main Driver of H/hold car	8051.0	31.2%
2 Not main driver of h/hold car	2246.0	8.7%
3 H/hold car but non driver	7903.0	30.6%
4 Driver but no car	948.0	3.7%
5 Non driver and no car	6637.0	25.7%
6 NA	0.0	0.0%
7 DNA	0.0	0.0%
..Grand Total		

Axis i204 (level individual):

++I204 SEG (Summary Patched)		
Total	19136.0	100.0%
1 Professional/manager	2958.0	15.5%
2 Clerical	7846.0	41.0%
3 Skilled manual	4609.0	24.1%
4 Semi-skilled/unskilled manual	3646.0	19.1%
5 Other	77.0	0.4%
6 NA	0.0	0.0%
7 DNA	6649.0	34.7%
..Grand Total		

Axis i205 (level individual):

++I205 1st ticket/pass weekly		
Total	5077.0	100.0%
1 Nil	2987.0	58.8%
2 1 to 49p	1064.0	21.0%
3 50 to 99p	56.0	1.1%
4 #1 to #1.99	97.0	1.9%
5 #2 to #2.99	130.0	2.6%
6 #3 to #3.99	127.0	2.5%
7 #4 to #4.99	114.0	2.2%
8 #5 to #5.99	113.0	2.2%
9 #6 to #7.99	106.0	2.1%
10 #8 to #9.99	74.0	1.5%
11 #10 to #14.99	97.0	1.9%
12 #15 to #19.99	47.0	0.9%
13 #20 and over	65.0	1.3%
14 NA	0.0	0.0%
15 DNA	20708.0	407.9%
..Grand Total		

Axis i206 (level individual):

++I206 2nd ticket/pass weekly cost		
Total	432.0	100.0%

Axis i206 (level individual): (continued)

1 Nil	179.0	41.4%
2 1 to 49p	221.0	51.2%
3 50 to 99p	3.0	0.7%
4 #1 to #2.99	7.0	1.6%
5 #3 and over	22.0	5.1%
6 NA	0.0	0.0%
7 DNA	25353.05868.8%	
..Grand Total		

Axis i207 (level individual):

++I207 3rd ticket/pass weekly cost		
Total	20.0	100.0%
1 Nil	10.0	50.0%
2 1 to 49p	6.0	30.0%
3 50 to 99p	1.0	5.0%
4 #1 to #2.99	1.0	5.0%
5 #3 and over	2.0	10.0%
6 NA	0.0	0.0%
7 DNA	25765.0128825.0%	
..Grand Total		

Axis d1 (level day):

++D001 Travel Day		
Total	123095.0	100.0%
1 Day 1	17621.0	14.3%
2 Day 2	17323.0	14.1%
3 Day 3	17302.0	14.1%
4 Day 4	16980.0	13.8%
5 Day 5	16814.0	13.7%
6 Day 6	16707.0	13.6%
7 Day 7	20348.0	16.5%
8 NA	0.0	0.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis d2 (level day):

++D002 Day of week		
Total	123095.0	100.0%
1 Monday	17727.0	14.4%
2 Tuesday	18146.0	14.7%
3 Wednesday	18025.0	14.6%
4 Thursday	18548.0	15.1%
5 Friday	18856.0	15.3%
6 Saturday	17786.0	14.4%
7 Sunday	14007.0	11.4%

Axis j3 (level journey):

++J003 Journey number

Total	394051.0	100.0%
1 Jrny 1	122715.0	31.1%
2 Jrny 2	118430.0	30.1%
3 Jrny 3	57659.0	14.6%
4 Jrny 4	46951.0	11.9%
5 Jrny 5	20847.0	5.3%
6 Jrny 6	14155.0	3.6%
7 Jrny 7	5867.0	1.5%
8 Jrny 8	3516.0	0.9%
9 Jrny 9	1635.0	0.4%
10 Jrny 10	983.0	0.2%
11 Jrny 11	473.0	0.1%
12 Jrny 12	284.0	0.1%
13 Jrny 13	153.0	0.0%
14 Jrny 14	91.0	0.0%
15 Jrny 15	60.0	0.0%
16 Jrny 16	46.0	0.0%
17 Jrny 17	29.0	0.0%
18 Jrny 18	23.0	0.0%
19 Jrny 19	17.0	0.0%
20 Jrny 20	16.0	0.0%
21 Jrny 21	12.0	0.0%
22 Jrny 22	11.0	0.0%
23 Jrny 23	10.0	0.0%
24 Jrny 24	7.0	0.0%
25 Jrny 25	7.0	0.0%
26 Jrny 26	7.0	0.0%
27 Jrny 27	7.0	0.0%
28 Jrny 28	6.0	0.0%
29 Jrny 29	5.0	0.0%
30 Jrny 30	4.0	0.0%
31 Jrny 31	4.0	0.0%
32 Jrny 32	4.0	0.0%
33 Jrny 33	4.0	0.0%
34 Jrny 34	2.0	0.0%
35 Jrny 35	2.0	0.0%
36 Jrny 36	2.0	0.0%
37 Jrny 37	1.0	0.0%
38 Jrny 38	1.0	0.0%
39 Jrny 39	1.0	0.0%
40 Jrny 40	1.0	0.0%
41 Jrny 41	1.0	0.0%
42 Jrny 42	1.0	0.0%
43 Jrny 43	1.0	0.0%

Axis j4 (level journey):

++J004 How Completed

Total	394051.0	100.0%
1 From memory	21378.0	5.4%

Axis j4 (level journey): (continued)

2 From diary	372673.0	94.6%
3 NA	0.0	0.0%
4 DNA	0.0	0.0%
..Grand Total		

Axis j14 (level journey):

++J014 Series of Calls

Total	394051.0	100.0%
1 Yes	5586.0	1.4%
2 No	388465.0	98.6%
3 NA	0.0	0.0%
4 DNA	0.0	0.0%
..Grand Total		

Axis j23 (level journey):

++J023 No.of stages(inc short walks)

Total	394051.0	100.0%
1 One	377723.0	95.9%
2 Two	11364.0	2.9%
3 Three	4369.0	1.1%
4 Four	461.0	0.1%
5 Five	108.0	0.0%
6 Six	18.0	0.0%
7 Seven or more	8.0	0.0%

Axis j24 (level journey):

++J024 Journey purpose from

Total	394051.0	100.0%
1 Work	47096.0	12.0%
2 In course of work	9876.0	2.5%
3 Education	12396.0	3.1%
4 Shopping	43378.0	11.0%
5 Personal business medical	2596.0	0.7%
6 Personal business other	14131.0	3.6%
7 Eat/ drink	6817.0	1.7%
8 Visit friends	32071.0	8.1%
9 Other social	4319.0	1.1%
10 Entertain/ public activity	8988.0	2.3%
11 Sport: participate	4699.0	1.2%
12 Holiday: base	2942.0	0.7%
13 Day trip/ just walk	9600.0	2.4%
14 Other	775.0	0.2%
15 Escort	37898.0	9.6%
16 Home	156469.0	39.7%
17 NA	0.0	0.0%
..Grand Total		

Tuesday December 04 1990 disk directory: /home/faroe/dot85

Axis j25 (level journey):

++J025 Escort purpose from

Total	37898.0	100.0%
1 Work	4277.0	11.3%
2 In course of work	327.0	0.9%
3 Education	5341.0	14.1%
4 Shopping	2834.0	7.5%
5 Personal business medical	1125.0	3.0%
6 Personal business other	3105.0	8.2%
7 Eat/ drink	150.0	0.4%
8 Visit friends	3530.0	9.3%
9 Other social	264.0	0.7%
10 Entertain/ public activity	1278.0	3.4%
11 Sport: participate	655.0	1.7%
12 Holiday: base	227.0	0.6%
13 Day trip/ just walk	180.0	0.5%
14 Other	132.0	0.3%
15 Home	14473.0	38.2%
16 NA	0.0	0.0%
17 DNA	356153.0	939.8%
..Grand Total		

Axis j26 (level journey):

++J026 Journey purpose to

Total	394051.0	100.0%
1 Work	47537.0	12.1%
2 In course of work	9794.0	2.5%
3 Education	12691.0	3.2%
4 Shopping	43293.0	11.0%
5 Personal business medical	2631.0	0.7%
6 Personal business other	14284.0	3.6%
7 Eat/ drink	6928.0	1.8%
8 Visit friends	32331.0	8.2%
9 Other social	4384.0	1.1%
10 Entertain/ public activity	9084.0	2.3%
11 Sport: participate	4755.0	1.2%
12 Holiday: base	3103.0	0.8%
13 Day trip/ just walk	9687.0	2.5%
14 Other	820.0	0.2%
15 Escort	34879.0	8.9%
16 Home	157850.0	40.1%
17 NA	0.0	0.0%
..Grand Total		

Axis j27 (level journey):

++J027 Escort purpose to

Total	34879.0	100.0%
1 Work	4137.0	11.9%
2 In course of work	298.0	0.9%

Axis j27 (level journey): (continued)

3 Education	5444.0	15.6%
4 Shopping	2891.0	8.3%
5 Personal business medical	1175.0	3.4%
6 Personal business other	3164.0	9.1%
7 Eat/ drink	102.0	0.3%
8 Visit friends	3022.0	8.7%
9 Other social	246.0	0.7%
10 Entertain/ public activity	1251.0	3.6%
11 Sport: participate	645.0	1.8%
12 Holiday: base	224.0	0.6%
13 Day trip/ just walk	170.0	0.5%
14 Other	133.0	0.4%
15 Home	11977.0	34.3%
16 NA	0.0	0.0%
17 DNA	359172.0	1029.8%
..Grand Total		

Axis j28 (level journey):

++J028 Journey purpose		
Total	394051.0	100.0%
1 Work	85990.0	21.8%
2 In course of work	13587.0	3.4%
3 Education	23602.0	6.0%
4 Shopping	76030.0	19.3%
5 Personal business medical	4638.0	1.2%
6 Personal business other	25194.0	6.4%
7 Eat/ drink	11644.0	3.0%
8 Visit friends	57181.0	14.5%
9 Other social	7943.0	2.0%
10 Entertain/ public activity	16610.0	4.2%
11 Sport: participate	8637.0	2.2%
12 Holiday: base	3548.0	0.9%
13 Day trip/ just walk	16731.0	4.2%
14 Other	1300.0	0.3%
15 Escort	41416.0	10.5%
16 NA	0.0	0.0%
..Grand Total		

Axis j29 (level journey):

++J029 Overall travelling time		
Total	394051.0	100.0%
1 less than 3 mins	5618.0	1.4%
2 3 under 8 mins	73467.0	18.6%
3 8 under 15 mins	86640.0	22.0%
4 15 under 30 mins	137689.0	34.9%
5 30 under 45 mins	51253.0	13.0%
6 45 mins under 1 hour	15364.0	3.9%
7 1 under 1.5 hours	12435.0	3.2%
8 1.5 under 2 hours	4250.0	1.1%

Axis j29 (level journey): (continued)

9 2 under 2.5 hours	2508.0	0.6%
10 2.5 under 3 hours	1164.0	0.3%
11 3 under 4 hours	1504.0	0.4%
12 4 under 5 hours	868.0	0.2%
13 5 under 6 hours	474.0	0.1%
14 6 hours and over	817.0	0.2%
15 NA	0.0	0.0%
..Grand Total		

Axis j31 (level journey):

++J031 Journey start time

Total	394051.0	100.0%
1 0001 - 0059	1596.0	0.4%
2 0100 - 0159	716.0	0.2%
3 0200 - 0259	501.0	0.1%
4 0300 - 0359	237.0	0.1%
5 0400 - 0459	430.0	0.1%
6 0500 - 0559	1677.0	0.4%
7 0600 - 0629	1418.0	0.4%
8 0630 - 0659	3307.0	0.8%
9 0700 - 0714	3177.0	0.8%
10 0715 - 0729	3511.0	0.9%
11 0730 - 0744	6065.0	1.5%
12 0745 - 0759	5131.0	1.3%
13 0800 - 0814	7794.0	2.0%
14 0815 - 0829	7261.0	1.8%
15 0830 - 0844	10940.0	2.8%
16 0845 - 0859	8360.0	2.1%
17 0900 - 0914	7313.0	1.9%
18 0915 - 0929	4212.0	1.1%
19 0930 - 0959	11172.0	2.8%
20 1000 - 1029	13424.0	3.4%
21 1030 - 1059	12960.0	3.3%
22 1100 - 1129	13978.0	3.5%
23 1130 - 1159	12864.0	3.3%
24 1200 - 1229	15374.0	3.9%
25 1230 - 1259	13214.0	3.4%
26 1300 - 1329	14193.0	3.6%
27 1330 - 1359	11858.0	3.0%
28 1400 - 1429	13851.0	3.5%
29 1430 - 1459	11307.0	2.9%
30 1500 - 1529	16318.0	4.1%
31 1530 - 1559	18360.0	4.7%
32 1600 - 1629	16508.0	4.2%
33 1630 - 1644	9707.0	2.5%
34 1645 - 1659	5757.0	1.5%
35 1700 - 1714	12593.0	3.2%
36 1715 - 1729	5288.0	1.3%
37 1730 - 1744	8800.0	2.2%
38 1745 - 1759	4351.0	1.1%
39 1800 - 1814	7759.0	2.0%

Axis j31 (level journey): (continued)

40 1815 - 1829	3677.0	0.9%
41 1830 - 1859	9372.0	2.4%
42 1900 - 1929	10402.0	2.6%
43 1930 - 1959	8269.0	2.1%
44 2000 - 2029	8253.0	2.1%
45 2030 - 2059	5550.0	1.4%
46 2100 - 2129	5999.0	1.5%
47 2130 - 2159	4607.0	1.2%
48 2200 - 2229	4469.0	1.1%
49 2230 - 2259	4100.0	1.0%
50 2300 - 2329	3795.0	1.0%
51 2330 - 2359	2276.0	0.6%
52 NA	0.0	0.0%
..Grand Total		

Axis j32 (level journey):

++J032 Overall journey time (mins.)		
Total	394051.0	100.0%
1 less than 3 mins	5174.0	1.3%
2 3 under 8 mins	69512.0	17.6%
3 8 under 15 mins	79905.0	20.3%
4 15 under 30 mins	136215.0	34.6%
5 30 under 45 mins	56043.0	14.2%
6 45 mins under 1 hour	18061.0	4.6%
7 1 under 1.5 hours	15852.0	4.0%
8 1.5 under 2 hours	5197.0	1.3%
9 2 under 2.5 hours	2660.0	0.7%
10 2.5 under 3 hours	1401.0	0.4%
11 3 under 4 hours	1598.0	0.4%
12 4 under 5 hours	929.0	0.2%
13 5 under 6 hours	525.0	0.1%
14 6 hours and over	979.0	0.2%
15 NA	0.0	0.0%
..Grand Total		

Axis j34 (level journey):

++J034 Journey Length (inc short walk)		
Total	394051.0	100.0%
1 Under 1 mile	48851.0	12.4%
2 1 to under 2 miles	94038.0	23.9%
3 2 to under 3 miles	56053.0	14.2%
4 3 to under 5 miles	68750.0	17.4%
5 5 to under 10 miles	66084.0	16.8%
6 10 to under 15 miles	24488.0	6.2%
7 15 to under 25 miles	17718.0	4.5%
8 25 to under 35 miles	6771.0	1.7%
9 35 to under 50 miles	4469.0	1.1%
10 50 to under 100 miles	4659.0	1.2%
11 100 to under 200 miles	1603.0	0.4%

Axis j34 (level journey): (continued)

12 200 miles and over	567.0	0.1%
13 NA	0.0	0.0%
..Grand Total		

Axis j35 (level journey):

++J035 Journey Length (exc short walk)

Total	373252.0	100.0%
1 Under 1 mile	28121.0	7.5%
2 1 to under 2 miles	94086.0	25.2%
3 2 to under 3 miles	56040.0	15.0%
4 3 to under 5 miles	68696.0	18.4%
5 5 to under 10 miles	66051.0	17.7%
6 10 to under 15 miles	24479.0	6.6%
7 15 to under 25 miles	17712.0	4.7%
8 25 to under 35 miles	6769.0	1.8%
9 35 to under 50 miles	4471.0	1.2%
10 50 to under 100 miles	4657.0	1.2%
11 100 to under 200 miles	1603.0	0.4%
12 200 miles and over	567.0	0.2%
13 NA	0.0	0.0%
14 DNA (Short-walk journey)	20799.0	5.6%
..Grand Total		

Axis j36 (level journey):

++J036 Main means of transport

Total	394051.0	100.0%
1 British Rail	5700.0	1.4%
2 LRT underground	2788.0	0.7%
3 LRT stage bus	5597.0	1.4%
4 Other stage bus	35535.0	9.0%
5 Express bus	490.0	0.1%
6 Other public transport	4351.0	1.1%
7 Private (hire) bus	4827.0	1.2%
8 Private car: driver	151381.0	38.4%
9 Private car: passenger	95757.0	24.3%
10 Van/ lorry: driver	6869.0	1.7%
11 Van/ lorry: passenger	3247.0	0.8%
12 M-cycle/ sctr/moped: driver	4165.0	1.1%
13 M-cycle/ sctr/moped: pass.	145.0	0.0%
14 Bicycle	12267.0	3.1%
15 Walk, 1 mile or more	38169.0	9.7%
16 Walk, less than 1 mile	20834.0	5.3%
17 Walk unknown length	0.0	0.0%
18 Other private transport	1929.0	0.5%
19 NA(Public)	0.0	0.0%
20 NA(Private)	0.0	0.0%
21 NA	0.0	0.0%
..Grand Total		

Axis j37 (level journey):

++J037 Short walk journey		
Total	394051.0	100.0%
1 Yes	20799.0	5.3%
2 No	373252.0	94.7%
3 NA	0.0	0.0%
..Grand Total		

Axis j38 (level journey):

++J038 No.of stages excl. short walks		
Total	394051.0	100.0%
1 None	20799.0	5.3%
2 One	362629.0	92.0%
3 Two	8550.0	2.2%
4 Three	1855.0	0.5%
5 Four	182.0	0.0%
6 Five	28.0	0.0%
7 Six or more	8.0	0.0%
8 NA	0.0	0.0%
..Grand Total		

Axis j39 (level journey):

++J039 Overall travel time excl. s-walk		
Total	373252.0	100.0%
1 Less than 3 mins.	4312.0	1.2%
2 3 under 8 mins.	66509.0	17.8%
3 8 under 15 mins.	81242.0	21.8%
4 15 under 30 mins.	133121.0	35.7%
5 30 under 45 mins.	49954.0	13.4%
6 45 under 60 mins.	14863.0	4.0%
7 1 under 1.5 hrs.	12000.0	3.2%
8 1.5 under 2 hrs.	4070.0	1.1%
9 2 under 2.5 hrs.	2443.0	0.7%
10 2.5 under 3 hrs.	1120.0	0.3%
11 3 under 4 hrs.	1474.0	0.4%
12 4 under 5 hrs.	860.0	0.2%
13 5 under 6 hrs.	471.0	0.1%
14 6 hrs. or more	813.0	0.2%
15 NA	0.0	0.0%
16 DNA (short-walk journey)	20799.0	5.6%
..Grand Total		

Axis j40 (level journey):

++JO40 Overall speed		
Total	373252.0	100.0%
1 under 5mph	63972.0	17.1%
2 5 under 7.5 mph	40012.0	10.7%

Axis j40 (level journey): (continued)

3 7.5 under 10 mph	32994.0	8.8%
4 10 under 12.5 mph	59598.0	16.0%
5 12.5 under 15 mph	12610.0	3.4%
6 15 under 17.5 mph	26895.0	7.2%
7 17.5 under 20 mph	27045.0	7.2%
8 20 under 25 mph	48894.0	13.1%
9 25 under 30 mph	16044.0	4.3%
10 30 under 35 mph	20703.0	5.5%
11 35 under 40 mph	10402.0	2.8%
12 40 under 45 mph	6299.0	1.7%
13 45 under 50 mph	3484.0	0.9%
14 50 mph or higher	4300.0	1.2%
15 NA	0.0	0.0%
16 DNA (Short-walk journey)	20799.0	5.6%
..Grand Total		

Axis j41 (level journey):

++J041 Mean travel speed		
Total	373252.0	100.0%
1 Under 5 mph	53822.0	14.4%
2 5 under 7.5 mph	36323.0	9.7%
3 7.5 under 10 mph	32505.0	8.7%
4 10 under 12.5 mph	63310.0	17.0%
5 12.5 under 15 mph	12810.0	3.4%
6 15 under 17.5 mph	28954.0	7.8%
7 17.5 under 20 mph	29151.0	7.8%
8 20 under 25 mph	51215.0	13.7%
9 25 under 30 mph	16777.0	4.5%
10 30 under 35 mph	22100.0	5.9%
11 35 under 40 mph	11008.0	2.9%
12 40 under 45 mph	6841.0	1.8%
13 45 under 50 mph	3742.0	1.0%
14 50 mph or higher	4694.0	1.3%
15 NA	0.0	0.0%
16 DNA (Short-walk journey)	20799.0	5.6%
..Grand Total		

Axis j42 (level journey):

++J042 Escort purpose		
Total	41416.0	100.0%
1 Work	7594.0	18.3%
2 In course of work	487.0	1.2%
3 Education	9424.0	22.8%
4 Shopping	5031.0	12.1%
5 Personal business medical	2042.0	4.9%
6 Personal business other	5507.0	13.3%
7 Eat/ drink	241.0	0.6%
8 Visit friends	6232.0	15.0%
9 Other social	474.0	1.1%

Axis j42 (level journey): (continued)

10 Entertain/ public activity	2339.0	5.6%
11 Sport: participate	1176.0	2.8%
12 Holiday: base	342.0	0.8%
13 Day trip/ just walk	287.0	0.7%
14 Other	240.0	0.6%
15 NA	0.0	0.0%
16 DNA	352635.0	851.4%
..Grand Total		

Axis s1 (level stage):

++ S001 Stage Number		
Total	416106.0	100.0%
1 Stage 1	394043.0	94.7%
2 Stage 2	16325.0	3.9%
3 Stage 3	4973.0	1.2%
4 Stage 4	596.0	0.1%
5 Stage 5	134.0	0.0%
6 Stage 6	27.0	0.0%
7 Stage 7	8.0	0.0%
8 Stage 8	0.0	0.0%
9 Stage 9	0.0	0.0%
10 NA	0.0	0.0%
11 DNA	0.0	0.0%
..Grand Total		

Axis s2 (level stage):

++ S002 Mode of transport		
Total	416106.0	100.0%
1 Walk	71168.0	17.1%
2 Bicycle	12561.0	3.0%
3 Private (hire) Bus	4888.0	1.2%
4 Car/ m'cycle comb.	250404.0	60.2%
5 M'cycle, scooter, moped	4361.0	1.0%
6 Van/Lorry	10214.0	2.5%
7 Other Private	1971.0	0.5%
8 LRT Bus	6912.0	1.7%
9 Other Bus	37903.0	9.1%
10 Coach/ Express Bus	509.0	0.1%
11 Excursion/ Tour Bus	316.0	0.1%
12 LRT Underground	3926.0	0.9%
13 BR Train (1st Class)	68.0	0.0%
14 BR Train (2nd Class)	5953.0	1.4%
15 Taxi/ Minicab	4036.0	1.0%
16 Other	916.0	0.2%
17 NA	0.0	0.0%
18 DNA	0.0	0.0%
..Grand Total		

Axis s8 (level stage):

++ S008 Number in party

Total	416106.0	100.0%
1 One	186838.0	44.9%
2 Two	126674.0	30.4%
3 Three	49709.0	11.9%
4 Four	33025.0	7.9%
5 Five	10961.0	2.6%
6 Six	3934.0	0.9%
7 Seven or more	4965.0	1.2%
8 NA	0.0	0.0%
9 DNA	0.0	0.0%
..Grand Total		

Axis s15 (level stage):

++ S015 Number of boardings

Total	60539.0	100.0%
1	55260.0	91.3%
2	4898.0	8.1%
3	328.0	0.5%
4	34.0	0.1%
5	10.0	0.0%
6	3.0	0.0%
7	3.0	0.0%
8	3.0	0.0%
9	0.0	0.0%
10 NA	0.0	0.0%
11 DNA	355567.0	587.3%
..Grand Total		

Axis s17 (level stage):

++ S017 Who paid for ticket

Total	39730.0	100.0%
1 Employer	448.0	1.1%
2 Other organisation	37.0	0.1%
3 Local authority/ school	15.0	0.0%
4 Self/ other person	39230.0	98.7%
5 NA	0.0	0.0%
6 DNA	376376.0	947.3%
..Grand Total		

Axis s18 (level stage):

++ S018 Private Vehicle Occupant

Total	266950.0	100.0%
1 Front passenger	58009.0	21.7%
2 Rear passenger	44128.0	16.5%
3 Driver	164813.0	61.7%

Axis s18 (level stage): (continued)

4 NA	0.0	0.0%
5 DNA	149156.0	55.9%
..Grand Total		

Axis s19 (level stage):

++ S019 Where Parked

Total	164375.0	100.0%
1 On own/friends premise	53894.0	32.8%
2 Firm/work car park	20619.0	12.5%
3 Other private car park	12053.0	7.3%
4 Public car park	15333.0	9.3%
5 Street	53237.0	32.4%
6 Not parked	7543.0	4.6%
7 Other	1696.0	1.0%
8 NA	438.0	0.3%
9 DNA	251293.0	152.9%
..Grand Total		

Axis s21 (level stage):

++ S021 Parking Cost (Pence)

Total	164813.0	100.0%
1 Nil	160453.0	97.4%
2 1p to 9p	67.0	0.0%
3 10p to 19p	664.0	0.4%
4 20p to 29p	1019.0	0.6%
5 30p to 39p	749.0	0.5%
6 40p to 49p	463.0	0.3%
7 50p to 99p	891.0	0.5%
8 #1 to #1.49	285.0	0.2%
9 #1.50 to #1.99	81.0	0.0%
10 #2 and over	141.0	0.1%
11 NA	0.0	0.0%
12 DNA	251293.0	152.5%
..Grand Total		

Axis s22 (level stage):

++ S022 Whose Vehicle?

Total	266950.0	100.0%
1 Non-h/h veh.	39007.0	14.6%
2 H/h veh. 1	179910.0	67.4%
3 H/h veh. 2	41946.0	15.7%
4 H/h veh. 3	5165.0	1.9%
5 H/h veh. 4	722.0	0.3%
6 H/h veh. 5	200.0	0.1%
7 H/h veh. 6	0.0	0.0%
8 H/h veh. 7	0.0	0.0%
9 H/h veh. 8	0.0	0.0%

Axis s22 (level stage): (continued)

10 H/h veh. 9	0.0	0.0%
11 NA	0.0	0.0%
12 DNA	149156.0	55.9%
..Grand Total		

Axis s23 (level stage):

++ S023 Sharing/Pooling		
Total	266950.0	100.0%
1 Sharing	930.0	0.3%
2 Pooling	744.0	0.3%
3 No sharing/ pooling	265276.0	99.4%
4 NA	0.0	0.0%
5 DNA	149156.0	55.9%
..Grand Total		

Axis s24 (level stage):

++ S024 Means of travel		
Total	416106.0	100.0%
1 Walk	71168.0	17.1%
2 Bicycle	12561.0	3.0%
3 Private (hire) bus	4888.0	1.2%
4 Household car-driver	149968.0	36.0%
5 Non-h/hold car-driver	2776.0	0.7%
6 Household van/ lorry-driver	5718.0	1.4%
7 Non-h/hold van/ lorry-driver	1200.0	0.3%
8 Household car-pass.	65560.0	15.8%
9 Non-h/hold car-pass.	32100.0	7.7%
10 Household van/ lorry-pass.	1420.0	0.3%
11 Non-h/hold van/ lorry-pass.	1876.0	0.5%
12 Household m-cycle -driver	4164.0	1.0%
13 Non-h/hold m-cycle -driver	51.0	0.0%
14 Household	75.0	0.0%
15 Non-h/hold m-cycle -passenger	71.0	0.0%
16 Other private transport	1971.0	0.5%
17 LRT bus	6912.0	1.7%
18 Other public ordinary bus	37903.0	9.1%
19 Public express bus/ coach	509.0	0.1%
20 Excursion/ tour bus	316.0	0.1%
21 LRT Underground	3926.0	0.9%
22 BR train (1st class)	68.0	0.0%
23 BR train (2nd class)	5953.0	1.4%
24 Taxi/ minicab	4036.0	1.0%
25 Other public transport	916.0	0.2%
26 NA (public)	0.0	0.0%
27 NA (private)	0.0	0.0%
28 NA	0.0	0.0%
..Grand Total		

Axis s25 (level stage):

++ S025 Length of stage		
Total	416106.0	100.0%
1 Under 1 mile	59271.0	14.2%
2 1 to under 2 miles	100183.0	24.1%
3 2 to under 3 miles	58819.0	14.1%
4 3 to under 5 miles	70734.0	17.0%
5 5 to under 10 miles	67143.0	16.1%
6 10 to under 15 miles	24591.0	5.9%
7 15 to under 25 miles	17505.0	4.2%
8 25 to under 35 miles	6699.0	1.6%
9 35 to under 50 miles	4479.0	1.1%
10 50 to under 75 miles	3286.0	0.8%
11 75 to under 100 miles	1247.0	0.3%
12 100 to under 150 miles	1057.0	0.3%
13 150 to under 200 miles	545.0	0.1%
14 200 miles and over	547.0	0.1%
15 NA	0.0	0.0%
..Grand Total		

Axis s27 (level stage):

++ S027 Stage speed		
Total	416106.0	100.0%
1 Less than 5 mph	84476.0	20.3%
2 5 mph under 10 mph	73849.0	17.7%
3 10 mph under 20 mph	137888.0	33.1%
4 20 mph under 30 mph	69467.0	16.7%
5 30 mph under 40 mph	34052.0	8.2%
6 40 mph under 50 mph	11042.0	2.7%
7 50 mph and over	5332.0	1.3%
8 NA	0.0	0.0%
..Grand Total		

Axis s28 (level stage):

++ S028 Short walk		
Total	416106.0	100.0%
1 Yes	29895.0	7.2%
2 No	386211.0	92.8%
3 NA	0.0	0.0%
..Grand Total		

Axis s29 (level stage):

++ S029 Ticket cost:fare-box		
Total	60539.0	100.0%
1 No cost	20809.0	34.4%
2 Under 10p	1855.0	3.1%
3 10p to under 15p	4600.0	7.6%

Axis s29 (level stage): (continued)

4 15p to under 20p	3066.0	5.1%
5 20p to under 30p	6119.0	10.1%
6 30p to under 50p	11516.0	19.0%
7 50p to under 75p	5747.0	9.5%
8 75p to under #1	2127.0	3.5%
9 #1 to under #1.50	1966.0	3.2%
10 #1.50 to under #2	947.0	1.6%
11 #2 to under #3	824.0	1.4%
12 #3 to under #5	507.0	0.8%
13 #5 and over	456.0	0.8%
14 DNA (not public stage)	355567.0	587.3%
..Grand Total		

Axis s31 (level stage):

++ S031 Ticket cost:special ticket		
Total	21980.0	100.0%
1 No cost	9832.0	44.7%
2 Under 10p	1485.0	6.8%
3 10p to under 15p	884.0	4.0%
4 15p to under 20p	567.0	2.6%
5 20p to under 30p	1519.0	6.9%
6 30p to under 50p	1812.0	8.2%
7 50p to under 75p	1159.0	5.3%
8 75p to under #1	631.0	2.9%
9 #1 to under #1.50	582.0	2.6%
10 #1.50 to under #2	327.0	1.5%
11 #2 to under #3	385.0	1.8%
12 #3 to under #5	89.0	0.4%
13 #5 and over	8.0	0.0%
14 Cost not alloc (minor mode)	2700.0	12.3%
15 NA	1262.0	5.7%
16 DNA	392864.0	1787.4%
..Grand Total		

Axis s33 (level stage):

++ S033 Total Cost (Pence)		
Total	59277.0	100.0%
1 No cost	8797.0	14.8%
2 Under 10p	2506.0	4.2%
3 10p to under 15p	5288.0	8.9%
4 15p to under 20p	3509.0	5.9%
5 20p to under 30p	7604.0	12.8%
6 30p to under 50p	13185.0	22.2%
7 50p to under 75p	6869.0	11.6%
8 75p to under #1	2766.0	4.7%
9 #1 to under #1.50	2528.0	4.3%
10 #1.50 to under #2	1267.0	2.1%
11 #2 to under #3	1211.0	2.0%
12 #3 to under #5	579.0	1.0%

Axis s33 (level stage): (continued)

13 #5 and over	468.0	0.8%
14 Full cost not alloc (minor code)	2700.0	4.6%
15 NA	1262.0	2.1%
16 DNA	355567.0	599.8%
..Grand Total		

Axis s35 (level stage):

++ S035 Type of ticket	60539.0	100.0%
Total	28367.0	46.9%
1 Ordinary adult	4440.0	7.3%
2 Ordinary child	2097.0	3.5%
3 Reduced ord. adult	583.0	1.0%
4 Reduced ord. child	1322.0	2.2%
5 Special category reduced	488.0	0.8%
6 Other (inc. free)	3721.0	6.1%
7 Season ticket	5731.0	9.5%
8 Travel card	1180.0	1.9%
9 Combined season/travel card	303.0	0.5%
10 Railcard	171.0	0.3%
11 Other non concessionary	7734.0	12.8%
12 OAP pass	2633.0	4.3%
13 Scholar's pass	490.0	0.8%
14 Disabled person's pass	335.0	0.6%
15 Subsidised travel tokens	756.0	1.2%
16 Concessionary- Employees	85.0	0.1%
17 Concessionary- Unemployed	103.0	0.2%
18 Other concessionary	0.0	0.0%
19 NA	355567.0	587.3%
20 DNA (not public stage)		
..Grand Total		

Axis s36 (level stage):

++ S036 Travel time (mins)	416106.0	100.0%
Total	8276.0	2.0%
1 Less than 3 mins	81455.0	19.6%
2 3 under 8 mins	93491.0	22.5%
3 8 under 15 mins	145367.0	34.9%
4 15 under 30 mins	51069.0	12.3%
5 30 under 45 mins	14036.0	3.4%
6 45 mins under 1 hour	11370.0	2.7%
7 1 under 1.5 hours	3992.0	1.0%
8 1.5 under 2 hours	2388.0	0.6%
9 2 under 2.5 hours	1110.0	0.3%
10 2.5 under 3 hours	1475.0	0.4%
11 3 under 4 hours	841.0	0.2%
12 4 under 5 hours	451.0	0.1%
13 5 under 6 hours	785.0	0.2%
14 6 hours and over	0.0	0.0%
15 NA		

Axis s36 (level stage): (continued)

..Grand Total

Axis sv1 (level stage):

++V001 Vehicle Reference Number

Total	227943.0	100.0%
1 No.1	179910.0	78.9%
2 No.2	41946.0	18.4%
3 No.3	5165.0	2.3%
4 No.4	722.0	0.3%
5 No.5	200.0	0.1%
6 No.6	0.0	0.0%
7 No.7	0.0	0.0%
8 No.8	0.0	0.0%
9 No.9	0.0	0.0%
10 NA	0.0	0.0%
11 DNA	0.0	0.0%

..Grand Total

Axis sv2 (level stage):

++V002 Vehicle Availability

Total	227943.0	100.0%
1 In regular use	226789.0	99.5%
2 Possibly will come into use	451.0	0.2%
3 Newly acquired vehicle	703.0	0.3%
4 NA	0.0	0.0%
5 DNA	0.0	0.0%

..Grand Total

Axis sv3 (level stage):

++V003 Type of vehicle

Total	227943.0	100.0%
1 4 wheel car	213099.0	93.5%
2 3 wheel car	969.0	0.4%
3 Invalid car	58.0	0.0%
4 M'cycle / Scooter with side car	142.0	0.1%
5 M'cycle / Scooter	3060.0	1.3%
6 Moped	1179.0	0.5%
7 Lt Van, L'rover, Jeep	7688.0	3.4%
8 Other Van / Lorry	768.0	0.3%
9 M'bus, M'.C'van, Dormobile	952.0	0.4%
10 Other	28.0	0.0%
11 NA	0.0	0.0%
12 DNA	0.0	0.0%

..Grand Total

Axis sv9 (level stage):

++V009 Main Driver Person Number		
Total	227943.0	100.0%
1 Person no.1	152991.0	67.1%
2 Person no.2	59426.0	26.1%
3 Person no.3	12495.0	5.5%
4 Person no.4	2634.0	1.2%
5 Person no.5	321.0	0.1%
6 Person no.6	18.0	0.0%
7 Person no.7	0.0	0.0%
8 Person no.8	0.0	0.0%
9 Person no.9	0.0	0.0%
10 Person no.10	0.0	0.0%
11 Person no.11	0.0	0.0%
12 Person no.12	0.0	0.0%
13 Person no.13	0.0	0.0%
14 Person no.14	0.0	0.0%
15 No main driver	58.0	0.0%
16 NA	0.0	0.0%
17 DNA	0.0	0.0%
..Grand Total		

Axis sv15 (level stage):

++V015 Taxation Class		
Total	227915.0	100.0%
1 Private	215619.0	94.6%
2 Light goods (1.5 tons or less)	6482.0	2.8%
3 Taxi (Hackney)	210.0	0.1%
4 3 wheel car (Tricycle)	521.0	0.2%
5 Disabled	434.0	0.2%
6 Motorcycle, scooter, moped	4381.0	1.9%
7 Heavy Goods (over 1.5 Tons)	195.0	0.1%
8 Other	73.0	0.0%
9 NA	0.0	0.0%
10 DNA	28.0	0.0%
..Grand Total		

Axis sv46 (level stage):

++V046 Estimate of Annual Mileage		
Total	226970.0	100.0%
1 Under 500	633.0	0.3%
2 500-999	1197.0	0.5%
3 1000-1999	8358.0	3.7%
4 2000-2999	10169.0	4.5%
5 3000-3999	11309.0	5.0%
6 4000-4999	10603.0	4.7%
7 5000-6999	38491.0	17.0%
8 7000-8999	32835.0	14.5%
9 9000-11999	44302.0	19.5%

Axis sv46 (level stage): (continued)

10	12000-14999	30248.0	13.3%
11	15000-17999	14732.0	6.5%
12	18000-20999	9123.0	4.0%
13	21000-29999	8091.0	3.6%
14	30000 miles and over	6879.0	3.0%
15	NA	0.0	0.0%
16	DNA	973.0	0.4%
..	Grand Total		

Axis sv61 (level stage):

++V061 Why Was Vehicle Not Used

Total		176.0	100.0%
1	Vehicle not insured	47.0	26.7%
2	Vehicle being repaired	1.0	0.6%
3	Driver sick/ on holiday	4.0	2.3%
4	Driver disqualified	0.0	0.0%
5	Other	51.0	29.0%
6	Vehicle not in everyday use	73.0	41.5%
7	NA	0.0	0.0%
8	DNA	227767.0	129413.1%
..	Grand Total		

Axis sv84 (level stage):

++V084 Person with daytime access

Total		227943.0	100.0%
1	Main driver: male	134735.0	59.1%
2	Main driver: female	63405.0	27.8%
3	Not main driver: male HoH	1043.0	0.5%
4	Not main driver: female HoH	73.0	0.0%
5	Not main driver: female wife	8620.0	3.8%
6	Not main driver: other male	103.0	0.0%
7	Not main driver: other female	259.0	0.1%
8	Main driver and other	19297.0	8.5%
9	Others: not main driver	312.0	0.1%
10	No-one with access	96.0	0.0%
11	NA	0.0	0.0%
..	Grand Total		

Axis sv85 (level stage):

++V085 Vehicle Registration

Total		227915.0	100.0%
1	Firm: employer	24121.0	10.6%
2	Firm: employer hired	2157.0	0.9%
3	Firm: H/h hired	359.0	0.2%
4	Firm: not employer / hire	601.0	0.3%
5	Firm: no hire details	44.0	0.0%
6	H/h member	197999.0	86.9%

Axis sv85 (level stage): (continued)

7 Other person : borrowed	1187.0	0.5%
8 Other person : not borrowed	1447.0	0.6%
9 NA	0.0	0.0%
10 DNA	28.0	0.0%
..Grand Total		

Axis sv87 (level stage):

++V087 Engine Capacity (cc)

Total	227720.0	100.0%
1 Up to 50	1491.0	0.7%
2 51-125	1449.0	0.6%
3 126-250	640.0	0.3%
4 251-700	1711.0	0.8%
5 701-1000	23202.0	10.2%
6 1001-1300	82932.0	36.4%
7 1301-1500	14935.0	6.6%
8 1501-1800	65606.0	28.8%
9 1801-2000	19478.0	8.6%
10 2001-2500	10116.0	4.4%
11 2501-3000	3970.0	1.7%
12 3001 and over	2190.0	1.0%
13 NA	0.0	0.0%
14 DNA	223.0	0.1%
..Grand Total		

Axis sv88 (level stage):

++V088 Type of Fuel

Total	227943.0	100.0%
1 Petrol	224478.0	98.5%
2 Diesel	3432.0	1.5%
3 LPG only	5.0	0.0%
4 Electric	28.0	0.0%
5 Other	0.0	0.0%
6 NA	0.0	0.0%
..Grand Total		

Axis sv89 (level stage):

++V089 Registration Letter

Total	227915.0	100.0%
1 A	47.0	0.0%
2 B	175.0	0.1%
3 C	395.0	0.2%
4 D	309.0	0.1%
5 E	359.0	0.2%
6 F	541.0	0.2%
7 G	484.0	0.2%
8 H	1039.0	0.5%

Axis sv89 (level stage): (continued)

9 J	1554.0	0.7%
10 K	3623.0	1.6%
11 L	5025.0	2.2%
12 M	5998.0	2.6%
13 N	6341.0	2.8%
14 P	9068.0	4.0%
15 R	11601.0	5.1%
16 S	15537.0	6.8%
17 T	18542.0	8.1%
18 V	19469.0	8.5%
19 W	19316.0	8.5%
20 X	19462.0	8.5%
21 Y	23907.0	10.5%
22 Prefix A	25905.0	11.4%
23 Prefix B	24623.0	10.8%
24 Prefix C	11542.0	5.1%
25 No letter	3053.0	1.3%
26 NA	0.0	0.0%
27 DNA	28.0	0.0%
..Grand Total		

Axis sv90 (level stage):

++V090 Year of first registration

Total	227915.0	100.0%
1 1965 or earlier	1297.0	0.6%
2 1966	478.0	0.2%
3 1967	588.0	0.3%
4 1968	506.0	0.2%
5 1969	575.0	0.3%
6 1970	1297.0	0.6%
7 1971	1980.0	0.9%
8 1972	4755.0	2.1%
9 1973	5072.0	2.2%
10 1974	5965.0	2.6%
11 1975	7952.0	3.5%
12 1976	10722.0	4.7%
13 1977	11465.0	5.0%
14 1980	17761.0	7.8%
15 1979	18884.0	8.3%
16 1980	20970.0	9.2%
17 1981	20423.0	9.0%
18 1982	22180.0	9.7%
19 1983	25555.0	11.2%
20 1984	24271.0	10.6%
21 1985	22109.0	9.7%
22 1986	3110.0	1.4%
23 NA	0.0	0.0%
24 DNA	28.0	0.0%
..Grand Total		

Axis sv91 (level stage):

++V091 Vehicle age		
Total	227915.0	100.0%
1 Up to 6 months	12474.0	5.5%
2 6 months to 1 year	11968.0	5.3%
3 Over 1 to 1.5 years	13022.0	5.7%
4 Over 1.5 to 2 years	12500.0	5.5%
5 Over 2 to 3 years	24866.0	10.9%
6 Over 3 to 4 years	22076.0	9.7%
7 Over 4 to 5 years	19917.0	8.7%
8 Over 5 to 6 years	19978.0	8.8%
9 Over 6 to 7 years	18914.0	8.3%
10 Over 7 to 8 years	18155.0	8.0%
11 Over 8 to 10 years	22844.0	10.0%
12 Over 10 to 13 years	19690.0	8.6%
13 Over 13 to 18 years	9090.0	4.0%
14 Over 18 years	2421.0	1.1%
15 NA	0.0	0.0%
16 DNA	28.0	0.0%
..Grand Total		

Axis sv92 (level stage):

++V092 Rank of car in household		
Total	222708.0	100.0%
1 First	46433.0	20.8%
2 Second	40218.0	18.1%
3 Third	4238.0	1.9%
4 Fourth	576.0	0.3%
5 Fifth	21.0	0.0%
6 Sixth or lower	0.0	0.0%
7 Only car	131222.0	58.9%
8 NA	0.0	0.0%
9 DNA	5235.0	2.4%
..Grand Total		

Axis sv93 (level stage):

++V093 Vehicle's total mileage		
Total	206899.0	100.0%
1 Up to 2000 miles	5236.0	2.5%
2 2001- 4000 miles	5724.0	2.8%
3 4001- 6000 miles	5054.0	2.4%
4 6001- 8000 miles	5869.0	2.8%
5 8001- 10000 miles	4432.0	2.1%
6 10001- 15000 miles	13505.0	6.5%
7 15001- 20000 miles	12777.0	6.2%
8 20001- 25000 miles	12019.0	5.8%
9 25001- 30000 miles	12209.0	5.9%
10 30001- 40000 miles	22959.0	11.1%
11 40001- 50000 miles	23682.0	11.4%

Axis sv93 (level stage): (continued)

12 50001- 60000 miles	22286.0	10.8%
13 60001- 75000 miles	29012.0	14.0%
14 75001- 100000 miles	24604.0	11.9%
15 Over 100000 miles	7531.0	3.6%
16 NA	21016.0	10.2%
17 DNA	28.0	0.0%
..Grand Total		

Axis sv94 (level stage):

++V094 Mileage in travel week

Total	227001.0	100.0%
1 None	257.0	0.1%
2 1- 9 miles	1547.0	0.7%
3 10- 29 miles	9436.0	4.2%
4 30- 49 miles	14637.0	6.4%
5 50- 74 miles	24946.0	11.0%
6 75- 99 miles	24571.0	10.8%
7 100- 149 miles	49131.0	21.6%
8 150- 199 miles	32179.0	14.2%
9 200- 299 miles	35064.0	15.4%
10 300- 399 miles	15650.0	6.9%
11 400- 499 miles	7454.0	3.3%
12 500- 749 miles	8974.0	4.0%
13 750 miles and over	3155.0	1.4%
14 NA	914.0	0.4%
15 DNA	28.0	0.0%
..Grand Total		

Axis sv96 (level stage):

++V096 Ineligible mileage

Total	227001.0	100.0%
1 None	213349.0	94.0%
2 1- 9 miles	4123.0	1.8%
3 10- 29 miles	3492.0	1.5%
4 30- 49 miles	1502.0	0.7%
5 50- 74 miles	1095.0	0.5%
6 75- 99 miles	536.0	0.2%
7 100- 149 miles	633.0	0.3%
8 150- 199 miles	342.0	0.2%
9 200- 299 miles	743.0	0.3%
10 300- 399 miles	315.0	0.1%
11 400- 499 miles	159.0	0.1%
12 500- 749 miles	476.0	0.2%
13 750 miles and over	236.0	0.1%
14 NA	914.0	0.4%
15 DNA	28.0	0.0%
..Grand Total		

Axis sv97 (level stage):

++V097 Eligible mileage

Total	227001.0	100.0%
1 None	374.0	0.2%
2 1- 9 miles	1621.0	0.7%
3 10- 29 miles	9746.0	4.3%
4 30- 49 miles	15066.0	6.6%
5 50- 74 miles	25887.0	11.4%
6 75- 99 miles	25198.0	11.1%
7 100- 149 miles	49413.0	21.8%
8 150- 199 miles	31873.0	14.0%
9 200- 299 miles	34510.0	15.2%
10 300- 399 miles	15273.0	6.7%
11 400- 499 miles	7030.0	3.1%
12 500- 749 miles	8250.0	3.6%
13 750 miles and over	2760.0	1.2%
14 NA	914.0	0.4%
15 DNA	28.0	0.0%
..Grand Total		

Axis sv99 (level stage):

++V099 Fuel purchased (litres)

Total	227663.0	100.0%
1 None	40661.0	17.9%
2 1- 15 litres	30012.0	13.2%
3 Over 15- 30 litres	71358.0	31.3%
4 Over 30- 60 litres	63631.0	27.9%
5 Over 60- 120 litres	19125.0	8.4%
6 Over 120 litres	2876.0	1.3%
7 NA	247.0	0.1%
8 DNA	33.0	0.0%
..Grand Total		

Axis sv102 (level stage):

++V102 Fuel Cost

Total	227663.0	100.0%
1 None	41320.0	18.1%
2 #1 to #7	38634.0	17.0%
3 Over #7 to #15	89564.0	39.3%
4 Over #15 to #25	38347.0	16.8%
5 Over #25 to #55	17916.0	7.9%
6 Over #55	1882.0	0.8%
7 NA	247.0	0.1%
8 DNA	33.0	0.0%
..Grand Total		

Axis sv103 (level stage):

++V103 Purchase/Hire Costs

Total	225692.0	100.0%
1 Firm paid (firm reg/hire)	26278.0	11.6%
2 Firm paid (private reg/hire)	8596.0	3.8%
3 Not firm paid (priv. reg./hire)	189030.0	83.8%
4 No inf. (prob. no cost to h/h)	1788.0	0.8%
5 NA	2223.0	1.0%
6 DNA	28.0	0.0%
..Grand Total		

Axis sv104 (level stage):

++V104 Firm paid running cost

Total	224356.0	100.0%
1 All	36340.0	16.2%
2 Tax/ Ins.	830.0	0.4%
3 Tax/ Service	141.0	0.1%
4 Ins./ Service	6.0	0.0%
5 Tax only	268.0	0.1%
6 Ins. only	344.0	0.2%
7 Service only	340.0	0.2%
8 None	186087.0	82.9%
9 NA	3559.0	1.6%
10 DNA	28.0	0.0%
..Grand Total		

Axis sv105 (level stage):

++V105 Firm-paid mileage

Total	219882.0	100.0%
1 All	15785.0	7.2%
2 Some in course/ work,private	4053.0	1.8%
3 Some in course/ work only	47578.0	21.6%
4 Some private only	5890.0	2.7%
5 None	146576.0	66.7%
6 NA	8033.0	3.7%
7 DNA	28.0	0.0%
..Grand Total		

Axis sv106 (level stage):

++V106. Form of Mileage Payment

Total	73306.0	100.0%
1 Free petrol	32966.0	45.0%
2 Mileage allowance	31786.0	43.4%
3 Fixed allowance	4312.0	5.9%
4 Other allowance	4242.0	5.8%
5 NA	8033.0	11.0%
6 DNA (inc. None)	146604.0	200.0%

Axis sv106 (level stage): (continued)

..Grand Total

Axis sv107 (level stage):

++V107 Summary of firm benefits

Total	219108.0	100.0%
1 All costs subs'd (no payment)	27621.0	12.6%
2 All costs subs'd (pay for use)	1394.0	0.6%
3 Purchase + running	2041.0	0.9%
4 Purchase + mileage	1098.0	0.5%
5 Running + mileage	5389.0	2.5%
6 Purchase only	1708.0	0.8%
7 Running only	847.0	0.4%
8 Mileage	37397.0	17.1%
9 None	141613.0	64.6%
10 NA	8807.0	4.0%
11 DNA	28.0	0.0%
..Grand Total		

Axis sv108 (level stage):

++V108 Income Tax penalties/benefits

Total	220793.0	100.0%
1 Extra tax paid	21679.0	9.8%
2 Claim for purch. and run costs	10665.0	4.8%
3 Claim for purch. costs	81.0	0.0%
4 Claim for run costs	2105.0	1.0%
5 Claim NA costs	4398.0	2.0%
6 No tax effects	181865.0	82.4%
7 NA	7122.0	3.2%
8 DNA	28.0	0.0%
..Grand Total		

Axis sv109 (level stage):

++V109 Other benefits

Total	223567.0	100.0%
1 Subsidy - disabled	1295.0	0.6%
2 Subsidy - not disabled	3572.0	1.6%
3 Other	2253.0	1.0%
4 None	216447.0	96.8%
5 NA	4348.0	1.9%
6 DNA	28.0	0.0%
..Grand Total		

Axis sv110 (level stage):

++V110 Company-car summary (TRRL)

Total	217842.0	100.0%
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Axis sv110 (level stage): (continued)

1 All costs fully--subs:no tax all.	7307.0	3.4%
2 Purchase cost subsidised	3606.0	1.7%
3 Tax allowance on vehicle	17249.0	7.9%
4 In course of work mileage paid	28990.0	13.3%
5 No subs:1+ employed in h/hold	111542.0	51.2%
6 No subs:none employed in h/hold	20169.0	9.3%
7 All costs partly subsidised	17458.0	8.0%
8 Running costs/mileage+oth bens.	5909.0	2.7%
9 Private mileage only subsidised	5612.0	2.6%
10 NA	10073.0	4.6%
11 DNA	28.0	0.0%
..Grand Total		

Axis sv111 (level stage):

++V111 Company car summary		
Total	224636.0	100.0%
1 Firm veh/ full sub'd	7307.0	3.3%
2 Firm veh/ not full sub'd	27399.0	12.2%
3 H/h veh/ sub'd	45636.0	20.3%
4 H/h veh/ not sub'd	144294.0	64.2%
5 NA	0.0	0.0%
6 DNA	3307.0	1.5%
..Grand Total		

Axis sv120 (level stage):

++V120 Company Car Summary (STA5)		
Total	220275.0	100.0%
1 Tax allowance	17646.0	8.0%
2 Company vehicle	29814.0	13.5%
3 Other subsidised vehicle	8760.0	4.0%
4 ICOW allowance only	29648.0	13.5%
5 No support	134407.0	61.0%
6 NA	0.0	0.0%
7 DNA (motor cycles etc)	4467.0	2.0%
8 DNA (no subsidy info)	3201.0	1.5%

Numeric and Alpha variables

Numeric variable psuid (level psu):

Min value = 101, max value = 4215, mean value = 1875.8 (all integers)

Numeric variable nhhold (level psu):

Min value = 1, max value = 21, mean value = 14.3 (all integers)

Numeric variable p3 (level psu):

Min value = 1, max value = 720, mean value = 360.5 (all integers)

Numeric variable p4 (level psu):

Min value = 1, max value = 720, mean value = 360.5 (all integers)

Numeric variable hholdid (level hhold):

Min value = 1, max value = 21, mean value = 7.9 (all integers)

Numeric variable nveh (level hhold):

Min value = 0, max value = 6, mean value = 0.9 (all integers)

Numeric variable nind (level hhold):

Min value = 1, max value = 11, mean value = 2.5 (all integers)

Numeric variable h88 (level hhold):

Min value = 101031, max value = 4215211, mean value = 1880563.1 (all integers)

Numeric variable h89 (level hhold):

Min value = 1006, max value = 51114, mean value = 25880.2 (all integers)

Numeric variable v45 (level vehicle):

Min value = 0, max value = 99999, mean value = 8769.7 (all integers)

Numeric variable v86 (level vehicle):

Min value = 0, max value = 6900, mean value = 1417.0 (all integers)

Numeric variable v95 (level vehicle):

Numeric and Alpha variables: (continued)

Min value = 0, max value = 2075, mean value = 141.4 (all integers)

Numeric variable v98 (level vehicle):

Min value = 0, max value = 1800, mean value = 134.7 (all integers)

Numeric variable v100 (level vehicle):

Min value = 0, max value = 955, mean value = 22.5 (all integers)

Numeric variable v101 (level vehicle):

Min value = 0, max value = 500, mean value = 9.2 (all integers)

Numeric variable indid (level individual):

Min value = 1, max value = 11, mean value = 2.1 (all integers)

Numeric variable njou (level individual):

Min value = 0, max value = 88, mean value = 15.3 (all integers)

Numeric variable i5 (level individual):

Min value = 0, max value = 99, mean value = 37.3 (all integers)

Numeric variable i189 (level individual):

Min value = 0, max value = 3120, mean value = 59.5 (all integers)

Numeric variable i195 (level individual):

Min value = 0, max value = 1560, mean value = 2.0 (all integers)

Numeric variable i201 (level individual):

Min value = 0, max value = 728, mean value = 0.2 (all integers)

Numeric variable journid (level journey):

Min value = 1, max value = 88, mean value = 11.6 (all integers)

Numeric variable j30 (level journey):

Min value = 1, max value = 930, mean value = 22.7 (all integers)

Numeric variable j33 (level journey):
Min value = 0, max value = 1415, mean value = 24.5 (all integers)

Numeric variable stageid (level stage):
Min value = 1, max value = 7, mean value = 1.1 (all integers)

Numeric variable s7 (level stage):
Min value = 1, max value = 99, mean value = 2.2 (all integers)

Numeric variable s26 (level stage):
Min value = 1, max value = 6550, mean value = 61.9 (all integers)

Numeric variable s30 (level stage):
Min value = 0, max value = 8000, mean value = 6.1 (all integers)

Numeric variable s32 (level stage):
Min value = 0, max value = 1585, mean value = 1.2 (all integers)

Numeric variable s34 (level stage):
Min value = 0, max value = 8000, mean value = 7.4 (all integers)

Numeric variable s37 (level stage):
Min value = 1, max value = 885, mean value = 21.5 (all integers)

Numeric variable sv45 (level stage):
Min value = 0, max value = 95000, mean value = 5416.2 (all integers)

Numeric variable sv86 (level stage):
Min value = 0, max value = 6900, mean value = 808.1 (all short integers)

Numeric variable sv95 (level stage):
Min value = 0, max value = 1883, mean value = 100.4 (all short integers)
Numeric variable sv98 (level stage):

Numeric and Alpha variables: (continued)

Min value = 0, max value = 1800, mean value = 97.5 (all short integers)

Numeric variable sv100 (level stage):

Min value = 0, max value = 310, mean value = 16.1 (all short integers)

Numeric variable sv101 (level stage):

Min value = 0, max value = 500, mean value = 6.6 (all short integers)

REPORT PART I
AN ANALYSIS OF PERSONAL TRAVEL

DEPARTMENT OF TRANSPORT

NATIONAL TRAVEL SURVEY:
1985/86 REPORT – PART 1
AN ANALYSIS OF PERSONAL TRAVEL

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A service of statistical information and advice is provided to the Government by specialist staff employed in the statistics divisions of individual Departments. Statistics are made generally available through their publications and further information and advice on them can be obtained from the Departments concerned.

Symbols and conventions

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

Symbols: The following symbols have been used throughout

- .. = not available
- . = not applicable
- = negligible (less than half the final digit shown)
- 0 = nil

NOTE

Journeys under 1 mile are discussed in section 8. Most of these are walks. Elsewhere in this report, except where explicitly mentioned, **JOURNEYS ARE TAKEN TO BE THOSE OF LENGTH 1 MILE OR MORE.** Journeys under 1 mile accounted for under 3 per cent of total travel mileage.

Acknowledgements

The survey was carried out by the Social Survey Division (SSD) of the Office of Population Censuses and Surveys (OPCS). Special thanks are due to SSD's research and other headquarters staff for their tireless efforts during the two-year development of the survey, which incorporated two sizeable pilot surveys, and for their constant attention to data quality throughout the operation of the survey.

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NTS 1985/86 REPORT Part 1

AN ANALYSIS OF PERSONAL TRAVEL

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Section 1. Introduction

The National Travel Survey

This report is about personal travel. The only comprehensive national source of travel information, which links different kinds of travel with the characteristics of travellers and their families, is the Department of Transport's National Travel Survey (NTS). Most of the results in this report come from the survey carried out in 1985/86. Earlier surveys were undertaken in 1965, 1972/73, 1975/76, and 1978/79.

The NTS is a large household survey conducted by interviewers. From about 10,000 households in Great Britain, each member provides personal information (eg age, sex, working status, driving licence, season tickets) and details of all journeys carried out in a sample week, including purpose of journey, method of travel, time of day, length, duration, and cost of any tickets bought.

Uses of the NTS

The NTS is carried out primarily for the purposes of Government. Without information about people's travel behaviour, the Department of Transport would have to operate with much less information about the people it exists to serve. The NTS contributes to a wide range of the Department's functions. Some examples of these applications are:

- national traffic forecasting;
- exposure rates for road accidents;
- calculation of trip rates, and value of travel time, for applications to cost benefit appraisal of road schemes;
- monitoring the characteristics of the users of public transport;
- measuring the generation effects of bus concessionary fare schemes for pensioners and children;
- providing basic data on car ownership and use, and driving licence holding;
- measuring travel by people with disabilities, to help assess how best to improve their mobility;
- contributing to studies of the effects of motoring taxation;
- and, as the starting point for other detailed studies, particularly by the Transport and Road Research Laboratory, the NTS is a key tool in the Department's research programme.

A further contribution of the NTS is that it provides a suitable database immediately at hand to investigate policy proposals as they arise, and to test options. Such requirements often cannot be foreseen in advance, and having the NTS avoids the need to commission expensive ad hoc surveys on particular topics. For some subjects, such as cycling and walking, the NTS is the only source of national information, and is needed to put into context the results of more local studies.

NTS data are also available to users outside Government, and are widely used by travel research workers in universities, polytechnics, and research institutes.

The structure of this report

The Commentary, Sections 2 to 10, presents an overview of personal travel in Great Britain, drawing mainly on data from the 1985/86 National Travel Survey, but also referring to earlier surveys and results from other sources. We use NTS data to build a picture of personal travel primarily in terms of people and the distances they travel. It is intended to emphasise those characteristics of people and their households that have most effect on their extent of travel, and so to provide essential background to any discussion of transport policy and its impact on travel behaviour.

Section 2 describes the demand for personal travel and the rapid increase in travel distance in the 20 years between 1965 and 1985. The following sections, 3 to 5, form the core of the report and explore reasons why some groups of the population travelled much more than others. Section 3 looks at journeys themselves in terms of their lengths, the modes of transport used, and the purposes for which they were made. Section 4 focusses on the single main factor which best distinguished people who travelled a lot from those that did not, namely the extent to which they had access to a household car. Section 5 discusses the factors that influenced whether or not a household had a car.

Another factor that is associated with the amount of travel people do is the type of area they live in. Rural dwellers generally travel further than those living in urban areas. Because they have to travel further for all purposes, and because levels of service of public transport are lower, rural households had more cars than urban households. But having more cars itself gives opportunities for further travel. These effects of type of area are described in section 6.

Sections 7 to 9 look in more detail at the modes of transport used mainly for short journeys. Local bus was the most frequently used mode of public transport. Travel by bus declined substantially between 1965 and 1985 partly as a consequence of the growth in car-ownership. Section 7 shows how use of buses was related to car-access and describe those groups of the population that continued to make most use of buses. Section 8 discusses journeys under one mile, most of which were walks; and walking in general, concentrating on the distance walked by different subgroups of the population. Section 9 looks at pedal cycling, another private mode of transport that may be seen as an alternative to walking or to motorised transport. (The sample of motorcyclists was too small to justify separate analysis.) Finally, section 10 discusses rail travel, the dominant mode of public transport for long journeys.

A selection of tables is included for reference. Annex A indicates how to use them to find further data related to individual paragraphs of the Commentary. An index to the tables is given at the end of the report. Other annexes give more information about the survey and help with the interpretation of results. Annex B gives estimates of the sampling errors for the basic classifications and measures of travel used in the report. Annex C includes notes on and definitions of the terms used, and Annex D a short description of the survey. References to publications giving results from earlier National Travel Surveys are given in Annex E.

Availability of data

Anyone who wishes to request additional tabulations should first consult the companion publication, "NTS 1985/86 Report Part 2 : Technical Guide", which gives details of the structure of the database, a description of variables held, and guidance on interpretation, with instructions how to specify data requirements. This can be obtained from the Department of Transport, STA Division (Room A6.09, Romney House, 43 Marsham Street, London SW1P 3PY, telephone 01-276 8034 - (01-212 3762 before July 1988)), to which requests for further advice and orders for tabulations should also be addressed. Charges will be made to cover the costs of data extraction.

COMMENTARY
ON RESULTS

Section 2 The demand for personal travel

The growth in personal travel

2.1 Personal travel increased dramatically over the 20 years between 1965 and 1985. Total passenger mileage in 1985 was 60 per cent more than its 1965 level. Within this total, however, travel by bus and coach was little more than two thirds its 1965 level, and the level of rail travel stayed flat. The increase was entirely due to motoring, which doubled.

Personal travel: passenger distance: 1965 to 1985.
billion passenger kilometres;percentage

mode of travel	1965	1975	1985	Percentage change 1965 to 1985
Motoring	199	294	401	+ 101
Bus and coach	59	55	42	- 29
Rail	35	35	36	+ 3
Other	12	8	11	- 8
All surface passenger transport	305	392	490	+ 61

Sources: see footnotes to table 2.1

2.2 Household expenditure on travel and transport increased both in real terms and as a proportion of total household expenditure, of which it accounted for 15 per cent in 1985. All this increase was due to expenditure on motoring while expenditure on other travel and transport fell slightly.

Household expenditure on travel: 1965 to 1985.

pounds per household per week (1985 prices¹);percentage

	Household expenditure on travel			as percentage of total household expenditure
	Motoring	Other	All	
1965	12.5	4.3	16.8	10
1975	16.7	4.2	20.9	14
1985	20.7	3.8	24.6	15

¹ Adjusted for general inflation, 1985 prices, by the retail price index (all items)

Source: Family Expenditure Survey, Dept. of Employment

2.3 People are making more journeys: 13 per week in 1985/86 compared with 11 in 1965. The average journey length had increased from about 6 1/2 miles to 7 1/2 miles. So the average distance travelled went up from 70 to 100 miles.

Journeys and travel distance per person: 1965 to 1985
journeys;miles

	Journeys ¹ per person per week	Travel distance ¹ per person per week (miles)	Average length of journey ¹ (miles)
1965	11.2	70	6.3
1975/76	12.4	86	6.9
1985/86	13.2	100	7.5

¹ Excluding journeys under 1 mile (see note, page iii)

Comparisons between different types of people

2.4 Some people travel more than others. For example, between ages 16 and 59, men travelled over 60 per cent further than women in 1985/86. Children and elderly people travelled the least. Their travel distance was only a third of men's.

Travel distance, by type of person: 1985/86

Type of person	miles	
	Travel mileage per person per week	
Children (under 16)	57	
Adult men 16-59	163	
Adult women 16-59	100	
Elderly (60 and over)	58	
All people	100	

2.5 In 1985 about 20 per cent of the population were children; adult men and women each accounted for about 30 per cent; and the elderly for the remaining 20 per cent. The total population increased by 4 per cent since 1965. Numbers of adults, especially the elderly, increased, while those of children fell.

Great Britain population, by type of person: 1965 and 1985

Type of person	population (m)		percentage of population	
	1965	1985	1965	1985
Children (under 16)	13.4	11.6	25	21
Adult men 16-59	15.0	16.1	28	29
Adult women 16-59	15.1	15.9	29	29
Elderly (60 and over)	9.4	11.5	18	21
All people	52.9	55.1	100	100

Sources: OPCS mid-year population estimates

2.6 Adult men of working age travelled further than other groups of the population mainly because they did more work mileage. This includes travel to or from work and education, and personal journeys in course of work. (Journeys to deliver goods or vehicles, or as driver, conductor, or guard of a public transport vehicle, are excluded.) Men and women travelled about the same distance for personal business, while men did slightly more leisure travel than women.

Travel distance, by type of person and journey purpose: 1985/86

Type of person	miles per person per week			
	Journey purpose			all purposes
	work	Personal business	Leisure	
Children (under 16)	9	15	33	57
Adult men 16-59	85	26	52	163
Adult women 16-59	25	28	47	100
Elderly (60 and over)	7	19	32	58
All people	35	23	42	100

2.7 The average travel distance of women for work purposes was lower than men's, partly because only 61 per cent of women were working compared with 81 per cent of men.

Population by working status, men and women 16-59: 1985/86

Working status	percentage	
	men (16-59)	women (16-59)
Full-time workers	80	37
Part-time workers	1	24
Students	5	4
Home/family or other non-working	1	28
Retired	3	3
Unemployed	10	4
All working statuses	100	100

2.8 But working women, both full-time and part-time, also tended to take jobs closer to home. In addition, men did more personal travel in course of work.

Work journeys: number per person and average length: adults in employment: 1985/86

	Average length of journey to (or from) work	miles; journeys per person per week	
		No. of journeys per person per week to or from work	in course of work
Men (16-59) in full-time employment	8.6	7.8	1.5
Women (16-59) in full-time employment	6.0	7.0	0.5
part-time employment	3.8	4.2	0.3

2.9 Men generally earn more than women and in order to do so travel further to their work-place. People earning less tend to travel less far to work.

Average length of journey to and from work, by individual income quarters: full time working men and women (16-59): 1985/86

Individual income quarter ¹	Average length of journey to/from work by full time workers aged 16-59	
	men	women
Lowest	6.0	4.6
Second	6.4	5.9
Third	8.6	7.3
Highest	11.1	10.5
All incomes	8.6	6.0
Adjusted for income differences	8.0	7.3

¹ quarters of reported individual incomes of all full-time workers (both sexes)

2.10 So working women, generally had shorter work journeys than men and used different transport modes for them. 73 per cent of journeys to work by working men were by car, 60 per cent by working women. 19 per cent of women's journeys to work were by local bus, but only 7 per cent of men's.

Modal split of journeys to and from work: men and women (16-59) in employment: 1985/86

Main mode of transport	Full time working men 16-59	percentage of journeys		
		Full time	Part time	All
Car	73	59	62	60
Local bus	7	19	19	19
Rail	5	8	2	6
Walking	5	7	10	8
Other	10	7	8	7
All modes	100	100	100	100

2.11 The size of the population, and its structure in terms of age, sex, and working status, clearly influence the gross amount of travel undertaken. But changes in these since 1965 explain less than a twentieth of the increase actually observed in gross travel distance.

Growth in personal travel 1965 to 1985: effects of changes in the age/sex and working status structure of the population.

	1965	1985 expected ¹	1985 observed
Population of Great Britain (m)	52.9	..	55.1
Gross annual personal travel (billion passenger kms)	305	313	490
Annual travel mileage per person	3580	3530	5520

¹ due to changes in age/sex and working status structure of the population.

Sources: as 2.1 and 2.5

2.12 The main factor underlying the growth in travel was the rapid increase in car ownership. In 1965 41 per cent of households had cars: by 1985 this had grown to 62 per cent of households. With the increase in the number of households, and the percentage of households with a second car, the stock of cars rose even faster to over twice the 1965 level.

Households with the regular use of cars: 1965 to 1985

	Percentage of all households with		households in GB (m)	stock of household cars(m)	cars per household
	one car	two or more cars			
1965	36	5	17.2	8	0.46
1975	46	10	19.1	13	0.69
1985	45	17	20.7	17	0.84

Source: Transport Statistics Great Britain 1976-86, tables 2.11,7.2,2.19 and 7.5

2.13 People in car-owning households travelled much further than those without cars: two and a half times as far in households that had just one car, and four times as far in households with two or more cars.

Travel distance per person, by household car ownership: 1985/86

Household car-ownership	miles;percentage	
	Travel distance per person per week mileage	as percentage of travel by households without cars
Households with one car	105	257
two or more cars	163	401
All households with cars	124	306
Households without cars	41	100
All households	100	245

2.14 The growth in car ownership and use was stimulated by the increase in real incomes, which rose by almost 40 per cent between 1965 and 1985.

Growth in household incomes: 1965 to 1985

	pounds per household;percentage		
	Average gross income per household per week		Percentage change since 1965 after allowing for inflation
	current prices	1985 prices ¹	
1965	25	158	-
1975	73	202	+28
1985	216	216	+37

¹ adjusted for general inflation, 1985 prices, by the retail price index (all items).
Source: Family Expenditure Survey, Dept of Employment.

2.15 The rise in household incomes occurred despite a fall of over 10 per cent in household size. Some reasons for the fall are more elderly people living alone, young adults leaving home earlier to set up new households, and the effects of the increasing divorce rate on household formation.

Average household size: 1965 to 1985

	persons per household;percentage	
	Average size of household	Percentage change since 1965
1965	2.96	-
1975	2.81	-5
1985	2.60	-12

Source: Family Expenditure Survey, Department of Employment

2.16 The increase in distance travelled is due to people making more journeys, but also longer ones. The average length of a journey to work increased by about a half. All four types of people (see Annex C, page 102) made more trips, particularly for shopping and other personal business.

Journeys per person and average length of journey, by journey purpose: 1965 and 1985/86

Journey purpose	journeys;miles			
	Journeys per person per week		Average length of journey (miles)	
	1965	1985/86	1965	1985/86
Work and education	5.2	4.3	5.2	8.1
Personal business	2.5	4.7	4.2	4.8
Leisure	3.5	4.2	9.3	10.0
All purposes	11.2	13.2	6.3	7.5

2.17 Between 1965 and 1985/86 the proportion of car journeys increased from 47 per cent to 69 per cent of all journeys, while local bus declined from 29 per cent to 11 per cent.

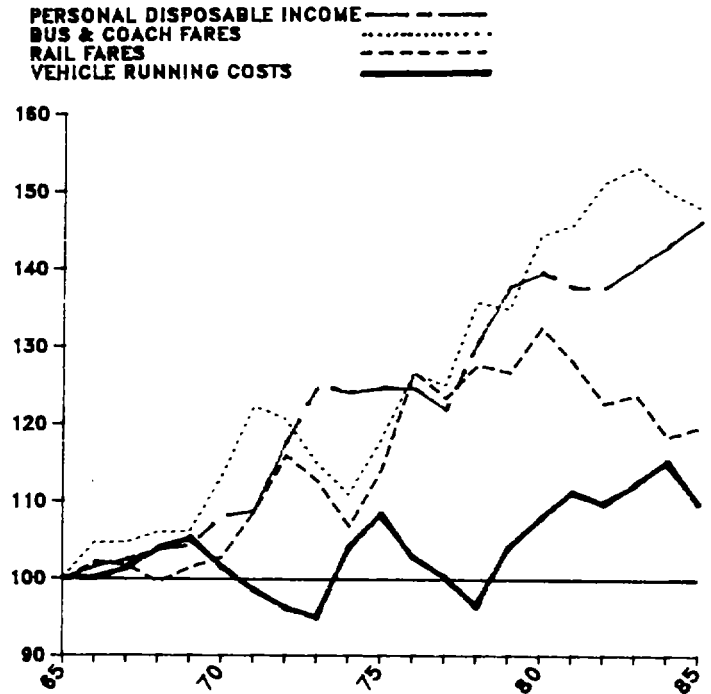
Journeys per person per week, by main mode: 1965 and 1985/86

Main mode of journey	journeys;percentage			
	Journeys per person per week		Percentage of journeys	
	1965	1985/86	1965	1985/86
Car	5.3	9.1	47	69
Local bus	3.3	1.6	29	11
Rail	0.4	0.3	3	2
Walking	1.2	1.4	11	10
Other	1.1	0.9	10	7
All journeys	11.2	13.2	100	100

Costs of travel

2.18 Between 1965 and 1985, motoring costs rose faster than retail prices but fell relative to personal incomes and to public transport fares. Bus fares went up in line with personal incomes but rail fares rose less rapidly. So the effect of prices on travel has been to reinforce the tendency for private motoring to grow at the expense of public transport, especially buses.

Real travel costs and personal disposable income: 1965 to 1985



	Indices (1965=100)			
	Personal disposable income per capita ¹	motor vehicle running costs ²	Bus and coach fares ²	Rail fares ²
1965	100	100	100	100
1975	125	108	118	114
1985	146	110	148	120

¹ constant prices

² deflated by the RPI (all items)

Source: CSO Consumer Cost Indices

Components of motor vehicle running costs: 1965 to 1985

	Indices ¹ (1965=100)			
	Petrol and oil	Motor vehicle and driving licences	Other	All running costs
1965	100	100	100	100
1975	121	91	97	108
1985	120	90	102	110

¹ deflated by the RPI (all items) Source: CSO Consumer Cost Indices

Section 3 Characteristics of journeys.

Journey length and choice of modes.

3.1 In this report journeys are classified by length into three types. Short journeys are taken to be those between 1 and 5 miles. Journeys between 5 and 10 miles are called 'medium', and those over 10 miles 'long'. Of all journeys over 1 mile in 1985/86, 64 per cent were short, 19 per cent were medium, and 17 per cent were long. However, long journeys accounted for 64 per cent of distance travelled. (Journeys under 1 mile are considered in section 8.)

3.2 Journeys are also classified by the main mode of transport used. The main categories were car (including journeys either as driver or as passenger), local bus, rail, and walking. The remainder consisted partly of private transport such as cycle and motor-cycle, and partly of other types of bus (long-distance, tours and excursions, and private hire), taxis, domestic air travel, and other public transport.

3.3 Car travel was important for all types of journey. Overall 69 per cent of journeys were by car, 42 per cent as driver and 27 per cent as passenger. About 60 per cent of all short journeys were by car, as were about 80 per cent of longer journeys.

Classification of journeys by length: 1985/86
journey per person per week; percentage

Type of journey	Journeys per person per week	percentage of journeys	percentage of travel distance
short	8.4	64	19
medium	2.5	19	17
long	2.3	17	64
All journeys	13.2	100	100

Importance of car journeys, by type of journey: 1985/86

Type of journey	journeys per person per week; percentage			Percentage of all journeys
	Number of journeys per person per week			
	car driver	car passenger	all car	
short	3.2	2.0	5.2	62
medium	1.3	0.8	2.0	79
long	1.2	0.7	1.9	83
All journeys	5.6	3.5	9.1	69

3.4 Walking was an important mode for short journeys, used for 16 per cent of journeys. Local bus, used for 14 per cent of journeys, accounted for most short journeys by public transport. There were few walks over 3 miles.

Short journeys, by mode: 1985/86

Main mode of transport	journeys per person per week; percentage	
	journeys per person per week	percentage of journeys
Car	5.2	62
Local bus	1.2	14
Rail	0.1	1
Walk	1.4	16
Other	0.6	7
All short journeys	8.4	100

3.5 For journeys of medium length, walking becomes insignificant. Local bus was still important, used for 12 per cent of journeys. Private hire buses (mainly work and school buses) accounted for another 2 per cent. Rail was used for 3 per cent of medium journeys.

Medium journeys, by mode: 1985/86

Main mode of transport	journeys per person per week; percentage	
	journeys per person per week	percentage of journeys
Car	2.0	79
Local bus	0.3	12
Rail	0.1	3
Walk	-	-
Other		
private hire bus	0.1	2
other	0.1	4
All medium journeys	2.5	100

3.6 For long journeys rail becomes the dominant public transport mode (8 per cent of journeys) and local bus is less prominent (3 per cent). 83 per cent of journeys over 10 miles were by car, and other types of transport accounted for 6 per cent of journeys. (Over a third of these were contract or private hire bus journeys, and another third other types of bus or coach - public express bus, tours and excursions.)

Long journeys, by mode: 1985/86

Main mode of transport	journeys per person per week; percentage	
	journeys per person per week	percentage of journeys
Car	1.9	83
Local bus	0.1	3
Rail	0.2	8
Walk	-	-
Other	0.1	6
All long journeys	2.3	100

Journey purposes.

3.7 Respondents were asked to identify a single main purpose for each journey, although there may also be subsidiary purposes which influence how a journey is undertaken. Three main groups of purposes are usefully distinguished:

(a) Work and education journeys - journeys to and from places of work, personal journeys in course of work, and journeys to and from schools, colleges, and other places of education ;

(b) Personal business journeys - other journeys for essential purposes such as shopping, personal services (such as going to the bank, doctor or hairdresser), eating and drinking (except where this is primarily social), and escorting or accompanying others to work or school ;

(c) Leisure journeys - journeys for leisure or social purposes such as holidays and daytrips or visits to friends, to entertainment, or to watch or take part in sport.

Each of the three groups accounted for about a third of all journeys.

3.8 Work and education journeys also accounted for a third of total travel mileage. Personal business journeys tended to be shorter than the average and accounted for just over a fifth of total mileage, while leisure trips (especially holidays) were longer and accounted for over two fifths of mileage.

Journeys per person per week, by journey purpose: 1985/86

Journey purpose	journeys;percentage	
	Journeys per person per week	Percentage of journeys
Work and education	4.3	32
Personal business	4.7	36
Leisure	4.2	32
All purposes	13.2	100

Distance per person per week, and average journey length, by journey purpose: 1985/86

Journey purpose	miles	
	Mileage per person per week	Average journey length
Work and education	34	8.1
Personal business	23	4.8
Leisure	42	10.0
All purposes	100	7.5

3.9 This division into three groups of journey purposes broadly corresponds to different degrees of choice (at least in the short term) that the traveller has over mode of transport for the journey, its timing, and its destination. Thus, most work journeys are regular, to the same place and at about the same time each day, once the worker has chosen where to live in relation to his or her workplace. For personal business journeys the traveller has more choice over the timing and may vary this on each occasion, although he or she is constrained by the accessibility of shops and services. Leisure journeys are discretionary in the sense that the adult traveller has complete freedom whether or not to make the journey. These generalisations should be qualified: shopping trips, for example may be more akin to leisure than business.

3.10 These characteristics are reflected in the different profiles of start times for the different journey purposes. On weekdays, work journeys showed definite peaks between 7 and 9 am, and 4 and 6 pm; while education journeys peaked between 8 and 9 am, and 3 and 4 pm. Personal business and leisure journeys were more evenly spread throughout the day.

Lengths of journeys by purpose

3.11 There were distinctly different patterns of journey lengths for the different purposes. Over 20 per cent of work and leisure journeys were over 10 miles but only 11 per cent of personal business journeys. Four per cent of leisure journeys were over 50 miles.

Journeys per person per week, by type of journey and journey purpose: 1985/86

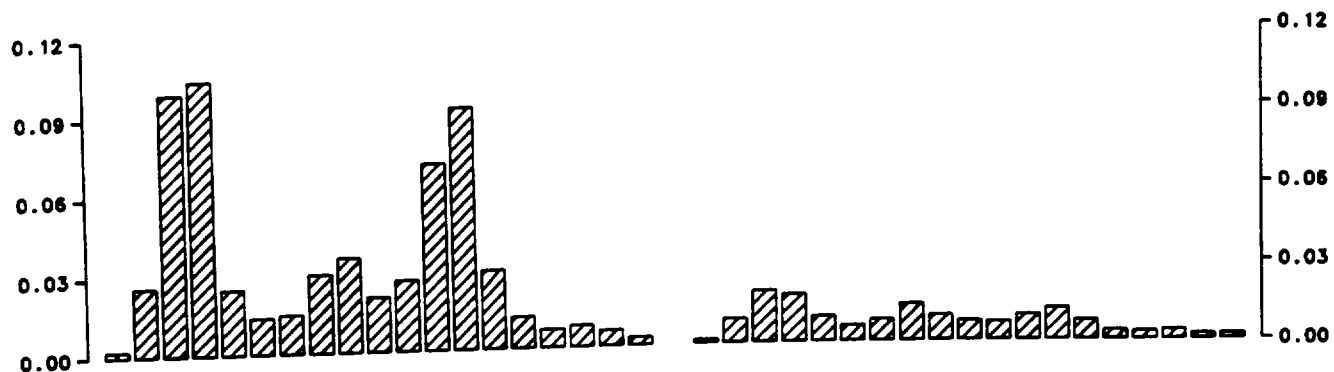
Type of Journey	journeys per person per week; percentage				all purposes
	Journey purpose				
	Work and education	Personal business	Leisure		
Short	2.5 (58)	3.4 (72)	2.5 (59)	8.4 (64)	
Medium	0.9 (21)	0.8 (17)	0.8 (19)	2.5 (19)	
Long	0.9 (21)	0.5 (11)	0.9 (22)	2.3 (17)	
All journeys	4.3 (100)	4.7 (100)	4.2 (100)	13.2 (100)	

3.10 Profiles of journeys by start-time (numbers of journeys per person per hour)

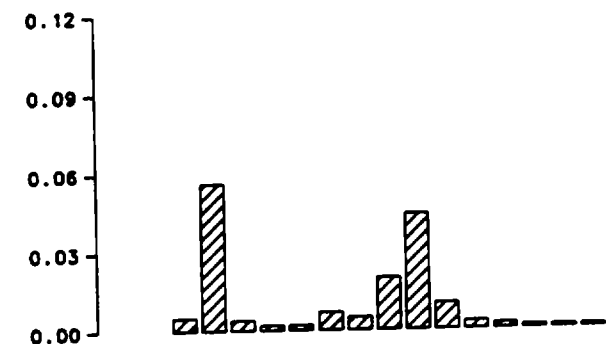
WEEKDAYS:

WEEKENDS:

Work:

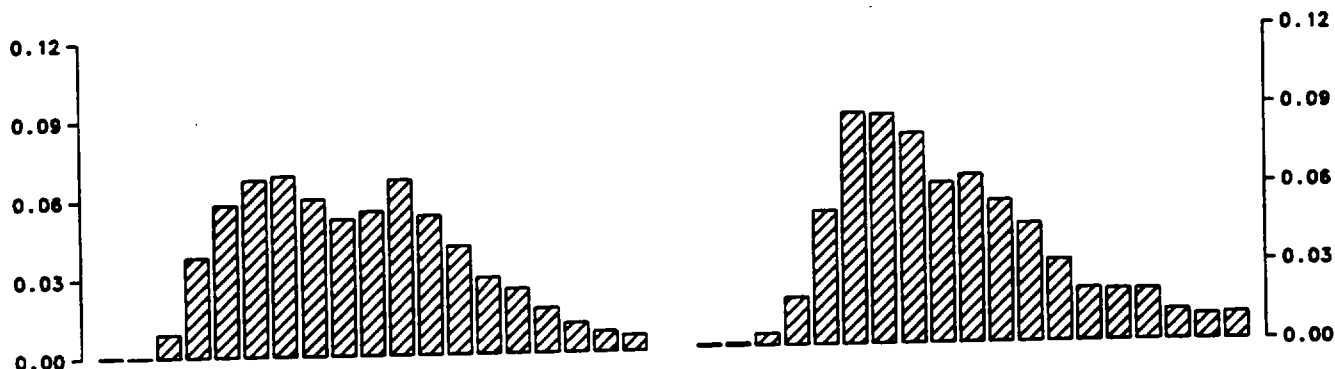


Education:

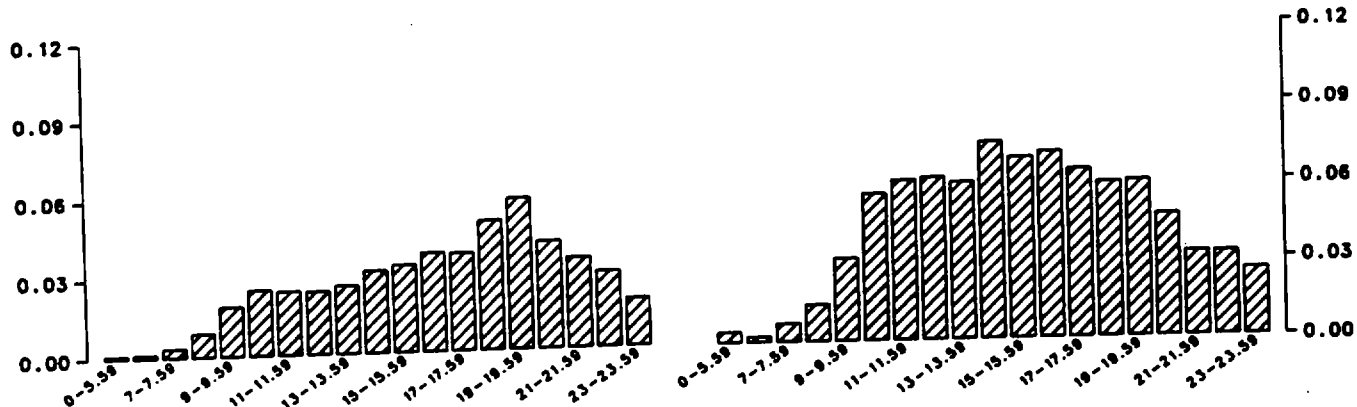


Numbers of education journeys at the weekend are too small to be shown

Personal Business:



Leisure:



Start time of journey (hourly bands)

Start time of journey (hourly bands)

3.12 Some of these differences in journey length are reflected in the choice of mode for each purpose. Local bus was used less for leisure than other purposes. But car was the dominant mode for all main purposes.

Journeys per person per week, by journey purpose and main mode of transport: 1985/86
journeys per person per week; percentage

Main mode of transport	Journey purpose			all purposes
	Work and education	Personal business	Leisure	
Car	2.7 (63)	3.3 (71)	3.1 (72)	9.1 (69)
Local bus	0.6 (13)	0.6 (13)	0.3 (8)	1.6 (11)
Rail	0.2 (5)	0.1 (1)	0.1 (1)	0.3 (2)
Walk	0.4 (8)	0.5 (10)	0.5 (12)	1.4 (7)
Other	0.5 (11)	0.2 (4)	0.3 (6)	0.9 (10)
All modes	4.3 (100)	4.7 (100)	4.2 (100)	13.2 (100)

3.13 Although, in classifying journeys by purpose, work and education journeys were grouped together, they actually had quite distinct characteristics of length and mode. Half of all education journeys were less than 1 mile long. The average length of education journeys was just over 2 miles, compared with 6 miles for journeys to or from work and 19 miles for journeys made in the course of work.

Education and work journeys: comparison of lengths: 1985/86

Length of journey	Education journeys	Work journeys	
		to or from work	in course of work
Under 1 mile	52	21	17
1 mile or more:			
short	38	44	32
medium	7	18	17
long	3	17	34
All lengths	100	100	100
Journeys per person per week	1.5	3.9	0.5
Average length (miles):			
all journeys	2.1	6.0	18.6
journeys over 1 mile	3.8	7.2	21.5

3.14 Journeys to and from school by children and young adults under 18 accounted for 92 per cent of education journeys. Of these, 52 per cent were under 1 mile, and almost all of these were walks. For the others, over 1 mile, bus (including school bus) was used for 40 per cent of journeys, with car and walking each accounting for about 25 per cent. In contrast, car accounted for 68 per cent of the journeys to or from work that were over 1 mile.

Education and work journeys: comparison of modes: 1985/86

Main mode of transport	Journeys to and from school		Journeys to or from work, 1 mile or more
	under 1 mile	1 mile or more	
Car	8	26	68
Local bus	1	26	12
Rail	0	2	6
Walking	90	24	6
Other			
school/works bus	-	14	1
other	1	8	8
All modes	100	100	100

Journey times and speeds

3.15 97 per cent of all journeys used a single mode (ignoring any walks of under 1 mile at either end of the journey). The rest consisted of two or more stages in which different modes may have been used (eg. a walk over a mile long or a bus ride to a station, followed by a train journey).

Number of stages in journey, by main mode of transport: 1985/86

Main mode of transport	journeys per person per week		
	Number of stages in journey		all journeys
	one	two or more	
Car	9.0	0.1	9.1
Local bus	1.5	0.1	1.6
Rail	0.1	0.2	0.3
Walk	1.4	-	1.4
Other	0.8	-	0.9
All journeys	12.8	0.4	13.2

3.16 The total travel time may include some waiting time between modes. Such waiting time accounted for 6 per cent of overall journey time.

Travel and waiting time per journey, by main mode: 1985/86
minutes per journey; percentage

Main mode of transport	Time per journey			Waiting time as percentage overall journey time
	travel	waiting	overall	
Car	21	1	21	3
Local bus	26	5	30	17
Rail	53	11	65	18
Walk	29	1	30	2
Other	28	2	29	8
All journeys	24	2	25	6

3.17 Average journey times naturally increase as journey lengths increase, but they do so less than proportionately. This is because longer journeys tend to use faster modes, and waiting time is a smaller proportion of total travel time. Similar effects are seen for each separate mode of travel: longer journeys tend to be faster. For all journey lengths car journeys tend to be faster than other major modes, partly because access and waiting times are less.

Mean speed per journey, by main mode and type of journey: 1985/86

Main mode of transport	Type of journey			all journeys
	miles per hour			
	short	medium	long	
Car	15	22	32	20
Local bus	7	11	15	8
Rail	8	11	21	16
Walk	3	5	7	3
Other	10	17	27	14
All journeys	11	20	30	16

3.18 Half of all journeys in 1965 were under 11.4 mph; by 1985/86 this had risen to 12.2 mph. The overall increase reflects the greater use made of cars. Of individual main modes, the median speed of rail journeys rose, but those of car and local bus journeys fell.

Median overall journey speeds, selected modes: 1965, and 1985/86

Main mode of transport (selected modes)	miles per hour			
	1965		1985/86	
	median overall journey speed	percentage of journeys	median overall journey speed	percentage of journeys
Car	18.7	50	17.4	69
Local bus - London	5.5	5	5.1	2
- other	7.7	20	7.2	10
British Rail	14.5	2	17.0	2
All journeys ¹	11.4	100	12.2	100

¹ Includes all other modes.

3.19 One reason why the median speed for car journeys declined is that more of them than in 1965 were short. When journeys under 1 mile are included, 55 per cent of journeys in cars were under 5 miles in 1965, but by 1972/73 this had increased to 62 per cent, about the same as in 1985/86.

Distributions of lengths of all journeys¹ by car: 1965, 1972/73, and 1985/86

Length of journey	percentage journeys		
	Journeys by car		
	1965	1972/73	1985/86
Journeys under 5 miles	55	62	61
medium journeys	22	21	20
long journeys	22	18	19
All lengths	100	100	100

¹ including journeys under 1 mile.

3.20 Speeds for short car journeys changed little since 1972/73. For long car journeys (over 10 miles), however, there were substantial increases in speed.

Car journeys, mean overall journey speed by journey length: 1972/73¹ and 1985/86

Journey length	miles per hour	
	mean overall journey speed	
	1972/73	1985/86
Less than 1 mile	7.4	6.8
1 to 2.9 miles	13.2	13.0
3 to 4.9 miles	17.3	17.3
medium journeys	20.9	22.0
long journeys:		
10 to 14.9 miles	24.9	26.9
15 to 24.9 miles	26.7	31.3
25 miles and over	33.4	39.3
All lengths ²	17.8	18.7

¹ Comparable data from the 1965 NTS are not available

² Including journeys under 1 mile

3.21 Improvements in transport infrastructure and vehicle performance both contributed to the reduction in long distance travel times by car and rail. For example the typical journey time from London to Edinburgh by rail in 1986 was only three-quarters the time in 1966.

Improvements in transport infrastructure and travel times:
1966 to 1986

	kilometres;minutes		
	1966	1986	1986 as per cent of 1966
A. Transport infrastructure:			
motorways (kilometres)	631	2838	450
BR electrified route (km)	3064	3809	124
B. Journey times by car			
from London to			
Edinburgh	520	450	87
Birmingham	160	140	87
Cambridge	100	90	86
C. Journey times ¹ by rail			
from London to			
Edinburgh	400	290	74
Birmingham	120	100	81
Cambridge	75	70	96

¹ Typical weekday scheduled times

Section 4 Effects of car access on travel.

4.1 The factor that seems most closely related to how much travel people do is whether or not they have access to a car. We classify as a driver everyone in a car-owning household who had a full car driving licence (whether or not they actually drove); and we distinguish the following four types of car access:

(i) drivers who had a car in which they did most of the mileage, in the course of a year - these are 'main drivers';

(ii) other drivers living in households with cars, who may therefore have occasional use of a car;

(iii) non-drivers, including children, in households with cars; and

(iv) all people in households without cars.

4.2 In 1985/86 more than 70 per cent of people lived in households with cars. 40 per cent were drivers, of whom about three-quarters were main drivers of their vehicles.

Car access types: 1985/86

Access to cars	percentage Percentage of people
In households with cars:	
main drivers	31
other drivers	9
all drivers	40
non-drivers	31
All in households with cars	71
In households without cars	29
All households	100

4.3 Main drivers travelled over 50 per cent further (by all modes) than other drivers, who in turn travelled 60 per cent further than non-drivers. But even these non-drivers travelled 75 per cent further than people who lived in households without cars.

Travel distance per person per week, by car access type: 1985/86

Access to cars	Distance per person per week (all modes) miles
In households with cars:	
main drivers	177
other drivers	116
non-drivers	72
In households without cars	41
All households	100

4.4 Over 90 per cent of journeys by main drivers were by car, but other people made more use of public transport. Even in households with cars non-drivers made 40 per cent of their journeys by modes other than car (including 14 per cent by walking).

Journeys per person per week, by car access of person and main mode of journey: 1985/86

Main mode of transport	Households with cars			Households All without cars		All households
	main drivers	other drivers	non-drivers	journeys		
Car	18.1	11.0	6.7	1.5	9.1	
Local bus	0.2	1.0	1.5	3.0	1.5	
Rail	0.3	0.6	0.2	0.4	0.3	
Other	1.2	2.5	2.7	2.8	2.3	
All modes	19.8	15.0	11.2	7.7	13.2	

4.5 Many more men than women were main drivers: 61 per cent of men aged 16-59 were main drivers, but only 29 per cent of women in the same age group. More women than men were occasional drivers, but altogether only 57 per cent of women (16-59) were drivers compared with 69 per cent of men.

Car access by type of person: 1985/86

Type of person	Households with cars			Households All without cars		All households
	main drivers	other drivers	non-drivers	percentage of individuals		
Children			75	25	100	
Men 16-59	61	8	10	21	100	
Women 16-59	29	18	29	24	100	
Elderly	27	5	16	52	100	
All people	31	9	31	29	100	

4.6 It thus seems that one reason men travelled further than women is that they had better car access. However, even women drivers travelled only three-quarters the distance of men drivers.

Travel distance per person per week, by type of person and car access: 1985/86

Type of person	Households with cars			Households All without cars		All households
	main drivers	other drivers	non-drivers	miles		
Children			68	24	57	
Men 16-59	211	141	94	64	163	
Women 16-59	153	113	81	49	100	
Elderly	110	78	55	31	58	
All people	177	116	72	41	100	

Non-work travel

4.7 Car access affects both work travel and non-work travel. Compared with people in households without cars, main drivers and other drivers travelled three times as far for non-work purposes, and non-drivers twice as far. This is partly because people who want to travel further are more likely to have cars, but also because having a car available itself makes it easier to travel.

4.8 Non-work travel distance varied little between different types of person within each car access group. Women under 60 tended to travel slightly further than men, and elderly people slightly less. In households without cars, children travelled less far than adults.

4.9 The variation of non-work travel with car access applies to both personal business and leisure journeys. In each case main drivers made about twice as many journeys, and travelled three times as far, as people in households without cars.

Travel distance per person per week, work and non-work travel, by car access of person: 1985/86

Journey purpose	Households with cars			Households without cars	All households
	main drivers	other drivers	non-drivers		
Work and education	77	33	14	11	35
Non-work purposes	100	83	58	30	65

miles

Non work travel distance per person per week, by type of person and car access: 1985/86

Type of person	Households with cars			Households without cars	All households
	main drivers	other drivers	non-drivers		
Children			58	19	48
Men 16-59	98	79	55	33	78
Women 16-59	111	87	63	36	76
Elderly	90	75	53	29	51
All people	100	83	58	30	65

miles

Non-work travel journeys and distance per person per week, by journey purpose and car access type: 1985/86

Per Person	Households with cars			Households without cars	All households
	main drivers	other drivers	non-drivers		
Personal business ¹ journeys	7.0	5.7	4.1	3.1	4.8
distance	36	29	19	10	23
Leisure journeys	5.9	4.9	4.1	2.5	4.3
distance	64	54	39	19	42

journeys;miles

¹ including escorting for work or education

Work travel

4.10 The differences in travel distance between different types of person were much more marked for work travel than for non-work travel. Men (16-59) travelled over 3 times as far as women for work purposes.

4.11 Better car access cannot be the entire reason why men travelled further than women for work. Nor are the differences completely explained by the fact that more men than women were full-time workers. For, after adjusting for car access and working status, women still travelled less than two thirds the distance of men for work.

4.12 Rather, the difference in work travel is associated with the types of jobs women do, and the amount they earn. A further related factor is that fewer women had jobs that required them to travel in the course of work.

Work travel distance per person per week, by type of person and car access: 1985/86

Type of person	Households with cars			Households without cars	All households
	main drivers	other drivers	non-drivers		
Children			10	5	9
Men 16-59	114	63	39	30	85
Women 16-59	43	25	18	13	26
Elderly	21	4	2	2	7
All people	78	33	14	11	35

Work travel distance per person per week, by work status: men and women (16-59): 1985/86

Working status	Work travel distance per person per week			
	unadjusted		adjusted for car access effects	
	men	women	men	women
Full time workers	103	51	96	57
Part time workers		20		20
Others	11	5	12	5
All adults (16-59)	85	25	74	29
adjusted for effects of working status	68	35	65	38

Individual SEG of full time working men and women (16-59), and the proportion that travel in the course of work: 1985/86

Socio-economic group of worker	percentage			
	Percentage of workers		Percentage that travel in the course of work ¹	
	men	women	men	women
Professional or managerial	27	13	21	8
Clerical	19	66	12	3
Skilled manual	39	8	11	6
Semi- or non-skilled	14	13	3	2
Other	1	-	-	-
All socio-economic groups	100	100	13	4

¹ recording 5 or more journeys in course of work in a random week

Section 5 Car ownership

5.1 Car ownership is generally considered a household characteristic rather than a property of individuals. This section discusses which factors are related to whether or not a household is likely to have a car, and then how the car access of household members depends on the car ownership of the household.

5.2 In 1985/86 62 per cent of households had cars: 44 per cent had one car only, and 18 per cent had two or more cars. The average number of cars per household was 0.83.

Household income

5.3 Many more high income households than low income households had cars. In the lowest income quarter only 20 per cent of households owned a car, while in the highest quarter 93 per cent owned a car, including 47 per cent with two or more cars.

Household car-ownership by household income quarter: 1985/86

Gross household income quarter	percentage households; cars per household				
	no cars	one car	two or more cars	All households	Cars per household
Lowest	80	19	1	100	0.21
Second	44	50	6	100	0.63
Third	20	62	18	100	0.99
Highest	7	46	47	100	1.50
All incomes	38	44	18	100	0.83

5.4 Other key factors, apart from income, related to whether a household was likely to have a car were: whether or not the household had more than one adult member, socio-economic factors such as SEG and housing tenure, and the type of area (whether it was urban or rural).

Household structure

5.5 Single adult households were less likely than larger households to be car-owners, even allowing for their lower incomes. Elderly single person households (80 per cent of whom were in the lowest income quarter) had few cars. But, after adjusting for income, other single adult households were only slightly more likely to have cars.

5.6 Single adult households accounted for 28 per cent of all households. Two-thirds of these were elderly. A quarter of the other single adult households also included one or more children under 16.

5.7 Within income groups the feature of household structure that most influenced car-ownership was the number of adults. For households with more than one adult, the percentage of car-owning households at each income level was independent of household size. But the number of cars per household was related to the number of adults, because large households were more likely to have more than one car.

5.8 Thus, 74 per cent of households with 2 adults, and 81 per cent of households with 3 or more adults, were car-owning. But, after adjusting for the difference in incomes, each group was about 70 per cent car-owning, while the larger households had 20 per cent more cars per household.

Car-ownership of single adult households: 1985/86

Household structure	percentage households; cars per household (income adjusted ¹ figures in brackets)	
	Percentage of households that had cars	Number of cars per household
Single adult households		
elderly	16 (52)	0.16 (0.52)
other	43 (56)	0.46 (0.60)
All single adults	27 (53)	0.28 (0.57)
Households with two or more adults	76 (68)	1.05 (0.92)
All households	62 (62)	0.83 (0.83)

¹ Reweighted to equalise the distributions of income in each group of households.

Single adult households: 1985/86

	percentage
	Percentage of all households
Single adult -	
aged 60 or more	16
under 60, without children	9
under 60, with children	3
All single adult households	28
Other households	72
All households	100

Percentage of households that had cars, by household income quarter and number of adults: 1985/86

Number of adults	percentage households				
	Gross household income quarter				All incomes
	Lowest	Second	Third	Highest	
Two	39	60	83	94	74
Three	..	59	81	92	81
Four or more	..	..	..	92	81
All households with more than one adult	40	60	81	94	76

Household car-ownership by number of adults in household: 1985/86.

Number of adults	percentage households; cars per household (income adjusted ¹ figures in brackets)	
	Percentage of households that had cars	Number of cars per household
Two	74 (69)	0.95 (0.88)
Three or more	81 (71)	1.35 (1.06)
All households with more than one adult	76 (68)	1.05 (0.92)

¹ Reweighted to equalise the distributions of income in each group of households.

5.9 Households with two adults accounted for 54 per cent of households, and those with three or more for 18 per cent. Most of the latter consisted of a married couple with one or more adult children. Less than one in eight included people unrelated to the head of household or spouse.

5.10 The presence of children (under 16) had no association with the number of cars per household. Couples with children had a similar number of cars to other couples (both under 60) without children. Larger households with children did have slightly fewer cars than those without children, but this is related to the fact that they also had fewer adults.

5.11 Elderly couples had fewer cars than other two-adult households. This can be explained almost wholly by their lower incomes.

Household structure of households with more than one adult: 1985/86

Household structure	percentage
	Percentage of all households
Single adult households	28
Households with two adults	37
both under 60	17
one or both 60 or more	
Households with 3 or more adults	18
All households	100

Car-ownership of households with and without children: 1985/86

Household structure	percentage households; cars per household (income adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Percentage of all households
Two adults under 60:			
with children	79 (70)	1.06 (0.92)	22
without children	80 (68)	1.06 (0.87)	15
Three or more adults			
with children	80 (69)	1.24 (0.99)	6
without children	82 (69)	1.41 (1.07)	12

¹ Reweighted to equalise the distributions of income in each group of households.

Car-ownership of households with two adults: 1985/86

Household structure	percentage households; cars per household (income adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Percentage of all households
Two adults both under 60	80 (68)	1.06 (0.87)	15
at least one over 60	61 (68)	0.70 (0.84)	17
All households with two adults	71 (69)	0.95 (0.88)	32

¹ Reweighted to equalise the distributions of income in each group of households.

5.12 Households with two or more full-time workers had more cars than households with only one. But this, too, is because they had higher incomes and more adults.

Car-ownership by number of workers in the household: households with more than one adult, 1985/86

Number of full-time workers	percentage households; cars per household (income adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Number of adults per household
None	53 (68)	0.58 (0.83)	2.0
One	81 (74)	1.09 (1.03)	2.2
Two or more	86 (78)	1.36 (1.03)	2.7
All households with more than one adult	76 (68)	1.05 (0.92)	2.3

¹ Reweighted to equalise the distributions of income in each group of households.

Other factors associated with car-ownership

5.13 Car-ownership is also related to socio-economic status. 86 per cent of households with heads in the professional or managerial groups had cars, while at the other extreme only 38 per cent of non-skilled manual workers' households had cars. The difference is only partly due to the difference in incomes.

Car-ownership by socio-economic group of head of household: all households, 1985/86

Socio-economic group of head of household	percentage households; cars per household (adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Number of adults per household
Professional or managerial	86 (75)	1.31 (1.08)	2.1
Clerical or skilled manual	60 (61)	0.77 (0.80)	1.9
Semi- or non-skilled manual	38 (47)	0.45 (0.58)	1.9
All socio-economic groups	62 (62)	0.83 (0.83)	2.0

¹ Adjusted to equalise the effects of income, household size, tenure, and area type, in each group of households.

5.14 Cars in professional or managerial workers' households tended to do more mileage for all purposes but especially for work, mainly because their work journeys were longer. Manual workers lived closer to their work, and the work mileage per car of non-skilled workers was only half the average. But their mileage per car for other purposes was just 10 per cent below that of professional or managerial workers households, and similar to that of other groups.

Mileage per car for work and non-work purposes, by socio-economic group of the head of household: 1985/86

Socio-economic group of head of household	miles (income adjusted ¹ figures in brackets)			
	mileage per car per week		average length of car journey	
	work	other purposes	work	other purposes
Professional or managerial	76 (49)	83 (80)	12.0 (9.2)	7.7 (7.3)
Clerical or skilled manual	57 (45)	74 (72)	9.6 (8.9)	6.9 (6.7)
Semi- or non-skilled manual	31 (29)	75 (73)	5.9 (5.8)	6.9 (6.8)
All socio-economic groups	62 (45)	77 (74)	10.2 (8.8)	7.1 (6.9)

¹ Reweighted to equalise the distributions of income in each group of households.

5.15 Professional or managerial workers also had newer cars than other households with the same income. Half their cars were under 4 years old, but half of all household cars were over 5 1/2 years.

Median age of cars, by household income quarter and socio-economic group of head of household: 1985/86

Socio-economic group of head of household	Gross household income quarter				All incomes
	years				
	Lowest	Second	Third	Highest	
Professional or managerial	7.3	5.4	4.5	3.4	3.9
Clerical or skilled manual	7.7	6.6	6.0	5.2	6.0
Semi- or non-skilled manual	9.2	7.8	7.0	6.2	7.4
All socio-economic groups	8.0	6.6	5.8	4.3	5.4

5.16 Housing tenure, like SEG, is a socio-economic indicator which shows a clear association with car-ownership. Fewer local authority tenant households had cars than would be expected on the basis of their incomes or SEG alone.

Car-ownership by housing tenure: all households, 1985/86

Housing tenure	percentage households; cars per household (adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Number of adults per household
Owner occupiers	78 (72)	1.08 (0.98)	2.1
Local Authority tenants	30 (39)	0.35 (0.47)	1.8
Private tenants	47 (55)	0.60 (0.75)	1.7
All households	62 (62)	0.83 (0.83)	2.0

¹ Adjusted to equalise the effects of income, household size, SEG, and area type, in each group of households.

5.17 Type of area is another factor strongly related to car ownership. Almost 80 per cent of the households in rural areas had cars, but only 60 per cent of urban households, despite the incomes of the two groups being similar. Rural households were also more likely to have more than one car.

Percentage of households with cars by type of area: all households, 1985/86

Type of area	percentage households; cars per household (adjusted ¹ figures in brackets)		
	Percentage of households that had cars	Number of cars per household	Number of adults per household
Rural areas	78 (81)	1.20 (1.28)	2.1
Urban areas	60 (59)	0.79 (0.78)	2.0
All areas	62 (62)	0.83 (0.83)	2.0

¹ Adjusted to equalise the effects of income, household size, SEG, and tenure, in each group of households.

Car-ownership and access

5.18 In 82 per cent of one-car households the main driver was the head of household. Under half of other adults in such households were drivers. In one-car households with more than one adult there were about 1.5 drivers to each car.

Access to cars, by status of person in household:
one-car households 1985/86

Status in household	Access to cars			percentage of individuals	
	main drivers	other drivers	non-drivers	all adults	percentage of adults
Heads of household	82	11	7	100	49
All other adults	16	28	57	100	51
of which:					
Spouses of heads	15	32	53	100	37
Adult children and other adults	18	16	66	100	14
All adults	48	20	32	100	100

5.19 In households with more than one car virtually all heads of household, and two-thirds of other adults, had driving licences. In such households there was thus still only about one driver per car.

Access to cars, by status of person in household:
households with two or more cars 1985/86

Status in household	Access to cars			percentage of individuals	
	main drivers	other drivers	non-drivers	all adults	percentage of adults
Heads of household	94	4	2	100	39
All other adults	63	13	24	100	61
of which:					
Spouses of heads	69	13	18	100	35
Adult children and other adults	54	13	33	100	26
All adults	75	9	16	100	100

Section 6 Travel in urban and rural areas.

6.1 People living in rural areas travelled 40 per cent further than those in urban areas.

Travel distance per person per week, by type of person:
urban and rural areas: 1985/86

Type of person	miles		
	urban areas	rural areas	all areas
Children (under 16)	53	86	57
Men 16-59	157	212	163
Women 16-59	96	137	100
Elderly (60 and over)	56	73	58
All people	95	133	100

6.2 In 1985/86 11 per cent of the population lived in rural areas. Rural dwellers differed from the urban population in some respects. More of them were in households with professional or managerial heads. Only 19 per cent of the rural population were in local authority tenant households, compared with 26 per cent in urban areas. 36 per cent of people in rural areas were in the highest quarter of household incomes but only 31 per cent in urban areas.

Characteristics of the population in urban and rural areas:
1985/86

	million people; percentage		
	urban areas	rural areas	all areas
Population of Great Britain 1986	49	6	55
Percentage	89	11	100
Percentages, by SEG of head of household:			
Professional or managerial	23	33	24
Clerical	22	18	21
Skilled manual	36	33	36
Semi or non-skilled manual	17	15	17
Other	2	1	2
All SEG	100	100	100
By housing tenure:			
Owner-occupiers	66	70	67
Local Authority tenants	26	19	25
Private tenants	8	11	8
All tenures	100	100	100
By household income quarter:			
Lowest	15	13	15
Second	24	24	24
Third	29	28	29
Highest	31	36	32
All incomes	100	100	100

6.3 Rural households had more cars than urban households. Only 15 per cent of the rural population, but 31 per cent of urban dwellers, were in households with no cars. 42 per cent of the rural population were in households with two or more cars compared with 21 per cent in urban areas.

Car-ownership in urban and rural areas: 1985/86

Number of household cars	Percentage of households		Percentage of people	
	urban areas	rural areas	urban areas	rural areas
None	40	22	31	15
One	44	44	47	42
Two or more	16	34	21	42
All households	100	100	100	100

6.4 42 per cent of people in rural areas were main drivers, but only 30 per cent in urban areas.

Car access of people in urban and rural areas: 1985/86

Access to cars	percentage of people		
	Urban areas	Rural areas	All areas
In households with cars:			
main drivers	30	42	31
other drivers	9	10	9
non-drivers	30	33	31
In households without cars	31	15	29
All households	100	100	100

6.5 Some of the extra mileage of rural dwellers was related to their better car access. After reweighting the urban and rural samples to equalise the proportions in the different car access groups, rural dwellers recorded only about 16 per cent more mileage than did urban dwellers. Main drivers in rural areas travelled 18 per cent further than urban main drivers.

Travel distance per person per week, by car access. urban and rural areas: 1985/86

Access to cars	miles		
	urban areas	rural areas	all areas
In households with cars:			
main drivers	173	204	177
other drivers	115	120	116
non-drivers	69	91	72
In households without cars	41	41	41
All people	95	133	100
All-adjusted for car access	97	113	100

6.6 Although rural dwellers travelled further they tended to make slightly fewer journeys, compared with urban dwellers in the same car access group. Overall rural dwellers made about 14 journeys per week, about one more than those in urban areas. But after adjusting for car access, people in rural areas made 7 per cent fewer journeys than urban dwellers.

Number of journeys per person per week, by car access. urban and rural areas: 1985/86

Access to cars	journeys per person per week		
	urban areas	rural areas	all areas
In households with cars:			
main drivers	20.0	18.8	19.8
other drivers	15.2	13.9	15.0
non-drivers	11.2	11.3	11.2
In households without cars	7.8	6.4	7.7
All people	13.1	13.9	13.2
All-adjusted for car access	13.3	12.4	13.2

6.7 The extra mileage of rural dwellers mainly reflected the fact that their journeys were longer than those of the urban population, 9.6 miles compared with 7.3 miles. Non-drivers in rural areas travelled about 30 per cent further per journey than urban non-drivers. Rural drivers' journeys were also longer than urban drivers', 26 per cent longer for main drivers and 15 per cent for other drivers.

Average length of journey by car access, urban and rural areas: 1985/86

	miles		
Access to cars	urban areas	rural areas	all areas
In households with cars:			
main drivers	8.6	10.8	8.9
other drivers	7.6	8.7	7.6
non-drivers	6.2	8.0	6.4
In households without cars	5.2	6.3	5.2
All people	7.3	9.6	7.5
All-adjusted for car access	7.3	9.1	7.5

6.8 The effect of the greater use of cars by rural households is also seen when we compare distance travelled by different modes for the two types of area. By far the greater part of the additional mileage of rural dwellers was done in cars. Rural dwellers travelled over half as far again by car as urban dwellers.

Distance per person per week, by main mode of transport: urban and rural areas: 1985/86

	miles		
Main mode of transport	urban areas	rural areas	all areas
Car	72	113	77
Rail	7	7	7
Local bus	6	4	6
Walk	2	1	2
Other	8	9	8
All modes	95	133	100

6.9 The additional mileage of rural dwellers was spread across all main purposes, but was greater (in percentage terms) for work, education, and personal business, than for leisure.

Distance per person per week, by journey purpose: urban and rural areas: 1985/86

	miles		
Journey purpose	urban areas	rural areas	all areas
Work and education	33	50	34
Personal business	21	34	23
Leisure	41	49	42
All purposes	95	133	100

6.10 For all purposes, the average journey in rural areas was longer than in urban areas. The greatest differences were in education journeys, which were almost twice as long, and personal business, 1.5 times as long.

Average length of journey, by journey purpose: urban and rural areas: 1985/86

	miles		
Journey purpose	urban areas	rural areas	all areas
Work	8.6	11.8	9.0
Education	3.4	6.1	3.8
Personal business	4.5	6.8	4.8
Leisure	9.7	11.6	10.0
All purposes	7.3	9.6	7.5

Section 7 Use of buses

Bus use and the effect of motoring.

7.1 Journeys per person by local bus declined by over half between 1965 and 1985/86, when they accounted for 12 per cent of all personal trips. However, local bus was still the most important mode of public transport: three quarters of journeys by public transport were by local bus, and these accounted for almost a third of public transport passenger mileage.

Bus journeys and distance per person: 1965 and 1985/86

Mode of transport	journeys;miles per person per week			
	Journeys per person per week		Mileage per person per week	
	1965	1985/86	1965	1985/86
Local bus	3.3	1.6	12	6
Long distance bus	0.1	-	2	1
Works/school bus	0.2	0.2	1	2
Other public modes	0.5	0.5	6	8
Private modes	7.1	11.0	48	82
All modes	11.2	13.2	70	100

7.2 The number of journeys per person made by local bus fell between 1965 and 1985/86, by almost two thirds for work and leisure journeys, and by one third for personal business journeys.

Local bus travel by journey purpose: 1965 and 1985/86

Journey purpose	journey;miles per person per week			
	Journeys per person per week		Mileage per person per week	
	1965	1985/86	1965	1985/86
Work and Education	1.7	0.6	5.8	2.2
Personal business	0.9	0.6	2.6	2.0
Leisure	0.8	0.3	3.5	1.4
All purposes	3.3	1.6	11.9	5.7

7.3 The average distance travelled per bus journey increased for each type of journey. The changing mix of journey purposes meant, however, that there was no change in the average over all purposes.

Average distance per local bus journey by journey purpose: 1965 and 1985/86

Journey purpose	miles per journey	
	1965	1985/86
Work and Education	3.5	3.7
Personal business	3.0	3.3
Leisure	4.3	4.7
All purposes	3.6	3.6

7.4 People without access to cars made most use of buses. Those without household cars made about 3 bus trips per week. But even in households with vehicles there were people dependent on buses. Non-drivers in such households made about one and a half bus trips per week.

7.5 The decline in use of local buses is related partly to the growth in car ownership and use. People in households without cars make most use of buses. They accounted for 53 per cent of the population in 1965 but only 29 per cent in 1985/86. Bus travel distance per person fell proportionately more in car-owning households than in households without cars.

7.6 The bus travel of children and elderly people fell less than that of adults of working age.

Who travels by bus?

7.7 Women, particularly young women under 21, made more bus trips than men in 1985/86. But young men under 21 and children over 11 also had high trip rates. The elderly made about the same number of trips as women in the 21 to 59 age-group.

Local bus journeys per person, by car access: 1985/86

Access to cars	Journeys;miles per person per week	
	Journeys per person per week	Mileage per person per week
In households with cars :		
main drivers	0.3	1.0
other drivers	1.1	4.4
non drivers	1.6	6.1
In households without cars	3.1	10.5
All people	1.6	5.7

Local bus travel distance by household car ownership : 1965 and 1985/86

Household car-ownership	Percentage;miles per person per week			
	Percentage of people		Local bus travel distance per person per week	
	1965	1985/86	1965	1985/86
In households:				
with cars	47	71	7.6	3.6
without cars	53	29	15.6	10.5
All households	100	100	11.9	5.7

Local bus travel distance per person by type of person: 1965 and 1985/86

Type of person	miles per person per week;percentage		
	1965	1985/86	Percentage change
Children	8.0	4.5	-44
Men (16-59)	13.1	5.0	-62
Women (16-59)	15.1	7.0	-54
Elderly	9.0	5.9	-34
All people	11.9	5.7	-52

Local bus journeys per person, by type of person: 1985/86

Type of person	Journeys;miles per person per week	
	journeys per person per week	mileage per person per week
Children :	1.4	4
under 11	0.7	2
11-15	2.7	9
Men (16-59) :	1.3	5
16-20	3.1	13
21-59	1.0	4
Women (16-59) :	2.0	7
16-20	3.9	15
21-59	1.8	6
Elderly	1.7	6
All people	1.6	6

7.8 These differences were related to the car access of the different types of people. Within each car access group men travelled further by bus than women and elderly people; but since more of them were drivers they did less bus travel overall. After allowing for the difference in car access, elderly people travelled by bus less than adults.

Local bus travel distance per person per week, by type of person and car access: 1985/86

Access to cars	miles per person per week				all people
	Type of person				
	children	men 16-59	women 16-59	elderly	
In households with cars					
main drivers	.	1	1	2	1
other drivers	.	5	4	3	4
non drivers	4	13	9	4	6
In households without cars	7	13	13	9	11
All car access types	4	5	7	6	6
Adults, adjusted for car access	.	7	7	4	6

7.9 People living in households headed by semi-skilled or non-skilled manual workers made over twice as many bus trips as those in households of managers and professional workers. This again is related to their lower levels of car access.

Local bus journeys per person per week, by socio-economic group of head of household: 1985/86

Socio-economic group of head of household	journeys;miles per person per week;percentage individuals		
	journeys per person per week	mileage per person per week	percentage of people in non car-owning household
Professional or managerial	1.0	4	9
Clerical	1.9	7	36
Skilled	1.6	6	26
Semi or non-skilled	2.2	7	55
All groups	1.6	6	29

Concessionary fares

7.10 About a quarter of all journeys on local buses were made at reduced fares under concessionary schemes. These included a quarter of all bus journeys by children and over four-fifths of those by pensioners.

Use of concessionary fares on local buses: 1985/86

Type of ticket	percentage journeys			
	Children (0-15)	Pensioners: men over 65, women over 60	Non-pensioner adults	All ages
Free pass or concessionary rate	23	81	6	25
Season ticket	3	1	19	13
Ordinary single or return	56	13	69	55
Reduced rate return or other	17	6	5	8
All journeys	100	100	100	100

7.11 In 1985/86, 93 per cent of pensioners lived in areas in which concessionary fares were available. Almost two thirds of the pensioners in these areas made use of the scheme. Take-up rates were highest in London and the Metropolitan areas.

Concessionary fare scheme, availability and take up rates, by type of area: 1985/6

Type of area	percentage	
	Percentage of pensioners with scheme available	Percentage take up rates
London	100	84
Metropolitan areas	100	87
Other areas :		
high density	100	63
medium density	95	50
low density	82	39
All areas	93	60

Buses in rural and urban areas.

7.12 Most people had a bus stop nearby. Over 80 per cent of households lived within 6 minutes walk of a bus stop. Even in rural areas 70 per cent of households lived within 6 minutes walk. However, there were wide variations in the levels of service. Nearly three quarters of households lived near a bus route with services about every half hour or more frequent. But in rural areas, for almost two thirds of households the service was at most one bus a day.

Access to bus stops and frequency of service: 1985/86

	percentage		
	Urban areas	Rural areas	All areas
Percentage of households within 6 mins walk from a bus stop	87	73	86
Frequency of service :			
half hourly or more	77	14	70
about hourly	17	24	18
one per day or less	6	62	12
All households	100	100	100

7.13 More use was made of buses in towns than in rural areas. Although rural households did 40 per cent more travel mileage per person overall, households in urban areas made more than twice as many bus journeys per person and 50 per cent more mileage by stage bus. But rural households made more use of works and school buses which clearly provided an alternative to scheduled services in many areas.

Bus use : comparison between urban and rural areas: 1985/86

Mode of transport	journeys;mileage per person per week			
	Journeys per person per week		Mileage per person per week	
	Urban areas	Rural areas	Urban areas	Rural areas
Local bus	1.7	0.7	6	4
Works/school bus	0.2	0.4	2	4
Other public transport	0.5	0.3	10	8
Private transport	10.8	12.6	76	117
All modes	13.1	13.9	95	133

Section 8 Very short journeys and walking.

Journeys under 1 mile.

8.1 Elsewhere in this report we generally ignore all journeys under 1 mile. Although they accounted for only 2.4 per cent of total travel mileage, they represented, however, a third of the total if all journeys over 50 yards were included.

8.2 Over 80 per cent of these very short journeys were walks. Most of the rest, about one journey per person per week, were car journeys or cycle trips (see Section 9).

8.3 People without access to cars made over 60 per cent more very short journeys than main drivers but only 20 per cent more than other drivers. Children made more than adults, and people in urban areas more than those in rural areas.

Journeys under and over 1 mile: 1985/86

Journey length	journeys;miles	
	Journeys per person per week	Distance per person per week (miles)
Over 50 yards but under 1 mile	6.4	2.4
1 mile or more	13.2	100
All lengths	19.6	102

Journeys under 1 mile, by main mode: 1985/86

Main mode	journeys;percentage;miles		
	Journeys per person per week	Percentage of journeys	Distance per person per week
Walking	5.3	83	1.9
Car	0.8	13	0.4
Cycle	0.2	2	0.1
Other	0.1	2	0.1
All modes	6.4	100	2.4

Journeys under 1 mile, by car access, type of person, and type of area: 1985/86

	journeys;miles	
	Journeys per person per week	Distance per person per week
All people	6.4	2.4
In households with cars:		
main drivers	4.7	1.9
other drivers	6.5	2.5
non drivers	7.0	2.6
In households without cars	7.7	2.7
By type of person:		
children	8.1	3.0
men 16-59	5.1	1.9
women 16-59	7.3	2.7
elderly	5.2	2.1
By type of area:		
urban	6.6	2.5
rural	4.8	1.8

Walking.

8.4 Walking is the transport mode available to almost everyone. In 1985/86 walking accounted for 5 per cent of travel distance. A third of travel time was spent walking.

Travel distance and time per person : walking and other modes : 1985/86

Mode	miles;minutes	
	Distance per person per week	Time per person per week
Walking	5	134
Other travel	97	278
All travel	102	412

8.5 Walking may be used as a means of transport in its own right or as part of longer journeys to give access to other modes. 85 percent of walk distance was of the former kind - we call these walk journeys.

Distance walked, by type of walk : 1985/86

	miles;percentage	
	Distance walked per person per week	
	miles	percentage
Walk journeys :		
50 yards to 1 mile	1.9	35
1 mile or more	2.7	50
Walking as access to other modes of transport	0.8	15
All walking	5.4	100

8.6 Three-quarters of walk journeys were under one mile and these accounted for a third of distance walked. Few walk journeys were over 3 miles.

Walk journeys : distribution of lengths : 1985/86

	journeys;percentage	
	Walk journeys per person per week	
	journeys	percentage
50 yards to 1 mile	5.3	76
1 - 2 miles	1.3	19
2 - 3 miles	0.2	3
over 3 miles	0.1	1
All walk journeys	7.0	100

8.7 Elderly people walked less than other age groups. Adult women under 60 walked slightly more than adult men.

Walk distance per week, by type of person : 1985/86

Type of person	miles
	Walk mileage per person per week
Children	5.6
Men (16-59)	5.3
Women (16-59)	5.9
Elderly	4.4
All people	5.4

Walk distance per week, by age and sex : 1985/86

	miles		
	Walk mileage per person per week		
	male	female	both sexes
Children under 11	4.6	4.4	4.5
11-15	7.7	8.0	7.8
Elderly 60 and over	5.0	4.0	4.4

8.8 Walking was most commonly used for personal business, which accounted for over 40 per cent of distance walked.

Walk distance, by journey purpose : 1985/86

Journey purpose	miles;percentage	
	Walk distance per person per week	
	miles	percentage
Work and Education	1.3	23
Personal business	2.3	42
Leisure	1.8	34
All purposes	5.4	100

8.9 The main reason that women under 60 walked further than men is that they walked further for personal business, including escorting children to school. In all age groups, men walked further than women for leisure purposes.

Walk distance per person per week, by journey purpose: adults by sex: 1985/86

	miles;percentage			
	Journey purpose			
	work/ education	personal business	leisure	all purposes
Adults (16-59)				
men	1.5	1.7	2.1	5.3
women	1.3	3.0	1.7	5.9
Elderly(60 or over)				
men	0.3	2.5	2.2	5.0
women	0.1	2.4	1.4	4.0

8.10 People with cars generally walked less than those without. Adults of working age with cars usually available for their own use walked less than half as far as those without access to cars.

Walk distance per person, by type of person and access to cars: 1985/86

Type of person	miles			
	People in households with cars			People in households without cars
	main drivers	other drivers	non drivers	
Children	..	..	5	6
Men (16-59)	4	6	9	9
Women (16-59)	4	6	7	8
Elderly	4	4	4	5
All people	4	6	6	7

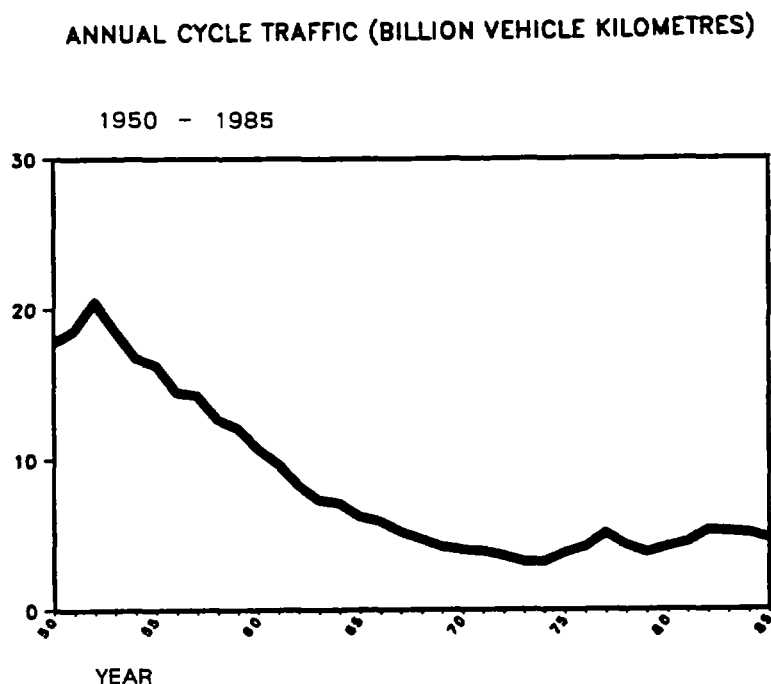
8.11 People in rural areas walked less than two thirds the distance of people in urban areas. This is not simply because they had more cars; in all car access groups, rural dwellers walked less than urban dwellers.

Walk distance per person, by car access group and type of area: 1985/86

Car access group	miles	
	Type of area	
	Urban	Rural
People in households with cars :		
main drivers	4	3
other drivers	6	4
non drivers	6	4
People in households without cars :	7	4
All people	6	3

Section 9 Cycling

9.1 Pedal cycle traffic declined steadily since the 1950s until the early 1970s but has subsequently levelled out with some fluctuations from year to year.



9.2 In 1985/86 35 per cent of all households owned at least one cycle, and 17 per cent had more than one cycle.

Household cycle ownership: 1972/73 to 1985/86

	<i>percentage</i>			
	households without cycles	households with 1 cycle	households with 2 or more cycles	all households
1972/73	75	15	10	100
1975/76	76	15	9	100
1978/79	70	17	13	100
1985/86	65	18	17	100

9.3 However, there was infrequent use of many cycles, and in some cases none at all. Two thirds of the households with cycles in 1985/86 recorded no cycle travel in a random sample week. Cycle traffic accounted for about one per cent of total personal travel mileage.

Use of cycles: 1972/73 to 1985/86

	<i>percentage;trips;miles</i>		
	Households with cycles		
	Percentage of households recording no cycle trips in sample week	trips per cycle per week ¹	mileage per cycle per week ¹
1972/73	54	3.3	5.5
1975/76	48	3.9	6.6
1978/79	58	2.9	4.9
1985/86	67	2.0	3.4

¹ including journeys under 1 mile

9.4 Levels of cycle ownership varied from region to region. Topography is an important influence as well as the extent of urbanisation. In East Anglia half the households had cycles. Cycle ownership was lowest in London, with only 28 per cent of households having cycles.

Regional variations in cycle ownership: 1985/86

Region	percentage of households			
	households without cycles	households with 1 cycle	households with 2 or more cycles	all households
North	69	18	13	100
Yorkshire and Humberside	69	17	16	100
East Midlands	59	23	18	100
East Anglia	50	24	26	100
South East ¹	59	20	21	100
London	72	16	12	100
South West	61	17	22	100
West Midlands	67	17	16	100
North West	66	17	17	100
England	64	18	18	100
Wales	67	17	16	100
Scotland	70	16	14	100
Great Britain	65	18	17	100

¹ excluding London.

9.5 Cycle ownership was more common in rural areas than in urban areas. Ownership was lower in large towns, over 250,000 population, than in other urban areas.

Cycle ownership by type of area: 1985/86

Type of area	percentage; cycles per person	
	Percentage of households with cycles	Cycles per person (all households)
Rural areas	44	0.31
Urban areas		
under 250,000	39	0.27
250,000 or more	30	0.20
All urban areas	34	0.24
All areas	35	0.25

9.6 Households with cars were also more likely to have cycles than were households without cars.

Cycle ownership, by household vehicle ownership: 1985/86

Number of household cars	percentage; cycles per person	
	Percentage of households with cycles	Cycles per person (all households)
none	20	0.16
one	40	0.27
two or more	55	0.33
All households with cars	45	0.29

9.7 Households with children were much more likely to have cycles than households without children.

Cycle ownership, by type of household: 1985/86

Type of household	percentage; cycles per person	
	Percentage of households with cycles	Cycles per person (all households)
Single persons	10	0.11
Adult households	30	0.18
Households with children	65	0.34

9.8 In 1985/86 44 per cent of all cycle mileage was done in work journeys, and a further 11 per cent to and from places of education.

Distribution of cycle mileage by journey purpose: 1985/86

Journey purpose	miles per person; percentage	
	Cycle mileage per person per week	Percentage of cycle mileage
Work	0.4	44
Education	0.1	11
Personal business	0.1	13
Leisure	0.2	32
All purposes	0.8	100

9.9 Adult men accounted for over half of all cycle trips. Adult women made fewer than a third the number of cycle journeys made by men. Children over 11 made the most use of cycles and they accounted for a quarter of all cycle mileage. Boys cycled more than girls.

(a) Use of cycles, by type of person: 1985/86

Type of person	miles per person; percentage	
	Cycle mileage per person per week	Percentage of cycle mileage
Children	0.8	23
Men (16-59)	1.5	55
Women (16-59)	0.4	16
Elderly	0.2	6
All people	0.8	100

(b) Use of cycles, by age and sex; children and elderly people: 1985/86

	miles per person	
	Cycle mileage per person per week	
	male	female
Children under 11	0.1	0.2
11-15	3.4	1.0
Elderly (60 and over)	0.5	-

Section 10 Rail travel

10.1 For long journeys the dominant mode of public transport was rail. Rail accounted for 10 per cent of all travel distance in journeys over 10 miles, and this share increased with length of journey.

Rail journeys: percentage shares of travel distance, by length of journey: 1985/86

Length of journey	percentage distance		
	Main mode of journey		
	British Rail	LRT Underground	All rail
Short	-	-	-
Medium	2	2	4
Long			
10 to 25 miles	6	1	7
25 to 35 miles	9	1	10
35 miles and over	11	-	11
all long journeys	9	1	10
All journeys	6	1	7

10.2 Over half of all rail travel distance was for work, a third for leisure purposes, and only an eighth for personal business.

Rail travel distance by journey purpose: 1985/86

Journey purpose	miles:percentage	
	Rail travel distance per person per week	Percentage of rail travel distance
Work and education	3.6	56
Personal business	0.8	12
Leisure	2.1	33
All purposes	6.4	100

10.3 Men (aged 16-59) did more rail travel than other people, and over two-thirds of this was for work. Women travelled further than men for personal business and leisure, but less than half the distance for work. Children and the elderly made less use of rail.

Rail travel distance per person per week, by purpose and type of person: 1985/86

Journey purpose	miles				All people
	Type of person				
	Children	Men 16-59	Women 16-59	Elderly	
Work and education	0.3	8.2	3.8	0.6	3.6
Personal business	0.5	0.7	1.0	0.7	0.8
Leisure	1.3	2.4	2.7	1.6	2.1
All purposes	2.1	11.4	7.5	2.9	6.4

10.4 People in high income households travelled more by rail than those with low incomes.

Percentage of people travelling by rail in a random week, by type of person and household income quarter: 1985/86

Household income quarter	Type of person				All people
	Children	Men	Women	Elderly	
		16-59	16-59		16-59
Lowest	4	6	7	3	4
Second	4	5	6	3	5
Third	3	8	8	7	6
Highest	5	14	13	6	11
All incomes	4	10	9	4	7

10.5 Adults in households headed by managerial or professional workers were more than twice as likely as those in manual workers' households to travel by rail in any week.

Percentage of people travelling by rail in a random week, by type of person and socio-economic group of head of household: 1985/86

Socio-economic group of household	Type of person				All people
	Children	Men	Women	Elderly	
		16-59	16-59		16-59
Professional or managerial	5	14	12	6	10
Clerical	4	16	14	6	11
Skilled manual	3	6	7	3	5
Semi- or non-skilled manual	4	6	6	2	4
All households	4	10	9	4	7

10.6 Within each income quarter, people in households without cars were over twice as likely as main drivers to use rail. But the different distributions of income meant that overall their proportions of rail users were similar. Other drivers were more likely than main drivers to use rail.

Percentage of people travelling by rail in a random week, by car access and household income quarter: 1985/86

Access to cars	Household income quarter				All income
	Lowest	Second	Third	Highest	
Households with cars					
main drivers	2	2	6	10	7
other drivers	-	3	6	18	11
non-drivers	4	3	4	9	6
In households without cars	5	7	13	23	8
All people	4	5	6	11	7

10.7 People living in London and the South East travelled four times as far by rail as those in other areas. They also had better access to railway stations. Over a third of rail travel by London households was by LRT underground.

Rail use and access to railway stations: 1985/86

	miles:percentage of households			
	London	South East (exc. London)	Other Areas	All Areas
Miles per person per week:				
British Rail	9	11	3	5.6
LRT underground	5	1	-	0.8
All Rail	14	12	3	6.4
Percentage of households within 26 mins walk of a railway station	85	47	36	45

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Section 2 The demand for personal travel

2.1 Personal travel : distance by mode : 1965 to 1985.

billion passenger kilometres:(percentage)

	Road					Rail ³	Air ⁴	All modes
	Buses and coaches ¹	Cars and taxis ²	Motor cycles ²	Pedal cycles ²	All road			
1965	59 (19)	199 (65)	6 (2)	6 (2)	270 (88)	35 (11)	2 (1)	307 (100)
1966	59 (18)	214 (67)	6 (2)	6 (2)	285 (89)	35 (11)	2 (1)	322 (100)
1967	58 (17)	229 (69)	5 (2)	5 (2)	297 (89)	34 (10)	2 (1)	333 (100)
1968	56 (16)	243 (71)	4 (1)	5 (1)	308 (90)	34 (10)	2 (1)	344 (100)
1969	55 (16)	248 (71)	4 (1)	4 (1)	311 (89)	35 (10)	2 (1)	348 (100)
1970	53 (15)	263 (73)	4 (1)	4 (1)	324 (90)	36 (10)	2 (1)	362 (100)
1971	51 (14)	281 (75)	3 (1)	4 (1)	339 (90)	36 (10)	2 (1)	377 (100)
1972	51 (13)	296 (76)	3 (1)	4 (1)	354 (91)	35 (9)	2 (1)	391 (100)
1973	53 (13)	307 (76)	3 (1)	3 (1)	366 (91)	35 (9)	2 (1)	403 (100)
1974	54 (14)	297 (75)	3 (1)	3 (1)	357 (90)	35 (9)	2 (1)	395 (100)
1975	55 (14)	294 (75)	4 (1)	4 (1)	357 (91)	35 (9)	2 (1)	394 (100)
1976	53 (13)	309 (76)	5 (1)	4 (1)	371 (91)	33 (8)	2 (1)	406 (100)
1977	51 (12)	323 (77)	5 (1)	5 (1)	384 (91)	34 (8)	2 (1)	420 (100)
1978	50 (11)	342 (78)	5 (1)	4 (1)	401 (92)	35 (8)	2 (1)	438 (100)
1979	48 (11)	342 (78)	5 (1)	4 (1)	399 (91)	36 (8)	3 (1)	438 (100)
1980	45 (10)	361 (80)	6 (1)	4 (1)	416 (92)	35 (7)	3 (1)	454 (100)
1981	42 (9)	367 (80)	7 (1)	4 (1)	420 (92)	34 (7)	3 (1)	457 (100)
1982	41 (9)	376 (81)	7 (2)	5 (1)	429 (92)	31 (7)	3 (1)	463 (100)
1983	42 (9)	380 (81)	7 (1)	5 (1)	434 (92)	34 (7)	3 (1)	471 (100)
1984	42 (9)	395 (81)	7 (1)	5 (1)	449 (92)	35 (7)	3 (1)	487 (100)
1985	42 (9)	401 (81)	6 (1)	5 (1)	454 (92)	36 (7)	4 (1)	494 (100)

¹ Estimated from returns of passenger receipts and vehicle kilometres, with information from the National Travel Surveys.

² Estimates from traffic counts, and average occupancy rates (persons per vehicle) from the Motoring and National Travel Surveys.

³ British Rail, LRT Underground, and metro.

⁴ Revenue passenger kilometres on scheduled and non-scheduled services. Includes Northern Ireland and Channel Islands. Excludes air taxi services, private flying, and passengers paying less than 25 per cent of the full fare on scheduled and non-scheduled services.

Source: Transport Statistics Great Britain 1976-86 tables 1.1 and 7.1

2.2(a) Expenditure per household per week on travel and transport (current prices):
1965 to 1985

pounds;percentages

	Travel and Transport						All household expenditure	Expenditure on travel and transport as percentage of all expenditure	
	Net purchase of motor vehicles, and spares	maintenance and running of motor vehicles	Purchase and running of other vehicles	Rail fares	Public road transport fares	Other travel and transport			
1965	1.01	0.95	0.05	0.13	0.40	0.09	2.63	21.20	12.4
1966	0.75	1.12	0.04	0.17	0.40	0.13	2.61	22.30	11.7
1967	0.92	1.24	0.05	0.15	0.40	0.15	2.91	23.35	12.5
1968	1.22	1.35	0.05	0.14	0.39	0.13	3.27	24.95	13.1
1969	1.35	1.51	0.06	0.16	0.39	0.19	3.66	26.15	14.0
1970	1.38	1.64	0.07	0.20	0.43	0.19	3.91	28.58	13.7
1971	1.54	1.73	0.09	0.20	0.49	0.21	4.26	30.98	13.7
1972	1.96	1.96	0.08	0.22	0.50	0.24	4.97	35.04	14.2
1973	2.12	2.17	0.13	0.24	0.50	0.21	5.37	39.43	13.6
1974	2.07	2.88	0.14	0.27	0.51	0.32	6.19	44.13	14.3
1975	2.50	3.53	0.11	0.35	0.62	0.42	7.54	54.58	13.8
1976	2.64	3.76	0.16	0.38	0.77	0.43	8.14	61.70	13.4
1977	3.35	4.48	0.17	0.46	0.81	0.43	9.71	71.84	13.5
1978	3.98	4.68	0.19	0.52	0.88	0.65	10.90	80.26	13.6
1979	4.80	5.68	0.35	0.56	0.93	0.81	13.13	94.17	13.9
1980	5.94	7.17	0.30	0.79	1.10	0.86	16.15	110.60	14.6
1981	6.41	8.64	0.68	0.77	1.09	1.11	18.70	124.41	14.9
1982	6.88	9.26	0.53	0.78	1.20	1.14	19.79	133.92	14.8
1983	7.24	10.33	0.40	0.92	0.97	1.10	20.96	142.60	14.7
1984	8.22	10.83	0.43	0.87	1.04	1.39	22.77	151.91	15.0
1985	8.97	11.76	0.39	0.74	1.02	1.69	24.56	162.50	15.1

Source: Family Expenditure Survey,
Department of Employment

2.2(b) Expenditure per household per week on travel and transport, constant¹
(1985)prices: 1965 to 1985

pounds (1985 RPI prices);percentage

	Travel and Transport								All household expenditure	
	Motoring		All expenditure on motoring	Purchase and running of other vehicles	Rail fares	Public road transport fares	Other travel and transport	All travel and transport		Motoring expenditure as percentage of travel and transport expenditure
Net purchase of motor vehicles and spares	maintenance and running of motor vehicles									
1965	6.45	6.06	12.51	0.32	0.83	2.55	0.57	16.78	74.6	135.61
1966	4.61	6.88	11.49	0.25	1.04	2.46	0.80	16.03	71.7	136.97
1967	5.51	7.43	12.94	0.30	0.90	2.40	0.90	17.44	74.2	139.93
1968	6.98	7.68	14.66	0.29	0.80	2.23	0.74	18.72	78.3	142.81
1969	7.33	8.20	15.53	0.33	0.87	2.12	1.03	19.88	78.1	142.03
1970	7.04	8.37	15.41	0.36	1.02	2.20	0.97	19.96	77.2	145.92
1971	7.18	8.07	15.25	0.42	0.93	2.29	0.98	19.87	76.7	144.57
1972	8.54	8.54	17.08	0.35	0.96	2.18	1.05	21.65	78.9	152.64
1973	8.46	8.66	17.12	0.52	0.96	1.99	0.84	21.42	79.9	157.28
1974	7.12	9.90	17.02	0.48	0.93	1.75	1.10	21.28	80.0	158.42
1975	6.92	9.81	16.73	0.30	0.97	1.72	1.16	20.88	80.1	151.12
1976	6.27	8.93	15.20	0.38	0.90	1.83	1.02	19.33	78.6	146.50
1977	6.87	9.19	16.16	0.35	0.94	1.66	0.88	19.91	81.1	147.32
1978	7.54	8.87	16.41	0.36	0.99	1.67	1.23	20.65	79.5	152.04
1979	8.01	9.48	17.49	0.58	0.93	1.55	1.35	21.91	79.8	157.16
1980	8.41	10.12	18.53	0.42	1.12	1.56	1.22	22.85	81.1	156.50
1981	8.16	11.00	19.16	0.87	0.98	1.39	1.41	23.80	80.5	159.60
1982	8.01	10.78	18.79	0.62	0.91	1.40	1.33	23.05	81.5	153.97
1983	8.06	11.50	19.56	0.45	1.02	1.08	1.22	23.34	83.8	158.22
1984	8.72	11.49	20.21	0.46	0.92	1.10	1.47	24.16	83.7	161.16
1985	8.97	11.76	20.73	0.39	0.74	1.02	1.69	24.56	84.4	162.50

¹ Prices deflated by the Retail Price Index (all items)

Source: Family Expenditure Survey,
Department of Employment

2.3 Travel distance per person per week, number of journeys, and average length of journey: 1965, 1972/73, 1975/76, 1978/79 and 1985/86.

miles;journeys;miles

	Travel distance per person per week(miles)	Number of journeys per person per week	Average journey length(miles)
1965	70.1	11.2	6.3
1972/73	82.0	11.4	7.2
1975/76	85.9	12.4	6.9
1978/79	92.6	14.1	6.6
1985/86	99.5	13.2	7.5

2.4 Travel distance per person per week, by purpose and type of person : 1985/86

miles

Type of person	Journey purpose								All purposes	
	to or in from course work of work	education	escorting work	education	shopping	other personal business	social or enter-tainment	holidays/ daytrips/ other		
Children	0.5	0.1	8.1	1.1	0.6	8.5	4.5	21.9	11.4	56.6
Men (16-59)	54.8	28.2	1.9	2.0	0.6	11.3	12.1	37.6	14.8	163.2
Women (16-59)	19.8	3.7	1.8	1.7	1.5	14.8	9.8	32.0	15.2	100.2
Elderly	4.5	2.2	-	0.6	0.1	11.5	7.5	19.2	12.5	58.2
All people	22.2	9.5	2.8	1.4	0.7	11.8	8.8	28.7	13.1	99.5

2.5 Number of journeys per person per week, by purpose and type of person : 1985/86

journeys

Type of person	Journey purpose								All purposes	
	to or in from course work of work	education	escorting work	education	shopping	other personal business	social or enter-tainment	holidays/ daytrips/ other		
Children	0.1	-	2.6	0.2	0.2	1.8	1.0	3.0	0.7	9.8
Men (16-59)	6.5	1.2	0.3	0.5	0.1	2.3	2.0	4.3	0.8	18.0
Women (16-59)	3.7	0.3	0.3	0.3	0.5	3.1	1.8	3.8	0.7	14.5
Elderly	0.8	0.1	-	0.1	-	2.9	1.4	2.5	0.8	8.6
All people	3.1	0.4	0.7	0.3	0.2	2.6	1.6	3.5	0.8	13.2

2.6 Journeys to and from work by socio-economic group of working adults, by sex: 1985/86

journeys per person per week

Working adults, by sex	Socio-economic group of individual				All groups
	Professional/ managerial	Clerical	Skilled manual	Semi or non skilled	
Men (16-59): Full-time	8.3	7.6	7.7	7.8	7.8
Women (16-59): Full-time	6.7	7.3	6.2	6.5	7.0
Part-time	4.0	4.2	2.6	4.5	4.2

2.7 Distance to and from work by socio-economic group of working adults, by sex: 1985/86

Working adults, by sex	miles per person per week				All groups
	Socio-economic group of individual				
	Professional/managerial	Clerical	Skilled manual	Semi or non skilled	
Men (16-59): Full-time	90.2	67.2	58.5	46.3	67.0
Women (16-59): Full-time	57.2	44.2	29.3	26.6	42.3
Part-time	22.9	16.7	10.6	13.3	15.8

2.8 Average length of journey to or from work by socio-economic group by working adults, by sex : 1985/86

Working adults, by sex	miles				All groups
	Socio-economic group of individual				
	Professional/managerial	Clerical	Skilled manual	Semi or non skilled	
Men (16-59): Full-time	10.9	8.9	7.6	5.9	8.6
Women (16-59): Full-time	8.5	6.0	4.8	4.1	6.0
Part-time	5.8	3.9	4.1	3.0	3.8

2.9 Average length of journey to or from work, by working adults, by sex: 1965, 1972/73, 1975/76, 1978/79 and 1985/86.

	miles			All working people
	Men (16-59)	Women (16-59)		
	Full time workers	Full time workers	Part time workers	
1965	6.8	4.8	3.0	5.2
1972/73	7.2	5.2	3.3	5.8
1975/76	7.0	5.1	3.3	6.2
1978/79	8.6	6.0	3.8	6.1
1985/86				7.3

2.10 GB stock of household cars, and households with regular use of cars:
1965 to 1986

cars(millions);cars per household;percentage households

	GB stock of household cars(m)	Cars per household	Percentage of households with		
			no cars	one car	two or more cars
1965	7.9	0.46	59	36	5
1966	8.7	0.50	55	39	6
1967	9.4	0.53	53	41	6
1968	9.8	0.55	51	43	6
1969	10.4	0.58	49	44	7
1970	11.1	0.59	48	44	8
1971	11.2	0.59	48	44	8
1972	11.7	0.62	47	44	9
1973	12.0	0.64	46	45	9
1974	12.6	0.67	45	45	10
1975	12.9	0.69	44	46	10
1976	13.2	0.67	44	45	11
1977	13.6	0.70	43	46	11
1978	14.0	0.72	43	45	12
1979	14.2	0.74	42	44	13
1980	15.2	0.78	41	44	15
1981	15.6	0.82	39	45	15
1982	16.2	0.80	39	45	16
1983	16.3	0.82	39	45	16
1984	16.8	0.82	39	44	17
1985	17.1	0.84	38	45	17
1986	17.7	0.85	37	45	18

Sources: Estimates of cars (including vans) per household from the Family Expenditure Survey, grossed to give GB stock of household cars.
Transport Statistics Great Britain 1976-86, table 2.11

2.11 Travel distance per person per week, by household car ownership and main mode of journey : 1985/86

Main mode	Number of household cars			All households
	none	one	two or more	
Car driver	0.8	49.8	95.2	46.1
Car passenger	11.1	35.0	45.5	30.4
ALL CAR	11.9	84.8	140.7	76.6
British Rail	5.5	5.6	8.2	6.2
LRT underground	1.0	0.7	1.0	0.8
ALL RAIL	6.5	6.3	9.2	7.1
LRT stage bus	1.4	0.5	0.4	0.7
Other stage bus	9.5	3.6	2.4	5.1
LOCAL BUS	10.9	4.1	2.9	5.8
Other public	4.0	2.4	3.1	3.1
Cycle	0.7	0.8	0.6	0.8
Motorcycle	0.9	1.0	0.9	1.0
Private hire bus	2.4	2.3	3.2	2.5
Other private	0.3	0.8	0.7	0.6
ALL OTHER	8.4	7.3	8.5	7.9
Walk over 1 mile	2.9	2.0	1.4	2.1
All modes	40.6	104.5	162.7	99.5

2.12 Travel distance per person per week, by household car ownership: 1965, 1972/73, 1975/76, 1978/79 and 1985/86.

	People in households with			All people
	no cars	one car	two or more cars	
1965	42	96	132	70.1
1972/73	40.6	103.8	134.5	82.0
1975/76	40.8	101.8	144.2	85.9
1978/79	48.6	110.0	150.5	92.6
1985/86	40.6	104.5	162.7	99.5

miles

2.13 Passenger transport: consumer cost indices: 1965 to 1985

1985=100

	Purchase of motor vehicles	Running costs of motor vehicles	All expenditure on motoring	Rail fares	Bus and coach fares	All travel and transport	Retail Price Index (all items)
1965	16	14	15	13	11	15	15.7
1966	16	15	15	14	11	15	16.3
1967	16	15	15	14	12	15	16.7
1968	17	16	16	14	13	17	17.5
1969	18	17	17	16	13	18	18.4
1970	19	18	18	17	15	19	19.6
1971	21	19	20	20	18	20	21.4
1972	22	20	21	22	19	21	23.0
1973	23	21	22	23	20	22	25.1
1974	27	27	27	26	22	27	29.1
1975	34	35	35	34	29	35	36.1
1976	41	39	40	45	36	40	42.1
1977	51	44	46	50	41	47	48.8
1978	63	46	52	56	48	53	52.8
1979	74	56	63	63	55	63	59.9
1980	78	69	73	78	69	73	70.7
1981	78	79	79	84	79	80	78.6
1982	84	85	85	88	89	86	85.9
1983	86	90	89	93	92	90	89.8
1984	91	95	94	93	95	94	94.3
1985	100	100	100	100	100	100	100.0

Section 3 – Characteristics of Journeys.

3.1 Journeys per person per week, and travel distance per person per week, by length of journey : 1985/86

Length of journey (miles)	journeys;miles	
	Journeys per person per week	Travel distance per person per week (miles)
1 to 1.9	3.6	4.4
2 to 2.9	2.1	4.7
3 to 4.9	2.7	9.4
All Short journeys	8.4	18.6
All Medium journeys (5 to 9.9 miles)	2.5	16.7
10 to 14.9	0.9	11.0
15 to 24.9	0.7	12.5
25 to 34.9	0.3	7.4
35 to 49.9	0.2	7.0
50 and over	0.2	26.2
All long journeys	2.3	64.1
All journeys	13.2	99.5

3.2 Journeys per person per week – main mode of journey by length of journey : 1985/86

Length of journey (miles)	Main mode											All modes	
	car driver	car passenger	British Rail	LRT under ground	LRT stage bus	other stage bus	walk over 1 mile	cycle	motor cycle	other public	private hire bus		other private
1 to 1.9	1.09	0.73	-	0.01	0.05	0.32	1.11	0.17	0.02	0.04	0.02	0.02	3.58
2 to 2.9	0.88	0.55	-	0.01	0.05	0.30	0.19	0.07	0.03	0.03	0.02	0.01	2.14
3 to 4.9	1.19	0.74	0.01	0.02	0.06	0.38	0.06	0.05	0.04	0.04	0.04	0.02	2.65
All Short	3.16	2.02	0.02	0.04	0.17	0.99	1.36	0.29	0.09	0.11	0.08	0.04	8.37
All Medium (5 to 9.9)	1.27	0.75	0.04	0.04	0.04	0.27	0.01	0.02	0.03	0.03	0.05	0.01	2.55
10 to 14.9	0.50	0.29	0.04	0.02	-	0.04	-	-	0.01	0.01	0.02	-	0.94
15 to 24.9	0.36	0.22	0.04	0.01	-	0.02	-	-	0.01	0.01	0.01	-	0.68
25 to 34.9	0.13	0.09	0.02	-	-	-	-	-	-	-	0.01	-	0.26
35 to 49.9	0.07	0.06	0.02	-	-	-	-	-	-	-	-	-	0.17
50 and over	0.11	0.09	0.03	-	-	-	-	-	-	0.01	0.01	-	0.25
All Long	1.16	0.74	0.16	0.03	-	0.07	-	0.01	0.03	0.03	0.05	0.01	2.29
All journeys	5.60	3.50	0.22	0.11	0.22	1.34	1.37	0.31	0.15	0.17	0.17	0.06	13.22

3.3 Journeys and distance per person per week, and average length of journey, by journey purpose : 1985/86

Journey purpose	journeys;miles;miles		
	Journeys per person per week	Travel distance per person per week (miles)	Average length of journey
To or from work	3.1	22.2	7.2
In course of work	0.4	9.5	21.5
Education	0.7	2.8	3.8
WORK AND EDUCATION	4.3	34.5	8.1
Escorting - work	0.3	1.4	4.9
Escorting - education	0.2	0.7	2.9
Shopping	2.6	11.8	4.6
Other personal business	1.6	8.8	5.5
ALL PERSONAL BUSINESS	4.7	22.7	4.8
Social/entertainment	3.5	28.7	8.2
Holidays/daytrips/other	0.8	13.7	18.1
ALL LEISURE	4.2	42.3	10.0
All purposes	13.2	99.5	7.5

3.4 Journeys per person per week - journey length by purpose : 1985/86

Length of Journey (miles)	Journey purpose									All purposes
	to or from work	in course of work	education	escorting		shopping	other personal business	social / entertainment	holidays/ daytrips/ other	
				work	education					
1 to 1.9	0.61	0.06	0.32	0.08	0.13	0.83	0.51	0.82	0.24	3.58
2 to 2.9	0.45	0.05	0.13	0.06	0.05	0.46	0.28	0.56	0.11	2.14
3 to 4.9	0.67	0.07	0.13	0.07	0.04	0.54	0.34	0.72	0.08	2.65
All Short	1.72	0.17	0.58	0.21	0.21	1.83	1.13	2.10	0.43	8.37
All Medium (5 to 9.9)	0.71	0.09	0.11	0.05	0.02	0.47	0.28	0.72	0.09	2.55
10 to 14.9	0.30	0.05	0.03	0.01	0.01	0.14	0.09	0.27	0.05	0.94
15 to 24.9	0.21	0.05	0.02	0.01	-	0.08	0.06	0.19	0.06	0.68
25 to 34.9	0.07	0.02	-	-	-	0.02	0.02	0.08	0.03	0.26
35 to 49.9	0.04	0.02	-	-	-	0.01	0.01	0.05	0.03	0.17
50 to 99.9	0.03	0.04	-	-	-	0.01	0.02	0.09	0.07	0.25
All Long	0.65	0.18	0.05	0.03	0.01	0.26	0.19	0.67	0.24	2.29
All journeys	3.08	0.44	0.74	0.29	0.25	2.56	1.61	3.49	0.75	13.22

3.5 Journeys per person per week – journey purpose by main mode: 1985/86

Main mode	Journey purpose									All purposes
	to or from work	in course of work	education	escorting		shopping	other personal/business	social/entertainment	holidays/daytrips/other	
				work	education					
Car driver	1.62	0.35	0.03	0.21	0.15	0.95	0.68	1.43	0.18	5.60
Car passenger	0.46	0.04	0.18	0.07	0.05	0.73	0.51	1.24	0.22	3.50
ALL CAR	2.09	0.39	0.21	0.28	0.20	1.68	1.19	2.67	0.41	9.11
British Rail	0.12	0.01	0.02	-	-	0.03	0.01	0.03	0.01	0.22
LRT underground	0.05	0.01	0.01	-	-	0.01	0.01	0.02	-	0.11
ALL RAIL	0.17	0.01	0.02	-	-	0.04	0.02	0.05	0.01	0.33
LRT stage bus	0.05	-	0.03	-	-	0.06	0.02	0.05	-	0.22
Other stage bus	0.32	-	0.18	-	-	0.40	0.14	0.27	0.01	1.34
ALL LOCAL BUS	0.37	0.01	0.20	-	0.01	0.46	0.16	0.32	0.02	1.56
Other public	0.03	-	0.01	-	-	0.03	0.03	0.06	0.01	0.17
Cycle	0.13	0.01	0.04	-	-	0.03	0.02	0.06	0.02	0.31
Motorcycle	0.08	-	-	-	-	0.02	0.01	0.03	-	0.15
Private hire bus	0.03	-	0.09	-	-	0.01	0.01	0.02	0.01	0.17
Other private	0.01	0.01	-	-	-	0.01	0.01	0.02	0.01	0.06
ALL OTHER	0.28	0.02	0.15	-	-	0.09	0.08	0.20	0.05	0.89
Walk over 1 mile	0.18	0.01	0.16	-	0.04	0.29	0.16	0.26	0.26	1.37
All modes	3.08	0.44	0.74	0.29	0.25	2.56	1.61	3.49	0.75	13.22

3.6 Mean overall journey time, by main mode and length of journey : 1985/86

Length of journey (miles)	Main mode												All modes
	car driver	car passenger	British Rail	LRT underground	LRT stage bus	other stage bus	walk over 1 mile	cycle	motor cycle	other public	private hire bus	other private	
1 to 1.9	7.6	8.2	..	22.5	24.1	18.1	25.1	12.4	7.6	11.1	14.1	13.2	14.7
2 to 2.9	10.4	11.0	22.8	28.0	31.8	22.6	42.8	17.5	11.6	14.9	19.3	21.2	16.2
3 to 4.9	14.1	15.0	27.0	37.3	38.2	28.9	60.3	23.9	14.1	18.8	21.9	23.9	18.8
All Short	10.8	11.5	26.2	32.2	31.7	23.5	29.2	15.6	11.7	14.8	19.2	19.0	16.4
All Medium (5 to 9.9)	20.0	20.7	41.8	49.0	52.3	39.5	102.5	34.9	20.0	28.7	29.4	25.6	24.2
10 to 14.9	28.7	29.6	57.1	63.9	75.9	54.9	..	..	29.2	53.9	40.8	38.5	33.1
15 to 24.9	38.8	39.8	66.1	74.8	..	73.2	..	..	41.3	66.8	52.4	..	43.2
25 to 34.9	51.8	55.8	75.9	..	..	..	..	..	..	90.6	64.0	..	57.2
35 to 49.9	68.9	73.2	88.5	..	..	..	..	..	..	100.2	86.6	..	74.8
50 and over	133.1	146.1	179.5	..	..	..	..	..	..	257.6	204.1	..	154.3
All long	46.5	53.4	86.8	70.3	85.4	63.9	..	89.2	42.6	150.3	83.8	77.5	55.2
All journeys	20.3	22.2	73.2	48.1	36.7	28.6	29.9	18.3	18.9	44.7	41.0	30.9	24.6

3.7 Mean speed per journey, by main mode and length of journey : 1985/86

Length of journey (miles)	miles per hour												All modes
	Main mode												
	car driver	car passenger	British Rail	LRT under ground	LRT stage bus	other stage bus	walk over 1 mile	cycle	motor cycle	other public	private hire bus	other private bus	
1 to 1.9	12	11	..	4	4	5	3	7	12	8	7	9	8
2 to 2.9	15	14	9	5	5	6	4	9	14	11	9	10	12
3 to 4.9	18	17	13	7	7	8	4	10	17	14	11	13	15
All short	15	14	11	6	5	7	3	8	15	11	10	11	11
All Medium (5 to 9.9)	22	22	13	9	8	11	5	12	23	16	16	19	20
10 to 14.9	27	26	14	12	10	14	..	..	28	18	20	22	25
15 to 24.9	32	31	19	15	..	18	..	..	31	21	23	..	30
25 to 34.9	36	34	25	..	..	..	..	..	..	23	29	..	34
35 to 49.9	39	37	30	..	..	..	..	..	..	27	32	..	36
50 and over	44	42	36	..	..	..	..	..	..	35	33	..	42
All long	32	31	23	14	11	16	..	14	30	27	25	29	30
All journeys	20	19	20	9	6	8	3	9	19	15	16	16	16

Section 4 – Effects of Car Access on Travel.

4.1 Distribution of NTS sample by car access type: individuals by type of person and household income quarter: 1985/86

Access to Cars	Household income quarter				percentage; individuals
	lowest	second	third	highest	All groups
CHILDREN					
In households with cars	25	56	84	96	75
In households without cars	75	44	16	4	25
All children	100	100	100	100	100
Base (100%)	566	1388	1955	1687	5596
MEN (16-59)					
In households with cars :					
main drivers	27	48	61	71	61
other drivers	2	5	9	10	8
non drivers	3	8	9	12	10
In households without cars	68	39	21	6	21
All men	100	100	100	100	100
Base (100%)	436	1355	2372	3058	7221
WOMEN (16-59)					
In households with cars :					
main drivers	13	18	27	41	29
other drivers	3	12	21	22	18
non drivers	14	28	32	30	29
In households without cars	70	42	20	7	24
All women	100	100	100	100	100
Base (100%)	679	1566	2344	2903	7492
ELDERLY					
In households with cars :					
main drivers	14	31	39	47	27
other drivers	1	5	12	13	5
non drivers	6	19	29	31	16
In households without cars	79	45	20	9	52
All elderly	100	100	100	100	100
Base (100%)	2209	1930	831	506	5476
ALL PEOPLE					
In households with cars :					
main drivers	13	24	32	44	31
other drivers	2	6	11	13	9
non drivers	6	27	38	37	31
In households without cars	75	43	19	6	29
All people	100	100	100	100	100
Base (100%)	3890	6239	7502	8154	25785

4.2 Distribution of NTS sample by car access type: individuals by type of person and SEG of head of household: 1985/86

Access to Cars	SEG of head of household					percentages; individuals
	Professional/managerial	Clerical	Skilled manual	Semi or non skilled	Other	All groups
CHILDREN						
In households with cars	96	67	78	45	46	75
In households without cars	4	33	22	55	54	25
All children	100	100	100	100	100	100
Base (100%)	1488	1097	1994	943	74	5596
MEN (16-59)						
In households with cars :						
main drivers	78	62	60	37	38	61
other drivers	8	8	9	7	8	8
non drivers	8	10	10	10	9	10
In households without cars	6	20	4	46	45	11
All men	100	100	100	100	100	100
Base (100%)	1877	1350	2759	1122	113	7221
WOMEN (16-59)						
In households with cars :						
main drivers	46	31	23	14	24	29
other drivers	23	18	19	10	12	18
non drivers	25	21	38	27	17	29
In households without cars	6	30	20	49	47	24
All women	100	100	100	100	100	100
Base (100%)	1843	1780	2548	1191	130	7492
ELDERLY						
In households with cars :						
main drivers	45	22	27	15	16	27
other drivers	12	4	4	2	1	5
non drivers	19	13	21	12	10	16
In households without cars	24	61	48	71	73	52
All elderly	100	100	100	100	100	100
Base (100%)	1060	1307	1851	1056	202	5476
ALL PEOPLE						
In households with cars :						
main drivers	44	30	30	17	20	31
other drivers	11	9	9	5	5	9
non drivers	36	25	35	23	17	31
In households without cars	9	36	26	55	58	29
All people	100	100	100	100	100	100
Base (100%)	6268	5534	9152	4312	519	25785

4.3 Distribution of NTS sample by car access type: individuals by type of person and household structure: 1985/86

Access to Cars	percentage; individuals								
	Household structure						All House-		
	Households without children			Households with children			Single person under 60	Single person 60 or more	holds
two adults under 60	two adults one or both 60 or more	three or more adults	one adult	two adults	three or more adults				
CHILDREN									
In households with cars	.	.	.	29	79	79	.	.	75
In households without cars	.	.	.	71	21	21	.	.	25
All children	.	.	.	100	100	100	.	.	100
Base (100%)	.	.	.	512	4207	877	.	.	5596
MEN (16-59)									
In households with cars :									
main drivers	71	48	55	.	68	48	54	.	61
other drivers	7	5	11	.	10	8	.	.	8
non drivers	3	1	18	.	2	24	.	.	10
In households without cars	19	46	16	.	20	20	46	.	11
All men	100	100	100	100	100	100	100	.	100
Base (100%)	1553	152	1861	29	2182	972	471	.	7221
WOMEN (16-59)									
In households with cars :									
main drivers	29	30	26	26	33	23	38	.	27
other drivers	23	13	18	.	22	15	.	.	18
non drivers	28	30	40	1	24	42	1	.	29
In households without cars	20	27	16	73	21	20	61	.	24
All women	100	100	100	100	100	100	100	.	100
Base (100%)	1613	339	1661	268	2251	951	409	.	7492
ELDERLY									
In households with cars :									
main drivers	.	33	25	..	..	18	.	16	27
other drivers	.	7	10	..	..	10	.	.	5
non drivers	.	20	37	..	..	49	.	-	16
In households without cars	.	40	28	..	..	23	.	84	52
All elderly	.	100	100	100	100	100	.	100	100
Base (100%)	.	3045	618	6	35	97	.	1676	5476
ALL PEOPLE									
In households with cars :									
main drivers	49	33	39	11	26	24	46	16	31
other drivers	15	8	14	-	8	8	.	.	9
non drivers	16	20	29	19	45	47	1	-	31
In households without cars	20	39	18	70	21	21	53	84	29
All people	100	100	100	100	100	100	100	100	100
Base (100%)	3168	3536	4140	812	8675	2897	881	1676	25785

4.4 Journeys per person per week – journey purpose by car access and type of person : 1985/86

Access to	Journey purpose									All purposes
	to or in from work	in course of work	education	escorting		shopping	other personal business	social or enter-tainment	holidays/daytrips/other	
				work	education					
CHILDREN:										
In H/Hs with cars	0.1	-	2.9	0.3	0.3	2.1	1.1	3.5	0.8	11.0
In H/Hs without cars	0.1	-	2.0	-	-	1.2	0.6	1.9	0.3	6.1
All children	0.1	-	2.6	0.2	0.2	1.8	1.0	3.0	0.7	9.8
MEN (16-59):										
In H/Hs with cars :										
main drivers	7.6	1.8	0.1	0.7	0.2	2.7	2.3	4.9	0.9	21.2
other drivers	6.2	0.7	0.3	0.3	0.2	2.1	1.9	4.2	0.8	16.6
non drivers	4.5	0.3	1.5	-	-	1.6	1.6	4.1	0.8	14.6
In H/Hs without cars	4.2	0.3	0.4	-	0.1	1.5	1.4	2.6	0.5	11.0
All men (16-59)	6.5	1.2	0.3	0.5	0.1	2.3	2.0	4.3	0.8	18.0
WOMEN (16-59):										
In H/Hs with cars :										
main drivers	4.9	0.6	0.2	0.6	1.2	3.9	2.7	5.4	0.9	20.4
other drivers	3.9	0.2	0.2	0.5	0.4	3.2	2.0	4.1	0.9	15.3
non drivers	3.3	0.1	0.5	-	0.2	2.9	1.3	3.2	0.7	12.2
In H/Hs without cars	2.7	0.1	0.2	-	0.2	2.4	1.2	2.4	0.5	9.6
All women (16-59)	3.7	0.3	0.3	0.3	0.5	3.1	1.8	3.8	0.7	14.5
ELDERLY:										
In H/Hs with cars :										
main drivers	1.9	0.3	-	0.5	0.1	4.1	2.4	4.3	1.3	15.0
other drivers	0.8	-	-	0.2	-	3.2	2.0	3.1	1.2	10.5
non drivers	0.4	-	-	-	-	3.0	1.1	2.1	0.8	7.5
In H/Hs without cars	0.3	-	-	-	-	2.1	0.9	1.6	0.5	5.5
All elderly	0.8	0.1	-	0.1	-	2.9	1.4	2.5	0.8	8.6
ALL PEOPLE:										
In H/Hs with cars :										
main drivers	5.8	1.2	0.1	0.6	0.4	3.3	2.5	4.9	1.0	19.8
other drivers	4.1	0.3	0.2	0.4	0.3	2.9	2.0	4.0	0.9	15.0
non drivers	1.4	0.1	1.8	0.2	0.2	2.4	1.2	3.3	0.8	11.2
In H/Hs without cars	1.6	0.1	0.5	-	0.1	1.9	1.0	2.0	0.5	7.7
All people	3.1	0.4	0.7	0.3	0.2	2.6	1.6	3.5	0.8	13.2

4.5 Distance per person per week – journey purpose by car access and type of person : 1985/86

Access to Cars	Journey purpose									All purposes
	to or from work	in course of work	education	escorting work	education	shopping	other personal business	social or enter-tainment	holidays/ daytrips/ other	
CHILDREN :										
In H/Hs with cars	0.5	0.1	9.3	1.4	0.8	10.2	5.4	26.6	13.3	67.7
In H/Hs without cars	0.2	-	4.7	-	0.1	3.6	1.8	7.9	5.7	24.2
All children	0.5	0.1	8.1	1.1	0.6	8.5	4.5	21.9	11.4	56.6
MEN (16-59) :										
In H/Hs with cars :										
main drivers	70.1	42.8	1.0	2.9	0.8	14.0	15.1	46.1	18.8	211.4
other drivers	49.8	11.5	1.3	1.9	0.6	10.7	11.1	40.2	14.2	141.4
non drivers	28.9	3.2	7.2	0.2	0.1	8.2	7.9	28.8	9.4	93.8
In H/Hs without cars	24.0	4.0	2.3	0.2	0.1	5.2	6.0	16.0	5.8	63.8
All men (16-59)	54.8	28.2	1.9	2.0	0.6	11.3	12.1	37.6	14.8	163.2
WOMEN (16-59) :										
In H/Hs with cars :										
main drivers	31.8	9.3	1.3	3.1	3.8	20.8	15.9	48.9	18.4	153.4
other drivers	21.0	3.2	1.2	2.8	1.1	15.9	11.5	36.0	19.8	112.5
non drivers	13.9	0.8	3.4	0.7	0.3	13.6	6.7	27.0	14.5	80.9
In H/Hs without cars	11.4	8.9	0.7	0.3	0.3	8.1	4.7	14.2	8.8	49.4
All women (16-59)	19.8	3.7	1.8	1.7	1.5	14.8	9.8	32.0	15.2	100.2
ELDERLY :										
In H/Hs with cars :										
main drivers	12.5	7.9	0.1	1.7	0.3	18.3	14.3	36.4	18.8	110.3
other drivers	2.9	9.4	-	1.1	0.1	15.8	14.0	28.8	14.7	78.4
non drivers	1.6	0.4	-	0.1	-	12.8	6.6	18.0	15.2	54.7
In H/Hs without cars	1.5	0.1	0.1	0.1	0.1	7.2	3.5	9.8	8.5	30.6
All elderly	4.5	2.2	-	0.6	0.1	11.5	7.5	19.2	12.5	58.2
ALL PEOPLE :										
In H/Hs with cars :										
main drivers	49.3	27.4	0.9	2.7	1.5	16.6	15.2	45.1	18.7	177.4
other drivers	26.4	5.1	1.5	2.4	0.9	14.5	11.7	36.2	17.6	115.7
non drivers	6.7	6.0	6.5	1.0	0.5	11.3	6.1	25.9	13.4	72.0
In H/Hs without cars	8.2	1.0	1.5	0.1	0.1	6.4	4.0	11.8	7.5	40.5
All people	22.2	9.5	2.8	1.4	0.7	11.8	8.8	28.7	13.6	99.5

4.6 Journeys per person per week – main mode by car access and type of person : 1985/86

Access to Cars	Main mode												All modes
	car driver	car passenger	British Rail	LRT under ground	LRT bus	Other stage bus	Other public	Walk over 1m	cycle	motor-cycle	Private hire bus	Other private	
CHILDREN:													
In H/Hs with cars	.	7.2	0.1	-	0.1	0.9	0.1	1.5	0.5	-	0.5	0.1	11.0
In H/Hs without cars	.	0.9	0.1	-	0.3	2.0	0.2	2.0	0.3	-	0.3	-	6.1
All children	.	5.6	0.1	-	0.2	1.2	0.1	1.6	0.4	-	0.4	0.1	9.8
MEN (16-59):													
In H/Hs with cars :													
main drivers	18.0	1.3	0.3	0.1	-	0.1	0.1	0.7	0.2	0.2	0.1	0.1	21.2
other drivers	7.6	3.2	0.8	0.2	0.1	0.8	0.2	1.5	0.8	1.1	0.1	0.1	16.6
non drivers	0.7	4.6	0.5	0.3	0.4	2.4	0.4	2.5	1.4	1.1	0.3	0.1	14.6
In H/Hs without cars	0.3	2.0	0.4	0.4	0.4	2.9	0.4	2.7	0.8	0.5	0.2	-	11.0
All men	11.8	1.9	0.4	0.2	0.2	1.0	0.2	1.3	0.5	0.4	0.1	0.1	18.0
WOMEN (16-59):													
In H/Hs with cars :													
main drivers	15.4	3.5	0.2	0.1	0.1	0.2	0.1	0.6	0.1	-	0.1	0.1	20.4
other drivers	4.9	6.8	0.4	0.2	0.1	1.0	0.1	1.3	0.3	0.2	0.1	0.1	15.3
non drivers	0.2	6.7	0.3	0.1	0.3	2.0	0.3	1.6	0.3	0.2	0.2	0.1	12.2
In H/Hs without cars	0.1	1.9	0.3	0.3	0.5	3.4	0.5	2.1	0.2	0.1	0.1	-	9.6
All women	5.5	4.6	0.3	0.2	0.2	1.6	0.2	1.4	0.2	0.1	0.1	0.1	14.5
ELDERLY:													
In H/Hs with cars :													
main drivers	12.3	0.8	0.1	-	0.1	0.3	-	1.1	0.1	-	0.1	0.1	15.0
other drivers	2.1	6.0	0.1	-	0.1	0.6	0.1	1.1	0.3	0.1	-	0.1	10.5
non drivers	-	5.2	-	-	0.2	0.9	0.1	0.9	-	-	0.1	-	7.5
In H/Hs without cars	-	1.1	0.1	-	0.4	2.2	0.2	1.2	0.1	-	0.1	0.1	5.5
All elderly	3.4	2.0	0.1	-	0.3	1.4	0.1	1.2	0.1	-	0.1	0.1	8.6
ALL PEOPLE :													
In H/Hs with cars :													
main drivers	16.3	1.8	0.2	0.1	-	0.2	0.1	0.7	0.2	0.1	0.1	0.1	19.8
other drivers	5.2	5.7	0.4	0.2	0.1	0.9	0.2	1.4	0.4	0.4	0.1	0.1	15.0
non drivers	0.1	6.6	0.2	0.1	0.2	1.3	0.2	1.6	0.5	0.1	0.3	0.1	11.2
In H/Hs without cars	0.1	1.4	0.2	0.2	0.4	2.6	0.3	1.9	0.3	0.1	0.2	-	7.7
All people	5.6	3.5	0.2	0.1	0.2	1.3	0.2	1.4	0.3	0.2	0.2	0.1	13.2

4.7 Distance per person per week – main mode by car access and type of person: 1985/86

Access to Cars	Main mode											All modes	miles
	car driver	car passenger	British Rail	LRT under ground	LRT bus	Other stage bus	Other public	Walk over 1m	cycle	motor-cycle	Private hire bus			Other private
CHILDREN:													
In H/Hs with cars	52.2	2.0	0.1	0.4	3.4	1.6	2.1	0.9	-	4.1	0.8	67.7	
In H/Hs without cars	6.3	2.8	0.2	0.8	6.3	2.8	2.9	0.6	-	1.3	0.1	24.2	
All children	40.5	2.2	0.1	0.5	4.2	1.9	2.3	0.8	-	3.4	0.6	56.6	
MEN (16-59):													
In H/Hs with cars:													
main drivers	174.3	16.4	9.7	1.1	0.1	0.6	2.9	1.2	0.1	1.4	2.0	1.0	211.4
other drivers	62.8	30.8	21.2	2.0	0.5	4.2	4.1	2.6	2.8	6.8	3.2	0.4	141.4
non drivers	5.2	37.4	11.7	2.1	1.6	11.7	3.5	4.1	4.0	7.0	4.8	0.8	93.8
In H/Hs without cars	3.0	16.0	10.2	2.4	1.7	11.9	3.8	4.6	2.1	3.5	4.0	0.6	63.8
All men	112.8	19.5	10.9	1.5	0.6	4.3	3.2	2.3	1.5	2.8	2.8	0.9	163.2
WOMEN (16-59):													
In H/Hs with cars:													
main drivers	94.0	43.8	8.3	0.9	0.2	0.7	2.2	1.1	0.2	0.1	1.6	0.3	153.4
other drivers	25.9	61.6	9.0	1.3	0.4	4.1	5.1	2.1	0.5	1.0	0.9	0.8	112.5
non drivers	1.3	53.7	4.8	0.9	1.1	8.6	3.2	2.5	0.6	0.6	2.7	0.9	80.9
In H/Hs without cars	0.5	14.4	7.0	1.6	1.7	12.1	6.1	3.2	0.5	0.5	1.6	0.2	49.4
All women	32.7	42.8	7.1	1.2	0.8	6.3	3.9	2.2	0.4	0.5	1.8	0.5	100.2
ELDERLY:													
In H/Hs with cars:													
main drivers	87.3	10.8	3.2	0.1	0.2	1.4	2.2	1.8	0.3	0.1	2.4	0.5	110.3
other drivers	11.6	56.0	1.4	0.3	0.4	2.7	2.8	1.7	0.4	0.1	0.6	0.4	78.4
non drivers	0.1	44.4	1.1	0.1	0.9	3.2	1.6	1.4	0.1	0.1	1.5	0.2	54.7
In H/Hs without cars	0.1	8.6	3.4	0.4	1.3	8.1	3.5	1.8	0.2	0.1	2.6	0.4	30.6
All elderly	23.8	17.7	2.8	0.3	0.9	5.2	2.8	1.7	0.2	0.1	2.3	0.4	58.2
ALL PEOPLE:													
In H/Hs with cars:													
main drivers	136.7	22.8	8.1	0.9	0.2	0.8	2.6	1.3	0.5	0.8	2.0	0.7	177.4
other drivers	33.9	52.5	11.3	1.4	0.4	4.0	4.5	2.2	1.1	2.4	1.5	0.6	115.7
non drivers	0.8	50.5	3.5	0.5	0.8	5.5	2.2	2.3	1.0	0.8	3.5	0.8	72.0
In H/Hs without cars	0.8	11.0	5.5	1.0	1.4	9.5	4.0	2.9	0.7	0.9	2.4	0.3	40.5
All people	46.1	30.4	6.2	0.8	0.7	5.1	3.1	2.1	0.8	1.0	2.5	0.6	99.5

4.8 Work travel journeys per person per week – main mode by car access and type of person : 1985/86

Access to Cars	Main mode											All modes	
	car driver	car passenger	British Rail	LRT under ground	LRT bus	Other stage bus	Other public bus	Walk 1m	cycle	motor-cycle	Private hire bus		Other private
CHILDREN:													
In H/Hs with cars	.	1.0	-	-	0.1	0.5	-	0.6	0.2	-	0.4	-	3.0
In H/Hs without cars	.	0.1	-	-	0.1	0.7	-	0.8	0.1	-	0.2	-	2.1
All children	.	0.8	-	-	0.1	0.6	-	0.7	0.2	-	0.4	-	2.8
MEN (16-59):													
In H/Hs with cars :													
main drivers	8.0	0.5	0.2	0.1	-	0.1	-	0.1	0.2	0.1	-	-	9.5
other drivers	1.9	1.5	0.6	0.2	0.1	0.5	0.1	0.6	0.6	0.9	-	-	7.1
non drivers	0.1	1.7	0.3	0.2	0.2	1.4	0.1	0.7	0.8	0.4	0.2	-	6.3
In H/Hs without cars	0.1	1.0	0.2	0.2	0.2	1.2	0.1	0.8	0.5	0.3	0.2	-	4.8
All men	5.1	0.8	0.3	0.1	0.1	0.5	0.1	0.4	0.3	0.3	0.1	-	8.0
WOMEN (16-59):													
In H/Hs with cars :													
main drivers	4.7	0.4	0.1	0.1	-	0.1	-	0.1	-	-	-	-	5.7
other drivers	1.0	1.5	0.3	0.1	0.1	0.6	-	0.3	0.2	0.1	-	-	4.2
non drivers	-	1.5	0.2	0.1	0.2	1.0	0.1	0.4	0.1	0.1	0.1	-	3.9
In H/Hs without cars	-	0.5	0.1	0.1	0.2	1.2	0.1	0.5	0.1	-	0.1	-	3.0
All women	1.6	0.9	0.2	0.1	0.1	0.7	0.1	0.3	0.1	0.1	0.1	-	4.2
ELDERLY:													
In H/Hs with cars :													
main drivers	2.0	-	-	-	-	-	-	-	-	-	-	-	2.3
other drivers	0.3	0.3	-	-	-	0.1	-	-	0.1	-	-	-	0.8
non drivers	-	0.3	-	-	-	0.1	-	-	-	-	-	-	0.4
In H/Hs without cars	-	0.1	-	-	-	0.1	-	0.1	-	-	-	-	0.3
All elderly	0.6	0.1	-	-	-	0.1	-	0.1	-	-	-	-	0.9
ALL PEOPLE :													
In H/Hs with cars :													
main drivers	6.0	0.4	0.2	0.1	-	0.1	-	0.1	0.1	0.1	-	-	7.1
other drivers	1.1	1.3	0.3	0.1	0.1	0.5	-	0.4	0.3	0.3	-	-	4.5
non drivers	-	1.1	0.1	-	0.1	0.7	0.1	0.5	0.2	0.1	0.3	-	3.2
In H/Hs without cars	-	0.3	0.1	0.1	0.1	0.7	-	0.4	0.2	0.1	0.1	-	2.2
All people	2.0	0.7	0.1	0.1	0.1	0.5	-	0.4	0.2	0.1	0.1	-	4.3

4.9 Work travel distance per person per week – main mode by car access and type of person : 1985/86

Access to Cars	Main mode											All modes	miles
	car driver	car passenger	British Rail	LRT under ground	LRT bus	Other stage bus	Other public	Walk over 1m	cycle	motor-cycle	Private hire bus			Other private
CHILDREN:													
In H/Hs with cars	.	3.2	0.4	-	0.2	1.9	0.3	0.8	0.4	-	2.7	0.2	10.0
In H/Hs without cars	.	0.2	0.1	-	0.4	2.0	0.2	0.9	0.2	-	0.8	0.1	5.0
All children	.	2.4	0.3	-	0.3	1.9	0.3	0.8	0.3	-	2.2	0.1	8.7
MEN (16-59):													
In H/Hs with cars :													
main drivers	92.6	7.8	8.1	0.9	0.1	0.3	1.7	0.3	0.4	0.7	0.6	0.3	113.9
other drivers	18.1	13.6	14.7	1.5	0.4	2.9	2.3	0.9	2.2	5.4	0.4	0.1	62.6
non drivers	1.0	13.5	6.5	1.5	0.9	7.2	1.3	1.1	2.2	2.3	1.9	-	39.3
In H/Hs without cars	1.2	7.8	5.2	1.7	1.0	5.5	0.4	1.3	1.4	1.4	2.9	0.5	30.3
All men	58.4	8.8	7.9	1.2	0.4	2.3	1.4	0.6	1.0	1.4	1.2	0.3	84.9
WOMEN (16-59):													
In H/Hs with cars :													
main drivers	33.1	3.9	3.7	0.6	0.1	0.3	0.3	0.1	0.1	-	0.4	0.1	42.5
other drivers	4.7	9.2	5.5	1.0	0.2	2.4	1.0	0.4	0.3	0.4	0.3	0.1	25.3
non drivers	0.1	6.6	3.0	2.0	0.6	4.3	0.5	0.6	0.3	0.4	1.1	0.1	18.1
In H/Hs without cars	0.1	2.2	2.3	1.0	0.7	4.3	0.7	0.6	0.2	0.4	0.5	0.1	13.0
All women	10.6	5.2	3.5	0.7	0.4	2.8	0.5	0.4	0.2	0.3	0.6	0.1	25.3
ELDERLY :													
In H/Hs with cars :													
main drivers	17.2	0.8	1.5	-	-	0.2	0.2	0.1	0.1	0.1	0.2	0.1	20.5
other drivers	2.2	0.8	0.5	-	-	0.4	-	-	0.1	-	-	-	3.9
non drivers	-	1.3	0.3	-	0.2	0.2	-	0.1	-	-	-	-	2.1
In H/Hs without cars	-	0.3	0.3	-	-	0.5	0.1	0.1	0.1	-	0.2	-	1.6
All elderly	4.7	0.6	0.6	-	0.1	0.4	0.1	0.1	0.1	-	0.1	-	6.8
ALL PEOPLE :													
In H/Hs with cars :													
main drivers	62.8	5.5	5.7	0.7	0.1	0.3	1.0	0.2	0.3	0.4	0.5	0.2	77.6
other drivers	8.0	9.3	7.3	1.0	0.2	2.2	1.2	0.5	0.8	1.7	0.3	0.1	32.5
non drivers	0.1	4.8	1.6	0.3	0.4	2.8	0.4	0.7	0.5	0.3	1.9	0.1	13.8
In H/Hs without cars	0.3	2.2	1.7	0.6	0.5	2.7	0.3	0.6	0.4	0.4	0.9	0.1	10.8
All people	20.4	4.6	3.4	0.6	0.3	1.9	0.6	0.5	0.4	0.5	1.0	0.1	34.5

4.10 Non-work travel journeys per person per week – main mode by car access and type of person : 1985/86

Access to Cars	Main mode												All modes
	car driver	car passenger	British Rail	LRT underground	LRT bus	Other stage bus	Other public	Walk over 1m	cycle	motor-cycle	Private hire busline	Other private	
CHILDREN:													
In H/Hs with cars	.	6.2	0.1	-	0.1	0.4	0.1	0.9	0.2	-	0.1	-	8.0
In H/Hs without cars	.	0.8	0.1	-	0.1	1.3	0.2	1.3	0.2	-	-	-	4.0
All children	.	4.8	0.1	-	0.1	0.6	0.1	1.0	0.2	-	0.1	-	7.0
MEN (16-59):													
In H/Hs with cars :													
main drivers	10.0	0.8	-	-	-	0.1	0.1	0.5	0.1	-	-	0.1	11.7
other drivers	5.7	1.7	0.1	0.1	0.1	0.3	0.1	1.0	0.2	0.2	-	-	9.5
non drivers	0.5	2.8	0.2	0.1	0.2	1.0	0.2	1.8	0.6	0.7	0.1	0.1	8.3
In H/Hs without cars	0.2	1.0	0.2	0.1	0.2	1.7	0.3	1.9	0.3	0.3	0.1	-	6.2
All men	6.7	1.1	0.1	0.1	0.1	0.5	0.1	1.0	0.2	0.2	-	0.1	10.0
WOMEN (16-59):													
In H/Hs with cars :													
main drivers	10.7	3.1	0.1	0.1	-	0.1	0.1	0.5	-	-	-	-	14.7
other drivers	3.9	5.3	0.1	0.1	0.1	0.4	0.1	1.0	0.1	0.1	-	0.1	11.1
non drivers	0.1	5.2	0.1	0.1	0.2	1.0	0.2	1.2	0.1	0.1	-	0.1	8.3
In H/Hs without cars	0.1	1.5	0.2	0.1	0.3	2.2	0.4	1.6	0.1	-	0.1	-	6.6
All women	3.9	3.7	0.1	0.1	0.1	0.9	0.2	1.1	0.1	-	-	-	10.3
ELDERLY:													
In H/Hs with cars :													
main drivers	10.3	0.8	-	-	0.1	0.3	-	1.0	0.1	-	-	0.1	12.7
other drivers	1.8	5.8	0.1	-	0.1	0.5	0.1	1.1	0.1	0.1	-	0.1	9.7
non drivers	-	4.9	-	-	0.2	0.8	0.1	1.0	-	-	0.1	-	7.0
In H/Hs without cars	-	1.0	0.1	-	0.4	2.1	0.2	1.2	0.1	-	0.1	0.1	5.2
All elderly	2.8	1.9	0.1	-	0.2	1.3	0.1	1.1	0.1	-	0.1	0.1	7.7
ALL PEOPLE:													
In H/Hs with cars :													
main drivers	10.3	1.4	-	-	-	0.1	0.1	0.6	-	-	-	0.1	12.7
other drivers	4.1	4.4	0.1	0.1	0.1	0.4	0.1	1.0	0.1	0.1	-	-	10.5
non drivers	0.1	1.1	0.1	0.1	0.3	1.9	0.3	1.5	0.1	0.1	0.1	-	5.5
In H/Hs without cars	0.1	1.1	0.1	0.1	0.3	1.9	0.3	1.5	0.1	0.1	0.1	-	5.5
All people	3.6	2.8	0.1	-	0.1	0.8	0.1	1.0	0.1	0.1	-	-	9.0

4.11 Non-work travel distance per person per week – main mode by car access and type of person: 1985/86

Access to Cars	Main mode											All modes	miles
	car driver	car passenger	British Rail	LRT under ground	LRT bus	Other stage bus	Other public	Walk over 1m	cycle	motor-cycle	Private hire bus			Other private
CHILDREN:													
In H/Hs with cars	.	49.0	1.6	0.1	0.2	1.5	1.3	1.3	0.5	-	1.4	0.7	57.7
In H/Hs without cars	.	6.2	2.7	0.2	0.4	4.2	2.6	2.0	0.4	-	0.5	-	19.2
All children	.	38.1	1.9	0.1	0.3	2.2	1.6	1.5	0.5	-	1.2	0.5	47.9
MEN (16-59):													
In H/Hs with cars:													
main drivers	81.7	8.5	1.6	0.2	-	0.3	1.2	1.0	0.3	0.6	1.5	0.7	97.6
other drivers	44.7	17.1	6.5	0.5	0.2	1.3	1.7	1.7	0.6	1.4	2.8	0.3	78.8
non drivers	4.3	23.8	5.2	0.6	0.7	4.5	2.1	3.0	1.8	4.7	2.9	0.8	54.5
In H/Hs without cars	1.8	8.2	5.0	0.7	0.7	6.3	3.4	3.3	0.7	2.1	1.1	1.1	33.4
All men	54.4	10.6	3.1	0.3	0.2	2.0	1.8	1.7	0.5	1.4	1.6	0.6	78.4
WOMEN (16-59):													
In H/Hs with cars:													
main drivers	60.9	39.9	4.6	0.3	0.1	0.4	2.0	1.0	0.1	0.1	1.2	0.2	110.9
other drivers	21.2	52.3	3.5	0.3	0.2	1.7	4.1	1.6	0.2	0.6	0.6	0.7	87.1
non drivers	1.2	47.1	1.8	0.4	0.5	4.3	2.7	1.9	0.3	0.3	1.6	0.8	62.8
In H/Hs without cars	0.5	12.2	4.7	0.6	1.0	7.8	5.4	2.6	0.2	0.2	1.1	0.1	36.3
All women	22.1	37.6	3.6	0.4	0.4	3.5	3.4	1.7	0.2	0.3	1.2	0.4	74.9
ELDERLY:													
In H/Hs with cars:													
main drivers	70.1	10.1	1.7	0.1	0.2	1.2	1.9	1.7	0.2	-	2.2	0.4	89.8
other drivers	9.4	55.2	1.0	0.3	0.4	2.4	2.8	1.6	0.3	0.1	0.6	0.4	74.5
non drivers	0.1	43.2	0.9	0.1	0.7	3.0	1.6	1.4	0.1	0.1	1.5	0.1	52.7
In H/Hs without cars	-	8.4	3.0	0.3	1.2	7.6	3.4	1.7	0.2	0.1	2.5	0.4	28.9
All elderly	19.1	17.1	2.2	0.2	0.8	4.9	2.7	1.6	0.2	0.1	2.2	0.4	51.4
ALL PEOPLE:													
In H/Hs with cars:													
main drivers	74.0	17.4	2.4	0.2	0.1	0.6	1.5	1.1	0.2	0.4	1.5	0.5	99.8
other drivers	25.9	43.2	4.0	0.4	0.2	1.7	3.3	1.6	0.3	0.7	1.2	0.6	83.2
non drivers	0.7	45.7	1.9	0.2	0.4	2.7	1.9	1.6	0.5	0.5	1.6	0.6	58.2
In H/Hs without cars	0.5	8.8	3.8	0.5	0.9	6.8	3.7	2.3	0.3	0.5	1.5	0.2	29.8
All people	25.7	25.8	2.8	0.3	0.4	3.1	2.4	1.7	0.3	0.5	1.5	0.5	65.0

4.12 Car driver distance¹ per person per week – journey purpose by car access and type of person: 1985/86

Access to Cars	Journey purpose									All purposes
	to or from work	in course of work	education	escorting		shopping	other personal/business	social or entertainment	holidays/ daytrips/ other	
				work	education					
MEN (16-59):										
In H/Hs with cars:										
main drivers	55.7	36.7	0.7	2.7	0.7	12.5	12.8	39.2	13.8	174.9
other drivers	11.5	6.5	0.4	1.7	0.6	7.2	6.0	22.6	6.6	63.1
non drivers	0.6	0.3	-	-	-	0.6	0.2	1.3	2.1	5.2
In H/Hs without cars	0.7	0.5	-	-	-	0.3	0.7	0.5	0.3	3.0
All men (16-59)	35.2	23.1	0.5	1.8	0.5	8.4	8.5	26.1	9.2	113.2
WOMEN (16-59):										
In H/Hs with cars:										
main drivers	24.8	7.5	0.9	2.0	3.4	13.9	9.5	27.4	4.7	94.2
other drivers	4.0	0.6	0.1	1.3	0.8	4.5	3.0	10.0	1.7	26.0
non drivers	0.1	-	-	-	-	0.1	0.1	0.2	0.8	1.3
In H/Hs without cars	-	-	-	-	-	-	-	0.2	0.2	0.5
All women (16-59)	8.0	2.3	0.3	0.8	1.1	4.9	3.4	9.9	2.0	32.8
ELDERLY:										
In H/Hs with cars:										
main drivers	10.5	6.6	-	1.7	0.3	15.3	11.8	29.8	11.1	87.2
other drivers	1.2	0.9	-	0.2	0.1	1.8	1.8	4.4	1.0	11.6
non drivers	-	-	-	-	-	-	-	-	-	0.1
In H/Hs without cars	-	-	-	-	-	-	-	-	-	0.1
All elderly	2.9	1.8	-	0.5	0.1	4.2	3.2	8.1	3.0	23.8
ALL ADULTS:										
In H/Hs with cars:										
main drivers	39.1	23.3	0.7	2.3	1.4	13.4	11.7	34.3	10.8	137.1
other drivers	5.7	2.2	0.2	1.2	0.6	4.9	3.7	12.6	2.9	34.1
non drivers	0.2	0.1	-	-	-	0.2	0.1	0.4	0.9	1.8
In H/Hs without cars	0.2	0.1	-	-	-	0.1	0.2	0.2	0.1	1.0
All adults	16.3	9.6	0.3	1.1	0.6	5.9	5.2	15.2	4.8	59.1

¹ Total recorded personal travel distance as driver of a car (including van or lorry) whether or not as main mode of journey. There are small differences between these results and those for main mode car driver given in table 4.7.

4.13 Car passenger distance ¹ per person per week – journey purpose by car access and type of person: 1985/86

Access to Cars	Journey purpose									All purposes
	to or from work	in course of work	education	escorting		shopping	other personal business	social or entertainment	holidays/daytrips/other	
				work	education					
CHILDREN:										
In H/Hs with cars	0.4	0.1	2.8	2.4	0.7	8.5	4.7	23.1	10.6	52.3
In H/Hs without cars	0.3	-	0.1	-	-	0.6	0.5	3.2	1.9	6.4
All children	0.3	0.1	2.1	1.1	0.5	6.5	3.6	18.0	8.4	40.6
MEN (16-59):										
In H/Hs with cars:										
main drivers	5.1	2.6	0.1	0.1	-	0.8	1.4	4.3	1.9	16.3
other drivers	10.8	2.7	0.2	0.3	-	1.8	2.7	9.6	3.1	31.1
non drivers	10.4	2.2	1.2	0.1	-	3.7	4.3	13.1	3.0	37.9
In H/Hs without cars	6.2	1.5	0.1	-	-	0.6	1.4	5.2	1.0	16.0
All men (16-59)	6.3	2.3	0.2	0.1	-	1.1	1.8	5.8	1.9	19.5
WOMEN (16-59):										
In H/Hs with cars:										
main drivers	2.7	1.0	0.2	1.0	0.3	5.6	5.4	18.3	9.5	43.8
other drivers	7.5	1.3	0.5	1.5	0.2	8.9	7.0	21.8	13.0	61.8
non drivers	5.6	0.3	0.7	0.6	0.1	9.6	5.1	21.3	10.6	54.0
In H/Hs without cars	1.6	0.4	0.2	0.2	-	1.5	1.6	5.9	3.1	14.5
All women (16-59)	1.2	0.7	0.4	0.8	0.2	6.3	4.7	16.8	8.9	42.9
ELDERLY:										
In H/Hs with cars:										
main drivers	0.3	0.5	-	0.1	-	1.4	1.3	4.2	3.1	10.8
other drivers	0.8	-	-	0.9	-	11.2	10.6	21.5	10.9	55.9
non drivers	0.9	0.4	-	0.1	-	9.5	5.8	15.8	11.9	44.4
In H/Hs without cars	0.2	-	-	-	-	0.9	1.2	3.6	2.6	8.7
All elderly	0.4	0.2	-	0.6	-	3.0	2.5	6.8	4.7	17.7
ALL PEOPLE:										
In H/Hs with cars:										
main drivers	3.6	1.8	0.1	0.3	0.1	2.2	2.5	8.1	4.2	22.8
other drivers	7.5	1.5	0.3	1.1	0.1	7.3	6.3	18.5	10.0	52.8
non drivers	2.8	0.4	1.8	0.9	0.4	8.5	4.9	20.9	10.0	50.6
In H/Hs without cars	1.7	0.4	0.1	0.1	-	0.9	1.2	4.4	2.3	11.1
All people	3.1	0.9	0.6	0.5	0.2	4.2	3.2	11.9	5.9	30.5

¹ Total recorded personal travel distance as passenger in a car (including van or lorry) whether or not as main mode of journey. There are small differences between these results and those for main mode car passenger given in table 4.7

Section 5 – Car Ownership.

5.1 Number of household cars, by household income quarter: 1985/86

Household income quarter	percentage households;vehicles					
	Number of household cars			All households	Cars per household	Cars per adult
	none	one	two or more			
Lowest	80	19	1	100	0.21	0.16
Second	44	50	6	100	0.63	0.33
Third	20	62	18	100	0.99	0.46
Highest	7	46	47	100	1.50	0.60
All households	38	44	18	100	0.83	0.42

5.2 Number of household cars, by household structure: 1985/86

Household Structure	percentage households;vehicles						
	Number of household cars			All households	Cars per household	Cars per adult	Percentage of households
	none	one	two or more				
One adult:							
Elderly (aged 60 or more)	84	16	-	100	0.16	0.16	16
Other							
- without children	53	44	3	100	0.51	0.51	9
- with one or more children	70	29	1	100	0.31	0.31	3
Two adults:							
at least one aged 60 or more	39	54	7	100	0.70	0.35	17
both under 60 -							
without children	20	56	24	100	1.06	0.53	15
with children	21	54	25	100	1.06	0.53	22
Three or more adults:							
without children	18	38	44	100	1.41	0.42	12
with children	20	45	35	100	1.24	0.37	6
All households	38	44	18	100	0.83	0.42	100

5.3 Number of household cars, by number of workers in household: 1985/86

Number of workers in household	percentage households;vehicles						
	Number of household cars			All households	Cars per household	Cars per adult	Percentage of households
	none	one	two or more				
One adult households:							
working full-time	39	56	5	100	0.66	0.66	6
working part-time	65	35	1	100	0.36	0.36	2
not working	85	15	-	100	0.15	0.15	20
Households with two or more adults:							
two or more							
full-time workers	14	46	40	100	1.36	0.50	22
one full-time worker	19	56	25	100	1.09	0.49	31
part-time workers only	35	56	9	100	0.76	0.35	3
no workers	49	47	4	100	0.55	0.26	15
All households	38	44	18	100	0.83	0.42	100

5.4 Number of household cars, by type of area: 1985/86

Type of area	percentage households;vehicles						
	Number of household cars			All households	Cars per household	Cars per adult	Percentage of households
	none	one	two or more				
London	39	42	19	100	0.85	0.40	13
Other urban areas	43	43	14	100	0.73	0.37	55
Small towns	31	50	19	100	0.92	0.46	21
All urban areas	40	44	16	100	0.79	0.40	89
Rural areas	22	44	34	100	1.20	0.58	11
All households	38	44	18	100	0.83	0.42	100

5.5 Number of household cars, by SEG of head of household: 1985/86

Socio-economic group of head of household	percentage households;vehicles						
	Number of household cars			All households	Cars per household	Cars per adult	Percentage of households
	none	one	two or more				
Professional or managerial	14	49	37	100	1.31	0.63	22
Clerical	46	42	12	100	0.67	0.39	25
Skilled manual	32	51	17	100	0.87	0.41	33
Semi-or non skilled	62	32	6	100	0.45	0.23	17
Other	69	25	6	100	0.39	0.26	3
All households	38	44	18	100	0.83	0.42	100

5.6 Number of household cars, by housing tenure of household: 1985/86

Housing tenure	percentage households;vehicles						
	Number of household cars			All households	Cars per household	Cars per adult	Percentage of households
	none	one	two or more				
Owner-occupiers	22	53	25	100	1.08	0.52	63
Local authority tenants	70	26	4	100	0.35	0.19	27
Private tenants	53	37	10	100	0.60	0.35	10
All households	38	44	18	100	0.83	0.42	100

5.7 Distribution of household cars by age, by household income quarter and SEG of head of household: 1985/86

Household income quarter, and socio-economic group of head of household	percentage of vehicles					Percentage of cars
	Age of car				All ages of car	
	under 2 years	2 years and under 5 years	5 years and under 10 years	10 years or more		
Lowest income quarter:						
Professional or managerial	13	16	39	32	100	1
Clerical or skilled manual	7	20	41	32	100	4
Semi- or non-skilled manual	4	12	42	41	100	1
All SEG	8	18	41	33	100	6
Second income quarter:						
Professional or managerial	17	29	37	16	100	4
Clerical or skilled manual	11	24	42	23	100	12
Semi- or non-skilled manual	8	17	44	31	100	3
All SEG	12	24	41	23	100	19
Third income quarter:						
Professional or managerial	24	30	33	13	100	8
Clerical or skilled manual	14	27	40	19	100	19
Semi- or non-skilled manual	11	22	44	23	100	3
All SEG	16	27	39	18	100	30
Highest income quarter:						
Professional or managerial	32	33	24	11	100	23
Clerical or skilled manual	21	27	37	15	100	21
Semi- or non-skilled manual	16	24	42	18	100	2
All SEG	26	30	31	13	100	45
All incomes:						
Professional or managerial	28	31	28	13	100	35
Clerical or skilled manual	16	26	39	19	100	56
Semi- or non-skilled manual	10	20	43	27	100	9
All SEG	19	27	36	18	100	100

5.8 Distribution of household cars by engine capacity, by household income quarter and SEG of head of household: 1985/86

Household income quarter, and socio-economic group of head of household	percentage of vehicles				All engine capacities	Percentage of cars
	Engine capacity of car					
	1000 cc or less	1001 to 1500 cc	1501 to 2000 cc	over 2000 cc		
Lowest income quarter:						
Professional or managerial	9	51	30	10	100	1
Clerical or skilled manual	18	57	19	5	100	4
Semi- or non-skilled manual	20	58	20	2	100	1
All SEG	17	56	21	6	100	6
Second income quarter:						
Professional or managerial	15	45	36	5	100	4
Clerical or skilled manual	13	49	31	6	100	12
Semi- or non-skilled manual	12	49	37	3	100	3
All SEG	13	48	33	5	100	19
Third income quarter:						
Professional or managerial	11	44	36	9	100	8
Clerical or skilled manual	13	45	36	6	100	19
Semi- or non-skilled manual	15	50	30	5	100	3
All SEG	12	45	36	7	100	30
Highest income quarter:						
Professional or managerial	11	35	42	13	100	23
Clerical or skilled manual	14	47	31	8	100	2
Semi- or non-skilled manual	14	47	31	8	100	2
All SEG	11	40	39	10	100	45
All incomes:						
Professional or managerial	11	38	40	11	100	35
Clerical or skilled manual	13	47	34	7	100	56
Semi or non-skilled manual	14	50	32	4	100	9
All SEG	12	44	36	8	100	100

Section 6 – Travel in urban and rural areas.

6.1 Travel distance per person per week, by type of area and type of person : 1985/86

Type of Person	miles					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
Children	52.6	47.6	65.7	52.8	85.6	56.6
Men (16-59)	150.9	148.6	182.5	157.0	212.3	163.2
Women (16-59)	105.4	89.0	106.1	95.6	137.3	100.2
Elderly	53.8	54.1	64.0	56.4	72.8	58.2
All people	98.5	88.9	109.4	95.2	133.1	99.5

6.2 Distributions of car access types, by type of area : 1985/86

Access to Cars	percentage individuals					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
In households with cars :						
main drivers	32	28	34	30	42	31
other drivers	9	8	10	9	10	9
non drivers	31	29	32	30	33	31
In households without cars	28	35	24	31	15	29
All people	100	100	100	100	100	100

6.3 Travel distance per person per week, by type of area and car access : 1985/86

Access to Cars	miles					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
In households with cars :						
main drivers	164.1	168.6	186.6	172.7	203.8	177.4
other drivers	122.6	113.1	115.3	115.1	120.3	115.7
non drivers	71.1	65.4	78.1	69.5	90.7	72.1
In households without cars	46.0	39.7	39.7	40.5	40.6	40.5
All people	98.5	88.9	109.4	95.2	133.1	99.5

6.4 Number of journeys per person per week, by type of area and car access :
1985/86

Access to Cars	journeys					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
In households with cars :						
main drivers	19.8	20.5	19.1	20.0	18.8	19.8
other drivers	14.7	15.8	14.2	15.2	13.9	15.0
non drivers	11.5	11.4	10.6	11.2	11.3	11.2
In households without cars	8.6	7.9	6.6	7.8	6.4	7.7
All people	13.6	13.1	12.9	13.1	13.9	13.2

6.5 Distance per person per week, by type of area and main mode of transport :
1985/86

Main mode	miles					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
Car driver	41.5	39.7	52.4	42.9	71.1	46.1
Car passenger	26.5	26.6	36.7	29.0	41.8	30.4
ALL CAR	68.0	66.2	89.1	71.9	113.0	76.6
British Rail	10.5	5.6	5.0	6.1	6.6	6.2
LRT underground	5.8	0.1	-	0.9	0.2	0.8
ALL RAIL	16.3	5.7	5.0	7.1	6.8	7.1
LRT stage bus	5.5	-	0.1	0.8	-	0.7
Other stage bus	0.6	6.7	4.4	5.3	3.6	5.1
ALL LOCAL BUS	6.0	6.7	4.4	6.1	3.6	5.8
Other public	2.4	3.4	3.4	3.2	1.7	3.1
Cycle	0.8	0.8	0.7	0.8	0.8	0.8
Motorcycle	0.9	0.8	1.4	0.9	1.1	1.0
Private hire bus	1.5	2.3	3.0	2.3	4.0	2.5
Other private	0.9	0.6	0.4	0.6	1.0	0.6
ALL OTHER	6.5	7.8	8.8	7.8	8.5	7.9
Walk over 1 mile	1.8	2.5	2.0	2.3	1.2	2.1
All modes	98.5	88.9	109.4	95.2	133.1	99.5

6.6 Distance per person per week, by type of area and journey purpose :
1985/86

Journey Purpose	miles					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
To or from work	26.1	19.3	24.4	21.5	27.2	22.2
In course of work	8.4	8.4	9.2	8.6	16.5	9.5
Education	2.7	2.2	2.9	2.4	5.8	2.8
WORK AND EDUCATION	37.2	29.9	36.6	32.5	49.5	34.5
Escorting - work	1.3	1.2	1.5	1.3	2.4	1.4
Escorting - education	0.7	0.6	0.7	0.6	1.6	0.7
Shopping	9.2	10.2	14.1	11.0	18.0	11.8
Other personal business	8.7	7.9	9.3	8.4	12.2	8.8
ALL PERSONAL BUSINESS	19.8	19.8	25.6	21.2	34.3	22.7
Social/entertainment	29.2	26.2	31.2	27.8	35.3	28.7
Holidays/daytrips/other	12.2	13.1	15.9	13.7	14.1	13.7
ALL LEISURE	41.5	39.2	47.1	41.4	49.3	42.3
All purposes	98.5	88.9	109.4	95.2	133.1	99.5

6.7 Number of journeys per person per week, by type of area and journey purpose : 1985/86

Journey Purpose	journeys					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
To or from work	3.5	3.0	3.0	3.1	2.9	3.1
In course of work	0.5	0.4	0.4	0.4	0.8	0.4
Education	0.7	0.7	0.7	0.7	1.0	0.7
WORK AND EDUCATION	4.8	4.1	4.1	4.2	4.7	4.3
Escorting - work	0.3	0.3	0.2	0.3	0.3	0.3
Escorting - education	0.3	0.2	0.2	0.2	0.4	0.2
Shopping	2.5	2.6	2.5	2.6	2.6	2.6
Other personal business	1.6	1.6	1.5	1.6	1.7	1.6
ALL PERSONAL BUSINESS	4.7	4.7	4.5	4.7	5.0	4.7
Social/entertainment	3.6	3.5	3.4	3.5	3.4	3.5
Holidays/daytrips/other	0.7	0.7	0.9	0.8	0.8	0.8
ALL LEISURE	4.2	4.2	4.3	4.3	4.2	4.2
All purposes	13.6	13.1	12.9	13.1	13.9	13.2

6.8 Average journey length, by type of area and journey purpose : 1985/86

Journey Purpose	miles					
	Urban areas			All urban areas	Rural areas	All areas
	London	Other urban areas	Small towns			
To or from work	7.4	6.3	8.3	6.9	9.3	7.2
In course of work	16.3	23.0	22.2	21.6	21.2	21.5
Education	3.8	3.1	4.0	3.4	6.1	3.8
WORK AND EDUCATION	7.7	7.2	8.9	7.7	10.6	8.1
Escorting - work	5.2	3.9	6.2	4.5	7.0	4.9
Escorting - education	2.2	2.6	3.2	2.7	4.2	2.9
Shopping	3.6	3.9	5.7	4.3	6.9	4.6
Other personal business	5.4	4.8	6.1	5.2	7.2	5.5
ALL PERSONAL BUSINESS	4.2	4.2	5.7	4.5	6.8	4.8
Social/entertainment	8.2	7.4	9.1	7.9	10.4	8.2
Holidays/daytrips/other	19.6	18.4	17.5	18.3	16.7	18.1
ALL LEISURE	9.9	9.3	10.9	9.7	11.6	10.0
All purposes	7.2	6.8	8.5	7.3	9.6	7.5

Section 7 – Use of Buses

7.1 Local bus journeys and distance per person per week, by type of person and car access : 1985/86

Access to cars	journeys;miles									
	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
In households with cars :										
main drivers	.	0.2	0.3	0.4	0.3	.	0.9	1.0	1.6	1.0
other drivers	.	1.2	1.2	0.8	1.1	.	4.9	4.5	3.0	4.4
non drivers	1.1	3.0	2.5	1.1	1.6	3.7	12.8	9.4	3.9	6.1
In households without cars	2.3	3.6	4.1	2.7	3.1	6.7	13.4	13.3	9.1	10.5
All people	1.4	1.3	2.0	1.7	1.6	4.5	5.0	7.0	5.9	5.7

7.2 Local bus journeys and distance per person per week, by type of person and SEG of head of household: 1985/86

SEG of Head of Household	journeys;miles									
	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
Professional/managerial	1.1	0.8	1.2	0.9	1.0	4.2	3.2	4.6	3.3	3.8
Clerical	1.5	1.6	2.2	2.0	1.9	4.9	6.1	7.7	6.7	6.5
Skilled manual	1.4	1.2	2.1	1.8	1.6	4.3	4.4	7.4	6.4	5.6
Semi-or non-skilled manual	1.7	2.0	2.7	2.1	2.2	4.8	7.9	8.9	7.2	7.3
All households	1.4	1.3	2.0	1.7	1.6	4.5	5.0	7.0	5.9	5.7

7.3 Local bus journeys and distance per person per week, by type of person and household income: 1985/86

Household income quarter	journeys;miles									
	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
Lowest	1.8	2.1	2.8	2.2	2.2	5.0	7.1	9.1	7.4	7.3
Second	1.5	1.8	2.3	1.5	1.8	4.2	7.0	7.3	5.4	6.0
Third	1.3	1.2	2.1	1.3	1.5	4.5	4.9	7.5	4.7	5.6
Highest	1.2	1.0	1.6	1.0	1.3	4.5	3.8	5.9	3.4	4.7
All people	1.4	1.3	2.0	1.7	1.6	4.5	5.0	7.0	5.9	5.7

7.4 Local bus journeys and distance per person per week, by type of person and working status: adults 1985/86

journeys;miles

Work Status	Journeys per person per week				Travel distance per person per week			
	Type of person			All adults	Type of person			All adults
	men	women	elderly		men	women	elderly	
Full time	1.0	2.4	1.3	1.5	4.2	8.6	4.4	5.5
Part time	1.9	1.8	2.0	1.8	7.1	5.4	7.1	5.7
Student	3.4	3.9	..	3.6	12.6	16.1	..	14.2
Unemployed	2.1	2.7	1.5	2.2	7.2	9.9	8.2	8.0
Retired	1.5	1.5	1.8	1.8	4.5	4.5	6.2	6.0
Home or family/other	1.8	1.4	1.5	1.5	6.8	4.8	5.3	5.0
All adults	1.3	2.0	1.7	1.7	5.0	7.0	5.9	6.0

7.5 Local bus journeys and distance per person per week, by type of person and type of area: 1985/86

journeys;miles

Type of Area	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
London	1.5	1.7	2.4	2.5	2.0	4.7	5.6	6.6	7.9	6.2
Other urban areas	1.6	1.6	2.5	2.1	2.0	4.8	5.7	8.2	6.7	6.4
Small towns	1.0	0.7	1.2	0.8	0.9	3.9	4.0	5.6	3.7	4.4
All urban areas	1.4	1.4	2.2	1.8	1.7	4.5	5.3	7.3	6.2	5.9
Rural areas	0.9	0.4	0.9	0.7	0.7	4.0	2.4	4.2	3.8	3.6
All areas	1.4	1.3	2.0	1.7	1.6	4.5	5.0	7.0	5.9	5.7

7.6 Local bus journeys and distance per person per week, by type of person and housing tenure of household: 1985/86

journeys;miles

Housing Tenure	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
Owner-occupiers	1.2	0.9	1.6	1.2	1.3	4.2	3.8	6.1	4.3	4.7
Local authority tenants	1.9	2.3	3.1	2.4	2.4	5.4	8.7	9.7	8.0	8.0
Private tenants	1.2	1.7	2.2	2.3	1.9	3.7	5.8	7.2	8.2	6.5
All households	1.4	1.3	2.0	1.7	1.8	4.5	5.0	7.0	5.9	5.7

7.7 Local bus journeys per person per week, by type of person and structure of household: 1985/86

Household Structure	journeys:miles									
	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
children	men	women	elderly	children		men	women	elderly		
Households without children:										
2 adults, both under 60	.	1.0	2.0	.	1.5	.	3.7	7.2	.	5.5
2 adults, 1 or both 60 or more	.	1.9	1.5	1.5	1.5	.	7.3	5.1	5.3	5.3
3 or more adults	.	1.4	2.1	1.2	1.6	.	5.4	7.2	4.1	5.9
All households without children	.	1.2	2.0	1.5	1.5	.	4.6	7.0	5.1	5.5
Households with children :										
1 adult	2.2	3.4	3.0	..	2.6	6.4	11.5	9.1	..	7.7
2 adults	1.2	1.1	1.6	1.0	1.3	4.1	4.2	5.3	3.2	4.4
3 or more adults	1.7	1.8	2.7	1.8	2.1	5.7	7.2	9.9	6.5	7.8
All households with children	1.4	1.3	2.0	1.5	1.5	4.5	5.1	6.7	5.3	5.3
Single person households:										
single person under 60	.	1.8	3.1	.	2.4	.	6.3	10.2	.	8.1
single person 60 or more	.			2.3	2.3	.			7.8	7.8
All households	1.4	1.3	2.0	1.7	1.6	4.5	5.0	7.0	5.9	5.7

7.8 Local bus journeys per person per week, journey purpose by length of journey : 1985/86

Length of Journey (miles)	journeys									
	Journey purpose									All purposes
	to or from work	in course of work	education	escorting work	education	shopping	other personal/business	social/entertainment	holidays/daytrips/other	
1 to 1.9	0.06	-	0.05	-	-	0.14	0.05	0.07	-	0.37
2 to 2.9	0.07	-	0.04	-	-	0.11	0.04	0.07	-	0.34
3 to 4.9	0.12	-	0.06	-	-	0.12	0.04	0.09	-	0.44
All Short jnys	0.25	-	0.15	-	0.01	0.37	0.13	0.23	0.01	1.16
Medium journeys (5 to 9.9)	0.09	-	0.04	-	-	0.08	0.02	0.06	-	0.31
10 to 14.9	0.02	-	0.01	-	-	0.01	0.01	0.01	-	0.05
15 to 24.9	0.01	-	-	-	-	0.01	-	0.01	-	0.03
25 to 34.9	-	-	-	-	-	-	-	-	-	0.01
35 to 49.9	-	-	-	-	-	-	-	-	-	-
50 and over	-	-	-	-	-	-	-	-	-	-
All Long jnys	0.03	-	0.01	-	-	0.02	0.01	0.02	0.01	0.08
All journeys	0.37	0.01	0.20	-	0.01	0.46	0.16	0.32	0.02	1.56

7.9 Local bus travel distance per person per week, journey purpose by length of journey : 1985/86

Length of Journey (miles)	miles									
	Journey purpose									All purposes
	to or in from course work of work	education	escorting work education	shopping	other personal business	social/ enter- tainment	holidays/ daytrips/ other			
1 to 1.9	0.09	-	0.06	-	-	0.18	0.06	0.09	-	0.47
2 to 2.9	0.16	-	0.10	-	0.01	0.24	0.08	0.14	0.01	0.74
3 to 4.9	0.40	0.01	0.20	-	-	0.42	0.15	0.31	0.01	1.49
All Short jnys	0.64	0.01	0.35	-	0.01	0.83	0.29	0.54	0.02	2.70
All Medium (5 to 9.9)	0.56	0.01	0.23	-	-	0.45	0.14	0.41	0.03	1.82
10 to 14.9	0.17	-	0.06	-	-	0.12	0.04	0.14	0.01	0.55
15 to 24.9	0.10	-	0.03	-	-	0.09	0.03	0.10	0.03	0.38
25 to 34.9	0.01	-	-	-	-	0.01	0.01	0.04	0.01	0.09
35 to 49.9	0.02	-	-	-	-	0.01	-	0.01	-	0.05
50 and over	-	-	-	-	-	-	0.01	0.03	0.03	0.08
All Long jnys	0.31	0.01	0.10	-	-	0.22	0.09	0.32	0.08	1.13
All journeys	1.51	0.02	0.68	-	0.02	1.50	0.52	1.27	0.14	5.65

Section 8 – Very short journeys and walking

8.1 Journeys under 1 mile – journeys per person per week, by type of person and main mode: 1985/86

Main Mode	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
	journeys				
Car driver	-	0.8	0.7	0.3	0.5
Car passenger	0.8	0.1	0.3	0.2	0.3
ALL CAR	0.8	0.9	1.0	0.5	0.8
LT stage bus	-	-	-	-	-
Other stage bus	0.1	-	0.1	0.1	0.1
LOCAL BUS	0.1	-	0.1	0.1	0.1
ALL RAIL	-	-	-	-	-
Cycle	0.3	0.1	0.1	0.1	0.2
Motorcycle	-	-	-	-	-
Other public	-	-	-	-	-
Private hire bus	-	-	-	-	-
Other private	-	-	-	-	-
ALL OTHER	0.3	0.2	0.2	0.1	0.2
Walk under 1 mile	6.9	4.0	6.1	4.5	5.3
All modes	8.1	5.1	7.3	5.2	6.4

8.2 Journeys under 1 mile – journeys per person per week, by type of person and journey purpose: 1985/86

Journey Purpose	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
	journeys				
To or from work	0.1	1.0	1.1	0.2	0.7
In course of work	-	0.1	0.1	-	0.1
Education	3.1	0.1	0.1	-	0.7
WORK AND EDUCATION	3.3	1.2	1.4	0.2	1.5
Escort- work	-	0.1	-	-	-
Escort- education	0.4	0.1	0.9	-	0.4
Shopping	1.4	1.1	2.2	2.2	1.7
Other personal business	0.8	0.9	1.0	1.0	0.9
ALL PERSONAL BUSINESS	2.6	2.2	4.1	3.3	3.1
Social/entertainment	1.7	1.1	1.3	0.9	1.2
Holidays/daytrips/other	0.6	0.6	0.7	0.8	0.7
ALL LEISURE	2.2	1.7	1.9	1.7	1.9
All purposes	8.1	5.1	7.3	5.2	6.4

8.3 Journeys under 1 mile – journeys per person per week, by type of person and car access: 1985/86

Access to cars	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
In households with cars :					
main drivers		4.0	6.2	4.6	4.7
other drivers		5.3	7.4	4.8	6.5
non drivers	7.9	5.6	6.9	3.9	7.0
In households without cars	8.7	7.9	9.3	6.0	7.7
All people	8.1	5.1	7.3	5.2	6.4

8.4 Journeys under 1 mile – journeys per person per week, by car access type and type of area: 1985/86

Type of Area	Access to Cars				All people
	In households with cars			In households without cars	
	main drivers	other drivers	non drivers		
London	5.2	7.2	6.7	7.7	6.5
Other urban areas	4.5	6.4	7.3	7.5	7.5
Small towns	5.3	6.9	7.6	8.7	7.0
All urban areas	4.8	6.7	7.3	7.8	6.6
Rural areas	4.0	5.0	4.8	6.9	4.8
All areas	4.7	6.5	7.0	7.7	6.4

8.5 Walking – distance and travel time, per person per week, by age and sex: 1985/86

Age group	miles;minutes			
	Distance walked per person per week		Walking time per person per week ¹	
	men/boys	women/girls	men/boys	women/girls
0 – 4 years	5.1	4.3	138	114
5 – 10	4.2	4.4	111	119
11 – 15	7.7	8.0	185	203
16 – 20	7.9	7.9	161	191
21 – 29	5.9	6.2	124	153
30 – 59	4.6	5.4	105	138
60 – 64	5.1	5.3	134	155
65 – 69	6.1	4.9	165	144
70 and over	4.3	2.9	121	79
all ages	5.3	5.4	126	141

¹ Excluding non-travel time during series of calls.

8.6 Walk journeys – number and distance per person per week, by type of person and length of walk: 1985/86

journeys;miles

Length of Walk	Journeys per person per week					Travel distance per person per week				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
under 1 mile	6.9	4.0	6.0	4.5	5.3	2.4	1.4	2.1	1.7	1.9
1 to 1.9 miles	1.5	1.2	1.4	1.1	1.3	1.9	1.5	1.8	1.5	1.7
2 to 2.9 miles	0.2	0.3	0.2	0.2	0.2	0.5	0.8	0.6	0.4	0.6
3 to 4.9 miles	0.1	0.1	0.1	0.1	0.1	0.3	0.5	0.3	0.2	0.4
5 miles or over	-	-	-	-	-	-	0.2	0.2	0.1	0.1
All walks	8.5	5.7	7.7	5.9	7.0	5.1	4.3	5.0	3.8	4.6

8.7 All walking – distance per person per week, by type of person and journey purpose: 1985/86

miles

Journey Purpose	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
To or from work	-	1.2	1.1	0.2	0.7
In course of work	-	0.2	0.1	-	0.1
Education	1.9	0.2	0.1	-	0.5
WORK AND EDUCATION	2.0	1.5	1.3	0.2	1.3
Escort- work	-	-	-	-	-
Escort- education	0.2	-	0.4	-	0.2
Shopping	1.2	1.0	2.0	1.9	1.5
Other personal business	0.4	0.7	0.6	0.6	0.6
ALL PERSONAL BUSINESS	1.8	1.7	3.0	2.4	2.3
Social/entertainment	1.1	1.0	0.8	0.7	0.9
Holidays/daytrips/other	0.8	1.0	0.9	1.1	0.9
ALL LEISURE	1.8	2.1	1.7	1.8	1.8
All purposes	5.6	5.3	5.9	4.4	5.4

8.8 All walking – distance per person per week, by type of person and car access: 1985/86

miles

Access to Cars	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
In households with cars :					
main drivers		3.5	3.8	4.1	3.7
other drivers		6.1	5.7	4.2	5.6
non drivers	5.4	8.6	6.5	3.8	5.8
In households without cars	6.3	8.7	7.9	4.8	6.6
All people	5.6	5.3	5.9	4.4	5.4

8.9 All walking – distance per person per week, by type of area and car access:
1985/86

Access to cars	Type of area					All areas	miles
	London	Other urban areas	Small towns	All urban areas	Rural		
In households with cars :							
main drivers	4.4	3.8	3.7	3.8	2.8	3.7	
other drivers	7.4	5.8	5.3	5.9	3.6	5.6	
non drivers	5.6	6.4	5.8	6.1	3.6	5.8	
In households without cars	7.5	6.7	6.4	6.7	4.3	6.6	
All people	5.9	5.7	5.2	5.6	3.4	5.4	

Section 9 – Cycling

9.1 GB cycle traffic: 1965 to 1985

	billion vehicles kilometres; percentage		
	Road Traffic		cycle distance as percentage of all road traffic
	Pedal cycles	Other vehicles	
1965	6.2	144.8	3.9
1966	5.9	153.4	3.7
1967	5.2	160.7	3.1
1968	4.7	168.6	2.7
1969	4.2	172.6	2.4
1970	4.0	182.1	2.1
1971	3.9	194.0	2.0
1972	3.6	204.0	1.7
1973	3.2	212.3	1.5
1974	3.2	208.1	1.5
1975	3.8	209.8	1.8
1976	4.2	220.4	1.9
1977	5.1	225.2	2.2
1978	4.3	234.3	1.8
1979	3.8	233.7	1.6
1980	4.2	247.6	1.7
1981	4.5	251.9	1.8
1982	5.3	259.3	2.0
1983	5.2	264.2	1.9
1984 ^P	5.1	275.9	1.8
1985 ^P	4.7	282.8	1.6

^P Provisional.

9.2 Household cycle ownership, by type of area: 1985/86

Type of Area	percentage households; cycles							
	Number of household cycles				All house- holds	Cycles per household	Cycles per person	Percentage of households
	none	one	two	three or more				
London	70	16	9	5	100	0.51	0.21	13
Other urban areas	66	18	10	6	100	0.57	0.23	55
Small towns	61	18	12	9	100	0.71	0.29	21
All urban areas	66	18	10	6	100	0.60	0.24	89
Rural areas	56	20	14	10	100	0.83	0.31	11
All areas	65	18	10	7	100	0.63	0.25	100

9.3 Household cycle ownership, by number of household cars: 1985/86

Number of household cars	percentage households;cycles							
	Number of household cycles				All house- holds	Cycles per household	Cycles per person	Percentage of households
	none	one	two	three or more				
None	80	13	5	2	100	0.31	0.16	38
One	60	20	12	8	100	0.72	0.27	44
Two or more	45	23	18	14	100	1.08	0.33	18
All households	65	17	10	7	100	0.63	0.25	100

9.4 Household cycle ownership, by household structure: 1985/86

Household structure	percentage households;cycles							
	Number of household cycles				All house- holds	Cycles per household	Cycles per person	Percentage of households
	none	one	two	three or more				
Households without children:								
2 adults, both under 60	68	21	10	1	100	0.43	0.22	15
2 adults, 1 or both 60 or more	84	12	4	-	100	0.21	0.10	17
3 or more adults	53	28	14	5	100	0.74	0.22	12
All households without children	70	19	9	2	100	0.43	0.18	44
Households with children :								
1 adult	49	24	9	8	100	0.88	0.33	3
2 adults	36	24	21	19	100	1.33	0.34	22
3 or more adults	25	26	25	14	100	1.60	0.34	6
All households with children	35	24	22	19	100	1.34	0.34	31
Single person households :								
single person under 60	81	18	1	-	100	0.21	0.21	9
single person 60 or more	95	5	-	-	100	0.06	0.06	16
All households	65	18	10	7	100	0.63	0.25	100

9.5 Cycling - trips and distance per person per week, by type of person and length of journey: 1985/86

Length of Journey	trips;miles per week									
	Cycling trips per person					Cycling travel distance per person				
	Type of person				All people	Type of person				All people
	children	men	women	elderly		children	men	women	elderly	
under 1 mile	0.30	0.13	0.12	0.11	0.16	0.12	0.06	0.05	0.05	0.07
1 to 1.9 miles	0.29	0.20	0.12	0.06	0.16	0.34	0.24	0.14	0.07	0.20
2 to 2.9 miles	0.09	0.12	0.04	0.02	0.07	0.20	0.26	0.09	0.05	0.15
3 to 4.9 miles	0.04	0.11	0.03	0.01	0.05	0.14	0.37	0.10	0.04	0.17
5 to 9.9 miles	0.01	0.06	0.01	0.01	0.03	0.07	0.36	0.01	0.04	0.14
10 miles or over	0.01	0.03	-	-	0.01	0.08	0.28	0.03	0.02	0.11
All journeys not under 1 mile	0.45	0.53	0.21	0.10	0.32	0.83	1.52	0.42	0.22	0.77

9.6 Cycling – distance per person per week, by type of person and journey purpose: 1985/86

miles

Journey Purpose	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
To or from work	0.06	0.89	0.20	0.07	0.33
In course of work	0.02	0.03	0.01	-	0.02
Education	0.28	0.07	0.01	-	0.08
WORK AND EDUCATION	0.35	0.99	0.22	0.07	0.43
Shopping	0.07	0.08	0.06	0.04	0.06
Other personal business	0.02	0.06	0.02	0.04	0.03
ALL PERSONAL BUSINESS	0.09	0.13	0.08	0.08	0.10
Social/entertainment	0.25	0.21	0.07	0.03	0.14
Holidays/daytrips	0.14	0.19	0.04	0.04	0.10
ALL LEISURE	0.39	0.40	0.11	0.08	0.24
All purposes	0.83	1.52	0.42	0.22	0.77

9.7 Cycling – distance per person per week, by type of person and car access type: 1985/86

miles

Access to Cars	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
In households with cars :					
main drivers		0.71	0.16	0.29	0.48
other drivers		2.86	0.52	0.43	1.14
non drivers	0.93	4.07	0.57	0.05	1.00
In households without cars	0.57	2.18	0.47	0.22	0.74
All people	0.83	1.52	0.42	0.22	0.77

9.8 Cycling – distance per person per week, by type of area and car access type: 1985/86

miles

Access to Cars'	Type of area					All areas
	London	Other urban areas	Small towns	All urban areas	Rural	
In households with cars :						
main drivers	0.73	0.59	0.31	0.54	0.18	0.48
other drivers	1.14	1.10	0.99	1.07	1.58	1.14
non drivers	0.98	0.93	1.18	1.00	0.99	1.00
In households without cars	0.73	0.76	0.42	0.70	1.41	0.74
All people	0.84	0.79	0.69	0.77	0.77	0.77

Section 10 – Rail Travel.

10.1 Rail journeys per thousand people per week by journey start time and length of journey : 1985/86

Length of journey (miles)	journeys								
	Peak times ¹			Off-peak times ²			All times		
	British Rail	LRT under-ground	All Rail	British Rail	LRT under-ground	All Rail	British Rail	LRT under-ground	All rail
1 to 1.9	-	3	3	1	4	5	1	7	8
2 to 2.9	2	5	7	2	7	9	4	12	16
3 to 4.9	6	11	17	8	11	19	14	22	36
All Short	9	19	28	11	21	33	20	40	60
All Medium (5 to 9.9)	23	24	46	17	17	33	39	40	80
10 to 14.9	33	10	43	12	7	19	45	17	62
15 to 24.9	31	5	36	14	3	17	45	8	53
25 to 34.9	17	2	19	6	1	7	23	3	26
35 to 49.9	15	-	15	6	-	6	22	-	22
50 and over	15	-	15	11	-	11	27	-	27
All Long	111	17	128	50	10	60	161	27	188
All journeys	143	59	202	78	48	126	220	108	328

¹ 0630 to 0929 and 1600 to 1830 hours.

² 1831 to 0629 and 0930 to 1559 hours.

10.2 Rail travel distance per person per week by journey start time and length of journey : 1985/86

Length of journey (miles)	miles								
	Peak times ¹			Off-peak times ²			All times		
	British Rail	LRT under-ground	All Rail	British Rail	LRT under-ground	All Rail	British Rail	LRT under-ground	All rail
1 to 1.9	-	-	-	-	-	0.01	-	0.01	0.01
2 to 2.9	0.01	0.01	0.02	-	0.01	0.02	0.01	0.03	0.04
3 to 4.9	0.02	0.04	0.06	0.03	0.04	0.06	0.05	0.08	0.13
All Short	0.03	0.05	0.08	0.03	0.06	0.09	0.06	0.11	0.17
All Medium (5 to 9.9)	0.15	0.15	0.31	0.11	0.10	0.21	0.26	0.26	0.51
10 to 14.9	0.35	0.11	0.46	0.13	0.07	0.20	0.48	0.19	0.66
15 to 24.9	0.50	0.10	0.59	0.23	0.05	0.28	0.73	0.14	0.87
25 to 34.9	0.43	0.05	0.48	0.16	0.02	0.18	0.59	0.07	0.66
35 to 49.9	0.57	0.02	0.59	0.24	0.01	0.25	0.81	0.03	0.84
50 and over	1.37	0.02	1.39	1.31	0.02	1.33	2.68	0.05	2.72
All Long	3.22	0.30	3.52	2.06	0.17	2.23	5.28	0.47	5.75
All journeys	3.40	0.51	3.91	2.20	0.33	2.53	5.60	0.84	6.44

¹ 0630 to 0929 and 1600 to 1830 hours.

² 1831 to 0629 and 0930 to 1559 hours.

10.3 Rail journeys per thousand people per week by type of person, by journey purpose : 1985/86

Journey Purpose	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
To or from work	2	344	234	26	170
In course of work	-	36	11	4	14
Education	36	32	26	-	24
WORK AND EDUCATION	39	412	270	30	209
Escorting - work	-	-	-	-	-
Escorting - education	-	-	3	-	1
Shopping	25	29	52	32	35
Other personal business	10	27	28	11	20
ALL PERSONAL BUSINESS	36	56	84	43	57
Social/entertainment	25	64	67	35	50
Holidays/daytrips/other	8	12	15	12	12
ALL LEISURE	33	77	82	47	63
All purposes	108	544	436	121	328

10.4 Rail travel distance per person per week by type of person, by journey purpose : 1985/86

Journey Purpose	Type of person				All people
	children	men (16-59)	women (16-59)	elderly	
To or from work	0.02	6.49	3.12	0.41	2.81
In course of work	-	1.43	0.39	0.19	0.55
Education	0.25	0.27	0.28	-	0.21
WORK AND EDUCATION	0.27	8.19	3.78	0.60	3.58
Escorting - work	-	-	0.05	0.01	0.02
Escorting - education	-	-	0.02	-	-
Shopping	0.30	0.30	0.54	0.46	0.40
Other personal business	0.19	0.43	0.43	0.24	0.34
ALL PERSONAL BUSINESS	0.49	0.74	1.03	0.71	0.76
Social/entertainment	0.72	1.49	1.69	0.84	1.24
Holidays/daytrips	0.60	0.93	1.03	0.73	0.85
Escort/other	-	0.01	0.01	-	0.01
ALL LEISURE	1.32	2.43	2.73	1.58	2.10
All purposes	2.08	11.35	7.55	2.89	6.44

Annex A – Links between Commentary and Tables

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2.2	Household expenditure on travel : 1965 to 1985	2.2
2.3	Journeys and travel distance per person per week, average length of journey: 1965, 1975/76 and 1985/86	2.3
2.4	Travel distance by type of person : 1985/86	2.4, 4.5, 4.7, 6.1
2.6	Travel distance, by type of person and journey purpose: 1985/86	2.4, 4.5
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Annex B – Note on sampling errors.

B.1 Because estimates made from a sample survey depend upon the particular sample chosen, they generally differ due to random variation, from the true values for the population. These differences are the sampling errors, and the estimates are usable only if the probable sampling errors are negligible for the particular purposes to which they are put. It is customary to express potential variation due to sampling in terms of standard errors, or of confidence intervals about the sample mean. The 95% per cent confidence interval consists of values within about two standard errors of the mean. For example, travel distance per person per week (all people) is estimated as 99.5 miles, with a standard error of 1.3 miles. Hence the 95% confidence interval is the interval 96.9 to 102.1 miles. This means that, in the absence of any other evidence, there is a 1 in 20 chance that the true value lies outside this range. Similarly, the 99% confidence interval consists of values within 2.6 standard errors of the mean.

B.2 Standard errors depend upon the size of sample, the survey design, and the variability in the population of the attribute being measured. It is possible to estimate, from the sample, standard errors of sample means and proportions, by a method which takes into account a complex survey design. Table 3.1 gives results from the 1985/86 National Travel Survey, for the basic classifications of individuals used in this report, and the following four measures of travel: journeys per person per week, travel distance per person per week for all purposes, and separately for work and other purposes.

B.3 The results show that the contrasts described in the report between the travel characteristics of different population groups are generally much greater than could be attributed to random sampling effects alone. Thus we may be confident that these patterns found in the sample data result from true differences in the population. However, standard errors of mean travel distances per person per week are typically between 1 and 3 miles (or more in the case of the smallest subgroups, for example subdivisions of the rural sample), so the estimates should not be regarded as necessarily correct to the last digit quoted. Instead they give the best central estimate in each case, and the 95% confidence interval may often extend up to 6 miles either side of the mean.

B.4 Non-work travel tends to be more variable than work travel, both when comparing different members of the population and comparing different days of an individual's travel week. This is reflected in the estimated standard errors for non-work travel which are generally greater than the corresponding values for work travel. Numbers of journeys show proportionately less variability than does travel distance.

B.5 Standard errors tend to increase as sample sizes decrease. Subsamples of under 150 individuals should not be used (for example, part-time working men), while subsamples of under 500 should be used cautiously. Examples are elderly people who are other drivers, and other drivers in rural areas.

Table B.1 Standard errors of sample means: NTS 1985/86

Classification of individuals	Sample of individuals	Journeys per person per week		Distance per person per week (miles)					
				All travel		Work travel		Non-work travel	
		mean	standard error	mean	standard error	mean	standard error	mean	standard error
All people	25785	13	0.09	100	1.3	34	0.6	65	1.0
By type of person:									
children	5596	10	0.15	57	1.5	9	0.4	48	1.5
men 16-59	7221	18	0.14	163	2.4	85	1.8	78	1.4
women 16-59	7492	15	0.13	100	1.6	25	0.7	75	1.4
elderly	5476	9	0.13	58	1.6	7	0.6	51	1.4
By working status:									
Men 16-59									
Full-time working	5790	19	0.14	185	2.7	103	2.2	82	1.6
Part-time working	90	17	1.01	106	11.6	42	7.8	64	8.2
Other	1341	12	0.27	73	2.7	11	1.1	62	2.4
Women 16-59									
Full-time working	2743	17	0.19	128	2.7	51	1.5	78	2.2
Part-time working	1835	16	0.24	95	2.6	20	0.9	75	2.4
Other	2914	11	0.18	77	2.1	5	0.5	72	2.0
By socio-economic group of									
head of household:									
Professional or managerial	6268	16	0.18	145	2.7	56	1.6	90	2.2
Clerical	5534	14	0.18	103	2.5	35	1.3	68	2.1
Semi- or non-skilled manual	13464	10	0.19	59	1.9	15	0.7	44	1.8
Other	519	9	0.48	72	7.3	16	2.5	56	6.1
By number of household cars:									
no cars	7596	8	0.12	41	1.1	11	0.5	30	1.0
one car	12078	14	0.12	105	1.6	33	0.8	72	1.4
two or more cars	6111	18	0.19	163	3.0	68	1.7	95	2.3
By type of area:									
Urban areas									
children	4947	10	0.15	53	1.6	7	0.3	45	1.6
men 16-59	6404	18	0.14	157	2.4	81	1.9	76	1.5
women 16-59	6656	14	0.13	96	1.8	24	0.7	71	1.5
elderly	4857	9	0.13	56	1.6	6	0.5	50	1.5
All types of person	22864	13	0.10	95	1.3	33	0.7	63	1.1
Rural areas									
children	649	12	0.46	86	4.7	19	1.9	67	3.9
men 16-59	817	18	0.44	212	8.3	117	5.8	95	4.3
women 16-59	836	16	0.40	137	5.4	35	2.6	102	3.9
elderly	619	8	0.43	73	5.4	12	3.2	60	4.1
All types of person	2921	14	0.30	133	4.0	50	2.0	84	2.8

Table B.1 (concluded)

Classification of individuals	Sample of individuals	Journeys per person per week		Distance per person per week (miles)						
				All travel		Work travel		Non-work travel		
		mean	standard error	mean	standard error	mean	standard error	mean	standard error	
By car access type:										
All person types										
In households with cars	8051	20	0.14	177	2.3	78	1.6	100	1.6	
main drivers	2246	15	0.20	116	2.8	33	1.6	83	2.4	
other drivers	7903	11	0.12	72	1.3	14	0.5	58	1.3	
non-drivers	7585	8	0.12	41	1.1	11	0.5	30	1.0	
In households without cars										
Children										
In households with cars	4170	11	0.16	68	1.8	10	0.5	58	1.8	
In households without cars	1426	6	0.22	24	1.5	5	0.4	19	1.4	
Men 16-59										
In households with cars										
main drivers	4407	21	0.16	211	3.1	114	2.6	98	1.9	
other drivers	605	17	0.37	141	5.8	63	4.1	79	4.4	
non-drivers	679	15	0.31	94	3.9	39	2.7	55	2.9	
In households without cars	1530	11	0.21	64	2.3	30	1.7	33	1.7	
Women 16-59										
In households with cars										
main drivers	2195	20	0.23	153	3.1	43	1.7	111	2.6	
other drivers	1343	15	0.24	112	3.5	25	1.6	87	3.0	
non-drivers	2155	12	0.18	81	2.2	18	0.8	63	2.0	
In households without cars	1799	10	0.18	49	1.9	13	0.9	36	1.6	
Elderly										
In households with cars										
main drivers	1449	15	0.27	110	3.6	20	2.0	90	2.8	
other drivers	298	11	0.45	78	5.2	4	1.2	74	5.1	
non-drivers	899	7	0.22	55	2.8	2	0.4	53	2.8	
In households without cars	2830	6	0.13	31	1.4	2	0.2	29	1.4	
Urban areas										
In households with cars										
main drivers	6831	20	0.15	173	2.3	75	1.7	97	1.8	
other drivers	1963	15	0.21	115	3.0	32	1.7	83	2.6	
non-drivers	6933	11	0.13	69	1.4	13	0.5	57	1.4	
In households without cars	7137	8	0.12	41	1.2	11	0.5	30	1.1	
Rural areas										
In households with cars										
main drivers	1220	19	0.35	204	6.5	90	4.1	114	4.1	
other drivers	283	14	0.65	120	7.3	33	5.3	87	5.9	
non-drivers	970	11	0.34	91	3.8	22	1.8	69	3.4	
In households without cars	448	6	0.45	41	4.8	9	1.4	32	3.9	

Annex C – Notes and Definitions.

Personal travel

The subject of the National Travel Survey is personal travel. This comprises travel for private purposes or for work or education, provided the main reason for the journey is for the traveller himself or herself to reach the destination.

Journeys in course of work

Journeys made in the course of work are included provided they fulfil this requirement, that the purpose of the journey is for the traveller to reach a destination. Travel to deliver goods, or to convey a vehicle or passengers (eg as bus driver or taxi driver), is not covered. Nor is travel as conductors, guards, or other crew of public transport vehicles. Also excluded is: travel as drivers or 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, GPO vans, etc); and journeys 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 leisure purposes is normally included. However, journeys 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 (a) the surface is paved or tarred, and (b) 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 is excluded.

Geographical coverage

Only travel within Great Britain is included. Journeys to other places are included only up to the ticket control point at which the boat or plane 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.

Journeys

The basic unit of travel, a journey, is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return journey are treated as two separate journeys. A journey 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 journeys. However, trivial subsidiary purposes (eg a stop to buy a newspaper) are disregarded.

Journeys under 1 mile

Journeys under 1 mile are included in section 8. Most of these are walks. Elsewhere in this report, except where explicitly mentioned, JOURNEYS ARE TAKEN TO BE THOSE OF 1 MILE OR MORE. Journeys under 1 mile account for under 3 per cent of total travel mileage.

Journey purposes

The purpose of a journey is 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 journey. The following purposes are distinguished:

to or from work - journeys to a usual place of work, or from work to home.

in course of work - personal journeys in course of work. This includes all work journeys by people with no usual place of work (eg site workers) and those who work at or from home.

education - journeys to school or college etc. by full time students, students on day-release, and part time students following vocational courses.

escorting - used when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, taking a child to school. "Escort-work" is escorting or accompanying someone to, from, or in course of, work. "Escort-education" is escorting or accompanying someone whose journey purpose is education. All other escort purposes are included with the purpose of the person being escorted.

shopping - all journeys to shops or from shops to home, even if there was no intention to buy.

personal business - visits to services, eg hairdressers, launderettes, drycleaners, 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, to all types of entertainment or sport, clubs and voluntary work, non-vocational evening classes, political meetings, etc.

holidays and day trips - journeys (within GB) to or from any holiday (including stays of 4 or more nights with friends or relatives), or journeys for pleasure (not otherwise classified as social or entertainment) within a single day.

Modes of travel.

Car includes vans, landrovers, motorcaravans, and privately owned minibuses and lorries.

Rail includes both British Rail and LRT underground.

Local bus includes all stage carriage services ('local' services after 6 Jan 1986) but excludes express services, excursions and tours.

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

'Other' modes include other types of bus (works or school bus, private hire, express bus, and tours and excursions), two-wheeled motor vehicles, taxis, domestic air travel, and other public transport.

The main mode of a journey is the mode that is used for the greater part of the length of the journey.

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.

Head of household

The 1985/86 NTS and other sample surveys conducted by OPCS use a standard definition of head of household that tends to give priority to males. The head of household is the member of the household who is, in order of precedence, the man, or the husband (or male cohabitor), if any, of the woman, or the woman, who

(a) owns the accommodation,

or (b) is legally responsible for the rent,

or (c) has the accommodation as an emolument or perquisite,

or (d) has the accommodation by virtue of some relationship to the owner (in cases where the owner or lessee is not a member of the household).

When two members, of different sexes, have equal claims, the male is taken as head of household. When two members of the same sex have equal claims, the elder is taken as head of household.

Type of person

For many analyses of individual travel behaviour it is sensible to divide the population into four broad groups, by age and sex, as follows:

children, aged under 16, both sexes;

men, aged 16-59;

women, aged 16-59;

elderly people, aged 60 or more, both sexes.

We use this classification throughout most of the report.

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 on vacation are excluded. Respondents classified themselves as either full-time or part-time workers: part-time includes any number of hours worked, however small.

Socio-economic groups

Four broad socio-economic groups are distinguished, based on the Registrar General's classification of occupations:

Professional and managerial - professional workers, employers, and managers, including professional self-employed and farm managers.

Clerical - intermediate and junior non-manual workers, and personal service workers.

Skilled manual - including foremen of manual workers, own-account farmers, and own-account manual workers.

Semi and non-skilled manual - all other manual workers.

The results for "all groups" also include members of the armed forces.

Households are classified in socio-economic groups by the SEG of the head of household.

Housing tenure

The following categories of tenure are distinguished:

Owner-occupiers - including both those households that own their accommodation outright and those that are buying with a mortgage.

Local Authority tenants - households in accommodation rented (or rent free) from a Local Authority or New Towns Corporation.

Private tenants - households in accommodation rented (or rent free) from a private landlord or Housing Association.

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. Reported incomes are used to assign households to one of four groups, the income quarters, each having a quarter of the sample of households. Since high income households tend to be larger than low income households, the two upper quarters each contain more than a quarter of the population, while the two lower quarters contain fewer.

Household vehicles

The term "car" is used for all three or four wheeled vehicles with car body type, and also light vans, landrovers, 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.

Access to cars

Four types of car access of individuals are distinguished:

The main driver of a household car is the household member that drives the furthest in that car in the course of a year.

Other drivers are people in car-owning households, who have full driving licences 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.

In households without cars, no distinction is made between people with driving licences and those without.

Type of area

The classification is based on that introduced for the 1981 Census of Population, by the Office of Population Censuses and Surveys and the Department of the Environment. It 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 for 20 hectares or more and including the majority of the population of at least four Enumeration Districts from the 1981 Census. Urban areas thus defined but less than 200 metres apart are combined into a single urban area. (See OPCS, Census 1981: Key Statistics for Urban Areas, Great Britain.)

We further subdivide urban areas between:

London - the built-up area mainly within the administrative areas of the London Boroughs, but extending beyond them at some points;

Small towns - self contained urban areas of not more than 25000 population (in 1981), but more than 3000;

All other urban areas over 25000 population.

Other areas (including 'urban areas' under 3000 population) are designated 'rural'. These areas contained about 11 per cent of the population of Great Britain in 1985/86.

Consumer cost indices

Consumer cost indices (table 2.13) are calculated, by the Central Statistical Office, as a measure of the change in the cost to the consumer of various goods and services. They may differ from the equivalent Retail Price Index. In particular since 1980 the RPI for rail travel (based on a combination of rail fares) shows a higher increase than the consumer cost index based on the average cost per passenger mile (which reflects discounted tickets and concessions).

Annex D – Note on survey design, response and data quality

The 1985/86 National Travel Survey was carried out by OPCS, for the Department of Transport, between July 1985 and June 1986. It is the fifth in a series of such surveys which began in 1965.

Sample design

The household sample is derived from a statistically random sample spread representatively over the regions of Great Britain. The survey requires two interviews with members of responding households. At the first interview, personal details (including information about the household and its neighbourhood) are collected, together with information about vehicles which household members own or regularly use. Each person is also given a travel record on which to keep details of all journeys undertaken over a prescribed 7-day period, at the end of which the second interview is carried out, mainly to check through the travel records and collect any missing detail. In order to obtain a representative sample of travel, allowing for seasonal variation and fluctuations between different days of the week, a complex design is employed to allocate households to 7-day travel recording periods with start dates spread as uniformly as possible over the 12-month period of the survey.

Response

The results in this report are based on fully responding households alone; that is, those households for which all members (including children) gave details of their travel for the whole of their prescribed sample week.

The response rate was 76 per cent fully responding households, which is the highest ever achieved for the NTS, and compares well with other national sample surveys of a similar size. The response rate in London, in particular, was greatly improved, 68 per cent compared with 36 per cent in 1978/79. Regional variations in response were sufficiently small not to distort the national estimates.

Data quality

Comparisons with other sources, and internal checks, have shown that the 1985/86 NTS gives generally reliable data on travel patterns. This survey, with its improved response rate, is less likely than its predecessors to suffer from effects of non-response. For most purposes the data may be used without reweighting.

As in previous surveys, the travel recorded by respondents showed a tendency to diminish slightly after the first day of the recording period, but to recover on the seventh day. The seventh day was the only one on which short walks (under one mile) were recorded, and it is probable that the additional effort needed to recall these also improved the recall of other journeys on that day. Recorded walking, over 1 mile, was 30 per cent higher on the 7th day than on the first 6 days. In section 8 the discussion of walking is based solely on 7th day data.

For modes other than walking these comparisons imply that there was probably some under-recording of travel on the first six days, amounting to about 5 per cent over the whole week. But there is no indication that this affects some modes of transport or journey purposes seriously more than others.

**Travel distance reported, by day of travel week and mode of transport
(index, 7-day average distance = 100)**

Mode of transport	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Distance by mode as percentage of all distance travelled
Car, van, or lorry	100	99	99	99	102	97	103	73
Cycle	100	96	113	98	91	103	98	1
Walking (over 1 mile)	100	96	97	90	92	94	130	2
Local bus	106	101	102	102	98	95	97	6
British Rail	110	98	93	93	95	117	94	6
All modes	102	98	98	98	101	99	104	100

For further details of survey design, response, and data quality, refer to the NTS 1985/86 Report Part 2 - Technical Guide.

Annex E – References: Reports and studies of travel behaviour using results from the National Travel Surveys

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