

# Transport and travel

- In 2017/18 people living in the most rural areas travelled almost twice as far per year than those in the most urban areas.
- In 2017/18 in the most rural areas 86 per cent of travel was made using a car (as a driver or passenger) compared with 67 per cent in the most urban areas.
- In 2017/18 10 per cent of households in rural areas had no access to a car or van compared with 27 per cent in urban areas.

## Travel behaviour

Average number of trips and total distance travelled per person per year, time spent travelling and average trip length in 2017/18, by settlement type, in England

|   | Trips per person<br>2017/18 | Distance travelled (miles) per person<br>2017/18 | Travelling time (hours) per person<br>2017/18 | Trip length (miles)<br>2017/18 |
|---|-----------------------------|--|---|--------------------------------|
| Urban Conurbation                           | 899                         | 5,113  | 371   | 5.7                            |
| Urban City and Town                         | 1,020                       | 6,743  | 369   | 6.6                            |
| Rural Town and Fringe                       | 1,073                       | 9,022  | 411   | 8.4                            |
| Rural Village, Hamlet and Isolated Dwelling | 1,053                       | 9,665  | 414   | 9.2                            |
| England                                     | 980                         | 6,555  | 377   | 6.7                            |

Source: DfT National Travel Survey [Table NTS9903](#), [Table NTS9904](#), [Table NTS9913](#), [Table NTS9910](#)

- The average number of trips and travelling time per person in rural areas are only 10 per cent higher than the national averages. However the average total distances travelled are much higher for people living in *rural town and fringe areas* (38 per cent higher) and in *rural villages, hamlets and isolated dwellings* (47 per cent higher).

Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years.

Trips include those made on foot, by private car or van as both a driver and passenger, by bicycle, motorcycle, private hire bus and other modes of private transport, by local bus, by rail and London Underground, and by non-local bus, taxi / minicab and other modes of public transport (air, ferries and light rail).

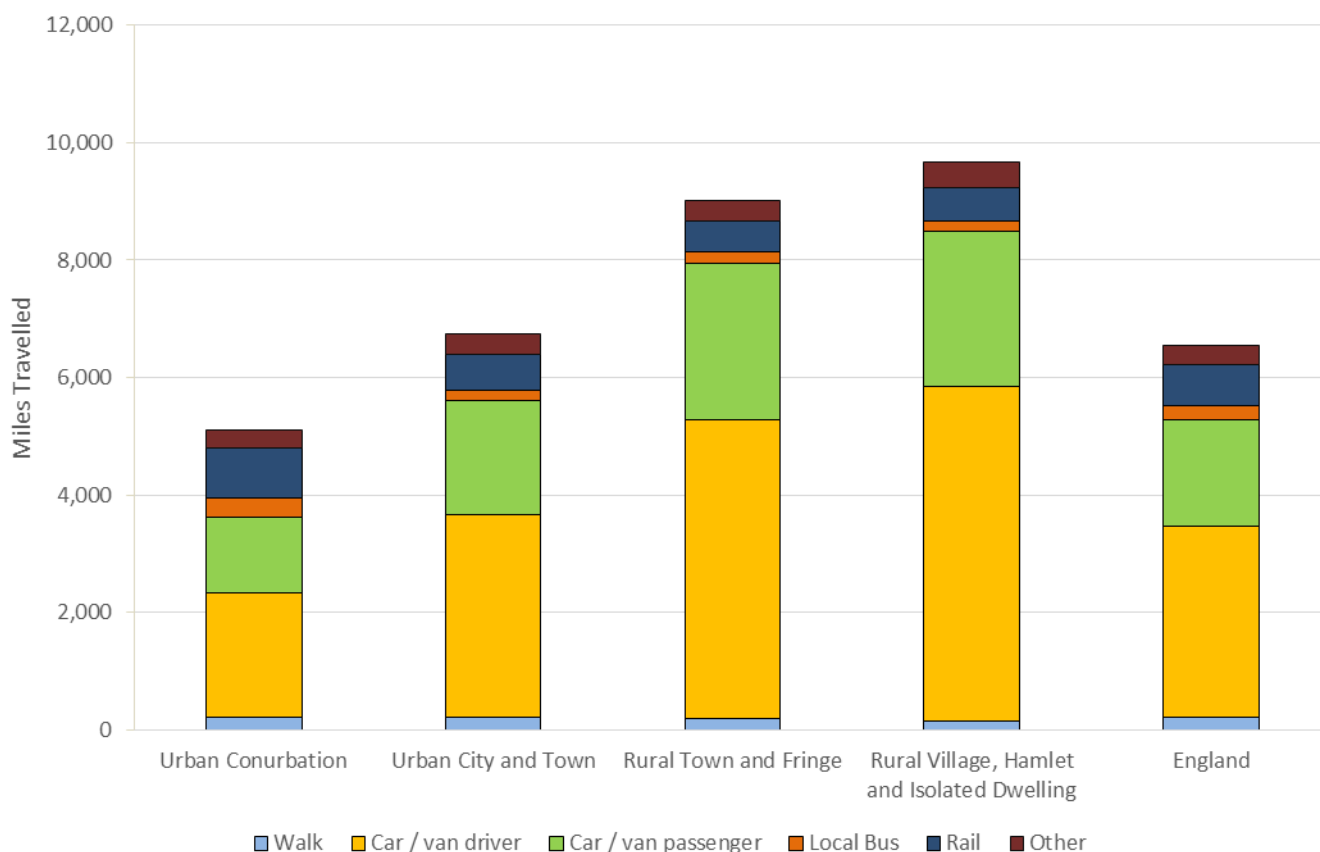
The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error.

Source: DfT, National Travel Survey, Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)

Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

## Distance travelled

Average total distance travelled, per person per year, by mode and settlement type, in England, 2017/18



- In 2017/18 people living in *rural villages, hamlets and isolated dwellings* travelled 9,965 miles on average compared with 5,113 in *urban conurbation* and 6,555 in England as a whole.
- When travel as both a car driver and passenger are taken together, 86 per cent of the distance travelled by people living in *rural villages, hamlets and isolated dwellings* was made by car compared with 67 per cent in *urban conurbations* and 77 per cent in England as a whole.

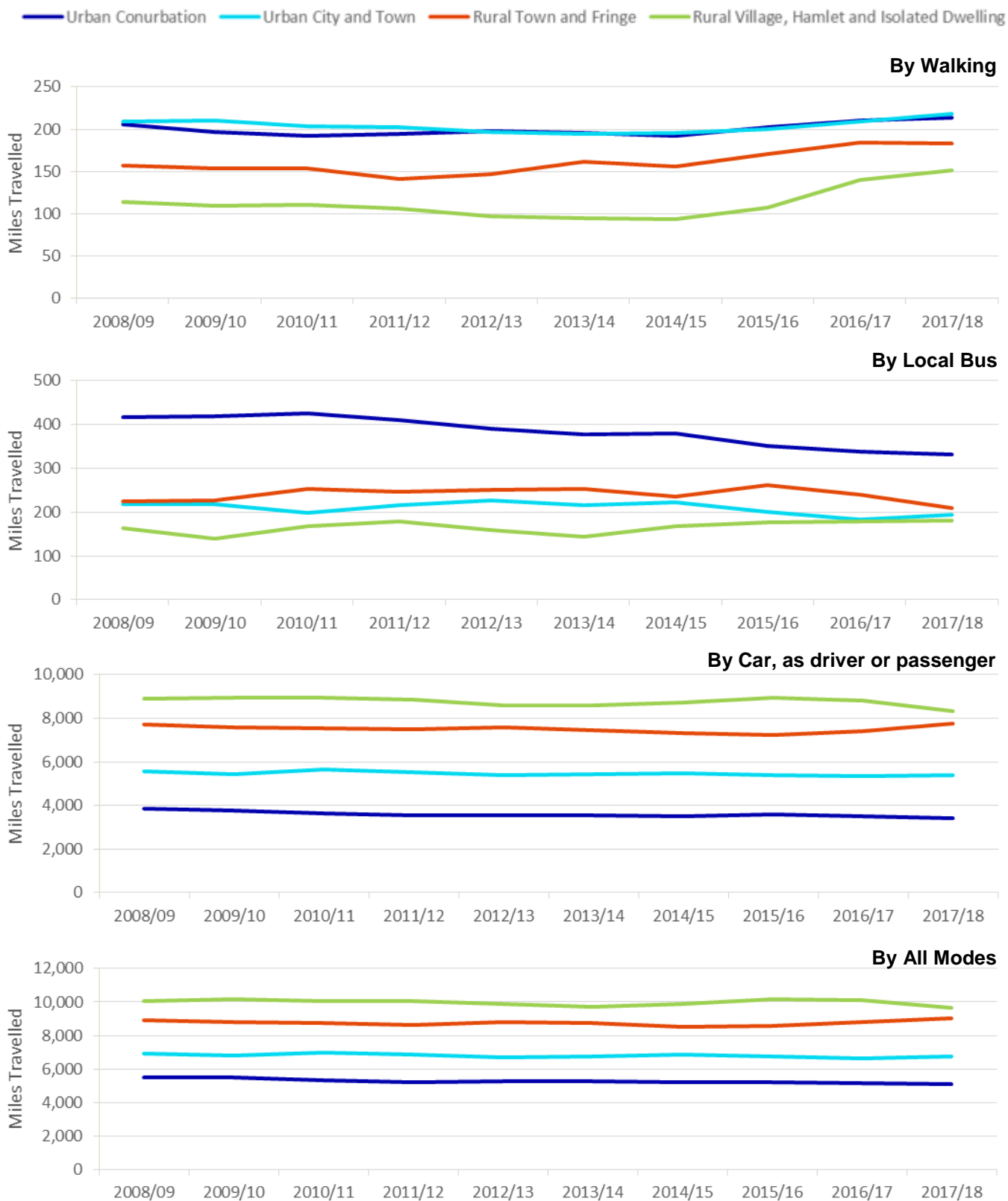
Average total distance travelled, per person per year, by mode and settlement type, in England, 2017/18

|   | Miles per person per year |                |                     |           |      |       | All modes |
|---|---------------------------|----------------|---------------------|-----------|------|-------|-----------|
|   | Walk                      | Car/van driver | Car / van passenger | Local bus | Rail | Other |           |
| Urban Conurbation                           | 213                       | 2,125          | 1,277               | 331       | 849  | 317   | 5,113     |
| Urban City and Town                         | 218                       | 3,438          | 1,942               | 193       | 608  | 344   | 6,743     |
| Rural Town and Fringe                       | 184                       | 5,101          | 2,658               | 210       | 516  | 354   | 9,022     |
| Rural Village, Hamlet and Isolated Dwelling | 151                       | 5,704          | 2,642               | 180       | 559  | 430   | 9,665     |
| England                                     | 208                       | 3,265          | 1,806               | 246       | 689  | 342   | 6,555     |

Source: DfT National Travel Survey [Table NTS9904](#)

# Average total distance travelled, per person per year, by mode of transport and settlement type, in England, 2008/09 to 2017/18

Note: The scales (y-axis) in charts below differ and this should be considered when making comparisons



- The miles travelled by walking has increased more in *rural* areas than in *urban* areas over the period 2008/09 to 2017/18, in particular, average distance travelled by those from *rural villages, hamlets and isolated dwellings* has increased by 31 miles (27%).
- The miles travelled by local bus has decreased by 87 miles per person per year *urban conurbations* over the period 2008/09 to 2017/18.
- The distance travelled by car has remained stable over the period 2008/09 to 2017/18 across all settlement types.

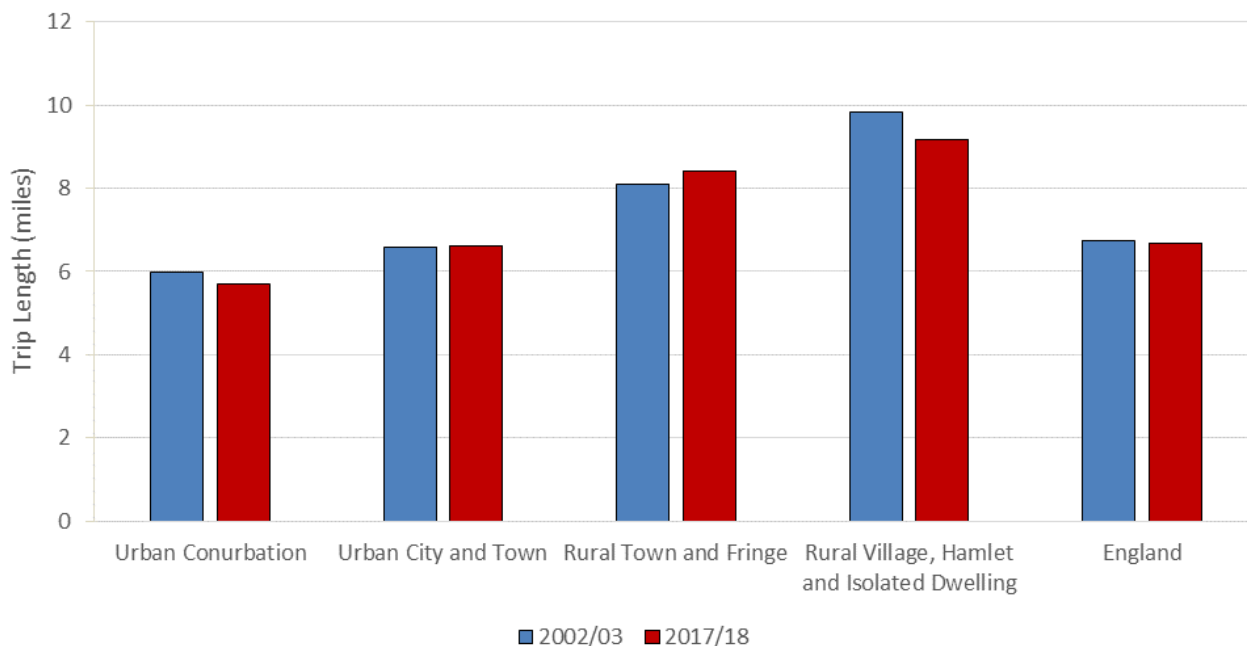
Average total distance travelled, per person per year, by mode and settlement type, in England, 2008/09 to 2017/18

Miles per person per year

|   | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>Walk</b>                                 |         |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 206     | 196     | 192     | 194     | 198     | 195     | 192     | 202     | 210     | 213     |
| Urban City and Town                         | 210     | 211     | 203     | 202     | 197     | 194     | 195     | 200     | 209     | 218     |
| Rural Town and Fringe                       | 158     | 154     | 153     | 142     | 146     | 161     | 156     | 171     | 184     | 184     |
| Rural Village, Hamlet and Isolated Dwelling | 114     | 109     | 111     | 106     | 97      | 95      | 94      | 107     | 141     | 151     |
| <b>Car</b>                                  |         |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 3,832   | 3,755   | 3,629   | 3,544   | 3,533   | 3,531   | 3,522   | 3,582   | 3,507   | 3,402   |
| Urban City and Town                         | 5,551   | 5,452   | 5,636   | 5,537   | 5,392   | 5,441   | 5,477   | 5,399   | 5,351   | 5,380   |
| Rural Town and Fringe                       | 7,711   | 7,597   | 7,539   | 7,482   | 7,599   | 7,455   | 7,316   | 7,225   | 7,395   | 7,759   |
| Rural Village, Hamlet and Isolated Dwelling | 8,899   | 8,961   | 8,927   | 8,844   | 8,599   | 8,612   | 8,738   | 8,925   | 8,827   | 8,345   |
| <b>Local Bus</b>                            |         |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 418     | 418     | 426     | 411     | 391     | 378     | 379     | 350     | 338     | 331     |
| Urban City and Town                         | 219     | 219     | 198     | 215     | 226     | 216     | 223     | 201     | 183     | 193     |
| Rural Town and Fringe                       | 223     | 227     | 254     | 245     | 250     | 253     | 235     | 262     | 240     | 210     |
| Rural Village, Hamlet and Isolated Dwelling | 164     | 140     | 168     | 178     | 159     | 143     | 168     | 177     | 179     | 180     |
| <b>All Modes</b>                            |         |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 5,486   | 5,462   | 5,316   | 5,220   | 5,274   | 5,244   | 5,194   | 5,219   | 5,175   | 5,113   |
| Urban City and Town                         | 6,905   | 6,776   | 6,956   | 6,870   | 6,707   | 6,744   | 6,840   | 6,745   | 6,639   | 6,743   |
| Rural Town and Fringe                       | 8,890   | 8,791   | 8,721   | 8,634   | 8,820   | 8,718   | 8,527   | 8,589   | 8,787   | 9,022   |
| Rural Village, Hamlet and Isolated Dwelling | 10,084  | 10,152  | 10,057  | 10,029  | 9,866   | 9,732   | 9,861   | 10,159  | 10,122  | 9,665   |

Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years. Distance by mode is based on stage distance. Local Bus includes London buses. Rail includes London Underground. Other includes: bicycle, motorcycle, private hire bus, other modes of private transport, non-local bus, taxi / minicab and other modes of public transport (air, ferries, light rail). These data are available broken down into these more discrete categories in the accompanying Excel document but were presented in this manner in the digest for clarity - <https://www.gov.uk/government/statistics/national-travel-survey-2018> - National Travel Survey: 2018 Tables, [Table NTS9904](#). The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error. Source: DfT, National Travel Survey, Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk) Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

### Average trip length (miles), by settlement type, in England, 2002/03 and 2017/18



- There has been a small decrease in the average trip length for both *urban conurbation* (5 per cent decrease from 6.0 to 5.7 miles) and *rural village, hamlet and isolated dwelling* (3 per cent decrease from 9.8 to 9.2 miles) between 2002/03 and 2017/18.
- There has been a small increase in the average trip length for *rural town and fringe* (4 per cent increase from 8.1 to 8.4 miles) between 2002/03 and 2017/18.
- The average trip length for *urban city and town* was 6.6 miles in both 2002/03 and 2017/18.

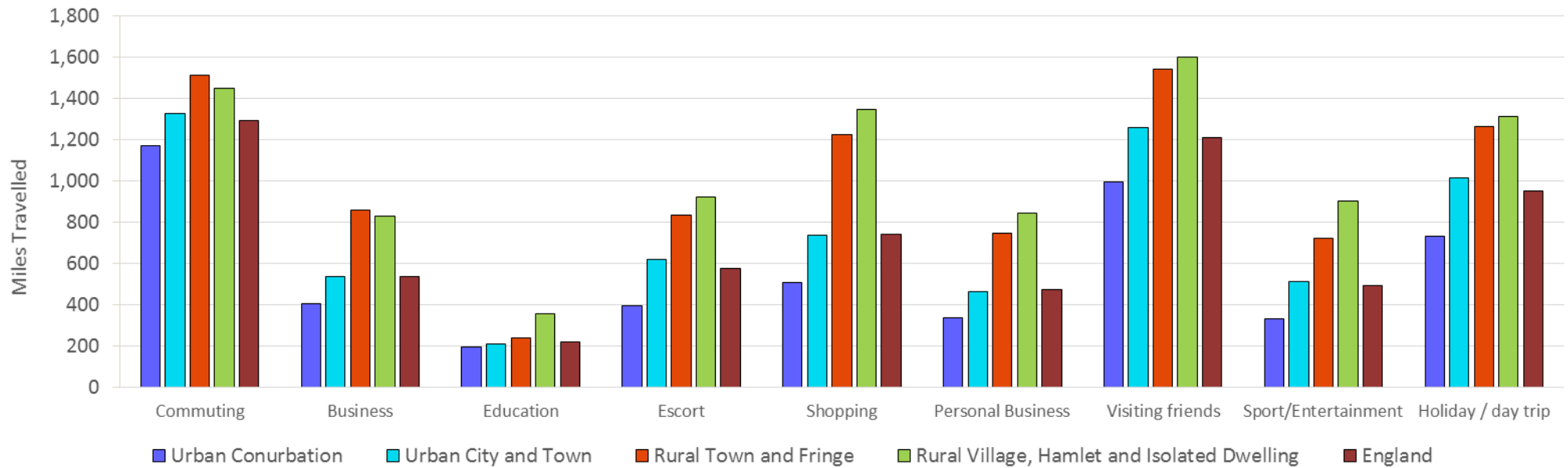
### Average trip length (miles), by settlement type, in England, 2002/03 and 2017/18

|   | Average trip length (miles) |         |
|---|-----------------------------|---------|
|   | 2002/03                     | 2017/18 |
| Urban Conurbation                           | 6.0                         | 5.7     |
| Urban City and Town                         | 6.6                         | 6.6     |
| Rural Town and Fringe                       | 8.1                         | 8.4     |
| Rural Village, Hamlet and Isolated Dwelling | 9.8                         | 9.2     |
| England                                     | 6.8                         | 6.7     |

Source: DfT National Travel Survey [Table NTS9910](#)

Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years.  
For a full time series from 2002/03 to 2017/18 please see the original DfT dataset <https://www.gov.uk/government/statistics/national-travel-survey-2018> - National Travel Survey: 2018 Tables, [Table NTS9910](#)  
The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error.  
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Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

**Average number of miles travelled, per person per year, by purpose and settlement type, in England, 2017/18**



- In 2017/18 those living in rural areas travelled more miles for all purposes than those in urban areas.
- In almost all categories those living in *rural villages, hamlets and isolated dwellings* travelled farther than those living in other settlement types. The only journey purposes where this was not the case were 'commuting' and 'business' (for which those in *rural town and fringe* travelled farthest).
- For all purposes, those living in *urban conurbations* travelled the fewest miles compared with those living in other settlement types. The only journey purpose where this difference was quite small was 'education', where the distance travelled was very similar in *urban conurbations, urban city and town* and *rural town and fringe*.
- For the purposes of 'business', 'escort', 'shopping', 'personal business', 'sport/entertainment' and 'other' those living in *rural villages, hamlets and isolated dwellings* travelled more than twice the distance each year when compared to those living in *urban conurbations*.

*Distance travelled per person per year (miles), by purpose and settlement type, in England, 2017/18*

|   | Commuting | Business | Education | Escort | Shopping | Personal business | Visiting friends | Sport/ Entertainment | Holiday/ Day trip | Other | Total |
|---|-----------|----------|-----------|--------|----------|-------------------|------------------|----------------------|-------------------|-------|-------|
| Urban Conurbation                           | 1,170     | 405      | 193       | 395    | 508      | 336               | 997              | 334                  | 734               | 41    | 5,113 |
| Urban City and Town                         | 1,327     | 537      | 211       | 620    | 735      | 466               | 1,260            | 513                  | 1,014             | 60    | 6,743 |
| Rural Town and Fringe                       | 1,514     | 859      | 237       | 835    | 1,224    | 745               | 1,545            | 722                  | 1,266             | 74    | 9,022 |
| Rural Village, Hamlet and Isolated Dwelling | 1,451     | 830      | 358       | 922    | 1,349    | 845               | 1,601            | 904                  | 1,313             | 92    | 9,665 |
| England                                     | 1,293     | 538      | 219       | 577    | 741      | 472               | 1,211            | 495                  | 953               | 57    | 6,555 |

Source: DfT National Travel Survey [Table NTS9907](#)

Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years.

The 'escort' category contains both escorting to education institutions and other escorting.

The 'visiting friends' category contains both visiting friends at a private home and visiting friends elsewhere.

These data are available broken down into these more discrete categories in the accompanying Excel document but were presented in this manner in the digest for clarity -

<https://www.gov.uk/government/statistics/national-travel-survey-2018> - National Travel Survey: 2018 Tables, [Table NTS9907](#)

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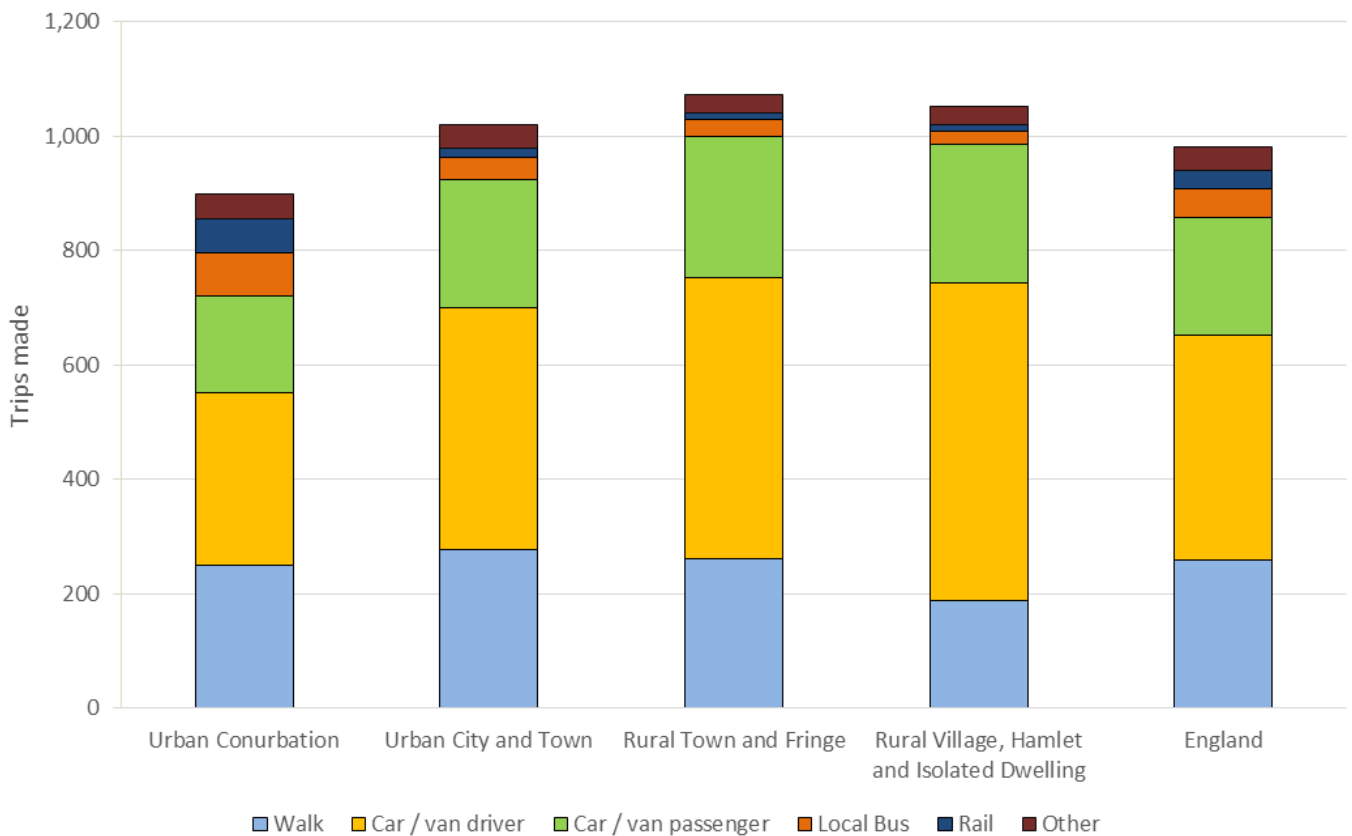
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## Trips made

Average number of trips made, per person per year, by mode and settlement type, in England, 2017/18



- Those living in *rural town and fringe* make on average 54 more trips per year compared with those in *urban city and town* and 174 more trips compared to those living in *urban conurbations*.
- People living in *rural villages, hamlets and isolated dwellings* are less likely to use walking as their mode of transport, making 18 per cent of trips this way compared with 26 per cent for England as a whole.
- When combining journeys made as a car or van driver and those made as a passenger these make up 76 per cent of trips for those in *rural villages, hamlets and isolated dwellings* compared with 61 per cent for England as a whole.

Average number of trips per person per year, by mode and settlement type, in England, 2017/18

|   | Trips per person per year |                |                     |           |      |       | All modes |
|---|---------------------------|----------------|---------------------|-----------|------|-------|-----------|
|   | Walk                      | Car/van driver | Car / van passenger | Local bus | Rail | Other |           |
| Urban Conurbation                           | 251                       | 301            | 168                 | 77        | 59   | 43    | 899       |
| Urban City and Town                         | 278                       | 422            | 224                 | 39        | 16   | 41    | 1,020     |
| Rural Town and Fringe                       | 262                       | 492            | 246                 | 29        | 11   | 33    | 1,073     |
| Rural Village, Hamlet and Isolated Dwelling | 189                       | 555            | 241                 | 23        | 12   | 33    | 1,053     |
| England                                     | 259                       | 393            | 206                 | 51        | 32   | 40    | 980       |

Source: DfT National Travel Survey [Table NTS9903](#)

Proportion of average trips per person per year, by mode and settlement type, in England, 2017/18

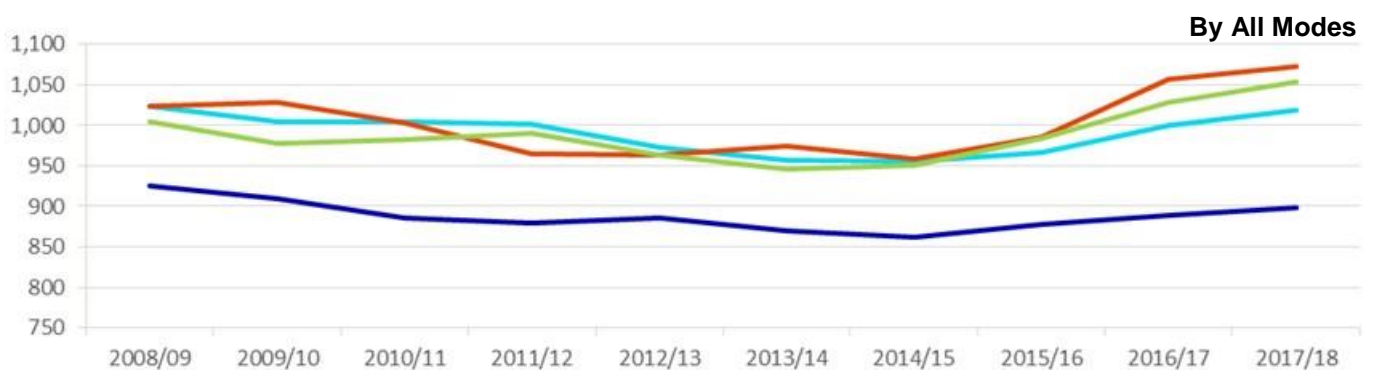
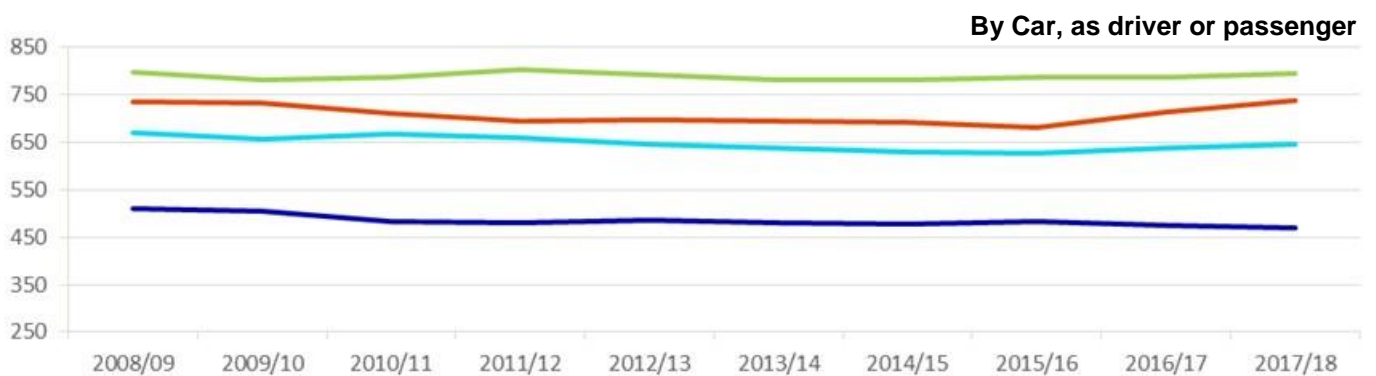
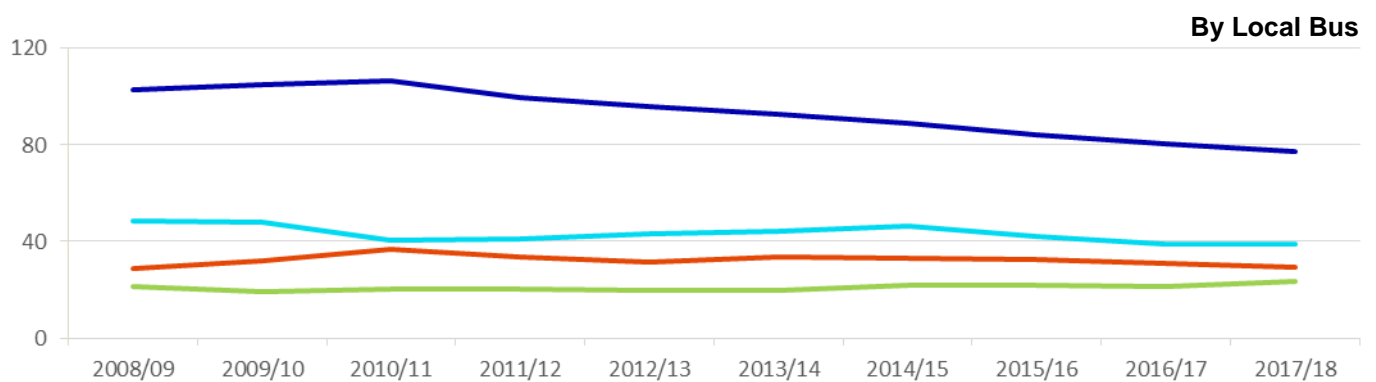
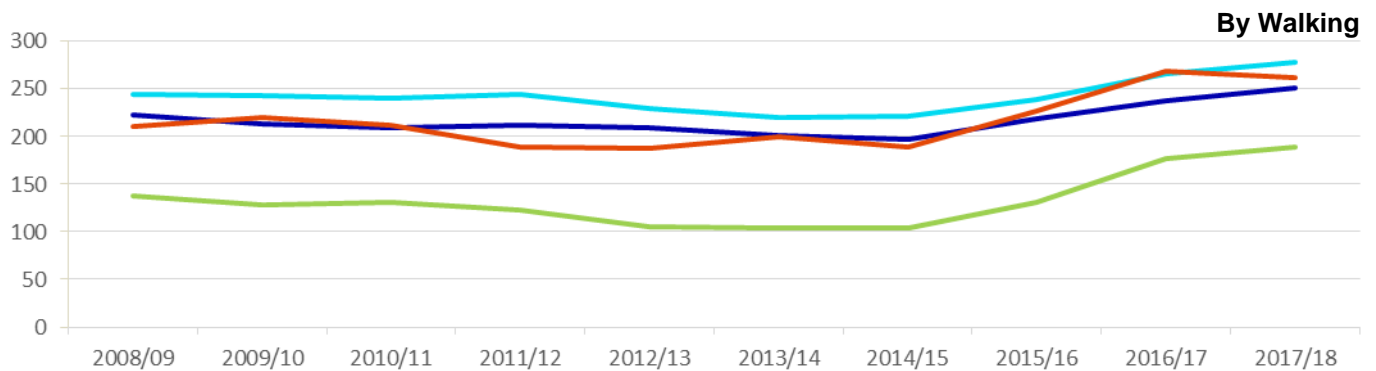
|   | Percentage |                |                     |           |      |       |           |
|---|------------|----------------|---------------------|-----------|------|-------|-----------|
|   | Walk       | Car/van driver | Car / van passenger | Local bus | Rail | Other | All modes |
| Urban Conurbation                           | 28         | 33             | 19                  | 9         | 7    | 5     | 100       |
| Urban City and Town                         | 27         | 41             | 22                  | 4         | 2    | 4     | 100       |
| Rural Town and Fringe                       | 24         | 46             | 23                  | 3         | 1    | 3     | 100       |
| Rural Village, Hamlet and Isolated Dwelling | 18         | 53             | 23                  | 2         | 1    | 3     | 100       |
| England                                     | 26         | 40             | 21                  | 5         | 3    | 4     | 100       |

Source: DfT National Travel Survey [Table NTS9903](#)

## Average number of trips made, per person per year, by mode and settlement type, in England, 2008/09 to 2017/18

Note: The scales (y-axis) in charts below differ and this should be considered when making comparisons

Urban Conurbation Urban City and Town Rural Town and Fringe Rural Village, Hamlet and Isolated Dwelling



- The number of trips made by walking is lowest for *rural villages, hamlets and isolated dwellings*. Since 2014/15 the number of trips made by walking has increased for every settlement type.
- For the whole time period of 2008/09 to 2017/18, *rural areas* have made half as many trips per person by local bus as *urban conurbations*.
- On average the more urban a settlement, the fewer the number of trips made by car per person.
- Since 2014/15, the total number of trips made per person by has increased for all settlement types.

Average number of trips made, per person per year, by mode and settlement type, in England, 2008/09 to 2017/18

|   | Number of trips per person per year |         |         |         |         |         |         |         |         |         |
|---|-------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|   | 2008/09                             | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
| <b>Walk</b>                                 |                                     |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 223                                 | 213     | 209     | 212     | 210     | 201     | 197     | 218     | 238     | 251     |
| Urban City and Town                         | 244                                 | 243     | 240     | 244     | 230     | 220     | 222     | 239     | 267     | 278     |
| Rural Town and Fringe                       | 210                                 | 220     | 213     | 189     | 187     | 200     | 189     | 227     | 269     | 262     |
| Rural Village, Hamlet and Isolated Dwelling | 137                                 | 129     | 131     | 123     | 105     | 105     | 104     | 132     | 178     | 189     |
| <b>Local Bus</b>                            |                                     |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 103                                 | 105     | 107     | 100     | 96      | 93      | 89      | 84      | 81      | 77      |
| Urban City and Town                         | 49                                  | 48      | 41      | 41      | 43      | 44      | 46      | 42      | 39      | 39      |
| Rural Town and Fringe                       | 29                                  | 32      | 37      | 33      | 32      | 34      | 33      | 33      | 31      | 29      |
| Rural Village, Hamlet and Isolated Dwelling | 21                                  | 19      | 20      | 20      | 20      | 19      | 22      | 22      | 21      | 23      |
| <b>Car</b>                                  |                                     |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 510                                 | 504     | 482     | 480     | 487     | 479     | 479     | 483     | 474     | 469     |
| Urban City and Town                         | 670                                 | 657     | 668     | 659     | 646     | 639     | 630     | 628     | 638     | 645     |
| Rural Town and Fringe                       | 737                                 | 734     | 710     | 696     | 699     | 695     | 692     | 680     | 714     | 738     |
| Rural Village, Hamlet and Isolated Dwelling | 797                                 | 782     | 788     | 804     | 793     | 781     | 782     | 786     | 786     | 797     |
| <b>All Modes</b>                            |                                     |         |         |         |         |         |         |         |         |         |
| Urban Conurbation                           | 925                                 | 910     | 886     | 880     | 885     | 870     | 862     | 878     | 890     | 899     |
| Urban City and Town                         | 1,023                               | 1,005   | 1,004   | 1,002   | 974     | 957     | 955     | 966     | 1,000   | 1,020   |
| Rural Town and Fringe                       | 1,023                               | 1,029   | 1,003   | 965     | 963     | 974     | 958     | 985     | 1,057   | 1,073   |
| Rural Village, Hamlet and Isolated Dwelling | 1,004                               | 977     | 982     | 990     | 963     | 946     | 950     | 984     | 1,028   | 1,053   |

Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years.

Local bus includes London buses.

Rail includes surface rail and London Underground.

Other includes bicycle, motorcycle, private hire bus, non-local bus, taxi / minicab and other modes of public transport (air, ferries and light rail).

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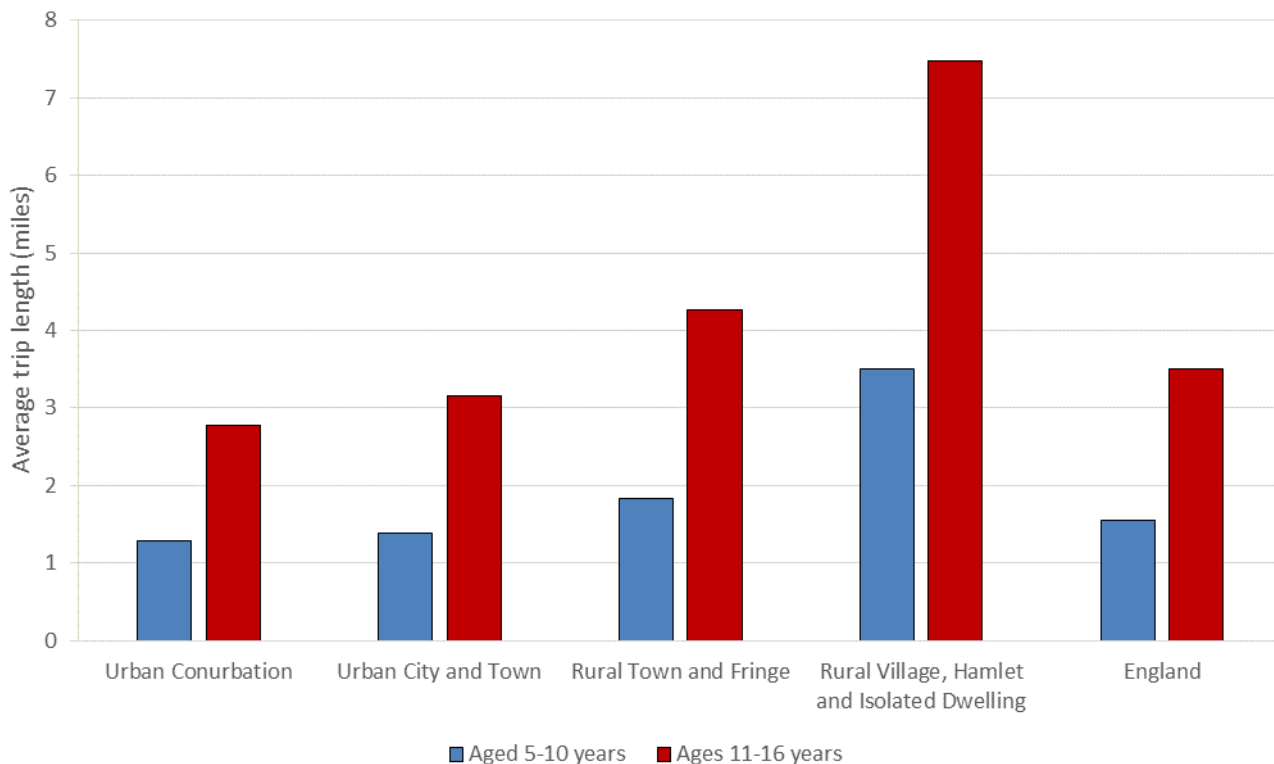
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## Journey to School

### Average journey length to school by settlement type and age group, in England, 2017/18



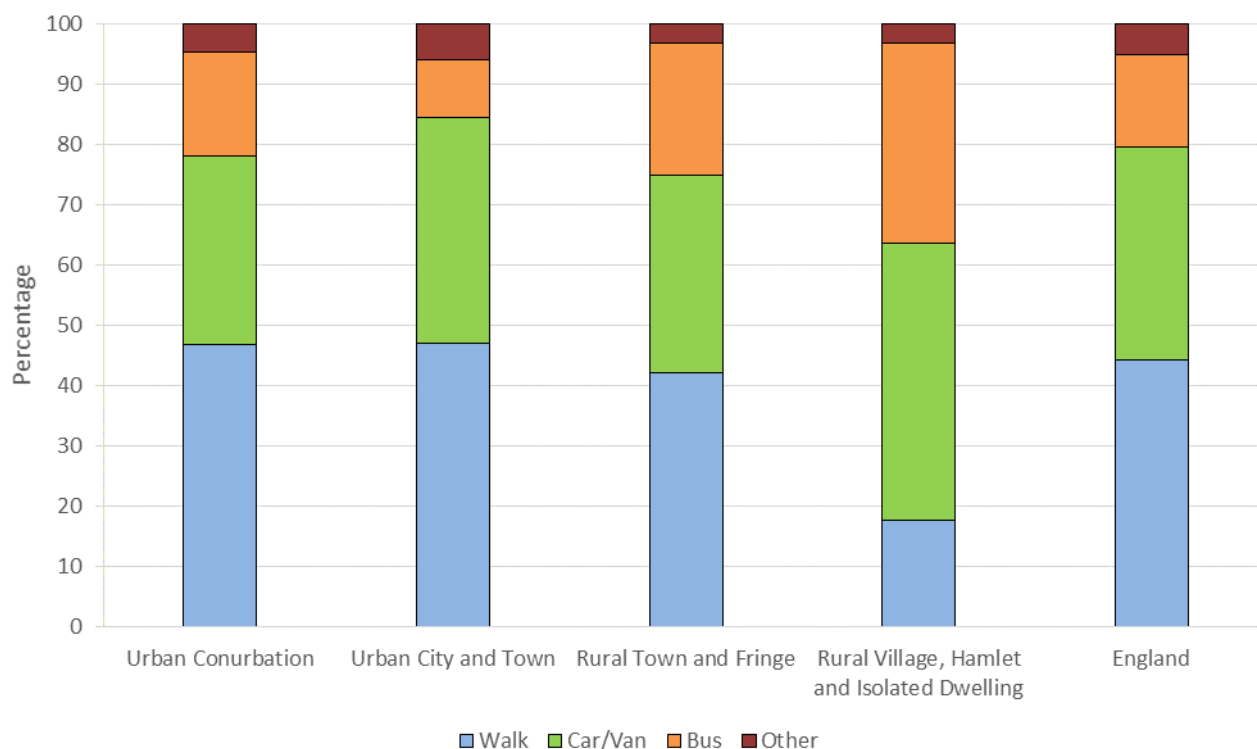
- The average journey length to school is longer for those living in rural areas than urban ones. Those with the longest journey are 11-16 year olds living in *rural villages, hamlets and isolated dwellings* who travel 7.5 miles on average, this compares with a journey of 2.8 miles in an *urban conurbation* for the same age group. This means 11-16 year olds in *rural villages, hamlets and isolated dwellings* are travelling almost 3 times as far as those in *urban conurbations* to get to school.

### Average journey length (miles) to school by age group and settlement type, in England, 2017/18

|   | Average journey length (miles) |                  |
|---|--------------------------------|------------------|
|   | Aged 5-10 years                | Aged 11-16 years |
| Urban Conurbation                           | 1.3                            | 2.8              |
| Urban City and Town                         | 1.4                            | 3.2              |
| Rural Town and Fringe                       | 1.8                            | 4.3              |
| Rural Village, Hamlet and Isolated Dwelling | 3.5                            | 7.5              |
| England                                     | 1.5                            | 3.5              |

Source: DfT National Travel Survey [Table NTS9908](#)

## Mode of transport used for journey to school by settlement type, in England, 2017/18



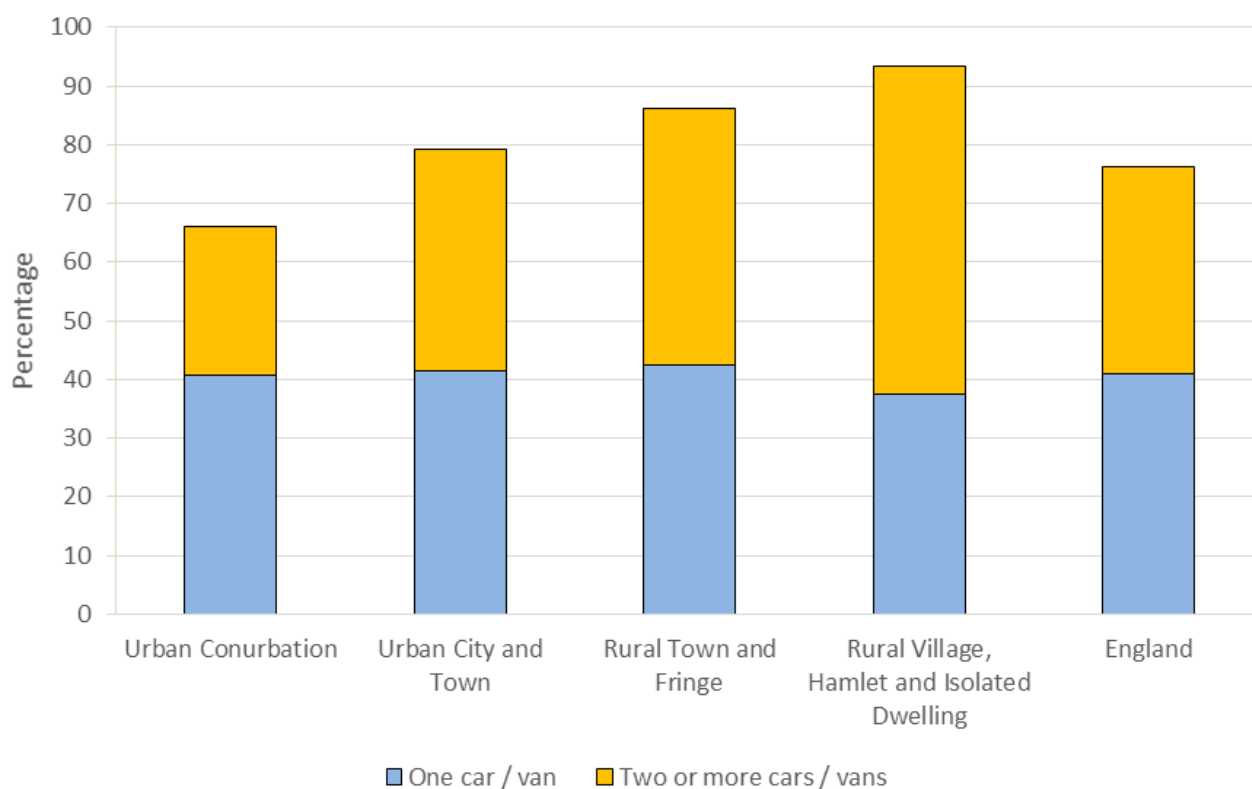
- Children are less likely to walk to school if they live in *rural villages, hamlets and isolated dwellings*. Only 18 per cent of children living in these settlement types walk to school, compared with 42 per cent of those living in *rural town and fringe*, 47 per cent of those living in *urban city and town* and 47 per cent of those living in *urban conurbations*.
- In comparison, 46 per cent of children living in *rural villages, hamlets and isolated dwelling* make their journey to school by car or van compared with 33 per cent in *rural town and fringe*, 37 per cent in *urban city and town* and 31 per cent in *urban conurbations*.

## Mode of transport used for journey to school by settlement type, in England, 2017/18

|   | Percentage |           |     |       | All Modes |
|---|------------|-----------|-----|-------|-----------|
|   | Walk       | Car / van | Bus | Other |           |
| Urban Conurbation                           | 47         | 31        | 17  | 5     | 100       |
| Urban City and Town                         | 47         | 37        | 10  | 6     | 100       |
| Rural Town and Fringe                       | 42         | 33        | 22  | 3     | 100       |
| Rural Village, Hamlet and Isolated Dwelling | 18         | 46        | 33  | 3     | 100       |
| England                                     | 44         | 35        | 15  | 5     | 100       |

## Car Availability

### Household car availability by settlement type, in England, 2017/18



- In 2017/18 the percentage of households with no access to a car or van was lower in rural areas than in urban areas. Only 7 per cent of households in *rural villages, hamlets or isolated dwellings* do not own a car compared with 34 per cent in *urban conurbations*.
- 56 per cent of households in *rural villages, hamlets or isolated dwellings* own two or more cars/vans compared with 25 per cent of those in *urban conurbations*.

### Household car availability by settlement type, in England, 2017/18

|   | Percentage   |               |                         |            |
|---|--------------|---------------|-------------------------|------------|
|   | No car / van | One car / van | Two or more cars / vans |            |
| Urban Conurbation                           | 34           | 41            | 25                      | <b>100</b> |
| Urban City and Town                         | 21           | 41            | 38                      | <b>100</b> |
| Rural Town and Fringe                       | 14           | 42            | 44                      | <b>100</b> |
| Rural Village, Hamlet and Isolated Dwelling | 7            | 37            | 56                      | <b>100</b> |
| England                                     | 24           | 41            | 35                      | <b>100</b> |

Source: DfT National Travel Survey [Table NTS9902](#)



Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years. Includes trips under 50 miles only. Bus includes public and private buses (including school buses). Other includes bicycle, rail, other private and public transport. These data are available broken down into more discrete categories in the accompanying Excel document but were presented in this manner in the digest for clarity - <https://www.gov.uk/government/statistics/national-travel-survey-2018> - National Travel Survey: 2018 Tables, [Table NTS9908](#)

The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error.

Source: DfT, National Travel Survey, Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)

Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

### Household Car Availability, by settlement type, in England, 2008/09 to 2017/18

|   | Percentage |            |            |            |            |            |            |            |            |            |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|   | 2008/09    | 2009/10    | 2010/11    | 2011/12    | 2012/13    | 2013/14    | 2014/15    | 2015/16    | 2016/17    | 2017/18    |
| <b>No Car/Van</b>                           |            |            |            |            |            |            |            |            |            |            |
| Urban Conurbation                           | 34         | 34         | 35         | 36         | 35         | 34         | 33         | 33         | 33         | 34         |
| Urban City and Town                         | 23         | 23         | 21         | 21         | 22         | 22         | 23         | 22         | 21         | 21         |
| Rural Town and Fringe                       | 13         | 14         | 15         | 14         | 14         | 15         | 14         | 14         | 14         | 14         |
| Rural Village, Hamlet and Isolated Dwelling | 7          | 6          | 5          | 6          | 7          | 6          | 6          | 6          | 6          | 7          |
| <b>One Car/Van</b>                          |            |            |            |            |            |            |            |            |            |            |
| Urban Conurbation                           | 42         | 43         | 42         | 41         | 41         | 42         | 42         | 42         | 42         | 41         |
| Urban City and Town                         | 44         | 44         | 45         | 47         | 47         | 45         | 44         | 44         | 43         | 41         |
| Rural Town and Fringe                       | 43         | 41         | 41         | 44         | 44         | 44         | 44         | 43         | 42         | 42         |
| Rural Village, Hamlet and Isolated Dwelling | 38         | 35         | 36         | 38         | 38         | 35         | 35         | 35         | 36         | 37         |
| <b>Two or More Cars/Vans</b>                |            |            |            |            |            |            |            |            |            |            |
| Urban Conurbation                           | 24         | 24         | 23         | 23         | 25         | 25         | 25         | 25         | 25         | 25         |
| Urban City and Town                         | 33         | 34         | 34         | 32         | 32         | 33         | 33         | 34         | 36         | 38         |
| Rural Town and Fringe                       | 45         | 45         | 44         | 43         | 41         | 41         | 42         | 43         | 45         | 44         |
| Rural Village, Hamlet and Isolated Dwelling | 55         | 59         | 59         | 56         | 55         | 59         | 59         | 59         | 57         | 56         |
| <b>All</b>                                  | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> | <b>100</b> |

- For all years between 2008/09 and 2017/18, the proportion of households in *urban conurbations* with no car/van is 4 times greater than the proportion of households from *rural villages, hamlets or isolated dwellings*.
- In the last 10 years, there has been little change in the % of houses with a car available for any settlement type.

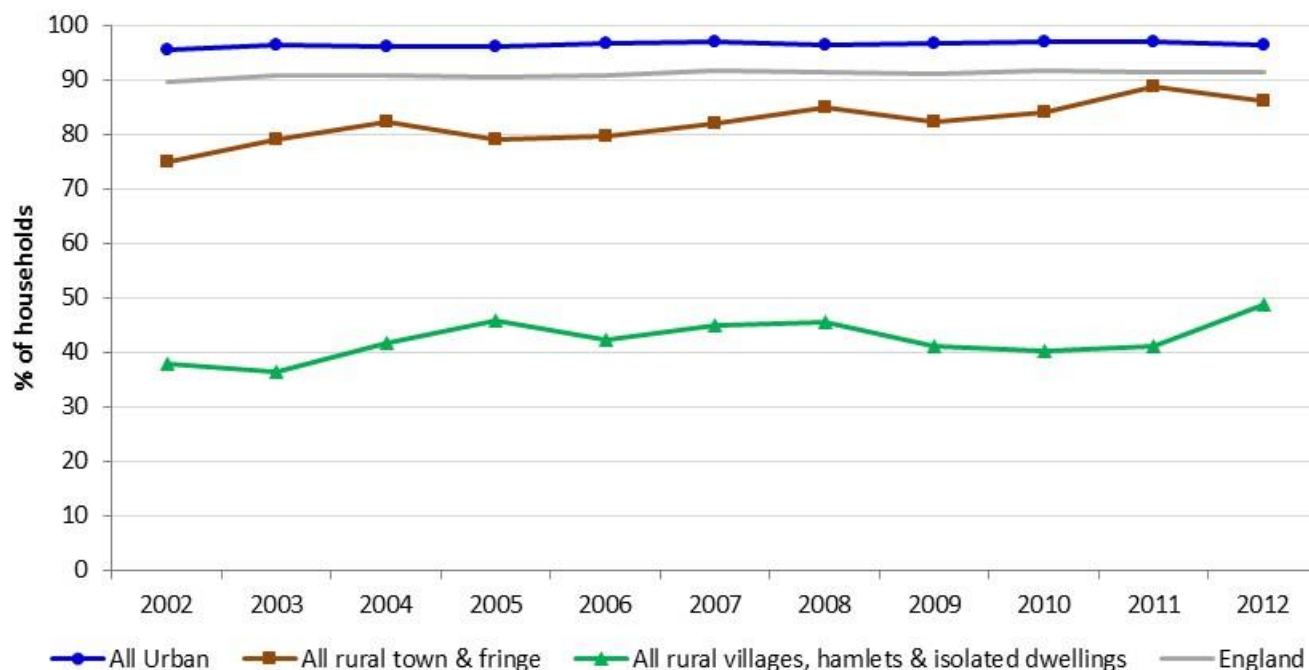
Notes: The sample size for one year is too small to produce robust results so this analysis combines data from two years. The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error. For a full time series from 2002/03 to 2017/18 please see the original DfT dataset - <https://www.gov.uk/government/statistics/national-travel-survey-2018> - National Travel Survey: 2018 Tables, [Table NTS9902](#)

Source: DfT, National Travel Survey, Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)

Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

## Bus Availability – Section to be updated shortly

### Bus availability indicator by settlement type, in England, 2002 to 2012



Bus availability is expressed as the percentage of households where nearest bus stop is within 13 minutes' walk and has a service at least once an hour.

- Between 2002 and 2012 bus availability in *rural villages, hamlets & isolated dwellings* increased from 38 per cent to 49 per cent, with a sharp increase of 8 percentage points between 2011 and 2012. Although bus availability in *rural town & fringe* increased from 75 to 86 per cent between 2002 and 2012, there was a decrease of 3 percentage points between 2011 and 2012.
- Since 2002 bus availability in urban areas has remained at a stable level of 96 – 97 per cent of households.

### Bus availability indicator by settlement type, in England, 2002 to 2012

|  | Percentage |           |           |           |           |           |           |           |           |           |           |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|  | 2002       | 2003      | 2004      | 2005      | 2006      | 2007      | 2008      | 2009      | 2010      | 2011      | 2012      |
| All Urban  | 96         | 97        | 96        | 96        | 97        | 97        | 97        | 97        | 97        | 97        | 96        |
| All rural town & fringe                          | 75         | 79        | 82        | 79        | 80        | 82        | 85        | 82        | 84        | 89        | 86        |
| All rural villages, hamlets & isolated dwellings | 38         | 36        | 42        | 46        | 42        | 45        | 46        | 41        | 40        | 41        | 49        |
| <b>England</b>                                   | <b>90</b>  | <b>91</b> | <b>91</b> | <b>90</b> | <b>91</b> | <b>92</b> | <b>91</b> | <b>91</b> | <b>92</b> | <b>91</b> | <b>91</b> |

#### Notes:

The results are weighted. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population and for the drop off in trip recording. The survey results are subject to sampling error.

Source: DfT, National Travel Survey, Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)

Further information: <https://www.gov.uk/government/collections/national-travel-survey-statistics>