



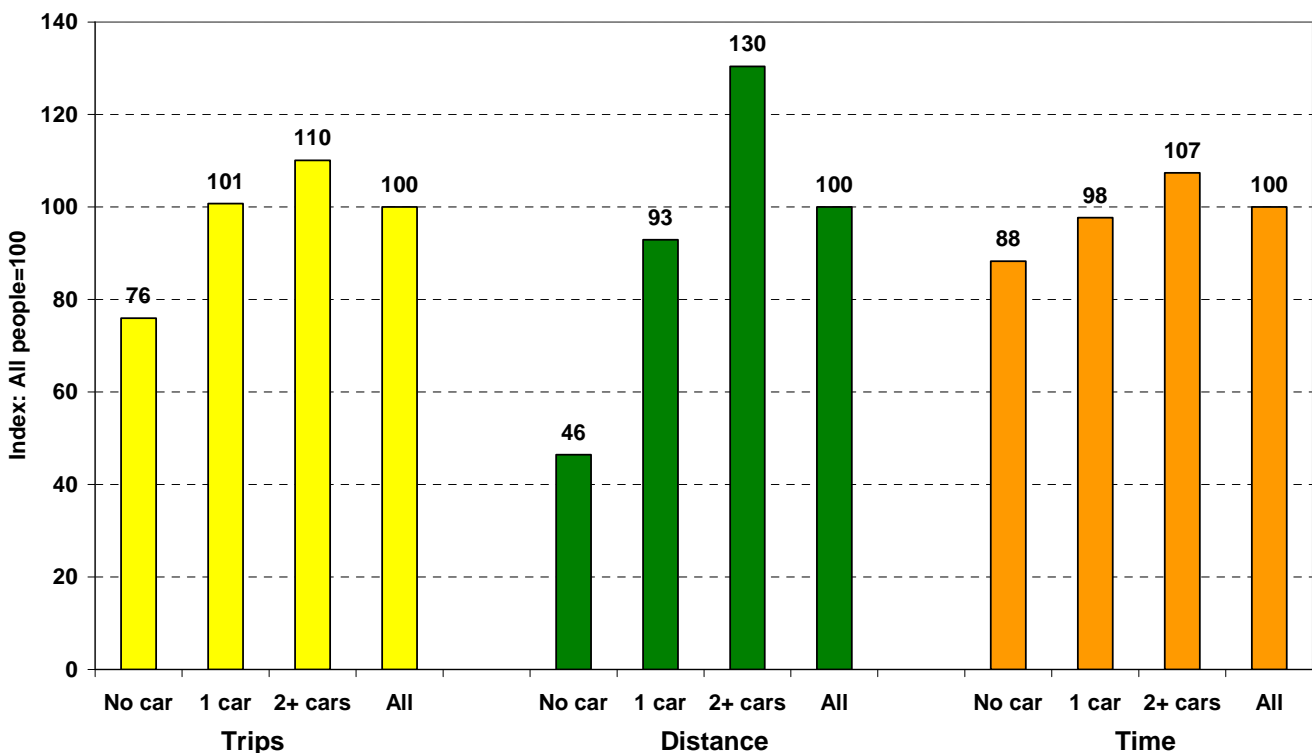
Travel by car availability, income, ethnic group, household type and NS-SEC

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

Car availability

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

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

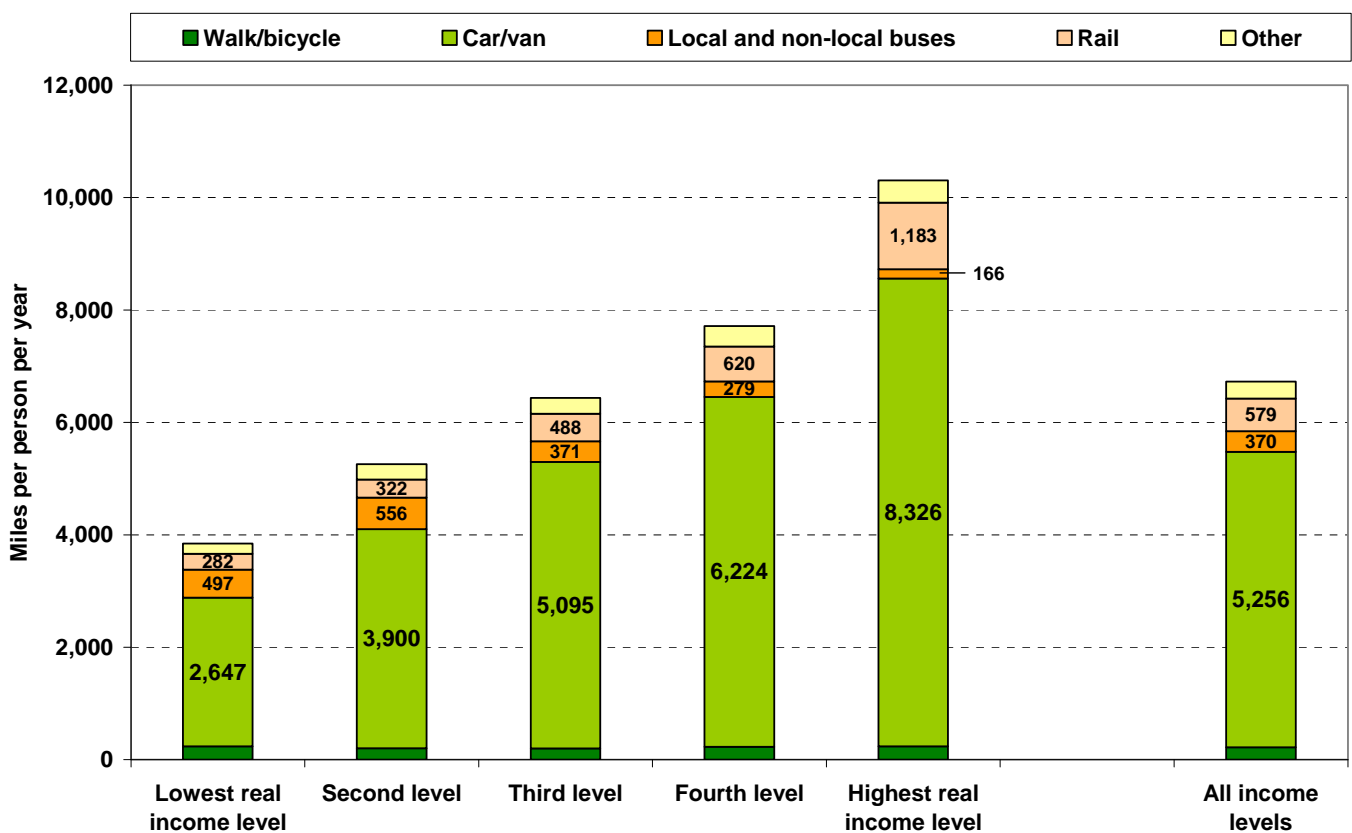


- There are also marked differences in travel between people in car-owning households according to their driving status. In the NTS, each car is identified with a main driver, which is the household member that drives it the farthest in that year. 'Other drivers' are people in car-owning households who have a full driving licence to drive a car but are not main drivers of a household car.
- In car owning households, non-drivers made fewer trips than drivers, though these non-drivers still made 16% more trips than people in households without a car.
- In 2010, people living in households without a car made over 5 times as many trips by bus, four times as many trips by taxi, and over one and a half times as many trips on foot than people in households with a car.

Income group

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

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



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

Household type

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

Ethnic group

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

¹ 2007/10 represents 4 years of combined data.

National Statistics Socio-economic Classification (NS-SEC)

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

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

Background notes

1. Further information about the National Travel Survey can be found at:
<http://www.dft.gov.uk/statistics/series/national-travel-survey>
2. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2010 Technical Report at:
<http://assets.dft.gov.uk/statistics/series/national-travel-survey/nts2010-technical.pdf>
3. A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information and a full list of definitions can be found at:
<http://assets.dft.gov.uk/statistics/releases/national-travel-survey-2010/nts2010-notes.pdf>
4. The NTS collects information on the income band of each household. A weighting factor is applied to account for the number of individuals living within the household and these incomes are deflated to 1990 values using the Retail Price Index. Households are then ranked according to this weighted household income and assigned to one of five income quintiles. See Notes & Definitions for more details.