



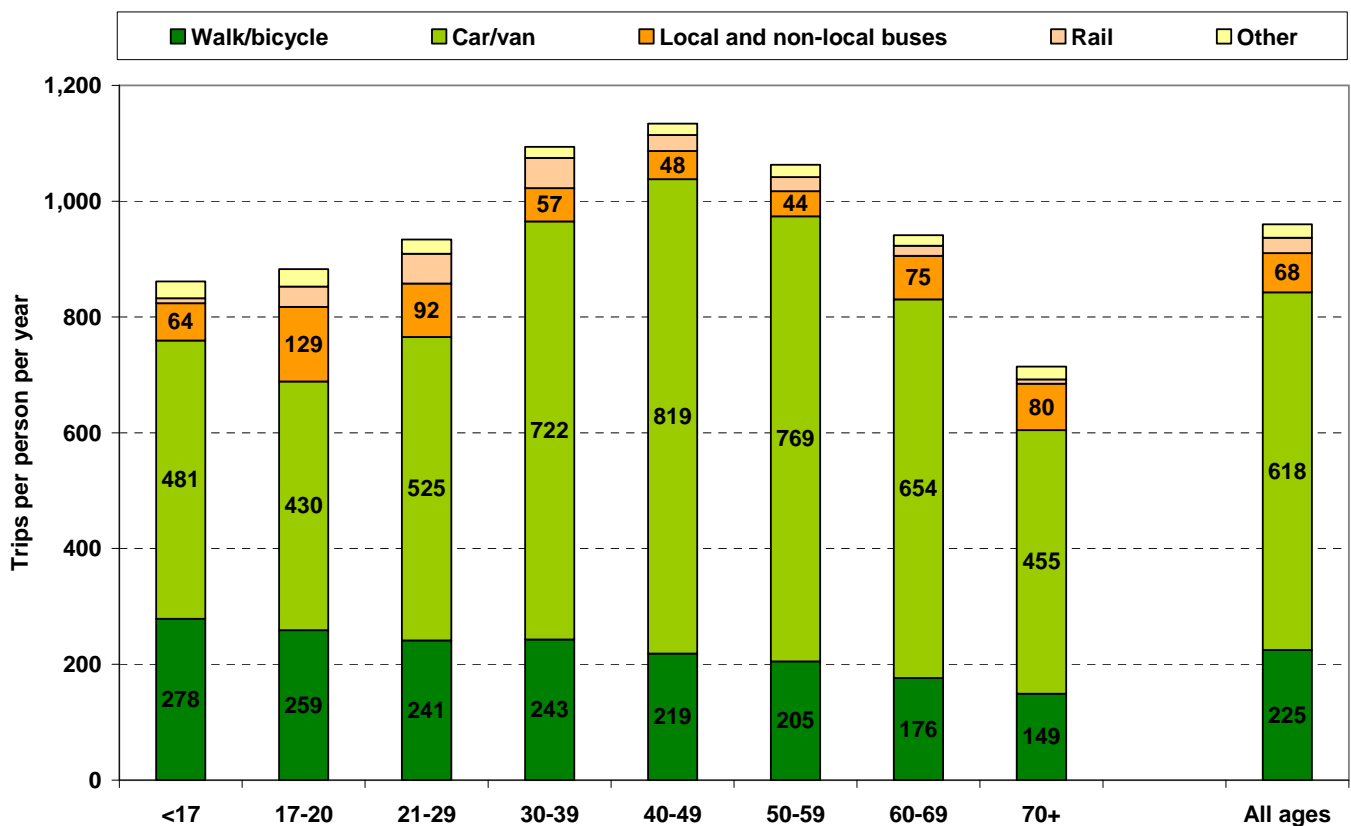
Travel by age and gender

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

Mode and purpose by age and gender

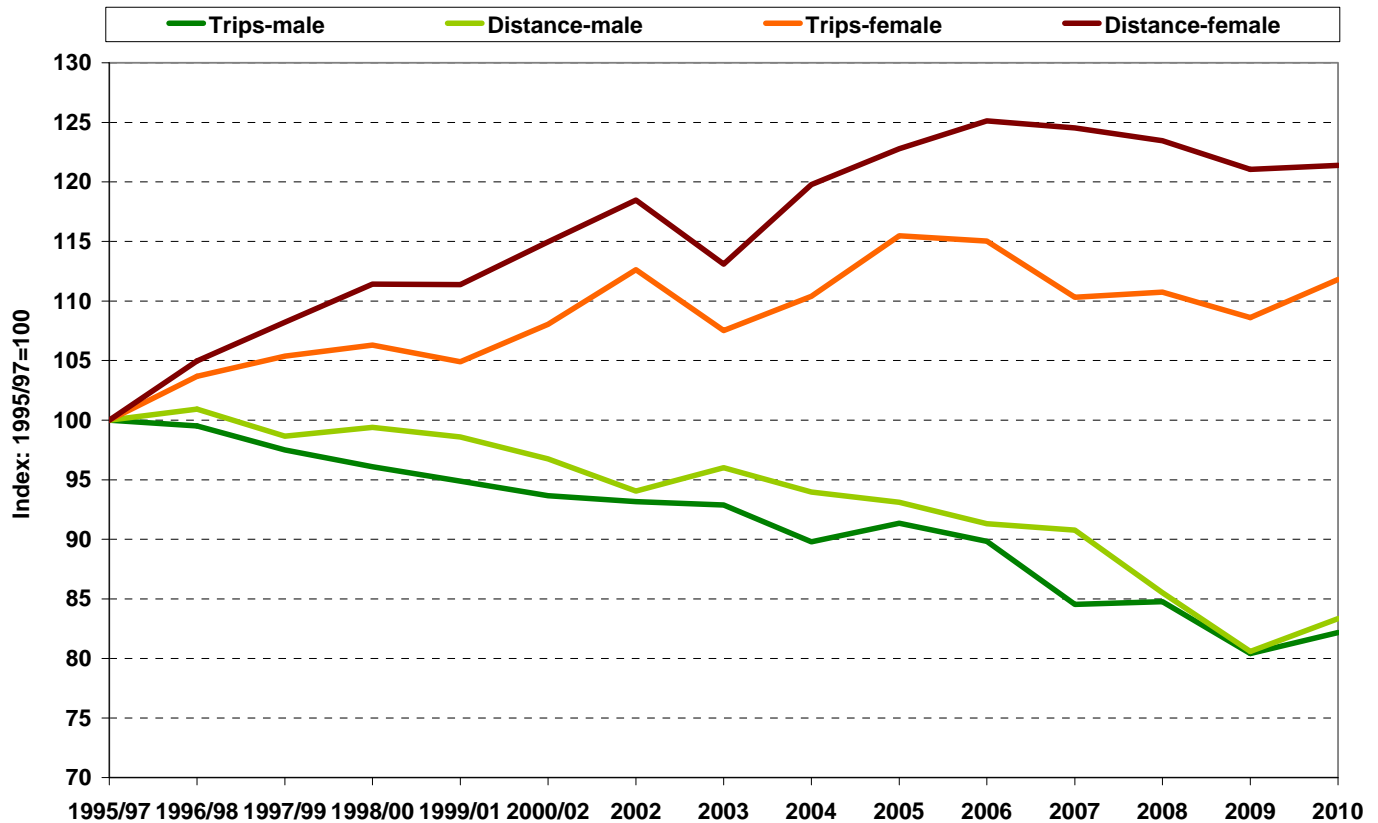
- Children (aged 16 and under) made 56% of their trips as car passengers, with most of the rest on foot. There was little difference in the proportion of usage of different modes by boys and girls, except that bicycle use by boys was almost treble that of girls.
- The amount of trips broadly increases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

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



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

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



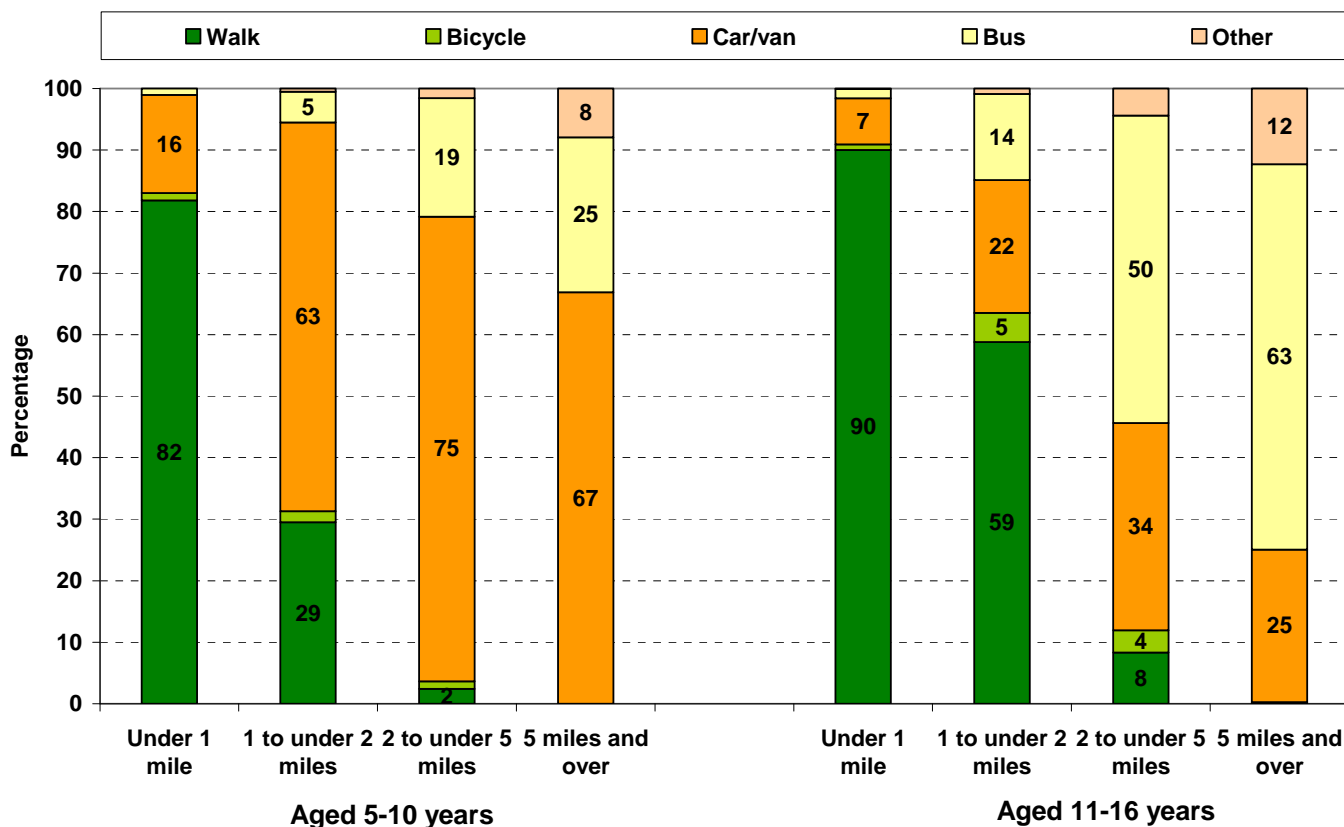
- Adult males made more car driver trips than car passenger trips in all age groups. Females aged 21-69 also made more trips as drivers than as passengers. 72% of trips made by adults 40-59 are made by car compared to only 56% by adults 21-29. 58% of the trips by men aged 70+ were made as car drivers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

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

School travel

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

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



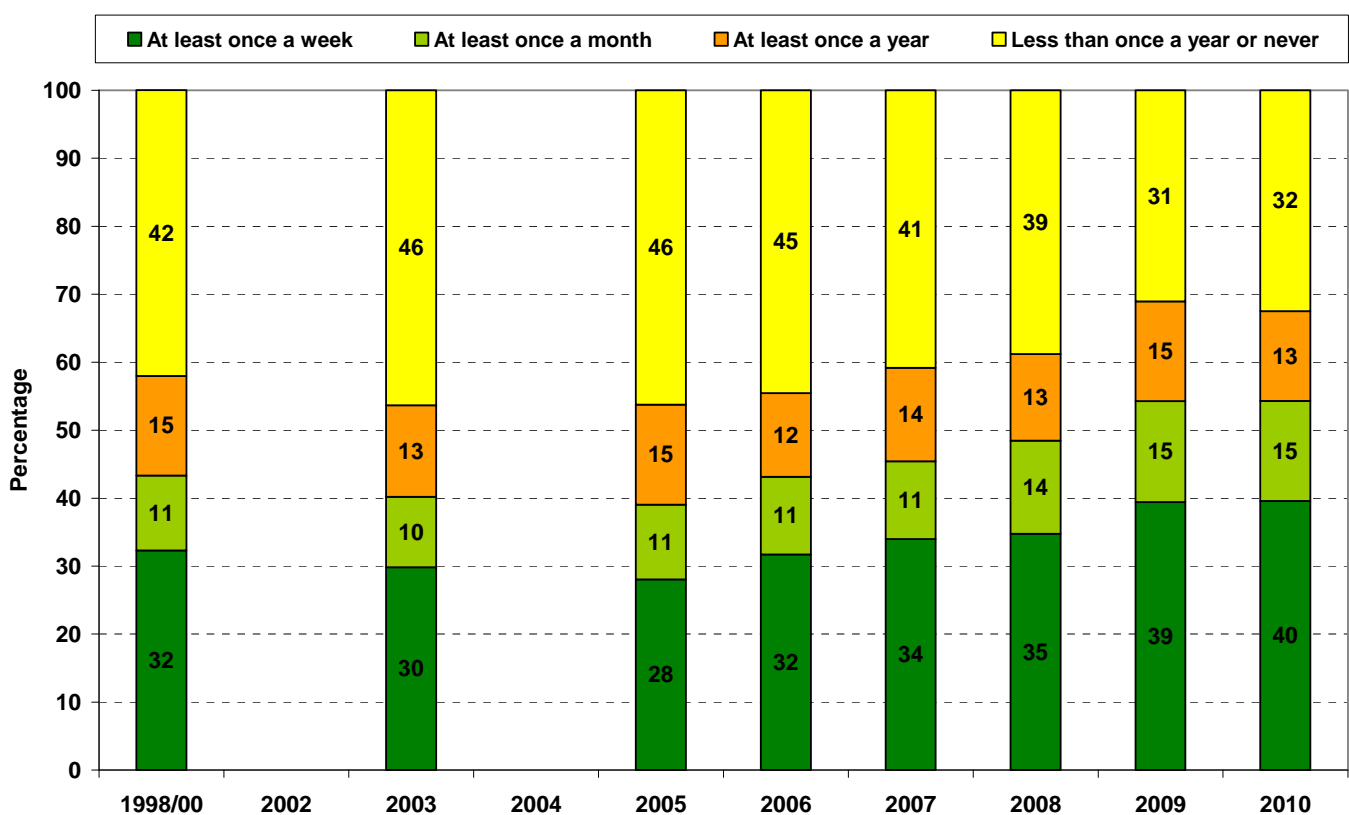
- The average length of a trip to school increased from 2.1 miles in 1995/97 to 2.6 miles in 2010. During this period, the average trip length for primary school children increased from 1.3 to 1.5 miles, and for secondary school pupils from 2.9 to 3.5 miles. This reflects the shift from walking to car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

Concessionary bus travel

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

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

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



- Although the NTS is not explicitly designed to measure short term trends in travel patterns, data on the frequency of local bus use by people aged 60+ strongly suggests there may have been an increase in bus use among this group, corresponding to the increase in concessionary pass take-up. The proportion of people aged 60+ who said they use a local bus at least once a week increased from 28% in 2005 to 40% in 2010. Over the same period the proportion of people in this age group who said they use a bus less than once a year or never fell from 46% to 32%.

Mobility difficulties

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

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

Road Safety

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

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

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

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

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

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

¹ 2007/10 represents 4 years of combined data.

Background notes

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

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

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

<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>