

National Travel Survey: England 2013



Department
for Transport

Trip rates have been falling steadily since 1995/97. On average each person made 923 trips in 2013 – the lowest trip rate recorded.

The main modes which contributed to the falling trip rate were walking trips under one mile and car trips. The largest falls by trip purpose were shopping, visiting friends and commuting.

Chart 1: Average number of trips by selected private transport modes - index: England, 1995/97 to 2013 [NTS0103]

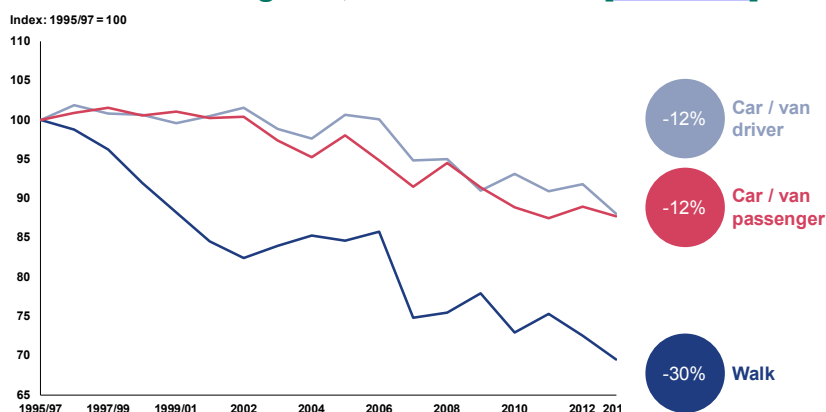
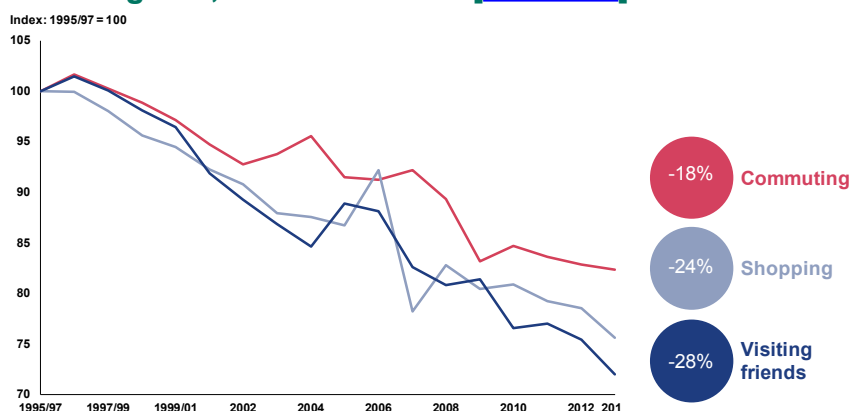


Chart 2: Average number of trips by selected purposes - index: England, 1995/97 to 2013 [NTS0403]



About this release

The 2013 National Travel Survey (NTS) is the latest in an established series of household surveys of personal travel. The survey is primarily designed to track long-term development of trends in travel, although short-term changes can also be detected.

This release presents information on personal travel by residents of England travelling within Great Britain during 2013. Previous publications also covered residents of Scotland and Wales. However following the public consultation conducted in 2011 residents of Scotland and Wales are no longer part of the NTS sample.

NTS data is collected via two main sources - interviews with people in their homes, and a one week travel diary. The NTS covers travel by all age groups, including children. In 2013, diary data was collected from 6,830 households, covering over 16,000 individuals.

In this publication

Trends in personal travel	p2
How we travel	p4
Why people travel	p12
Driving licences/vehicles	p19
Road safety	p23
Background notes	p25

A one page 'key facts' infographic, over 100 results tables, Notes & Definitions and a Technical Report to accompany this release are available at:

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

RESPONSIBLE STATISTICIAN: Lyndsey Melbourne 020 7944 6594

FURTHER INFORMATION: Media: 020 7944 3231 Public: 020 7944 3097 Email: national.travelsurvey@dft.gsi.gov.uk

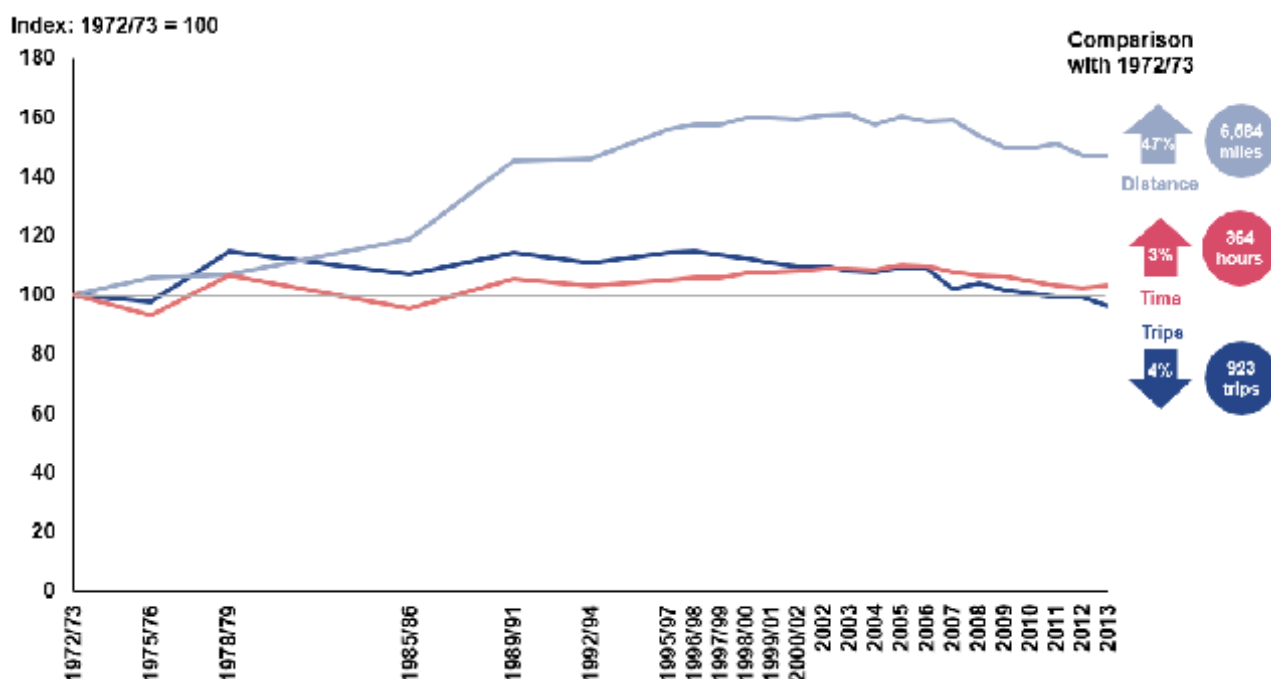
Trends in personal travel

Trends since the early 1970s

The **average distance** people travel per year has increased by 47%. Most of this growth occurred during the 1970s and 1980s (see chart 3) and was largely due to an increase in **average trip lengths**, which have risen by 52% since the early 1970s.

Trip rates increased until the mid-1990s, but have since fallen and are below the 1970s level. However, **trips of over one mile** have increased by 27% since the early 1970s. Since the late 1990s, the average distance travelled and average trip lengths have generally levelled off.

Chart 3: Long-term trends in trips, distance and time - index: England, 1972/73 to 2013 [NTS0101]



Note: NTS data from 1995 onwards are weighted, causing a one-off uplift in trips and distance travelled between 1992/94 and 1995/97. Data prior to 2002 are based on combined survey years as the annual sample size was smaller. Data prior to 1989 are for all Great Britain residents. Time series comparisons of personal travel in the rest of this Statistical Release will mainly be based on 1995/97 or 2002 to 2013 and for England residents only.

What travel is included in the NTS?

The NTS only includes personal travel by private household residents of England along the public highway, by rail or by air within Great Britain.

Commercial travel to deliver goods, or to convey a vehicle or passengers is not included.

What is a trip?

The basic unit of travel in the National Travel Survey is a trip, defined as a one-way course of travel with a single main purpose.

What are trip rates?

Trip rates are the 'average' number of trips per person per year, and are calculated based on whether a person makes that type of trip or not.

Trends since 1995/97

Between 1995/97 and 2013 there was a steady falling trend in **trip rates**. In 2013, on average each person made 923 trips per year, compared with 1,094 in 1995/97 – a fall of 16% and the lowest trip rate recorded. For trips over one mile in length, there was a fall of only 6%.

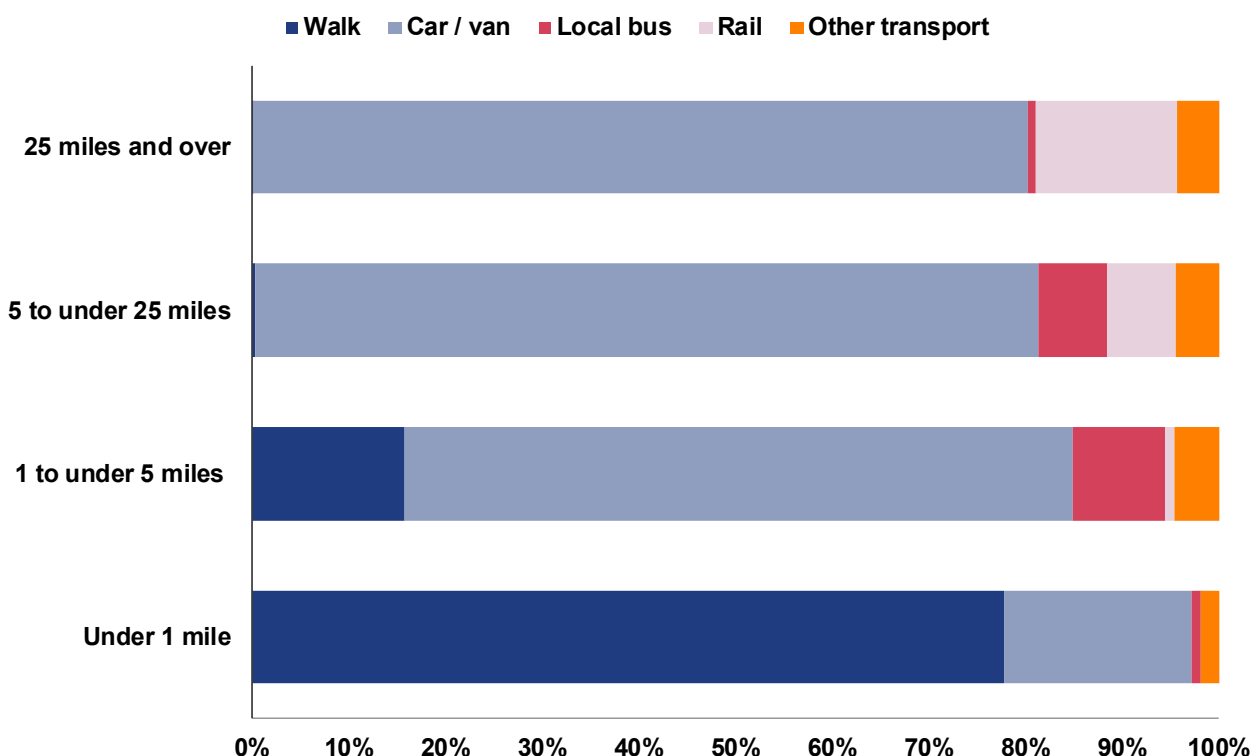
The **average distance** travelled per person per year was 6% lower in 2013 than in 1995/97 – 6,983 miles compared with 6,584 miles. Distance travelled peaked in 2003 at 7,202 miles.

The **average trip length** increased by 12% from 6.4 miles in 1995/97 to 7.1 miles in 2013.

Time spent travelling has remained fairly static over time at around an hour a day. In 2013, residents of England spent an average of 364 hours per year travelling compared to 372 hours in 1995/97. **Average trip time** has increased by 16% over the period, from 20.4 minutes to 23.7 minutes.

Of all trips made in 2013, 18% were less than one mile in length, 67% less than 5 miles and 95% were less than 25 miles. Chart 4 shows how mode share varies by length of trip.

Chart 4: Mode share - average number of trips by main mode and distance:
England, 2013 [[NTS0308](#)]



How we travel

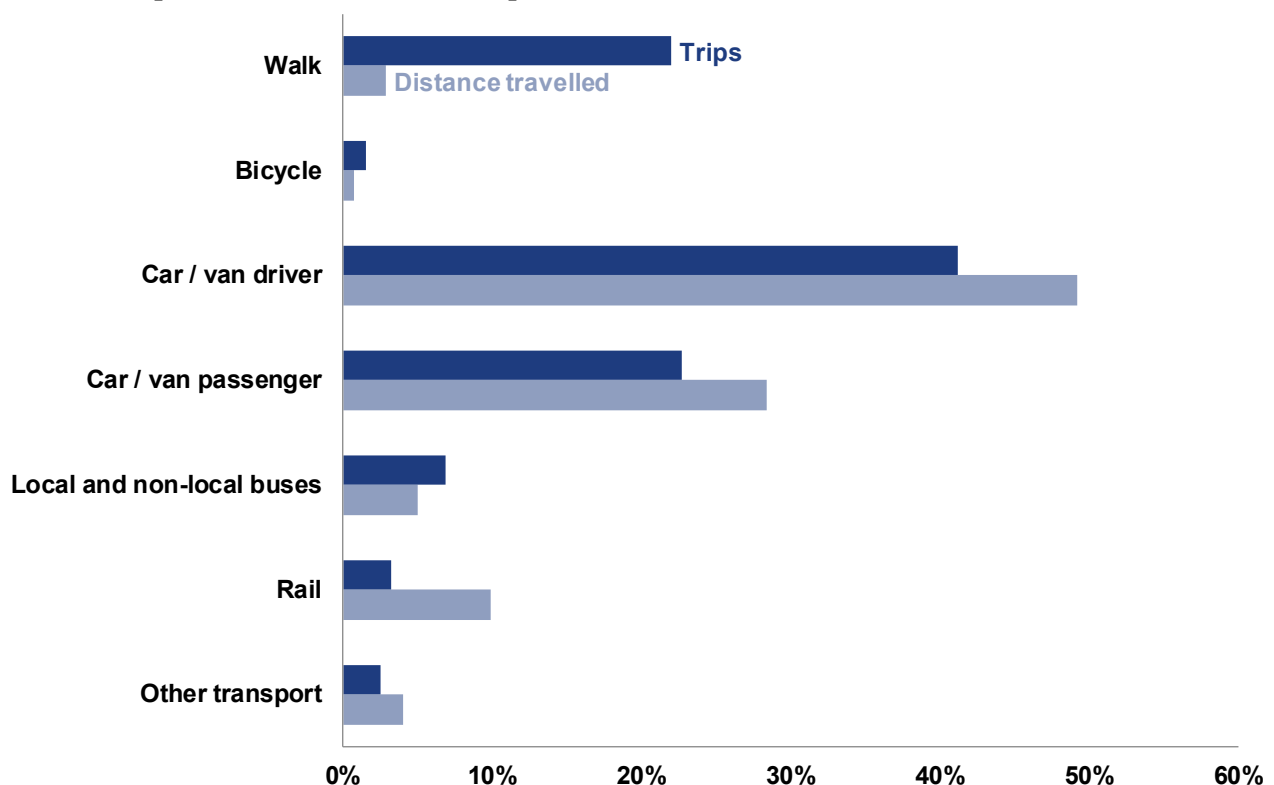
This section presents statistics on the use of different transport modes in 2013 by residents of England and changes over time.

Chart 5 shows the proportion of all trips by different transport modes. 64% of all trips were made by car (as a driver or passenger) in 2013. Walking trips accounted for 22% of all trips. Therefore, two transport modes – car and walking – accounted for 86% of all trips in 2013.

Car travel again forms the largest proportion when the mode share chart is presented in terms of distance travelled. In 2013, 77% of total distance travelled was by car.

Buses (both local and non-local) accounted for a greater proportion of all trips than rail (both surface rail and London Underground) at 7% and 3% respectively. However, as local bus trips on average are shorter in length, bus trips overall accounted for only 5% of total distance travelled whereas rail accounted for 10%.

Chart 5: Mode share - average number of trips and distance travelled:
England, 2013 [[NTS0301](#) and [NTS0302](#)]



The largest downward contributions to the overall decrease in trip rates recorded between 1995/97 and 2013 have come from two transport modes: walking and car (as a driver or passenger).

The average number of trips per person per year broadly increases with age up to 40-49 years and then decreases among older age groups. Overall, women make more trips than men in a year on average, but men travel further.

Private modes of transport

In 2013, 89% of all trips were by private transport modes. Trips by private transport modes have decreased by 18% since 1995/97.

Presenting the trip rate as indices means that the change in the number of walking trips since 1995/97 can be compared with the change in other private transport modes such as car travel (as a driver or passenger).

What are private modes?

Private modes of transport are walk, bicycle, car, motorcycle, private hire buses, minibus, motorcaravan and dormobile.

Walking and car trips

Chart 6: Average number of trips by selected private transport modes - index: England, 1995/97 to 2013 [\[NTS0103\]](#)

Index: 1995/97 = 100

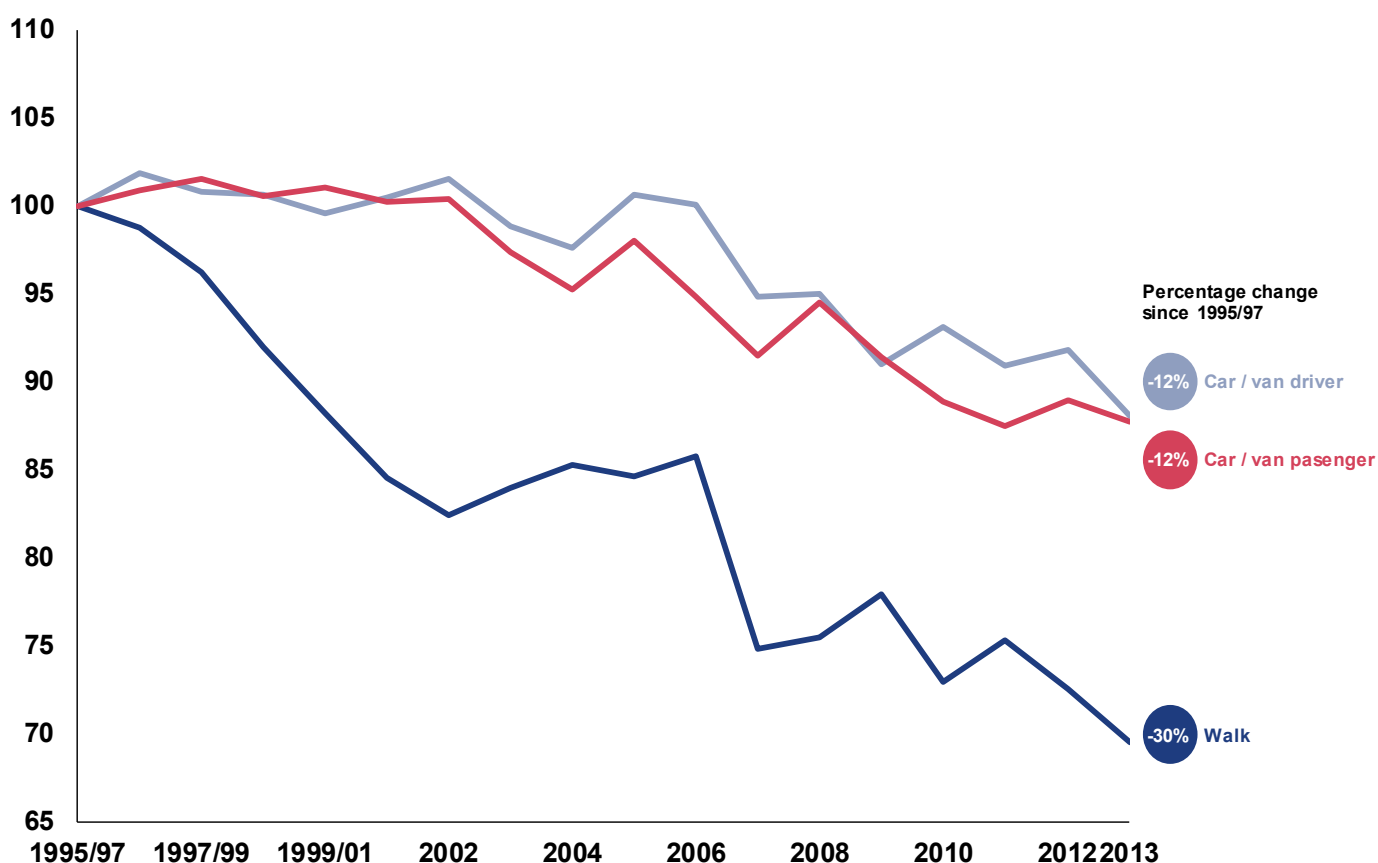


Chart 6 shows that walking trips in particular have fallen significantly over time from 292 trips per person per year in 1995/97 to 203 trips in 2013, a 30% decrease. The 2013 walking trip rate was the lowest over this period and when asked, 20% of respondents said that they walk for 20 minutes or more less than once a year or never.

Of all trips less than one mile in length 78% were walking trips.

Between 1995/97 and 2013 the average number of car driver trips and passenger trips both decreased by 12%. Across the same period, the average distance travelled by car driver also decreased by 12% from 3,660 miles per person per year to 3,235 miles. In terms of time spent travelling, each person, on average, spent 212 hours travelling by car (as a driver or passenger) in 2013 compared with 225 hours in 1995/97.

Changes in car usage tend to be affected by wider economic factors, such as the state of the economy and fuel prices, which influence car ownership and the trip behaviour of car users. Increases to the cost of motoring could also be expected to have a negative effect on car use.

These factors are all likely to have affected car use since 1995/97. Although the NTS has shown a 12% decrease in car driver distance travelled per person over this period, accounting for population growth in England would illustrate a smaller decline in total distance travelled by car.

Consultation

Details of the Department's consultation on improving the collection of short walk data in the NTS, which will run from 24 July until 4 September 2014, are available at:

<https://www.gov.uk/government/consultations/national-travel-survey-walking-data>

Other Sources

The volume of road traffic from DfT's Road Traffic Statistics are available at: <https://www.gov.uk/government/collections/road-traffic-statistics>

The NTS can be used to show car use by gender and a divergent trend in car use can be seen for men and women. Men drive around twice as many miles per year, on average, as women (4,209 miles compared with 2,291 miles). However, since 1995/97 the average number of car driver trips by men has fallen by 23% and average distance travelled by 22%. This compares to a 4% increase in car driver trips and a 15% increase in distance travelled by women. The trend in car usage by men and women are closely related to the differences in licence holding.

Bicycle trips

Counting bicycle stages rather than trips allows us to include journeys that involve a bicycle but where this is not the main form of transport (for example, cycling to a railway station to then catch the train).

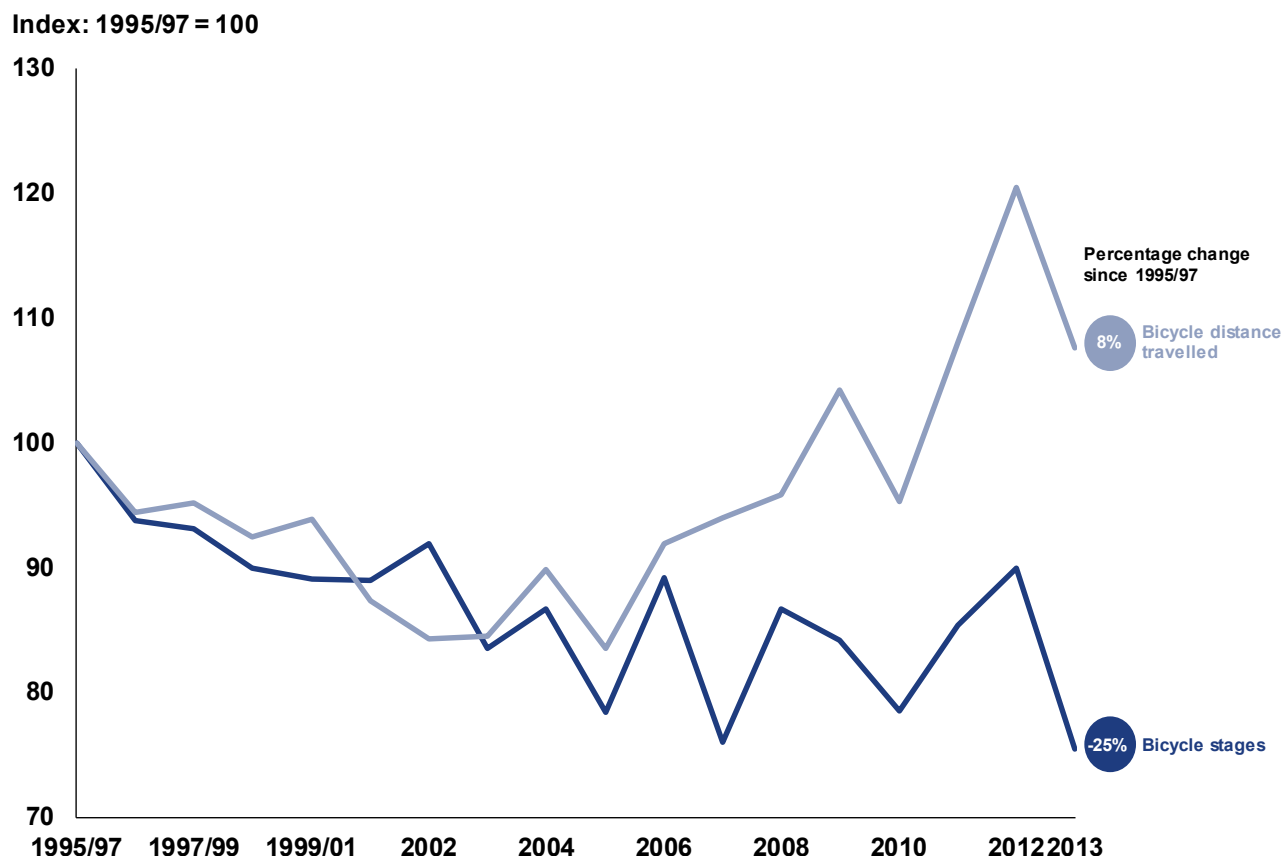
In 2013, 1% of all stages were made by bicycle. Between 1995/97 and 2013 the average number of bicycle stages per person per year has fallen from 20 stages in 1995/97 to 15 stages in 2013; a fall of 25%.

What is a stage?

The basic unit of travel in the National Travel Survey is a trip, which consists of one or more stages. A new stage is defined when there is a change in the form of transport.

However, due to the relatively small number of cyclists in the NTS sample there is annual volatility in the cycling data and bicycle stages as a proportion of all stages generally fluctuates between 1% and 2%. Looking at cycling activity in terms of average distance travelled tells a different story when compared with the decline in the average number of cycling stages.

Chart 7: Average number of bicycle stages and distance travelled:
England, 1995/97 to 2013 [[NTS0103](#) and [NTS0105](#)]



Average distance travelled by bicycle increased by 8% from 46 miles per person per year in 1995/97 to 49 miles in 2013. The average distance travelled by bicycle by London residents has increased by 55% since 1995/97.

Public modes of transport

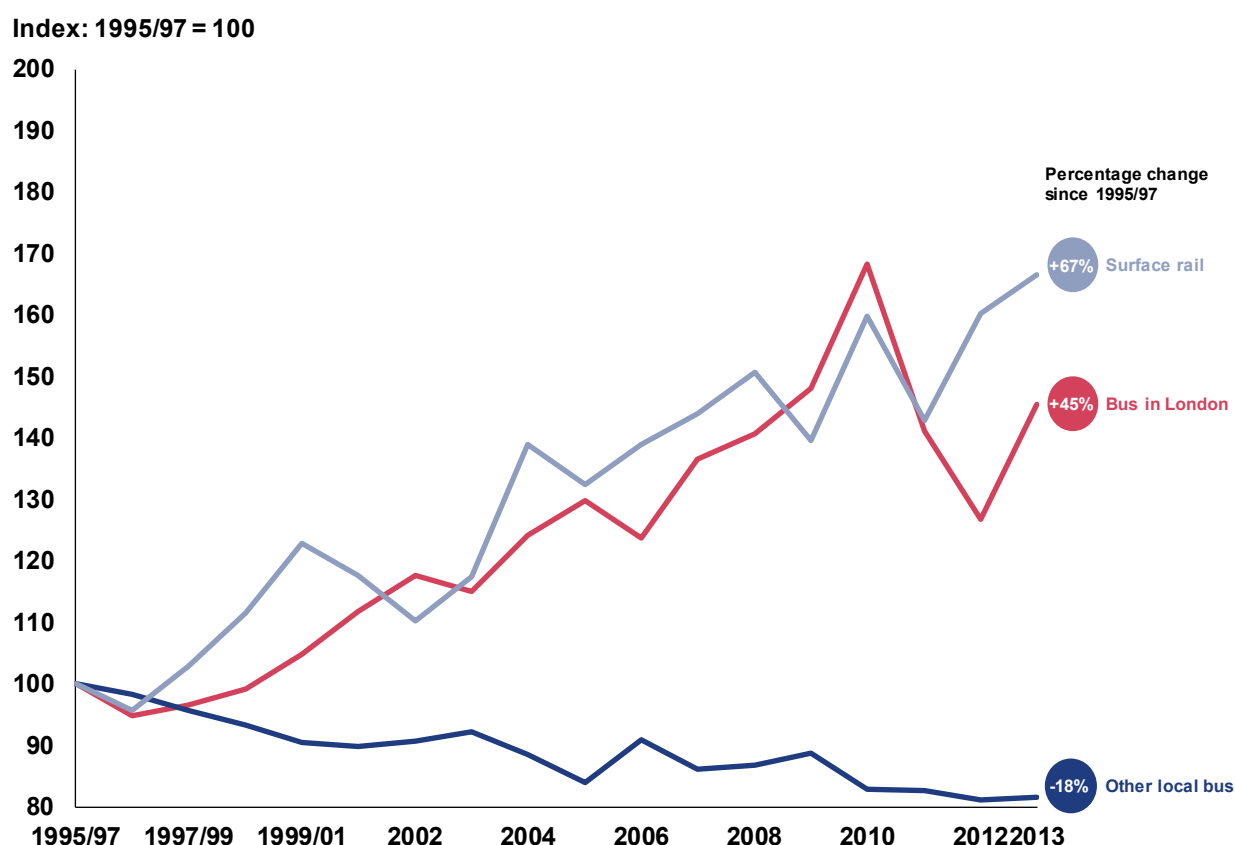
Public transport's share of all trips has increased slightly from 9% in 1995/97 to 11% in 2013. In 1995/97, on average, each person made 100 public transport trips per year compared with 106 public transport trips in 2013, an increase of 6%.

The largest upward contributions to the increase in public transport's share of all trips has come from London buses and surface rail. Chart 8 shows that the average number of London bus trips (**red** line) and surface rail trips (**grey** line) has increased by 45% and 67% respectively, between 1995/97 and 2013. Other local bus (buses outside of London) trips have decreased by 18%.

What are public modes?

Public modes of transport are local bus in London, other local bus, surface rail, London Underground, light rail taxi, domestic air and ferry.

Chart 8: Average number of trips by selected public transport modes - index:
England, 1995/97 to 2013 [NTS0104]



In 2003, 52% of respondents said that they use surface rail less than once a year or never. In 2013 this had fallen to 41%.

In terms of average distance travelled, London bus has increased by 68%, surface rail by 66% and other local bus has shown a small decline of 1%.

The NTS shows that bus use, as a proportion of all trips, was highest among those aged 17-20, accounting for 18% of all trips in this age group.

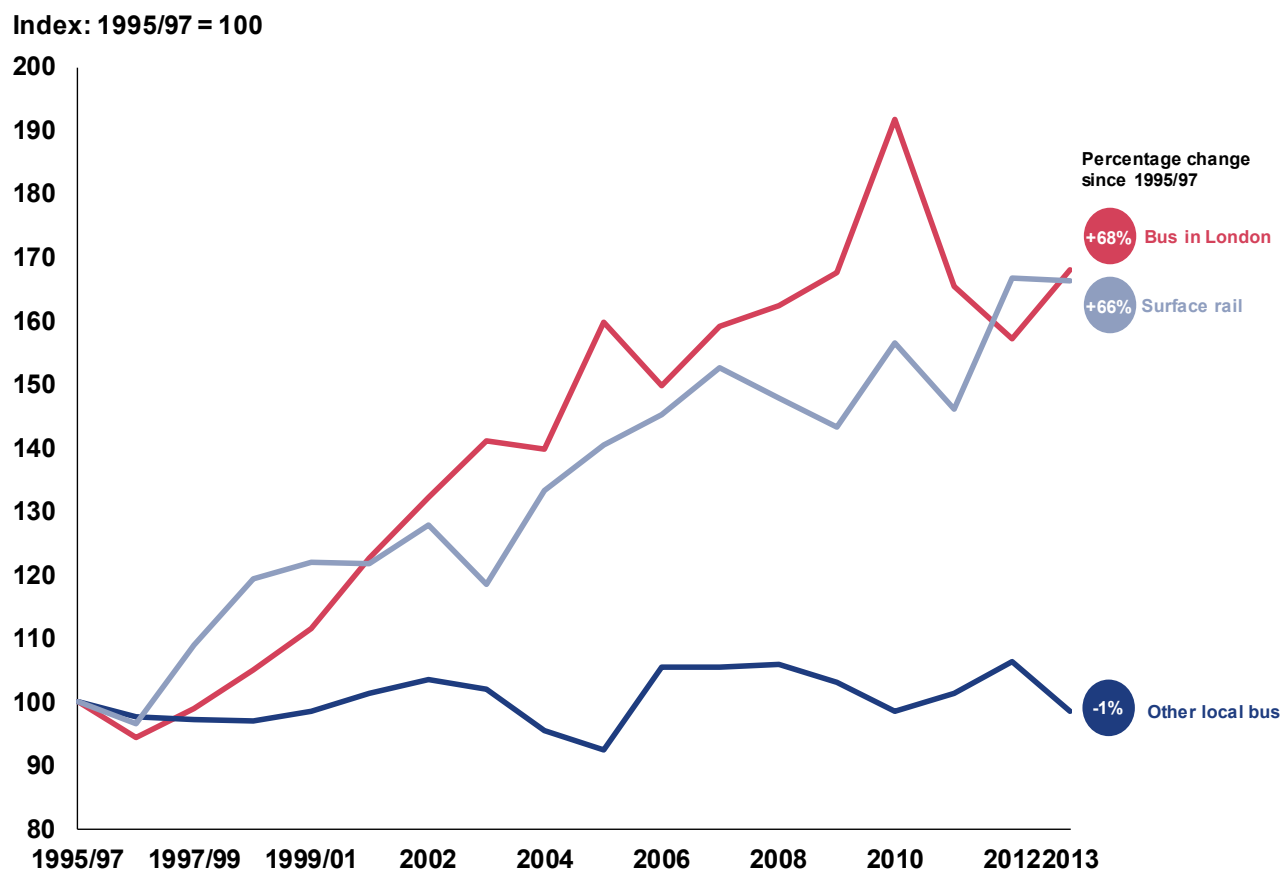
The next highest proportion was for those aged 60+, reflecting the availability of concessionary travel schemes for older passengers. In 2013, 76% of eligible older people in England had a concessionary pass (79% of women and 73% of men).

The region with the highest take-up rate is London with 87% of eligible residents holding a concessionary pass. Overall, there is considerable variation between take-up rates in urban and rural areas with 57% take-up in the most rural areas (rural villages, hamlets and isolated dwellings) compared with 83% in urban conurbations.

Other Sources

- Bus Statistics (DfT): <https://www.gov.uk/government/collections/bus-statistics>
- Rail statistics (ORR): <http://dataportal.orr.gov.uk/>
- London Underground (TfL): <http://www.tfl.gov.uk/corporate/about-tfl/publications/1482.aspx>

Chart 9: Average distance travelled by selected public transport modes - index:
England, 1995/97 to 2013 [NTS0106]



Long distance trips

In 2013 long distance trips represented 2% of all trips. Over the 5-year period 2009 to 2013, 80% of all long distance trips were made by car, a further 15% by rail, and 4% by bus/coach. Air travel was the majority mode only for domestic trips over 350 miles.

What is a long distance trip?

A long distance trip is defined as a trip within Great Britain with a distance of 50 miles or more (actual distance travelled).

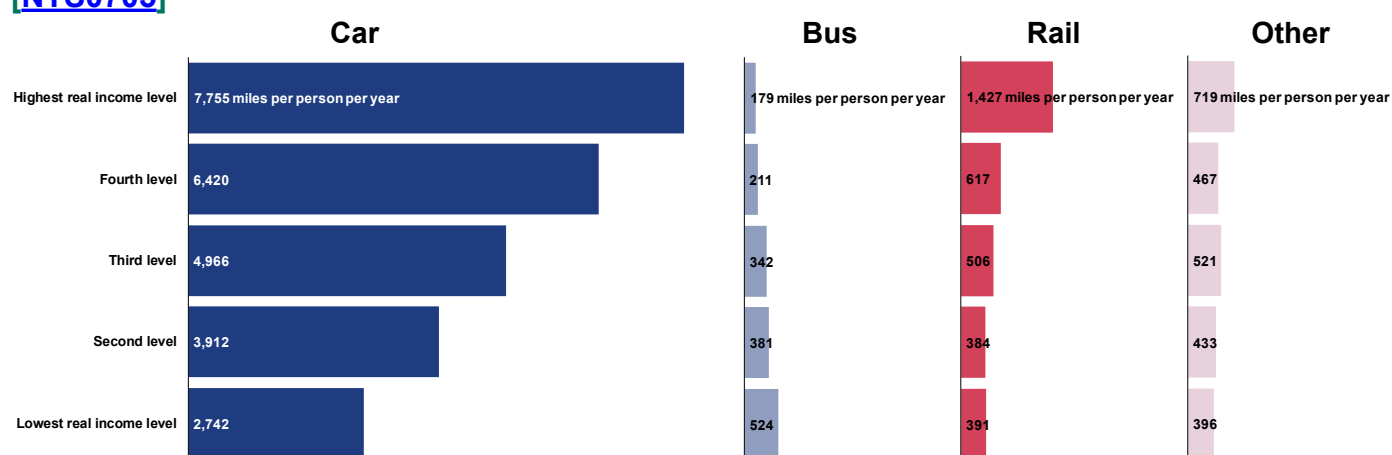
In 2013, 45% of people said they had made at least one international flight in the last 12 months, with 10% flying abroad three or more times.

How income influences how people travel

Both the number of trips a person makes in a year and the distance they travel are strongly influenced by their income. In 2013, on average, people in the highest household income quintile group made 25% more trips than those in the lowest income group and travelled over two times further (about 6,000 miles more). This is related to differences in car availability.

Car travel accounts for the greatest proportion of trips and distance travelled by people in every household income quintile. In 2013, 47% of trips made by those in the lowest income group were by car compared with 68% among the highest group. Households in the highest income group also travelled almost three times further by car than the lowest group (see chart 10).

Chart 10: Average distance travelled by household income quintile and mode: England, 2013
[NTS0705]



Public transport use, as a proportion of all trips, is highest in the lowest income quintile (19%) but for people in different income groups there is a difference in the type of public transport used.

From the lowest to highest income quintile group, the average number of trips by bus decreases (116 bus trips per person per year in the lowest group compared with 33 bus trips in the highest). However, rail use is highest in the top income group with around three times more rail trips than the lowest group.

On average, those in managerial or professional occupations in 2013 made the most trips (1,055 per person per year) and travelled further (9,854 miles per person per year). People who had never worked or were long-term unemployed made the fewest trips and travelled the least distance (657 trips and 3,405 miles on average per year).

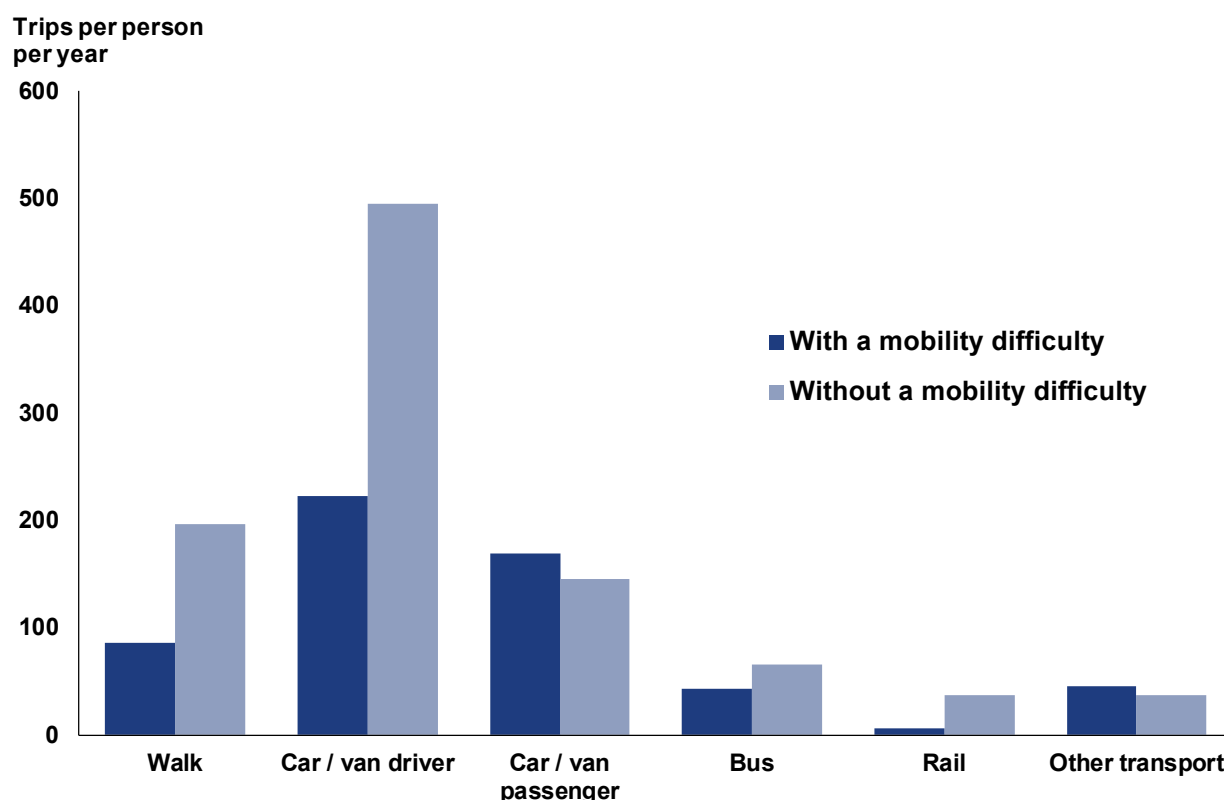
Adults (aged 16+) in managerial or professional occupations travelled the farthest by car (7,803 miles) and by rail (1,245 miles). People that had never worked or were long-term unemployed made over twice as many bus trips than those in managerial or professional occupations.

How a persons mobility influences how they travel

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

Overall, 11% of adults reported having a mobility difficulty in 2013. The proportion of adults with mobility difficulties increases greatly with age. 31% of individuals aged 70+ had problems walking or using a bus, compared with 3% 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 living to very old age.

Chart 11: Average number of trips by mobility status and main mode:
England, 2013 [NTS0709]

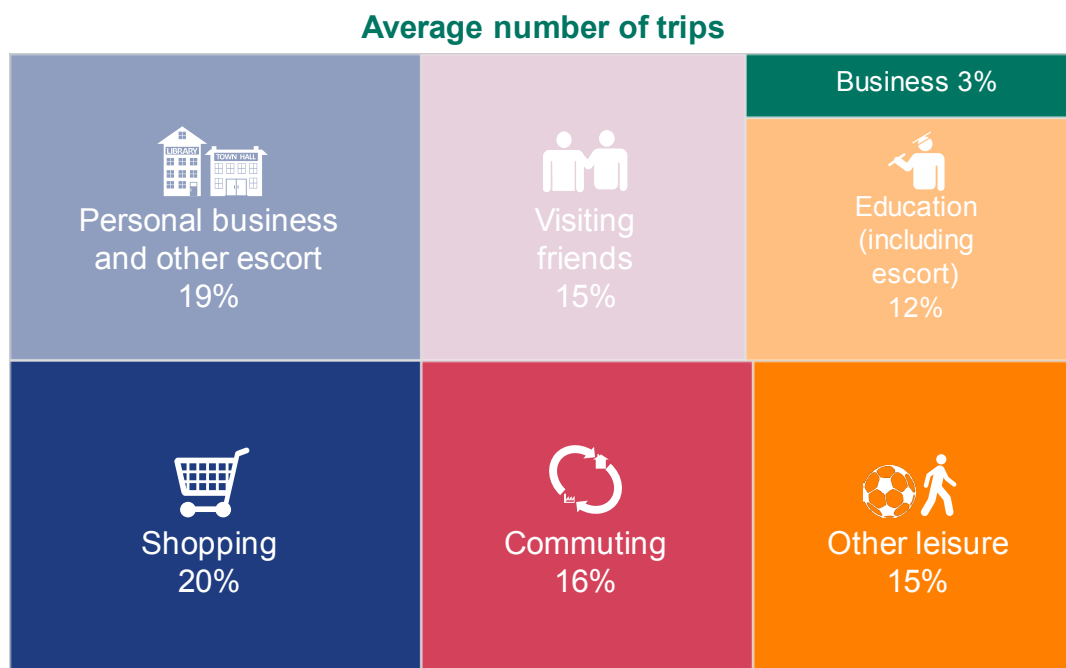


Those reporting mobility difficulties make fewer trips, on average, across all age groups. This is largely due to fewer trips as a car driver or by walking. People with mobility difficulties also make fewer commuting, education or leisure trips on average, partly reflecting the age profile.

Why people travel

This section presents statistics on why residents of England travelled in 2013. These statistics also include how people chose different modes of transport for different trip purposes, and how these choices differ by gender, age and area of residence.

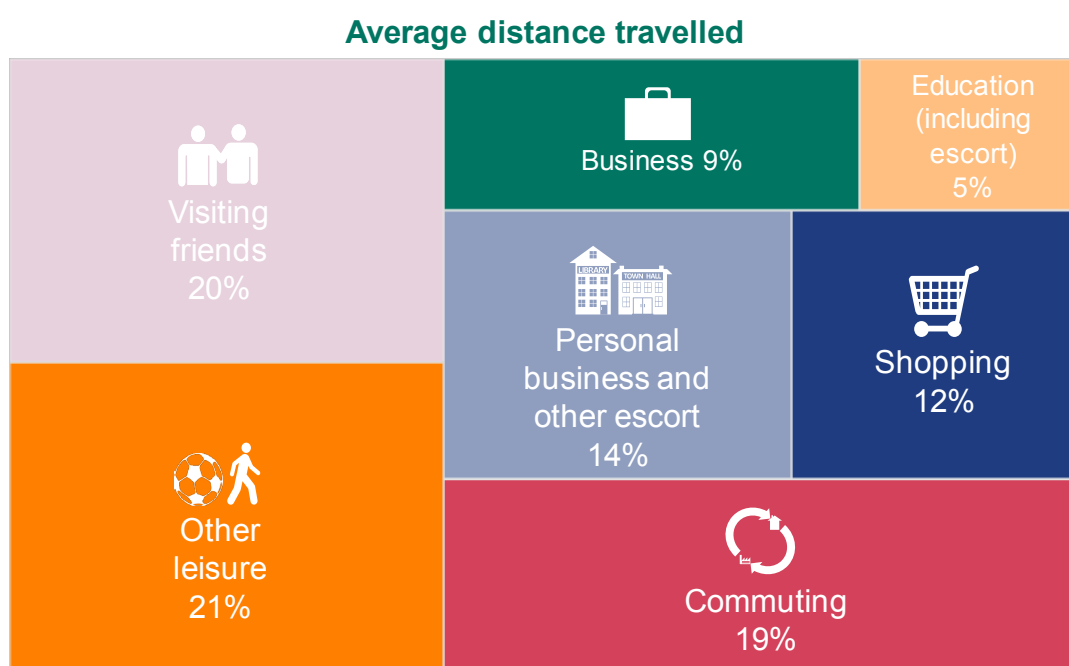
Chart 12: Purpose share - average number of trips: England, 2013 [\[NTS0401\]](#)



In 2013, the most common trip purpose was shopping, which accounted for 20% of all trips, followed by personal business and other escort trips with 19% of all trips.

The least common trip purposes were for education (12% of all trips) and business (3% of all trips).

Chart 13: Purpose share - average distance travelled: England, 2013 [\[NTS0402\]](#)



In 2013, the trip purpose with the highest share of distance travelled was other leisure with 21% of all trips - this purpose mostly consisted of travel for entertainment purposes, sport, holidays and day trips. A further 20% of distance travelled was to visit friends.

19% of all distance travelled was for commuting purposes, whilst education trips only represented 5% of all distance travelled.

Shopping Trips

Although shopping was the most common reason for travelling, this purpose accounted for only 12% of the total distance travelled in England in 2013 – the average distance of a shopping trip was 4.3 miles, compared with a distance of 7.1 miles for the average trip of any purpose.

The average person made 180 shopping trips, travelling on average 769 miles, in 2013. These figures are 24% and 14% lower respectively, than the same figures for 1995/97. The decrease in shopping trips has been the largest overall contributor to the 16% fall in all trips recorded between 1995/97 and 2013.

Chart 14: Shopping trips by main mode: England, 2013 [\[NTS0409\]](#)



Two thirds of all shopping trips are made by car, representing 119 trips per person per year. 62% of all shopping trips begin between the hours of 0900 and 1500 (Monday to Friday only).

Saturday has the highest number of shopping trips per day, with 21% of all shopping trips being made on a Saturday. Shopping trips also represent 31% of all trips made on a Saturday. Sunday is the day with the least shopping trips.

On average, women made 36 more shopping trips than men in 2013. Shopping trips accounted for 21% of all trips made by women, compared with 18% for men.

The only age group where men made more shopping trips than women was for those aged 70 and over – 312 per man per year, compared with 252 for women. However shopping trips still accounted for a higher proportion of all trips made by women aged 70 and over (39%) compared with men (38%).

Residents of London made on average 46 fewer shopping trips per person per year compared with residents outside of London. People living in the South West made on average the most shopping trips (202 per person per year).

Residents of London also travelled the shortest distance for shopping trips (2.9 miles) compared with people in the East Midlands who on average travel further to shop than residents of any other English region (5.0 miles). However, residents of London travelled for the longest time per shopping trip (20 minutes). The average duration per shopping trip for residents outside of London was 17 minutes.

Commuting and Business Trips

What is a commuting trip?

In the NTS a commuting trip is defined as a trip from home to work, or from work to home.

In 2013, 16% of trips were for commuting, while 19% of the average distance travelled per person per year was for commuting purposes.

On average, a person made 145 commuting trips, travelling 1,279 miles, in 2013. These figures are 18% and 11% lower respectively, than the same figures for 1995/97. The decrease in commuting trips has been a large contributor in the 16% fall in all trips recorded between 1995/97 and 2013. Part of this decrease is likely to be related to the increase in the proportion of people who work at home and changes in employment status.

Commuting distances have increased between 1995/97 and 2013. In 2013 the average commuting distance was 8.8 miles. This is 0.6 miles further than the average for 1995/97, but is slightly lower than the peak of 9.1 miles in 2010. The duration of the average commuting trip has also increased from 24 minutes to 29 minutes between 1995/97 and 2013.

What is a business trip?

Business trips are defined as those made in the course of work, provided that the purpose of the trip is for the traveller to reach a destination. They do not include commercial travel, such as trips to deliver goods, or to convey a vehicle or passenger - these types of trips are not covered by the NTS.

Just 3% of trips were for business purposes in 2013, however they accounted for 9% of all distance travelled.

On average, a person made 30 business trips, travelling 620 miles, in 2013.

Both the number of business trips made and the distance travelled on business trips were lower in 2013 than the comparative figures for 1995/97. The drops in these figures occurred after 2007; around the time that the financial crisis occurred.

Chart 15: Commuting/business trips by main mode: England, 2013 [NTS0409]



Most commuting and business trips are made by car (69%), with walking and rail travel accounting for a further 9% each.

There were two peak periods when 68% of all commuting trips begin (Monday to Friday only); the first between 0600 and 0859, the second between 1600 and 1859. For business trips there was a different pattern - 42% of all business trips began during these morning and afternoon periods, with a further 50% occurring between the morning and afternoon peaks, reflecting the standard working hours in England.

Men tend to make both more commuting and business trips than women, on average making 165 commuting trips and 38 business trips per person per year in 2013, compared with 126 and 22 respectively for women. This is likely to be a result of a higher proportion of women working from home compared with men and the higher employment rate for men.

Men also travel almost twice the commuting distance that women travel in a year – 1,692 miles compared with 879 miles - and over 3 times the business trip distance that women travelled – 956 miles compared with 295 miles per person per year in 2013.

Residents in the East of England commuted further than residents of any other English region, on average commuting 1,672 miles per person per year – 377 miles further than the average for England. They also travelled further for business compared with any other region, travelling 807 miles per person per year on average – 207 miles further than the England average.

People living in the North East travel less distance for commuting than any other region (1,044 miles per person per year) which may be partly related to the fact that they also make the fewest commuting trips on average (140 per person per year). Residents of London make more commuting trips than residents of any other region, making on average 153 trips per person per year. However, residents of London travel the least distance for business.

Other Sources

The Labour Force Survey and the 2011 Census both have information on commuting.

LFS: <https://www.gov.uk/government/statistical-data-sets/tsgb01-modal-comparisons>

Census: <http://www.ons.gov.uk/ons/guide-method/census/2011/census-data/index.html>

Looking at the difference between urban and rural areas, residents of more rural areas tend to commute further than those in urban areas. They also travel further for business and make more business trips on average.

Education Trips

Trips for educational purposes, including escorting someone travelling for educational purposes, represented 12% of all trips in England in 2013. These trips only made up 5% of all distance travelled. The average educational trip was 3 miles – this is shorter than the average trip for any purpose at 7.1 miles.

On average, a person made 112 education trips, travelling 333 miles, in 2013. The average education trip length has increased by 23% since 1995/97, meaning people are travelling further for education than they used to. As a result the average duration of trips for education purposes has increased by 26% to 19 minutes, in 2013.

The most common modes of transport for education trips were by car (42%) and walking (40%). A further 12% of education trips were made by local bus.

Looking specifically at how children (aged 5-16) travel to/from school, the most common mode of transport changes to walking with 42% of trips – the proportion of trips made by car drops to 34%, largely because adult car drivers escorting children are not included.

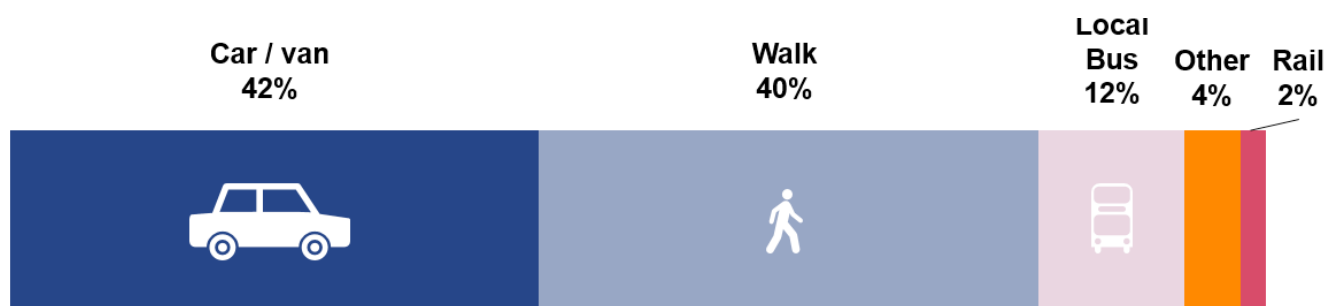
Since 1995/97, the proportion of trips where children walked to school has fallen from 47% to 42%, in 2013. Over the same time period the proportion of trips made by car has increased from 30% to 34% - the average distance travelled for education purposes has increased by 31% to 2.7 miles, suggesting that as education trips get longer, more children are travelling to school by car, rather than walking.

Residents of urban conurbations on average make more trips for educational purposes, but residents of rural areas tend to travel much further.

Primary vs Secondary education trips

- ▶ A higher proportion of children aged 5-10 walk to school, compared with children aged 11-16 – 46% and 37% respectively.
- ▶ Only 6% of children aged 5-10 travel to school by bus, compared with 34% of children aged 11-16.
- ▶ These differences are likely to be due to older children travelling further to school than younger children - 3.7 miles vs 1.6 miles.
- ▶ Children aged 5-10 are twice as likely to travel to school by car compared with older children – 46% vs 23%.
- ▶ Younger (aged 7-10) children are far more likely than those aged 11-13 to be accompanied to school by an adult.
- ▶ Younger children are also less likely to be allowed to cross roads alone.

Chart 16: Education trips by main mode: England, 2013 [\[NTS0409\]](#)



Leisure Trips

Leisure trips represented 30% of all trips and accounted for 41% of all distance travelled in England in 2013 – visiting friends accounted for half of all leisure trips and half of all distance travelled.

An average person made 281 leisure trips in 2013 – a 15% fall compared with the same figure for 1995/97. Breaking down leisure trips into more detailed categories, the largest drops in trip numbers occurred in trips to visit friends at their home, which was the second largest decrease in trip numbers for any type of trip. There were increases in day trips and trips for entertainment purposes.

On average, people travelled 2,665 miles for leisure purposes in 2013, with an average trip length of 9.5 miles. This is a 14% increase compared with 8.4 miles in 1995/97, showing that people now travel further for leisure than they used to.

Most leisure trips are made by car (61%), with walking accounting for a further 27% of trips.

There is very little difference in the number of leisure trips made between men and women, with women making 284 trips and men 277, on average per person per year. The main differences within the different types of leisure trips are that men make more trips for sport and women visit friends more.

Residents of London made fewer leisure trips than residents of other regions, making on average 220 trips per person per year, compared with a national average of 285. Residents of the South West region made more trips than any other region with an average of 323 leisure trips per person per year.

What is a leisure trip?

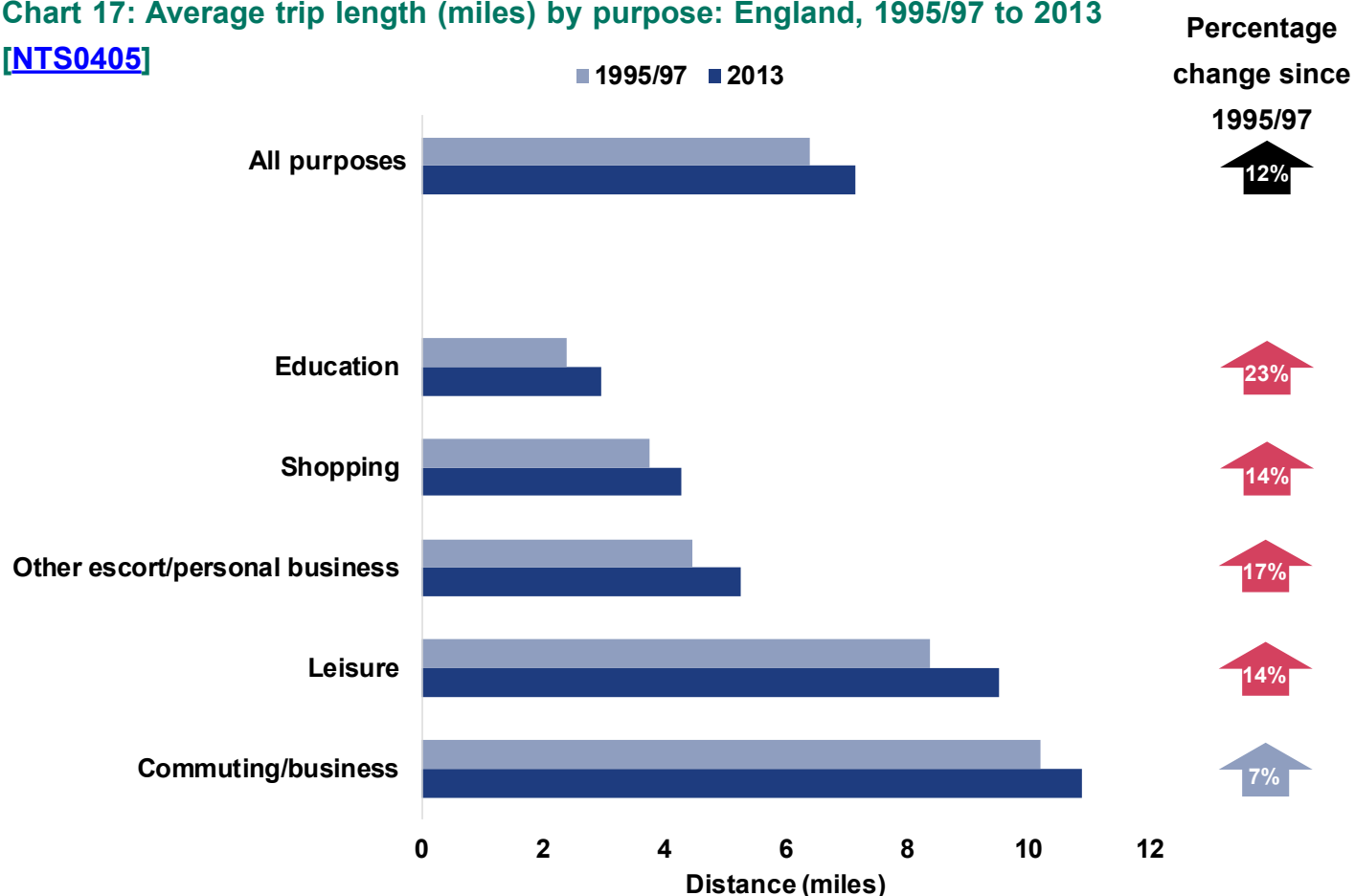
Leisure trips include trips to visit friends (at home or elsewhere), for entertainment, sport, holidays and day trips (within Great Britain), as well as walking trips for no purpose other than to walk.

Trip Length by purpose

Average trip distances have been increasing since 1995/97 (see chart 17).

Chart 17: Average trip length (miles) by purpose: England, 1995/97 to 2013

[NTS0405]



The most common purpose for a long distance trip (those of over 50 miles) was to visit friends at their home, accounting for 22% of all trips over 50 miles.

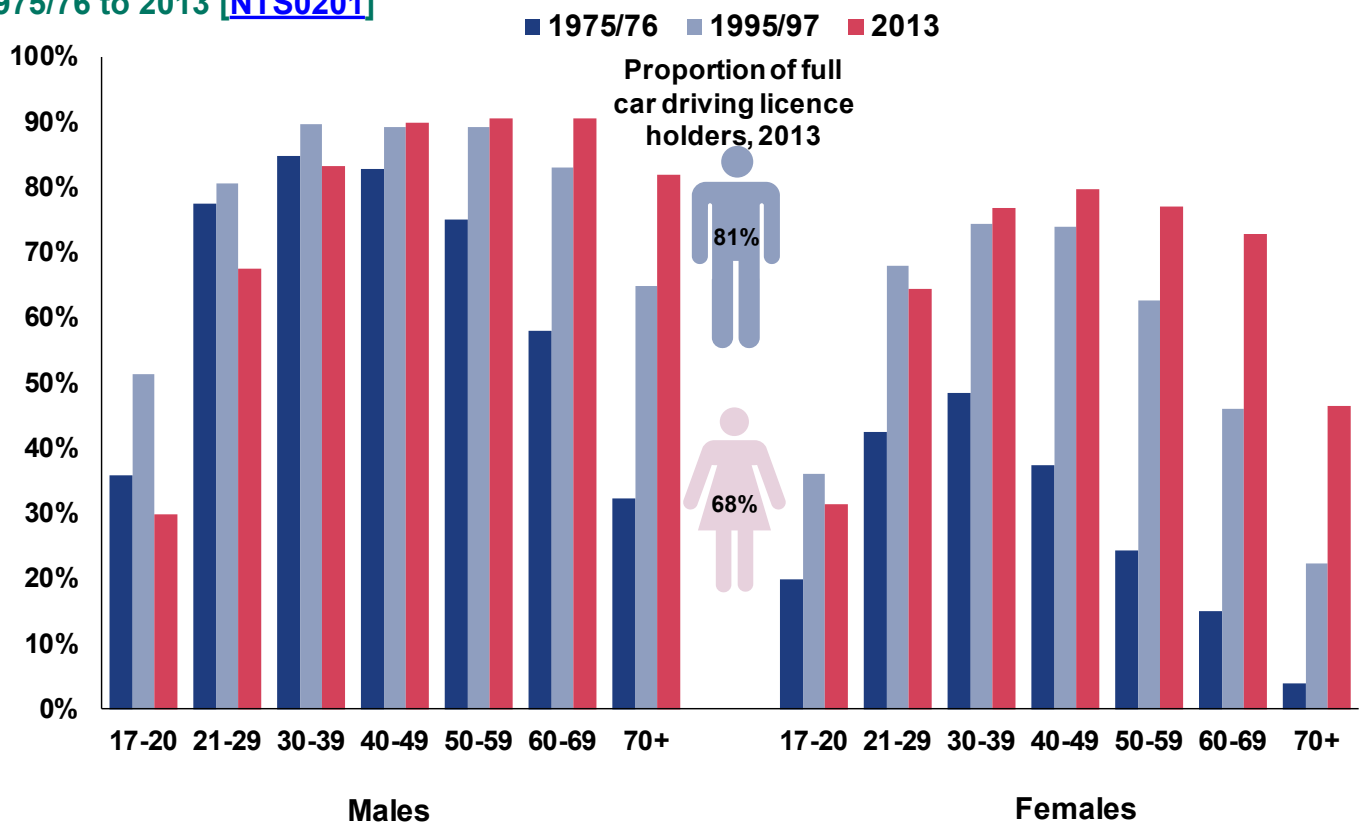
As long distance trips increase in distance they are more likely to be for business or holiday purposes. In 2013, 16% and 8% of trips between 50 and 75 miles were for business or holiday purposes, respectively. These proportions increase to 21% and 45% for trips 350 miles and over.

This section shows the trends in driving licence holding, car availability, and car usage.

Driving licence holding

The NTS estimates that 74% of all adults aged 17+ in England held a full car driving licence in 2013 – an estimated 32 million licence holders. Of these, 17 million were men and 15 million were women. In 1975/76, the proportion of adults with a licence was 48% (although this figure is for all Great Britain residents, not England only).

Chart 18: Full car driving licence holders, by age and gender England: 1975/76 to 2013 [\[NTS0201\]](#)



Over the long term there has been an increase in the proportion of both men and women holding a full driving licence for most age groups. In 1975/76, overall 69% of men and 29% of women had a licence. In 2013, 81% of men and 68% of women had a licence. While the proportion of men holding a full driving licence remained fairly stable since the early 1990s, the proportion of women with a licence continued to increase – now at its highest level.

The proportion of young adults (aged 17-20) with a full driving licence has decreased since the early 1990s where driving licence holding for this age group was at its highest, although the level does fluctuate year-on-year. In 1995/97, 44% of those aged 17-20 held a full licence, compared with a low of 27% in 2004 and 31% in 2013. Young women now have around the same proportion of licence holders as young men.

There has been a large increase in the number of older people holding a full driving licence. Between 1995/97 and 2013 the proportion of people aged 70+ holding a licence increased from 39% to 62%. The increase among older women is particularly notable: 73% of women aged 60-69 and 47% aged 70+ held a licence in 2013 compared with 46% and 22% in 1995/97 respectively. This is due to ageing of existing licence holders rather than large numbers of newly qualified drivers in older age groups.

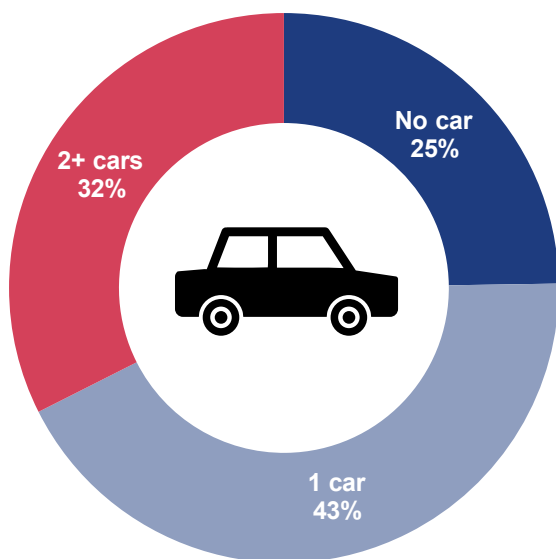
Of all non-licence holders the majority (56%) said that they never intend to learn to drive. This proportion increases with age: 9% of non-licence holders aged 17-20 said they never intend to learn compared to nearly all of those aged 60+ (99%).



The most common reasons mentioned for not learning to drive were 'cost of learning to drive' (32%), 'family and friends drive me when necessary' (32%) and 'not interested in driving' (29%). For young adults cost factors were the main barrier to learning to drive.

Car availability

Chart 19: Household car availability: England, 2013 [\[NTS0205\]](#)



The proportion of households in England which did not have access to a car fell from 38% in 1985/86, to 30% in 1995/97, and to 25% in 2005. It has remained at this level up to 2013. The proportion of households with two or more cars has increased from 17% in 1985/86 to 26% in 1995/97 and to 32% in 2013. Since 2000, there have been more households with two or more cars than households with no car.

In 2013, 81% of adults lived in a household with a car. This differed slightly between men and women (83% and 78% respectively). Of these, men tended to be the main driver of a household car rather than women (64% compared with 50%). This was true in most age groups, but there were significantly larger differences in older people, reflecting the differences in driving licence holding.

Car availability also differs by household income level. In 2013, 48% of households in the lowest income quintile group had no car compared with only 14% of households in the highest income group. Half of all the highest income households had two or more cars, compared with 12% of households in the lowest income group.

Driving licence holding and car ownership levels both vary according to where in England people live. Based on two survey years combined to increase the sample size (2012 and 2013), licence holding was highest in the South West (81%) and South East (79%) regions and lowest in London (65%) and the North East (67%). These differences influence the levels of car ownership seen, with London residents having the highest proportion of households without a car (44%). In terms of urban/rural areas, in 2012/13 only 7% of households in the most rural areas (rural village, hamlet and isolated dwellings) did not own a car. The proportion has been consistent over time.

Car usage

Car availability significantly influences personal travel patterns. People in a household with a car made on average more trips, travelled greater distances and spent more time travelling per year than those without.

In 2013, 48% of cars had satellite navigation technology.

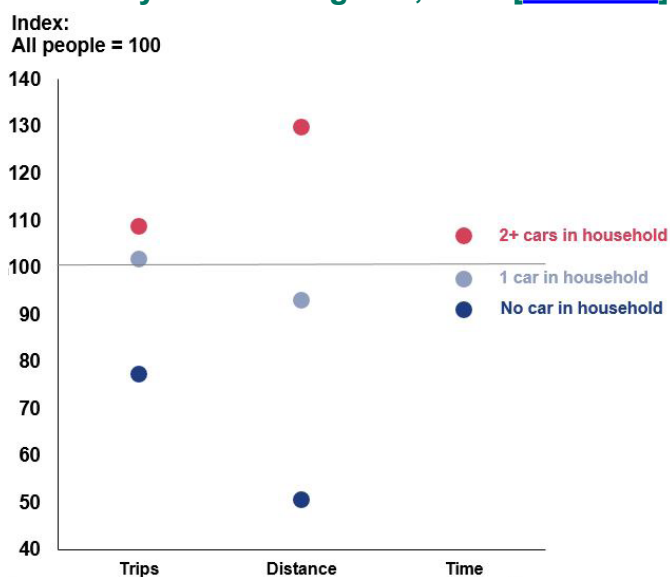
Car mileage

The estimated average annual mileage per car has decreased as the number of cars per household has risen, falling from around 9,200 miles in 2002 to 7,900 miles in 2013. This is due to falls in business and private mileage. Commuting mileage has remained fairly constant overall, although there are different trends depending on if the car is company or privately owned.

In 2013, a company owned car travelled more than twice as far as a privately owned car (18,600 miles and 7,500 miles respectively, on average). However, the sample of company cars in the NTS is small so estimates should be treated with caution.

The estimated average annual mileage was higher for diesel cars than petrol cars, at 10,700 miles and 6,700 miles respectively in 2013. The highest annual mileage for petrol cars occurs in vehicles aged 3 to 6 years (7,600 miles), while for diesel cars it is those aged under 3 years (13,000 miles).

Chart 20: Variations in travel by household car availability - index: England, 2013 [NTS0701]



Other Sources

Experimental statistics on vehicle mileages derived from odometer readings recorded at MOT tests are available at: <https://www.gov.uk/government/collections/vehicles-statistics>

Car occupancy

Occupancy rates have remained fairly stable over time at around 1.6 occupants per car driver stage. However, occupancy rates vary by purpose, being lowest for commuting and business (1.2 in 2013) and higher for holidays/day trips and education (2.0 persons per vehicle).

Parking

In 2013, 59% of household vehicles were parked overnight on private property but were not garaged. This proportion is highest in the most rural areas (72%) and generally declines as settlement size increases, down to 54% in urban conurbations. Overall, 25% of vehicles were parked on the street overnight and 14% in a garage.

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. Since 2010 the NTS also asked whether children in the household had been involved in a road accident.

In 2013, 12% 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. Men were slightly more likely to say that they had been involved in a road accident than women. Involvement in an injury road accident was highest for those aged 20-24 (7%) and lowest for those aged 60+ (2%).

Averaged over the period 2011 to 2013, in the majority of incidents the respondent was a car occupant at the time of the accident (70% of injury accidents and 90% of non-injury accidents). According to respondents, the police were made aware of 52% of injury road accidents and 27% of non-injury road accidents.

In 2013, 7% of children had been involved in a road accident in the last 3 years, of which 2% had been injured.

Other Sources

More information and statistics on Road Accidents and Safety can be found at:
<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

Detailed Statistics

The National Travel Survey web page at:

<https://www.gov.uk/government/collections/national-travel-survey-statistics> provides a set of results tables containing the key findings presented in this Statistical Release.

The topics covered are:

- ▶ Trends in personal travel (Tables [NTS0101 to NTS0108](#))
- ▶ Driving licence holding and vehicle availability (Tables [NTS0201 to NTS0208](#))
- ▶ How people travel (Tables [NTS0301 to NTS0317](#))
- ▶ Why people travel (Tables [NTS0401 to NTS0410](#))
- ▶ When people travel (Tables [NTS0501 to NTS0506](#))
- ▶ Travel by age and gender (Tables [NTS0601 to NTS0625](#))
- ▶ Travel by car availability, income, ethnic group, household type and NS-SEC (Tables [NTS0701 to NTS07010](#))
- ▶ Accessibility (Tables [NTS0801 to NTS0806](#))
- ▶ Vehicles (Tables [NTS0901 to NTS0908](#))
- ▶ Travel by region and Rural-Urban Classification of residence (Tables [NTS9901 to NTS9915](#))

Background notes

- ▶ Since 2002, the Department for Transport has commissioned the National Centre for Social Research (NatCen) as the contractor for the NTS. Full guidance on the methods used to conduct the survey, response rates, weighting methodology and survey materials can be found in the National Travel Survey 2013 Technical Report at:
<https://www.gov.uk/government/publications/national-travel-survey-2013>
- ▶ The Technical Report also contains information about the weighting strategy review that was conducted this year and implemented when weighting 2013 data.
- ▶ From January 2013 the coverage of the NTS changed to sample residents of England only. This change was agreed following a public consultation in 2011 and agreement from the Scottish and Welsh Governments. Transport Scotland collect personal travel data for residents of Scotland using a one day travel diary in their Scottish Household Survey. Details of the consultation outcome can be found at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/230560/NTSconsultationSummaryofresponses.pdf
- ▶ Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the Pre-release access list at:
<https://www.gov.uk/government/publications/national-travel-survey-2013>
- ▶ A Notes & Definitions document which includes background to the NTS, response rates, sample size & standard error information, key methodological changes and data issues, and a full list of definitions can be found at:
<https://www.gov.uk/government/publications/national-travel-survey-2013>
- ▶ Sample sizes are included in all the individual web tables. As estimates made from a sample survey depend upon the particular sample chosen, they generally differ from the true values for the population. This is not usually a problem when considering large samples but may give misleading information when considering data from small samples, such as cyclists in a particular age group.
- ▶ A note explaining the methodology used to calculate the 2009 NTS standard errors and tables of standard errors for selected key statistics are published at:
<https://www.gov.uk/government/publications/nts-standard-error-guide>
- ▶ National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. The National Travel Survey was assessed by the UK Statistics Authority against the Code of Practice and was confirmed as National Statistics in July 2011.

- ▶ The Department launched a consultation on the collection of short walk data in the NTS on 24 July which will run until 4 September 2014. Following an experiment conducted during the 2013 survey comparing the collection of short walk trips (those under one mile) on day 1 of the diary compared with the usual day 7 we concluded that there is under-reporting. Therefore we are looking for users' views on how best to change and improve the collection of short walk data. The consultation document can be found at:
<https://www.gov.uk/government/consultations/national-travel-survey-walking-data>
- ▶ Raw data from the NTS is available from the UK Data Service for users to produce their own analysis. An updated dataset covering survey years 2002-2012 will be available in September 2014 at: <http://ukdataservice.ac.uk/>
- ▶ In addition to National Travel Survey statistics presented here, DfT and others publish a range of statistics related to modes of transport - as signposted throughout this document. Detailed comparisons between the NTS and other sources are not always possible because of differences in collection, coverage and measurement. However, where the NTS and other statistics refer to the same phenomenon, a degree of coherence between different sources can be observed over time, although year-on-year changes can vary.