

Personal Travel in Wales – 2011

Introduction

This Statistical Bulletin sets out information about personal travel in Wales. This information was previously released in Chapter 6 of 'Welsh Transport Statistics'. The table numbers used in this Bulletin are the same as the corresponding table numbers for the tables that were previously included in Chapter 6. Excel versions of these tables are also available from the Statistics for Wales website.

Summary

Information about personal travel as a whole comes from the National Travel Survey; extra information about the way people travel to work comes from the Labour Force Survey and the Annual Population Survey.

Key points:

- The National Travel Survey (NTS), averaged over the two years 2008 and 2009, estimates that on average around 1,000 trips are made in Wales, per person, per year, with people travelling an average distance of almost 135 miles a week.
- Approximately two thirds of trips are made in either a car or a van; 22 per cent as walking trips and the remaining 11 per cent for all other modes of transport. (tables 6.1 and 6.2)
- The average personal car trip is 9 miles in length; and the average walking trip is 0.8 miles.
- The average commuting or business trip is 11 miles; the average shopping trip is 5 miles, education (or escort education) trip is 3 miles while trip to visit friends average 8 miles and leisure trips average 10 mile in length. (dividing average length in tables 6.2 by number of trips in table 6.1)
- According to the Labour Force Survey in 2011, just over four out of five people use a car, van, or minibus as their main mode of travel to work, with one in ten people choosing to walk. (table 6.9)
- The proportion of around four out of five people using a car etc to travel to work has been stable for the 10 years since 2001; and car use by men and women has been converging towards this average over this period, (chart 6.5)
- The average time taken to travel to work in Wales is 21 minutes. This ranges from an average of 12 minutes for people who main mode of travelling to work is by walking, up to 50 minutes for those who travel to work by train.
- In 2010, the median average gross weekly pay of full time employees that travelled to work by car was £460 a week, compared with £490 for those that travelled using a bicycle, and £330 per week and £320 for this travelling by bus and walking respectively. (table 6.5a)

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Trends in personal travel

The Department for Transport's National Travel Survey provides information about personal travel in Wales. It suggests that the average number of total trips per person in Wales has remained fairly constant at around or just below a thousand trips per person, per year since 2002-03. Walking trips represent roughly two hundred of those trips, with trips made using a car some three times greater than those made by walking. The distance and purpose of travel of these trips has also remained consistent over time with shopping trips and trips of under one mile being the most common.

The figures in Table 6.1 show that over the two years 2008-09, two thirds of all trips were taken by car, 22 per cent as walking trips and the remaining 11 per cent for all other modes of transport.

Table 6.1: Trips per person per year: by purpose, length and main mode - persons

	<i>Average number of trips and per cent</i>				<i>Proportion of all trips in 2008/09</i>
	<i>2002/03</i>	<i>2004/05</i>	<i>2006/07</i>	<i>2008/09</i>	
By purpose:					
Commuting and business	187	188	179	157	16%
Education and escort education	111	109	110	97	10%
Shopping	200	204	195	210	22%
Other escort	98	99	99	91	9%
Other personal business	102	101	96	95	10%
Visit friends	169	180	162	177	18%
Leisure and just walking	129	152	146	146	15%
All purposes	996	1,031	986	971	100%
By length:					
Under 1 mile	207	194	202	197	20%
1 to under 2 miles	179	194	174	161	17%
2 to under 3 miles	117	130	100	113	12%
3 to under 5 miles	144	143	139	139	14%
5 to under 10 miles	170	175	171	179	18%
10 to under 25 miles	127	134	142	132	14%
25 miles and over	51	61	58	50	5%
All lengths	996	1,031	986	971	100%
By main mode:					
Car / van:					
Driver	447	479	438	413	43%
Passenger	252	260	251	236	24%
Total	699	738	689	649	67%
Walk	204	208	211	218	22%
Other modes	92	85	86	105	11%
All modes	996	1,031	986	971	100%
Unweighted sample size (trips):	34,540	35,476	37,717	34,756	
Unweighted sample size (individuals):	1,899	1,894	2,088	1,957	

Source: National Travel Survey

Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Tables 6.3 and 6.5 at the end of this Bulletin show trips taken for men and for women in Wales. This shows that:

- Women and men take around the same average number of total trips.
- The modal split, between total car use, walking and other modes is also very similar, but with a higher proportion of women's car trips as passengers and a lower proportion as drivers, as compared with men.
- Women have fewer trips for commuting and business, and more for education (and escort education), shopping and visiting friends.
- Women make proportionately more short trips, and fewer longer trips.

The National Travel Survey (NTS) - The 'trip' as the basic unit of travel

Trips: The trip is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return trip are treated as two separate trips. A trip cannot have two separate purposes, and if a single course of travel involves a mid-way change of purpose then it, too, is split into two trips. However, trivial subsidiary purposes (e.g. a stop to buy a newspaper) are disregarded.

Travel: only includes personal travel by residents of Great Britain along the public highway, by rail or by air within Great Britain.

Work trips are included provided that the purpose of the trip is for the traveller to reach a destination. Other work-related travel is not covered, for example: Travel to deliver goods, as a driver or other crew of any public transport or other public service vehicle (police, fire, ambulance), as a taxi driver), travel in industrial or agricultural equipment; and trips in course of work like policemen on the beat, postmen, or roundsmen.

Leisure travel is normally included. However, trips which are themselves a form of recreation are not, for examples are yachting or gliding, or travel by foot away from the public highway.

Mode/main mode: Trips may include more than one mode of transport, and each mode is recorded as a stage within that trip. When 'main mode' is used in the title of a table or chart this allocates information for the whole trip to the stage used for the greatest length (in distance) of the trip. When 'mode' is used this refers to information for individual stages of trips.

The average distance travelled per person during a year (excluding foreign travel) resident in Wales was just over 7 thousand miles, or 135 miles a week. Walking trips represent around 180 miles (so the average walking trip recorded in the NTS is just under a mile) with average car mileage coming to 5,800 miles averaged over the two years 2008-09. The average distance covered for commuting and business has fallen since 2004-05; as has travel by car.

Table 6.2: Distance travelled per person per year: by purpose, length and mode - persons

					<i>Miles and per cent</i>
	2002/03	2004/05	2006/07	2008/09	Proportion of total distance in 2008/09
By purpose:					
Commuting and business	2,011	2,120	1,889	1,669	24%
Education and escort education	343	326	349	314	4%
Shopping	1,073	1,072	1,114	1,106	16%
Other escort	531	584	571	558	8%
Other personal business	477	575	546	616	9%
Visit friends	1,185	1,372	1,466	1,391	20%
Leisure and just walking	1,445	1,542	1,471	1,383	20%
All purposes	7,066	7,592	7,407	7,038	100%
By length:					
Under 1 mile	87	80	86	87	1%
1 to under 2 miles	210	234	206	194	3%
2 to under 3 miles	253	281	214	242	3%
3 to under 5 miles	510	506	490	493	7%
5 to under 10 miles	1,138	1,151	1,123	1,195	17%
10 to under 25 miles	1,857	1,973	2,076	1,925	27%
25 miles and over	3,012	3,368	3,212	2,903	41%
All lengths	7,066	7,592	7,407	7,038	100%
Unweighted sample size (trips):	34,540	35,476	37,717	34,756	
By mode:					
Car / van:					
Driver	3,718	4,320	3,982	3,661	52%
Passenger	2,222	2,252	2,379	2,144	30%
Total	5,941	6,572	6,361	5,805	82%
Walk	154	151	143	178	3%
Other modes	972	869	902	1,055	15%
All modes	7,066	7,592	7,407	7,038	100%
Unweighted sample size (stages):	35,725	36,713	38,907	36,205	

Source: National Travel Survey

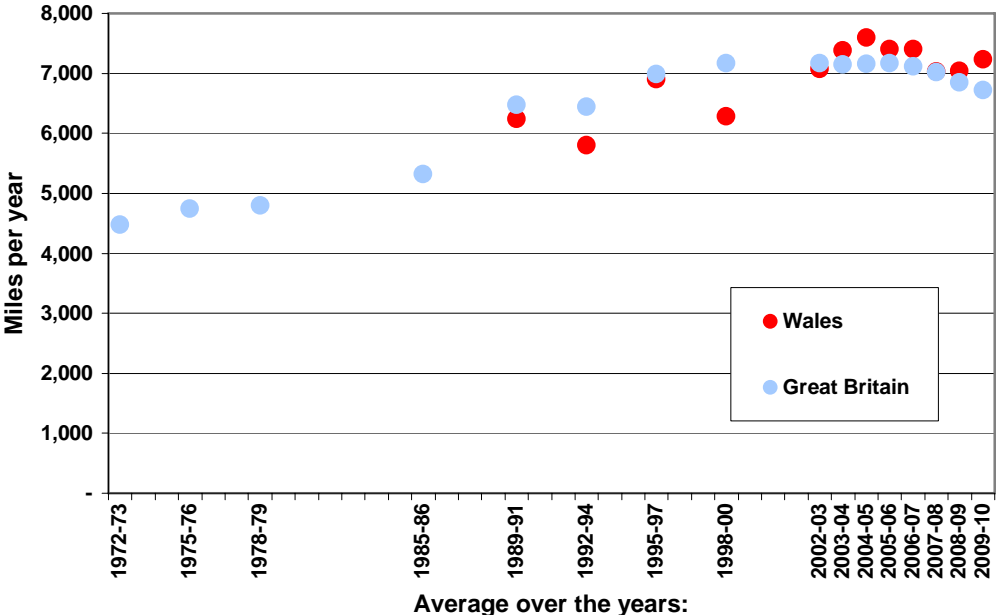
Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Tables 6.4 and 6.6 at the end of this Bulletin show average distance travelled for men and for women in Wales. The tables show:

- As women take proportionately more short trips than men, then the average distance travelled is lower: for 2008-09 it averaged 6,600 miles for women and 7,500 miles for men.
- Despite this difference in total average distance travelled, the proportion by different modes is similar: For the latest years shown, 2008-09, 82 per cent of the distance travelled for both men and women was by car, with 2 to 3 per cent by walking and 15 to 16 percent by other modes of travel.

The average total distance per person travelled for people living in Wales is broadly similar to that for Great Britain (GB) as a whole; so the long terms trends for GB will probably apply to Wales as well. Chart 6.1 below shows that the significant increase in average distance travelled took place during the 1980s, it peaked in 2004-05 and has fallen back a little in recent years.

Chart 6.1: Distance travelled per person per year - trends



Source: National Travel Survey, DfT table NTS0101

Coverage of NTS tables and charts

Welsh figures: The National Travel Survey (NTS) is designed to produce Great Britain (GB) level figures. In order to reduce the variability of data of data below the GB-level, the Welsh (and other regional figures) are shown as the average over two year periods. Despite this, some sample-based, variability remains in Welsh figures compared with the GB benchmark series (as can be seen in chart 6.1 above).

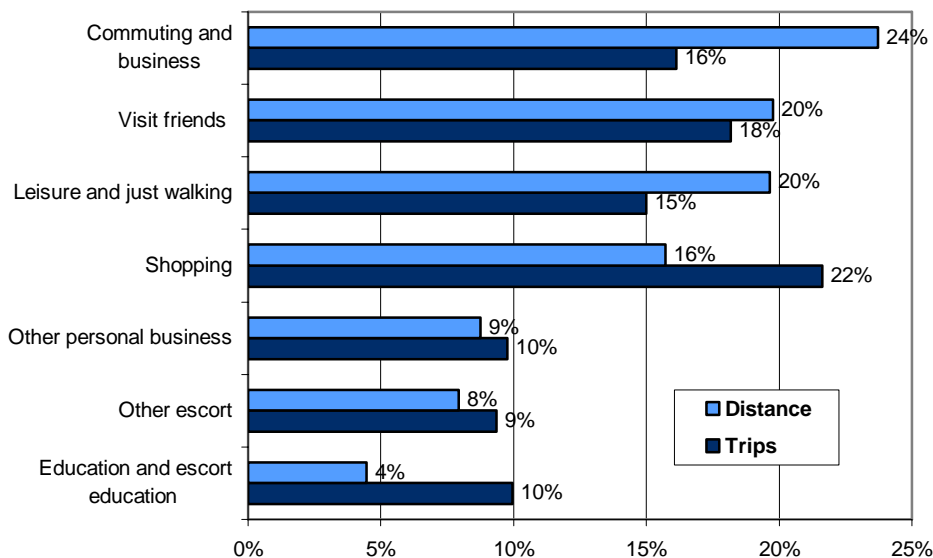
Years shown in tables: The detailed tables on the NTS show figures up to 2008-09 in order to follow on from the series of non-overlapping two year periods 2002-03, 2004-05 and 2006-07. This series will be updated to cover the period 2010-11 later in 2012. The charts comparing Wales with the rest of Great Britain use figures up to 2009-10 as they are the latest available.

Chart 6.2 takes the data in tables 6.1 and 6.2 above in order to show the differences between the trips and distance travelled in terms of the purpose of the trip, the length of the trip and the mode of transport that was used.

Chart 6.2: Trips and Distance travelled per person per year: by purpose, length and main mode – all persons: Wales - 2008-09

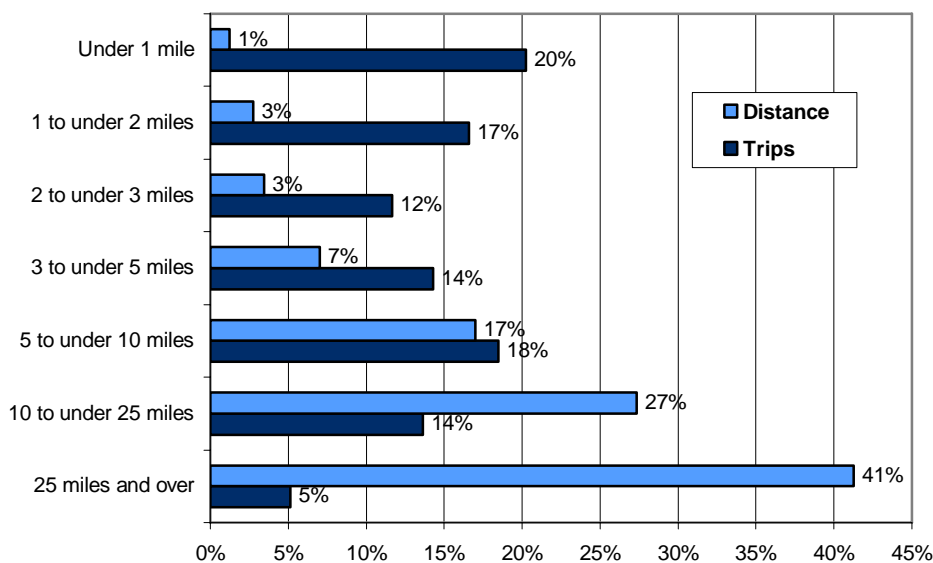
By purpose of trip

This shows, for example, that commuting and business travel account for 16 per cent of trips and 24% of distance travelled; the much shorter education trips accounts for 10 per cent of trips and only 4% of distance travelled



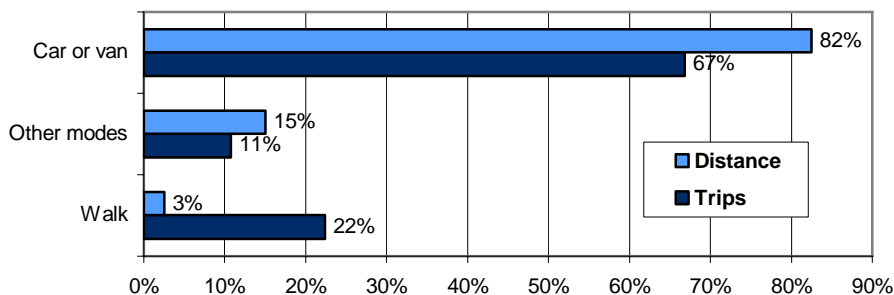
By length of trip

Trips of under a mile account for a fifth of total trips but only 1 per cent of distance travelled; only 5 per cent of trips were long trips of over 25 miles, but these accounted for 41 per cent of distance travelled



By mode of travel used for trip

Walking is over a fifth of trips but only 3 per cent of the total distance travelled



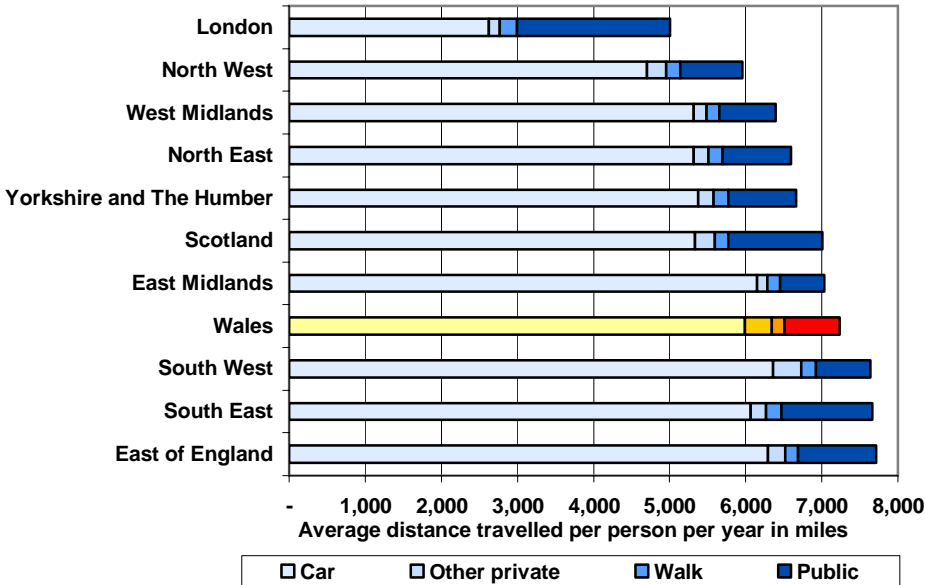
Source: National Travel Survey, tables 6.1 and 6.2 above

For further interesting detail, extending the analysis shown in these charts, please see tables 6.7 and 6.8 at the end of this Bulletin. These tables cross-tabulate *main mode* and *length of trip* against *purpose of trip* and *sex*. These tables cover *trips per person per year* and *average distance travelled* respectively. Like the charts above, they show the per cent of totals, rather than absolute figures.

Comparison with rest of Great Britain: The broader context for personal travel in Wales can be seen by comparing Wales with other countries and regions within Great Britain. This comparison for average distance travelled is shown in the chart 6.3 below. In summary:

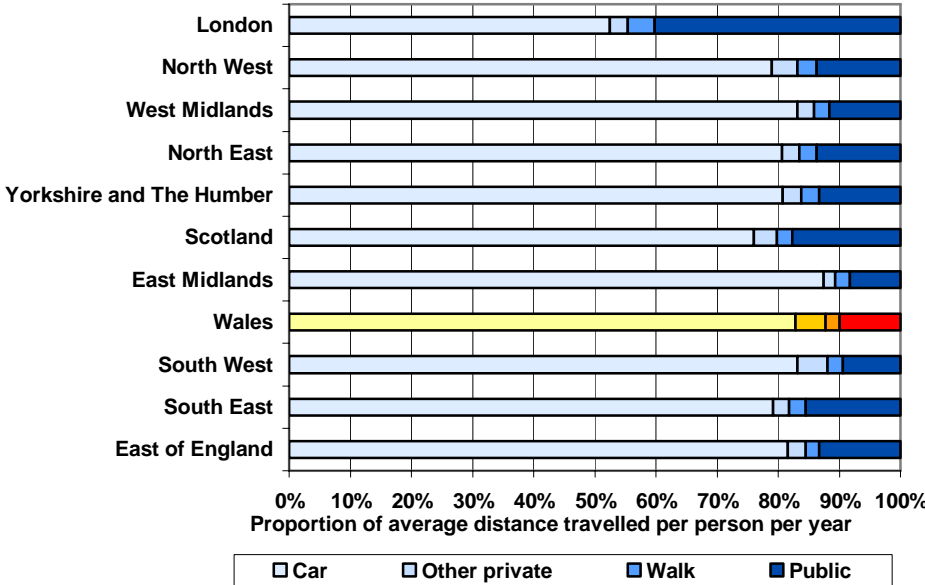
- The average distance travelled per year in Wales is higher than in London, the Midlands and North of England and Scotland. Travel across most regions is, however, fairly similar; but London is the main outlier with total travel at 5 thousand miles a year.
- Scotland has an average distance travelled that is similar to other areas, but use of car as a mode of travel is relatively low. The higher level of long-distance commuting in the South East and Eastern areas is reflected in their public transport figures.

Chart 6.3: Average distance travelled by region and mode of travel 2009-10



These differences are also shown in Chart 6.4 below, which takes the data in Chart 6.3 and shows each mode of transport as a proportion of the total distance travelled. It shows the way that Scotland and especially London are outliers in terms of a lower proportion of car travel within the total distance travelled.

Chart 6.4: Percent of distance travelled by region and mode of travel 2009-10



Source: National Travel Survey, DfT table NTS9904

Travel to work

The Labour Force Survey (LFS) is a quarterly sample survey of households in Great Britain with information on the UK labour market including data on how people usually travel to work. It shows that the car is the predominant mode of travel to work, accounting for around 81 per cent of trips in 2011. The proportion travelling by car has been stable over the 10 years since 2001, with around 8 out of 10 journeys to work by car over the whole period.

Around 10 per cent of people walk to work, with a higher proportion of women walking to work than men. There appears to be no overall trend upward or downward over the period from 2004 to 2010; though there is some variability in the results from year-to-year.

Other modes of transport to work are less significant covering buses (4 per cent), rail (2 per cent), and bicycles (1 per cent) and other (1 per cent).

Table 6.9: Main mode of travel to work and average time taken, by sex

	<i>Per cent</i>							
Autumn quarter of each year	2004	2005	2006	2007	2008	2009	2010	2011
Car, van, minibus or works van:								
Males	85	84	86	84	85	82	82	82
Females	77	75	77	77	80	79	77	79
All persons	81	80	82	81	83	80	79	81
Bicycle:								
Males	*	*	*	2	2	3	3	2
Females	*	*	*	*	*	*	*	*
All persons	*	1	1	1	1	2	2	1
Bus, coach, private bus or taxi:								
Males	*	3	3	3	3	3	4	3
Females	6	7	6	7	6	6	6	5
All persons	4	5	5	5	4	5	5	4
Railway train, underground train or light railway:								
Males	*	*	*	*	2	3	2	2
Females	*	*	*	2	*	*	*	2
All persons	*	2	1	2	2	2	2	2
Walk:								
Males	9	7	7	8	6	8	8	9
Females	15	16	15	13	12	13	16	12
All persons	12	11	10	10	9	11	11	10
Other modes: (a)								
Males	*	*	*	*	*	*	2	*
Females	*	*	*	*	*	*	*	*
All persons	*	*	*	1	1	*	1	1
Average time taken (minutes):								
Males	23	24	25	25	25	26	25	24
Females	18	20	19	20	20	20	19	21
All persons	21	22	22	22	22	23	22	23

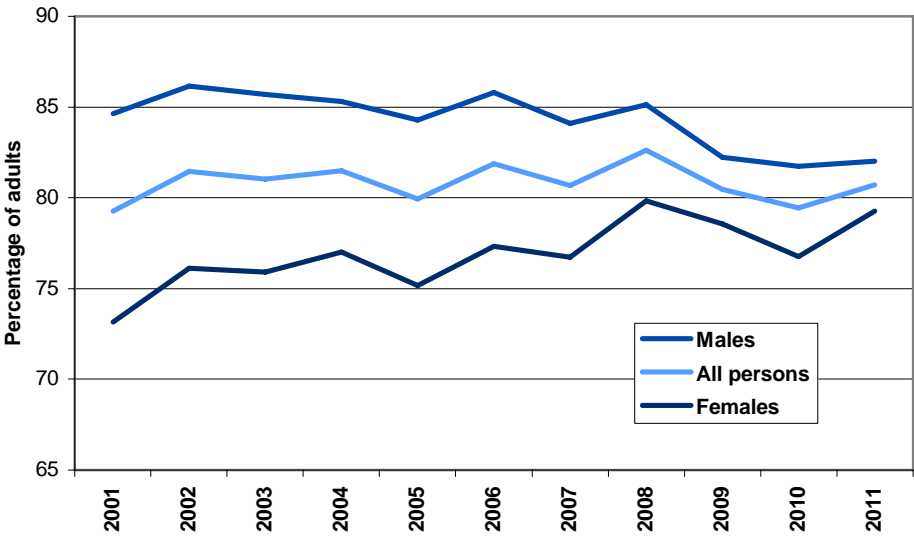
Source: Labour Force Survey

(a) Including motorcycles

So, 8 out of 10 journeys to work are by car, and chart 6.5 below shows how this overall stability over the 10 years since 2001 results from a convergence between car use by men and women over this period. For example, the number of male respondents using a car, van or minibus to access work has fallen by some 4 percentage points from 86 to 82 per cent of

respondents between 2006 and 2011. The number of female respondents using a car, van or minibus to access work has increased by 2 percentage points over the same period.

Chart 6.5: Percentage of adults whose usual mode of travel to work is car minibus or van

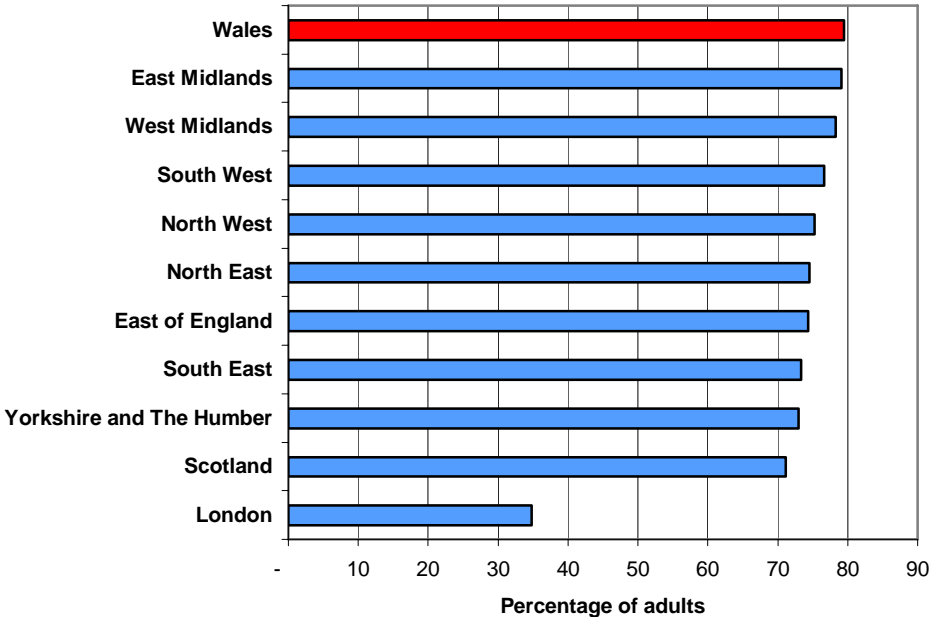


Source: Labour Force Survey

Table 6.10 at the end of this Bulletin shows that in 2011 85 per cent of adults, using a car etc to travel to work, travel as drivers (men 87 per cent, women 82 per cent). Some 8 per cent travel exclusively as passengers and the remaining 7 per cent are sometimes drivers and are sometimes passengers. This shows that the majority of commuting by car involves single person occupancy of the vehicle.

Comparison with the rest of Great Britain: Chart 6.6 below shows that the proportion driving to work is higher in Wales than for other regions in Great Britain.

Chart 6.6: Percentage of adults whose usual mode of travel to work is car minibus or van: By region of residence: Oct to Dec 2010



Source: Labour Force Survey, DfT table tsgb 0108

Usual time taken to travel to work: The LFS data can be used to look at the average time taken to travel to work for people working in Wales (that is by region of workplace, rather than region of residence used in the tables and charts above). This was an average of 21 minutes over the period October to December 2010. For comparison, for other regions across Great Britain this average ranges from 23 minutes for the North West to 26 minutes for Scotland; the exception is London of course, where the average time taken is 45 minutes, rising to 55 minutes for people working in Central London (Source: LFS; DfT table tsgb0111)

In Wales, just under half of employees made the journey in less than 20 minutes; and 85 per cent made it in less than 40 minutes. So broadly, traffic congestion is not a predominant issue for most people who commute to work.

Looking at time taken to travel to work in Wales by main mode of transport:

- 21 minutes overall average; within this
- 12 minutes walking
- 21 minutes for travel by car
- 22 minutes for travel by bicycle
- 34 minutes for travel by bus
- 50 minutes for travel by train

The analysis above is based on the Labour Force Survey (LFS: sample size in Wales: around 3,500 households); similar information is also available from the Annual Population Survey (APS: sample size in Wales: around 16,000 households) which asks the same question, though APS data are only available for a shorter time period than the LFS data. The travel to work questions were asked of the entire APS sample in 2008 and 2009; but the figures for 2010 are less robust as the question was only asked in the autumn wave of the survey (so the effective sample size in 2010 was around 4,000 households).

Travel to work and pay: The APS can also be used to extend the analysis of travel to work. Table 6.9a shows the median gross weekly pay by usual method of travel to work

Table 6.9a: Median gross weekly pay by usual method of travel to work¹ (based on residence)

	Walk	Bicycle	Bus, coach etc	Car, van, minibus, van	Motorbike, moped, scooter	Other way of travelling	Railway train	Taxi	Tube / light railway	Average across all modes
£ per week										
Wales										
2008	275	415	269	415	405	558	394	*	*	395
2009	300	438	265	425	407	1,150	442	258	*	413
2010 ²	323	490	327	458	*	*	500	*	*	442
UK Excluding London and the South East										
2008	300	400	297	433	385	827	500	277	422	404
2009	308	415	304	442	385	962	533	277	357	416
2010	325	438	310	462	350	865	591	346	481	432
UK										
2008	312	437	319	456	467	808	635	300	620	442
2009	328	462	327	462	471	923	669	295	608	456
2010	346	475	337	479	481	865	692	346	702	464

Source: Annual Population Survey

¹For full time employees only

²2010 data are based on 25 per cent of the 2008 and 2009 sample - therefore these estimate are less robust than 2008 and 2009

*Denotes data is not sufficiently robust for publication (is based on less than 10 responses)

There are a number of points:

- That full time employees that travel to work by bus have relatively low pay compared with the average across all modes of transport. This is the case both for Wales and for the UK as a whole.
- This is also the case for those that walk to work, and for employees using a taxi to get to and from work.
- Full time employees travelling by bicycle and train had slightly higher pay. In the case of Wales, the pay of employees travelling by train was not as relatively high as the pay for UK as a whole, which include the impact of very highly paid individuals commuting into London.

Comparing the results from the LFS and APS in Wales for 2008 and 2009 shows some slight differences arising from the larger sample size in the APS in those years. For example the APS suggests a slightly higher proportion of people walking to work than is shown by the LFS, at around half a percentage point higher in 2009.

Travel to work by local authority: The APS can also be used to look below the all-Wales level at the main mode of travel to work by local authority. These figures are shown in [Table 6.9b](#) at the end of this Bulletin

Travel to work by socio-economic characteristics: Table 6.9c is taken from the 2008 Living in Wales survey and compares travel to work by sex, by working full or part time, and by gross household income. The results are consistent with the results for full-time pay shown in table 6.9c.

Table 6.9c: Main mode of travel to work, by sex and employment status of respondent and by household income: 2008 (a) (b)

	<i>Percentages</i>							
	Male	Female	Working:		Gross household income (e):			Total
			Full-time (c)	Part-time (d)	Less than £20,800	£20,800 to £39,999	£40,000 and over	
Car or van	82	76	82	69	65	80	87	78
On foot	8	17	9	24	23	12	7	13
Bus, minibus, coach or taxi	3	5	4	6	8	3 *	2 *	4
Bicycle	3	0 *	2	0 *	1 *	2 *	1 *	1
Train	2 *	0 *	1	0 *	0 *	1 *	2 *	1
Other (f)	3	1 *	2	1 *	2 *	1 *	1 *	2
Total	100	100	100	100	100	100	100	100

Source: Living in Wales Survey 2008

(a) For respondents in employment; excluding those working at or from home

(b) If weighted totals are less than 5,000, figures may be statistically unreliable, and have been marked with an asterisk

(c) 30 hours a week or more

(d) Less than 30 hours a week

(e) Not every respondent answered this question.

(f) Including motorcycles and mopeds

The table shows that the greater the household income the more travel to work is via a car or a van with a corresponding fall in the numbers travelling to work on foot. There is a clear divide between those households with a gross household income of less than £20,800 and those with an income in excess of that. Cycling, train usage and other forms of travel remain low across the income bands, 2 per cent at most. Bus, minibus, coach or taxi usage is also low with the only notable usage being 8 per cent for those respondents with a gross household income less than £20,800.

The other contrast is between those working full time and those working part time. Some 82 per cent of full time workers use a car or van to travel to work compared to 69 per cent of part time workers. There is a corresponding increase in the numbers of part time workers walking to work, 24 per cent, compared to full time workers at 9 per cent. There is a low uptake of other modes of travel to work with the most notable being 6 per cent of part time workers and 4 per cent of full time workers using a bus, minibus, coach or taxi to travel to work.

Other NTS data: Travel to school and access to services

Travel to school can be monitored using the data collected as part of the National Travel Survey. For example it is used as one of the six monitoring indicators of the Walking and Cycling Action Plan for Wales 2009-2013.

These figures are shown in table 6.11 at the end of this Bulletin. According to the NTS, walking is the most widely used method of travelling to school, by children aged 5 – 16 with an average trip length of 3.3 miles.

The figures for 2008-09 show around a third of children (aged 5 to 16) travelling to school by car and over a third walking. Around a quarter travelled by bus or coach. However closer inspection of the data shows, for example, a positive trend in the increase in the number of respondents stating that they walk to school, up from the 37 per cent average for 1995/99 to 45 per cent in 2007/08. However, this then fell to 36 per cent in 2008-09 and to 28 per cent in 2009/10 (not shown in table). We have some concerns over the variability of the results from this data set, presumably resulting from the small size of the data set in Wales; amounting to an unweighted sample size of just 285 in 2009-10.

Table 6.12 shows distance to access services. It shows that within 15 minutes journey time either on foot or by public transport, around four out of five households have access to a doctor, nine out of ten households have access to a grocer, around half have access to a shopping centre, and around one in five households have access to a hospital.

In addition to the NTS data, there are a series of modelled estimates of access to services that are shown in the Welsh Government publication “Monitoring the National Transport Plan” available at the link below:

Tables

The following section shows the remaining tables from in Chapter 6 of 'Welsh Transport Statistics'. The table numbers are the same as the corresponding table numbers for the tables that were previously included in Chapter 6.

Excel versions of these tables are also available from the [Statistics for Wales website](#)

Trips per person per year: by purpose, length and main mode:

Table 6.3: Males

	<i>Average number of trips</i>			
	2002/03	2004/05	2006/07	2008/09
By purpose:				
Commuting and business	229	228	209	181
Education and escort education	94	90	89	87
Shopping	183	185	173	195
Other escort	103	106	105	92
Other personal business	100	98	94	97
Visit friends	167	163	157	164
Leisure and just walking	142	158	151	148
All purposes	1,017	1,027	978	963
By length:				
Under 1 mile	183	167	182	190
1 to under 2 miles	176	185	169	154
2 to under 3 miles	118	127	97	106
3 to under 5 miles	157	147	133	140
5 to under 10 miles	179	183	176	177
10 to under 25 miles	139	142	153	142
25 miles and over	64	77	47	54
All lengths	1,017	1,027	978	963
By main mode:				
Car / van:				
Driver	557	579	499	487
Passenger	195	181	193	161
Total	752	761	691	648
Walk	178	181	201	212
Other modes	87	86	86	103
All modes	1,017	1,027	978	963
Unweighted sample size (trips):	16,621	16,254	18,229	16,783
Unweighted sample size (individuals - males):	893	868	1,012	951

Table 6.5: Females

	<i>Average number of trips</i>			
	2002/03	2004/05	2006/07	2008/09
By purpose:				
Commuting and business	148	152	150	133
Education and escort education	127	125	130	107
Shopping	216	220	215	225
Other escort	93	93	93	89
Other personal business	103	103	99	93
Visit friends	172	194	167	189
Leisure and just walking	118	146	140	144
All purposes	977	1,035	994	979
By length:				
Under 1 mile	229	218	222	203
1 to under 2 miles	182	202	178	167
2 to under 3 miles	117	132	103	121
3 to under 5 miles	133	140	145	138
5 to under 10 miles	162	167	166	182
10 to under 25 miles	116	127	131	123
25 miles and over	38	47	49	46
All lengths	977	1,035	994	979
By main mode:				
Car / van:				
Driver	346	391	379	341
Passenger	305	328	306	308
Total	651	719	686	649
Walk	228	232	222	223
Other modes	98	84	87	107
All modes	977	1,035	994	979
Unweighted sample size (trips):	17,919	19,222	19,488	17,973
Unweighted sample size (individuals - females):	1,006	1,026	1,076	1,006

Source: National Travel Survey

Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Distance travelled per person per year: by purpose, length and mode

Table 6.4: Males

	<i>Miles</i>			
	2002/03	2004/05	2006/07	2008/09
By purpose:				
Commuting and business	2,996	3,115	2,593	2,292
Education and escort education	325	270	330	310
Shopping	994	941	1,007	946
Other escort	561	744	627	596
Other personal business	513	605	540	616
Visit friends	1,220	1,224	1,484	1,261
Leisure and just walking	1,636	1,753	1,545	1,466
All purposes	8,245	8,651	8,127	7,487
By length:				
Under 1 mile	80	69	78	84
1 to under 2 miles	209	224	202	187
2 to under 3 miles	255	276	208	227
3 to under 5 miles	559	520	472	494
5 to under 10 miles	1,208	1,219	1,164	1,189
10 to under 25 miles	2,075	2,069	2,253	2,082
25 miles and over	3,859	4,275	3,749	3,225
All lengths	8,245	8,651	8,127	7,487
Unweighted sample size (trips):	16,621	16,254	18,229	16,783
By mode:				
Car / van:				
Driver	5,204	6,024	5,309	4,712
Passenger	1,757	1,604	1,810	1,459
Total	6,961	7,628	7,118	6,170
Walk	152	141	141	173
Other modes	1,133	882	867	1,144
All modes	8,245	8,651	8,127	7,487
Unweighted sample size (stages):	17,205	16,718	18,795	17,489

Table 6.6: Females

	<i>Miles</i>			
	2002/03	2004/05	2006/07	2008/09
By purpose:				
Commuting and business	1,111	1,248	1,207	1,063
Education and escort education	360	376	368	319
Shopping	1,146	1,188	1,217	1,262
Other escort	503	444	518	521
Other personal business	444	549	552	615
Visit friends	1,153	1,501	1,449	1,517
Leisure and just walking	1,271	1,358	1,399	1,303
All purposes	5,990	6,664	6,711	6,601
By length:				
Under 1 mile	93	90	93	89
1 to under 2 miles	211	242	210	200
2 to under 3 miles	251	286	220	256
3 to under 5 miles	465	493	507	492
5 to under 10 miles	1,074	1,091	1,084	1,202
10 to under 25 miles	1,658	1,888	1,905	1,773
25 miles and over	2,239	2,573	2,693	2,590
All lengths	5,990	6,663	6,711	6,601
Unweighted sample size (trips):	17,919	19,222	19,488	17,973
By mode:				
Car / van:				
Driver	2,362	2,827	2,700	2,639
Passenger	2,647	2,820	2,929	2,811
Total	5,009	5,647	5,630	5,449
Walk	156	159	145	182
Other modes	825	857	936	969
All modes	5,990	6,664	6,711	6,601
Unweighted sample size (stages):	18,520	19,995	20,112	18,716

Source: National Travel Survey

Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Table 6.7 Trips per person per year: by main mode, length, sex and purpose

	Commuting and business	Education and escort education	Shopping	Other escort	Other personal business	Visit friends	Leisure and just walking	All purposes	Males	Per cent Females
2007/08:										
By main mode:										
Car	80	49	69	91	74	66	55	69	69	69
Walk	9	36	20	5	17	23	37	21	21	21
Other modes	10	15	10	4	9	10	8	10	9	10
All modes	100	100	100	100	100	100	100	100	100	100
By length:										
Under 1 mile	8	37	20	10	18	22	22	19	19	20
1 to under 5 miles	35	51	44	53	44	41	43	43	42	45
5 to under 10 miles	23	6	19	21	20	17	13	17	18	17
10 to under 25 miles	25	5	14	13	15	13	12	14	16	13
25 miles and over	9	1	3	3	3	7	9	5	6	5
All lengths	100	100	100	100	100	100	100	100	100	100
2008/09:										
By main mode:										
Car	81	45	66	89	73	65	52	67	67	66
Walk	10	37	23	7	16	23	38	22	22	23
Other modes	10	18	11	5	11	12	10	11	11	11
All modes	100	100	100	100	100	100	100	100	100	100
By length:										
Under 1 mile	10	34	23	12	19	22	22	20	20	21
1 to under 5 miles	32	50	42	53	43	42	43	43	42	43
5 to under 10 miles	26	9	19	19	20	18	15	18	18	19
10 to under 25 miles	24	6	13	12	15	11	11	14	15	13
25 miles and over	8	1	3	3	4	6	9	5	6	5
All lengths	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (trips):	5,373	3,626	7,221	3,224	3,389	6,422	5,501	34,756	16,783	17,973

Source: National Travel Survey

Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Table 6.8 Distance travelled per person per year: by main mode, length, sex and purpose

	Commuting and business	Education and escort education	Shopping	Other escort	Other personal business	Visit friends	Leisure and just walking	All purposes	Males	Females
2007/08:										
By main mode:										
Car	88	56	88	96	87	81	80	84	86	81
Walk	1	7	2	1	2	2	4	2	2	2
Other modes	11	37	10	4	11	18	16	14	12	16
All modes	100	100	100	100	100	100	100	100	100	100
By length:										
Under 1 mile	0	5	1	1	1	1	1	1	1	1
1 to under 5 miles	8	36	18	22	17	11	9	13	12	15
5 to under 10 miles	15	14	22	25	22	13	9	16	15	16
10 to under 25 miles	35	26	36	32	37	21	18	28	30	27
25 miles and over	41	19	22	20	23	54	63	41	42	41
All lengths	100	100	100	100	100	100	100	100	100	100
2008/09:										
By main mode:										
Car	86	50	85	95	84	83	77	82	82	82
Walk (a)	1	7	3	1	1	2	4	2	2	3
Other modes	14	43	13	4	14	15	19	15	16	15
All modes	100	100	100	100	100	100	100	100	100	100
By length:										
Under 1 mile	0	4	2	1	1	1	1	1	1	1
1 to under 5 miles	8	32	18	20	15	12	9	13	12	14
5 to under 10 miles	17	20	24	21	20	15	10	17	16	18
10 to under 25 miles	34	26	36	29	32	20	17	27	28	27
25 miles and over	41	18	21	29	32	51	62	41	43	39
All lengths	100	100	100	100	100	100	100	100	100	100
Unweighted sample size (trips):	5,373	3,626	7,221	3,224	3,389	6,422	5,501	34,756	16,783	17,973

Source: National Travel Survey

Note: Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Table 6.9: Main mode of travel to work and average time taken, by sex*Per cent*

Autumn quarter of each year	2004	2005	2006	2007	2008	2009	2010	2011
Car, van, minibus or works van:								
Males	85	84	86	84	85	82	82	82
Females	77	75	77	77	80	79	77	79
All persons	81	80	82	81	83	80	79	81
Bicycle:								
Males	*	*	*	2	2	3	3	2
Females	*	*	*	*	*	*	*	*
All persons	*	1	1	1	1	2	2	1
Bus, coach, private bus or taxi:								
Males	*	3	3	3	3	3	4	3
Females	6	7	6	7	6	6	6	5
All persons	4	5	5	5	4	5	5	4
Railway train, underground train or light railway:								
Males	*	*	*	*	2	3	2	2
Females	*	*	*	2	*	*	*	2
All persons	*	2	1	2	2	2	2	2
Walk:								
Males	9	7	7	8	6	8	8	9
Females	15	16	15	13	12	13	16	12
All persons	12	11	10	10	9	11	11	10
Other modes: (a)								
Males	*	*	*	*	*	*	2	*
Females	*	*	*	*	*	*	*	*
All persons	*	*	*	1	1	*	1	1
Average time taken (minutes):								
Males	23	24	25	25	25	26	25	24
Females	18	20	19	20	20	20	19	21
All persons	21	22	22	22	22	23	22	23

Source: Labour Force Survey

(a) Including motorcycles

Table 6.10: Use of car to travel to work (a)*Percentage of those using car as main mode of travel to work*

Autumn quarter of each year	2004	2005	2006	2007	2008	2009	2010	2011
As a driver								
Males	85	85	83	84	84	86	86	87
Females	77	83	83	80	81	83	84	82
All persons	81	84	83	82	83	85	85	85
As a passenger								
Males	7	6	8	8	6	5	7	5
Females	15	11	10	12	10	8	10	11
All persons	11	8	9	10	8	7	9	8
Sometimes driver, sometimes passenger								
Males	8	9	9	8	10	9	7	8
Females	9	6	7	8	8	8	6	7
All persons	8	7	8	8	9	9	7	7

Source: Labour Force Survey

(a) Includes vans, minibuses and works vans.

Table 6.9b: Main mode of travel to work by local authority

Per cent

Autumn quarter of each year	Walk			Bicycle			Car, van, minibus or works van			All other modes		
	Male	Female	Person	Male	Female	Person	Male	Female	Person	Male	Female	Person
	Isle of Anglesey	10%	21%	16%	3%	0%	1%	83%	79%	81%	4%	0%
Gwynedd	17%	19%	18%	2%	0%	1%	72%	80%	76%	9%	2%	6%
Conwy	9%	11%	10%	0%	0%	0%	84%	85%	84%	7%	4%	6%
Denbighshire	9%	17%	12%	4%	0%	2%	85%	77%	82%	2%	6%	4%
Flintshire	4%	8%	6%	3%	0%	1%	87%	91%	89%	7%	2%	4%
Wrexham	7%	3%	5%	4%	0%	2%	86%	95%	90%	3%	2%	3%
Powys	5%	23%	14%	0%	0%	0%	88%	76%	82%	7%	1%	4%
Ceredigion	12%	27%	21%	0%	0%	0%	78%	68%	73%	10%	5%	7%
Pembrokeshire	10%	25%	17%	2%	0%	1%	86%	75%	81%	2%	0%	1%
Carmarthenshire	5%	14%	9%	1%	0%	1%	92%	85%	89%	2%	1%	2%
Swansea	4%	6%	5%	0%	0%	0%	86%	88%	87%	10%	6%	8%
Neath Port Talbot	7%	10%	8%	2%	1%	2%	88%	87%	87%	3%	2%	3%
Bridgend	5%	17%	11%	3%	0%	1%	86%	78%	82%	6%	4%	5%
Vale of Glamorgan	2%	10%	6%	1%	0%	1%	86%	81%	84%	10%	9%	10%
Cardiff	20%	12%	17%	5%	0%	3%	52%	66%	58%	23%	21%	22%
Rhondda, Cynon, Taf	2%	7%	4%	0%	0%	0%	95%	89%	92%	3%	4%	4%
Merthyr Tydfil	9%	9%	9%	0%	0%	0%	87%	85%	86%	4%	6%	5%
Caerphilly	5%	10%	8%	1%	0%	1%	88%	86%	87%	6%	4%	5%
Blaenau Gwent	7%	10%	8%	0%	0%	0%	91%	82%	87%	3%	8%	5%
Torfaen	10%	23%	16%	2%	1%	1%	79%	73%	76%	10%	3%	7%
Monmouthshire	6%	14%	10%	4%	1%	3%	87%	84%	86%	3%	1%	2%
Newport	4%	12%	8%	3%	0%	1%	84%	80%	82%	9%	8%	9%
Wales	8%	13%	10%	2%	0%	1%	82%	81%	82%	8%	5%	7%

Source: Annual Population Survey, January - December 2010

Notes: All other modes include public transport, taxis and any other mode of transportation

The all-Wales figures are slightly different from Table 6.9 because these figures are based on the APS rather than the LFS

Table 6.11: Mode of travel to school and average trip length for 5-16 year olds (a) (b)

	<i>Percentage of trips</i>			
	2002/03	2004/05	2006/07	2008/09
Car	32	41	29	34
Walk	36	35	43	36
Bus or coach	30	22	24	24
Other	2	2	3	6
All modes	100	100	100	100
Average trip length (miles)	2.7	2.7	2.9	3.3
Unweighted sample size (trips):	1,705	1,834	2,041	1,551
Unweighted sample size (individuals):	282	298	340	277

Source: National Travel Survey

(a) Figures are subject to fluctuation because of small sample sizes.

(b) Trips of under 50 miles only.

(c) Results are based on two survey years combined, e.g. 2008/09 includes data for 2008 and 2009.

Table 6.12: Shortest journey time to local facilities on foot or by public transport, 2005 / 2009(a)

	<i>Percentage of households</i>			
	Doctor	Grocer	Shopping centre (b)	Hospital (b)
15 minutes or less	77	91	53	21
16 - 30 minutes	16	6	31	33
31 - 60 minutes	4	3	11	31
Over 60 minutes	3	1	5	15
Total	100	100	100	100
Unweighted sample (households):	2,193	2,196	1,745	1,742

Source: National Travel Survey

(a) Results are based on five survey years combined.

(b) The shortest journey time questions relating to Shopping centre and Hospital was not asked in 2008 and was asked of only half the sample in 2009..

Key Quality Information

Introduction

This report sets out the information that has been used in assessing the quality of the suite of statistical and other indicators that have been used to monitor the National Transport Plan. It describes the statistical and other indicators that have been used to compile this report. It also sets out the 'National Statistics' status of the figures (see box below).

Glossary of terms: Official Statistics, National Statistics, Administrative Sources and other information

The term 'official statistics' includes a range of statistics produced by public bodies: statistical outputs produced by central Government departments and agencies; by the devolved administrations; by other Crown bodies (over 200 bodies in total); and some statistics, as set out by secondary legislation, from non-Crown Bodies. Official statistics are subject to scrutiny and assessment by the UK Statistics Authority. Many of the indicators used for monitoring the NTP are official statistics.

'National Statistics' – are a subset of official statistics that are certified as compliant with the Code of Practice for Official Statistics.

Official statistics can be based on two main sources - data gathered from statistical surveys, or data extracted from 'administrative sources' or management systems. Using data which is already available within administrative or management systems limits the burden placed on data providers, and reduces data collection costs. Data from administrative sources is often timely and has wide coverage.

The monitoring indicators also contain data that are not official statistics. These data can either be modelled information, such as the Accession data; administrative data that is not part of official statistics; and lastly statistical and market research data compiled by non-public sector organisations and companies.

The figures in this Bulletin are based on a range of household and individual surveys.

National Travel Survey data

More generally, the subject of the National Travel Survey is personal travel. This is travel for private purposes or for work or education, provided the main reason for the trip is for the traveller himself or herself to reach the destination.

Data from the National Travel Survey (NTS) is collected via two main sources;

- Interviews with people in their homes
- Diary that they keep for a week to record their travel. So details of trips over the course of one week, as recorded by members of the household, are collected as part of the survey. Trips are one-way travel for a single main purpose and information collected on them includes mode of travel, reason for the trip and the distance travelled.

The NTS covers households within Great Britain. Therefore, it excludes people not living in households, such as students in halls of residence and tourists. The main mode of a trip is that used for the longest stage of the trip. With stages of equal length the mode of the latest stage is used. For information, the information about travel to school shown in Table 6.11 is based on the interview component.

The National Travel Survey (NTS) has run continuously since mid-1988. The survey is designed to pick up long-term trends; therefore care should be taken when drawing conclusions from short-term changes.

For DfT quality information about the NTS please follow links from:

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

This includes information about the standard errors, based on the annual figures, by region (in the 'technical information' section).

Sampling error in any survey arises because the variable estimates are based on a sample rather than a full census of the population. The results obtained for any single sample varies slightly from the true values for the population. The difference between the estimates derived from the sample and the true population values is referred to as the standard error.

This analysis shows that the sample size in Wales is too small to support reliable annual figures, so some tables show a number of years of combined data to ensure the results are robust. For tables 6.3 to 6.8, and table 6.11 the figures shown are the result of combining two years of data. Table 6.12 is compiled by combining 5 years of data, and this due to the small sample size that underlie the '31-60 minutes' and 'over 60 minutes' categories in that table.

The tables above show the figures up to the combined year 2008-2009; the next update of these data will show results up to the combined year 2010-2011.

All published tables show the unweighted sample size on which the weighted results are based, but for reference. The table below shows the actual sample sizes that underlie the combined year 2009-10 for Wales.

Sample numbers on which analyses are based 2009/10¹

That is the two survey years combined; a survey year runs from mid-January to mid-January.

	Number					
	Households	Individuals		Trips	Trip stages	
	Interview sample	Interview sample	Diary sample	Diary sample	Diary	sample
Wales	885	2,132	1,910	29,842	30,463	

Labour Force Survey (LFS):

The main LFS is a quarterly sample survey of around 60,000 households living at private addresses in the UK. This means that the quarterly sample size for the LFS in Wales is about 3,500 households.

Each quarter's LFS is made up of 5 'waves', each of approximately 12,000 households. Each wave is interviewed in 5 successive quarters, such that in any one quarter, one wave will be receiving their first interview, one wave their second, and so on, with one wave receiving their fifth and final interview. As a result, there is an 80 per cent overlap in the samples for successive quarters. Households are interviewed face-to-face when first included in the survey and by telephone thereafter. For the first wave in Wales the response rate in the main LFS is around 80 per cent, with around 80 per cent of these remaining by the fifth wave. The main LFS is based on a detailed questionnaire and hence provides for a large dataset, although there are some limitations to its use, particularly at a sub-regional level due to sample size constraints. Its primary use is to provide labour market information for the UK but the sample size is sufficient to provide estimates of reasonable quality at UK country and English region level within the UK. It is the data from the Welsh

release that is used to compile figures for the main mode of travel to work. As the LFS is a sample survey, the results taken from it are subject to sampling variability.

For ONS quality information about the LFS please follow links from:

<http://www.ons.gov.uk/ons/index.html>

This includes information about the standard errors, based on quarterly figures, by region. To find these use the ONS search facility for 'Table A11: Labour Force Survey Sampling Variability'.

Information about mode of travel to work uses data from the October to December 2008 quarter of the Labour Force Survey (LFS). The table is based on those people who are employed, and excludes those on Government New Deal schemes, those working from home or using their home as a working base, and those whose workplace or mode of travel to work were not known. The questions on usual method of travel to work and usual time have been asked in each Autumn (October to December) survey since 1992.

Annual Population Survey

The Annual Population Survey (APS) has been carried out in Wales from 2001, although the Welsh element of this was called the Welsh Local Labour Force Survey (WLLFS) between 2001 and 2003. The Annual Population Survey, including the WLLFS, is an annual sample survey of households living at private addresses in the UK. The annual survey uses results from those sampled for the main quarterly Labour Force Survey (LFS) and since 2001 additional persons have been sampled on an annual basis to provide a more robust (boosted) annual dataset across the UK, with estimates subject to much lower sampling variability. For Wales, the data are now based on an enhanced sample (around 350 per cent larger) compared to earlier years.

The additional persons sampled in the APS are based on four waves, over four years of the survey. For the first wave, the response rate in Wales is around 60%, with around 80% of these remaining by the fourth wave. In total, approaching 20,000 households are sampled each year for the APS in Wales.

The APS sample size in 2007 was 20,000 households and that has fallen to 16,000 achieved household sample size in 2010 reflecting problems with non-response, non-contact and falling response rates over time.

Notes and Definitions

Households

A household consists of one or more people who have the sampled address as their only or main residence and who either share at least one main meal a day or share the living accommodation. The survey excludes people who are not living in households, such as students in halls of residence.

Trips in course of work

Trips made in the course of work are included provided that the purpose of the trip is for the traveller to reach a destination. Travel to deliver goods, or to convey a vehicle or passengers (e.g. as a bus driver or taxi driver), is not covered. Nor is travel as a conductor, guard or other member of a crew of public transport vehicles. Also excluded is travel as a driver or a member of a crew of public vehicles such as fire engines or ambulances; travel in industrial or agricultural equipment (cranes, bulldozers, tractors, etc.); travel in specially equipped vehicles used in the course of a person's work (police patrol cars, AA/RAC repair vehicles, Royal Mail vans, etc.); and trips in course of work by people paid to walk or cycle, such as policemen on the beat, traffic wardens, leaflet distributors, messengers, postmen, or roundsmen.

Leisure travel

Travel for a leisure purpose is normally included. However, trips which are themselves a form of recreation are not. Examples are yachting or gliding, which are done for the pleasure of going in a boat or plane rather than to get somewhere. Travel by foot away from the public highway is excluded unless both the surface is paved or tarred and there is unrestricted access. Thus, walks across open countryside on unsurfaced paths are excluded; and so are walks in pedestrian precincts or parks that are closed at night. Children's play on the street is excluded.

Trips

The basic unit of travel, a trip, is defined as a one-way course of travel having a single main purpose. Outward and return halves of a return trip are treated as two separate trips. A trip cannot have two separate purposes, and if a single course of travel involves a mid-way change of purpose then it, too, is split into two trips. However, trivial subsidiary purposes (e.g. a stop to buy a newspaper) are disregarded.

Trip purposes

The purpose of a trip is normally taken to be the activity at the destination, unless that destination is 'home' in which case the purpose is defined by the origin of the trip. The classification of trips to 'work' is also dependent on the origin of the trip. Purposes include:

Commuting: trips to a usual place of work from home, or from work to home.

Business: personal trips in course of work, including a trip in course of work back to work. This includes all work trips by people with no usual place of work (e.g. site workers) and those who work at or from home.

Other work: trips to work from a place other than home or in course of work, e.g. coming back to work from going to the shops during a lunch break.

Education: trips to school or college, etc. by full time students, students on day-release and part time students following vocational courses.

Shopping: all trips to shops or from shops to home, even if there was no intention to buy.

Personal business: visits to services, e.g. hairdressers, launderettes, dry-cleaners, betting shops, solicitors, banks, estate agents, libraries, churches; or for medical consultations or treatment; or for eating and drinking, unless the main purpose was entertainment or social.

Escorting: used when the traveller has no purpose of his or her own, other than to escort or accompany another person; for example, taking a child to school. Escort commuting is escorting or accompanying someone from home to work or from work to home. Similarly, other escort purposes are related to the purpose of the person being escorted.

Leisure and just walking: includes the following sub-categories:

Social or entertainment: visits to meet friends, relatives, or acquaintances, both at someone's home or at a pub, restaurant, etc.; all types of entertainment or sport, clubs, and voluntary work, non-vocational evening classes, political meetings, etc..

Holidays or day trips: trips (within GB) to or from any holiday (including stays of 4 or more nights with friends or relatives), or trips for pleasure (not otherwise classified as social or entertainment) within a single day.

Just walk: walking trips for pleasure or exercise along public highways, including taking the dog for a walk and jogging.

Modes of travel

Car: includes light vans, Land Rovers and privately owned lorries.

'Other': modes depend on the context, but may include local bus, other types of bus (works or school bus, private hire, express bus and tours and excursions), rail, bicycle, two-wheeled motor vehicles, motorcaravans, dormobiles, taxis/minicabs, domestic air travel and other private and public transport.

Note on samples

Diary sample: Analysis of travel data is based on the diary sample. This comprises all 'fully co-operating households', defined as households for which the following information is available: a household interview, an individual interview for each household member, a seven day travel diary for each individual and, where applicable, at least one completed vehicle section. Weights were produced to adjust for non-response, and also for drop-off in recording observed during the seven day travel week.

Interview sample: Analyses at household, individual and vehicle level presented in this report are based on the interview sample. This sample comprises all fully co-operating households included in the diary sample, together with some additional 'partially co-operating households'. Generally these partially co-operating households had co-operated fully with the various interviews but not all household members had completed the travel diary. Data from partially co-operating households has not previously been included in NTS analyses but the weighting strategy offers the opportunity to use this expanded data set for analyses which do not require data from the seven day travel record.