

Personal travel in Wales – 2012

Introduction

This Statistical Bulletin sets out information about personal travel in Wales. 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:

- On average, people living in Wales take almost a thousand trips a year and travel around 7,500 miles or around 144 miles a week.
- The use of the car, either as driver or passenger, dominates personal travel by people living in Wales; taking 2011 and 2012 together, the car accounts for 69 per cent of total trips, and 84 per cent of the distance covered in a year.
- The top two reasons are travel trips for shopping and for 'commuting and business' each with around a fifth of trips; the next are 'visiting friends (and relatives)' and travel for all sorts of leisure purposes, including 'just walking', both with around 15 per cent of trips; the last three broad reasons for travel are 'education and escort education', 'other escort' and 'personal business' each with a tenth of trips.
- An average one way personal travel trip in Wales covered 8 miles. A typical walking trip was for less than a mile; it was 9 miles when made by car or other private transport and was for 6 miles when made by local bus.
- Personal travel in Wales peaked in 2004 and 2005, fell back to a trough around 2007 and 2008 and since has recovered steadily.
- 8 out of 10 journeys to work are by car, and this proportion has remained broadly unchanged for 10 years. Wales has the highest proportion of people travelling to work by car of any region or country within Great Britain
- In Wales, just over half of employees made the journey to work in less than 20 minutes; and 85 per cent made it in less than 40 minutes.

Statistician: Henry Small

Tel: 029 2082 5085

Email: stats.transport@wales.gsi.gov.uk

Next update: March 2014 (provisional)

Twitter: www.twitter.com/statisticswales | www.twitter.com/ystadegaucymru

Cyhoeddwyd gan Y Gwasanaethau Gwybodaeth a Dadansoddi
Llywodraeth Cymru, Parc Cathays, Caerdydd, CF10 3NQ
Ffôn – Swyddfa'r Wasg **029 2089 8099**, Ymholiadau Cyhoeddus **029 2082 3332**
www.cymru.gov.uk/ystadegau

Issued by Knowledge and Analytical Services
Welsh Government, Cathays Park, Cardiff, CF10 3NQ
Telephone – Press Office **029 2089 8099**, Public Enquiries **029 2082 5050**
www.wales.gov.uk/statistics



Llywodraeth Cymru
Welsh Government

Personal travel in Wales

On average, people living in Wales take almost a thousand trips a year and travel around 7,500 miles or around 144 miles a week. More exactly 967 trips, averaged over the two year period covering 2011 and 2012 and travelling an average of 7,483 miles.

The use of the car, either as driver or passenger, dominates personal travel by people living in Wales; taking 2011 and 2012 together, then the percentage of total trips, and the distance covered, in a year is:

Percentage of trips by:		Distance covered in a year by:	
• Car	69%	• Car	84%
• Walk	21%	• Walk	2%
• Other	9%	• Other	14%

(Source: DfT, National Travel Survey, or NTS, tables NTS9903 and NTS9904)

And 8 out of 10 journeys to work are by car, and this proportion has remained broadly unchanged for 10 years. Wales has the highest proportion of people travelling to work by car of any region or country within Great Britain

(Source: DfT, Labour Force Survey, table tsgb0108)

What are the reasons for personal travel? On average, the top two reasons are travel trips for shopping and for 'commuting and business' each with around a fifth of trips; the next are 'visiting friends (and relatives)' and travel for all sorts of leisure purposes, including 'just walking', both with around 15 per cent of trips; the last three broad reasons for travel are 'education and escort education', 'other escort' and 'personal business' each with a tenth of trips.

(For more detail, and source, see Table xx below)

An average one way personal travel trip in Wales covered 8 miles. With less than a mile when walking, 9 miles by car or other private transport and 6 miles by local bus.

(Source: DfT, NTS, tables NTS9910)

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

The information in this Bulletin mostly comes from the NTS, so this box sets out some of the basic definitions used in presenting the results from the survey.

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.

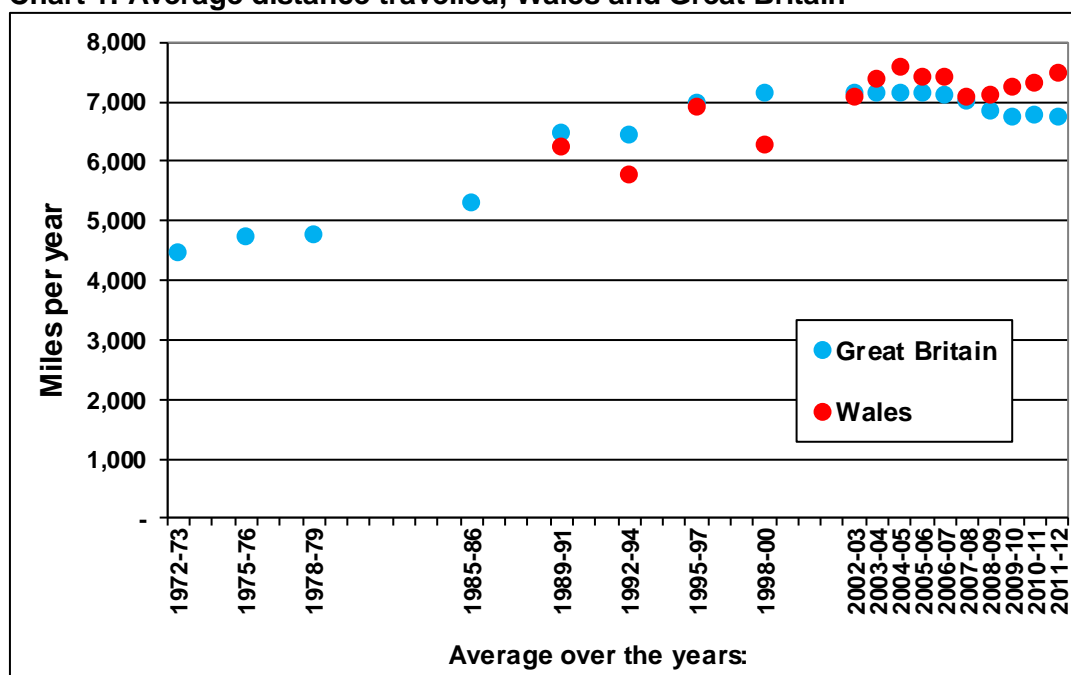
Mode/main mode: Trips may include more than one mode of transport, and each mode is recorded as a stage within that trip. When 'main mode' is used in the title of a table or a chart this allocates information for the whole trip to the stage used for the greatest length (in distance) of the trip. When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

Personal travel in Wales generally increased up to 2004 but then fell back.

Chart 1 shows that the distance travelled by personal travel in Wales peaked in 2004 and 2005, fell back to a trough around 2007 and 2008 and since has recovered steadily. Separate figures for Wales only start in 1989-91, but judging by the Great Britain figures, the total distance travelled each year by people living in Wales increased from around 4,500 miles in the early 1970s to over 7,500 miles in the mid-2000s. It fell back with the post-2008 recession and higher motor fuel prices but has recovered steadily in the three years from 2009 to 2012.

The total distance travelled across Great Britain as a whole also peaked in the mid-2000s, but in contrast to Wales, average distance has not shown any increase during the last three years. In part this is due to the steady fall in the average distance travelled in London since 2006 and 2007.

Chart 1: Average distance travelled, Wales and Great Britain



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).

The availability of NTS data: The DfT provides a set of regional tables that includes figures for Wales. These should be consulted for further information. They are available at:
<https://www.gov.uk/government/collections/national-travel-survey-statistics>

The reference number of the tables specifically about personal travel are:

- NTS9903** Average number of trips (trip rates) by main mode, region and area type: Great Britain
- NTS9904** Average distance travelled by mode, region and area type: Great Britain
- NTS9906** Average number of trips (trip rates) by purpose, region and area type: Great Britain
- NTS9907** Average distance travelled by purpose, region and area type: Great Britain
- NTS9910** Average trip length by main mode, region and area type: Great Britain
- NTS9911** Average number of trips (trip rates) by trip length, region and area type: Great Britain
- NTS9912** Average trip length by purpose, region and area type: Great Britain
- NTS9913** Average time spent travelling by purpose, region and area type: Great Britain
- NTS9914** Average trip time by purpose, region and area type: Great Britain

The pattern of personal travel trips in Wales is similar to that across the rest of Great Britain, other than London. Table 1 shows that Wales ranked 4th and 6th respectively across the eleven regions and countries of Great Britain in terms of the average total distance travelled and the average total number of trips. London differs from the rest of Great Britain in having a much higher proportion of trips by public transport; and that the total distance travelled in a year is comparatively low, at 4,700 miles it is only two thirds of the total for GB excluding London of 7,100 miles.

Table 1: Average trips by main mode, region and country: Great Britain, 2011/12¹

Percentage and number of trips/total distance in miles									
Region of residence:	Percentage of trips per person by mode of travel:							Total number of trips	Total distance travelled (in miles)
	Walk	Car / van driver	Car / van passenger	Other private transport ²	Local bus	Other public transport ³	All modes		
North East	23%	42%	22%	2%	8%	3%	100%	988	6,578
North West	25%	41%	21%	2%	7%	3%	100%	953	5,796
Yorkshire and The Humber	22%	43%	23%	2%	6%	3%	100%	954	6,884
East Midlands	22%	45%	24%	3%	5%	1%	100%	984	7,378
West Midlands	22%	44%	24%	2%	6%	2%	100%	947	6,398
East of England	21%	45%	24%	3%	4%	3%	100%	964	7,724
London	27%	25%	15%	3%	15%	14%	100%	808	4,687
South East	21%	46%	23%	3%	3%	4%	100%	993	7,757
South West	22%	45%	24%	4%	3%	2%	100%	1,033	7,541
England	23%	42%	22%	3%	6%	4%	100%	950	6,675
Wales	21%	46%	24%	3%	4%	2%	100%	967	7,483
Scotland	23%	42%	21%	2%	8%	4%	100%	1,010	7,161
Great Britain exc. London	22%	44%	23%	3%	5%	3%	100%	979	7,076
Great Britain	23%	42%	22%	3%	6%	4%	100%	956	6,757

1 Two survey years combined, e.g. 2011 and 2012. A survey year runs from mid-January to mid-January.

2 Bicycle, motorcycle and private hire bus.

3 Non-local bus, London Underground, surface rail, taxi / minicab and other public (air, ferries, light rail).

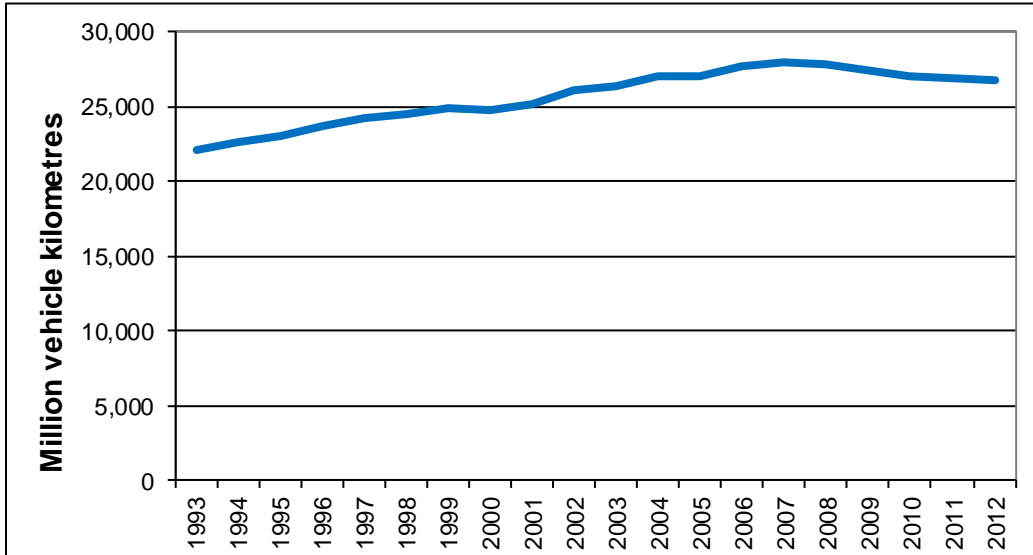
This picture of personal travel in Wales does not cover international air travel. It is estimated that in 2012 there were 4.6 million air passengers travelling through the major UK airports who were travelling to or from an address in Wales. This is equivalent to around 1½ trips per person per year for everyone living in Wales. It is also lower than the corresponding estimate of 5.2 million trips made during 2008. This figure include both international and domestic flights.

(Source: Civil Aviation Authority: Passenger Survey 2012)

Other evidence about changes in personal travel in Wales

As the use of the car accounts for 84% of personal travel, by distance, then the fall in personal travel should also be partly reflected by changes in the volume of traffic in Wales. The volume of traffic peaked in 2007 after many years of growth (with pauses for external shocks, like the fuel price protests during 2000). Traffic volumes then declined; unlike the figures for personal travel traffic volumes continue to fall, albeit at a slow rate.

Chart 2: Motor vehicle traffic in Wales, 1993 to 2012



The decline in traffic is also reflected in a decline in the number of vehicle registrations in Wales (which peaked in 2004) and the number of driving tests being taken in Wales (which peaked in 2006-07).

Two short term influences on traffic volumes, and hence personal travel, are motor fuel prices and real incomes. Chart 3 below shows that 'real' fuel prices have gone up by around a quarter in 2012 and 2013 compared with the period from 2000 to 2007. Table 4 below shows real earnings (deflated by the all-items RPI) have fallen by 8% between 2006 and 2012.

Chart 3: Real Motor Fuel prices (January each year)

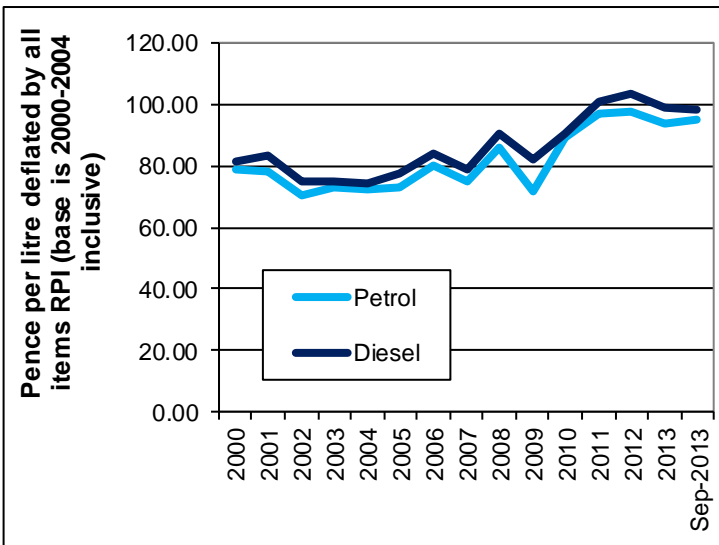
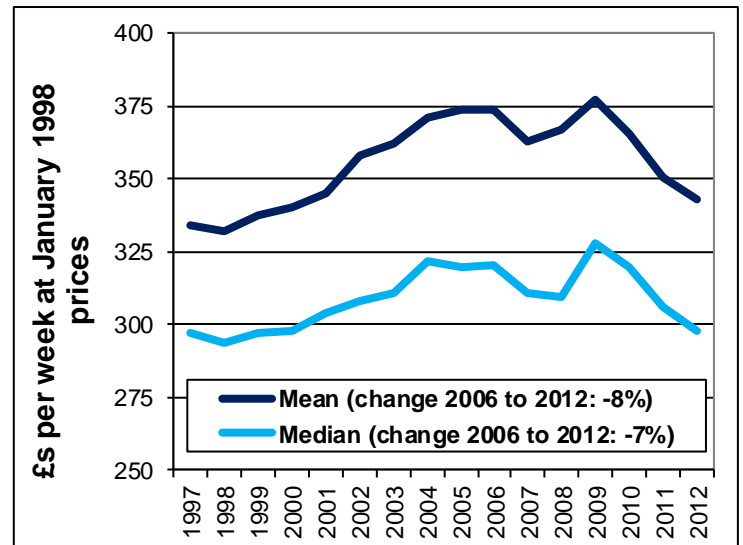


Chart 4: 'Real' earnings in Wales



More detail about personal travel in Wales

The DfT publish more complete data from the National Travel Survey and the link to this information is given above. For more convenience, however, more detail about trips and distance covered is set out below.

On average, people living in Wales take almost a thousand trips a year (more exactly 967 trips, averaged over the two year period covering 2011 and 2012) and travel around 7,500 miles (7,483 miles precisely). Since 2003-04 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. 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 figures in table 2 show that over the two years 2011-12, 69 per cent of all trips were taken by car, 21 per cent as walking trips and the remaining 9 per cent for all other modes of transport.

Table 2: Trips per person per year: by purpose, length and main mode - persons

	<i>Average number of trips and per cent</i>					
	2003/04	2005/06	2007/08	2009/10	2011/12	Proportion of all trips in 2011/12
By purpose:						
Commuting	155	152	142	133	146	15%
Business	35	37	26	26	37	4%
Education	62	66	61	64	58	6%
Escort education	41	51	39	42	37	4%
Shopping	212	198	198	211	210	22%
Other escort	95	103	98	90	84	9%
Personal business	101	99	96	100	87	9%
Visit friends at private home	135	129	124	131	105	11%
Visit friends elsewhere	39	42	44	49	44	5%
Sport / entertainment	57	64	57	60	69	7%
Holiday / day trip	37	37	41	45	43	4%
Other including just walk	43	52	45	42	47	5%
All purposes	1,010	1,030	970	994	967	100%
By main mode:						
Walk	208	214	204	222	208	21%
Car / van:						
Car / van driver	461	465	424	440	442	46%
Car / van passenger	248	266	247	236	229	24%
Car / van total	709	730	671	676	671	69%
Other private transport ²	21	22	23	29	25	3%
Local bus	49	47	48	42	42	4%
Other public transport ³	22	16	24	25	22	2%
All modes	1010	1,030	970	994	967	100%
Unweighted sample size (individuals)	1,837	2,067	2,028	1,920	1,758	

Source: National Travel Survey

Tel: 020 7944 3097

1 Two survey years combined, e.g. 2011 and 2012. A survey year runs from mid-January to mid-January.

2 Bicycle, motorcycle and private hire bus.

3 Non-local bus, London Underground, surface rail, taxi / minicab and other public (air, ferries, light rail).

The average distance travelled per person during a year (excluding foreign travel) resident in Wales was just over 7½ thousand miles, or 144 miles a week. Walking trips represent around 161 miles (so the average walking trip recorded in the NTS is just under a mile) with average car mileage coming to 6,300 miles averaged over the two years 2011-12.

Table 3: Distance travelled per person per year: by purpose, length and mode - persons

	<i>Average distance in miles and per cent</i>					
	2003/04	2005/06	2007/08	2009/10	2011/12	Proportion of all trips in 2011/12
By purpose:						
Commuting	1,403	1,300	1,242	1,202	1,266	17%
Business	719	682	512	558	728	10%
Education	207	247	193	280	193	3%
Escort education	93	115	94	79	86	1%
Shopping	1,159	1,019	1,102	1,118	1,094	15%
Other escort	555	602	555	541	529	7%
Personal business	514	581	561	611	494	7%
Visit friends at private home	920	1,166	1,167	1,097	1,102	15%
Visit friends elsewhere	232	264	268	290	327	4%
Sport / entertainment	440	504	496	442	593	8%
Holiday / day trip	1,095	877	862	993	1,021	14%
Other including just walk	43	54	48	47	51	1%
All purposes	7,382	7,410	7,098	7,256	7,483	100%
By main mode:						
Walk	164	160	161	169	161	2%
Car / van:						
Car / van driver	4,021	4,129	3,752	3,921	4,044	54%
Car / van passenger	2,219	2,355	2,232	2,096	2,265	30%
Car / van total	6,240	6,484	5,984	6,016	6,309	84%
Other private transport ²	365	229	177	356	216	3%
Local bus	257	267	278	255	264	4%
Other public transport ³	356	271	498	460	534	7%
All modes	7,382	7,410	7,098	7,256	7,483	100%
Unweighted sample size (individuals)	1,837	2,067	2,028	1,920	1,758	

Source: National Travel Survey

Tel: 020 7944 3097

1 Two survey years combined, e.g. 2011 and 2012. A survey year runs from mid-January to mid-January.

2 Bicycle, motorcycle and private hire bus.

3 Non-local bus, London Underground, surface rail, taxi / minicab and other public (air, ferries, light rail).

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 4: 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

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 table above). This was an average of 21 minutes over the period October to December 2011. For comparison, for other regions across Great Britain this average ranges from 21 minutes for the North East to 26 minutes for the South East; the exception is London of course, where the average time taken is 36 minutes, rising to 59 minutes for people working in Central London (Source: LFS; DfT table tsgb0111)

In Wales, just over half of employees made the journey to work 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
- 16 minutes for travel by bicycle
- 33 minutes for travel by bus
- 51 minutes for travel by train

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	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.