

G: Travel

The average journey lengths for leisure, commuting, shopping and education have all increased. The number of trips per person per year by car increased by 20 per cent in the second half of the 1980s, but by only a further 5 per cent in the last decade.

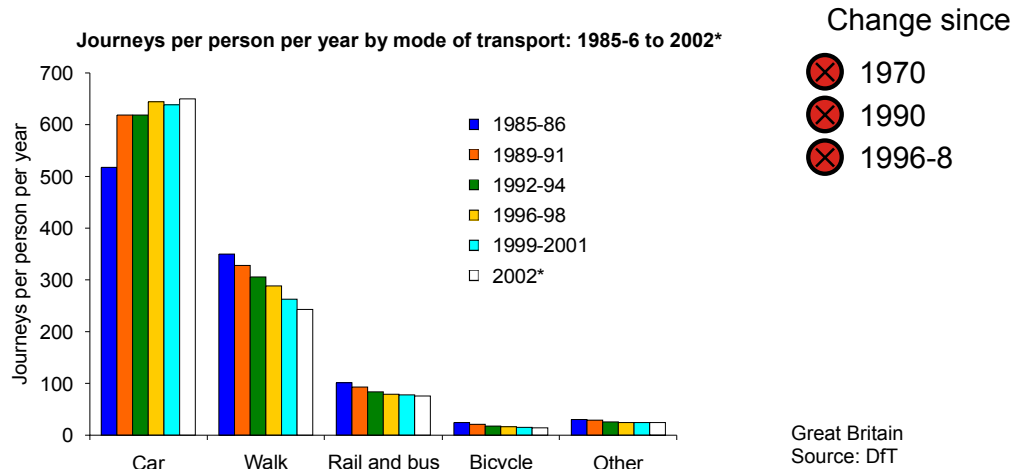
Between 1985-6 and 2002, the percentage of children aged 5 - 16 travelling to school by car doubled from 16 to 32 per cent. Walking is still the main way for children to get to school even though the percentage walking fell from 56 per cent in 1985/86 to 44 per cent in 2002.

Distances travelled increased for all income groups, with the largest increase being for the lowest income group. However, those in the highest income group still travelled more than 3 times as far as those in the lowest.

Ref. no.	Indicator		QOLC 1999		QOLC Updated Assessment		
			Change since		Change since		
			1970	1990	1970	1990	Strategy
H11	Road traffic (headline)	Traffic volume					
		Traffic intensity					
G1	Passenger travel by mode						
G2	How children get to school						
G3	Average journey length by purpose						
G4	Traffic congestion						
G5	Distance travelled relative to income						

Indicator: Passenger travel by mode

G1



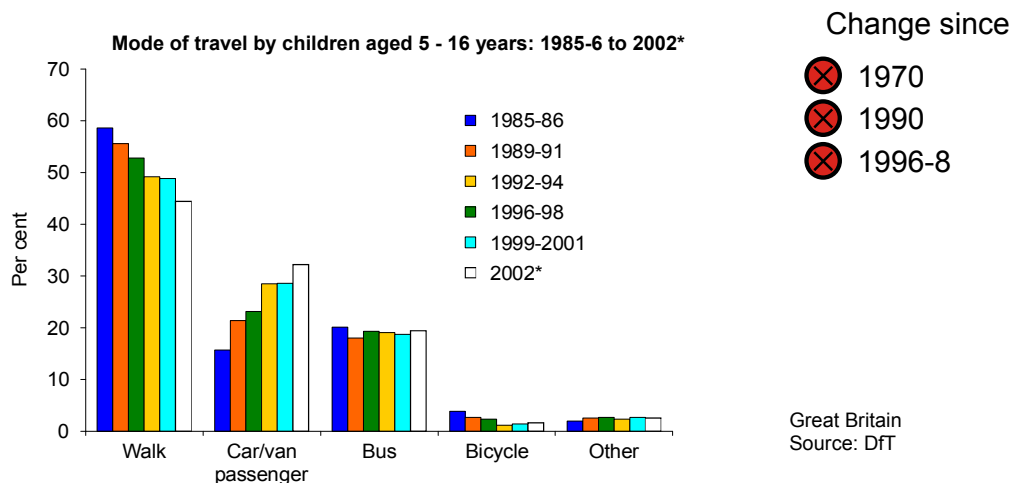
Note: * Provisional data.

Objective: Improve choice in transport; improve access to education, jobs, leisure and services; and reduce the need to travel

- Between 1985-6 and 2002, the number of trips that were mainly on foot fell by 31 per cent and the number of bicycle trips fell by 40 per cent.
- The number of trips per person per year by car increased by 20 per cent in the second half of the 1980s, but by only 5 per cent more in the last decade.
- The percentage of journeys per person per year by car increased from 61 per cent in 1996-8 to 64 per cent in 2002.

Indicator: How children get to school

G2

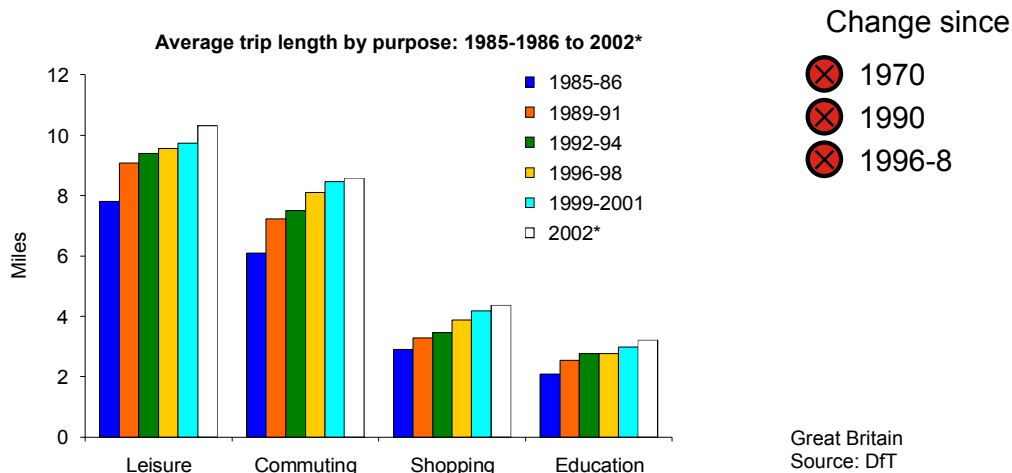


Note: * Provisional data.

Indicator: How children get to school (continued)**G2**

Objective: Improve choice in transport; improve access to education, jobs, leisure and services; and reduce the need to travel

- Between 1985-6 and 2002, the percentage of children aged 5 - 16 travelling to school by car doubled from 16 to 32 per cent. The percentage walking or cycling fell commensurately.
- Walking is still the main way for children to get to school even though the percentage walking fell from 56 per cent in 1985-6 to 44 per cent in 2002.
- Between 1996-8 and 2002, the percentage of children walking to school decreased by 10 per cent while the percentage taken by car increased by 13 per cent.

Indicator: Average journey length by purpose**G3**

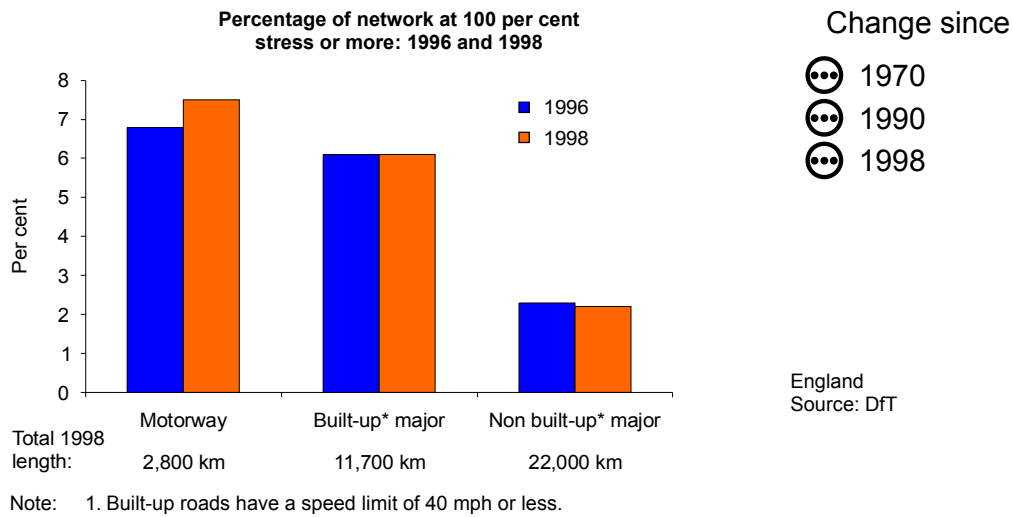
Note: * Provisional data.

Objective: Improve choice in transport; improve access to education, jobs, leisure and services; and reduce the need to travel

- Between 1985-6 and 2002, the average distances travelled by people for commuting, education and shopping all increased by between a third and a half.
- Between 1996-8 and 2002, the average journey lengths for leisure, commuting, shopping and education increased by 8 per cent, 6 per cent, 12 per cent and 16 per cent respectively.

Indicator: Traffic congestion

G4

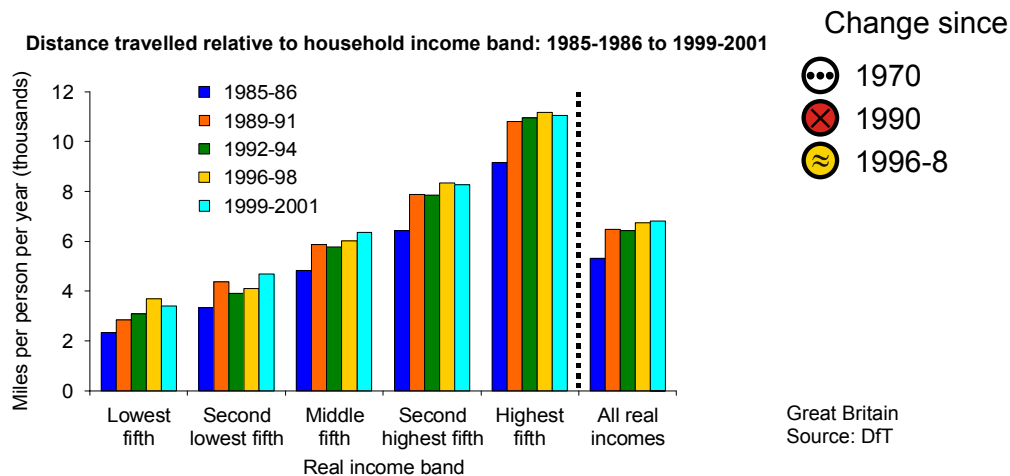


Objective: The cost of traffic congestion

- The Department for Transport is developing new data sources and new indicators of congestion as part of the current review of the 10 Year Plan for Transport.

Indicator: Distance travelled relative to income

G5



Objective: The link between rising prosperity and increased travel must be broken

- Between 1989-91 and 1999-2001, distance travelled increased for all income groups, with the largest increase being for the lowest income group (20 per cent), and the smallest increase being for those with the highest incomes (2 per cent). However, those in the highest income group still travelled more than 3 times as far as those in the lowest.
- There was relatively little change, and no clear pattern of change, in distances travelled for different income groups between 1996-8 and 1999-2001.