

Countywide Household Travel Survey

Wirral Report

August 2018

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1 Introduction

1.1 Overview

Mott MacDonald was commissioned by Merseytravel to undertake the LCR Household Travel Survey (formerly Countywide Travel Survey or CWS) in 2017. This report presents the district level 2017 results for Wirral. To be able to use the Household Travel Survey dataset at district level, at least 400 households were interviewed in each district. The total number of households successfully interviewed across Wirral District was 419.

The data produced from the survey provides a snapshot of the current travel patterns of the Liverpool City Region's (LCR) inhabitants. Adopting a broadly consistent methodology allows for comparison with previous surveys exploring existing and emerging data trends.

The full Liverpool City Region Household Travel Survey report has been issued separately. It contains details of all the household travel surveys, survey design, survey method and data analysis. It graphically presents the LCR figures which have been weighted according to the population distribution across the Liverpool City Region. This report focuses on the main results for the 419 households interviewed in Wirral.

Other information can be made available on request. In order to help in defining any further requirements, examples of the interview sheets and show cards used in the survey are given in the LCR level report. The underlying dataset is a unique and rich data source and there are many further cross tabulations and detailed analyses possible. It is expected that detailed analysis and application of the data will be ongoing, in relation to transport modelling and other local planning functions. The dataset is stored in Excel and is available through the Merseyside LTP Monitoring & Modelling Framework Contract to support further analyses.

1.2 Changes for 2017

In 2017, charts have been amended to present data from 2010 onwards only, to align with the new LCR report. Full historical survey data tables can be found in Appendix B.

Secondly, in a change for 2017, person and weekday trip data has been weighted according to age, to reflect the demographic profile of the district. An age based weighting was calculated and applied for each age group category within the district. It is applied to all person level and trip level data, except for data which is presented by age group: age of residents, average trip rate per person by age and modal share by age. A more detailed explanation of how the weightings were calculated can be found in the full LCR level report.

1.3 Note on Rail Closures

It should be noted that our survey period coincided with Phase 3 of the Wirral loop line track renewal works. From Tuesday 30th May to Sunday 18th June 2017, the four Liverpool stations (Moorfields, James Street, Liverpool Central, and Liverpool Lime Street) were closed to Wirral Line trains, which instead started and terminated at Birkenhead North and Birkenhead Central. Rail replacement buses completed passenger journeys between Birkenhead Liverpool stations.

This closure has had an observable impact on the number of people surveyed as using train as a mode (Figure 32), and furthermore may have affected car and bus passenger numbers travelling from the Wirral into Liverpool.

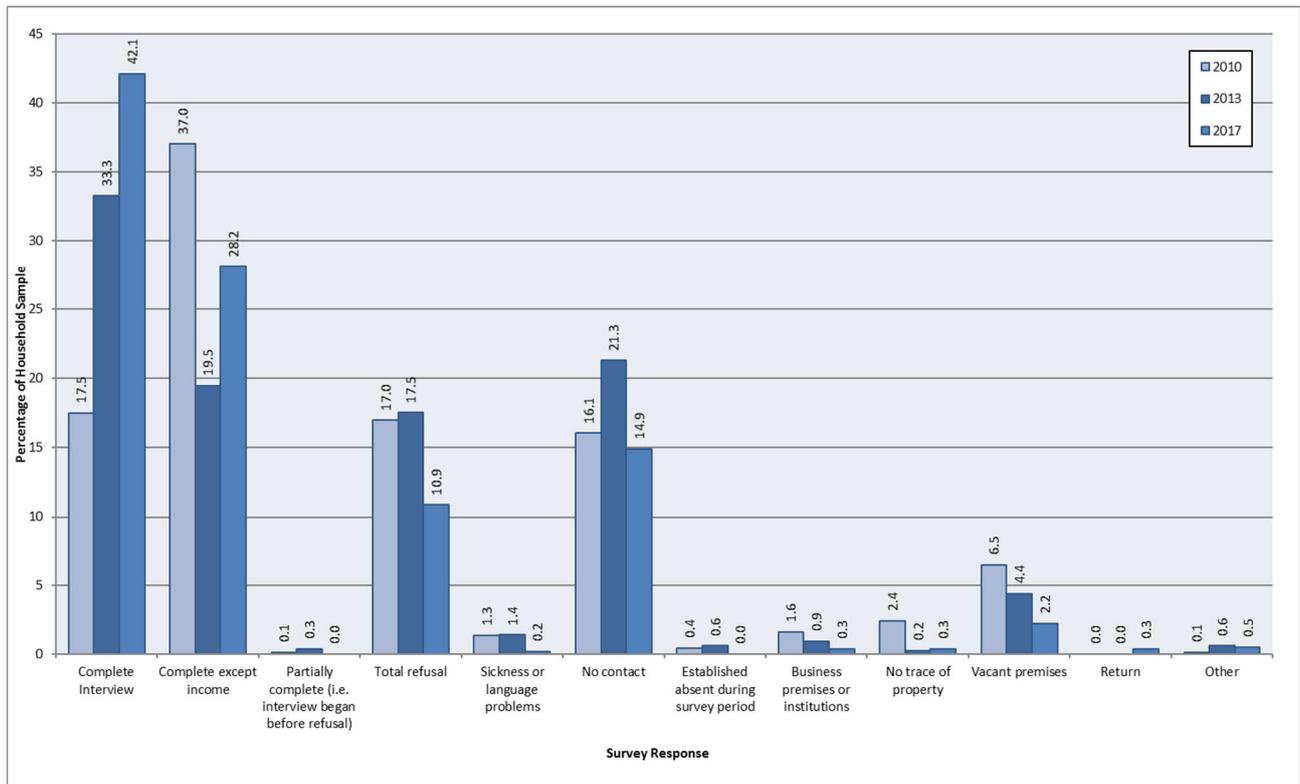
2 Household Results

This section summarises the main results of the 2017 survey for the Wirral District, and where appropriate results have been compared with those from Wirral in 2010 and 2013. Where available, Census 2011 data has also been included for comparison. The structure follows that of the survey, with the household data being presented first, then the person data, and finally the weekday trip data.

2.1 Household Data

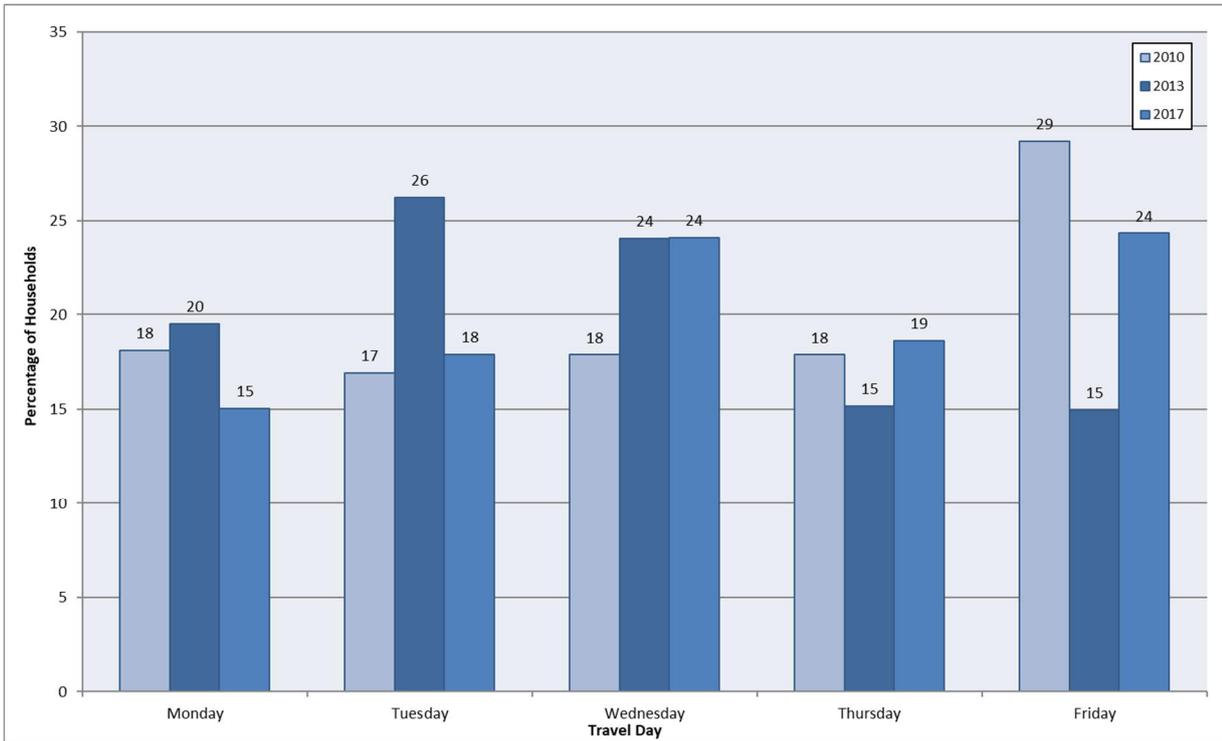
Household data was collected from 419 households. These represent an expanded total of 143,902 households.

Figure 1: Interview Responses



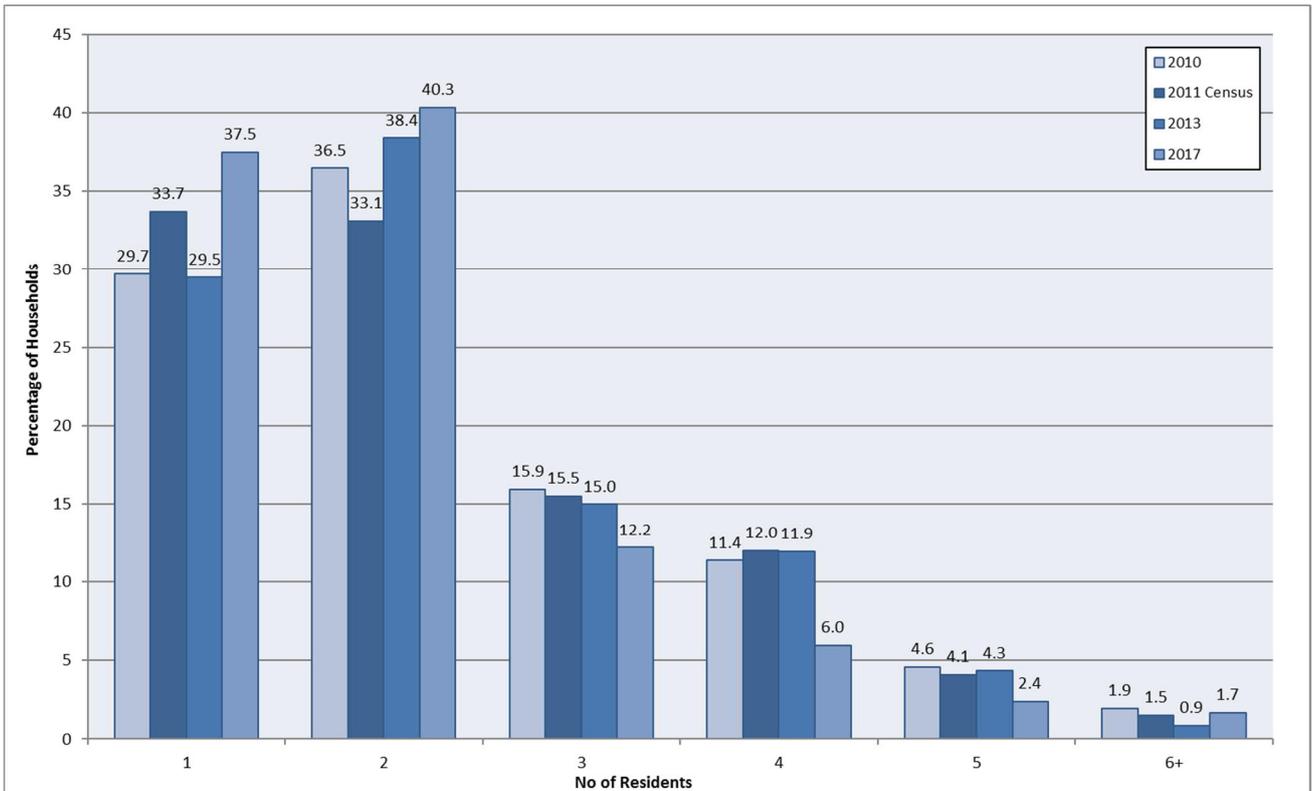
Valid Responses: 596

Figure 2: Travel Day



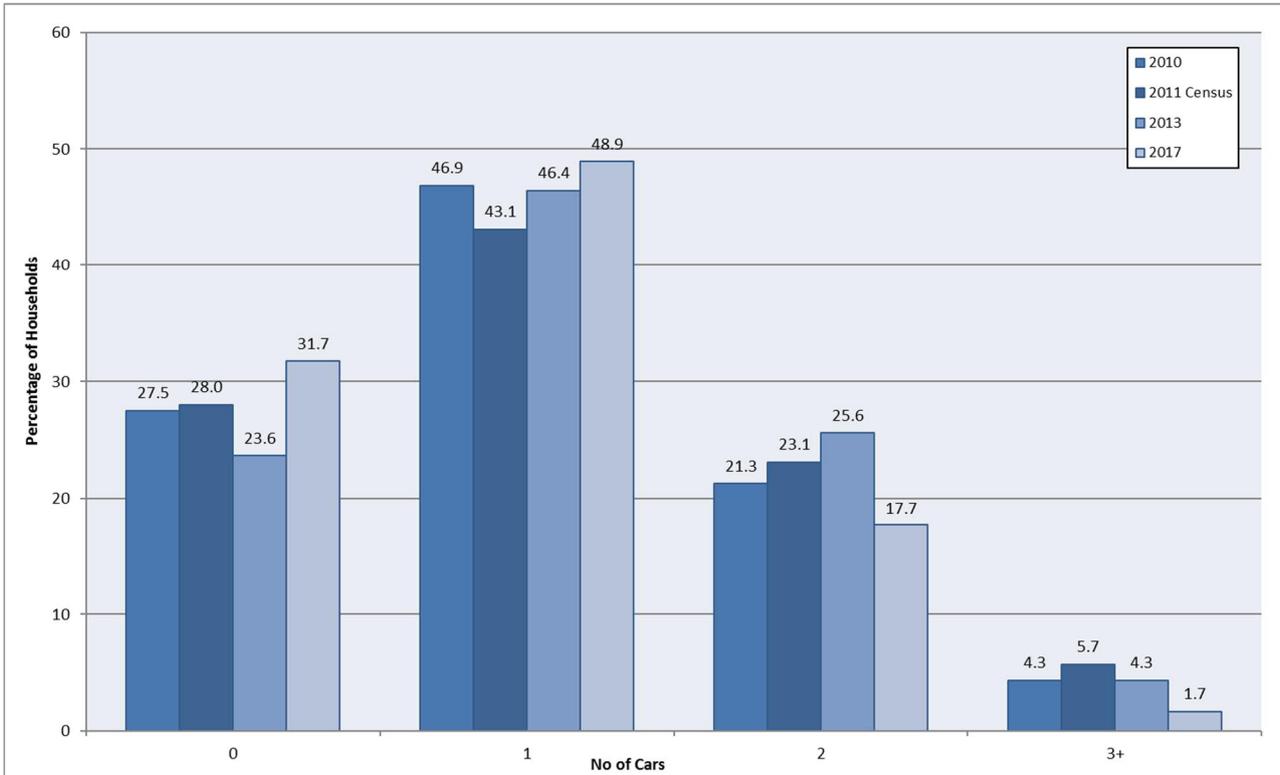
Valid Respondents 419

Figure 3: Household Size



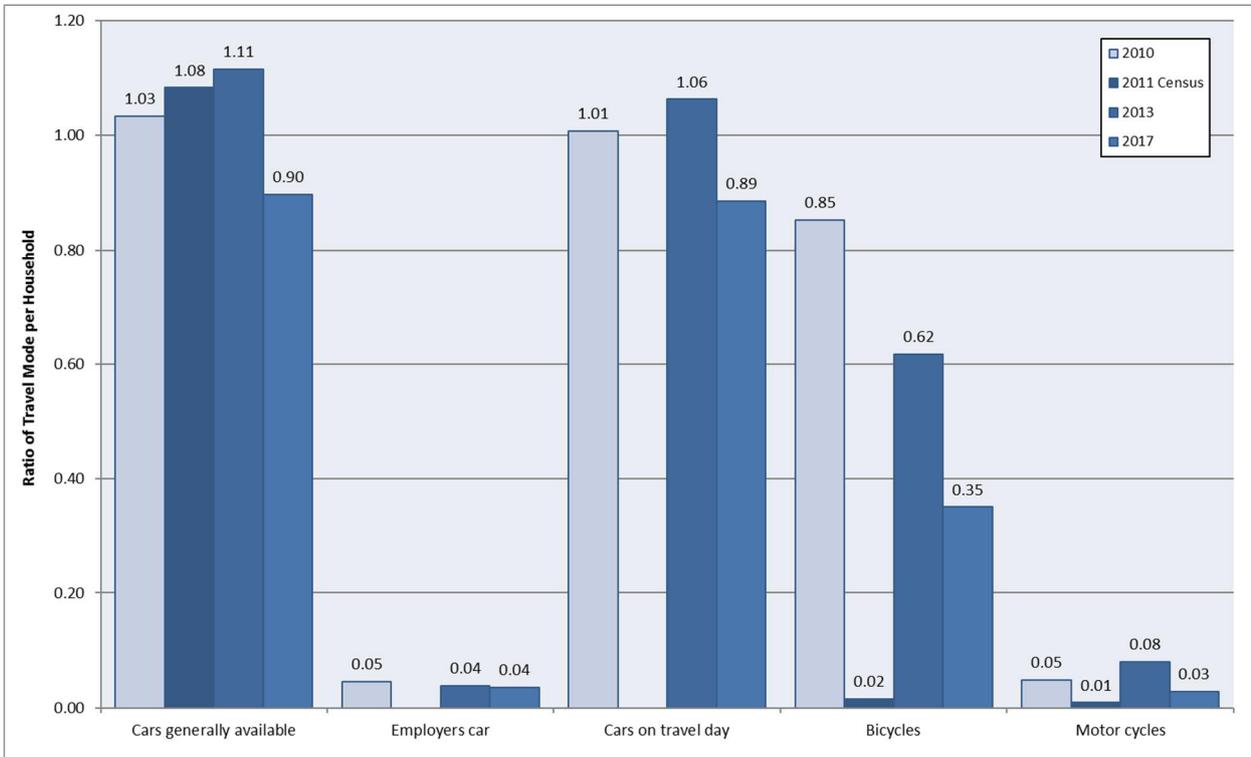
Valid Respondents 419

Figure 4: Cars Generally Available



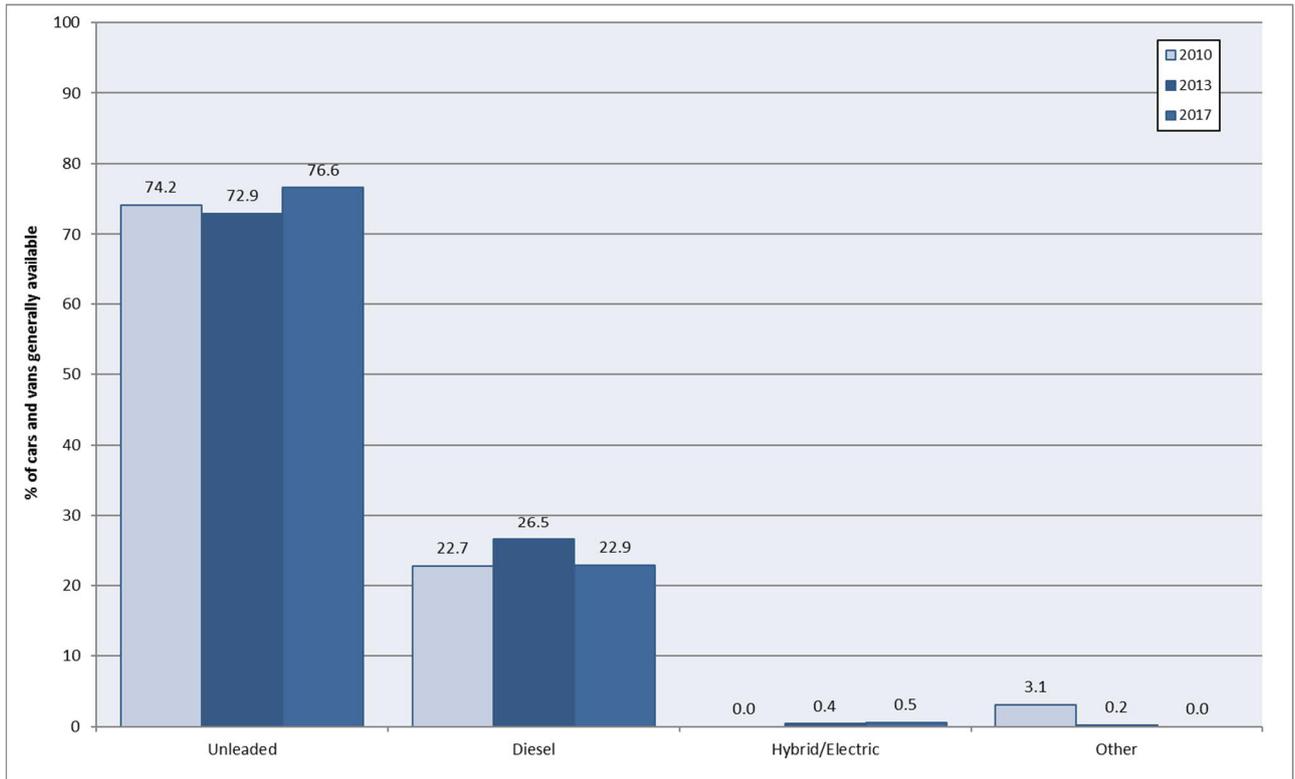
Valid Respondents 419

Figure 5: Cars, Pedal Cycles and Motorcycle Availability



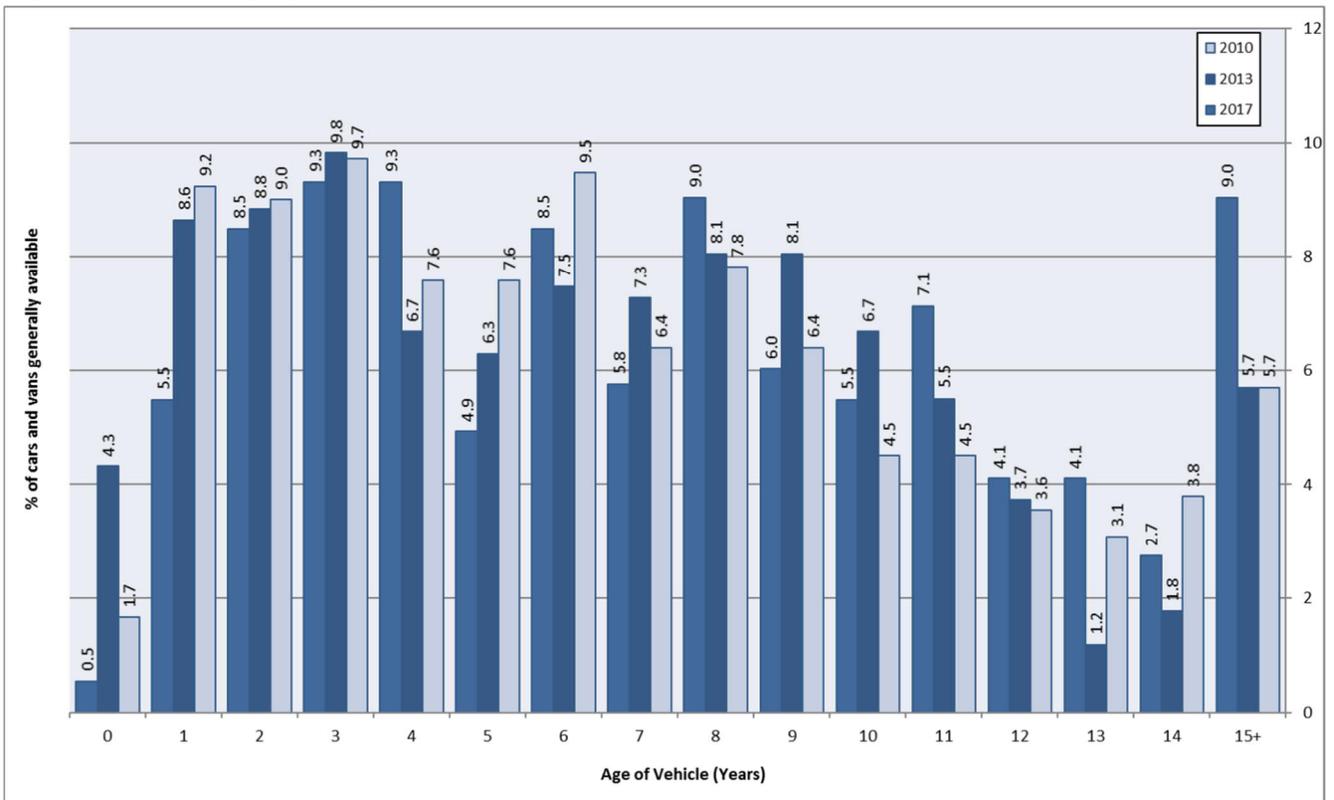
Valid responses: 419

Figure 6: Fuel Type



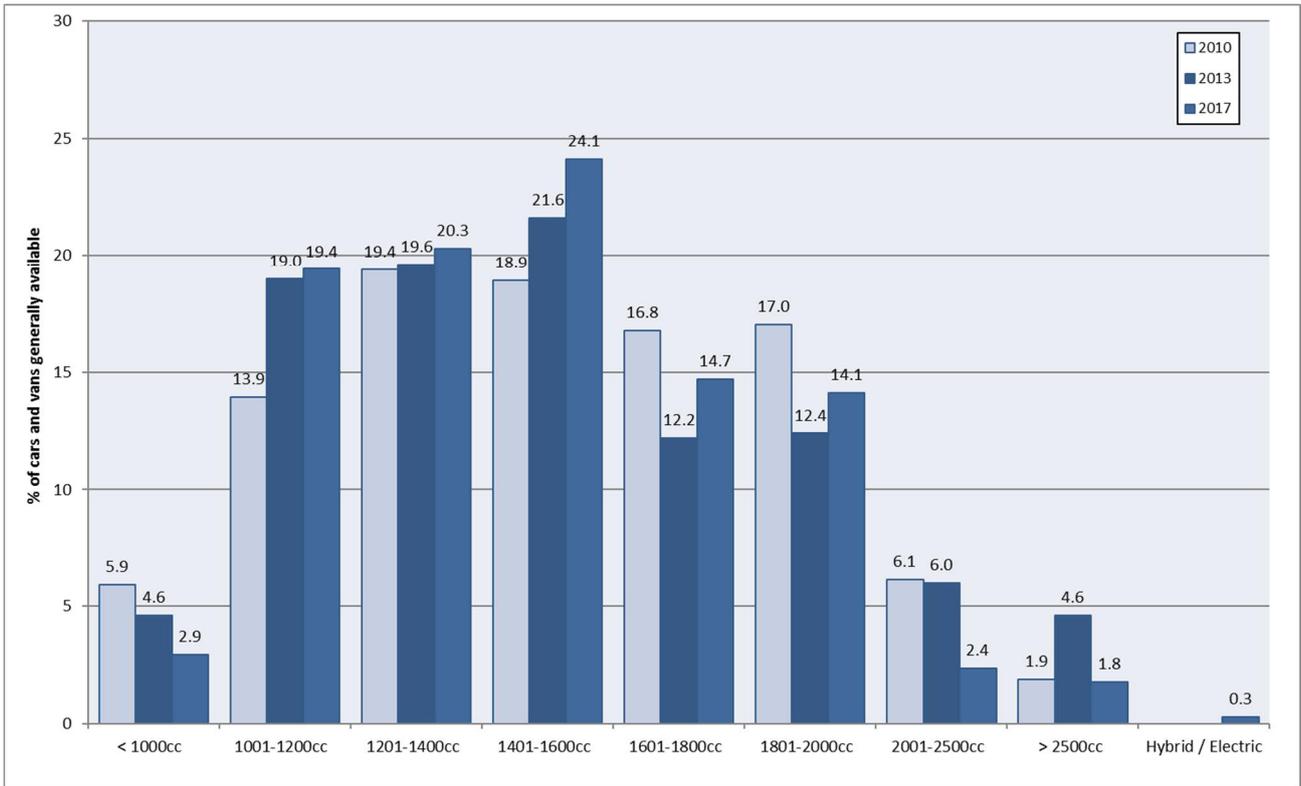
Valid Respondents 376

Figure 7: Vehicle Age (Years)



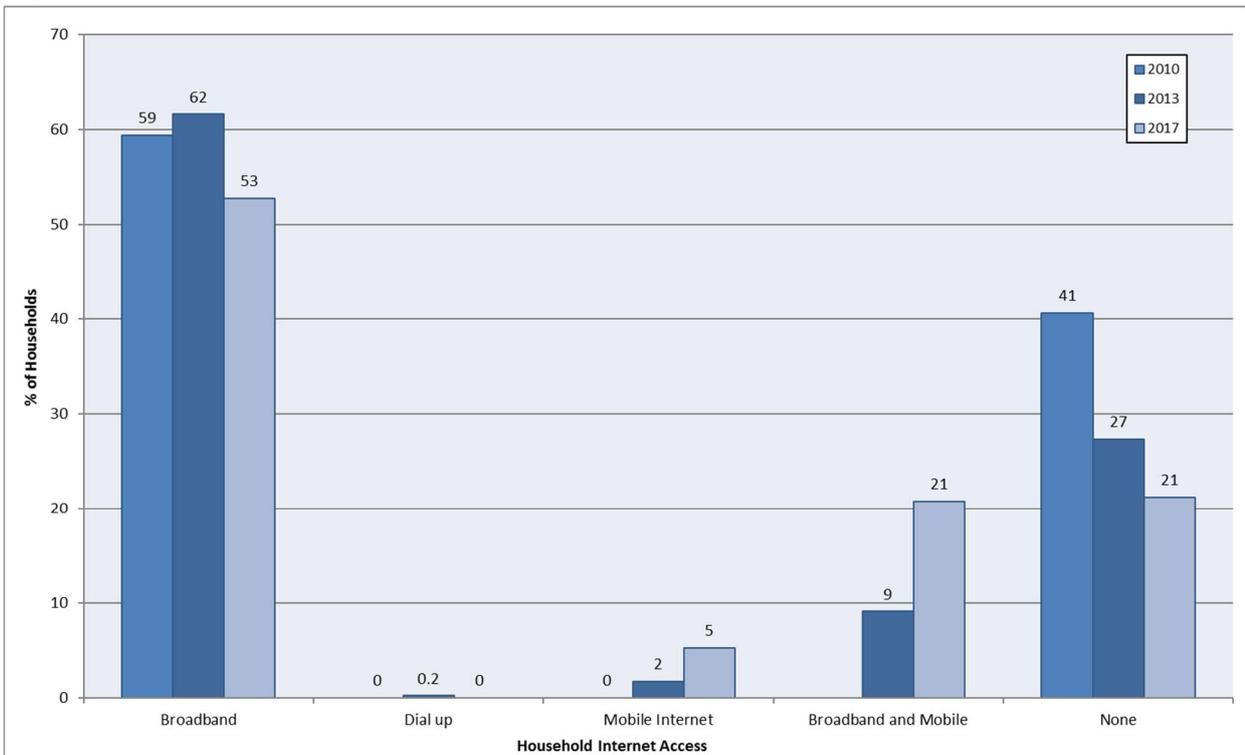
Valid Respondents 365

Figure 8: Engine Size



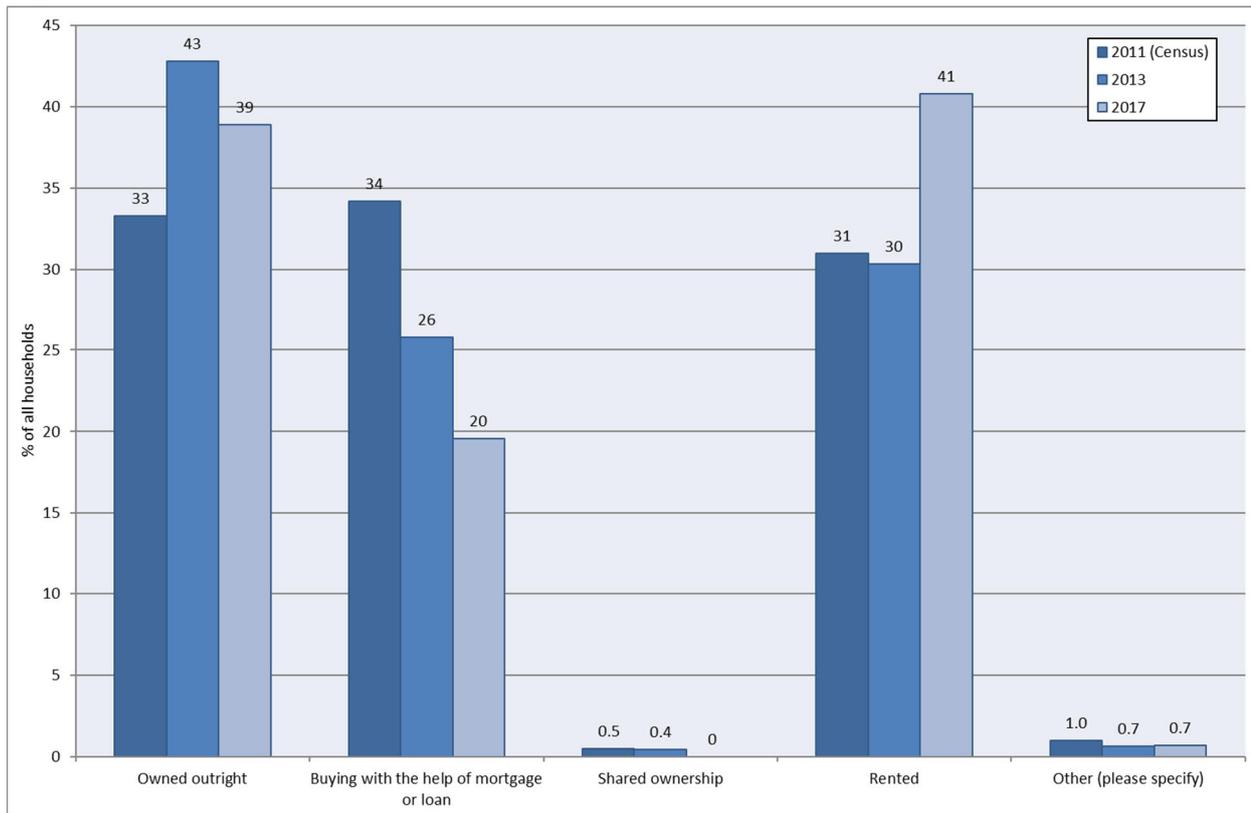
Valid Respondents 340

Figure 9: Internet Access



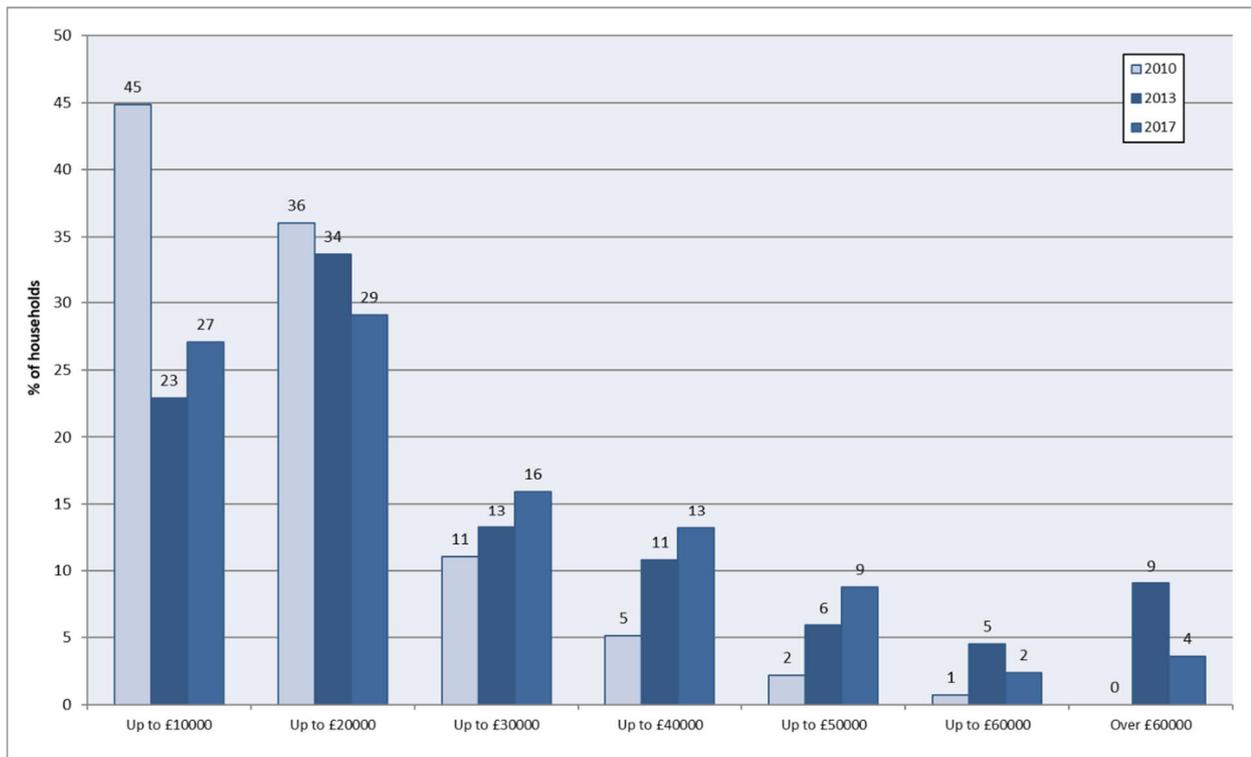
Valid Respondents 419

Figure 10: Tenure



Valid Respondents 419

Figure 11: Household Income (£/Year)



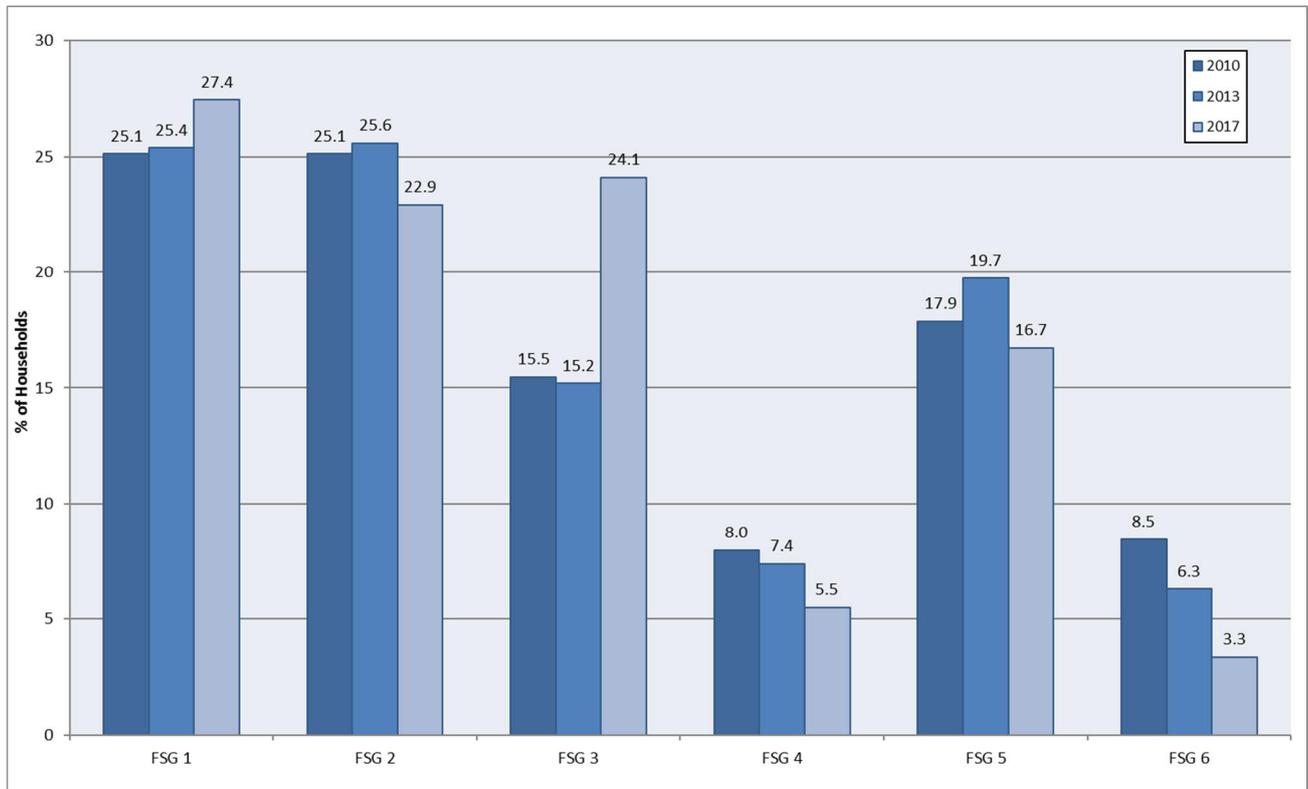
Valid Respondents 251

Family Structure Groups (FSGs) classify households according to the number of employed and not employed residents. Employed residents are those in either full-time or part-time work. Not employed residents are all other residents, including those too young to work and those past retirement age. They are defined in Table 1.

Table 1: Family Structure Group

FSG	Residents Employed	Residents Not Employed
1	0	1
2	0	2 or more
3	1	1 or less
4	1	2 or more
5	2 or more	1 or less
6	2 or more	2 or more

Figure 12: Family Structure Group



Valid Respondents 419

2.2 Person Data

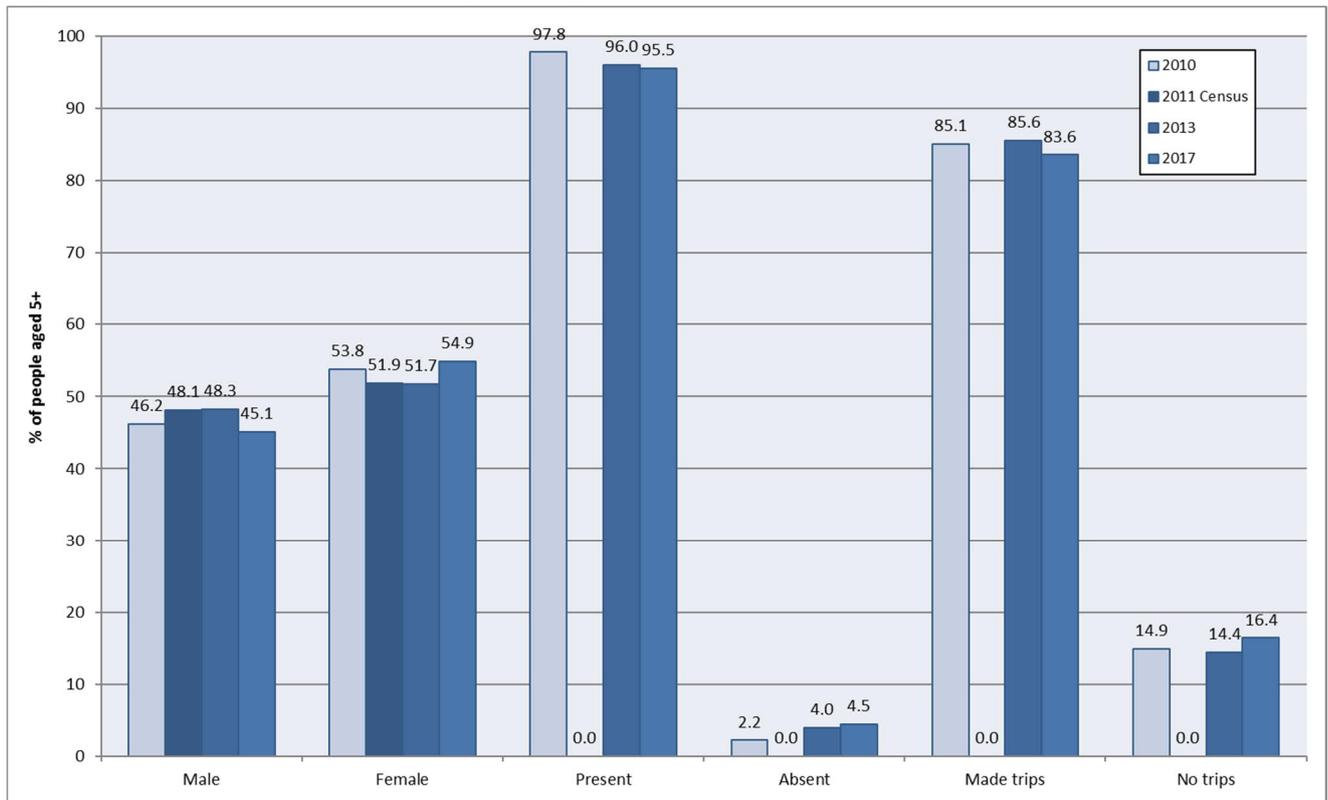
Person data was collected for those household residents aged five years or more.

In terms of unweighted numbers, the 419 households successfully interviewed contained 841 residents, of whom there were 778 aged five or older. These residents included 33 people who were absent on the travel day.

In terms of expanded numbers, 143,902 households had 302,242 residents aged five or more. These residents included 12,787 people who were absent on the travel day.

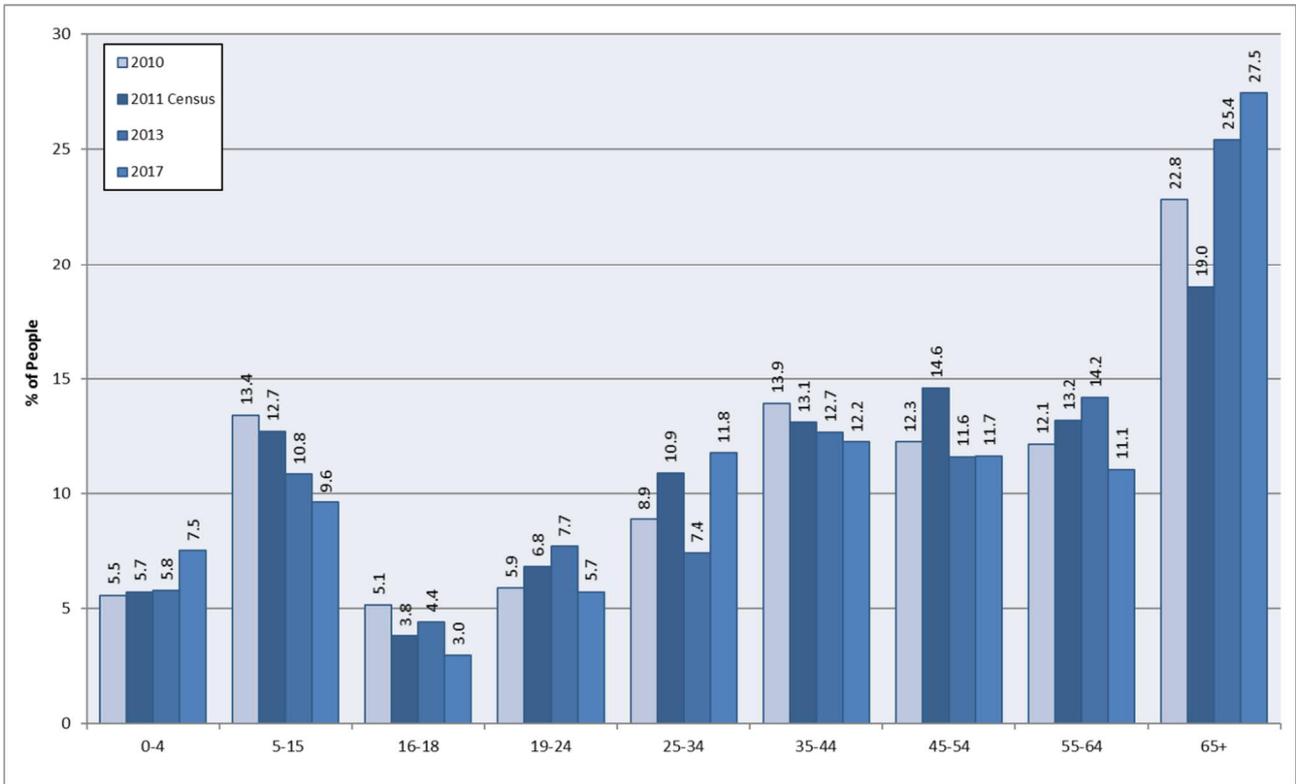
Age weightings have been applied to all 2017 data in this section except for age of residents (Figure 14).

Figure 13: Gender, Presence and Trip Making



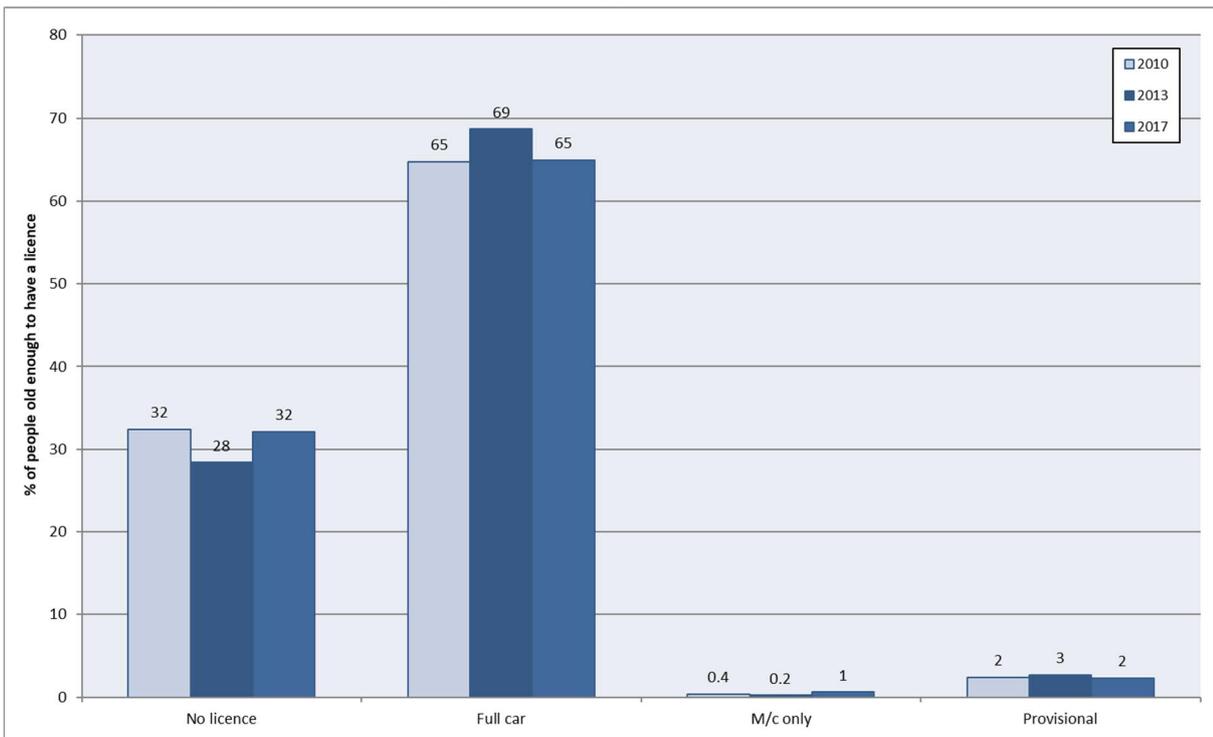
Valid Respondents: Gender – 778 / Presence – 778 / Trips - 745

Figure 14: Age of Residents



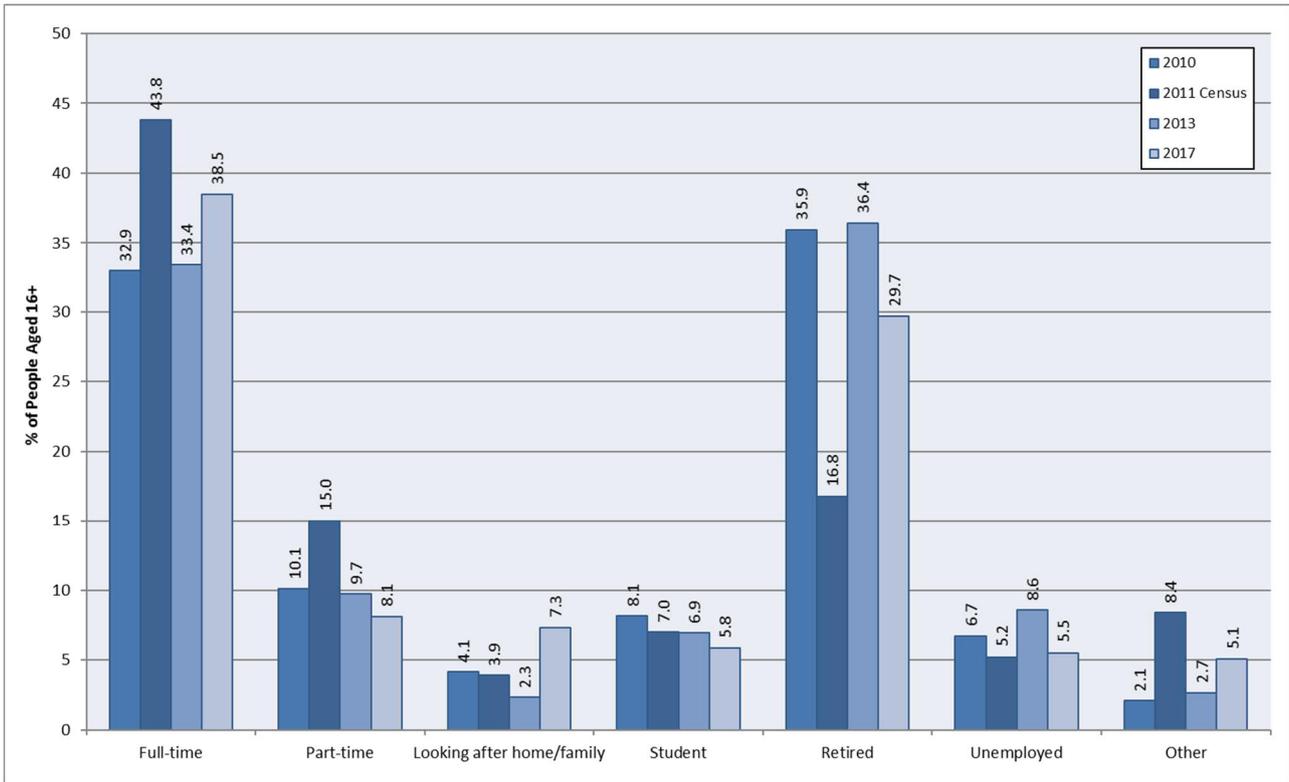
Valid Respondents 845

Figure 15: Driving Licence Status (over 17s only)



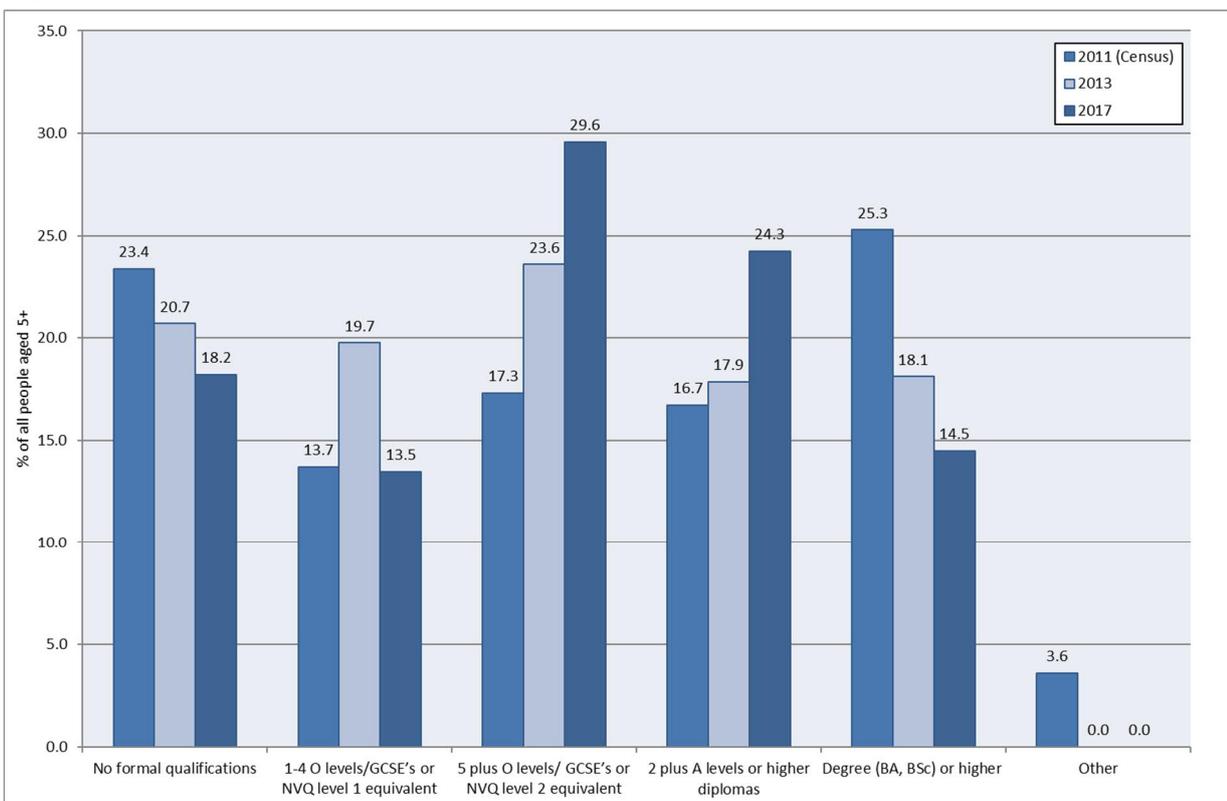
Valid Respondents 661

Figure 16: Working Status (Over 16s only)



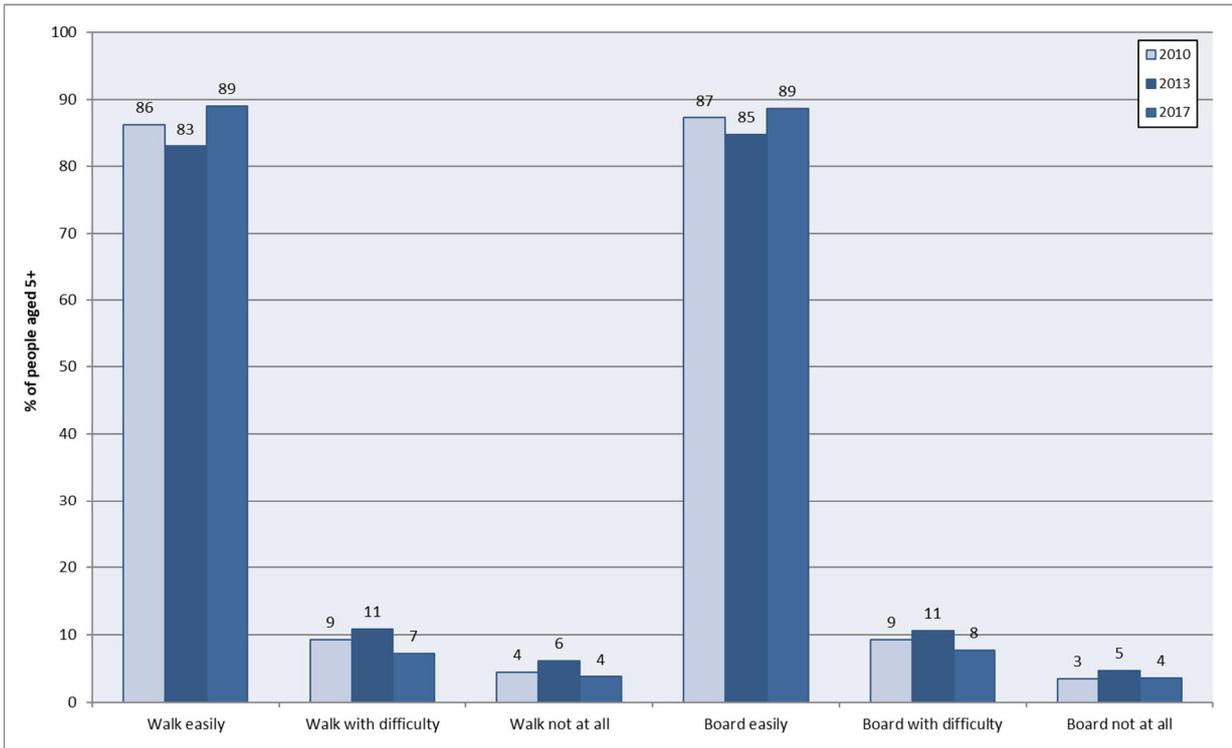
Valid Respondents 673

Figure 17: Educational Attainment (Over 16s only)



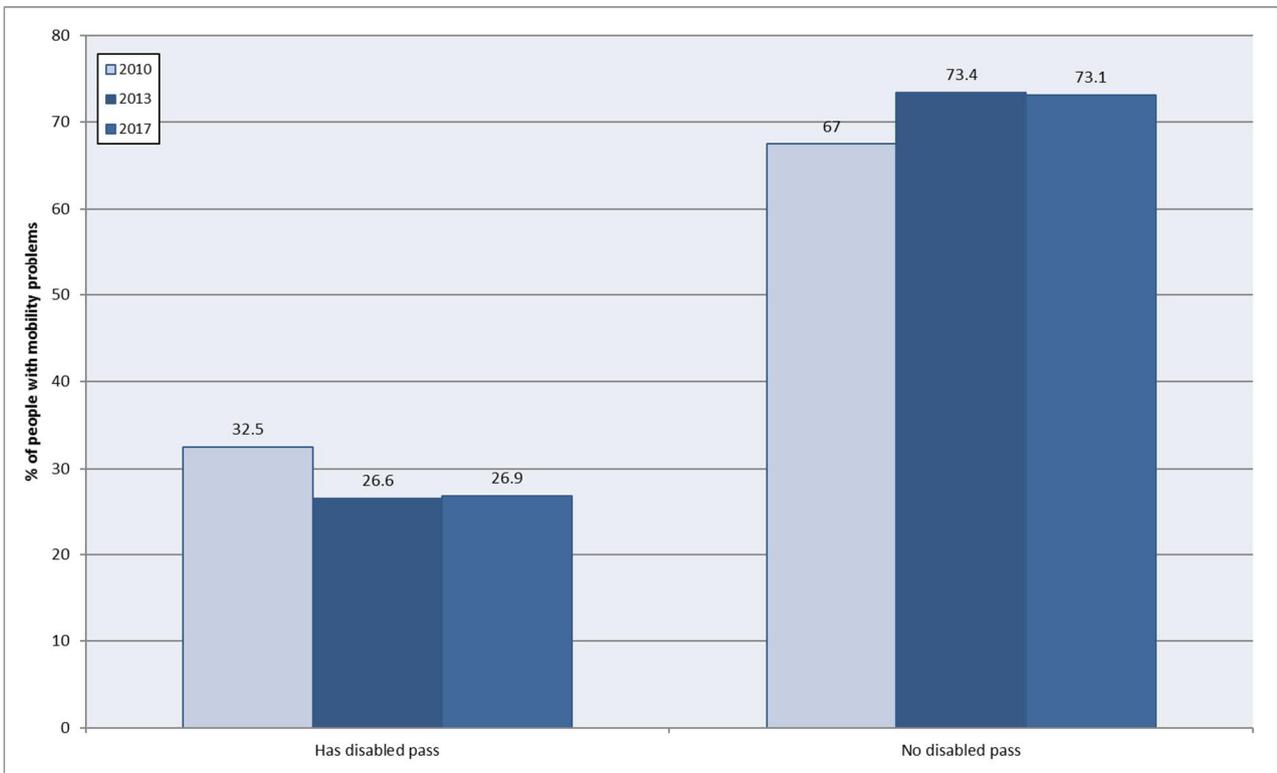
Valid Respondents 673

Figure 18: Able to Walk to or Board Buses and Trains



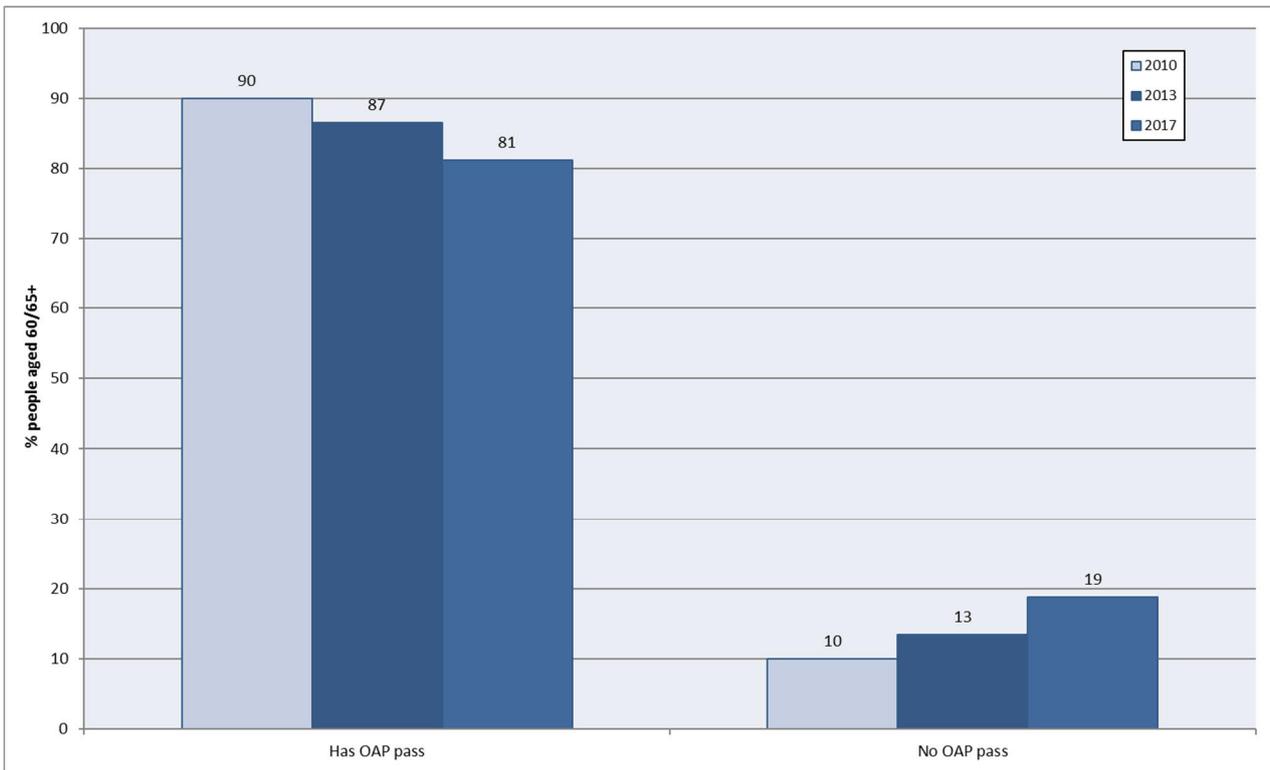
Valid Respondents 778

Figure 19: Disabled Persons Travel Pass Ownership



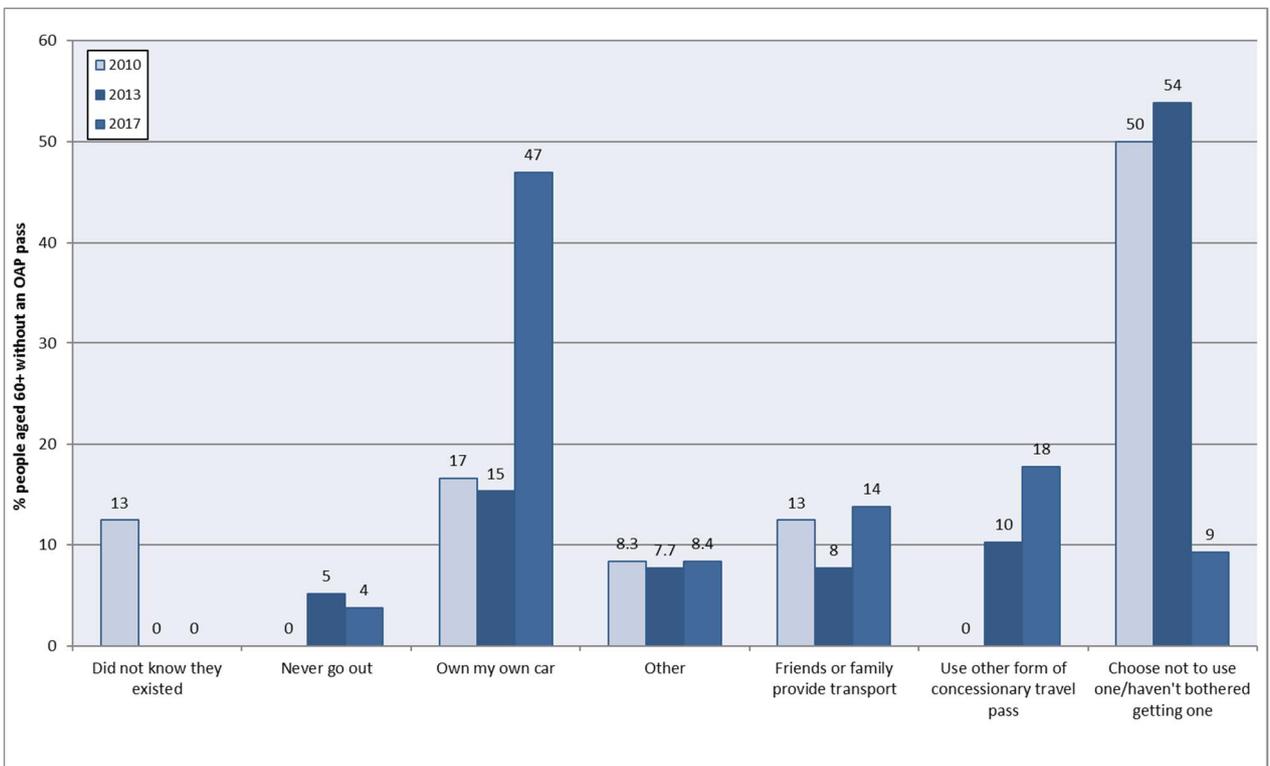
Valid Respondents 86

Figure 20: Older Persons Travel Pass Ownership



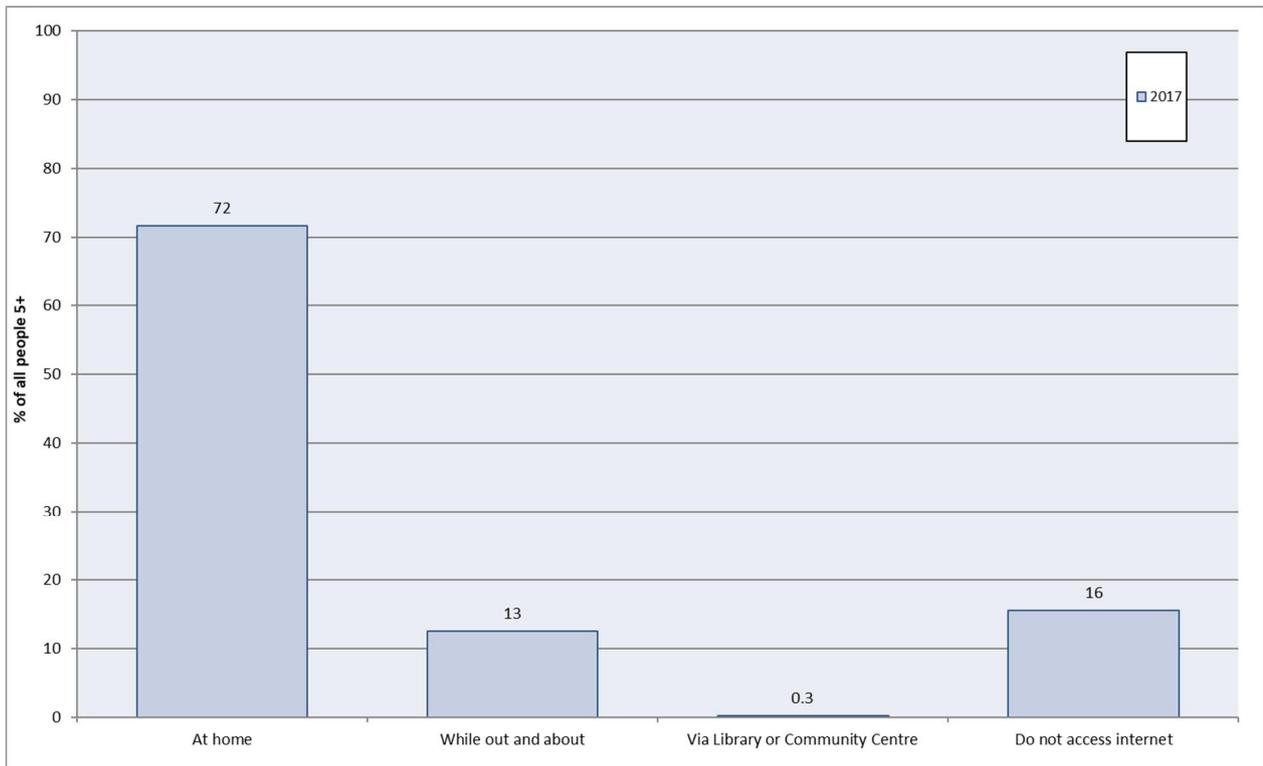
Valid Respondents 226

Figure 21: Reasons for not having an Older Persons Travel Pass



Valid Respondents 40

Figure 22: Personal Internet Access



Valid Respondents 778

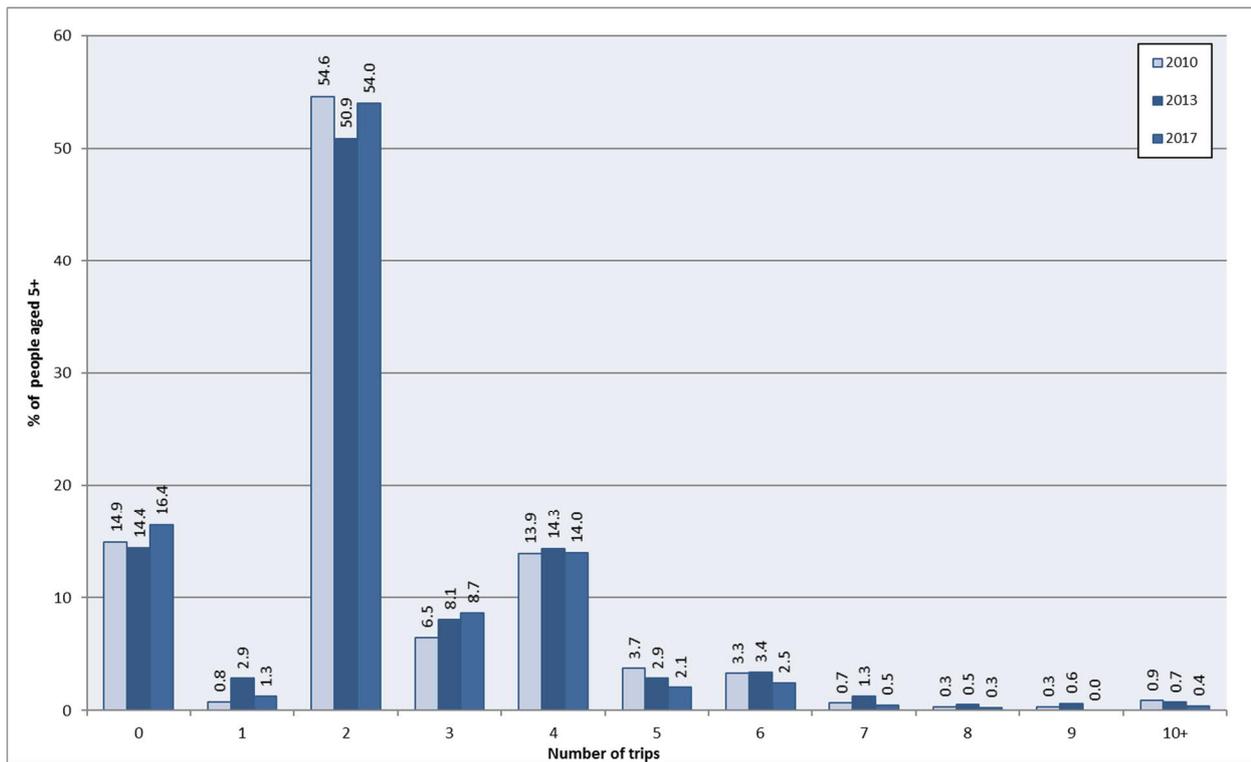
2.3 Weekday Trip Data

The basic unit of travel for this survey is the trip. Trip data was collected from residents aged five or more. The data collected was for those trips made the day prior to the interview day. This day is called the travel day.

A trip is defined as a one way journey made for a specific purpose. It has an origin and destination.

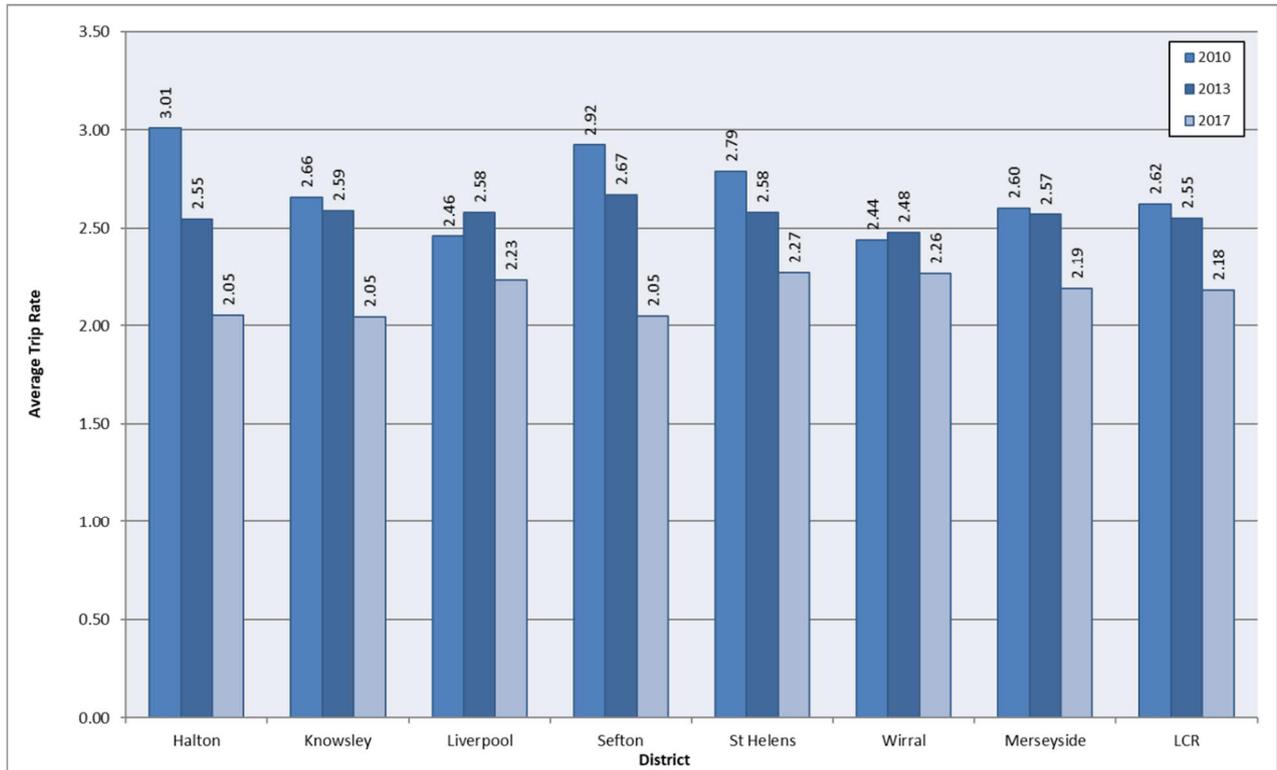
All 2017 data in this section has been weighted by age except for average trip rate by age (Figure 25) and modal share by age (Figure 38).

Figure 23: Number of Trips Made



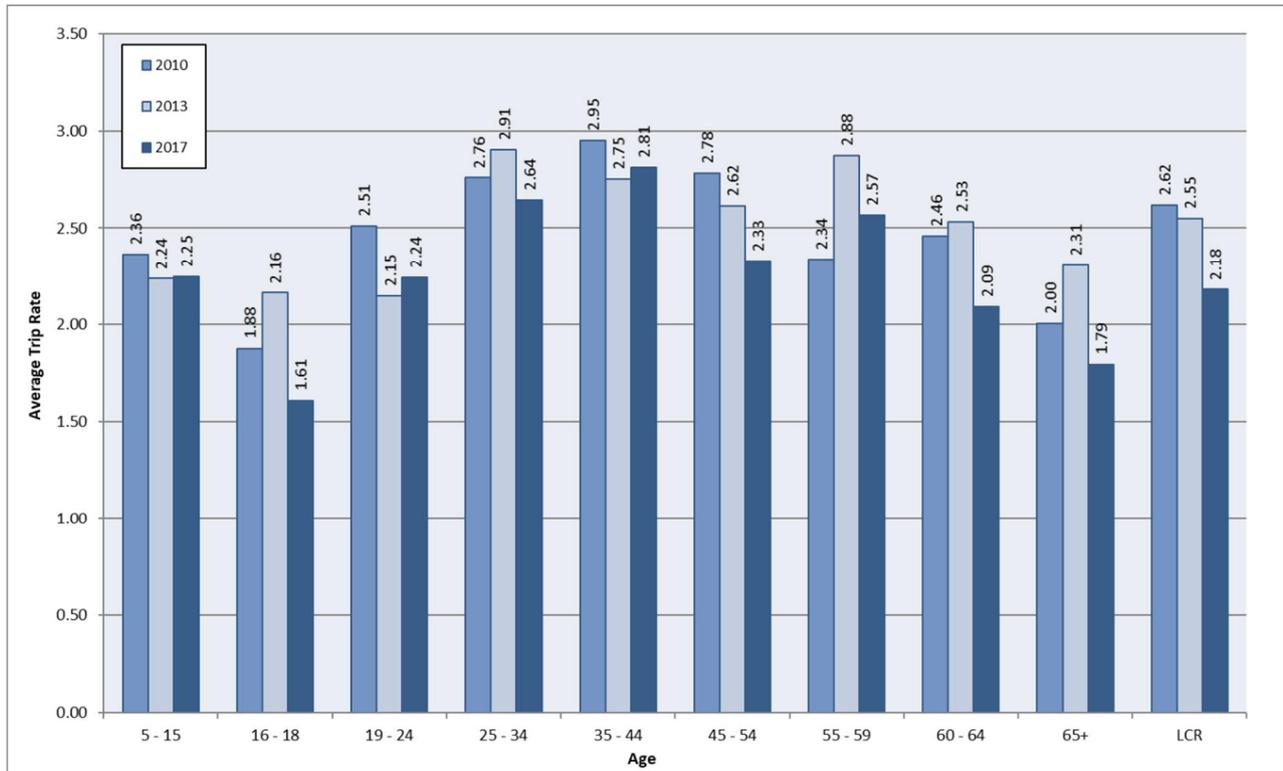
Valid Respondents 745

Figure 24: Average Trip Rate per person by District



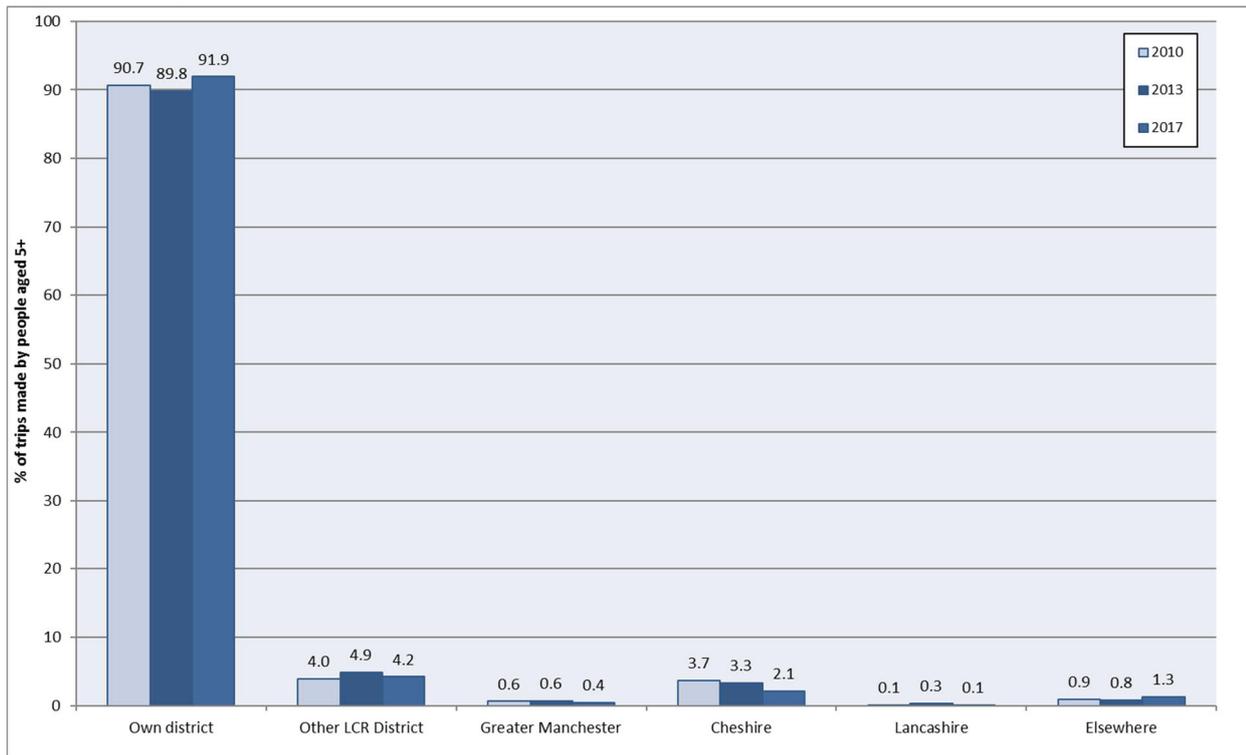
Valid Respondents: 4484

Figure 25: Average Trip Rate per person split by Age



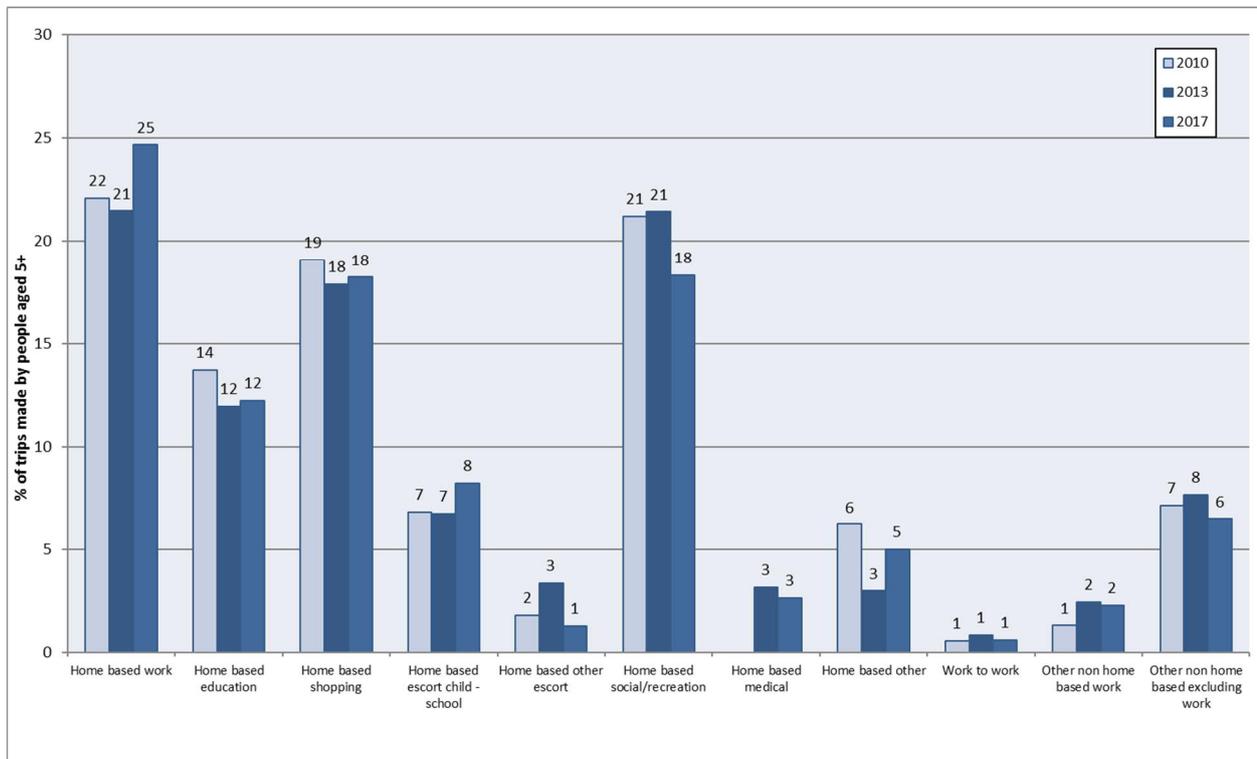
Valid Respondents 746

Figure 26: Trip Destinations



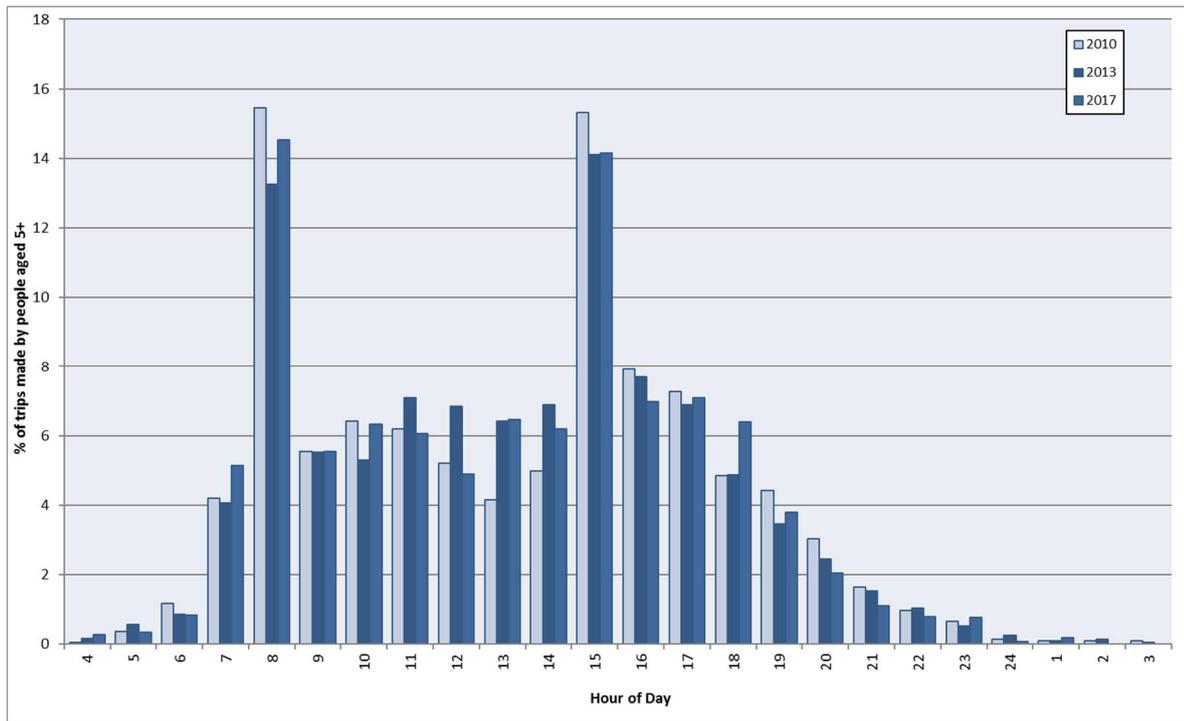
Valid Trips 1684

Figure 27: Overall Trip Purpose



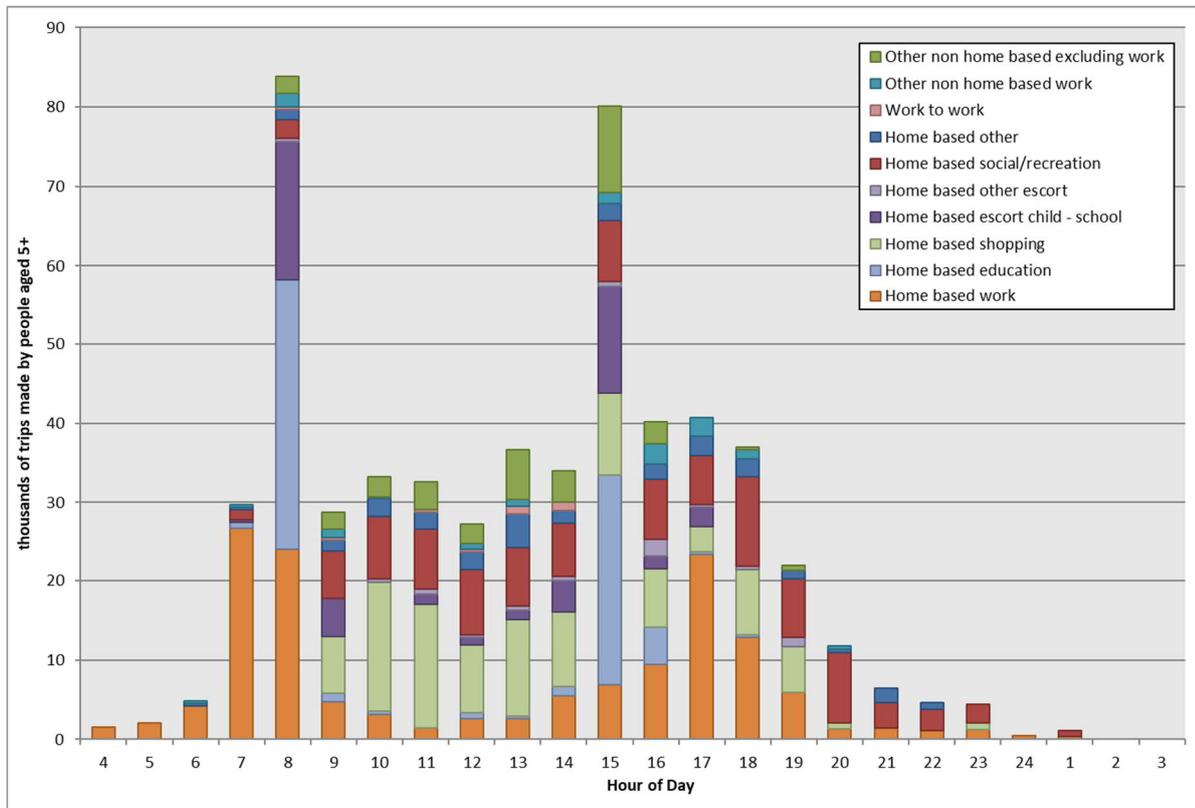
Valid Trips 1685

Figure 28: Trip Midtime



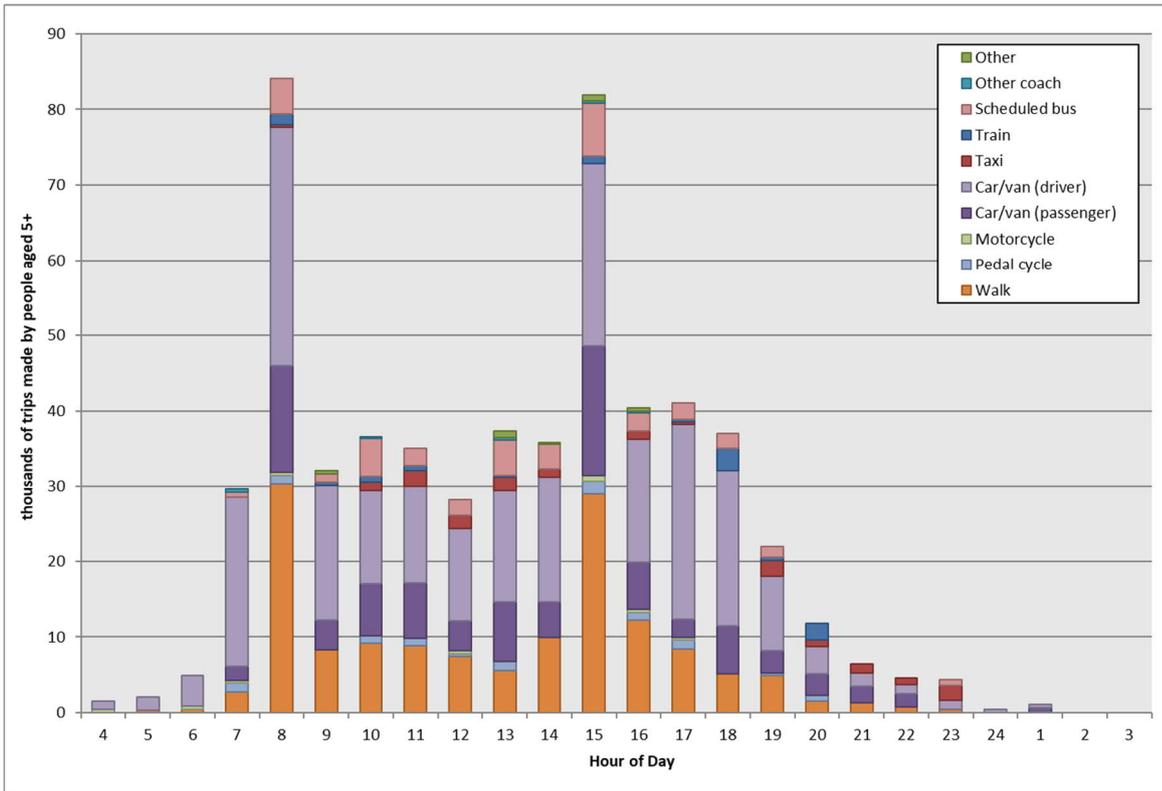
Valid Trips 1685

Figure 29: Overall Purpose by Trip Midtime



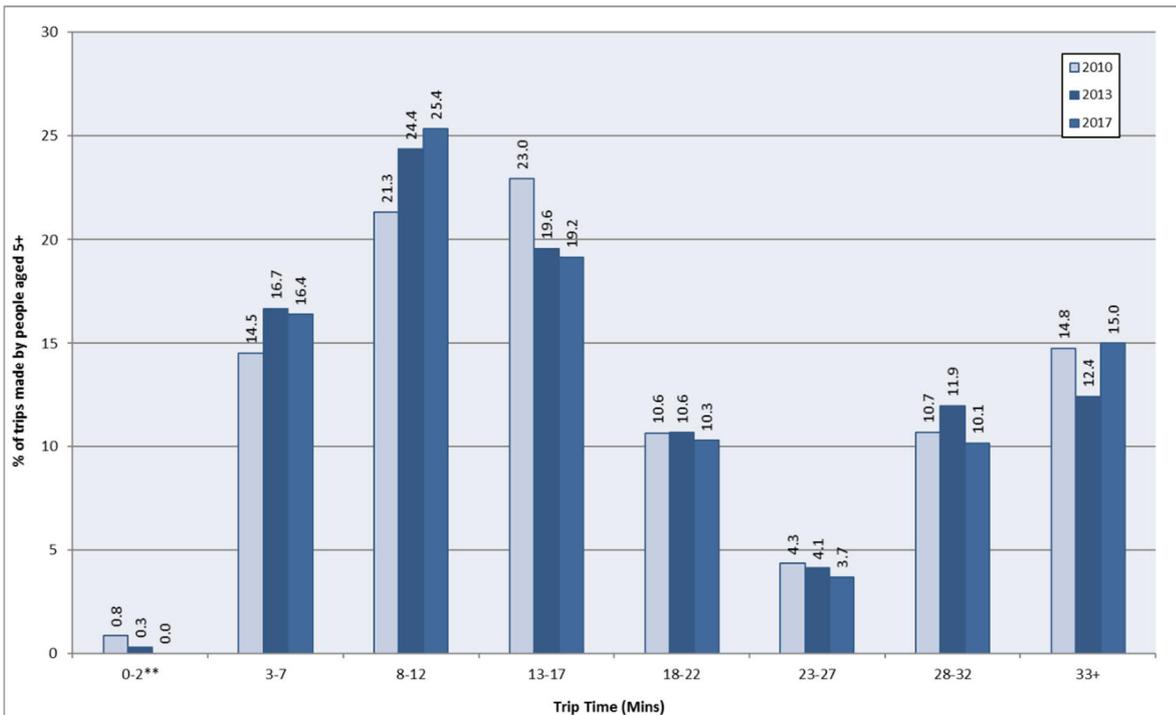
Valid Trips 578,571 (expanded value)

Figure 30: Main mode by Trip Midtime



Valid Trips 578,571 (expanded value)

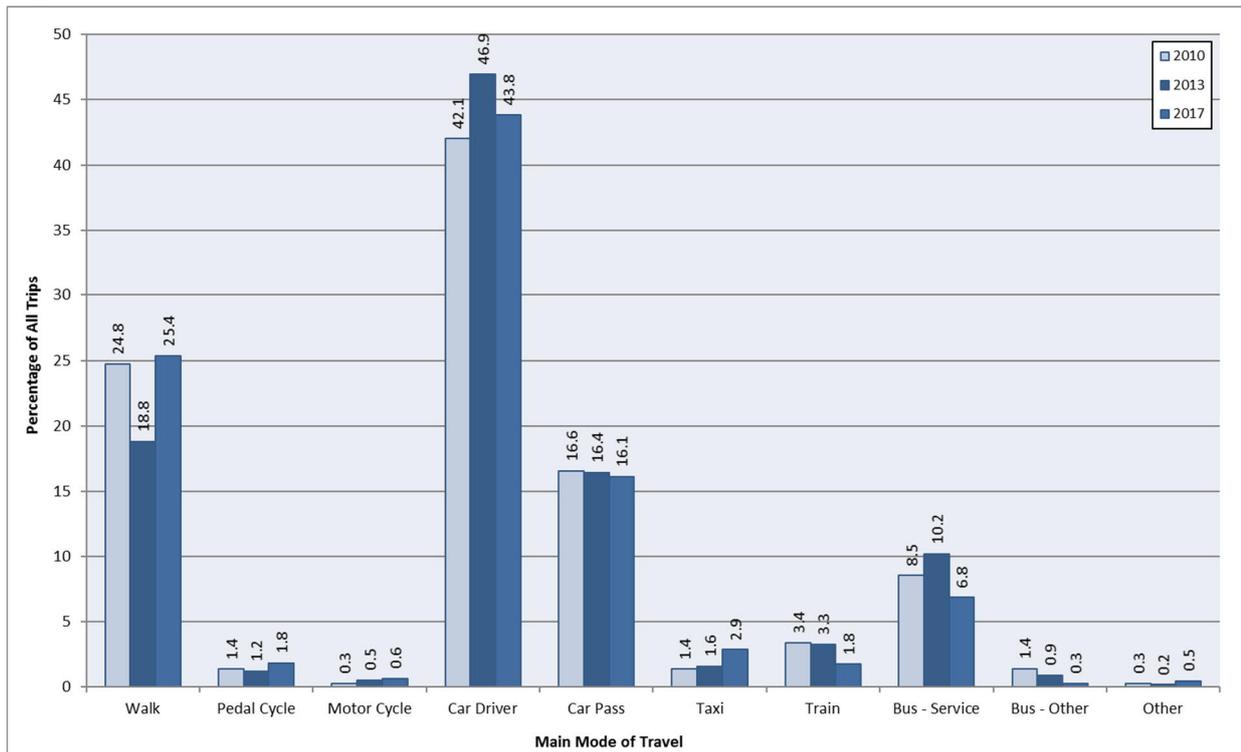
Figure 31: Trip Duration (minutes)



Valid Trips 1685

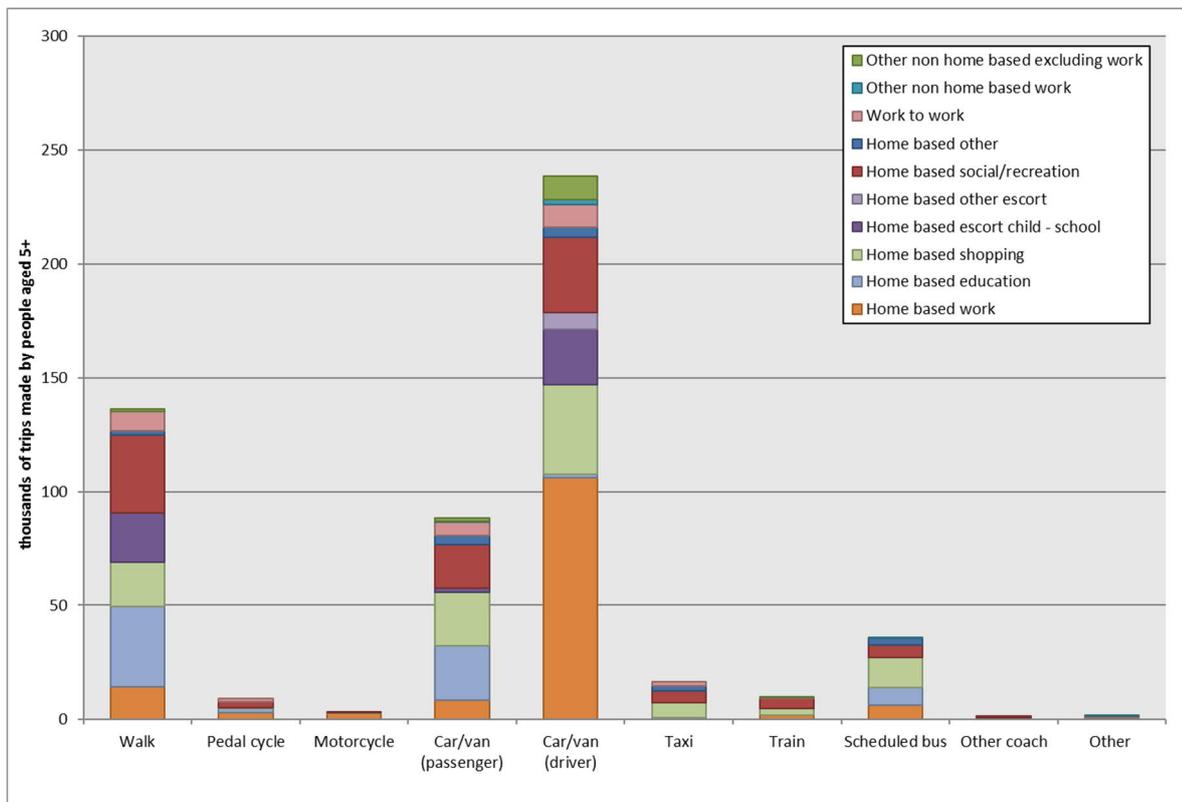
Note: Due to changing from paper based to tablet computer based data collection, the minimum duration which can be selected for a trip is 5 minutes; therefore in 2017 there are no trips recorded as being 0-2 minutes.

Figure 32: Main Mode of Travel



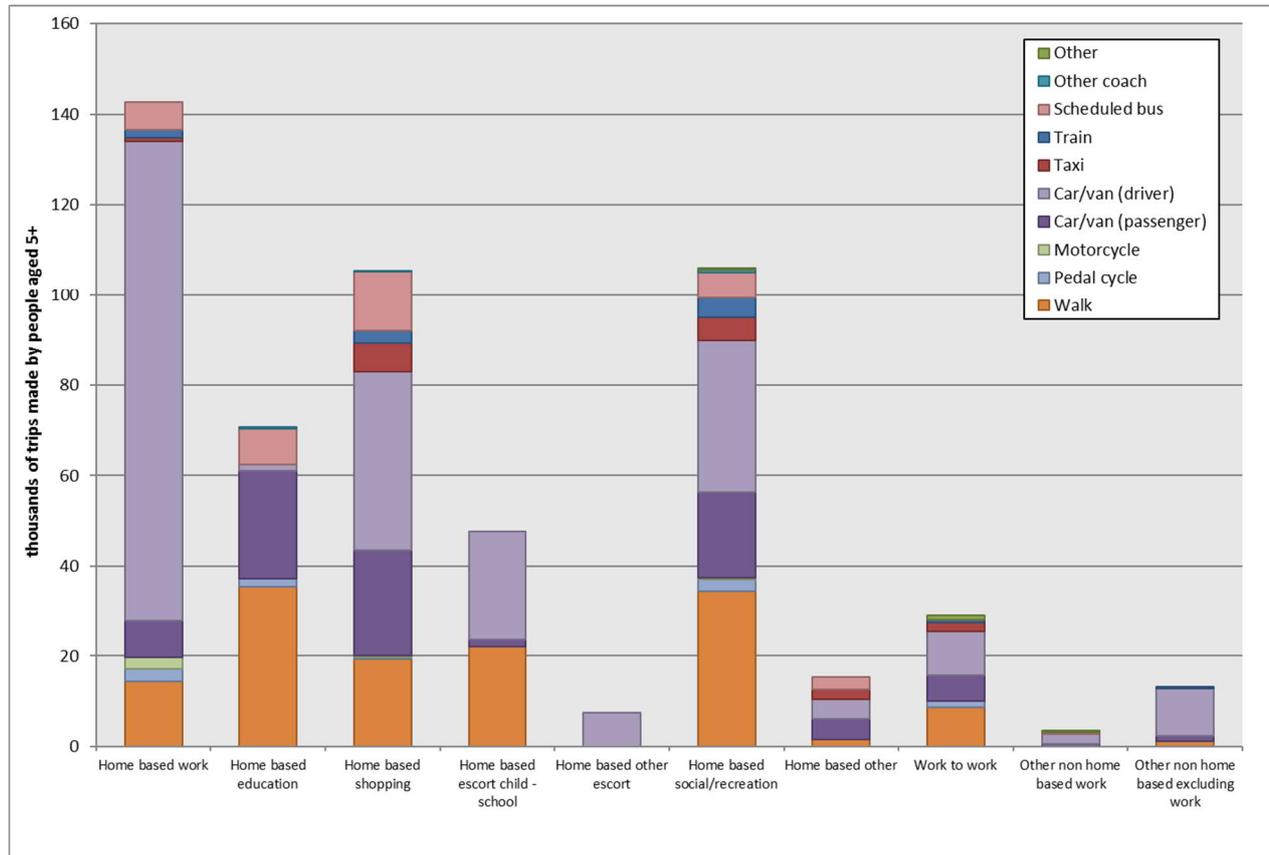
Valid Trips 1685

Figure 33: Overall Purpose by Main Mode



Valid Trips 578,571 (expanded value)

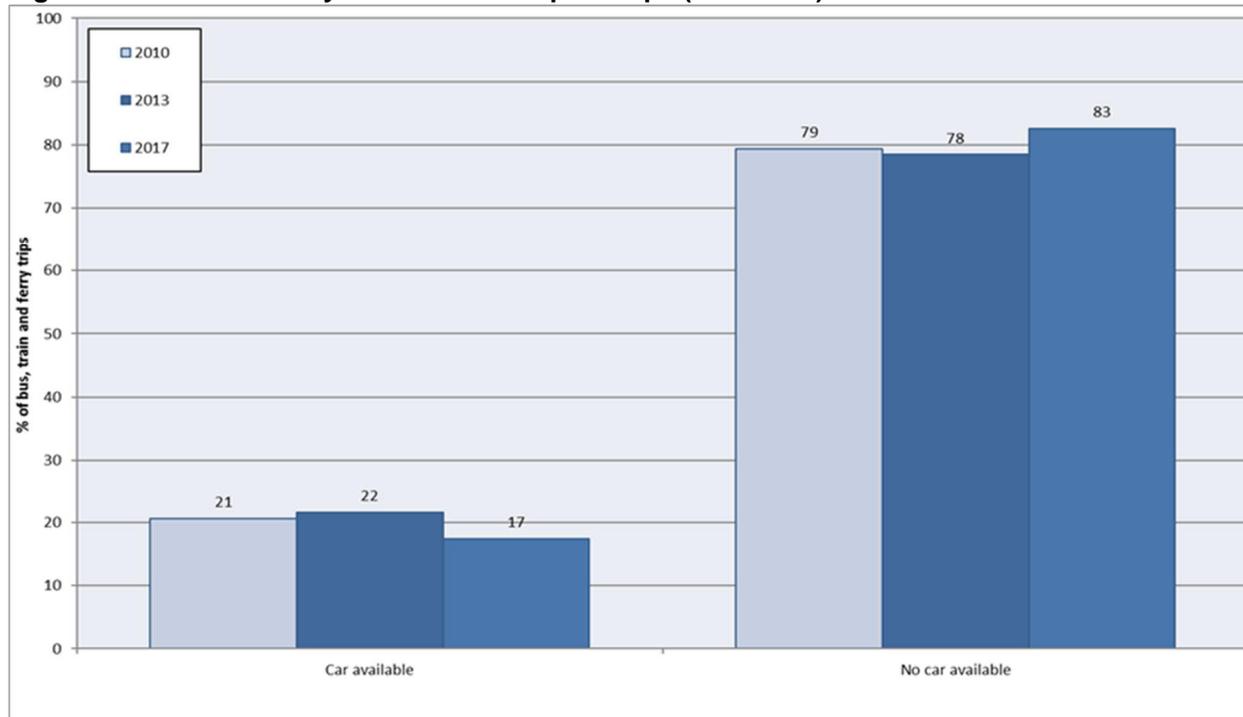
Figure 34: Main Mode by Overall Purpose



Valid Trips 578,571 (expanded value)

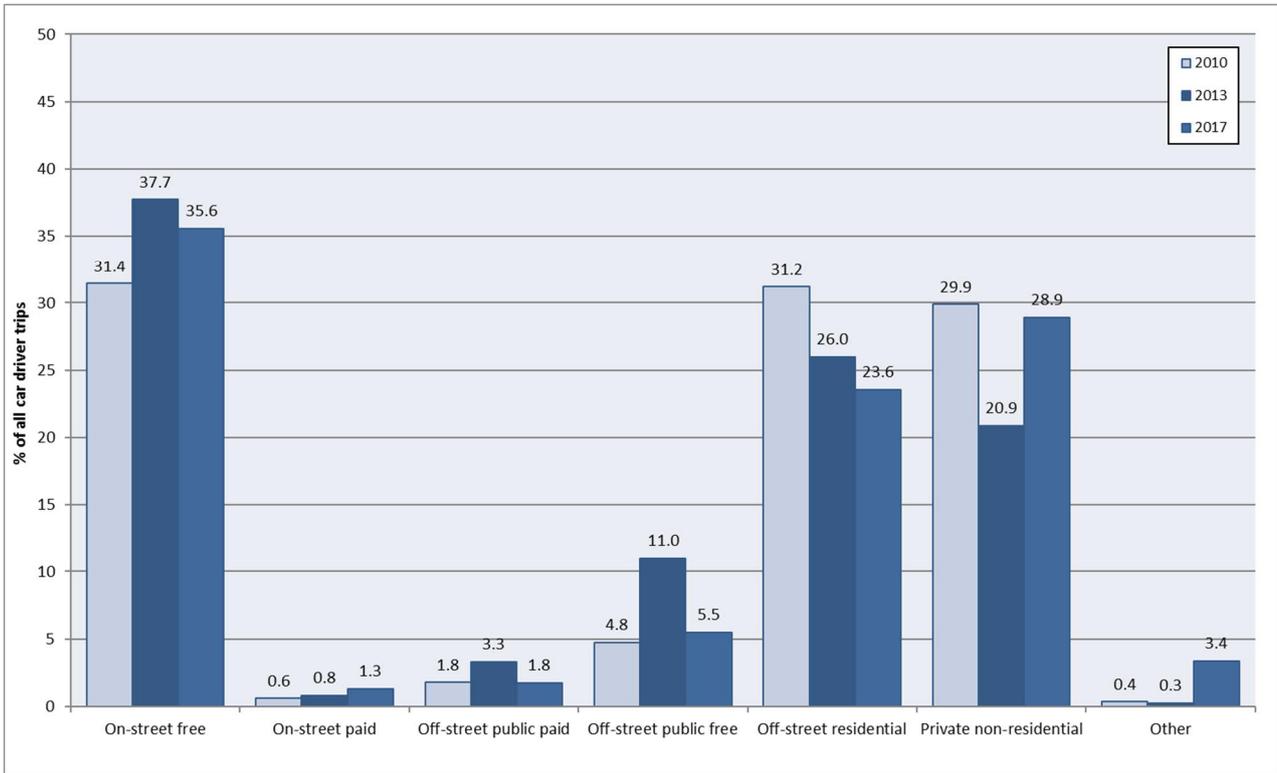
Due to an error in the CAPI survey scripting for the question on car availability for public transport trips, the question was not asked correctly to all relevant respondents, which resulted in a lower sample size than previous years. The sample size at district level is too small to be of any value, so the LCR-wide data is presented here instead, although the sample size remains small meaning the results should be treated with care.

Figure 35: Car Availability for Public Transport Trips (LCR-wide)



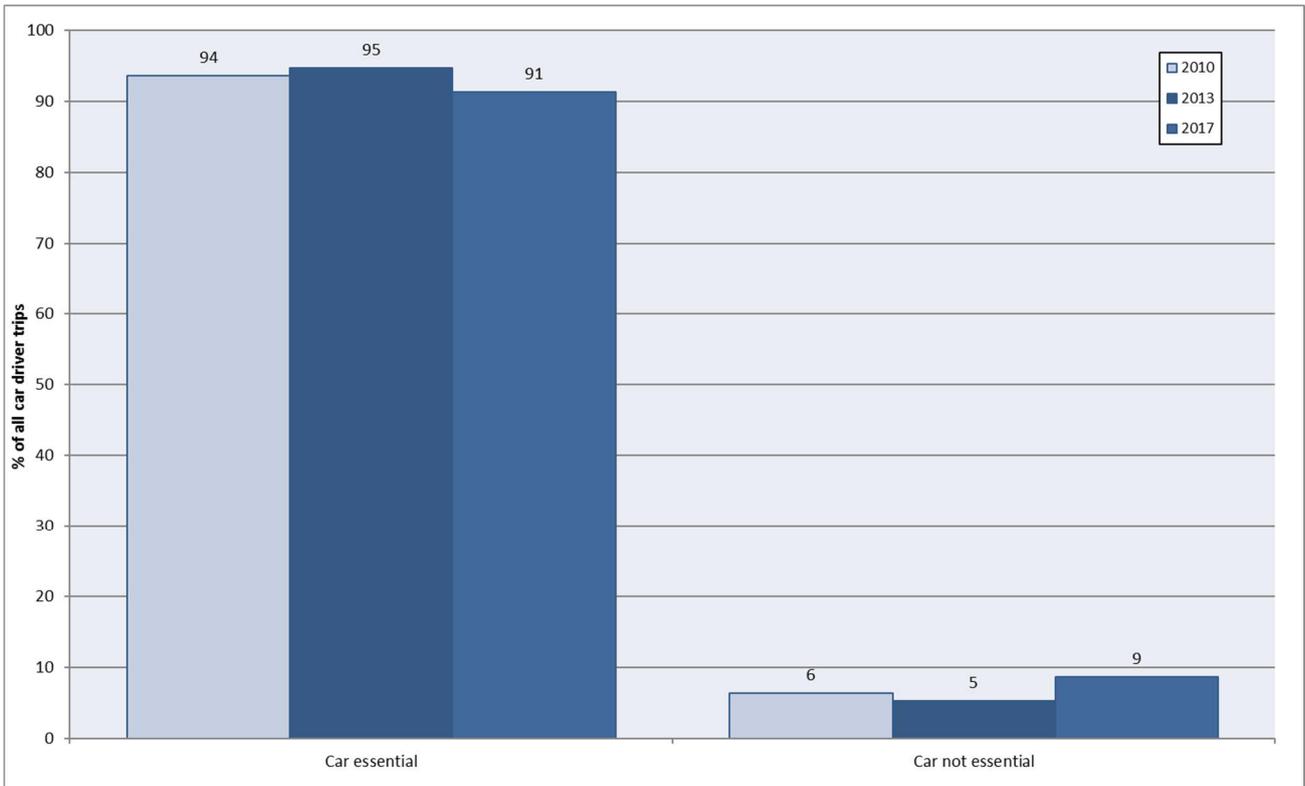
Valid Trips: 221

Figure 36: Parking Type



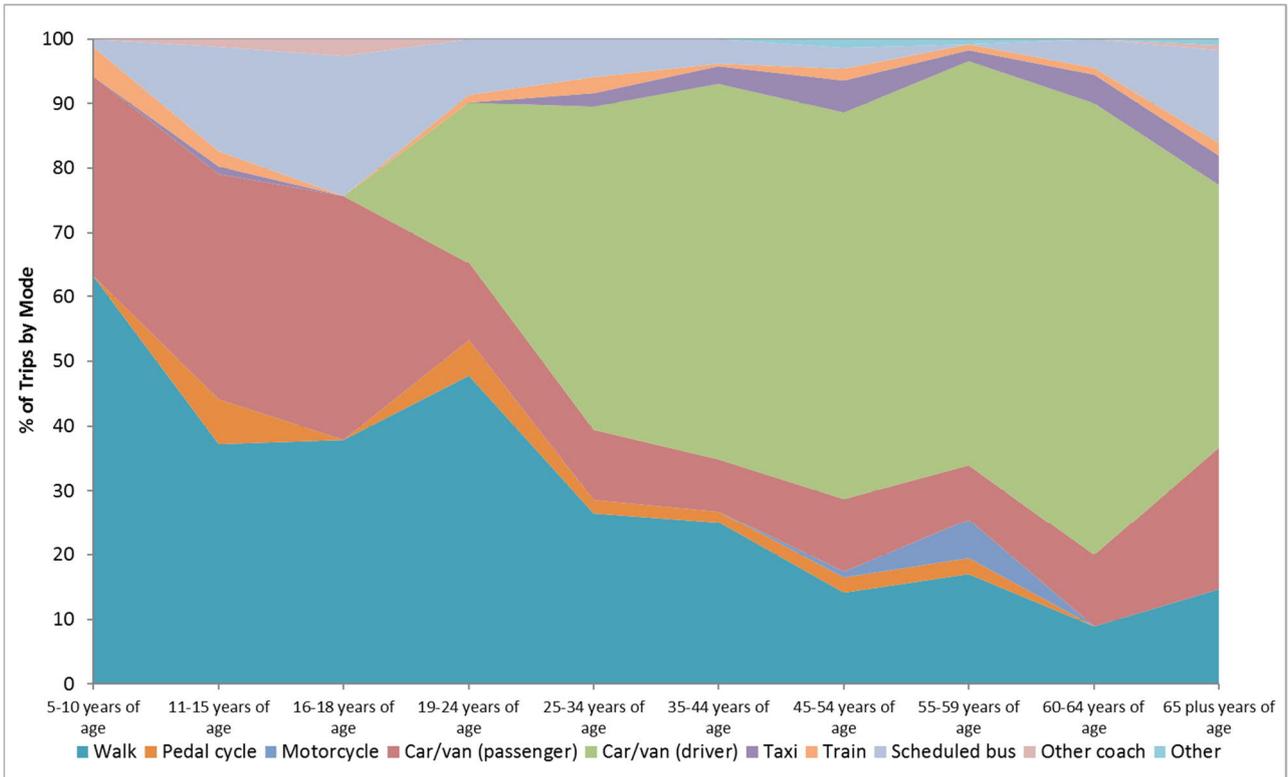
Valid Trips: 739

Figure 37: Essentialness of Car Use



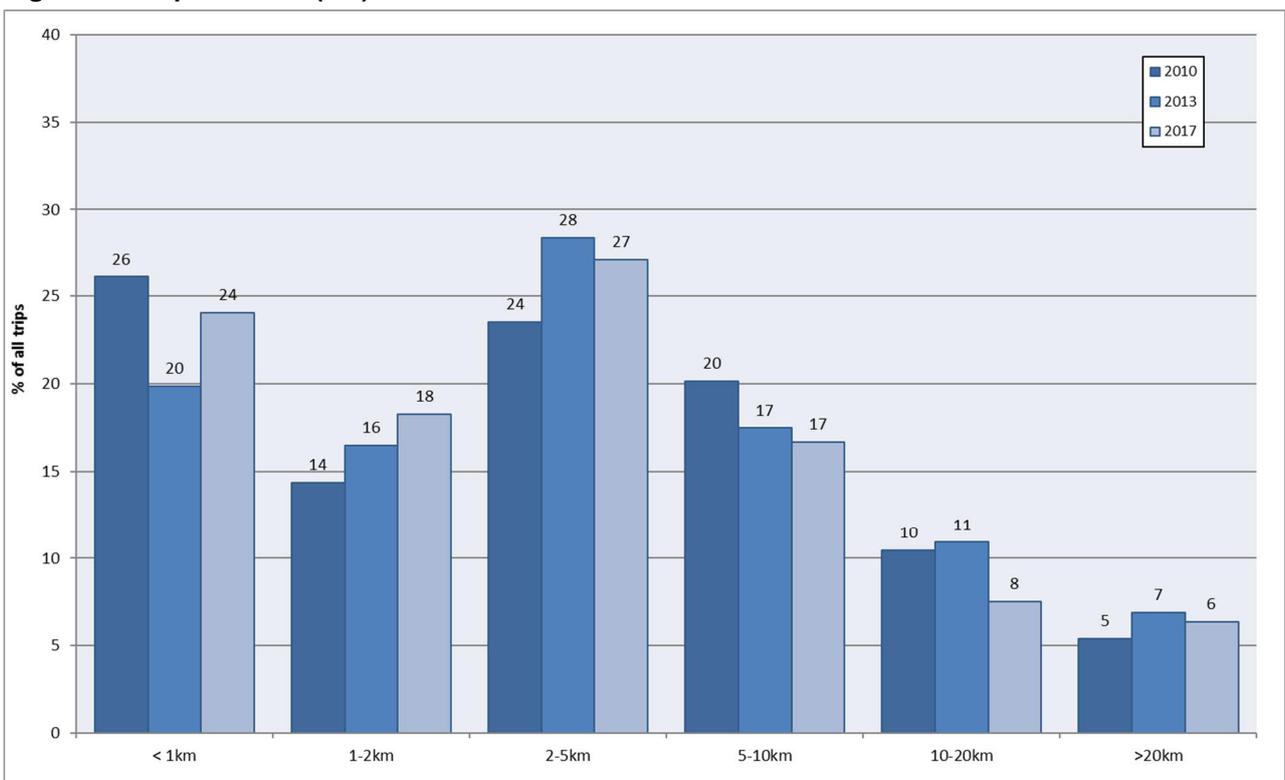
Valid Trips: 739

Figure 38: Modal share by age



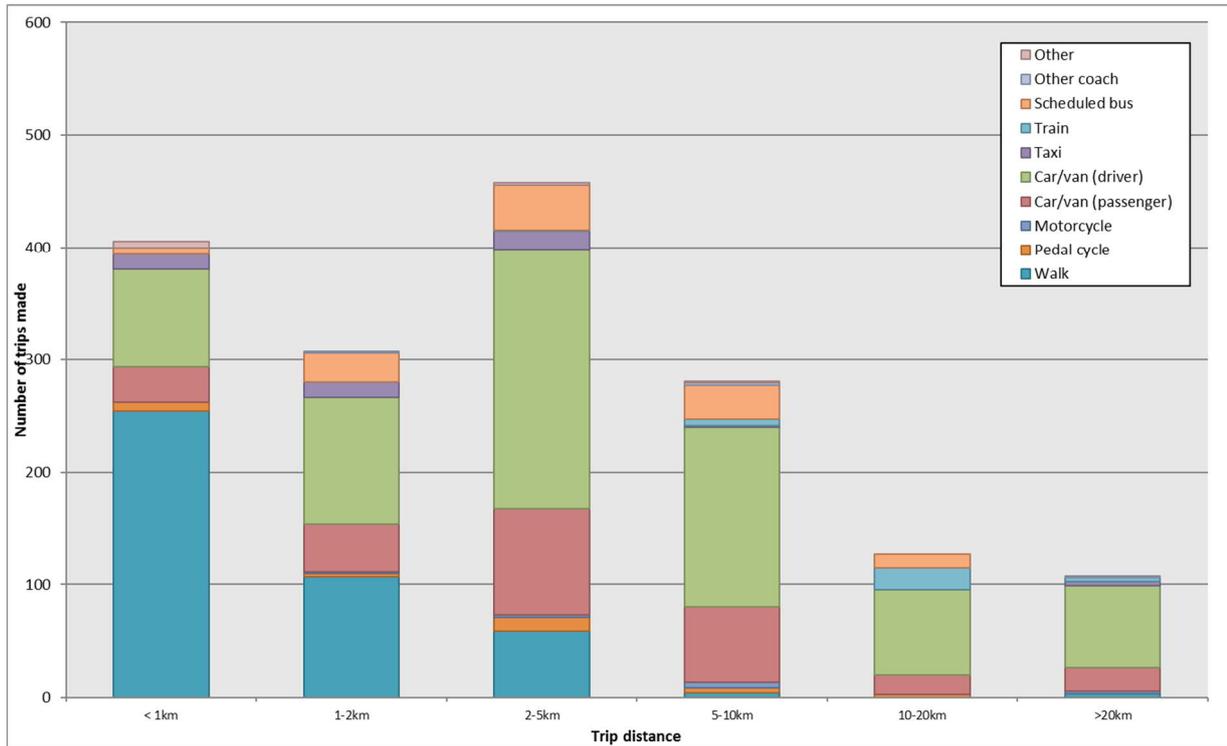
Valid trips: 1685

Figure 39: Trip distance (km)



Valid trips: 1685

Figure 40: Mode share by distance



Appendices

A.	Previous Years Charts	27
B.	Survey Data Tables	32

A. Previous Years Charts

A.1 Trip Midtime by Overall Purpose

Figure 41: 2010 Trip Midtime by Overall Purpose

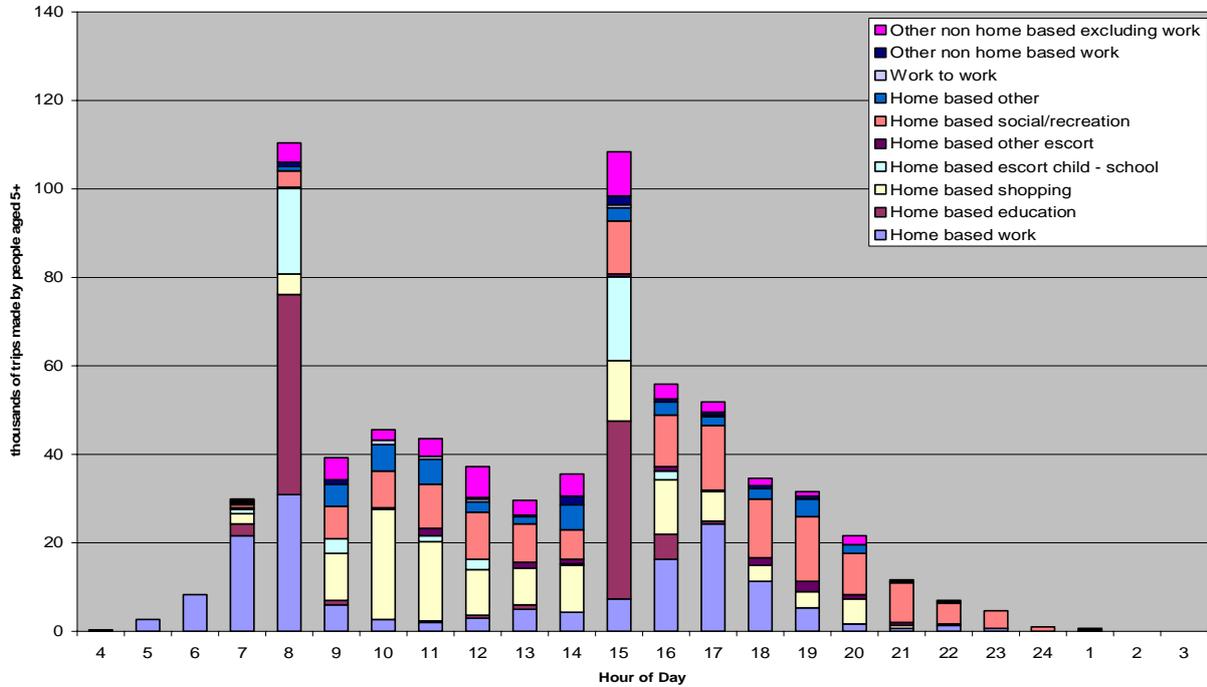
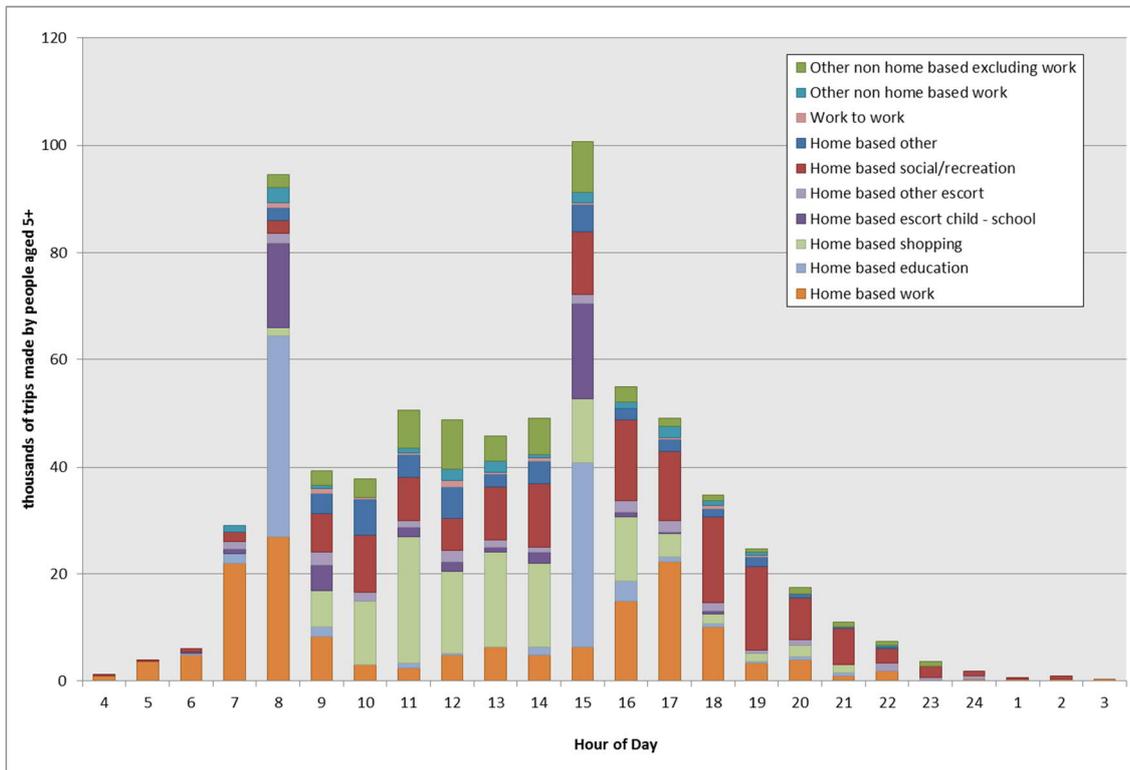


Figure 42: 2013 Overall Purpose by Trip Midtime



A.2 Main Mode by Trip Midtime

Figure 43: 2010 Main Mode by Trip Midtime

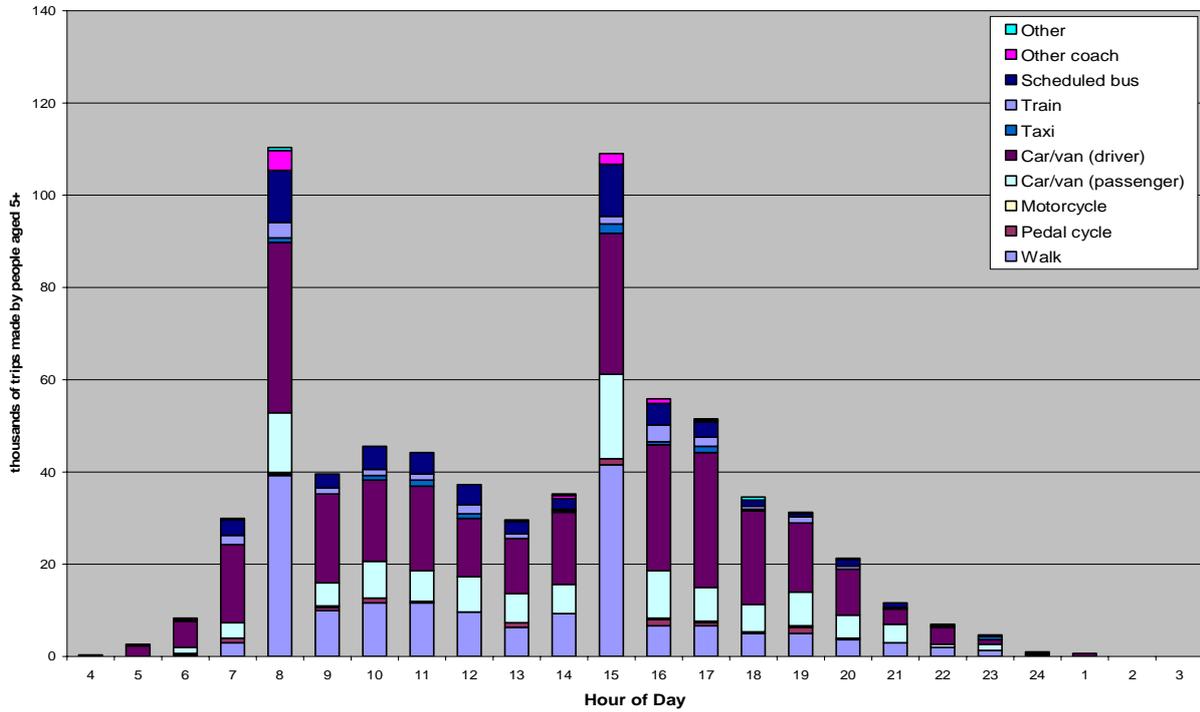
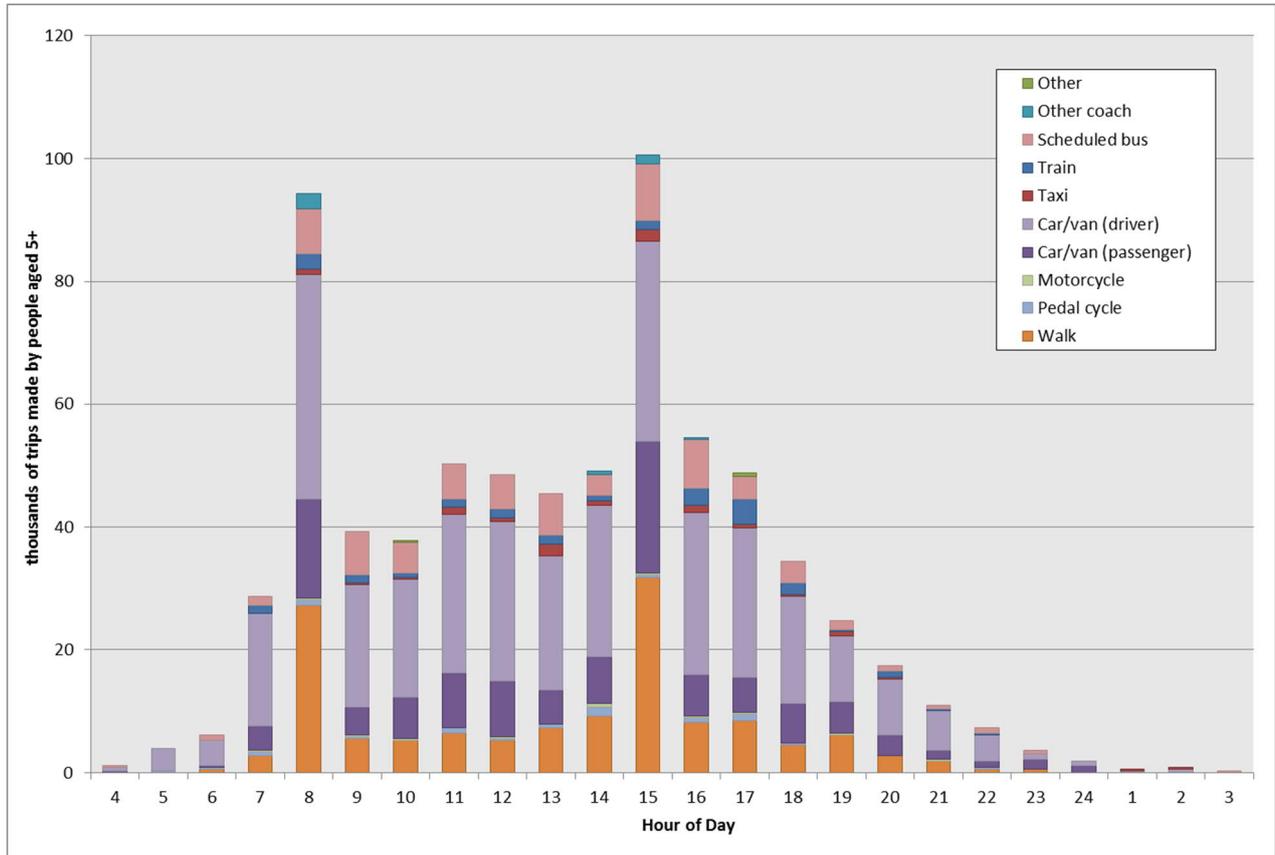


Figure 44: 2013 Main Mode by Trip Midtime



A.3 Overall Purpose by Main Mode

Figure 45: 2010 Overall Purpose by Main Mode

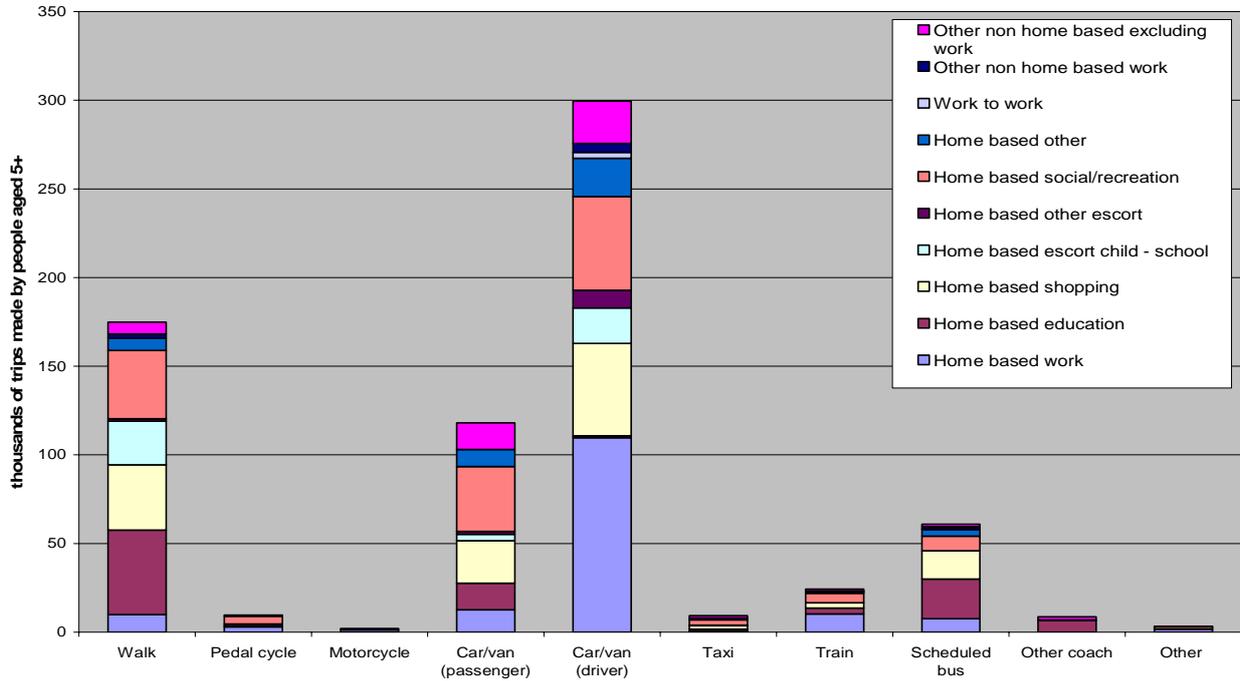
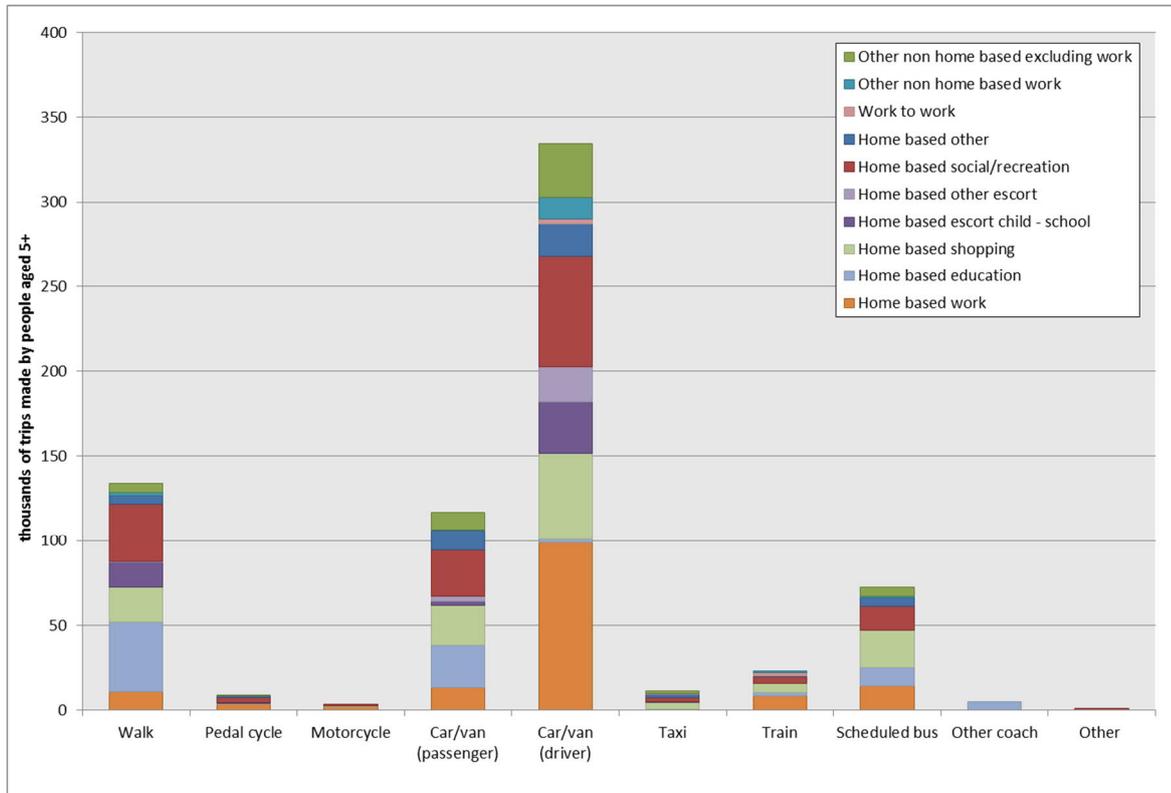


Figure 46: 2013 Overall Purpose by Main Mode



A.4 Main Mode by Overall Purpose

Figure 47: 2010 Main Mode by Overall Purpose

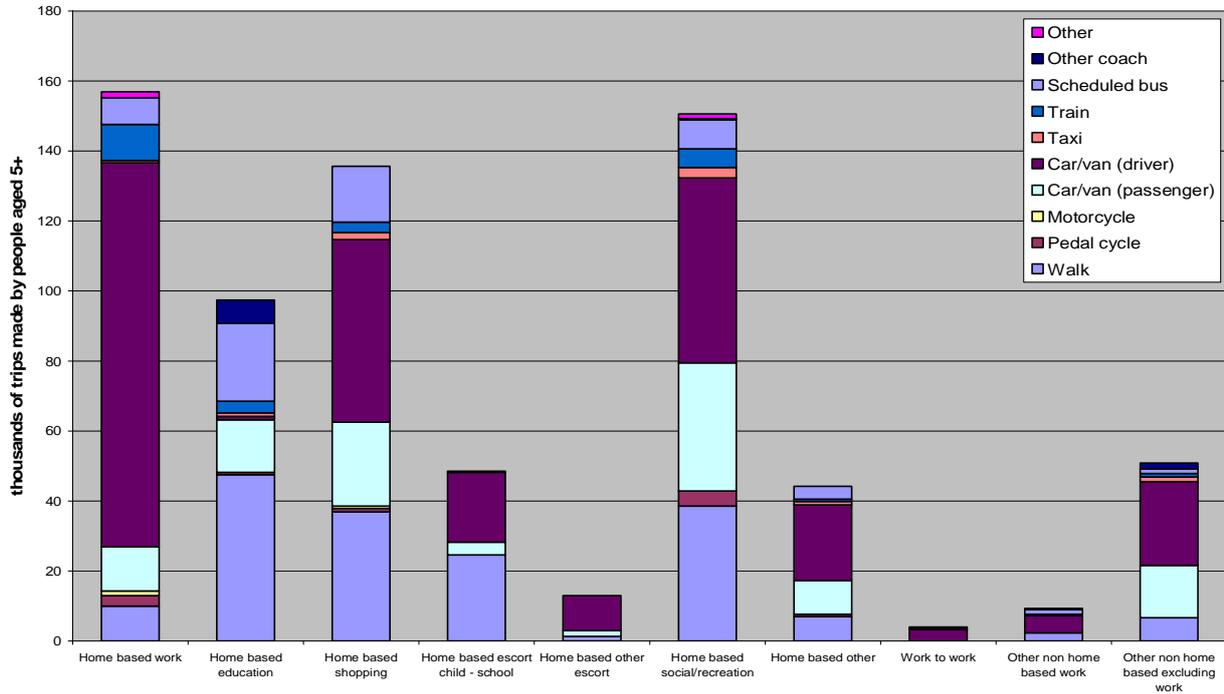
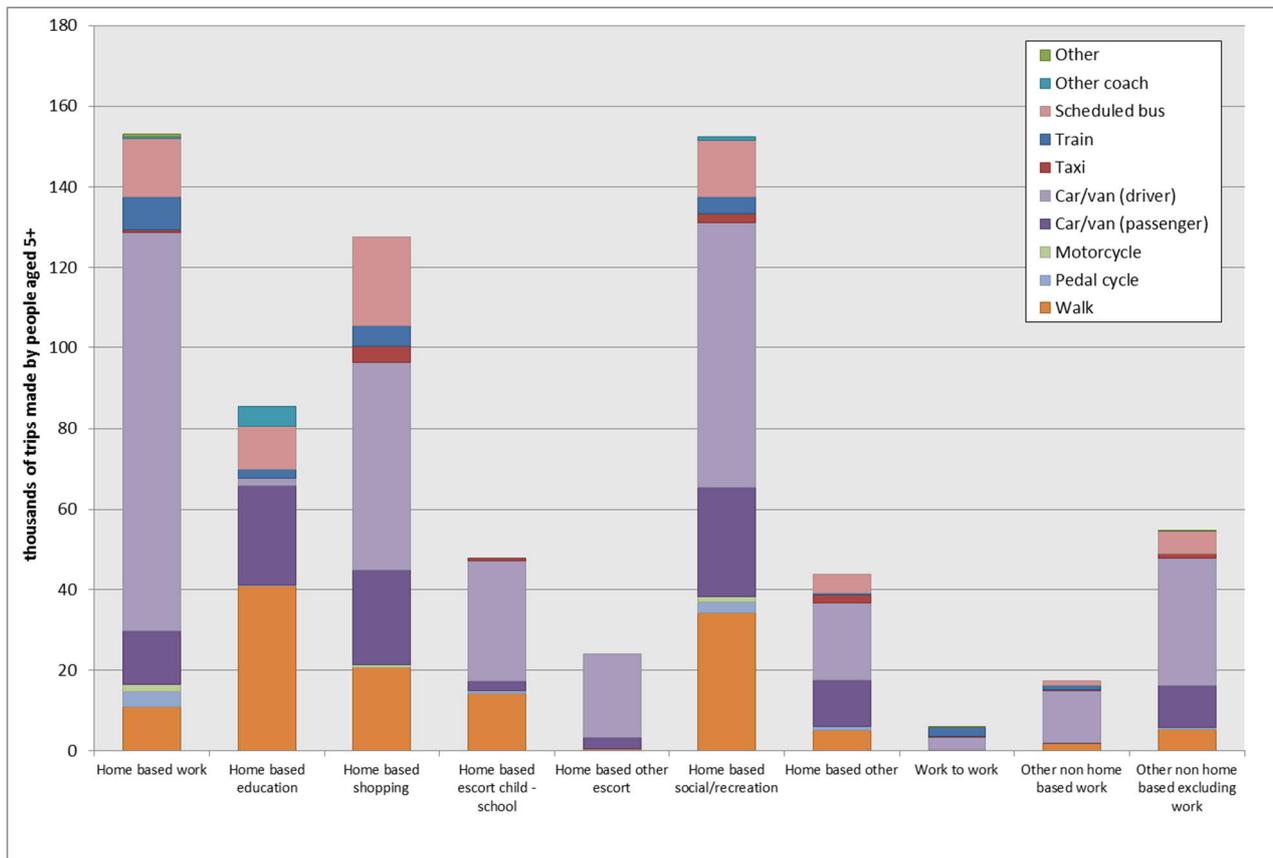


Figure 48: 2013 Main Mode by Overall Purpose



B. Survey Data Tables

Figure 1 Interview Response Data
Unweighted

Survey Year	1991-93	1996	2001	2005-06	2008	2010	2013	2017
Complete Interview	53	46	39	35	44	18	33	42
Complete except income	8	16	23	28	20	37	19	28
Partially complete (i.e. interview began before refusal)	3	3	0	1	0	0	0	0
Total refusal	8	12	16	20	17	17	18	11
Sickness or language problems	0	0	0	2	1	1	1	0
No contact	11	6	13	7	11	16	21	15
Established absent during survey period	2	0	2	1	0	0	1	0
Business premises or institutions	2	1	1	2	1	2	1	0
No trace of property	3	2	1	1	1	1	0	0
Vacant premises	4	1	4	4	5	6	4	2
Return	0	13	0	0	0	0	0	0
Other	6	0	0	0	0	0	1	1
Total	100	100	100	100	100	100	100	100

Headline Data

Figure 2 Travel Day Data
Unweighted

	1987-88	1991-93	1996	2001	2005/06	2008	2010	2013	2017
Monday	24	23	20	23	17	18	18	20	15
Tuesday	20	25	21	17	21	20	17	26	18
Wednesday	19	21	26	21	22	18	18	24	24
Thursday	20	15	17	23	21	24	18	15	19
Friday	18	16	16	16	19	19	29	15	24
Total	100	100	100	100	100	100	100	100	100

Headline Data

Figure 3 Household Size Data
Unweighted

	1987-88	1991 Census	1991-93	1996	2001 Census	2001	2005/06	2008	2010	2011 Census	2013	2017
1	22	28	22	29	33	32	29	30	30	34	30	37
2	33	32	36	35	33	33	36	35	36	33	38	40
3	18	16	16	16	16	16	16	16	16	16	15	12
4	17	15	17	13	11	13	15	13	11	12	12	6
5	9	6	6	5	5	5	3	4	5	4	4	2
6+	2	3	3	1	2	2	2	3	2	2	1	2
Total	100	100	100	100	100	100	100	100	100	100	100	100

Headline Data

Figure 4 Cars Generally Available Data
Unweighted

	1987-88	1991 Census	1991-93	1996	2001 Census	2001	2005/06	2008	2010	2011 Census	2013	2017
0	36	36	33	34	33	30	28	26	28	28	24	32
1	45	43	44	46	39	44	43	43	47	43	45	49
2	17	17	20	17	25	21	24	25	21	23	29	18
3+	3	3	4	3	3	5	5	6	4	6	4	2
Total	100	100	100	100	100	100	100	100	100	100	100	100

Headline Data

Figure 14 Age of Residents Data
Unweighted

	1987-88	1991 Census	1991-93	1996	2000 ONS	2001 Census	2001	2005/06	2008	2010	2011 Census	2013	2017
0-4	7	6	8	6	6	6	6	5	6	6	6	6	7
5-15	16	14	13	13	4	4	4	11	15	14	13	13	10
16-19	5	5	4	4	4	4	3	5	5	5	4	4	3
19-24	9	9	8	7	6	6	6	6	5	6	7	8	6
25-34	16	14	16	14	16	12	13	9	9	9	11	7	12
35-44	11	14	12	12	15	15	15	16	14	14	13	13	12
45-54	12	12	13	13	14	14	13	13	13	12	15	12	12
55-64	11	11	12	14	11	11	12	12	13	12	13	14	11
65+	14	14	15	17	15	18	21	19	21	23	19	25	27
Total	100	100	100	100	100	100	100	100	100	100	100	100	100

Headline Data

Figure 16 Working Status Data
Age weighted

	1987-88	1991 Census	1991-93	1996	2001 Census	2001	2005/06	2008	2010	2011 Census	2013	2017
Full-time	39	40	38	35	41	38	38	35	33	44	33	38
Part-time	13	11	12	12	14	13	11	13	10	15	10	8
Looking after home/family	15	0	11	7	0	6	5	5	4	4	2	7
Student	4	0	6	4	0	4	6	6	6	7	7	6
Retired	21	7	25	30	4	29	31	30	36	17	36	30
Unemployed	7	7	7	9	4	8	7	6	7	5	9	5
Other	1	0	2	2	0	2	3	4	2	6	3	5
Total	100	58	100	100	60	100	100	100	100	100	100	100

Headline Data

Working Status 2017 categories)
Data
Age weighted

	2017
Full Time Employed	37
Part Time Employed	8
Looking after home/family	7
Student/scholar	6
Retired	30
Unemployed	5
Full Time Self-Employed	2
Part Time Self-Employed	0
Long term sick/disabled	4
Other	1
Total	100

Figure 24 Average Trip Rate per Person by District Data
Age weighted

	2001	2005/06	2008	2010	2013	2017
Halton				3.01	2.55	2.05
Knowsley	2.59	2.40	2.31	2.66	2.59	2.05
Liverpool	2.75	2.48	2.69	2.46	2.58	2.23
Selton	2.81	3.03	2.84	2.92	2.67	2.05
St Helens	2.41	2.93	2.79	2.79	2.58	2.27
Wirral	2.85	2.87	2.80	2.44	2.48	2.26
Merseyside	2.68	2.74	2.72	2.63	2.57	2.19
LCR				2.62	2.55	2.18

Headline Data

Figure 25 Average Trip Rate per Person (Age) Data
Unweighted

	2001	2005/06	2008	2010	2013	2017
5 - 15		2.69	2.57	2.39	2.24	2.25
16 - 19		2.67	2.32	1.88	2.16	1.61
19 - 24		2.17	2.48	2.51	2.15	2.24
25 - 34		3.04	3.09	2.76	2.91	2.64
35 - 44		3.43	3.57	2.95	2.75	2.81
45 - 54		3.14	3.05	2.78	2.62	2.33
55 - 59		2.73	2.84	2.34	2.88	2.57
60 - 64		2.51	2.52	2.46	2.53	2.09
65+		2.86	2.41	2.00	2.31	1.79
LCR				2.62	2.55	2.18

Headline Data

Figure 29 2017 Trip Midtime by Overall Purpose
Data Expanded

	Home based work	based education	based shopping	child - school	based other escort	social/recreation	based medical	based other	Work to work	other non home based work	based excluding work	Total
4	1531	0	0	0	0	7413	0	0	0	0	0	1531
5	2027	0	0	0	0	0	0	0	0	0	0	2027
6	4226	0	0	0	0	0	0	329	0	329	0	4883
7	26703	763	0	329	0	1253	0	319	0	329	0	29694
8	23939	34215	0	17516	424	2312	260	1307	319	1728	2069	84090
9	4771	1085	7092	4863	0	5941	3385	1448	409	966	2154	32115
10	3151	402	16231	0	424	8061	3363	2185	0	260	2533	36611
11	1430	0	15556	1285	684	7652	2463	2134	380	0	3508	35091
12	2624	757	8535	966	260	8235	1042	2268	319	848	2442	28296
13	2596	329	12218	1133	521	7419	781	4294	1003	803	6304	37400
14	5453	1180	9401	4001	521	6847	1823	1621	1064	0	3943	35854
15	6843	26592	10336	13490	684	7725	1699	2156	0	1409	10924	81850
16	9436	4710	7348	1594	2229	7629	260	1948	0	2551	2719	40425
17	23325	361	3230	2495	260	6241	260	2449	0	2392	0	41014
18	12804	380	8263	0	355	11408	0	2312	0	1161	319	37001
19	5930	0	5704	0	1172	7394	0	1108	0	669	21978	0
20	1295	0	743	0	0	8927	0	402	0	409	0	11775
21	1426	0	0	0	0	3165	0	1833	0	0	0	6424
22	1107	0	0	0	0	2702	0	781	0	0	0	4590
23	1271	0	757	0	0	2378	0	0	0	0	0	4407
24	424	0	0	0	0	763	0	0	0	0	0	424
1	329	0	0	0	0	0	0	0	0	0	0	1092
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
Total	142641	70772	105413	47672	7535	106054	15328	28893	3493	13185	37585	578571

Figure 2.33 2017 Trip Midtime by Main Mode
Data Expanded

	Walk	Pedal cycle	Motorcycle (passenger)	Car/van (driver)	Taxi	Trained bus	Other coach	Other
4	0	0	409	0	1123	0	0	0
5	319	0	0	0	1709	0	0	0
6	424	0	424	0	4036	0	0	0
7	2769	1139	409	1849	22427	0	698	402
8	30404	1050	409	14090	31682	319	1426	4711
9	8323	0	0	3936	17899	0	380	1168
10	9199	966	0	6915	12436	1110	684	5050
11	8819	966	0	7344	12939	2010	669	2344
12	7397	355	409	3998	12292	1762	0	2083
13	5620	1161	0	7847	14872	1689	260	4746
14	9906	0	0	4778	16902	1158	0	3250
15	23081	1554	818	17153	24280	0	945	6974
16	12190	1038	424	6277	16365	1103	0	2344
17	8426	1139	409	2382	25899	329	329	2102
18	5134	0	0	6349	20668	0	2905	1944
19	4906	329	0	2982	9823	2075	424	1440
20	1497	833	0	2758	3656	908	2124	0
21	1262	0	0	2216	1779	1166	0	0
22	734	0	0	1777	1178	901	0	0
23	409	0	0	0	1271	1970	0	757
24	0	0	0	0	424	0	0	0
1	0	0	0	683	409	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
Total	146818	10520	3710	93334	253669	16499	10145	39611

Figure 31 Trip Duration (mins)
Data Age weighted

	1987-88	1991-93	1996	2001	2005-06	2008	2010	2013	2017
0-2*	2	1	1	1	1	1	1	1	1
3-7	19	23	21	20	19	18	15	17	16
8-12	24	25	23	25	23	24	21	24	25
13-17	20	19	17	23	20	20	23	20	19
18-22	10	10	14	9	11	9	11	11	10
23-27	4	4	4	3	3	3	4	4	4
28-32	11	9	12	9	12	11	11	12	10
33+	11	10	8	10	11	14	15	12	15
Total	100	100	100	100	100	100	100	100	100

Figure 33 2017 Main Mode by Overall Purpose
Data Expanded

	Home based work	based education	based shopping	child - school	based other escort	social/recreation	based medical	based other	Work to work	home based work	home based excluding work
Walk	14280	35221	19364	22010	0	34193	1562	8688	0	0	1144
Pedal cycle	2935	1798	355	0	0	2641	0	1275	0	0	0
Motorcycle	2483	0	409	0	0	409	0	0	0	0	0
Car/van (passenger)	8152	24145	23337	1688	0	19107	4546	5703	638	1273	1273
Car/van (driver)	106221	1366	39414	23974	7535	33405	4405	9746	2186	10439	10439
Taxi	728	0	6446	0	0	5227	2083	2016	0	0	0
Train	1849	0	2790	0	0	4248	0	521	0	328	0
Scheduled bus	5994	7841	13040	0	0	5782	2731	0	260	0	0
Other coach	0	402	260	0	0	521	0	0	0	0	0
Other	0	0	0	0	0	521	0	945	409	0	0

Figure 34 2017 Overall Purpose by Main Mode
Data Expanded

2017	Home based work	based education	based shopping	child - school	based other escort	social/recreation	based medical	based other	Work to work	other non home based work	based excluding work	Total
Walk	Count	14280	35221	19364	22010	0	34193	1562	8688	0	1144	136462
% within C6: Overall trip purpose (fig 21)	Count	10	50	18	46	0	32	10	30	0	9	25
Pedal cycle	Count	2935	1798	355	0	0	2641	0	1275	0	0	9004
Overall trip purpose (fig 21)	Count	2	3	0	0	0	2	0	4	0	0	2
Motorcycle	Count	2483	0	409	0	0	409	0	0	0	0	3301
Overall trip purpose (fig 21)	Count	2	0	0	0	0	0	0	0	0	0	1
Car/van (passenger)	Count	8152	24145	23337	1688	0	19107	4546	5703	638	1273	88588
Overall trip purpose (fig 21)	Count	6	34	22	4	0	18	30	20	18	10	16
Car/van (driver)	Count	106221	1366	39414	23974	7535	33405	4405	9746	2186	10439	238691
Overall trip purpose (fig 21)	Count	74	2	37	50	100	31	29	34	63	79	44
Taxi	Count	728	0	6446	0	0	5227	2083	2016	0	0	16499
Overall trip purpose (fig 21)	Count	1	0	6	0	0	5	14	7	0	0	3
Train	Count	1849	0	2790	0	0	4248	0	521	0	329	9736
Overall trip purpose (fig 21)	Count	1	0	3	0	0	4	0	2	0	2	2
Bus - Service	Count	5994	7841	13040	0	0	5782	2731	0	260	0	35648
Overall trip purpose (fig 21)	Count	4	11	12	0	0	5	18	7	0	7	7
Bus - Other	Count	0	402	260	0	0	521	0	0	0	0	1183
Overall trip purpose (fig 21)	Count	0	0	0	0	0	0	0	0	0	0	0
Other	Count	0	0	0	0	0	521	0	945	409	0	1874
Overall trip purpose (fig 21)	Count	0	0	0	0	0	0	0	3	12	0	0
Total	Count	142641	70772	105413	47672	7535	106054	15328	28893	3493	13185	540986
Overall trip purpose (fig 21)	Count	100	100	100	100	100	100	100	100	100	100	100

Figure 35 Car Availability for Public Transport Trips (LCR data)
Data Age weighted

	2010	2013	2017
Car available	21	22	17
No car available	79	78	83
Total	100	100	100

Figure 36 Parking Type
Data Age weighted

	1996	2001	2005-06	2008	2010	2013	2017
On-street free	46	37	39	30	31	38	36
On-street paid	0	1	0	0	1	1	1
Off-street public paid	2	2	2	1	2	3	2
Off-street public free	8	9	7	6	5	11	5
Off-street residential	22	28	29	31	31	26	24
Private non-residential	21	21	23	29	30	21	29
Other	0	2	1	3	0	0	3
Total	100						

Figure 37 Essentialness of Car Use
Data Age weighted

	2001	2005-06	2008	2010	2013	2017
Car essential	92	91	87	94	95	91
Car not essential	8	9	13	6	5	9
Total	100	100	100	100	100	100

Figure 17 Educational Attainment
Data Age Weighted

	2011 (Census)	2013	2017
No formal qualifications	23.4	20.7	18.2
1-4 O levels/GCSE's or NVQ level 1 equivalent	13.7	19.7	13.5
5 plus O levels/ GCSE's or NVQ level 2 equivalent	17.3	23.6	29.6
2 plus A levels or higher diplomas	16.7	17.9	24.3
Degree (BA, BSc) or higher	25.3	18.1	14.5
Other	3.6	0.0	0.0
Total	100	100	100

Figure 10 Tenure
Data Unweighted

	2011 (Census)	2013	2017
Owned outright	33	43	39
Buying with the help of mortgage or loan	34	26	20
Shared ownership	1	0	0
Rented	31	30	41
Other (please specify)	1	1	1
Total	100	100	100

Figure 22 Personal Internet access
Data Age Weighted

	2017
At home	71.7
While out and about	12.6
Via Library or Community Centre	0.3
Do not access internet	15.5
Total	100

Figure 38 Modal share by age group
Data Unweighted

	Walk	Pedal cycle	Motorcycle (passenger)	Car/van (driver)	Taxi	Train	Scheduled bus	Other coach	Other
5-10 years of age	63	0	0	31	0	5	1	0	0
11-15 years of age	37	7	0	35	0	1	2	16	0
16-18 years of age	38	0	0	38	0	0	0	22	0
19-24 years of age	48	5	0	12	25	0	1	9	0
25-34 years of age	26	2	0	11	50	2	3	6	0
35-44 years of age	25	2	0	8	58	3	0	4	0
45-54 years of age	14	2	1	11	60	5	2	3	0
55-59 years of age	17	3	6	8	63	2	1	0	0
60-64 years of age	9	0	0	11	70	4	1	4	0
65 plus years of age	15	0	0	22	41	5	2	14	1

Figure 39 Trip distance
Data Age Weighted

	2010	2013	2017
< 1km	26	20	24
1-2km	14	16	18
2-5km	24	28	27
5-10km	20	17	17
10-20km	10	11	8
>20km	5	7	6
Total	100	100	100

Figure 40 Distance by mode
Data Age Weighted

	Walk	Pedal cycle	Motorcycle (passenger)	Car/van (driver)	Taxi	Train	Scheduled bus	Other coach	Other
< 1km	254.3	7.7	0.0	32.0	86.5	13.6	0.0	6.1	0.0
1-2km	106.8	3.1	1.2	42.4	112.9	13.5	0.0	26.2	1.5
2-5km	58.7	12.2	2.4	93.7	231.7	15.8	1.0	40.4	0.0
5-10km	4.2	4.5	4.8	66.5	159.9	1.5	5.7	30.5	1.9
10-20km	0.0	3.2	0.0	16.6	75.2	0.0	19.4	12.2	0.0
>20km	3.5	0.0	2.5	20.6	72.5	3.7	3.4	0.0	1.1

