

different areas for different purposes, there were greater differences in the distance travelled, reflecting differences in average trip lengths between areas.

For most purposes average trip length increased as the size of the settlement decreased, although London residents travelled further for some purposes than their counterparts in the metropolitan and large urban areas.

## Travel to work

For residents of all areas the car was the main form of transport to work with 7 out of 10 commuting trips being made by car, although there were differences between areas. For London residents less than half of commuting trips were by car compared with over two thirds for residents of other areas. For residents of rural and the smallest urban areas 8 out of 10 commuting trips were by car (Table 6.10)

Table 6.10 Main mode and mean time of travel to work by area type: 1998/2000

	Walk	Bicycle	Car driver	Car passenger	Local bus	Rail	Other	All modes	Percentage/minutes
									Mean time (minutes)
London Boroughs	8	*	40	6	12	27	*	100	35
Metropolitan built-up areas	11	*	58	12	11	*	*	100	24
Large urban over 250k	13	4	56	12	10	*	*	100	24
Medium urban over 25 to 250k	13	5	59	12	5	4	3	100	24
Small/medium urban 10 to 25k	12	4	63	12	5	*	*	100	23
Small urban 3 to 10k	8	*	69	11	*	*	*	100	24
Rural	9	*	69	12	*	*	*	100	25
All areas	11	4	59	11	7	5	3	100	25

Walking was the second most used form of transport to work in Great Britain overall, varying from 8 per cent of commuting trips in London to 13 per cent of trips in the large and medium urban areas.

With the availability of the underground network over a quarter of London residents travelled to work by train. In the larger urban settlements 11 per cent of commuting trips were made by bus. This was double the proportion in medium urban areas.

For residents of all areas except London a commuting trip took 23 to 25 minutes on average. In London the average commuting trip took 35 minutes. Although rural residents travelled further to work (see Table 6.9), the greater amount of travel by car on less congested roads, meant on average that they took no longer to get to work.

## Travel to school

Children living in rural areas were much more likely to travel further to school than those in other areas. Primary aged children (5–10 years old) in rural areas travelled more than two and a half times as far as those in large urban and metropolitan areas where the average trip to school is only 1.0 miles (Table 6.11)

For secondary school aged children (11–16 years old) the average distance to school was further than for primary aged children. Again those in rural areas had to travel furthest (7.2 miles), over three times further those from metropolitan areas (2.1 miles).