

Research briefing

London Travel Demand Survey supplement

March 2007

MAYOR OF LONDON

Transport for London



London Travel Demand Survey

The London Travel Demand Survey (LTDS) provides information about how Londoners travel today. It is the definitive source of information about Londoners' travel patterns and modal share for a wide range of users both inside and outside Transport for London (TfL).

While the LTDS is a new survey, it has a long heritage building on the achievements of the LATS household survey, one of the key sources of travel information in London for over forty years.

LATS was carried out every ten years (the last one in 2001). In today's fast changing travel world ten yearly is too infrequent, so LATS has been replaced with the continuous LTDS. This allows reporting of key information annually, and reporting of more detailed or disaggregated information for combined years.

After over a year of planning, interviewing began for the 2005/2006 LTDS in September 2005 with the last interviews being completed in April 2006.

The survey captured the travel patterns of around 12,000 people from over 5,000 carefully selected households across London. A detailed snapshot of all the journeys made by every member of the household, including children over 5 years, on a selected day was collected.

The information gathered includes origins and destinations, time of day, journey purpose, all the modes used (including cycling and walking), ticket types and parking fees.





This is one of the most rigorous surveys of its type and is conducted by TfL in association with Research International, a leading independent market research company which has many years experience of this kind of work both for TfL and other major British and international clients.

For a household to be included, every household member has to be interviewed. This sometimes means an interviewer going back to the same household up to eight times.

This is far from easy but last year over 52% of the households selected for inclusion were successfully interviewed. Quite an achievement!



Since April last year, Group Transport Planning and Policy working closely with Customer Research, have begun the complex task of analysing the results. The preliminary findings presented in this four page supplement

are a glimpse of the important and wide-ranging data that will become available over the coming months to bring TfL's understanding of how today's Londoners are travelling bang up to date.

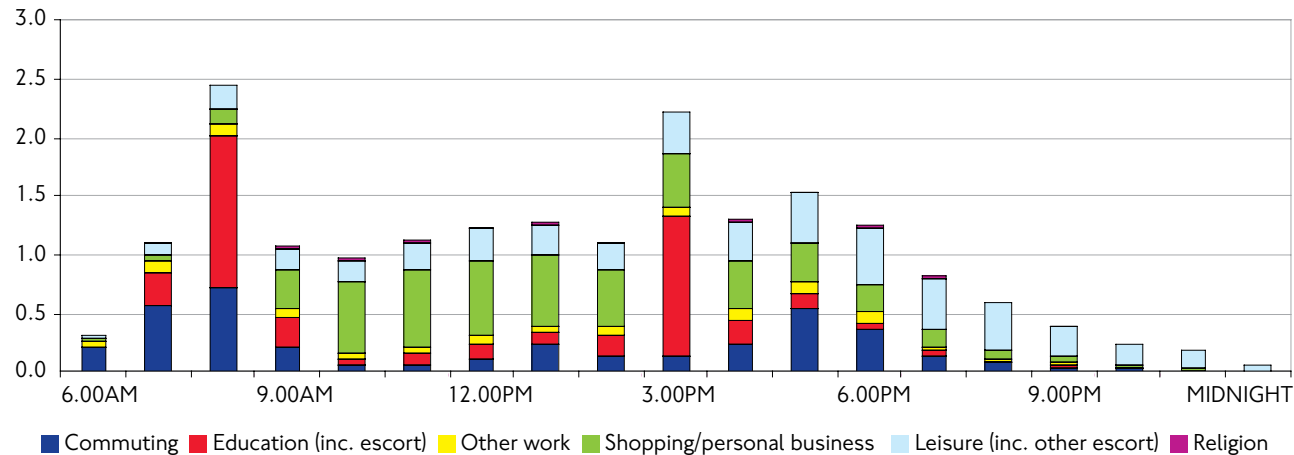
Journey frequency and purpose

London is a major World city open 24 hours a day, seven days a week. The LTDS shows, however, that journey frequencies and purpose vary significantly by time of day and the day of the week.



Work and education trips dominate 'the peaks' in the week

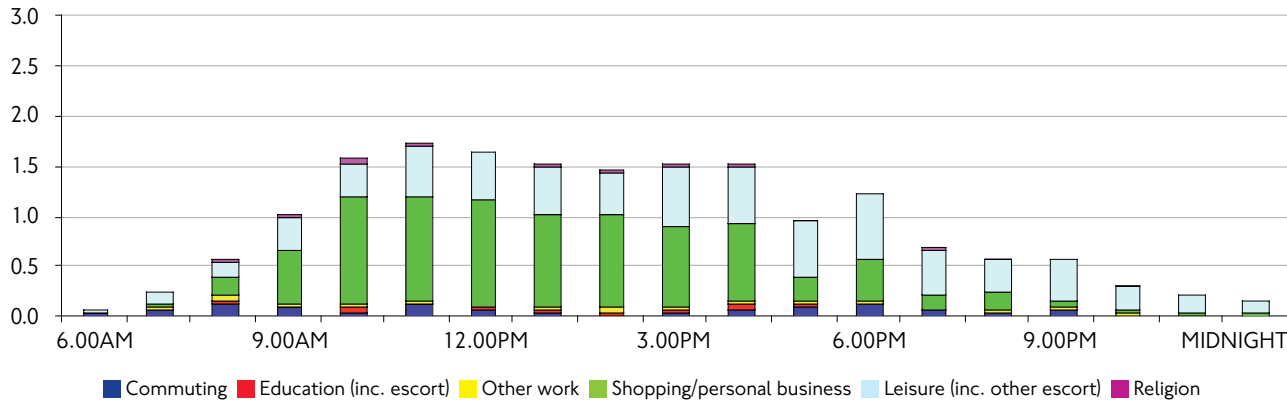
Million Journeys



- The weekday travel profile shows the expected pattern - work and education dominate the AM and PM peaks, shopping and personal business in the interpeak, and leisure in the evening.
- During the traditional 'peak' hour of 08.00 – 09.00 it is interesting to note that education related trips (50%) account for a far higher proportion than commuting (30%)
- The relatively high volume of evening traffic includes the substantial growth seen in bus and tube trips over the last decade.

On a Saturday travel is even throughout the day

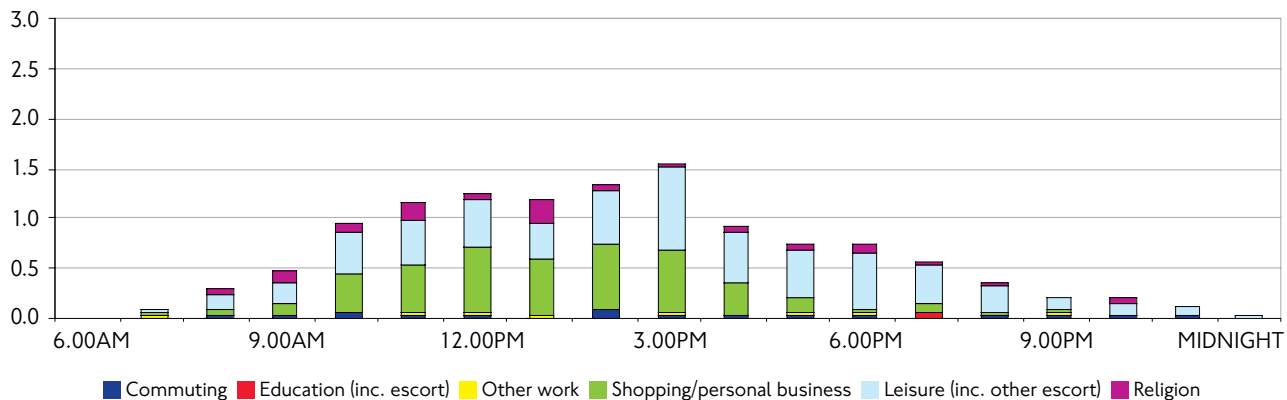
Million Journeys



- Though the overall volume of trips on a Saturday is only slightly lower than on a weekday, the peaks disappear and travel is even throughout the day.
- Shopping/personal business and leisure dominate the journey purposes.

Demand for travel is lower on a Sunday

Million Journeys

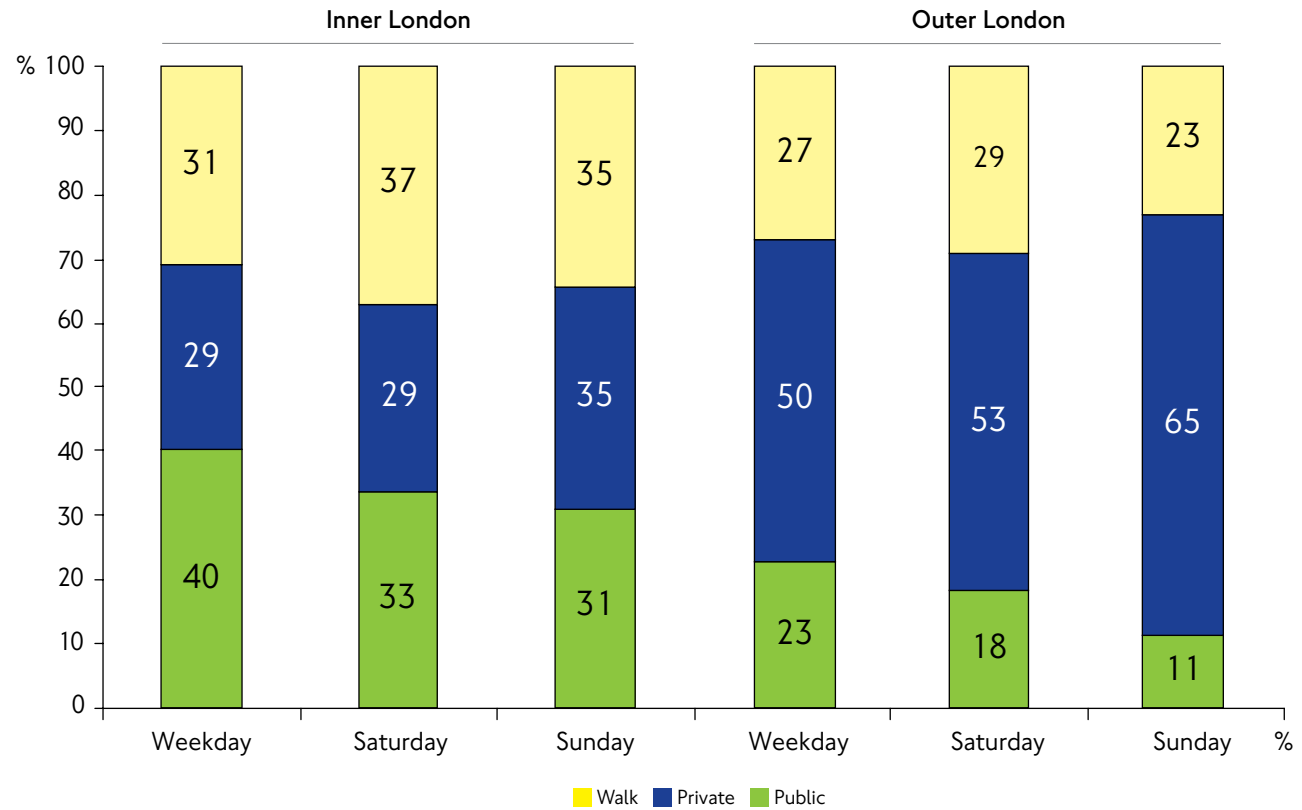


- The overall volume of travel on a Sunday is just under two thirds of that made on other days of the week.
- The majority of trips occur in the six hours from 10.00 am to 3.00 pm, mirroring the reduced shop opening hours.

Mode shares

Public transport trips are those that use one or more of the following modes at any stage of the trip: bus, tube, DLR, tram, rail, riverboat, coach, taxi or minicab, and dial-a-ride. Walk trips are those using no other mode of transport (i.e. walking all the way). All other trips are counted as private transport trips.

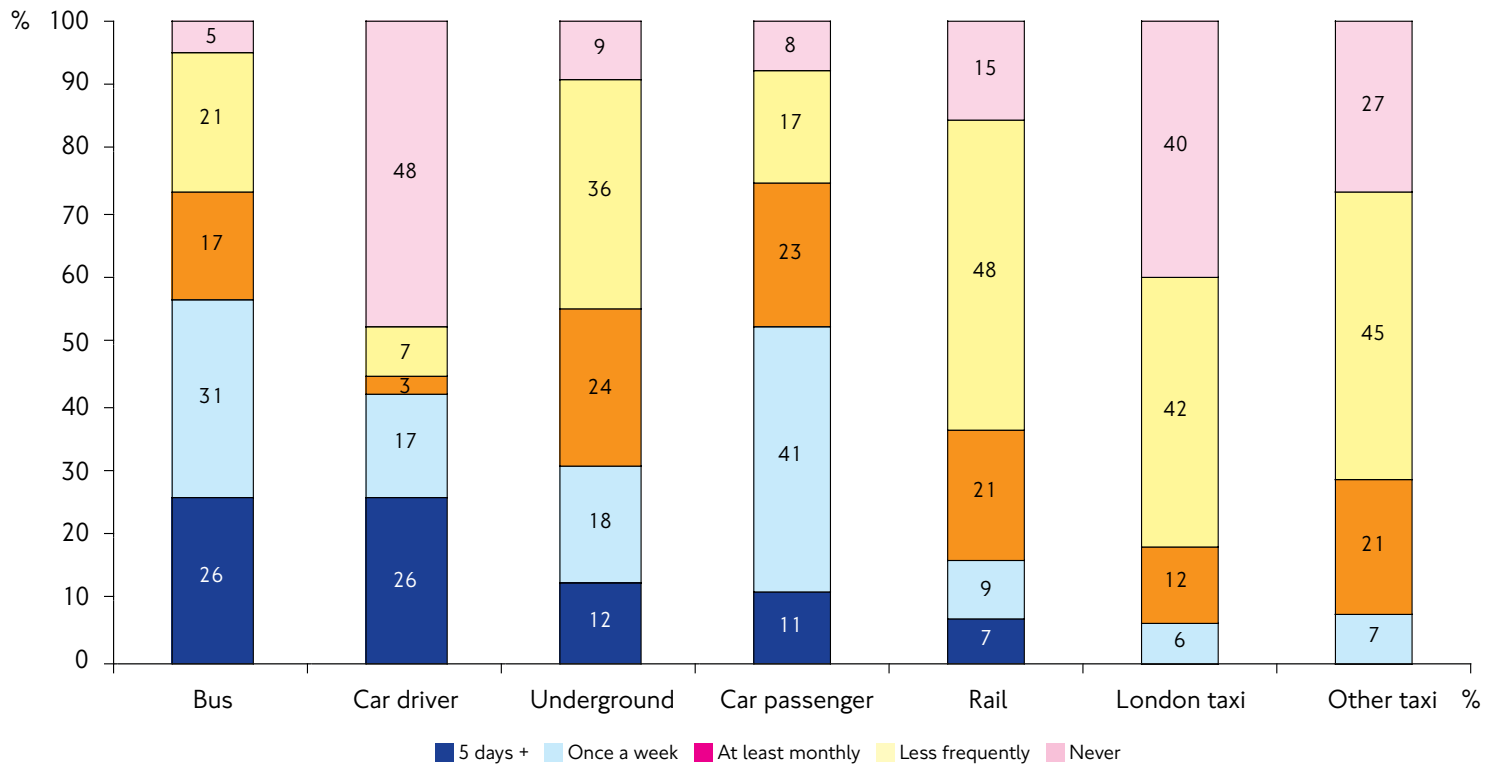
Public transport has a higher mode share for inner Londoners than outer Londoners



- The mode share of Inner London residents is fairly constant across all days of the week, with trips split fairly evenly between walk, private modes and public modes.
- Outer London residents' mode share varies more by day. On a Sunday nearly two thirds of trips are made by private transport, with leisure being the dominant journey purpose.

Use of different transport modes

Most Londoners use all types of transport



- The majority of Londoners use all the public transport modes, though only 37% use national rail on a regular basis.
- Bus is the most frequently used form of transport, with 57% of Londoners using buses at least once a week.
- Though nearly half of Londoners (including children) never drive, three quarters regularly travel as car passengers – reflecting the current high levels of dependency on the car.



Use of different transport modes

The following table shows whether people in each group use a particular mode of transport more or less per person than the average for all Londoners.

For example, while men and women make the same average numbers of trips in total, men travel slightly more than women by private transport (index 102 compared to 98) and significantly more by Underground (index 119) and rail (index 127). On the other hand, women make more use of buses (index 113 compared to 87).

		All trips	Private vehicles	Walking	Bus	Underground/ DLR	Rail
Age band:	05 – 16	90	78	123	119	27	24
	17 – 24	86	59	82	134	141	136
	25 – 44	110	111	105	92	148	135
	45 – 59	111	136	92	80	97	112
	60+	84	86	88	98	36	56
Gender:	Male	100	102	91	87	119	127
	Female	100	98	108	113	82	74
Area of residence:	Inner London	86	55	96	120	144	103
	Outer London	109	130	102	87	71	98
Ethnicity:	White	104	107	105	85	109	121
	Asian	91	103	92	76	91	56
	Black	91	76	80	183	62	71
	Other (including mixed ethnicity)	95	73	107	145	104	41

When looking at usage by age, 'lifestage' patterns emerge which support the findings of other TfL research. Young people use the bus more than average, 17-44 year olds have above average underground and rail use, whereas 45-59 year olds are above average for private vehicles.

When comparing gender, men use more underground and rail whereas women use the bus and walk more.

From an ethnic perspective, black people's usage of the bus is nearly twice the average. White people make more trips overall than other ethnic groups, especially on national rail.



LTDS and you: using the data

The London Travel Demand Survey is a valuable information resource that can be used to identify where people travel, details about various journey purposes, and the different types of mode used.

Currently the LTDS data is available on a London wide and sub-regional basis (i.e. inner and outer London). However over the coming months, some findings will become available at borough level, and for some applications even more local.

The data can be analysed using various criteria. The following lists show the results that are currently available from the survey:

Household / types of people	Transport related factors
Inner/outer London (boroughs in the future)	Access to private vehicles
Household size	Vehicle details (type/fuel/power/age)
	Vehicle licences held
Age	Use of transport modes
Gender	Ticket types/Oyster/travel passes
Ethnicity*	Journeys that enter the CC zone
Household relationships (e.g. father / daughter)	Usual modes of transport to work/education
	Journey purposes
Socio economic codes (NS-SEC)	Parking
Resident/visitor to London	
Household income and housing tenure	
Disabilities/impairments	
Employment/Education status	
First/second home	
Access to the internet	

* From 2006/07, the survey included religion/faith group and also languages spoken for those whose first language is not English.

