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# Motor car ownership and use

Statistics of the number of motor vehicles in use and of new registrations of vehicles have for many years been compiled by the Ministry of Transport from excise licensing records but the lack of data on the usage of motor vehicles, in particular of cars, has been a gap in transport statistics. This has been increasingly felt as the growth of travel by private car has come to dominate the increase in traffic on both urban and rural roads. Estimates of vehicle mileage based on road-side traffic counts, given in the following table, show that motor car traffic has grown by more than two and a half times over the last ten years; the motor car now accounts for more than a half of total traffic on the roads(1).

**Number of cars and estimated changes in mileage run, 1952-1962**

| | Private cars in use (Thousands) | Changes in motor car mileage (1952 = 100) |
|---|---|---|
| 1952 ... ... ... | 2,508 | 100 |
| 1953 ... ... ... | 2,762 | 109 |
| 1954 ... ... ... | 3,100 | 122 |
| 1955 ... ... ... | 3,526 | 138 |
| 1956 ... ... ... | 3,888 | 151 |
| 1957 ... ... ... | 4,187 | 148 |
| 1958 ... ... ... | 4,549 | 181 |
| 1959 ... ... ... | 4,966 | 203 |
| 1960 ... ... ... | 5,526 | 221 |
| 1961 ... ... ... | 5,979 | 246 |
| 1962 ... ... ... | 6,556 | 264 |

It was primarily with the intention of filling this gap in our knowledge about the most rapidly developing sector of transport that the Ministry of Transport, in 1961, initiated a series of sample surveys of motorists, conducted by the Social Survey. These Motoring Surveys will give a continuing measure of usage of motor cars, which will enable trends in vehicle mileage and in passenger mileage by both car and other forms of transport to be studied.

In addition to their use for economic analyses these Surveys are designed to yield continuing data for road safety research and also to provide a means of questioning motorists about particular topics in the field of transport and road safety—one Survey, for example, included questions about the fitting and use of safety belts.

These aims will only be fully realised after the results of a series of Surveys are available, and after the results obtained by this method of questioning motorists have been compared and used in conjunction with other statistics, such as those derived from traffic counts. The preliminary results of the first Motoring Survey taken in October 1961 do, however, provide new data of intrinsic interest on the ownership as well as the use of cars. Some of these results are therefore presented in this article. The article includes a brief description of the conduct of the Survey and defines the terms used. Fuller reports on the first year's results and on the method of conducting the Survey will be published later.

The accompanying tables also include an age analysis of cars currently in use, made from excise licensing records in the course of the 1962 Census of motor vehicles. These statistics, like the Motoring Survey, are the first of an annual series designed to extend the available information about motor cars.

*Ownership of motor vehicles, 1961*

In October 1961, the period covered by the first Motoring Survey, there were 6 million cars licensed for private use in Great Britain. It is estimated that about 92 per cent. of these, that is some 5½ million, were owned by or were at the sole disposal of private households. These are the cars, described subsequently as 'household cars', which were covered by the Motoring Survey. The remainder includes cars owned by car hire firms or motoring schools, or fleet cars held by firms and not placed at the sole disposal of private households, and licensed cars held by dealers. The Survey, which was based on a sample of households, did not collect data about these cars.

The Survey showed that these 5½ million 'household cars' were owned by or at the disposal of some 5·3 million households; that is nearly one-third of all households had the use of a car in 1961. Nearly 93 per cent. of these households had the use of one car; over 7 per cent. had two or more cars at their disposal.

Not all household cars are owned by a member of the household which has the use of them. About 7 per cent. were found to be owned by the employer of a member of the household, but placed solely at the employee's disposal for private as well as business use during the Survey week. In 12 per cent. of the cases the car was owned by a self-employed member of the household and would have been used for both business and private use. A very small number—fewer than 1 per cent.—were found to be owned by someone else, usually a relative.

The Survey did not seek to establish in how many cases an employer made a contribution to the capital cost of providing a car in cases where the car was registered in the employee's own name. Information was, however, sought on firms' contributions to running costs. This is summarised in Table 1, which also shows

(1) Measured in 'passenger car units'; this is a weighted measure of traffic, used in road planning studies, which gives an appropriate weight to cars, vans, motor cycles, buses and heavy goods vehicles.

the extent to which cars were used for business and for private use during the Survey week.

For all users the mileages done in the course of the Survey week were divided as to nearly a quarter on the journey to work, another quarter in the course of employment and more than a half on other journeys, not connected with work. Cars receiving no subsidy recorded very little business use and the proportion of journeys not connected with work was as high as two-thirds for this group.

For cars subsidised by employers the business mileage run was just under a half of the week's total mileage; this proportion ranged from 19 per cent. where the employers' contribution was a quarter or less, to 66 per cent. where the employer paid between a half and three-quarters of running costs, dropping to 56 per cent. for those respondents whose employers paid more than three-quarters of the total.

About half of employers' contributions to running expenses were made in the form of a straight mileage allowance. About a sixth of car users reported that they received from their employers a refund on bills, and another sixth a daily, weekly, monthly or annual allowance; the remainder were paid in other ways. Because of the methods of payment some informants were not clear as to exactly what the payments were intended to cover. All thought they covered insurance, while about half thought they covered each of the following items: road tax, petrol and oil, servicing, repairs and depreciation. Only about a fifth thought the payments covered garaging.

The size and age distributions of cars owned or subsidised by firms and by private persons are shown in Table 2. The self-employed tended to have cars of higher cylinder capacity than either firms or other private persons. Nearly all cars owned by firms were less than five years old, as were two-thirds of the cars owned by self-employed. By contrast among cars whose running expenses were borne entirely by the household using them, only 40 per cent. were under five years old, a third between five and 10 years old; in this group 12 per cent. were over fifteen years old. All these age distributions are for October 1961 and are based on a comparatively small sample. A more detailed and up-to-date age analysis based on a much larger sample of vehicle registrations is discussed in a later section of this article.

*Use of cars: mileage, journeys, purpose of journeys*

Each household covered in the Survey was asked to keep a record book for each car, in which the driver could record mileometer readings and particulars of each journey during the Survey week. These records which provide the source for all the accompanying statistics of journeys and mileage do not lead to direct estimates of *annual* mileages for each car and it will not be possible to make reliable estimates of annual car mileages until the results of a full annual cycle of Surveys are obtained and compared with traffic counts. Before completing the record books, however, drivers were asked for their own estimates, to the nearest thousand miles, of their annual mileages. These estimates for the year, as well as mileages run in the Survey week are shown in Table 3.

In general, variations in the annual estimates given by drivers show a fairly close agreement with variations in the weekly mileages. But traffic counts suggest that the average mileage travelled by private cars in October is close to the average for the year and on this basis, the week's recorded mileages would lead to an estimate of annual average mileage of not much more than 7,000, compared with an average of 8,800 miles derived from driver's estimates. This suggests that drivers replying to this question tended to overstate their annual mileage.

The average mileage recorded for all cars during the Survey week was 135 miles. As will be seen from the distribution below, a quarter of all cars did between 50 and 100 miles; another quarter did between 100 and 200 miles. The average mileage run by all household cars in the week was 135 miles but the average for cars located in the London area, 117 miles, was significantly lower than in other areas.

| *Recorded mileage during Survey week* | *Percentage of cars in sample* |
|---|---|
| 0 | 7·2 |
| 1 - 50 | 14·5 |
| 51 - 100 | 25·0 |
| 101 - 150 | 16·5 |
| 151 - 200 | 9·7 |
| 201 - 250 | 8·6 |
| 251 - 300 | 5·4 |
| 301 - 350 | 1·6 |
| 351 - 400 | 1·6 |
| 401 - 450 | 1·2 |
| 451 - 500 | 1·1 |
| 501 or more | 1·6 |
| Not obtained | 6·0 |
| | 100·0 |

In Table 4 journeys, as well as mileages run during the Survey week, are analysed according to purpose and length of journey. Of the 15,284 journeys recorded 38 per cent. were to or from work, 16 per cent. in the course of carrying out a business, profession or other form of employment and 46 per cent. not in any way connected with work. These proportions are very different from those already quoted for the distribution of mileage according to purpose, since the length of the average journey to or from work is only 5½ miles compared with nearly 13 miles for journeys made in the course of employment and nearly 10 miles for those not connected with work.

Nearly 80 per cent. of all journeys, accounting for 36 per cent. of the mileage run during the week, were on journeys of under 10 miles. At the other extreme only 3 per cent. of journeys were over 50 miles, though these accounted for 19 per cent. of total mileage.

It should, however, be remembered that a Survey taken in October would not include any significant

number of holiday trips. A summer survey would show a higher proportion of longer journeys and a high proportion of mileage not connected with work. Questions asked about holiday motoring showed that just over half of the households with cars had taken their cars on holiday for one or more weeks during the year preceding the Survey. The average mileage for each car taken on holiday was 921 miles, or 498 miles per week during the holiday. Nearly 90 per cent. of holiday motoring was done during the four months June-September, 38 per cent. of the total in August alone. About 10 per cent. of the holiday mileage reported was outside Great Britain.

In Table 5(a) the distribution of mileage over the three categories of journeys distinguished is shown according to the location of the household. The main feature that emerges is the higher proportion of mileage run on journeys to work by cars located in Greater London and in the other conurbations than in other areas. Mileages run on journeys not connected with work account for around a half of the total in all areas.

When mileages on different kinds of journeys are analysed by size of car (Table 5(b)) and by age of car (Table 5(c)) a very marked feature is the high proportion of business mileage done by the larger and newer cars. This is, of course, largely a reflection of the fact that the larger and newer cars are owned by self-employed persons or subsidised by employers. At the same time the smaller and the older cars do more of their mileage to and from work. The proportion of mileage done for purposes not connected with work shows a smaller variation with age and size of car, although a higher proportion of the mileage by the older cars—that is those over 10 years old—falls into this category.

Altogether 57 per cent. of all household cars were used during the Survey week for a journey to or from work, but not every day—only 37 per cent. of the total were used on five or more days during the week. These proportions were not significantly different for cars located in Greater London and elsewhere.

**Frequency of use, October 1961**

| | For journey to work | For journeys in course of employment |
|---|---|---|
| Percentage of cars used on: | | |
| Five or more days ... | 37 | 11 |
| Four days ... ... | 6 | 5 |
| Three days ... ... | 4 | 3 |
| Two days ... ... | 4 | 4 |
| One day ... ... | 6 | 9 |
| Not at all ... ... | 43 | 68 |
| | 100 | 100 |

Cars were used less frequently and less regularly for business journeys; although 32 per cent. reported some use for this purpose during the week only 11 per cent. of the total did so regularly.

The mileage done for each of the three purposes is, of course, very different at weekends (see Table 6). Rather more than two-thirds of total mileage was recorded on Monday to Friday; one-sixth on Saturday and just under a sixth on Sunday. Mileages on Monday and Tuesday were rather lower than the Monday to Friday average, those for Wednesday and Friday rather higher. These are, of course, October proportions which would not apply throughout the year.

On Monday to Friday about a third of the total mileage was run on business journeys, compared with 11 per cent. on Saturday and only 3 per cent. on Sunday. The journey to work drops from an average of 31 per cent. of the total on weekdays to 14 per cent. on Saturday and on Sunday to only 5 per cent. Three-quarters of Saturday motoring and 92 per cent. of Sunday's total is for purposes not connected with work.

*Occupancy of cars*

One of the aims of the Survey was to obtain information on occupancy of cars which, in the long run, might be used together with the results of traffic counts to produce continuing series of estimates for passenger mileage by private car, for comparison with trends in travel by public transport.

Table 7 summarises the data obtained from the record books on numbers of persons in the household cars on different kinds of journeys. For all types of journey the average number of occupants, including the driver, was 1·93, but on business journeys it was as low as 1·35 and on journeys not connected with work rose to 2·39. The average for journeys to work was 1·54.

This difference in numbers of occupants on journeys of different kinds is clearly reflected in the following summary of average occupancy by day of week:

| | *Average number of occupants* |
|---|---|
| Monday | 1·61 |
| Tuesday | 1·70 |
| Wednesday | 1·63 |
| Thursday | 1·70 |
| Friday | 1·80 |
| Monday-Friday | 1·69 |
| Saturday | 2·27 |
| Sunday | 2·63 |

Detailed analysis by hour, as well as by day, of the week, shows a peak figure of 3·0 persons per car, including the driver, during Sunday afternoon and early evening.

These marked variations in occupancy suggest that estimates of total passenger mileage should be made in as much detail as possible using daily or even hourly traffic and occupancy data for different times of the year. It is for this reason that only very crude estimates of total annual passenger mileage can be made in advance of a full year's cycle of Motoring Surveys. A very rough estimate of this kind has been made by applying the average occupancy for the Survey week to estimates of vehicle mileage derived from traffic

counts. This suggests that, by 1962, travel by private car accounted for nearly 60 per cent. of passenger transport by all forms of inland transport.

*Age of cars*

The last of the accompanying tables are based, not on the results of the Motoring Survey but on a special analysis of the vehicle licensing records, carried out at a sample of registration and licensing authorities' offices during the course of the 1962 census of vehicles. Table 8 shows, for all cars, and for cars in different size groups, the age of cars in use at any time during the third quarter of 1962. For the size analysis, the numbers of cars registered before 1947, which were classified only by horse power, are shown under roughly equivalent cylinder capacity groupings.

Half of all cars in use in 1962 were first registered in the five years 1958 to 1962, nearly 10 per cent. of them during the nine months up to September 30th, 1962, the cut-off date for this analysis. A further 30 per cent. of cars were between 5 and 10 years old, another 10 per cent. between 10 and 15 years old, the remaining 10 per cent. being more than 15 years old.

The number of authorities which could be included in the sample was not large enough to permit a complete regional breakdown of these figures, but a limited breakdown, with some grouping of standard regions and of years is shown in Table 9.

One of the main demands for statistics of cars analysed by age arises from an interest in scrapping rates of cars and it is, perhaps, disappointing that the information given in these tables cannot be combined with the annual statistics of new registrations published each year in *Road Motor Vehicles* to derive estimates of scrapping or wastage rates. There are several reasons why this should not be attempted.

In the first place the age analysis is necessarily compiled from records of cars currently *licensed*. And there are some vehicles included in *new registration* statistics which are not subject to licensing.

The *new registration* statistics include, for example, vehicles operated under certificates of Crown ownership and those issued under the personal export scheme, which would not be represented in the records of cars currently licensed. Moreover, vehicles first registered and licensed as private cars but subsequently licensed as goods vehicles are also excluded from the age analysis. Both these factors serve to overstate a 'wastage' figure obtained by deducting the figures shown by Table 8 from the total numbers of new cars registered in each year, as shown by the registration statistics.

On the other hand vehicles first registered and licensed as goods vehicles but subsequently operated and licensed as private cars have the opposite effect; since these vehicles are included in the analysis shown by Table 8, but excluded from the new car registration statistics, they understate a wastage rate derived by comparing licensing and registration statistics.

Finally, there is the complication caused by used cars in the hands of dealers. Many of these vehicles will have had their licences surrendered. On re-sale they will be re-licensed, but their absence from the records of current licences at the time for which the age analysis was compiled, will overstate the apparent wastage rate derived from a comparison of licensing and registration figures.

*Note on method*

The Motoring Survey was designed and executed by the Social Survey on behalf of the Ministry of Transport. The aim was to obtain information each quarter from samples of drivers and of cars and the method adopted was to select a sample of households and to identify all car drivers and cars at the disposal of the household.

The household sample was chosen in two stages; a selection of local authorities was made at the first stage, and a random selection of parliamentary electors within each selected local authority at the second stage. The local authorities chosen at the first stage were selected within the four main strata—Greater London, other conurbations, other urban areas and rural districts—for which separate results are presented in some of the tables. At the second stage, a special procedure for dealing with institutions or multi-household addresses ensured the proper representation for members of such households and the vehicles used by them.

The total number of households approached was just over 3,000 which yielded a sample of over 1,000 cars and nearly 2,000 licence holders, that is drivers.

Response to the Survey was excellent, a fact which the Social Survey attribute partly to the interest felt by motorists in the records they were asked to keep, but also to the very careful design of interviewing procedure and the record book, which formed the main basis of statistics compiled from the inquiry.

The actual inquiry involved three separate stages. The selected household was first visited by an interviewer to establish whether the household contained any persons with licences to drive a car and whether it had a car or cars. Particulars of each licence holder and of each car at the sole disposal of the household were obtained at this interview. For each household having a car the interviewer then left with the household a record book whose use was explained and demonstrated to the main driver of the car. Informants were asked to keep the book in the car and record particulars of each journey done by the car during the next week. The particulars collected in the mileage book were of the simplest possible character consistent with the aims of the inquiry; they included milometer readings at the beginning and end of each journey, the times of the beginning and end of each journey and a simple indication of the main purpose of the journey into the categories distinguished in the tables. This first interview, and the mileage book itself, was kept as simple

as possible in order to avoid prejudicing respondents' willingness to co-operate.

At the end of the week the interviewers made a second call, collecting the record book, checking that it was correctly filled in and, at the same time, taking the opportunity to raise any queries on the results of first interview. Finally the interviewer asked certain additional questions—deliberately left to the second interview so as not to prejudice the chance of obtaining co-operation in the record keeping. These included further details, wanted for road accident research, of numbers of people and the position they occupied in the car, on one sample day during the week.

The success of the approach may be demonstrated by the fact that mileage books were obtained for 94 per cent. of the households contacted—a very high proportion for a record keeping Survey. Throughout the accompanying tables, the mileage estimates include estimates for the missing 6 per cent. by assuming that their mileages and their journeys had the same characteristics as the 94 per cent. who provided the particulars. Households who failed to keep record books were asked about their estimated annual mileage and, since their estimates were higher than the average mileage reported by those who kept records, it seems likely that this has resulted in a slight underestimate (of the order of 1 per cent.) of total mileage in the Survey week.

In addition to respondents who failed to keep a record book there was a small number of households, estimated to account for 4 per cent. of the total number of household cars, who refused to co-operate at all, or who proved impossible to contact. Even taking account of these 'non-contacts' and of those who failed to keep mileage books, however, response to the Survey achieved the high rate of 90 per cent.

*Definitions*

The following notes explain some of the terms used in this article:

A '*car*' was taken as any four-wheeled or three-wheeled motor vehicle taxed for private use. The term thus includes vans if used exclusively for private use and 'bubble cars'. It excludes all vehicles taxed as goods vehicles and the small number of cars taxed for use as both private and goods vehicles. It also excludes motor cycles.

A '*journey*' is always difficult to define and in a record keeping inquiry of this kind it was not possible to use a very precise definition. In designing the record book the aim was to arrive at separate mileage figures for each of the three *main* categories of purpose of journey which the Survey sought to distinguish, that is: journeys to or from work, journeys required in the course of carrying out a business, profession or other form of employment (referred to in this article as '*business' journeys* or journeys '*in the course of employment*') and journeys *not* connected with work. The informant was told that whenever the main purpose of a journey changed, or when the driver had been out of the car for half an hour or more, this must constitute the beginning of a new journey, to be recorded separately. Thus, for example, the trip to work in the morning and the return trip in the evening would be recorded as two separate journeys. A round trip with only very brief stops would be one journey; a round trip interrupted by longer stops would be recorded as two or more journeys.

All figures for *vehicle occupancy* quoted in the text were derived from the mileage records, which showed the driver and those passengers who were in the car for most of the journey. They were derived by estimating the total 'occupant miles' (that is by summing the journey length *times* the number of occupants on each journey) and dividing this by the number of 'vehicle miles' which is, of course, the simple sum of the journey lengths.

*Ministry of Transport*

# APPENDIX

## Household cars and their use: ownership and degree of subsidy by employers, October 1961

TABLE 1

| | Percentage of all household cars | Percentage of week's mileage done on journeys mainly | | |
|---|---|---|---|---|
| | | To or from work | In course of employment | Not connected with work |
| **Ownership of car** | | | | |
| 1. Firm ... ... ... ... ... ... ... ... | 7 | 19 | 55 | 26 |
| 2. Private person | | | | |
| (i) Self-employed ... ... ... ... ... ... | 12 | 10 | 53 | 37 |
| (ii) Other private persons ... ... ... ... | 81 | 28 | 12 | 60 |
| All household cars ... ... ... ... ... ... | 100 | 24 | 24 | 52 |
| **Degree of subsidy by employers** | | | | |
| Running costs covered by employer to extent of: | | | | |
| More than three-quarters ... ... ... ... | 6 | 19 | 56 | 25 |
| Half to three-quarters ... ... ... ... ... | 2 | 14 | 66 | 20 |
| A quarter to a half ... ... ... ... ... | 2 | 24 | 49 | 27 |
| Less than a quarter ... ... ... ... ... | 5 | 31 | 19 | 50 |
| Amount not stated ... ... ... ... ... | 2 | 30 | 41 | 29 |
| All cars subsidised wholly or partly by employers ... | 17 | 23 | 47 | 30 |
| Cars owned by self-employed ... ... ... ... | 12 | 10 | 53 | 37 |
| Cars not subsidised by employers ... ... ... ... | 71 | 29 | 5 | 66 |

## Household cars: ownership and degree of subsidy, by size and age of car, October 1961

TABLE 2

Percentages

| | Household cars owned by | | Degree of subsidy | | |
|---|---|---|---|---|---|
| | Firms | Private persons | All or part of running costs paid by an employer | Owner self-employed | Cars not subsidised by employer |
| **Cylinder capacity** | | | | | |
| Up to 1,000 ... ... ... ... ... ... | 39 | 35 | 45 | 17 | 37 |
| 1,001 to 1,500 ... ... ... ... ... | 33 | 41 | 36 | 42 | 40 |
| 1,501 to 2,000 ... ... ... ... ... | 15 | 11 | 9 | 13 | 12 |
| 2,001 and over ... ... ... ... ... | 13 | 13 | 10 | 28 | 11 |
| | 100 | 100 | 100 | 100 | 100 |
| **Year of original registration** | | | | | |
| 1961(1)- 1957 ... ... ... ... ... | 93 | 45 | 73 | 64 | 40 |
| 1956-1952 ... ... ... ... ... ... | 5 | 33 | 21 | 29 | 34 |
| 1951-1947 ... ... ... ... ... ... | 2 | 12 | 4 | 6 | 14 |
| 1946 or earlier ... ... ... ... ... | — | 10 | 2 | 1 | 12 |
| | 100 | 100 | 100 | 100 | 100 |

(1) Up to October 1961.

## Household cars and their mileages

TABLE 3 **Analysed by location of household, by size and by age of car**

| | Percentage of all household cars | Recorded week's mileage October 1961 | Drivers' estimate of annual mileage |
|---|---|---|---|
| **(a) By location of household** | | | |
| Greater London | 17 | 117 | 8,400 |
| Other conurbations | 12 | 144 | 9,700 |
| Other urban areas | 44 | 139 | 8,800 |
| Rural districts | 27 | 137 | 8,700 |
| All households | 100 | 135 | 8,800 |
| **(b) By size of car (cylinder capacity)** | | | |
| Up to 1,000 | 36 | 136 | 8,900 |
| Over 1,000 to 1,250 | 22 | 119 | 7,400 |
| Over 1,250 to 1,500 | 18 | 152 | 9,200 |
| Over 1,500 to 2,000 | 11 | 136 | 10,000 |
| Over 2,000 to 2,500 | 8 | 125 | 8,300 |
| Over 2,500 | 5 | 163 | 10,300 |
| All sizes | 100 | 135 | 8,800 |
| **(c) By age of car (year of original registration)** | | | |
| 1961(1) | 9 | 211 | 15,500 |
| 1960 | 12 | 183 | 11,300 |
| 1959 | 11 | 166 | 10,000 |
| 1958 | 9 | 142 | 8,900 |
| 1957 | 7 | 121 | 7,600 |
| 1956-52 | 32 | 113 | 7,400 |
| 1951-47 | 11 | 106 | 6,200 |
| 1946 and earlier | 9 | 84 | 5,600 |
| All years | 100 | 135 | 8,800 |

(1) Up to October.

## Household car journeys for different purposes, and the mileage accounted for by such journeys, according to length of journey, October 1961

TABLE 4

| | Percentage of journeys, according to main purpose of journey | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | To or from work | | In course of employment | | Not connected with work | | All purposes | |
| | Household car journeys | Mileage accounted for by such journeys | Household car journeys | Mileage accounted for by such journeys | Household car journeys | Mileage accounted for by such journeys | Household car journeys | Mileage accounted for by such journeys |
| **Length of journey(1)** *Miles* | | | | | | | | |
| 0 | 1 | — | 1 | — | 1 | — | 1 | — |
| 1 | 12 | 2 | 6 | 1 | 10 | 1 | 10 | 1 |
| 2 | 17 | 6 | 11 | 2 | 13 | 3 | 14 | 3 |
| 3 | 19 | 11 | 10 | 2 | 11 | 3 | 14 | 5 |
| 4 | 10 | 8 | 7 | 2 | 9 | 4 | 9 | 4 |
| 5 | 8 | 7 | 7 | 3 | 8 | 4 | 8 | 4 |
| 6 - 10 | 21 | 28 | 23 | 14 | 22 | 17 | 22 | 19 |
| 11 - 15 | 8 | 18 | 12 | 12 | 10 | 13 | 9 | 14 |
| 16 - 20 | 3 | 9 | 6 | 9 | 5 | 9 | 4 | 9 |
| 21 - 25 | | 2 | 5 | 8 | 3 | 6 | 2 | 6 |
| 26 - 50 | | 4 | 8 | 22 | 5 | 18 | 4 | 16 |
| 51 - 100 | 1 | 4 | 3 | 16 | 2 | 15 | 2 | 13 |
| 101 and over | | 1 | 1 | 9 | 1 | 7 | 1 | 6 |
| | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Percentage of all journeys | 38 | | 16 | | 46 | | 100(2) | |
| Percentage of car miles | 24 | | 24 | | 52 | | 100 | |
| Average length of journey in miles | 5·5 | | 12·8 | | 9·8 | | 8·6 | |

(1) Arrival milometer reading minus departure reading. (2) Based on a total of 15,284 journeys.

## Household car mileages analysed by journey purpose, October 1961

TABLE 5

### (a) According to the location of the household

Percentages

| | Location of household | | | | |
|---|---|---|---|---|---|
| | Greater London | Other conurbations | Other urban areas | Rural districts | All areas |
| *Proportion of week's mileage driven for journeys mainly* | | | | | |
| To and from work ... ... ... ... ... | 29 | 28 | 23 | 22 | 24 |
| In course of employment ... ... ... ... | 20 | 24 | 25 | 25 | 24 |
| Not connected with work ... ... ... ... | 51 | 48 | 52 | 53 | 52 |
| Total ... ... ... ... ... ... | 100 | 100 | 100 | 100 | 100 |
| Proportion of week's total household car miles ... | 14·7 | 11·8 | 46·0 | 27·5 | 100·0 |

### (b) By size of car

Percentages

| | Cylinder capacity of household car | | | | |
|---|---|---|---|---|---|
| | Up to 1,000 c.c. | 1,001-1,500 c.c. | 1,501-2,000 c.c. | 2,001 c.c. and over | All sizes |
| *Proportion of week's mileage driven for journeys mainly* | | | | | |
| To and from work ... ... ... ... ... | 25 | 28 | 18 | 16 | 24 |
| In course of employment ... ... ... ... | 21 | 22 | 27 | 35 | 24 |
| Not connected with work ... ... ... ... | 54 | 50 | 55 | 49 | 52 |
| Total ... ... ... ... ... ... | 100 | 100 | 100 | 100 | 100 |
| Proportion of week's total household car miles ... | 35·6 | 40·1 | 11·4 | 12·9 | 100·0 |

### (c) By age of car

Percentages

| | Year of original registration of household car | | | | |
|---|---|---|---|---|---|
| | (1)1961-1957 | 1956-1952 | 1951-1947 | 1946 or earlier | All years |
| *Proportion of week's mileage driven for journeys mainly* | | | | | |
| To and from work ... ... ... ... ... | 21 | 28 | 29 | 37 | 24 |
| In course of employment ... ... ... ... | 33 | 14 | 9 | 3 | 24 |
| Not connected with work ... ... ... ... | 46 | 58 | 62 | 60 | 52 |
| Total ... ... ... ... ... ... | 100 | 100 | 100 | 100 | 100 |
| Proportion of week's total household car miles ... | 58·6 | 26·4 | 9·1 | 5·9 | 100·0 |

(1) Up to October.

## Mileage run by household cars according to main purpose of journey, by day of week, October 1961

TABLE 6

Percentages

| | Mon. | Tue. | Wed. | Thurs. | Fri. | Mon.-Fri. | Sat. | Sun. | Week |
|---|---|---|---|---|---|---|---|---|---|
| *Proportion of mileage driven for journeys mainly* | | | | | | | | | |
| To or from work ... ... ... | 34 | 35 | 28 | 31 | 31 | 31 | 14 | 5 | 24 |
| In course of employment ... ... | 33 | 28 | 34 | 37 | 27 | 32 | 11 | 3 | 24 |
| Not connected with work ... ... | 33 | 37 | 38 | 32 | 42 | 37 | 75 | 92 | 52 |
| | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Proportion of week's total household car miles ... ... ... ... | 12·5 | 12·6 | 14·3 | 13·8 | 14·3 | 67·5 | 16·6 | 15·9 | 100·0 |

## Household car journeys for different purposes, and the mileage accounted for by such journeys, according to the number of persons in the car, October 1961

TABLE 7

Percentages

| | Main purpose of journey | | | | | | All purposes | |
|---|---|---|---|---|---|---|---|---|
| | To or from work | | In course of employment | | Not connected with work | | | |
| | Household car journeys | Car mileage accounted for by such journeys | Household car journeys | Car mileage accounted for by such journeys | Household car journeys | Car mileage accounted for by such journeys | Household car journeys | Car mileage accounted for by such journeys |
| **Number of persons in the car for half or more of the journey** | | | | | | | | |
| 1 ... ... ... ... | 64 | 61 | 77 | 74 | 33 | 23 | 52 | 45 |
| 2 ... ... ... ... | 26 | 27 | 17 | 20 | 40 | 40 | 31 | 32 |
| 3 ... ... ... ... | 7 | 8 | 4 | 5 | 15 | 18 | 10 | 12 |
| 4 or more ... ... ... | 3 | 4 | 2 | 1 | 12 | 19 | 7 | 11 |
| | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Proportion of all journeys ... | 38 | | 16 | | 46 | | 100(1) | |
| Proportion of car miles ... | 24 | | 24 | | 52 | | 100 | |
| Average occupancy rate(2) ... | 1·54 | | 1·35 | | 2·39 | | 1·93 | |

(1) Based on a total of 15,284 journeys.
(2) The total person-miles divided by the total car-miles.

## Cars with licences current during the September quarter 1962, analysed by size of car and year of original registration

TABLE 8

Thousands

| | Cylinder capacity | | | | All capacities |
|---|---|---|---|---|---|
| | Not over 1,000 c.c. | 1,000 c.c. to 1,400 c.c. | 1,400 c.c. to 1,800 c.c. | Over 1,800 c.c. | |
| **Year of original registration** | | | | | |
| 1962(1) ... ... ... ... ... ... ... | 258 | 93 | 202 | 65 | 618 |
| 1961 ... ... ... ... ... ... ... | 302 | 104 | 192 | 80 | 679 |
| 1960 ... ... ... ... ... ... ... | 346 | 89 | 236 | 97 | 768 |
| 1959 ... ... ... ... ... ... ... | 203 | 115 | 225 | 94 | 637 |
| 1958 ... ... ... ... ... ... ... | 161 | 140 | 182 | 82 | 564 |
| 1957 ... ... ... ... ... ... ... | 134 | 125 | 117 | 64 | 440 |
| 1956 ... ... ... ... ... ... ... | 110 | 153 | 83 | 74 | 420 |
| 1955 ... ... ... ... ... ... ... | 152 | 169 | 96 | 92 | 509 |
| 1954 ... ... ... ... ... ... ... | 102 | 139 | 66 | 75 | 381 |
| 1953 ... ... ... ... ... ... ... | 68 | 97 | 52 | 68 | 285 |
| 1952 ... ... ... ... ... ... ... | 30 | 63 | 31 | 55 | 180 |
| 1951 ... ... ... ... ... ... ... | 17 | 41 | 20 | 44 | 123 |
| 1950 ... ... ... ... ... ... ... | 16 | 35 | 22 | 44 | 117 |
| 1949 ... ... ... ... ... ... ... | 22 | 52 | 21 | 37 | 131 |
| 1948 ... ... ... ... ... ... ... | 17 | 29 | 17 | 26 | 89 |
| 1947 ... ... ... ... ... ... ... | 31 | 41 | 19 | 13 | 104 |
| 1946 or earlier(2) ... ... ... ... ... | 204 | 208 | 67 | 32 | 510 |
| Total ... ... ... ... ... ... | 2,173 | 1,693 | 1,648 | 1,042 | 6,556 |

(1) Up to 30 September.
(2) These cars were classified by horsepower and the c.c. equivalents are approximations.

## Cars with licences current during the September quarter 1962, analysed by area and year of original registration

TABLE 9

Percentages

| | Standard regions | Year of original registration | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Pre-1947 | 1947-1951 | 1952-1955 | 1956-1958 | 1959-1960 | 1961-1962(1) | All years |
| Northern, East and West Ridings, and North Western ... ... | I, II, X | 5·1 | 8·2 | 20·4 | 22·3 | 22·3 | 21·7 | 100·0 |
| North Midland, Eastern... ... | III, IV | 11·1 | 10·3 | 21·7 | 20·5 | 19·2 | 17·2 | 100·0 |
| London and South East, Southern | V, VI | 9·5 | 8·5 | 20·2 | 21·4 | 21·4 | 19·1 | 100·0 |
| South West ... ... ... | VII | 11·1 | 10·1 | 22·4 | 21·1 | 18·9 | 16·5 | 100·0 |
| Midlands ... ... ... ... | IX | 6·0 | 7·1 | 19·5 | 20·8 | 23·0 | 23·6 | 100·0 |
| All England ... ... ... | VIII | 8·5 | 8·7 | 20·5 | 21·4 | 21·2 | 19·6 | 100·0 |
| Wales ... ... ... ... | | 6·2 | 7·6 | 21·3 | 24·0 | 22·0 | 18·9 | 100·0 |
| Scotland ... ... ... ... | | 5·7 | 7·7 | 20·6 | 22·3 | 22·0 | 21·6 | 100·0 |
| Great Britain ... ... ... | | 7·8 | 8·6 | 20·7 | 21·7 | 21·4 | 19·8 | 100·0 |

(1) To 30 September.