

## Rail use in Great Britain in 2007

This note is about rail use by area, trip length, household income, and car ownership in Great Britain in 2007.

Figure 1 shows rail use by area. It is highest in London, where almost 40% of the population use trains at least once or twice a month and more than 10% use them at least three times a week. This figure drops quite drastically for the rest of GB, with only 20% using trains once or twice a month, less than 5% using trains at least three times per week, and almost 50% of the population using trains less than once a year or never. In rural areas rail use is even less frequent; as much as 55% of the population use the train less than once a year or never, while only just over 10% use trains at least once or twice a month.

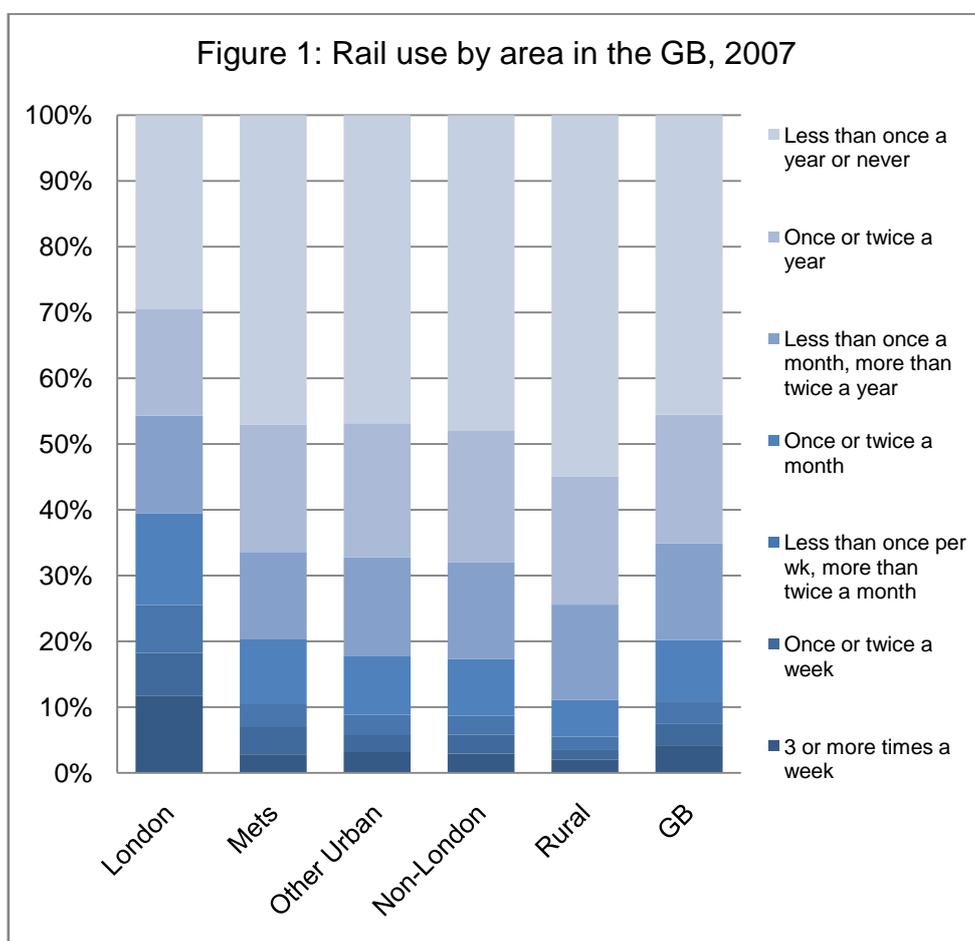


Figure 2 shows average rail trip length. While very frequent rail users (3 or more times a week) travel about 25 miles on each trip, infrequent rail users (at least once or twice a year but no more than once or twice a month) travel 55 to just over 60 miles per trip. Interestingly, this figure drops to under 50 miles for people who travel by train less than once a year or never.

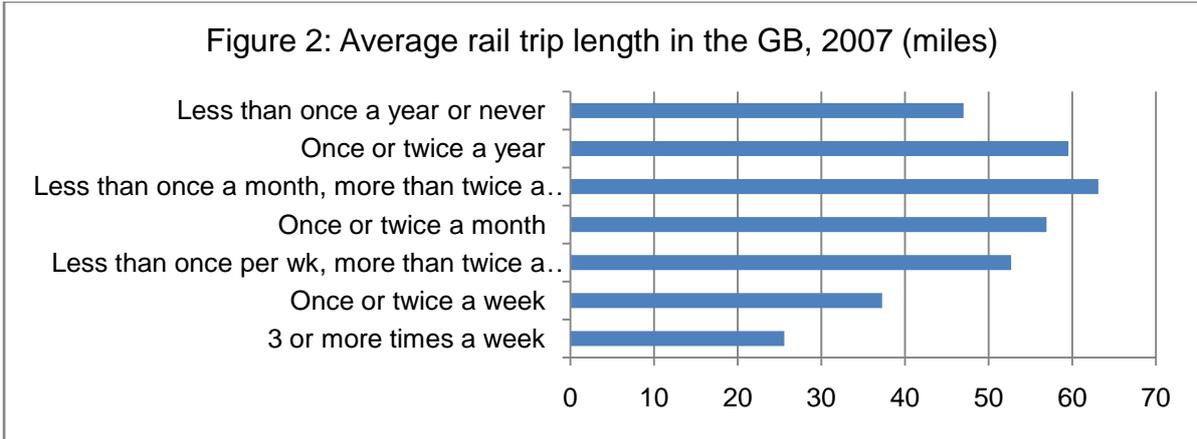


Figure 3 shows rail use by household income. It is clear immediately that higher income households use trains more frequently than lower income households: while only 15% of households with less than £25,000 income use trains at least once or twice a month, this figure doubles for households with over £50,000 income to 30%. At the same time, the proportion of households with less than £25,000 income who use trains less than once a year or never drops sharply from over 55% to just over 30% for households with £50,000 income.

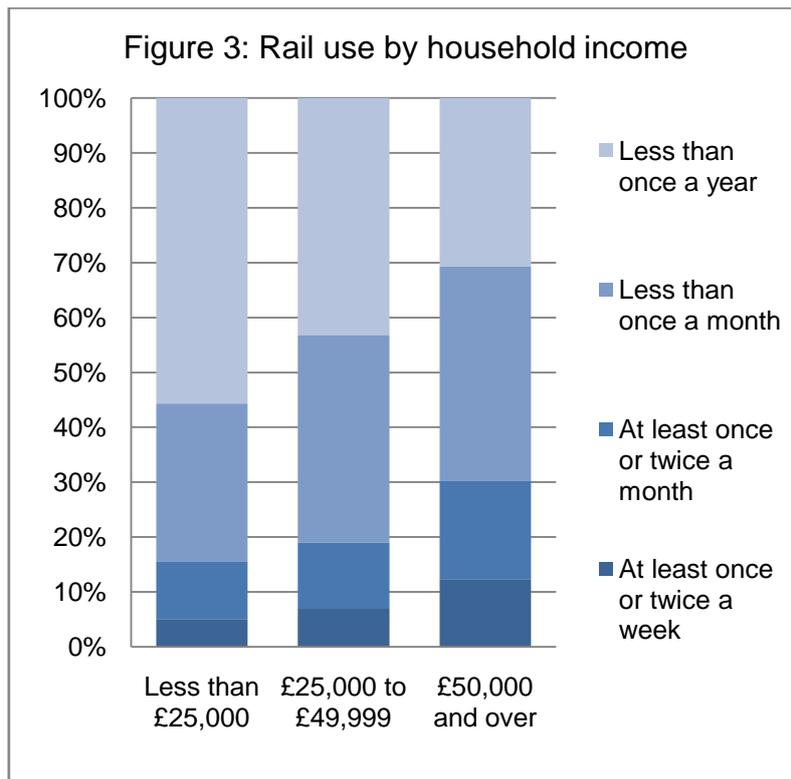


Figure 4 illustrates rail use by household income in a different way, but the underlying message is the same. It shows how the share of higher income households increases with more frequent trips from under 50% for trips less than once a year or never to almost 80% for trips done three or more times a week (although, interestingly, it drops for trips done once or twice a week).

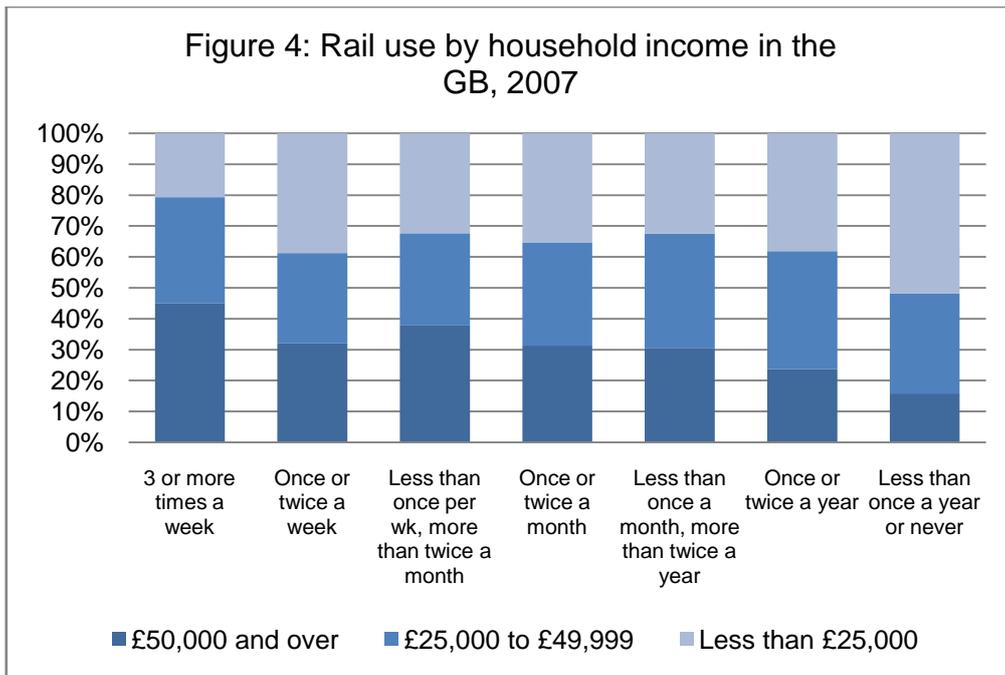


Figure 5 shows rail use by car ownership; households with no car use trains more often than households with cars. This finding is supported by Figure 6, which shows that people with no driving licence are more frequent travellers, although the proportion of people using trains less than once a year or never is higher for people with no driving licences than it is for people that hold driving licences.

