Motability: disability and transport needs

Secondary analysis

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In the process of delivering the Rapid Evidence Assessment (REA) "Motability: Disability and transport needs, gaps and innovation" several evidence gaps in the existing literature on transport use among people with disabilities emerged. This report seeks to address the area where evidence was most limited: "What (public and private) transport challenges do those living with disabilities experience?". This question is further unpacked into the following three research questions:

1. What is the existing use of transport (private and public transport) of those living with disabilities?
2. What is the relationship (if any) between demographic characteristics (e.g., sex, deprivation, ethnicity, housing, geographical area, employed/non-employed) and existing use of transport (private and public)?
3. What is the relationship (if any) between type of disability (e.g., physical disability, visual disabilities, mental health) and existing use of transport?

In addressing these questions this research is intended to establish the extent of transport related inequalities experienced by people with disabilities and identify areas where Motability may most effectively provide support to improve their access to transport and improve their ability to travel. This report provides an evidence base to support this aim by identifying the scope of unmet need for transport by describing the differences in access to and use of transport between people with and without disabilities. It also explores how these patterns differ by a range of demographic characteristics to understand if particular groups face more severe barriers to using transport and are particularly in need of support.

Methods and analysis

Data from the National Travel Survey (NTS) collected in 2018 has been used for this analysis. The NTS 2018 provides a detailed, high quality and representative data of travel use in England on a stratified, clustered, random sample of 12,852 private households. NTS 2018 also includes for the first time a new set of questions on both type and severity of disability, allowing for a detailed analysis of travel behaviour broken down by what kinds of conditions people reported. This is the first time that NTS data has been analysed with a focus on how people's travel patterns vary by their disabilities and the severity of these disabilities in relation to a number of demographic characteristics.

A combination of descriptive analysis and inferential statistics were used to analyse the data in this report. Logistic and multinomial regression analysis was also conducted, which allowed for the other types of disability a person may have (including any demographic differences) to be controlled for when estimating the relationship between, for example, a disability and frequency of travel by public transport.

Findings

Use of public and private transport

- Disabled people use buses, trains, coaches and take internal flights less than people without disabilities.

- The severity of disability was also a significant contributor to transport use. Those with more severe disabilities were less likely to use public and private transport than those with less severe disabilities.
- Slightly different patterns were seen in the case of taxi use. In contrast to other transport types, those with disabilities as well as those with more severe disabilities were significantly more likely to use taxis than those without disabilities.
- Exploring private transport use, around a third of people with a long-term disability did not hold a driving licence of any sort, compared to less than 1 in 6 of those without disabilities. Among people with more severe disabilities this pattern was more acute, with only around half of those with more severe disabilities holding a full driving licence.
- Disabled people were less likely to learn to drive in the future, with the vast majority of people with a disability who did not hold a driving licence reporting they would never learn.
- As would be expected given they are less likely to hold a driving licence, disabled people were also less likely to be the main driver in their household and more likely to be a non-driver living in a household with no car.
- Demographic differences in both public and private transport use are similar across disabled and non-disabled groups, suggesting that demographic factors create similar, but not disproportionate, challenges for those with disabilities.

Satisfaction with public and private transport

- People with disabilities were less likely than those without disabilities to be satisfied with public transport and roads, specifically trains, buses and major and local roads. Those with more severe disabilities were also less likely to be satisfied with these forms of transport than those with less severe disabilities.
- Most of the relationships between demographic characteristics and satisfaction with public and private transport were similar across disabled and non-disabled groups.

Use of mobility aids

- One third of people who reported having difficulty going out on foot unaided also reported that they did not use any mobility aids.
- People with more severe disabilities were significantly more likely to report using powered mobility scooters and powered wheelchairs than those whose disabilities were less severe.
- Walking sticks were the most commonly used type of mobility aid and older age groups reported more use of walking sticks than younger age groups.
- Those in rural areas were more likely to use any mobility aid compared with those in urban areas.
- There was a clear pattern in the use and non-use of mobility aids by household structure, with people in households with no children more likely to report using mobility aids of all kinds compared with people in households with children. The two types of household structure with no children (single adult and multiple adult) both showed higher rates of use of mobility aids.

Awareness of special transport services

- More than a third of people who stated they have difficulty going out on foot, using a local bus, or getting in and out of a car, because of a disability, were unaware of any special transport services being available in their area. There was also a relatively low awareness of the availability of any specific special transport services, such as dial-a-ride, or hospital transport.
- There was significantly lower awareness of the availability of supermarket bus services and community owned bus services amongst those with more severe disabilities, compared to those with less severe ones.
- Over three-quarters of people who find it difficult to go out on foot, use a local bus, or get in or out of a car because of a disability, and who were also aware of special

transport services in their area, reported not using any of them. The reasons for not using them were not examined as part of the survey.

- Awareness was lowest in the youngest age group (18–29 years), as was use of any such services by the youngest age group amongst those who were aware of any services.
- Just over half of people from BAME backgrounds who reported a difficulty going out on foot, using buses or cars, were not aware of any special transport services in their area compared to slightly more than a third of people from White backgrounds.
- People living in rural areas were significantly more likely to say they did not use any special transport services compared with those living in urban areas.

Traveling to work

- No significant differences were observed in the type of transport used to commute to work between people with and without disabilities. However, among those using a car, van, motorcycle, scooter, or moped to go to work, commuting to work was less difficult for those without a disability, while a very small number of people living with a disability were more likely to experience the disability itself as a transport difficulty by reporting that the nature of their disability made it difficult.
- People without disabilities were less likely to report issues with public transport or walking, while people living with disabilities reported in a significant number of cases their own disability as a transport difficulty. People with more severe disabilities were significantly more likely to report their disability as a transport difficulty, whereas people with less severe disabilities were more likely to report the unpleasantness of public transport as a difficulty.
- The analysis did not find a significant relationship between transport difficulties and the ability to accept or apply for jobs between people with and without disabilities. Similarly, a more severe disability was significantly associated with a higher likelihood of not reporting any difficulties with accepting or applying to a job owing to transport-related issues.
- Most relationships between mode of transport to work and demographic factors were similar among those with and without disabilities suggesting that many demographic factors cause similar transport-related challenges for both disabled and non-disabled people.
- Adults with disabilities who lived alone were significantly more likely than those living with other adults to take trains to work, however this relationship was not significant among those without disabilities.

Traveling for non-work purposes

- People with disabilities were significantly more likely to encounter transport difficulties when travelling to a doctor or a hospital, and when going to meet family and friends in their homes (or other similar social activities). The more severe the type of disability, the higher the likelihood of facing difficulties when travelling for non-work purposes.
- The disability itself, the distance to the destination, and the length of the journey were the most likely reported reasons by people with a disability. In contrast, the lack of parking facilities was more likely to be associated with transport difficulties by those without a disability.
- Lack of parking facilities was also more frequently a problem for those with less severe disabilities, whereas an increase in the level of severity was associated with a lower likelihood of reporting this difficulty.

Type of disability and use of transport

- Most of the disabilities examined - sight problems, cognitive disabilities, mobility problems, conditions relating to dexterity and stamina, and mental health problems - affect the individual's travel behaviour, even when underlying differences in the

demographic characteristics of people with and without these disabilities have been taken into account.

- People with mobility problems was the least likely group to travel by each of the different transport options. This was exacerbated if the individual had a combination of mobility problems along with disabilities affecting their dexterity or stamina.
- For the other disabilities, the tendency was for the presence of a disability to restrict an individual's access to, and frequency of, travel, whether that is travel by private means or the use of public transport. In addition, each of these groups were more likely to report difficulties when travelling for non-work reasons.
- People with sight problems, cognitive disabilities, mental health problems, and conditions relating to mobility were significantly less likely to be the main driver in their household, or to travel by private car.
- Cognitive disabilities and disabilities that affect mobility, particularly where the mobility problems coincide with problems with dexterity and stamina, were linked to lower levels of both bus travel and train travel. People with these conditions were more likely to say they never used either form of transport.
- Whilst people with cognitive disabilities, sight problems, or mobility issues were significantly less likely to ever travel by train, there were no significant differences when comparing frequent train use against infrequent train use.
- Whilst people with mental health problems and people who have disabilities relating to dexterity and stamina but not mobility issues were as likely as people with a disability to report ever travelling by train, they were less likely to do so frequently.
- People with mental health problems were more likely to either never use taxis or to do so more frequently. No other disabilities were significantly related to taxi use once demographic characteristics were controlled for. The multivariate analysis demonstrated that (perhaps not surprisingly) income and local deprivation are strongly related to taxi use.
- Living with multiple disabilities appeared to be strongly related to reduced use of public and private transport and facing travel difficulties. Multiple disabilities were associated with decreased frequency of travel by private car, by train and to a lesser extent by bus. Private car use was more common among people with four or more disabilities who were also less likely to be the main driver of a car.

Conclusions

Analysis of the relationship between use of public and private transport and disability concluded that disabled people use public and private transport less than people without disabilities. In addition, the severity of disability was also a significant contributor to transport use. Those with more severe disabilities were less likely to use public transport than those with less severe disabilities. These findings suggest that disabled people, particularly those with more severe disabilities, travel less and/or rely more heavily on private forms of transport. Demographic differences in both public and private transport tend to be similar across disabled and non-disabled groups, suggesting that demographic factors create similar, but not disproportionate, challenges for those with disabilities. A similar pattern was concluded when looking at the relationship between satisfaction with public and private transport and disability. These findings suggest that people who are more dissatisfied with public transport may be less likely to use it or conversely people who are more reliant on public transport are more satisfied about the availability of such transport.

A high proportion of people who have difficulty going out on foot, using a local bus, or getting in and out of a car, because of a disability, were unaware of any special transport services being available in their area, which raises questions about whether there is a lack of provision of special transport in some areas, or whether these services are available but not well publicised. The relatively low levels of awareness of special transport services, may point to a need for increased information and publicity.

Targeting special transport services appropriately according to need is also an area that needs further focus as those who were aware of special transport services in their area (and had difficulties going out on foot, using a local bus, or getting in or out of a car), reported not using them. This finding raises some interesting questions about the appropriateness of the services in terms of, for example: mobility and physical access to the vehicles, frequency and flexibility of services and routes, costs and eligibility to use the services, and door-to-door assistance for the potential user and their luggage.

Finally, it is concluded that most of the disabilities examined affect the individual's travel behaviour, even when underlying differences in the demographic characteristics of people with and without these disabilities have been considered. Having multiple disabilities appeared also to be strongly related to reduced use of transport and facing travel difficulties, suggesting that when planning to expand access to transport among people with disabilities, those people with the least access are likely to have the most complex needs, as they are more likely to be living with the effects of various disabilities.

1 Introduction

1.1. Objectives and research questions

In the process of delivering the Rapid Evidence Assessment (REA) "Motability: Disability and transport needs, gaps and innovation" several evidence gaps in the existing literature on transport use among people with disabilities emerged.

This report seeks to address the area where evidence was most limited, which was in research question four of the REA: "What (public and private) transport challenges do those living with disabilities experience?".

In this report this question is further unpacked into the following three research questions:

1. What is the existing use of transport (private and public transport) of those living with disabilities?

2. What is the relationship (if any) between demographic characteristics (e.g., sex, deprivation, ethnicity, housing, geographical area, employed/non-employed) and existing use of transport (private and public)?

3. What is the relationship (if any) between type of disability (e.g., physical disability, visual disabilities, mental health) and existing use of transport?

In answering these questions this report seeks to build the evidence base for Motability in order to help identify key areas in transport use where people with disabilities face important disadvantages. This report will seek to identify areas of inequality in transport use by describing the differences in access to and use of transport across a range of areas between people with and without disabilities. It will also aim to identify how these patterns differ by demographics, to understand whether there are particular groups facing more severe barriers to transport use than others.

Data

The analysis presented here is drawn from the National Travel Survey 2018, a large-scale, nationally representative household survey about travel, and the most recent data available for the general population (in England). It provides a representative picture of travel use in England, based in 2018 on a stratified, clustered, random sample of 12,852 private households. Included in the final dataset are households where all eligible members participated in the interview (with an achieved response rate of 47%). The data was collected through a combination of face-to-face interviews, a self-completion booklet asking a range of attitudinal questions given to a randomly selected member of each household, and a seven-day travel diary (completed by each member of the household). The survey data was weighted to take into account non-response, differing selection probability and to adjust the achieved sample's representativeness to match that of the population by age/sex and region.[1]

[1] Further data on weighting can be found in the technical appendix to this report and the NTS 2018 Technical Reports.
NatCen (2019). *National Travel Survey 2018: Technical Report*. (Department for Transport, London). [Online] Available at: https://www.gov.uk/government/statistics/national-travel-survey-2018.

The NTS 2018 for this time provides data on different types of disabilities as well as transport behaviour. This ensures that we can explore those patterns of travel and transport use by disability, as well as by type and severity of disability. The data analysed included all those respondents aged 18 and over (12,387 individuals). This is the first time that NTS 2018 data has been analysed with a focus on how people's travel patterns vary by their disabilities and the severity of these disabilities in relation to a number of demographic characteristics.

Methods

A combination of descriptive and inferential analysis, including logistic regression and multinomial regression, have been applied in providing the data in this report. The first stage explores the prevalence of use of different transport types among people with disabilities, as well particular travel difficulties or barriers they may face. Crosstabulations are then used to compare the prevalence of these variables between people with a long-term disability (either physical or mental) and those with no long-term disabilities, as well as how transport patterns varied by the severity of the disability. All differences described in the report as significant, were found to be statistically significant at the 95% level.

Among people with a disability, the relationship between a range of sociodemographic characteristics is then analysed (again using crosstabulations), to identify those groups who may have specific transport difficulties or who may have less access to different transport types. To provide a point of comparison, the same analysis by sociodemographic characteristics among people with no long-term disability is also presented.

Finally, the impact of different types of disability is also explored. First, crosstabulations are used to estimate differences in transport use between people with particular types of disability (as well as people with multiple disabilities) and those with no disabilities. However, because people often reported multiple types of disability and so the same individuals could appear in multiple disability groups, these could not be directly compared.

Multivariate analysis, using a combination of logistic regression and multinomial regression models, were carried out to explore the relationship between transport and a range of different disability types, while accounting for other health conditions and differing demographic characteristics. This ensures we are able to identify whether an association between a disability type and travel remains, once other underlying differences in demographics and health have been taken into account, or if the differences in travel behaviour were primarily driven by differences in demographic characteristics.

In the multivariate analysis, a range of predictor variables (indicators for health conditions, plus a range of socio-demographic characteristics) are regressed onto a key outcome (travel behaviour). Logistic regression is used where the key outcome is binary while multinomial regression is undertaken where the key outcome has more than two outcome categories. More information about the analysis methods and the variables used are provided in the technical details (Appendix D).

1.2. About this report

In this report the three research questions (above) are separated into different areas of transport use and travel behaviour, detailed below.

1) **Transport use:**
   a. **Travel by car:** including frequency of travel by privately owned car, whether people have access to a car, whether they hold a driving licence, and whether people who do not have a licence are likely to learn in the future.
   b. **Travel by other forms of transport:** including frequency of travel by bus, train, coach, taxi and plane, as well as satisfaction with provision for travel by bus in their local area, for travel by train, as well as satisfaction with local roads and motorways.
2) **Use of mobility aids** among people with a disability that affects their ability to go out on foot without help including whether they have: a powered wheelchair, a manual wheelchair, powered mobility scooter, walking sticks, or other walking aids. In addition, for those with a wheelchair or mobility scooter, we present the frequency of use.
3) **Access to special transport services** among people with a disability[2]: including awareness and use of a range of types of special transport service.
4) **Commuting behaviours and difficulties travelling to work, including:**
   a. Usual means of travelling to work, e.g. by car, train, etc.,
   b. Whether people experience difficulties travelling to work and the types of difficulty experienced,
   c. Whether people had turned down or not applied for a job in the last 12 months for a transport reason,
   d. As well as what type of reason they did not apply/turned down the job for, e.g. it was too far way, the cost of travel, etc.
5) **Difficulties with transport travelling for other reasons (i.e. for a non-work purpose), including:**
   a. Whether experienced difficulties with travel for a range of different reasons, such as to go to the doctors or the hospital, to visit friends and family at their home, or for other social activities.
   b. The types of difficulty people experienced travelling for non-work purposes, for example, that the journey was too far, problems with public transport, or a reason to do with their disability.

Section 3 explores each of these five areas in turn to respond to Research Question 1: What is the existing use of transport (private and public transport) of those living with disabilities (including challenges)? For each point, the transport behaviour of people with a long-term disability is described, alongside that of people with no disability. Moreover, among people with a disability, the patterns of transport use are described in relation to how much their disability affects their ability to carry out everyday activities.

Section 4 expands on Research Question 1 to explore how patterns of transport use among people with long-term disabilities change by the following sociodemographic characteristics: gender; age; ethnicity; whether living in an urban or rural area;

[2] In this case, a disability that affects their ability to go out on foot without help, use a local bus, or get into or out of car.

employment status (whether or not they are in work)[3]; household structure (split by whether their household includes one adult, more than one adult but no children, a single parent family, or two or more adults and children; household income (in quintiles); index of multiple deprivation (in quintiles). To provide a point of comparison the same findings are presented alongside this for people with no long-term disability.

Finally, **Section 5** addresses the third research question: the relationship (if any) of type of disability (e.g., physical disability, visual disabilities, mental health) with existing use of transport. This section includes descriptive and multivariate analysis exploring: access to and use of cars, frequency of use of private cars, local buses, trains and taxis, difficulties in travelling to work, and transport difficulties experienced while travelling in other areas of life (i.e. for non-work reasons).

1.3. Report and table conventions

The following reporting conventions are used in this report:

- The base for each table is the responding sample for that question, which means that those who did not answer the question are not included when calculating percentages. The base size may vary slightly between questions for this reason.
- The group which each table is referring to is described below each table.
- The following conventions have been used in the tables:

-	No observations (zero values)
0	Non-zero values of less than 0.5% and thus rounded to zero.
/*	To indicate a statistically significant difference in tables, either one or two stars is included in the table. One star indicates a significant difference at the 95% confidence level, two stars indicated a difference at the 99% level.

- Owing to rounding, row or column percentages may not exactly add to 100%.
- A percentage may be presented in the text for a single category that aggregates two or more percentages shown in the table. Owing to rounding, the aggregated estimate may differ by one percentage point from the sum of the percentages in the table.
- The term 'significant' refers to statistical significance (at the 95% level) and is not intended to imply substantive importance.[4]
- Where comparisons are made, only results that are significant at the 95% level are presented in the report commentary.

[3] Included in the category of not working are all those unemployed, economically inactive because they have retired or have a disability/health problem that prevents them from working, who are students, or who are otherwise economically inactive. The 'working' category includes all people doing paid work, either part or full time.

[4] It is worth noting that the significance test (a Wald test) does not establish whether there is a statistically significant difference between any particular pair of subgroups (e.g. the highest and lowest subgroups). Rather, it seeks to establish whether the variation in the outcome between groups that is observed could have happened by chance or whether it is likely to reflect some 'real' differences in the population. The test calculates the statistical significance of parameters in a logistic regression model of problem gambling prevalence (for example) to establish whether age (for example) is significantly associated with gambling prevalence.

- Using this method of statistical testing, differences which are significant at the 95% level indicate that there is sufficient evidence in the data to suggest that the differences in the sample reflect a true difference in the populations represented.

1.4. Report structure

In providing our findings from this analysis, we first introduce the different measures of disability used in the report and their prevalence (Section 2), explore the differences in transport use between those individuals living with a long-term disability and those without (Section 3), detail transport use patterns by the different sociodemographic characteristics (Section 4), and, compare transport use across people living with different types of disability with those with no long-term disability (Section 5). Finally, we discuss the findings of the fieldwork and review our conclusions (Section 6).

2 Identifying people with disabilities

This section outlines the different ways disability is measured in the rest of the report and where these different measures will be applied. The presence of any disability was identified by whether people had a long-term mental or physical disability. In the survey question asked in NTS, 'long-term' is defined as having lasted or being expected to last 12 months or more. Slightly more than a fifth (22%) of respondents reported that they had a long-term disability at this survey question. We apply this measure of disability when exploring patterns of transport use for Research Question 1; comparing between people with and without a disability.

Severity of disability

Among those with a long-term physical or mental disability, severity of disability is measured in terms of how much it affects their 'ability to carry out their day-to-day activities', dividing people into those affected a lot, a little and not at all. As shown in Table 2:1, 7% of people reported that their disability reduced their ability to carry out their day-to-day activities a lot, 8% that it did so a little, and 6% that it had no effect. This measure of severity of disability is used throughout Research Question 1 to explore differences in transport behaviour by severity of disability.

Table 2:1 Proportion of people whose disability affected their everyday activities either a lot, a little or not at all

Base: all respondents	
How much disability affected everyday activities	%
A lot	7
A little	8
Not at all	6
Did not have a disability	78
Unweighted base	12317

Types of disability

Type of disability (for Research Question 3) will be analysed using those long-term conditions expected to last 12 months or more. Some are also grouped together, combining similar disabilities: cognitive disabilities, communication related disabilities and 'other' physical health conditions. The particular types of disability included in these categories are listed below. Figure 2:1 shows the proportion of people among those with a long-term disability who reported each disability type. Note that because people could select more than one type the percentages add up to more than 100% (Table 2:2).

Disability groups:

- **Cognitive disabilities, including:**
    - Learning or understanding or concentrating,
    - Memory
    - Social or behavioural.
- **Communication related disabilities, including:**
    - Speech,
    - Hearing (deafness, or partial hearing).

- **Vision,** for example, blindness or partial sight.
- **Mobility related disabilities,** e.g. that cause problems with walking short distances, or climbing stairs.
- **Other physical health conditions, including**:
    - Dexterity (e.g. lifting or carrying object, using a keyboard);
    - Stamina, or breathing, or fatigue.
- **Mental health conditions.**
- **Other disability** not included in any of the above.

Figure 2:1 Disability type as a proportion of all people with a long-term disability

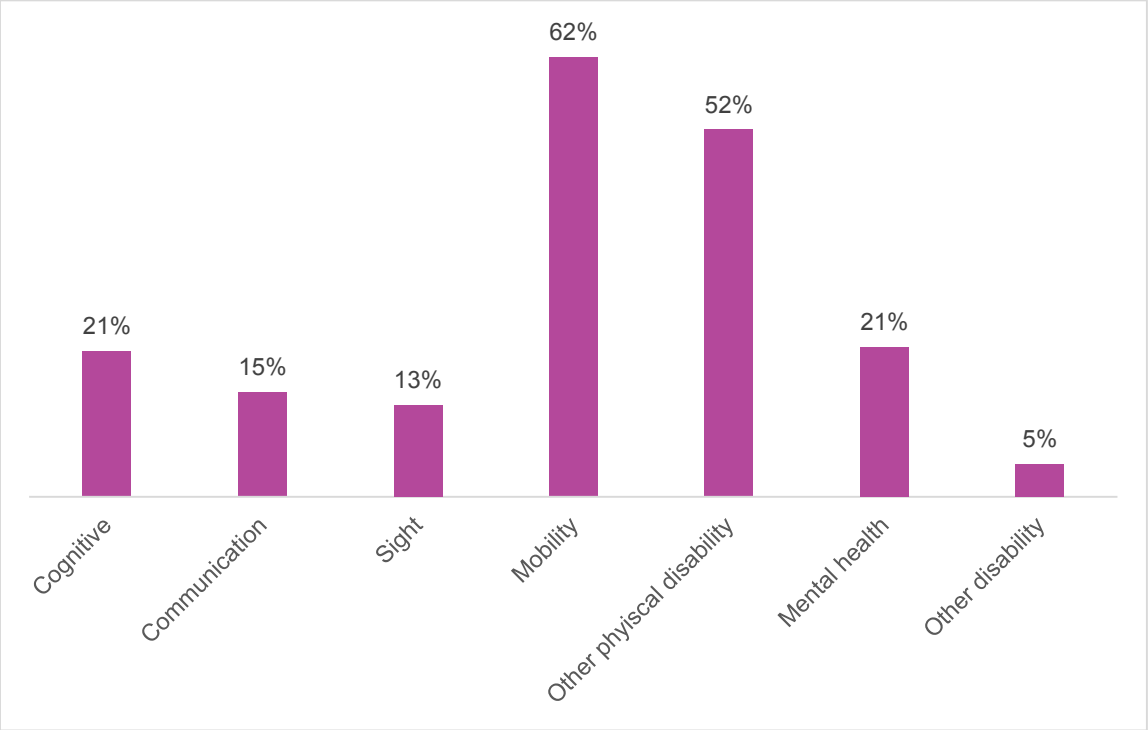


Table 2:2 Type of disability reported, as a proportion of everyone who has a long-term disability (physical or mental)

Base: all respondents with a long-term disability (physical or mental)	
Type of disability	%
Cognitive disability: including memory related conditions, learning or understanding or concentrating, or social or behavioural problems	21
Communication related disability: speech or hearing	15
Problem with vision, e.g. blindness or partial sight	13
Problem with mobility, e.g. walking short distances or climbing stairs	62
Other physical disability: including problems with dexterity, such as lifting or carrying objects, or using a keyboard, or with stamina, fatigue or breathing	52
Problem with mental health	21
None of these types of disability	5
Unweighted base	2288

Respondents could be affected by multiple disabilities, so percentages do not sum to 100.

Number of health problems

Finally, because people were able to select more than one type of disability it is important to look at the presence of multiple disabilities, as this could indicate more severe health problems. Among those with a long-term disability, 49% selected only one disability type, 37% reported two to three, and 14% reported four or more. This measure of number of health conditions is used to explore people's transport use at Research Question 3 (Table 2:3). When determining how many disabilities people had, if they selected multiple options from the sub-categories combined in the disability groups described above, these were counted separately. For example, if someone reported both a speech and a hearing disability, they would only be in the communication related disability group above. However, when determining how many disabilities they had reported, this person would be counted as having two disabilities.

Table 2:3 Number of disabilities reported, among people with a long-term disability (physical or mental)	
Base: all respondents with a long-term disability (physical or mental)	
Number of disabilities reported	%
One	49
Two to three	37
Four or more	14
Unweighted bases	2288
Weighted bases	2207

3 Comparing use of transport between those with disabilities and those without

3.1 Introduction

This section compares the transport use of people with disabilities to that of people with no disabilities. Alongside this, it also describes the relationship between severity of disability and transport use. Severity throughout is measured in terms of how much someone's disability limits their ability to carry out everyday activities, broken down into whether they are limited a lot, a little, or not at all.

The section is split into the following areas:

- 3.2 Transport use, including access/use of cars and public transport use,
- 3.3 Use of mobility aids,
- 3.4 Awareness and use of special transport services,
- 3.5 Commuting patterns and difficulties travelling for work,
- 3.6 Difficulties/challenges using transport in other areas.

For 3.2.3 and 3.2.4, the questions are only asked of people who have a disability and no comparisons between people with disabilities and without are reported. Instead, we first present the proportion of people with a disability using mobility aids and special transport services, and then go on to explore the relationship with severity of disability.

3.2 Transport use

This section explores how much people travel by a range of different modes of transport. It is split into the following two areas:

- 3.2.1. Use of and access to cars,
- 3.2.2. Use of public transport.

The use of cars forms its own section as travel by car accounts for 61% of trips people make in England. This section explores whether people hold a driving licence, have access to a car, the frequency with which they travel by car, and (among people who do not know how to drive) how likely they are to learn in the future. Travel by public transport includes how often people travel by train, bus, coach, plane and taxi. It also explores people's perceptions of provision for transport in their area, including how satisfied they are with local roads, major roads, local buses and train services.

To provide an indication of how much each of these areas contributes to people's total travel, Table 3:1 and Table 3:2 below show what proportion of people's travel is accounted for by different transport types.[5] These tables are based on the average number of trips per person reported by people responding to the NTS made by the main mode of travel for each trip. The key modes of travel were similar for both people with and without disabilities. Travel by car or van (as driver or passenger) constituted a

[5] These trip figures are based on the Department for Transport's National Travel Survey tables [accessed at: https://www.gov.uk/government/statistics/national-travel-survey-2018].

majority (62%) of trips among both people with a disability and those with no disability. Following this was travel on foot, which accounted for 26% of trips among people with a disability and 25% for those with no disability. Other modes of travel were much less commonly used. Bus travel accounted for 6% of disabled people's trips, and 5% among people with no disability. No other form of travel accounted for more than 5% of trips.

Table 3:1 Proportion of trips made by mode, by whether respondent has a long-term disability

Base: all respondents from households where everyone completed a travel diary	**Whether respondent has a disability**	
	Yes	No
Proportion of trips by main mode of travel	%	%
Car/van driver	62	62
Walking*	26	25
Bus	6	5
Taxi/minicab	2	1
Surface rail	1	3
Bicycle	1	2
Other private transport**	1	1
London Underground	0	2
Other public transport***	0	0
Unweighted base size	2628	8730

* Walking includes travel on foot, manual wheelchairs, scooters and similar forms of travel.
** Motorcycle and other private (mostly private hire bus).
*** Air, ferries and light rail.

Table 3:2 Proportion of trips made by mode, by whether respondent has a long-term disability

Base: all respondents with a long-term disability from households where everyone completed a travel diary	**Does condition/illness reduce ability to carry out day-to-day activities?**		
	Yes, a lot	**Yes, a little**	**Not at all**
Proportion of trips by main mode of travel	%	%	%
Car/van driver	63	58	64
Walking*	23	29	25
Bus	7	8	4
Taxi/minicab	3	2	1
Other private transport**	2	1	1
Surface rail	1	1	2
Other public transport***	0	0	0
London Underground	0	0	0
Bicycle	0	1	2
Unweighted base size	888	998	742

* Walking includes travel on foot, manual wheelchairs, scooters and similar forms of travel.
** Motorcycle and other private (mostly private hire bus).
*** Air, ferries and light rail.

3.2.1 Access to and use of cars

This section explores access to and use of cars among people with disabilities in the following areas:

- What proportion of people hold a driving licence;
- Whether they are likely to learn to drive in the future;
- How often they travel by car; and,
- Whether they have access to car in their household.

Box 3.2.1: Key findings

- Disabled people were more likely not to hold a driving licence than people with no disabilities (32% did not hold a licence compared to 13%). Four fifths (83%) of disabled people without a driving licence also thought they would never learn, compared to 44% of non-disabled people without a licence.
- Disabled people were both less likely to be the main driver in their household (46% compared with 64%) and more likely to be a non-driver living in a household with no car (24% compared with 10%).
- People with a disability travelled less frequently by car, with 58% of people with a disability travelling three or more times a week by car compared to 72% of those with no disability. At the other end of the scale 7% of disabled people travelled by car less than once a year or never, compared to 4% of people without a disability.
- However, people with a disability were more likely to travel once or twice a week by car (19% compared to 13% among those with no disability), showing that they are likely to have regular access to car even if they travel by car less frequently.

The relationship between disability and holding a driving licence

The proportion of people with and without disability holding a driving licence is shown in Table 3:3. People without a disability were more likely than those with a disability to hold a driving licence, 80% compared with 62% holding a full driving licence. The severity of disability also mattered. Among those whose disability reduced their ability to carry out everyday activities a lot, less than half (47%) held a full driving licence. This is compared to 81% of those whose disability did not reduce their ability to carry out everyday activities and 62% for whom it reduced their ability a little (Table 7:2).

Table 3:3 Type of driving licence held, by whether respondent has a disability

Base: all respondents	**Whether respondent has a disability**		
	Yes	No	Total
Type of driving licence	%	%	%
Full driving licence (any vehicle)**	62	80	76
Any provisional driving licence (any vehicle)	6	7	7
No driving licence**	32	13	17
Unweighted bases	*2841*	*9466*	*12369*

Likelihood of learning to drive

Among those who did not hold a driving licence, people with disabilities were also less likely to think they would learn to drive in the future. Four fifths (83%) of these people said they would never learn to drive and only 5% thought they were likely to learn to drive in the next year. This compares with 44% of people with no disability and no driving licence who thought they would never to learn drive, and 15% who thought they would learn in in the next year (Table 7:6).

Those with more severe disabilities were also less likely to think they would learn to drive than those with less serious ones. Among those who said their health reduced their ability to carry out everyday activities a lot, only 2% said they were likely to learn to drive in the next year and 91% that they would never learn. For people whose disability did not reduce their everyday activities at all, 11% were expecting to learn to drive within a year, although 69% still said they would never learn (Table 3:4).

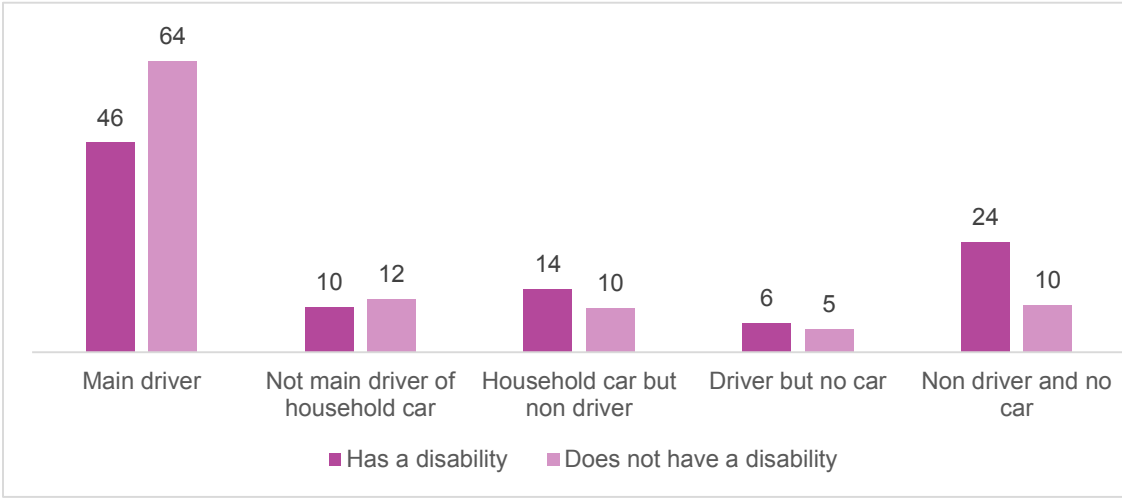
Table 3:4 Likelihood of learning to drive, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more who do not know how to drive	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Likelihood of learning to drive	%	%	%
Within the next year**	2	6	11
Within the next 5 years	6	11	15
5 years or more	2	4	4
Never	91	79	69
Unweighted bases	373	310	107

The relationship between disability and access to a car

The proportion of people with and without a disability that reported having access to a car is reported in Figure 3:1. Nearly two thirds (64%) of people without a disability had access to a car as its main driver, compared with slightly less than half (48%) of those with a disability. Nearly a quarter (24%) of those with a disability lived in a household with no car and were a non-driver themselves, compared with 10% of people without a disability. Those with a disability were also more likely to live in a household with a car but not be a driver themselves than those with no disability (14% compared with 10%) (Table 7:3).

Figure 3:1 Proportion of people who have access to a car, by whether respondent has a disability



There was a similar pattern among people with a disability by severity of disability (Table 3:5), with those whose disability affected their everyday activities more, being less likely to have access to a car. Slightly less than a third (30%) of those with a disability that reduces a lot their ability to carry out everyday activities were a main driver of a car, compared to 66% of those whose disability did not reduce their ability to carry everyday activities at all. Similarly, 33% of those whose everyday activities were reduced a lot were non-drivers living in a household with no car, compared to 12% of those whose ability to carry out everyday activities was not reduced at all.

Table 3:5 Access to a car, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Respondent's access to a car	%	%	%
Main driver**	30	46	66
Not main driver of household car	9	10	11
Household car but non-driver**	20	13	7
Driver but no car	8	7	4
Non-driver and no car**	33	25	12
Unweighted bases	964	1080	795

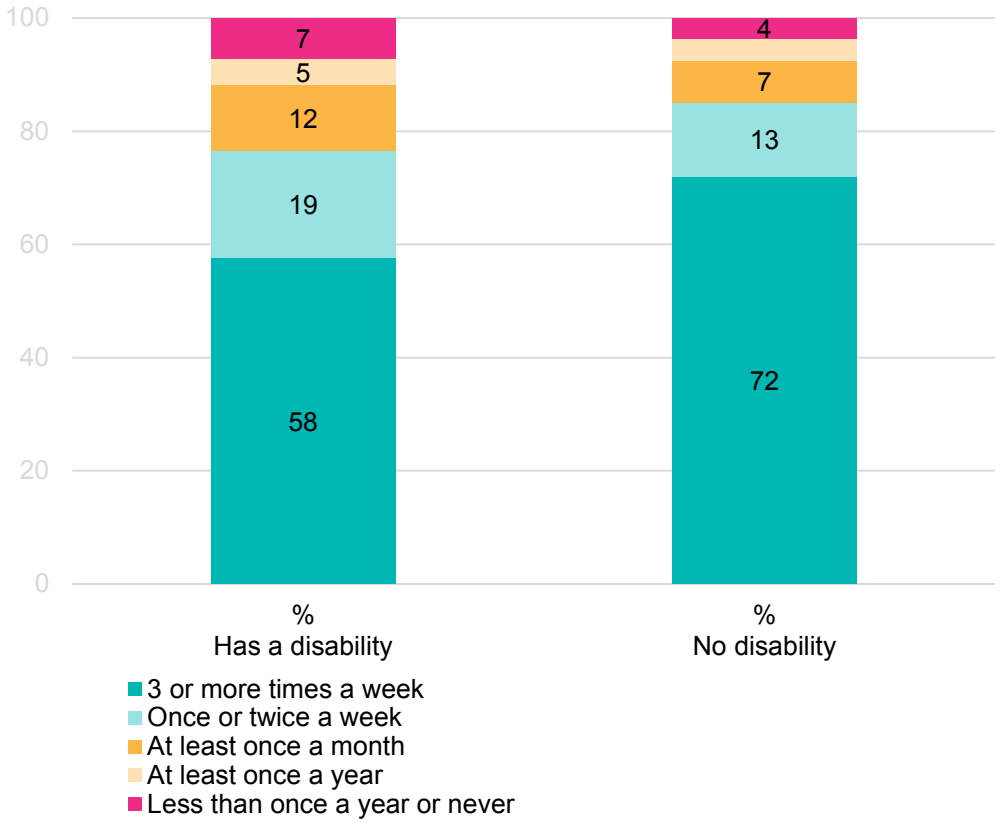
The relationship between disability and frequency of travelling by car

Respondents to the NTS 2018 were asked how often they travel by private car, as either a passenger or driver, and their responses demonstrated that those with a disability travelled less frequently by car than those with no disability. As Figure 3:2 shows, nearly three quarters (72%) of those without a disability travelled by car three or more times a week, compared to 58% of those with a disability. However, those with a disability were more likely to travel by car once or twice a week, with a fifth (19%) doing so compared to 13% of those with no disability.

Looking at less regular car travel, those with a disability were more likely to travel very infrequently by car than those with no disability. For example, among people with a

disability 7% travelled less than once a year or never, compared to 4% of those without a disability (Table 7:4).

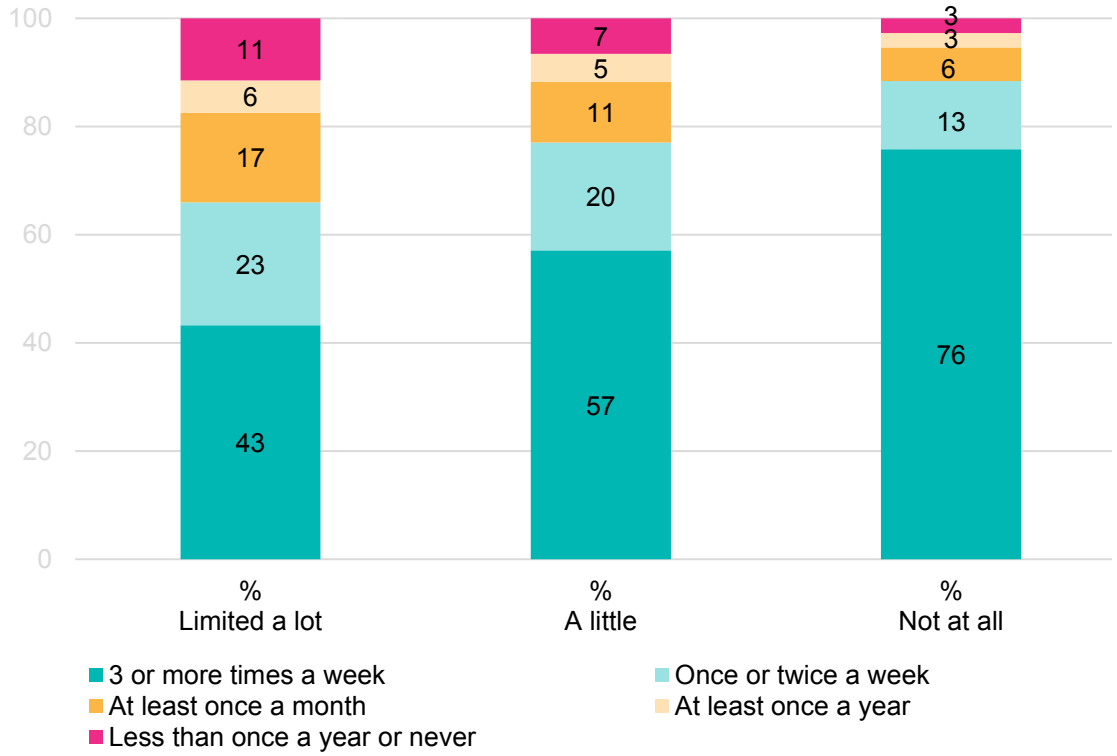
Figure 3:2 Frequency of car use, by whether respondent has a disability



There was a similar association with severity of disability (Figure 3:3). People with more severe disabilities were less likely to travel regularly by car. Less than half (43%) of those whose disability limited their ability to carry out everyday activities a lot travelled three times a week or more by car, compared to 76% among those whose disability did not affect their everyday activities at all. However, those with a more severe disability were more likely to travel once or twice a week by car (23% among those whose everyday activities were limited a lot, compared to 13% not affected).

At the other end of the scale, those with a more severe disability were more likely to travel by car very rarely. Among those whose disability that affected their everyday activities a lot, 11% travelled by car less than once a year or never. This compares to 3% among those whose disability did not reduce their ability to carry out everyday activities at all (Table 7:5).

Figure 3:3 Frequency of car use, by how much health disability limits everyday activities



3.2.2 Travel by public transport

This section outlines people's use of public transport across the following areas:

- Frequency of travel by train, bus and coach, as well as other transport types including plane and taxi travel; and,
- Satisfaction with provision for transport in people's local area, including satisfaction with local buses, trains, local roads and major roads.

Box 3.2.2: Key findings

- Disabled people use most forms of public transport less than those without disabilities. For example, over half of disabled people (55%) never used trains or used them less than once a year compared to 32% of people without disabilities.
- Those with more severe disabilities, whose conditions limit their everyday activities a lot, were the least likely to use most forms of public transport. For example, just under two-thirds (65%) of those whose everyday activities were reduced a lot never used the bus or used it less than once a year, compared to 44% of those whose disabilities did not impact their everyday activities. Similarly, nearly three-quarters (73%) of those whose disability reduced their everyday activities a lot never used trains or used them less than once a year in contrast to 40% of those whose everyday activities were not reduced at all.
- Those with disabilities were more likely than those without disabilities to use taxis regularly (i.e. at least once a week). Those whose disabilities reduced their everyday activities a lot were also more likely to use taxis regularly than those whose activities were less impacted. These differences were small, but significant.
- Generally, those with disabilities were less likely to be satisfied with public transport than those without disabilities. For example, those with a disability were significantly less likely to be satisfied with train services (10% very satisfied; 25% fairly satisfied) than those without a disability (12% very satisfied; 39% fairly satisfied).
- However, those with disabilities, particularly those with more severe disabilities, also more commonly answered "don't know" to the satisfaction questions. This is likely to relate to their lower use of public transport, when compared with non-disabled people.

The relationship between disability and use of public transport

Travel by local bus

The frequencies of which people with and without disabilities use local buses is given in Table 3:6. People with disabilities were significantly less likely than those without disabilities to use buses between once a month and once a year (12% compared with 17%). Half of all disabled people used the bus less than once a year or never, compared with 47% of those without disabilities. Differences in more frequent bus use were not statistically significant.

Table 3:6 Frequency of local bus use, by whether respondent has disability

Base: all respondents	**Whether respondent has a disability**		
	Yes	No	Total
Frequency of bus use	%	%	%
At least once a week	25	24	24
Less than once per week but at least once a month	13	13	13
Less than once a month but at least once a year**	12	17	16
Less than once a year or never*	50	47	47
Unweighted bases	2841	9473	12380
Weighted bases	2732	9779	12578

Looking at the relationship between severity of disability and bus usage (Table 3:7), 18% of those whose disability reduced their everyday activities a lot used the bus at least once a week, compared to 33% of those whose everyday activities were reduced a little and 23% of those whose activities were not reduced at all. Those whose everyday activities were reduced a lot were also significantly less likely to use the bus between once a month and once a year (6%), compared with 13% of those whose everyday activities were reduced a little and 17% of those whose activities were not reduced at all. Just under two-thirds (65%) of those whose everyday activities were reduced a lot never used the bus or used it less than once a year, compared to 44% of those whose disabilities did not impact their everyday activities. Altogether, this shows that those with the most severe disabilities are least likely to use the bus, both frequently and more infrequently.

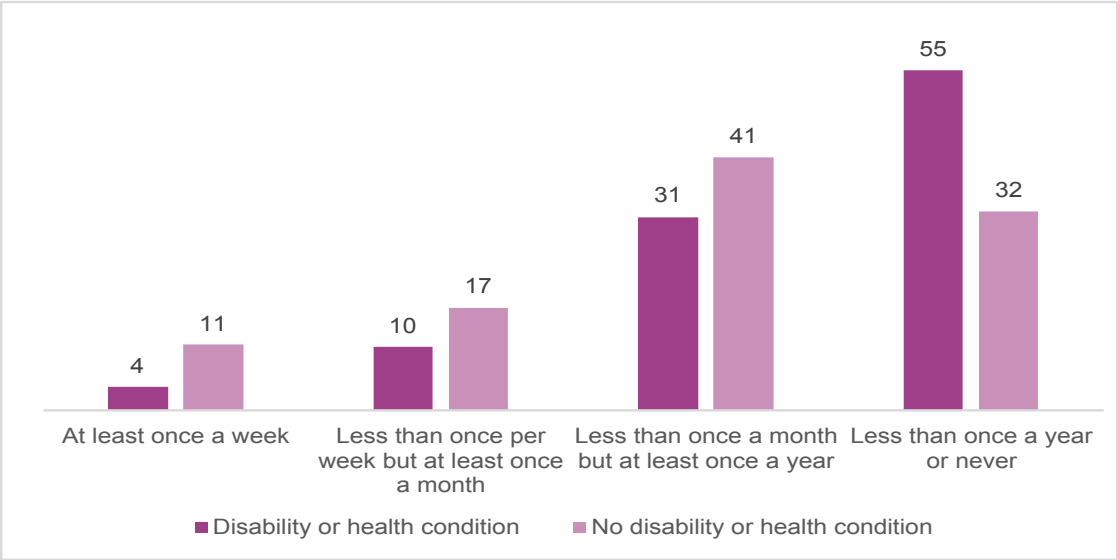
Table 3:7 Frequency of local bus use, by severity of /disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Frequency of bus use	%	%	%
At least once a week**	18	33	23
Less than once per week but at least once a month	11	13	16
Less than once a month but at least once a year**	6	13	17
Less than once a year or never**	65	41	44
Unweighted bases	964	1082	795
Weighted bases	931	1039	761

Travel by train

Train use of those with and without disabilities is shown at Figure 3:4. Disabled people were significantly less likely to use trains than non-disabled people, at least once a week (4% compared to 11%), at least once a month (10% compared to 17%) and at least once a year (31% compared to 41%). Over half of disabled people (55%) never used trains or used them less than once a year compared to 32% of people with disabilities.

Figure 3:4 Proportion of those who use trains at different frequencies, by disability



Severity of disability was also significantly related to train use (Table 3:8). Only 2% of those whose disability reduced their everyday activities a lot used trains a least once a week, 6% used trains at least once a month and 19% at least once a year. In contrast, 6% of those whose everyday activities were not reduced used trains at least once a week, 15% at least once a month and 40% at least once a year. Nearly three-quarters (73%) of those whose disability reduced their everyday activities a lot never used trains or used them less than once a year, in contrast to 49% of those whose disability reduced their everyday activities a little and 40% of those whose everyday activities were not reduced at all. Altogether, this shows that both the presence of disability, and the severity of that disability, significantly reduces train use.

Table 3:8 Frequency of train use, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Frequency of train use	%	%	%
At least once a week**	2	5	6
Less than once per week but at least once a month**	6	11	15
Less than once a month but at least once a year**	19	36	40
Less than once a year or never**	73	49	40
Unweighted bases	966	1082	795
Weighted bases	934	1039	761

Travel by coach

The frequencies of which those with and without disabilities use coaches is shown in Table 3:9. Travel by coach was a form of transport most people used only occasionally, with 88% of people with a disability and 86% of those without using a coach less than once a year or never. Those with a disability were significantly more likely than those without disabilities to never use coaches or use them less than once a year (although the difference was small - 88% compared with 86%). There were no significant differences in more frequent use of coaches.

Table 3:9 Frequency of coach use, by whether respondent has disability

Base: all respondents	**Whether respondent has a disability**		
	Yes	No	Total
Frequency of coach use	%	%	%
At least once a week	0	0	0
Less than once per week but at least once a month	1	1	1
Less than once a month but at least once a year	11	12	12
Less than once a year or never*	88	86	87
Unweighted bases	2843	9472	12382
Weighted bases	2734	9778	12580

Those whose disability reduced their everyday activities were also significantly less likely to use coaches, as shown at Table 3:10. Ninety-three per cent of those whose everyday activities were reduced a lot, never used coaches or used them less than once a year, compared to 86% of those whose everyday activities were not reduced. Similarly, 6% of those whose everyday activities were reduced a lot used coaches at least once a year compared with 13% of those whose everyday activities were not reduced.

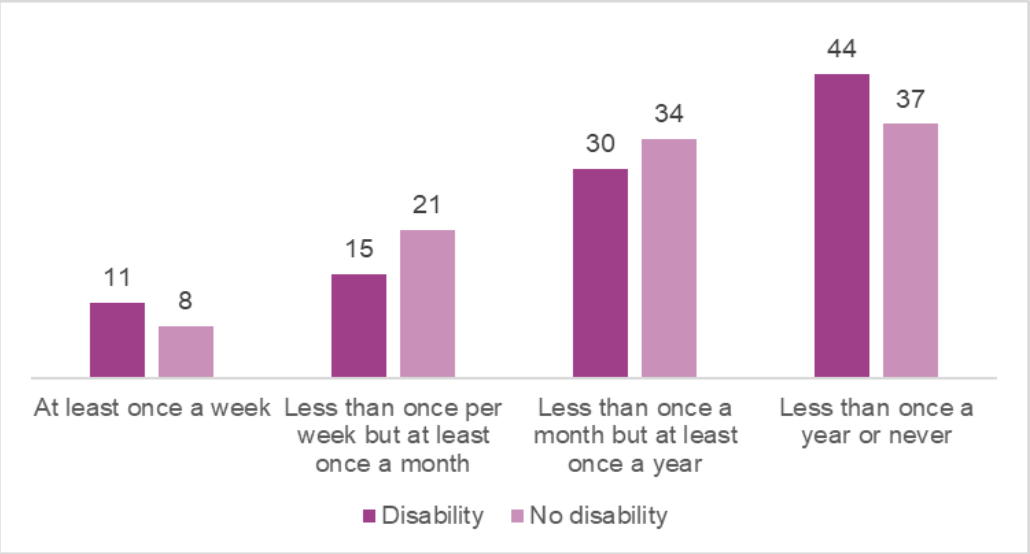
Table 3:10 Frequency of coach use, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	A little	Not at all
Frequency of coach use	%	%	%
At least once a week	0	0	1
Less than once per week but at least once a month*	0	1	1
Less than once a month but at least once a year**	6	13	13
Less than once a year or never**	93	86	86
Unweighted bases	966	1082	795
Weighted bases	934	1039	761

Travel by taxi

The frequencies of which people with and without disabilities use taxis is provided in Figure 3:5. In contrast to other transport types, those with disabilities were significantly more likely than those without disabilities to use taxis at least once a week (11% compared to 8%). However, those without disabilities were significantly more likely to use taxis less than once a week but at least once a month or once a year (15% compared to 21% and 30% compared to 34%). Those with disabilities were also significantly more likely to never use taxis or use them less than once a year, when compared to those without disabilities (44% compared to 37%).

Figure 3:5 Proportion who use taxis at different frequencies, by disability



The data on severity of disability, shown at Table 3:11, follows a similar pattern. Those whose disability reduced their everyday activities a lot were significantly more likely to use taxis more than once a week (13%), in comparison to those whose daily activities were reduced a little (12%) or not at all (7%). However, those whose daily activities were not impacted at all were significantly more likely to use taxis less than once a week but at least once a month (16%) or once a year (34%) when compared with those whose activities were reduced a little (15%; 31%) or a lot (14%; 26%). Nearly half (46%) of those whose everyday activities were reduced a lot were significantly more likely to never use taxis or to use them less than once a year, in comparison to those whose everyday activities were reduced a little (42%) or not at all (44%).

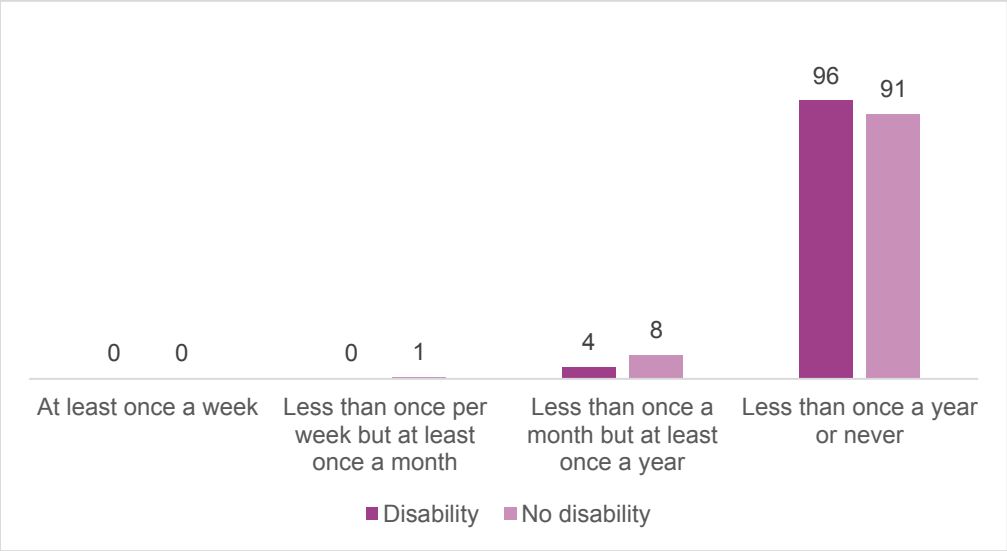
Table 3:11 Frequency of taxi use, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Frequency of taxi use	%	%	%
At least once a week**	13	12	7
Less than once per week but at least once a month**	14	15	16
Less than once a month but at least once a year**	26	31	34
Less than once a year or never**	46	42	44
Unweighted bases	965	1082	795
Weighted bases	933	1039	761

Travel by plane

As shown in Figure 3:6 it was found that those with disabilities were significantly more likely to never use planes or to use them less than once a year than those without disabilities (96% compared with 91%). Those with disabilities were also significantly less likely than those without disabilities to use planes between once a month and once a year (4% compared with 8%). There were no significant differences for more frequent usage.

Figure 3:6 Proportion of those who use planes at different frequencies, by disability



There was also a relationship between plane usage and severity of disability. Those whose disability reduced their daily activities a lot were least likely to use planes less than once a month but at least once a year (2%) compared to those whose daily activities were reduced a little (4%) or not at all (7%). Whilst this finding was statistically significant, there were no significant differences for more frequent usage. Ninety-eight per cent of those whose daily activities were reduced a lot also did not use planes or used them less than once a year, compared to 96% of those whose activities were reduced a little and 93% of those whose activities were not reduced at all (Table 3:12).

Table 3:12 Frequency of plane use, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Frequency of plane use	%	%	%
At least once a week	-	0	0
Less than once per week but at least once a month	0	0	1
Less than once a month but at least once a year**	2	4	7
Less than once a year or never**	98	96	93
Unweighted bases	966	1082	795
Weighted bases	934	1039	761

Disability and satisfaction with public transport

Satisfaction with train services

Those with a disability (Table 3:13, below) were significantly less likely to be satisfied with train services (10% very satisfied; 25% fairly satisfied) than those without a disability (12% very satisfied; 39% fairly satisfied). Disabled people were also over twice as likely as those without a disability to answer "don't know" to this question (34% compared to 14%), again a statistically significant finding.

Table 3:13 Satisfaction with train services, by whether respondent has disability

Base: all respondents	**Whether respondent has a disability**		
	Yes	No	Total
Satisfaction with train services	%	%	%
Very satisfied**	10	12	12
Fairly satisfied**	25	39	36
Neither satisfied nor dissatisfied	17	15	15
Fairly dissatisfied	10	12	12
Very dissatisfied	6	6	6
Don't know	32	14	18
Unweighted bases	1730	4667	6429
Weighted bases	1378	4908	6324

Significance tests run on 'very satisfied' and 'fairly satisfied' categories combined.

Severity of disability (Table 3:14, below) was also related to satisfaction level. Those whose disability reduced their everyday activities a lot were significantly less likely to be satisfied with train services (8% very satisfied; 20% fairly satisfied) than those whose activities were reduced by a little (11% very satisfied; 26% fairly satisfied) or not at all (11% very satisfied; 30% fairly satisfied). Those whose everyday activities were reduced a lot were also the most likely to answer "don't know" to this question (44%). This was statistically significant when compared with those whose everyday activities were reduced a little (28%) or not at all (22%).

Table 3:14 Satisfaction with train services, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Satisfaction with train services	%	%	%
Very satisfied**	8	11	11
Fairly satisfied**	20	26	30
Neither satisfied nor dissatisfied	15	17	18
Fairly dissatisfied*	7	10	11
Very dissatisfied*	4	7	8
Don't know	44	28	22
Unweighted bases	588	681	461
Weighted bases	448	533	397

Significance test run on 'very' and 'fairly' categories combined.

Satisfaction with local bus services

Again, those with a disability (Table 3:15, below) were significantly more likely to be dissatisfied with local bus services than those without a disability (11% fairly dissatisfied and 9% very dissatisfied compared to 10% fairly dissatisfied and 7% very dissatisfied).

Table 3:15 Satisfaction with local bus services, by whether respondent has disability

Base: all respondents	**Whether respondent has a long-term disability**		
	Yes	**No**	**Total**
Satisfaction with local bus services	%	%	%
Very satisfied	16	17	17
Fairly satisfied	29	31	30
Neither satisfied nor dissatisfied	11	13	13
Fairly dissatisfied*	11	10	10
Very dissatisfied*	9	7	7
Don't know	21	19	20
Unweighted bases	1730	4665	6427
Weighted bases	1378	4906	6322

Significance test run on 'fairly dissatisfied' and 'very dissatisfied' categories combined.

Those whose disability reduced their everyday activities a lot (Table 3:16, below) were also significantly less likely to be satisfied with local bus services (14% very satisfied; 27% fairly satisfied) than those whose activities were reduced a little (18% very satisfied; 31% fairly satisfied) or not at all (15% very satisfied; 28% fairly satisfied). Other differences between groups were not statistically significant.

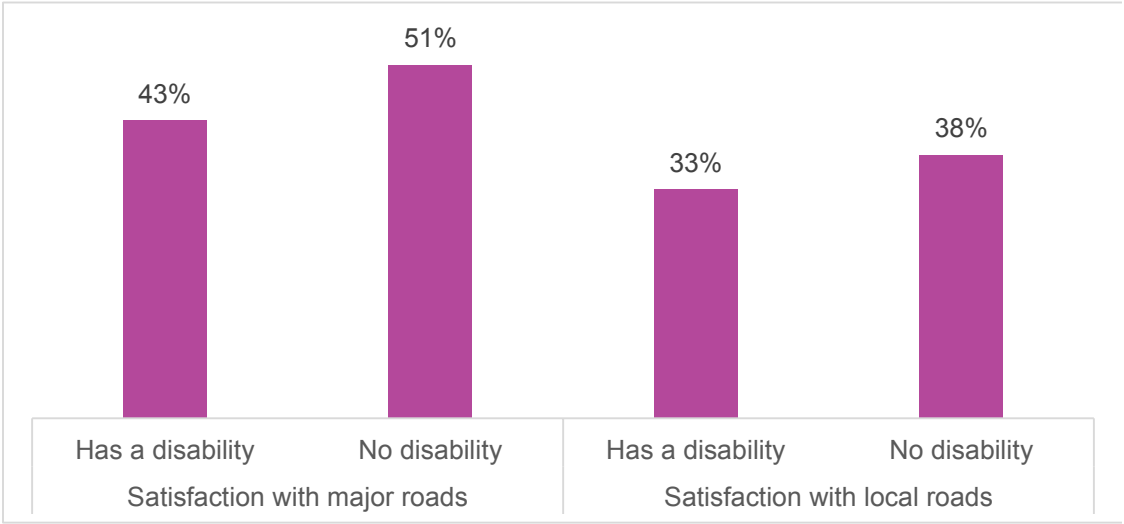
Table 3:16 Satisfaction with local bus services, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Satisfaction with local bus services	%	%	%
Very satisfied	14	18	15
Fairly satisfied	27	31	28
Neither satisfied nor dissatisfied	9	12	12
Fairly dissatisfied	10	11	11
Very dissatisfied	11	8	7
Don't know	24	16	23
Unweighted bases	588	681	461
Weighted bases	448	533	397

Satisfaction with roads

As shown in Figure 3:7 those with disabilities were significantly less likely to be satisfied with major roads than people with no disabilities (42% satisfied compared with 51%) and with local roads than those without disabilities (32% satisfied compared with 39%) (Table 7:7 & Table 7:8).

Figure 3:7 Satisfaction with roads, by whether respondent has a disability



There was also a significant difference between severity of disability and satisfaction with major roads. Those whose disabilities reduced everyday activities were significantly less likely to be satisfied with major roads than those whose disability did not impact their everyday activities (38% satisfied compared with 50%). Around a third (29%) of those whose everyday activities were reduced a lot also answered "don't know" to the satisfaction question about major roads, compared to 20% of those whose activities were reduced a little and 9% of those whose daily activities were not reduced at all (Table 3:17).

Table 3:17 Satisfaction with major roads, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Satisfaction with major roads	%	%	%
Very satisfied*	6	8	8
Fairly satisfied*	32	32	42
Neither satisfied nor dissatisfied	16	20	17
Fairly dissatisfied	10	14	13
Very dissatisfied	5	5	11
Don't know**	29	20	9
Unweighted bases	587	681	461
Weighted bases	447	533	397

Significance test run on 'very satisfied' and 'fairly satisfied' categories combined.

When assessing satisfaction with local roads, there was no significant difference in the proportion of people satisfied, with 28% of those whose everyday activities were affected a lot by their disability satisfied compared to 34% among those not affected at

all. There was a significant difference in the proportion of people who answered “don’t know” to the satisfaction question about local roads. This was reported by 8% among those affected a lot in their everyday activities, compared to 3% of those affected a little and 1% among those not affected at all (Table 3:17 and Table 3:18).

Table 3:18 Satisfaction with local roads, by severity of disability

Base: all those with a disability, lasting/expected to last 12 months or more	**How much respondent’s everyday activities are reduced by their disabilities**		
	A lot	**A little**	**Not at all**
Satisfaction with local roads	%	%	%
Very satisfied	4	4	3
Fairly satisfied	24	31	30
Neither satisfied nor dissatisfied	15	13	11
Fairly dissatisfied	22	27	28
Very dissatisfied	26	22	26
Don’t know**	8	3	1
Unweighted bases	588	681	461
Weighted bases	448	533	397

3.3 Use of mobility aids

This section explores the use of mobility aids among people with disabilities that make it difficult for them to go out on foot unaided, including:

- The proportion of these people who are using a mobility aid, such as a walking stick, powered or manual wheelchair, or a mobility scooter; and,
- How regularly people go out using their mobility aids.

It then explores variation in the use of mobility aids by severity of disability, measured by how much they affect people's ability to carry out everyday activities.

Box 3.3 Key Findings

- Walking sticks were the most commonly reported type of mobility aid and were used by 48% of people who reported having difficulty going out on foot unaided.
- 34% of those who reported having difficulty going out on foot unaided do not use any mobility aids to help them go out.
- Amongst this group, powered wheelchairs were used by 3%, manual wheelchairs by 12%, and powered mobility scooters were used by 9%.
- Amongst people who have the use of a manual or powered wheelchair, or a powered mobility scooter, over half (56%) use their wheelchair or scooter once a week or more often, whilst just below one-quarter (23%) of people use theirs less often than weekly, but more than once a month.

Types of mobility aids used by those who have difficulty going out on foot unaided

People who stated that they have any physical, cognitive or mental disabilities or other long-standing illnesses that make it difficult for them to go out on foot unaided, used a variety of mobility aids to help them go out, as shown in Table 3:19. Walking sticks were the most commonly reported type of mobility aid used by 48% of respondents, followed by manual wheelchairs (12%), powered mobility scooters (9%), and powered wheelchairs (3%). Sixteen per cent of people who have difficulty going out on foot unaided stated that they use other walking aids, not asked about in the survey. A little over one-third (34%) reported they do not use any mobility aids to help them go out.

Table 3:19 Use of mobility aids, by type

Base: All respondents who have difficulty going out on foot unaided	*National Travel Survey 2018*
	Total
Type of mobility aid used	%
Powered wheelchair	3
Manual wheelchair	12
Powered mobility scooter	9
Walking sticks	48
None of these	34
Other walking aid	16
Unweighted base	*1,061*

It was possible to select more than one answer.

Types of mobility aids used by severity of disability

Amongst those who reported difficulty going out on foot unaided, significantly more people whose everyday activities were reduced a lot by their disability used mobility aids for each type of aid, compared with those whose everyday activities were reduced either a little or not reduced at all (Table 3:20).

Wheelchairs, whether manual or powered, were each used by significantly more of those reporting a lot of reduction in their everyday activities than by those with a little reduction and were not used at all by any people reporting no reduction in their everyday activities. Powered wheelchairs were used significantly more by people whose everyday activities were reduced a lot (i.e. 4%), compared to those whose everyday activities were reduced a little (i.e. 1%). Manual wheelchairs were used by a significantly higher proportion of people whose everyday activities were reduced a lot (17%) and a little (5%).

Powered mobility scooters showed a slightly different pattern: significantly more people whose everyday activities were reduced a lot reported use (13%) than those with a little reduction (3%). However, significantly more of those with no reduction in their everyday activities reported use of scooters (6%) compared with the 3% of those whose everyday activities were reduced a little who used scooters. People with a lot of reduction in their everyday activities were more likely than both the other two groups to report using powered mobility scooters.

Around half of those whose disability reduced their everyday activities either a lot, or a little, reported using walking sticks (51% and 49% respectively), compared with just over one-third of people whose disability did not reduce their everyday activities at all who used walking sticks (34%). However, these differences were not statistically significant.

Table 3:20 Use of mobility aids, by severity of disability

Base: All those who have difficulty going out on foot unaided	**How much disability reduces ability to carry out day-to-day activities**			
	Yes a lot	Yes a little	Not at all	Total
Type of mobility aid used	%	%	%	%
Powered wheelchair*	4	1	-	3
Manual wheelchair**	17	5	-	12
Powered mobility scooter**	13	3	6	9
Walking sticks	51	49	34	48
None of these**	27	39	52	34
Other walking aid*	19	11	18	16
Unweighted bases	*681*	*260*	*27*	*1,061*

Significance tests run on 'yes a lot' and 'yes a little' categories.

Frequency of mobility aid use

People who have the use of a manual or powered wheelchair, or a powered mobility scooter were asked how frequently they use these mobility aids, (Table 3:21). Over half (56%) use their wheelchair or scooter once a week or more often, whilst just below one-quarter (23%) of people use theirs less often than weekly, but more than once a month. Amongst the frequent users, 29% use these types of mobility aid three or more times a week, and 27% use them once or twice a week. Smaller proportions of those who have the use of one or more of these mobility aids reported very low frequency of

use, with 8% using them once or twice a year, and 5% using them less than that or never.

Table 3:21 Use of wheelchair or mobility scooter, by how often used	
Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter	*National Travel Survey 2018*
How often mobility aid is used	%
3 or more times a week	29
Once or twice a week	27
Less than once per week, but more than twice a month	6
Once or twice a month	17
Less than once a month, but more than twice a year	8
Once or twice a year	8
Less than that or never	5
Unweighted base	*227*

Frequency of use of wheelchairs and mobility scooters by severity of disability

As expected, and as seen in Table 3:22 below, the overwhelming majority of those who have use of a wheelchair (powered or manual) or a powered mobility scooter are those whose everyday activities are reduced a lot by their disabilities. The number of people with little or no reduction in their everyday activities who used these mobility aids was very small. Those people whose everyday activities were reduced a little were more likely than people whose activities were reduced a lot, to report that they used their wheeled mobility aid frequently. However, these differences were not statistically significant, owing to the small sample sizes for this question.

Table 3:22 Use of wheelchair (manual or powered) or mobility scooter, by how often used and by severity of disability				
Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter	**How much respondent's everyday activities are reduced by their disabilities**			
	Yes a lot	Yes a little	Not at all	Total
How often mobility aid is used	%	%	%	%
3 or more times a week	28	38	-	29
Once or twice a week	26	33	100	27
Less than once per week, but more than twice a month**	7	-	-	6
Once or twice a month	18	12	-	17
Less than once a month, but more than twice a year	9	4	-	8
Once or twice a year	8	9	-	8
Less than that or never	5	4	-	5
Unweighted bases	*196*	*24*	*2*	*227*

Significance tests run on 'yes a lot' and 'yes a little' categories.

3.4 Access to special transport services

The following section describes the awareness of a range of special transport services among people with disabilities that affect their capacity to go out on foot unaided, use a local bus or get into/out of a car, as well as how this varies by severity of disability. It then goes on to describe, among those aware of each special transport service, what proportion of people were making use of them.

The group of people reported on in this section (i.e. 10% of all respondents) is different to the group referred to elsewhere in this report, in that it includes only those whose disability restricts their activities in one of the areas mentioned above, and that it does not need to be a long-term disability (lasting/expected to last 12 months). These were the only respondents asked these questions in the National Travel Survey (Table 7:1).

Box 3.4: Key findings

- Awareness of the availability of different special transport services locally amongst people who have difficulty going out on foot, using a local bus, or getting in or out of a car was low for all special transport services.
- 37% amongst this group were not aware of any special transport services in their area and 6% reported being aware but not knowing what type.
- When considering a range of special transport services, respondents indicated the highest levels of awareness of dial-a-ride services (32%) and hospital car or service (36%).
- There was significantly lower awareness of the availability of supermarket bus services and community owned bus services amongst those whose disability reduced their everyday activities a lot, compared with those whose everyday activities were a little or not at all.
- 78% of people who find it difficult to go out on foot, use a local bus, or get in or out of a car because of a disability of long-standing health problem, and who were aware of special transport services in their area, did not use any of these services

Awareness of the availability of special transport services in the area

There was relatively low awareness of the availability of particular types of special transport services in the area. People with a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car reported some awareness of a range of transport services in their area for 'people who have difficulties in getting about'. A little over one-third (36%) of this group were aware of a hospital car or transport service, and just under one-third (32%) were aware of a dial-a-ride service.

There was also awareness of supermarket buses (12%), community owned minibuses (12%), and day centre car or service (11%). The special transport services that people were least aware of were taxi services: one in twenty people (5%) were aware of shared taxi schemes and the same proportion of respondents (5%) were aware of taxi voucher schemes. A very small minority (1%) were aware of postbus services, whilst 2% knew of special services other than those named in Table 3:23.

Finally, over one-third (37%) of people were not aware of any special transport services in their area, whilst 6% knew that special transport services were available but did not know which type.

Table 3:23 Awareness of special transport services available in area, by type of service	
Base: All those who have a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car.	*National Travel Survey 2018*
Special transport service	%
Dial-a-ride service	32
Supermarket bus	14
Hospital car or service	36
Day centre car or service	11
Shared taxi scheme	5
Taxi voucher scheme	5
Postbus	1
Community owned minibus	12
Other special service	2
Special transport services available - Don't know type	6
Not aware of any of these services	37
Unweighted bases	*1,358*

It was possible to select more than one answer.

Awareness of special transport services by severity of disability

Awareness of different special transport services by severity of disability amongst those who find it difficult to go out on foot, use a local bus, or get in or out of a car is shown in Table 3:24, below. People whose everyday activities are reduced a lot were significantly less likely to be aware of supermarket bus services compared with those whose conditions cause little or no reduction in their everyday activities. There was awareness of supermarket buses as a service in 12% of people whose everyday activities were reduced a lot, compared with 18% of those with little reduction and 21% of those with no reduction in their everyday activities.

A similar pattern was seen with community owned minibus services, in that a significantly smaller proportion of people whose disability reduced their everyday activities a lot, reported awareness of this service (10%), compared with those whose everyday activities were reduced a little (16%) or those whose activities were not reduced at all (12%). In this case, those with little reduction in everyday activities had the highest proportion of awareness.

Other apparent differences shown in Table 4:6 in awareness of special transport services by reduction in everyday activities owing to health problems or disabilities were not statistically significant. There was low awareness of these services generally, given that the respondents to this question had all indicated having a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car.

Table 3:24 Awareness of special transport services available in area, by type of service and by severity of disability				
Base: all who have a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car	**How much respondent's everyday activities are reduced by their disability**			
	Yes a lot	Yes a little	Not at all	Total
Special transport service	%	%	%	%
Dial-a-ride service	34	32	36	32
Supermarket bus*	12	18	21	14
Hospital car or service	37	36	47	36
Day centre car or service	10	8	16	11
Shared taxi scheme	6	4	7	5
Taxi voucher scheme	5	5	9	5
Postbus	1	1	-	1
Community owned minibus*	10	16	12	12
Other special service	2	2	-	2
Special transport services available - Don't know type	5	7	11	6
Not aware of any of these services	36	35	28	37
Unweighted bases	*761*	*370*	*52*	*1,358*

It was possible to select more than one answer.

Use of special transport services by type

Over three-quarters (78%) of people who find it difficult to go out on foot, use a local bus, or get in or out of a car because of a disability, and who were aware of special transport services in their area, did not use any of these services. Only small proportions of respondents reported using any of the services shown in Table 3:25.The two special transport services that people most reported using were hospital car or services (12% of people in this group), followed by dial-a-ride services which were used by 6% of respondents in this group.

Table 3:25 Use of special transport services, by type of service	
Base: All who have a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area	*National Travel Survey 2018*
Special transport service	%
Dial-a-ride service	6
Supermarket bus	1
Hospital car or service	12
Day centre car or service	2
Shared taxi scheme	1
Taxi voucher scheme	1
Community owned minibus	2
Use services but don't know type / name of services used	0
Other special services	1
None of these	78
Unweighted bases	*866*

Use of special transport services by severity of disability

Use of different special transport services by severity of disability amongst those who find it difficult to go out on foot, use a local bus, or get in or out of a car is shown in Table 3:26 below. These respondents had stated that they were aware of the availability of one or more special transport services. The vast majority (92%) of people whose everyday activities are not reduced at all by their disability reported not using any of the services, compared with over three-quarters (79%) of those whose everyday activities are reduced a little, and three-quarters (75%) of people whose everyday activities were reduced a lot. These differences were not statistically significant.

People whose disability did not reduce their everyday activities at all were less likely to use hospital transport services than people whose everyday activities were reduced either a lot or a little. Hospital transport services were used by 13% of people whose everyday activities were reduced a lot, compared with 10% of people whose everyday activities were reduced a little. Five per cent of people whose everyday activities were not reduced at all did report using hospital transport services. Again, these were not statistically significant differences.

People whose everyday activities were not reduced at all by their disability reported any use of only two special transport services: 5% used hospital transport services as noted above, and 3% used community owned minibuses. The same percentage of those whose disability reduced their everyday activities either a lot (3%) or a little (3%) used community owned minibuses.

Table 3:26 Use of special transport services, by type of service and by severity of disability

Base: All those who have a disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area	**How much respondent's everyday activities are reduced by their disabilities**			
	Yes a lot	Yes a little	Not at all	Total
Special transport service				%
Dial-a-ride service	6	7	-	6
Supermarket bus	1	1	-	1
Hospital car or service	13	10	5	12
Day centre car or service	3	1	-	2
Shared taxi scheme	2	0	-	1
Taxi voucher scheme	2	1	-	1
Community owned minibus	3	3	3	2
Use services but don't know type / name of services used	0	0	-	0
Other special services	1	1	-	1
None of these	75	79	92	78
Unweighted bases	*487*	*245*	*37*	*866*

3.5 Commuting behaviours and difficulties travelling to work

The following section explores, among people in work, the patterns of commuting behaviour observed between people with a disability and those without. This includes the following areas:

- People's usual means of travelling to work,
    - Any difficulties people face in travelling to work, split between whether they travel to work by car, or travel to work in another way;
- Whether people have had to turn down or not apply for a job owing to a transport issue; and,
- What type of transport issue caused them to turn down or not apply for that job.

Among those with a disability, we then go onto describe any differences in these areas by the severity of people's disabilities.

Box 3.5: Key findings

- Among people in work, respondents with a disability used fairly similar modes of transport to commute to work when compared to people without a disability.
- Among those travelling to work by car, people with a disability were more likely to report cost (of petrol, parking, and public transport) as a transport difficulty (8%) than those without (5%)
- Among people travelling to work by car with a disability, 10% of those with a more limiting health condition reported their own disability as a transport difficulty, compared to 2% of those with a less limiting one.
- Among those travelling to work by other means, 69% of those without a disability reported no difficulties in travelling to work, compared to 58% with a disability. The most common difficulty with travelling to work was public transport unreliability, reported by 26% of those with a disability and 18% of those without one.

Usual means of travel to work

The NTS 2018 questionnaire also asks what type of transport people usually use to commute to work. Cars and vans were those more likely to be selected by both respondents with a disability and those without (68% and 65% respectively), followed by walking (11% among those with a disability, 10% among those with no disability). As shown in Table 3:27, bus and rail were the next most common forms of travel to work, and apart from these no other means of commuting to work was selected by more than 5% of respondents. There were no statistically significant differences in the proportion of people travelling to work by different modes. This suggests that, among people in work at least, the presence of a disability is not strongly associated with method of travel.

Table 3:27 Use of different types of means of transport, by presence of disability		
Base: all respondents in work, asked only about their main job.	**Whether respondent has a disability**	
	Yes	**No**
Usual means of travel to work	%	%
Car / van - no driver/passenger details	68	65
Motorcycle / scooter / moped	1	1
Bicycle	3	4
Bus / minibus / coach	7	7
Surface Rail	6	7
Underground / metro / light rail / tram	3	5
Walk	11	10
Other (lorry / plane / works abroad)	1	1
Taxi / minicab (2002 onwards)	1	1
Unweighted bases	*748*	*6095*
Weighted bases	*782*	*6581*

Ability to carry out day-to-day activities and usual means of travelling to work

Table 3:28 shows that respondents living with a disability that reduces a lot their ability to carry out day-to-day activities were more likely (78%) to use a car to go to work, compared to those whose disability only reduces a little their ability to carry out day-to-day activities (64%) and to those whose disability does not reduce at all their ability to carry out day-to-day activities (69%). Whereas those who disability affected their everyday activities less, were slightly more likely to travel by bus, bicycle, rail, underground, or on foot. However, none of these differences were statistically significant and so these results should be treated with caution.

Table 3:28 Use of different types of means of transport, by presence of disability that reduce the ability to carry out day-to-day activities			
Base: all respondents in work, asked only about their main job, and with a disability	**Whether respondent's disability reduces their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Usual means of travel to work	%	%	%
Car / van - no driver/passenger details	78	64	69
Motorcycle / scooter / moped	-	-	2
Bicycle	-	4	3
Bus / minibus / coach	4	9	6
Surface Rail	4	7	5
Underground / metro / light rail / tram	1	3	3
Walk	9	12	11
Other (lorry / plane / works abroad)	3	1	1
Taxi / minicab (2002 onwards)	1	1	0
Unweighted bases	95	295	358
Weighted bases	98	309	375

Difficulties with using a car, van, or motorcycle for journeys to work

There were some statistically significant differences between the two groups of respondents (that is, those with and those without at least one disability) with regard to the difficulties they experience when using a car, van, motorcycle, scooter, or moped to go to work. As shown in Table 3:29, 58% of those without a disability did not have any difficulties with using a car, van, motorcycle, scooter, or moped to go to work, while respondents living with a disability were less likely (52%) to not experience difficulties. Two percent of those with a disability reported that their difficulties were due to their personal disability. Respondents with a disability were also more likely (8%) to experience difficulties with the cost of petrol, parking, and public transport, compared to those who do not have a disability (5%). Differences were also observed with regard to other types of difficulties (such as concerns over personal safety and lack of parking facilities), however these were not found to be statistically significant.

Table 3:29 Use of different types of means of transport, by presence of disability that reduces the ability to carry out day-to-day activities

Base: all those who travel to work by car, van, motorcycle, scooter or moped.	**Whether respondent has a disability**	
	Yes	**No**
Difficulties with using car, van, or motorcycle for journeys to work	%	%
No difficulties*	52	58
Personal disability**	2	0
Concerns over personal safety	1	0
Lack of parking facilities	4	3
Cost of petrol, parking or using public transport*	8	5
Other difficulties	39	35
Unweighted bases	*533*	*4104*
Weighted bases	*539*	*4296*

Ability to carry out day-to-day activities and difficulties using a car, van, or motorcycle to go to work

Among the respondents with at least one disability lasting 12 months or more, those who reported that their condition reduces a lot their capacity to carry out day-to-day activities were more likely (10%) to report that their personal disability was a difficulty with using a car, van, motorcycle, scooter, or moped to commute to work, compared to those whose condition limits their ability only a little (2%) or not at all (0%). This difference was found to be statistically significant (Table 3:30).

Other differences were observed among these three groups regarding the absence of difficulties, or difficulties caused by concerns over personal safety, lack of parking facilities, and cost of petrol, parking and public transport; however, these differences were not statistically significant.

Table 3:30 Difficulties with using a car, van, or motorcycle to go to work, by presence of conditions or illnesses that reduce the ability to carry out day-to-day activities			
Base: all those who travel to work by car, van, motorcycle, scooter or moped, and with a disability	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Difficulties with using car, van, or motorcycle for journeys to work	%	%	%
No difficulties	62	50	50
Personal disability**	10	2	-
Concerns over personal safety	1	0	0
Lack of parking facilities	5	5	3
Cost of petrol, parking or using public transport	14	8	6
Other difficulties	17	41	43
Unweighted bases	*75*	*197*	*261*
Weighted bases	*76*	*198*	*265*

Difficulties travelling into work by public transport or on foot

As described above, people are less likely to have difficulties with using cars, vans or motorcycles to go to work when they do not have disabilities. This difference was found to also be statistically significant when looking at the use of public transport or walking to go to work. Respondents living with a disability were less likely (58%) to report not having difficulties with public transport or walking to go to work than those who do not live with a disability (69%) (Table 3:31). People with disabilities were also more likely (26%) to report public transport unreliability as one of the difficulties they experience in their journeys to work, compared to 18% of respondents without a long-term health condition. Four percent of those living with a disability also reported the disability itself as a cause of issues in using public transport or walking in their journey to work. There were no other statistically significant differences between people living with disabilities and those without disabilities in terms of difficulties with public transport and walking to go to work.

Table 3:31 Difficulties with public transport and walking on journeys to work, by presence of disabilities		
Base: all those who travel to work by other means (not by car, motorcycle, moped or scooter).	**Whether respondent has a disability**	
	Yes	**No**
Difficulties with public transport and walking on journeys to work	%	%
No difficulties**	58	69
Cost of using public transport / taxis	5	5
Public transport unpleasant	5	4
Personal disability**	4	0
Concerns over personal safety	2	2
Unweighted bases	*215*	*1990*
Weighted bases	*243*	*2285*

Ability to carry out day-to-day activities and difficulties with travelling into work by public transport or on foot

When looking at the severity of disability (Table 3:32), people who reported a disability that reduces a lot their ability to carry out day-to-day activities were more likely (15%) to indicate their personal disability as one of the difficulties they experienced with the use of public transport or with walking to go to work, compared to 7% of those whose ability is only affected a little. Eight percent of the respondents living with a disability that limits a little their ability to carry out day-to-day activities also reported public transport being unpleasant as one of the difficulties they experienced. This was reported by only 3% of those not limited in their day-to-day activities, and by none of those with a more limiting disability. However, all these differences were not statistically significant.

Table 3:32 Difficulties with public transport and walking on journeys to work, by presence of disabilities that reduce the ability to carry out day-to-day activities

Base: all those who travel to work by other means (not by car, motorcycle, moped or scooter), and with a disability	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Difficulties with public transport and walking on journeys to work	%	%	%
No difficulties	39	53	65
Cost of using public transport / taxis	4	8	1
Public transport unpleasant**	-	8	3
Personal disability**	15	7	-
Concerns over personal safety	6	2	1
Unweighted bases	*20*	*98*	*97*
Weighted bases	*21*	*111*	*110*

Turning down/not applying to jobs in the last 12 months due a transport issue

Table 3:33 shows that 2% of those living with a disability and 3 % of those without a disability turned down a job due to problems with transport. The same percentages of respondents have decided not to apply for a job due to problems with transport. However, these differences were not statistically significant.

Table 3:33 Turning down and not applying to jobs in the last 12 months due a transport issue, by presence of disability

Base: includes all aged 18-70	**Whether respondent has a disability**	
	Yes	**No**
Turned down job or not applied for a job in last 12 months due to problems with transport	%	%
Yes - turned down a job	2	3
Yes - decided not to apply for a job	2	3
No	96	94
Unweighted bases	*1817*	*8342*
Weighted bases	*1854*	*8838*

Ability to carry out day-to-day activities and need to turn down or impossibility to apply to a job due to problems with transport

Looking at the severity of the disability (Table 3:34), 98% of respondents with a disability that limits a lot their ability to carry out day-to-day activities were significantly less likely to turn down or avoid applying for a job in the 12 months preceding the survey due to transport problems, compared to 94% of those with a disability that limits them a little and 95% of those whose disability does not reduce their ability to carry out day-to-day activities.

Table 3:34 Turning down and not applying to jobs in the last 12 months due a transport issue, by presence of disabilities that reduce the ability to carry out day-to-day activities

Base: all respondents with a disability	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Turned down job or not applied for a job in last 12 months due to problems with transport	%	%	%
Yes - turned down a job*	1	3	3
Yes - decided not to apply for a job	1	3	2
No*	98	94	95
Unweighted bases	*562*	*686*	*569*
Weighted bases	*581*	*701*	*572*

Type of transport problem that stopped them from getting a job

The main transport-related reason to turn down or not apply for a job among both people living with disabilities and those without disabilities was the workplace distance (61% of responses in both groups). There are some differences between people with and without disabilities as shown in Table 3:35. For example, 31% of respondents with a disability have turned down or not applied for a job due to inadequate public transport compared with 29% of respondents without a disability. The cost of petrol, parking, or public transport was selected as a reason to turn down or to not apply to a job by 34% of those living with disabilities and 25% of those without disabilities. Unavailability of a car and not being a driver were an issue for 15% of those living with disabilities and 14% of the respondents without disabilities. Lack of parking, instead, was a problem for just 3% of people with a disability and for 4% of those without a disability. However, these differences were not statistically significant.

Table 3:35 Reasons to turn down or not to apply to a job due to problems with transport, by presence of disability

Base: all those who turned down or did not apply for a job due to problems with transport.	**Whether respondent has a disability**	
	Yes	**No**
Reason turned down job	%	%
Too far	61	61
Physical difficulties / disability	2	1
Lack of parking	3	4
Inadequate public transport	31	29

Table 3:35 Reasons to turn down or not to apply to a job due to problems with transport, by presence of disability		
Cost of petrol, parking, or of public transport	34	25
Car not available/can't drive	15	14
Other difficulties	13	9
Unweighted bases	*69*	*437*
Weighted bases	*78*	*494*

Ability to carry out day-to-day activities and type of transport problem that stopped them from getting a job

Lack of parking was significantly more likely (8%) to be a problem for the respondents living with a disability that reduces a lot their ability to carry out day-to-day activities than for those whose disability does not reduce their ability with daily activities (4%). Some other differences among respondents with disabilities with different severity were also observed (see Table 3:36) but they were not statistically significant.

Table 3:36 Reasons to turn down or not to apply to a job due to problems with transport, by presence of disabilities that reduce the ability to carry out day-to-day activities			
Base: all those who turned down or did not apply for a job due to problems with transport and with a disabilitycondition.	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Reason turned down job	%	%	%
Too far	56	67	56
Physical difficulties / disability	7	2	-
Lack of parking**	8	-	4
Inadequate public transport	44	23	38
Cost of petrol, parking, or of public transport	43	32	33
Car not available/can't drive	26	11	16
Other difficulties	11	14	12
Unweighted bases	*11*	*35*	*23*
Weighted bases	*12*	*39*	*27*

3.6 Difficulties/challenges using transport in other areas of life

The following section explores other areas, besides work, where people may have experienced difficulties with using transport and the reasons for these difficulties. It compares the experiences of those with a disability to those without, and differences by severity of health condition among those with a disability. This includes the following areas:

Box 3.6: Key findings

- The clear majority (91%) of people without a disability reported no difficulties with travel for non-work purposes, compared to 76% of those with disabilities.
- People with disabilities were more likely to encounter transport difficulties compared to people without a disability when travelling to the doctor or a hospital (19% compared with 5%), and when travelling to visit friends or relatives at their homes, or to participate in other social activities (11% compared to 4%).
- There was a similar pattern by severity of disability. Among those who are limited a lot in their daily activities 29% experienced difficulties travelling to the doctor/hospital and 17% to visit family and friends, compared to 18% and 9% respectively among those not limited at all in their daily activities.
- Among those people who reported a difficulty travelling for a non-work reason, the most common reason among people with a disability was their disability, reported by 37% of this group.
- When asked about the reasons for their difficulties in travelling, 37% of respondents with a disability reported to have experienced transport difficulties due to their disability when travelling for non-work purposes.
- People living with a disability were also more likely to say the journey had been too far/too long than people without a disability (30% compared with 24%). Among people with a disability, those whose everyday activities were affected 'a little' were most likely to give this reason (39% compared to 26% affected 'a lot' and 21% affected 'not at all').
- Problems with public transport are more likely to be a difficulty for those with conditions or illnesses that reduce a little their ability to carry out day-to-day activities (45%), compared to "a lot" (28%) and "not at all" (37%).
- People with a disability were less likely (13%) to report difficulties with lack of parking when travelling for non-work purposes. Lack of parking is also more likely to affect those whose disabilities do not reduce at all their ability to carry out day-to-day activities (22%), compared to "a lot" (10%) and "a little" (12%)

3.6.1 Transport difficulties in areas other than work

In exploring travel experiences in other areas besides work, Table 3:37 shows that people without a disability are more likely (91%) to report not experiencing issues with travel than people living with a disability (76%). People living with a disability were more likely to encounter issues when going to see a doctor or to a hospital, reported by 19% compared to 5% people with no disability. A similar significant difference can be observed regarding journeys to visit friends or relatives at their homes, or to participate in other social activities. Eleven percent of respondents living with disabilities reported transport difficulties with such travels, while only 4% of those without disabilities reported them. Lastly, 4% of respondents with disabilities reported having transport

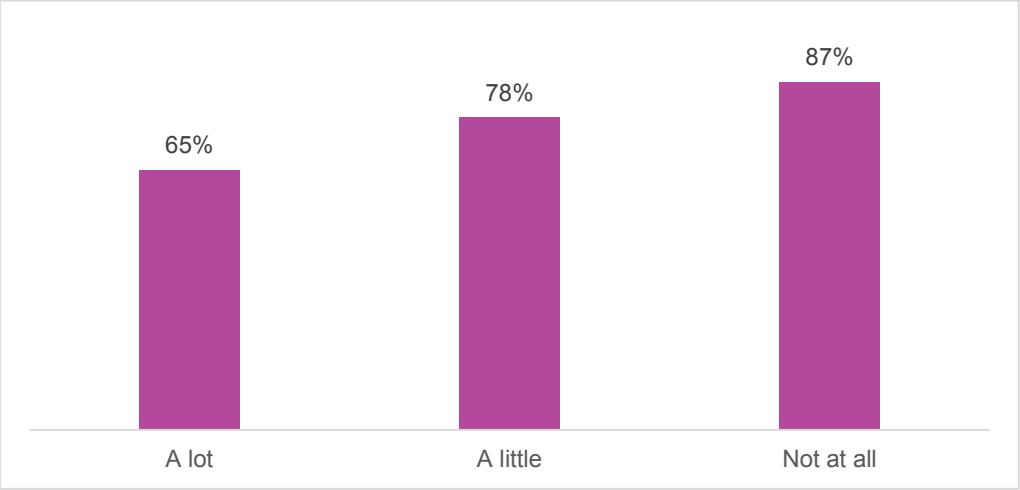
difficulties with travelling for any other reason (apart from work, health, visiting friends and family, and going to school, college and university) compared to 1% of those without long-term health conditions.

Table 3:37 Transport difficulties in areas other than work, by presence of disability		
Base: all respondents.	**Whether respondent has a disability**	
	Yes	**No**
Areas where respondents experienced transport difficulties	%	%
Travelling to the doctor or hospital**	19	5
Travelling to visit friends/relatives at home, or for other social activities**	11	4
Taking the children to school	1	1
Travelling to school/college/university	0	1
Travelling for any other reason**	4	1
Did not experience difficulties travelling for any of these reasons**	76	91
Unweighted bases	*2838*	*9461*
Weighted bases	*2730*	*9765*

Ability to carry out day-to-day activities and areas in which respondents encountered transport difficulties

Table 3:38 shows that among those living with a disability, the level of severity is also associated with a higher or lower likelihood of experiencing transport difficulties when travelling for non-work purposes. Not encountering any issues is significantly more likely (87%) for those who have a disability that does not affect their ability to carry out day-to-day activities, compared to those whose disability limits a lot or a little their ability to carry out day-to-day activities (respectively, 65% and 78%).

Figure 3:8 Proportion who experienced 'any' difficulties travelling for non-work reasons, by how much disability affects everyday activities



In exploring particular areas of travel, a significant difference in the proportion of people who experienced difficulties travelling to see a doctor or to get to hospital by severity of disability was found. Nearly three in ten (29%) of people with a disability that limited

their ability to carry out everyday activities a lot experienced difficulties travelling to see a doctor or to a hospital, compared to 18% whose disability affected them 'a little' and 8% among those for whom it did not affect their ability at all.

Similarly, 17% of respondents with a more limiting disability were significantly more likely to experience difficulties in travelling to visit family and friends, compared to 9% of those less limited and 6% of those not limited at all. Moreover, 7% of respondents with disabilities that reduce a lot their ability to carry out day-to-day activities were significantly more likely to report having transport difficulties with travelling for any other reason (apart from work, health, visiting friends and family, and going to school, college and university) compared to 3% of those whose ability is reduced only a little and 1% of those whose ability is not reduced at all.

Table 3:38 Transport difficulties in areas other than work, by presence of disabilities that reduce the ability to carry out day-to-day activities

Base: all respondents with disabilities	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Areas where respondents experienced transport difficulties	%	%	%
Travelling to the doctor or hospital**	29	18	8
Travelling to visit friends/relatives at home, or for other social activities**	17	9	6
Taking the children to school	2	1	1
Travelling to school/college/university	1	0	0
Travelling for any other reason**	7	3	1
Did not experience difficulties travelling for any of these reasons**	65	78	87
Unweighted bases	963	1080	795
Weighted bases	931	1038	761

3.6.2 Types of difficulties experienced when travelling for non-work purposes

When asked what type of difficulty they experienced, 37% of respondents with a disability reported to have experienced transport difficulties due to their disability when travelling for non-work purposes (Table 3:39). They were also significantly more likely (30%) to report experiencing transport difficulties due to the journey being too long, compared to those without a disability (24%). A lack of parking facilities as a transport difficulty was more commonly reported (21%) for those who do not live with a disability, compared to those with a disability (13%).

Table 3:39 Types of difficulty experienced when travelling for non-work purposes, by presence of disabilities		
Base: all respondents who have encountered difficulties when travelling for non-work purposes.	**Whether respondent has a disability**	
	Yes	**No**
Types of difficulty experienced		%
Personal disability**	37	1
Concerns over personal safety	3	1
Journey too far/too long*	30	24
Problems with public transport	35	36
Public transport unpleasant	3	2
Does not have a driving licence	4	4
Lack of parking facilities**	13	21
Other difficulties	17	30
Unweighted bases	*663*	*862*
Weighted bases	*653*	*906*

Ability to carry out day-to-day activities and types of difficulties experienced when travelling for non-work purposes

As shown in Table 3:40, presence of disability is significantly more likely (58%) to be associated with travelling difficulty by respondents with a disability that reduces a lot their ability to carry out day-to-day activities. The likelihood of experiencing travelling difficulty decreases with the reduction of the severity of the disability: 22% for those whose disability reduces a little their ability to carry out daily activities, and 3% for those that are not limited at all.

Thirty nine percent of the respondents whose disability reduces a little their ability to carry out day-to-day activities reported the distance of the destination and the length of the journey as a type of difficulty. This was also reported as a transport difficulty by respectively 26% and 21% of those with more severe limitation and those not limited at all. Respondents with a less limiting disability were also significantly more likely (45%) to report problems with public transport as a type of difficulty experienced when travelling for non-work purposes, compared to 28% of those more limited by their disability and 37% of those not limited at all in their daily activities.

Lastly, the lack of parking facilities was observed to be more frequently (22%) reported as a type of difficulty by those with a disability that does not reduce at all their ability to carry out day-to-day activities, while it was an issue for just 12% of those limited a little in their daily activities and 10% of those limited a lot.

Table 3:40 Types of difficulty experienced when travelling for non-work purposes, by presence of disabilities that reduce the ability to carry out day-to-day activities			
Base: all respondents who have encountered difficulties when travelling for non-work purposes and with disabilities	**Whether respondent has disabilities that reduce their ability to carry out day-to-day activities**		
	Yes, a lot	**Yes, a little**	**Not at all**
Types of difficulty experienced when travelling for non-work purposes	%	%	%
Personal disability**	58	22	3
Concerns over personal safety	3	4	3
Journey too far/too long**	26	39	21
Problems with public transport**	28	45	37
Public transport unpleasant	4	3	2
Does not have a driving licence	4	5	3
Lack of parking facilities*	10	12	22
Other difficulties	14	12	36
Unweighted bases	*334*	*233*	*96*
Weighted bases	*324*	*230*	*99*

4 The relationship between demographic characteristics and transport use

4.1 Introduction

Section 4 explores the transport use of people with disabilities by their demographic and socio-economic characteristics to understand how people's use of transport varies by these factors. This includes age, sex, ethnicity, whether the respondent lives in an urban or rural area, their household structure (living alone, with a partner), working status, and income[6] and deprivation (measured using the Index of Multiple Deprivation). Alongside the findings for people with disabilities the same results for people with no disabilities are presented to provide a point of comparison and to help understand the trends observed between people with and without disabilities.

This section follows the same structure as section 3. Section 4.2 is split into the use of and access to cars, followed by the use of public transport and satisfaction with provision for public transport.

In section 4.3 we discuss the use of different types of mobility aid by people who reported that they 'have difficulty going out on foot unaided' (*n=1,061*). People who answered within this question that they have use of a wheelchair (whether manual or powered) or of a powered mobility scooter, went on to respond to a question about how frequently they used these specific mobility aids. Owing to the smaller number of people who answered this follow-on question about wheelchairs and scooters (*n=227*), the bases by demographic and socioeconomic characteristics were very small. The results, which were mostly not found to be significant, are therefore not discussed in this chapter. However, the tables are included in Appendix B as Table 7:11 toTable 7:18.

Section 4.4 explores access to and use of different types of special transport service, among people who have a disability that limits ability to walk, use the local bus or get into/out of a car. Section 4.5 explores people's experience commuting for work, among people who stated that they are in work. It should be noted for section 5.5 that because relatively few people with disabilities are in work the base for this section is quite small. This reflects the fact that slightly less than a third (31%) of people who had a long-term disability were in work, compared to 71% of people without one (Table 7:9). Among those with a disability, the proportion in works falls to 11% among people whose health affected their day-to-day activities a lot, compared to 53% of people whose day-to-day activities were not affected at all (Table 7:10). This means that the reporting on disabled people's experiences commuting to work is more likely to include people with less serious health problems, as well as ones who had been able to adapt to working life with a disability. These findings, in consequence, do not cover the possible transport barriers that may confront people with long-term disabilities who were out of

[6] Household income in the NTS is grouped into bands (quintiles) and adjusted for household size and composition, to allow travel patterns to be analysed by income on a basis that is comparable given the characteristics of each household. This was done using the McClements scale. In addition to this, income was adjusted for inflation to allow for analysis over time, although this was not needed for this project which focussed on 2018. More details are available in the National Travel Survey 2018 Technical report. (NatCen (2019). *National Travel Survey 2018: Technical Report*. (Department for Transport, London). [Online] Available at: https://www.gov.uk/government/statistics/national-travel-survey-2018.

work. Finally, section 4.6 discusses the difficulties people face in other areas of travel (besides travelling to work).

4.2 Transport use

4.2.1 Access to and use of cars

In this section we explore people's level of access to cars and their use of cars by whether they have a disability or not and by demographic and socioeconomic characteristics. We look at whether individuals hold a full or provisional driving licence (for any vehicle). Amongst non-drivers we examine how likely they are to learn to drive in the future. Amongst all respondents we explore how frequently individuals travel in a private car (not including taxis), and we look at their access to a car in their own household (both in terms of whether there is a car available and also whether they themselves are a driver).

The measure of disability is whether respondents stated that they have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more. Results and tables are arranged by demographic and socioeconomic characteristics.

Box 4.2.1 Key findings

- Patterns in access to and use of cars in relation to demographic and socioeconomic characteristics were similar between people with and without disabilities.
- Amongst people with a disability, 39% of 18–29-year-olds held a full driving licence. This rate was highest amongst the 50–64 years age group (75%) and was lower amongst those aged 75+ years.
- Amongst people with a disability, 45% of those aged 18–29 years said that they were never likely to learn to drive, whilst 65% of people aged 30–49 said they were never likely to learn.
- Almost three-quarters (72%) of male respondents who have a disability held a full driving licence, whilst 54% of female respondents with a disability held a full driving licence (54%).
- Amongst non-drivers with a disability, 14% of male respondents and 7% of female respondents were likely to learn to drive within the next five years.
- Thirty-seven per cent (37%) of female respondents with a disability were the main driver in their household, compared with 57% of male respondents.
- Amongst people of BAME backgrounds who have a disability, 47% held a full driving licence compared with 63% of white people who have a disability.
- Just under one-quarter (23%) of white respondents with a disability were non-drivers with no car, whilst just over one-third (34%) of BAME respondents with a disability did not drive and had no car.
- 86% of people with a disability who were living in a rural area reported travelling by private car at least once a week, compared with 74% of those with a disability who were living in an urban area.
- 89% of non-drivers who had a disability and who were economically inactive reported that they were never likely to learn to drive in the future; 46% of people with a disability who were working full-time or part-time were never likely to learn to drive in the future.
- 47% of people with a disability who lived in single adult households (with no children) did not hold a driving licence. 93% of people with a disability in this type

of household who did not know how to drive said they were neve likely to learn to drive in the future.

- Just under half (47%) of those with a disability who were in the 1st (lowest income) quintile by household income held a full driving licence, compared with over three-quarters of those in the 4th quintile (80%) and 5th (highest income) quintile (76%).
- 41% of people with a disability who were in the lowest quintile of household income did not drive and had no car.
- Amongst people with a disability, 87% of those in the least deprived quintile travelled by private car at least once a week, whilst 63% of those in the most deprived quintile travelled by private car at least once a week.

Age

Amongst people with disabilities, significant differences by age group were found in those who reported having a full driving licence (for any vehicle) (Table 4:1). Those in the middle age bands were significantly more likely to hold a full driving licence (66% of those aged 30–49 years, 75% of those aged 50–64 years, and 69% of those aged 65–74 years), compared with those in the 18–29 year age group (39%) and in the oldest 75+ years age group (48%). This pattern of significant differences was also seen amongst people with no disability, who had a higher rate of holding a full driving licence in all age groups.

Holding a provisional driving licence was reported significantly more by people aged 18–29 years (26%), amongst those with a disability, compared with those in older age groups of people with a disability (dropping to 4% amongst people aged 50–64 years and to 2% amongst those aged 75+ years). Again, a similar pattern was found in people with no disability with the youngest age groups significantly more likely to hold a provisional licence.

Table 4:2 indicates that consistent with the relationship between younger age and holding a provisional licence, being likely to learn to drive in the future was reported significantly less by people aged 50 years and over, in both those with a disability and those with no disability. Amongst the 65+ years age group, 99% of those with a disability and 97% of those with no disability said they were never likely to learn to drive, whilst in the 50–64 years group, 94% of those with a disability said they were never likely to learn to drive, and 91% of people with no disability said they were never likely to learn. These were statistically significant differences in those who were never likely to learn to drive, between age groups, amongst both those with a disability and those with no disability.

Amongst people with a disability, 45% of those aged 18–29 years said that they were never likely to learn to drive, significantly lower than the 65% of people aged 30–49 years. Amongst people with no disability, again there were significant differences between those aged 18–29 years who said they were never likely to learn to drive in future (11%) compared with those aged 30–49 years who were never likely to learn to drive (37%).

People with a disability in the middle three age bands reported travelling by private car at least once a week (78% of people aged 30–49 years, 81% of people aged 50–64 years, and 81% of people aged 65–74 years), significantly more compared with people in both the youngest age group (65% of 18–29 year-olds) and the oldest age group (70% of people aged 75+ years). This pattern was also found amongst people with no

disability where those in the middle age bands travelled in a private car at least once a week significantly more than those in the youngest and oldest age groups (Table 4:3).

Table 4:4 shows significant differences in access to a car by age. Amongst 18-29 year-olds with a disability, 28% were the main driver in their household, significantly lower than people with disabilities aged 30–49, 50–64 and 65–74 years (52%, 56%, and 51% respectively). Amongst 75+ year-old people with a disability, 32% were the main driver, again a significantly lower percentage compared with the three middle age bands.

People aged 18-29 years, who have a disability, were significantly more likely to be a non-driver in a household with a car (27%), compared with older age groups of people with a disability (varying from 10% through to 15% in the older age groups). This pattern was also evident amongst people with no disability (Table 4:4).

The relationship described above between age and whether respondents were the main driver in their household, was mirrored in the pattern of people with a disability who had no access to a car. Amongst people with disabilities, 34% of young people aged 18-29 years and 38% of older people aged 75+ years reported being a non-driver with no access to a car, significantly more than the non-drivers with no car amongst the three middle age bands (21% of those aged 30–49 years, 15% of those aged 50–64 years, and 38% of those aged 65–74 years).

Table 4:1 Type of driving licence held, by age, split by disability

Base: All respondents		**Age bands**				
Whether individual holds a driving licence - those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Any full driving licence (any vehicle)**	%	39	66	75	69	48
Any provisional driving licence (any vehicle)**	%	26	9	4	3	2
No driving licence**	%	34	25	21	28	50
Unweighted bases		*193*	*501*	*727*	*672*	*748*
Weighted bases		*240*	*545*	*717*	*582*	*645*
		Age bands				
Whether individual holds a driving licence - those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Any full driving licence (any vehicle)**	%	63	83	91	86	72
Any provisional driving licence (any vehicle)**	%	18	6	1	1	2
No driving licence**	%	18	11	8	13	26
Unweighted bases		*1,738*	*3,440*	*2,378*	*1,243*	*667*
Weighted bases		*2,156*	*3,713*	*2,302*	*1,044*	*554*

Table 4:2 Likelihood of learning to drive in the future, by age, split by disability						
Base: Non-drivers		**Age bands**				
Whether people are likely to learn to drive in the future - those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65+ years**	**Total**
Within the next year	%	15	11	0	-	5
Within the next 5 years**	%	29	18	5	1	9
5 years or more	%	11	6	-	-	3
Never**	%	45	65	94	99	83
Unweighted bases		97	152	166	375	790
Weighted bases		118	169	172	343	803
		Age bands				
Whether people are likely to learn to drive in the future - those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65+ years**	**Total**
Within the next year**	%	22	19	2	0	15
Within the next 5 years**	%	58	37	5	1	35
5 years or more	%	9	6	3	1	6
Never**	%	11	37	91	97	44
Unweighted bases		470	448	201	279	1398
Weighted bases		603	519	205	247	1574

Table 4:3 Frequency of car use, by age, split by disability						
Base: All respondents		**Age bands**				
How frequently respondent travels by private car – those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	65	78	81	81	70
Less than once per week but at least once a month**	%	18	11	8	10	16
Less than once a month but at least once a year	%	6	4	4	4	6
Less than once a year or never	%	11	7	7	5	8
Unweighted bases		*193*	*502*	*727*	*672*	*748*
Weighted bases		*240*	*550*	*717*	*582*	*645*
		Age bands				
How frequently respondent travels by private car - those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	74	86	93	90	83
Less than once per week but at least once a month**	%	14	6	3	5	9
Less than once a month but at least once a year**	%	7	4	2	3	4
Less than once a year or never**	%	6	4	2	3	4
Unweighted bases		*1,745*	*3,440*	*2,378*	*1,242*	*667*
Weighted bases		*2,166*	*3,713*	*2,302*	*1,044*	*554*

Table 4:4 Access to car, by age, split by disability						
Base: All respondents		**Age bands**				
Whether respondent has access to a car – those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Main driver**	%	28	52	56	51	32
Not main driver of household car*	%	6	9	11	13	9
Household car but non-driver**	%	27	13	10	12	15
Driver but no car	%	6	5	8	6	7
Non-driver and no car**	%	34	21	15	19	38
Unweighted bases		*193*	*499*	*727*	*672*	*748*
Weighted bases		*240*	*544*	*717*	*582*	*645*
		Age bands				
Whether respondent has access to a car – those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Main driver**	%	46	66	76	69	55
Not main driver of household car	%	10	12	11	13	11
Household car but non-driver**	%	19	8	5	7	7
Driver but no car**	%	7	5	3	4	6
Non-driver and no car**	%	17	9	4	7	21
Unweighted bases		*1,738*	*3,436*	*2,377*	*1,242*	*666*
Weighted bases		*2,156*	*3,710*	*2,301*	*1,044*	*553*

Sex

Table 4:5 shows that almost three-quarters (72%) of male respondents who have a disability stated that they held a full driving licence, significantly more than for female respondents with a disability who held a full driving licence (54%). Similarly, amongst people with no disability, significantly more male respondents reported holding a full driving licence (84%) than did female respondents (78%).

Table 4:6 shows that amongst non-drivers with a disability 14% of male respondents reported that they were likely to learn to drive within the next five years, a significant difference from the 7% of female respondents. Amongst female non-driver respondents with a disability, 86% said they were never likely to learn to drive, significantly more than the 77% of male non-driver respondents with a disability. The same pattern was seen amongst people with no disability. Furthermore, for people with no disability, male non-drivers were significantly more likely to learn to drive within the next year (18%) compared with female non-drivers.

There were no significant differences between the sexes amongst respondents with a disability in the frequency with which they travel by private car (Table 4:7). Amongst people with no disability, there was just one significant, though small, difference between female respondents travelling by private car at least once a week (86%) compared with male respondents (84%).

As Table 4:8 shows, female respondents with a disability had significantly reduced access to a car compared with male respondents. Thirty-seven per cent (37%) of

female respondents were the main driver in their household, significantly lower than the 57% of male respondents. Female respondents were significantly more likely to be a non-driver in a household with a car (18%), compared with male respondents (9%). Females were also significantly more likely to be a non-driver in a household with no car (28%), compared with male respondents (19%). Amongst people with no disability, similar patterns were observed, with smaller but still significant differences between the sexes in terms of access to a car.

Table 4:5 Type of driving licence held, by sex, split by disability

Base: All respondents		**Sex of person**	
Whether individual holds a driving licence - those with a disability		**Male**	**Female**
Any full driving licence (any vehicle)**	%	72	54
Any provisional driving licence (any vehicle)*	%	5	7
No driving licence**	%	23	39
Unweighted bases		*1,268*	*1,573*
Weighted bases		*1,239*	*1,490*
		Sex of person	
Whether individual holds a driving licence - those with no disability		**Male**	**Female**
Any full driving licence (any vehicle)**	%	84	76
Any provisional driving licence (any vehicle)**	%	6	8
No driving licence**	%	10	16
Unweighted bases		*4,623*	*4,843*
Weighted bases		*4,873*	*4,896*

Table 4:6 Likelihood of learning to drive, by sex, split by disability

Base: Non-drivers		**Sex of person**	
Whether people are likely to learn to drive in the future - those with a disability		**Male**	**Female**
Within the next year	%	4	5
Within the next 5 years**	%	14	7
5 years or more	%	4	2
Never**	%	77	86
Unweighted bases		*220*	*570*
Weighted bases		*241*	*562*
		Sex of person	
Whether people are likely to learn to drive in the future - those with no disability		**Male**	**Female**
Within the next year*	%	18	13
Within the next 5 years**	%	43	30
5 years or more	%	7	5
Never**	%	32	51
Unweighted bases		*505*	*893*
Weighted bases		*616*	*958*

Table 4:7 Frequency of car use, by sex, split by disability			
Base: All respondents		**Sex of person**	
How frequently respondent travels by private car – those with a disability		**Male**	**Female**
At least once a week	%	77	76
Less than once per week but at least once a month	%	11	13
Less than once a month but at least once a year	%	5	5
Less than once a year or never	%	8	7
Unweighted bases		*1,269*	*1,573*
Weighted bases		*1,244*	*1,490*
		Sex of person	
How frequently respondent travels by private car - those with no disability		**Male**	**Female**
At least once a week*	%	84	86
Less than once per week but at least once a month	%	8	7
Less than once a month but at least once a year	%	4	4
Less than once a year or never	%	4	3
Unweighted bases		*4,627*	*4,845*
Weighted bases		*4,880*	*4,899*

Table 4:8 Access to car, by sex, split by disability			
Base: All respondents		**Sex of person**	
Whether respondent has access to a car – those with a disability		**Male**	**Female**
Main driver**	%	57	37
Not main driver of household car**	%	8	12
Household car but non-driver**	%	9	18
Driver but no car*	%	7	5
Non-driver and no car**	%	19	28
Unweighted bases		*1,267*	*1,572*
Weighted bases		*1,239*	*1,489*
		Sex of person	
Whether respondent has access to a car – those with no disability		**Male**	**Female**
Main driver**	%	68	59
Not main driver of household car**	%	10	13
Household car but non-driver**	%	7	12
Driver but no car**	%	6	4
Non-driver and no car**	%	9	11
Unweighted bases		*4,619*	*4,840*
Weighted bases		*4,869*	*4,893*

Ethnicity

Amongst people of BAME backgrounds who have a disability, just under one-half (47%) held a full driving licence, which was significantly lower than the figure for white respondents holding a full driving licence (63%) (Table 4:9). Conversely, 45% of BAME respondents who have a disability did not hold any driving licence, significantly higher than for white respondents with a disability and no driving licence (30%).

A similar pattern of significant difference was seen amongst people with no disability and whether they held a driving licence. One additional difference amongst respondents with no disability by ethnicity was that 13% of BAME respondents held a provisional licence, which was significantly more compared with white respondents holding a provisional licence (6%).

There were no significant differences amongst non-drivers with a disability by ethnicity in the self-reported likelihood of learning to drive in the future. Amongst BAME non-drivers with a disability, 78% reported that they were never likely to learn to drive, but this was a non-significant difference compared with 84% of white non-drivers with a disability (Table 4:10).

Amongst non-drivers with no disability, a similar relationship between ethnicity and likelihood of learning to drive in the future was seen and there were several significant differences. One-fifth (20%) of BAME non-drivers with no disability said they were likely to learn to drive within the next year, significantly more than white non-drivers (14%). Over one-third (36%) of BAME non-drivers with no disability reported that they were never likely to learn to drive, significantly less than for white non-drivers with no disability (46%).

Table 4:11 reveals significant differences in the frequency of use of private cars amongst those with a disability and those with no disability, by ethnicity. Amongst people with a disability, 78% of white respondents travelled in a private car at least once a week, which was significantly more than for BAME respondents (62%). This was mirrored by the fact that 15% of BAME respondents with a disability reported travelling in a private car less than once a year or never, significantly higher than for white respondents (7%). These results were mirrored by people without disabilities.

As shown in Table 4:12, 47% of white respondents with a disability were the main driver in their household, significantly more than the 29% of BAME respondents who were the main driver. Amongst white respondents with a disability, 13% reported having access to a household car but not being a driver themselves, significantly less compared with BAME respondents with a disability (19%). Just under one-quarter (23%) of white respondents with a disability were non-drivers with no car, significantly fewer compared with BAME respondents with a disability who did not drive and had no car (34%). Again, similar patterns were observed in people without disabilities.

Table 4:9 Type of driving licence held, by ethnicity, split by disability

Base: All respondents		**Ethnicity**	
Whether individual holds a driving licence - those with a disability		**White**	**BAME**
Any full driving licence (any vehicle)**	%	63	47
Any provisional driving licence (any vehicle)	%	6	7
No driving licence**	%	30	45
Unweighted bases		*2,650*	*189*
Weighted bases		*2,527*	*199*

Table 4:9 Type of driving licence held, by ethnicity, split by disability			
		Ethnicity	
Whether individual holds a driving licence - those with no disability		**White**	**BAME**
Any full driving licence (any vehicle)**	%	83	64
Any provisional driving licence (any vehicle)**	%	6	13
No driving licence**	%	11	23
Unweighted bases		*8,189*	*1,272*
Weighted bases		*8,375*	*1,389*

Table 4:10 Likelihood of learning to drive, by ethnicity, split by disability			
Base: Non-drivers		**Ethnicity**	
Whether people are likely to learn to drive in the future - those with a disability		**White**	**BAME**
Within the next year	%	4	9
Within the next 5 years	%	9	11
5 years or more	%	3	1
Never	%	84	78
Unweighted bases		*705*	*84*
Weighted bases		*710*	*92*
		Ethnicity	
Whether people are likely to learn to drive in the future - those with no disability		**White**	**BAME**
Within the next year*	%	14	20
Within the next 5 years	%	35	36
5 years or more	%	6	7
Never**	%	46	36
Unweighted bases		*1,057*	*341*
Weighted bases		*1,188*	*386*

Table 4:11 Frequency of car use, by ethnicity, split by disability			
Base: All respondents		**Ethnicity**	
How frequently respondent travels by private car – those with a disability		**White**	**BAME**
At least once a week**	%	78	62
Less than once per week but at least once a month	%	11	16
Less than once a month but at least once a year	%	5	7
Less than once a year or never**	%	7	15
Unweighted bases		*2,650*	*190*
Weighted bases		*2,527*	*204*

Table 4:11 Frequency of car use, by ethnicity, split by disability			
		Ethnicity	
How frequently respondent travels by private car - those with no disability		**White**	**BAME**
At least once a week**	%	87	73
Less than once per week but at least once a month**	%	7	11
Less than once a month but at least once a year**	%	3	7
Less than once a year or never**	%	3	8
Unweighted bases		*8,194*	*1,273*
Weighted bases		*8,383*	*1,391*

Table 4:12 Access to car, by ethnicity, split by disability			
Base: All respondents		**Ethnicity**	
Whether respondent has access to a car – those with a disability		**White**	**BAME**
Main driver**	%	47	29
Not main driver of household car	%	10	11
Household car but non-driver*	%	13	19
Driver but no car	%	6	7
Non-driver and no car**	%	23	34
Unweighted bases		*2,649*	*188*
Weighted bases		*2,526*	*198*
		Ethnicity	
Whether respondent has access to a car – those with no disability		**White**	**BAME**
Main driver**	%	67	45
Not main driver of household car	%	11	13
Household car but non-driver**	%	8	17
Driver but no car	%	5	6
Non-driver and no car**	%	9	19
Unweighted bases		*8,185*	*1,269*
Weighted bases		*8,371*	*1,387*

Whether living in an urban or rural area

Table 4:13 to Table 4:16 show significant differences in access to and use of cars based on whether individuals live in an urban or rural area. Similar patterns between people with and without disabilities were observed living in an urban or rural area.

Amongst people with a disability, 60% of those living in an urban area reported holding a full driving licence, which was significantly less than for those with a disability living in a rural area (74%) (Table 4:13). Conversely, one-third (33%) of those living with a disability in an urban area did not hold a driving licence, significantly more than the 23% of those with a disability living in a rural area. There was also a difference

between people with a disability living in an urban area who held a provisional licence (7%), which was significantly more than those living in a rural area (3%).

Table 4:14 indicates that there were no significant differences between non-drivers living in urban areas compared with non-drivers living in rural areas with respect to likelihood of learning to drive in the near future. This was the case for both groups of respondents: those with a disability and those with no disability.

Amongst respondents with a disability, 86% of those living in a rural area reported travelling by private car at least once a week (Table 4:15), which was a significantly greater frequency when compared with 74% of those living in an urban area. People with a disability living in a rural area who reported travelling in a private car less frequently than weekly, were in all cases significantly less than the number of people with a disability living in an urban area who travelled by private car less than weekly: less than once a week but more than once a month (rural 9%, urban 12%), less than once a month but more than once a year (rural 2%, urban 5%), and less than once a year or never (rural 3%, urban 8%).

Table 4:16 shows that amongst people with a disability, 59% of people living in a rural area are the main driver in their household, whilst 43% of people living in an urban area are the main driver, a significant difference. Thirteen per cent (13%) of people with a disability living in a rural area are non-drivers in a household with no car, significantly less than for non-drivers with a disability living in an urban area with no access to a car (26%).

Table 4:13 Type of driving licence held, by whether household is in an urban or rural area, split by disability

Base: All respondents		**Urban or rural**	
Whether individual holds a driving licence - those with a disability		**Urban**	**Rural**
Any full driving licence (any vehicle)**	%	60	74
Any provisional driving licence (any vehicle)**	%	7	3
No driving licence**	%	33	23
Unweighted bases		*2,274*	*567*
Weighted bases		*2,237*	*492*
		Urban or rural	
Whether individual holds a driving licence - those with no disability		**Urban**	**Rural**
Any full driving licence (any vehicle)**	%	78	93
Any provisional driving licence (any vehicle)**	%	7	3
No driving licence**	%	15	4
Unweighted bases		*7,667*	*1,799*
Weighted bases		*8,110*	*1,658*

Table 4:14 Likelihood of learning to drive, by whether household is in an urban or rural area, split by disability			
Base: Non-drivers		**Urban or rural**	
Whether people are likely to learn to drive in the future - those with a disability		**Urban**	**Rural**
Within the next year	%	5	4
Within the next 5 years	%	10	6
5 years or more	%	3	3
Never	%	83	88
Unweighted bases		*706*	*84*
Weighted bases		*726*	*77*
		Urban or rural	
Whether people are likely to learn to drive in the future - those with no disability		**Urban**	**Rural**
Within the next year	%	16	9
Within the next 5 years	%	35	31
5 years or more	%	6	5
Never	%	43	55
Unweighted bases		*1,307*	*91*
Weighted bases		*1,488*	*86*

Table 4:15 Frequency of car use, by whether household is in an urban or rural area, split by disability			
Base: All respondents		**Urban or rural**	
How frequently respondent travels by private car – those with a disability		**Urban**	**Rural**
At least once a week**	%	74	86
Less than once per week but at least once a month*	%	12	9
Less than once a month but at least once a year**	%	5	2
Less than once a year or never**	%	8	3
Unweighted bases		*2,276*	*566*
Weighted bases		*2,242*	*491*
		Urban or rural	
How frequently respondent travels by private car - those with no disability		**Urban**	**Rural**
At least once a week**	%	83	97
Less than once per week but at least once a month**	%	8	2
Less than once a month but at least once a year**	%	5	1
Less than once a year or never**	%	4	1
Unweighted bases		*7,673*	*1,799*
Weighted bases		*8,120*	*1,658*

Table 4:16 Access to car, by whether household is in an urban or rural area, split by disability			
Base: All respondents		**Urban or rural**	
Whether respondent has access to a car – those with a disability		**Urban**	**Rural**
Main driver**	%	43	59
Not main driver of household car	%	10	11
Household car but non-driver	%	14	12
Driver but no car*	%	7	4
Non-driver and no car**	%	26	13
Unweighted bases		*2,272*	*567*
Weighted bases		*2,235*	*492*
		Urban or rural	
Whether respondent has access to a car – those with no disability		**Urban**	**Rural**
Main driver**	%	60	81
Not main driver of household car*	%	12	10
Household car but non-driver**	%	11	5
Driver but no car**	%	6	1
Non-driver and no car**	%	12	2
Unweighted bases		*7,662*	*1,797*
Weighted bases		*8,106*	*1,657*

Economic activity status

Amongst people with a disability, 83% of those working full-time or part-time had a full driving licence, significantly more than those who were economically inactive, 53% of whom had a full licence (Table 4:17). Amongst respondents with no disability, 85% of those working full-time or part-time had a full driving licence, significantly more than 69% of those with no disability who were economically inactive and who reported having a full licence.

Table 4:18 indicates that amongst non-drivers with a disability, 17% of those working full-time or part-time reported being likely to learn to drive within the next year and 33% said they were likely to learn to drive within the next five years, a significant difference compared with the intentions of those who were economically inactive (3% were likely to learn to drive within the next year, 5% within the next five years). Non-drivers who had a disability and who were economically inactive reported that they were never likely to learn to drive, significantly more than those who were working full-time or part-time (89% compared with 46%). Amongst non-drivers with no disability a similar relationship between work status and likelihood of learning to drive in future was seen.

As shown in Table 4:19, 89% of people with a disability who were working full-time or part-time reported travelling by private car at least once a week, a greater number when compared with the 71% of people with a disability who were economically inactive. Those in this group who were economically inactive were more likely than those who were working to report travelling by private car at less frequent intervals, with 14% travelling by private car less than once a week but more than once a month (compared with 6% of those working), and 9% travelling by private car less than once a year or never (compared with 2% of those working). Amongst people with no disability,

there was a smaller difference, though still significant, in how many reported travelling by private car at least once a week (87% of those working full-time or part-time compared with 80% of those who were economically inactive).

Access to a car, whether as a driver or non-driver, was greater amongst those in work compared with those who were economically inactive. This was true of both those who had a disability and those who had no disability (Table 4:20). Amongst people with a disability, 69% of those who were working full-time or part-time reported being the main driver in their household, significantly more compared with those who were economically inactive and the main driver (35%). Amongst those with a disability, a greater number of those who were economically inactive (16%) compared with those who were working full-time or part-time (9%) said that they had access to a car but were not a driver. Just under one-third (31%) of those who had a disability and were economically inactive stated that they had no car and were a non-driver. This was significantly more than for those with a disability who were working full-time or part-time, did not drive and did not have access to a car (8%). These relationships were also observed amongst people with no disabilities.

Table 4:17 Type of driving licence held, by economic activity status, split by disability

Base: All respondents		**Economic activity status**	
Whether individual holds a driving licence - those with a disability		**Working – full or part time**	**Economically inactive**
Any full driving licence (any vehicle)**	%	83	53
Any provisional driving licence (any vehicle)	%	8	6
No driving licence**	%	9	41
Unweighted bases		*807*	*2,034*
Weighted bases		*836*	*1,893*
		Economic activity status	
Whether individual holds a driving licence - those with no disability		**Working - full or part time**	**Economically inactive**
Any full driving licence (any vehicle)**	%	85	69
Any provisional driving licence (any vehicle)**	%	6	8
No driving licence**	%	9	22
Unweighted bases		*6,434*	*3,032*
Weighted bases		*6,920*	*2,849*

Table 4:18 Likelihood of learning to drive, by economic activity status, split by disability			
Base: Non-drivers		**Economic activity status**	
Whether people are likely to learn to drive in the future - those with a disability		**Working – full or part time**	**Economically inactive**
Within the next year**	%	17	3
Within the next 5 years**	%	33	5
5 years or more	%	4	3
Never**	%	46	89
Unweighted bases		*103*	*687*
Weighted bases		*114*	*689*
		Economic activity status	
Whether people are likely to learn to drive in the future - those with no disability		**Working - full or part time**	**Economically inactive**
Within the next year**	%	21	9
Within the next 5 years	%	37	33
5 years or more	%	7	4
Never**	%	35	54
Unweighted bases		*707*	*691*
Weighted bases		*851*	*723*

Table 4:19 Frequency of car use, by economic activity status, split by disability			
Base: All respondents		**Employment status**	
How frequently respondent travels by private car – those with a disability		**Working full or part time**	**Economically inactive**
At least once a week**	%	89	71
Less than once per week but at least once a month**	%	6	14
Less than once a month but at least once a year**	%	3	5
Less than once a year or never**	%	2	9
Unweighted bases		*808*	*2,034*
Weighted bases		*841*	*1,893*
		Employment status	
How frequently respondent travels by private car - those with no disability		**Working full or part time**	**Economically inactive**
At least once a week**	%	87	80
Less than once per week but at least once a month**	%	6	10
Less than once a month but at least once a year	%	4	4
Less than once a year or never**	%	3	5
Unweighted bases		*6,437*	*3,035*
Weighted bases		*6,925*	*2,854*

Table 4:20 Access to car, by economic activity status, split by disability			
Base: All respondents		**Employment status**	
Whether respondent has access to a car – those with a disability		**Working full or part time**	**Economically inactive**
Main driver**	%	69	35
Not main driver of household car	%	9	10
Household car but non-driver**	%	9	16
Driver but no car	%	5	7
Non-driver and no car**	%	8	31
Unweighted bases		*806*	*2,033*
Weighted bases		*835*	*1,892*
		Employment status	
Whether respondent has access to a car – those with no disability		**Working full or part time**	**Economically inactive**
Main driver**	%	69	51
Not main driver of household car**	%	11	13
Household car but non-driver**	%	8	13
Driver but no car	%	5	5
Non-driver and no car**	%	7	17
Unweighted bases		*6,429*	*3,030*
Weighted bases		*6,916*	*2,847*

Household structure

Table 4:21 shows the variation in type of driving licence held by type of household, for people with a disability and people with no disability. Amongst people with a disability, just under one-half (47%) of those in single adult households did not hold any driving licence when compared with those in multiple adult households with no children (26%), those in single parent families (26%), and those in multiple adult households with children (23%). People with a disability living in multiple adult households with no children (67%) and with children (68%) were more likely to hold a full driving licence compared with single adults (49%) and people in single parent families (59%). Sixteen per cent (16%) of people with a disability who were from single parent families reported holding a provisional licence, which was significantly more than for other household types (4% of those from single adult households, 6% of people from multiple adults no children households, and 10% of people from households of multiple adults with children).

A similar pattern was evident in driving licence types held by people with no disability, according to household structure. Amongst this group, those in multiple adult households, both with (81%) and without children (also 81%), reported more frequently holding a full driving licence and this difference was significant compared with those from single adult households (77% of single adults living without children and 68% of those in single parent families).

Self-reported likelihood of learning to drive in the future varied significantly depending on household structure and whether individuals had a disability or not (Table 4:22). Amongst those with a disability, people from single parent family households were the most likely to say that they were likely to learn to drive within the next year (20%) or the next five years (35%), whn compared with reported likelihood by people in single adult

households (1% and 3% respectively), by those in multiple adult households with no children (4% and 11% respectively) and by those in multiple adult households with children (15% and 16% respectively). Since those in single adult households were less likely to learn to drive in the future, as expected, 93% of people with a disability in this type of household declared that they were never likely to learn to drive; a greater proportion when compared with other household types (82% of those in multiple adult households with no children; 65% of those in multiple adult households with children; and 39% of people in single parent families).

Amongst people with no disability the likelihood of learning to drive in the future showed a similar pattern by household structure. However, it was notable that amongst people with no disability who were in single parent families, 15% were likely to learn to drive within the next year whilst 61% were likely to learn to drive within the next five years. This was significant compared with the likelihood of learning to drive in the near and medium term amongst other household types: those in single adult households (6% within one year and 19% within five years); those in multiple adult households with no children (16% within one year and 36% within five years); and those in multiple adult households with children (17% within one year and 38% within five years) (Table 4:22).

Table 4:23 indicates how frequently people travel by private car, not including taxis, depending on whether they have a disability or not and on their household structure. Amongst those with a disability, 62% of people in single adult households reported travelling by private car at least once a week, a lower proportion when compared with those in other household types (82% of people in multiple adult households, both with and without children, and 81% of people in single parent family households). As expected from the above results, people with a disability who lived in single adult households were more likely to report travelling in a private car less than once a year or never (11%), significantly higher than the proportions reported by those in other household types (6% of those in multiple adult households with no children, 4% of those in single parent family households, and 5% of those in multiple adult households with children).

Amongst those with no disability, the pattern of frequent use of a private car was slightly different. People with no disability in multiple adult households travelled in a private car at least once a week, a higher proportion (86% of those in multiple adult households with no children and 88% of those in multiple adult households with children) when compared with those in single adult households (73%) and those in single parent family households (78%) (Table 4:23).

One half (50%) of people with a disability who lived in single adult households did not drive and had no access to a household car (Table 4:24), which was significantly more than for other household structures (37% of people in single parent family households, 14% and 13% respectively of those in multiple adult households without and with children). As expected, amongst those with a disability, people living in single adult households were the main driver in significantly lower numbers (36%) compared with people in other types of household structure (47% of people in single parent family households, 49% of those in multiple adult households with no children, and 51% of people in multiple adult households with children). Variation amongst those with a disability by household structure was also found in those who were drivers but had no car. This was significantly more commonly reported by those from single adult households (13%) and those from single parent family households (12%) compared with those in multiple adult households both with and without children (both 4%).

By comparison, amongst people with no disability, there were no statistically significant differences between household structure with respect to people being the main driver (Table 4:24). There were however significant differences between household types amongst people with no disability in terms of those with no access to a car. Fourteen

per cent (14%) of people in single adult households were drivers but had no car, significantly more compared with 4% of people in multiple adult households with no children, 7% of single parent family households, and 3% of those in multiple adult households with children. In the case of people with no disability who did not have a car and were not drivers, almost one-third (31%) of those in single parent family households reported this state, significantly more compared with those in single adult households (23%) and with those in multiple adult households both with and without children (8% in each case).

Table 4:21 Type of driving licence held, by household structure, split by disability

Base: All respondents		**Household structure**			
Whether individual holds a driving licence - those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Any full driving licence (any vehicle)**	%	49	67	59	68
Any provisional driving licence (any vehicle)**	%	4	6	16	10
No driving licence**	%	47	26	26	23
Unweighted bases		*786*	*1,672*	*50*	*333*
Weighted bases		*750*	*1,580*	*48*	*352*
		Household structure			
Whether individual holds a driving licence - those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Any full driving licence (any vehicle)**	%	77	81	68	81
Any provisional driving licence (any vehicle)**	%	3	7	15	7
No driving licence**	%	19	12	17	12
Unweighted bases		*1,021*	*5,313*	*232*	*2,900*
Weighted bases		*1,048*	*5,470*	*218*	*3,032*

Table 4:22 Likelihood of learning to drive, by household structure, split by disability

Base: Non-drivers		**Household structure**			
Whether people are likely to learn to drive in the future - those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Within the next year**	%	1	4	20	15
Within the next 5 years**	%	3	11	35	16
5 years or more	%	3	3	6	3
Never**	%	93	82	39	65
Unweighted bases		*285*	*403*	*17*	*85*
Weighted bases		*282*	*409*	*17*	*95*

Table 4:22 Likelihood of learning to drive, by household structure, split by disability

		Household structure			
Whether people are likely to learn to drive in the future - those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Within the next year**	%	6	16	15	17
Within the next 5 years**	%	19	36	61	38
5 years or more*	%	3	5	2	9
Never**	%	72	43	22	36
Unweighted bases		*172*	*751*	*51*	*424*
Weighted bases		*181*	*874*	*51*	*469*

Table 4:23 Frequency of car use, by household structure, split by disability

Base: All respondents		**Household structure**			
How frequently respondent travels by private car – those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	62	82	81	82
Less than once per week but at least once a month**	%	19	9	13	9
Less than once a month but at least once a year**	%	8	3	2	4
Less than once a year or never**	%	11	6	4	5
Unweighted bases		*787*	*1,672*	*50*	*333*
Weighted bases		*755*	*1,580*	*48*	*352*
		Household structure			
How frequently respondent travels by private car - those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	73	86	78	88
Less than once per week but at least once a month**	%	13	7	13	6
Less than once a month but at least once a year**	%	9	4	3	2
Less than once a year or never	%	5	3	5	3
Unweighted bases		*1,021*	*5,318*	*232*	*2,901*
Weighted bases		*1,048*	*5,479*	*218*	*3,033*

Table 4:24 Access to car, by household structure, split by disability					
Base: All respondents		**Household structure**			
Whether respondent has access to a car – those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Main driver**	%	36	49	47	51
Not main driver of household car**	%	0	14	-	13
Household car but non-driver**	%	1	19	4	19
Driver but no car**	%	13	4	12	4
Non-driver and no car**	%	50	14	37	13
Unweighted bases		*786*	*1,672*	*50*	*331*
Weighted bases		*750*	*1,580*	*48*	*350*
		Household structure			
Whether respondent has access to a car – those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Main driver	%	63	64	61	64
Not main driver of household car**	%	0	13	-	13
Household car but non-driver**	%	0	11	1	12
Driver but no car**	%	14	4	7	3
Non-driver and no car**	%	23	8	31	8
Unweighted bases		*1,020*	*5,309*	*232*	*2,898*
Weighted bases		*1,047*	*5,467*	*218*	*3,031*

Household income

Table 4:25 shows that amongst people with a disability, 47% of those in the lowest quintile (fifth) of household income said they held a full driving licence, a lower proportion when compared with people in other income bands (57% of those in the 2nd, 70% of those in the 3rd, 80% of those in the 4th, and 76% of those in the 5th (highest income) quintile). Amongst people with no disability, the pattern by income band was similar to that shown amongst people with a disability.

Likelihood of learning to drive in the future did not differ significantly amongst people with a disability by income band (Table 4:26). Amongst people with no disability there were some differences between income bands in those likely to learn to drive within the next year, within the next five years, and never likely to learn. Although these were statistically significant there was not a clear pattern by household income band.

Table 4:27 shows the frequency of travel by private car, by income bands. People with a disability whose household income was in the lowest quintile were the least likely to report travelling by private car at least once a week (63%), and this was lower compared with those in the higher quintiles (77% of those in the 2nd, 85% of those in both the 3rd and 4th quintiles, and 82% of those in this 5th (highest income) quintile). As expected, people with a disability whose household income was in the lowest quintile, reported that they travelled by private car at less frequent intervals (16% less than once a week but at least once month, 8% less than once a month but at least once a year, 13% less than once a year or never), when compared with people whose household income was in the higher bands. For example, 7% of those in the 2nd quintile, 6% of

those in the 3rd, 4% of those in the 4th, and 2% of those in the 5th (highest income) quintile, reported travelling by private car less than once a year or never, significantly lower compared with the 13% of those in the lowest income band who rarely or never travelled by private car.

Amongst people with no disability a similar significant relationship between income band and frequency of travel by private car was found.

Access to a car in the household whether as a driver or not, is shown by household income in Table 4:28. Amongst people with a disability, those in lower household income bands reported being the main driver (31% of those in the lowest income quintile and 40% of those in the 2nd quintile) significantly less compared with those in higher income bands (53% of those in the 3rd, 62% of those in the 4th, and 60% of those in the 5th (highest income) quintile).

Conversely, 41% of people with a disability who were in the lowest quintile of household income did not drive and had no car, which was significantly more compared with people in higher income bands (28% of those in the 2nd, 13% of those in the 3rd, 9% of those in the 4th and 14% of those in the highest quintile). Interestingly those in the 4th, rather than the 5th quintile reported the highest level of being the main driver and the lowest level of being a non-driver with no car. Amongst people with no disability, similar significant patterns were evident by income band and by whether people were the main driver or whether they were non-drivers with no car (Table 4:28).

Table 4:25 Type of driving licence held, by household income (in quintiles), split by disability

Base: All respondents		**Household income**				
Whether individual holds a driving licence - those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Any full driving licence (any vehicle)**	%	47	57	70	80	76
Any provisional driving licence (any vehicle)	%	8	8	3	5	6
No driving licence**	%	46	36	26	15	18
Unweighted bases		*748*	*778*	*561*	*408*	*346*
Weighted bases		*747*	*745*	*521*	*384*	*332*
		Household income				
Whether individual holds a driving licence - those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Any full driving licence (any vehicle)**	%	61	74	83	86	91
Any provisional driving licence (any vehicle)**	%	13	9	6	5	3
No driving licence**	%	26	17	11	9	6
Unweighted bases		*1,495*	*1,706*	*1,957*	*2,169*	*2,139*
Weighted bases		*1,582*	*1,714*	*1,978*	*2,297*	*2,197*

Table 4:26 Likelihood of learning to drive, by household income (in quintiles), split by disability						
Base: Non-drivers		**Household income**				
Whether people are likely to learn to drive in the future - those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Within the next year	%	5	4	4	5	7
Within the next 5 years	%	9	9	8	15	11
5 years or more	%	3	3	4	1	-
Never	%	83	84	83	78	82
Unweighted bases		*310*	*254*	*113*	*62*	*51*
Weighted bases		*325*	*256*	*112*	*60*	*50*
		Household income				
Whether people are likely to learn to drive in the future - those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Within the next year**	%	10	13	15	25	19
Within the next 5 years*	%	43	31	32	33	30
5 years or more	%	5	6	6	7	6
Never*	%	42	50	46	35	45
Unweighted bases		*455*	*347*	*239*	*211*	*146*
Weighted bases		*511*	*364*	*268*	*263*	*168*

Table 4:27 Frequency of car use, by household income (in quintiles), split by disability						
Base: All respondents		**Household income**				
How frequently respondent travels by private car – those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	63	77	85	85	82
Less than once a week but at least once a month**	%	16	12	7	8	13
Less than once a month but at least once a year**	%	8	4	3	3	3
Less than once a year or never**	%	13	7	6	4	2
Unweighted bases		*748*	*778*	*561*	*408*	*347*
Weighted bases		*747*	*745*	*521*	*384*	*337*
		Household income				
How frequently respondent travels by private car - those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	73	84	88	87	89
Less than once a week but at least once a month**	%	12	8	6	6	6
Less than once a month but at least once a year**	%	7	4	3	4	3
Less than once a year or never**	%	8	3	3	3	2

Table 4:27 Frequency of car use, by household income (in quintiles), split by disability						
Unweighted bases		*1,498*	*1,706*	*1,959*	*2,170*	*2,139*
Weighted bases		*1,587*	*1,714*	*1,981*	*2,298*	*2,198*

Table 4:28 Access to car, by household income (in quintiles), split by disability						
Base: All		**Household income**				
Whether respondent has access to a car – those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Main driver**	%	31	40	53	62	60
Not main driver of household car**	%	6	12	11	13	9
Household car but non-driver*	%	13	16	17	11	10
Driver but no car*	%	9	5	5	5	6
Non-driver and no car**	%	41	28	13	9	14
Unweighted bases		*746*	*778*	*561*	*408*	*346*
Weighted bases		*746*	*745*	*521*	*384*	*332*
		Household income				
Whether respondent has access to a car – those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Main driver**	%	43	59	67	69	74
Not main driver of household car	%	11	11	12	12	12
Household car but non-driver**	%	13	15	9	8	5
Driver but no car*	%	7	5	4	5	4
Non-driver and no car**	%	26	11	8	6	5
Unweighted bases		*1,495*	*1,702*	*1,955*	*2,169*	*2,138*
Weighted bases		*1,582*	*1,711*	*1,977*	*2,297*	*2,196*

Index of Multiple Deprivation

Amongst people with a disability, 44% of those in the most deprived quintile held a full driving licence, and this was significantly less compared with people in other bands of deprivation (56% of those in the 2nd, 65% of those in the 3rd, 75% of those in the 4th and 80% of those in the 5th (least deprived) quintile) (Table 4:29). Holding a provisional licence and holding no driving licence were both seen more in people with a disability who were in the most deprived quintile (10% holding a provisional licence, and 46% holding no licence), compared with those in less deprived bands. For example, in the least deprived quintile, 2% held a provisional driving licence, whilst 18% held no driving licence). The relationships between deprivation level and holding a driving licence were similar amongst those with no disability (Table 4:29).

Table 4:30 shows the likelihood of people with a disability and those with no disability learning to drive in the future, by levels of deprivation. There were no statistically significant differences between deprivation bands amongst those with a disability. In the case of those with no disability, there was a difference in those saying they were never likely to learn to drive in the future, but the pattern was not clear.

Amongst people with a disability, 87% of those in the least deprived quintile travelled by private car at least once a week, a greater proportion when compared with those in the more deprived quintiles (for example, 63% of those in the most deprived quintile) (Table 4:31). Conversely, 3% of people with a disability who were in the least deprived quintile reported travelling by private car less than once a year or never, which was significantly less than those in the least deprived quintile (13%).

Table 4:32 shows the level of access to a car, whether as a driver or not, by different levels of deprivation. Amongst people with a disability, 40% of those in the most deprived quintile did not drive and had no car, a higher proportion when compared with those in less deprived bands (31% of those in the 2nd, 18% of those in the 3rd, 14% of those in the 4th and 11% of those in the 5th (least deprived) band). Looking at people with a disability who were the main driver in their household, 28% of those in the most deprived band reported this, a significantly lower figure compared with the other bands of deprivation, including the least deprived band (64%).

The pattern amongst those with no disability was similar, with those in the most deprived groups less likely to be the main driver, and more likely to be a non-driver in a household with no car, compared with those in the least deprived groups. The differences were statistically significant.

Table 4:29 Type of driving licence held, by Index of Multiple Deprivation (in quintiles), split by disability

Base: All respondents		**Index of Multiple Deprivation**				
Whether individual holds a driving licence - those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Any full driving licence (any vehicle)**	%	44	56	65	75	80
Any provisional driving licence (any vehicle)**	%	10	7	7	4	2
No driving licence**	%	46	37	28	21	18
Unweighted bases		*561*	*586*	*559*	*579*	*480*
Weighted bases		*594*	*590*	*520*	*521*	*425*
		Index of Multiple Deprivation				
Whether individual holds a driving licence - those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Any full driving licence (any vehicle)**	%	63	73	83	89	93
Any provisional driving licence (any vehicle)**	%	11	10	6	4	3
No driving licence**	%	26	17	11	7	4
Unweighted bases		*1,434*	*1,769*	*1,970*	*1,950*	*2,055*
Weighted bases		*1,667*	*1,933*	*2,032*	*1,873*	*1,943*

Table 4:30 Likelihood of learning to drive, by Index of Multiple Deprivation (in quintiles), split by disability						
Base: Non-drivers		**Index of Multiple Deprivation**				
Whether people are likely to learn to drive in the future - those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Within the next year	%	4	4	7	5	2
Within the next 5 years	%	9	11	7	12	12
5 years or more	%	3	5	2	2	-
Never	%	84	80	84	81	86
Unweighted bases		*275*	*201*	*136*	*96*	*52*
Weighted bases		*295*	*205*	*132*	*89*	*49*
		Index of Multiple Deprivation				
Whether people are likely to learn to drive in the future - those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Within the next year	%	13	16	16	15	20
Within the next 5 years	%	36	37	37	25	30
5 years or more	%	6	8	6	6	2
Never*	%	45	39	41	54	48
Unweighted bases		*447*	*368*	*260*	*168*	*107*
Weighted bases		*522*	*431*	*288*	*169*	*107*

Table 4:31 Frequency of car use, by Index of Multiple Deprivation (in quintiles), split by disability						
Base: All respondents		**Index of Multiple Deprivation**				
How frequently respondent travels by private car – those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	63	70	82	86	87
Less than once per week but at least once a month**	%	15	18	8	8	7
Less than once a month but at least once a year**	%	9	5	3	2	3
Less than once a year or never**	%	13	8	6	4	3
Unweighted bases		*562*	*587*	*559*	*579*	*479*
Weighted bases		*599*	*591*	*520*	*521*	*424*
		Index of Multiple Deprivation				
How frequently respondent travels by private car - those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	71	78	89	92	95
Less than once per week but at least once a month**	%	13	11	6	5	3
Less than once a month but at least once a year**	%	9	6	3	1	1
Less than once a year or never**	%	7	5	3	2	1

Table 4:31	Frequency of car use, by Index of Multiple Deprivation (in quintiles), split by disability					
Unweighted bases		*1,434*	*1,772*	*1,973*	*1,950*	*2,055*
Weighted bases		*1,666*	*1,938*	*2,038*	*1,873*	*1,943*

Table 4:32	Access to car, by Index of Multiple Deprivation (in quintiles), split by disability					
Base: All		**Index of Multiple Deprivation**				
Whether respondent has access to a car – those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Main driver**	%	28	37	50	58	64
Not main driver of household car**	%	6	10	11	12	13
Household car but non-driver**	%	17	14	17	11	9
Driver but no car**	%	10	9	4	5	2
Non-driver and no car**	%	40	31	18	14	11
Unweighted bases		*561*	*586*	*557*	*579*	*480*
Weighted bases		*594*	*590*	*518*	*521*	*425*
		Index of Multiple Deprivation				
Whether respondent has access to a car – those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Main driver**	%	43	55	67	73	79
Not main driver of household car*	%	9	11	12	13	12
Household car but non-driver**	%	13	13	10	7	6
Driver but no car**	%	10	7	3	3	2
Non-driver and no car**	%	24	15	8	4	2
Unweighted bases		*1,434*	*1,769*	*1,965*	*1,950*	*2,055*
Weighted bases		*1,667*	*1,933*	*2,028*	*1,873*	*1,943*

4.2.2 Travel by public transport

Travel by public transport has been split into two sections; how often people travelled by public transport, as well as their satisfaction with provision for transport in their local area.

Frequency of use of public transport

Box 4.2.2 Key findings on frequency of use of public transport

- Younger people with disabilities were more likely to use public transport than older people. Generally, these patterns were mirrored among those without disabilities, except for bus use which was more common among older, rather than younger, people without disabilities.
- No significant relationships were found between gender and bus, coach or plane use among disabled people. Some relationships could be observed between gender, train and taxi use for those with disabilities. For example, disabled women were significantly more likely than men to never use trains or to use them less than once a year. However, whilst these relationships were significant, the percentage differences were small, and no clear pattern emerged between gender and public transport use.
- Disabled people of BAME ethnicity were generally more likely to use buses, trains and taxis than those of white ethnicity. Similar patterns could be observed among those without a disability. However, no significant relationships were found between ethnicity and coach or plane use among disabled people.
- Both disabled and non-disabled people living in urban areas were more likely to use buses, trains and coaches than those living in rural areas. No significant relationships were found between urban or rural location and taxi or plane use for those with disabilities, even though non-disabled people living in urban areas were more likely to use taxis than those from rural areas.
- The relationship between employment status and transport use was dependent on the transport type. Disabled and non-disabled people who were not working were more likely to use the bus, whilst those who worked were generally more likely to use trains, planes, and taxis. However, disabled people who were not working were more likely than employed persons to use taxis at least once a week, a relationship not found to be significant among non-disabled people.
- The relationship between household structure and transport use was also dependent on transport type. Generally, disabled and non-disabled adults living alone or as single parents with children were more likely to use buses, trains and taxis than those living with other adults (with or without children). These relationships were mirrored among non-disabled people. However, plane use was slightly more likely among disabled adults living alone.
- The relationships between public transport use and both income and deprivation were dependent on both transport type and frequency but generally remained constant among those with and without disabilities. Those with the lowest income, or in the most deprived groups, were more likely to be regular users of buses and taxis. Those on higher incomes, or in less deprived groups, were more likely to use trains and planes, whilst making more infrequent use of buses and taxis.

Age

Among those with a disability, the youngest age group was significantly more likely than older groups to use the bus regularly. For example, 38% of 18-29-year olds with a disability used the bus at least once a week compared to between 20-27% of older age groups (Table 4:33). The same pattern was also observed for train, taxi and coach use. For example, 18% of those aged between 18-29 used the train between once a week and once a month, compared to 5% of those over 75 (Table 4:34). Similarly, disabled people between 18-29 years old were more likely than older age groups to use taxis at least once a week (14% compared to 9-12%) (Table 4:36). The same patterns were observed among non-disabled people for train and coach use (Table 4:34; Table 4:35). However, older people without disabilities were more likely to use the bus regularly than younger people without disabilities. For example, 37% of those over 75 without a disability used the bus at least once a week compared to 14-32% of younger age groups without a disability (Table 4:33).

Older people with disabilities were also more likely than younger people to never use trains, taxis or planes, or to use these less than once a year. For example, 74% of disabled people 75 and over never used trains or used them less than once a year, compared to 43-58% of younger age groups (Table 4:34). Similarly, 98% of disabled people over 75 never used planes less than once a year or never, compared to 94-96% of younger age groups (Table 4:37). This relationship was also observed among non-disabled people.

Table 4:33 Frequency of bus use, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	38	24	20	27	25
Less than once per week but at least once a month*	%	16	13	10	15	13
Less than once a month but at least once a year**	%	9	13	14	15	7
Less than once a year or never**	%	38	50	55	43	54
Unweighted bases		193	501	726	672	749
Weighted bases		240	549	716	582	645
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	32	20	14	31	37
Less than once per week but at least once a month**	%	12	12	10	17	17
Less than once a month but at least once a year**	%	13	19	20	17	12
Less than once a year or never**	%	43	48	56	35	34
Unweighted bases		1745	3440	2378	1243	667
Weighted bases		2166	3713	2302	1044	554

Table 4:34 Frequency of train use, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week*	%	6	6	4	3	2
Less than once per week but at least once a month**	%	18	15	12	7	5
Less than once a month but at least once a year**	%	32	36	37	31	20
Less than once a year or never**	%	45	43	48	58	74
Unweighted bases		193	502	727	672	749
Weighted bases		240	550	717	582	645
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	15	12	8	6	4
Less than once per week but at least once a month**	%	20	17	16	14	10
Less than once a month but at least once a year**	%	36	43	43	41	32
Less than once a year or never**	%	29	28	33	39	54
Unweighted bases		1744	3439	2377	1243	667
Weighted bases		2165	3712	2301	1044	554

Table 4:35 Frequency of coach use, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a month*	%	4	1	1	1	1
Less than once a month but at least once a year**	%	18	9	8	11	11
Less than once a year or never**	%	78	90	91	88	88
Unweighted bases		193	502	727	672	749
Weighted bases		240	550	717	582	645
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a month**	%	3	1	1	1	2
Less than once a month but at least once a year**	%	17	11	8	13	13
Less than once a year or never**	%	81	87	91	86	85
Unweighted bases		1744	3440	2378	1243	667
Weighted bases		2165	3713	2302	1044	554

Table 4:36 Frequency of taxi use, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	14	12	9	9	12
Less than once per week but at least once a month	%	25	17	16	11	13
Less than once a month but at least once a year	%	27	30	31	33	28
Less than once a year or never*	%	34	41	45	47	47
Unweighted bases		193	502	727	672	748
Weighted bases		240	550	717	582	645
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week**	%	11	8	6	4	7
Less than once per week but at least once a month**	%	29	25	16	10	10
Less than once a month but at least once a year**	%	25	37	38	39	32
Less than once a year or never**	%	34	31	40	47	51
Unweighted bases		1742	3439	2377	1243	667
Weighted bases		2163	3712	2301	1044	554

Table 4:37 Frequency of plane use, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a month	%	1	0	1	0	0
Less than once a month but at least once a year*	%	6	5	4	4	2
Less than once a year or never**	%	94	94	95	96	98
Unweighted bases		193	502	727	672	749
Weighted bases		240	550	717	582	645
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a month	%	1	1	1	1	0
Less than once a month but at least once a year**	%	6	10	9	6	4
Less than once a year or never**	%	93	89	90	94	96
Unweighted bases		1744	3440	2378	1243	667
Weighted bases		2165	3713	2302	1044	554

Sex

No significant relationships were found between gender and bus, coach or plane use among disabled people. However, significant relationships were found among non-disabled people. For example, non-disabled women were more likely than non-disabled men to use the bus more than once a week (26% compared to 21%) (Table 4:38).

Some relationships could be observed between gender and train and taxi use for those with disabilities. For example, disabled women were more likely than men to never use trains or to use them less than once a year (56% compared to 53%) (Table 4:39). The opposite was true among non-disabled people, with non-disabled men being more likely to never use trains or to only use them once a year (56% compared to 53%). Disabled men were also more likely to never use taxis, or to use them once a year, compared to disabled women (46% compared to 42%) (Table 4:41). This pattern was mirrored among those with no disability.

Table 4:38 Frequency of bus use, by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
At least once a week	%	25	26
Less than once per week but at least once a month	%	13	13
Less than once a month but at least once a year	%	12	12
Less than once a year or never	%	50	50
Unweighted bases		1269	1572
Weighted bases		1244	1488
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
At least once a week**	%	21	26
Less than once per week but at least once a month**	%	11	14
Less than once a month but at least once a year	%	17	18
Less than once a year or never**	%	51	43
Unweighted bases		4628	4845
Weighted bases		4880	4899

Table 4:39 Frequency of train use, by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
At least once a week	%	5	3
Less than once per week but at least once a month	%	11	10
Less than once a month but at least once a year	%	32	31
Less than once a year or never*	%	53	56
Unweighted bases		1269	1574
Weighted bases		1244	1491
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
At least once a week**	%	12	9
Less than once per week but at least once a month	%	17	16
Less than once a month but at least once a year**	%	38	44
Less than once a year or never**	%	33	31
Unweighted bases		4626	4844
Weighted bases		4878	4897

Table 4:40 Frequency of coach use, by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
At least once a month	%	1	1
Less than once a month but at least once a year	%	10	11
Less than once a year or never	%	89	88
Unweighted bases		1269	1574
Weighted bases		1244	1491
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
At least once a month*	%	2	1
Less than once a month but at least once a year**	%	11	13
Less than once a year or never	%	87	86
Unweighted bases		4628	4844
Weighted bases		4880	4897

Table 4:41 Frequency of taxi use, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
At least once a week	%	10	12
Less than once per week but at least once a month	%	15	15
Less than once a month but at least once a year	%	29	31
Less than once a year or never*	%	46	42
Unweighted bases		1269	1573
Weighted bases		1244	1490
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
At least once a week	%	7	8
Less than once per week but at least once a month	%	22	21
Less than once a month but at least once a year**	%	33	36
Less than once a year or never**	%	38	35
Unweighted bases		4627	4841
Weighted bases		4879	4894

Table 4:42 Frequency of plane use, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
At least once a month	%	0	0
Less than once a month but at least once a year	%	4	4
Less than once a year or never	%	96	95
Unweighted bases		1269	1574
Weighted bases		1244	1491
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
At least once a month	%	1	1
Less than once a month but at least once a year**	%	9	8
Less than once a year or never**	%	90	92
Unweighted bases		4628	4844
Weighted bases		4880	4897

Ethnicity

Disabled people of BAME ethnicity were more likely than those of white ethnicity to use the bus at least once a week (44% compared with 24%) (Table 4:43). In contrast, those of white ethnicity were also more likely than those of BME ethnicity to never use the bus or use it less than once a year (51% compared with 39%) (Table 4:43). Those of BME ethnicity were also more likely than those of white ethnicity to use trains at least once a week (9% compared to 3%) (Table 4:44). Disabled people of BME ethnicity were more likely than those of white ethnicity to use taxis frequently. For example, 16% of BME respondents took taxis at least once a week compared to 11% of white respondents (Table 4:46). However, white disabled people were more likely to use

taxis more infrequently (i.e. between once a month and once a year) (31% compared to 23%). Similar patterns could be observed among those without a disability.

No significant relationships were found between ethnicity and coach or plane use among disabled people (Table 4:45; Table 4:47).

Table 4:43 Frequency of bus use, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
At least once a week**	%	24	44
Less than once per week but at least once a month	%	13	11
Less than once a month but at least once a year*	%	12	6
Less than once a year or never**	%	51	39
Unweighted bases		2650	189
Weighted bases		2527	203
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
At least once a week**	%	21	41
Less than once per week but at least once a month	%	13	12
Less than once a month but at least once a year**	%	18	12
Less than once a year or never**	%	49	35
Unweighted bases		8195	1273
Weighted bases		8384	1391

Table 4:44 Frequency of train use, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
At least once a week**	%	3	9
Less than once per week but at least once a month	%	10	14
Less than once a month but at least once a year	%	32	24
Less than once a year or never	%	55	53
Unweighted bases		2651	190
Weighted bases		2528	204
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
At least once a week**	%	9	18
Less than once per week but at least once a month	%	17	14
Less than once a month but at least once a year**	%	42	31
Less than once a year or never**	%	31	37
Unweighted bases		8192	1273
Weighted bases		8381	1391

Table 4:45 Frequency of coach use, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
At least once a month	%	1	2
Less than once a month but at least once a year	%	11	10
Less than once a year or never	%	88	88
Unweighted bases		2651	190
Weighted bases		2528	204
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
At least once a month**	%	1	3
Less than once a month but at least once a year**	%	11	16
Less than once a year or never**	%	87	81
Unweighted bases		8194	1273
Weighted bases		8383	1391

Table 4:46 Frequency of taxi use, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
At least once a week*	%	11	16
Less than once per week but at least once a month**	%	14	23
Less than once a month but at least once a year*	%	31	23
Less than once a year or never	%	44	38
Unweighted bases		2650	190
Weighted bases		2527	204
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
At least once a week*	%	7	10
Less than once per week but at least once a month**	%	22	16
Less than once a month but at least once a year**	%	35	29
Less than once a year or never**	%	35	45
Unweighted bases		8191	1272
Weighted bases		8379	1390

Table 4:47 Frequency of plane use, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
At least once a month	%	0	1
Less than once a month but at least once a year	%	4	3
Less than once a year or never	%	96	97
Unweighted bases		2651	190
Weighted bases		2528	204

Table 4:47 Frequency of plane use, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
At least once a month	%	1	1
Less than once a month but at least once a year**	%	9	6
Less than once a year or never**	%	91	94
Unweighted bases		8194	1273
Weighted bases		8383	1391

Urban or rural location

Both disabled and non-disabled people living in urban areas were more likely to use buses, trains and coaches than those living in rural areas. For example, people with disabilities living in urban areas were more likely to use the bus at least once a week (28% compared to 12% of disabled people; 27% compared to 8% of non-disabled people) (Table 4:48). People living in an urban area were also more likely to take the train at least once a week (4% compared to 2% of disabled people; 12% compared to 5% of non-disabled people) (Table 4:49). Similarly, people living in urban areas were more likely than those living in rural areas to use coaches between once a month and once a year (11% compared to 8% of disabled people; 13% compared to 8% of non-disabled people) (Table 4:50).

No significant relationships were found between urban or rural location and taxi or plane use for those with disabilities, despite the fact that non-disabled people living in urban areas were significantly more likely to use taxis than those from rural areas (only 34% of those from urban areas never used taxis or used them less than once a year compared with 48% of those from rural areas) (Table 4:51).

Table 4:48 Frequency of bus use, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
At least once a week**	%	28	12
Less than once per week but at least once a month	%	13	11
Less than once a month but at least once a year	%	12	11
Less than once a year or never**	%	46	66
Unweighted bases		2274	567
Weighted bases		2240	492
Frequency among those with no disability		**Urban**	**Rural**
At least once a week**	%	27	8
Less than once per week but at least once a month**	%	13	8
Less than once a month but at least once a year	%	17	18
Less than once a year or never**	%	43	66
Unweighted bases		7674	1799
Weighted bases		8121	1658

Table 4:49 Frequency of train use, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
At least once a week*	%	4	2
Less than once per week but at least once a month	%	11	9
Less than once a month but at least once a year	%	32	29
Less than once a year or never*	%	54	60
Unweighted bases		2276	567
Weighted bases		2242	492
Frequency among those with no disability		**Urban**	**Rural**
At least once a week**	%	12	5
Less than once per week but at least once a month**	%	17	13
Less than once a month but at least once a year**	%	39	47
Less than once a year or never	%	32	35
Unweighted bases		7671	1799
Weighted bases		8117	1658

Table 4:50 Frequency of coach use, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
At least once a month	%	1	1
Less than once a month but at least once a year*	%	11	8
Less than once a year or never	%	88	91
Unweighted bases		2276	567
Weighted bases		2242	492
Frequency among those with no disability		**Urban**	**Rural**
At least once a month*	%	2	1
Less than once a month but at least once a year**	%	13	8
Less than once a year or never**	%	85	91
Unweighted bases		7673	1799
Weighted bases		8119	1658

Table 4:51 Frequency of taxi use, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
At least once a week	%	13	4
Less than once per week but at least once a month	%	17	8
Less than once a month but at least once a year	%	31	28
Less than once a year or never	%	40	60
Unweighted bases		2276	566
Weighted bases		2242	491
Frequency among those with no disability		**Urban**	**Rural**
At least once a week**	%	9	2
Less than once per week but at least once a month**	%	23	14
Less than once a month but at least once a year	%	34	36
Less than once a year or never**	%	34	48
Unweighted bases		7670	1798
Weighted bases		8116	1657

Table 4:52 Frequency of plane use, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
At least once a month	%	0	1
Less than once a month but at least once a year	%	4	5
Less than once a year or never	%	96	95
Unweighted bases		2276	567
Weighted bases		2242	492
Frequency among those with no disability		**Urban**	**Rural**
At least once a month	%	1	1
Less than once a month but at least once a year	%	8	9
Less than once a year or never	%	91	90
Unweighted bases		7673	1799
Weighted bases		8119	1658

Employment status

The relationship between employment status and transport use was dependent on the transport type. Among both those with a disability and those without, people who were economically inactive were more likely than people who were to use the bus. For example, 28% of working disabled people and 35% of working non-disabled people used the bus at least once a week compared to 18% of economically inactive disabled people and 19% of economically inactive non-disabled people (Table 4:53). However, disabled and non-disabled people who were working were more likely to use trains. For example, 64% of economically inactive disabled people and 40% of economically inactive people without disabilities never used the trains or used them less than once a year compared to 34% workers and 29% of non-disabled workers (Table 4:54). People who were working were also more likely to use planes. For example, 98% of those with a disability who were not working never used planes or used them once a year compared to 91% of those working (Table 4:57). For those without disabilities the figures were 95% and 89% respectively.

Among those with and without a disability, economically inactive people were more likely to never use taxis or to use them less than once a year (46% compared to 40% of disabled people; 45% compared to 33% of non-disabled people) (Table 4:56). However, disabled people who were economically inactive were more likely to use taxis at least once a week than those who were in work (13% compared to 7%). This relationship was not found to be true among non-disabled people.

No significant relationships between employment status and coach use were found for those with disabilities (Table 4:55).

Table 4:53 Frequency of bus use, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
At least once a week**	%	18	28
Less than once per week but at least once a month	%	11	14
Less than once a month but at least once a year**	%	17	10
Less than once a year or never*	%	54	48
Unweighted bases		808	2033
Weighted bases		841	1892
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
At least once a week**	%	19	35
Less than once per week but at least once a month**	%	11	16
Less than once a month but at least once a year**	%	19	14
Less than once a year or never**	%	51	36
Unweighted bases		6438	3035
Weighted bases		6926	2854

Table 4:54 Frequency of train use, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
At least once a week**	%	7	2
Less than once per week but at least once a month**	%	17	7
Less than once a month but at least once a year**	%	41	27
Less than once a year or never**	%	34	64
Unweighted bases		808	2035
Weighted bases		841	1894
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
At least once a week**	%	12	7
Less than once per week but at least once a month	%	17	15
Less than once a month but at least once a year**	%	42	37
Less than once a year or never**	%	29	40
Unweighted bases		6436	3034
Weighted bases		6923	2853

Table 4:55 Frequency of coach use, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
At least once a month	%	1	1
Less than once a month but at least once a year	%	12	10
Less than once a year or never	%	87	89
Unweighted bases		808	2035
Weighted bases		841	1894
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
At least once a month	%	1	2
Less than once a month but at least once a year*	%	11	13
Less than once a year or never**	%	87	85
Unweighted bases		6437	3035
Weighted bases		6924	2854

Table 4:56 Frequency of taxi use, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
At least once a week**	%	7	13
Less than once per week but at least once a month*	%	18	14
Less than once a month but at least once a year**	%	35	28
Less than once a year or never*	%	40	46
Unweighted bases		808	2034
Weighted bases		841	1893
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
At least once a week	%	8	7
Less than once per week but at least once a month**	%	24	15
Less than once a month but at least once a year	%	35	33
Less than once a year or never**	%	33	45
Unweighted bases		6435	3033
Weighted bases		6922	2852

Table 4:57 Frequency of plane use, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
At least once a month	%	1	0
Less than once a month but at least once a year**	%	8	2
Less than once a year or never**	%	91	98
Unweighted bases		808	2035
Weighted bases		841	1894
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
At least once a month**	%	1	0
Less than once a month but at least once a year**	%	10	4
Less than once a year or never**	%	89	95
Unweighted bases		6437	3035
Weighted bases		6924	2854

Household structure

The dataset groups households into four types: single adults, multiple adults with no children, single parent families and two or more adults and children.

The relationship between household structure and transport use was dependent on transport type. Among those with a disability, single adults were more likely to use the bus at least once a week than those who lived with other adults or children (34% compared with 22-23% of other groups) (Table 4:58). Among those with a disability, people living in single parent families were more likely to use the train than other household structures. For example, 39% of those in single parent families used the train between once a month and once a year, compared to 25% of adults living alone, 33% of those living with other adults and 37% of those living with two or more adults and children. (Table 4:59). Single parent families were also more likely to use taxis at least once a week (18% compared to 9-15% of other groups) (Table 4:61). Similar patterns could be observed among non-disabled people.

Disabled people living in households containing multiple adults and children were more likely than those living in other housing structures to never use the bus or use it less than once a year (54% compared to 43-52% of other groups) (Table 4:58). The same relationship was observed among non-disabled people. Households with multiple adults but no children were also more likely to never use taxis or use them less than once a year (46% compared to 23-45%) (Table 4:61). This relationship was different among non-disabled people, with households with two or more adults **and** children being more likely to never use taxis or use them less than once a year (38% compared to 28-36%) (Table 4:61).

Among disabled people, single adults were more likely to never use planes or use them less than once a year, 98% compared with 94-95% (Table 4:62). No significant relationships were found between household structure and coach use for those with disabilities (Table 4:60).

Table 4:58 Frequency of bus use, by household structure, split by disability

		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	34	22	23	22
Less than once per week but at least once a month	%	14	12	9	13
Less than once a month but at least once a year**	%	8	14	16	12
Less than once a year or never**	%	43	52	53	54
Unweighted bases		787	1671	50	333
Weighted bases		754	1579	48	352
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	36	23	33	21
Less than once per week but at least once a month	%	12	13	12	12
Less than once a month but at least once a year	%	15	17	20	18
Less than once a year or never**	%	37	47	35	50
Unweighted bases		1021	5319	232	2901
Weighted bases		1048	5480	218	3033

Table 4:59 Frequency of train use, by household structure, split by disability

		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week	%	4	4	-	3
Less than once per week but at least once a month*	%	7	11	14	13
Less than once a month but at least once a year**	%	25	33	39	37
Less than once a year or never**	%	63	53	47	48
Unweighted bases		788	1672	50	333
Weighted bases		756	1580	48	352
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week	%	11	10	6	11
Less than once per week but at least once a month	%	17	17	18	15
Less than once a month but at least once a year	%	39	41	46	41
Less than once a year or never	%	33	31	30	33
Unweighted bases		1021	5316	232	2901
Weighted bases		1048	5476	218	3033

Table 4:60 Frequency of coach use, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a month	%	1	1	2	2
Less than once a month but at least once a year	%	11	11	8	7
Less than once a year or never	%	88	88	90	91
Unweighted bases		788	1672	50	333
Weighted bases		756	1580	48	352
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a month	%	2	1	1	2
Less than once a month but at least once a year**	%	15	13	14	10
Less than once a year or never**	%	83	86	84	89
Unweighted bases		1021	5318	232	2901
Weighted bases		1048	5478	218	3033

Table 4:61 Frequency of taxi use, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	15	9	18	10
Less than once per week but at least once a month	%	17	14	25	14
Less than once a month but at least once a year	%	28	31	35	30
Less than once a year or never**	%	40	46	23	45
Unweighted bases		787	1672	50	333
Weighted bases		755	1580	48	352
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week**	%	8	8	15	7
Less than once per week but at least once a month	%	22	21	26	21
Less than once a month but at least once a year	%	35	34	34	36
Less than once a year or never**	%	34	38	26	36
Unweighted bases		1021	5315	232	2900
Weighted bases		1048	5475	218	3032

Table 4:62 Frequency of plane use, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2+ adults and children**
At least once a month**	%	0	1	-	0
Less than once a month but at least once a year*	%	2	4	6	6
Less than once a year or never*	%	98	95	94	94
Unweighted bases		788	1672	50	333
Weighted bases		756	1580	48	352
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2+ adults and children**
At least once a month**	%	1	1	-	1
Less than once a month but at least once a year	%	8	8	8	8
Less than once a year or never	%	91	91	92	91
Unweighted bases		1021	5318	232	2901
Weighted bases		1048	5478	218	3033

Household income and Index of Multiple Deprivation

The relationship between income, deprivation and transport use was dependent on both transport type and frequency. Similar relationships were observed between public transport use and both income and deprivation. Therefore, these variables are described together.

Among those with a disability, those with the lowest incomes or in the most deprived quintile were more likely to use the bus regularly than wealthier or less deprived groups. For example, 40% of those in the most deprived quintile used the bus at least once a week compared to 15-29% of less deprived quintiles (Table 4:68). Disabled people with the lowest incomes, or in the most deprived quintile, were also more likely to use taxis regularly. For example, 15% of those in the lowest income quintile used taxis at least once a week compared to 8-10% of those with higher incomes (Table 4:66). It seems somewhat counterintuitive that disabled people with lower incomes would be more likely travel regularly by taxi than people on higher incomes, however, the lowest income quintile also reported more serious disabilities and less access to a private car. Nearly half (46%) of the lowest income quintile said their day-to-day activities were affected a lot by their disability, compared to 22% of in the highest quintile (Table 4:73). Similarly, 41% of disabled people in the lowest income quintile were non-drivers living in a household with no car, compared to 14% of people in the highest income quintile (Table 4:28). This suggests that the lower income group may be more like to travel by taxi regularly because they need to do so, given they have more serious disabilities (that were associated with less frequent use of public transport like busses) and less access to a household car.

Those with higher incomes were also more likely to make more infrequent use of buses and taxis. For example, 38% of disabled people in the highest income quintile used taxis between once a month and once a year compared to 24% of people in the lowest quintile (Table 4:66). Similarly, 15% of disabled people in the least deprived quintile used the bus between once a month and once a year compared to 8% of the most deprived quintile (Table 4:68). Disabled people in the highest income bracket were also

more likely to use the train at all frequencies when compared to those with the lowest incomes. For example, 9% of those in the highest income quintile used the train at least once a week compared to 2% of those in the lowest income quintile (Table 4:64). Similar patterns were found in the deprivation data, with 58% of disabled people in the most deprived quintile never using trains, or using them less than once a year, compared to 47% of people in the least deprived quintile (Table 4:69). Those with higher incomes, or in the least deprived groups, were also more likely to use planes. For example, 90% of the highest income bracket never used planes or only used them once a year compared to 99% of the lowest income group (Table 4:67). Similar patterns were observed among non-disabled people.

Those on the highest incomes were slightly (but significantly) less likely to use coaches. Ninety-one per cent of disabled people in the highest income bracket never used coaches or use them less than once a year, compared to 84-90% of those in lower income brackets (Table 4:65). However, no clear relationships were observed between coach use and deprivation among disabled people (Table 4:70).

Table 4:63 Frequency of bus use, by household income (in quintiles), split by disability

Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	33	26	19	19	23
Less than once per week but at least once a month	%	13	13	13	14	11
Less than once a month but at least once a year*	%	9	12	13	14	14
Less than once a year or never	%	46	49	54	53	52
Unweighted bases		748	777	561	408	347
Weighted bases		747	743	521	384	337
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	39	29	19	18	18
Less than once per week but at least once a month	%	13	11	14	12	12
Less than once a month but at least once a year**	%	11	15	19	21	18
Less than once a year or never**	%	37	45	48	49	52
Unweighted bases		1498	1706	1959	2170	2140
Weighted bases		1587	1714	1981	2298	2198

Table 4:64 Frequency of train use, by household income (in quintiles), split by disability

Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	2	2	4	7	9
Less than once per week but at least once a month**	%	8	8	10	13	17
Less than once a month but at least once a year**	%	26	29	32	39	39
Less than once a year or never**	%	64	61	55	41	35
Unweighted bases		749	778	561	408	347
Weighted bases		748	745	521	384	337

Frequency among those with no disability		1st (lowest income)	2nd	3rd	4th	5th (highest income
At least once a week**	%	9	7	8	11	17
Less than once per week but at least once a month**	%	14	12	14	19	22
Less than once a month but at least once a year**	%	36	37	44	44	41
Less than once a year or never**	%	41	44	34	26	21
Unweighted bases		1497	1705	1958	2170	2140
Weighted bases		1586	1714	1980	2298	2198

Table 4:65 Frequency of coach use, by household income (in quintiles), split by disability

Frequency among those with a disability		1st (lowest income)	2nd	3rd	4th	5th (highest income
At least once a month	%	1	2	1	1	1
Less than once a month but at least once a year*	%	9	14	10	9	8
Less than once a year or never**	%	90	84	89	90	91
Unweighted bases		749	778	561	408	347
Weighted bases		748	745	521	384	337
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a month*	%	3	2	1	1	1
Less than once a month but at least once a year*	%	13	14	12	12	9
Less than once a year or never**	%	84	84	86	87	90
Unweighted bases		1498	1706	1958	2170	2140
Weighted bases		1587	1714	1980	2298	2198

Table 4:66 Frequency of taxi use, by household income (in quintiles), split by disability

Frequency among those with a disability		1st (lowest income)	2nd	3rd	4th	5th (highest income
At least once a week**	%	15	10	8	9	10
Less than once per week but at least once a month**	%	13	14	13	15	24
Less than once a month but at least once a year**	%	24	29	32	36	38
Less than once a year or never**	%	48	47	47	40	29
Unweighted bases		748	778	561	408	347
Weighted bases		747	745	521	384	337
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a week**	%	12	8	6	5	8
Less than once per week but at least once a month**	%	19	16	18	23	29
Less than once a month but at least once a year**	%	29	30	37	37	37
Less than once a year or never**	%	40	47	39	34	26

Unweighted bases		1498	1706	1957	2169	2138
Weighted bases		1587	1714	1979	2297	2196

Table 4:67 Frequency of plane use, by household income (in quintiles), split by disability

Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a month	%	0	1	0	0	1
Less than once a month but at least once a year**	%	1	3	4	6	10
Less than once a year or never**	%	99	96	96	94	90
Unweighted bases		749	778	561	408	347
Weighted bases		748	745	521	384	337
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
At least once a month**	%	0	1	1	1	2
Less than once a month but at least once a year**	%	3	5	6	8	16
Less than once a year or never**	%	96	95	93	91	83
Unweighted bases		1498	1706	1958	2170	2140
Weighted bases		1587	1714	1980	2298	2198

Table 4:68 Frequency of bus use, by Index of Multiple Deprivation (in quintiles), split by disability

Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	40	29	22	15	15
Less than once per week but at least once a month*	%	10	15	11	15	16
Less than once a month but at least once a year**	%	8	12	12	14	15
Less than once a year or never**	%	42	45	55	56	54
Unweighted bases		561	586	559	579	480
Weighted bases		598	590	520	521	425
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	39	30	23	16	12
Less than once per week but at least once a month	%	14	13	12	13	12
Less than once a month but at least once a year**	%	11	17	17	19	21
Less than once a year or never**	%	36	41	48	52	55
Unweighted bases		1434	1772	1974	1950	2055
Weighted bases		1666	1938	2039	1873	1943

Table 4:69 Frequency of train use, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week	%	4	4	4	4	3
Less than once per week but at least once a month	%	10	10	10	11	10
Less than once a month but at least once a year**	%	28	28	29	35	40
Less than once a year or never**	%	58	59	57	50	47
Unweighted bases		562	587	559	579	480
Weighted bases		599	591	520	521	425
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week	%	11	10	11	10	11
Less than once per week but at least once a month	%	15	16	15	17	19
Less than once a month but at least once a year**	%	35	38	40	45	46
Less than once a year or never**	%	39	36	34	29	24
Unweighted bases		1434	1771	1972	1950	2055
Weighted bases		1666	1937	2037	1873	1943

Table 4:70 Frequency of coach use, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a month**	%	2	1	-	1	1
Less than once a month but at least once a year*	%	8	15	9	9	10
Less than once a year or never*	%	90	83	91	90	89
Unweighted bases		562	587	559	579	480
Weighted bases		599	591	520	521	425
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a month	%	2	2	1	2	1
Less than once a month but at least once a year**	%	13	16	13	9	9
Less than once a year or never**	%	85	82	86	89	89
Unweighted bases		1434	1772	1973	1950	2055
Weighted bases		1666	1938	2037	1873	1943

Table 4:71 Frequency of taxi use, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	19	12	8	8	6
Less than once per week but at least once a month**	%	20	17	14	12	12
Less than once a month but at least once a year*	%	25	29	31	32	35
Less than once a year or never**	%	36	42	48	49	48
Unweighted bases		562	587	559	579	479
Weighted bases		599	591	520	521	424
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week**	%	12	7	7	6	5
Less than once per week but at least once a month**	%	24	26	20	19	19
Less than once a month but at least once a year**	%	30	30	35	37	40
Less than once a year or never	%	35	37	38	38	36
Unweighted bases		1434	1770	1973	1949	2055
Weighted bases		1666	1936	2037	1872	1943

Table 4:72 Frequency of plane use, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a month	%	0	0	0	0	0
Less than once a month but at least once a year*	%	2	5	4	4	6
Less than once a year or never*	%	98	95	96	96	93
Unweighted bases		562	587	559	579	480
Weighted bases		599	591	520	521	425
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a month*	%	0	0	1	1	1
Less than once a month but at least once a year*	%	6	7	8	9	10
Less than once a year or never**	%	94	93	91	90	89
Unweighted bases		1434	1772	1973	1950	2055
Weighted bases		1666	1938	2037	1873	1943

Table 4:73 How much day-to-day activities are affected by disability, by Household Income (among people with a disability)

How much day-to- day activities are affected by disability		Lowest income 20%	2nd	3rd	4th	Highest income 20%
A lot	%	46	36	30	24	22
A little	%	37	41	39	35	37
Not at all	%	17	23	31	41	41
Unweighted bases		749	778	561	408	347
Weighted bases		748	745	521	384	337

4.2.3 Satisfaction with public transport

Box 4.2.2 Key findings on satisfaction with public transport

- The relationships between age and satisfaction differed depending on transport type. Whilst people between 30-64 years with and without disabilities were more likely to be dissatisfied with roads, older people (aged 75+) with disabilities were significantly less likely to be satisfied with trains. Among those with and without disabilities, those over 75 were also significantly more likely to answer "don't know" to the satisfaction questions about trains and roads.
- Few significant relationships were found between sex and satisfaction with public transport among disabled people, although men were more likely to be satisfied with major roads and women more likely to answer "don't know" to road satisfaction questions.
- Disabled and non-disabled people of BAME ethnicity were significantly more likely than those of white ethnicity to be satisfied with buses and major roads. However, there were no significant relationships between ethnicity and satisfaction with train services or local roads.
- Disabled and non-disabled people living in urban areas were more likely to be satisfied with local buses than those living in rural areas. However, no significant relationships were found among disabled people between satisfaction with train services, major or local roads and urban or rural location
- People in employment were less likely to be satisfied with buses, trains and major roads. These relationships were significant for those with and without disabilities. However, economically inactive people (with and without disabilities) were also more likely to answer "don't know" to whether they were satisfied with trains, major and local roads.
- Both disabled and non-disabled people living in households with multiple adults and no children were the most likely to be dissatisfied with trains and roads, whilst single people were the most likely to answer "don't know" to the satisfaction questions.
- Among people with disabilities, those with lower incomes or higher levels of deprivation were more likely to be satisfied with buses and major roads. Those in the highest income quintiles, or least deprived groups, were also more likely to answer "don't know" to the satisfaction questions.

Age

Among disabled people, those between 30-64 years were more likely to be dissatisfied with roads than other age groups. For example, 24% of disabled people aged 50-64 were dissatisfied with major roads compared to 14% of 18-29-year olds and 13% of those over 75 (Table 4:76). Similarly, 57% of disabled people aged 30-49 were dissatisfied with local roads compared to 38% of 18-29-year olds and 43% of those over 75 (Table 4:77). However, the oldest group of disabled people (aged 75+) were less likely than younger groups to be satisfied with train services (28% compared with 36-41%; Table 4:75). This relationship was not significant among those without disabilities, where no clear pattern could be observed.

Among disabled people, there were no significant relationships between satisfaction with local bus services and age (Table 4:74).

Those over 75 with disabilities were more likely than younger groups to answer "don't know" to the satisfaction questions about trains and roads. For example, half of those over 75% answered "don't know" to the question "overall, how satisfied or dissatisfied

are you with train services?" compared to 17-36% of younger age groups (Table 4:75). Generally, this relationship was mirrored among those without disabilities.

Table 4:74 Satisfaction with local bus services, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied	%	9	10	14	20	22
Fairly satisfied	%	38	30	28	26	27
Neither satisfied nor dissatisfied	%	10	12	14	8	10
Fairly dissatisfied	%	15	11	10	11	9
Very dissatisfied	%	11	8	9	9	7
No local bus services in my area	%	3	2	3	5	6
Don't know	%	14	26	20	21	19
Unweighted bases		84	282	439	417	508
Weighted bases		121	294	362	286	314
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied**	%	15	15	16	27	30
Fairly satisfied**	%	36	31	26	28	29
Neither satisfied nor dissatisfied	%	17	14	11	12	8
Fairly dissatisfied**	%	8	11	11	7	7
Very dissatisfied**	%	5	6	9	7	7
No local bus services in my area	%	2	2	3	5	6
Don't know**	%	16	21	24	13	14
Unweighted bases		584	1707	1198	731	445
Weighted bases		1101	1843	1150	528	283

Table 4:75 Satisfaction with train services, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied*	%	10	7	10	11	11
Fairly satisfied*	%	31	28	26	28	16
Neither satisfied nor dissatisfied	%	31	17	19	12	12
Fairly dissatisfied**	%	3	14	13	9	5
Very dissatisfied**	%	9	9	7	4	4
Don't know**	%	17	23	23	36	50
Unweighted bases		84	282	439	417	508
Weighted bases		121	294	362	286	314

Table 4:75 Satisfaction with train services, by age, split by disability						
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied*	%	12	12	10	15	18
Fairly satisfied*	%	40	41	38	37	25
Neither satisfied nor dissatisfied	%	17	15	15	14	10
Fairly dissatisfied**	%	13	13	15	8	6
Very dissatisfied**	%	6	6	8	5	4
Don't know**	%	10	13	13	20	34
Unweighted bases		584	1707	1199	731	446
Weighted bases		1101	1843	1152	528	284

Table 4:76 Satisfaction with major roads, by age, split by disability						
		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied	%	10	6	7	8	8
Fairly satisfied	%	38	35	37	34	31
Neither satisfied nor dissatisfied	%	18	23	17	22	12
Fairly dissatisfied**	%	4	13	17	13	9
Very dissatisfied**	%	10	9	6	6	4
Don't know**	%	20	14	14	18	35
Unweighted bases		84	281	439	417	508
Weighted bases		121	293	362	286	314
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied	%	11	9	10	8	10
Fairly satisfied	%	41	43	40	44	41
Neither satisfied nor dissatisfied	%	23	18	17	17	13
Fairly dissatisfied**	%	8	15	17	15	9
Very dissatisfied**	%	4	7	10	7	7
Don't know**	%	12	9	7	8	19
Unweighted bases		584	1707	1199	731	445
Weighted bases		1101	1843	1152	528	283

Table 4:77 Satisfaction with local roads, by age, split by disability						
		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied	%	6	2	3	5	4
Fairly satisfied	%	34	27	28	27	31
Neither satisfied nor dissatisfied	%	18	12	13	15	12
Fairly dissatisfied*	%	21	27	28	25	23
Very dissatisfied*	%	17	30	26	25	20
Don't know**	%	3	1	2	3	10
Unweighted bases		84	282	439	417	508
Weighted bases		121	294	362	286	314
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Very satisfied**	%	7	6	4	4	5
Fairly satisfied**	%	37	35	28	29	38
Neither satisfied nor dissatisfied	%	18	14	14	13	9
Fairly dissatisfied*	%	22	26	32	30	20
Very dissatisfied*	%	12	17	21	21	24
Don't know	%	3	2	2	2	3
Unweighted bases		584	1707	1198	731	445
Weighted bases		1101	1843	1151	528	283

Sex

Few significant relationships were found between sex and satisfaction with public transport. Men with disabilities were more likely to be satisfied with major roads (46% compared to 39%; Table 4:80). However, the same relationship was not found for satisfaction with local roads or amongst those without disabilities. Women with disabilities were more likely to answer "don't know" to road satisfaction questions (24% compared to 15% for major roads and 5% compared to 3% for local roads; Table 4:80; Table 4:81).

Among disabled people, there were no significant relationships between sex and satisfaction with bus and train services (Table 4:78; Table 4:79).

Table 4:78 Satisfaction with local bus services, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Very satisfied	%	15	16
Fairly satisfied	%	28	30
Neither satisfied nor dissatisfied	%	13	10
Fairly dissatisfied	%	9	12
Very dissatisfied	%	8	9
No local bus services in my area	%	4	4
Don't know	%	23	19
Unweighted bases		703	1027
Weighted bases		624	754

Table 4:78 Satisfaction with local bus services, by sex, split by disability			
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Very satisfied	%	17	18
Fairly satisfied	%	32	29
Neither satisfied nor dissatisfied	%	13	13
Fairly dissatisfied**	%	8	11
Very dissatisfied**	%	6	8
No local bus services in my area	%	3	3
Don't know*	%	21	18
Unweighted bases		2053	2612
Weighted bases		2446	2460

Table 4:79 Satisfaction with train services, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Very satisfied	%	10	10
Fairly satisfied	%	27	24
Neither satisfied nor dissatisfied	%	17	16
Fairly dissatisfied	%	11	9
Very dissatisfied	%	6	6
Don't know	%	29	34
Unweighted bases		703	1027
Weighted bases		624	754
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Very satisfied	%	12	13
Fairly satisfied	%	38	39
Neither satisfied nor dissatisfied	%	15	16
Fairly dissatisfied	%	13	12
Very dissatisfied	%	7	6
Don't know	%	14	14
Unweighted bases		2054	2613
Weighted bases		2447	2461

Table 4:80 Satisfaction with major roads, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Very satisfied*	%	9	7
Fairly satisfied*	%	37	33
Neither satisfied nor dissatisfied	%	18	19
Fairly dissatisfied	%	12	13
Very dissatisfied	%	9	5
Don't know**	%	15	24
Unweighted bases		702	1027
Weighted bases		623	754
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Very satisfied	%	10	9
Fairly satisfied	%	43	41
Neither satisfied nor dissatisfied	%	18	19
Fairly dissatisfied*	%	14	12
Very dissatisfied*	%	8	6
Don't know**	%	8	11
Unweighted bases		2053	2613
Weighted bases		2447	2461

Table 4:81 Satisfaction with local roads, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Very satisfied	%	3	4
Fairly satisfied	%	28	29
Neither satisfied nor dissatisfied	%	13	13
Fairly dissatisfied	%	25	25
Very dissatisfied	%	27	23
Don't know*	%	3	5
Unweighted bases		703	1027
Weighted bases		624	754
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Very satisfied	%	5	6
Fairly satisfied	%	34	33
Neither satisfied nor dissatisfied	%	15	14
Fairly dissatisfied	%	26	27
Very dissatisfied	%	18	17
Don't know	%	2	2
Unweighted bases		2052	2613
Weighted bases		2446	2461

Ethnicity

Those of BAME ethnicity were more likely than those of white ethnicity to be satisfied with bus services (60% compared to 44%; Table 4:82). Disabled people of white ethnicity were also significantly more likely to be dissatisfied with major roads (20% compared to 9%; Table 4:84). The same relationships were also significant among those without disabilities.

Among disabled people, there were no significant relationships between ethnicity and satisfaction with train services or local roads (Table 4:83; Table 4:85).

Table 4:82 Satisfaction with local bus services, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Very satisfied*	%	15	22
Fairly satisfied*	%	28	38
Neither satisfied nor dissatisfied	%	11	9
Fairly dissatisfied	%	11	6
Very dissatisfied	%	9	5
No local bus services in my area	%	4	2
Don't know	%	21	18
Unweighted bases	%	1635	94
Weighted bases		1287	89
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Very satisfied**	%	16	24
Fairly satisfied**	%	29	37
Neither satisfied nor dissatisfied	%	14	9
Fairly dissatisfied	%	10	8
Very dissatisfied	%	7	5
No local bus services in my area	%	3	1
Don't know	%	20	15
Unweighted bases		4108	554
Weighted bases		4162	741

Table 4:83 Satisfaction with train services, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Very satisfied	%	10	9
Fairly satisfied	%	25	22
Neither satisfied nor dissatisfied	%	17	14
Fairly dissatisfied	%	10	3
Very dissatisfied	%	6	7
Don't know	%	31	44
Unweighted bases	%	1635	94
Weighted bases		1287	89

Table 4:83 Satisfaction with train services, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Very satisfied**	%	12	17
Fairly satisfied**	%	38	43
Neither satisfied nor dissatisfied	%	16	11
Fairly dissatisfied	%	13	12
Very dissatisfied	%	7	4
Don't know	%	15	13
Unweighted bases		4110	554
Weighted bases		4164	741

Table 4:84 Satisfaction with major roads, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Very satisfied	%	8	6
Fairly satisfied	%	35	35
Neither satisfied nor dissatisfied	%	18	17
Fairly dissatisfied*	%	13	4
Very dissatisfied*	%	7	5
Don't know	%	19	31
Unweighted bases		1635	93
Weighted bases		1287	88
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Very satisfied	%	8	17
Fairly satisfied	%	42	38
Neither satisfied nor dissatisfied	%	19	15
Fairly dissatisfied**	%	14	9
Very dissatisfied**	%	7	6
Don't know**	%	8	15
Unweighted bases		4109	554
Weighted bases		4164	741

Table 4:85 Satisfaction with local roads, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Very satisfied	%	3	8
Fairly satisfied	%	28	35
Neither satisfied nor dissatisfied	%	13	16
Fairly dissatisfied	%	26	19
Very dissatisfied	%	25	16
Don't know	%	4	6
Unweighted bases		1635	94
Weighted bases		1287	89
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Very satisfied**	%	4	11
Fairly satisfied**	%	32	41
Neither satisfied nor dissatisfied	%	15	11
Fairly dissatisfied**	%	28	21
Very dissatisfied**	%	19	12
Don't know	%	2	4
Unweighted bases		4108	554
Weighted bases		4163	741

Urban or rural location

Disabled people living in urban areas were more likely to be satisfied with local buses than those living in rural areas (49% compared to 26%; Table 4:86). This relationship was also significant among those without a disability. Among disabled people, there were no significant relationships between satisfaction with train services, major or local roads and urban or rural location (Table 4:87; Table 4:88; Table 4:89).

Table 4:86 Satisfaction with local bus services, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
Very satisfied**	%	18	8
Fairly satisfied**	%	32	18
Neither satisfied nor dissatisfied	%	10	16
Fairly dissatisfied**	%	10	13
Very dissatisfied**	%	7	15
No local bus services in my area	%	2	11
Don't know	%	21	19
Unweighted bases		1388	342
Weighted bases		1110	267

Table 4:86 Satisfaction with local bus services, by whether household is in an urban or rural area, split by disability			
Frequency among those with no disability		**Urban**	**Rural**
Very satisfied**	%	20	7
Fairly satisfied**	%	33	20
Neither satisfied nor dissatisfied	%	13	14
Fairly dissatisfied**	%	9	12
Very dissatisfied**	%	6	13
No local bus services in my area	%	2	11
Don't know*	%	19	23
Unweighted bases		3761	904
Weighted bases		4091	814

Table 4:87 Satisfaction with train services , by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
Very satisfied	%	10	9
Fairly satisfied	%	26	22
Neither satisfied nor dissatisfied	%	15	22
Fairly dissatisfied	%	10	10
Very dissatisfied	%	6	7
Don't know	%	33	28
Unweighted bases		1388	342
Weighted bases		1110	267
Frequency among those with no disability		**Urban**	**Rural**
Very satisfied**	%	13	11
Fairly satisfied**	%	40	34
Neither satisfied nor dissatisfied	%	14	18
Fairly dissatisfied	%	13	12
Very dissatisfied	%	6	7
Don't know	%	14	17
Unweighted bases		3763	904
Weighted bases		4093	814

Table 4:88 Satisfaction with major roads, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
Very satisfied	%	7	9
Fairly satisfied	%	34	39
Neither satisfied nor dissatisfied	%	19	17
Fairly dissatisfied	%	12	14
Very dissatisfied	%	6	8
Don't know**	%	22	13
Unweighted bases		1387	342
Weighted bases		1110	267
Frequency among those with no disability		**Urban**	**Rural**
Very satisfied	%	10	9
Fairly satisfied	%	41	45
Neither satisfied nor dissatisfied	%	19	17
Fairly dissatisfied*	%	13	16
Very dissatisfied*	%	7	8
Don't know**	%	10	4
Unweighted bases		3763	903
Weighted bases		4093	814

Table 4:89 Satisfaction with local roads, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
Very satisfied	%	4	3
Fairly satisfied	%	29	29
Neither satisfied nor dissatisfied	%	13	12
Fairly dissatisfied	%	25	28
Very dissatisfied	%	25	25
Don't know	%	4	3
Unweighted bases		1388	342
Weighted bases		1110	267
Frequency among those with no disability		**Urban**	**Rural**
Very satisfied	%	5	4
Fairly satisfied	%	34	33
Neither satisfied nor dissatisfied	%	15	14
Fairly dissatisfied**	%	26	29
Very dissatisfied**	%	17	19
Don't know	%	3	1
Unweighted bases		3762	903
Weighted bases		4093	814

Employment status

Economically inactive disabled people were more likely to be satisfied with bus services than those who were employed (49% compared to 37%; Table 4:90). Disabled people who were not working were also less likely than those in employment to be dissatisfied with trains (13% compared to 22%; Table 4:91) and major roads (17% compared to 24%;Table 4:92).

Economically inactive disabled people were more likely than those in employment to answer "don't know" to whether they were satisfied with trains (39% compared to 17%; Table 4:91), major roads (26% compared to 7%; Table 4:92) or local roads (6% compared to 0%; Table 4:93).

The relationships described above were also significant among those without a disability.

Table 4:90 Satisfaction with local bus services, by economic activity status, split by disability

		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Very satisfied**	%	10	19
Fairly satisfied**	%	27	30
Neither satisfied nor dissatisfied	%	16	9
Fairly dissatisfied	%	10	11
Very dissatisfied	%	9	8
No local bus services in my area	%	4	4
Don't know	%	24	19
Unweighted bases		429	1301
Weighted bases		449	929
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Very satisfied**	%	16	20
Fairly satisfied**	%	28	36
Neither satisfied nor dissatisfied	%	14	11
Fairly dissatisfied	%	10	9
Very dissatisfied	%	7	6
No local bus services in my area	%	3	4
Don't know**	%	22	14
Unweighted bases		2967	1698
Weighted bases		3399	1506

Table 4:91 Satisfaction with train services, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	8	11
Fairly satisfied	%	31	22
Neither satisfied nor dissatisfied	%	22	14
Fairly dissatisfied**	%	13	8
Very dissatisfied**	%	9	5
Don't know**	%	17	39
Unweighted bases		429	1301
Weighted bases		449	929
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	11	14
Fairly satisfied	%	40	37
Neither satisfied nor dissatisfied	%	15	15
Fairly dissatisfied**	%	14	10
Very dissatisfied**	%	8	4
Don't know**	%	12	20
Unweighted bases		2968	1699
Weighted bases		3401	1507

Table 4:92 Satisfaction with major roads, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	7	8
Fairly satisfied	%	40	32
Neither satisfied nor dissatisfied	%	21	17
Fairly dissatisfied*	%	15	11
Very dissatisfied*	%	9	5
Don't know*	%	7	26
Unweighted bases		429	1300
Weighted bases		449	928
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	10	9
Fairly satisfied	%	41	43
Neither satisfied nor dissatisfied	%	19	17
Fairly dissatisfied**	%	14	12
Very dissatisfied**	%	8	5
Don't know**	%	8	13
Unweighted bases		2968	1698
Weighted bases		3401	1506

Table 4:93 Satisfaction with local roads, by economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	2	4
Fairly satisfied	%	32	27
Neither satisfied nor dissatisfied	%	11	14
Fairly dissatisfied	%	27	25
Very dissatisfied	%	28	23
Don't know**	%	0	6
Unweighted bases		429	1301
Weighted bases		449	929
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Very satisfied	%	5	6
Fairly satisfied	%	33	34
Neither satisfied nor dissatisfied	%	15	14
Fairly dissatisfied	%	27	26
Very dissatisfied	%	18	17
Don't know	%	2	3
Unweighted bases		2967	1698
Weighted bases		3400	1506

Household structure

Those living in households with multiple adults and no children were more likely than those living in other household structures to be dissatisfied with trains (19% compared to 9-15%; Table 4:95) and major roads (24% compared to 11-21%; Table 4:96). Multiple adults with no children were also more likely to be dissatisfied with local roads (54% compared to 40-53%), alongside multiple adults with children (54%; Table 4:97). The patterns were similar among non-disabled people.

Single disabled people were more likely than other household groups to answer "don't know" to the satisfaction questions about trains (41% compared with 26-28%; Table 4:95), major roads (38% compared to 12-23%; Table 4:96) and local roads (11% compared to 1-9%; Table 4:97). The same relationship was found to be significant among non-disabled people.

Among disabled people, there were no significant relationships between satisfaction with bus services and household structure (Table 4:94).

Table 4:94 Satisfaction with local bus services, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	20	15	7	12
Fairly satisfied	%	29	28	36	34
Neither satisfied nor dissatisfied	%	7	12	11	16
Fairly dissatisfied	%	9	11	21	12
Very dissatisfied	%	9	9	8	7
No local bus services in my area	%	5	4	-	2
Don't know	%	20	21	17	18
Unweighted bases		786	734	50	160
Weighted bases		388	772	25	193
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	22	18	15	15
Fairly satisfied	%	29	28	36	35
Neither satisfied nor dissatisfied	%	13	13	13	13
Fairly dissatisfied	%	8	10	8	10
Very dissatisfied	%	6	7	10	6
No local bus services in my area	%	3	4	1	2
Don't know	%	20	20	17	19
Unweighted bases		1015	2190	228	1232
Weighted bases		540	2734	112	1520

Table 4:95 Satisfaction with train services, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	10	10	16	8
Fairly satisfied	%	23	25	27	27
Neither satisfied nor dissatisfied	%	11	16	15	27
Fairly dissatisfied*	%	6	12	6	7
Very dissatisfied*	%	7	7	10	3
Don't know**	%	41	28	26	27
Unweighted bases		786	734	50	160
Weighted bases		388	772	25	193

Table 4:95 Satisfaction with train services, by household structure, split by disability					
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	14	11	13	13
Fairly satisfied	%	36	38	41	40
Neither satisfied nor dissatisfied	%	14	14	17	17
Fairly dissatisfied**	%	10	14	5	11
Very dissatisfied**	%	6	7	5	4
Don't know**	%	20	13	18	14
Unweighted bases		1016	2190	228	1233
Weighted bases		540	2734	112	1522

Table 4:96 Satisfaction with major roads, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied**	%	7	8	9	8
Fairly satisfied**	%	27	36	31	44
Neither satisfied nor dissatisfied	%	16	20	15	17
Fairly dissatisfied**	%	8	15	16	11
Very dissatisfied**	%	3	9	6	5
Don't know**	%	38	12	23	16
Unweighted bases		785	734	50	160
Weighted bases		387	772	25	193
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	8	9	12	10
Fairly satisfied	%	39	42	34	43
Neither satisfied nor dissatisfied	%	19	19	20	17
Fairly dissatisfied**	%	11	14	11	14
Very dissatisfied**	%	4	8	6	6
Don't know**	%	18	8	16	9
Unweighted bases		1016	2189	228	1233
Weighted bases		540	2733	112	1522

Table 4:97 Satisfaction with local roads, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied	%	4	4	4	3
Fairly satisfied	%	31	27	25	31
Neither satisfied nor dissatisfied	%	14	13	10	11
Fairly dissatisfied**	%	23	27	25	25
Very dissatisfied**	%	17	28	28	29
Don't know**	%	11	1	9	1
Unweighted bases		786	734	50	160
Weighted bases		388	772	25	193
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Very satisfied**	%	5	5	6	6
Fairly satisfied**	%	38	30	36	37
Neither satisfied nor dissatisfied	%	14	16	13	13
Fairly dissatisfied**	%	24	27	24	27
Very dissatisfied**	%	15	19	18	15
Don't know*	%	5	2	3	2
Unweighted bases		1015	2189	228	1233
Weighted bases		540	2733	112	1522

Household income and Index of Multiple Deprivation

Among people with disabilities, those with lower incomes, or higher levels of deprivation, were more likely to be satisfied with local bus services than those with higher incomes. For example, half of those in the lowest income quintile were satisfied with bus services, compared to 41% of those in the highest income quintile (Table 4:98). Those with the lowest incomes or highest levels of deprivation were also less likely to be dissatisfied with major roads than those in higher income quintiles. For example, 15% of those in the most deprived 20% were dissatisfied with major roads compared with 25% of those in the least deprived 20% (Table 4:104). The same relationships were significant among those without disabilities.

Those with disabilities in the highest income quintile were more likely than those in lower income quintiles to answer "don't know" to the satisfaction questions about train services (39% compared to 20-35%; Table 4:99), major roads (33% compared to 12-21%; Table 4:100) and local roads (6% compared to 2-4%; Table 4:101). The same relationships were found to be significant between deprivation and satisfaction with bus and train use. Similar patterns could be observed among people without disabilities.

Table 4:98 Satisfaction with local bus services, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied**	%	20	20	13	11	10
Fairly satisfied**	%	30	30	31	20	31
Neither satisfied nor dissatisfied	%	10	10	9	18	9
Fairly dissatisfied	%	11	9	11	11	11
Very dissatisfied	%	9	9	8	6	11
No local bus services in my area	%	2	3	7	4	5
Don't know	%	17	18	20	30	24
Unweighted bases		485	475	342	216	212
Weighted bases		350	359	272	198	198
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied**	%	18	21	21	15	14
Fairly satisfied**	%	42	31	28	29	25
Neither satisfied nor dissatisfied	%	11	12	13	14	15
Fairly dissatisfied	%	7	10	10	10	10
Very dissatisfied	%	6	7	7	6	7
No local bus services in my area	%	3	3	3	3	3
Don't know**	%	14	16	18	22	25
Unweighted bases		789	852	954	1019	1051
Weighted bases		869	863	1002	1133	1039

Table 4:99 Satisfaction with train services, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied	%	11	14	8	6	7
Fairly satisfied	%	20	25	27	27	31
Neither satisfied nor dissatisfied	%	15	13	16	21	23
Fairly dissatisfied	%	7	9	9	16	8
Very dissatisfied	%	6	4	6	8	11
Don't know**	%	39	35	33	22	20
Unweighted bases		485	475	342	216	212
Weighted bases		350	359	272	198	198
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied	%	14	13	12	10	13
Fairly satisfied	%	41	35	39	39	39
Neither satisfied nor dissatisfied	%	14	16	16	16	14
Fairly dissatisfied**	%	10	12	10	13	17
Very dissatisfied**	%	3	4	6	9	8
Don't know**	%	19	20	17	11	7
Unweighted bases		790	852	954	1020	1051
Weighted bases		869	863	1002	1134	1039

Table 4:100 Satisfaction with major roads, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied	%	8	9	8	4	8
Fairly satisfied	%	29	32	41	36	39
Neither satisfied nor dissatisfied	%	18	23	18	16	12
Fairly dissatisfied**	%	9	11	15	14	18
Very dissatisfied**	%	3	3	6	17	10
Don't know**	%	33	21	13	12	12
Unweighted bases		485	474	342	216	212
Weighted bases		350	359	272	198	198
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied	%	9	11	12	8	8
Fairly satisfied	%	42	42	42	42	41
Neither satisfied nor dissatisfied	%	16	16	21	20	19
Fairly dissatisfied**	%	10	11	10	16	18
Very dissatisfied**	%	4	8	6	7	9
Don't know**	%	19	11	8	6	5
Unweighted bases		790	852	953	1020	1051
Weighted bases		869	863	1002	1134	1039

Table 4:101 Satisfaction with local roads, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied	%	4	4	6	4	1
Fairly satisfied	%	33	27	26	25	31
Neither satisfied nor dissatisfied	%	14	14	11	16	10
Fairly dissatisfied	%	21	30	27	18	31
Very dissatisfied	%	22	21	26	34	25
Don't know*	%	6	3	4	2	3
Unweighted bases		485	475	342	216	212
Weighted bases		350	359	272	198	198
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Very satisfied**	%	6	5	7	3	5
Fairly satisfied**	%	36	37	32	29	34
Neither satisfied nor dissatisfied	%	14	13	16	15	14
Fairly dissatisfied*	%	22	24	27	30	28
Very dissatisfied*	%	16	18	16	19	17
Don't know**	%	5	2	1	3	2
Unweighted bases		790	852	953	1019	1051
Weighted bases		869	863	1002	1134	1039

Table 4:102 Satisfaction with local bus services, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied**	%	23	15	12	14	15
Fairly satisfied**	%	31	34	32	20	25
Neither satisfied nor dissatisfied	%	7	11	11	11	15
Fairly dissatisfied	%	12	12	11	11	9
Very dissatisfied	%	9	10	7	9	9
No local bus services in my area	%	2	4	5	6	3
Don't know*	%	15	15	22	28	24
Unweighted bases		354	366	339	334	291
Weighted bases		283	301	265	267	222
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied**	%	21	21	14	17	13
Fairly satisfied**	%	35	37	31	25	24
Neither satisfied nor dissatisfied	%	15	13	9	14	15
Fairly dissatisfied**	%	5	8	13	9	13
Very dissatisfied**	%	4	7	7	8	7
No local bus services in my area	%	1	3	3	6	3
Don't know**	%	19	11	22	21	25
Unweighted bases		738	865	960	974	979
Weighted bases		889	986	1025	918	909

Table 4:103 Satisfaction with train services, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied	%	8	9	9	9	14
Fairly satisfied	%	25	23	25	30	22
Neither satisfied nor dissatisfied	%	11	20	13	16	23
Fairly dissatisfied	%	7	11	10	11	10
Very dissatisfied	%	5	6	9	6	5
Don't know**	%	43	29	33	27	25
Unweighted bases		354	366	339	334	291
Weighted bases		283	301	265	267	222
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied	%	13	15	11	12	12
Fairly satisfied	%	38	38	39	36	41
Neither satisfied nor dissatisfied	%	13	16	14	17	15
Fairly dissatisfied	%	12	11	13	13	15
Very dissatisfied	%	5	4	9	8	6
Don't know**	%	20	15	13	15	11
Unweighted bases		738	866	960	974	980
Weighted bases		889	987	1025	918	911

Table 4:104 Satisfaction with major roads, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied*	%	5	9	6	9	9
Fairly satisfied*	%	30	29	40	34	41
Neither satisfied nor dissatisfied	%	18	23	20	15	14
Fairly dissatisfied**	%	8	9	12	17	18
Very dissatisfied**	%	7	3	7	11	7
Don't know**	%	32	26	15	13	11
Unweighted bases		354	365	339	334	291
Weighted bases		283	301	265	267	222
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied**	%	11	11	9	7	9
Fairly satisfied**	%	33	37	45	49	43
Neither satisfied nor dissatisfied	%	22	21	17	15	17
Fairly dissatisfied**	%	9	11	15	15	18
Very dissatisfied**	%	5	7	7	8	8
Don't know**	%	20	12	7	5	4
Unweighted bases		738	865	960	974	980
Weighted bases		889	986	1025	918	911

Table 4:105 Satisfaction with local roads, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied	%	2	6	3	3	4
Fairly satisfied	%	27	29	30	25	33
Neither satisfied nor dissatisfied	%	15	16	11	10	12
Fairly dissatisfied	%	24	23	25	27	29
Very dissatisfied	%	25	22	27	31	19
Don't know	%	7	5	3	3	3
Unweighted bases		354	366	339	334	291
Weighted bases		283	301	265	267	222
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Very satisfied	%	6	7	5	5	4
Fairly satisfied	%	37	29	32	34	35
Neither satisfied nor dissatisfied	%	17	14	14	14	12
Fairly dissatisfied**	%	19	28	29	28	29
Very dissatisfied**	%	16	18	18	19	19
Don't know**	%	4	4	2	1	1
Unweighted bases		737	865	960	974	980
Weighted bases		889	986	1025	918	911

4.3 Use of mobility aids

Box 4.3 Key findings

- Over three-quarters (76%) of people aged 18–29 years who find it difficult to go out on foot unaided, do not use any mobility aids.
- Less than one in five (18%) of those aged 75+ years who find it difficult to go out on foot unaided, do not use any mobility aids.
- Almost two-thirds (65%) of people aged 75+ years reported using walking sticks, compared with 8% of people aged 18–29.
- The highest use of powered mobility scooters was reported by those aged 50–64 years and by those aged 65–74 years (13% and 12% respectively).
- Over one-third of people in urban areas (36%) did not use any mobility aids compared with 26% of people living in rural areas who did not use any mobility aids.
- 64% of people working full-time or part-time who had difficulty going out on foot unaided did not use any mobility aids, compared with 29% of people who were economically inactive and had difficulty going out on foot unaided.
- Over half (52%) of economically inactive people who had difficulty going out on foot unaided reported using walking sticks, whilst a significantly lower proportion of people working full-time or part-time used walking sticks (24%).
- People living in households with children, who had difficulty going out on foot, reported not using any mobility aids in higher proportions than those living in households with no children. The greatest difference was seen between people in single adult households (22% of single people not living with children did not use any mobility aids) compared with 71% of adults living in single parent family households who did not use any mobility aids.
- Over half (56%) of people living in single adult households with no children reported using walking sticks, compared with just under half (47%) of people living in multi-adult households with no children. By contrast, 19% of people in single parent households and 31% of people in multi-adult households with children used walking sticks.

Age

Over three-quarters (76%) of people in the youngest age group (18–29 years) stated that they do not use any of the specific mobility aids mentioned, or any other type (Table 4:106). This was significantly higher compared with the proportion of other age groups who did not use any mobility aids, despite having difficulty going out on foot unaided: 58% of those aged 30–49 years, 37% of those aged 50–64 years, 28% of 65–74 year-olds, and 18% of people aged 75+ years. The results suggest a pattern of increasing use of mobility aids with age.

Amongst specific types of mobility aid, walking sticks (the most commonly-used type) were used by 65% of people aged 75+ years. This was significantly higher compared with other age groups and the pattern was of higher use among older groups. The 18–29 years group had the lowest use of walking sticks (8%), followed by those aged 30–49 years (28%). In the middle age bands, use of walking sticks was significantly higher

than in the younger groups (46% of those aged 50–64 years and 49% of those aged 65–74 years), but lower than in the oldest age band.

Over one-fifth (21%) of people in the 75+ years age group reported using other walking aids (i.e. something other than a wheelchair, mobility scooter, or walking sticks). Although the proportion of all age groups using other mobility aids was fairly low, there were significant differences by age, with people aged 65–74 years reporting the second highest use (16%). Use amongst all those people under age 65 was a little over one-tenth.

One other type of mobility aid was significantly related to age: powered mobility scooters were used significantly more by those aged 50–64 years (13%) and by those aged 65–74 years (12%) than by people in younger age groups (2% of those aged 18-29 years and 5% of those aged 30-49 years), and also more than by people aged 75+ years (9%).

Table 4:106 Use of mobility aids by type, by age

Base: All respondents who have difficulty going out on foot unaided		**Age bands**				
Does individual use a mobility aid		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Powered wheelchair	%	9	2	1	4	2
Manual wheelchair	%	11	11	16	10	12
Powered mobility scooter*	%	2	5	13	12	9
Walking sticks**	%	8	28	46	49	65
None of these**	%	76	58	37	28	18
Other walking aid*	%	11	11	12	16	21
Unweighted bases		*56*	*152*	*202*	*239*	*412*
Weighted bases		*67*	*166*	*205*	*212*	*356*

Sex

A few differences were seen in use of mobility aids by sex, as shown in Table 4:107. For example, 14% of women reported using a manual wheelchair, which was significantly higher than the 9% of men who used this type of wheelchair.
One in five women (20%) used other mobility aids, which was significantly higher compared with the one in ten of men (10%) who said they used other mobility aids.

Table 4:107 Use of mobility aids by type, by sex

Base: All respondents who have difficulty going out on foot unaided		**Sex of person**	
Does individual use a mobility aid		**Male**	**Female**
Powered wheelchair	%	4	2
Manual wheelchair*	%	9	14
Powered mobility scooter	%	7	11
Walking sticks	%	50	46
None of these	%	37	32
Other walking aid**	%	10	20
Unweighted bases		*405*	*656*
Weighted bases		*390*	*615*

Ethnicity

One-third of white people (33%) did not use any mobility aids despite having difficulty going out on foot unaided, compared with a little under half of BAME people (45%) who did not use mobility aids. This difference was not statistically significant.

There was a non-significant difference by ethnicity in use of other walking aids, with 17% of white people stating that they used them, compared with 7% of BAME people using other mobility aids.

As shown in Table 4:108, there were no statistically significant differences by ethnicity in the use of any mobility aids.

Table 4:108 Use of mobility aids by type, by ethnicity

Base: All respondents who have difficulty going out on foot unaided		**Ethnicity**	
Does individual use a mobility aid		**White**	**BAME**
Powered wheelchair	%	3	4
Manual wheelchair	%	12	8
Powered mobility scooter	%	10	5
Walking sticks	%	48	42
None of these	%	33	45
Other walking aid	%	17	7
Unweighted bases		996	63
Weighted bases		937	65

Whether living in an urban or rural area

People living in an urban area reported not using any mobility aids in higher numbers (36%) than those in rural areas (26%) as shown in Table 4:109. There were differences between people in urban and rural areas in the use of walking sticks and of other mobility aids. Over half of people from households in rural areas used walking sticks (57%) which was higher when compared with people from households in rural areas, just under half of whom used walking sticks (46%). In the case of other mobility aids, 23% of people in rural areas stated that they used these, compared with a significantly smaller proportion of people from urban areas (15%).

Table 4:109 Use of mobility aids by type, by whether household is in an urban or rural area

Base: All respondents who have difficulty going out on foot unaided		**Whether household is in urban or rural area**	
Does individual use a mobility aid		**Urban**	**Rural**
Powered wheelchair	%	3	4
Manual wheelchair	%	12	13
Powered mobility scooter	%	10	8
Walking sticks**	%	46	57
None of these*	%	36	26
Other walking aid**	%	15	23
Unweighted bases		845	216
Weighted bases		819	186

Economic activity status

Table 4:110 shows differences in the use of mobility aids between those who are working full-time or part-time and those who are economically inactive. People who were economically inactive and who had difficulty going out on foot unaided reported not using any mobility aids in lower numbers (29%) compared with the 64% of people who were working and who did not use any mobility aids. In other words, 71% of economically inactive people who had difficulty going out on foot unaided did use one or more types of mobility aid, compared with 36% of people who were working.

In terms of types of mobility aid used, 52% of people who were economically inactive used walking sticks, a significantly larger proportion than in people working full-time or part-time (24%). The prevalence of use of powered mobility scooters, which is relatively low overall, differed very significantly between people working full-time or part-time (3%) compared with people who were economically inactive (10%). Economically inactive respondents also used manual wheelchairs (13%) and other mobility aids (17%) significantly more compared with respondents who were working (6% of whom used manual wheelchairs and 10% of whom used other mobility aids).

Table 4:110 Use of mobility aids by type, by economic activity status

Base: All respondents who have difficulty going out on foot unaided		**Employment status**	
Does individual use a mobility aid		**Working – full or part-time**	**Economically inactive**
Powered wheelchair	%	1	3
Manual wheelchair*	%	6	13
Powered mobility scooter**	%	3	10
Walking sticks**	%	24	52
None of these**	%	64	29
Other walking aid*	%	10	17
Unweighted bases		*136*	*925*
Weighted bases		*140*	*864*

Household structure

Amongst people who have difficulty getting out on foot unaided, 22% of people who live alone in a single adult household did not use any mobility aids (Table 4:111). This was a lower proportion when compared with people in multiple adult households with no children (36%) and with households of two or more adults with children (59%).

Use of walking sticks by household structure also revealed differences: 56% of people in single adult households used walking sticks compared with 47% of people in multiple adult households with no children, and with 31% of people in households with two or more adults and children.

A similar pattern of higher use of mobility aids by people in households with no children, compared with households with children was seen in the use of manual wheelchairs and in the use of other walking aids. Amongst single adult households with no children, 13% of people reported using manual wheelchairs, compared with 12% of people in multiple adult households with no children, whilst 9% of people in multiple adult households with children reported using manual wheelchairs. Just under one quarter (24%) of people from single adult households with no children reported using

other walking aids, compared with 13% of people in multiple adult households with no children, and with 8% of those in multiple adult households with children.

People in single adult households with no children used all types of mobility aid in higher numbers than did people in other types of household. Comparably, a lower proportion of people in single adult households with no children said that they did not use any mobility aids, compared with people in other household types.

The base for people in single parent families in this question was very low (*n=10*) and so this group was not included in the analysis of this section.

Table 4:111 Use of mobility aids by type, by household structure

Base: All respondents who have difficulty going out on foot unaided		**Household structure**		
Does individual use a mobility aid		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Powered wheelchair	%	3	3	1
Manual wheelchair	%	13	12	9
Powered mobility scooter	%	11	10	2
Walking sticks**	%	56	47	31
None of these**	%	22	36	59
Other walking aid**	%	24	13	8
Unweighted bases		*358*	*600*	*93*
Weighted bases		*338*	*559*	*99*

Single parent families have been omitted from this table because of the small number of people in this group (n=9).

Household income

Table 4:112 shows that amongst people from the two highest quintiles (fifths) of household income, 39% in each band stated that they did not use any mobility aids, compared with 30% of people in the second lowest income band and 32% of those in the middle quintile, while 36% of those in the lowest income band did not use any mobility aids. These differences were not statistically significant.

The second lowest income band had 54% of people stating that they used walking sticks, and this was a higher proportion than for the other income bands, with those in the second highest income band reporting the lowest use of walking sticks (42%). Again, these differences were not statistically significant.

Table 4:112 Use of mobility aids by type, by household income (in quintiles)						
Base: All respondents who have difficulty going out on foot unaided		**Household income – quintiles**				
Does individual use a mobility aid		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income)**
Powered wheelchair	%	4	2	4	3	2
Manual wheelchair	%	14	14	9	10	8
Powered mobility scooter	%	9	11	10	7	8
Walking sticks	%	46	54	45	42	46
None of these	%	36	30	32	39	39
Other walking aid	%	16	14	21	13	18
Unweighted bases		*319*	*312*	*193*	*130*	*107*
Weighted bases		*314*	*294*	*178*	*120*	*99*

Index of Multiple Deprivation

Amongst people in the least deprived quintile (fifth) of respondents who had difficulty going out on foot unaided, 28% said that they did not use any mobility aids. This compared with 35% of those in the most deprived quintile, and 38% of those in the middle quintile by deprivation (Table 4:113). The pattern was not clear, and the results were not statistically significant.

Over half (56%) of those in the least deprived quintile reported using walking sticks, compared with proportions varying from 45% through to 49% (in the second most deprived quintile) in the other four deprivation bands. Again, there was no clear pattern and the results were not statistically significant.

Table 4:113 Use of mobility aids by type, by Index of Multiple Deprivation (in quintiles)						
Base: All respondents who have difficulty going out on foot unaided		**Deprivation – quintiles**				
Does individual use a mobility aid		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Powered wheelchair	%	2	3	3	1	5
Manual wheelchair	%	14	14	11	11	10
Powered mobility scooter	%	10	9	8	9	10
Walking sticks	%	45	49	45	46	56
None of these	%	35	32	38	36	28
Other walking aid	%	16	18	11	21	15
Unweighted bases		*236*	*228*	*196*	*201*	*167*
Weighted bases		*246*	*221*	*183*	*177*	*145*

4.4 Access to special transport services

In this section we explore the demographic and socioeconomic characteristics of respondents who have a disability or long-standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car, and their awareness of any special transport services in their area.

We also examine the use of such special transport services by those who stated that they were aware of any services in their area, looking at this by demographic and socioeconomic characteristics. In some cases, the numbers involved are too small for analysis to analyse and these were not tested for significant differences. However, the full details are provided in the accompanying tables.

Box 4.4 Key findings

- Amongst the youngest age group (18–29 year-olds), 59% were not aware of any special transport services available in the area. This group had lower awareness of special transport services compared with older age groups.
- The two oldest age groups (i.e., 65–74 years and 75+ years) had the highest awareness of one or more special transport services available in the area (29% of people aged 65–74 years were not aware of any services and 33% of those aged 75 years and over were not aware of any services). These groups had significantly higher awareness of special transport services in the area compared with younger age groups.
- 70% of people aged 75 years and over, who were aware of any special transport services, did not use any of these services. This was lower than for other age groups where the proportion of non-use varied from 79% to 85%.
- Over half (51%) of BAME respondents were not aware of any of the special transport services being available in the area. This was significantly different from white respondents (36%) who were not aware of any such services in the area.
- Amongst those who were aware of special transport services, 80% of white respondents did not use any of the services, a higher proportion when compared with the 56% of BAME respondents who did not use any of the services.
- Significant differences were found between people living in urban areas who were aware of but did not use any special transport services (77%) and the proportion of people in rural areas who did not use the services (85%).
- Economically inactive people were significantly more likely to be aware of special transport services in the area and to use them than people who were working either full-time or part-time.
- People in households with children were more likely to not be aware of special transport services in the area (50% in households with two or more adults and children; 45% in single parent households) compared with those in households with no children (38% in households with multiple adults and no children, and finally 30% of those in single adult households).
- Almost half of people (46%) in the highest income band were not aware of any special transport services being available in the area. This was higher than people in the other income bands, which ranged from a little under one-third to just under 40%.

Age

Table 4:114 shows the pattern of awareness of special transport services in the area broken down by five age groups. Across all specific service types apart from hospital car or service, people aged 65–74 years reported higher levels of awareness than other age groups, though for most of the named service types the differences between age groups were not statistically significant.

Amongst people who were not aware of any special transport services being available in the area, there was a difference between age groups, with 59% of 18–29 year-olds stating that they were not aware of any services, compared with 42% of people aged 30–49 years and 40% of those aged 50–64 years. People in the older age groups were more likely to report not being aware of any special transport services in the area: 29% of people aged 65–74 years and 33% of those aged 75 years and over.

There was significant variation amongst age groups in the level of awareness of dial-a-ride services. In the youngest age group (18–29 years), 16% stated that they were aware of dial-a-ride services available in the area, compared with 39% of those aged 65–74 years. Whilst the pattern shows greater awareness in the higher age groups up to 65–74 years, amongst the oldest group (75+ years) awareness was second highest at 34%.

Amongst respondents who had stated they were aware of any of the special transport services being available in the area, there was a difference by age in people not using any of the services (Table 4:115). Non-use was high across all age groups, but 70% of people aged 75 years and over said they did not use any of the services, which was lower compared with 85% of people aged 30–49 years not using any services, 81% of those aged 50–64 years, and 84% of those aged 65–74 years. Lastly, of people in the youngest age group (18–29 years), 79% did not use any of the special transport services.

Table 4:114 Awareness of special transport services by type, by age

Base: Respondents who have a long-term disability that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Age bands**				
Special transport service type		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Dial-a-ride service**	%	16	26	33	39	34
Supermarket bus	%	6	14	12	18	15
Hospital car or service	%	27	35	35	36	38
Day centre car or service	%	6	12	10	13	9
Shared taxi scheme	%	3	7	6	5	5
Taxi voucher scheme	%	2	6	5	6	4
Postbus	%	-	1	1	1	1
Community owned minibus	%	10	12	9	15	13
Other special service	%	1	1	2	2	3
Aware but don't know type*	%	1	6	7	9	5
Not aware of any of these **	%	59	42	40	29	33
Unweighted bases		*71*	*208*	*281*	*309*	*489*
Weighted bases		*84*	*225*	*283*	*272*	*422*

Table 4:115 Use of special transport services by type, by age						
Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Age bands**				
Special transport service type		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Dial-a-ride service	%	11	4	5	4	7
Supermarket bus	%	-	-	1	1	3
Hospital car or service	%	7	8	11	10	16
Day centre car or service	%	3	4	4	1	1
Shared taxi scheme	%	-	3	2	-	2
Taxi voucher scheme	%	-	2	1	1	2
Community owned minibus	%	-	-	2	2	5
Use service but don't know type	%	-	-	-	-	1
Other special service	%	-	1	1	1	1
None of these**	%	79	85	81	84	70
Unweighted bases		*29*	*121*	*170*	*220*	*326*
Weighted bases		*34*	*130*	*170*	*193*	*283*

Sex

Awareness of and use of special transport services by sex are shown in Table 4:116 and Table 4:117 respectively. Awareness of hospital car or service being available in the area was reported by 38% of female respondents compared with 33% of males. Amongst female respondents, 35% were not aware of any special transport services in the area, compared with 39% of males. However, these differences between the sexes were not statistically significant and there was little variation between males and females in awareness of any of the other types of special transport service.

Use of special transport services showed non-significant variation between the sexes.

Table 4:116 Awareness of special transport services by type, by sex			
Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Sex of person**	
Special transport service type		**Male**	**Female**
Dial-a-ride service	%	31	33
Supermarket bus	%	12	15
Hospital car or service	%	33	38
Day centre car or service	%	10	11
Shared taxi scheme	%	6	5
Taxi voucher scheme	%	5	5
Postbus	%	1	1

Table 4:116 Awareness of special transport services by type, by sex			
Community owned minibus	%	11	13
Other special service	%	2	2
Aware but don't know type	%	8	5
Not aware of any of these services	%	39	35
Unweighted bases		*530*	*828*
Weighted bases		*512*	*775*

Table 4:117 Use of special transport services by type, by sex			
Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Sex of person**	
Special transport service type		**Male**	**Female**
Dial-a-ride service	%	6	6
Supermarket bus	%	1	2
Hospital car or service	%	11	12
Day centre car or service	%	3	2
Shared taxi scheme	%	1	1
Taxi voucher scheme	%	2	1
Community owned minibus	%	2	3
Use service but don't know type	%	-	0
Other special service	%	1	1
None of these	%	79	78
Unweighted bases		*322*	*544*
Weighted bases		*310*	*500*

Ethnicity

Table 4:118 shows awareness of the availability of special transport services in the area, by ethnicity. Over half (51%) of BAME respondents were not aware of any of the special transport services being available in the area. This was different from white respondents (36%) who were not aware of any such services in the area.

In the case of supermarket buses, white people's awareness of the service was higher (15%) than BAME people's awareness (4%). Awareness of this service was low overall.

Use of special transport services by those who said they were aware of any services in the area, by ethnicity is shown in Table 4:119. Amongst this group, 80% of white respondents did not use any of special transport services compared with 56% of BAME respondents who did not use any of the services.

Differences were found in the proportions of white people who used specific services compared with BAME people: day centre car or service was used by 2% of white people and by 8% of BAME people; shared taxis were used by 1% of white people and by 5% of BAME people; community minibuses were used by 2% of white people and by 11% of BAME people.

Across all the specific types of special transport service, the level of use of services was lower amongst white people than amongst BAME people, with the exception of taxi voucher schemes which were not used by any BAME respondents. However, these differences were not significant.

Table 4:118 Awareness of special transport services by type, by ethnicity

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Ethnicity**	
Special transport service type		**White**	**BAME**
Dial-a-ride service	%	33	28
Supermarket bus**	%	15	4
Hospital car or service	%	36	30
Day centre car or service	%	11	9
Shared taxi scheme	%	6	3
Taxi voucher scheme	%	5	5
Postbus	%	1	-
Community owned minibus	%	12	10
Other special service	%	2	1
Aware but don't know type	%	6	5
Not aware of any of these services*	%	36	51
Unweighted bases		*1,266*	*90*
Weighted bases		*1,191*	*93*

Table 4:119 Use of special transport services by type, by ethnicity

Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Ethnicity**	
Special transport service type		**White**	**BAME**
Dial-a-ride service	%	5	11
Supermarket bus	%	1	4
Hospital car or service	%	11	16
Day centre car or service**	%	2	8
Shared taxi scheme**	%	1	5
Taxi voucher scheme	%	2	-
Community owned minibus**	%	2	11
Use service but don't know type	%	0	-
Other special service	%	1	3
None of these**	%	80	56
Unweighted bases		*821*	*44*
Weighted bases		*763*	*45*

Urban and rural areas

There was no significant variation in the proportions of people who were aware of special transport services in the area between those living in urban areas compared with those living in rural areas. The numbers of those stating that they were unaware of any such services in the area was very similar for the two groups. These results are shown in Table 4:120.

Those living in urban areas reported being aware of dial-a-ride services in greater proportion (33%) than those in rural areas (27%). Conversely, those living in urban areas reported awareness of community owned minibus services in smaller numbers (11%) than did those living in rural areas (16%). However, these differences were not statistically significant.

In terms of use of any special transport services by urban or rural areas (Table 4:121), amongst those who said they were aware of any in the area, 85% of people living in rural areas did not use any services. This was the only significant difference, where awareness was higher in rural services than the 77% of people in urban areas who did not use any services.

Table 4:120 Awareness of special transport services by type, by whether household is in an urban or rural area

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Whether household in urban or rural area**	
Special transport service type		**Urban**	**Rural**
Dial-a-ride service	%	33	27
Supermarket bus	%	14	13
Hospital car or service	%	36	37
Day centre car or service	%	11	9
Shared taxi scheme	%	6	3
Taxi voucher scheme	%	6	3
Postbus	%	1	1
Community owned minibus	%	11	16
Other special service	%	2	4
Aware but don't know type	%	6	7
Not aware of any of these services	%	37	36
Unweighted bases		*1,093*	*265*
Weighted bases		*1,058*	*228*

Table 4:121 Use of special transport services by type, by whether household is in an urban or rural area			
Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Whether household in urban or rural area**	
Special transport service type		**Urban**	**Rural**
Dial-a-ride service	%	6	5
Supermarket bus	%	1	1
Hospital car or service	%	12	8
Day centre car or service	%	2	2
Shared taxi scheme	%	2	-
Taxi voucher scheme	%	2	-
Community owned minibus	%	2	4
Use service but don't know type	%	0	-
Other special service	%	1	1
None of these*	%	77	85
Unweighted bases		*698*	*168*
Weighted bases		*666*	*144*

Economic activity status

Table 4:122 shows awareness of special transport services available by type and by economic activity status. Just under half (49%) of those working full-time or part-time were not aware of any special transport services available in the area. This was higher amongst economically inactive people who were not aware of such services (34%).

People who were economically inactive reported being more aware of dial-a-ride services than did those who were working full-time or part-time (34% compared with 24%).

Use of special transport services, even by people who were aware of such services, was low overall (Table 4:123). There was a difference between people working full-time or part-time, 94% of whom did not use any special transport services, compared with 76% of economically inactive people who did not use any of these services.

There were differences between groups based on economic activity status in the use of dial-a-ride services (1% of people working full-time or part-time compared with 6% of economically inactive people) and hospital car or service (5% of people working compared with 13% of economically inactive people). However, the numbers of those working who used any special transport services was very small.

Table 4:122 Awareness of special transport services by type, by economic activity status

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Employment status**	
Special transport service type		**Working – full or part-time**	**Economically inactive**
Dial-a-ride service**	%	24	34
Supermarket bus	%	14	14
Hospital car or service	%	33	37
Day centre car or service	%	9	11
Shared taxi scheme	%	6	5
Taxi voucher scheme	%	5	5
Postbus	%	1	1
Community owned minibus	%	13	12
Other special service	%	1	2
Aware but don't know type	%	7	6
Not aware of any of these services**	%	49	34
Unweighted bases		*221*	*1137*
Weighted bases		*226*	*1060*

Table 4:123 Use of special transport services by type, by economic activity status

Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Employment status**	
Special transport service type		**Working – full or part-time**	**Economically inactive**
Dial-a-ride service*	%	1	6
Supermarket bus	%	1	1
Hospital car or service*	%	5	13
Day centre car or service	%	-	2
Shared taxi scheme	%	-	2
Taxi voucher scheme	%	-	2
Community owned minibus	%	-	3
Use service but don't know type	%	-	0
Other special service	%	1	1
None of these**	%	94	76
Unweighted bases		*114*	*752*
Weighted bases		*115*	*695*

Household structure

As shown in Table 4:124, half (50%) of those in households with two or more adults and children reported not being aware of any special transport services in the area, compared with 45% of those from single parent households, 38% of those from households with multiple adults and no children, and finally 30% of those from single adult households.

There was also a significant difference in the proportion of people from different household types who were aware of the availability of dial-a-ride services. Thirty-seven per cent of people from single adult households, compared with 32% of people from households with multiple adults and no children, with 18% of people from single parent households and 25% of those from households with two or more adults and children. The number of people from single parent households who were asked about their awareness of these services was very low.

When looking at use of special transport services, those in single parent households have not been included in Table 4:125, again because of very low numbers. There were differences between household types and their use of special transport services, with 92% of those from households with two or more adults and children reporting that they did not use any services, even though they were aware of them. This was different from households with no children, with 72% of people from single adult households not using any services, and 80% of people from households with multiple adults and no children.

Sixteen per cent (16%) of those from single adult households used hospital transport services, compared with 10% of people from multiple adult households with no children, and compared with 5% of people from households with two or more adults and children. These differences were significant although the numbers were small, since most respondents did not use any of the services, even among the group who had said they were aware of one or more service.

Table 4:124 Awareness of special transport services, by household structure

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Household structure**			
Special transport service type		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Dial-a-ride service*	%	37	32	18	25
Supermarket bus	%	14	15	21	8
Hospital car or service	%	40	34	29	32
Day centre car or service	%	10	12	5	5
Shared taxi scheme	%	6	6	-	4
Taxi voucher scheme	%	7	5	-	1
Postbus	%	1	1	-	-
Community owned minibus	%	15	12	18	6
Other special service	%	3	2	-	2
Aware but don't know type	%	6	7	11	5
Not aware of any of these services**	%	30	38	45	50
Unweighted bases		*453*	*751*	*18*	*136*
Weighted bases		*429*	*698*	*17*	*143*

Table 4:125 Use of special transport services by type, by household structure				
Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Household structure**		
Does individual use special transport services available in the area		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Dial-a-ride service	%	7	5	2
Supermarket bus	%	2	1	-
Hospital car or service*	%	16	10	5
Day centre car or service	%	1	3	-
Shared taxi scheme	%	1	2	-
Taxi voucher scheme	%	1	1	2
Community owned minibus	%	3	2	-
Use service but don't know type	%	1	-	-
Other special service	%	2	0	1
None of these**	%	72	80	92
Unweighted bases		*318*	*469*	*69*
Weighted bases		*301*	*430*	*71*

Note: Single parent family households are not included in this table because the base was very low.

Household income

Table 4:126 sets out awareness of different special transport services by type and by five household income bands (quintiles). Almost half of people (46%) in the highest income quintile were not aware of any special transport services being available in the area. This was higher in this income quintile than in the other bands, with 31% of people in the second lowest quintile reporting not being aware of any of these services. These proportions compared to 38% of those in the lowest income quintile not being aware, 39% of the middle quintile, and 38% of the second highest income quintile.

Awareness of supermarket bus services was reported by 11% of people in the highest income quintile. This was significantly different from the proportions reported in the middle three bands (17%, 16%, and 17% for the 2nd highest down to the second lowest). The proportion of people in the lowest income band who were aware of supermarket bus services (10%) was also significantly different from those in the other income bands.

Use of special transport services was very low with at least three-quarters of people in each income quintile reporting that they did not use any of the services. In the two lowest income quintile the proportion of those who did not use services was around three-quarters and this rose to 85% in the top two income quintiles. Use of hospital transport services was less among higher income bands (7% of those in the highest quintile, rising to 14% in the lowest quintile). However, the differences in use or non-use of special transport services by income shown in Table 4:127 were not significant.

Table 4:126 Awareness of special transport services by type, by household income

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Household income - quintiles**				
Is individual aware of special transport services available in the area		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income)**
Dial-a-ride service	%	32	32	35	30	31
Supermarket bus*	%	10	17	16	17	11
Hospital car or service	%	34	39	36	34	35
Day centre car or service	%	11	11	7	12	13
Shared taxi scheme	%	6	5	5	6	5
Taxi voucher scheme	%	4	4	4	7	9
Postbus	%	0	1	1	1	2
Community owned minibus	%	11	13	14	8	12
Other special service	%	1	4	2	0	2
Aware but don't know type	%	6	7	2	10	7
Not aware of any of these services*	%	38	31	39	38	46
Unweighted bases		*389*	*394*	*257*	*168*	*150*
Weighted bases		*383*	*369*	*238*	*156*	*141*

Table 4:127 Use of special transport services by type, by household income

Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Household income - quintiles**				
Does individual use special transport services available in the area		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income)**
Dial-a-ride service	%	8	5	5	2	5
Supermarket bus	%	-	2	1	3	1
Hospital car or service	%	14	13	9	9	7
Day centre car or service	%	4	1	1	-	1
Shared taxi scheme	%	3	1	1	-	1
Taxi voucher scheme	%	1	1	1	4	2
Community owned minibus	%	2	4	2	1	2
Use service but don't know type	%	0	0	-	-	-
Other special service	%	0	2	2	-	-
None of these	%	75	76	81	85	85
Unweighted bases		*245*	*274*	*158*	*104*	*85*
Weighted bases		*238*	*255*	*145*	*96*	*77*

Index of Multiple Deprivation

Table 4:128 shows awareness of special transport services in the area amongst people in five bands of deprivation from most to least deprived. The proportion of people who were not aware of any special transport services in the area ranged from 42% of those in the most deprived quintile (fifth) down to 32% of those in the least deprived quintile.

Amongst those in the least deprived quintile, 44% said that they were aware of hospital car or service. This differed from the proportion of people in the most deprived to second least deprived bands, all of which were just above one-third (34% or 35%).

These differences in awareness of any special transport services being available and in awareness of hospital transport services were not significant.

Three-quarters (75%) of people in the most and second most deprived bands, who were aware of one or more special transport services, said that they did not use any services. This proportion rose to 83% in the two least deprived bands. However, these differences were not statistically significant. Table 4:129 provides the breakdown for use of special transport services by Index of Multiple Deprivation.

Table 4:128 Awareness of special transport services by type, by Index of Multiple Deprivation (in quintiles)

Base: Respondents who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car		**Deprivation - quintiles**				
Is individual aware of special transport services available in the area		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Dial-a-ride service	%	28	33	31	35	33
Supermarket bus	%	14	13	15	16	11
Hospital car or service	%	34	34	35	35	44
Day centre car or service	%	12	7	12	12	8
Shared taxi scheme	%	5	6	8	6	3
Taxi voucher scheme	%	8	4	3	6	4
Postbus	%	1	1	1	1	1
Community owned minibus	%	13	12	11	14	13
Other special service	%	1	1	2	4	3
Aware but don't know type	%	4	6	8	6	9
Not aware of any of these services	%	42	39	38	31	32
Unweighted bases		*295*	*282*	*260*	*261*	*215*
Weighted bases		*307*	*272*	*243*	*232*	*188*

Table 4:129 Use of special transport services by type, by Index of Multiple Deprivation (in quintiles)						
Base: All those who have a disability/long standing health problem that makes it difficult to go out on foot, use a local bus, or get in or out of a car AND who are aware of special transport services in their area		**Deprivation - quintiles**				
Does individual use special transport services available in the area		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Dial-a-ride service	%	5	6	9	3	4
Supermarket bus	%	1	1	1	2	1
Hospital car or service	%	13	12	10	11	12
Day centre car or service	%	3	0	4	2	1
Shared taxi scheme	%	1	1	4	1	-
Taxi voucher scheme	%	2	4	1	1	-
Community owned minibus	%	2	5	3	2	1
Use service but don't know type	%	-	1	1	-	-
Other special service	%	1	1	-	1	2
None of these	%	75	75	79	83	83
Unweighted bases		*174*	*171*	*162*	*181*	*147*
Weighted bases		*178*	*165*	*150*	*160*	*128*

4.5 Commuting behaviours and difficulties travelling to work

Box 4.5 Key findings

- There were several significant relationships identified between demographic characteristics and mode of transport to work amongst disabled people. Far fewer significant relationships were identified among disabled people between demographics, difficulties travelling to work, and whether issues with transport restricted job opportunities.
- Most relationships between mode of transport to work and demographic factors were similar among those with and without disabilities. For example, people in the lowest income quintile or the most deprived 20% were significantly less likely to take cars or vans to work than those in higher income brackets, but more likely to walk to work.
- However, adults with disabilities who lived alone were significantly more likely than those living with other adults to take trains to work. This relationship was not significant among those without disabilities.
- Among those with disabilities, significant relationships were identified between difficulties travelling to work, rural/urban location and income. For example, disabled people living in rural areas were significantly more likely than those in urban areas to say that their disability caused them difficulties travelling to work using a car, van or motorcycle.
- Among disabled people, significant relationships were found between both age and employment status and whether transport had limited job opportunities. For example, disabled people in the oldest age bracket (50+) were significantly less likely than younger people to have turned down a job in the last 12 months, or to have not applied for a job, due to problems with transport. This relationship was also significant among those without disabilities.
- There were some areas where relationships between demographics and commuting behaviours or problems travelling to work were only significant for those without disabilities. For example, those living without disabilities in urban areas were significantly more likely than those in rural areas to walk to work or take the underground or trams. This relationship was not significant among those with disabilities.

4.5.1 Types of means of transportation used for journeys to work

There were several differences by people's demographic characteristics and their usual mode of commuting to work. However, most relationships between mode of transport to work and demographic factors were similar among those with and without disabilities.

Age

Among those with a disability, the oldest age group (50 years +) were more likely than younger groups to use a car or van to travel to work (79% compared to 45% of 18-29 year olds and 63% of 30-49 year olds; Table 4:130). The youngest group of disabled

people (18-29 year olds) were also more likely than older groups to use a bus, minibus or coach to travel to work (19% compared to 4-5%; Table 4:130) or walk to work (18% compared to 7-13%; Table 4:130). These relationships were also significant among those without a disability.

Sex
Women with and without disabilities were more likely to walk to work than men (14% compared to 8% of people with disabilities and 12% compared to 8% of those without disabilities; Table 4:131).

Ethnicity
Among people with disabilities, those of white ethnicity were more likely to use a car or van to get to work than those of BAME ethnicity (69% compared to 54%; Table 4:132). Those of BAME ethnicity were more likely to use the underground, metro, light rail or trams to travel to work (8% compared to 2%; Table 4:132). These relationships were also significant among those without disabilities. Non-disabled people of BAME ethnicity were also more likely to take surface rail (12% compared to 6%; Table 4:132) and buses (16% compared to 6%) to work. This relationship was not significant among disabled people.

Urban vs rural
Those with disabilities living in rural areas were more likely to use cars or vans to travel to work (78% compared to 66%; Table 4:133), whilst those from urban areas were more likely to use buses, minibuses or coaches (8% compared to 1%). These relationships were also significant among those without disabilities. Those living without disabilities in urban areas were also more likely than those in rural areas to walk (11% compared with 7%; Table 4:133) or take the underground or trams (6% compared with 0%). These relationships were not significant among those with disabilities.

Household structure
Disabled people living in households with multiple adults were more likely than single adults to use cars to get to work (70% compared to 56%; Table 4:134). This relationship was also significant among those without disabilities. Adults living alone were more likely than those living with other adults to take trains to work (14% compared to 2-5%; Table 4:134). This relationship was not significant among those without disabilities.

Household income and Index of Multiple Deprivation
Among those with disabilities, people in the lowest income quintile or the most deprived quintile were less likely to take cars or vans to work than those in higher income brackets. For example, just over half (56%) of those in the lowest income quintile took cars or vans to work compared to 64-75% of wealthier groups (Table 4:135). Disabled people in the lowest income quintile were more likely to walk to work than those with higher incomes (21% compared to 5-18%; Table 4:135). Disabled people with higher incomes were also more likely than those with lower incomes to use surface rail (12% compared to 2-9%; Table 4:135) or the underground/trams (8% compared to 1-3%) to get to work. However, no significant relationships were observed between walking, surface rail and the underground/trams and deprivation. All the relationships described above were significant among those without disabilities.

Tables for section 4.5.1: Mode of travel to work

Table 4:130 Types of transport used for journeys to work, by age, split by disability				
		Age bands		
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50 years old +**
Car / van - no driver/passenger details**	%	47	63	79
Motorcycle / scooter / moped	%	1	2	-
Bicycle	%	4	3	2
Bus / minibus / coach**	%	19	5	4
Surface Rail*	%	8	8	3
Underground / metro / light rail / tram	%	4	4	1
Walk**	%	18	13	7
Other (lorry/ plane / works abroad)	%	-	2	2
Taxi / minicab	%	2	-	1
Unweighted bases		90	282	376
Weighted bases		115	309	358
		Age bands		
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50 years old +**
Car / van - no driver/passenger details**	%	57	64	71
Motorcycle / scooter / moped	%	1	1	1
Bicycle	%	3	4	3
Bus / minibus / coach**	%	13	7	4
Surface Rail**	%	7	8	6
Underground / metro / light rail / tram**	%	7	6	3
Walk	%	12	9	10
Other (lorry/ plane / works abroad)	%	0	1	1
Taxi / minicab	%	1	1	1
Unweighted bases		1254	2879	1962
Weighted bases		1572	3120	1889

Table 4:131 Types of transport used for journeys to work by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Car / van - no driver/passenger details	%	68	69
Motorcycle / scooter / moped	%	1	-
Bicycle	%	5	1
Bus / minibus / coach	%	8	6
Surface Rail	%	6	4
Underground / metro / light rail / tram	%	2	4
Walk**	%	8	14
Other (lorry/ plane / works abroad)	%	2	1
Taxi / minicab	%	0	1
Unweighted bases		377	371
Weighted bases		407	374
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Car / van - no driver/passenger details	%	65	64
Motorcycle / scooter / moped	%	1	0
Bicycle	%	5	2
Bus / minibus / coach**	%	6	9
Surface Rail*	%	8	6
Underground / metro / light rail / tram	%	6	5
Walk**	%	8	12
Other (lorry/ plane / works abroad)	%	1	1
Taxi / minicab	%	0	1
Unweighted bases		3180	2915
Weighted bases		3496	3086

Table 4:132 Types of transport used for journeys to work, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Car / van - no driver/passenger details*	%	69	54
Motorcycle / scooter / moped	%	1	-
Bicycle	%	3	-
Bus / minibus / coach	%	7	9
Surface Rail	%	5	14
Underground / metro / light rail / tram*	%	2	8
Walk	%	11	13
Other (lorry/ plane / works abroad)	%	2	1
Taxi / minicab	%	1	-
Unweighted bases		699	49

Table 4:132 Types of transport used for journeys to work, by ethnicity, split by disability			
Weighted bases		727	55
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Car / van - no driver/passenger details**	%	67	50
Motorcycle / scooter / moped	%	1	0
Bicycle	%	4	2
Bus / minibus / coach**	%	6	16
Surface Rail**	%	6	12
Underground / metro / light rail / tram**	%	5	9
Walk	%	10	10
Other (lorry/ plane / works abroad)	%	1	1
Taxi / minicab	%	1	1
Unweighted bases		5267	824
Weighted bases		5664	914

Table 4:133 Types of means of transportation used for journeys to work, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
Car / van - no driver/passenger details*	%	66	78
Motorcycle / scooter / moped	%	1	1
Bicycle	%	3	1
Bus / minibus / coach*	%	8	1
Surface Rail	%	6	3
Underground / metro / light rail / tram	%	3	-
Walk	%	11	12
Other (lorry/ plane / works abroad)	%	1	4
Taxi / minicab	%	0	1
Unweighted bases		598	150
Weighted bases		641	140
Frequency among those with no disability		**Urban**	**Rural**
Car / van - no driver/passenger details**	%	61	82
Motorcycle / scooter / moped	%	1	1
Bicycle	%	4	2
Bus / minibus / coach**	%	9	1
Surface Rail*	%	7	5
Underground / metro / light rail / tram**	%	6	0
Walk**	%	11	7
Other (lorry/ plane / works abroad)	%	1	1
Taxi / minicab	%	1	0
Unweighted bases		4984	1111
Weighted bases		5506	1075

Table 4:134 Types of means of transportation used for journeys to work, by household structure, split by disability

		Household structure		
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Car / van - no driver/passenger details*	%	56	70	70
Motorcycle / scooter / moped	%	-	1	1
Bicycle	%	6	3	2
Bus / minibus / coach	%	7	7	8
Surface Rail*	%	14	5	2
Underground / metro / light rail / tram	%	6	3	1
Walk	%	11	10	13
Other (lorry/ plane / works abroad)	%	1	1	1
Taxi / minicab	%	-	0	1
Unweighted bases		99	454	172
Weighted bases		104	480	177
		Household structure		
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Car / van - no driver/passenger details*	%	57	65	66
Motorcycle / scooter / moped	%	1	1	1
Bicycle	%	5	3	4
Bus / minibus / coach	%	9	7	7
Surface Rail	%	7	7	8
Underground / metro / light rail / tram	%	7	6	4
Walk	%	12	10	9
Other (lorry/ plane / works abroad)	%	1	1	1
Taxi / minicab	%	1	1	0
Unweighted bases		481	3207	2241
Weighted bases		541	3541	2344

Table 4:135 Types of means of transportation used for journeys to work, by household income (in quintiles), split by disability

		Household income				
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Car / van - no driver/passenger details*	%	56	64	75	75	66
Motorcycle / scooter / moped	%	-	1	-	3	-
Bicycle	%	7	3	5	1	0
Bus / minibus / coach	%	10	10	6	2	7
Surface Rail**	%	2	2	2	9	12
Underground / metro / light rail / tram**	%	3	-	1	2	8
Walk**	%	21	18	11	6	5
Other (lorry/ plane / works abroad)	%	1	2	2	1	2
Taxi / minicab	%	-	1	0	1	0
Unweighted bases		93	150	169	169	167
Weighted bases		101	160	172	174	176

Table 4:135 Types of means of transportation used for journeys to work, by household income (in quintiles), split by disability						
		Household income				
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Car / van - no driver/passenger details**	%	58	63	69	68	62
Motorcycle / scooter / moped	%	1	1	1	1	1
Bicycle	%	3	3	4	4	3
Bus / minibus / coach**	%	15	11	6	5	5
Surface Rail**	%	3	3	4	7	12
Underground / metro / light rail / tram*	%	5	5	4	4	7
Walk**	%	14	14	10	9	8
Other (lorry/ plane / works abroad)	%	1	1	1	1	1
Taxi / minicab	%	1	0	1	0	0
Unweighted bases		630	923	1277	1617	1648
Weighted bases		691	985	1374	1781	1750

Table 4:136 Types of means of transportation used for journeys to work, by Index of Multiple Deprivation (in quintiles), split by disability						
		Index of Multiple Deprivation				
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Car / van - no driver/passenger details*	%	60	64	70	71	77
Motorcycle / scooter / moped	%	-	-	-	4	-
Bicycle	%	6	2	1	2	2
Bus / minibus / coach	%	11	10	3	4	6
Surface Rail	%	7	7	7	4	3
Underground / metro / light rail / tram	%	7	2	3	1	-
Walk	%	9	13	14	11	8
Other (lorry/ plane / works abroad)	%	-	1	1	3	3
Taxi / minicab	%	-	1	1	-	1
Unweighted bases		110	148	161	167	141
Weighted bases		128	168	162	165	136
		Index of Multiple Deprivation				
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Car / van - no driver/passenger details**	%	52	59	67	72	74
Motorcycle / scooter / moped	%	1	1	0	1	1
Bicycle	%	5	3	3	4	3
Bus / minibus / coach**	%	14	10	6	3	3
Surface Rail	%	5	5	8	8	9
Underground / metro / light rail / tram**	%	9	7	5	3	2
Walk**	%	13	13	9	9	7
Other (lorry/ plane / works abroad)	%	1	0	1	1	1
Taxi / minicab	%	1	1	0	0	0
Unweighted bases		917	1183	1321	1202	1264
Weighted bases		1108	1357	1420	1208	1255

4.5.2 Difficulties with journeys to work

Among those with disabilities, there were two areas where significant relationships were identified between difficulties travelling to work and demographic characteristics.

Rural vs urban
Firstly, disabled people living in rural areas were more likely than those in urban areas to say that their disability caused them difficulties travelling to work using a car, van or motorcycle (5% compared to 1%; Table 4:140). This relationship was not found to be significant among those without disabilities. However, there was no significant relationship among disabled people between urban/rural location and whether a respondent reported difficulties travelling to work more broadly (53% of disabled people from rural areas reported no difficulties travelling to work using a car, van or motorcycle and 68% reported no difficulties commuting on public transport or by foot, compared to 51% and 56% of those from urban areas; Table 4:140; Table 4:147).

Household Income
Disabled people in the lowest income quintile were more likely than those in the highest quintile to report difficulties commuting to work by public transport or on foot (60% compared to 45%; Table 4:149). However, the pattern in the middle-income quintiles was less clear, with higher percentages of those in the second and third lowest income brackets reporting difficulties using public transport or commuting on foot to work than those in the lowest income quintile. In contrast, there was a clearer pattern among people without disabilities (the percentages of those reporting difficulties were: 79% (lowest income quintile), 78% (second quintile), 72% (third quintile), 69% (fourth quintile) and 59% (highest income quintile); Table 4:149).

Other demographic characteristics
Relationships between difficulties traveling to work and age, income, IMD, were only significant among those without disabilities, but not those with disabilities.
Lastly, sex, ethnicity and household structure were not found to be significantly related with the presence or absence of disability (Table 5:9, Table 5:10, Table 5:12, Table 5:16 and Table 5:17).

Tables for section 4.5.2: Difficulties with journeys to work

Table 4:137 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by age, split by disability

		Age bands		
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50 years old +**
No difficulties	%	56	48	53
Personal disability	%	-	4	1
Concerns over personal safety	%	-	1	-
Lack of parking facilities	%	4	5	4
Cost of petrol, parking or using public transport	%	3	11	7
Other difficulties	%	38	38	39
Unweighted bases		47	186	300
Weighted bases		54	200	284

Table 4:137 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by age, split by disability

		Age bands		
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50 years old +**
No difficulties*	%	61	55	60
Personal disability	%	-	0	0
Concerns over personal safety	%	0	1	0
Lack of parking facilities	%	2	3	3
Cost of petrol, parking or using public transport	%	5	6	4
Other difficulties	%	32	37	34
Unweighted bases		756	1918	1430
Weighted bases		908	2021	1367

Table 4:138 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
No difficulties	%	49	54
Personal disability	%	2	2
Concerns over personal safety	%	0	1
Lack of parking facilities	%	3	6
Cost of petrol, parking or using public transport	%	6	10
Other difficulties	%	43	34
Unweighted bases		272	261
Weighted bases		282	257
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
No difficulties	%	58	58
Personal disability	%	-	0
Concerns over personal safety	%	0	0
Lack of parking facilities*	%	2	4
Cost of petrol, parking or using public transport	%	5	5
Other difficulties	%	36	35
Unweighted bases		2171	1933
Weighted bases		2307	1989

Table 4:139 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
No difficulties	%	52	35
Personal disability	%	2	-
Concerns over personal safety	%	1	-
Lack of parking facilities	%	4	6
Cost of petrol, parking or using public transport	%	8	3
Other difficulties	%	37	59
Unweighted bases		504	29
Weighted bases		509	30
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
No difficulties	%	57	61
Personal disability	%	0	-
Concerns over personal safety	%	0	1
Lack of parking facilities	%	3	2
Cost of petrol, parking or using public transport	%	5	6
Other difficulties	%	36	32
Unweighted bases		3184	920
Weighted bases		3403	892

Table 4:140 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
No difficulties	%	51	53
Personal disability*	%	1	5
Concerns over personal safety	%	0	1
Lack of parking facilities	%	4	5
Cost of petrol, parking or using public transport*	%	6	14
Other difficulties	%	41	30
Unweighted bases		415	118
Weighted bases		429	110
Frequency among those with no disability		**Urban**	**Rural**
No difficulties	%	57	61
Personal disability	%	0	-
Concerns over personal safety	%	0	1
Lack of parking facilities	%	3	2
Cost of petrol, parking or using public transport	%	5	6
Other difficulties	%	36	32
Unweighted bases		3184	920
Weighted bases		3403	892

Table 4:141 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by household structure, split by disability				
		Household structure		
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
No difficulties	%	44	52	53
Personal disability	%	-	2	2
Concerns over personal safety	%	-	0	2
Lack of parking facilities	%	6	4	3
Cost of petrol, parking or using public transport	%	10	8	8
Other difficulties	%	43	38	38
Unweighted bases		60	335	123
Weighted bases		58	342	126
		Household structure		
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
No difficulties	%	54	58	58
Personal disability	%	0	-	0
Concerns over personal safety	%	1	0	0
Lack of parking facilities	%	5	3	3
Cost of petrol, parking or using public transport	%	8	4	5
Other difficulties	%	35	36	35
Unweighted bases		303	2166	1516
Weighted bases		313	2312	1562

Table 4:142 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by household income (in quintiles), split by disability						
		Household income				
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
No difficulties	%	63	55	53	52	40
Personal disability	%	4	3	1	1	3
Concerns over personal safety	%	2	-	1	-	1
Lack of parking facilities	%	4	6	3	4	5
Cost of petrol, parking or public transport	%	10	8	7	5	11
Other difficulties	%	27	35	39	40	45
Unweighted bases		54	101	128	133	117
Weighted bases		56	104	128	136	116
		Household income				
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
No difficulties**	%	73	60	59	56	52
Personal disability	%	-	-	-	0	0
Concerns over personal safety	%	0	0	1	0	0
Lack of parking facilities	%	3	3	3	2	3
Cost of petrol, parking or public transport	%	4	6	5	5	4
Other difficulties	%	21	32	34	38	41

Unweighted bases		378	599	915	1156	1056
Weighted bases		403	624	952	1229	1088

Table 4:143 Frequency of difficulties with using a car, van, or motorcycle for journeys to work, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
No difficulties	%	46	52	60	53	40
Personal disability	%	1	2	2	2	2
Concerns over personal safety	%	-	1	-	-	2
Lack of parking facilities	%	7	6	2	3	5
Cost of petrol, parking or using public transport	%	10	12	4	7	8
Other difficulties	%	43	33	35	38	49
Unweighted bases		69	101	116	125	109
Weighted bases		76	107	113	124	105
		Index of Multiple Deprivation				
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
No difficulties	%	59	60	59	56	56
Personal disability	%	-	-	0	0	0
Concerns over personal safety	%	-	0	1	0	0
Lack of parking facilities	%	3	3	3	2	4
Cost of petrol, parking or using public transport	%	5	5	5	5	5
Other difficulties	%	35	33	34	38	36
Unweighted bases		504	747	909	876	946
Weighted bases		586	812	956	877	936

Table 4:144 Frequency of difficulties with travelling into work by public transport or on foot, by age, split by disability				
		Age bands		
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50 years old +**
No difficulties	%	59	55	61
Too far / long journey	%	-	2	3
Journey not possible by public transport	%	-	1	-
Unreliable public transport	%	31	26	23
Cost of using public transport / taxis	%	4	3	7
Poor information about public transport	%	11	3	2
Poor connections	%	-	3	3
Public transport unpleasant	%	5	7	3
Personal disability	%	4	4	5
Concerns over personal safety	%	2	2	2
Traffic congestion / roadworks	%	17	9	5
Lack of / no cycle lanes	%	-	1	2
The weather	%	2	8	7
Other difficulties	%	4	8	6
Unweighted bases		43	96	76
Weighted bases		60	109	73
		Age bands		
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-84 years**
No difficulties**	%	70	66	75
Too far / long journey	%	4	2	1
Journey not possible by public transport	%	2	1	1
Unreliable public transport	%	17	21	15
Cost of using public transport / taxis*	%	9	4	3
Poor information about public transport	%	2	3	3
Poor connections	%	4	3	4
Public transport unpleasant	%	4	4	4
Personal disability	%	0	0	0
Concerns over personal safety	%	1	2	1
Traffic congestion / roadworks	%	5	5	3
Lack of / no cycle lanes	%	2	2	1
The weather	%	3	2	4
Other difficulties	%	2	3	3
Unweighted bases		498	961	531
Weighted bases		665	1099	521

Table 4:145 Frequency of difficulties with travelling into work by public transport or on foot, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
No difficulties	%	55	61
Too far / long journey	%	3	-
Journey not possible by public transport	%	1	-
Unreliable public transport	%	31	21
Cost of using public transport / taxis	%	3	6
Poor information about public transport	%	7	2
Poor connections	%	2	2
Public transport unpleasant	%	5	5
Personal disability	%	2	6
Concerns over personal safety	%	1	3
Traffic congestion / roadworks	%	11	8
Lack of / no cycle lanes	%	1	1
The weather	%	6	7
Other difficulties	%	4	9
Unweighted bases		105	110
Weighted bases		125	118
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
No difficulties	%	70	69
Too far / long journey	%	3	1
Journey not possible by public transport	%	1	1
Unreliable public transport	%	18	18
Cost of using public transport / taxis	%	6	4
Poor information about public transport	%	3	3
Poor connections	%	4	4
Public transport unpleasant	%	4	4
Personal disability	%	0	0
Concerns over personal safety	%	2	1
Traffic congestion / roadworks	%	5	4
Lack of / no cycle lanes	%	2	1
The weather	%	3	3
Other difficulties	%	2	4
Unweighted bases		1008	982
Weighted bases		1188	1097

Table 4:146 Frequency of difficulties with travelling into work by public transport or on foot, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
No difficulties	%	59	45
Too far / long journey	%	2	-
Journey not possible by public transport	%	0	-
Unreliable public transport	%	24	46
Cost of using public transport / taxis	%	5	-
Poor information about public transport	%	5	-
Poor connections	%	2	-
Public transport unpleasant	%	4	15
Personal disability	%	4	4
Concerns over personal safety	%	2	-
Traffic congestion / roadworks	%	10	8
Lack of / no cycle lanes	%	1	-
The weather	%	6	4
Other difficulties	%	6	9
Unweighted bases		195	20
Weighted bases		218	25
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
No difficulties	%	69	72
Too far / long journey	%	2	3
Journey not possible by public transport	%	1	1
Unreliable public transport	%	18	20
Cost of using public transport / taxis	%	5	5
Poor information about public transport	%	3	3
Poor connections	%	4	3
Public transport unpleasant	%	4	3
Personal disability	%	0	0
Concerns over personal safety	%	2	1
Traffic congestion / roadworks	%	5	3
Lack of / no cycle lanes	%	2	1
The weather	%	3	0
Other difficulties	%	3	2
Unweighted bases		1591	397
Weighted bases		1829	454

Table 4:147 Frequency of difficulties with travelling into work by public transport or on foot, by whether household is in an urban or rural area, split by disability			
Frequency among those with a disability		**Urban**	**Rural**
No difficulties	%	56	68
Too far / long journey	%	2	-
Journey not possible by public transport	%	-	3
Unreliable public transport	%	28	14
Cost of using public transport / taxis	%	4	8
Poor information about public transport	%	4	4
Poor connections	%	2	3
Public transport unpleasant	%	6	-
Personal disability	%	4	6
Concerns over personal safety	%	2	4
Traffic congestion / roadworks	%	10	8
Lack of / no cycle lanes	%	1	5
The weather	%	6	10
Other difficulties	%	8	-
Unweighted bases		183	32
Weighted bases		213	30
Frequency among those with no disability		**Urban**	**Rural**
No difficulties	%	69	72
Too far / long journey	%	2	2
Journey not possible by public transport	%	1	2
Unreliable public transport	%	18	19
Cost of using public transport / taxis	%	5	4
Poor information about public transport	%	3	2
Poor connections	%	4	4
Public transport unpleasant	%	4	3
Personal disability	%	0	-
Concerns over personal safety	%	2	1
Traffic congestion / roadworks	%	5	2
Lack of / no cycle lanes	%	1	2
The weather	%	3	4
Other difficulties	%	3	2
Unweighted bases		1799	191
Weighted bases		2102	182

Table 4:148 Frequency of difficulties with travelling into work by public transport or on foot, by household structure, split by disability				
		Household structure		
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
No difficulties	%	49	59	59
Too far / long journey	%	3	2	-
Journey not possible by public transport	%	-	-	2
Unreliable public transport	%	31	30	13
Cost of using public transport / taxis	%	2	6	5
Poor information about public transport	%	2	6	2
Poor connections	%	2	2	2
Public transport unpleasant	%	2	7	4
Personal disability	%	6	4	4
Concerns over personal safety	%	-	3	-
Traffic congestion / roadworks	%	-	10	18
Lack of / no cycle lanes	%	-	2	-
The weather	%	10	5	3
Other difficulties	%	12	6	6
Unweighted bases		39	119	49
Weighted bases		46	138	51
		Household structure		
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
No difficulties	%	70	70	69
Too far / long journey	%	3	2	2
Journey not possible by public transport	%	1	1	1
Unreliable public transport	%	14	19	19
Cost of using public transport / taxis	%	3	5	5
Poor information about public transport	%	1	2	4
Poor connections	%	5	3	4
Public transport unpleasant	%	2	5	3
Personal disability	%	0	0	0
Concerns over personal safety	%	3	1	1
Traffic congestion / roadworks	%	4	5	4
Lack of / no cycle lanes	%	1	2	2
The weather	%	3	3	2
Other difficulties	%	4	3	3
Unweighted bases		178	1041	724
Weighted bases		228	1229	781

Table 4:149 Frequency of difficulties with travelling into work by public transport or on foot, by household income (in quintiles), split by disability						
		Household income				
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
No difficulties*	%	60	74	67	41	45
Too far / long journey	%	-	4	2	3	-
Journey not possible by public transport	%	-	-	2	-	-
Unreliable public transport	%	22	6	12	48	45
Cost of using public transport / taxis	%	-	6	2	9	6
Poor information about public transport	%	-	2	2	3	13
Poor connections	%	-	2	2	6	2
Public transport unpleasant	%	6	-	4	11	6
Personal disability	%	5	4	5	5	4
Concerns over personal safety	%	3	2	-	-	4
Traffic congestion / roadworks	%	7	6	7	9	16
Lack of / no cycle lanes	%	-	-	-	4	2
The weather	%	6	1	14	9	3
Other difficulties	%	12	4	-	8	9
Unweighted bases		39	49	41	36	50
Weighted bases		45	56	44	38	60
		Household income				
Frequency among those with no disability		**1st lowest income)**	**2nd**	**3rd**	**4th**	**5th highest income**
No difficulties**	%	79	78	72	69	59
Too far / long journey	%	1	1	2	2	4
Journey not possible by public transport	%	0	1	1	2	1
Unreliable public transport	%	11	11	16	19	27
Cost of using public transport / taxis	%	2	5	7	4	6
Poor information about public transport	%	2	2	3	3	3
Poor connections	%	3	2	3	3	6
Public transport unpleasant	%	2	2	3	4	6
Personal disability	%	-	0	-	-	0
Concerns over personal safety	%	0	2	1	2	2
Traffic congestion / roadworks	%	4	4	4	4	5
Lack of / no cycle lanes	%	1	1	0	2	3
The weather	%	2	2	3	3	3
Other difficulties	%	3	2	3	2	5
Unweighted bases		252	324	362	461	591
Weighted bases		287	361	422	553	662

Table 4:150 Frequency of difficulties with travelling into work by public transport or on foot, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
No difficulties	%	51	48	64	58	79
Too far / long journey	%	-	1	-	8	-
Journey not possible by public transport	%	-	-	-	2	-
Unreliable public transport	%	35	34	25	16	8
Cost of using public transport / taxis	%	6	2	2	11	4
Poor information about public transport	%	-	12	4	-	3
Poor connections	%	-	-	2	5	7
Public transport unpleasant	%	4	9	3	8	-
Personal disability	%	4	6	7	2	3
Concerns over personal safety	%	2	4	2	-	-
Traffic congestion / roadworks	%	4	20	6	5	12
Lack of / no cycle lanes	%	-	2	-	-	4
The weather	%	9	9	-	6	4
Other difficulties	%	13	6	4	4	3
Unweighted bases		41	47	45	42	32
Weighted bases		52	60	49	41	31
		Index of Multiple Deprivation				
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
No difficulties**	%	77	70	63	68	65
Too far / long journey	%	2	4	1	2	1
Journey not possible by public transport	%	1	1	1	3	-
Unreliable public transport	%	12	16	26	18	23
Cost of using public transport / taxis	%	3	7	4	4	8
Poor information about public transport	%	2	4	3	2	3
Poor connections	%	2	4	5	4	3
Public transport unpleasant	%	2	5	4	3	5
Personal disability	%	0	-	-	1	0
Concerns over personal safety	%	1	2	2	2	1
Traffic congestion / roadworks	%	4	5	5	5	3
Lack of / no cycle lanes	%	1	3	1	2	1
The weather	%	2	3	2	4	3
Other difficulties	%	2	2	4	3	4
Unweighted bases		413	436	412	325	318
Weighted bases		522	545	464	330	320

4.5.3 Turning down and not applying to jobs in the last 12 months due a transport issue

Among disabled people, significant relationships were found between both age and employment status and whether transport had limited job opportunities.

Age

Disabled people in the oldest age bracket (50+) were less likely than younger people to have turned down a job in the last 12 months due to problems with transport (1% compared to 4-5%; Table 4:151). Similarly, disabled people in the oldest age bracket were less likely to not apply for a job due to issues with transport (1% compared to 3-5%; Table 4:151). These relationships were also significant among those without disabilities. Disabled people over 50 were also less likely than younger people to cite the cost of petrol, parking or public transport as the transport-related issue causing them to turn down or not apply for a job (7% compared to 40%; Table 4:159). This relationship was not significant among non-disabled people.

Economic activity status

Employed disabled people were more likely than those who were economically inactive to have turned down a job due to problems with transport (4% compared to 1%; Table 4:155) or to have decided to not apply for a job due to problems with transport (3% compared to 1%; Table 4:155).[7] These relationships were also significant among non-disabled people.

Other demographic characteristics

Among disabled people, there were no significant relationships between sex, ethnicity or urban/rural location and whether an individual had turned down, or not applied to, a job in the past 12 months due to transport related issues (Table 4:152; Table 4:153; Table 4:154). However, significant relationships were found among non-disabled people. For example, white non- disabled people were significantly more likely to have not turned down, or not applied, for a job due to transport related issues (93% compared to 95%; Table 4:153).

No significant relationships were found among disabled or non-disabled people between household structure, income or deprivation and whether an individual had turned down, or not applied to, a job in the past 12 months due to transport related issues (Table 4:156; Table 4:157; Table 4:158).

Tables for section 4.5.3

Table 4:151 Turning down job or not applying for a job in last 12 months due to problems with transport, by age, split by disability

		Age bands		
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50 years old +**
Yes - turned down a job**	%	5	4	1
Yes - decided not to apply for a job**	%	5	3	1
No**	%	90	93	99
Unweighted bases		193	502	1122
Weighted bases		240	550	1064

[7] Included in the category of not working are all those unemployed, economically inactive because they have retired or have a disability/health problem that prevents them from working, who are students, or who are otherwise economically inactive. The 'working' category includes all people doing paid work, either part or full time.

Table 4:151 Turning down job or not applying for a job in last 12 months due to problems with transport, by age, split by disability				
		Age bands		
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50 years old +**
Yes - turned down a job**	%	4	3	1
Yes - decided not to apply for a job**	%	4	3	1
No**	%	91	94	97
Unweighted bases		1742	3438	3162
Weighted bases		2163	3712	2963

Table 4:152 Turning down job or not applying for a job in last 12 months due to problems with transport, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Yes - turned down a job	%	2	2
Yes - decided not to apply for a job	%	2	2
No	%	96	95
Unweighted bases		836	981
Weighted bases		877	978
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Yes - turned down a job	%	3	3
Yes - decided not to apply for a job*	%	2	3
No*	%	95	94
Unweighted bases		4082	4260
Weighted bases		4427	4411

Table 4:153 Turning down job or not applying for a job in last 12 months due to problems with transport, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Yes - turned down a job	%	2	2
Yes - decided not to apply for a job	%	2	3
No	%	96	95
Unweighted bases		1676	139
Weighted bases		1697	154
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Yes - turned down a job*	%	3	4
Yes - decided not to apply for a job	%	3	3
No*	%	95	93
Unweighted bases		7121	1216
Weighted bases		7493	1340

Table 4:154 Turning down job or not applying for a job in last 12 months due to problems with transport, by whether household is in an urban or rural area, split by disability

Frequency among those with a disability		**Urban**	**Rural**
Yes - turned down a job	%	2	2
Yes - decided not to apply for a job	%	2	3
No	%	96	95
Unweighted bases		1488	329
Weighted bases		1551	303
Frequency among those with no disability		**Urban**	**Rural**
Yes - turned down a job*	%	3	2
Yes - decided not to apply for a job*	%	3	2
No**	%	94	96
Unweighted bases		6825	1517
Weighted bases		7401	1436

Table 4:155 Turning down job or not applying for a job in last 12 months due to problems with transport, by economic activity status, split by disability

		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Yes - turned down a job**	%	4	1
Yes - decided not to apply for a job*	%	3	1
No**	%	93	98
Unweighted bases		781	1036
Weighted bases		818	1036
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Yes - turned down a job**	%	3	2
Yes - decided not to apply for a job**	%	3	2
No**	%	94	97
Unweighted bases		6354	1988
Weighted bases		6853	1984

Table 4:156 Turning down job or not applying for a job in last 12 months due to problems with transport, by household structure, split by disability

		Household structure		
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Yes - turned down a job	%	2	2	4
Yes - decided not to apply for a job	%	2	2	2
No	%	96	96	94
Unweighted bases		382	1069	317
Weighted bases		389	1082	336

Table 4:156 Turning down job or not applying for a job in last 12 months due to problems with transport, by household structure, split by disability

		Household structure		
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Yes - turned down a job	%	4	3	3
Yes - decided not to apply for a job	%	3	3	3
No	%	94	94	95
Unweighted bases		680	4551	2881
Weighted bases		747	4860	3015

Table 4:157 Turning down job or not applying for a job in last 12 months due to problems with transport, by household income (in quintiles), split by disability

		Household income				
Frequency among those with a disability		**1st (highest income)**	**2nd**	**3rd**	**4th**	**5th (lowest income**
Yes - turned down a job	%	2	2	2	3	2
Yes - decided not to apply for a job	%	1	1	2	4	4
No	%	97	96	96	94	94
Unweighted bases		489	471	329	283	245
Weighted bases		518	481	324	280	251
		Household income				
Frequency among those with no disability		**1st (highest income)**	**2nd**	**3rd**	**4th**	**5th (lowest income**
Yes - turned down a job	%	3	3	3	2	3
Yes - decided not to apply for a job	%	2	2	2	3	3
No	%	95	95	94	94	94
Unweighted bases		1271	1393	1702	1979	1997
Weighted bases		1396	1449	1769	2141	2082

Table 4:158 Turning down job or not applying for a job in last 12 months due to problems with transport, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Yes - turned down a job	%	2	3	2	3	2
Yes - decided not to apply for a job	%	1	3	2	3	3
No	%	97	95	97	95	95
Unweighted bases		411	394	334	338	286
Weighted bases		455	421	328	324	268

Table 4:158 Turning down job or not applying for a job in last 12 months due to problems with transport, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Yes - turned down a job	%	3	3	2	2	3
Yes - decided not to apply for a job	%	2	3	3	3	2
No	%	95	94	94	95	95
Unweighted bases		1326	1609	1736	1657	1750
Weighted bases		1565	1798	1839	1636	1699

Table 4:159 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by age, split by disability

		Age bands		
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50 years old +**
Too far	%	65	65	44
Physical difficulties / disability	%	-	-	13
Lack of parking	%	-	3	7
Inadequate public transport	%	21	34	40
Cost of petrol, parking, or of public transport**	%	40	40	7
Car not available/can't drive	%	15	16	14
Other reasons	%	15	8	24
Unweighted bases		19	36	14
Weighted bases		24	40	13
		Age bands		
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50 years old +**
Too far	%	61	61	60
Physical difficulties / disability	%	2	-	-
Lack of parking	%	2	5	5
Inadequate public transport*	%	38	24	25
Cost of petrol, parking, or of public transport	%	32	21	22
Car not available/can't drive	%	18	12	9
Other reasons	%	6	10	17
Unweighted bases		143	213	81
Weighted bases		184	232	78

Table 4:160 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Too far	%	60	63
Physical difficulties / disability	%	-	4
Lack of parking	%	4	2
Inadequate public transport	%	32	30
Cost of petrol, parking, or of public transport	%	28	38
Car not available/can't drive*	%	3	24
Other reasons	%	19	9
Unweighted bases		28	41
Weighted bases		32	46
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Too far	%	65	58
Physical difficulties / disability	%	0	1
Lack of parking	%	4	5
Inadequate public transport	%	26	32
Cost of petrol, parking, or of public transport	%	29	22
Car not available/can't drive	%	12	15
Other reasons	%	7	11
Unweighted bases		190	247
Weighted bases		225	270

Table 4:161 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Too far	%	60	72
Physical difficulties / disability	%	2	-
Lack of parking	%	3	-
Inadequate public transport	%	35	-
Cost of petrol, parking, or of public transport	%	35	29
Car not available/can't drive	%	17	-
Other reasons	%	13	15
Unweighted bases		62	7
Weighted bases		70	8
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Too far	%	61	62
Physical difficulties / disability	%	1	-
Lack of parking	%	5	1
Inadequate public transport	%	28	35
Cost of petrol, parking, or of public transport	%	27	19
Car not available/can't drive	%	12	19
Other reasons	%	11	4
Unweighted bases		349	87
Weighted bases		400	94

Table 4:162 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by whether household is in an urban or rural area, split by disability

Frequency among those with a disability		**Urban**	**Rural**
Too far	%	64	49
Physical difficulties / disability	%	1	6
Lack of parking	%	2	6
Inadequate public transport**	%	23	64
Cost of petrol, parking, or of public transport	%	32	44
Car not available/can't drive	%	16	13
Other reasons	%	16	-
Unweighted bases		53	16
Weighted bases		63	15
Frequency among those with no disability		**Urban**	**Rural**
Too far	%	62	53
Physical difficulties / disability	%	1	-
Lack of parking	%	4	5
Inadequate public transport	%	29	30
Cost of petrol, parking, or of public transport	%	24	34
Car not available/can't drive	%	14	13
Other reasons	%	9	9
Unweighted bases		382	55
Weighted bases		440	54

Table 4:163 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by economic activity status, split by disability

		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Too far	%	57	73
Physical difficulties / disability	%	-	7
Lack of parking	%	4	-
Inadequate public transport	%	35	23
Cost of petrol, parking, or of public transport	%	49	-
Car not available/can't drive	%	14	18
Other reasons	%	16	5
Unweighted bases		49	20
Weighted bases		55	24

Table 4:163 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by economic activity status, split by disability

		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Too far	%	59	72
Physical difficulties / disability	%	1	2
Lack of parking	%	5	-
Inadequate public transport	%	29	33
Cost of petrol, parking, or of public transport	%	26	18
Car not available/can't drive	%	12	21
Other reasons	%	11	1
Unweighted bases		376	61
Weighted bases		425	69

Table 4:164 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by household structure, split by disability

		Household structure		
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Too far	%	53	67	55
Physical difficulties / disability	%	11	-	-
Lack of parking	%	-	2	6
Inadequate public transport	%	29	27	42
Cost of petrol, parking, or of public transport	%	29	33	42
Car not available/can't drive	%	27	15	11
Other reasons	%	29	9	11
Unweighted bases		13	34	18
Weighted bases		15	39	20
		Household structure		
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**2 or more adults and children**
Too far	%	54	64	61
Physical difficulties / disability	%	-	1	1
Lack of parking	%	3	4	4
Inadequate public transport	%	33	29	29
Cost of petrol, parking, or of public transport	%	18	27	23
Car not available/can't drive	%	11	13	14
Other reasons	%	14	9	9
Unweighted bases		39	227	153
Weighted bases		47	272	159

Table 4:165 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by household income (in quintiles), split by disability

		Household income				
Frequency among those with a disability		**1st (highest income)**	**2nd**	**3rd**	**4th**	**5th (lowest income**
Too far	%	81	72	41	65	43
Physical difficulties / disability	%	6	-	6	-	-
Lack of parking	%	-	7	-	5	-
Inadequate public transport	%	43	42	27	29	12
Cost of petrol, parking, or of public transport	%	35	29	24	35	47
Car not available/can't drive	%	43	19	-	6	8
Other reasons	%	6	-	25	11	27
Unweighted bases		13	15	13	15	13
Weighted bases		15	17	14	18	14
		Household income				
Frequency among those with no disability		**1st (highest income)**	**2nd**	**3rd**	**4th**	**5th (lowest income**
Too far	%	68	48	58	63	64
Physical difficulties / disability	%	-	1	1	1	1
Lack of parking	%	2	7	4	3	4
Inadequate public transport	%	25	29	30	29	31
Cost of petrol, parking, or of public transport	%	18	21	34	25	24
Car not available/can't drive	%	21	21	12	13	7
Other reasons	%	5	4	10	11	12
Unweighted bases		62	63	85	108	119
Weighted bases		70	71	101	124	129

Table 4:166 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Too far	%	82	67	81	52	35
Physical difficulties / disability	%	-	4	7	-	-
Lack of parking	%	-	-	-	5	8
Inadequate public transport	%	40	28	-	46	39
Cost of petrol, parking, or public transport	%	22	40	34	34	38
Car not available/can't drive	%	-	29	10	19	7
Other reasons	%	-	6	-	19	32
Unweighted bases		10	18	10	17	13
Weighted bases		12	22	11	17	14

Table 4:166 Reasons for turning down job or not applying for a job in last 12 months due to problems with transport, by Index of Multiple Deprivation (in quintiles), split by disability

		Index of Multiple Deprivation				
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Too far	%	74	62	60	51	52
Physical difficulties / disability	%	-	1	-	1	1
Lack of parking	%	2	2	4	4	11
Inadequate public transport	%	30	28	30	30	32
Cost of petrol, parking, or of public transport**	%	8	27	23	33	37
Car not available/can't drive	%	14	13	20	10	10
Other reasons	%	4	8	9	14	13
Unweighted bases		65	91	93	83	85
Weighted bases		80	110	105	86	86

4.6 Difficulties/challenges using transport in other (non-work) areas of life

Box 4.6: Key findings

- Disabled people between 50-74 years were less likely than younger and older age groups to experience difficulties travelling for non-work reasons. However, disabled people of different ages experienced greater difficulties when travelling for different reasons.
- Disabled people who were women, unemployed, living alone and in lower income/more deprived groups were more likely to report difficulties travelling for non-work reasons.
- When asked about reasons for difficulties travelling for non-work purposes, older disabled people, those living alone, those in the lowest income quintile and those who were economically inactive were most likely to cite their disability as a difficulty. These relationships were also significant among non-disabled people, except for employment.
- No significant relationships were found between ethnicity or urban/rural location and whether disabled respondents had difficulties travelling for non-work purposes. However, significant relationships were found among non-disabled people.

Respondents were asked if they experienced difficulties travelling for any of the following reasons: travelling to the doctor or to hospital, visiting friends/relatives at home or for any other social activities, taking children to school and travelling to school/college/university. This section outlines how people's experience of difficulties travelling varied by their socio-demographic characteristics, both in terms of whether they experienced:

- any difficulties with non-work travel; and,
- whether certain groups were more likely to report problems with journeys for particular reasons.

Age

Disabled people between 50-74 years were less likely than younger and older age groups to experience difficulties travelling for the above non-work reasons (79-80% compared to 71-74%; Table 4:167). This relationship was not found to be significant among those without disabilities. However, disabled people of different ages experienced greater difficulties when travelling for different non-work reasons. For example, the oldest group (75 years +) were more likely than the youngest group (18-29 years) to experience difficulties travelling to the doctor or to hospital (26% compared to 13%; Table 4:167). In contrast, the youngest group were significantly more likely than the oldest group to experience difficulties travelling to visit friends and relatives (16% compared to 12%; Table 4:33). These relationships were mirrored among those without disabilities. When asked about reasons for difficulties travelling for non-work purposes, older disabled people were more likely than younger groups to cite their disability as a difficulty (49% compared to 24-30%; Table 4:175).

Sex

Disabled men were more likely than disabled women to not experience difficulties travelling for non-work purposes (79% compared to 74%) but significantly less likely to experience difficulties travelling to the doctor or hospital (17% compared to 21%; Table 4:168). These relationships were also significant among those without disabilities. Both

disabled and non-disabled women were more likely to cite not having a driving license as a difficulty when travelling for non-work purposes (6% compared to 3% of disabled people and 27% compared to 21% of non-disabled people; Table 4:176).

Ethnicity
Among disabled people, no significant relationships were found between ethnicity or urban/rural location and whether the respondent had difficulties travelling for non-work purposes. However, significant relationships were found among non-disabled people between ethnicity and difficulties taking children to school and attending school/university/college (Table 4:169).

Urban vs rural
Significant relationships were also found among non-disabled people between urban/rural location and difficulties travelling to visit friends/relatives and attend school/university/college (Table 4:170).

Economic activity status
Disabled people in work were more likely than the economically inactive to say that they did not experience difficulties travelling for non-work reasons (84% compared to 73%; Table 4:171). This relationship was not significant among non-disabled people. Economically inactive disabled people were also more likely than those in work to report difficulties travelling to the doctor or to hospital (23% compared to 10%) or to visit friends or relatives (12% compared to 8%; Table 4:53). Among those without disabilities, the relationship was significant only for travelling to the doctors. Economically inactive disabled people were more likely than disabled people in work to cite their disability as a difficulty when travelling for non-work purposes (43% compared to 12%; Table 4:179).

Household structure
Among those with disabilities, people living with other adults (with or without children) were more likely than those living alone or only with children to report no difficulties travelling for non-work purposes (80-81% compared to 66-73%; Table 4:58). Those living without other adults were also significantly more likely to report difficulties travelling to the doctor or hospital (21-27% compared to 12-17%) or to visit friends/relatives (8-9% compared to 12-18%; Table 4:172). The same relationships were significant among those without disabilities. Adults living alone (without other adults or children) were significantly more likely than those living in other household structures to cite their disability as a difficulty when travelling for non-work purposes (46% compared to 20-25%; Table 4:180). Those living in a single parent family were significantly more likely than other household groups to cite issues with parking facilities as a difficulty impacting their non-work travel (21% compared to 5-18%; Table 4:180). These relationships were not significant among those without disabilities.

Household income and Index of Multiple Deprivation
Disabled people in the two lowest income quintiles were significantly more likely to experience difficulties travelling to the doctor or to hospital than those with higher incomes (22% compared to 15-16%; Table 4:173. This relationship was also significant among those without disabilities. Similarly, disabled people in the most deprived 40% were significantly more likely than less deprived groups to experience difficulties travelling to visit friends/relatives (13-15% compared to 9%; Table 4:174). This relationship was not significant among those without disabilities. Among people with disabilities, those in the lowest income quintile were significantly more likely than wealthier groups to report that their disability caused a difficulty when travelling for non-work purposes (42% compared to 20-40%; Table 4:181). However, disabled people with in the lowest income quintiles and most deprived 20% were also significantly less likely to report lack of parking facilities as an issue when travelling than wealthier

groups (for example, 4% of those in the most deprived 20% compared to 22% of those in the least deprived 20%; Table 4:182).

Tables for section 4.6: Difficulties/challenges with transport in other areas of life (travel for non-work reasons)

Table 4:167 Whether respondent experiences transport difficulties in other areas of life, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Experienced difficulties travelling to the doctor or hospital**	%	13	18	17	16	26
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities*	%	16	13	10	8	12
Experienced difficulties taking the children to school**	%	0	4	1	0	1
Experienced difficulties travelling to school/college/university	%	2	1	0	-	0
Experienced difficulties travelling for any other reason	%	3	5	3	3	5
Did not experience difficulties travelling for any of these reasons**	%	74	76	79	80	71
Unweighted bases		193	501	727	672	745
Weighted bases		240	549	717	582	642
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Experienced difficulties travelling to the doctor or hospital**	%	3	5	5	6	9
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	6	4	3	3	2
Experienced difficulties taking the children to school	%	0	2	0	-	-
Experienced difficulties travelling to school/college/university	%	1	1	0	-	-
Experienced difficulties travelling for any other reason	%	1	1	1	0	0
Did not experience difficulties travelling for any of these reasons	%	90	90	92	92	90
Unweighted bases		1740	3439	2376	1243	663
Weighted bases		2159	3712	2300	1044	550

Table 4:168 Whether respondent experiences transport difficulties in other areas of life, by sex, split by disability

		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Experienced difficulties travelling to the doctor or hospital**	%	17	21
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	10	12
Experienced difficulties taking the children to school	%	1	1
Experienced difficulties travelling to school/college/university	%	0	1
Experienced difficulties travelling for any other reason**	%	3	5
Did not experience difficulties travelling for any of these reasons**	%	79	74
Unweighted bases		1268	1570
Weighted bases		1243	1487
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Experienced difficulties travelling to the doctor or hospital**	%	4	6
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	4	4
Experienced difficulties taking the children to school	%	1	1
Experienced difficulties travelling to school/college/university	%	0	1
Experienced difficulties travelling for any other reason	%	1	1
Did not experience difficulties travelling for any of these reasons**	%	92	90
Unweighted bases		4620	4841
Weighted bases		4870	4895

Table 4:169 Whether respondent experiences transport difficulties in other areas of life, by ethnicity, split by disability

		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Experienced difficulties travelling to the doctor or hospital	%	19	14
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	11	11
Experienced difficulties taking the children to school	%	1	2
Experienced difficulties travelling to school/college/university	%	0	1
Experienced difficulties travelling for any other reason	%	4	2
Did not experience difficulties travelling for any of these reasons	%	76	78
Unweighted bases		2646	190
Weighted bases		2524	204

Table 4:169 Whether respondent experiences transport difficulties in other areas of life, by ethnicity, split by disability

		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Experienced difficulties travelling to the doctor or hospital	%	5	5
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	4	5
Experienced difficulties taking the children to school*	%	1	2
Experienced difficulties travelling to school/college/university*	%	0	1
Experienced difficulties travelling for any other reason	%	1	1
Did not experience difficulties travelling for any of these reasons	%	91	91
Unweighted bases		8184	1272
Weighted bases		8372	1389

Table 4:170 Whether respondent experiences transport difficulties in other areas of life, by whether household is in an urban or rural area, split by disability

Frequency among those with a disability		**Urban**	**Rural**
Experienced difficulties travelling to the doctor or hospital	%	19	21
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	11	11
Experienced difficulties taking the children to school	%	1	1
Experienced difficulties travelling to school/college/university	%	0	0
Experienced difficulties travelling for any other reason	%	4	5
Did not experience difficulties travelling for any of these reasons	%	76	77
Unweighted bases		2274	564
Weighted bases		2241	490
Frequency among those with no disability		**Urban**	**Rural**
Experienced difficulties travelling to the doctor or hospital	%	5	4
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	4	2
Experienced difficulties taking the children to school	%	1	1
Experienced difficulties travelling to school/college/university*	%	1	0
Experienced difficulties travelling for any other reason	%	1	1
Did not experience difficulties travelling for any of these reasons**	%	90	93
Unweighted bases		7664	1797
Weighted bases		8109	1657

Table 4:171 Whether respondent experiences transport difficulties in other areas of life, economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Experienced difficulties travelling to the doctor or hospital**	%	10	23
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities*	%	8	12
Experienced difficulties taking the children to school	%	1	1
Experienced difficulties travelling to school/college/university	%	0	0
Experienced difficulties travelling for any other reason	%	2	4
Did not experience difficulties travelling for any of these reasons**	%	84	73
Unweighted bases		807	2031
Weighted bases		840	1891
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Experienced difficulties travelling to the doctor or hospital**	%	4	7
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	4	4
Experienced difficulties taking the children to school**	%	1	0
Experienced difficulties travelling to school/college/university	%	0	1
Experienced difficulties travelling for any other reason	%	1	1
Did not experience difficulties travelling for any of these reasons	%	91	90
Unweighted bases		6431	3030
Weighted bases		6917	2849

Table 4:172 Whether respondent experiences transport difficulties in other areas of life, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Experienced difficulties travelling to the doctor or hospital**	%	27	17	21	12
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	18	8	12	9
Experienced difficulties taking the children to school**	%	0	0	7	5
Experienced difficulties travelling to school/college/university	%	0	0	2	1
Experienced difficulties travelling for any other reason**	%	6	3	2	4
Did not experience difficulties travelling for any of these reasons**	%	66	80	73	81
Unweighted bases		788	1668	50	332
Weighted bases		756	1576	48	351
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Experienced difficulties travelling to the doctor or hospital**	%	8	4	15	4
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	5	4	8	3
Experienced difficulties taking the children to school**	%	0	0	4	2
Experienced difficulties travelling to school/college/university	%	0	0	1	1
Experienced difficulties travelling for any other reason**	%	1	1	3	1
Did not experience difficulties travelling for any of these reasons**	%	89	91	80	91
Unweighted bases		1021	5310	231	2899
Weighted bases		1048	5469	217	3032

Table 4:173 Whether respondent experiences transport difficulties in other areas of life, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Experienced difficulties travelling to the doctor or hospital*	%	22	22	16	15	16
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	14	12	7	6	15
Experienced difficulties taking the children to school	%	2	1	1	0	1
Experienced difficulties travelling to school/college/university	%	1	0	0	0	-
Experienced difficulties travelling for any other reason	%	6	3	3	2	5
Did not experience difficulties travelling for any of these reasons*	%	72	75	81	81	75
Unweighted bases		749	776	558	408	347
Weighted bases		748	743	519	384	337
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Experienced difficulties travelling to the doctor or hospital**	%	7	6	4	4	5
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	4	2	4	4	5
Experienced difficulties taking the children to school	%	1	1	1	1	1
Experienced difficulties travelling to school/college/university	%	0	0	1	1	0
Experienced difficulties travelling for any other reason**	%	2	1	1	1	1
Did not experience difficulties travelling for any of these reasons	%	89	92	92	92	90
Unweighted bases		1496	1705	1955	2167	2138
Weighted bases		1583	1713	1978	2294	2197

Table 4:174 Whether respondent experiences transport difficulties in other areas of life, by Index of Multiple Deprivation (in quintiles), split by disability

Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Experienced difficulties travelling to the doctor or hospital	%	20	23	19	16	17
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities**	%	13	15	9	9	9
Experienced difficulties taking the children to school	%	2	1	1	1	1
Experienced difficulties travelling to school/college/university	%	0	0	0	0	0
Experienced difficulties travelling for any other reason	%	5	4	3	3	4
Did not experience difficulties travelling for any of these reasons**	%	75	69	77	81	80
Unweighted bases		562	585	557	578	480
Weighted bases		599	590	518	520	425
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Experienced difficulties travelling to the doctor or hospital	%	5	6	4	5	5
Experienced difficulties travelling to visit friends/relatives at home, or for other social activities	%	4	6	4	4	3
Experienced difficulties taking the children to school	%	1	2	1	1	1
Experienced difficulties travelling to school/college/university	%	1	1	1	0	1
Experienced difficulties travelling for any other reason	%	1	1	1	1	1
Did not experience difficulties travelling for any of these reasons	%	92	88	92	91	91
Unweighted bases		1433	1767	1971	1947	2055
Weighted bases		1666	1932	2034	1870	1943

Type of difficulty experienced travelling for a non-work purpose

Table 4:175 Type of difficulty, by age, split by disability

		Age bands				
Frequency among those with a disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Experienced personal disability as a difficulty when travelling (for non-work purposes)**	%	24	30	38	30	49
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	6	3	3	2	3
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	30	34	32	30	26
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	43	34	35	37	33
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	2	4	3	3	3
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	2	5	5	4	4
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	10	8	14	14	15
None	%	24	26	18	13	10
Unweighted bases		45	117	150	131	220
Weighted bases		62	134	150	115	192
		Age bands				
Frequency among those with no disability		**18-29 years**	**30-49 years**	**50-64 years**	**65-74 years**	**75+ years**
Experienced personal disability as a difficulty when travelling (for non-work purposes)**	%	-	-	1	1	11
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)**	%	4	1	0	-	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	29	20	25	26	27
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	45	32	34	38	36
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	4	2	3	1	3
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	5	3	2	2	6
Found lack of parking facilities a difficulty when travelling (for non-work purposes)*	%	12	21	27	32	24
None	%	24	36	30	22	24
Unweighted bases		165	342	188	97	70
Weighted bases		222	368	177	82	57

Table 4:176 Type of difficulty, by sex, split by disability			
		Sex of person	
Frequency among those with a disability		**Male**	**Female**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	34	38
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	3	4
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	29	31
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	32	37
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	2	4
Does not have a driving licence as a difficulty when travelling (for non-work purposes)*	%	3	6
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	14	12
None	%	17	16
Unweighted bases		260	403
Weighted bases		265	388
		Sex of person	
Frequency among those with no disability		**Male**	**Female**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	1	1
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)*	%	21	27
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	37	36
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	2
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	3
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	22	21
None	%	31	29
Unweighted bases		353	509
Weighted bases		393	513

Table 4:177 Type of difficulty, by ethnicity, split by disability			
		Ethnicity	
Frequency among those with a disability		**White**	**BME**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	36	41
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	4	-
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	30	30
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	36	27
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	6
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	6
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	13	4
None	%	17	12
Unweighted bases		622	40

Weighted bases		606	45
		Ethnicity	
Frequency among those with no disability		**White**	**BME**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	1	1
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	24	23
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	36	34
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	2	3
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	3	7
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	21	21
None	%	30	27
Unweighted bases		745	117
Weighted bases		777	129

Table 4:178 Type of difficulty, by whether household is in an urban or rural area, split by disability

Frequency among those with a disability		**Urban**	**Rural**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	37	37
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	3	5
Found journey too far/too long as a difficulty when travelling (for non-work purposes)*	%	28	40
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	35	38
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	2
Does not have a driving licence as a difficulty when travelling (for non-work purposes)**	%	3	10
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	13	13
None	%	16	17
Unweighted bases		535	128
Weighted bases		540	113
Frequency among those with no disability		**Urban**	**Rural**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	1	1
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	2
Found journey too far/too long as a difficulty when travelling (for non-work purposes)*	%	22	36
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	36	36
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	1
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	3
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	21	25
None	%	31	24
Unweighted bases		730	132
Weighted bases		790	116

Table 4:179 Type of difficulty, economic activity status, split by disability			
		Employment status	
Frequency among those with a disability		**Working - full or part time**	**Economically inactive**
Experienced personal disability as a difficulty when travelling (for non-work purposes)**	%	12	43
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	3	3
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	27	31
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	39	34
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	4	3
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	4
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	17	12
None	%	33	12
Unweighted bases		122	541
Weighted bases		137	516
		Employment status	
Frequency among those with no disability		**Working - full or part time**	**Economically inactive**
Experienced personal disability as a difficulty when travelling (for non-work purposes)**	%	0	3
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	3
Found journey too far/too long as a difficulty when travelling (for non-work purposes)**	%	21	31
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	34	40
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	2	3
Does not have a driving licence as a difficulty when travelling (for non-work purposes)*	%	2	6
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	23	18
None	%	33	22
Unweighted bases		564	298
Weighted bases		621	285

Table 4:180 Type of difficulty, by household structure, split by disability					
		Household structure			
Frequency among those with a disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Experienced personal disability as a difficulty when travelling (for non-work purposes)**	%	46	33	20	25
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	2	5	13	2
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	31	30	20	31
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	40	33	37	31
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	1	4	-	7
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	4	8	3
Found lack of parking facilities a difficulty when travelling (for non-work purposes)**	%	5	18	21	14
None	%	12	18	7	31
Unweighted bases		259	330	14	60
Weighted bases		254	320	13	66
		Household structure			
Frequency among those with no disability		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	3	1	-	-
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	2	2	2	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)*	%	33	22	41	21
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)*	%	48	37	33	30
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	3	2	2
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	6	3	-	3
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	18	22	10	24
None	%	21	30	29	33
Unweighted bases		117	449	46	250
Weighted bases		115	483	44	263

Table 4:181 Type of difficulty, by household income (in quintiles), split by disability						
Frequency among those with a disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Experienced personal disability as a difficulty when travelling (for non-work purposes)*	%	42	38	40	31	20
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	2	5	5	4	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	28	35	23	29	33
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	38	34	35	33	34
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	5	2	1	4
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	4	7	3	2	3
Found lack of parking facilities a difficulty when travelling (for non-work purposes)**	%	6	15	14	23	14
None	%	14	13	18	17	29
Unweighted bases		203	192	110	76	82
Weighted bases		206	188	103	73	84
Frequency among those with no disability		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	2	1	2	-	0
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	2	3	0	1	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	31	23	22	22	22
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	44	31	38	34	34
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	5	3	1	3	1
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	7	1	3	4	2
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	14	30	21	22	20
None	%	28	23	31	30	34
Unweighted bases		169	141	165	175	212
Weighted bases		176	142	170	189	230

Table 4:182 Type of difficulty, by Index of Multiple Deprivation (in quintiles), split by disability						
Frequency among those with a disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	40	36	35	37	35
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	5	2	6	2
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	33	35	26	29	19
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	33	39	31	33	42
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	3	5	2	2	1
Does not have a driving licence as a difficulty when travelling (for non-work purposes)	%	3	5	3	9	2
Found lack of parking facilities a difficulty when travelling (for non-work purposes)**	%	4	11	15	17	22
None	%	15	17	14	18	21
Unweighted bases		141	174	128	112	95
Weighted bases		152	182	121	100	83
Frequency among those with no disability		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
Experienced personal disability as a difficulty when travelling (for non-work purposes)	%	2	1	1	1	1
Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes)	%	1	2	3	-	1
Found journey too far/too long as a difficulty when travelling (for non-work purposes)	%	27	26	27	20	17
Experienced problems with public transport as a difficulty when travelling (for non-work purposes)	%	30	38	41	38	29
Found public transport unpleasant as a difficulty when travelling (for non-work purposes)	%	2	3	4	2	2
Does not have a driving licence as a difficulty when travelling (for non-work purposes)**	%	7	1	5	7	-
Found lack of parking facilities a difficulty when travelling (for non-work purposes)	%	16	19	24	20	30
None	%	31	28	25	29	37
Unweighted bases		125	190	169	179	178
Weighted bases		139	230	174	172	167

5 The relationship between different types of disability and transport use

5.1 Introduction

This section explores the relationship between a range of different types of disability and people's transport use. This will include several of the areas of transport use already explored above, including:

- Frequency of travel by private car, by taxi, by bus and by train;
- What access people have to a car;
- Difficulties experienced (if any) while commuting; and,
- Difficulties with travel for non-work reasons.

Section 5.2 will present how these areas of transport behaviour change by the different kinds of disability people report, comparing them back to those with no disability. For example, detailing how those with a mobility issue differ in terms of their travel by train compared to people with no disability.

The different disability groups are not being compared to each other in Section 5.2 because people were able to select more than one type of disability in the NTS 2018 and as a result a number of people appear in more than one disability group. To explore how having multiple disabilities affects transport use, section 5.2 also analyses the different forms of transport use outlined above by how many disabilities people reported.

Section 5.3 then applies multivariate analysis to control for the presence of other disability types and whether a person has multiple disabilities when estimating the relationship between a specific disability and transport use. Logistic (for dichotomous e.g. presence vs absence) regressions has been used to identify predictors of transport behaviour (in terms of disability) while controlling for other disability types. Disability types are included as dummy variables (taking a value of 0 or 1 to indicate presence vs absence of disability), with an additional indicator for number of disabilities. Demographic characteristics were also entered into the different models, to further control for people's underlying characteristics.

5.2 How did transport use differ by type of disability?

To respond to this question, data from the National Travel Survey on a range of different types of disability has been used, including both mental and physical health problems. Some of the disability types asked about in the survey were combined for the purposes of this analysis and/or the number selecting those disabilities was relatively low.

One set of combined disabilities were those classed as cognitive impairments. This included disabilities related to memory, learning and concentrating, and social or behavioural difficulties. The second combined group created was composed of the other physical disabilities asked about excluding mobility related issues. This includes dexterity related issues as well as problems with stamina, fatigue or breathing. Mobility,

which was a commonly selected disability type and is likely to impact on travel behaviour, is analysed separately. Finally, one other combined group was created to include communication related disabilities, which incorporated any disabilities related to speech or hearing.

As shown in Table 5:1 the most common types of disabilities were those related to mobility, reported by 62% of people with a long-term disability. This was followed by the combined group for other physical problems, reported by 52% of individuals. Roughly one fifth reported an intellectual disability (21%) and a problem with mental health (21%), 15% a communication related disability, 13% a problem with their sight and 5% reported living with a disability not included in any of these categories.

To measure how many disabilities respondents reported, a derived variable was created which counted the number of different types of disability a respondent selected. Around half (49%) of people with a disability chose only one type of disability, but 37% chose two or three options and 14% selected four or more. When counting the number of disabilities people highlighted, if they selected two of the options combined above this still counted as two disabilities. For example, if someone had a memory problem and a disability that affected their behaviour, they would be counted as having two disabilities.

Table 5:1 Type of disability, among those who have a long term (lasting or expected to last 12 months or more) disability

Disability type	%
A cognitive impairment, including: • memory related problems, • learning or understanding or concentrating, • and social or behavioural problems	21
A communication related disability, including: • speech, • and hearing.	15
A problem with vision, e.g. blindness or partial sight	13
A problem with mobility, e.g. walking short distances or climbing stairs	62
Other physical disability, including: • problems to do with dexterity, such as lifting or carrying objects, or using a keyboard, • and problems with stamina, fatigue or breathing.	52
A problem with mental health	21
None of these types of disability	5
Unweighted bases	*2288*
Weighted bases	*2207*

Base: those with a disability that has lasted or is expected to last for 12 months or more.

Box 5.2: Key findings

Frequency of car use:

- There were significant differences between all the disability groups and those with no disabilities, with all the disability groups less likely to travel by car than those with no disabilities. People with cognitive and mental health disabilities were less likely to travel by car, with 13% and 14% of these groups travelling by car less than once a year or never compared to 4% of people with no disabilities.

Access to a car:

- All the disability groups were less likely to be the main drivers of a car, with significant differences between every disability group and those with no disabilities. Only 25% of people with a sight problem were a main driver of car, 26% of those with a cognitive disability and 30% of people with a mental health problem, compared to 64% of people with no disabilities.
- Those in the disability groups were more likely to be a non-driver living in a household with no car, reported by 36% of people with a sight problem, 35% with a mental health problem and 33% with a cognitive disability, compared to 10% of those with no disabilities.
- Finally, there was a significant difference between all disability groups and those with no disabilities in the proportion who were non-drivers living in a household with a car. Those with a cognitive disability were particularly likely to have access to a car in this way reported by 27% compared to 10% among those with no disabilities.

Travel by bus

- People with the cognitive, mobility and dexterity/stamina groups travelled less by bus than those with no disabilities. Between 56-57% of these groups travelled less than once a year or not at all by bus, compared to 47% of those with no disabilities.
- People with sight problems tended to travel by bus more regularly than people with no disabilities. They were significantly more likely to travel at least once a month but less than once a week (18% compared with 13% in the no disability group), and significantly less likely to travel by bus less than once a month but at least once a year than the no disability group (8% compared with 17%).

Travel by taxi

- People across all disability types were more likely to use a taxi at least once a week when compared against people with no disability, but (except people with sight problems) were also significantly more likely to travel less than once a year or never.

Travel by train

- Travel by train was much less common for all disability groups. Twice the percentage of people with sight, communication, cognitive and mobility problems reported travelled less than once a year or never by train (reported by 69%, 68%, 67% and 66% respectively), compared to 32% of those with no disabilities. There were also significant differences between people with other physical disabilities and mental health problems.
- All groups were also significantly less likely to travel at least once a week by train. Only between 2-3% of those in the disability groups reported this compared to 11% of those with no disabilities.

Difficulties with travel

- Among people in work, there was not a strong relationship between difficulty with travel to work and different types of disability. The one significant difference present was in travelling to work among people whose regular means of commuting was not by car, where 51% of people with a mobility disability reported a difficulty with travel compared to 31% of those with no disabilities.
- Turning to travel difficulties in other areas of life (such as travel for social activities or for medical appointments), all disability groups were more likely to report difficulties with travel. Between 28% and 38% of the disability groups reported experiencing at least one type of difficulty with non-work travel, compared to 9% of people with no disabilities. Particularly likely to report experiencing difficulties were those with sight problems (38%), mental health problems (37%) and cognitive disabilities (35%).

Transport use among people with multiple disabilities

- People with multiple disabilities were significantly more likely to face problems with transport for non-work reasons and to use transport less in a range of areas, compared to people with no disabilities as well as those with only one disability.

This included:

- A significant difference in travelling by car three or more times a week: 42% of people with four or more disabilities travelled by car this often, rising to 49% among those with 2-3 disabilities, 60% among those with one disability, and 72% for those with no disabilities.
- Access to a car was similarly associated with multiple disabilities. There was a significant difference in the proportion of people who were main drivers of a car. Only around a quarter (27%) of people with four or more disabilities were main drivers, 38% of those with 2-3 disabilities, nearly half (47%) of those with one disability, and 64% of people with no disabilities. Having multiple disabilities was also associated with being a non-driver living in a household with no car and being a non-driver but living in a household where there is access to a car.
- There was a significant difference in the proportion of people travelling by train less that once a year or never by how many disabilities people reported. This was highlighted by three quarters (76%) of those with four or more disabilities, 62% of those with 2-3 disabilities, 51% of those with one disability and 32% of people with no disabilities.
- There was also a significant difference in travel by bus less than once a year or never, reported by 61% of those with four or more disabilities, 54% of those with 2-3 disabilities and 47% of both those with one disability and those with no disabilities.
- There was a significant difference in the proportion of people who experienced difficulties travelling for non-work reasons, detailed by 45% of those with four or more disabilities, 26% of people with 2-3 disabilities, 21% of those with only one disability and 9% of people with no disabilities at all.
- One area where this trend did **not** apply was in taxi use, where people with multiple disabilities were more likely to use taxis very frequently but were also more likely to travel less than once a year by taxi or never. Fifteen percent of people with four or more disabilities, 13% of those with 2-3 disabilities, 11% of people with one disability and 8% of those with no disabilities travelled by taxi at least once a week.

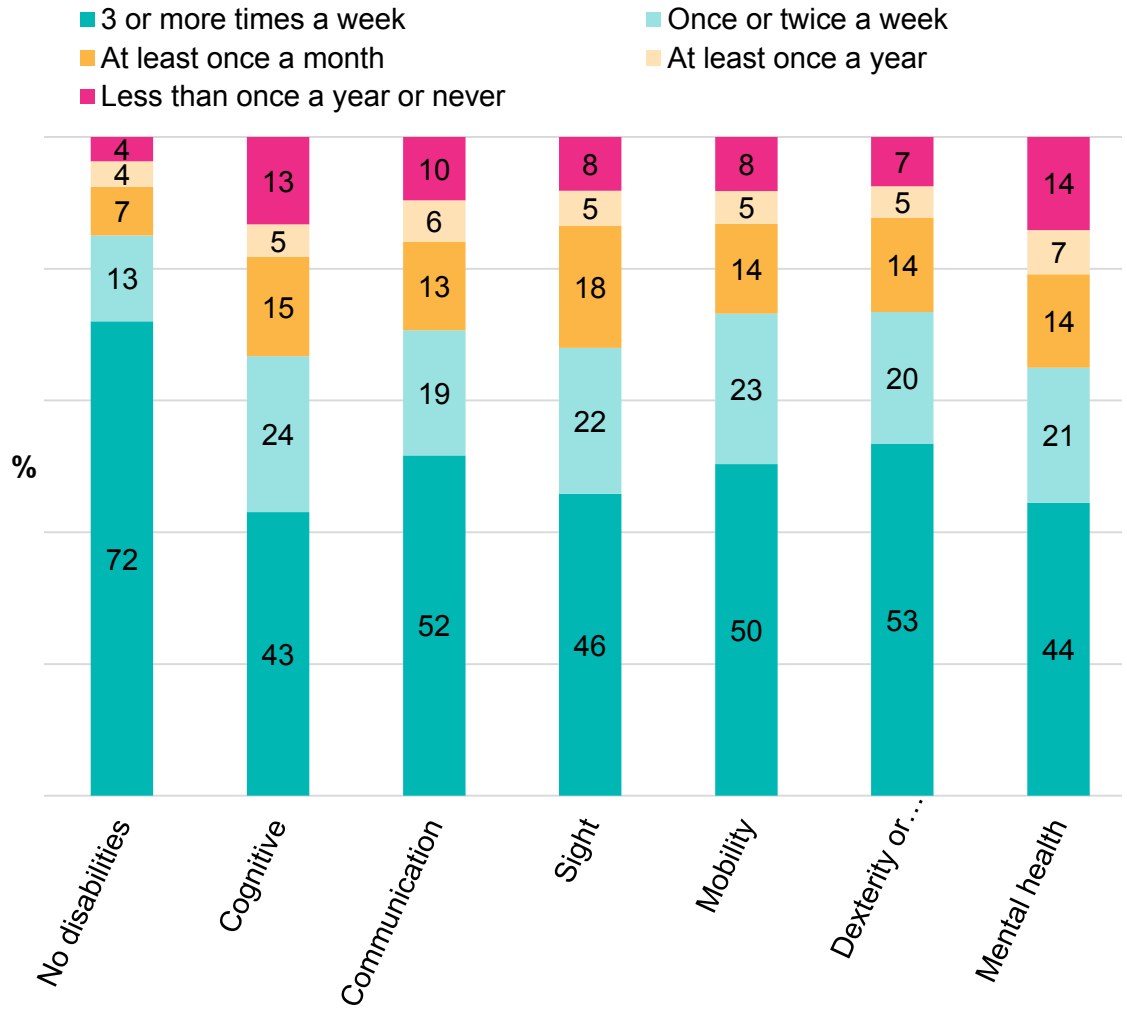
5.2.1 Frequency of car use

Figure 5.1 shows the frequency of car use among people with different types of disability, comparing each disability type against people with no reported disabilities. Across all the disability groups people travelled by car less often than those with no disabilities. This was particularly clear when looking at how often people travelled three or more times a week. For example, 50% of people with a mobility issue travelled this regularly, compared with 72% of those with no disabilities (Table 7:19).

In contrast, people in the disability groups were actually more likely than people without disabilities to travel by car once or twice a week. For example, among those with a sight problem 22% travelled by car once or twice a week compared to 13% among those with no disabilities. However, they were also more likely than those in the non-disabled group to be in two of the infrequent travel categories: travel by car at least once a month and less than once a year or never.

When comparing these patterns alongside people with no disabilities, those with cognitive and mental health related disabilities were particularly likely to travel very rarely by car. Thirteen percent of people with a cognitive disability travelled by car less than once a year or never, compared to 4% of people with no disabilities. Similarly, 14% of people with a mental health issue travelled by car less than once a year or never.

Figure 5:1 How often people travel by car, by disability type



5.2.2 Access to a car

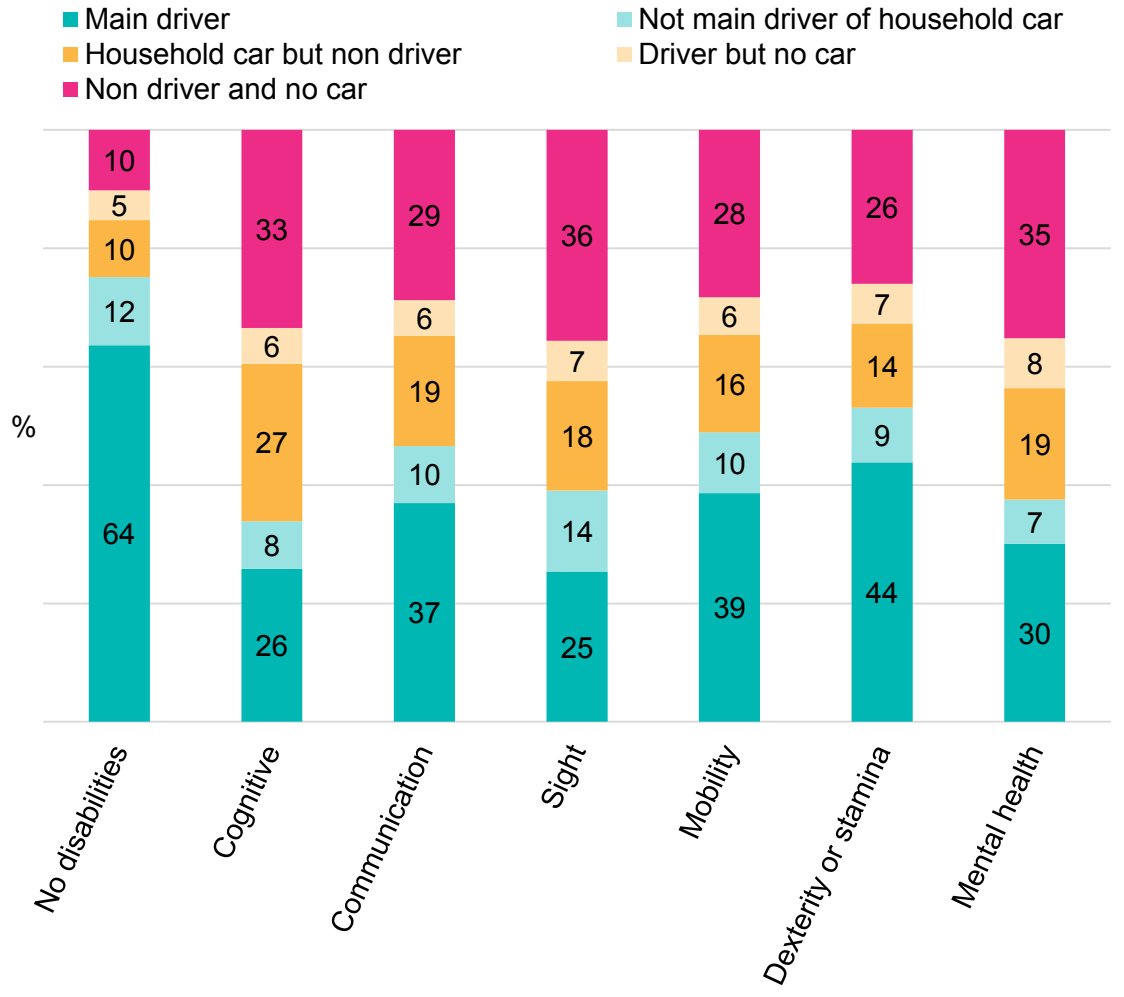
As shown in Figure 5:2, when compared to people with no disabilities, people across all disability groups were more likely to be non-drivers living in households with no car and to be living in a household with a car, but not be a driver themselves.

Among those with a mental health problem, 35% were non-drivers living in households without a car compared to 10% of those with no disabilities. Similarly, 36% of people with a sight problem were non-drivers and 33% of those with a cognitive disability. There was also a statistically significant difference between the other disability groups and those with no disabilities (Table 7:20).

When compared to the non-disabled group, people with cognitive disabilities were particularly likely to have a household car while being a non-driver: 27% reported this compared to 10% of those with no disability. People in the other disability groups were also statistically significantly more likely to be in this category than people with no disabilities.

All disability groups were also less likely to be the main driver of a car than those with no disabilities, 64% of whom were main drivers. Those with a sight problem were (perhaps unsurprisingly) less likely to be main drivers, with only a quarter the main drivers of a car (25%), as were those with a cognitive disability (26%) and people with a mental health problem (30%).

Figure 5:2 Access to a car, by type of disability



5.2.3 Frequency of public transport use

Frequency of taxi use

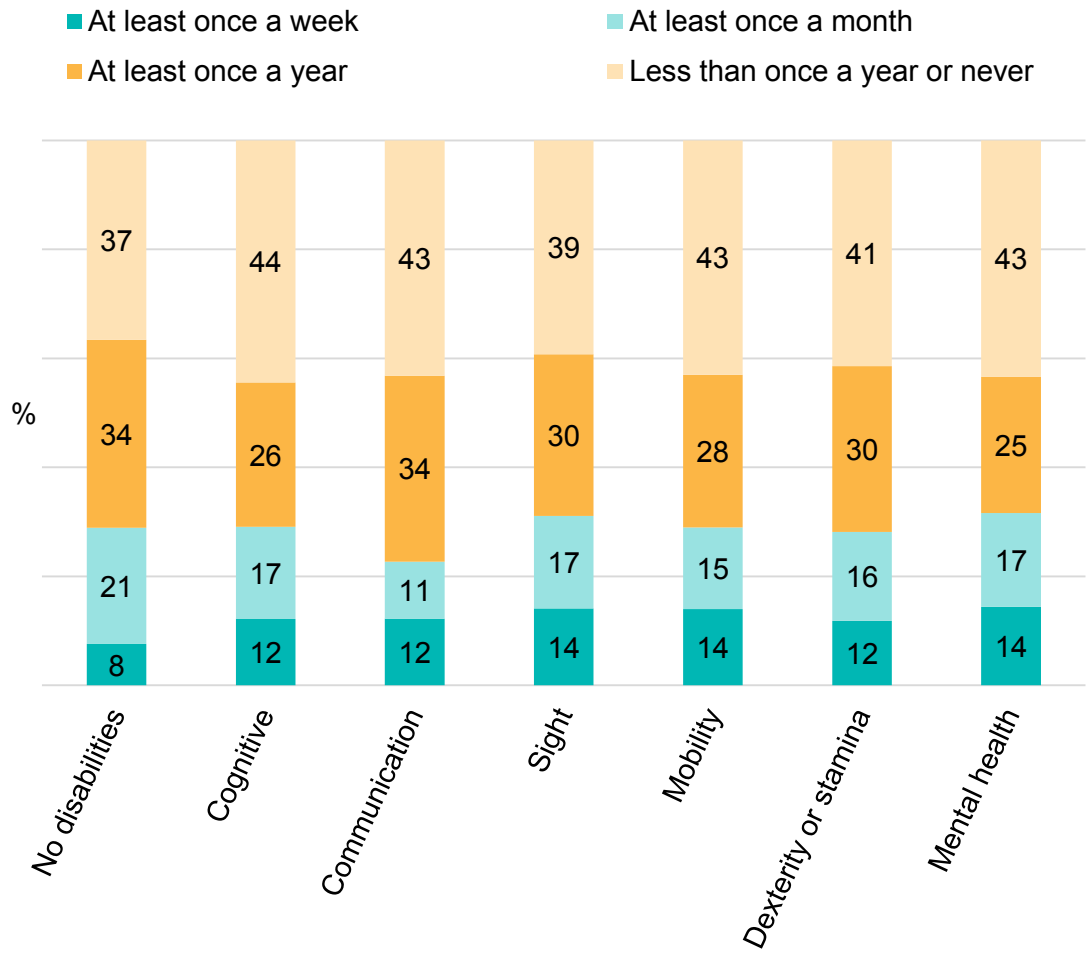
As shown in Figure 5:3, people across all disability types were more likely to use a taxi at least once a week when compared against people with no disabilities, but (except for the sight problems group) also more likely to travel less than once a year or never.

Among those with a mobility problem, a sight problem and a mental health problem 14% travel by taxi at least once a week, compared to 8% of those with no disabilities. For people in the cognitive, communication and dexterity/stamina disability groups, 12% travelled by taxi at least once a week.

All disability groups, except people with a sight problem, were more likely to travel less than once a year or not at all than those with no disabilities. Among those with a mobility issue, a mental health problem and a communication related disability, 43% travelled by taxi less than once a year or not at all, compared to 37% of people with no disability.

People in several of the disability groups were also less likely to travel by taxi less than once a week but at least once a month. Among those with no disabilities 21% of people travelled by taxi at least once a month, compared to 11% of people with communication disabilities 11%, 15% with a mobility problem, 16% with a stamina or dexterity related problem and 17% of people with a cognitive disability (Table 7:21).

Figure 5:3 Frequency of taxi use, by disability type



Frequency of train use

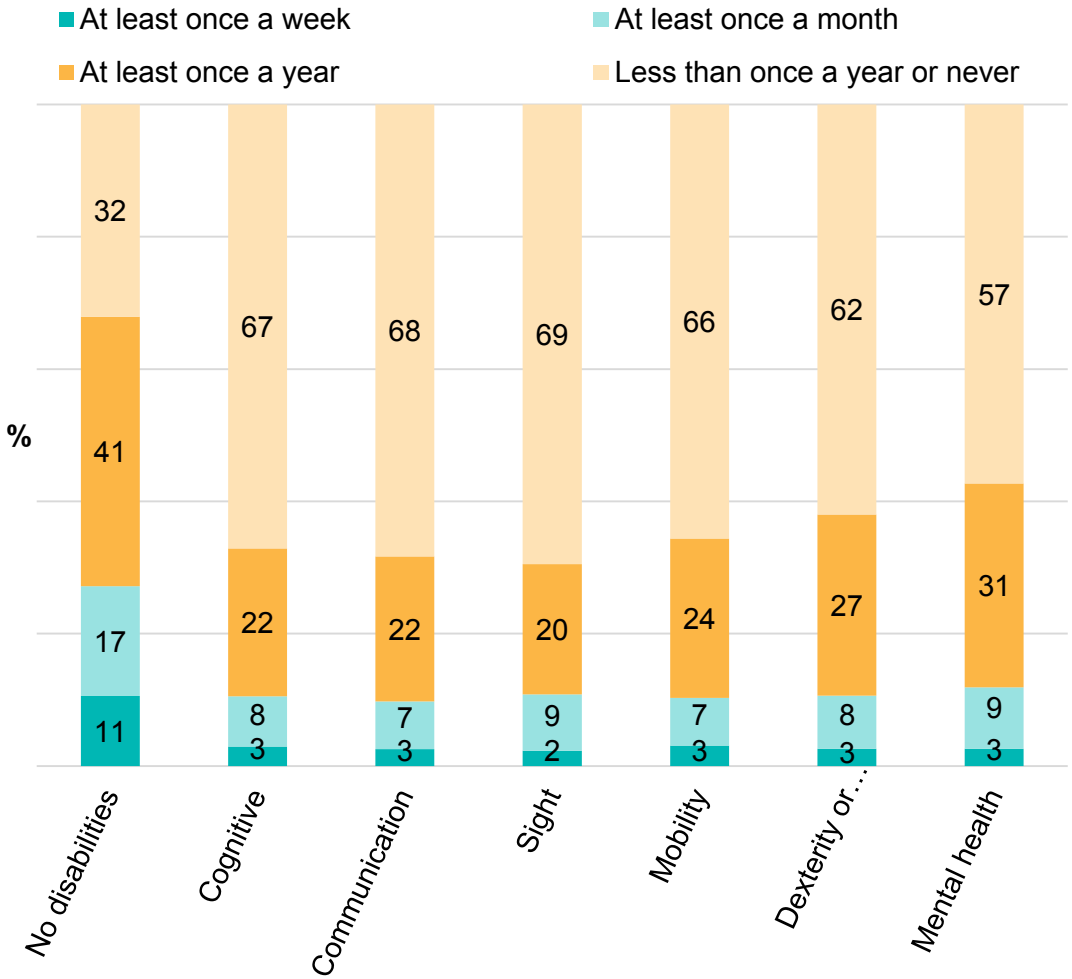
Figure 5:4 shows how often people with different disability types travel by train, comparing with those who have no disabilities. In all disability groups, people were more likely to travel less than once a year or not at all than those with no disability, and less likely to travel at least once a week, at least once a month or at least once a year than those with no disabilities. These differences were statistically significant in all cases.

A third (32%) of those with no disability travelled by train less than once a year, compared to between 57% (those with mental health related disabilities) and 69% (sight related disabilities) among the different disability groups.

Two fifths (41%) of those with no disability travelled by train less than once a month, but at least once a year, compared to between 20% (among those with sight problems) and 31% (those with a mental health problem) of people with disabilities.

Looking at more frequent travel, 17% of people with no disability travelled by train at least once a month but less than once a week, compared with between 7% and 9% among the different disability groups. A further 11% of people with no disability travelled by train at least once a week, compared to between 2-3% among the disability groups (Table 7:22).

Figure 5:4 Frequency of train use, by disability type



Frequency of bus use

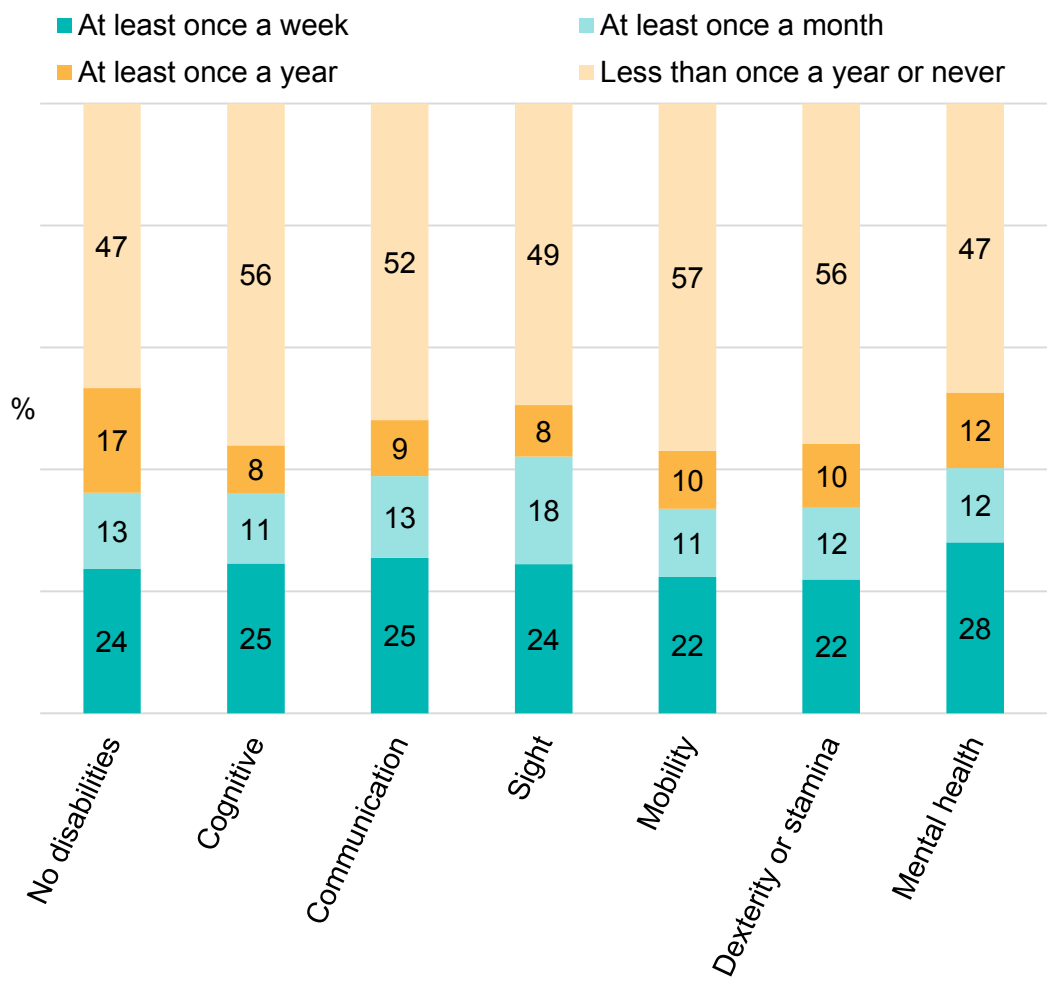
When comparing people with different disability types to those with no disability, there was a less pronounced pattern in frequency of travel by bus than in the other types of travel discussed above (Figure 5:5).

People with sight problems travelled significantly more often by bus than those with no disability. They were less likely to travel by bus less than once a month but at least once a year than the no disability group (8% compared with 17%) and, more likely to travel at least once a month but less than once a week (18% compared with 13% in the no disability group).

Those in the cognitive, mobility and dexterity/stamina groups travelled significantly less by bus than those with no disabilities. They were more likely to report travelling less than once a year or not at all than those with no disability (between 56-7% compared with 47%). They were correspondingly significantly less likely to travel at least once a year but less than once a month.

There was not a clearly identifiable pattern among those with mental health and communication related disabilities. They were significantly less likely to travel less than once a month, but at least once a year, however, there were no significant differences in the other categories.

Figure 5:5 Frequency of bus use, by disability type



5.2.4 Difficulties in travelling to work

Difficulties travelling to work were explored in separate questions in the NTS survey. One question was asked of people whose regular means of commuting to work was by car, whilst the second was focused toward those who commuted through some other means. A list of different possible difficulties people might experience was provided to respondents and these are explored more fully in Sections 4.5 and 5.5. In this section, we focus on whether people experienced *any* difficulties in their regular commuting, comparing the experiences of those with no disability to each disability group in turn.

As shown in Table 5:2, among people whose regular means of commuting to work was by car, 48% of those with a cognitive disability experienced a difficulty while travelling to work by car, as did 51% of those with a communication related disability, 61% with a sight problem, 55% with a mobility issue, 54% with a dexterity of stamina related problem and 52% with a mental health problem. However, none of these were significantly different to the proportion reported by those with no disabilities (58%).

When looking at difficulties commuting to work in other ways (not by car), there was a significant difference in the proportion of people with mobility disabilities who experienced a difficulty (51%) and people with no disabilities (31% of whom reported a difficulty). There was not a significant difference between the dexterity/stamina group (32%) of whom reported a problem travelling to work or the mental health group (37%) and people with no disability. Owing to small base sizes (ranging between 12 and 20), people in the cognitive, communication and sight disability groups were not tested.

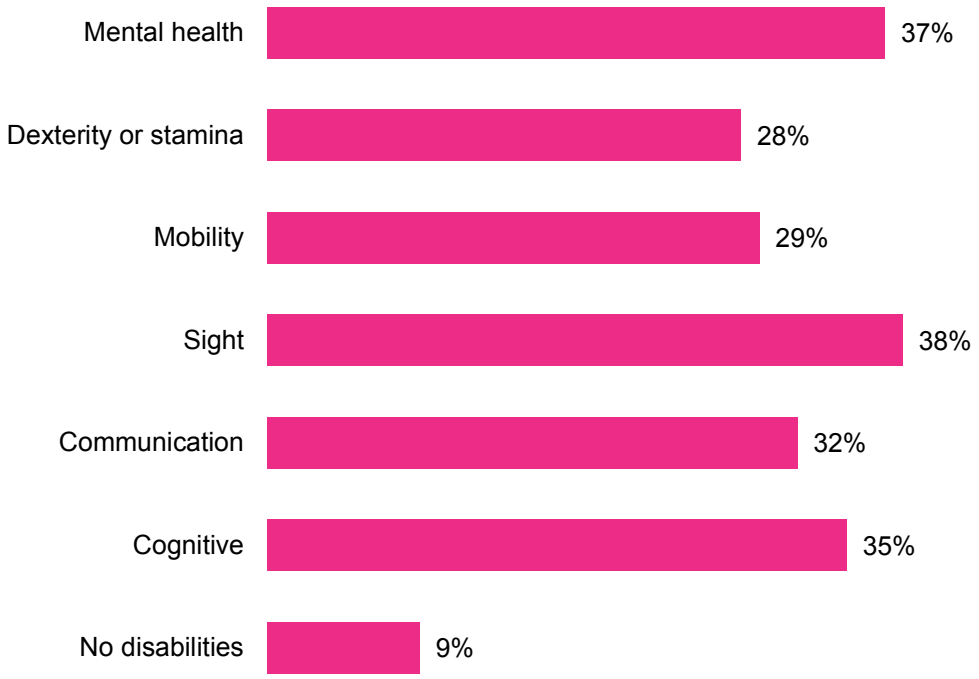
Table 5:2	Proportion of people who reported difficulties travelling to work, by type of disability, split by mode of travel to work						
	Type of disability						
	No disabilities	Cognitive	Commun-ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
Experienced difficulties using car for journeys to work†	58	48	51	61	55	54	52
Unweighted bases	4104	39	31	27	156	175	67
Weighted bases	4296	42	30	30	157	181	71
Experienced difficulties travelling to work on public transport (or by foot)††	31	30	57	44	51**	32	37
Unweighted bases	1990	20	13	12	67	64	39
Weighted bases	2285	22	13	13	74	69	45

†Among those travelling to work by car.
††Among those travelling to work in some other way (not by car).

5.2.5 Transport difficulties in other areas of life

Figure 5:6 below shows the proportion of people who reported experiencing a difficulty with travel for a non-work reason (e.g. to visit a GP or the hospital, or to visit family/friends at their home). Nearly fourth fifths (38%) of people with sight problems reported a difficulty with travel for a non-work reason, as did 37% of people with a mental health problem, 35% with a cognitive disability, 32% with a communication disability, 29% with a mobility issue and 28% of those with a dexterity/stamina related disability. This compares with 9% of people with no disability reporting a difficulty travelling for non-work reasons. In all the disability groups this was a statistically significant difference (Table 7:24).

Figure 5:6 The proportion of people who reported a difficulty with travel for a non-work reason, by type of disability



5.2.6 Transport use among people with multiple disabilities

Travel by car and number of disabilities
Those reporting multiple disabilities travelled significantly less by car than those with no disabilities and those with only one disability. Among those with four or more disabilities 42% travelled by car three or more times a week, compared with 49% of people with 2-3 disabilities, 60% of people with one disability and 72% of those with no disabilities. In addition, those with four or more disabilities were most likely to travel by car less than once a year or never (12%), compared to 8% among both those with 2-3 disabilities and only one disability, and 4% among people with no disabilities at all (Table 5:3).

Table 5:3 Frequency of car use, by number of disabilities

Base: all respondents.	**Number of disabilities**			
	0	**1**	**2 to 3**	**4+**
Frequency of car use	%	%	%	%
3 or more times a week	72	60	49	42
Once or twice a week	13	18	23	22
Less than once per week but at least once a month	7	9	14	19
Less than once a month but at least once a year	4	4	6	6
Less than once a year or never	4	8	8	12
Unweighted bases	*9472*	1109	*857*	*321*
Weighted bases	*9779*	1077	*817*	*312*

Access to a car was similarly significantly less likely among those with multiple disabilities. Slightly more than a quarter (27%) of people with 4 or more disabilities and 38% of people with 2 to 3 disabilities were the main driver of a car, compared to nearly two thirds (64%) of those with no disabilities and 47% of people with only one disability. They were significantly more likely to be non-drivers in a household with no car (35% among those with 4 or more disabilities compared to 10% of people with no disabilities and 23% with only one disability), as well as live in a household with a car but as a non-driver, reported by 22% of those with 4 or more disabilities, compared to 10% among those with no disabilities and 13% among those with one disability (Table 5:4).

Table 5:4 Access to a car, by number of disabilities

Base: all respondents.	**Number of disabilities**			
	0	**1**	**2 to 3**	**4+**
Car Access	%	%	%	%
Main driver**	64	47	38	27
Not main driver of household car	12	10	9	10
Household car but non-driver**	10	13	17	22
Driver but no car*	5	6	8	7
Non-driver and no car**	10	23	28	35
Unweighted bases	*9459*	1107	*855*	*322*
Weighted bases	*9763*	1072	*816*	*313*

Travel by taxi and number of disabilities
People who reported multiple disabilities were significantly more likely to travel by taxi at least once a week (reported by 15% of those with 4 or more disabilities) than those with no disability (8%) and people with only one disability (11%) suggesting that multiple disabilities may make the use of other means of transport difficult. There was not a clear pattern among the other categories, except for in travel by taxi less than once a year or never, where people with *any* number of disabilities tended to be more likely to fall into this group than people with no disabilities (Table 5:5).

Table 5:5 Frequency of travel by taxi, by number of disabilities

Base: all respondents.	**Number of disabilities**			
	0	**1**	**2 to 3**	**4+**
Frequency of taxi use	%	%	%	%
At least once a week**	8	11	13	15
At least once a month**	21	14	18	15
At least once a year**	34	31	27	27
Less than once a year or never**	37	44	42	43
Unweighted bases	*9468*	1109	*857*	*321*
Weighted bases	*9773*	1077	*817*	*312*

Travel by train and number of disabilities
Frequent travel by train was less likely for people with multiple disabilities, compared to both those with one disability and those with no disabilities. Three quarters (76%) of people with 4 or more disabilities and 62% of those with 2-3 disabilities travelled by train less than once a year or never, compared to 51% of people with one disability and 32% of those with no disability. At the other end of the scale, only 6% of those with 4 or more disabilities travelled by train at least once a week, 8% of those with 2-3 disabilities problems, 11% of people with only one disability and 17% of those with no disabilities.

Table 5:6 Frequency of travel by train, by number of disabilities

Base: all respondents.	**Number of disabilities**			
	0	**1**	**2 to 3**	**4+**
Frequency of train use	%	%	%	%
At least once a week**	11	4	3	2
At least once a month**	17	11	8	6
At least once a year**	41	34	27	17
Less than once a year or never**	32	51	62	76
Unweighted bases	*9470*	1109	*857*	*322*
Weighted bases	*9776*	1077	*817*	*313*

Travel by bus and number of disabilities
Having multiple disabilities was similarly related to travelling significantly less than once a year or never by bus. Among those with 4 or more disabilities, 61% of people reported this as did 54% of those with 2-3 disabilities, compared to 47% of those with no disabilities and 47% of those with only one disability. The pattern was more mixed elsewhere. Although people with 4 or more disabilities were less likely to report travelling at least once a week by bus than those with no disabilities or only one, the same was not true of those with 2-3 disabilities.

Table 5:7 Frequency of travel by bus, by number of disabilities				
Base: all respondents.	**Number of disabilities**			
	0	**1**	**2 to 3**	**4+**
Frequency of bus use	%	%	%	%
At least once a week*	24	27	24	21
At least once a month	13	14	12	11
At least once a year**	17	12	10	8
Less than once a year or never**	47	47	54	61
Unweighted bases	*9473*	*1664*	*855*	*322*
Weighted bases	*9779*	*1604*	*815*	*313*

Difficulties in travelling to work and number of disabilities[8]

As shown in Table 5:8, among people whose regular means of commuting was a car, people with only one disability were more likely to report experiencing difficulties travelling into work. Nearly half (49%) of this group reported difficulties, compared to 42% among both those with no disabilities and those with two or more disabilities. This should be seen in the context of who was asked this survey question, which includes only those people with a disability who are already in work. This group may have adapted to their situation and taken measures to avoid facing problems travelling to work. Looking at people commuting into work by other means (besides use of a car), a different pattern was seen. A similar proportion of people with one disability and two or more disabilities reported difficulties travelling to work (43% and 42% respectively), compared with 31% of those with no disability (Table 5:8).

Table 5:8 Proportion of people who experienced difficulties travelling to work by car, by number of disabilities			
	Number of disabilities		
	None	**One**	**Two or more**
	%	%	%
Experienced difficulties using car for journeys to work	42	49	42
Unweighted bases†	4104	215	119
Weighted bases	4296	217	123
Experienced any difficulties commuting (not travelling by car)*	31	43	42
Unweighted bases††	1990	100	50
Weighted bases	2285	116	54

†*Base includes all respondents in work who travelled to work by car.*

††*Base includes all respondents in work, whose regular means of commuting to work was not by car.*

Difficulties in travelling to work and number of disabilities

When asking all respondents about difficulties they experienced with travel for non-work reasons those with multiple disabilities were much more likely to report travel

[8] Note that at this question although a very small number of people with 4 or more disabilities were in work, there were not enough of these people to analyse separately and so they have been grouped with those who have 2-3 disabilities for the purposes of this section.

difficulties. Among those with 4 or more disabilities, 45% reported experiencing difficulties with travel for a non-work reason. This fell to 26% of those with 2-3 disabilities, 21% of those with only one and 9% among those with no disabilities.

Table 5:9 Proportion of people who experienced any difficulties with travelling for a non-work reason, by number of disabilities				
Base: all respondents.				**Number of disabilities**
	0	**1**	**2 to 3**	**4+**
	%	%	%	%
Experienced any difficulties with travelling for a non-work reason**	9	21	26	45
Unweighted bases	9461	1106	856	321
Weighted bases	9765	1075	817	312

5.3Multivariate analysis

The findings presented thus far show that a number of strong associations exist between disabilities and travel behaviour, and between demographic characteristics and travel behaviour. In this section we aim to tie these findings together.

We present the results from a number of multivariate analyses[9] carried out on NTS 2018 data. These analysis methods are designed to allow relationships between a number of characteristics to be analysed simultaneously. They were used to explore the relationship between travel behaviour and a range of disabilities, whilst taking into account that people with and without disabilities have different demographic characteristics. The analysis allows us to identify whether an association between a disability and travel behaviour remains once the underlying differences in demographic characteristics has been taken into account, or where perceived differences in travel behaviour are primarily driven by differences in demographic characteristics.

The same set of demographics characteristics and disabilities were included in each of the analyses presented in this section. The demographic characteristics were: gender, age, ethnicity, economic status, household structure, household income, whether the individual lived in an urban or rural location, and deprivation indicators for the local area (the Index of Multiple Deprivation). The disabilities incorporated a series of variables that indicated whether the individual had any of the following conditions; conditions related to sight, conditions related to communication, cognitive difficulties, conditions related to mobility, conditions relating to dexterity and stamina, and mental health conditions.

The key travel outcomes investigated in this section were: whether or not an individual had access to a car and was the main driver, whether or not an individual experienced challenges travelling for non-work reasons, such as visiting a doctor, and frequency of travel by private car, bus, train, and taxi.

9 The analysis used a combination of logistic regression and multinomial regression models. A range of predictor variables (indicators for health conditions, plus a range of socio-demographic characteristics) are regressed on to a key outcome (travel behaviour). The resulting model allows us to assess the strength and nature of the relationship between each single predictor variable and the key outcome, whilst holding all remaining predictor variables constant. Logistic regression is used where the key outcome is binary, multinomial regression is used where the key outcome has more than two outcome categories. More information about the analysis methods used are provided in the technical report (Appendix D).

Box 5.3: Key findings

Frequency of car use:

- When demographic characteristics are held constant, people with cognitive disabilities, sight problems, mental health problems, and conditions relating to mobility were all significantly less likely to travel by private car.
- Mobility problems have a big impact on car travel. People who had both mobility problems and conditions related to dexterity and stamina were the group least likely to travel by car.

Access to a car:

- A number of disabilities are related to a lower likelihood of being the main driver, even when differences in demographic characteristics are controlled for. These were; sight problems, cognitive disabilities, mental health problems, and conditions related to mobility, dexterity and stamina. Sight problems have the biggest impact on being the main driver.
- Having dexterity and stamina issues without having mobility issues more generally was linked to an increased likelihood of being the main driver. However, having dexterity and stamina issues in addition to mobility issues lead to a reduced likelihood of being the main driver.

Travel by bus

- People with cognitive disabilities and people with disabilities that affect mobility, particularly those with both mobility problems and problems with dexterity and stamina, were significantly less likely to ever travel by bus.
- For each of these disabilities, whilst people with these disabilities were less likely to ever use the bus, there were no significant differences in the frequency of bus travel when looking solely at bus users. So, whilst these disabilities reduce the likelihood that an individual will use the bus overall, in those instances where individuals do go on to use the bus, these disabilities are not related to the frequency of bus use.

Travel by taxi

- People with conditions related to mobility were less likely to ever use taxis.
- People with mental health problems were more likely to use a taxi at least once a week when compared against people without mental health problems, however, they were also significantly more likely to never travel by taxi.
- No other disabilities were significantly related to taxi use once demographic characteristics were controlled for. However, the multivariate analysis shows that income and local deprivation are both strongly related to taxi use, which suggests the higher use of taxis amongst people with disabilities seen in Section 5.2.3 may be caused by underlying differences in demographic profile, namely people with disabilities tending to live in lower income households.

Travel by train

- Train travel was less common for people with cognitive disabilities, sight problems, or conditions relating to mobility. These groups were significantly more likely to never travel by train, as opposed to travel either frequently or infrequently by train, than people without these disabilities.
- The largest impact on train use was from disabilities relating to mobility.
- Whilst people with cognitive disabilities, sight problems, or mobility issues were significantly less likely to ever travel by train, there were no significant

differences for any of these groups when comparing frequent train use against infrequent train use. This suggests that for these disabilities the issues around train use are linked to physical access, and once an individual is able to make it on to a train, they are as likely to travel frequently as someone without the disability.

- The opposite pattern is seen for people with mental health problems and people who have disabilities relating to dexterity and stamina but not mobility issues. For these two groups there were no significant differences in the likelihood that they ever travelled by train, instead there was a larger difference in the frequency by which they travelled by train. Both groups, when they travelled by train, tended to do so infrequently.

Difficulties with travel for non-work reasons (such as medical appointments, social reasons, taking children to school, etc.)

- People with disabilities were generally more likely to experience difficulties with non-work travel, even after controlling for demographic differences. People were much more likely to report difficulties if they have sight problems, mobility issues, or mental health problems, with mobility issues having the largest impact on the likelihood of experiencing difficulties.
- Mobility issues have a bigger impact on non-work travel than disabilities relating to dexterity and stamina, however, having both disabilities has the largest impact.

5.3.1 Frequency of private car use

Section 5.2.1 shows how people with disabilities travelled less frequently by private car than those without disabilities, this was particularly stark when comparing how often people travelled three or more times a week. To investigate this further, multivariate analysis methods were used to look at the relationship between disabilities and car travel, whilst taking underlying demographic differences into account. For this analysis private car travel was grouped into three categories; less than once a week, one or two times a week, and three or more times a week[10].

There were a number of significant differences in the frequency of private car travel for different demographic groups. These were subsequently taken into account when looking at the relationship between disabilities and car travel but are summarised here. Holding all other characteristics constant, the model showed that women were more likely than men to travel by private car three or more times a week. However, when looking solely at those who travel at least once a week, we see no significant differences in the rates of travel between men and women. People aged 18-29 travelled less frequently by private car, those aged 30-64 were most likely to travel three or more times a week. People from a non-white ethnic group, people who were in low income households, and people who lived in more deprived local areas all travelled less frequently by car. People who were not economically active tended to travel less frequently, although there were no significant differences in the rates of travel by private car when comparing full and part time workers – their patterns of private car use were very similar. People living in single person households travelled less frequently by car. People from households containing two adults and children travelled more frequently by car. People who live in rural areas travelled by private car more frequently.

When these demographic characteristics are held constant, the following disabilities were significantly related to the frequency of private car use; cognitive disabilities, sight

10 This analysis was carried out using multinomial regression

problems, mental health problems, and conditions relating to mobility. Each disability is associated with a lower frequency of car travel.

People with cognitive disabilities tended to travel less frequently by private car. Whilst there was no significant difference when comparing their likelihood of travelling less than once a week to their likelihood of travelling one or two times a week, they were significantly less likely to travel by private car three or more times a week compared to people without cognitive disabilities.

People with sight problems were also significantly less likely to travel more than three times a week by private car, as opposed to less than once a week, when compared to people without sight problems. They were more likely to travel infrequently by private car.

People with mental health problems were significantly less likely to travel three or more times a week by private car, as opposed to one or two times a week, compared to people without mental health problems. Similarly, they were significantly less likely to travel one or two times a week, as opposed to less than once a week, again, compared to people without mental health problems.

People who had mobility problems in addition to conditions related to dexterity and stamina were more likely to travel infrequently by private car than people who had mobility problems but did not have conditions relating to dexterity and stamina. People with both disabilities had a 76% higher likelihood of travelling less than once a week by private car, as opposed to three or more times a week, compared to people without either of these disabilities. Whereas people who had mobility issues but did not have conditions relating to dexterity and stamina had a 27% higher likelihood of travelling less than once a week by private car, as opposed to three or more times a week, compared to people without either of these disabilities. The frequency of car travel for people who have conditions relating to dexterity and stamina, but who do not have mobility issues more widely, was not significantly different to that for people with neither disability.

5.3.2 Access to a car

Section 5.2.2 outlines how, compared to people with no disabilities, people across all disability groups were far less likely to be the main driver in a household with a car. This is explored further in this section, by using multivariate analysis methods to investigate the relationship between being the main driver in a household with a car whilst controlling for underlying differences in demographic characteristics.

A number of demographic characteristics were found to be significantly related to the likelihood of being the main driver. Individuals were more likely to be the main driver in a household with a car if they were male, aged thirty years or older (in particular, the likelihood of being the main driver was high for those aged between 30 and 74 years), were from a white ethnic background, were in work, were living either in a household with two adults and children or a single parent household, had higher household income, were in a rural area, and were living in a less deprived local area.

When these demographic characteristics are held constant, it was possible to identify a number of disabilities that were significantly related to the likelihood that an individual had both access to a car and was the main driver. These were; sight problems, cognitive disabilities, mental health problems, and conditions related to mobility, dexterity and stamina.

People with cognitive disabilities, people with mental health problems, and people with sight problems were all less likely to be the main driver. There was a particularly low likelihood amongst people with sight problems. Holding all other characteristics constant, people with sight problems were more than two times *less* likely to be main driver than people with without this condition. Whereas, when all other characteristics were held constant, people with either of the other two conditions were roughly 80% less likely to be the main driver than people without their condition.

People who had conditions relating to dexterity and stamina, but who did not have problems with mobility more generally, were more likely to be the main driver (24% higher than those without either mobility or dexterity problems). However, people with dexterity problems who also had mobility problems, and people who only had mobility problems without problems with dexterity or stamina, were less likely to be the main driver (roughly both 40% lower than those without either mobility or dexterity problems).

Finally, there was no evidence of a relationship between communication problems and the likelihood of being the main driver.

5.3.3 Frequency of public transport use

Section 5.2.3 identifies a number of differences in the use of public transport (local buses, taxis, and trains) for people with disabilities. Each of these is further investigated here using multivariate analysis methods to identify whether differences in public transport use remain once any underlying differences in demographic profile are taken into account.

Frequency of bus use

The frequency by which people travelled by local bus was grouped into three categories; never, less than once a week, and at least once a week.

A number of demographic characteristics were related to frequency of bus travel. Women were more likely to travel by bus, and more likely to travel frequently (at least once a week). People aged 18-29 years were more likely than any other age group to travel frequently by bus. However, when looking at *infrequent* travel (less than once a week), those aged 65-74 were most likely to travel by bus. People aged 30-64 were least likely to travel by bus. People from a non-white ethnic background were more likely to travel frequently by bus. People were less likely to travel by bus if they were in full time work. All other groups (including part time workers) more likely to travel by bus and to do so more frequently. Students are particularly likely to travel frequently by bus, even when holding age constant. People living in single person households were most likely to travel frequently by bus. People in rural areas were less likely to travel by bus. Low income households and people living in households in deprived areas were significantly more likely to use the bus frequently.

Holding these demographic characteristics constant, it was seen that people with cognitive disabilities were significantly less likely to ever use buses than those without this disability. When the comparison was focussed solely on bus users, no significant differences were found in the likelihood of frequent bus travel, as opposed to infrequent travel, by people with cognitive disabilities compared to people without cognitive disabilities. In other words, cognitive disabilities appear to reduce an individual's use of buses, however, in those instances where individuals do use the bus, cognitive disabilities appear unrelated to overall frequency of bus use.

A similar association was found for people with conditions that affect mobility, particularly those with both mobility problems and problems with dexterity and stamina.

Both these groups were significantly less likely to ever travel by bus, compared to those without these disabilities. The likelihood of bus use was particularly low for people with both disabilities; this group were nearly two and a half times more likely to never travel by bus (i.e. a likelihood that was 143% higher), as opposed to travel by bus once a week, when compared to people without either of these disabilities. This is higher than the equivalent likelihood for people who have mobility issues but not have conditions relating to dexterity and stamina; this group had a 73% higher likelihood of never travelling by bus, as opposed to using the bus less than once a week, compared to people without either of these disabilities. However, as with the cognitive disabilities, there were no significant differences between these groups in the frequency of bus travel when looking solely at people who use the bus, suggesting that these disabilities also restrict access to buses, but, where buses are used, do not appear to limit the frequency of bus use.

There was no significant difference in the frequency of bus travel for people who had conditions relating to dexterity and stamina, but who did not have mobility issues more generally, when compared to people with neither disability.

Once demographic characteristics and other health conditions had been controlled for, there were no significant differences in frequency of bus travel for people with conditions relating to communication, mental health problems, or sight problems.

Frequency of travel by train

The frequency by which an individual travels by train was grouped into three categories; never, less than once a week, and at least once a week.

A number of demographic characteristics were associated with more frequent train use. Women were more likely overall to travel by train, however, when looking solely at those who do travel, men tended to travel more frequently (at least once a week). Those aged 18-29 were more likely to travel by train, and more likely to travel frequently. Those aged 65-74 and 75 or over were least likely to ever train by train. People from a non-white background were less likely than those from a white background to travel infrequently by train, as opposed to never or to travel at least once a week. Full time workers and students were the groups more likely to travel by train and to use the train frequently. Those who were not economically active due to retirement, sickness or disability are the most likely to say they never travel by train, and where they do travel by train, they travel less frequently. Single people are most likely to travel by train and to do so frequently. People living in rural areas are less likely to travel by train, and less likely to do so frequently. Frequency of train travel increases incrementally as household income increases and as local area deprivation decreases.

Holding these demographic characteristics constant, people with cognitive disabilities, sight problems, or conditions relating to mobility were significantly more likely to never travel by train, as opposed to travel either frequently or infrequently by train, than people without these disabilities.

The largest impact on train use was from disabilities relating to mobility. People who have both conditions relating to mobility and problems with dexterity and stamina were more likely to never travel by train than people who have conditions relating to mobility but not dexterity and stamina. People with both sets of disabilities were nearly two and a half times more likely to never travel by train (i.e. a likelihood that was 140% higher), as opposed to infrequently by train, when compared to people without either of these disabilities. As with bus use, the likelihood for people with combined mobility conditions is than the equivalent likelihood for people who have mobility issues but not have

conditions relating to dexterity and stamina; this group had a 63% higher likelihood of never travelling by train, as opposed to travelling by train less than once a week, compared to people without either of these disabilities.

Whilst people with cognitive disabilities, sight problems, or mobility issues were significantly less likely to ever travel by train, there were no significant differences for any of these groups when comparing frequent train use against infrequent train use. This suggests that for these disabilities the issues around train use are linked to physical access, and once an individual is able to make it on to a train, they are as likely to travel frequently as someone without their disability.

The opposite pattern is seen for people with mental health problems and people who have disabilities relating to dexterity and stamina but not mobility issues. For these two groups there were no significant differences in the likelihood that they never travelled by train when compared to infrequent train travel. However, both groups were significantly less likely to travel by train frequently, as opposed to infrequently, than someone as someone without their disability. This means people with mental health problems are as likely to use trains as people without mental health problems (suggesting any issues around train use are not due to physical access), however, when they do travel by train they tend to do so less frequently, even where work status has been controlled for. The same pattern applied to those with disabilities relating to dexterity and stamina but who did not have mobility issues more generally. Is should be noted that, if an individual has mobility issues in addition to dexterity and stamina issues, then they were less likely to ever use the train. It is the absence of mobility issues that means the difference in train use lies in the frequency of train travel, rather than the likelihood of ever travelling by train in the first place.

There was no evidence of a relationship between communication problems and frequency of train use once demographic characteristics and other disabilities had been taken into account.

Frequency of travel by taxi

The frequency of taxi travel was grouped into three categories; never, less than once a week, and at least once a week.

A number of demographic characteristics were significantly associated with using taxis. Men were more likely to never use taxis, whereas women were more likely to use taxis infrequently (less than once a week). People aged 65 or over were less likely to ever travel by taxi, whereas those aged 30-64 used taxis most frequently. People from a non-white ethnic background, people who were not economically active, and people who lived in a more deprived local area were less likely to ever use taxis. People living in single person households, and people living in single parent households, were more likely to use taxis. Living in an urban area was related to more frequent taxi use. People living in low income households were less likely to use taxis infrequently compared to those in higher income households, they were more likely to use taxis at least once a week and very likely to never use taxis.

Mobility issues and mental health problems were both significantly related to taxi use once the underlying relationships between demographic characteristics and taxi travel had been taken into account. People with mental health problems were more likely to either use taxis at least once a week or to never use taxis at all, compared to people without mental health problems, who were more likely to use taxis infrequently.

People with mobility issues, particularly people with both mobility issues and conditions relating to dexterity and stamina, were less likely to ever use taxis, compared to people

without these disabilities. The likelihood of taxi use amongst people with conditions relating to dexterity and stamina, who did not also report mobility issues, was no different to that for people without these disabilities.

There were no significant differences in the use of taxis for people with sight problems, cognitive disabilities, or communication difficulties, when compared to people without these disabilities. However, the multivariate analysis shows that income and local deprivation are both strongly related to taxi use, which suggests the higher use of taxis for people with disabilities seen in Section 6.2.3 may be caused by underlying differences in demographic profile, namely people with disabilities being in lower income and more deprived households.

5.3.4 Experiencing difficulties travelling for reasons other than work

Section 5.2.5 showed that all disabilities were linked to a higher chance of experiencing difficulties travelling for non-work reasons. This is explored further in this section. Multivariate analysis methods are used to identify whether an individual was likely to report difficulties with non-work travel whilst taking into account any underlying differences in demographic profile. Non-work travel includes travel for a doctor's appointment, to meet friends and family, other social reasons, taking children to school, attending school/college, and any other non-work reasons.

Individuals were more likely to say they have experienced difficulties with travel for reasons other than work if they were female, in either the younger (18-29) or older (75+) age range, were a single parent, were not in work (particularly if they were permanently not working due to retirement, sickness or disability), and if they lived in urban areas. Ethnicity, household income and local area deprivation indicators were not significantly related to experiencing difficulties once the other characteristics had been controlled for.

Once differences in demographic characteristics are held constant, individuals were much more likely to report difficulties with travel if they have sight problems, mobility issues, or mental health problems, with mobility issues having the largest impact on the likelihood of experiencing difficulties.

Holding everything else constant, the likelihood of experiencing non-work travel difficulties amongst people with sight problems was nearly 80% higher than it was for people without this disability. Similarly, the likelihood of experiencing non-work travel difficulties was over twice as high for people with mental health problems, compared to those without.

People who had both conditions related to mobility and conditions relating to dexterity and stamina were nearly three times as likely to experience non-work travel difficulties than people without either of these disabilities. People with conditions relating to mobility, but who did not have conditions relating to dexterity and stamina were over twice as likely to report difficulties travelling for non-work reasons than people without these disabilities. The impact of having conditions that affected dexterity and stamina, but without having mobility issues more generally, was smaller, with people in this group 40% more likely to experience problems with non-work travel, compared to those without these disabilities. This shows that mobility problems have a bigger impact on experience than disabilities relating to dexterity and stamina, but that having both disabilities increases the impact still further.

Conditions relating to communication or cognitive ability were not significantly linked to an increased likelihood of experiencing difficulties with non-work travel once demographic characteristics and other conditions have been taken into account.

6 Discussion and conclusion

6.1 The use of public and private transport

Analysis of the relationship between use of public and private transport and disability concluded that disabled people use public and private transport less than people without disabilities. Looking at public transport use, disabled people use buses, trains, coaches and take internal flights less than those without disabilities. The severity of disability is also a significant contributor to transport use. Those with more severe disabilities were less likely to use public transport than those with less severe disabilities. These findings suggest that disabled people, particularly those with more severe disabilities, travel less and/or rely more heavily on private forms of transport. Slightly different patterns were seen in the case of taxi use. In contrast to other transport types, those with disabilities as well as those with more severe disabilities were significantly more likely to use taxis than those without disabilities. These findings suggest that taxis are the most accessible public transport option for those with more severe disabilities, despite the cost often being higher, and that people with more severe disabilities may rely on this form of transport quite heavily in the daily lives.

Exploring private transport use, around a third of people with a long-term disability did not hold a driving licence of any sort (compared to significantly less people with no disability). Among people with more serious disabilities, this problem was more acute, with only almost half of those with more severe disabilities holding a full driving licence. Disabled people also reported that they were less likely to learn to drive in the future, with the vast majority of people with a disability who did not hold a driving licence saying they would never learn. As a result, the disparity in ability to drive is likely to be longstanding and people with disabilities will need to find alternative means of travel or be reliant on other people to travel by car. This is a particularly important finding because in NTS 2018, 61% of trips and 77% of distance travelled was in journeys made by car.[11] As would be expected given they are less likely to hold a driving licence, disabled people were also less likely to be the main driver in their household and more likely to be a non-driver living in a household with no car. These barriers to access are also reflected in how often disabled people travel by car. Among people with no disability, almost three quarters travelled by car at least three times a week, compared to more than half of those with a disability. However, people with a disability were actually more likely than people without a disability to travel once or twice a week by car. This may be because they are travelling for different reasons, for example, rather than commuting to work by car everyday they are travelling for a weekly shop.

Demographic differences in both public and private transport use are similar across disabled and non-disabled groups, suggesting that demographic factors create similar, but not disproportionate, challenges for those with disabilities. Amongst public transport use, the exceptions to this finding was bus use amongst older people and taxi use in rural areas. In particular, younger people with disabilities were more likely to use public transport than older people. The exception was bus use, which was most likely among older (rather than younger) non-disabled people but not amongst older disabled people. There have been a number of policy changes which aim to make public transport more accessible for older people (such as subsidised or free travel), however this finding may suggest that initiatives specific to buses have not been as effective for disabled older people as for the rest of this group. It may also be that provision of free

[11] Department for Transport's reporting for NTS 2018: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/823068/national-travel-survey-2018.pdf

bus travel for disabled people of all ages impacts these figures, encouraging both younger and older members of this group to use the bus.

The relationship between employment status and transport use was dependent on the transport type but not on the disability. Significant relationships were found on social demographic characteristics as opposed to the presence or absence of a disability, which indicates the issues experienced by people with disabilities are being lost amongst the wider gripes of commuters. Furthermore, it can be argued that anyone who is in work (i.e. the sub-set of commuters) are people who (on the whole) have already worked out how to travel despite their disabilities, hence the issues that remain are mainly issues that affect all commuters. On the other hand, disabled and non-disabled people who were not working were more likely to use the bus, whilst those who worked were generally more likely to use trains, planes, and taxis. This may relate to price, particularly given that disabled people can access free bus travel, or it may be that certain transport types (e.g. trains) are used most often for the purpose of commuting.

6.2Satisfaction with public and private transport

Assessing satisfaction with public and private transport, those with disabilities were less likely than those without disabilities to be satisfied with public transport and roads, specifically trains, buses and major and local roads. Those with more severe disabilities, whose everyday activities were reduced a lot, were also less likely to be satisfied with these forms of transport than those whose activities were less restricted. This suggests that there are accessibility issues with these transport modes, which are disproportionately impacting the experience of disabled people. Those with disabilities, and particularly those with more severe disabilities, also answered “don’t know” to the satisfaction questions more frequently than those without disabilities. This is likely to relate to the lower usage of public transport by these groups, as discussed above. As with the use of public and private transport, these findings suggest that most of the relationships between demographic characteristics and satisfaction with public and private transport are similar across disabled and non-disabled groups. As suggested in relation to frequency of use above, this implies that demographic factors create similar challenges, or advantages, for disabled and non-disabled people in respect of their use of transport.

A relationship was found between age and satisfaction by transport type. Whilst middle age groups with and without disabilities (aged 30-64) were most likely to be dissatisfied with roads, older people (aged 75+) with disabilities were least likely to be satisfied with trains. This latter relationship was not found among those without disability, suggesting that trains are less accessible for older people with disabilities than they are for the older demographic generally. Among those with and without disabilities, those over 75 were also more likely to answer “don’t know” to the satisfaction questions about trains and roads. This may reflect usage in that older people are less likely to use trains generally.

As with difficulties in traveling to work, both disabled and non-disabled people in employment were less likely to be satisfied with buses, trains and major roads. This could relate to the level of reliance on public transport and impacts of a poor-quality service. For example, an irregular bus service or poor roads may have more negative impacts on those using the service for commuting - for example, causing them to be regularly late for work - when compared to those who are unemployed. However, unemployed people (with and without disabilities) were also more likely to answer “don’t know” to whether they were satisfied with trains, major and local roads, suggesting that the figures may also relate to the level of transport usage.

6.3 Use of mobility aids

An important finding from the analyses suggested that one third of people who reported having difficulty going out on foot unaided, also reported that they did not use any mobility aids, which raises some questions that need further examination to understand the implications. For example, this large proportion could point to a number of underlying issues including, for example; a lack of provision or access to suitable mobility aids; a wish to go out without mobility aids despite a potential need; a reliance on help from family members or other carers; or perhaps that the difficulty is not a mobility-related one, but either a mental health condition, intellectual disability, or sensory impairment. Whilst other walking aids were mentioned by a quarter of those who had difficulty going out on foot unaided, this was a 'closed question' with a listing of options from which to choose. However, other walking aids could perhaps include rollators, wheeled walkers and wheeled frames.

Exploring the relationship between mobility aids and sociodemographic characteristics, use of mobility aids increased with age and severity of disability. Powered mobility scooters and powered wheelchairs were significantly more likely to be used by people whose disability was more severe. more people with more severe disabilities reported using them than those whose disabilities were less severe. With regards to age, it is not clear why amongst a group of people who all stated that they have difficulty going out on foot unaided, younger people were less likely to use mobility aids. This may be a result of feelings of stigma or because the difficulty with going out unaided may stem from something other than a mobility issue. Alternatively, the reason could relate to household structure and social connections: for example, younger age groups may be less likely to be living without support from family or friends and therefore able to rely on informal carers or family members when going out. Further research into the differences in the use of mobility aids amongst people of different ages with difficulties going out on foot unaided is needed to understand the relationship further.

Walking sticks were the most commonly used type of mobility aid and older age groups reported more use of walking sticks than younger age groups. This may indicate the utility of walking sticks for conditions affecting those in older age, such as frailty, osteoporosis and osteoarthritis, loss of balance. It could also point to the fact that such mobility aids are lightweight and easily transportable and thus more accessible to people who may be experiencing pain or weakness but are otherwise mobile on foot. The use of other mobility aids was significantly higher amongst those aged 65 and over and women. Although these other mobility aids are not further specified, these could include walking frames, rollators and similar lightweight devices. There was some use of other mobility aids amongst the younger age bands and it would be interesting to explore in more detail what other mobility aid referred to amongst people of different ages.

The pattern of use of powered mobility scooters, which is highest amongst the 50–74 years age groups, suggests an association with its use to support health conditions and age-related disabilities occurring from age 50 onwards. There is a slight tailing off in use of these mobility aids in people aged 75+ possibly indicating that scooters are less manageable for an age group in which some people may be becoming frailer and/or have a higher prevalence of cognitive issues such as dementia.

The significant differences seen between urban and rural populations raise several interesting questions. Those in rural areas were more likely to use any mobility aid compared with those in urban areas. This could point to greater distances from home to a local bus stop for example, or to more journeys carried out on foot because of low availability of transport services, compared with urban population.

The significant differences seen in the use of mobility aids by economic activity status may point in part to other factors such as age. For example, disabilities and health conditions affecting the ability to go out on foot unaided may be associated with older age groups, who will also have a higher likelihood of being economically inactive owing to retirement. There may also be a relationship between the severity of any disability or health condition and whether an individual is working, which may then mean that those who are economically inactive are more likely to make use of mobility aids.

There was a clear pattern in the use and non-use of mobility aids by household structure, with people in households with no children more likely to report using mobility aids of all kinds compared with people in households with children. Those in single adult households with no children reported the highest levels of use of all types of mobility aids and these differences were highly significant in the case of manual wheelchairs, walking sticks, and other mobility aids, compared with people living in other household structures. This clear pattern of people using mobility aids could be caused by a number of reasons. People with a preference for independent living, may be using mobility aids to enable them to live independently. Alternatively, this difference could highlight an older population possibly living without spouse or children and now turning to mobility aids because there is no family member or other social support to assist. The two types of household structure with no children (single adult and multiple adult), both showed higher rates of use of mobility aids. This result which was statistically significant, could be indicative of households made up of older people who on average have more disability and long-term health conditions.

6.4 Awareness of public transport services

More than a third of people who stated they have difficulty going out on foot, using a local bus, or getting in and out of a car, because of a disability, were unaware of any special transport services being available in their area. At over one-third, this seems a high proportion and raises questions about whether there is a lack of provision of special transport in the respondents' area, or whether these services are available but not well publicised. There was also a relatively low awareness of the availability of any particular special transport services, such as dial-a-ride, or hospital transport. The level of awareness could also point to services being available but not suitable for the specific needs of these respondents.

There was significantly lower awareness of the availability of supermarket bus services and community owned bus services amongst those with more severe disabilities, compared to those with less severe ones. Again, this finding prompts a question about whether these specialist services are meeting all those people who might benefit from them. In general, the relatively low levels of awareness of special transport services, may point to a need for increased information and publicity, targeted appropriately according to need.

Over three-quarters of people who find it difficult to go out on foot, use a local bus, or get in or out of a car because of a disability, and who were also aware of special transport services in their area, reported not using any of them. This finding raises some interesting questions about the appropriateness of the services in terms of, for example: mobility and physical access to the vehicles, frequency and flexibility of services and routes, costs and eligibility to use the services, and door-to-door assistance for the potential user and their luggage.

Awareness of any special transport services being available in the area amongst people who have difficulty going out on foot, using a local bus or getting in or out of a car showed significant variation between different age groups. Awareness was lowest in the youngest age group (18–29 years), as was use of any such services by the

youngest age group amongst those who were aware of any services. This may point to an unmet need for special transport services in this youngest age group.

The highest differences in awareness of and use of special transport services was found in BAME groups. Just over half of people from BAME backgrounds who reported a difficulty going out on foot, using buses or cars, were not aware of any special transport services in their area. This was significantly higher when compared with awareness of any services amongst white people. The difference raises a question about whether BAME groups live in areas where special transport services are less available or whether such services are available but are not being promoted or targeted well or are somehow not providing accessible services (for example in terms of routes or fares). Despite the difference in awareness by ethnicity, it needs to be noted that over one-third of white respondents also reported not being aware of any services in their area.

When considering use by ethnicity amongst those who were aware of any special transport services, the finding is reversed in that BAME respondents are significantly less likely to say they did not use any services. Although the numbers overall were low, BAME respondents were significantly more likely compared with white respondents to say that they used: day centre car or service; shared taxi services; and community-owned minibus.

People living in rural areas were significantly more likely to say they did not use any special transport services in the area compared with those living in urban areas. This could potentially indicate a difficulty with providing suitable services to rural areas where demand is lower overall, and the geographic areas are larger.

People who were working full-time or part-time were also more likely to say they were not aware of any special transport services and those we were aware of any such services made less use of them, compared with people who were economically inactive. The variation could indicate that despite having a disability, those in work had a solution to getting out, for example to travel to work and therefore had less need of special transport.

6.5 Travelling to (and or applying for) work

No significant differences were observed in the use of different types of means of transport to work between people with and without disabilities. This may be due to the fact that those living with disabilities who are also employed are able to work thanks to less severe forms of disability and the availability of adaptations and mobility aids. However, using a car, van, motorcycle, scooter, or moped to go to work was less difficult for those without a disability, while people living with a disability were more likely to experience the disability itself as a transport difficulty. This finding is corroborated by the fact that disabilities were more likely to be reported as a transport difficulty by those with more limiting disabilities (respondents whose conditions or illnesses reduce a lot their ability to carry out day-to-day activities). Regarding the use of car, van, motorcycle, scooter, or moped to go to work it was also observed that people living with disabilities were more likely to experience difficulties due to the cost of petrol, parking, and public transport, which may suggest that people with disabilities are more likely to have a low income than people without disabilities.

In assessing the use of public transport and walking to go to work, the difficulties reported by people living with disabilities mirror those indicated by the respondents who use cars, vans, motorcycles, scooters, or mopeds. People without disabilities were indeed less likely to report issues with public transport or walking, while people living

with disabilities reported (in a significant number of cases), their own disability as a transport difficulty. Looking at the severity of the disability it was found that people with more severe disabilities were more likely to report their disability as a transport difficulty, whereas people with less severe disabilities were more likely to report the unpleasantness of public transport as a difficulty. No one of those with a more severe health condition reported this as an issue with public transport, and this may be due to the relatively smaller number of people with more severe disabilities who use public transport compared to those with less severe disabilities.

The analysis did not find a significant relationship between transport difficulties and the ability to accept or apply for jobs between people with and without disabilities. This may be due to people with long-term health conditions looking for and applying to jobs only in areas that they are more confident to be able to reach with relative ease. A similar conclusion can be made when looking at people with disabilities. A more severe disability was significantly associated with a higher likelihood of not reporting any difficulties with accepting or applying to a job due to transport-related issues. Again, this may be due to a more careful upstream selection of specific and easily reachable areas when looking for a new job that happens less frequently when the respondent has a less severe disability or no disability at all. Alternatively, it may be possible that people with disabilities feel that they have less job opportunities available for them, and therefore are more likely to accept jobs under unsuitable transport conditions.

Most relationships between mode of transport to work and demographic factors were similar among those with and without disabilities suggesting that many demographic factors cause similar transport-related challenges for both disabled and non-disabled people. For example, regardless of the presence or absence of disability, older people were significantly more likely than younger people to use cars or vans, whilst younger people were significantly more likely to buses, minibuses or coaches or walk to work. Those living in rural areas were also significantly more likely to use cars or vans to travel to work, whilst those from urban areas were significantly more likely to use buses, minibuses or coaches.

Adults with disabilities who lived alone were significantly more likely than those living with other adults to take trains to work, however this relationship was not significant among those without disabilities. As other findings in this report indicate, this could be because those with disabilities are less likely to drive than those without disabilities. Single adults without disabilities may drive themselves to work and those with disabilities who live with other adults may be driven to work by another member of their household. However, adults living alone with disabilities may be less likely to have this car access, and therefore more likely to take the train.

6.6 Traveling for non-work purposes

Respondents who do not have a disability were more likely than people with disabilities to not report any issues with journeys not related to work. Other main differences observed were a significantly higher likelihood of people living with disabilities to encounter transport difficulties when travelling to a doctor or a hospital, and when going to meet family and friends in their homes (or other similar social activities). Similarly, the more severe the type of disability, the higher the likelihood of facing difficulties when travelling for non-work purposes.

In exploring the reasons reported for transport difficulties for non-work journeys, it was found that the disability itself, the distance to the destination, and the length of the journey were those most likely to be reported by people living with a disability. In contrast, the lack of parking facilities was more likely to be associated with transport difficulties by those without a disability. Lack of parking facilities was also more

frequently a problem for those whose disability does not limit their daily activities, whereas an increase in the level of severity was associated with a lower likelihood of reporting this difficulty. This may be due to a reduced use for non-work purposes of cars and other private vehicles by those with more severe conditions, although, a similar use among all groups of respondents of private vehicles to go to work was observed and this may raise some doubts about this hypothesis. Alternatively, it may be possible that having a disability may compel some respondents to plan their journeys more carefully, which includes having accurate information on parking and accessibility. A further hypothesis may be related to a general increase in the availability of dedicated parking spots.

6.7 Type of disability and transport use

Most of the disabilities reported, sight problems, cognitive disabilities, mobility problems, conditions relating to dexterity and stamina, and mental health problems, affect the individual's travel behaviour, even when underlying differences in the demographic characteristics of people with and without these disabilities have been taken into account.

Mobility problems had the largest impact on travel behaviour, this group was less likely to travel by each of the different transport options. This was exacerbated if the individual had a combination of mobility problems and disabilities affecting their dexterity or stamina. There was an interaction between these two disabilities and individuals with both conditions were particularly less likely to travel. It is likely that these individuals have mobility aids or be wheelchair users, which restricts their ability to access different transport options. However, there was less impact on the travel behaviour of people who had disabilities affecting dexterity and stamina but who did not report any mobility issues. This group were more likely to be the main driver in their household, and were as likely to travel by train, bus, or taxi, as those without either disability.

For the other disabilities, the tendency was for the presence of a disability to restrict an individual's access to, and frequency of, travel, whether that is travel by private means or the use of public transport. In addition, each of these groups were more likely to report difficulties when travelling for non-work reasons. The exception to this is communication difficulties. Once all other disabilities and demographic characteristics have been taken into account, there were no significant differences in the travel outcomes between those with and those without this disability.

The pattern of public transport use varied by disability. Two disabilities, cognitive disabilities and disabilities that affect mobility, (particularly where the mobility problems coincided with problems with dexterity and stamina), were linked to lower levels of both bus travel and train travel; people with these conditions were more likely to say they never used either form of transport. However, when looking solely at existing bus users, these disabilities were not related to the frequency of bus travel. This suggests the problem is one of access; where individuals may avoid travelling by bus because they know, or perceive, there will be issues. Where an individual is able to access the bus, there is no difference in the frequency of use.

A similar relationship was found with train use. Whilst people with cognitive disabilities, sight problems, or mobility issues were significantly less likely to ever travel by train, there were no significant differences when comparing frequent train use against infrequent train use. This again suggests issues linked to physical access, and once an individual is able, or confident enough, to make it on to a train, they will travel as frequently as someone without their disability. This suggests an issue with access, or perceived access, amongst people with these disabilities.

The opposite pattern is seen for people with mental health problems and people who have disabilities relating to dexterity and stamina but not mobility issues. These groups were as likely to say they travelled by train as people without their disability. Instead, there was a significant difference in the frequency by which they travelled by train. Both groups were just as likely to take the train as those without these disabilities. However, when they travelled by train, they tended to do so less frequently. This suggests that these conditions impact less on access but may affect their willingness to use the train more frequently (possibly more planning is involved).

A different pattern was seen for taxi use, with the exception of people with mobility issues (who were more likely to say they never use taxis). The only condition related to taxi use was people with mental health problems. This group were more likely to either never use taxis or to do so more frequently. No other disabilities were significantly related to taxi use once demographic characteristics were controlled for. However, the multivariate analysis shows that income and local deprivation are both strongly related to taxi use, which suggests the higher use of taxis amongst people with disabilities seen in Section 5.2.3 may be caused by underlying differences in demographic profile, namely people with disabilities tending to live in lower income households.

Finally, having multiple disabilities appeared to be strongly related to reduced use of transport and facing travel difficulties. This is quite a substantial group of people, with 14% of NTS respondents who had a long-term health condition or disability reporting that they had four or more different types of disability, and a further 37% that they had 2-3 types of disability. Nearly half of those with four or more disabilities reported having experienced difficulties with travel for a non-work reason. Multiple disabilities were also associated with decreased frequency of travel by private car, by train and to a lesser extent by bus. On the other hand, private car use was more common among people with four or more disabilities who were also less likely to be the main driver of a car. This suggests that when planning to expand access to transport among people with disabilities, those people with the least access are likely to have the most complex needs, as they are more likely to be living with the effects of various different disabilities.

6.8 Implications for policy and practice

This research has found supportive evidence in the relationship between transport use, use of mobility aids, sociodemographic characteristics and type of disability. In addition to a number of points made in the discussion above, a number of areas with relevance to policy and practice that may require further focus were identified. In particular:

- **Use of transport:** in contrast to other transport types, those with disabilities were significantly more likely to use taxis at least once a week than those without disabilities. Those with more severe disabilities were also significantly more likely to use taxis at least once a week than those whose activities were less impacted upon. This suggests that those with disabilities who do use taxis may rely on this form of transport quite heavily in their daily lives. Further consideration needs to be given regarding motivations in using taxis, which was also a mode of transport used more by people in lower incomes. It may be likely, for example, that despite the increased taxi use, it is still a cheaper and more convenient use of transport than using, for example, mobility monies to take up a ‘lease’ car and therefore any taxi or disability allowance schemes need to take into account use of taxis when developing, restructuring or strengthening existing policies.

- **Use of mobility aids:** the finding that more than a third of people who reported a difficulty going out on foot unaided, reported that they did not use any mobility aids raises some questions. This large proportion could point to a number of underlying issues including, for example; a lack of provision or access to suitable mobility aids; a wish to go out without mobility aids despite a potential need; a reliance on help from family members or other carers; or perhaps that the difficulty is not a mobility-related one, but either a mental health condition, intellectual disability, or sensory impairment. Furthermore, it is not clear why amongst all participants who stated that they have difficulty going out on foot unaided, it was mainly older age groups who use mobility aids. Development of future policy and practice will need to take into account perceptions and motivations related to going out unaided when one has mobility issues that makes going out on foot difficult. Furthermore, of those that used mobility aids, some used two or more types of aid. It would be interesting to explore the relationship between severity of disability, use of multiple mobility aids and whether people in fact do go out.

- **Awareness of special transport services:** Over three-quarters of people who find it difficult to go out on foot, use a local bus, or get in or out of a car because of a disability, and who were aware of special transport services in their area, did not use any of these services. A significant number of people with disabilities were also not aware of any such services. This is an area with particular relevance to policy and practice as understanding use, perceptions and suitability of special transport services is important in responding to the needs of people with disabilities.

- **Applying for jobs and traveling to work:** some important questions about applying for jobs and traveling to work were highlighted as a result of the findings. People with more severe disabilities have been found to turn down or to not apply for a job due to transport difficulties significantly less frequently than people with less severe conditions or no disability at all. Could this be due to a more careful job-search that makes them focus only on areas with less accessibility issues or due to them feeling to have less opportunities, which in turn may make them more likely to accept conditions that others would not accept? It was further observed that there are no significant differences in the use of different types of means of transport to go to work between people with and without disabilities. Although this may be due to the fact that those living with disabilities who are also employed are able to work thanks to less severe forms of disability and the availability of adaptations and mobility aids, existing policy and practice need to keep strengthening equal opportunities for people with disabilities in the job market.

- **Traveling for non-work purposes:** although no differences in relation to traveling to work were found between people with and without disabilities, traveling for other purposes (e.g. to see friends, doctor, etc) were significantly more difficult for people with disabilities. This also relates to findings around transport use in general for people with disabilities when compared to people without disabilities. When strengthening existing policy and practice the type and extend of planning that is necessary for people with disabilities for a journey that does not involve traveling to work will need to be taken into account. Furthermore, the differences due to type of disability, type of transport means, and type of journey will need to be considered along with the psychological and behavioural impact that such planning may have.

6.9 Limitations of the analysis

As with all secondary data analyses, the potential for analysis is limited by the data. Whilst it was possible to include some measures of local area (an urban/rural indicator and Index of Multiple Deprivation) in each model, more detailed information about local context may have provided additional insight. For example, this could include information about the availability of public transport, such as the distance to local bus stop, indicators for the regularity of local bus services, measures of accessibility for local train stations, etc. Whilst this form of data merging is theoretically possible, it is fairly ambitious in nature, which pushed it beyond the scope and timetable of this project.

6.10 Conclusions

Analysis of the relationship between use of public and private transport and disability concluded that disabled people use public and private transport less than people without disabilities. The severity of disability is also a significant contributor to transport use. Those with more severe disabilities were less likely to use public transport than those with less severe disabilities. These findings suggest that disabled people, particularly those with more severe disabilities, travel less and/or rely more heavily on private forms of transport. Demographic differences in both public and private transport use are similar across disabled and non-disabled groups, suggesting that demographic factors create similar - but not disproportionate - challenges for those with disabilities.

A similar pattern was concluded when looking at the relationship between satisfaction with public and private transport and disability. People with disabilities were less likely than those without disabilities to be satisfied with public transport and roads, specifically trains, buses and major and local roads. Severity was also an important factor in reducing satisfaction with these forms of transport suggesting that there may be accessibility issues with these transport modes, which are disproportionately impacting the experience of disabled people. Those from the lowest income brackets were most likely to use buses and were also more satisfied with them. These findings suggest a relationship between public transport use and satisfaction where people who are more dissatisfied with public transport may be less likely to use it or conversely people who are more reliant on public transport are more satisfied about the availability of such transport.

A high proportion of people who have difficulty going out on foot, using a local bus, or getting in and out of a car, because of a disability, were unaware of any special transport services being available in their area, which raises questions about whether there is a lack of provision of special transport in some areas, or whether these services are available but not well publicised. The relatively low levels of awareness of special transport services, may point to a need for increased information and publicity. Targeting special transport services appropriately according to need is also an area that needs further focus as those who were aware of special transport services in their area (and had difficult to go out on foot, use a local bus, or get in or out of a car), reported not using them. This finding raises some interesting questions about the appropriateness of the services in terms of, for example: mobility and physical access to the vehicles, frequency and flexibility of services and routes, costs and eligibility to use the services, and door-to-door assistance for the potential user and their luggage.

Finally, it was concluded that most of the disabilities examined affect the individual's travel behaviour, even when underlying differences in the demographic characteristics of people with and without these disabilities have been taken into account. Having multiple disabilities appeared also to be strongly related to reduced use of transport and facing travel difficulties. This suggests that when planning to expand access to

transport among people with disabilities, those people with the least access are likely to have the most complex needs, as they are more likely to be living with the effects of multiple different disabilities. In this context, provision for transport among people with disabilities needs to be delivered with an awareness that some people may need multiple different forms of support. In addition, in developing policies to support people with particular disabilities, it will always be necessary to consider how these may need to be tailored to the presence of other health issues which may interact with and compound the other's effects. In light of this, it will be important for support to be flexible and adaptive to the needs of those with multiple disabilities.

7 Appendices

7.1 Appendix A: Section 3 tables

Table 7:1	Whether experienced any problems going on foot unaided, taking local buses, or getting into or out of a car as a result of a long-term disability.
Base: all respondents	**%**
Did not experience difficulties	90
Experienced difficulties	10
Unweighted base	12375

Table 7:2	Type of driving licence held, by severity of health condition/disability			
Base: all those with a health condition, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their health problems/disabilities**			
	A lot	A little	Not at all	Total
Respondent's access to a car	%	%	%	%
Full driving licence (any vehicle)**	47	62	81	76
Any provisional driving licence (any vehicle)	6	7	5	7
No driving licence**	47	31	13	17
Unweighted bases	965	1081	795	12369

Table 7:3	Access to a car, by whether respondent has a disability		
Base: all respondents	**Whether respondent has a long-term health condition or disability**		
	Yes	No	Total
Respondent's access to a car	%	%	%
Main driver**	46	64	60
Not main driver of household car	10	12	11
Household car but non-driver**	14	10	11
Driver but no car	6	5	5
Non-driver and no car**	24	10	13
Unweighted bases	*2839*	*9459*	*12361*

Table 7:4	Frequency of car use, by whether respondent has a disability
Base: all respondents	**Whether respondent has a long-term health condition or disability**

	Yes	No	Total
Frequency of car use	%	%	%
3 or more times a week**	58	72	69
Once or twice a week**	19	13	14
Less than once per week but at least once a month	12	7	8
Less than once a month but at least once a year	5	4	4
Less than once a year or never**	7	4	4
Unweighted bases	2842	9472	12381

Table 7:5 Frequency of car use, by severity of health condition/disability

Base: all those with a health condition, lasting/expected to last 12 months or more	**How much respondent's everyday activities are reduced by their health problems/disabilities**			
	A lot	A little	Not at all	Total
Frequency of car use	%	%	%	%
3 or more times a week**	43	57	76	69
Once or twice a week**	23	20	13	14
Less than once per week but at least once a month**	17	11	6	8
Less than once a month but at least once a year**	6	5	3	4
Less than once a year or never**	11	7	3	4
Unweighted bases	965	1082	795	12381

Table 7:6 Likelihood of learning to drive, by whether respondent has a disability

Base: all respondents	**Whether respondent has a long-term health condition or disability**		
	Yes	No	Total
Likelihood of learning to drive	%	%	%
Within the next year**	5	15	12
Within the next 5 years**	9	35	27
5 years or more	3	6	5
Never**	83	44	57
Unweighted bases	*790*	*1398*	*2200*

Table 7:7 Satisfaction with major roads, by whether respondent has disability

Base: all respondents	**Whether respondent has a long-term health condition or disability**		
	Yes	No	Total

Satisfaction with major roads	%	%	%
Very satisfied**	8	9	9
Fairly satisfied**	35	42	40
Neither satisfied nor dissatisfied	18	18	18
Fairly dissatisfied	13	13	13
Very dissatisfied	7	7	7
Don't know	20	9	12
Unweighted bases	1729	4666	6427
Weighted bases	1377	4907	6323

Significance test run on 'very satisfied' and 'fairly satisfied' categories combined.

Table 7:8 Satisfaction with local roads, by whether respondent has disability

Base: all respondents	**Whether respondent has a long-term health condition or disability**		
	Yes	No	Total
Satisfaction with local roads	%	%	%
Very satisfied**	4	5	5
Fairly satisfied**	29	33	32
Neither satisfied nor dissatisfied	13	15	14
Fairly dissatisfied	25	27	26
Very dissatisfied	25	18	19
Don't know	4	2	3
Unweighted bases	1730	4665	6427
Weighted bases	1378	4907	6323

Significance test run on 'very satisfied' and 'fairly satisfied' categories combined.

7.2 Appendix B: Section 4 tables

Table 7:9 Employment status, by whether respondent had a disability				
Base: All respondents aged 18+		**Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?**		
Working status		**Yes**	**No**	**Total**
Working - full or part time	%	31	71	62
Economically inactive: Permanent (retired, sick, disabled, student, unemployed, and other inactive	%	69	29	38
Unweighted bases		2843	9474	12387
Weighted bases		2734	9781	12586

Table 7:10 Employment status, by how much disability reduces respondent's ability to carry out day-to-day activities					
Base: All respondents aged 18+ who had a long-term disability (either physical or mental)		**Whether disability reduces respondent's ability to carry out day-to-day activities**			
Working status		**Yes, a lot**	**Yes, a little**	**Not at all**	**Total**
Working - full or part time	%	11	32	53	62
Economically inactive: Permanent (retired, sick, disabled, student, unemployed, and other inactive	%	89	68	47	38
Unweighted bases		966	1082	795	12387
Weighted bases		934	1039	761	12586

Use of wheelchairs (powered or manual) and of powered mobility scooters by demographic and socioeconomic characteristics

Table 7:11 Frequency of use of powered wheelchair, by age					
Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Age bands**			
How often is the powered wheelchair used		**18-49 years**	**50-64 years**	**65-74 years**	**75+ years**
At least once a week	%	60	54	60	55
Less than once a week but at least once a month	%	15	28	21	25
Less than once a month but at least once a year	%	15	19	10	17
Less than that or never	%	10	-	9	3
Unweighted bases		*33*	*49*	*54*	*91*
Weighted bases		*35*	*49*	*49*	*80*

Table 7:12 Frequency of use of powered wheelchair, by sex

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Sex of person**	
How often is the powered wheelchair used		**Male**	**Female**
At least once a week	%	59	55
Less than once a week but at least once a month	%	19	25
Less than once a month but at least once a year	%	18	14
Less than that or never	%	4	5
Unweighted bases		*76*	*151*
Weighted bases		*72*	*141*

Table 7:13 Frequency of use of powered wheelchair, by ethnicity

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Ethnicity**	
How often is the powered wheelchair used		**White**	**BAME**
At least once a week	%	57	32
Less than once a week but at least once a month	%	21	68
Less than once a month but at least once a year	%	16	-
Less than that or never	%	5	-
Unweighted bases		*220*	*7*
Weighted bases		*206*	*7*

Table 7:14 Frequency of use of powered wheelchair, by whether household is in an urban or rural area

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Whether household is in urban or rural area**	
How often is the powered wheelchair used		**Urban**	**Rural**
At least once a week	%	57	55
Less than once a week but at least once a month	%	24	21
Less than once a month but at least once a year	%	16	15
Less than that or never	%	4	9
Unweighted bases		*185*	*42*
Weighted bases		*174*	*39*

Table 7:15 Frequency of use of powered wheelchair, by economic activity status

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Employment status**	
How often is the powered wheelchair used		**Working – full or part-time**	**Economically inactive**
At least once a week	%	66	56
Less than once a week but at least once a month	%	34	22

Table 7:15 Frequency of use of powered wheelchair, by economic activity status

Less than once a month but at least once a year	%	-	16
Less than that or never	%	-	5
Unweighted bases		*13*	*214*
Weighted bases		*12*	*201*

Table 7:16 Frequency of use of powered wheelchair, by household structure

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Household structure**			
How often is the powered wheelchair used		**Single adult**	**Multiple adults, no children**	**Single parent family**	**2 or more adults and children**
At least once a week	%	58	57	-	33
Less than once a week but at least once a month	%	27	20	-	26
Less than once a month but at least once a year	%	11	18	-	20
Less than that or never	%	3	5	-	21
Unweighted bases		85	130	-	11
Weighted bases		82	119	-	11

Single parent families were omitted from this table due to the small number of respondents in this group.

Table 7:17 Frequency of use of powered wheelchair, by household income (in quintiles)

Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Household income – quintiles**				
How often is the powered wheelchair used		**1st (lowest income)**	**2nd**	**3rd**	**4th**	**5th (highest income)**
At least once a week	%	57	58	53	58	54
Less than once a week but at least once a month	%	17	23	26	37	22
Less than once a month but at least once a year	%	18	15	16	-	24
Less than that or never	%	8	4	4	5	-
Unweighted bases		*71*	*77*	*40*	*22*	*17*
Weighted bases		*69*	*71*	*38*	*20*	*15*

Table 7:18 Frequency of use of powered wheelchair, by Index of Multiple Deprivation (in quintiles)						
Base: All those who have use of a wheelchair (powered or manual) or a powered mobility scooter		**Deprivation – quintiles**				
How often is the powered wheelchair used		**Most deprived 20%**	**2nd**	**3rd**	**4th**	**Least deprived 20%**
At least once a week	%	56	38	80	63	61
Less than once a week but at least once a month	%	23	28	14	22	17
Less than once a month but at least once a year	%	17	25	2	13	17
Less than that or never	%	4	9	4	2	5
Unweighted bases		*52*	*56*	*35*	*38*	*36*
Weighted bases		*53*	*53*	*32*	*33*	*33*

7.3 Appendix C: Section 5 tables

Significance testing in the tables for this appendix are between those with no health problems (the 'none' column) and individual types of disability. They were not comparing between disability types, as some people appeared in multiple disability groups and so these cannot be compared.

Table 7:19 Frequency of travel by (private) car, by type of disability							
	Type of disability						
Frequency of car use	None	Cognitive	Commun-ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
3 or more times a week	72	43**	52**	46**	50**	53**	44**
Once or twice a week	13	24**	19**	22**	23**	20**	21**
Less than once per week but at least once a month	7	15**	13**	18**	14**	14**	14**
Less than once a month but at least once a year	4	5	6	5	5	5	7*
Less than once a year or never	4	13**	10**	8**	8**	7**	14**
Unweighted bases	9472	458	350	298	1450	1193	440
Weighted bases	9779	454	325	283	1367	1141	446

Table 7:20 Access to a car, by type of disability							
	Type of disability						
	None	Cognitive	Commun-ication	Sight	Mobility	Dexterity or stamina	Mental health
Car Access:	%	%	%	%	%	%	%
Main driver	64	26**	37**	25**	39**	44**	30**
Not main driver of household car	12	8*	10	14	10	9*	7**
Household car but non-driver	10	27**	19**	18**	16**	14**	19**
Driver but no car	5	6	6	7	6	7*	8**
Non-driver and no car	10	33**	29**	36**	28**	26**	35**
Unweighted bases	9459	458	349	299	1449	1193	439
Weighted bases	9763	454	324	284	1362	1141	466

Table 7:21 Frequency of travel by taxi, by type of disability							
	Type of disability						
Frequency of taxi use	None	Cognitive	Commun-ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
At least once a week	8	12**	12**	14**	14**	12**	14**
At least once a month	21	17*	11**	17	15**	16**	17
At least once a year	34	26**	34	30	28**	30*	25**
Less than once a year or never	37	44**	43*	39	43**	41**	43**
Unweighted bases	*9468*	*458*	*350*	*298*	*1450*	*1193*	*440*
Weighted bases	*9773*	*454*	*325*	*283*	*1367*	*1141*	*466*

Table 7:22 Frequency of travel by train, by type of disability							
	Type of disability						
Frequency of train use	None	Cognitive	Commun-ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
At least once a week	11	3**	3**	2**	3**	3**	3**
At least once a month	17	8**	7**	9**	7**	8**	9**
At least once a year	41	22**	22**	20**	24**	27**	31**
Less than once a year or never	32	67**	68**	69**	66**	62**	57**
Unweighted bases	9470	458	350	299	1451	1194	440
Weighted bases	9776	454	325	284	1368	1142	466

Table 7:23 Frequency of travel by bus, by type of disability							
	Type of disability						
Frequency of bus use	None	Cognitive	Commun -ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
At least once a week	24	25	25	24	22	22	28
At least once a month	13	11	13	18*	11	12	12
At least once a year	17	8**	9**	8**	10**	10**	12*
Less than once a year or never	47	56**	52	49	57**	56**	47
Unweighted bases	9473	458	349	299	1449	1194	439
Weighted bases	9779	454	324	284	1365	1142	465

Table 7:24 Proportion of people who reported difficulties travelling for non work reasons, by type of disability							
	Type of disability						
	None	Cognitive	Commun -ication	Sight	Mobility	Dexterity or stamina	Mental health
	%	%	%	%	%	%	%
Experienced any of these difficulties with travelling for any of these reasons	9	35**	32**	38**	29**	28**	37**
Unweighted bases	9461	457	349	298	1448	1192	440
Weighted bases	9765	453	324	283	1365	1141	466

7.4 Appendix D: Technical details

This technical appendix includes further details on the weighting applied in this analysis, the derived variables created for the purpose of this report and the full outputs generated in the multivariate analysis, with some further accompanying description of the results.

Weighting applied

The National Travel Survey comes with a range of weights for different purposes. The two weights used for this report are the interview sample weight and the self-completion weight.[12]

The interview sample weight was used for most findings reported on. This includes all households were everybody eligible to take part in an interview participated in one. This weight included the following stages:

- Weighting for variable probability of selection in addresses where multiple dwelling units or households were present. This can occur when an address is split into multiple, separate properties and this is not accounted for when the sample is drawn. In this case, people in these properties have a lower chance of selection into the sample and are weighted to account for this.
- Non-response weighting for variability in household participation, which accounted for differing likelihood of households completing an interview. This used characteristics such as region, urban/rural, Acorn group, the month household were issued in the sample, and other factors. This is used to account for bias arising from systematic differences in whether households respond by these characteristics.
- A further stage of non-response weighting by household also took account of household size and its impact on 'full' response, as in the NTS only households where everyone participates are considered to have responded and are included in the final data. Only household size was included in this model, as it was the main predictor of 'full' response.
- Finally, calibration weighting was used to make the achieved sample fit as closely as possible to the population in terms of age, sex and region. This was matched to mid-year population estimated for 2017 of household residents.

The self-completion weight was calculated for those people who responded to the Computer Assisted Self Interviewing (CASI) module, which was randomly assigned to one adult in each household. This weight added an extra step of non-response weighting to the weighting described above, which weights this group to be representative of the 'full' sample (the households where everyone who was eligible to participate in the interview did so).

Derived variables

A number of variables were recoded for the purpose of this report and these changes are recorded below. These derived variables group answer categories from survey

[12] Full details on both of these can be found in the NTS 2018 Technical Report.
NatCen (2019). *National Travel Survey 2018: Technical Report*. (Department for Transport, London). [Online] Available at: https://www.gov.uk/government/statistics/national-travel-survey-2018.

questions, for example, grouping hearing and speaking related disabilities into one variable for all communication related disabilities. The table below shows the final variable name, the original name from the NTS dataset, and the final answer categories for the derived variable.

Table 7:25 Derived variables

Derived variable name(s)	Original variable name(s)	Changes to variable and final response categories
Health variables		
Commu	*ImpCat_B_B01ID, ImpCat_J_B01ID*	New variable created from two variables, response categories created: • Not a communication problem • A communication problem
Intel	*ImpCat_E_B01ID, ImpCat_F_B01ID, ImpCat_I_B01ID*	New variable created from three variables, response categories created: • Not an intellectual problem • An intellectual problem
Physi	*ImpCat_D_B01ID, ImpCat_H_B01ID*	New variable created from two variables, response categories created: • Not a dexterity or stamina problem • A dexterity or stamina problem
Research Question 1: Transport variables		
CarAccess2	*CarAccess_B01ID*	Response categories recoded into: • Main driver • Not main driver of household car • Household car but non driver • Driver but no car • Non driver and no car
DriveL	*Drivlic_B01ID*	Response categories recoded into: • Any full driving licence (any vehicle) • Any provisional driving licence (any vehicle) • No driving licence
PrivCar	*PrivCar_B01ID*	Response categories recoded into: • Three or more times a week • Once or twice a week • At least once a month • At least once a year • Less than once a year or never
DrivLik	*DrivLik_B01ID*	Response categories recoded into: • Within the next year • Within the next 5 years • 5 years or more • Never
BusFrequency	*OrdBusFreq_B01ID, BusOut_B01ID*	Response categories of OrdBusFreq_B01ID recoded into: • At least once a week • Less than once per week but at least once a month • Less than once a month but at least once a year • Less than once a year or never Respondents who answered that they never use local buses at BusOut_B01ID then added into “less than once a year or never”.

Table 7:25 Derived variables		
Derived variable name(s)	**Original variable name(s)**	**Changes to variable and final response categories**
TrainFrequency	*TrainFreq_B01ID*	Response categories recoded into: • At least once a week • Less than once per week but at least once a month • Less than once a month but at least once a year • Less than once a year or never
CoachFrequency3	*CoachFreq_B01ID*	Response categories recoded into: • At least once a month • Less than once a month but at least once a year • Less than once a year or never
TaxiFrequency	*TaxiCabFreq_B01ID*	Response categories recoded into: • At least once a week • Less than once per week but at least once a month • Less than once a month but at least once a year • Less than once a year or never
PlaneFrequency3	*PlaneFreq_B01ID*	Response categories recoded into: • At least once a month • Less than once a month but at least once a year • Less than once a year or never
CarW_Cost	*CarW_E_B01ID, CarW_C_B01ID, CarW_M_B01ID*	• CarW_Cost: New variable created to include all difficulties with using car for journeys to work - Cost of petrol, parking or using public transport (yes/no)
PrbTyp1_Cost, PrbTyp1_NoDr	*PrbTyp1_I_B01ID, PrbTyp1_D_B01ID, PrbTyp1_F_B01ID, PrbTyp1_B_B01ID, PrbTyp1_C_B01ID*	• PrbTyp1_Cost: Turned down job in the last 12 months due to transport problems - Cost of petrol, parking, or of public transport (PrbTyp1_I_B01ID, PrbTyp1_D_B01ID and PrbTyp1_F_B01ID). • PrbTyp1_NoDr: Turned down job in the last 12 months due to transport problems - Car not available/can't drive (PrbTyp1_B_B01ID and PrbTyp1_C_B01ID).
OthDifN_Doct, OthDifN_FrSoc,	*OthDifN_A_B01ID, OthDifN_B_B01ID, OthDifN_C_B01ID, OthDifN_D_B01ID,*	• OthDifN_Doct: Experienced difficulties travelling to the doctor or hospital (OthDifN_A_B01ID and OthDifN_B_B01ID) • OthDifN_FrSoc: Experienced difficulties travelling to visit friends/relatives at home, or for other social activities (OthDifN_C_B01ID and OthDifN_D_B01ID).

Table 7:25 Derived variables		
Derived variable name(s)	**Original variable name(s)**	**Changes to variable and final response categories**
PersDis	*YDiff1_L_B01ID, YDiff2_L_B01ID, YDiff3_L_B01ID, YDiff4_L_B01ID, YDiff5_L_B01ID, YDiff6_L_B01ID, YDiffH_L_B01ID*	Variables combined; response categories are: • Experienced personal disability as a difficulty when travelling (for non-work purposes) (yes/no)
PersSaf	*YDiff1_M_B01ID, YDiff2_M_B01ID, YDiff3_M_B01ID, YDiff4_M_B01ID, YDiff5_M_B01ID, YDiff6_M_B01ID, YDiffH_M_B01ID*	Variables combined; response categories are: • Experienced concerns over personal safety as a difficulty when travelling (for non-work purposes) (yes/no)
TooFar	*YDiff1_A_B01ID, YDiff2_A_B01ID, YDiff3_A_B01ID, YDiff4_A_B01ID, YDiff5_A_B01ID, YDiff6_A_B01ID, YDiffH_A_B01ID*	Variables combined; response categories are: • Found journey too far/too long as a difficulty when travelling (for non-work purposes) (yes/no)
PubTr	*YDiff1_B_B01ID, YDiff2_B_B01ID, YDiff3_B_B01ID, YDiff4_B_B01ID, YDiff5_B_B01ID, YDiff6_B_B01ID, YDiffH_B_B01ID, YDiff1_C_B01ID, YDiff2_C_B01ID, YDiff3_C_B01ID, YDiff4_C_B01ID, YDiff5_C_B01ID, YDiff6_C_B01ID, YDiffH_C_B01ID, YDiff1_F_B01ID, YDiff2_F_B01ID, YDiff3_F_B01ID, YDiff4_F_B01ID, YDiff5_F_B01ID, YDiff6_F_B01ID, YDiffH_F_B01ID*	Variables combined; response categories are: • Experienced problems with public transport as a difficulty when travelling (for non-work purposes) (yes/no)
PubTrUNP	*YDiff1_G_B01ID, YDiff2_G_B01ID, YDiff3_G_B01ID, YDiff4_G_B01ID, YDiff5_G_B01ID, YDiff6_G_B01ID, YDiffH_G_B01ID*	Variables combined; response categories are: • Found public transport unpleasant as a difficulty when travelling (for non-work purposes) (yes/no)
NoDrLic	*YDiff1_H_B01ID, YDiff2_H_B01ID, YDiff3_H_B01ID, YDiff4_H_B01ID, YDiff5_H_B01ID, YDiff6_H_B01ID, YDiffH_H_B01ID*	Variables combined; response categories are: • Does not have a driving licence as a difficulty when travelling (for non-work purposes) (yes/no)

Table 7:25 Derived variables		
Derived variable name(s)	**Original variable name(s)**	**Changes to variable and final response categories**
LaPrkFac	*YDiff1_J_B01ID, YDiff2_J_B01ID, YDiff3_J_B01ID, YDiff4_J_B01ID, YDiff5_J_B01ID, YDiff6_J_B01ID, YDiffH_J_B01ID*	Variables combined; response categories are: • Found lack of parking facilities a difficulty when travelling (for non-work purposes) (yes/no)
Research Question 2: demographic and socioeconomic variables		
Age5G	*Age_B01ID*	Response categories recoded into five age bands: • 18-29 years • 30-49 years • 50-64 years • 65-74 years • 75+ years
Activity2	*EcoStat_B02ID*	Response categories recoded into two economic activity statuses: • Working - full or part time • Economically inactive: Permanent (retired, sick, disabled, student, unemployed, other inactive)
HHold4	*HHoldStruct_B02ID*	Response categories recoded into four household types: • Single adult • Multiple adults, no children • Single parent family • Two or more adults and children
imd5g	*IMD2010Rank_B01ID*	Response categories recoded into quintiles: • Most deprived 20% • 2 • 3 • 4 • Least deprived 20%

Multivariate analysis

The NTS 2018 data were analysed using a combination of logistic regression and multinomial regression models. These multivariate analysis methods are designed to allow relationships between a number of characteristics to be analysed simultaneously and were used to explore the relationship between travel behaviour and a range of health conditions, whilst taking into account the fact that people with and without health conditions have different demographic characteristics.

For both the logistic and multinomial models, a range of predictor variables (indicators for health conditions, plus a range of socio-demographic characteristics) were regressed on to a key outcome (travel behaviour). The resulting models allow us to assess the strength and nature of the relationship between each single predictor variable and the key outcome, whilst holding all remaining predictor variables constant. Logistic regression is used where the key outcome is binary, multinomial regression is used where the key outcome has more than two outcome categories.

The key travel outcomes were: whether or not an individual had access to a car and was the main driver, whether or not an individual experienced issues travelling for non-

work reasons, such as visiting a doctor, and frequency of travel by private car, bus, train, and taxi.

The same set of demographics characteristics and health conditions were included in each of the models, these characteristics were shown to have an association with travel behaviour in the bivariate analyses presented in Section 3 and 4. The demographic characteristics were: gender, age, ethnicity, economic status, household structure, household income, whether the individual lived in an urban or rural location, and deprivation indicators for the local area (the Index of Multiple Deprivation). The health conditions included a series of variables that indicated whether the individual had any of the following conditions; conditions related to sight, conditions related to communication, cognitive difficulties, conditions related to mobility, conditions relating to dexterity and stamina, and mental health conditions. The data set also included the number of health conditions an individual had, however, the inclusion of this variable introduced problems of multicollinearity into the model. Its exclusion should not be a problem as regression models allow the impact of each disability to be assessed whilst holding all other disabilities constant, allowing us to identify the additional impact on travel behaviour of each disability.

Variables with a large number of categories can also introduce problems into the models, particularly if there are categories that contain only a small number of sample members with the outcome of interest. The local deprivation indicator was collapsed from ten categories to five to help avoid this. In addition, a new health condition variable was created that combined the variable that flagged people with disabilities relating to mobility and the variable that flagged people with disabilities relating to dexterity and stamina, since initial investigations suggested that a combination of these disabilities was likely to have a particular impact on travel behaviour. The result is a variable with four categories; 0 = neither a mobility or dexterity issue, 1 = has mobility problems, but not issues relating to dexterity and stamina, 2 = has a condition relating to dexterity and stamina, but does not have mobility problems, 3 = has both mobility and other physical problems. This variable was used in place of the mobility issues flag and the dexterity and stamina flag.

All models were run in Stata version 16 using the ‘svy’ commands to allow for clustering, stratification and weights.

Model outputs and interpretation

Table 7:26 to Table 7:31 below contain results from the regression models. Results of the logistic regression models (Table 7:26 and Table 7:27) are presented as odds ratios. These show the ratio of the odds of a specific travel outcome occurring when a factor is present compared to when the factor is not present. For example, if the odds ratio of the association between having sight problems and experiencing difficulties travelling for non-work reasons is 1.79, it would indicate that, holding all other characteristics in the model constant, someone with sight problems was 79% more likely to have difficulties with non-work travel, relative to someone without sight problems.

The results from the multinomial models (Table 7:28 to Table 7:31) are presented as Relative Risk Ratios (RRR). These show the ratio of the probability of a specific travel outcome occurring when a factor is present versus the probability of the same travel outcome occurring when the same factor is not present. For example, a relative-risk ratio of 1.50 for never using the bus for someone with cognitive difficulties indicates that, holding all other characteristics constant, the risk of never using the bus, as opposed to using the bus less than once a week (the baseline outcome), is 50% more likely for someone who has cognitive difficulties compared to someone without

cognitive difficulties. This suggests someone who had cognitive difficulties is less likely to use the bus infrequently than someone without cognitive difficulties.

It should be noted that an odds ratio is a ratio of odds (or ratios of ratios), whereas the RRR is a ratio of probabilities, the interpretation of each is therefore slightly different. However, for both measures, a value greater than zero implies the outcome of interest has a higher chance of occurring amongst individuals with that characteristic, compared to the baseline category, whilst a value less than zero implies a lower chance.

In addition to the odds ratios and RRR, the model output also includes the standard error of the odds ratios, plus the results of statistical tests and their associated p-values. The size of the odds ratio/RRR is tested in the model using a t-test. The associated p-values indicates whether, for that specific category, the odds ratio is significantly larger (or smaller) than one (the value of the odds ratio/RRR for the baseline category). A small p-value indicates that there is a very small probability that the difference in size between the reported odds ratio/RRR for that category and that of the baseline category would have occurred purely by chance. Finally, the table includes lower and upper bounds for 95% confidence limits around the odds ratio/RRR. These are a measure of precision and quantify the uncertainty around estimates. They show the limits in which the odds ratio/RRR would be expected to fall 95 times out of 100 should the survey be conducted 100 times.

Table 7:26 Logistic regression model output for having a car in the household and being the main driver

			Linearized			95% confidence interval	
Characteristics		**Odds Ratio**	**Std. Err.**	**t**	**P>t**	**Lower**	**Upper**
Health Conditions							
Has cognitive disability		0.55	0.07	-4.8	0.000	0.43	0.70
Has communication problems		1.05	0.14	0.3	0.742	0.80	1.37
Has sight problems		0.44	0.07	-5.2	0.000	0.32	0.60
Has mental health issues		0.59	0.07	-4.3	0.000	0.47	0.75
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	0.63	0.06	-5.0	0.000	0.52	0.75

	Has condition relating to dexterity and stamina, but no mobility problems	1.24	0.16	1.7	0.089	0.97	1.60
	Has both mobility and other physical problems	0.70	0.06	-3.9	0.000	0.58	0.84
Demographic characteristics							
Gender	Male	(baseline)					
	Female	0.58	0.03	-10.8	0.000	0.53	0.64
Age (grouped)	18-29	(baseline)					
	30-65	2.23	0.15	11.5	0.000	1.94	2.55
	65-74	2.72	0.28	9.8	0.000	2.23	3.33
	75+	1.40	0.16	3.0	0.002	1.13	1.75
Ethnicity (grouped)	White	(baseline)					
	Non-white	0.59	0.04	-7.2	0.000	0.51	0.68
Settlement	Urban	(baseline)					
	Rural	1.89	0.12	9.9	0.000	1.67	2.14
Economic status	Full time worker	(baseline)					
	Part time worker	1.03	0.08	0.4	0.712	0.89	1.19
	Unemployed	0.33	0.06	-6.3	0.000	0.23	0.47
	Economically inactive: Permanent (retired, sick,	0.50	0.04	-8.6	0.000	0.43	0.59
	Economically inactive: Student	0.28	0.05	-6.8	0.000	0.20	0.41
	Economically inactive: Other	0.42	0.04	-9.2	0.000	0.35	0.51

Household structure	Single adult	(baseline)					
	2 adults - no children	1.08	0.08	1.1	0.271	0.94	1.24
	3+ adults - no children	0.96	0.09	-0.4	0.687	0.81	1.15
	Single parent	1.87	0.27	4.4	0.000	1.41	2.48
	2 adults + children	1.20	0.11	2.0	0.047	1.00	1.44
	3+ adults + children	0.95	0.11	-0.4	0.669	0.76	1.19
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	1.35	0.10	4.2	0.000	1.17	1.55
	3rd	1.59	0.12	6.1	0.000	1.37	1.85
	4th	1.64	0.13	6.0	0.000	1.40	1.93
	5th - highest income	1.72	0.15	6.1	0.000	1.44	2.05
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	1.33	0.24	1.6	0.107	0.94	1.90
	2nd	1.31	0.12	3.0	0.003	1.10	1.56
	3rd	2.03	0.19	7.6	0.000	1.69	2.44
	4th	2.49	0.23	10.0	0.000	2.08	2.98
	5th - least deprived	3.39	0.32	12.9	0.000	2.81	4.08
Constant		0.55	0.07	-4.6	0.000	0.43	0.71

Notes: This analysis was conducted using a logistic regression model. The travel outcome was coded as 1 = individual has access to a car and is the main driver in the household (unweighted number of cases = 7598), 0=all other cases (4763). The total base size (all individuals) = 12,361. The full output for the model is shown below.

Table 7:27 Logistic regression model output for having difficulties with non work travel

			Linearized			95% confidence interval	
Variable	**Category**	**Odds Ratio**	**Std. Err.**	**t**	**P>t**	**Lower**	**Upper**
Health conditions							
Has cognitive disability		1.21	0.18	1.3	0.206	0.90	1.63
Has communication problems		1.15	0.19	0.9	0.373	0.84	1.58
Has sight problems		1.79	0.27	3.9	0.000	1.33	2.40
Has mental health issues		2.37	0.31	6.6	0.000	1.83	3.07
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	2.22	0.26	6.7	0.000	1.76	2.80
	Has condition relating to dexterity and stamina, but no mobility problems	1.39	0.22	2.0	0.044	1.01	1.90
	Has both mobility and other physical problems	2.70	0.30	9.1	0.000	2.18	3.35
Demographic characteristics							
Gender	Male	(baseline)					

	Female	1.18	0.07	2.9	0.004	1.06	1.32
Age (grouped)	18-29	(baseline)					
	30-65	0.79	0.11	-1.8	0.081	0.60	1.03
	65-74	0.59	0.10	-3.0	0.003	0.42	0.84
	75+	0.81	0.14	-1.2	0.246	0.58	1.15
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.01	0.13	0.1	0.943	0.79	1.29
Settlement	Urban	(baseline)					
	Rural	0.82	0.09	-1.8	0.072	0.67	1.02
Economic status	Full time worker	(baseline)					
	Part time worker	1.18	0.12	1.6	0.102	0.97	1.45
	Unemployed	1.39	0.33	1.4	0.164	0.87	2.20
	Economically inactive: Permanent (retired, sick,	1.37	0.17	2.6	0.010	1.08	1.74
	Economically inactive: Student	1.38	0.33	1.3	0.185	0.86	2.21
	Economically inactive: Other	1.29	0.17	2.0	0.047	1.00	1.67
Household structure	Single adult	(baseline)					
	2 adults - no children	0.68	0.06	-4.3	0.000	0.57	0.81
	3+ adults - no children	0.52	0.08	-4.2	0.000	0.38	0.70
	Single parent	1.25	0.22	1.2	0.221	0.88	1.77
	2 adults + children	0.78	0.10	-1.9	0.052	0.61	1.00
	3+ adults + children	0.30	0.06	-5.8	0.000	0.20	0.45

Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.88	0.09	-1.2	0.231	0.71	1.09
	3rd	0.88	0.11	-1.0	0.323	0.69	1.13
	4th	0.88	0.11	-1.1	0.292	0.68	1.12
	5th - highest income	1.17	0.17	1.1	0.284	0.88	1.56
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	0.72	0.19	-1.2	0.231	0.43	1.23
	2nd	1.49	0.20	3.0	0.003	1.15	1.94
	3rd	1.10	0.15	0.7	0.483	0.85	1.42
	4th	1.09	0.14	0.7	0.483	0.85	1.40
	5th - least deprived	1.04	0.14	0.3	0.782	0.79	1.36
	Constant	0.15	0.03	-10.8	0.000	0.11	0.21

Note: This analysis was conducted using a logistic regression model. The travel outcome was coded as 1 = individual had experienced difficulties travelling for non-work reasons (n=1541), 0=individual does not experience other transport difficulties (n=10846). The total base size (all individuals) = 12,387.

Table 7:28 Multinomial regression model output for frequency of travel by private car

			Linearized			**95% confidence interval**	
Variable	**Category**	**RRR**	**Std.Err.**	**t**	**P>t**	**Lower**	**Upper**
Travel by car less than once a week							
	Has cognitive disability	0.96	0.16	-0.3	0.781	0.69	1.32
	Has communication problems	1.30	0.24	1.4	0.163	0.90	1.87

	Has sight problems	1.15	0.21	0.8	0.452	0.80	1.65
	Has mental health issues	1.21	0.20	1.2	0.246	0.88	1.66
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	0.81	0.12	-1.5	0.141	0.61	1.07
	Has condition relating to dexterity and stamina, but no mobility problems	0.90	0.20	-0.5	0.620	0.58	1.38
	Has both mobility and other physical problems	1.22	0.16	1.5	0.128	0.94	1.58
Gender	Male	(baseline)					
	Female	0.82	0.06	-2.8	0.006	0.71	0.94
Age (grouped)	18-29	(baseline)					
	30-65	0.61	0.07	-4.3	0.000	0.48	0.76
	65-74	0.48	0.09	-4.0	0.000	0.33	0.69
	75+	0.55	0.10	-3.2	0.001	0.38	0.79
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.28	0.17	1.9	0.063	0.99	1.66
Settlement	Urban	(baseline)					
	Rural	0.61	0.08	-3.8	0.000	0.47	0.79
Economic status	Full time worker	(baseline)					
	Part time worker	1.13	0.16	0.9	0.392	0.85	1.50
	Unemployed	1.51	0.41	1.5	0.131	0.89	2.57
	Economically inactive: Permanent (retired, sick,	0.88	0.13	-0.9	0.394	0.66	1.18

	Economically inactive: Student	1.36	0.32	1.3	0.195	0.86	2.15
	Economically inactive: Other	0.96	0.14	-0.3	0.773	0.72	1.27
Household structure	Single adult	(baseline)					
	2 adults - no children	0.58	0.07	-4.8	0.000	0.47	0.73
	3+ adults - no children	0.49	0.08	-4.6	0.000	0.36	0.66
	Single parent	0.58	0.15	-2.1	0.039	0.35	0.97
	2 adults + children	0.36	0.06	-6.2	0.000	0.26	0.49
	3+ adults + children	0.43	0.09	-4.2	0.000	0.29	0.65
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.72	0.09	-2.5	0.013	0.56	0.93
	3rd	0.69	0.10	-2.6	0.009	0.52	0.91
	4th	0.93	0.14	-0.5	0.654	0.69	1.26
	5th - highest income	0.78	0.13	-1.5	0.144	0.56	1.09
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	1.28	0.35	0.9	0.367	0.75	2.18
	2nd	0.89	0.13	-0.8	0.403	0.67	1.17
	3rd	0.60	0.10	-3.2	0.002	0.44	0.82
	4th	0.51	0.08	-4.5	0.000	0.37	0.68
	5th - least deprived	0.36	0.06	-6.3	0.000	0.26	0.50
	Constant	5.59	1.07	9.0	0.000	3.84	8.15
Travel by car 1-2 times per week (base outcome)							
Travel by car 3+ times per week							

	Has cognitive disability	0.71	0.11	-2.3	0.023	0.52	0.95
	Has communication problems	1.29	0.22	1.5	0.127	0.93	1.80
	Has sight problems	0.83	0.14	-1.1	0.272	0.59	1.16
	Has mental health issues	0.76	0.12	-1.8	0.077	0.56	1.03
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	0.64	0.07	-3.9	0.000	0.51	0.80
	Has condition relating to dexterity and stamina, but no mobility problems	1.07	0.17	0.4	0.685	0.78	1.45
	Has both mobility and other physical problems	0.70	0.08	-3.2	0.002	0.56	0.87
Gender	Male	(baseline)					
	Female	0.96	0.06	-0.8	0.446	0.85	1.07
Age (grouped)	18-29	(baseline)					
	30-65	1.49	0.13	4.6	0.000	1.26	1.76
	65-74	1.85	0.25	4.5	0.000	1.41	2.42
	75+	1.07	0.16	0.4	0.658	0.80	1.42
Ethnicity (grouped)	White	(baseline)					
	Non-white	0.64	0.07	-4.4	0.000	0.52	0.78
Settlement	Urban	(baseline)					
	Rural	1.58	0.15	5.0	0.000	1.32	1.89
Economic status	Full time worker	(baseline)					
	Part time worker	1.13	0.12	1.2	0.249	0.92	1.39
	Unemployed	0.55	0.13	-2.5	0.014	0.34	0.88

	Economically inactive: Permanent (retired, sick,	0.50	0.06	-5.9	0.000	0.39	0.63
	Economically inactive: Student	0.59	0.13	-2.3	0.020	0.38	0.92
	Economically inactive: Other	0.43	0.05	-7.1	0.000	0.35	0.55
Household structure	Single adult	(baseline)					
	2 adults - no children	1.66	0.15	5.7	0.000	1.40	1.98
	3+ adults - no children	1.50	0.16	3.8	0.000	1.21	1.85
	Single parent	1.82	0.38	2.8	0.005	1.20	2.75
	2 adults + children	1.67	0.19	4.5	0.000	1.34	2.10
	3+ adults + children	1.66	0.24	3.5	0.001	1.25	2.22
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	1.15	0.11	1.5	0.146	0.95	1.38
	3rd	1.29	0.12	2.6	0.010	1.06	1.56
	4th	1.46	0.15	3.6	0.000	1.19	1.79
	5th - highest income	1.14	0.12	1.2	0.236	0.92	1.41
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	1.36	0.31	1.4	0.177	0.87	2.13
	2nd	1.11	0.11	1.0	0.305	0.91	1.36
	3rd	1.45	0.16	3.3	0.001	1.16	1.81
	4th	1.56	0.17	4.1	0.000	1.26	1.94
	5th - least deprived	1.74	0.19	4.9	0.000	1.39	2.16
	Constant	2.03	0.30	4.8	0.000	1.52	2.71

Note: This analysis was conducted using a multinomial regression model. The outcome variable is the frequency of car use grouped into three categories: 1 = less than once a week (n=1853), 2=one or two times a week (n=1768), 3 = 3+ times a week (n=8766). The total base size (all individuals) was 12,387.

Table 7:29 Multinomial regression model output for frequency of bus travel							
			Linearized			95% confidence interval	
Variable	**Category**	**RRR**	**Std.Err.**	**t**	**P>t**	**Lower**	**Upper**
Never uses the bus							
	Has cognitive disability	1.50	0.23	2.7	0.007	1.12	2.01
	Has communication problems	0.97	0.16	-0.2	0.860	0.70	1.35
	Has sight problems	0.78	0.14	-1.4	0.156	0.55	1.10
	Has mental health issues	0.87	0.12	-1.0	0.315	0.66	1.14
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	1.73	0.19	5.0	0.000	1.40	2.15
	Has condition relating to dexterity and stamina, but no mobility problems	1.04	0.14	0.3	0.771	0.80	1.35
	Has both mobility and other physical problems	2.43	0.29	7.4	0.000	1.92	3.08
Gender	Male	(baseline)					
	Female	0.83	0.03	-4.5	0.000	0.77	0.90
Age (grouped)	18-29	(baseline)					
	30-65	1.01	0.08	0.2	0.884	0.86	1.18
	65-74	0.73	0.09	-2.6	0.009	0.58	0.92
	75+	1.03	0.14	0.2	0.818	0.80	1.33
Ethnicity (grouped)	White	(baseline)					

	Non-white	0.93	0.09	-0.7	0.478	0.77	1.13
Settlement	Urban	(baseline)					
	Rural	1.88	0.19	6.2	0.000	1.54	2.30
Economic status	Full time worker	(baseline)					
	Part time worker	0.78	0.06	-3.3	0.001	0.68	0.91
	Unemployed	0.70	0.15	-1.6	0.104	0.45	1.08
	Economically inactive: Permanent (retired, sick,	0.74	0.07	-3.4	0.001	0.62	0.88
	Economically inactive: Student	0.55	0.12	-2.9	0.004	0.36	0.83
	Economically inactive: Other	0.85	0.09	-1.5	0.130	0.69	1.05
Household structure	Single adult	(baseline)					
	2 adults - no children	1.04	0.08	0.5	0.633	0.89	1.22
	3+ adults - no children	1.28	0.13	2.4	0.018	1.04	1.57
	Single parent	0.89	0.15	-0.7	0.488	0.64	1.24
	2 adults + children	1.00	0.10	0.0	0.982	0.82	1.21
	3+ adults + children	1.60	0.22	3.4	0.001	1.21	2.10
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.98	0.10	-0.2	0.867	0.81	1.19
	3rd	0.87	0.09	-1.4	0.178	0.72	1.06
	4th	0.84	0.09	-1.7	0.086	0.68	1.03
	5th - highest income	0.93	0.10	-0.7	0.480	0.75	1.14
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	1.09	0.22	0.4	0.684	0.73	1.61
	2nd	0.84	0.09	-1.7	0.089	0.69	1.03

	3rd	1.02	0.11	0.2	0.861	0.83	1.25
	4th	0.92	0.10	-0.8	0.424	0.74	1.13
	5th - least deprived	0.99	0.11	-0.1	0.938	0.79	1.24
	Constant	1.83	0.27	4.2	0.000	1.38	2.43
Travel by bus less than once a week (base outcome)							
Travel by bus at least once a week							
	Has cognitive disability	1.13	0.21	0.6	0.523	0.78	1.63
	Has communication problems	1.04	0.20	0.2	0.827	0.72	1.51
	Has sight problems	0.79	0.16	-1.2	0.252	0.52	1.19
	Has mental health issues	0.92	0.15	-0.5	0.592	0.67	1.26
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	0.94	0.13	-0.4	0.659	0.71	1.24
	Has condition relating to dexterity and stamina, but no mobility problems	0.91	0.14	-0.6	0.560	0.67	1.24
	Has both mobility and other physical problems	0.79	0.12	-1.6	0.107	0.59	1.05
Gender	Male	(baseline)					
	Female	1.05	0.06	0.9	0.392	0.94	1.17
Age (grouped)	18-29	(baseline)					
	30-65	0.57	0.05	-5.9	0.000	0.47	0.69
	65-74	0.74	0.10	-2.2	0.029	0.56	0.97

	75+	0.87	0.14	-0.9	0.384	0.64	1.19
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.96	0.22	6.1	0.000	1.58	2.44
Settlement	Urban	(baseline)					
	Rural	0.53	0.06	-5.9	0.000	0.43	0.66
Economic status	Full time worker	(baseline)					
	Part time worker	1.10	0.10	1.0	0.341	0.91	1.32
	Unemployed	1.92	0.44	2.9	0.004	1.23	3.01
	Economically inactive: Permanent (retired, sick,	1.53	0.17	3.8	0.000	1.23	1.92
	Economically inactive: Student	1.71	0.31	2.9	0.003	1.20	2.46
	Economically inactive: Other	1.50	0.20	3.1	0.002	1.16	1.95
Household structure	Single adult	(baseline)					
	2 adults - no children	0.60	0.05	-5.9	0.000	0.50	0.71
	3+ adults - no children	0.68	0.08	-3.1	0.002	0.54	0.87
	Single parent	0.59	0.10	-3.0	0.003	0.42	0.84
	2 adults + children	0.49	0.06	-6.2	0.000	0.40	0.62
	3+ adults + children	0.76	0.12	-1.8	0.081	0.55	1.03
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.80	0.08	-2.2	0.029	0.65	0.98
	3rd	0.56	0.06	-5.8	0.000	0.46	0.68
	4th	0.61	0.07	-4.5	0.000	0.49	0.76
	5th - highest income	0.76	0.09	-2.2	0.025	0.60	0.97
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					

	Not England	0.82	0.17	-1.0	0.327	0.54	1.23
	2nd	0.70	0.08	-3.2	0.001	0.56	0.87
	3rd	0.64	0.08	-3.8	0.000	0.50	0.80
	4th	0.41	0.05	-7.6	0.000	0.32	0.51
	5th - least deprived	0.32	0.04	-8.9	0.000	0.25	0.42
	Constant	3.20	0.53	7.0	0.000	2.31	4.43

Note: This analysis was conducted using a multiple logistic regression model. The outcome variable is the frequency of bus use grouped into three categories: 1 = never (n=5971), 2=less than once a week (n=3587), 3 = at least once a week (2822). The total base size (all individuals) was 12,380.

Table 7:30 Multinomial regression model output for frequency of train travel

			Linearized			95% confidence interval	
Variable	**Category**	**RRR**	**Std.Err.**	**t**	**P>t**	**Lower**	**Upper**
Never uses the train							
	Has cognitive disability	1.37	0.18	2.3	0.020	1.05	1.78
	Has communication problems	1.19	0.17	1.2	0.228	0.90	1.59
	Has sight problems	1.32	0.22	1.7	0.089	0.96	1.83
	Has mental health issues	1.22	0.15	1.6	0.107	0.96	1.56
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	1.63	0.16	5.1	0.000	1.35	1.98
	Has condition relating to dexterity and stamina, but no mobility problems	0.95	0.11	-0.4	0.697	0.75	1.21

	Has both mobility and other physical problems	2.41	0.25	8.6	0.000	1.97	2.94
Demographic characteristics							
Gender	Male	(baseline)					
	Female	0.85	0.03	-4.4	0.000	0.79	0.91
Age (grouped)	18-29	(baseline)					
	30-65	1.02	0.08	0.2	0.830	0.88	1.18
	65-74	1.32	0.14	2.5	0.012	1.06	1.63
	75+	2.32	0.28	7.0	0.000	1.83	2.94
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.21	0.12	2.0	0.050	1.00	1.47
Settlement	Urban	(baseline)					
	Rural	1.27	0.11	2.8	0.005	1.07	1.51
Economic status	Full time worker	(baseline)					
	Part time worker	0.93	0.07	-1.0	0.301	0.80	1.07
	Unemployed	0.71	0.13	-1.8	0.068	0.49	1.03
	Economically inactive: Permanent (retired, sick,	1.33	0.12	3.3	0.001	1.12	1.58
	Economically inactive: Student	0.52	0.09	-3.7	0.000	0.36	0.73
	Economically inactive: Other	1.47	0.14	4.1	0.000	1.22	1.76
Household structure	Single adult	(baseline)					
	2 adults - no children	1.01	0.07	0.2	0.880	0.87	1.17
	3+ adults - no children	1.21	0.13	1.8	0.074	0.98	1.50
	Single parent	0.84	0.13	-1.1	0.259	0.63	1.13
	2 adults + children	1.01	0.10	0.1	0.934	0.83	1.22
	3+ adults + children	1.69	0.22	4.0	0.000	1.31	2.19

Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	1.02	0.09	0.3	0.781	0.87	1.21
	3rd	0.76	0.07	-3.2	0.002	0.64	0.90
	4th	0.58	0.06	-5.5	0.000	0.48	0.71
	5th - highest income	0.48	0.05	-6.8	0.000	0.39	0.60
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	0.74	0.15	-1.5	0.135	0.50	1.10
	2nd	0.92	0.09	-0.8	0.430	0.76	1.13
	3rd	0.87	0.09	-1.3	0.206	0.71	1.08
	4th	0.64	0.07	-4.3	0.000	0.52	0.79
	5th - least deprived	0.56	0.06	-5.2	0.000	0.44	0.69
	Constant	0.79	0.11	-1.7	0.092	0.59	1.04
Uses the train less than once a week (base outcome)							
Uses the train at least once a week							
	Has cognitive disability	1.31	0.45	0.8	0.429	0.67	2.58
	Has communication problems	1.01	0.42	0.0	0.987	0.45	2.26
	Has sight problems	0.86	0.43	-0.3	0.764	0.32	2.30
	Has mental health issues	0.57	0.19	-1.7	0.091	0.29	1.09
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	1.07	0.25	0.3	0.779	0.67	1.70

	Has condition relating to dexterity and stamina, but no mobility problems	0.59	0.17	-1.8	0.071	0.33	1.05
	Has both mobility and other physical problems	0.67	0.20	-1.4	0.168	0.38	1.19
Gender	Male	(baseline)					
	Female	0.82	0.06	-2.7	0.007	0.72	0.95
Age (grouped)	18-29	(baseline)					
	30-65	0.67	0.07	-3.6	0.000	0.54	0.84
	65-74	0.75	0.15	-1.4	0.156	0.50	1.12
	75+	0.63	0.18	-1.6	0.107	0.36	1.10
Ethnicity (grouped)	White	(baseline)					
	Non-white	2.43	0.27	8.0	0.000	1.96	3.03
Settlement	Urban	(baseline)					
	Rural	0.47	0.08	-4.7	0.000	0.34	0.64
Economic status	Full time worker	(baseline)					
	Part time worker	0.56	0.06	-5.2	0.000	0.45	0.70
	Unemployed	0.59	0.18	-1.7	0.091	0.32	1.09
	Economically inactive: Permanent (retired, sick,	0.57	0.11	-3.0	0.002	0.39	0.82
	Economically inactive: Student	1.17	0.24	0.8	0.429	0.79	1.75
	Economically inactive: Other	0.53	0.10	-3.5	0.000	0.37	0.75
Household structure	Single adult	(baseline)					
	2 adults - no children	0.71	0.09	-2.5	0.011	0.55	0.93
	3+ adults - no children	0.78	0.12	-1.6	0.123	0.58	1.07
	Single parent	0.51	0.17	-2.1	0.039	0.27	0.97

	2 adults + children	0.83	0.12	-1.3	0.213	0.62	1.11
	3+ adults + children	0.80	0.16	-1.1	0.254	0.54	1.18
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.87	0.15	-0.8	0.417	0.62	1.22
	3rd	0.89	0.13	-0.8	0.425	0.66	1.19
	4th	1.20	0.19	1.1	0.260	0.87	1.65
	5th - highest income	1.80	0.27	3.9	0.000	1.33	2.43
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	0.81	0.25	-0.7	0.491	0.45	1.47
	2nd	0.85	0.15	-0.9	0.351	0.60	1.20
	3rd	1.00	0.17	0.0	0.977	0.72	1.40
	4th	0.96	0.17	-0.3	0.799	0.67	1.36
	5th - least deprived	0.95	0.17	-0.3	0.785	0.67	1.35
	Constant	0.33	0.08	-4.5	0.000	0.20	0.53

Note: This analysis was conducted using a multinomial regression model. The outcome variable is the frequency of train use grouped into three categories: 1 = never (n=4691), 2=less than once a week (n=6639), 3 = at least once a week (1050). The total base size (all individuals) was 12,380.

Table 7:31 Multinomial regression model output for frequency of using taxis

			Linearized			95% confidence interval	
Variable	**Category**	**RRR**	**Std.Err.**	**t**	**P>t**	**Lower**	**Upper**
Never takes taxis							
	Has cognitive disability	1.03	0.14	0.3	0.805	0.79	1.34
	Has communication problems	0.95	0.13	-0.4	0.700	0.72	1.24
	Has sight problems	0.82	0.13	-1.2	0.224	0.60	1.13
	Has mental health issues	1.32	0.16	2.2	0.026	1.03	1.68
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	1.18	0.11	1.7	0.090	0.98	1.42
	Has condition relating to dexterity and stamina, but no mobility problems	0.94	0.11	-0.5	0.605	0.74	1.19
	Has both mobility and other physical problems	0.99	0.10	-0.1	0.900	0.81	1.20
Demographic characteristics							
Gender	Male	(baseline)					
	Female	0.85	0.03	-5.1	0.000	0.79	0.90
Age (grouped)	18-29	(baseline)					
	30-65	1.15	0.09	1.9	0.052	1.00	1.33
	65-74	1.48	0.16	3.6	0.000	1.19	1.83

	75+	1.73	0.21	4.6	0.000	1.37	2.18
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.51	0.14	4.5	0.000	1.26	1.81
Settlement	Urban	(baseline)					
	Rural	1.78	0.15	7.0	0.000	1.51	2.09
Economic status	Full time worker	(baseline)					
	Part time worker	1.10	0.07	1.5	0.146	0.97	1.26
	Unemployed	0.95	0.18	-0.3	0.796	0.66	1.37
	Economically inactive: Permanent (retired, sick,	1.31	0.11	3.2	0.001	1.11	1.54
	Economically inactive: Student	0.97	0.15	-0.2	0.857	0.71	1.33
	Economically inactive: Other	1.51	0.14	4.5	0.000	1.26	1.81
Household structure	Single adult	(baseline)					
	2 adults - no children	1.20	0.08	2.7	0.008	1.05	1.38
	3+ adults - no children	1.67	0.16	5.2	0.000	1.38	2.03
	Single parent	0.68	0.11	-2.3	0.020	0.49	0.94
	2 adults + children	1.02	0.10	0.2	0.846	0.85	1.23
	3+ adults + children	1.94	0.25	5.0	0.000	1.50	2.51
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	1.09	0.10	1.0	0.319	0.92	1.30
	3rd	0.83	0.08	-2.0	0.047	0.70	1.00
	4th	0.68	0.07	-4.0	0.000	0.57	0.82
	5th - highest income	0.47	0.05	-7.0	0.000	0.38	0.58

Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	0.99	0.16	-0.1	0.944	0.72	1.36
	2nd	1.10	0.11	0.9	0.370	0.90	1.34
	3rd	1.15	0.11	1.4	0.169	0.94	1.39
	4th	1.12	0.12	1.1	0.272	0.91	1.38
	5th - least deprived	1.08	0.12	0.8	0.453	0.88	1.34
	Constant	0.45	0.06	-5.8	0.000	0.35	0.59
Takes taxis less than once a week (base outcome)							
Takes taxis at least once a week							
	Has cognitive disability	0.86	0.18	-0.7	0.476	0.58	1.29
	Has communication problems	1.02	0.23	0.1	0.924	0.66	1.59
	Has sight problems	1.19	0.26	0.8	0.421	0.78	1.84
	Has mental health issues	1.49	0.29	2.0	0.045	1.01	2.19
Mobility issues	Has neither mobility problems or other physical problems	(baseline)					
	Has mobility problems, but not issues relating to dexterity and stamina	2.09	0.31	4.9	0.000	1.56	2.80
	Has condition relating to dexterity and stamina, but no mobility problems	0.78	0.18	-1.1	0.293	0.50	1.24

	Has both mobility and other physical problems	1.94	0.28	4.5	0.000	1.46	2.58
Gender	Male	(baseline)					
	Female	1.00	0.07	0.0	0.973	0.87	1.14
Age (grouped)	18-29	(baseline)					
	30-65	0.67	0.07	-3.7	0.000	0.54	0.83
	65-74	0.53	0.10	-3.4	0.001	0.37	0.76
	75+	0.80	0.16	-1.2	0.241	0.54	1.17
Ethnicity (grouped)	White	(baseline)					
	Non-white	1.28	0.18	1.7	0.086	0.97	1.70
Settlement	Urban	(baseline)					
	Rural	0.41	0.07	-5.3	0.000	0.29	0.57
Economic status	Full time worker	(baseline)					
	Part time worker	0.87	0.11	-1.2	0.246	0.68	1.11
	Unemployed	0.75	0.23	-0.9	0.347	0.42	1.36
	Economically inactive: Permanent (retired, sick,	0.97	0.15	-0.2	0.837	0.72	1.30
	Economically inactive: Student	0.92	0.26	-0.3	0.773	0.53	1.61
	Economically inactive: Other	1.01	0.16	0.0	0.965	0.74	1.36
Household structure	Single adult	(baseline)					
	2 adults - no children	0.88	0.10	-1.1	0.276	0.70	1.11
	3+ adults - no children	0.86	0.14	-0.9	0.360	0.62	1.19
	Single parent	1.08	0.23	0.4	0.697	0.72	1.63
	2 adults + children	0.64	0.10	-2.9	0.004	0.48	0.87

	3+ adults + children	0.96	0.19	-0.2	0.826	0.65	1.41
Household income (quintiles)	1st - lowest income	(baseline)					
	2nd	0.74	0.11	-2.1	0.035	0.56	0.98
	3rd	0.54	0.08	-4.4	0.000	0.41	0.71
	4th	0.46	0.07	-5.0	0.000	0.34	0.62
	5th - highest income	0.66	0.09	-3.0	0.003	0.50	0.87
Local Index Multiple Deprivation (quintiles)	1st - most deprived	(baseline)					
	Not England	0.98	0.30	-0.1	0.952	0.54	1.79
	2nd	0.64	0.09	-3.2	0.001	0.49	0.84
	3rd	0.67	0.09	-2.9	0.004	0.51	0.88
	4th	0.66	0.10	-2.8	0.006	0.49	0.88
	5th - least deprived	0.49	0.07	-4.8	0.000	0.37	0.66
	Constant	0.53	0.09	-3.6	0.000	0.37	0.75

Note: This analysis was initially conducted using a multinomial regression model. The travel outcome was the frequency by which individuals used taxis, grouped into three categories: 1 = never (n=4835), 2=less than once a week (n=6553), 3 = at least once a week (989). The total base size (all individuals) was 12,377.