

Census Bulletin

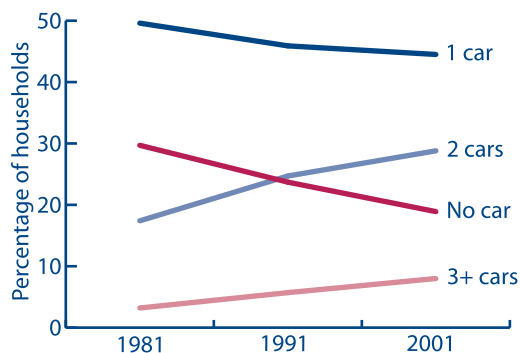
The 2001 Census gathered information on car ownership and mode of travel to work, providing an insight into car usage in West Sussex. Traffic congestion is predicted to rise, leading to economic cost, loss of time for other activities and adding to the problem of business unpredictability and increased duration to journeys. The Government's road transport strategy aims to tackle the problems of congestion and pollution, increase choice and raise standards to make travel safer, more attractive and accessible to all; safeguarding economic and social well being and the environment.

Car ownership in West Sussex

In West Sussex, since the 1991 Census, the number of cars has increased by 87,817 (27%) to 412,871. This is equivalent to 548 cars per 1,000 people compared to 473 cars per 1,000 people in 1991.

Multiple car ownership is becoming more common. Figure 1 demonstrates that the percentage of households with no car or one car is declining whilst the proportion of households with two or three or more cars is increasing.

Figure 1: Car ownership in West Sussex, 1981-2001



In 2001, the Census showed that 19% of households in West Sussex did not have a car, 44% had one car, and 37% of households had two or more cars. This compares to 1991 percentages of 24%, 46% and 30% respectively.

Car ownership in West Sussex compared with England & Wales (E&W) and the South East

Table 1 shows changes in car ownership by comparing the numbers of cars per 1,000 people in 1981, 1991 and 2001. Car ownership in West Sussex is substantially higher than in E&W (548 and 460 cars per 1,000 people, respectively in 2001). Since 1981 car ownership in West Sussex has increased by 43%, compared to 56% in E&W and 67% in the South East region.

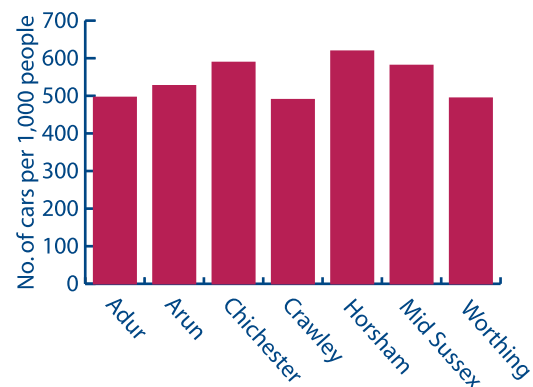
Table 1: Car ownership in West Sussex, the SE and England and Wales 1981-2001. Number of cars per 1,000 people

	Year		
	1981	1991	2001
West Sussex	382	473	548
England and Wales	295	386	460
South East	320	411	534

Car ownership by local authority

Car ownership varies considerably across local authorities (LAs) in West Sussex (Figure 2). The highest levels of car ownership occur in the rural LAs of Horsham (619 cars per 1,000 people), followed by Chichester (589 cars per 1,000 people) and Mid Sussex (581 cars per 1,000 people). Crawley has the lowest level of car ownership with just 490 cars per 1,000 people.

Figure 2: Number of cars per 1,000 people by local authority



Since 1991, Mid Sussex has experienced the highest growth in car ownership, with the number of cars per 1,000 people increasing by 17%. The lowest growth was in Arun (12%).

Economic activity and car ownership

Table 2 shows how car ownership varies with economic activity. The self-employed have the highest rate of ownership (98% of households) and the sick or disabled the lowest rate (72%) followed by the unemployed (80%).

Table 2: Car ownership and economic activity in West Sussex (percentage of households)

		Without a car	With a car
Economically active	Employed	6	94
	Self-employed	2	98
	Unemployed	20	80
	Student (full-time)	6	94
Economically inactive	Retired	16	84
	Student	10	91
	Looking after home and family	12	88
	Sick/disabled	28	72
Economically active		6	94
Economically inactive		16	84

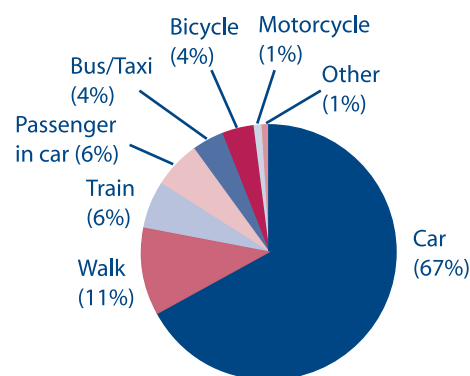
Travel to work in West Sussex

In 2001, the car remains the dominant mode of transport for journeys to work, as shown in Figure 3; two-thirds of people who were in employment travelled to work by car. The proportion of people travelling to work by a sustainable mode of transport (train, bus, cycling or walking) in West Sussex was 25%, compared to 30% in E&W. Overall, Worthing, Mid Sussex, and Adur have the highest levels of sustainable travel to work (28%, 26% and 26% respectively). This reflects better access to main line rail and bus services in these areas.

Differences by gender

Males are more likely than females to travel by train (7% compared to 4%) and bicycle (4% compared to 3%). Females are more likely than males to travel by bus (4% of females compared to 2% of males), to be a passenger in a car (7% compared to 4%) and to walk to work (13% compared to 7%).

Figure 3: Mode of travel to work of people aged 16-74 years in employment in West Sussex 2001



Note: Other includes no fixed place of work

Working at home

Out of a total workforce of 357,128 people in West Sussex in 2001, 36,815 people (10%, 9% in E&W) usually worked at home, see Table 3. This compares to 7% of the workforce in 1991. Chichester had the highest percentage of people working from home (14%), and Crawley the lowest percentage (7%) in 2001.

In the 1991 Census an equal percentage of males and females usually worked at home. However by 2001 a small gap has emerged with males now more likely to work at home than females (11% and 9%, respectively).

Small employers and own account workers are most likely to work at home (34%), followed by people in managerial positions (12%). People in lower socio-economic groups exhibit the lowest levels of working from home (5% for routine occupations).

Table 3: Mode of travel to work by local authority, for West Sussex and England and Wales 2001 (percentages)

	Work at home	Train	Bus/Taxi	Motorcycle	Car driver	Car passenger	Bike	Walk	Other
Adur	9	6	6	1	59	6	4	8	0
Arun	11	3	3	1	61	6	5	10	1
Chichester	14	4	2	1	58	5	4	12	1
Crawley	7	6	7	1	61	7	3	8	0
Horsham	12	6	2	1	64	5	2	9	0
Mid Sussex	11	11	2	1	59	5	2	10	1
Worthing	9	5	4	1	58	6	5	13	0
West Sussex	10	6	3	1	60	6	3	10	1
England and Wales	9	7	8	1	55	6	3	10	1

Note: Other includes no fixed place of work. May not sum to 100 due to rounding