

Number of cars, vans and motorcycles

Private households²³ were asked to provide information on the number of cars, vans, motorcycles or scooters that were owned or available for use²⁴ by household members.

There were 62,456 cars/vans owned or used by private households. This is equivalent to 651 private cars/vans per 1,000 population.

Table 6.1 shows that the number of cars/vans owned or used by private households has increased by almost a fifth (by 9,899 vehicles) since 2001 and the number of motorcycles has nearly doubled.

Table 6.1: Vehicles owned or available for use by private households

Vehicle type	Number of vehicles		Mean per household	
	2011	2001	2011	2001
Cars or vans	62,456	52,557	1.50	1.48
Motorcycles or scooters	7,973	4,246	0.19	0.12
All motor vehicles	70,429	56,803	1.69	1.60

The mean number of cars/vans per household (1.50) remained at a similar level to that in 2001 (1.48) and higher than that for the UK²⁵ (1.2).

The average number of motorcycles/scooters per household increased from 0.12 per household in 2001 to 0.19 per household in 2011.

The number of cars/vans owned or available for use in private households is shown in Table 6.2.

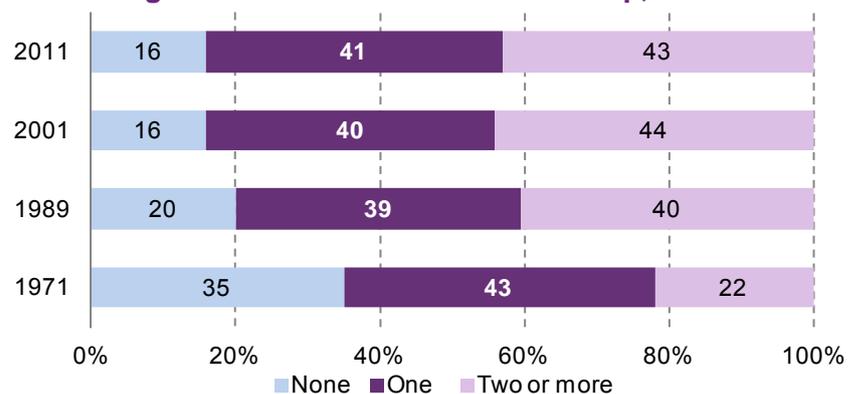
Table 6.2: Number of cars/vans owned or available to private households

Number of cars/vans	None	One	Two	Three	Four	Five or more	All
Households	6,828	16,888	12,175	3,815	763	1,126	41,595
Percent	16	41	29	9	2	3	100

Households without access to a car or van

One in six (16%) private households did not own or have access to a car or van, a proportion unchanged from 2001 (16%) and slightly lower than in 1989 (20%). In 1971 this proportion stood at over a third (35%).

Figure 6.1: Private car/van ownership, 1971-2011



²³ There were 95,974 people living in private households, which excludes those living in communal establishments.

²⁴ Including any vehicle owned by an employer that is also available for private use.

²⁵ Derived from data published in the General Lifestyle Survey 2010; Office for National Statistics.

Of the 6,828 households without access to a car/van, 228 households had at least one motorcycle or scooter, leaving 6,600 households without access to any motorised vehicle.

The proportion of households without a car/van in Jersey (16%) was lower than in the UK²⁶ (23%).

Nearly a third (30%) of households living in St Helier did not have a car/van. One in five (22%) private households in rural parishes²⁷ had three or more cars/vans for private use.

Table 6.3: Private households without a car/van by parish (percent of all households in parish)

Parish	Households	Percent
Grouville	123	6
St Brelade	248	6
St Clement	358	10
St Helier	4,853	30
St John	38	3
St Lawrence	128	6
St Martin	71	5
St Mary	28	4
St Ouen	60	4
St Peter	152	8
St Saviour	722	13
Trinity	47	4
All parishes	6,828	16

Table 6.4 presents private households without access to a car/van by household type. Two-fifths (40%) of such households were single adults and a quarter (24%) were single pensioners.

Table 6.4: Private households without a car or van by household type

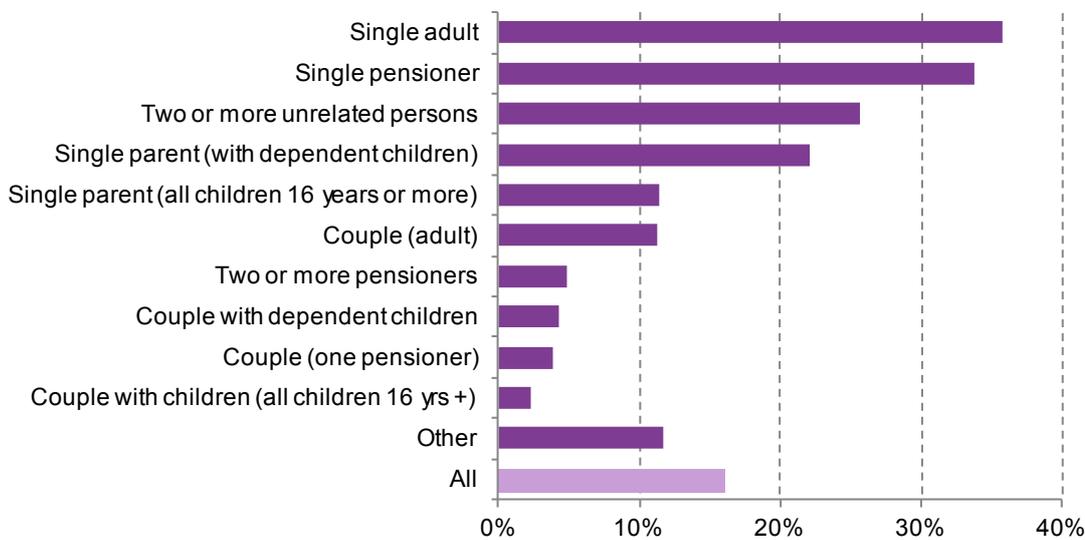
Household type	Households	Percent of all such households
Single adult	2,715	40
Couple (adult)	755	11
Single parent (with dependent children)	390	6
Single parent (all children 16 years or more)	170	2
Couple with dependent children	329	5
Couple with children (all children 16 years or more)	70	1
Couple (one pensioner)	52	1
Single pensioner	1,642	24
Two or more pensioners	190	3
Two or more unrelated persons	274	4
Other	241	4
All households without a car/van	6,828	100

²⁶ Source: General Lifestyle Survey 2010; Office for National Statistics.

²⁷ Throughout this report urban refers to St Helier; semi-urban includes St Saviour and St Clement; rural includes all other parishes.

Figure 6.2 shows the proportion of each household type that did not have a car or van for private use. More than a third of single adults and single pensioners did not have a car or van. Couples with all children aged 16 years or more were the least likely group to be without a car/van (2%).

Figure 6.2: Private households without a car/van by household type (percent of each household type)



Travel to work

Working adults were asked to provide information on the mode of transport they usually used to travel to work (see Table 6.5).

Table 6.5: Usual mode of travel to work (working adults aged 16 or over)

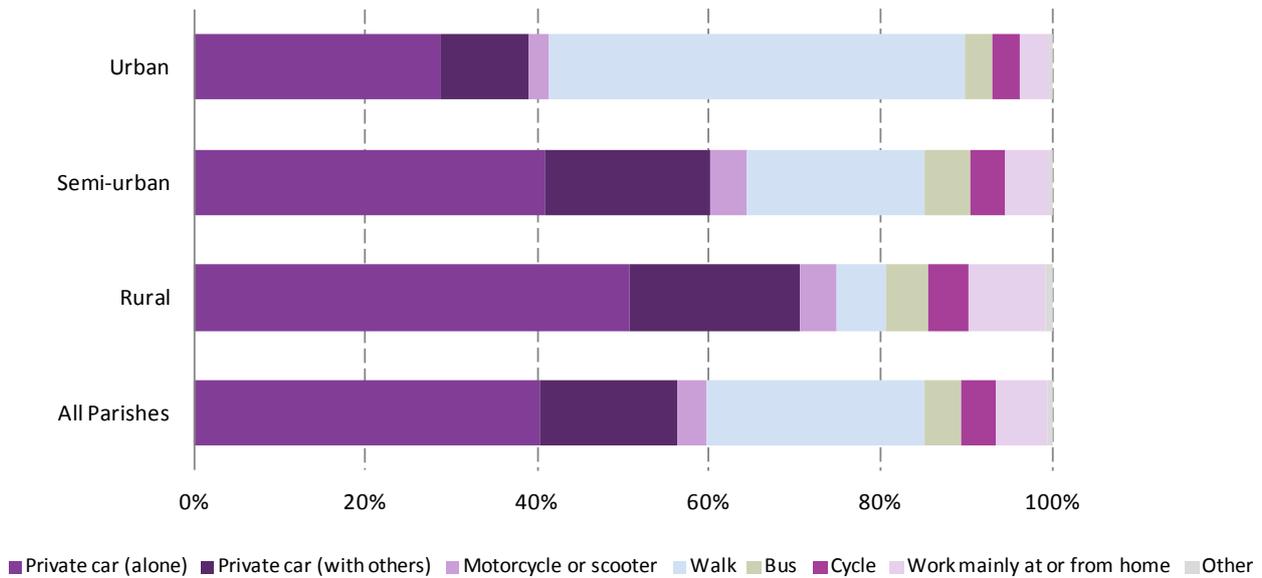
Usual mode of travel	Workers	Percent of working adults
Private car (alone)	21,139	40
Private car (with passenger)	4,840	9
Private car (as passenger)	3,577	7
Motorcycle or scooter	1,835	3
Walk	13,300	25
Bus	2,264	4
Cycle	2,083	4
Work mainly at or from home	3,159	6
Other (including taxi)	273	1
All workers	52,470	100

More than half (56%) of working adults travelled to work by private car. A quarter (25%) walked and fewer than one in twenty (4%) used the bus. The distribution of mode of transport used for travel to work has remained essentially unchanged since 2001, when 57% of people reported using a car, 23% walked, 4% used the bus and 3% cycled.

At a parish level, nearly half of workers living in St Helier ("urban", Figure 6.3) walked to work. In contrast, seven out of ten workers in rural parishes travelled to work by car.

One in twelve (8%) workers living in St Clement used the bus to get to work compared to one in fifty (2%) workers living in Trinity (see Appendix C, Table A34 for counts).

Figure 6.3: Mode of travel to work by parish (percent of working adults in each area)



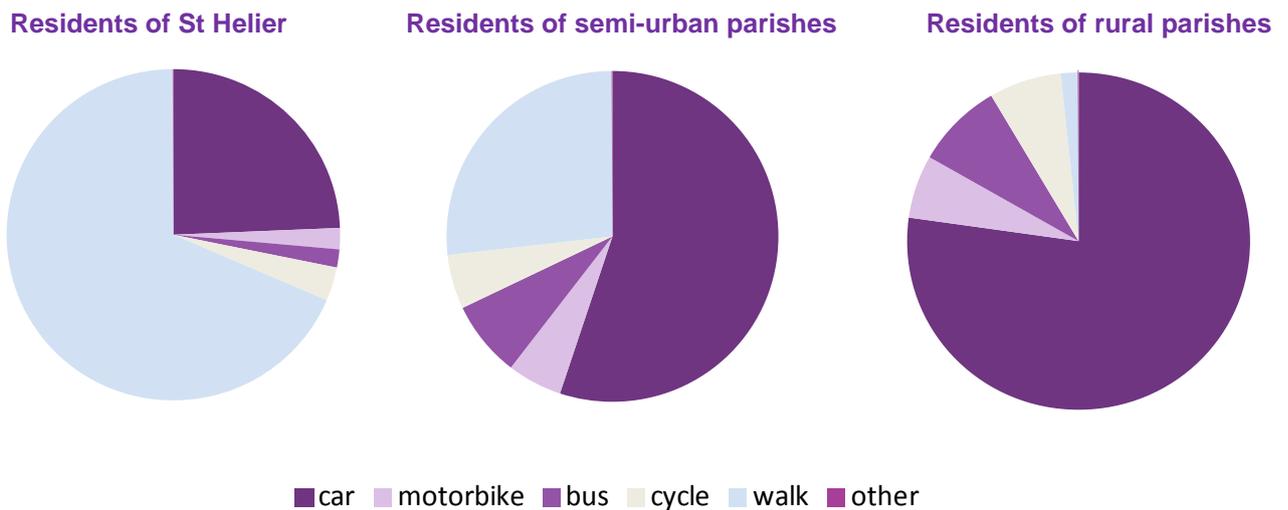
Destination of travel to work

Nearly seven in ten (68%) of all workers²⁸ in the Island worked in St Helier, a fifth (19%) worked in rural parishes, and 13% worked in semi-urban parishes.

More than two-thirds (68%) of people who lived and worked in St Helier walked to work whilst a quarter (24%) used the car.

Over three-quarters (77%) of people who lived in rural parishes and worked in town travelled to work by car; nearly one in ten (8%) used the bus and a similar proportion (7%) cycled (Figure 6.4).

Figure 6.4: Mode of travel to work for adults working in St Helier by parish of residence



²⁸ Workers who worked from home, or who had no fixed place of work, or who worked outside the Island have been excluded from this analysis.