
**2001-BASED
CENSUS TOPIC REPORT**

CAR OWNERSHIP IN TYNE & WEAR

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KEY POINTS

Tyne & Wear Car Ownership:

- Tyne & Wear's car ownership rate is very low at 58.2%. Rates are around 15 percentage points higher nationally (73.2%) (§1.1)
- However, Tyne & Wear's growth rate 1991-2001 was the fastest of all comparator areas. Cars available to Tyne & Wear private households have risen very rapidly (up nearly 30% in the decade to 2001, +26% nationally). (§1.1)

By District:

- Car ownership in 2001 was highest in North Tyneside and Sunderland, with 63.2% and 60.1% of households respectively having access to one or more cars. (§1.1)
- Newcastle's car ownership rate was the lowest of all Tyne & Wear districts, with just under 55% of all households having access to a car. (§1.1)

Further analyses:

- People living alone [particularly pensioners] and lone parent households, are least likely to have access to a car or van. Households of one couple family have the highest rates of car ownership, and if there are children in the household [particularly dependent children], rates are higher still. (§2)
- Almost three quarters of Tyne & Wear households living in social rented accommodation had no access to a car or van, in contrast, well over three quarters of households who own their home had access to a car or van. Over a fifth of these households had access to two cars. (§3)
- Car ownership rates are lowest amongst those economically inactive for 'Other reasons' and the unemployed. Rates are highest amongst the self-employed, 93.6% in Tyne & Wear - of which 12.7% had access to three or more cars – and the employed, at 81.3%. (§4)
- In comparison with Tyne & Wear's figure for all households (58.2%) about three-quarters of Tyne & Wear's Indian and Pakistani households had access to at least one car or van. For Indian households, around half of these car-owning households had two or more cars. Chinese car ownership in Tyne & Wear is also very high, at 70% of households.
- Car ownership rates in Tyne & Wear are lower than Overall for Black, Mixed and Bangladeshi groups. Perhaps these low rates for Mixed and Bangladeshis can be explained by their very young age structures with about twice the overall proportion of children (39.7% of the Mixed population in Tyne & Wear are aged 0-15, 41.9% for Bangladeshis).

Quantification of the drivers of car ownership:

- Certain factors have been shown from this analysis to affect car ownership rates. The rough numerical effect of these are shown in Appendix 1: A Car Ownership Function.

INTRODUCTION

This report presents data from Census 2001 on car ownership and on the characteristics of the people and households that either have or do not have cars. The Tyne & Wear data is presented alongside comparator areas at various regional scales, and data for the five Tyne & Wear districts is presented to give an indication of variations within Tyne & Wear. For basic car ownership (i.e. car ownership by all households), data is presented for Tyne & Wear Census wards in a series of thematic maps.

There was one Census question in 2001 on the topic of car ownership, asking:

How many cars or vans are owned, or are available for use, by one or more members of your household? (Note: include any company car or van if applicable for private use). Respondents could choose from:

- None
- One
- Two
- Three
- Four or more (please write in number)

Census of Population

The UK Census is undertaken every ten years; the latest Census took place on 29th April 2001. Census output is Crown copyright and is reproduced with the permission of the Controller of HMSO and the Queen's Printer for Scotland.

Data Discussion

Response Rate and Underenumeration

The overall response rate for England & Wales was 94%, meaning that 6% of the population was imputed from the Census Coverage Survey (CCS) results rather than being counted by the Census. The undercount varied by age and sex, with the group most poorly enumerated being men aged 20 to 24; 15% were missed by the Census. The overall pattern is that young children and those in their twenties and thirties were most likely to be missed and the elderly least likely. Generally, men were more likely to be missed than women.

The problem of underenumeration in the 1991 Census led the UK Census Office to develop and implement a One Number Census (ONC) project to integrate the census counts with the estimated levels of underenumeration. The 2001 Census post-enumeration survey was known as the Census Coverage Survey (CCS). The CCS in England & Wales achieved a response from 91% of the households identified by interviewers.

Comparisons with 1991 Census

Any comparison of results from the 2001 Census with those from the 1991 Census must be treated with caution as they are affected by three main factors:

- Firstly, changes in definition. There are a number of differences in definitions and information collected between the 1991 and 2001 Census (including codes used for occupation, industry, socio-economic classification and social grade.)
- Secondly, changes in the geographic base. Changes in the geographic boundaries between 1991 and 2001 may mean that results which apparently relate to the same named area actually relate to different boundaries. (Boundary changes in Tyne & Wear have been minor. The effect in other metropolitan counties may have been more significant.)

- Thirdly, adjustment for underenumeration. Results of the 2001 Census have been adjusted, via the One Number Census process, to account for underenumeration. As results of the 1991 Census were not subject to the same adjustments, direct comparisons with the 1991 results must be undertaken with caution.

Furthermore, students were registered at their term-time address in the 2001 Census, while in 1991 they were allocated to their vacation (home) address. This will have affected the demographics for metropolitan areas significantly and, in the case of Tyne & Wear, Newcastle and Sunderland will have been particularly affected.

Nevertheless, an attempt has been made to undertake analysis of change between Censuses in this Census Topic Report. Census 1991 asked a similar question to that presented above, with one exception. Instead of having a category for 'four or more' cars as in 2001, the maximum number of cars was 'three or more.' This minor change still allows us to undertake analysis of change, and this will focus generally on changes in the **numbers of cars** by ward 1991-2001.

Using Census 2001 data on Car Ownership to validate the reliability of DVLA data

The DVLA Car Ownership data [end-2000], supplied by DfT (then DTLR) is the closest we can get to Census date. Both the 2001 Census and the DVLA data give counts of the number of cars in a given area. The Census data used in this report goes as low as ward-level and the DVLA data locates cars by the postcode of the registered keeper. There are some issues with the DVLA data particularly concerning the postcode that a car is registered to. It is interesting to try to validate its reliability by comparing it with the Census 2001 figures:

1. Firstly the 'registered keeper,' this is understood to be normally the driver of the car; however the postcode may be the employer's for a company-owned or leased car [with a large fleet of company vehicles they will be registered at the employer's HQ, but may be used nationwide].
2. In some cases, the postcode given may be the leasing company's.
3. The figures also appear to include pre-registrations by motor retailers.

Census 2001 gives the total number of cars in Tyne & Wear (in April 2001) as 361,469. The DVLA data for the end of 2000 gives a count of 320,633 (a difference of more than 40,800 cars). Data for 2003 for the North East [DVLA as reported in the press] showed that there were around 64,000 unlicensed vehicles in the North East¹, which suggests that the Census is picking up people that own a vehicle, but are untaxed.

Car Ownership

This section refers to the ONS series on Living Standards published in December 2004 and an ONS report entitled 'Difficulty in Accessing Key Services' by Dave Ruston.

As an indicator of living standards

Ownership of consumer durables provides an indicator of real living standards. We might expect Tyne & Wear's car ownership rate to be low because we know living standards in Tyne & Wear are low:

Tyne & Wear scores low on the Index of Deprivation 2004 (ID 2004). In terms of income deprivation, Tyne & Wear has 301 SOAs (about half) in the most deprived quintile (most deprived fifth) of SOAs in England (the most deprived quintile is comprised of 6,496 SOAs).

ID 2004 provides ranks of the most deprived SOAs for each domain index. These domain indices combine to give the overall ID 2004; Tyne & Wear has 14 of the 200 most deprived SOAs in England.

¹ This data is not available from either the DVLA or DfT websites, but comes from an interview given by the DVLA in 2003 to the BBC at the time when the police joined forces with the DVLA to crack down on the owners of unlicensed vehicles. 'Road Tax Cheats Charged' BBC News Tuesday, 11 November, 2003.

Incomes are low in Tyne & Wear, made worse by:

- The low 'Employment Rate'. Tyne & Wear is 5 percentage points below the UK average (source: APS April 2004-March 2005).
- Low Earnings (about 10% below the GB average) for those in work.
- An age structure with relatively more people beyond working age.

(For further details, see TWRI's annual 'Household Expenditure and Income' report)

Data relating income to car ownership is available from the DfT (via ONS). In 2002 in GB, 59% of households in the lowest income quintile did not have access to a car. This was around seven times the proportion in the top quintile (at 8%). Households in the lowest income quintile that do have a car spend nearly a quarter of their weekly household expenditure on motoring costs, this compares to 15% of weekly expenditure for all households. (Social Exclusion Unit, 2003).

As an indicator of accessibility

Car ownership also has an impact on social inclusion and accessibility. People living in households with a car made nearly 50% more trips per person per year in 2002 than people in households without a car (1,079 compared with 730) (source: DfT National Transport Statistics).

One indicator of accessibility linked to car ownership is ease of access to key services. 'For many people, lack of access to a car can cause difficulties in getting to the shops or health services.' Households without access to a car are almost twice as likely (at 38%, compared to 21% with access to a car) to say they face difficulties accessing at least one local service:

Perceived difficulty in getting access to key services, by household car ownership, GB (%)

	Household Access to a car	No household access to a car
Post office	2	5
Chemist	2	6
GP	4	11
Main Food Shopping	5	13
Local Hospital	17	31
At least one service	21	38

Source: ONS Omnibus

(ONS Omnibus, Jan and March, 2000-01, From 'Difficulty in Accessing Key Services')

Key findings from the Social Exclusions Unit's 2003 report 'Making the Connections' support the Omnibus findings on the impact of car ownership on social exclusion:

- Health – 31% of people without a car have 'difficulties' getting access to their local hospital. In excess of 1.4m people missed, turned down, or chose not to seek medical help over a 12 month period because of transport problems.
- Affordable food shops – 16% of people without cars have difficulties accessing supermarkets (and thus affordable and nutritious food).
- Social and cultural travel – of people without cars, 18% have difficulties visiting family and friends. They also face significant difficulties accessing social, cultural and leisure sites such as libraries and leisure centres.

1 CAR OWNERSHIP AND NUMBERS OF CARS – ALL HOUSEHOLDS

1.1 Car Ownership in 2001

Tyne & Wear's car ownership rate is very low at 58.2%. Rates are around 15 percentage points higher nationally (73.2%), and around 6 -7 percentage points higher in the North East and Mets (64.1% and 65.6% respectively).

Differences are also pronounced for the proportion of households with two cars (Table 1.1). The proportion for Tyne & Wear is almost 10 percentage points lower (at 14.1%) than in England & Wales (at 23.5%), and the proportion of households with two *or more* cars, at 16.6% is little above half the proportion in England & Wales (29.4%).

These low ownership rates in Tyne & Wear mean, however, that the potential for growth in car ownership is high; indeed Tyne & Wear's growth rate 1991-2001 was the fastest of all comparator areas. Cars available to Tyne & Wear private households have risen very rapidly (up nearly 30% in the decade to 2001). This is significantly faster than growth in England, even though the latter had significant population growth (Tyne & Wear experienced a fall in population) (see §1.2).

Tyne & Wear's 2001 cars:10,000 households ratio² (at 7,810) is about 13% lower than in the North East (8,959) and about 30% lower than in England & Wales (11,048).

Table 1.1 - Levels of Car Ownership - TW in Context

	Tyne & Wear	North East	Met. Counties*	England	England & Wales
All households	462,824	1,066,292	4,492,111	20,451,427	21,666,475
None	193,630	383,219	1,547,025	5,488,386	5,802,183
One	192,217	459,288	1,918,464	8,935,718	9,486,366
Two	65,199	186,519	849,855	4,818,581	5,095,959
Three	9,345	29,469	139,258	924,289	976,438
Four or more	2,433	7,797	37,509	284,453	299,529
All cars/vans in area	361,469	955,305	4,201,093	22,607,629	23,936,250
None	41.8%	35.9%	34.4%	26.8%	26.8%
One	41.5%	43.1%	42.7%	43.7%	43.8%
Two	14.1%	17.5%	18.9%	23.6%	23.5%
Three	2.0%	2.8%	3.1%	4.5%	4.5%
Four or more	0.5%	0.7%	0.8%	1.4%	1.4%
Cars per 10,000 h/holds	7,810	8,959	9,352	11,054	11,048

*Excludes London

Source: 2001 Census © Crown Copyright (KS17)

Proportions sum vertically

Car ownership in 2001 was highest in North Tyneside and Sunderland, with 63.2% and 60.1% of households respectively having access to one or more cars (Table 1.2). Sunderland also had the highest proportion of households owning two or more cars, at 18.2% and by far the highest proportion with three or more cars, at 3.0%.

Newcastle's car ownership rate was the lowest of all Tyne & Wear districts, just under 55% of all households having access to a car. It was South Tyneside, however, that had the lowest proportion of households owning two or more cars, at 14.6%.

² The cars:10,000 households ratio (C:10,000Hh ratio) is an aggregate, summary, indicator to show the level of car ownership of different areas on a single simple scale. It is more subtle than the simpler proportion of households with at least one car since the C:10,000Hh ratio picks up the rise in multiple car ownership.

Table 1.2 - Levels of Car Ownership - TW Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
All households	84,267	111,243	84,861	66,097	116,356
None	36,403	50,336	31,212	29,293	46,386
One	34,237	43,778	38,263	27,131	48,808
Two	11,568	14,457	13,248	8,218	17,708
Three	1,620	2,061	1,723	1,175	2,766
Four or more	439	611	415	280	688
All cars/vans in area	64,206	81,617	71,748	48,334	95,564
None	43.2%	45.2%	36.8%	44.3%	39.9%
One	40.6%	39.4%	45.1%	41.0%	41.9%
Two	13.7%	13.0%	15.6%	12.4%	15.2%
Three	1.9%	1.9%	2.0%	1.8%	2.4%
Four or more	0.5%	0.5%	0.5%	0.4%	0.6%
Cars per 10,000 h/holds	7,619	7,337	8,455	7,313	8,213

Source: 2001 Census © Crown Copyright (KS17)

Proportions sum vertically

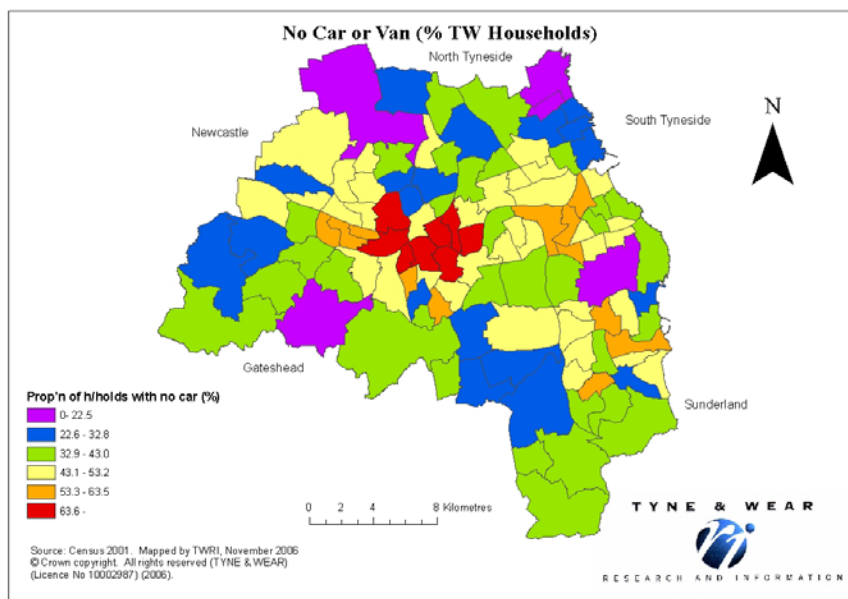
1.2 Ownership 2001, Ward Maps – Key Points

The map below, showing all TW households without access to a car or van, largely corroborates what was suspected about the links between car ownership and incomes³.

- Areas which we know to have high incomes generally have higher rates of car ownership (very high in purple), these include St. Mary's (just 12.3% of households do not have access to at least one car/van) and Monkseaton wards (22.2%) in North Tyneside, Cleadon & East Boldon ward in South Tyneside (13.6%), Whickham South ward in Gateshead (19.0%) and Newcastle's Castle ward (21.3%). These wards all have gross average weekly incomes between about £520 - £570⁴.
- In North Tyneside, 36.8% of households do not have access to a car or van, the lowest rate of all Tyne & Wear districts. As the map below shows, North Tyneside is indeed the only district not to have a single ward falling within the orange and red (53.3%+) categories.
- Very low rates of car ownership (i.e. wards with 60%+ households without access to a car or van) can be identified in red. These wards are predominantly in Newcastle - West City (73.7% of households have no access to a car or van), Walker (68.9%), Byker (68.5%), Monkchester (67.5%) and Moorside (67.7%) wards - and Gateshead - Bensham (63.5%), Bede (66.6%) and Felling (63.5%) wards - and generally have very low average weekly incomes of around £280 - £320.
- This clustering of very low car ownership rates (as indicated in red, below) extends further to cover the remainder of Newcastle's West End (i.e. in orange) (excluding Wingrove ward); Scotswood (55.5%), Elswick (60.6%) and Byker (68.5%).

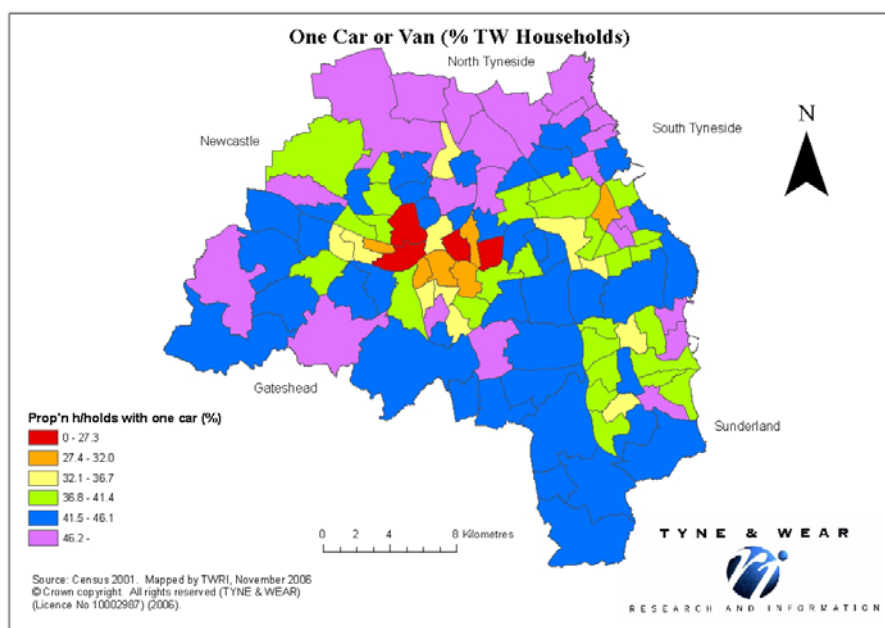
³ For further details of household incomes by ward, see TWRI's *Income and Expenditure Report* (2005).

⁴ Modelled Estimates of Household Income for Wards, 2001/02, NeSS



Proportions of households with one car or van:

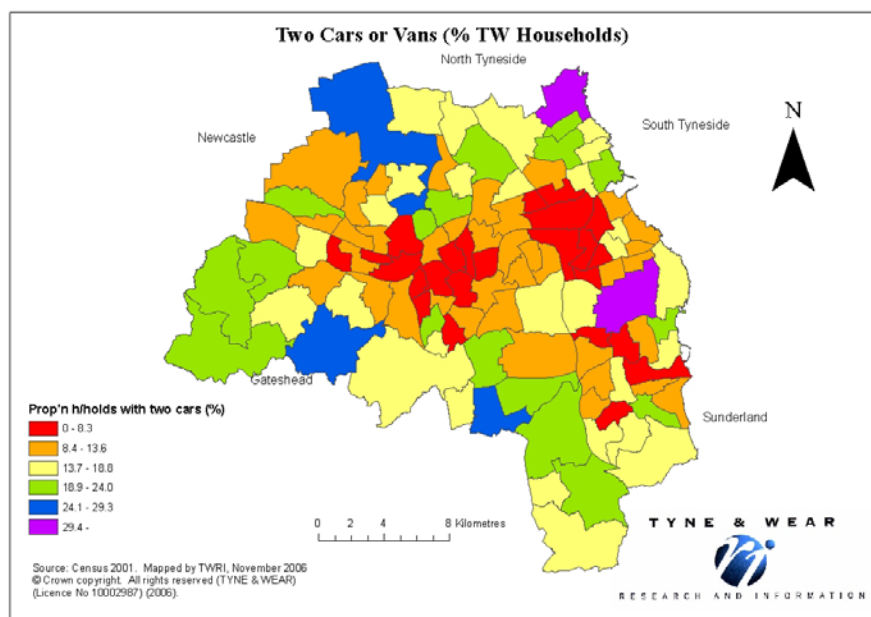
- For ownership rates for one car or van, every Tyne & Wear district has wards with rates that are above the England & Wales average (43.8%). Indeed, three of Tyne & Wear's wards significantly outperform this average, with over 50% of households having access to at least one car or van; Monkseaton and Weetslade wards in North Tyneside, and Fulwell ward in Sunderland.
- North Tyneside has the highest car ownership rates of all TW districts. As the map below shows, North Tyneside's wards generally have between 46.2%+ of households owning one car.
- Four wards in Tyne & Wear fall within the lowest level of ownership (where ownership of one car only applies to about a quarter of households). These wards are all in Newcastle; in Walker, Byker and Moorside just 26% of households have access to one car, in West City this is less than a quarter (22.6%).



Two cars or vans:

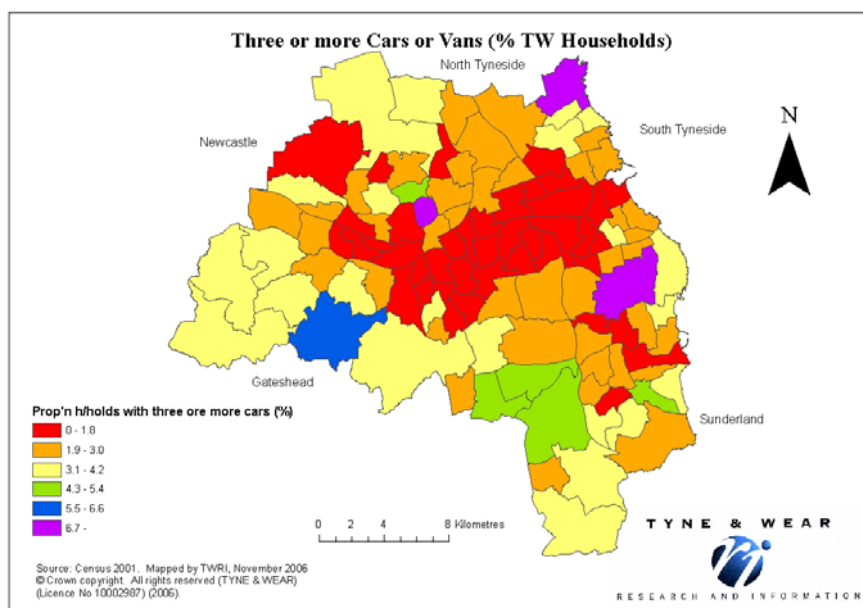
- Ownership of two cars or vans is very high for St Mary's ward (32.5% of households) in North Tyneside, and higher still for Cleadon & East Boldon ward (34.5%) in South Tyneside.

- As we would expect, this map shows widespread low ownership for two cars [and indeed for two or more cars as maps below show] except in North Tyneside and Sunderland. About two-thirds of Gateshead's, Newcastle's and South Tyneside's wards have (two car) ownership rates below 13.6% [thus below the TW average of 14.1%].



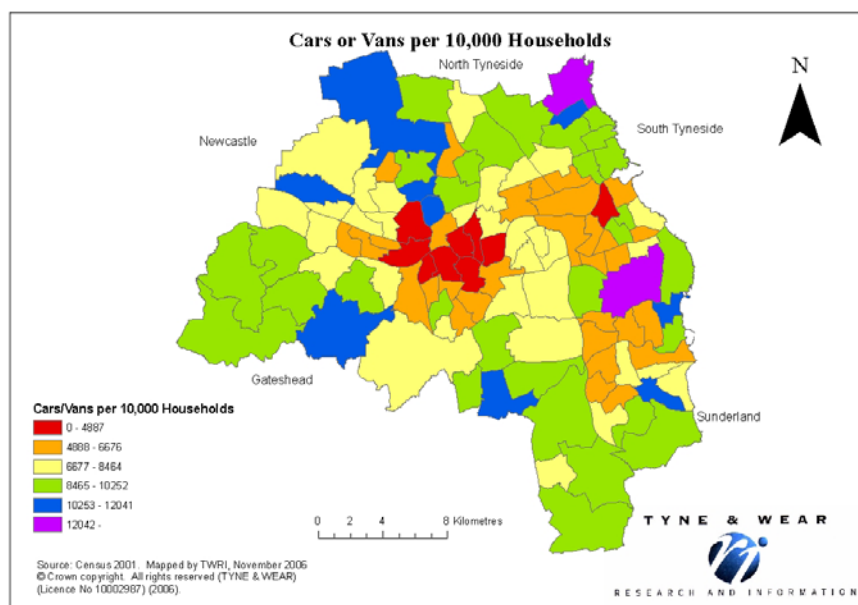
Three or more cars or vans:

- Again, the highest rates of car ownership occur in St Mary's in North Tyneside, Cleadon & East Boldon in South Tyneside, and Whickham South in Gateshead. In these wards, 5.5%+ of households have access to three or more cars.
- Jesmond ward in Newcastle can be added to these high ownership wards; 6.8% of households have access to three or more cars or vans.
- Two-fifths of TW wards have (three or more) car ownership rates below 1.8% (indicated in red) and three-quarters of TW wards have ownership rates of below 3.0% (red and orange together). Of these two-fifths below 1.8%, around 30% are in Newcastle, and a quarter in South Tyneside.



Cars or vans per 10,000 households, 2001:

- Of the ten wards with less than 5,000 cars per 10,000 households, the five bottom wards for ownership are in Newcastle (West City, Walker, Byker, Monkchester and Moorside wards all with just 3,100 -3,950 cars per 10,000 households). The remaining five are in Gateshead - Bede, 3,987; Bensham, 4,375; and Felling, 4,459 - and South Tyneside - Reckendyke, 4,364; and Bede, 4,937.
- Of the 16 wards with over 10,000 cars per 10,000 households:
 - Five are in Newcastle (South Gosforth, Castle, Jesmond, Westerhope and Dene wards)
 - Five in Sunderland (Washington South, St. Michael's, Fulwell, Washington West and Shiney Row wards)
 - Three in North Tyneside (St Mary's, Monkseaton and Seatonville wards)
 - One in Gateshead (Whickham South ward)
 - One in South Tyneside (Cleadon & East Boldon ward).
- With 13,829 cars per 10,000 households, Cleadon & East Boldon ward's ownership was the highest of all TW wards, followed by St. Mary's in North Tyneside with 13,558 cars.



1.3 Changes in car numbers and car ownership 1991-2001

Tyne & Wear's growth in the number of cars available to households, between Censuses 1991-2001, at 29.5%, was faster than in the North East by just over one percentage point (28.3%) (Table 1.3). Tyne & Wear's growth was significantly faster than in England and England & Wales (25.9% and 26.0% respectively, or around 3.6pp faster, even though England had significant population growth of 4.4% 1991-2001, Tyne & Wear's population fell by -1.8%) and almost 4.5 percentage points faster than in the Mets.

Table 1.3 – Changes in numbers of cars – TW in context

	Tyne & Wear	North East	Met Counties*	England	England & Wales
Total Cars in Area 1991	279,176	744,377	3,359,015	17,960,233	19,000,462
Total Cars in Area 2001	361,469	955,305	4,201,093	22,607,629	23,936,250
Change	82,293	210,928	842,078	4,647,396	4,935,788
% Change	29.5%	28.3%	25.1%	25.9%	26.0%

* Excludes London

Source: 2001 Census © Crown Copyright (KS17) and 1991 Census © Crown Copyright (Table 21)

Gateshead and Newcastle had the slowest rises in Tyne & Wear (at 27.0% and 27.8% respectively) 1991-2001 (Table 1.4). North Tyneside, which had the highest car ownership in 2001, has also experienced the fastest rise in the number of cars available to households. At 33.2% its growth was faster than Tyne & Wear's. South Tyneside (30.8%) outperformed Sunderland (29.2%) in terms of growth 1991-2001, although its car ownership rate is very low (55.7% of households have access to at least one car). Numerically its growth was significantly smaller than in all other Tyne & Wear districts.

Table 1.4 – Changes in numbers of cars – TW districts

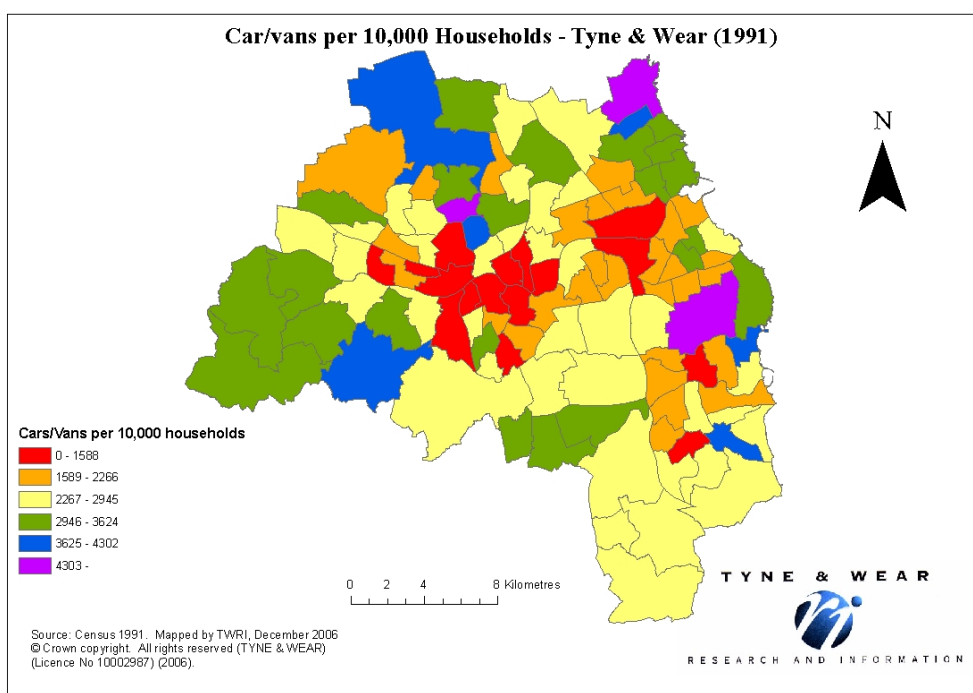
	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
Total Cars in Area 1991	50,545	63,839	53,882	36,941	73,969
Total Cars in Area 2001	64,206	81,617	71,748	48,334	95,564
Change	13,661	17,778	17,866	11,393	21,595
% Change	27.0%	27.8%	33.2%	30.8%	29.2%

Source: 2001 Census © Crown Copyright (KS17) and 1991 Census © Crown Copyright (Table 21)

Cars or vans per 10,000 households 1991:

Comparison of this map [1991, below], with the 2001 map for cars/vans per 10,000 households, confirms Tyne & Wear's high growth rates. The highest ward number of cars per 10,000 households in 2001 is about three times that (about 12,000) of 1991 (about 4,000).

The patterns of car ownership in 1991 as shown in the map below are very close to those for 2001 as indicated, in particular, by low ownership in red, and high in blue and purple. Newcastle's West End and East Gateshead had very low car ownership rates across most wards in 1991; rates in many of these wards have risen in the decade to 2001 [see below].

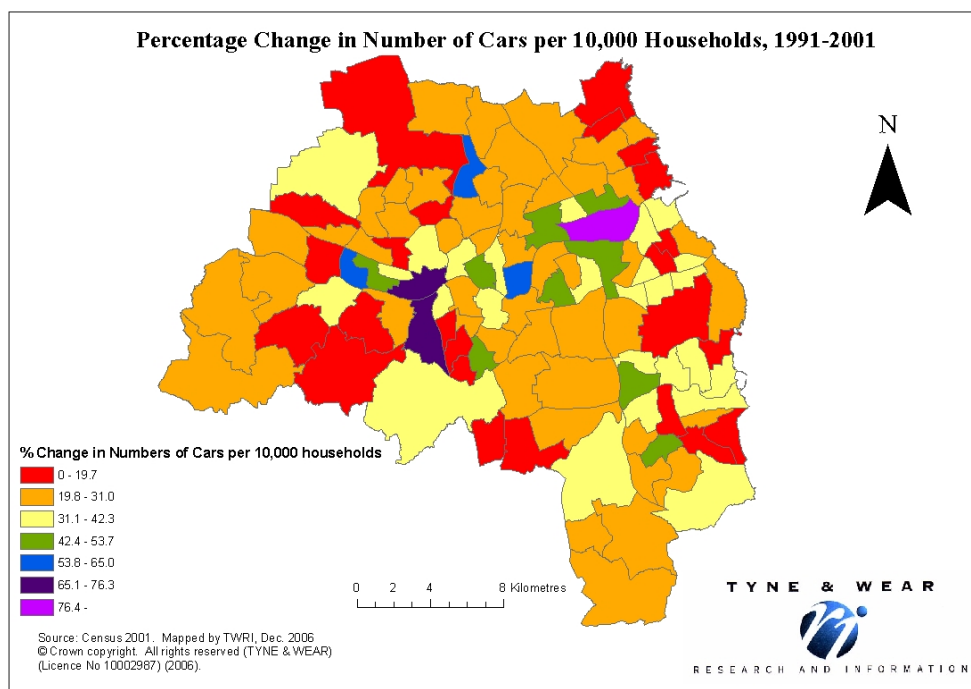


Change in numbers of cars or vans per 10,000 households, 1991-2001:

Wards with low ownership [in 2001] tend to have the fastest rates of change in car numbers per 10,000 households 1991-2001. The opposite is true of wards with high levels of car ownership (with the exception of Saltwell Ward which has had both low ownership and a slow rate of change).

	% change 1991-2001	% h/holds with access to at least one car
Riverside Ward	87.6	47.2
West City Ward	75.8	26.3
Teams Ward	72.1	47.8
Scotswood Ward	60.8	44.5
Walker Ward	55.6	31.1
Longbenton Ward	53.7	47.2
St Mary's Ward	8.4	87.7
Cleadon & East Boldon Ward	8.9	86.4
Whickham South Ward	10.5	81.0
Saltwell Ward	11.7	45.7

Source: Census 2001 © Crown Copyright



2 CAR OWNERSHIP BY HOUSEHOLD COMPOSITION

People living alone [particularly pensioners] and lone parent households, are least likely to have access to a car or van. Conversely, households of one couple family have the highest rates of car ownership. If there are children in the household, particularly dependent children, car ownership rates are higher still.

2.1 One person households

Amongst one person households, car ownership is particularly low for pensioner households. Among one person pensioner households it is significantly low in Tyne & Wear (Table 2.1 - just 18.6% had access to one or more cars in Tyne & Wear). Across all one pensioner households, Tyne & Wear's proportions were generally 13-17 percentage points lower than in England and about 4-6 percentage points lower than in the North East and the Mets.

Table 2.1 Car Ownership: One Person Households, Tyne & Wear in Context

	Tyne & Wear	North East	Metropolitan Counties*	England	England & Wales
One Person Households					
All Households	150,879	327,734	1,399,391	6,150,264	6,502,612
No Car	68.2%	63.5%	61.3%	52.6%	52.6%
1 Car	30.1%	34.3%	36.4%	44.0%	44.0%
2 Cars	1.3%	1.7%	1.8%	2.8%	2.8%
3 Cars	0.2%	0.3%	0.3%	0.4%	0.4%
4 Cars & Over	0.2%	0.2%	0.2%	0.3%	0.3%
One Person Pensioner Households					
All Households	75,248	166,717	677,358	2,939,465	3,126,340
No Car	81.4%	77.8%	76.2%	68.2%	68.1%
1 Car	17.8%	21.4%	22.9%	30.5%	30.6%
2 Cars	0.3%	0.5%	0.5%	0.9%	0.9%
3 Cars	0.2%	0.2%	0.2%	0.2%	0.2%
4 Cars & Over	0.2%	0.2%	0.2%	0.2%	0.2%
One Person Other Households					
All Households	75,631	161,017	722,033	3,210,799	3,376,272
No Car	55.1%	48.8%	47.4%	38.2%	38.2%
1 Car	42.3%	47.6%	49.0%	56.3%	56.4%
2 Cars	2.2%	3.0%	3.0%	4.5%	4.5%
3 Cars	0.3%	0.4%	0.4%	0.6%	0.6%
4 Cars & Over	0.2%	0.2%	0.2%	0.3%	0.3%

*Excludes London

Source: 2001 Census © Crown Copyright (ST 62)

Proportions sum vertically

For Tyne & Wear districts (Table 2.2), again rates are highest in North Tyneside. Gateshead and Sunderland generally have the lowest rates for all forms of one person household.

Table 2.2 Car Ownership: One Person Households, Tyne & Wear Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
One Person Households					
All Households	28,176	39,101	28,027	21,438	34,137
No Car	70.5%	68.2%	63.2%	70.6%	69.0%
1 Car	27.8%	30.1%	35.1%	27.9%	29.2%
2 Cars	1.3%	1.3%	1.3%	1.1%	1.3%
3 Cars	0.2%	0.2%	0.2%	0.2%	0.3%
4 Cars & Over	0.2%	0.2%	0.2%	0.2%	0.2%
One Person Pensioner Households					
All Households	13,935	18,014	14,258	11,463	17,578
No Car	84.0%	81.2%	78.0%	81.6%	82.4%
1 Car	15.3%	18.1%	21.4%	17.8%	16.9%
2 Cars	0.3%	0.4%	0.3%	0.3%	0.3%
3 Cars	0.2%	0.2%	0.1%	0.1%	0.2%
4 Cars & Over	0.2%	0.2%	0.2%	0.2%	0.3%
One Person Other Households					
All Households	14,241	21,087	13,769	9,975	16,559
No Car	57.3%	57.1%	47.9%	58.0%	54.9%
1 Car	40.0%	40.4%	49.3%	39.6%	42.4%
2 Cars	2.3%	2.1%	2.3%	1.9%	2.2%
3 Cars	0.3%	0.2%	0.3%	0.2%	0.4%
4 Cars & Over	0.2%	0.1%	0.2%	0.2%	0.2%

Source: 2001 Census © Crown Copyright (ST62)

Proportions sum vertically

2.2 One family and no other households

Car ownership is significantly higher than overall for one family households (over 70%) and couple family households (over 80%) (Table 2.3). In Tyne & Wear, almost three-quarters (71.9%) of one family [& no other] households have access to at least one car, and nearly a third of these households have access to two cars (20.6%). This compares with a rate of 85.3% in England & Wales. For ownership of one car per household, the proportions are similar across comparator areas. However for households with two or more cars, the rate for England & Wales is 1.71 times (at 40.8%) the rate in Tyne & Wear (at 23.9%).

Car ownership is higher still for couple family households. A breakdown for this household type, by couple families with/without children, and with non-dependent children, will be given below. Over 80% of couple family households have access to at least one car (83.2%) and a third of these households have access to two or more cars. The proportion for England & Wales is almost 10 percentage points higher than for Tyne & Wear at 92.3%. Indeed, in England & Wales, ownership of two cars is more prevalent amongst couples (41.9%), than ownership of just one car (40.2%).

For one family pensioner households in Tyne & Wear, 40.6% of households do not have access to a car, exactly half the proportion for single pensioner households (81.4%). This Tyne & Wear proportion is also half the proportion for England & Wales (21.2%).

Table 2.3 Car Ownership: One Family & No Other Households, Tyne & Wear in Context

	Tyne & Wear	North East	Metropolitan Counties*	England	England & Wales
One Family & No Other Households					
All Households	285,731	684,885	2,805,551	12,931,601	13,715,989
No Car	28.1%	22.8%	21.4%	14.7%	14.7%
1 Car	48.0%	47.7%	46.3%	44.3%	44.5%
2 Cars	20.6%	24.8%	27.1%	33.2%	33.1%
3 Cars	2.7%	3.7%	4.1%	6.0%	6.0%
4 Cars & Over	0.6%	0.9%	1.0%	1.7%	1.7%
One Family & No Others - All Pensioners					
All Households	38,878	94,448	369,683	1,826,453	1,942,737
No Car	40.6%	34.1%	31.1%	21.4%	21.2%
1 Car	53.9%	58.2%	59.3%	63.4%	63.6%
2 Cars	5.1%	7.3%	9.0%	14.1%	14.0%
3 Cars	0.2%	0.4%	0.4%	0.9%	0.9%
4 Cars & Over	0.1%	0.2%	0.2%	0.3%	0.3%
One Family & No Others - Couple Family Households					
All Households	193,952	475,719	1,924,590	9,170,270	9,709,766
No Car	16.8%	12.8%	11.5%	7.8%	7.7%
1 Car	50.6%	48.0%	45.4%	40.1%	40.2%
2 Cars	28.0%	32.9%	36.0%	41.9%	41.9%
3 Cars	3.8%	5.1%	5.7%	7.9%	7.9%
4 Cars & Over	0.8%	1.2%	1.4%	2.3%	2.3%

*Excludes London

Source: 2001 Census © Crown Copyright (ST 62)

Proportions sum vertically

Across all types of one family household, the highest rates of car ownership are seen again in North Tyneside and Sunderland, and the lowest generally in Newcastle and South Tyneside (Table 2.4). Interestingly Sunderland's rates of ownership for three or more cars are very high. At 3.1% for all one family households, and 4.3% for couple family households, both are significantly higher than in Tyne & Wear 2.7% and 3.8% respectively).

Table 2.4 Car Ownership: One Family & No Other Households, Tyne & Wear Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
One Family & No Other Households					
All Households	52,534	61,539	53,704	41,491	76,464
No Car	28.7%	31.4%	23.1%	30.9%	27.0%
1 Car	47.8%	46.0%	50.6%	48.0%	47.9%
2 Cars	20.2%	19.7%	22.9%	18.1%	21.3%
3 Cars	2.7%	2.3%	2.8%	2.5%	3.1%
4 Cars & Over	0.7%	0.5%	0.6%	0.5%	0.7%
One Family & No Others - All Pensioners					
All Households	7,208	8,337	7,945	5,790	9,598
No Car	42.1%	41.3%	35.2%	43.4%	41.8%
1 Car	52.8%	52.3%	58.6%	52.3%	53.2%
2 Cars	4.7%	6.1%	5.9%	4.1%	4.6%
3 Cars	0.2%	0.2%	0.2%	0.2%	0.2%
4 Cars & Over	0.2%	0.1%	0.1%	0.1%	0.2%
One Family & No Others - Couple Family Households					
All Households	35,672	41,460	37,006	26,951	52,863
No Car	17.4%	20.0%	13.1%	18.1%	15.9%
1 Car	50.5%	49.1%	51.6%	52.0%	50.3%
2 Cars	27.5%	26.9%	30.6%	25.5%	28.5%
3 Cars	3.7%	3.3%	3.9%	3.6%	4.3%
4 Cars & Over	0.9%	0.7%	0.8%	0.8%	1.0%

Source: 2001 Census © Crown Copyright (ST62)

Proportions sum vertically

2.3 One family and no others – couple and lone parent families

Amongst all couple families, rates of car ownership are very high, 82.6% in Tyne & Wear had access to at least one car or van (Table 2.5). This proportion decreases to 81% for couple families with no children, but increases for couple families with children. This is true of couples with dependent children where the Tyne & Wear proportion increases to almost 85%, but still 8.4 percentage points lower than England & Wales (at 93.2%). Generally proportions across all couple families are around 8.5-10 percentage points above Tyne & Wear in England & Wales.

Amongst couples with dependent children, the rate of ownership of two cars is [remarkably] higher than the rate of ownership of just one car in England & Wales [and England]. For Tyne & Wear, as in the NE and the Mets, the proportion with one car is highest. For couple families with non-dependent children however, only Tyne & Wear has a higher proportion of families with just one car than with two cars.

Conversely, amongst all lone parent households, car ownership rates are very low (39.6% in Tyne & Wear), brought down by lower rates amongst lone parent families with dependent children. Just a third (33.9%) of these families have access to at least one car, and they are over two-and-a-half times less likely as couple families with dependent children to have access to a car.

Amongst Tyne & Wear districts (Table 2.6), North Tyneside has the highest rates of ownership, and Newcastle the lowest. Newcastle's car ownership rate is very low for lone parents, and particularly with dependent children. Under 30% of these lone parent families have access to at least one car or van. [Newcastle residents' proximity to services and its being relatively well-served by public transport may well be important factors in lone parents choosing to live in Newcastle – Ed.]

Table 2.5 Car Ownership: Couple and Lone Parent Households - Tyne & Wear in Context

	Tyne & Wear	North East	Metropolitan Counties*	England	England & Wales
Couple Family No Children					
All Households	179,890	204,737	710,376	3,633,319	3,838,056
No Car	14.2%	9.0%	12.9%	9.0%	9.0%
1 Car	53.3%	45.4%	50.6%	45.4%	45.2%
2 Cars	29.6%	40.3%	33.3%	40.3%	40.4%
3 Cars	2.4%	4.3%	2.6%	4.3%	4.4%
4 Cars & Over	0.6%	1.1%	0.6%	1.1%	1.1%
Couple Family Dependent Children					
All Households	218,928	251,847	911,651	4,252,408	4,504,255
No Car	11.9%	6.9%	10.7%	6.9%	6.9%
1 Car	48.3%	39.9%	45.5%	39.9%	39.8%
2 Cars	34.9%	44.8%	38.3%	44.8%	44.9%
3 Cars	4.0%	6.6%	4.4%	6.6%	6.6%
4 Cars & Over	0.9%	1.8%	1.0%	1.8%	1.8%
Couple Family Non-Dependent Children					
All Households	76,901	82,912	302,563	1,284,543	1,367,455
No Car	12.4%	6.9%	10.8%	6.9%	7.0%
1 Car	34.6%	26.6%	32.6%	26.6%	26.5%
2 Cars	34.7%	36.7%	35.3%	36.7%	36.6%
3 Cars	14.8%	22.3%	16.9%	22.3%	22.4%
4 Cars & Over	3.6%	7.4%	4.4%	7.4%	7.5%
Lone Parent Family					
All Households	114,718	128,608	511,278	1,934,878	2,063,486
No Car	55.2%	41.6%	51.6%	41.6%	41.6%
1 Car	37.9%	46.5%	40.5%	46.5%	46.5%
2 Cars	6.0%	9.8%	6.7%	9.8%	9.8%
3 Cars	0.8%	1.7%	1.0%	1.7%	1.7%
4 Cars & Over	0.2%	0.4%	0.2%	0.4%	0.4%
Lone Parent Family with Dependent Children					
All Households	78,371	87,965	352,893	1,311,974	1,399,939
No Car	60.7%	46.4%	56.9%	46.4%	46.3%
1 Car	36.4%	48.0%	39.7%	48.0%	48.1%
2 Cars	2.6%	4.7%	2.9%	4.7%	4.7%
3 Cars	0.3%	0.7%	0.4%	0.7%	0.7%
4 Cars & Over	0.1%	0.2%	0.1%	0.2%	0.2%
Lone Parent Family with Non-Dependent Children					
All Households	36,347	40,643	158,385	622,904	663,547
No Car	43.3%	31.5%	39.7%	31.5%	31.6%
1 Car	41.1%	43.3%	42.4%	43.3%	43.2%
2 Cars	13.4%	20.5%	15.2%	20.5%	20.5%
3 Cars	1.8%	3.9%	2.3%	3.9%	3.9%
4 Cars & Over	0.4%	0.8%	0.5%	0.8%	0.8%

*Excludes London

Source: 2001 Census © Crown Copyright (ST62)

Proportions sum vertically

Table 2.6 Car Ownership: Couple and Lone Parent Households, Tyne & Wear Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
Couple Family No Children					
All Households	13,739	15,995	14,547	9,468	18,423
No Car	19.2%	22.6%	14.5%	20.6%	18.4%
1 Car	56.2%	52.4%	56.6%	56.6%	55.4%
2 Cars	22.7%	23.3%	26.9%	21.0%	24.3%
3 Cars	1.5%	1.4%	1.8%	1.5%	1.5%
4 Cars & Over	0.4%	0.3%	0.3%	0.3%	0.4%
Couple Family Dependent Children					
All Households	15,879	19,174	16,815	12,636	24,702
No Car	16.1%	18.1%	11.8%	16.1%	14.4%
1 Car	50.3%	48.9%	51.7%	53.7%	52.0%
2 Cars	29.9%	29.6%	33.0%	26.8%	29.7%
3 Cars	3.0%	2.8%	2.8%	2.8%	3.2%
4 Cars & Over	0.7%	0.6%	0.8%	0.6%	0.7%
Couple Family Non-Dependent Children					
All Households	6,054	6,291	5,644	4,847	9,738
No Car	16.5%	18.9%	13.8%	18.2%	15.0%
1 Car	38.1%	41.6%	38.1%	38.6%	36.4%
2 Cars	32.0%	28.3%	32.9%	31.3%	33.3%
3 Cars	10.9%	9.3%	12.8%	9.9%	12.7%
4 Cars & Over	2.6%	1.8%	2.5%	2.0%	2.6%
Lone Parent Family					
All Households	9,654	11,742	8,753	8,750	14,003
No Car	60.8%	65.0%	54.4%	62.2%	58.9%
1 Car	33.9%	30.7%	39.1%	32.8%	34.9%
2 Cars	4.6%	3.7%	5.7%	4.4%	5.5%
3 Cars	0.5%	0.5%	0.6%	0.5%	0.6%
4 Cars & Over	0.2%	0.1%	0.2%	0.1%	0.1%
Lone Parent Family with Dependent Children					
All Households	6,503	7,895	6,007	5,929	9,342
No Car	66.5%	71.0%	59.7%	68.2%	64.6%
1 Car	31.3%	27.4%	38.0%	29.8%	32.9%
2 Cars	1.9%	1.4%	2.1%	1.7%	2.3%
3 Cars	0.2%	0.2%	0.1%	0.2%	0.2%
4 Cars & Over	0.1%	0.1%	0.0%	0.1%	0.1%
Lone Parent Family with Non-Dependent Children					
All Households	3,151	3,847	2,746	2,821	4,661
No Car	49.0%	52.9%	42.9%	49.5%	47.6%
1 Car	39.3%	37.5%	41.7%	39.1%	39.0%
2 Cars	10.2%	8.4%	13.4%	10.0%	11.8%
3 Cars	1.2%	1.0%	1.7%	1.1%	1.4%
4 Cars & Over	0.3%	0.2%	0.4%	0.2%	0.3%

Source: 2001 Census © Crown Copyright (ST62)

Proportions sum vertically

2.4 Other households – Student households

Note: Tables 2.7 and 2.8 present data for all other households; however, the most notable group, ‘all student households’, will be discussed here. Generally, the proportions of ‘other households’ with three or more cars are higher than for ‘all households’ probably because of larger household sizes in these ‘Other’ groups.

‘All student households’ are the only type of household where car ownership rates are very similar across all comparator areas (Table 2.7). Tyne & Wear’s ownership remains a little low for this group. At 55.6% this is two percentage points lower than in England & Wales, however the lowest rate was not in Tyne & Wear but in the Mets at 55.3%. Ownership of two cars for Tyne & Wear student households (at 16.3%) is higher than for all households at (14.1%), and higher than in the NE and Met counties (15.9% and 15.7% respectively). [This is an indirect indicator of the prosperity of Tyne & Wear’s student intake, which is entirely confined to Newcastle – Ed.] The proportion of Tyne & Wear student households with three or more cars, at 9.8% is very close to England & Wales and England, at about 10% of student households.

Table 2.7 Car Ownership: Other, Tyne & Wear in Context

	Tyne & Wear	North East	Metropolitan Counties*	England	England & Wales
Other Households					
All Households	26,214	53,673	287,169	1,369,562	1,441,874
No Car	39.3%	34.5%	30.7%	25.2%	25.4%
1 Car	37.2%	38.0%	38.3%	36.5%	36.5%
2 Cars	17.4%	20.1%	22.4%	26.0%	25.9%
3 Cars	4.7%	5.6%	6.5%	8.9%	8.9%
4 Cars & Over	1.5%	1.8%	2.1%	3.3%	3.3%
Other Households with Dependent Children					
All Households	9,315	20,506	115,680	458,369	484,067
No Car	38.1%	32.6%	28.2%	21.5%	21.6%
1 Car	39.5%	39.9%	41.0%	38.4%	38.5%
2 Cars	17.0%	20.4%	22.5%	27.2%	27.2%
3 Cars	4.3%	5.7%	6.4%	9.5%	9.5%
4 Cars & Over	1.0%	1.5%	1.9%	3.3%	3.3%
Other Households - All Students					
All Households	3,044	4,415	24,159	79,143	84,277
No Car	44.4%	44.0%	44.7%	42.0%	42.5%
1 Car	29.5%	31.2%	31.0%	30.4%	30.4%
2 Cars	16.3%	15.9%	15.7%	17.4%	17.2%
3 Cars	6.2%	5.6%	5.9%	6.9%	6.8%
4 Cars & Over	3.6%	3.3%	2.8%	3.2%	3.2%
Other Households - All Pensioners					
All Households	1,918	4,373	17,350	82,384	88,785
No Car	62.6%	56.7%	54.4%	42.4%	42.7%
1 Car	31.9%	35.6%	37.6%	43.8%	43.6%
2 Cars	4.9%	6.9%	7.0%	12.1%	12.0%
3 Cars	0.4%	0.5%	0.7%	1.3%	1.3%
4 Cars & Over	0.2%	0.3%	0.4%	0.4%	0.4%
Other Households - Other					
All Households	11,937	24,379	129,980	749,666	784,745
No Car	35.2%	30.4%	27.1%	23.8%	24.1%
1 Car	38.1%	38.2%	37.3%	35.2%	35.1%
2 Cars	20.0%	23.1%	25.5%	27.8%	27.7%
3 Cars	5.2%	6.3%	7.6%	9.6%	9.5%
4 Cars & Over	1.6%	2.1%	2.5%	3.6%	3.6%

* Excludes London

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Proportions sum vertically

Car ownership rates are highest in the two university cities of Newcastle and Sunderland (Table 2.8). In both cities the *majority* of 'all student households' had at least one car. Rates are higher in Newcastle at 56.8% (Sunderland 53.3%). [Note: of the 'all student households' in Tyne & Wear over 2,400 (c80%) are in Newcastle and 15% in Sunderland] The rate for students with two or more cars is also higher, at just over a ¼ of all students (Newcastle 27.7%) and Sunderland also over a ¼ (at 26.0%). Newcastle's rate was raised by its much larger proportion of student households with access to four or more cars at 4.3% (Sunderland 1.0%).

Table 2.8 Car Ownership Other, Tyne & Wear Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
Other Households					
All Households	3,557	10,603	3,132	3,167	5,755
No Car	40.4%	40.8%	34.2%	41.7%	37.3%
1 Car	37.4%	34.6%	40.5%	38.9%	38.9%
2 Cars	17.0%	17.3%	19.6%	15.3%	17.8%
3 Cars	4.3%	5.0%	4.7%	3.6%	4.9%
4 Cars & Over	1.0%	2.3%	1.0%	0.6%	1.1%
Other Households with Dependent Children					
All Households	1,448	2,826	1,230	1,384	2,427
No Car	38.6%	42.3%	33.2%	40.7%	34.0%
1 Car	38.0%	37.7%	41.0%	39.9%	41.7%
2 Cars	18.2%	14.8%	19.2%	15.3%	18.6%
3 Cars	4.4%	4.0%	5.1%	3.6%	4.7%
4 Cars & Over	0.8%	1.2%	1.5%	0.5%	1.1%
Other Households - All Students					
All Households	24	2,446	22	73	480
No Car	58.3%	43.2%	63.6%	58.9%	46.7%
1 Car	29.2%	30.1%	22.7%	24.7%	27.3%
2 Cars	12.5%	15.8%	13.6%	12.3%	19.8%
3 Cars	0.0%	6.6%	0.0%	4.1%	5.2%
4 Cars & Over	0.0%	4.3%	0.0%	0.0%	1.0%
Other Households - All Pensioners					
All Households	344	578	282	278	435
No Car	62.8%	63.8%	54.3%	59.7%	68.3%
1 Car	32.0%	30.8%	40.4%	32.7%	27.4%
2 Cars	5.2%	4.8%	5.3%	6.5%	3.4%
3 Cars	0.0%	0.0%	0.0%	1.1%	0.9%
4 Cars & Over	0.0%	0.5%	0.0%	0.0%	0.0%
Other Households - Other					
All Households	1,741	4,753	1,598	1,432	2,413
No Car	37.2%	35.8%	31.0%	38.3%	33.2%
1 Car	38.0%	35.6%	40.5%	39.8%	40.5%
2 Cars	18.3%	21.0%	22.6%	17.0%	19.1%
3 Cars	5.2%	5.3%	5.2%	4.0%	5.8%
4 Cars & Over	1.4%	2.2%	0.7%	0.9%	1.4%

Source: 2001 Census © Crown Copyright (ST62)

Proportions sum vertically

3 CAR OWNERSHIP BY TENURE

The accessibility of cars or vans varies greatly across household tenure types. Almost three quarters (72.5%) of Tyne & Wear households living in social rented accommodation had no access to a car or van. Conversely well over three-quarters of households (77.7%) who own their home have access to a car or van. Indeed over a fifth of these households (21.6%) have access to two cars. (Table 3.1).

Amongst households that own their home, the car ownership rate in Tyne & Wear is high at 77.7%; however, the rate for England & Wales is over seven percentage points higher at 85.1%. The proportion of 'owned' households with two or more cars (25.4%) is over one and a half times the proportion for all Tyne & Wear households (16.6%). However, the rate for England & Wales is also one and a half times the proportion for Tyne & Wear (at 38.0%).

Ownership of two or more cars is very low amongst social renting households; the proportion for Tyne & Wear, at just 3.0% of households compares with a proportion of 16.6%, five and a half times that, for all households. This Tyne & Wear ownership rate of 3.0% is less than half the rate for England & Wales, at 6.7%.

Car ownership rates for private rented (PRS) households were about 13 percentage points higher than for social rented households in Tyne & Wear (still very low at 41.4%), but 16.5 percentage points lower than in England & Wales. For PRS tenure, Tyne & Wear's proportion of households with two or more cars, at 8.7% was almost three percentage points below the North East at 11.6%. This Tyne & Wear proportion was almost half that for England & Wales, at 16.3%.

District analyses

Previous analyses of the car ownership patterns of the Tyne & Wear districts have shown big disparities amongst the districts. For 'owned' households however, the spread of no car rates is very narrow, 21.1%-23.7% (Table 3.2). This is not the case for social rented and private rented households. For social rented, Sunderland has the highest car ownership rate. At just 30.2% this is 1.2 percentage points higher than for North Tyneside. In Newcastle under a quarter (23.7%) of social rented households had access to at least one car or van.

For private rented (PRS) households, Newcastle comes out top with 46.5% of households having access to at least one car or van. This is higher than in North Tyneside (42.2%) and seven percentage points higher than in Sunderland (39.5%). [This indirectly suggests greater prosperity in the PRS in Newcastle, than in the other Districts – Ed.]

Newcastle's proportion of private renting households with two or more cars is also relatively high, at 12.5%; this is 1.7 times the proportions for North Tyneside (7.1%) and Sunderland (7.4%), and 2.3 times the proportions for Gateshead (5.3%) and South Tyneside (5.6%). Newcastle's rate is almost four percentage points higher than for Tyne & Wear as a whole (8.7%), but about three-quarters of England & Wales' rate (16.6%).

Table 3.1 Car Ownership by Tenure, Tyne & Wear in Context

	Tyne & Wear	North East	Met. Counties*	England	England & Wales
OWNED					
All households	271,847	678,407	2,903,073	14,054,122	14,916,463
None	60,629	128,840	541,600	2,091,505	2,223,887
One	142,276	346,950	1,428,116	6,600,034	7,018,955
Two	58,650	169,054	772,974	4,274,756	4,524,928
Three	8,301	26,798	127,451	833,615	881,050
Four or more	1,991	6,765	32,932	254,212	267,643
(%)					
None	22.3	19.0	18.7	14.9	14.9
One	52.3	51.1	49.2	47.0	47.1
Two	21.6	24.9	26.6	30.4	30.3
Three	3.1	4.0	4.4	5.9	5.9
Four or more	0.7	1.0	1.1	1.8	1.8
SOCIAL RENTED					
All households	151,814	294,723	1,125,029	3,940,727	4,157,251
None	110,039	205,902	752,877	2,362,573	2,489,281
One	37,173	78,534	326,001	1,315,793	1,392,629
Two	3,874	8,703	39,172	220,151	231,120
Three	531	1,135	5,078	31,948	33,459
Four or more	197	449	1,901	10,262	10,762
(%)					
None	72.5	69.9	66.9	60.0	59.9
One	24.5	26.6	29.0	33.4	33.5
Two	2.6	3.0	3.5	5.6	5.6
Three	0.3	0.4	0.5	0.8	0.8
Four or more	0.1	0.2	0.2	0.3	0.3
PRIVATE RENTED/LIVING RENT FREE					
All households	39,160	93,160	464,013	2,456,577	2,586,758
None	22,962	48,477	252,548	1,034,308	1,089,015
One	12,767	33,804	164,348	1,019,891	1,074,782
Two	2,676	8,762	37,713	323,674	339,909
Three	513	1,536	6,730	58,723	61,927
Four or more	242	581	2,674	19,981	21,125
(%)					
None	58.6	52.0	54.4	42.1	42.1
One	32.6	36.3	35.4	41.5	41.5
Two	6.8	9.4	8.1	13.2	13.1
Three	1.3	1.6	1.5	2.4	2.4
Four or more	0.6	0.6	0.6	0.8	0.8

*Excludes London

Source: 2001 Census © Crown Copyright (ST60)

Proportions sum vertically

Table 3.2 Car Ownership by Tenure, Tyne & Wear Districts

	Gateshead	Newcastle	North Tyneside	South Tyneside	Sunderland
OWNED					
All households	48,975	59,314	56,336	37,143	70,082
None	11,219	14,073	11,869	8,712	14,753
One	25,365	30,852	30,245	19,730	36,090
Two	10,516	12,394	12,232	7,402	16,106
Three	1,489	1,612	1,613	1,060	2,527
Four or more	386	383	377	239	606
(%)					
None	22.9	23.7	21.1	23.5	21.1
One	51.8	52.0	53.7	53.1	51.5
Two	21.5	20.9	21.7	19.9	23.0
Three	3.0	2.7	2.9	2.9	3.6
Four or more	0.8	0.6	0.7	0.6	0.9
SOCIAL RENTED					
All households	28,913	37,205	21,686	25,010	39,006
None	20,956	28,386	15,393	18,074	27,236
One	7,057	7,924	5,616	6,184	10,390
Two	759	733	595	638	1,149
Three	104	119	60	80	174
Four or more	37	43	22	34	57
(%)					
None	72.5	76.3	71.0	72.3	69.8
One	24.4	21.3	25.9	24.7	26.6
Two	2.6	2.0	2.7	2.6	2.9
Three	0.4	0.3	0.3	0.3	0.4
Four or more	0.1	0.1	0.1	0.1	0.1
PRIVATE RENTED/LIVING RENT FREE					
All households	6,386	14,730	6,841	3,946	7,264
None	4,231	7,879	3,952	2,506	4,396
One	1,818	5,005	2,404	1,218	2,328
Two	293	1,332	423	178	453
Three	29	332	50	37	65
Four or more	15	182	12	7	22
(%)					
None	66.3	53.5	57.8	63.5	60.5
One	28.5	34.0	35.1	30.9	32.0
Two	4.6	9.0	6.2	4.5	6.2
Three	0.5	2.3	0.7	0.9	0.9
Four or more	0.2	1.2	0.2	0.2	0.3

Source: 2001 Census © Crown Copyright (ST60)

Proportions sum vertically

4 CAR OWNERSHIP BY ECONOMIC ACTIVITY

Car ownership rates are lowest amongst those economically inactive for 'Other' reasons (44.5% in Tyne & Wear have access to one or more cars), and the unemployed (47.4%) (Table 4.1). Rates are highest amongst the self-employed, 93.6% in Tyne & Wear - of which 12.7% have access to three or more cars – and the employed, at 81.3%.

Over three-quarters of Tyne & Wear's economically active population have access to one or more cars (79.3%), in comparison with just over half (55.4%) of the economically inactive population. Although this pattern of higher rates for the economically active can be seen across other comparator areas, the gap in Tyne & Wear is much wider, particularly than nationally. In England & Wales 88.4% of economically active people have access to one or more cars; the rate for inactive people is just under three-quarters (72.5%).

As well as for people inactive for Other reasons and the unemployed, car ownership rates are also slightly low for people looking after the family or home (LAF), permanently sick or disabled (PSD) or retired at between 52.0% and 56.2% in Tyne & Wear. For Tyne & Wear, as well as the NE and the Mets, rates are close for PSD, LAF and the retired. In England & Wales however, the rate for people LAF is over ten percentage points higher (75.7%) than for PSD and also well above 'Other' (62.5%).

Tyne & Wear's rate of ownership amongst the self-employed is only 2 percentage points short of the 95.3% in England & Wales. However, in England & Wales a fifth of the self-employed have access to three or more cars, six percentage points higher than in Tyne & Wear. Rates in the NE and Mets are about three percentage points higher for people with three or more cars.

District Car Ownership

Many of the lowest rates of car ownership were in Newcastle, with many of the highest in North Tyneside (Table 4.2). North Tyneside generally exceeds Tyne & Wear's car ownership by about 4-8 percentage points for all types of economic activity/inactivity, with one exception. At 14.6%, Sunderland's rate for self-employed with three or more cars is higher than in Tyne & Wear 12.7%. It is the only district to exceed Tyne & Wear's rate.

Table 4.1 Car Ownership by Economic Activity - TW in Context

		All Households	No Car/Van	One car	Two Cars	Three Cars	Four or more
TYNE & WEAR	All People	775,457	29.9%	45.4%	20.1%	3.7%	1.0%
	Economically Active						
	Employed	382,862	18.7%	49.4%	26.3%	4.6%	1.0%
	Self-employed	36,742	6.4%	40.6%	40.3%	9.4%	3.3%
	Unemployed	36,905	52.6%	35.4%	9.7%	1.9%	0.4%
	Full Time Student	19,376	25.6%	40.2%	25.4%	7.0%	1.8%
	Economically Inactive						
	Retired	115,256	43.8%	47.0%	8.1%	0.8%	0.2%
	Student	37,315	33.1%	38.2%	20.5%	5.8%	2.3%
	LAF	50,318	44.3%	40.5%	12.6%	2.1%	0.5%
NORTH EAST	Perm.sick/disab.	70,181	48.0%	41.9%	8.5%	1.3%	0.3%
	Other	26,502	55.5%	33.4%	8.8%	1.7%	0.6%
	Economically Active (Total)	475,885	20.7%	47.2%	26.1%	4.8%	1.2%
	Economically Inactive (Total)	299,572	44.6%	42.4%	10.6%	1.9%	0.6%
	All People	1,806,760	24.4%	45.4%	24.1%	4.8%	1.3%
	Economically Active						
	Employed	899,872	14.3%	47.1%	31.1%	6.0%	1.5%
	Self-employed	96,296	4.7%	35.9%	43.5%	11.6%	4.3%
	Unemployed	82,411	46.6%	37.8%	12.4%	2.5%	0.6%
MET COUNTIES*	Full Time Student	39,377	19.7%	39.3%	29.5%	9.2%	2.4%
	Economically Inactive						
	Retired	273,537	36.7%	51.0%	10.7%	1.2%	0.3%
	Student	76,748	27.0%	39.2%	24.7%	6.7%	2.3%
	LAF	120,366	37.2%	42.6%	16.5%	2.8%	0.8%
	Perm.sick/disab.	158,990	41.4%	45.6%	10.8%	1.8%	0.4%
	Other	59,163	49.7%	36.2%	11.1%	2.3%	0.7%
	Economically Active (Total)	1,117,956	16.1%	45.2%	30.7%	6.4%	1.7%
	Economically Inactive (Total)	688,804	37.9%	45.7%	13.4%	2.3%	0.7%
ENGLAND	All People	7,665,090	23.0%	44.1%	25.9%	5.5%	1.6%
	Economically Active						
	Employed	3,881,935	13.8%	45.2%	32.6%	6.7%	1.8%
	Self-employed	467,120	5.0%	35.3%	44.1%	11.5%	4.1%
	Unemployed	325,558	44.5%	38.3%	13.5%	2.9%	0.7%
	Full Time Student	191,378	21.1%	38.2%	29.0%	9.1%	2.7%
	Economically Inactive						
	Retired	1,061,934	34.3%	50.9%	12.7%	1.7%	0.4%
	Student	377,307	28.5%	38.9%	23.5%	6.8%	2.4%
	LAF	512,265	35.5%	42.5%	18.0%	3.1%	0.9%
ENGLAND & WALES	Perm.sick/disab.	567,406	41.6%	44.4%	11.5%	2.0%	0.5%
	Other	280,187	46.6%	37.4%	12.5%	2.6%	0.8%
	Economically Active (Total)	4,865,991	15.3%	43.5%	32.3%	7.0%	2.0%
	Economically Inactive (Total)	2,799,099	36.4%	45.1%	14.9%	2.8%	0.8%
	All People	34,996,864	16.9%	42.1%	30.9%	7.5%	2.6%
	Economically Active						
	Employed	18,591,178	11.0%	41.4%	36.1%	8.7%	2.8%
	Self-employed	2,945,036	4.8%	31.6%	44.9%	13.3%	5.4%
	Unemployed	1,177,487	36.6%	39.8%	17.8%	4.4%	1.4%
ENGLAND & WALES	Full Time Student	863,276	16.4%	34.5%	32.3%	12.5%	4.3%
	Economically Inactive						
	Retired	4,790,451	25.1%	54.2%	17.5%	2.6%	0.7%
	Student	1,468,341	23.6%	36.5%	27.2%	9.3%	3.4%
	LAF	2,313,468	24.1%	41.9%	27.0%	5.2%	1.7%
	Perm.sick/disab.	1,795,673	36.6%	45.6%	14.2%	2.8%	0.8%
	Other	1,051,954	37.5%	39.5%	17.2%	4.3%	1.5%
	Economically Active (Total)	23,576,977	11.7%	39.9%	36.1%	9.2%	3.1%
	Economically Inactive (Total)	11,419,887	27.7%	46.7%	20.1%	4.2%	1.3%
ENGLAND & WALES	All People	37,049,262	16.8%	42.2%	30.9%	7.5%	2.5%
	Economically Active						
	Employed	19,574,833	10.9%	41.5%	36.2%	8.7%	2.8%
	Self-employed	3,104,189	4.7%	31.5%	45.0%	13.4%	5.5%
	Unemployed	1,249,699	36.4%	39.9%	17.9%	4.4%	1.4%
	Full Time Student	908,080	16.3%	34.5%	32.4%	12.5%	4.4%
	Economically Inactive						
	Retired	5,096,571	24.9%	54.4%	17.5%	2.5%	0.7%
	Student	1,564,685	23.3%	36.5%	27.4%	9.4%	3.4%
	LAF	2,445,990	24.3%	42.1%	26.8%	5.2%	1.7%
ENGLAND & WALES	Perm.sick/disab.	1,982,771	35.9%	46.1%	14.4%	2.9%	0.8%
	Other	1,122,444	37.5%	39.6%	17.2%	4.2%	1.5%
	Economically Active (Total)	24,836,801	11.6%	39.9%	36.2%	9.2%	3.1%
	Economically Inactive (Total)	12,212,461	27.5%	46.9%	20.1%	4.1%	1.3%
	All People	37,049,262	16.8%	42.2%	30.9%	7.5%	2.5%
	Economically Active						
	Employed	19,574,833	10.9%	41.5%	36.2%	8.7%	2.8%
	Self-employed	3,104,189	4.7%	31.5%	45.0%	13.4%	5.5%
	Unemployed	1,249,699	36.4%	39.9%	17.9%	4.4%	1.4%
ENGLAND & WALES	Full Time Student	908,080	16.3%	34.5%	32.4%	12.5%	4.4%
	Economically Inactive						
	Retired	5,096,571	24.9%	54.4%	17.5%	2.5%	0.7%
	Student	1,564,685	23.3%	36.5%	27.4%	9.4%	3.4%
	LAF	2,445,990	24.3%	42.1%	26.8%	5.2%	1.7%
	Perm.sick/disab.	1,982,771	35.9%	46.1%	14.4%	2.9%	0.8%
	Other	1,122,444	37.5%	39.6%	17.2%	4.2%	1.5%
	Economically Active (Total)	24,836,801	11.6%	39.9%	36.2%	9.2%	3.1%
	Economically Inactive (Total)	12,212,461	27.5%	46.9%	20.1%	4.1%	1.3%

* Excludes London

Source: 2001 Census © Crown Copyright (ST61)

Proportions sum horizontally

Table 4.2 Car Ownership by Economic Activity - TW Districts

		All Households	No Car/Van	One car	Two Cars	Three Cars	Four or more
GATESHEAD							
Economically Active	All People	138,341	30.7%	45.3%	19.7%	3.5%	0.9%
	Employed	70,029	19.5%	49.1%	25.9%	4.4%	1.1%
	Self-employed	6,318	6.3%	38.9%	41.9%	9.6%	3.4%
	Unemployed	5,625	52.9%	35.2%	9.3%	2.2%	0.5%
	Full Time Student	2,797	22.7%	42.0%	26.3%	7.1%	1.9%
Economically Inactive	Retired	22,062	44.5%	46.5%	8.0%	0.8%	0.2%
	Student	4,470	30.9%	41.4%	21.4%	5.2%	1.1%
	LAF	8,889	46.5%	39.3%	11.7%	2.0%	0.5%
	Perm.sick/disab.	13,312	49.7%	41.0%	7.8%	1.2%	0.3%
	Other	4,839	58.5%	32.1%	7.5%	1.5%	0.5%
	Economically Active (Total)	84,769	20.8%	47.2%	26.0%	4.7%	1.2%
	Economically Inactive (Total)	53,572	46.3%	42.2%	9.6%	1.5%	0.4%
NEWCASTLE							
Economically Active	All People	187,019	34.0%	42.8%	18.6%	3.5%	1.2%
	Employed	85,713	22.4%	48.4%	24.3%	3.9%	1.0%
	Self-employed	9,712	7.5%	41.5%	39.0%	8.9%	3.0%
	Unemployed	8,852	57.2%	32.2%	8.7%	1.5%	0.4%
	Full Time Student	6,670	35.3%	36.4%	20.5%	6.0%	1.9%
Economically Inactive	Retired	25,069	45.9%	45.2%	7.8%	0.8%	0.2%
	Student	16,517	37.9%	33.8%	18.0%	6.5%	3.7%
	LAF	11,780	47.2%	37.9%	12.4%	1.9%	0.6%
	Perm.sick/disab.	15,679	55.7%	36.4%	6.7%	1.1%	0.2%
	Other	7,027	58.6%	30.5%	8.5%	1.6%	0.8%
	Economically Active (Total)	110,947	24.7%	45.7%	24.1%	4.3%	1.2%
	Economically Inactive (Total)	76,072	47.5%	38.4%	10.6%	2.4%	1.1%
NORTH TYNESIDE							
Economically Active	All People	108,733	31.7%	46.0%	18.3%	3.3%	0.7%
	Employed	52,253	19.2%	51.0%	24.8%	4.2%	0.9%
	Self-employed	4,684	6.8%	40.6%	40.2%	9.5%	2.8%
	Unemployed	6,827	54.4%	35.0%	8.7%	1.6%	0.2%
	Full Time Student	2,316	21.2%	44.9%	25.3%	7.3%	1.3%
Economically Inactive	Retired	16,759	46.4%	45.7%	6.8%	0.8%	0.2%
	Student	3,914	31.7%	43.7%	19.4%	4.2%	1.0%
	LAF	7,986	47.4%	39.4%	10.9%	1.9%	0.4%
	Perm.sick/disab.	10,175	48.8%	41.9%	7.7%	1.2%	0.4%
	Other	3,819	57.1%	32.6%	8.1%	1.8%	0.5%
	Economically Active (Total)	66,080	22.0%	48.4%	24.2%	4.4%	1.0%
	Economically Inactive (Total)	42,653	46.8%	42.3%	9.1%	1.5%	0.4%
SOUTH TYNESIDE							
Economically Active	All People	108,733	31.7%	46.0%	18.3%	3.3%	0.7%
	Employed	52,253	19.2%	51.0%	24.8%	4.2%	0.9%
	Self-employed	4,684	6.8%	40.6%	40.2%	9.5%	2.8%
	Unemployed	6,827	54.4%	35.0%	8.7%	1.6%	0.2%
	Full Time Student	2,316	21.2%	44.9%	25.3%	7.3%	1.3%
Economically Inactive	Retired	16,759	46.4%	45.7%	6.8%	0.8%	0.2%
	Student	3,914	31.7%	43.7%	19.4%	4.2%	1.0%
	LAF	7,986	47.4%	39.4%	10.9%	1.9%	0.4%
	Perm.sick/disab.	10,175	48.8%	41.9%	7.7%	1.2%	0.4%
	Other	3,819	57.1%	32.6%	8.1%	1.8%	0.5%
	Economically Active (Total)	66,080	22.0%	48.4%	24.2%	4.4%	1.0%
	Economically Inactive (Total)	42,653	46.8%	42.3%	9.1%	1.5%	0.4%
SUNDERLAND							
Economically Active	All People	202,867	28.1%	45.5%	21.2%	4.2%	1.0%
	Employed	101,043	16.6%	48.6%	28.1%	5.5%	1.2%
	Self-employed	8,770	5.7%	39.3%	40.4%	10.4%	4.2%
	Unemployed	9,875	50.3%	36.6%	10.4%	2.0%	0.6%
	Full Time Student	4,553	21.2%	39.4%	29.0%	8.5%	1.9%
Economically Inactive	Retired	29,348	43.8%	46.5%	8.5%	0.9%	0.3%
	Student	7,883	30.5%	40.2%	22.3%	5.9%	1.2%
	LAF	13,756	42.5%	42.1%	12.7%	2.2%	0.6%
	Perm.sick/disab.	20,754	43.1%	44.7%	10.1%	1.7%	0.3%
	Other	6,885	53.6%	34.7%	9.3%	1.8%	0.6%
	Economically Active (Total)	124,241	18.7%	46.7%	27.6%	5.7%	1.4%
	Economically Inactive (Total)	78,626	42.9%	43.6%	11.1%	1.9%	0.4%

Source: 2001 Census © Crown Copyright (ST61)

Proportions sum horizontally

5 CAR OWNERSHIP BY ETHNICITY

Cautions: this analysis of car ownership by ethnicity may be distorted by big differences in the age structures of ethnic groups. In particular, ethnic minorities tend to have very few retired people (who have low car ownership). In Tyne & Wear, most ethnic minorities (but not Bangladeshis and Blacks) have higher economic status than Whites and their same ethnic group in England & Wales. For details see TWRI's Census Topic Report on Ethnicity & Religion.

In Tyne & Wear, car ownership rates are significantly higher for some ethnic groups than overall. Patterns are similar for England & Wales, but the differences between ethnic groups and overall in England & Wales are less striking. In comparison with Tyne & Wear's figure for all households (58.2%) about three-quarters of Tyne & Wear's Indian and Pakistani households have access to at least one car or van (76.4% and 72.1% respectively) (Table 5.1). For Indian households around half of these car-owning households had two or more cars (39.2%), five percentage points higher than for England & Wales. The figure for the NE is higher still, 40.9% of Indian households have two or more cars. Chinese car ownership in Tyne & Wear is also very high, at 70% of households.

Car ownership rates in Tyne & Wear are lower than Overall for Blacks (45.1%), Mixed (49.7%) and, marginally, Bangladeshis (57.9%). Perhaps these low rates for Mixed and Bangladeshis can be explained by their very young age structures (39.7% of the Mixed population in Tyne & Wear are aged 0-15, 41.9% for Bangladeshis). Given that car ownership is thought to be positively correlated with incomes which are reduced by low employment rates, these low car ownership rates could be an effect of the following [very low] employment rates: Bangladeshis 38.6%, Blacks 45.6% and Mixed 49.0%.

Although England & Wales' overall car ownership rate (73.2%) is around 15 percentage points higher than in Tyne & Wear, this gap is much narrower amongst the ethnic groups. Tyne & Wear's proportions for Pakistanis and Bangladeshis (72.1% and 57.4% respectively) are actually slightly higher than in England & Wales (71.9% and 57.0% respectively). Proportions are relatively close for Chinese (71.2% England & Wales, 70.0% Tyne & Wear) and Indians (79.6% England & Wales, 76.4% Tyne & Wear). Generally, proportions for all other ethnic groups are about 9 percentage points higher in England & Wales, although the difference for Other Asians is huge at 17 percentage points (73.2% England & Wales, 56.3% Tyne & Wear).

Tyne & Wear Districts

Patterns for Tyne & Wear districts generally reflect patterns for Overall with higher rates in North Tyneside and Sunderland (Table 5.2). Ownership rates in North Tyneside for Indians and Chinese are exceptionally high, at 88% and 83.1% respectively. Oddly, given Tyne & Wear's very low rate of ownership for Blacks, North Tyneside's proportion of 71.9% is very high. This could be because employment rates for Blacks in North Tyneside are significantly higher than for all other districts (by about 12pp). Also oddly, given very high rates of ownership for Indians in all other districts, South Tyneside's rate of 60.4% is also very low. Lower employment rates for Indians in South Tyneside (15-20pps lower than for all other districts) probably have an effect here too.

Table 5.1 Car Ownership by Ethnicity - TW in context

				Two or more
<u>Tyne & Wear</u>	All households	No car	One car	cars
All HRPs	462,826	41.8%	41.5%	16.6%
White	452,610	41.9%	41.6%	16.5%
Mixed	1,727	50.3%	36.2%	13.5%
Indian	1,980	23.6%	37.2%	39.2%
Pakistani	1,595	27.9%	42.9%	29.2%
Bangladeshi	1,127	42.6%	44.5%	12.9%
Other Asian	725	43.7%	37.1%	19.2%
Black	1,009	54.9%	33.0%	12.1%
Chinese	1,184	30.0%	43.8%	26.2%
Other Ethnic Group	869	47.2%	33.9%	18.9%
<u>North East</u>				
All HRPs	1,066,303	35.9%	43.1%	21.0%
White	1,048,790	36.0%	43.1%	20.9%
Mixed	2,998	46.2%	37.9%	15.9%
Indian	3,264	20.3%	38.8%	40.9%
Pakistani	3,483	28.2%	44.4%	27.4%
Bangladeshi	1,369	41.1%	44.4%	14.5%
Other Asian	1,273	37.5%	35.7%	26.9%
Black	1,836	49.2%	35.6%	15.2%
Chinese	1,848	25.9%	46.0%	28.1%
Other Ethnic Group	1,442	42.4%	35.5%	22.1%
<u>Metropolitan Counties*</u>				
All HRPs	4,492,111	34.4%	42.7%	22.9%
White	4,173,011	34.3%	42.6%	23.1%
Mixed	31,411	48.5%	37.4%	14.1%
Indian	71,867	21.9%	45.8%	32.4%
Pakistani	83,493	31.5%	51.0%	17.6%
Bangladeshi	14,167	46.8%	42.4%	10.9%
Other Asian	13,567	33.8%	43.4%	22.8%
Black	79,958	49.7%	38.2%	12.1%
Chinese	14,665	33.2%	42.3%	24.5%
Other Ethnic Group	9,972	44.2%	38.9%	17.0%
<u>England</u>				
All HRPs	20,451,427	26.8%	43.7%	29.5%
White	19,059,718	26.2%	43.7%	30.1%
Mixed	141,878	40.8%	40.6%	18.6%
Indian	312,190	20.4%	45.5%	34.1%
Pakistani	170,332	28.2%	50.8%	21.1%
Bangladeshi	60,708	43.1%	44.9%	11.9%
Other Asian	79,447	26.8%	45.6%	27.6%
Black	480,208	46.2%	40.6%	13.2%
Chinese	75,384	29.0%	44.5%	26.4%
Other Ethnic Group	71,562	37.6%	43.2%	19.1%
<u>England & Wales</u>				
All HRPs	21,660,475	26.8%	43.8%	29.4%
White	20,250,117	26.2%	43.8%	30.0%
Mixed	146,309	40.7%	40.6%	18.6%
Indian	314,952	20.4%	45.4%	34.2%
Pakistani	172,510	28.1%	50.7%	21.2%
Bangladeshi	61,939	43.0%	45.0%	12.0%
Other Asian	80,748	26.8%	45.5%	27.7%
Black	483,282	46.2%	40.6%	13.2%
Chinese	77,384	28.8%	44.6%	26.6%
Other Ethnic Group	73,234	37.4%	43.2%	19.3%

* Excluding London

Source: 2001 Census © Crown Copyright (ST111)

Proportions sum horizontally

Table 5.2 Car Ownership by Ethnicity - TW districts

	All households	No car	One car	Two or more cars
Gateshead				
All HRPs	84,258	43.2%	40.6%	16.2%
White	83,187	43.2%	40.7%	16.1%
Mixed	238	55.9%	30.3%	13.9%
Indian	171	21.1%	39.8%	39.2%
Pakistani	155	25.8%	45.8%	28.4%
Bangladeshi	40	55.0%	27.5%	17.5%
Other Asian	86	52.3%	33.7%	14.0%
Black	139	51.8%	30.9%	17.3%
Chinese	123	23.6%	48.0%	28.5%
Other Ethnic Group	119	58.0%	31.9%	10.1%
Newcastle				
All HRPs	111,225	45.2%	39.4%	15.4%
White	106,085	45.5%	39.4%	15.1%
Mixed	657	51.9%	37.0%	11.1%
Indian	976	23.7%	37.7%	38.6%
Pakistani	1,183	28.7%	43.2%	28.1%
Bangladeshi	587	44.5%	42.2%	13.3%
Other Asian	320	46.3%	38.1%	15.6%
Black	391	62.1%	28.6%	9.2%
Chinese	588	40.0%	38.6%	21.4%
Other Ethnic Group	438	50.9%	34.2%	14.8%
North Tyneside				
All HRPs	84,877	36.8%	45.1%	18.1%
White	83,628	36.9%	45.1%	18.0%
Mixed	273	47.3%	36.3%	16.5%
Indian	234	12.0%	44.4%	43.6%
Pakistani	62	27.4%	27.4%	45.2%
Bangladeshi	112	29.5%	52.7%	17.9%
Other Asian	63	44.4%	36.5%	19.0%
Black	153	28.1%	52.3%	19.6%
Chinese	236	16.9%	55.9%	27.1%
Other Ethnic Group	116	47.4%	35.3%	17.2%
South Tyneside				
All HRPs	66,103	44.3%	41.1%	14.6%
White	64,798	44.4%	41.1%	14.5%
Mixed	307	47.2%	40.1%	12.7%
Indian	318	39.6%	29.2%	31.1%
Pakistani	90	24.4%	48.9%	26.7%
Bangladeshi	165	49.1%	41.2%	9.7%
Other Asian	127	28.3%	47.2%	24.4%
Black	140	59.3%	31.4%	9.3%
Chinese	60	10.0%	51.7%	38.3%
Other Ethnic Group	98	34.7%	43.9%	21.4%
Sunderland				
All HRPs	116,339	39.9%	41.9%	18.2%
White	114,908	39.9%	42.0%	18.1%
Mixed	219	52.1%	36.1%	11.9%
Indian	282	17.0%	34.4%	48.6%
Pakistani	106	20.8%	39.6%	39.6%
Bangladeshi	223	37.7%	50.7%	11.7%
Other Asian	140	45.0%	28.6%	26.4%
Black	176	54.5%	30.7%	14.8%
Chinese	181	24.3%	42.5%	33.1%
Other Ethnic Group	104	31.7%	27.9%	40.4%

Source: 2001 Census © Crown Copyright (ST111)

Proportions sum horizontally

Appendix 1: A Car Ownership Function

Below is a broad attempt to infer the rough numerical effect of certain drivers of car ownership:

In 2001, the probability of a household owning a car, $p(c)$ was:

$$P(c) = K + \text{Inc} + k(\text{Tenure}) + \text{EA} + \text{SE} + \text{DepChild} + \text{LP} + \text{Pensioner} + \text{Single} + \text{Urb}$$

K, the TW overall proportion or constant [which was 58% in 2001⁵]

Inc; Income has a powerful positive effect, measured here as the *District* average. Thus NT has the highest car ownership and ST the lowest. This appears to have an effect where roughly an extra £2,000+ of income* raises household car ownership rates by about 5 percentage points.

[* Income is here measured by average full-time earnings (from ASHE).]

K(Tenure) is +25pp for Owner-Occupied household

and -25pp for Social Rented household

[Tenure presumably acts as a reasonably good proxy for income].

[Inconsistently, *PRS tenure raises car ownership in Nc* but lowers it elsewhere.]

EA; Economic Activity raise car ownership by about 20 percentage points.

SE; Self-employment raises car-ownership by another 15pp, independently of EA.

[Having a job raises car ownership by about five percentage points from EA.]

DepChild; Dependent children raise household car ownership rates by about 13 percentage points.

The following four variables *lower* car ownership rates:

LP; Lone parent lowers car ownership by about 40 percentage points (but this, in turn, is a function of being single [-10pp, below] and of low income.

Pensioner *lowers* car ownership by another 14 percentage points.

Single *lowers* car ownership by ten percentage points.

Unemployed lowers car ownership by ten percentage points.

Urb is the effect of being in a major urban centre District (e.g. Newcastle); effectively the captures the negative effect of good public transport on car ownership rates. Urb has a value of about minus three percentage points (for Nc relative to TW overall)

All Student household has no effect in Newcastle, but is negative in other Districts.

[There may well be an effect from parental income here].

Caution: this function does not predict the number of cars, but only the approximate *proportion of households* with at least one car.

⁵ *Being a Met county (other than London) lowers car ownership by about 7 percentage points relative to England & Wales. This may be partly the effect of (lower) income and other social factors – besides the effect of being a large urban area (including denser public transport provision).*