

A Decade of Change in Korean Travel Patterns

From 2000 To 2010





Car Ownership

The number of registered cars

- The number of registered cars in Korea have increased by 34.4% comparing to 10 years ago.
5,607,000 cars⁽²⁰⁰⁰⁾ → 7,535,000 cars⁽²⁰¹⁰⁾
- Especially, Gwangju shows 53.9% increase. Daejeon and Ulsan show nearly 50% increase.

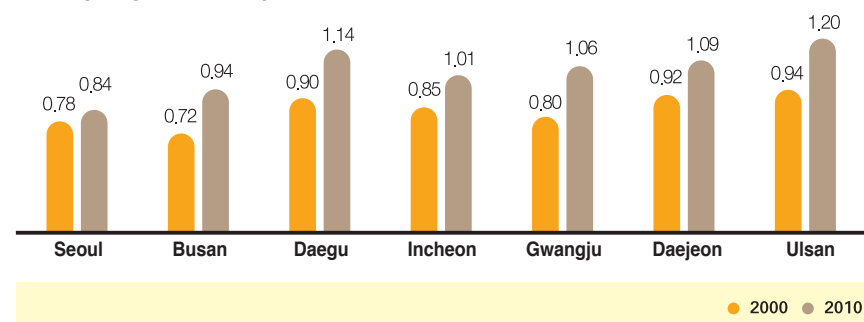
The average number of registered cars per household

- The number of registered cars per household living in city 0.81car⁽²⁰⁰⁰⁾ → 0.95car⁽²⁰¹⁰⁾
- Ulsan shows the highest average number of registered cars per household (1.20car) and Seoul shows the lowest (0.84car) in 2010.

| The number of registered cars |

classification	area	2000	2006	2010
average car ownership per household (no of cars/household)	whole country	0.83	0.98	1.05
	cities	0.81	0.92	0.95
average car ownership per person (no of cars/person)	whole country	0.26	0.33	0.37
	cities	0.25	0.30	0.33

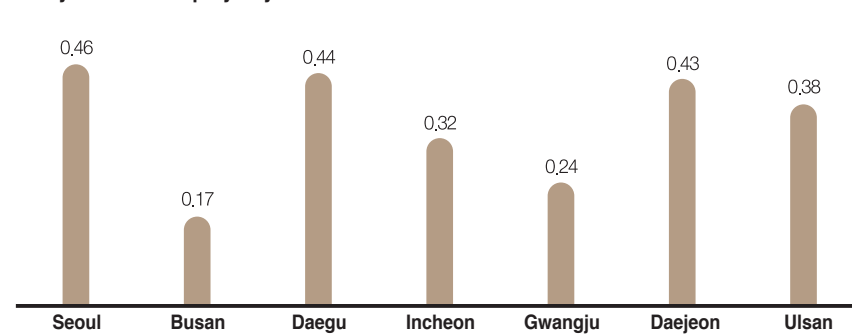
| Average registered cars per household |



Bicycle ownership by city

- Seoul shows the highest average of bicycle ownership in 2010 (0.46), Busan shows the lowest (0.17).

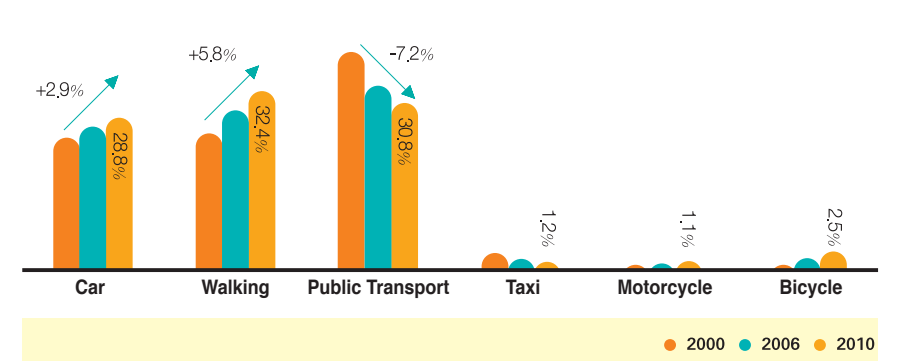
| Bicycle ownership by city |



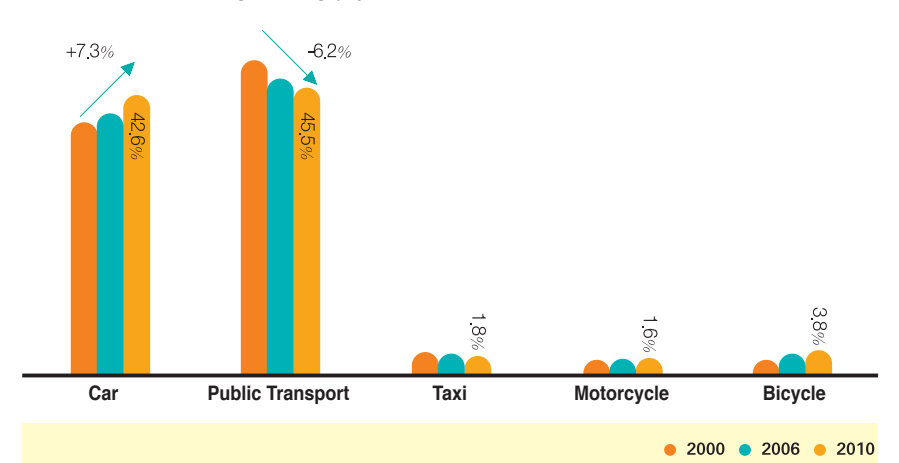
Mode Share

- The mode share of car/walking/bicycle have increased, the share ratios of public transportation and taxi have decreased.

| Mode share including walking (%) |



| Mode share excluding walking (%) |



Public transportation

- The share ratio of public transportation decreased.
38.0%⁽²⁰⁰⁰⁾ → 30.8%⁽²⁰¹⁰⁾

Taxi

- The share ratio of taxi decreased.
2.2%⁽²⁰⁰⁰⁾ → 1.2%⁽²⁰¹⁰⁾
- Especially Ulsan shows a rapid decrease from 6.9% to 1.0%

Walking

- Comparing to 10 years ago, the share ratio of walking in all the cities have increased. (Daejeon shows the highest 37.0% in 2010.)



Mode Share by Age Groups

Preferred mode by age groups

- Except 60s, mainly-used transportation by age groups is similar to the one 10 years ago.

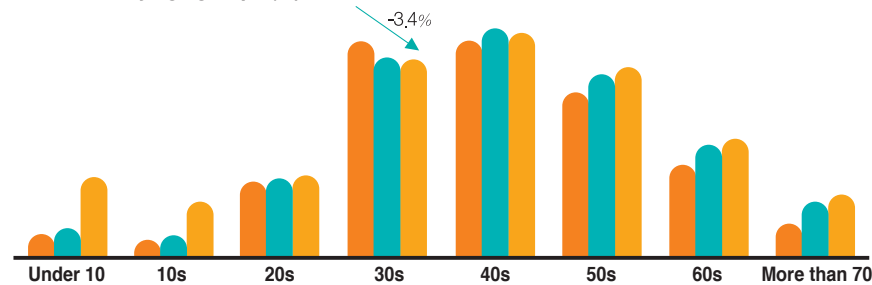
| Travel mode preference by age groups |

Classification	Walking	Car	Public transport
2000	under 10, over 70	30s, 40s	20s, 60s
2006	under 10, 60s, over 70	30s, 40s	20s
2010	under 10, 60s, over 70	30s, 40s	20s

Preferred mode by age groups

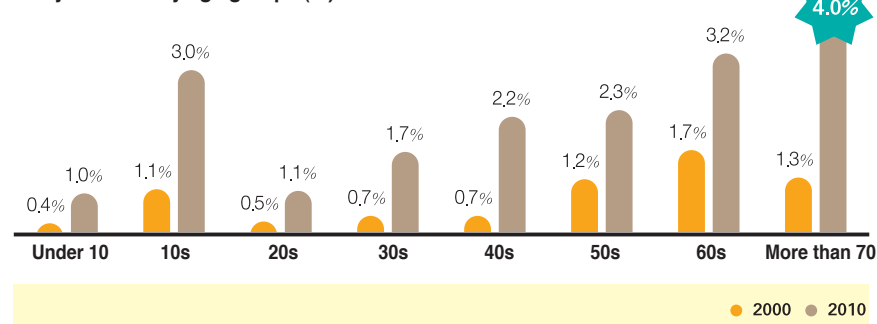
- The mode share of car of all age groups except 30s has increased comparing to 10 years ago.
 - Especially, age group, under 10 has doubled.
- Using bicycles of 40s (who rarely used bicycles) has evidently increased. In 2010, people over 70 show the highest share ratio of using bicycles (4.0%) comparing to the other age groups.

| Car share by age groups (%) |



Classification	Under 10	10s	20s	30s	40s	50s	60s	More than 70
2000	5.4%	4.1%	16.6%	46.3%	46.7%	35.4%	19.8%	7.6%
2006	6.9%	6.1%	17.1%	43.0%	48.7%	39.5%	24.4%	12.2%
2010	17.4%	12.2%	17.9%	42.9%	48.2%	40.6%	25.7%	13.8%

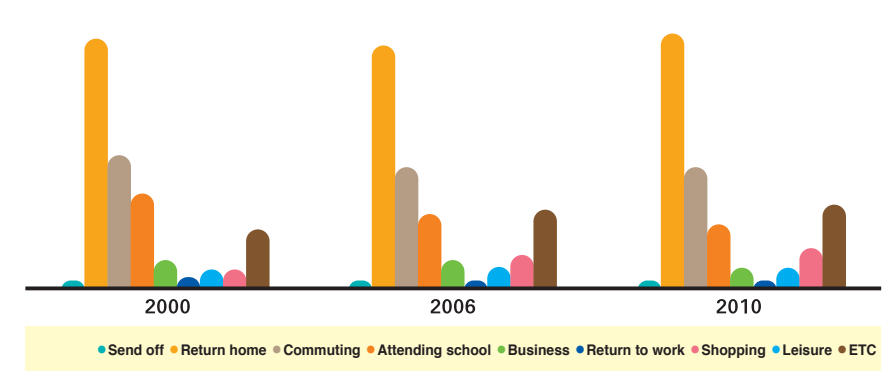
| Bicycle share by age groups (%) |



Mode Share by Trip Purposes

- Leisure trip shows 3% increase, attending school trip shows 5% decrease, and others are similar to 10 years ago.

| Mode share by trip purposes (%) |

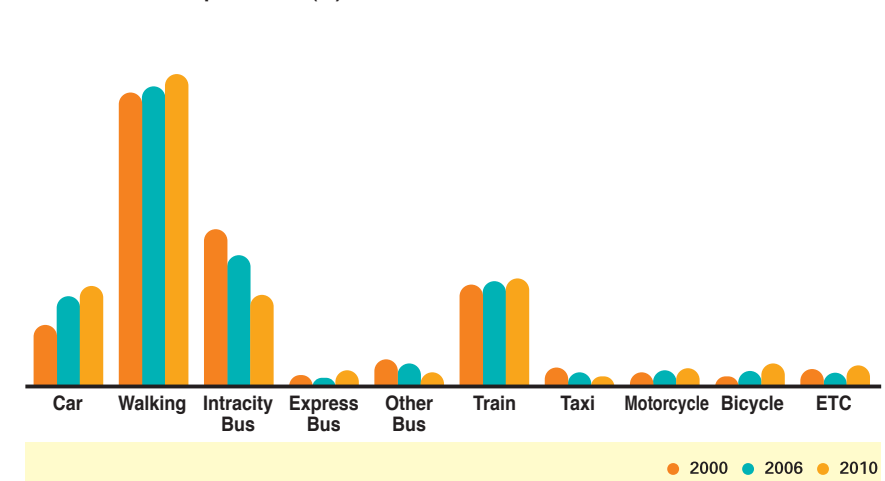


Classification	Send off	Return home	Commuting	attending school	Business	Return to work	Shopping	Leisure	ETC
2000	0.8%	45.1%	20.1%	14.5%	4.0%	1.2%	2.7%	2.9%	8.8%
2006	1.0%	44.3%	18.4%	11.2%	4.2%	1.1%	3.2%	4.9%	11.7%
2010	0.8%	45.9%	18.2%	9.5%	3.0%	0.9%	3.5%	5.8%	12.4%

Mode choice for trips to work

- Cars are mostly used and its ratio has increased when going to work comparing to 10 years ago.
- Walking/bicycle/train have increased. Intra-city bus/taxi have decreased.

| Mode share for trips to work (%) |



Classification	Walking	Car	Intracitcity Bus	Express Bus	Other Bus	Send off	Train	Motorcycle	Bicycle	ETC
2000	11.0%	40.0%	23.2%	1.0%	3.0%	15.9%	2.0%	1.3%	0.9%	1.7%
2006	14.4%	40.8%	19.8%	0.8%	2.5%	16.2%	1.2%	1.5%	1.5%	1.3%
2010	15.7%	42.2%	14.8%	1.9%	1.4%	16.6%	0.9%	1.7%	2.5%	2.3%



Car Occupancy

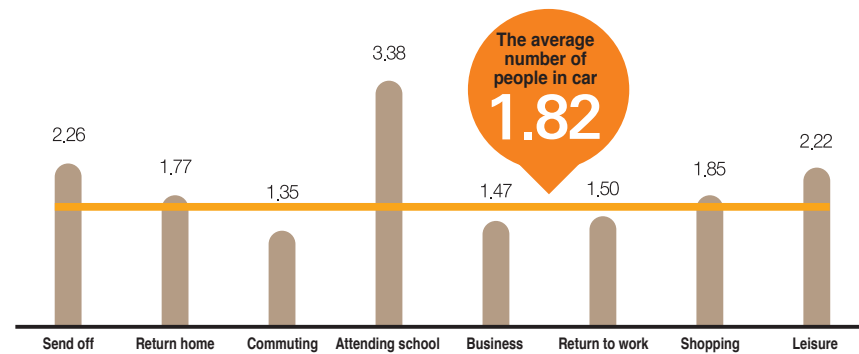
Single occupant vehicles

- The ratio of single occupant vehicles for work trips was 78.5% in 2000 and is 77.4% in 2010.

Car occupancy by trip purposes

- The average number of occupancy is 1.82 person in 2010
- Especially, the number of occupancy for work trips is 1.35 person

| Car occupancy in 2010 (person) |

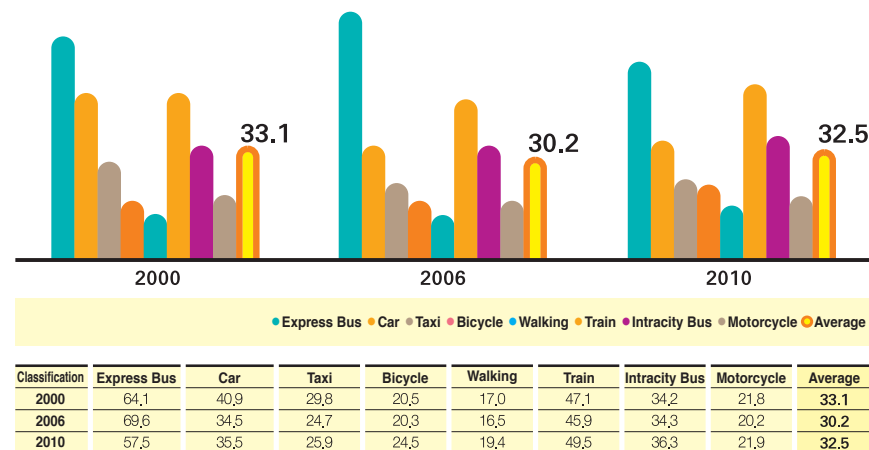


Average Travel Time

Average travel time by modes

- The average travel time has slightly decreased comparing to 10 years ago. (33.1 minutes⁽²⁰⁰⁰⁾ → 32.5 minutes⁽²⁰¹⁰⁾)
- The average travel time by bicycle, walking, train has increased.
- The average travel time by car, express bus, taxi has decreased.

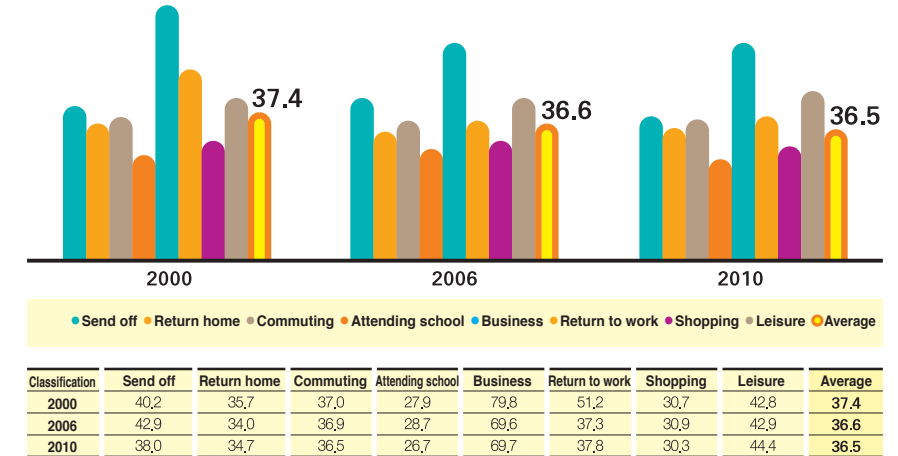
| Average travel time by modes (mins) |



Average travel time by trip purposes

- The average travel time has decreased by 1 minute comparing to 10 years ago. (37.4 minutes⁽²⁰⁰⁰⁾ → 36.5 minutes⁽²⁰¹⁰⁾)
- The travel time of leisure trip has slightly increased, others have decreased.

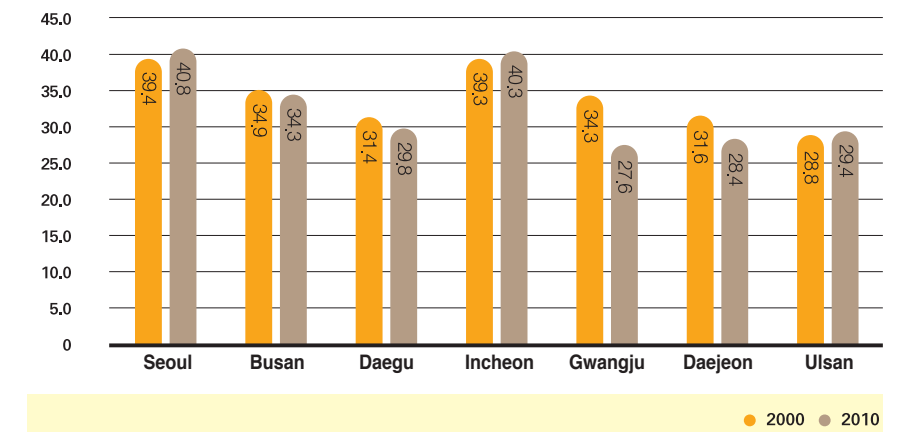
| Travel time by trip purposes (mins) |



How long does it take to go to work?

- The travel time required going to work in metropolitan area (Seoul, Incheon) or Ulsan has increased comparing to 10 years ago.
 - It takes the longest going to work in Seoul. (39.4 minutes⁽²⁰⁰⁰⁾ → 40.8 minutes⁽²⁰¹⁰⁾)
- The travel time required travel time in other local cities has decreased comparing to 10 years ago.
 - Especially, the travel time required going to work in Gwangju shows a large decline comparing to 10 years ago. (34.3 minutes⁽²⁰⁰⁰⁾ → 27.6 minutes⁽²⁰¹⁰⁾)

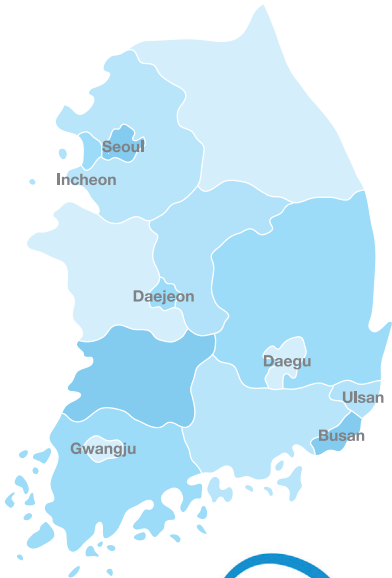
| The changes of commuting time (mins) |



National Transport Survey in Korea

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From 2000 To 2010



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