

## Aviation and Social Exclusion

Information on the following is provided:

- 1) UK passengers by different socio-economic group. Historic, and current data is provided.
- 2) The outputs from above are compared with national level socio-economic data.
- 3) The impact of forecast growth in aviation on UK passengers socio-economic groups is analysed.

### *UK passengers by socio-economic group – historic and current data*

The Civil Aviation Authority provide data on the percentage of flights by different socio-economic<sup>1</sup> groups for different UK airports and the number of UK passengers at each airport (numbers are therefore lower than total passengers). The SDC has used this data to provide information on flights over the past seventeen years. Summary information is provided in Table 1 for business travel and Table 2 for Leisure travel. It should be noted that regional information does not cover all airports.

Table 1 Business Travel by airport and socio-economic group (millions of passengers per annum)

	London airports *						Manchester					Birmingham		Regional **	
	1987	1991	1996	2001	2003	2004	1987	1996	2001	2003	2004	1996	2003	2001	2003
A/B	6.39	7.54	6.63 <i>0.09</i>	10.10	10.14 <i>0.39</i>	11.42	0.77	0.97	1.79	1.85	1.95	0.58	0.76	3.43	1.13
C1	2.87	3.28	6.09 <i>0.10</i>	6.38	6.11 <i>0.13</i>	6.35	0.38	1.01	0.67	0.76	0.79	0.52	0.64	2.72	0.59
C2	0.39	0.60	0.79 <i>0.00</i>	0.65	0.60 <i>0.01</i>	0.57	0.07	0.15	0.21	0.13	0.13	0.07	0.04	0.56	0.12
D/E	0.07	0.09	0.11 <i>0.00</i>	0.07	0.13 <i>0.00</i>	0.09	0.01	0.02	0.01	0.01	0.01	0.01	0.02	0.05	0.01

\* For 1996 and 2006 data in italics is London City airport. This data is not available for other years and so is not included in London airport totals

\*\* Information for 2001 is for Aberdeen, Belfast City, Belfast International, Edinburgh, Glasgow and Inverness. Information for 2003 is for Bristol, Cardiff, East Midlands, Exeter and Liverpool

Table 2 Leisure Travel by airport and socio-economic group (millions of passengers per annum)

	London airports						Manchester					Birmingham		Regional**	
	1987	1991	1996	2001	2003	2004	1987	1996	2001	2003	2004	1996	2003	2001	2003
A/B	8.71	9.05	9.98 <i>0.04</i>	17.04	18.05 <i>0.18</i>	21.18	1.41	2.03	4.16	4.00	4.49	0.70	1.33	3.06	3.05
C1	6.96	8.91	12.88 <i>0.06</i>	19.67	20.96 <i>0.14</i>	20.91	2.12	3.70	3.74	4.32	4.96	1.16	2.10	4.46	3.55
C2	4.55	3.30	4.79 <i>0.01</i>	6.52	8.19 <i>0.04</i>	7.63	1.68	2.29	2.81	3.67	3.11	0.73	1.16	1.88	2.19
D/E	2.36	2.24	2.57 <i>0.00</i>	3.35	3.68 <i>0.01</i>	3.94	1.03	1.99	1.89	1.32	1.57	0.40	1.42	1.03	1.29

\*\* Information for 2001 is for Aberdeen, Belfast City, Belfast International, Edinburgh, Glasgow and Inverness. Information for 2003 is for Bristol, Cardiff, East Midlands, Exeter and Liverpool

There is a data collection bias towards London and the above data therefore needs to be adjusted to reflect the contribution from regional airports over the same time period. Firstly, the number of regional passengers was determined. Here the regional aspect of the total number of terminal passengers was calculated and then adjusted to represent

<sup>1</sup> The occupation group job dictionary produced by the Market Research Society is used to grade passengers. A copy is provided in Annex 1

the number of UK regional passengers (Table 3). Then existing data on regional socio-economic profiles for business and leisure passengers was interpolated and applied to UK regional passengers (Tables 4 and 5).

Table 3 Number of regional passengers to attribute to business and leisure travel (million passengers per annum)

	1987	1991	1996	2001	2003	2004
Million passengers	10.20	11.65	14.97	23.02	26.97	29.01
Business travel	2.88	3.29	4.23	6.50	7.62	8.19
Leisure travel	7.32	8.36	10.74	16.52	19.35	20.82

Table 4 Regional passengers split between socio-economic group – business travel (million passengers per annum)

	1987	1991	1996	2001	2003	2004
Total	2.88	3.29	4.23	6.50	7.62	8.19
A/B	1.51	1.72	2.22	3.41	3.99	4.29
C1	1.16	1.33	1.71	2.62	3.07	3.31
C2	0.19	0.21	0.28	0.42	0.50	0.53
D/E	0.02	0.02	0.03	0.05	0.06	0.06

Table 5 Regional passengers split between socio-economic group – leisure travel (million passengers per annum)

	1987	1991	1996	2001	2003	2004
Total	7.32	8.36	10.74	16.52	19.35	20.82
A/B	1.78	2.03	2.61	4.01	4.70	5.06
C1	2.65	3.03	3.90	5.99	7.02	7.55
C2	1.57	1.79	2.31	3.55	4.16	4.47
D/E	1.32	1.50	1.93	2.97	3.48	3.74

London and regional passenger numbers were then added together. The results for business travel are shown in Table 6 and for leisure travel in Table 7.

Table 6 All UK passengers by socio-economic group - business travel

	1987	1991	1996	2001	2003	2004
A/B	8.76 63%	10.23 62%	9.90 49%	15.69 58%	16.37 59%	18.11 60%
C1	4.46 32%	5.31 32%	8.90 44%	9.80 36%	10.07 36%	10.58 35%
C2	0.65 5%	0.92 6%	1.22 6%	1.29 5%	1.23 4%	1.24 4%
D/E	0.10 1%	0.12 1%	0.16 1%	0.13 0%	0.20 1%	0.17 1%
Total	13.97	16.58	20.18	26.91	27.87	30.09

Table 7 All UK passengers by socio-economic group – leisure travel

	1987	1991	1996	2001	2003	2004
A/B	11.93 33%	12.80 32%	14.66 29%	25.38 33%	26.93 32%	30.95 35%
C1	11.76 32%	14.80 37%	20.53 40%	29.53 39%	32.43 39%	33.56 38%
C2	7.82 22%	7.06 18%	9.40 18%	12.91 17%	16.05 19%	15.25 17%
D/E	4.71 13%	5.20 13%	6.49 13%	8.22 11%	8.49 10%	9.26 10%
Total	36.22	39.86	51.08	76.04	83.91	89.01

Passenger numbers for business and leisure travel are combined in Table 8.

Table 8 Total (percentage in brackets)

	1987	1991	1996	2001	2003	2004
A/B	20.69 (41%)	23.03 (41%)	24.56 (34%)	41.07 (40%)	43.31 (39%)	49.06 (41%)
C1	16.22 (32%)	20.11 (36%)	29.43 (41%)	39.33 (38%)	42.50 (38%)	44.14 (37%)
C2	8.47 (17%)	7.98 (14%)	10.61 (15%)	14.20 (14%)	17.28 (15%)	16.48 (14%)
D/E	4.81 (10%)	5.33 (9%)	6.65 (9%)	8.34 (8%)	8.69 (8%)	9.43 (8%)
Total	50.19	56.44	71.26	102.94	117.77	119.11

#### *Comparison with national level socio-economic data*

Data on the percentages of different socio-economic groups at the national level also needs to be looked at. Here, for 1987 and 1991 the Civil Aviation Authority survey reports provide reference data. For 1987, the data is based on the 1987 National Readership Survey. For 1991, the data is based on the 1991 census. From 2001 onwards, the CAA do not provide reference data. However, information from the 2001 national readership survey provides information for comparison and is used in Table 9. Information from the national readership survey corresponds closely with the classification approach used by the CAA so this rather than census data was used.

Table 9 Socio-economic groups by who flies and national level data

	National level <sup>1</sup>	Flights			National Level <sup>2</sup>	Flights			National level <sup>3</sup>	Flights		
		Busi	Leis	Total		Busi	Leis	Total		Busi	Leis	Total
	1987				1991				2001			
A/B	18%	63%	33%	41%	26%	62%	32%	40%	24%	58%	33%	40%
C1	23%	32%	32%	36%	21%	32%	37%	36%	28%	36%	39%	38%
C2	28%	5%	22%	14%	30%	6%	18%	14%	21%	5%	17%	14%
D/E	31%	1%	13%	9%	23%	1%	13%	9%	27%	0%	11%	8%

<sup>1</sup> and <sup>2</sup> CAA data <sup>3</sup> National readership survey

## **OCCUPATION GROUPS**

### **A**

Approximately 3% of the total population.

These are professional people, very senior managers in business or commerce or top-level civil servants.

Retired people, previously grade A, and their widows.

**B** Approximately 20% of the total population

Middle management executives in large organisations, with appropriate qualifications.

Principle officers in local government and civil service.

Top management or owners of small business concerns, educational and service establishments.

Retired people, previously grade B, and their widows.

**C1** Approximately 28% of the total population.

Junior management, owners of small establishments, and all others in non-manual positions.

Jobs in this group have very varied responsibilities and educational requirements.

Retired people, previously grade C1, and their widows.

**C2** Approximately 21% of the total population.

All skilled manual workers, and those manual workers with responsibility for other people.

Retired people, previously grade C2, with pensions from their job.

Widows, if receiving pensions from their late husband's job.

**D** Approximately 18% of the total population.

All semi-skilled and un-skilled manual workers, apprentices and trainees to skilled workers.

Retired people, previously grade D, with pensions from their job.

Widows, if receiving a pension from their late husband's job.

**E** Approximately 10% of the total population.

All those entirely dependant on the state long-term, through sickness, unemployment, old age or other reasons. Those unemployed for a period exceeding six months (otherwise classify on previous occupation).

Casual workers and those without a regular income.

Only households without a Chief Income Earner will be coded in this group.