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Department for Transport

Transport Statistics Bulletin

Road Traffic Statistics: 2005

SB (06) 28

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Symbols and conventions:
(i) Unless otherwise stated, all tables refer to Great Britain.
(ii) Metric units are generally used.

Units: Figures are shown in italics when they represent percentages, indices or ratios.

Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
|	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

Transport Statistics Bulletin

Road Traffic Statistics for Great Britain: 2005
Statistics Report SB (06) 28

Department for Transport

July 2006

More detailed information on traffic flow data at selected points on the major road network and vehicle kilometre estimates by type of vehicle and class of road is available from the Department for Transport. Enquiries should be made to Statistics Roads 2 Branch at the address below:

Department for Transport
Transport Statistics Roads 2 Branch
Zone 2/14
Great Minster House
76 Marsham Street
LONDON SW1P 4DR

☎ 020 7944 3095
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E-mail: roadtraff.stats@dft.gsi.gov.uk

Enquiries about the contents should be made to the above address.

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Special note

Road traffic

1. Improvements were made to the methodology used to estimate minor roads traffic in 2004 (see Special Note in "Road Traffic Statistics: 2004 bulletin"). From 2000 to 2003 trends in traffic flow, derived from a relatively small number of Automatic Traffic Counters, were used to update 1999 base-year estimates. For the 2004 and 2005 estimates the trends were derived from a set of some 4,200 manual traffic counts instead. Further refinements to the minor roads *pedal cycle* traffic methodology have been made, resulting in revisions to the 2004 pedal cycle traffic estimates; the new methodology has also been used for the 2005 estimates.

Road lengths

2. New information has enabled better estimates of minor road lengths, presented in sections 2 and 4, to be made from 2004. Road lengths are calculated using Ordnance Survey's roads information data, and data supplied by local authorities are used to improve the accuracy of the minor road data set.

3. In 2004 amendments were made to the data for roads in Scotland where some private roads (predominantly those for which the Forestry Commission is responsible) were previously incorrectly recorded as public roads.

Quality Review

4. The Department has undertaken a *Quality Review* of its road traffic estimates, under National Statistics guidelines. Publication of the report of this *Quality Review* has been delayed and it will be published on the Department for Transport website later in 2006.

Methodological Note

5. A paper (*How the National Road Traffic Estimates are made*) is available from the address on page 2.

Local Authority level statistics

6. Estimates of road traffic statistics at local authority level, together with corresponding figures for casualties in road accidents, are available on the DfT web site. They are provided to enable the calculation and monitoring of road casualty rates for individual local authorities. These traffic figures are less robust than the regional and national totals and are not classed as National Statistics.

Any enquiries on methodology or comments about the bulletin should be made to Statistics Roads 2 Branch address on page 2.

Glossary

VEHICLE TYPES

Two-wheeled motor vehicles: Includes motorcycle combinations, scooters and mopeds.

Cars and taxis: Includes estate cars, light vans with windows to the rear of the driver's seat, passenger vehicles with 9 or fewer seats, three-wheeled cars, motorised invalid carriages, Land Rovers, Range Rovers and Jeeps. Cars towing caravans or trailers are counted as one vehicle.

Larger buses and coaches: Public service vehicles and works buses, which have a gross vehicle weight greater than 3,500 kgs.

Light vans: Goods vehicles up to 3,500 kgs. gross vehicle weight. Includes all car-based vans and those of the next larger carrying capacity such as transit vans. Also included are ambulances, pickups, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another.

Goods vehicles: Goods vehicles over 3,500 kgs gross vehicle weight. Includes tractors (without trailers), road rollers, box vans and similar large vans. A two axle motor tractive unit without trailer is also included.

Pedal cycles: Includes all non-motorised cycles

ROAD CLASSES

Major roads:

These roads usually have high traffic flows and are often the main arteries to major destinations. Major roads can be classified in terms of (a) motorways and A roads or (b) trunk roads and principal roads:

Motorways: Major roads often used for long distance travel. They are usually three or more lanes in each direction and generally have the maximum speed limit of 70mph.

A Roads: These are often described as 'main' roads and tend to have heavy traffic flows though not as high as motorways. A roads can be trunk roads or principal roads:

Trunk roads: Most motorways and many of the long distance rural A roads are trunk roads (National Through Routes). The responsibility for their maintenance lies with the Secretary of State and they are managed by the Highways Agency in England, the Welsh Assembly Government in Wales and the Scottish Executive in Scotland.

Principal roads: These are major roads maintained by local authorities. They are mainly A roads (though the local authorities do have responsibility for some motorways) and tend to be in urban areas.

Minor roads:

These are B roads, C roads and unclassified roads and are all maintained by local authorities

Additionally, roads can be classified as:

Urban roads: Major and minor roads within an urban area with a population of 10,000 or more, based on the 2001 DCLG (formerly ODPM) definition of Urban Settlements. The definition of an urban settlement can be found at http://www.communities.gov.uk/index.asp?id=1147746

Rural roads: All other roads, i.e. those outside urban areas with a population of 10,000 or more.

Built-up roads: Have a speed limit of 40 mph or less (irrespective of whether there are buildings or not). This definition was originally introduced to identify roads in built-up areas. However, there has been an increase in the adoption of speed limits of 40mph or less in rural areas in recent years. As a result, the new classification of roads as urban or rural (see above) has been adopted for traffic estimates from 1993.

Non built-up roads: All roads with a speed limit of 40mph or more. As explained above, this classification has now been replaced by the distinction between urban and rural roads.

Private roads: Are included in the major roads as these private roads (usually toll roads, tunnels or bridges) are accessible to the general public, whereas private minor roads, not usually being accessible to the general public, are not included.

MEASURES OF TRAFFIC

Annual Average Daily Flow (AADF): The average over a full year of the number of vehicles passing a point in the road network each day.

Vehicle kilometre: One vehicle times one kilometre travelled (vehicle kilometres are calculated by multiplying the AADF by the corresponding length of road). For example, 1 vehicle travelling 1 kilometre a day for a year would be 365 vehicle kilometres. This is sometimes known as the volume of traffic.

Rounding of figures

In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Sources

The source for all tables is the National Road Traffic Survey unless otherwise stated.

Symbols

..	=	not available
.	=	not applicable
0	=	zero
-	=	less than half the final digit shown
billion	=	thousand million
P	=	provisional

Section 1: Trends in road traffic

This section provides details of traffic estimates for Great Britain, which give the number of vehicle kilometres travelled in any given year for different levels of disaggregation.

Road traffic by vehicle type: 1955 - 2005

- Overall estimated total traffic rose by 0.8 billion vehicle kilometres (bvkms) between 2004 and 2005, a rise of 0.2 per cent. The volume of car traffic dropped by 0.9 bvkms, the first fall since 1991 (apart from 2000 when the decline was due to the fuel dispute).
- Light van traffic grew by 2.9 per cent between 2004 and 2005, a rise of 1.8bvkms; goods vehicle traffic dropped by 1.1 per cent in the same period.
- The volume of motorcycle traffic rose by 5.4 per cent between 2004 and 2005 after a drop of 8.1 per cent between 2003 and 2004 (following very fine summer weather in 2003).
- Revised estimates have been made for pedal cycle traffic in 2004, following revisions to the minor roads pedal cycle methodology; the fall in pedal cycle traffic between 2003 and 2004 is now estimated to be 6.7 per cent. Between 2004 and 2005 pedal cycle traffic is estimated to have increased by 5.2 per cent.

Table 1.1
Road traffic by vehicle type: 1955 - 2005

Billion vehicle kilometres

	Cars and taxis	Motor -cycles etc.	Buses and coaches	Light vans	Goods vehicles	All motor vehicles	Pedal cycles
1955	42.3	7.5	4.2	9.8	13.2	77.0	18.2
1960	68.0	10.0	3.9	15.0	15.3	112.3	12.0
1965	115.8	6.7	3.9	19.0	17.3	162.7	7.0
1970	155.0	4.0	3.6	20.3	17.6	200.5	4.4
1975	181.6	5.1	3.2	23.5	18.3	231.7	4.4
1980	215.0	7.7	3.5	26.1	19.7	271.9	5.1
1985	250.5	7.4	3.7	28.6	19.6	309.7	6.1
1990	335.9	5.6	4.6	39.9	24.9	410.8	5.3
1991	335.2	5.4	4.8	41.7	24.5	411.6	5.2
1992	338.0	4.5	4.6	41.2	23.8	412.1	4.7
1993	338.1	3.8	4.6	41.6	24.3	412.3	4.0
1994	345.0	3.8	4.6	43.3	24.8	421.5	4.0
1995	351.1	3.7	4.9	44.5	25.4	429.7	4.1
1996	359.9	3.8	5.0	46.2	26.2	441.1	4.1
1997	365.8	4.0	5.2	48.6	26.9	450.3	4.1
1998	370.6	4.1	5.2	50.8	27.7	458.5	4.0
1999	377.4	4.5	5.3	51.6	28.1	467.0	4.1
2000	376.8 [1]	4.6	5.2	52.3	28.2	467.1	4.2
2001 [2]	382.8	4.8	5.2	53.7	28.1	474.4	4.2
2002	392.9	5.1	5.2	55.0	28.3	486.5	4.4
2003	393.1	5.6	5.4	57.9	28.5	490.4	4.5
2004	398.1	5.2	5.2	60.8	29.4	498.6	4.2 [3]
2005	397.2	5.4	5.2	62.6	29.0	499.4	4.4 [3]

1. The decline in the use of cars and taxis in 2000 was due to the fuel dispute.
2. Figures affected by impact of Foot and Mouth disease during 2001.
3. Refinements to the minor roads pedal cycle methodology have been made; these improvements have resulted in revisions to the 2004 pedal cycle estimates. See Special Note on page 4.

Source: National Road Traffic Survey, DfT.

☎ 020-7944 3095

Chart 1.1a
Road traffic by vehicle type: 1995 - 2005

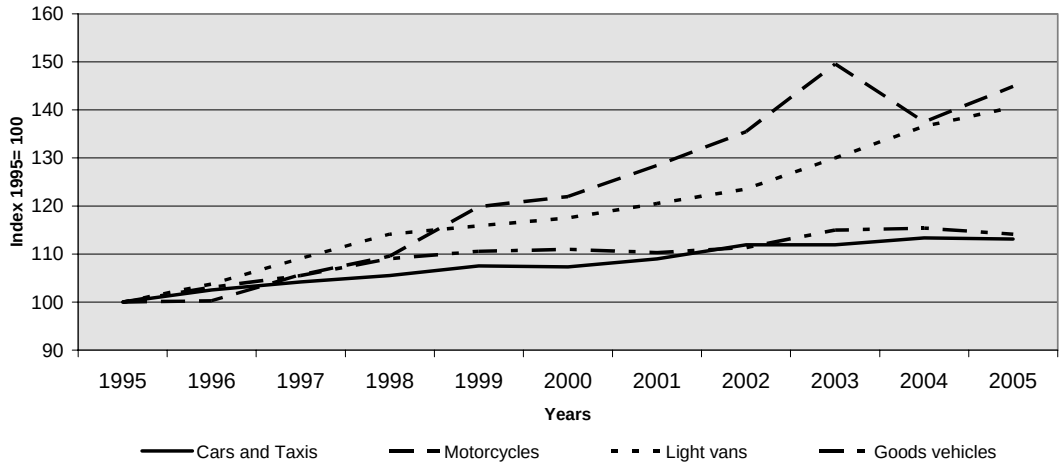


Chart 1.1b
Year-on-year change in road traffic by vehicle type: 1995 - 2005

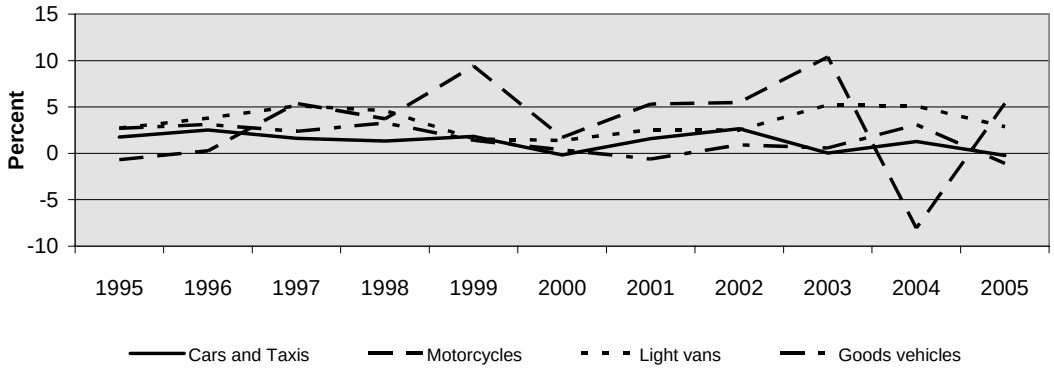
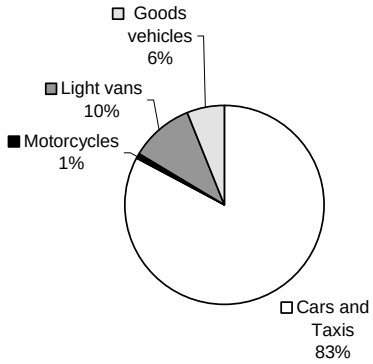
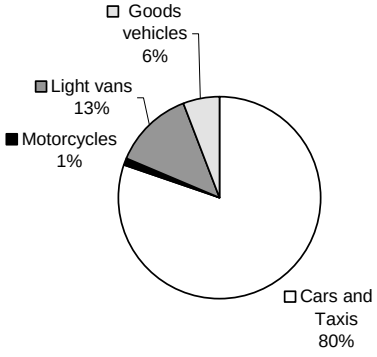


Chart 1.1c: Road traffic by vehicle type: 1995 and 2005





Total traffic, excluding buses and coaches:

1995: 424.8 billion vehicle kilometres

2005: 494.2 billion vehicle kilometres

Motor vehicle traffic by road class: 1955 – 2005

- Tables 1.2a and 1.2b show traffic split between built-up/non built-up areas and urban/rural areas respectively (see Glossary).
- Motorway traffic levels in 2005 were about 0.4 per cent higher than in 2004. This is considerably lower than the average annual increase of 2.0 per cent between 1999 and 2004, which in turn was less than the 1993 to 1998 average year-on-year increase of 5.7 per cent.
- The proportion of traffic carried on motorways in 2005 remained at 19 per cent, as in 2004 (see Charts 1.2a and 1.2b); the corresponding proportion in 1995 was 17 per cent.
- Traffic on rural 'A' roads remained unchanged between 2004 and 2005 and traffic on urban 'A' roads fell by 1.3 per cent over the same period. The level of urban 'A' road traffic has remained almost constant since 1995; as overall traffic has increased urban 'A' roads accounted for a smaller proportion of all traffic in 2005 than in 1995 (16 per cent and 19 per cent respectively).
- Minor road traffic rose by less than 1 per cent between 2004 and 2005. The average annual rate of increase between 1994 and 2004 was just 1.3 per cent.

Chart 1.2a
Motor vehicle traffic by road class: 1995 - 2005

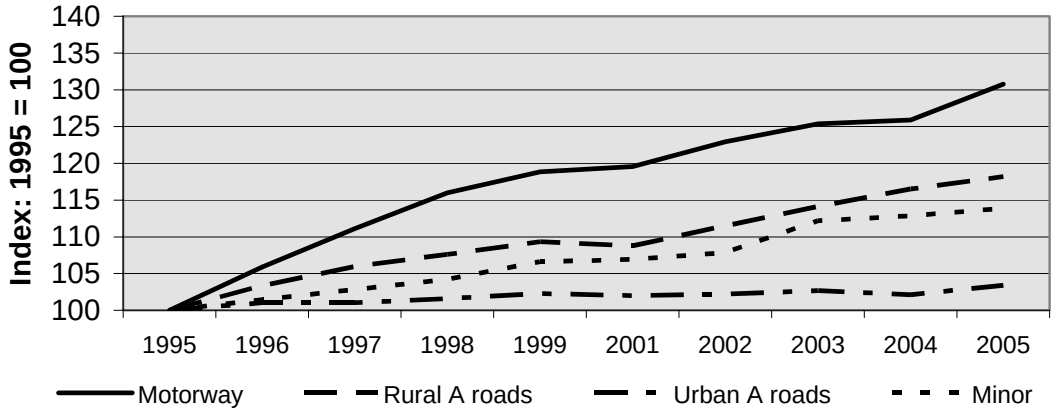


Table 1.2a
Motor vehicle traffic by road class and built-up and non built-up areas: 1955 - 1993 [1]

Billion vehicle kilometres

	Major roads					Minor roads			
		'A' roads			Total major roads				
	Motorway [2]	Non built-up	Built-up	All		Non built-up	Built-up	All	All roads
1955	.	..	..	..	..	..	..	..	77.0
1960	0.7	31.8	32.8	64.6	65.4	19.9	27.1	47.0	112.3
1965	3.8	43.6	47.6	91.3	95.1	..	..	67.6	162.7
1970	9.5	51.9	56.3	108.2	117.7	..	..	82.8	200.5
1975	21.9	60.0	59.2	119.2	141.1	37.8	52.8	90.6	231.7
1980	29.4	69.8	64.7	134.5	163.8	39.0	69.1	108.1	271.9
1985	38.0	86.8	66.4	153.2	191.2	43.4	75.1	118.5	309.7
1990	61.6	114.8	78.3	193.1	254.8	51.6	104.4	156.1	410.8
1991	61.0	117.0	79.4	196.5	257.4	50.7	103.4	154.2	411.6
1992	61.5	117.0	79.5	196.5	258.0	49.7	104.4	154.1	412.1
1993	63.9	118.1	78.0	196.1	260.0	45.5	106.7	152.2	412.2

1. Built-up roads are those with a speed limit of 40 mph or less (irrespective of whether there are buildings or not).
2. Includes trunk motorways and principal motorways.

Table 1.2b
Motor vehicle traffic by road class and urban and rural areas: 1993 - 2005[1]

Billion vehicle kilometres

	Major roads					Minor roads			
		'A' Roads			Total Major roads				
	Motorway [2]	Rural	Urban	All		Rural	Urban	All	All roads
1993	68.2	113.3	77.3	190.6	258.8	56.1	97.4	153.5	412.3
1994	70.7	116.5	78.5	195.1	265.8	57.6	98.1	155.7	421.5
1995	73.9	119.5	80.1	199.6	273.5	57.8	98.5	156.2	429.7
1996	78.3	123.5	80.9	204.4	282.7	58.9	99.6	158.5	441.1
1997	82.1	126.6	80.9	207.5	289.6	60.0	100.7	160.7	450.3
1998	85.7	128.7	81.3	210.0	295.7	60.4	102.4	162.8	458.5
1999	87.8	130.7	81.9	212.6	300.4	61.3	105.3	166.6	467.0
2000 [3]	88.4	130.0	81.7	211.7	300.0	61.5	105.5	167.0	467.1
2001 [4]	90.8	133.3	81.8	215.1	305.9	61.6	106.9	168.5	474.4
2002	92.6	136.4	82.2	218.6	311.2	64.5	110.8	175.3	486.5
2003	93.0	139.3	81.7	221.0	314.0	64.4	111.9	176.4	490.4
2004	96.6	141.3	82.8	224.1	320.7	65.9	112.0	177.9	498.6
2005	97.0	141.3	81.7	223.1	320.1	66.8	112.5	179.3	499.4

1. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the DCLG web site at: http://www.communities.gov.uk/index.asp?id=1147746
2. Includes trunk motorways and principal motorways.
3. The decline in the use of cars and taxis in 2000 was due to the fuel dispute.
4. Figures affected by impact of Foot and Mouth disease during 2001.

Source: National Road Traffic Survey, DfT.
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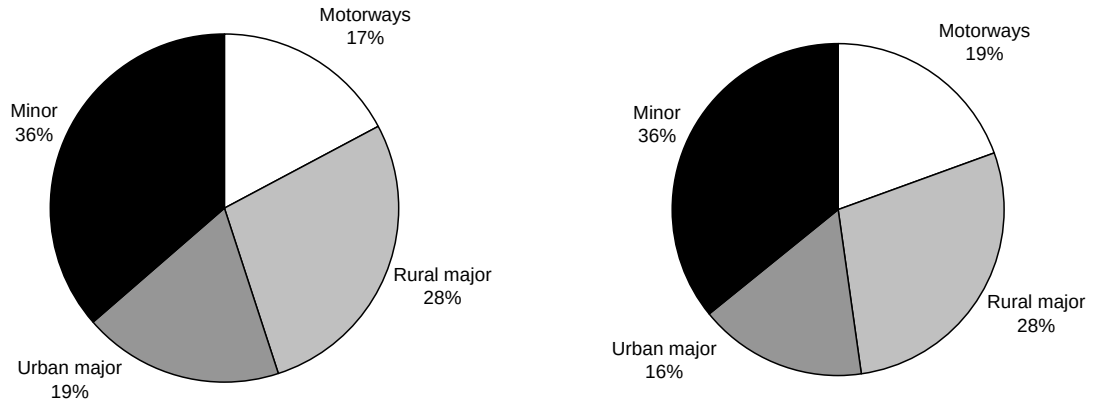
Chart 1.2b: Percentage of motor vehicle traffic by road class: 1995 and 2005



Motor vehicle traffic by road class, country and Government Office Region: 2005

- Table 1.3 shows motor vehicle traffic on the different classes of road: motorways, 'A' roads and minor roads. The 'A' roads are split into two categories: trunk, which are managed by the Highways Agency (England), the Scottish Executive and the Welsh Assembly Government, and principal which are managed by Local Highway Authorities.
- Not surprisingly the vast majority of traffic in 2005 was in England with 86 per cent of traffic on all roads. Scotland had 9 per cent of the traffic and Wales 5 per cent.
- The South East region of England, at about 17 per cent, had the largest share of traffic on all roads. The East of England and the North West had the next highest share with about 11 per cent each. The North East carried the lowest amount of traffic on all roads with 4 per cent.
- Major road traffic (including motorways) in 2005: Major roads carried around two thirds of the total traffic (64 per cent of traffic in England, 63 per cent in Wales and 66 per cent in Scotland). There was little variation between regions in England; in all regions between 61 and 67 per cent of traffic was` carried on the major road network (including motorways), other than the North East where the major road network carried 56 per cent of the traffic.
- Motorway traffic in 2005: Motorways carried 20 per cent of traffic in England. In Wales and Scotland, motorways carried 12 and 14 per cent of traffic respectively. The North West and South East and had the highest percentages of traffic on motorways at 31 and 26 per cent respectively, with the North East and London motorways carrying the lowest percentage of traffic (6 per cent).
- Minor road traffic in 2005: Minor roads carried 36 per cent of all motorised traffic in England. In Wales and Scotland, minor roads carried 37 and 34 per cent of traffic respectively. All regions had between 33 and 39 per cent of traffic carried on the minor road network, other than the North East where the minor road network carried 44 per cent of the traffic.

Table 1.3
Motor vehicle traffic by road class, country and Government Office Region: 2005 [1]

Billion Vehicle Kilometres

	Major roads								Minor roads		
		Rural 'A' roads			Urban 'A' roads						
	Motorway [2]	Trunk	Prin-cipal	Total	Trunk	Prin-cipal	Total	Total major roads	Rural	Urban	All roads
North East	1.1	2.8	3.3	6.1	1.0	2.9	3.9	11.1	1.9	6.8	19.9
North West	17.3	2.2	7.1	9.2	0.3	10.5	10.8	37.3	4.7	14.4	56.4
Yorkshire and The Humber	9.1	3.9	6.4	10.4	0.3	7.1	7.4	26.9	5.5	9.4	41.8
East Midlands	6.8	5.9	9.8	15.7	0.5	4.3	4.8	27.2	6.4	7.0	40.6
West Midlands	12.3	4.1	6.0	10.2	0.7	7.2	7.9	30.4	5.6	13.0	49.0
East of England	8.5	9.1	11.0	20.1	0.4	5.0	5.4	34.0	10.6	10.4	55.0
London	2.0	.	0.6	0.6	.	17.3	17.3	20.0	0.2	12.5	32.7
South East	22.1	9.4	15.3	24.8	0.6	9.7	10.3	57.2	11.9	17.4	86.4
South West	8.4	5.8	11.4	17.2	0.3	4.7	5.0	30.6	8.8	8.4	47.8
England	87.6	43.3	71.0	114.3	4.1	68.8	73.0	274.9	55.5	99.3	429.6
Wales	3.3	5.9	4.7	10.6	0.5	2.9	3.3	17.2	4.9	5.1	27.3
Scotland	6.2	8.8	7.6	16.4	0.9	4.5	5.5	28.0	6.4	8.1	42.5
Great Britain	97.0	58.0	83.3	141.3	5.5	76.2	81.7	320.1	66.8	112.5	499.4

1. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.
2. Includes trunk motorways and principal motorways.

Source: National Road Traffic Survey, DfT.
☎ 020-7944 3095

Motor vehicle traffic by vehicle type and road class: 2005

- Cars & taxis accounted for four-fifths of all motor traffic with little variation by type of road.
- Eighteen per cent of car traffic was on motorways, 45 per cent on other major roads and 36 per cent on minor roads; the corresponding proportions for light vans were similar: 18 per cent, 42 per cent and 40 per cent respectively. These contrast sharply with goods vehicle traffic where 41 per cent was on motorways, 46 per cent on other major roads and only 13 per cent on minor roads.

Table 1.4

Road traffic by vehicle type and road class: 2005 [1]

Billion vehicle kilometres

	Cars and taxis	Motor -cycles etc.	Buses & coaches	Light vans	Goods vehicles	All motor vehicles	Pedal cycles
Motorways [2]	**72.8**	**0.4**	**0.5**	**11.3**	**12.0**	**97.0**	**.**
Rural 'A' roads:							
Trunk [3]	**44.8**	**0.4**	**0.3**	**6.9**	**5.6**	**58.0**	**-**
Principal	**67.3**	**0.8**	**0.6**	**10.0**	**4.5**	**83.3**	**0.1**
All rural 'A' roads	**112.1**	**1.2**	**0.9**	**16.9**	**10.2**	**141.3**	**0.1**
Urban 'A' roads:							
Trunk [3]	**4.4**	**-**	**-**	**0.6**	**0.4**	**5.5**	**-**
Principal	**62.9**	**0.9**	**1.1**	**8.5**	**2.7**	**76.2**	**0.5**
All urban 'A' roads	**67.4**	**1.0**	**1.2**	**9.2**	**3.0**	**81.7**	**0.5**
All major roads [4]	**252.3**	**2.6**	**2.5**	**37.4**	**25.3**	**320.1**	**0.7**
Minor roads:							
Minor rural roads	**52.4**	**0.9**	**0.6**	**11.0**	**2.0**	**66.8**	**0.9**
Minor urban roads	**92.5**	**1.9**	**2.0**	**14.2**	**1.8**	**112.5**	**2.9**
All minor roads	**144.9**	**2.8**	**2.7**	**25.2**	**3.8**	**179.3**	**3.7**
All roads	**397.2**	**5.4**	**5.2**	**62.6**	**29.0**	**499.4**	**4.4** [5]

1. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the DCLG web site at: http://www.communities.gov.uk/index.asp?id=1147746

Source: National Road Traffic Survey, DfT. ☎ 020-7944 3095

2. Includes trunk motorways and principal motorways.
3. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.
4. Includes motorways, urban and rural 'A' roads.
5. Refinements to the minor roads pedal cycle methodology have been made; these improvements have resulted in revisions to the 2004 pedal cycle estimates. See Special Note on page 4.

Section 2: Motor vehicle flows

Section 1 looked at the volume of traffic (vehicle kilometres) within the year. Section 2 looks at average daily traffic flows - in other words, the number of vehicles that would pass by you on a particular class of road on an average day in the year.

Motor vehicle flow by road class: 1955 - 2005

Tables 2.1a and 2.1b show flows by road class estimated using the built-up/non built-up and urban/rural definitions respectively. The latter have been used since 1993 for the reasons explained in the Glossary on page 6.

- Motorways were the only road class on which traffic flow rose between 2004 and 2005.
- Traffic flows on urban 'A' roads fell by 1 per cent between 2004 and 2005. There has been an increase of only 1.2 per cent in the flows on this class of road since 1995
- In contrast the flows on rural 'A' roads have risen steadily in this period, increasing by 17 per cent between 1995 and 2005, although flows in 2005 were unchanged from 2004.

Table 2.1a
Motor vehicle flow by road class: 1955 - 1993 [1]

Thousand vehicles per day

	Major roads					Minor roads			
		'A' roads			All				
	Motorway [2]	Non built-up	Built-up	All	Major roads	Non built-up	Built-up	All	All roads
1955	.	..	..	..	..	..	..	..	0.7
1960	12.9	..	..	3.9	3.5	..	..	0.5	1.0
1965	18.3	3.7	9.9	5.5	5.1	..	..	0.7	1.4
1970	24.6	..	..	6.4	6.3	..	..	0.8	1.7
1975	30.2	5.1	11.5	7.0	7.6	..	..	0.9	1.9
1980	31.4	5.9	12.6	7.9	8.8	..	..	1.0	2.2
1985	37.0	7.2	12.9	8.9	10.3	0.7	1.6	1.1	2.4
1990	55.0	9.3	15.3	11.0	13.7	0.8	2.1	1.4	3.1
1991	53.8	9.5	15.5	11.2	13.8	0.8	2.1	1.4	3.1
1992	53.7	9.4	15.4	11.2	13.9	0.8	2.0	1.4	3.1
1993 [3]	55.7	9.6	15.2	11.2	14.0	0.7	2.1	1.3	3.1

1. Built-up roads are those with a speed limit of 40 mph or less (irrespective of whether there are buildings or not).
2. Includes trunk motorways and principal motorways.
3. Figures for 1993 are estimated on the old basis and thereby differ from 1993 figures in Table 2.1b.

Table 2.1b
Motor vehicle flow by road class: 1993 - 2005 [1,2]

Thousand vehicles per day

	Major roads					Minor roads			
		'A' roads			All				
	Motorway [3]	Rural	Urban	All	major roads	Rural	Urban	All	All roads
1993 [4]	58.2	8.9	19.2	11.3	14.4	0.7	2.1	1.3	2.9
1994	59.8	9.1	19.5	11.6	14.7	0.8	2.1	1.3	3.0
1995	61.9	9.3	19.9	11.8	15.1	0.8	2.1	1.3	3.0
1996	64.8	9.6	20.1	12.1	15.6	0.8	2.1	1.3	3.1
1997	66.6	9.8	20.1	12.3	16.0	0.8	2.1	1.3	3.2
1998	68.7	10.0	20.2	12.4	16.3	0.8	2.2	1.3	3.2
1999	69.7	10.1	20.2	12.5	16.5	0.8	2.2	1.3	3.3
2000 [5]	69.6	10.0	20.1	12.4	16.4	0.8	2.2	1.3	3.3
2001 [6]	71.6	10.3	20.1	12.6	16.7	0.8	2.2	1.4	3.3
2002	73.0	10.5	20.2	12.8	17.0	0.8	2.3	1.4	3.4
2003	73.3	10.7	20.1	13.0	17.2	0.8	2.3	1.4	3.4
2004	74.9	10.9	20.3	13.1	17.5	0.9	2.4	1.4	3.5
2005	75.5	10.9	20.1	13.1	17.5	0.9	2.4	1.5	3.5

1. The calculation for the average daily flow is estimated by dividing the annual traffic estimate by the road length and the number of days in the year.
2. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more.
These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the DCLG web site at: http://www.communities.gov.uk/index.asp?id=1147746

Source: National Road Traffic Survey, DfT.
☎ 020-7944 3095

3. Includes trunk motorways and principal motorways.
4. Figures are estimated using the new methodology and differ from those in Table 2.1a.
5. Figures affected by a decline in the use of cars and taxis in 2000, due to the fuel dispute.
6. Figures affected by impact of Foot and Mouth disease during 2001.

Motor vehicle flows by road class, country and Government Office Region: 2005

- Average daily flows on roads in England (4.0 thousand vehicles per day) were twice the average in Scotland (2.0 thousand vehicles per day); the average flow on roads in Wales was 2.2 thousand vehicles per day.
- Average vehicle flows ranged from about 92,000 vehicles per day on motorways in London to 500 vehicles per day on minor rural roads in Scotland.
- Average flows on roads in London were higher than for any other region in England and over twice the average flow for the South West.
- In general average flows on urban roads were higher than those on rural roads of the same road class. However in London, East of England, and the South East there was little difference between traffic flows on urban and rural major roads.

Table 2.2

Motor vehicle flows by road class, country and Government Office Region: 2005 [1]

Thousand vehicles per day

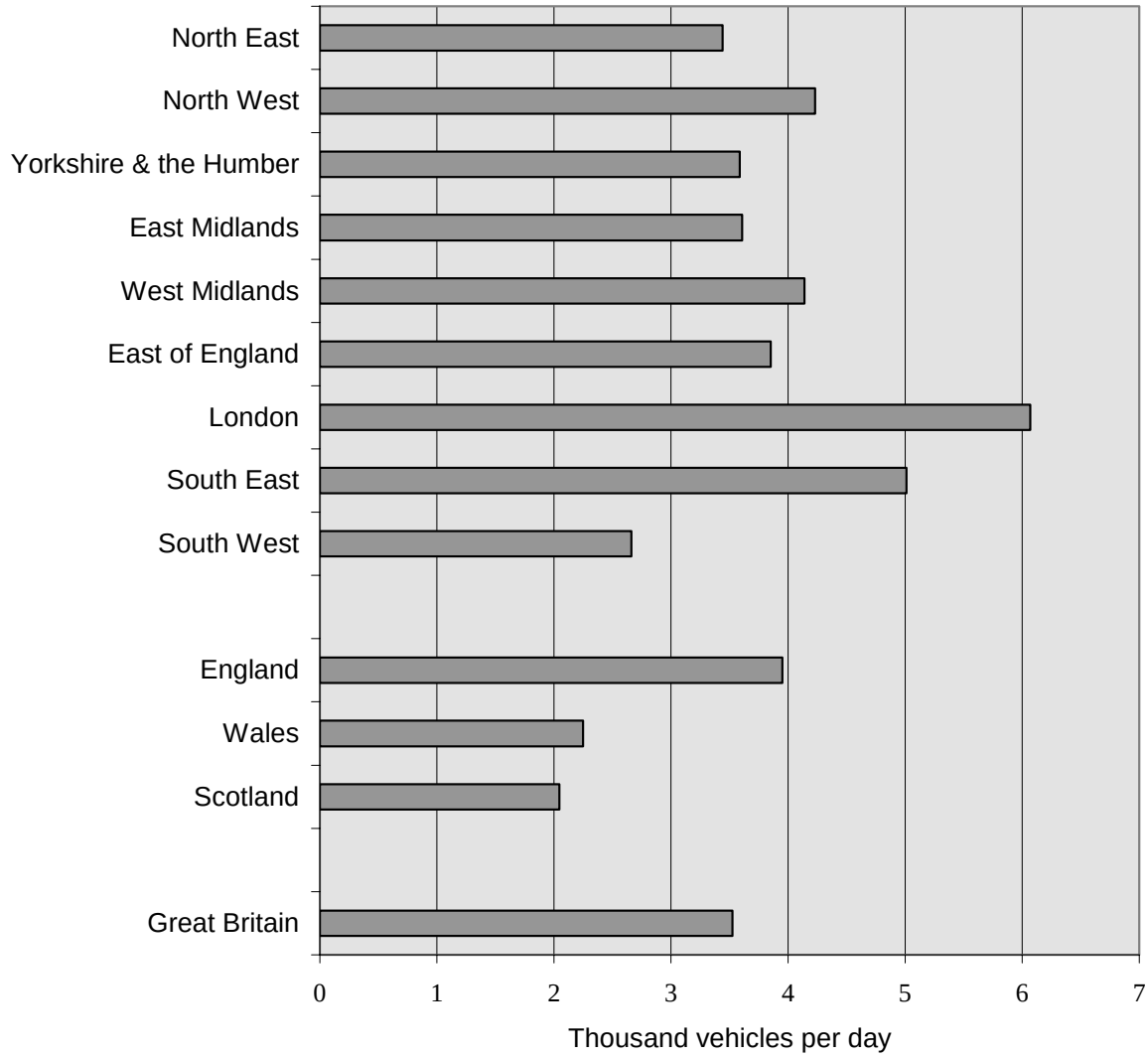
	Major roads				Minor roads		
		'A' roads		All major roads			
	Motorway	Rural	Urban		Rural	Urban	All roads
North East	51.7	13.3	21.4	16.8	0.7	2.8	3.4
North West	74.1	10.8	17.7	22.0	1.0	2.1	4.2
Yorkshire & the Humber	68.6	12.7	18.7	20.0	1.0	2.0	3.6
East Midlands	94.9	13.6	19.2	18.5	1.0	2.2	3.6
West Midlands	79.0	11.5	19.8	21.1	1.0	2.8	4.1
East of England	87.5	18.0	18.1	22.5	1.2	2.7	3.9
London	92.6	28.8	28.7	30.8	1.4	2.7	6.1
South East	92.5	18.0	19.4	26.7	1.4	2.5	5.0
South West	70.3	11.1	19.7	15.9	0.7	2.3	2.7
England	80.2	13.9	20.7	21.4	1.0	2.4	4.0
Wales	64.0	8.0	17.2	10.9	0.6	2.1	2.2
Scotland	43.6	4.8	16.5	7.2	0.5	1.9	2.0
Great Britain	75.5	10.9	20.2	17.5	0.9	2.4	3.5

1. The calculation for the average daily flow is estimated by dividing the annual traffic estimate by the road length and the number of days in the year.

Source: National Road Traffic Survey, DfT.
☎ 020-7944 3095

Chart 2.2

Comparison of motor vehicle flows by country and Government Office Region: 2005



Motor vehicle flows for major sections of motorway network: 2005

- The following table shows the average and maximum daily flows on major sections of the motorway network. Each section comprises a number of links. The average flow represents the flow of traffic across ALL the links. The maximum flow is the flow of traffic on the link with the highest average number of vehicles per day.
- The DfT count data show that the busiest single motorway link in Britain during 2005 was between junctions 13 and 14 on the Western side of the M25 near Heathrow Airport, which carried a maximum of 177 thousand vehicles a day. This is more than in 2004 but still below the 2001 to 2003 levels
- Overall the western side of the M25 (from the A1(M) to the M23) is also the busiest section of motorway in Britain, with an estimated average daily flow of 140 thousand vehicles.
- The average flow for the M25 as a whole was considerably higher than that of the next busiest motorways, the M60, M23, M6 (south of the M62 junction), M27 and M1, each of which had average flows in excess of 100,000.
- The largest growth in average flow has been on the M23: up from 93 thousand vehicles a day in 2001 to 106 thousand vehicles a day in 2005.
- The maximum flow on the M60 dropped from 181 thousand vehicles a day in 2004 to 167 thousand vehicles a day in 2005.
- The M8 between Glasgow and Edinburgh was the busiest motorway in Scotland, but its average flow was less than one half of its maximum.

Table 2.3

Motor vehicle flow for major sections of motorway network: 2001 - 2005 [1,2]

Thousand vehicles per day

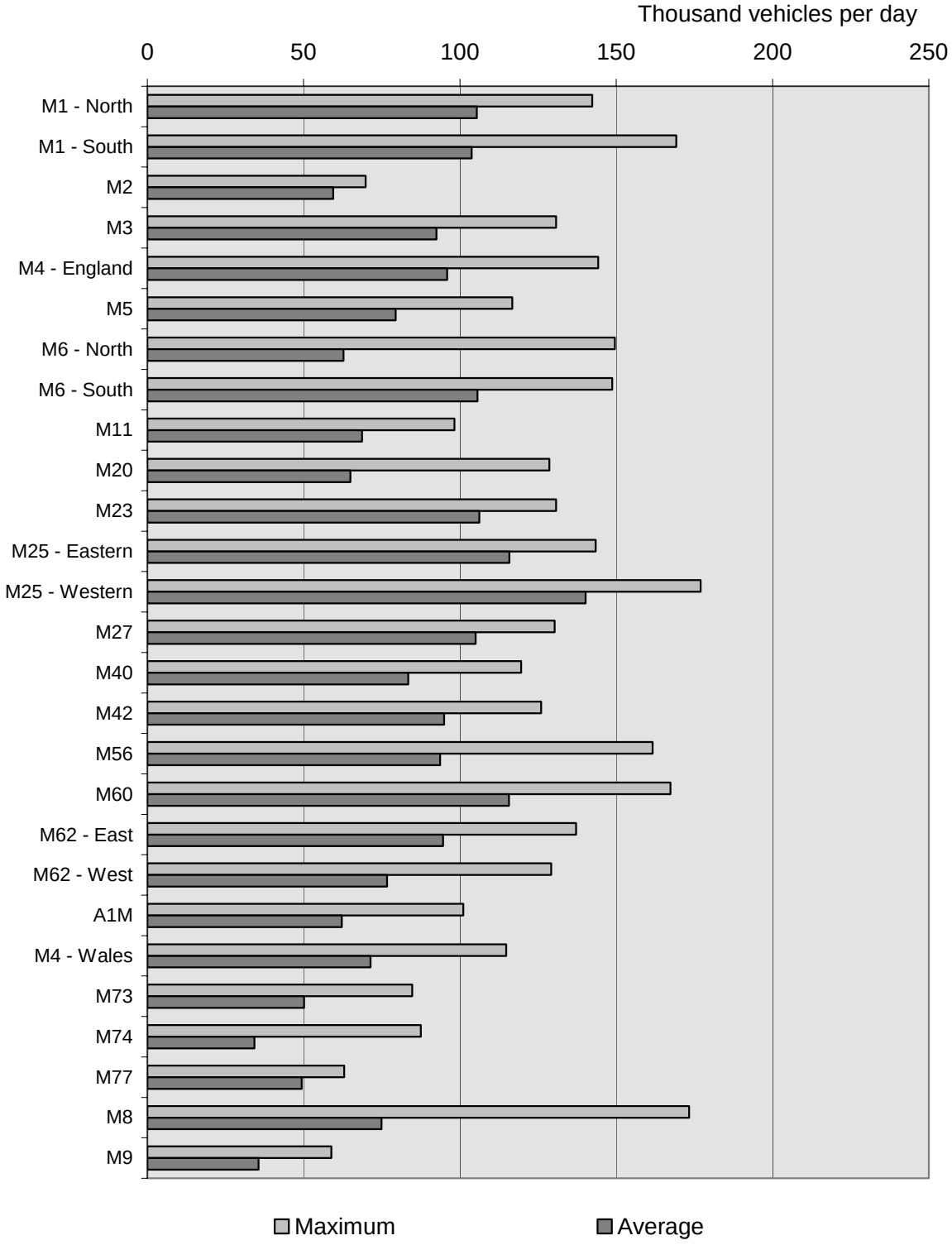
	Maximum flow					Average flow				
Motorways [3]	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
M1 - North of M6 junction	126	134	141	142	142	97	98	101	106	105
M1 - South of M6 junction	160	158	158	172	169	97	99	103	105	104
M2	61	63	63	69	70	52	53	52	58	59
M3	121	124	138	143	131	91	91	90	94	93
M4 - England	147	146	152	146	144	91	93	93	93	96
M5	105	109	105	113	117	72	74	75	77	79
M6 - North of M62 junction	120	121	129	148	150	57	59	58	62	63
M6 - South of M62 junction	145	147	145	148	149	100	98	100	102	106
M11	91	84	85	89	98	65	61	63	66	69
M20	123	125	126	128	129	62	65	66	65	65
M23	108	111	119	127	131	93	92	97	102	106
M25 - Eastern links from A1(M) to M23 [4]	133	142	150	143	140	119	121	116	116	116
M25 - Western links from A1(M) to M23	195	194	196	167	177	146	147	141	142	140
M27	112	119	123	127	130	96	100	101	107	105
M40	123	114	119	119	120	85	87	84	86	83
M42	168	127	124	134	126	88	91	85	91	95
M56	146	149	159	164	162	90	90	93	96	94
M60	169	174	169	181	167	103	112	115	123	116
M62 - East of The Pennines (junction 22)	131	135	129	138	137	95	96	99	97	95
M62 - West of The Pennines (junction 22)	131	130	118	129	129	72	74	72	76	77
A1M	90	96	97	101	101	57	60	60	61	62
M4 - Wales	101	103	109	115	115	64	66	68	73	71
M73 - Scotland	79	74	72	75	85	46	46	46	48	50
M74 - Scotland	79	85	88	87	88	30	32	33	34	34
M77 - Scotland	61	62	61	63	63	46	47	47	49	49
M8 - Scotland	133	151	167	173	173	67	70	70	73	75
M9 - Scotland	54	55	54	59	59	31	32	33	35	36

1. The calculation for the average daily flow is estimated by dividing the annual traffic estimate by the road length and the number of days in the year.
2. Excludes flows on slip roads and spur roads.
3. Motorways in England, unless otherwise stated.
4. Excludes the A282 Dartford Crossing as part of the M25 for the years 2001 to 2005.

Source: National Road Traffic Survey, DfT.
☎ 020-7944 3095

Chart 2.3

Comparison of motor vehicle flows for major sections of motorway network: 2005 [1,2]



1. Excludes flows on slip roads and spur roads.
2. The maximum flow is the highest reading for 2005.

Section 3: Seasonal, daily and hourly fluctuations in traffic

The data in this section are solely derived from continuous automatic counts conducted at a small number of fixed sites on major and minor roads.

Average daily traffic flows by month – 2001 - 2005

- Table 3.1 shows average monthly traffic flows over a five-year period from 2001 to 2005.
- The highest flows of cars on motorways and all rural roads are in July and August, although flows remained high from May to October. On urban roads there was a more even distribution of traffic flows throughout the year.
- Goods vehicle traffic flows also peaked during the autumn for each type of road, staying high into November, before declining during the winter months of December to February.

Table 3.1

Daily traffic flows by month: 2001 - 2005 [1]

Index: Average daily traffic flow in month = 100

	Motorways			All rural major and minor roads		
	Cars and taxis	Goods vehicles	All motor vehicles	Cars and taxis	Goods vehicles	All motor vehicles
January	*91*	*94*	*91*	*87*	*93*	*87*
February	*94*	*98*	*94*	*91*	*97*	*91*
March	*98*	*101*	*98*	*96*	*101*	*97*
April [2]	*101*	*101*	*101*	*101*	*101*	*101*
May	*101*	*99*	*100*	*103*	*100*	*103*
June	*103*	*101*	*103*	*105*	*104*	*105*
July	*106*	*103*	*105*	*107*	*103*	*107*
August	*108*	*98*	*107*	*111*	*100*	*110*
September	*104*	*104*	*105*	*106*	*105*	*106*
October	*103*	*105*	*103*	*102*	*105*	*102*
November	*98*	*105*	*100*	*98*	*104*	*99*
December [3]	*94*	*91*	*93*	*93*	*88*	*92*

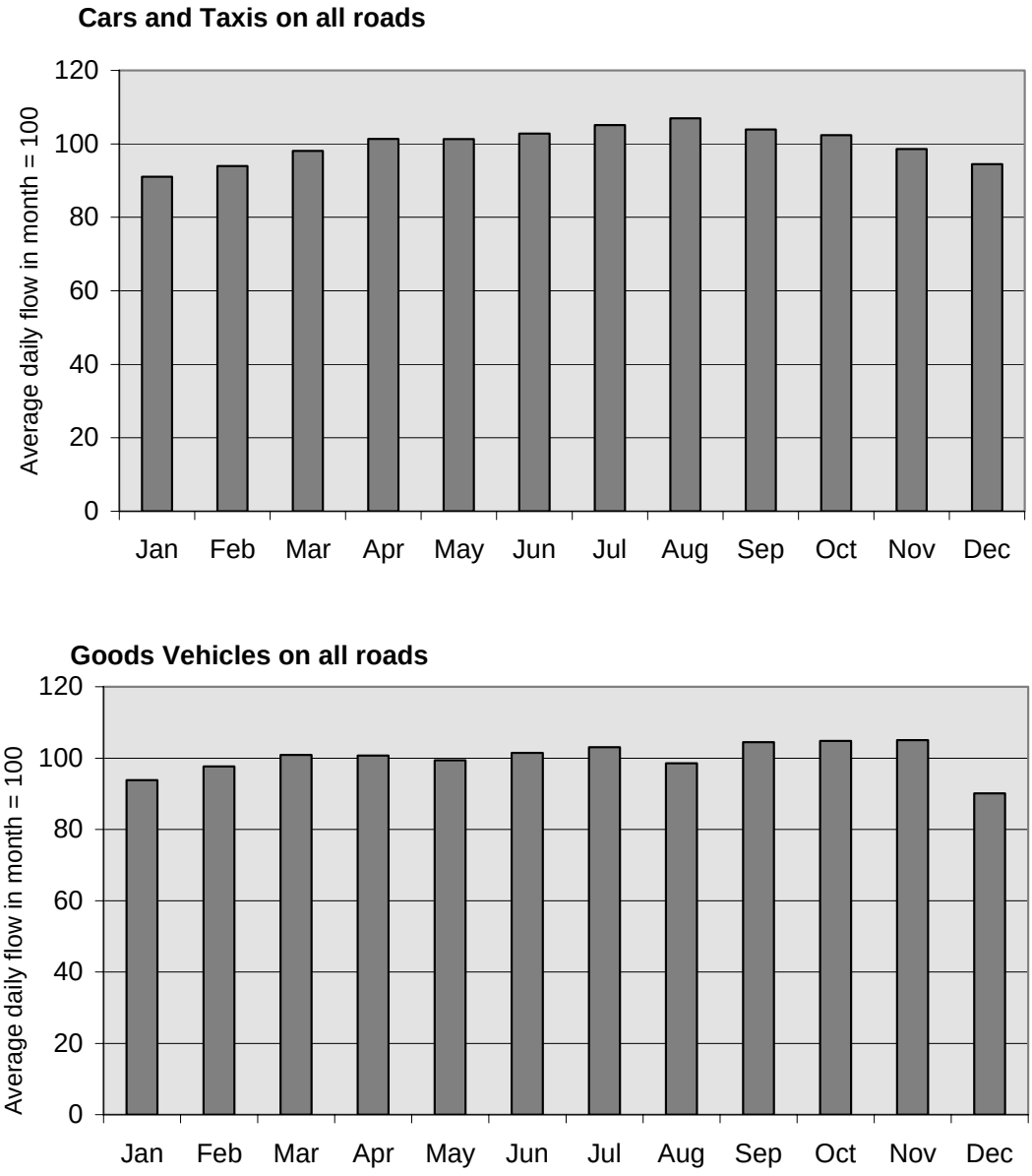
	All urban major and minor roads			All roads		
	Cars and taxis	Goods vehicles	All motor vehicles	Cars and taxis	Goods vehicles	All motor vehicles
January	*97*	*95*	*96*	*91*	*94*	*91*
February	*98*	*99*	*97*	*94*	*98*	*94*
March	*102*	*101*	*102*	*98*	*101*	*98*
April [2]	*102*	*101*	*102*	*101*	*101*	*101*
May	*101*	*100*	*101*	*101*	*99*	*101*
June	*101*	*101*	*101*	*103*	*101*	*103*
July	*101*	*104*	*101*	*105*	*103*	*105*
August	*98*	*98*	*98*	*107*	*99*	*106*
September	*101*	*104*	*101*	*104*	*104*	*104*
October	*101*	*103*	*101*	*102*	*105*	*103*
November	*101*	*104*	*102*	*99*	*105*	*100*
December [3]	*97*	*89*	*97*	*94*	*90*	*94*

1. Indices are based on average daily traffic and are not affected by the varying number of days in each month.
2. Figures affected by Easter.
3. Figures affected by Christmas.

Source: National Core Census, DfT.
☎ 020-7944 6397

Chart 3.1

Average daily traffic flows by month: 2001 - 2005



Traffic distribution by day of week 2005

- In table 3.2 the distribution of traffic by day of week is the average daily pattern during 2005.
- Overall, traffic is higher on weekdays than at weekends; the highest level of traffic occurs on Fridays and the lowest on Sunday: 13 per cent above and 19 per cent below the daily average respectively.
- Car traffic on urban roads is especially low on Sundays (21 per cent below the daily average).
- Goods vehicle traffic is much higher during the working week, on all road types, than at the weekend. In particular, on Sundays it is only around a quarter of weekday levels.

Table 3.2
Traffic distribution by day of week: 2005

Index: Average day = 100

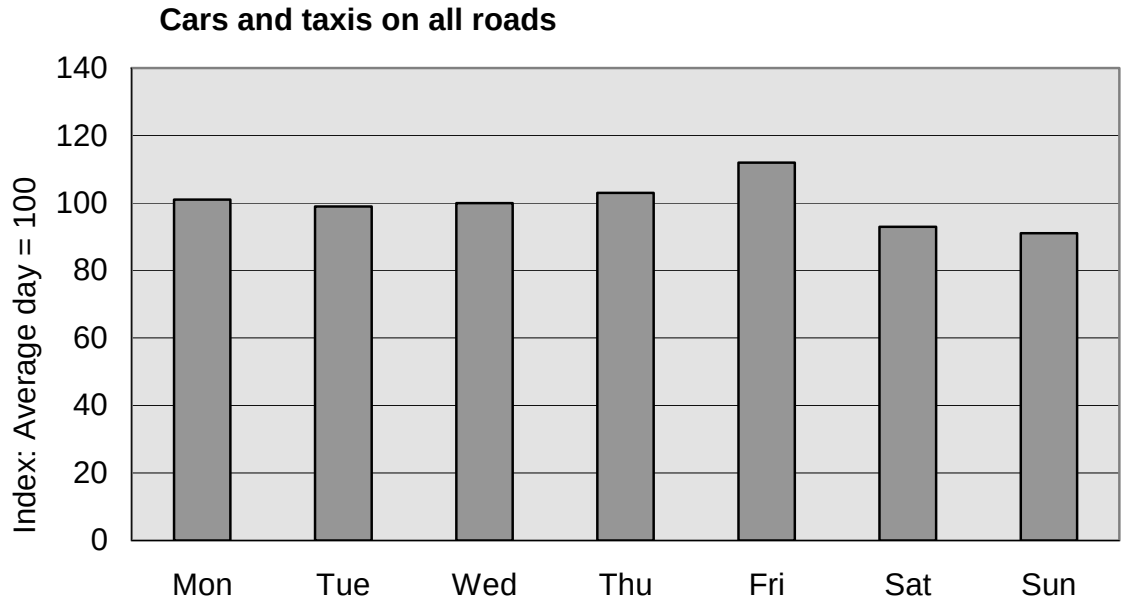
	Motorways			All rural major and minor roads		
	Cars and taxis	Goods vehicles	All motor vehicles	Cars and taxis	Goods vehicles	All motor vehicles
Monday	***101***	***117***	***104***	***101***	***117***	***103***
Tuesday	***98***	***128***	***104***	***99***	***128***	***103***
Wednesday	***99***	***131***	***105***	***101***	***131***	***104***
Thursday	***102***	***132***	***108***	***103***	***132***	***107***
Friday	***113***	***118***	***114***	***113***	***121***	***114***
Saturday	***91***	***42***	***82***	***97***	***44***	***90***
Sunday	***95***	***32***	***83***	***86***	***28***	***79***

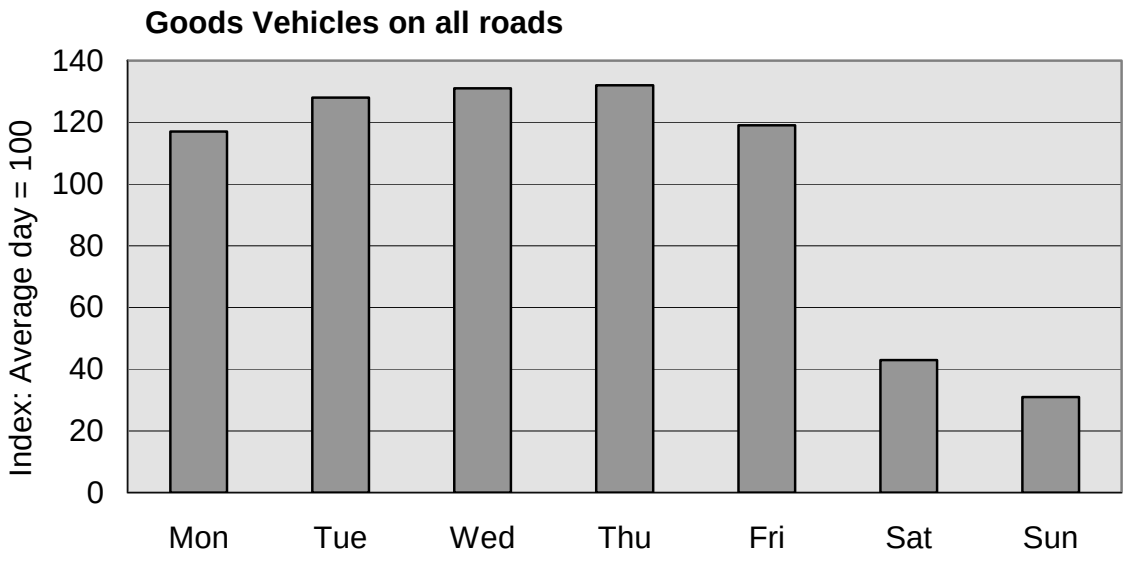
	All urban major and minor roads			All roads		
	Cars and taxis	Goods vehicles	All motor vehicles	Cars and taxis	Goods vehicles	All motor vehicles
Monday	***101***	***118***	***102***	***101***	***117***	***104***
Tuesday	***104***	***128***	***105***	***99***	***128***	***104***
Wednesday	***105***	***129***	***107***	***100***	***131***	***105***
Thursday	***106***	***130***	***108***	***103***	***132***	***108***
Friday	***109***	***123***	***110***	***112***	***119***	***113***
Saturday	***96***	***48***	***92***	***93***	***43***	***85***
Sunday	***79***	***25***	***75***	***91***	***31***	***81***

Source: National Core Census, DfT.
☎ 020-7944 6397

Chart 3.2

Average traffic distribution by day of the week: 2005





Traffic distribution by time of day 2005

- Table 3.3 shows the average hourly pattern of traffic for an average day in 2005.
- On weekdays car traffic was about one quarter higher in the peak hours of the morning and afternoon than in the hours between 10 am and 4 pm.
- The pattern of car traffic throughout the day was markedly different at weekends. On Saturdays there was more traffic between 10 am and 3 pm than at other times.
- Goods vehicle traffic during the week reached a plateau of activity between 6 am and 5 pm, tailing off as expected outside normal working hours. Compared with car traffic, goods vehicle traffic was relatively high in the early weekday morning hours. Goods traffic was much lower at the weekends.

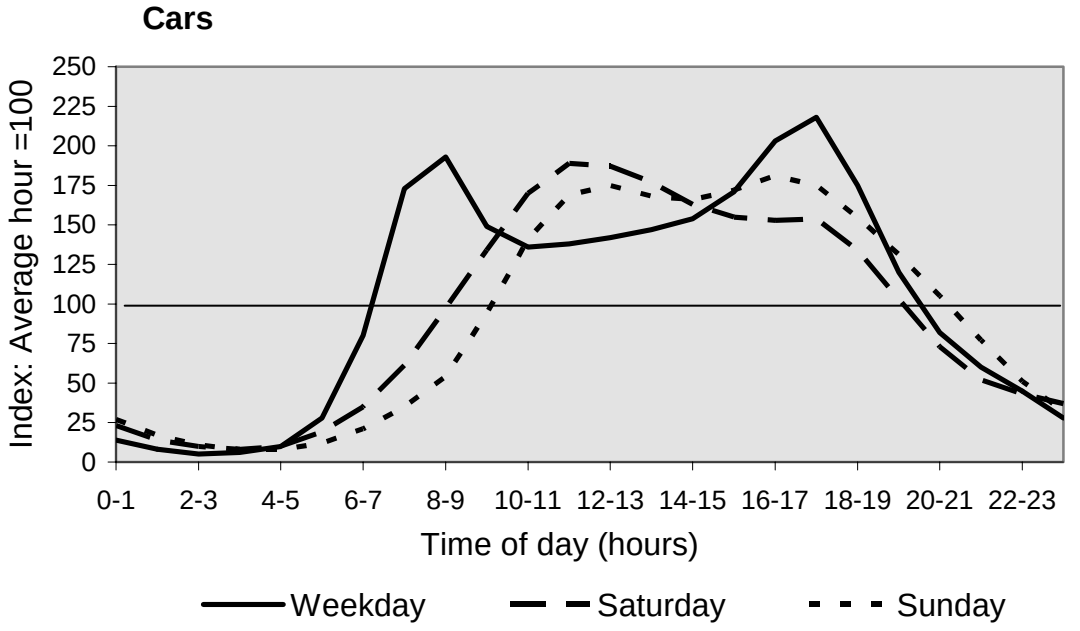
Table 3.3
Traffic distribution by time of day on all roads: 2005

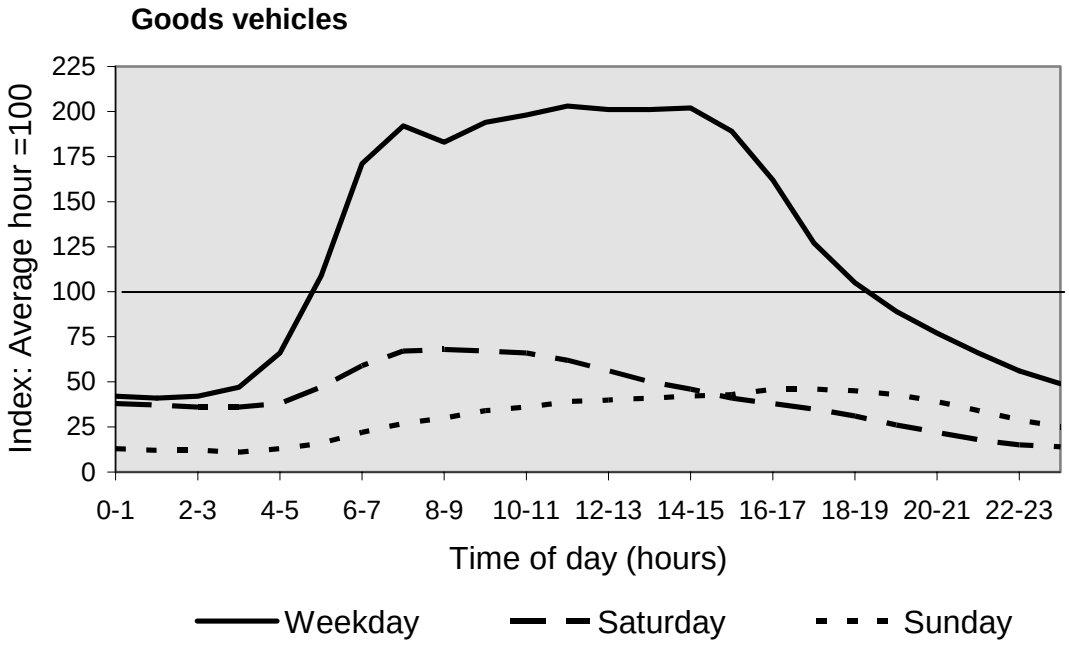
Index: Average hour in week = 100

	Cars			Goods vehicles			All vehicles		
Time of day	Week-day	Satur-day	Sun-day	Week-day	Satur-day	Sun-day	Week-day	Satur-day	Sun-day
0-1	14	23	27	42	38	13	17	24	25
1-2	8	14	17	41	37	12	12	17	16
2-3	5	10	11	42	36	12	10	13	11
3-4	6	8	8	47	36	11	11	12	8
4-5	10	10	8	66	38	13	17	14	8
5-6	28	19	12	109	47	16	39	22	13
6-7	80	35	21	171	59	22	95	39	21
7-8	173	61	35	192	67	27	178	64	34
8-9	193	97	54	183	68	30	193	94	51
9-10	149	134	94	194	67	34	158	124	85
10-11	136	170	141	198	66	36	147	154	124
11-12	138	189	169	203	62	39	149	169	148
12-13	142	187	175	201	56	40	152	166	153
13-14	147	177	168	201	50	41	156	157	148
14-15	154	163	166	202	46	42	163	145	146
15-16	171	155	172	189	41	43	176	137	151
16-17	203	153	181	162	38	46	199	135	158
17-18	218	154	175	127	35	46	204	135	153
18-19	175	134	155	105	31	45	163	117	137
19-20	120	103	131	89	26	43	114	90	116
20-21	82	73	105	77	22	39	80	64	93
21-22	60	52	77	66	18	34	60	46	69
22-23	45	43	51	56	15	29	45	38	47
23-24	28	37	32	49	14	25	30	34	30

Source: National Core Census, DfT.
☎ 020-7944 6397

Chart 3.3
Distribution of traffic by time of day, period during the week and vehicle type: 2005





Section 4: Road lengths

Road lengths by road class: 1955 - 2005

- Previous sections of this bullet provide traffic estimates. In order to calculate these it is necessary to have accurate and up-to-date data on road lengths by road class.
- The total road length in Great Britain in 2005 is estimated to be 388 thousand kilometres.
- The minor (i.e. 'B', 'C' and unclassified) road length in Great Britain in 2005 is estimated to be 337.8 thousand kilometres, amounting to 87 per cent of the total. Motorways and 'A' roads account for 1 per cent and 12 per cent of the road network respectively; about three-quarters of the latter are rural roads. In contrast, 19 per cent of total traffic is on motorways and 45 per cent on A roads.

Table 4.1a

Road length by road class: 1955 - 1993 [1]

Thousand kilometres

	Major roads								Minor roads			
		'A' roads: Non built-up			'A' roads: Built-up							
	Motor-way [2]	Trunk	Principal	Total	Trunk	Principal	Total	Total major roads	Non built-up	Built-up	Total	All roads
1955	.	..	..	..	44.9	..	..	..	..	..	257.8	302.7
1960	0.2	..	..	..	45.2	..	..	..	..	..	267.2	312.5
1965	0.6	..	..	..	45.4	..	..	..	..	..	277.6	323.6
1970	1.1	..	..	..	46.0	..	..	..	..	..	275.4	322.5
1975	2.0	..	..	32.2	..	..	14.2	48.4	..	..	281.7	330.0
1980	2.6	..	..	32.6	..	..	14.0	49.2	..	..	290.5	339.6
1985	2.8	10.6	22.4	33.0	1.7	12.4	14.1	49.9	169.7	129.1	298.8	348.7
1989	3.0	11.1	22.6	33.7	1.6	12.5	14.1	50.7	170.4	135.5	305.9	356.6
1990	3.1	11.1	22.7	33.8	1.5	12.5	14.0	50.9	170.7	136.4	307.1	358.0
1991	3.1	10.9	23.0	33.9	1.5	12.6	14.0	51.1	171.4	137.5	309.0	360.0
1992	3.1	10.9	23.0	33.9	1.4	12.6	14.0	51.0	170.6	140.6	311.2	362.3
1993	3.1	10.8	23.0	33.8	1.4	12.7	14.1	51.0	170.5	142.6	313.2	364.2

1. Built-up roads are those with a speed limit of 40 mph or less (irrespective of whether there are buildings or not).

2. Includes trunk motorways and principal motorways.

Table 4.1b

Road length by road class: 1993 - 2005

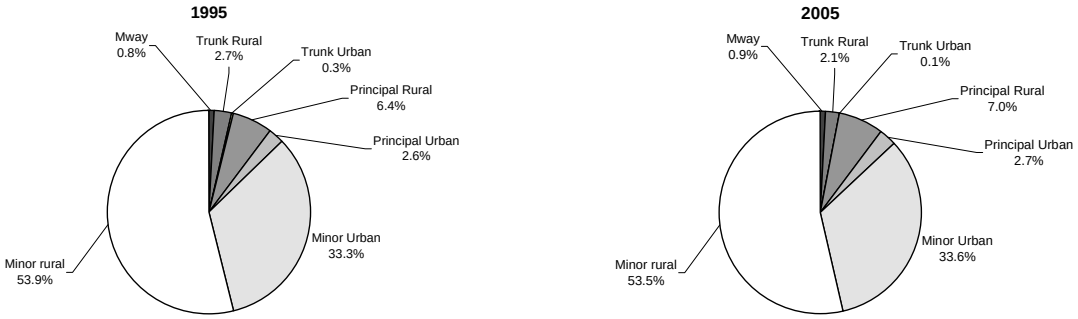
Thousand kilometres

	Major roads								Minor roads			
		'A' roads: rural			'A' roads: urban			Total				
	Motor -way [1]	Trunk	Principal	Total	Trunk	Principal	Total	major roads	Rural	Urban	Total	All roads
1993 [2]	3.2	10.5	24.6	35.1	1.2	9.9	11.0	49.3	207.6	127.9	335.5	384.8
1994	3.2	10.5	24.6	35.1	1.1	9.9	11.0	49.4	207.9	128.3	336.2	385.6
1995	3.3	10.5	24.8	35.3	1.1	9.9	11.0	49.6	208.2	128.6	336.8	386.4
1996	3.3	10.6	24.6	35.2	1.1	9.9	11.0	49.5	208.5	129.0	337.5	387.0
1997	3.4	10.7	24.6	35.3	1.1	9.9	11.0	49.7	208.8	129.3	338.2	387.9
1998	3.4	10.6	24.8	35.4	1.1	9.9	11.0	49.8	209.1	129.7	338.8	388.6
1999	3.4	10.6	24.9	35.5	1.1	10.0	11.1	50.0	209.4	130.1	339.5	389.5
2000	3.5	10.6	24.9	35.5	1.1	10.0	11.1	50.1	209.7	130.4	340.2	390.2
2001	3.5	10.6 [3]	24.9	35.5	0.8 [3]	10.4	11.1	50.1	210.0	130.8	340.8	391.0
2002	3.5	10.0	25.6	35.5	0.7	10.4	11.1	50.2	210.3	131.2	341.5	391.7
2003	3.5	9.0	26.5	35.5	0.6	10.5	11.1	50.1	210.7	131.6	342.2	392.3
2004 [4]	3.5	8.6	26.9	35.5	0.5	10.6	11.1	50.2	207.6	129.9	337.5	387.7
2005 [4]	3.5	8.2	27.3	35.6	0.4	10.7	11.1	50.2	207.6	130.2	337.8	388.0

1. Includes trunk motorways and principal motorways.
2. Urban roads: Major and minor roads within an urban area with a population of 10,000 or more. These are based on the 2001 urban settlements. The definition for 'urban settlement' is in *Urban and rural area definitions: a user guide* which can be found on the DCLG web site at: http://www.communities.gov.uk/index.asp?id=1147746
3. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.
4. New information has enabled better estimates of minor road lengths to be made; see Special Note on page 4.

Source: National Roads Database, DfT.
☎ 020-7944 3095

Chart 4.1
Road lengths by road class: 1995 and 2005



Total road length:
1995: 386,400 kilometres **2005: 388,000 kilometres**

Road lengths by country and Government Office Region: 2005

- Motorways accounted for less than 1 per cent of the total road length in Great Britain in 2005. In England, the regions with the lowest proportion of motorway relative to total road length within the region, were the North East and London, each with 0.4 per cent, the same as the proportion in Wales. The highest proportion of motorway was 1.7 per cent in the North West.
- In England and Wales major roads (excluding motorways) accounted for about 11 and 13 per cent, respectively, of total road length. However, in Scotland, major roads comprised 18 per cent of total road length.
- The proportion of urban roads ranges from 97 per cent in London to 22 per cent in the South West, Wales and Scotland.
- Scotland has the greatest length of road per head of population and London the least (see Chart 4.3).

Table 4.2
Road lengths by country and Government Office Region: 2005

Kilometres

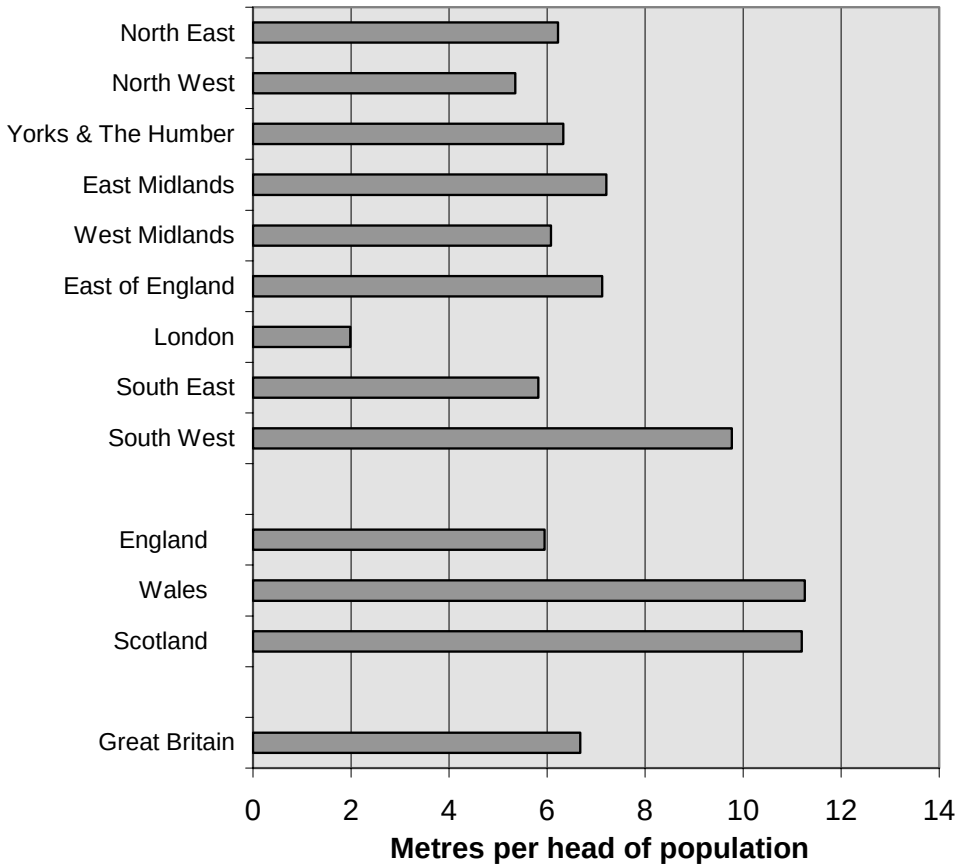
	Major roads								Minor roads [2]			
		Rural - 'A' roads			Urban - 'A' roads			Total				
	Motor -way [1]	Trunk	Principal	Total	Trunk	Principal	Total	major roads	Rural	Urban	Total	All Roads
North East	58	296	962	1,258	51	449	501	1,817	7,222	6,802	14,024	15,840
North West	638	308	2,027	2,335	34	1,642	1,676	4,649	13,208	18,675	31,883	36,531
Yorkshire and The Humber	365	393	1,851	2,244	24	1,060	1,084	3,694	15,511	12,702	28,213	31,907
East Midlands	195	506	2,651	3,157	35	650	684	4,037	17,869	8,952	26,821	30,858
West Midlands	428	484	1,942	2,426	58	1,032	1,090	3,945	15,886	12,609	28,494	32,439
East England	265	733	2,328	3,061	37	784	821	4,147	24,229	10,760	34,989	39,136
London	60	.	62	62	.	1,657	1,657	1,779	315	12,647	12,963	14,742
South East	655	621	3,147	3,768	45	1,409	1,454	5,876	22,693	18,673	41,366	47,243
South West	327	680	3,553	4,233	25	677	702	5,262	33,823	10,131	43,954	49,216
England [3]	2,992	4,022	18,523	22,545	308	9,361	9,669	35,206	150,756	111,950	262,706	297,911
Wales	141	1,499	2,142	3,640	48	484	532	4,313	22,135	6,785	28,919	33,233
Scotland	386	2,718	6,647	9,365	88	818	905	10,657	34,755	11,452	46,207	56,864
Great Britain	3,519	8,239	27,312	35,550	444	10,663	11,107	50,176	207,646	130,186	337,832	388,008

1. Includes trunk motorways and principal motorways.
2. New information has enabled better estimates of minor road lengths to be made; see Special Note on page 4.
3. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.

Source: National Roads Database, DfT.
☎020 - 7944 3095

Chart 4.2

Road lengths per head of population: 2005



Source: Government Actuary Department. Resident population estimates at mid-2004

Road area by Government Office Region

- The total land area covered by roads (including pavements) in England in 2001 (the latest estimate available) was 3,065 square kilometres.
- The estimates of land area are based on Ordnance Survey's MasterMap® and are produced by the Department for Communities and Local Government; they are currently available for England only.

Table 4.3
Road and path area by Government Office Region: England

Square kilometres

	All roads [1]	Paths [2]
North East	177	10
North West	412	17
Yorkshire and The Humber	336	12
East Midlands	310	10
West Midlands	329	13
East England	374	13
London	197	10
South East	492	20
South West	438	13
England	3,065	119
Wales	..	..
Scotland	..	..
Great Britain	..	..

1. Includes roads, tracks and roadsides (pavements); excludes natural surfaces such as verges and grassed roundabouts.
2. Paths that are not accessible to motorised vehicles.

Source: Generalised Land Use Database 2001, Department for Communities and Local Government
☎020 - 7944 3095

Section 5: Goods vehicles

Goods vehicle traffic by axle configuration and road class: 2005

- This section contains information on heavy goods vehicle (goods vehicles over 3,500 kgs gross vehicle weight) traffic flows that are integral to the transport headline sustainable development indicator, showing the relationship between the trends in goods vehicle kilometres and the growth in GDP. For more information, see *Focus on Freight* published by the Department for Transport in 2003.
- Rigid 2-axle goods vehicles are the most common type of lorry on British roads and accounted for 40 per cent of all goods vehicle traffic in 2005.
- The largest goods vehicles, articulated goods vehicles with 6 or more axles, accounted for 19 per cent of all goods vehicle traffic in 2005; traffic of goods vehicles with this axle configuration rose by 2.3 per cent between 2004 and 2005. Traffic of 5-axled articulated goods vehicles rose by 1.3 per cent between 2004 and 2005,
- 22 per cent of rigid goods vehicle traffic, but only 3 per cent of articulated traffic, were on minor roads. For motorways, the corresponding figures were 28 per cent for rigid and 57 per cent for articulated vehicles (see Chart 5.1). This reflects the different purposes for which the two vehicle types are used - rigid goods vehicles are typically for local deliveries (e.g. building materials), articulated goods vehicles primarily for long distance haulage (e.g. distribution of manufactured goods).

Table 5.1

Goods vehicle traffic by axle configuration and road class: 2005

Billion vehicle kilometres

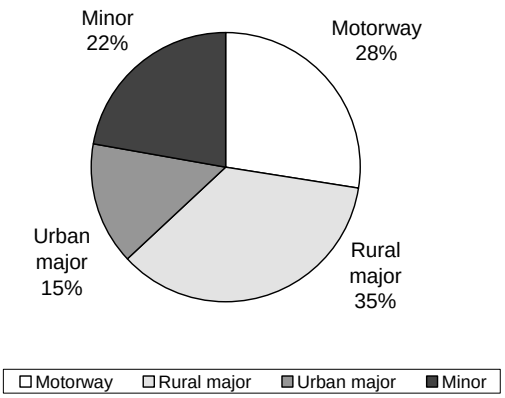
	Rigid by number of axles				Articulated by number of axles				
	2	3	4 or more	Total	3 and 4	5	6 or more	Total	All
Motorways [1]	3.27	0.47	0.43	4.17	0.96	3.93	2.98	7.87	12.04
Rural 'A' roads:									
Trunk [2]	1.83	0.31	0.30	2.44	0.42	1.40	1.36	3.19	5.63
Principal	2.12	0.39	0.41	2.92	0.30	0.65	0.66	1.62	4.54
All rural 'A' roads	3.94	0.70	0.71	5.36	0.73	2.05	2.02	4.81	10.16
Urban 'A' roads:									
Trunk [2]	0.15	0.03	0.03	0.20	0.03	0.08	0.08	0.19	0.39
Principal	1.58	0.23	0.24	2.05	0.13	0.24	0.24	0.61	2.66
All urban 'A' roads	1.73	0.25	0.27	2.26	0.16	0.32	0.32	0.79	3.05
All major roads [3]	8.95	1.43	1.41	11.79	1.84	6.30	5.32	13.47	25.25
Minor roads									
Rural	1.22	0.27	0.20	1.69	0.08	0.07	0.13	0.27	1.96
Urban	1.37	0.20	0.09	1.66	0.05	0.04	0.08	0.17	1.83
All minor roads	2.59	0.47	0.29	3.35	0.13	0.10	0.20	0.44	3.79
All roads	11.54	1.89	1.70	15.13	1.98	6.40	5.53	13.90	29.04

1. Includes trunk motorways and principal motorways.
2. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.
3. Includes motorways, urban and rural 'A' roads.

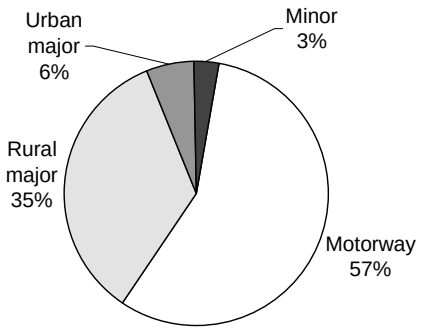
Source: National Road Traffic Survey, DfT.
☎ 020-7944 3095

Chart 5.1
Goods vehicle traffic by road class: 2005

Rigid goods vehicles: Vehicles built as a single unit



Articulated goods vehicles: Vehicles which are a combination of a tractive unit and a semi-trailer



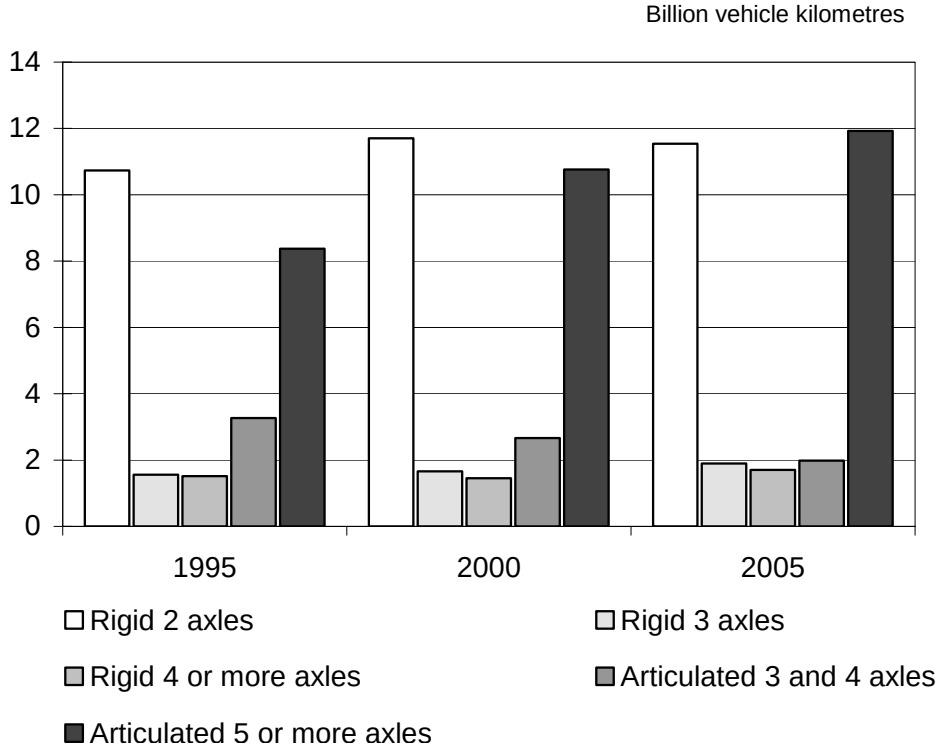
Total goods vehicle traffic:

Rigid: 15.13 billion vehicle kilometres **Articulated: 13.90 billion vehicle kilometres**

Goods vehicle traffic by axle configuration: 1995, 2000, and 2005

- Distance travelled by articulated vehicles with 5 or more axles has increased by 40 per cent since 1995. This type of goods vehicle now accounts for more vehicle kilometres than any other.

Chart 5.2
Goods vehicle traffic by axle configuration: 1995 to 2005



Average vehicle weights: 2005

- The results are based on a survey of 18 weigh-in-motion stations located on motorways and trunk roads, providing an indication of the wear of vehicles on the road.
- Although 6-axle articulated goods vehicles are 48 per cent heavier than rigid 4-axle goods vehicles on average, they are responsible for about one third more of road-wear per vehicle.

Table 5.2

Average vehicle weights and standard axles on motorways and trunk roads: 2005

Billion vehicle kilometres / tonnes / standard axles

Axle Configuration	**Traffic on motorways and trunk roads** (billion [1] vehicle kms)	**Average gross vehicle weight** (tonnes)	**Average road wear factor per vehicle** (standard axles) [2]
Rigid vehicles:			
2 axles (mostly cars)	**142.7** [3]	**2.1** [4]	**0.1** [4]
3 axles	**0.8**	**16.7** [5]	**2.5** [5]
4 axles	**0.8**	**22.6**	**3.2**
Articulated vehicles:			
3 and 4 axles	**1.4**	**18.3**	**1.4**
5 axles	**5.4**	**23.9**	**2.8**
6 axles	**4.4**	**33.4**	**4.3**

1. Figures for trunk and principal roads in England since 2001 are affected by the detrunking programme.
2. Ratio of the average road wear to the road wear caused by a 'standard axle' vehicle weighing 8.16 tonnes.
3. Includes cars, taxis, light goods vehicles and **all** buses and coaches.
4. Includes all vehicles with **2** axles.
5. Includes all vehicles with **3** axles.

Source: Weigh-in-Motion-Survey, DfT
☎ 020-7944 6574

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Bristol
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Newham
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Road lengths: ☎ 020 7944 3095

Private motoring: ☎ 020 7944 3097

Traffic forecasts: ☎ 020 7944 6198

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E-mail: transtat@scotland.gsi.gov.uk
Internet: www.scotland.gov.uk/transtat

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Internet: http://csrb.drdni.gov.uk

Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute of Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the Department for Transport. The aims of the Group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The Group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Transport and the Environment
- Cycling Statistics
- Urban Transport Bench Marking
- National Travel Survey
- Ports and Maritime Statistics
- Rail Safety Statistics and Risk Models

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please contact:

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Email: nina.webster@tube.tfl.gov.uk

The TSUG has contributed to the production of the *Transport Yearbook 2006*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from The Stationery Office.

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